



Central Regional Working Group Meeting

February 7, 2023

Agenda – Central Regional Working Group Meeting

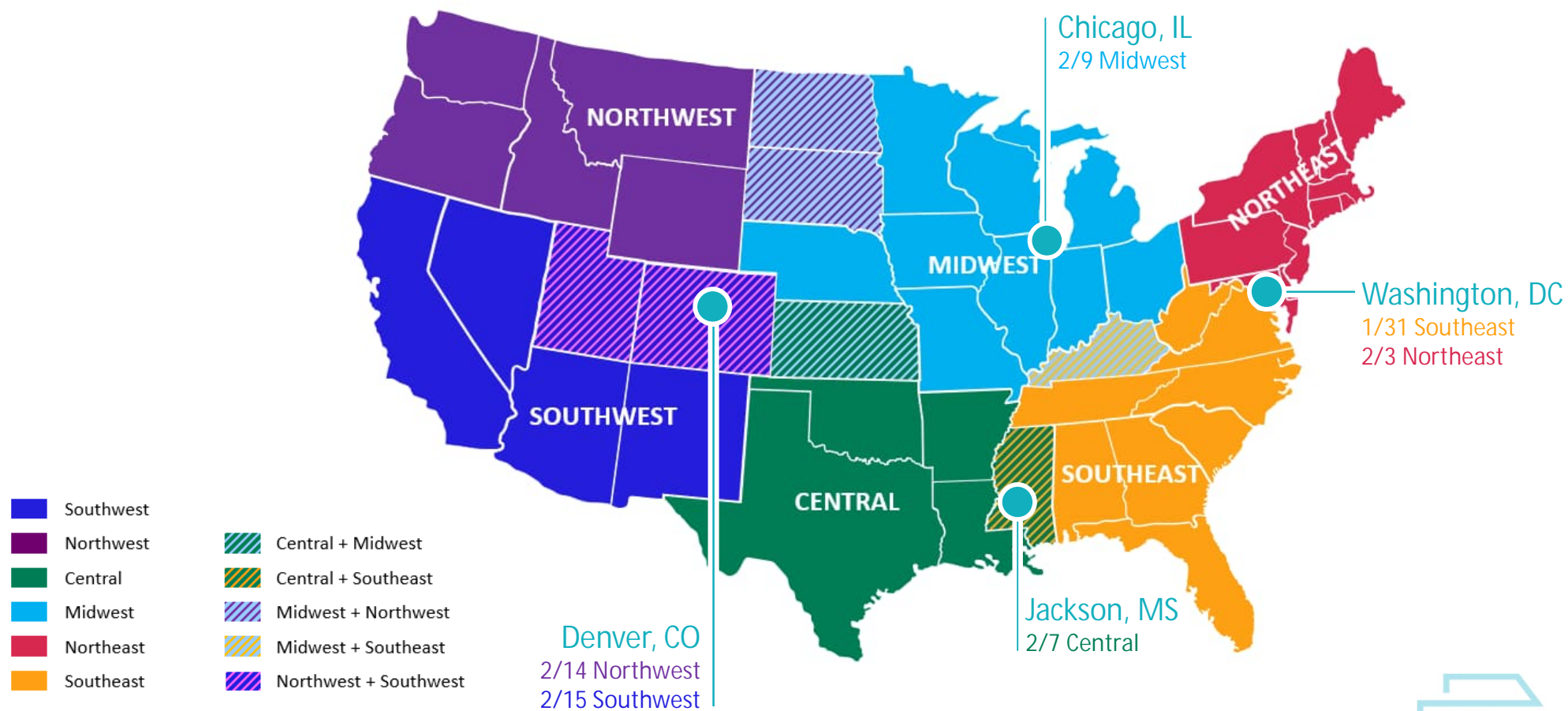
- Welcome & Introductions
- Long-Distance Service 101 and Study Overview
- Current Long-Distance Network and Routes
- Pre-1971 and Discontinued Routes
- Baseline and Market Conditions
- Potential New Market Connections and Opportunities
- Evaluation Factors Review and Discussion
- Amtrak and Communities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

