



Central Regional Working Group Meeting

February 7, 2023

Agenda – Central Regional Working Group Meeting

- Welcome & Introductions
- Long-Distance Service 101 and Study Overview
- Current Long-Distance Network and Routes
- Pre-1971 and Discontinued Routes
- Baseline and Market Conditions
- Potential New Market Connections and Opportunities
- Evaluation Factors Review and Discussion
- Amtrak and Communities Working Together
- Closing and Next Steps

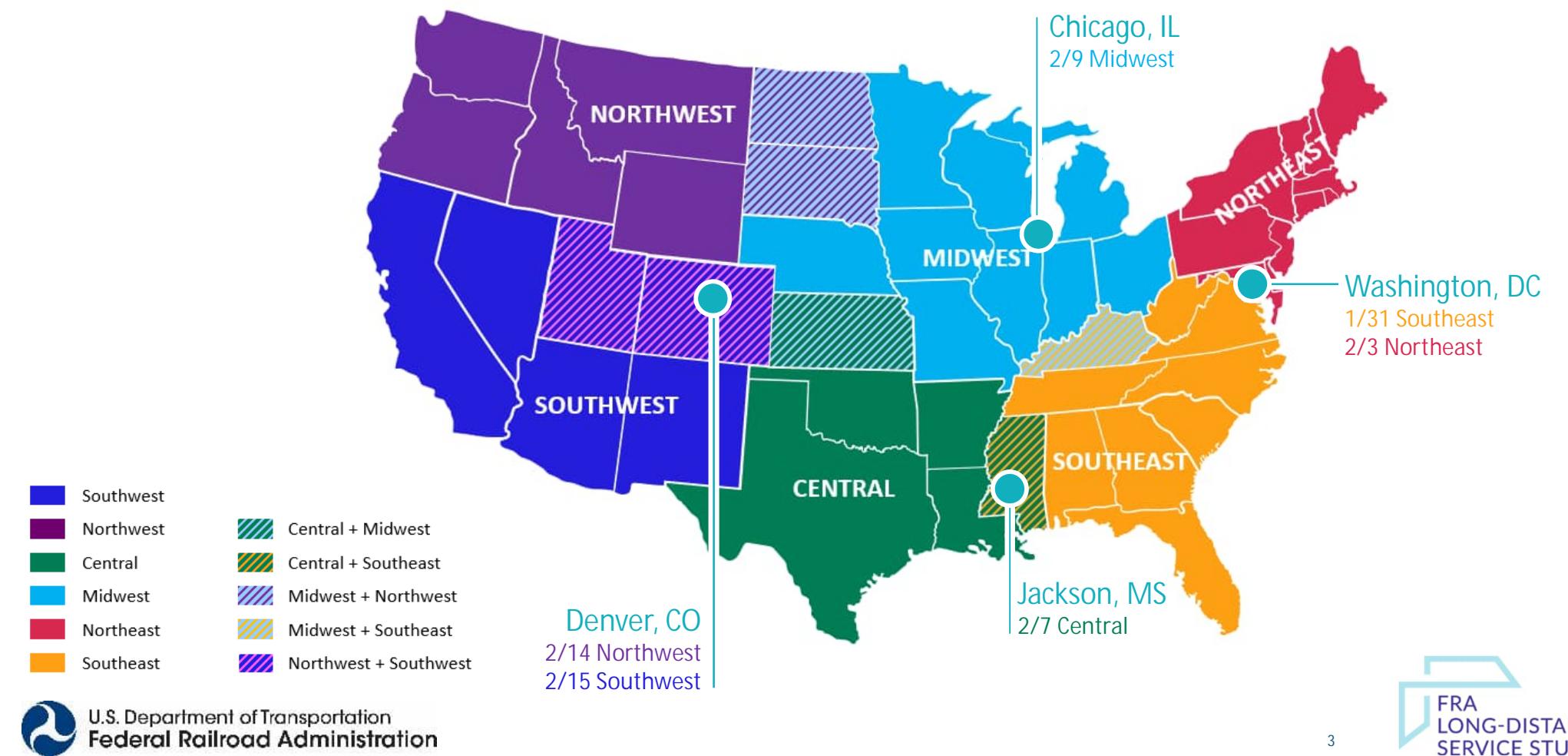
This document contains materials specific to the Central Region for the following agenda items:

- Current Long-Distance Network and Routes
- Baseline and Market Conditions

Additional materials about the FRA Long-Distance Service Study presented at each Regional Working Group Meeting are available on the project website:

<https://fralongdistancerailstudy.org/meeting-materials/>

Long-Distance Service Study: Working Group Meeting 1 (Central)



CURRENT LONG- DISTANCE NETWORK & ROUTES – CENTRAL

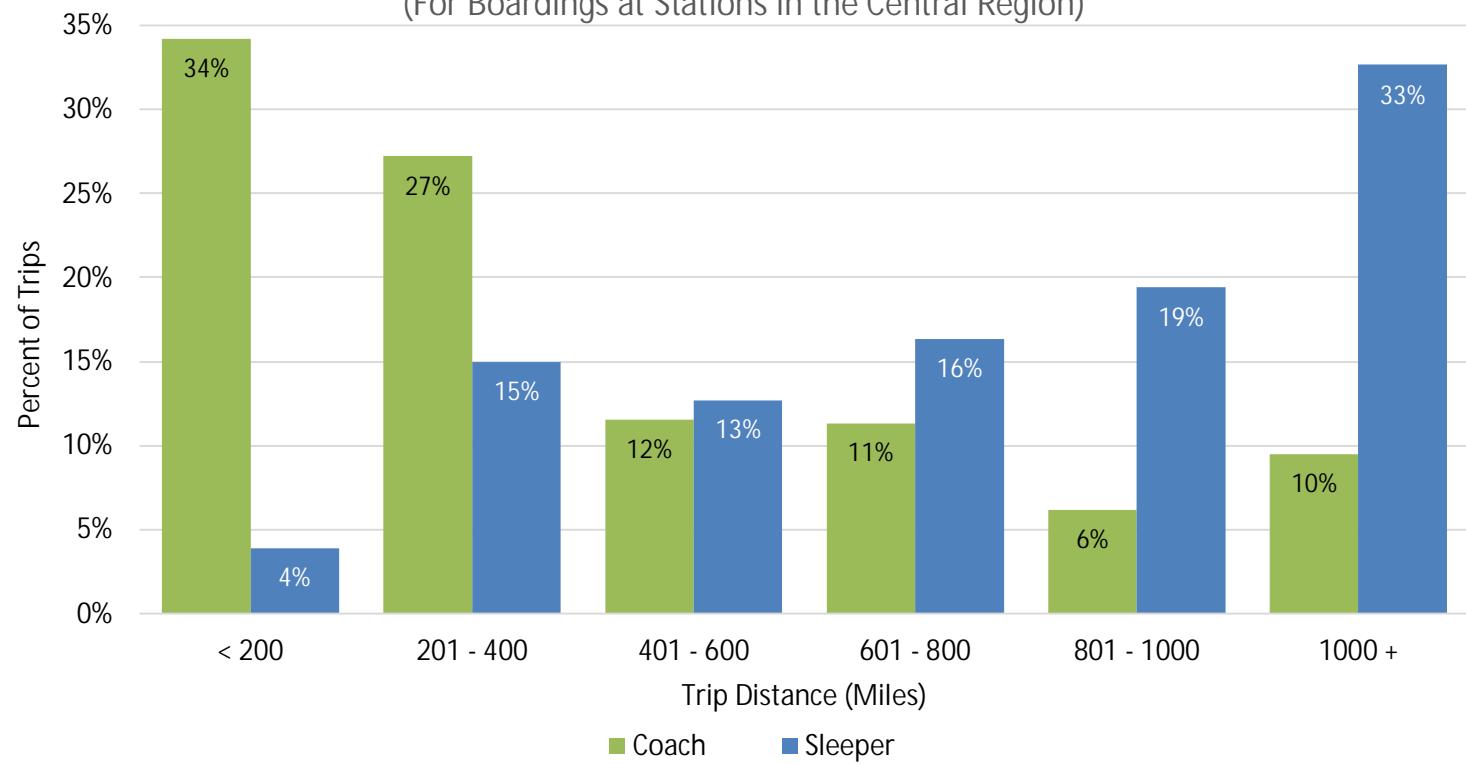


Central Long-Distance Service and Performance

Average Trip Length: Central Region

- Distribution of trips by trip distance for Long-Distance routes at stations in the Central Region
- Business Class is not offered on Long-Distance routes in the Central Region
- Only 33% of Sleeper Class trips are greater than 1,000 miles, compared to 41% for Long-Distance overall

