



# Amtrak Fact Sheet, Fiscal Year 2010

## State of Oklahoma

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### 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 FY10 Amtrak served the following Oklahoma locations:

<u>City</u>	<u>Boardings + Alightings</u>
Ardmore	9,324
Norman	14,119
Oklahoma City	55,230
Pauls Valley	5,777
Purcell	2,263
<b>Total Oklahoma Station Usage:</b>	<b>86,713</b>

### Procurement/Contracts

Amtrak placed orders valued at \$1,518,575 for goods and services in Oklahoma in FY10, most of it in Oklahoma City, 1,330,483.

### Employment

At the end of FY10, Amtrak employed 3 Oklahoma residents. Total wages of Amtrak employees living in Oklahoma were \$195,826 during FY10.

### State-Assisted Services

The *Heartland Flyer* has been funded by the State of Oklahoma since the train began service in 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*. FY10 ridership on *Heartland Flyer* trains was 11.1% above FY09. The State of Texas also began a contract partnership with Amtrak in FY07 to support the operation of the train.

### Green Energy

Amtrak and the Oklahoma and Texas state transportation conducted the nation's first-ever test of a cleaner and renewable biodiesel fuel blend to power the *Heartland Flyer* between Oklahoma City and Fort Worth, with the aim of reducing greenhouse gas emissions and the use of foreign oil. Amtrak

received a \$274,000 grant from the Federal Railroad Administration to carry out the research project in partnership with the Oklahoma Department of Transportation. The biodiesel blend includes beef byproduct and is provided by a Texas-based vendor.

In previously conducted stationary locomotive engine testing, the biodiesel blend being used reduced hydrocarbons and carbon monoxide each by 10 percent, reduced particulates by 15 percent and sulfates by 20 percent. Detailed measurements will be taken on the P32-8 locomotive at the end of 12 months so any impact of the biodiesel on valves and gaskets can be measured. Amtrak will collect locomotive exhaust emissions data for analysis in accordance with U.S. Environmental Protection Agency locomotive exhaust emissions federal test protocols.

The testing of a cleaner and renewable biodiesel fuel blend has made *Time* magazine's list of "The 50 Best Inventions of 2010."

### **Expansion Planning**

The Kansas Department of Transportation requested a study of options for the return of passenger rail service along a route between Kansas City and Oklahoma City, running via Lawrence, Topeka, Newton, and Wichita. Amtrak delivered an analysis of potential service scenarios, schedules, ridership and revenue estimates, required state operating contribution, and capital requirements to establish new service. The Feasibility Report of Proposed Amtrak Service provided four service scenarios encompassing a range of schedules and service end-points.

- Extension of Fort Worth-Oklahoma City *Heartland Flyer* service to a connection with the Chicago-Kansas City-Topeka-Los Angeles *Southwest Chief* at Newton.  
*Ridership - 92,500; capital cost - \$156 million; revenue-\$2.7 million.*
- New overnight Kansas City-Wichita-Oklahoma City-Fort Worth trains.  
*Ridership - 118,200; capital cost - \$317 million; revenue- \$5.2 million.*
- New daytime Kansas City-Wichita-Oklahoma City-Fort Worth trains.  
*Ridership - 174,000; capital cost-\$479 million; revenue - \$6.1 million.*
- New Kansas City-Topeka-Wichita-Oklahoma City trains.  
*Ridership- 65,900; capital cost-\$309 million; revenue - \$2.1 million.*

Once a route has been determined, concurrence will be needed from the state of Oklahoma, Texas, and possibly Missouri, as all scenarios involve new or modified service in those states.