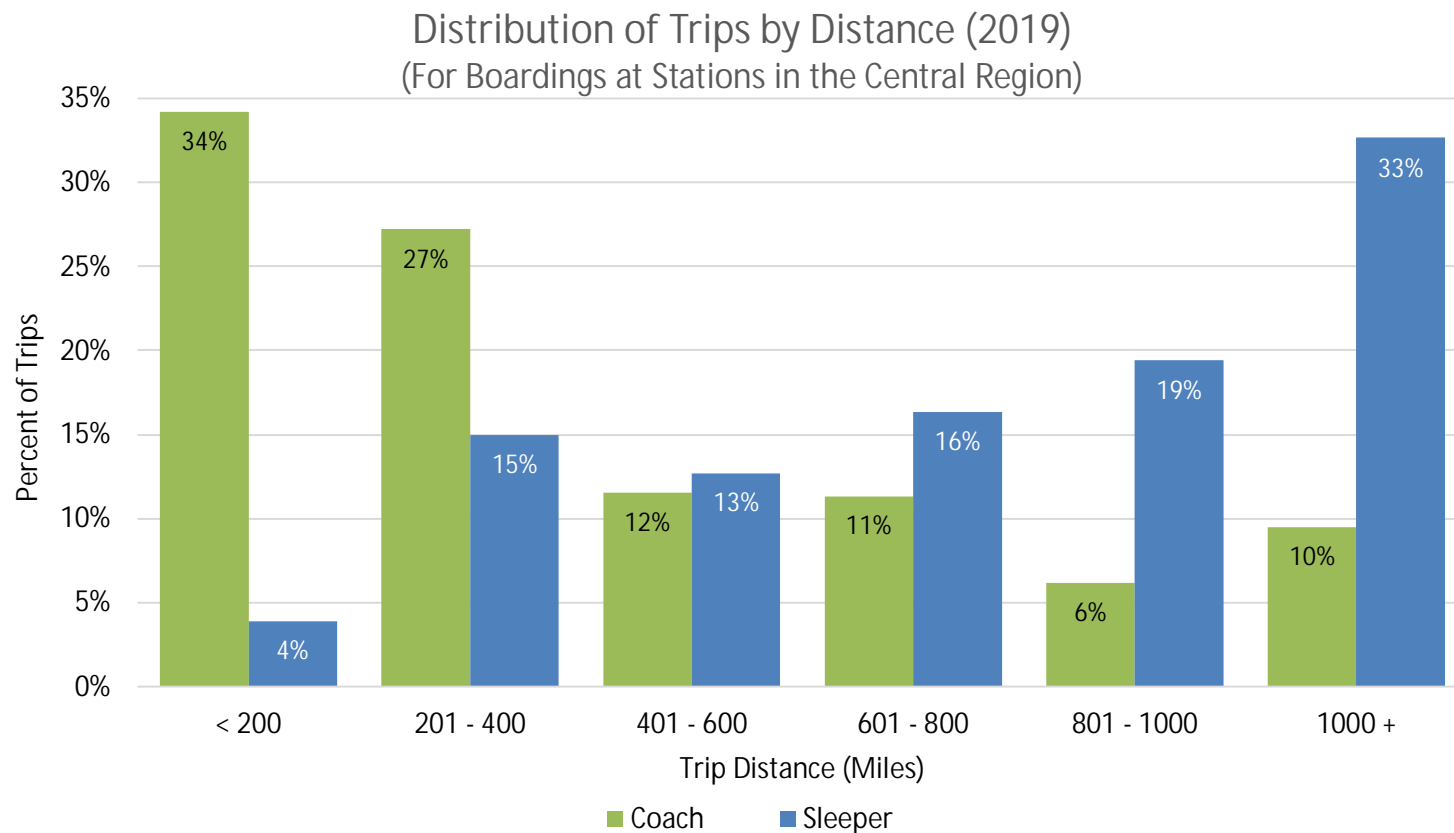


CURRENT LONG- DISTANCE NETWORK & ROUTES – CENTRAL

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

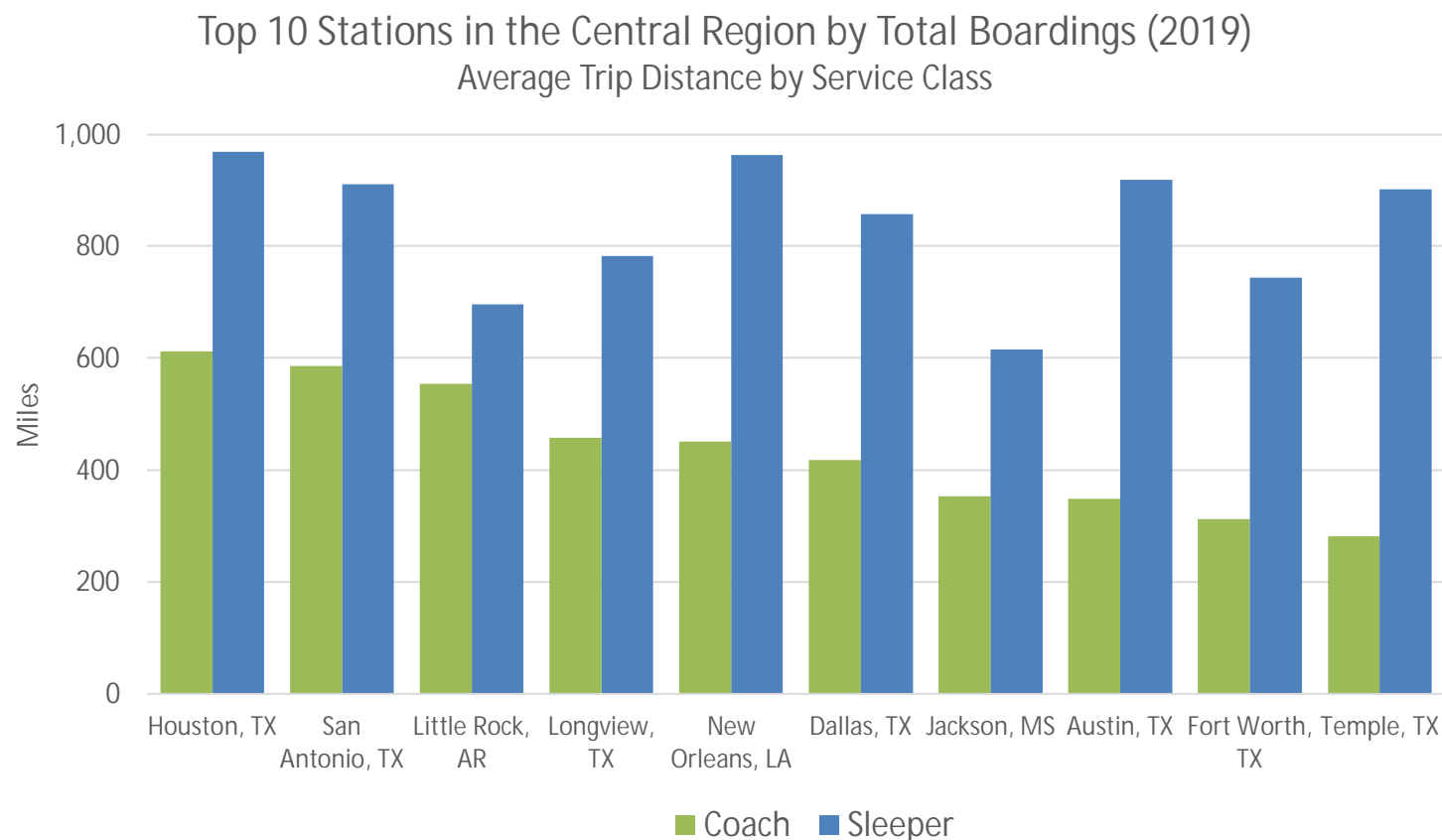


Source: Amtrak, Fiscal Year 2019. Data on trips by route, service class, and trip distance.