Distribution of Trips by Distance (2019)
(For Boardings at Stations in the Central Region)

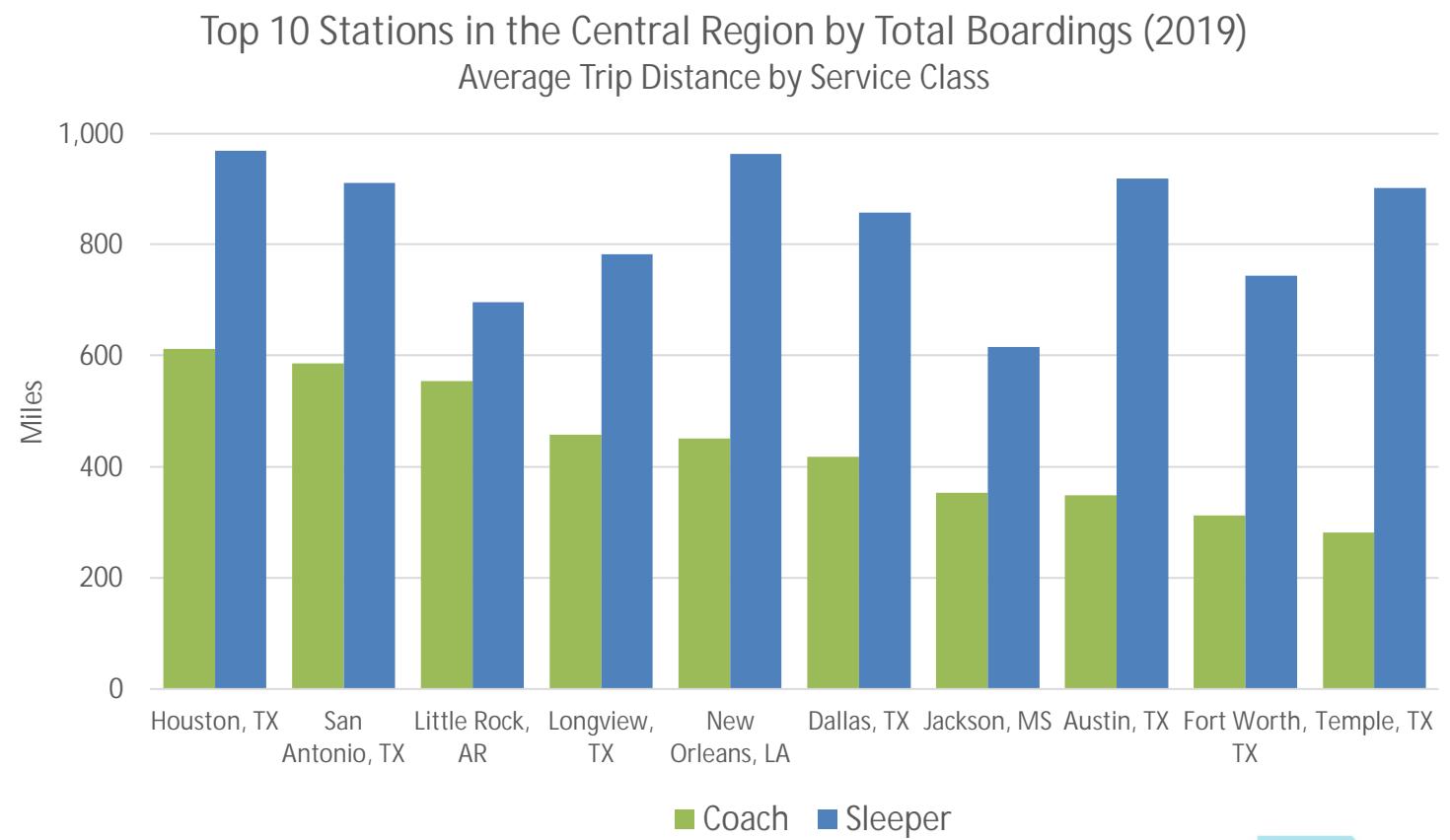


Source: Amtrak, Fiscal Year 2019. Data on trips by route, service class, and trip distance.

Central Long-Distance Service and Performance

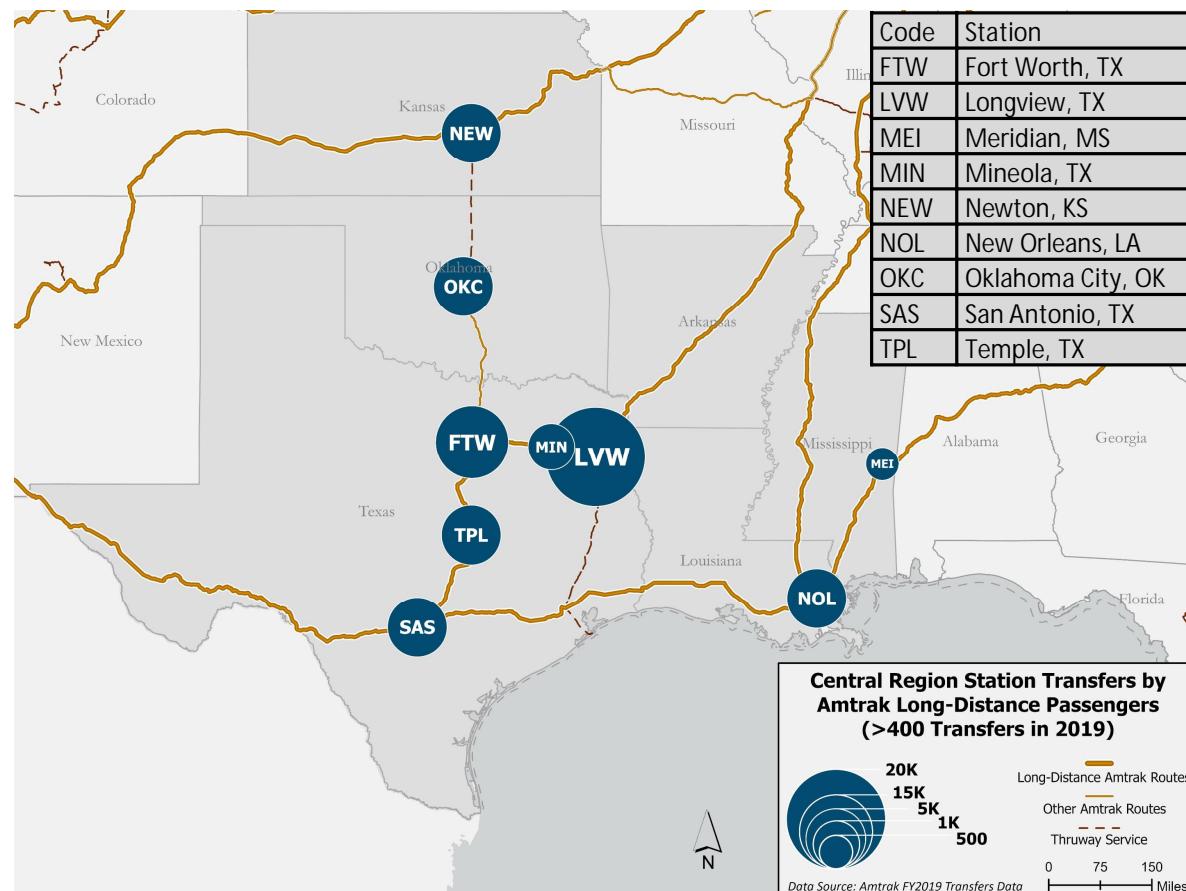
Trip Length by Service Class

- Average trip length by service class for riders on Long-Distance routes boarding at stations in the Central Region
- Houston and San Antonio have the longest trips by distance on average



Source: Amtrak, Fiscal Year 2019. Data on trips by route, service class, and trip distance.

