



Amtrak Fact Sheet, Fiscal Year 2012

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
- Over 10,000 Oklahoma residents are members of the Amtrak Guest Rewards frequent user program

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 FY12 Amtrak served the following Oklahoma locations:

<u>City</u>	<u>Boardings + Alightings</u>
Ardmore	10,278
Norman	15,207
Oklahoma City	59,212
Pauls Valley	5,706
Purcell	2,137
Total Oklahoma Station Usage:	92,540 (up 4.1% from FY11)

Procurement/Contracts

Amtrak spent \$308,544 on goods and services in Oklahoma in FY12.

Employment

At the end of FY12, Amtrak employed 1 Oklahoma resident. Total wages of Amtrak employees living in Oklahoma were \$86,543 during FY12.

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*.

FY12 ridership on *Heartland Flyer* trains was 4.6% above FY11. 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 made *Time* magazine's list of "The 50 Best Inventions of 2010."

Expansion Planning

The Kansas Department of Transportation (KDOT) requested Amtrak study options for the return of passenger rail service along a route between Kansas City and Oklahoma City, via Wichita and Perry. 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. Kansas sought further refinement of the initial Amtrak study and continues to investigate options for implementation.