Central Long-Distance Service and Performance

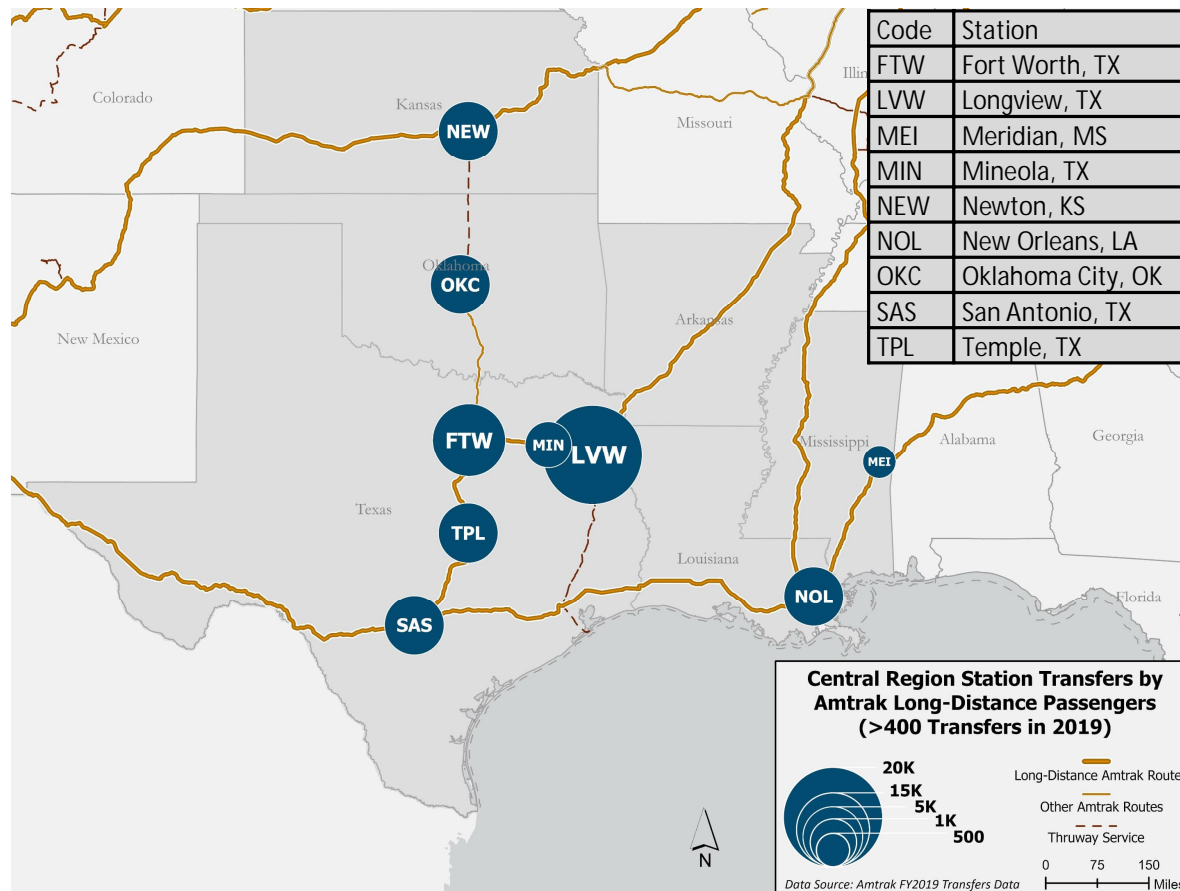
Trip Length by Service Class

- 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.

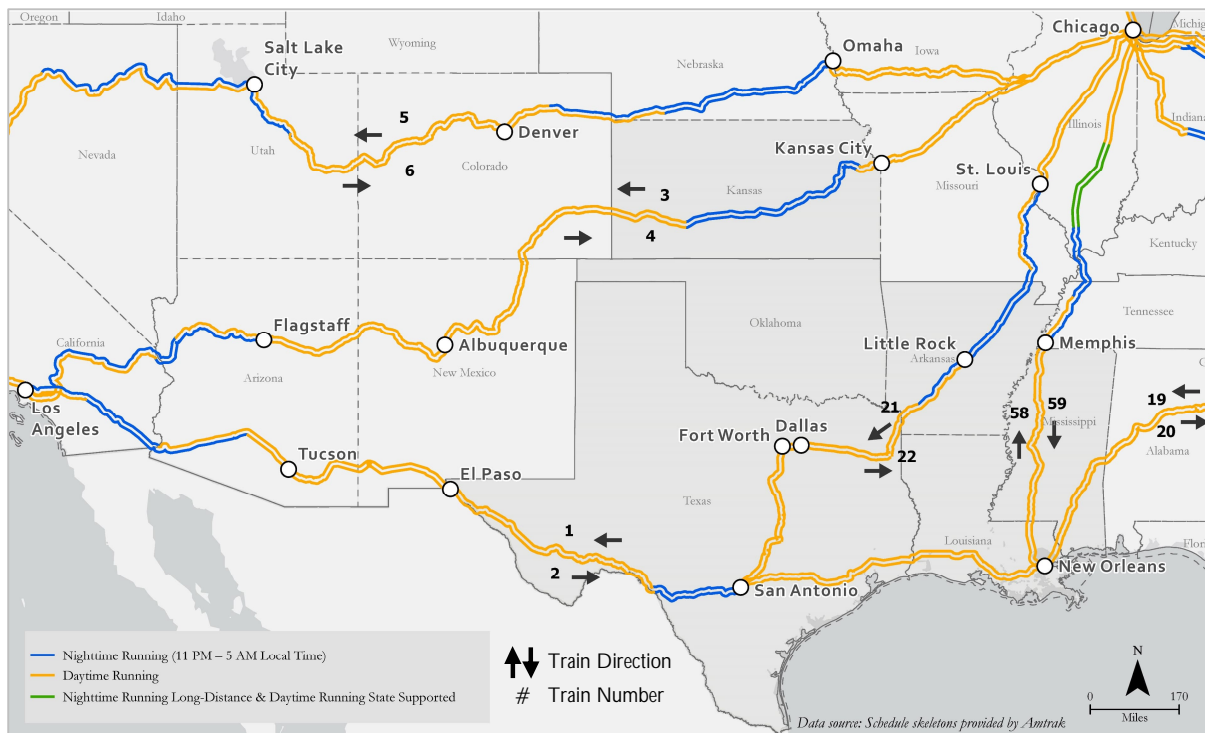
Central Service and Performance Characteristics