Central Service and Performance Characteristics



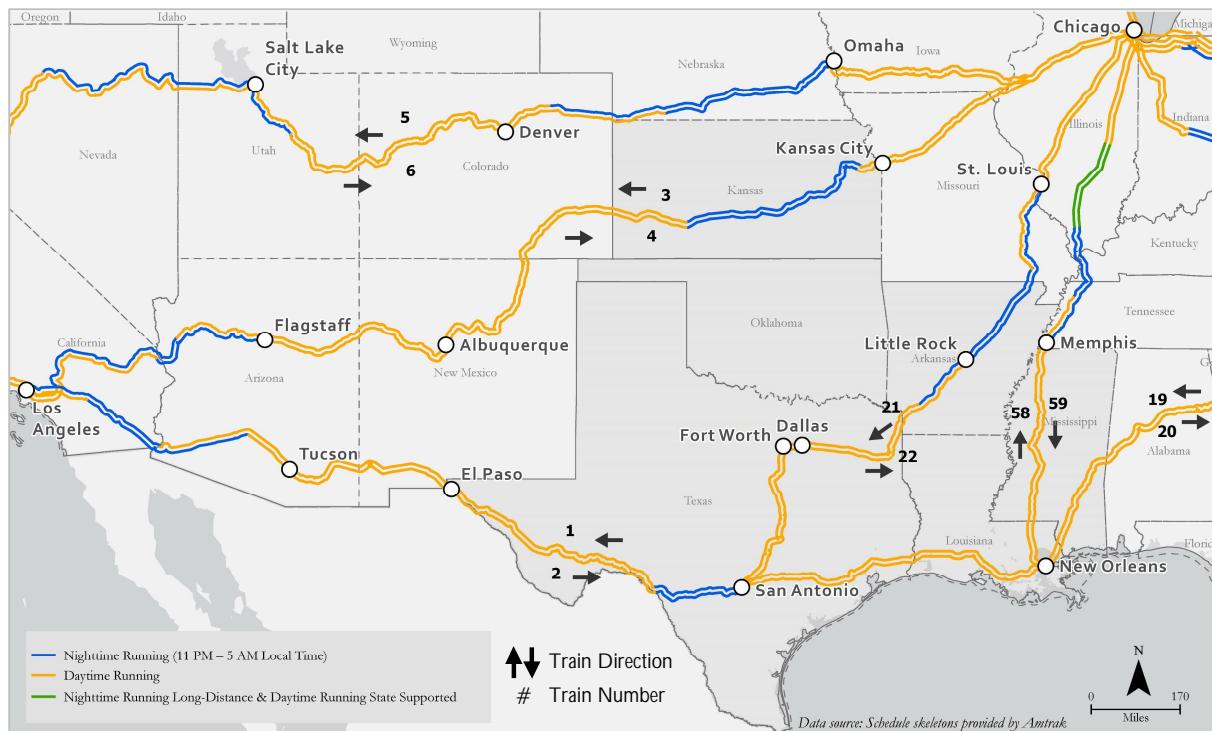
Long-Distance Passenger Transfers in the Central Region*

- Stations with more than 400 transfers in 2019
- Top transfer stations
 - Longview, TX (17K)
 - Fort Worth, TX (13K)
 - Newton, KS (4K)
- Thruway Bus Services from Houston and Shreveport connect passengers with the *Texas Eagle* at Longview
 - ~10K transfers to/from Houston
 - ~7K transfers to/from Shreveport
- Connection at Fort Worth between the *Texas Eagle* and *Heartland Flyer* allows for trips between Oklahoma City and San Antonio or Austin

* Includes Long-Distance passenger transfers between Amtrak Services (Long-Distance service, State-Supported services, Amtrak Thruway Bus services). Map may not show all Thruway Bus Services.

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Central Service and Performance Characteristics



Daytime and Nighttime Service

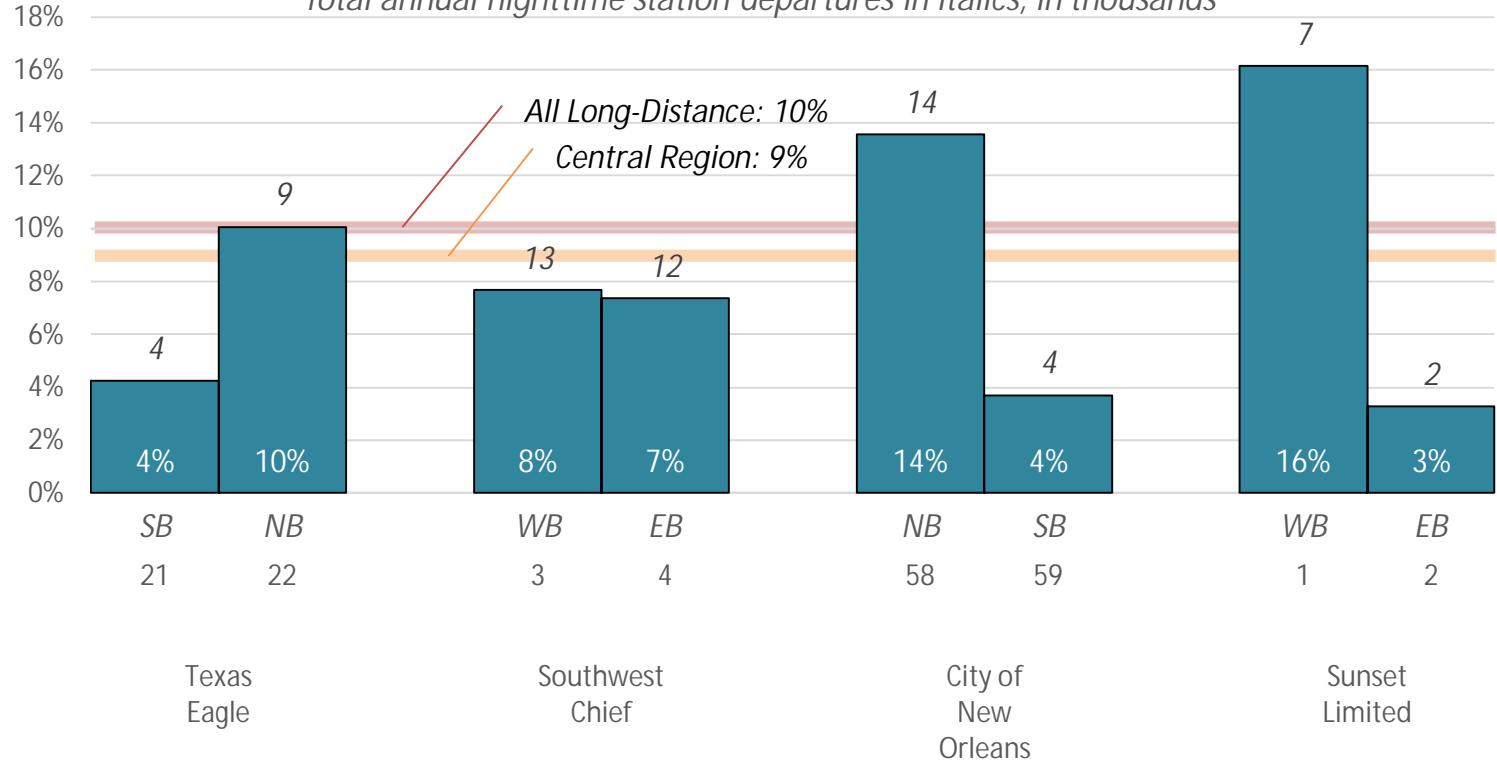
- *City of New Orleans, Crescent, and Texas Eagle* are one-night journeys
- *Southwest Chief and Sunset Limited* are two-night journeys
- Larger markets served at night:
 - San Antonio (WB *Sunset Limited*)
 - Little Rock (NB/SB *Texas Eagle*)
- Smaller markets served at night:
 - Much of Arkansas and Kansas is served at night in both directions

