



Amtrak Fact Sheet, Fiscal Year 2009

State of Oklahoma

Amtrak Service & Ridership

Amtrak serves Oklahoma with one corridor train, the *Heartland Flyer* (daily Oklahoma City-Fort Worth, Texas). The *Heartland Flyer* provides connections to the Amtrak national train network at Fort Worth.

During FY09 Amtrak served the following Oklahoma locations:

<u>City</u>	<u>Boardings + Alightings</u>
Ardmore	9,094
Norman	12,573
Oklahoma City	48,434
Pauls Valley	5,393
Purcell	2,073
Total Oklahoma Station Usage:	77,567

Procurement/Contracts

Amtrak expended \$803,200 for goods and services in Oklahoma in FY09, most of it in Oklahoma City.

Employment

At the end of FY09, Amtrak employed 1 Oklahoma resident. Total wages of Amtrak employees living in Oklahoma were \$51,742 during FY09.

State-Assisted Services

The *Heartland Flyer* has been funded by the State of Oklahoma since the train began service on June 14, 1999. Oklahoma has made capital upgrades to the BNSF Railway tracks in Oklahoma, allowing for speed increases to 79 mph over segments of the route and reducing the trip time for the *Heartland Flyer*. FY09 ridership on *Heartland Flyer* trains was 9.1% below FY08, but still 7.8% above FY07. The State of Texas also began a contract partnership with Amtrak in FY 2007 to support the operation of the train.

Expansion Planning

Oklahoma Department of Transportation asked Amtrak to study the feasibility of establishing passenger rail service over a route from Oklahoma City to Tulsa. Kansas Department of Transportation (DOT) has asked Amtrak study the feasibility of establishing passenger rail service along all or part of a corridor

between Kansas City, Missouri, and Oklahoma City, via several Kansas and Oklahoma communities. Once complete, Amtrak will provide the study results to Kansas DOT.

Stimulus Funding, Fiscal 2009

The American Recovery and Reinvestment Act of 2009 (ARRA) provided Amtrak with \$1.3 billion for capital investments, including \$446 million for security and life safety improvements and \$842 million for rebuilding and modernizing infrastructure and equipment. Included in the latter category is a Mobility First program, designed as an immediate-action program to reduce as many accessibility barriers as possible prior to Amtrak’s deadline of July 26, 2010, to bring stations into compliance with the Americans with Disabilities Act. Mobility First investments can include wheelchair lifts, connecting walkways, and designated parking spaces. Investments planned for Oklahoma include:

Ardmore	Mobility First	\$ 28,000
Norman	Mobility First	\$ 29,300
Oklahoma City	Mobility First	\$ 30,000
Pauls Valley	Mobility First	\$ 28,000
Purcell	Mobility First	\$ 29,000
Total Oklahoma ARRA funds:		\$ 144,300