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

Central Service and Performance Characteristics



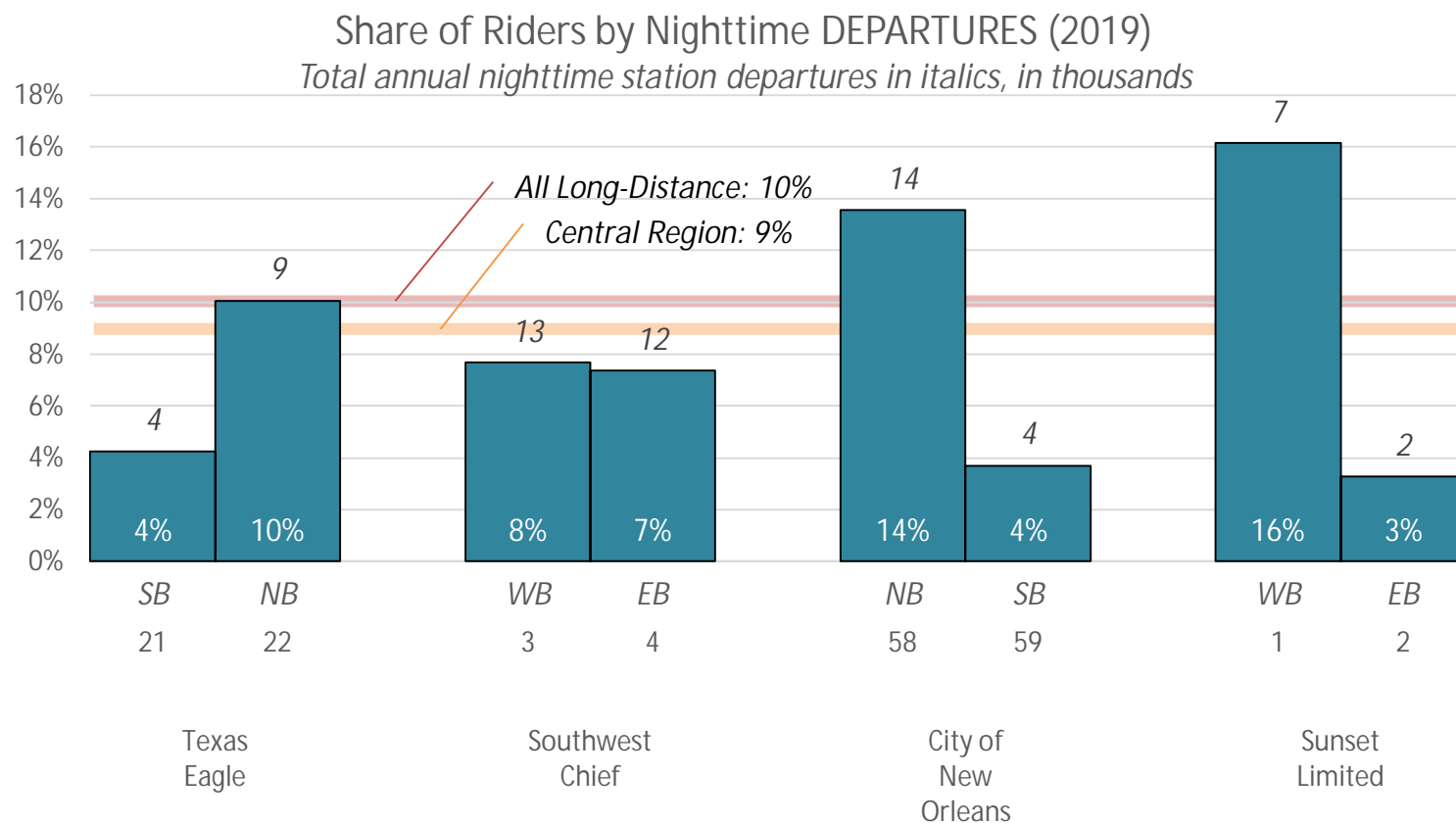
Daytime and Nighttime Service

- *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

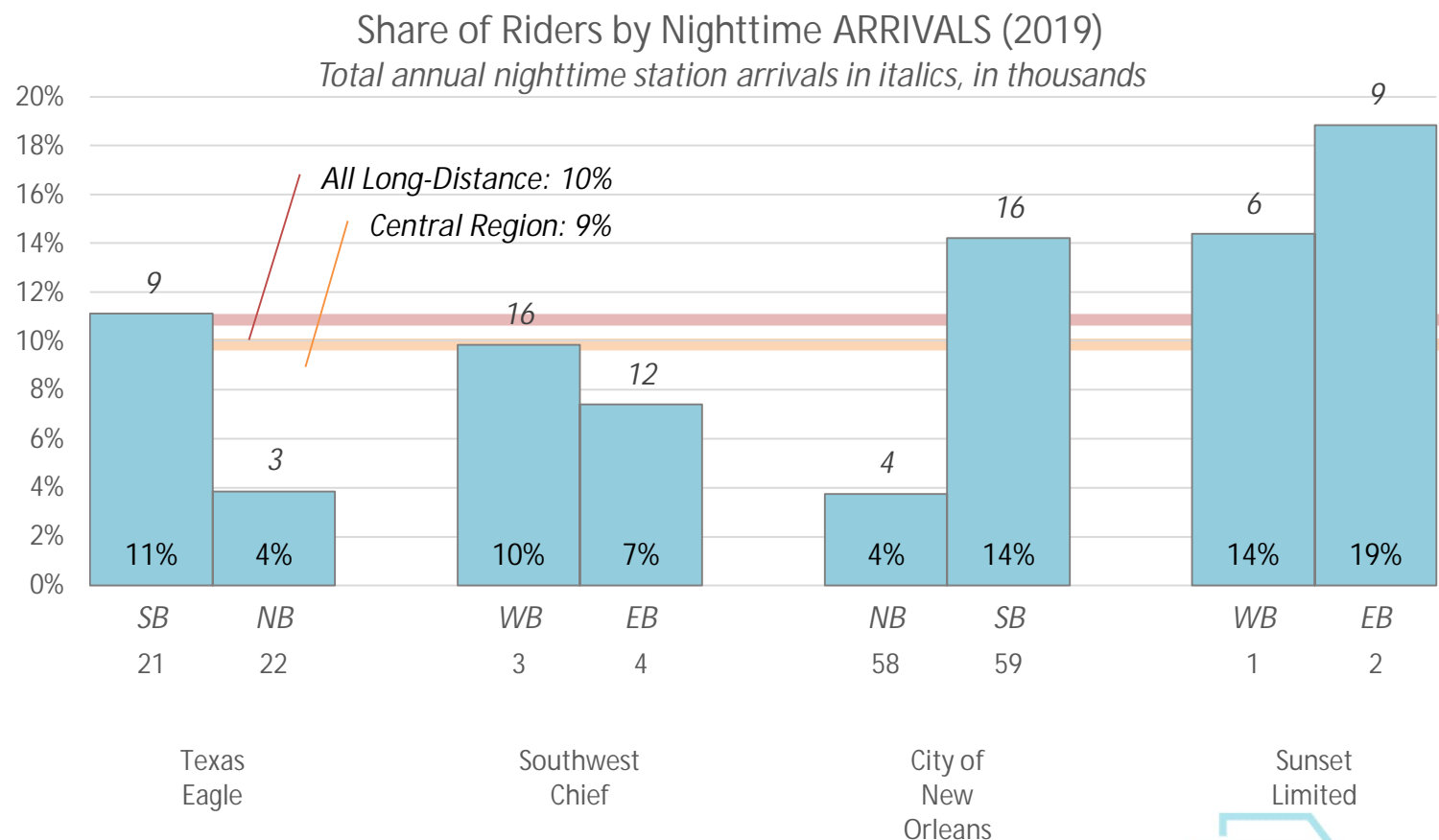
- Departures at stations in the Central Region only
- *Sunset Limited* has the highest share of nighttime departures due to westbound departures from San Antonio, TX