Central Long-Distance Service and Performance

Time of Day Analysis: Nighttime Departures

- Departures at stations in the Central Region only
- *Sunset Limited* has the highest share of nighttime departures due to westbound departures from San Antonio, TX

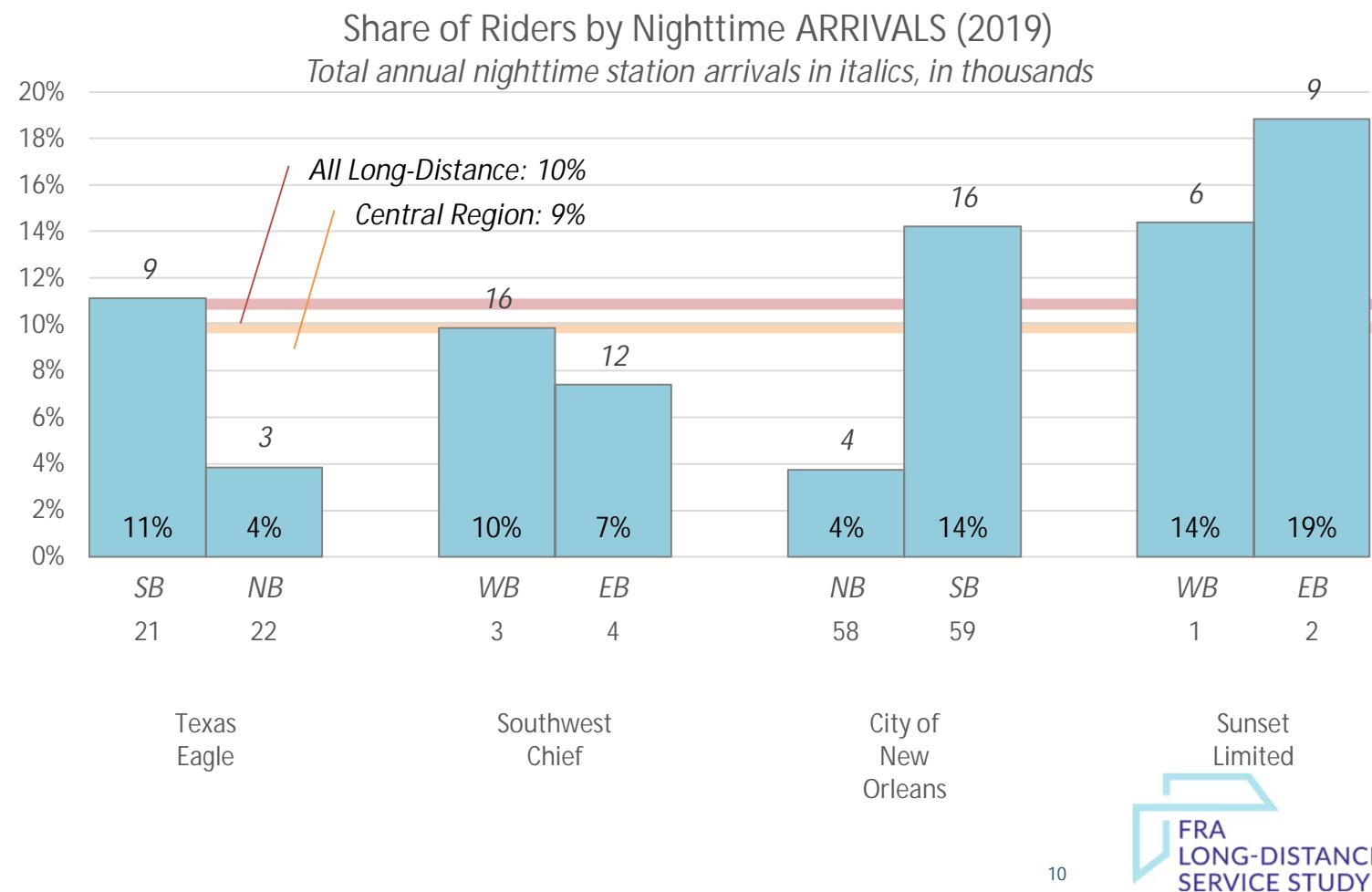
Share of Riders by Nighttime DEPARTURES (2019)
Total annual nighttime station departures in thousands



Central Long-Distance Service and Performance

Time of Day Analysis: Nighttime Arrivals

- Arrivals at stations in the Central Region only
- San Antonio is an important nighttime arrival point on the *Sunset Limited* and riders also arrive at night at Del Rio, TX
- *Southwest Chief* nighttime arrivals occur in Kansas
- *Texas Eagle* nighttime arrivals occur in Arkansas

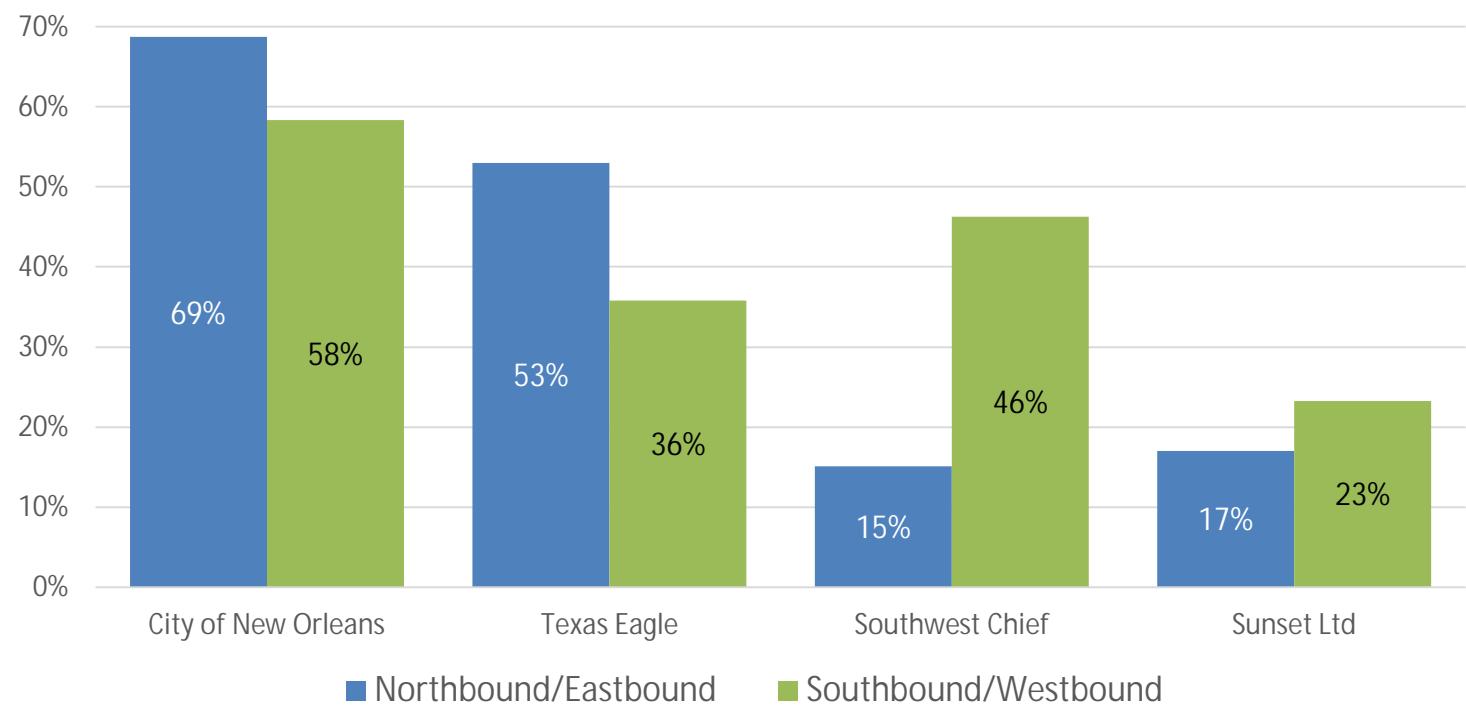


Central Long-Distance Service and Performance

Customer On-Time Performance

- On-time is defined as arriving at a destination station in the Central Region within 15 minutes of the scheduled arrival time
- Stations served by the *City of New Orleans* have the highest on-time performance
- 40% of customers in the Central Region arrive on time

