



Amtrak Fact Sheet, Fiscal Year 2014

State of Texas

Amtrak-Texas partnership

- Grants from the State of Texas help support the daily *Heartland Flyer* service between Fort Worth and Oklahoma City
- Nearly 94,000 Texas residents are members of the Amtrak Guest Rewards frequent user program

Amtrak Service & Ridership

Amtrak operates one shorter-distance train, the *Heartland Flyer* (daily Fort Worth-Gainesville-Oklahoma City) and two long-distance trains through Texas:

- The *Sunset Limited* (tri-weekly Orlando-New Orleans-Los Angeles via Houston, San Antonio, and El Paso)*
- The *Texas Eagle* (daily Chicago-Dallas-San Antonio with tri-weekly through car service via the *Sunset Limited* to Los Angeles)

* *Sunset Limited service suspended east of New Orleans.*

During FY14 Amtrak served the following Texas locations:

<u>City</u>	<u>Boardings + Alightings</u>
Alpine	4,756
Austin	32,951
Beaumont	3,412
Cleburne	3,322
Dallas	50,180
Del Rio	2,385
El Paso	13,272
Fort Worth	129,438
Gainesville	7,178
Houston	20,603
Longview	38,365
Marshall	10,184
McGregor	4,328
Mineola	6,776

San Antonio	62,002
San Marcos	6,830
Sanderson	238
Taylor	4,797
Temple	15,390
Total Texas Station Usage:	416,397

(down 6.4% from FY13)

Procurement/Contracts

Amtrak spent \$25,768,411 on goods and services in Texas in FY14. Much of this was in the following locations:

<u>City</u>	<u>Amount</u>
Alvarado	\$ 1,438,333
Austin	\$ 2,620,182
Dallas	\$ 8,075,655
Fort Worth	\$ 3,555,405
Grand Prairie	\$ 1,867,070
Houston	\$ 1,486,688
Southlake	\$ 2,475,730

Employment

At the end of FY14, Amtrak employed 193 Texas residents. Total wages of Amtrak employees living in Texas were \$15,475,777 during FY14.

PRIIA Section 209 and State-Assisted Services

The Passenger Rail Investment and Improvement Act of 2008 (P.L. 110-432) required, by October 2013, an equitable arrangement of cost sharing between Amtrak and state or public agency partners that provide funding for short-distance, intercity train services. Agreements were reached with all parties, including Texas, by the deadline, and the services continued to run without interruption.

The Texas Transportation Commission voted in September 2006 to begin contributing a part of the operating grant for the Fort Worth-Oklahoma City *Heartland Flyer*. The State of Oklahoma also contributes to this service.

Station Improvements

Beaumont: Amtrak in January 2012 opened a new shelter station and ADA-compliant platform on the former site of the Missouri Pacific station. Adjacent property also was acquired by the city, where a new police substation, with public restrooms, was built. Also, the access road, sidewalks, and parking area were replaced.

Longview: The city acquired the former Texas & Pacific Railway station from the previous owner, the Union Pacific Railroad, for restoration. On May 10, 2014, the completed, \$2.8-million project was

dedicated and Amtrak moved back into the original waiting room and ticket office. The rest of the building is used for city offices and meeting space. The station was built in 1940. For many years, the Amtrak waiting room and ticket office were in a walled-in, former porch area on the west end of the building, which also has been restored to its original form.

Infrastructure Improvements

- The U.S. Department of Transportation announced on September 1, 2011, a \$34 million TIGER II grant for improvements to rail lines in and around Tower 55 in Fort Worth. The project is expected to greatly improve rail and street traffic flow in the area, where two busy freight lines currently intersect at grade. The *Texas Eagle* backs in and out of the Fort Worth station through Tower 55. The project will begin construction in early 2014 and has matching grants from Texas DOT (\$1 million), City of Fort Worth (\$1 million), BNSF Railway and Union Pacific Railroad (\$65 million).

AMTRAK ROUTES IN TEXAS

TRACK OWNERSHIP	
█ Amtrak	█ NS
█ UP	█ CP
█ BNSF	█ CN
█ CSX	█ Other