Central Long-Distance Service and Performance

Time of Day Analysis: Nighttime Arrivals

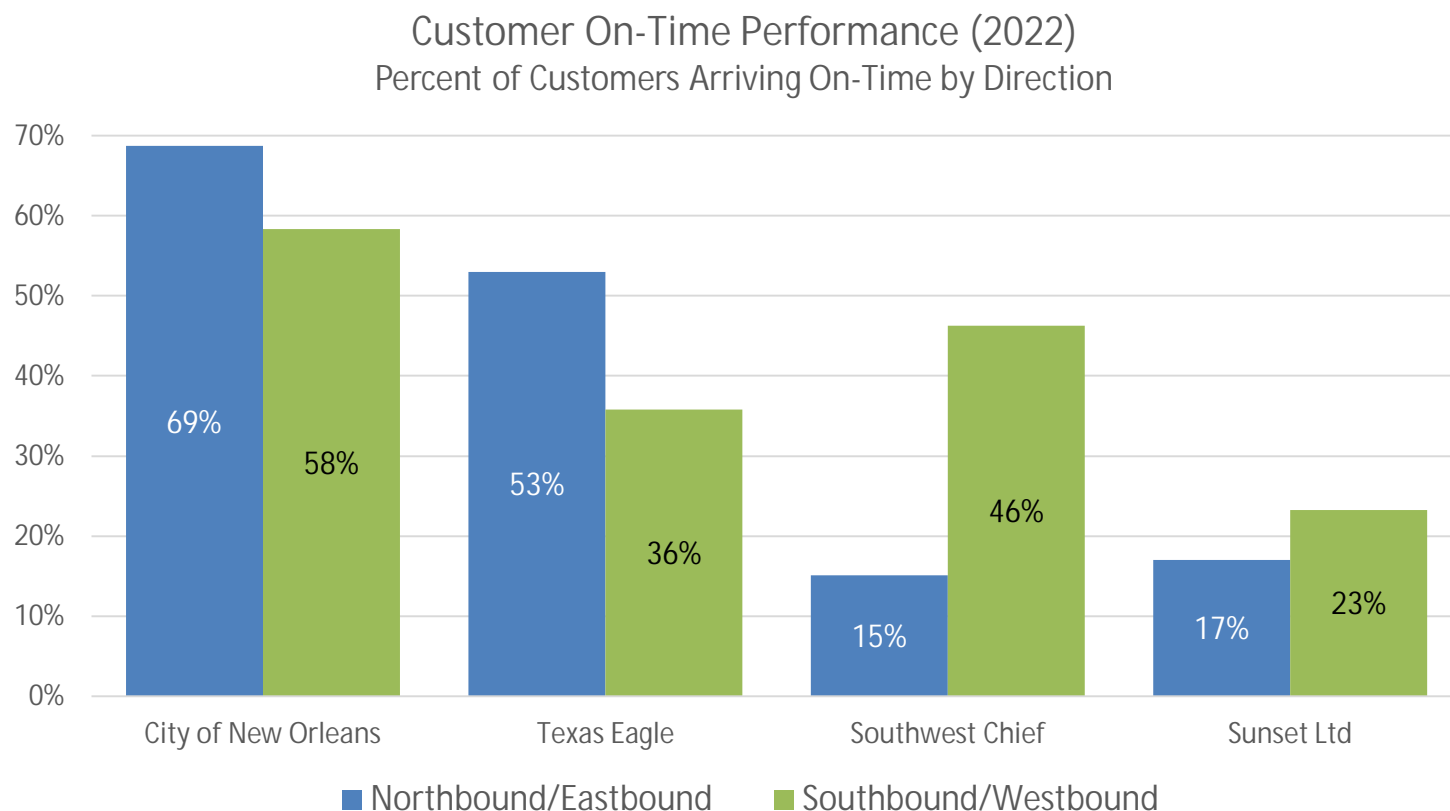
- Arrivals at stations in the Central Region only
- San Antonio is an important nighttime arrival point on the *Sunset Limited* and riders also arrive at night at Del Rio, TX
- Southwest Chief* nighttime arrivals occur in Kansas
- Texas Eagle* nighttime arrivals occur in Arkansas



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

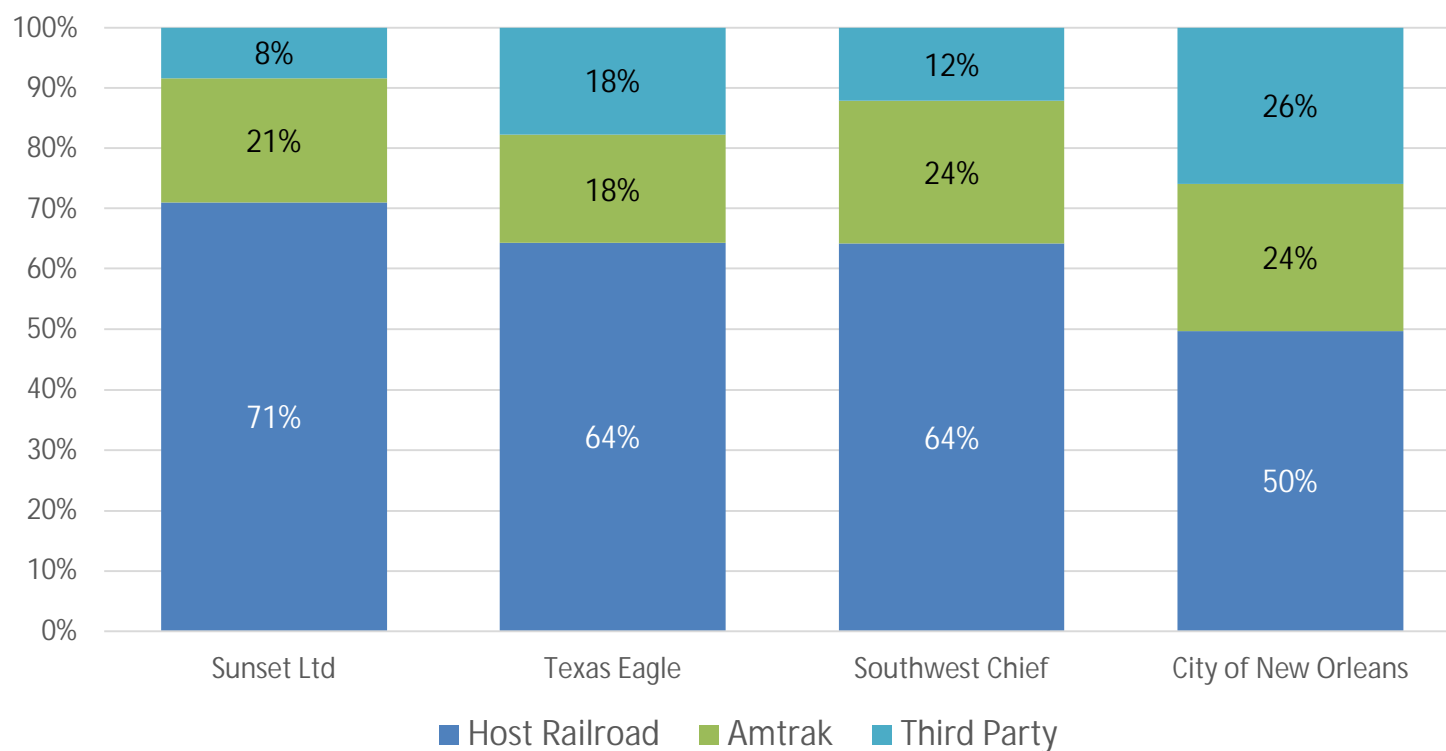


Central Long-Distance Service and Performance

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

Percent Delay Minutes by Responsible Party (2022)