Customer On-Time Performance (2022)
Percent of Customers Arriving On-Time by Direction



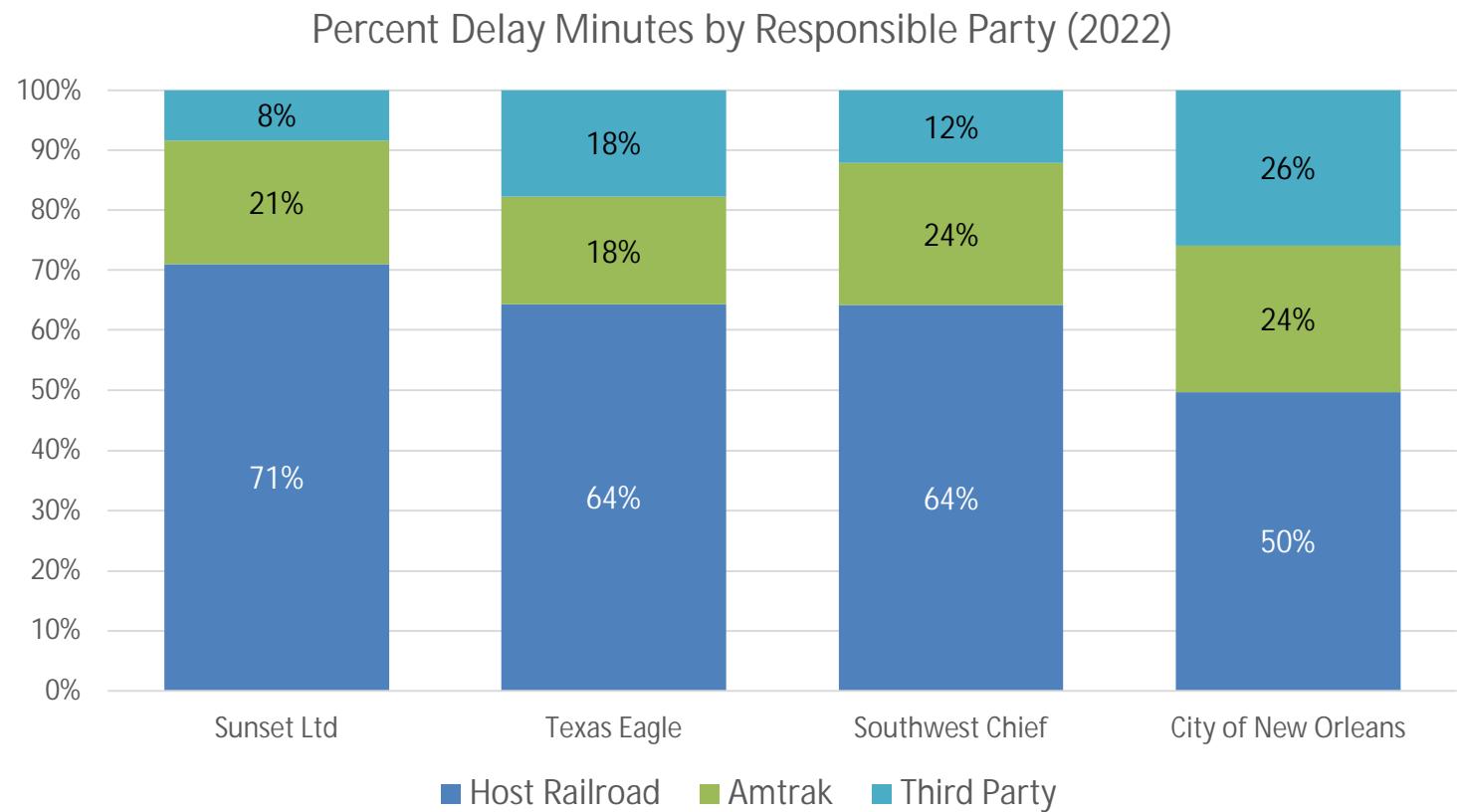
Source: Amtrak, Fiscal Year 2022. Performance data by route and station.

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Central Long-Distance Service and Performance

Amtrak-Reported Delay Minutes: Reason for Delay

- Three types of delay minute responsibility: Amtrak-responsible, Host Railroad-responsible, and third-party
- Freight train interference is the top source of Host Railroad delays for routes serving the Central Region
- Delays related to crews are the largest source of Amtrak responsible delay, accounting for 24% of Amtrak responsible delay minutes for routes serving the Central Region



Source: Amtrak. Long-Distance Route Delay Minutes Fiscal Year 2022

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Current Long-Distance Network & Routes – Central Summary

- Only 33% of Sleeper Class trips are greater than 1,000 miles, compared to 41% for Long-Distance overall
- Of the top stations in the Central Region by boardings, Houston has the longest Coach and Sleeper Class trips on average
- 40% of Long-Distance customers in the Central Region arrive on-time (within 15 minutes of schedule)
 - *Sunset Limited* has the lowest customer on-time performance
- The largest transfer hub in the Central Region is Longview, TX, which connects Long-Distance passengers with Amtrak Thruway Bus connecting Houston, TX and Shreveport, LA

BASELINE AND MARKET CONDITIONS – CENTRAL



Overview of Sources and Methods

- Trip Flow Data:
 - Total trips for all modes between MSAs from Federal Highway Administration's (FHWA) Next-Gen National Household Travel Survey National Passenger origin-destination (O-D) data (2020) (<https://nhts.ornl.gov/od/>)
 - Represents annual trips by the U.S. population throughout all of 2020
 - 2020 data impacted by COVID-19 conditions
 - Provides insights into travel demand between cities
- Amtrak O-D Pairs Data:
 - Volume of trips on Long-Distance passenger trains from Amtrak (2019) between station pairs
 - Provides insights into Long-Distance passenger train travel between stations
- Trips analyzed were at least 100 miles in length

Definitions

Market

- Trip making to or from a community (for example, a city or a larger geography such as an entire region)

MSA

- Metropolitan Statistical Area: A standardized county or equivalent-based area having at least one urbanized area of 50,000 or more population

