



## Amtrak Fact Sheet, Fiscal Year 2011

# State of Oklahoma

### Amtrak-Oklahoma partnership

- Grants from the State of Oklahoma help support the daily *Heartland Flyer* service between Oklahoma City and Fort Worth

### 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 FY11 Amtrak served the following Oklahoma locations:

| <u>City</u>                          | <u>Boardings + Alightings</u> |
|--------------------------------------|-------------------------------|
| <a href="#">Ardmore</a>              | 9,941                         |
| <a href="#">Norman</a>               | 14,364                        |
| <a href="#">Oklahoma City</a>        | 56,368                        |
| <a href="#">Pauls Valley</a>         | 6,067                         |
| <a href="#">Purcell</a>              | 2,152                         |
| <b>Total Oklahoma Station Usage:</b> | <b>88,892</b>                 |
|                                      | (up 2.5% from FY10)           |

### Procurement/Contracts

Amtrak placed orders valued at \$953,310 for goods and services in Oklahoma in FY11, most of it in Oklahoma City.

### Employment

At the end of FY11, Amtrak employed 3 Oklahoma residents. Total wages of Amtrak employees living in Oklahoma were \$181,070 during FY11.

### 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*. FY11

ridership on *Heartland Flyer* trains was 2.8% above FY10. 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 DOTs conducted the nation's first-ever test of a cleaner and renewable biodiesel fuel blend to power the *Heartland Flyer*, 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 earlier stationary locomotive engine testing, the biodiesel blend 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 federal test protocols.

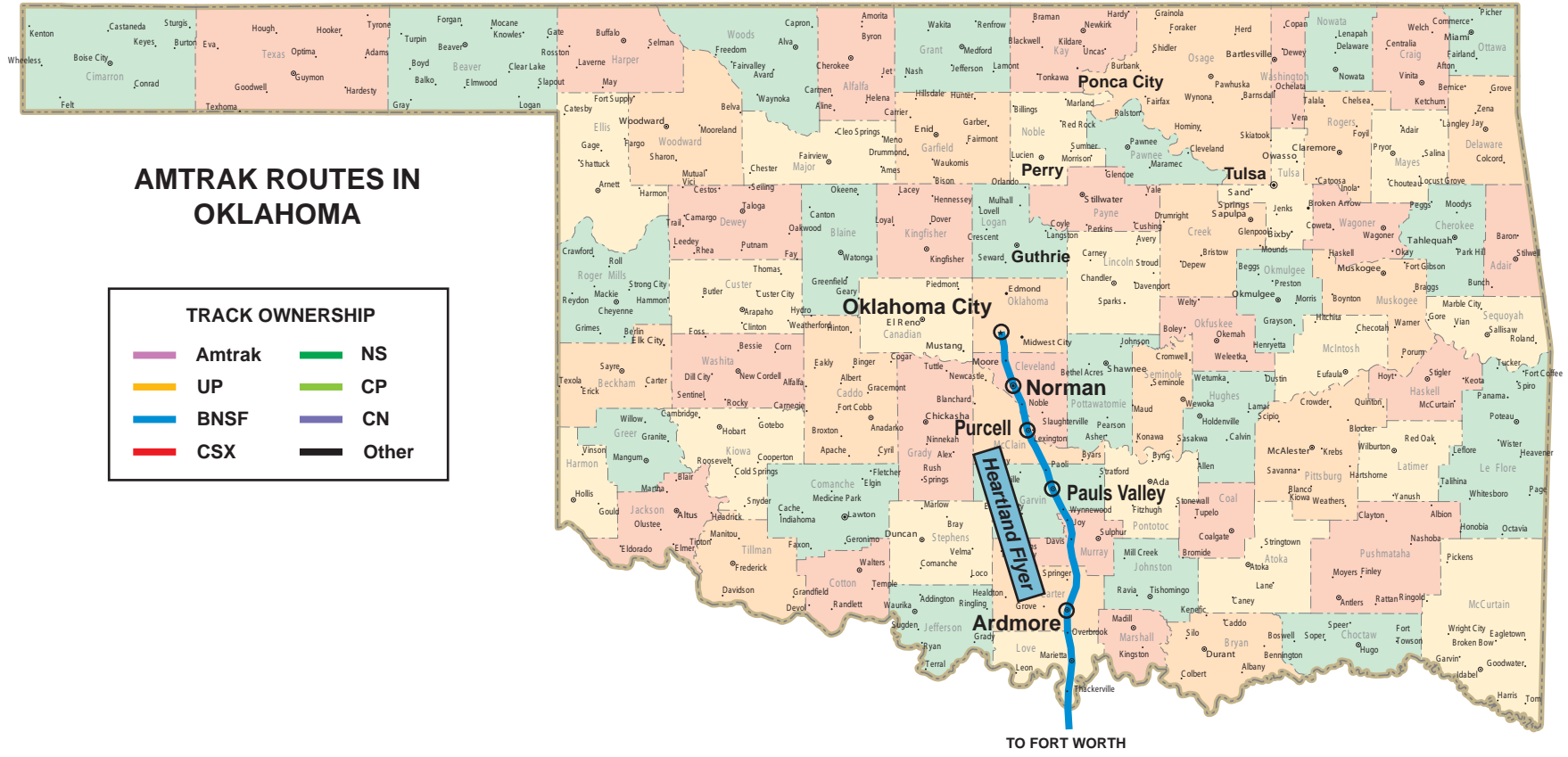
The testing of a cleaner and renewable biodiesel fuel blend has made *Time* magazine's list of "The 50 Best Inventions of 2010."

## Expansion Planning

The Kansas Department of Transportation (KDOT) requested a study of options for the return of passenger rail service along a route between Oklahoma City and Kansas City, running via Ponca City and Perry, and Wichita and Newton, Kansas. The Feasibility Report of Proposed Amtrak Service provided an analysis of potential service scenarios, schedules, ridership and revenue estimates, required state operating contribution, and capital requirements to establish new service. The report 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.*

Kansas engaged an outside contractor to refine further the assumptions from the Amtrak report. Amtrak, Oklahoma DOT, and Texas DOT cooperated in this effort and in November 2011, KDOT released a Service Development Plan (SDP), a comprehensive business and operating plan that looks at elements such as route schedule, projected ridership, infrastructure investments, operating support, and implementation. Completion of the SDP was required in order to be eligible to apply for potential, future, federal capital funding. KDOT will present to the SDP to their legislature for consideration.



## AMTRAK ROUTES IN OKLAHOMA

| TRACK OWNERSHIP                              |  |
|--|--|
| <span style="color: purple;">█</span> Amtrak | <span style="color: green;">█</span> NS      |
| <span style="color: orange;">█</span> UP     | <span style="color: lightgreen;">█</span> CP |
| <span style="color: blue;">█</span> BNSF     | <span style="color: darkblue;">█</span> CN   |
| <span style="color: red;">█</span> CSX       | <span style="color: black;">█</span> Other   |