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

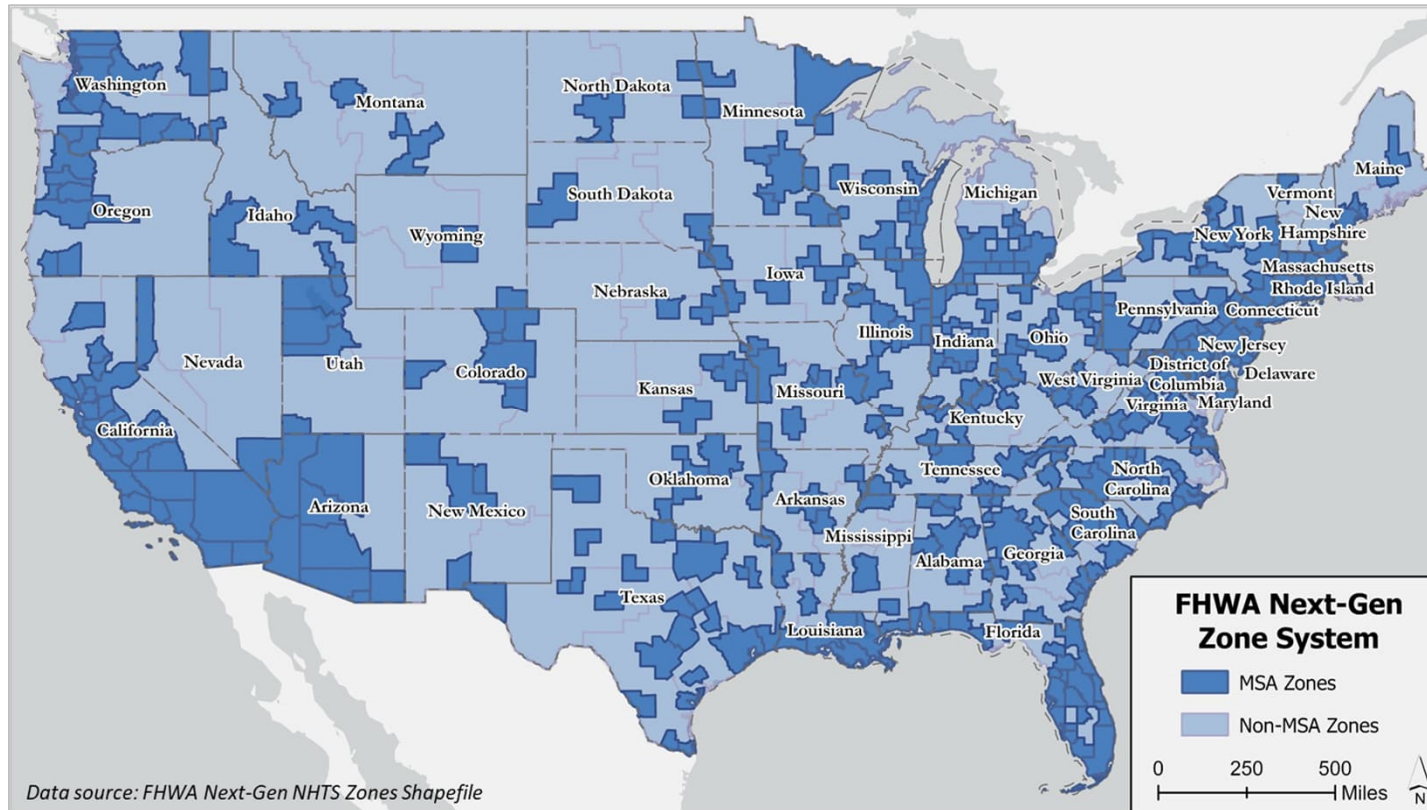
Smaller MSA

- 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

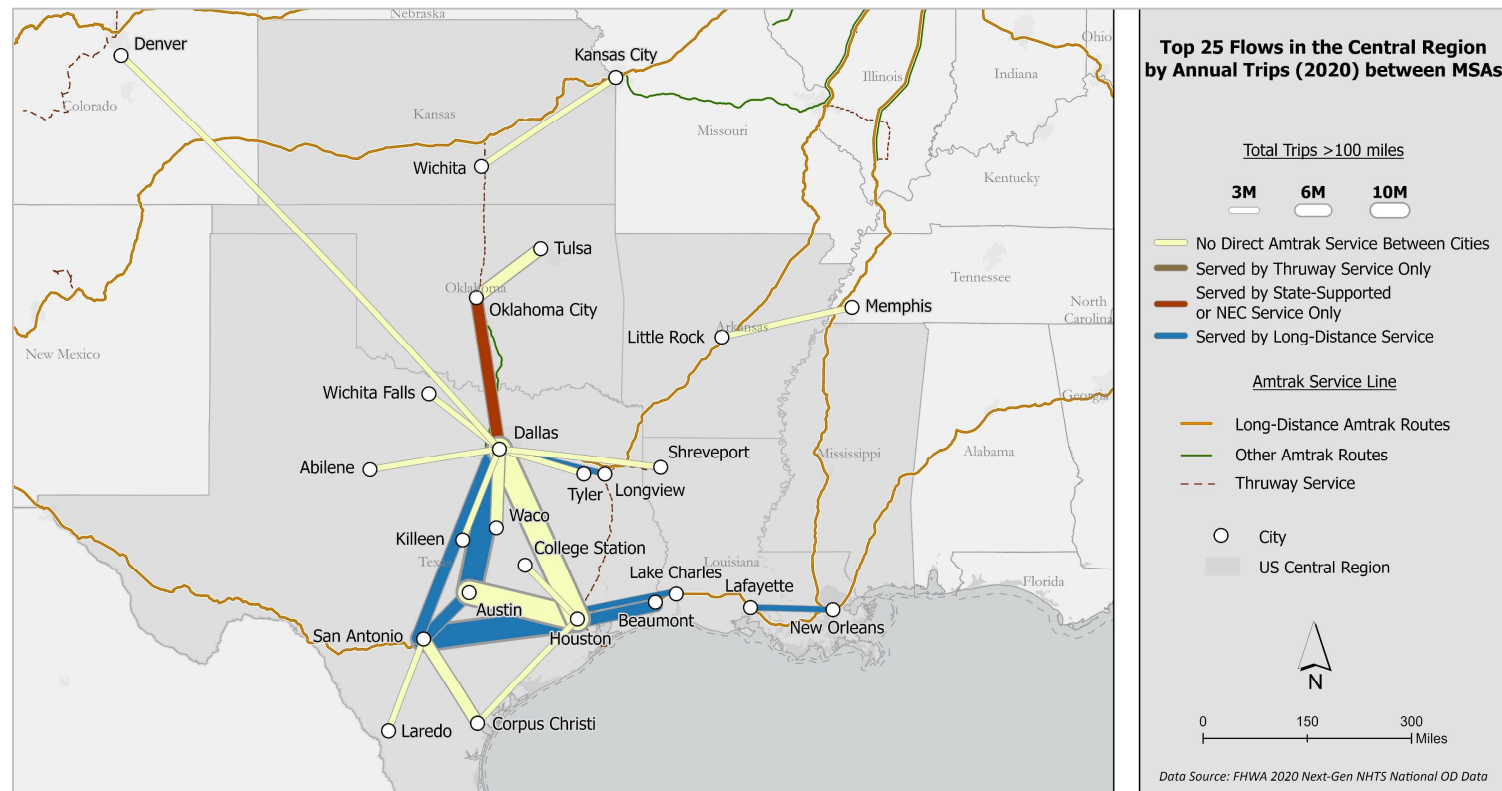
Central Region – Market Opportunities

- 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

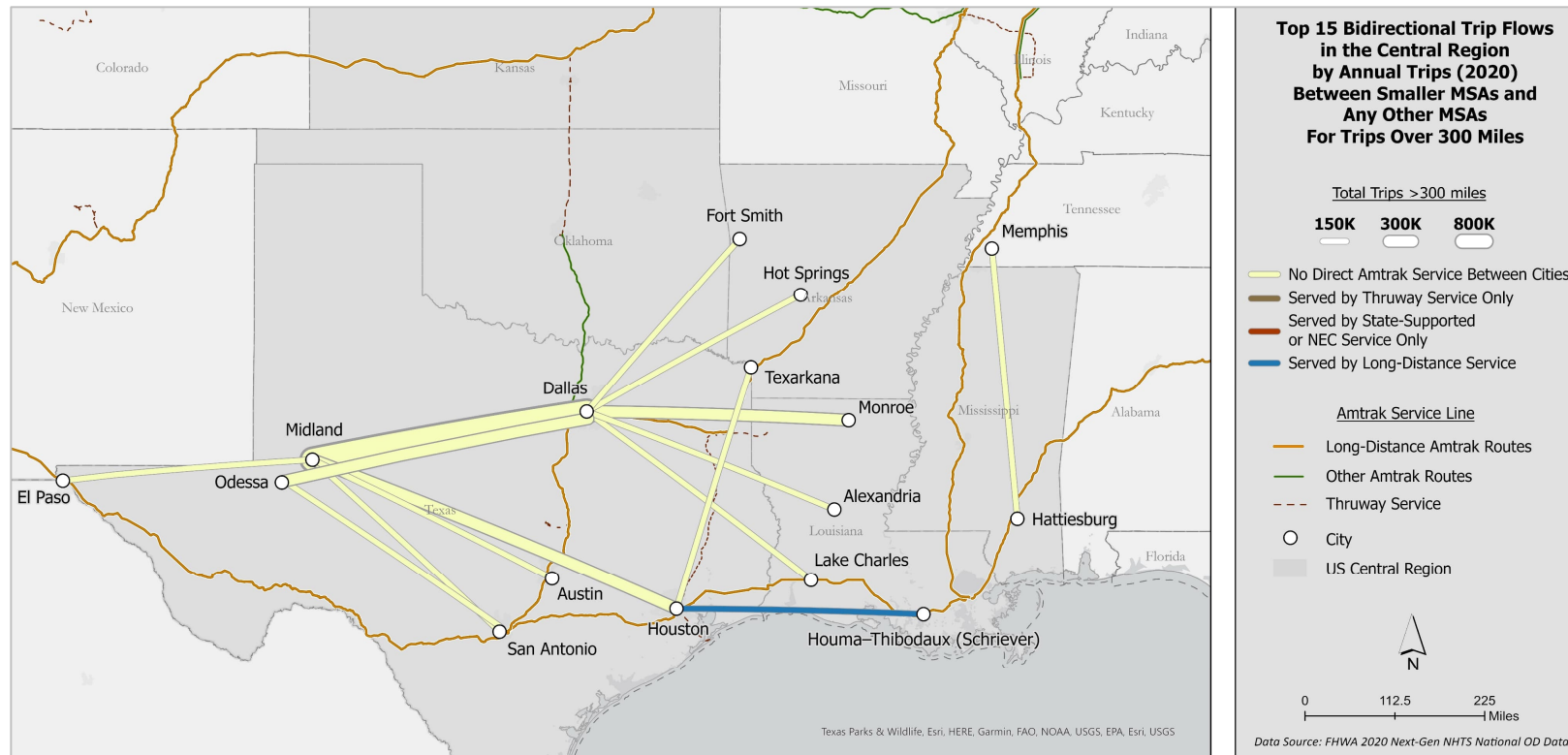


May not show all Thruway Services

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