Smaller MSA

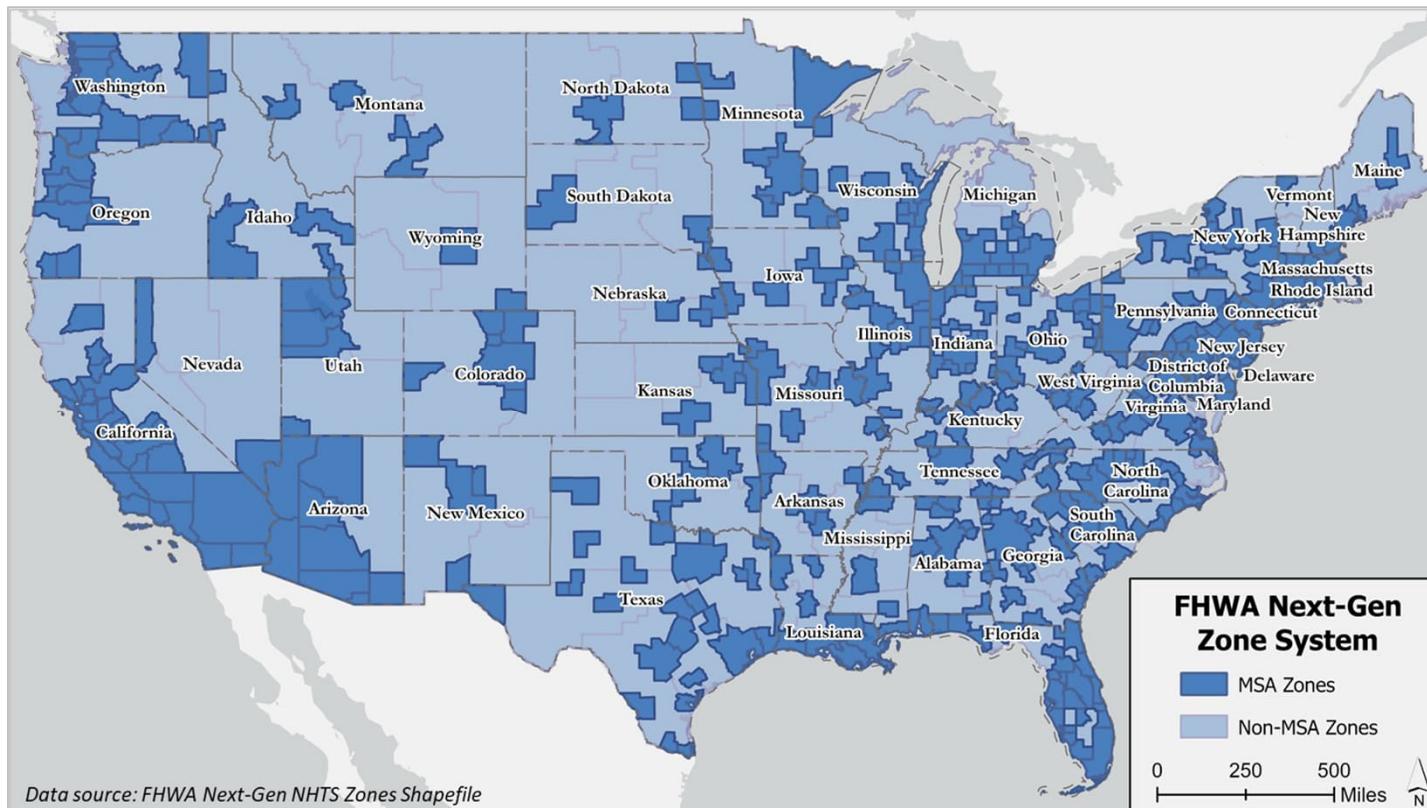
- MSA with a population less than 250,000 residents

Small Community

- Community served by an Amtrak station located outside an MSA



FHWA Next-Gen Zones



- FHWA Next-Gen data represent trips between and within zones
- About 600 zones nationwide
- About 450 zones are either an MSA or part of an MSA
- Areas outside of MSAs are grouped into non-MSA zones. Non-MSA zones often are large in terms of land area

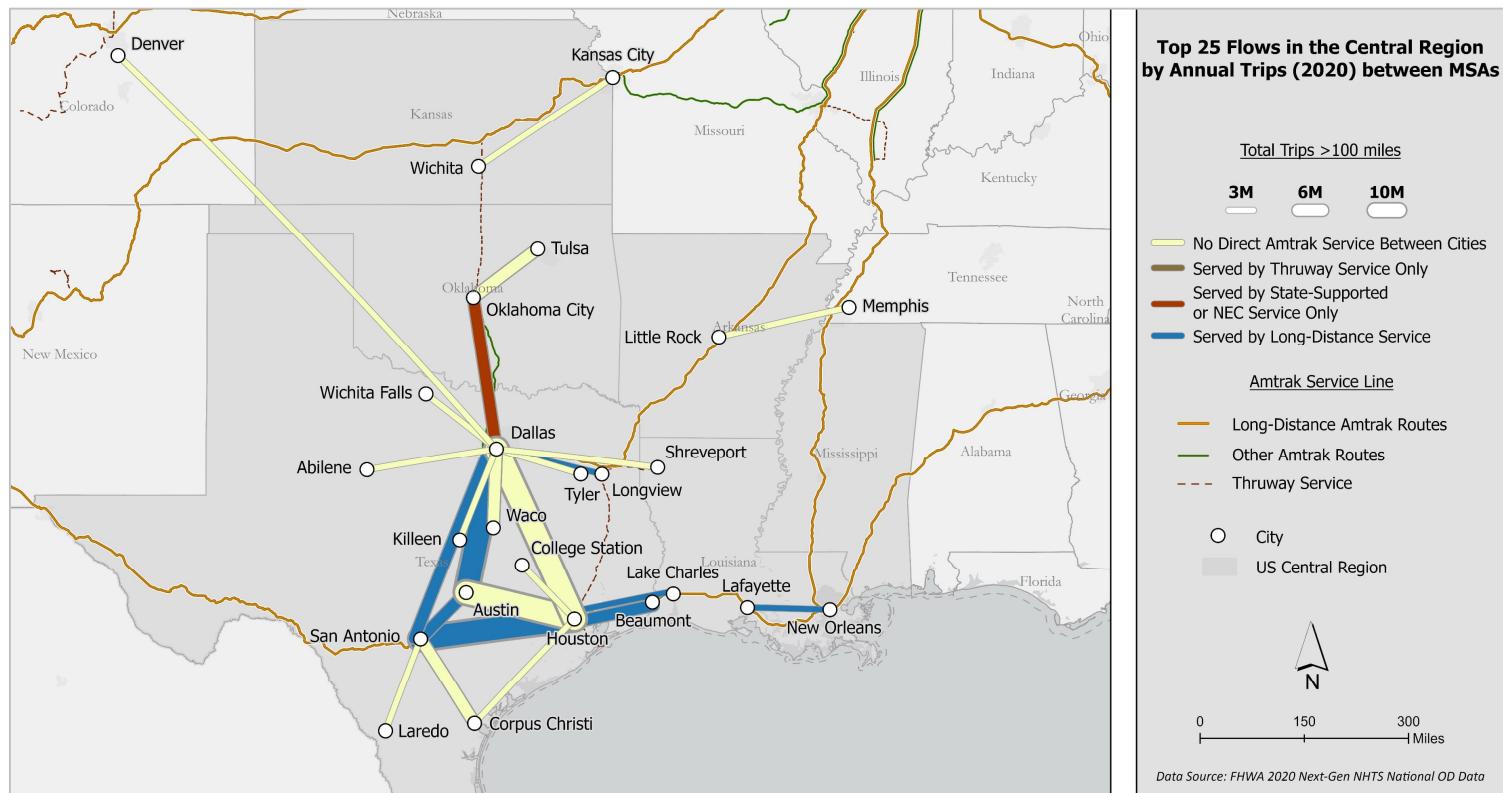
Central Region – Market Opportunities

- The next few slides are based on FHWA Next-Gen data for all trips and all travel modes

Central Region – Market Opportunities

Top 25 Trip Flows

- Trip flows between MSAs with one trip end in an MSA in the Central Region
- Based on Next-Gen and showing total trips over 100 miles across all modes
- Trip flow colors indicate availability of Amtrak service between MSAs

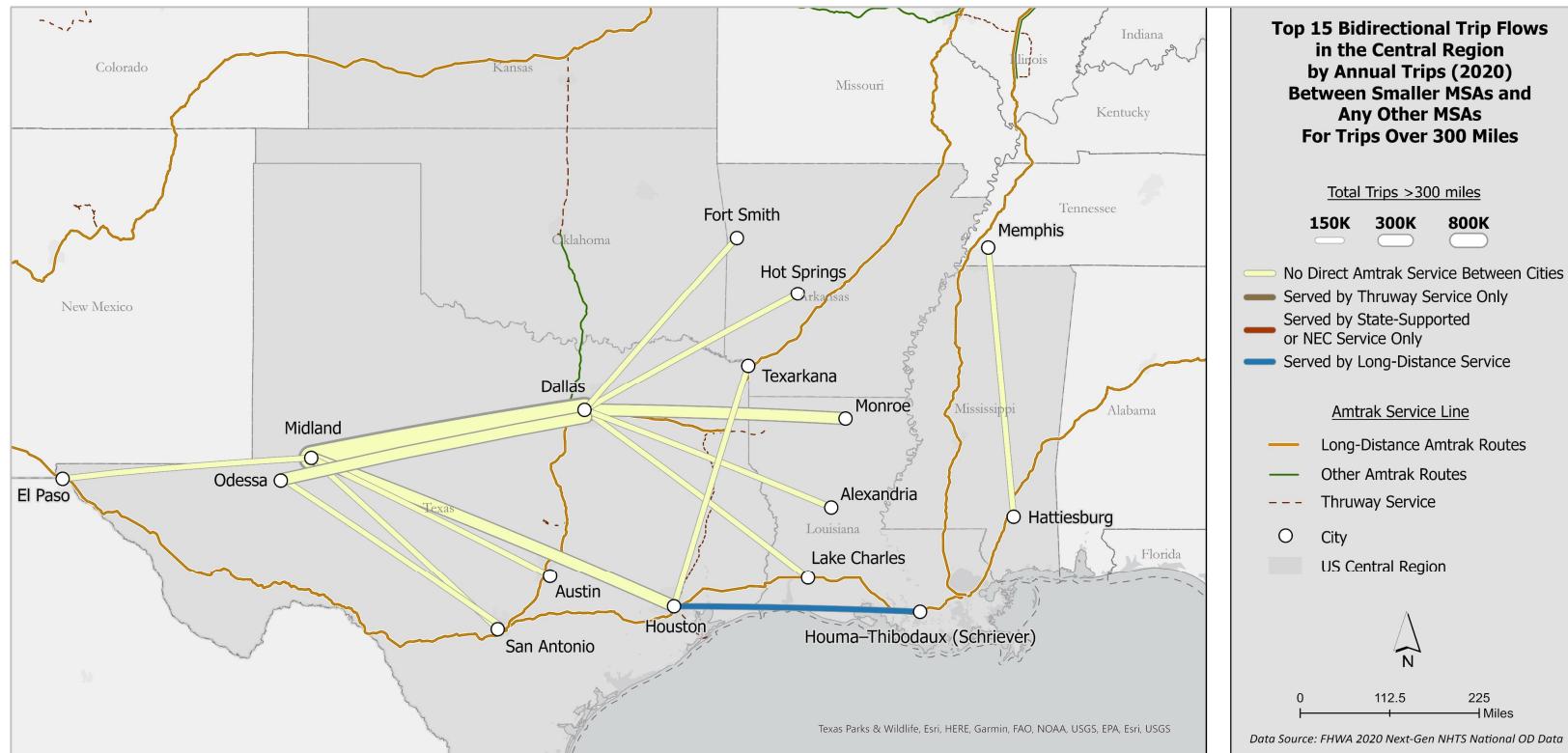


May not show all Thruway Services

Central Region – Market Opportunities for Smaller MSAs

Top 15 Trip Flows Connecting Smaller MSAs

- Trip flows between MSAs with one trip end in a smaller MSA in the Central Region
- Total trips over 300 miles across all modes
- Most top flows are between MSAs not directly served by Amtrak service



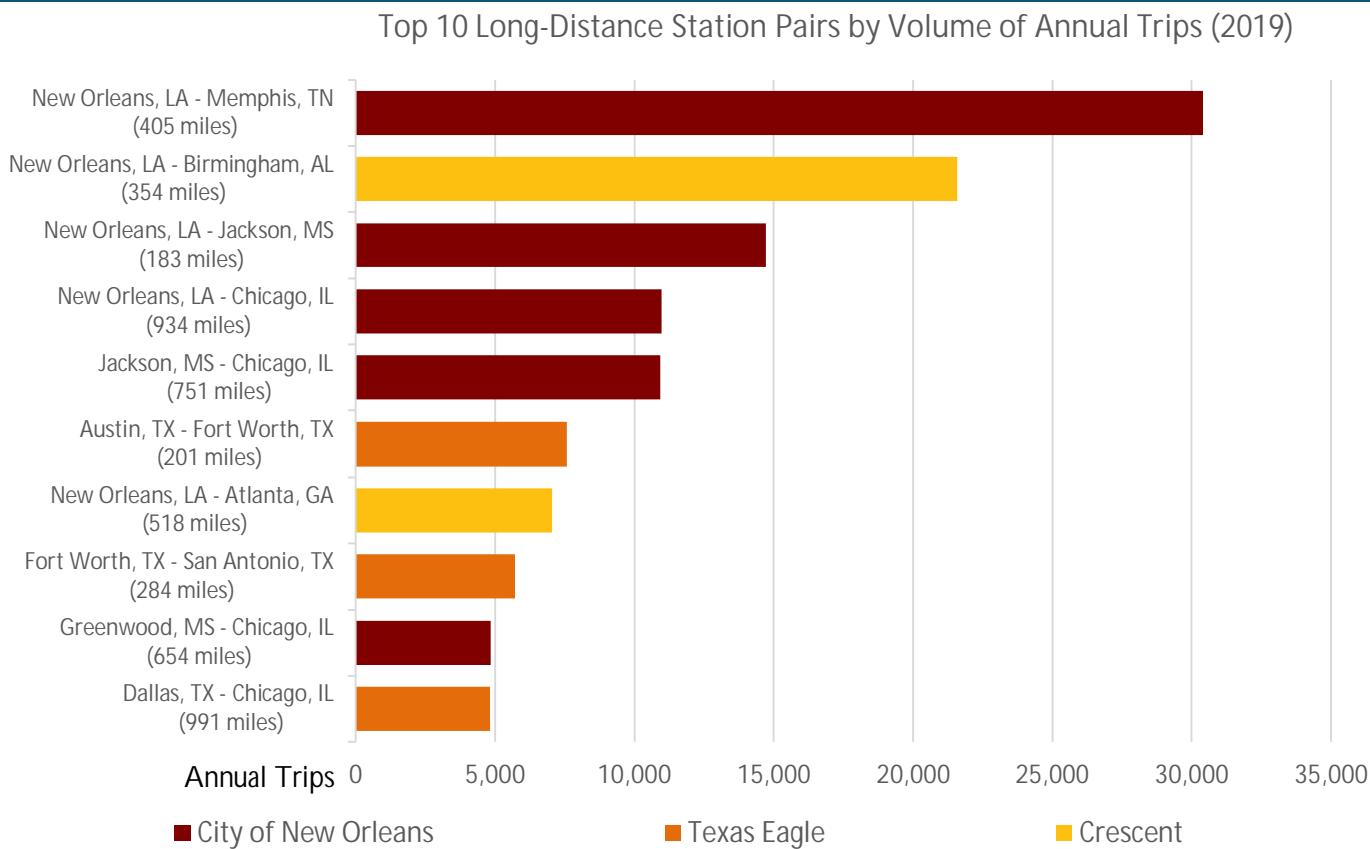
Central Region – Current Amtrak O-D Pairs

- The next few slides are based on Amtrak FY 2019 ridership data for rail trips over 100 miles in length on Long-Distance passenger trains
- The slides focus on top station pairs overall and on trips made between small communities

Central Region – Current Amtrak O-D Pairs

Amtrak Ridership: Top 10 Station Pairs

- Interregional: seven of the 10 station pairs have a station outside the Central Region
- Eight serve the terminal station of a given route
- New Orleans is represented in five pairs
- The four station pairs that include Chicago are overnight trips.