May not show all Thruway Bus Services

Central Region – Current Amtrak O-D Pairs

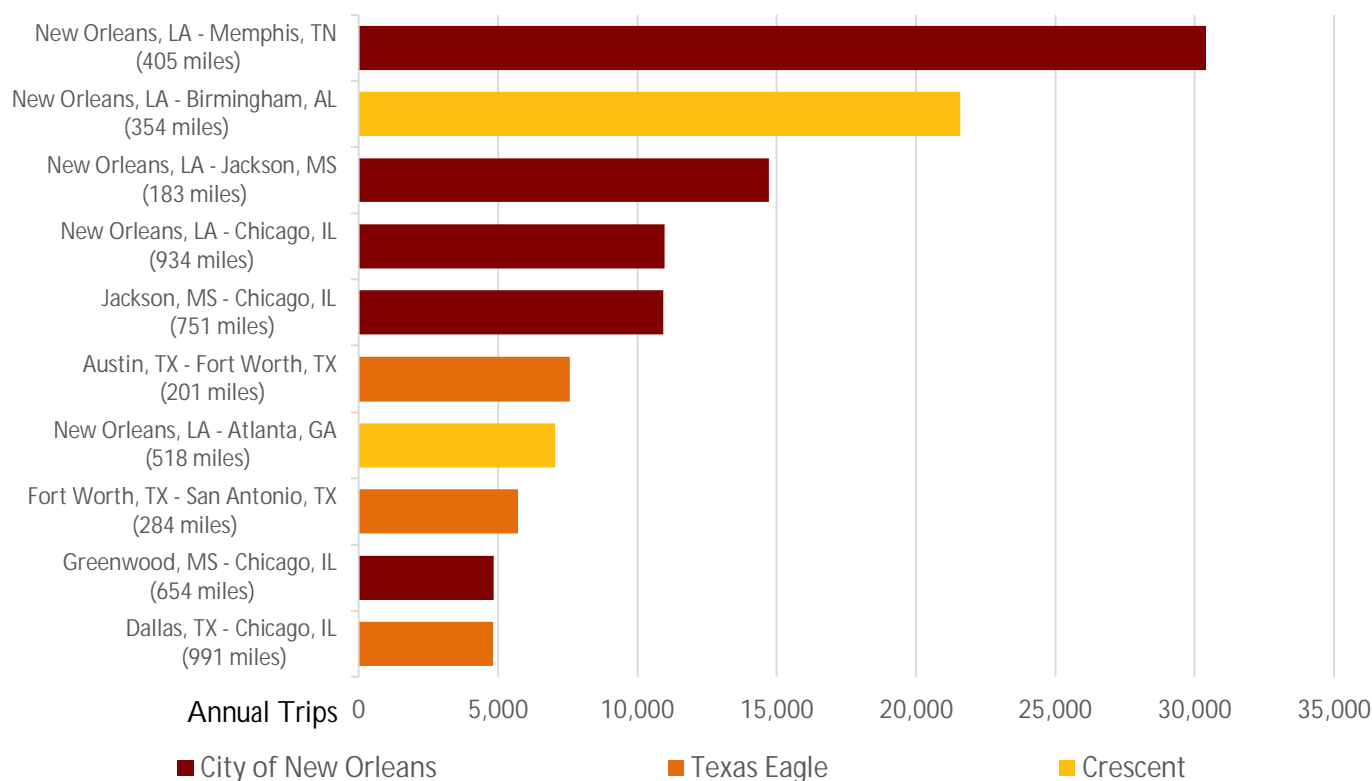
- The next few slides are based on Amtrak FY 2019 ridership data for rail trips over 100 miles in length on Long-Distance passenger trains
- The slides focus on top station pairs overall and on trips made between small communities

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.