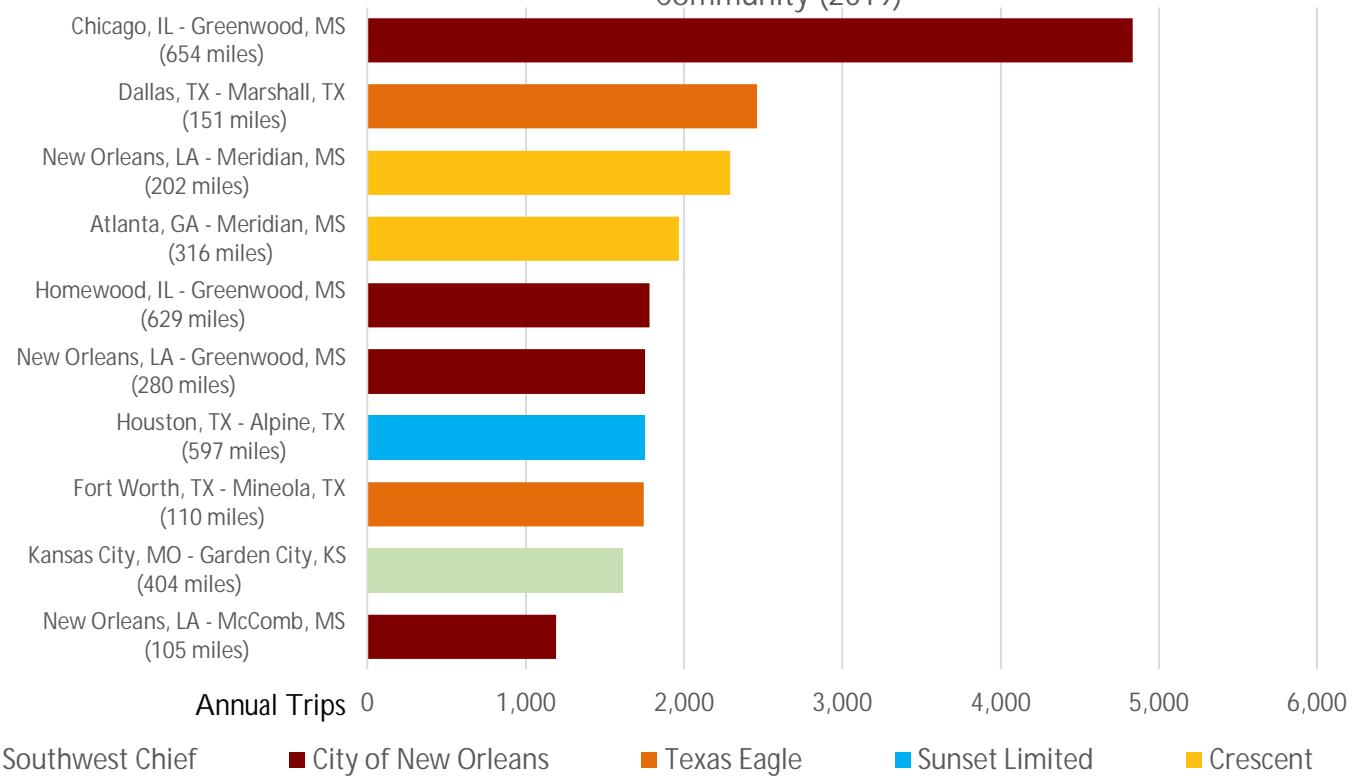


Central Region – Current Amtrak O-D Pairs

Amtrak Ridership: Top 10 Station Pairs Serving Small Communities

- Four station pairs have a station outside the Central Region
- Chicago – Greenwood also appears in the overall Top 10 for the Central Region
- Dallas, New Orleans, and Chicago are key markets for small communities

Top 10 Long-Distance Station Pairs by Volume of Annual Trips Including a Small Community (2019)



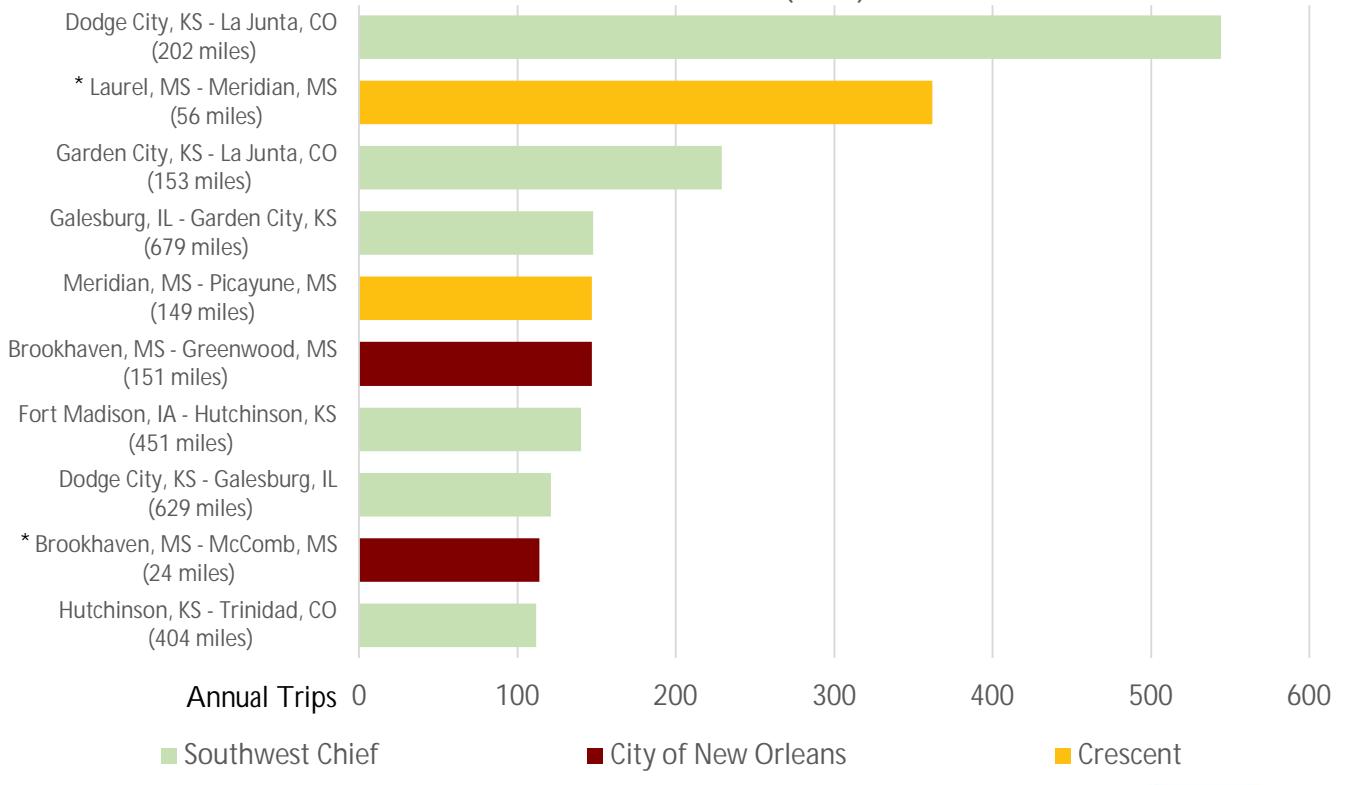
Central Region – Current Amtrak O-D Pairs

Amtrak Ridership:

Top 10 Station Pairs Connecting Small Communities

- Six of these pairs are served by the *Southwest Chief*, have one station in Kansas, and have another station outside the Central Region
- There is some variation in trip distance among the pairs: some very short trips, as well as some trips over 600 miles
- Includes trips less than 100 miles

Top 10 Long-Distance Station Pairs by Volume of Annual Trips Connecting Two Small Communities (2019)



* Represents station pairs less than 100 miles apart



Central Market Conditions Summary

- New Orleans is the largest market for rail trips in the Central Region, served by the *City of New Orleans*, *Crescent*, and *Sunset Limited*
- Dallas-Fort Worth, New Orleans, and Chicago offer key connections for small communities in the Central Region
- Dallas-Fort Worth provides good opportunities for connecting smaller MSAs due to existing travel demand
- Long-Distance routes serving the Central Region also serve inter-regional connections to the Southeast Region and the Midwest Region