Top 10 Long-Distance Station Pairs by Volume of Annual Trips (2019)

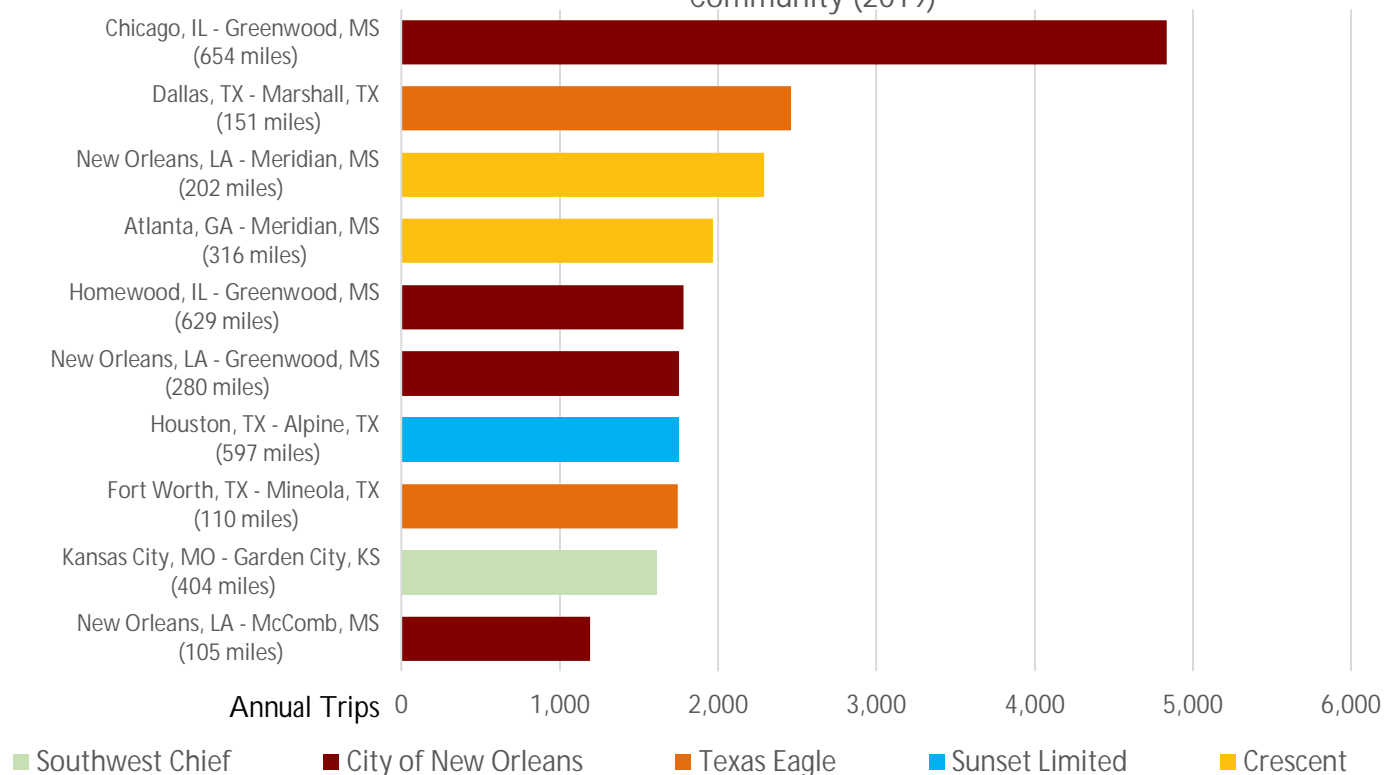


Central Region – Current Amtrak O-D Pairs

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)

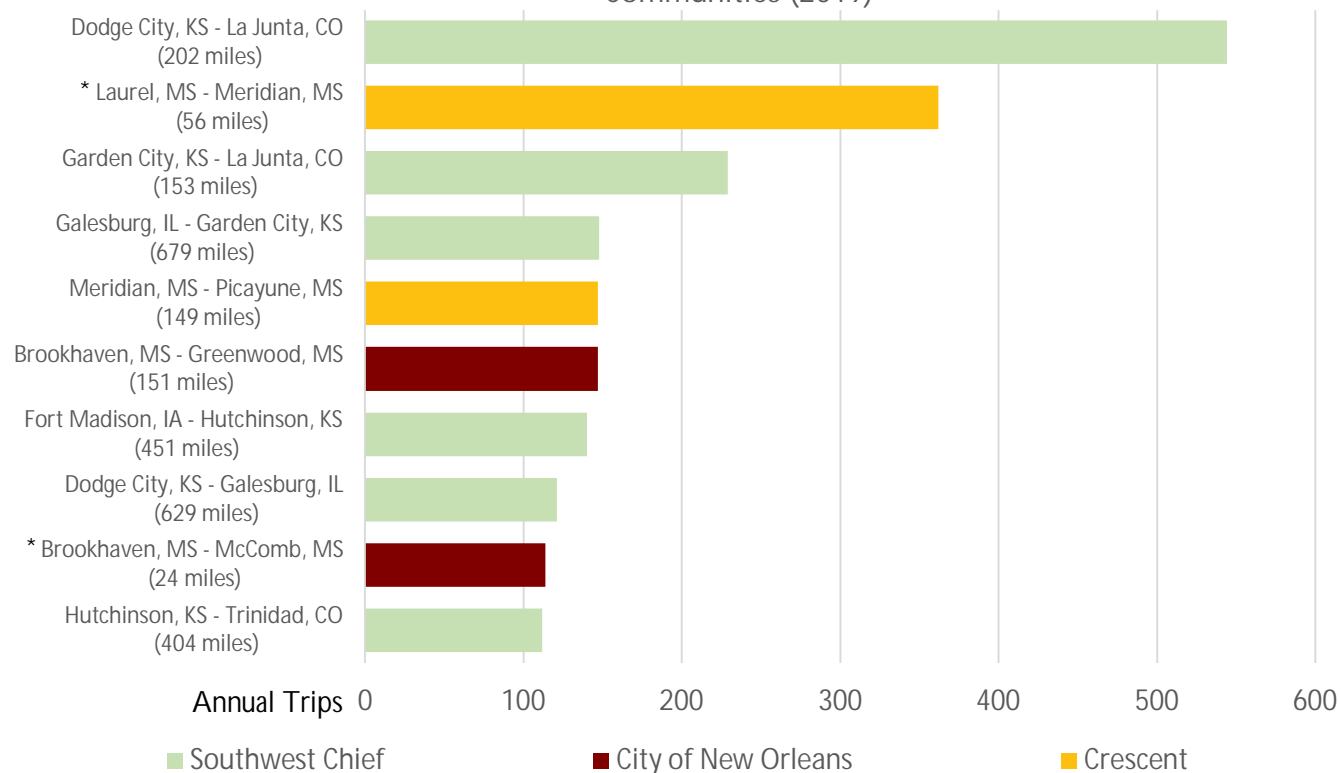


Central Region – Current Amtrak O-D Pairs

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