



Amtrak Fact Sheet, Fiscal Year 2015

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
- Nearly 16,000 Oklahoma residents are members of the Amtrak Guest Rewards frequent user program

Amtrak Service & Ridership

Amtrak serves Oklahoma with one state-supported 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 FY15 Amtrak served the following Oklahoma locations:

<u>City</u>	<u>Boardings + Alightings</u>
Ardmore	7,967
Norman	11,781
Oklahoma City	45,691
Pauls Valley	4,535
Purcell	1,960
Total Oklahoma Station Usage:	71,934

(down 13.2% from FY14)

Procurement/Contracts

Amtrak spent \$491,951 on goods and services in Oklahoma in FY15.

PRIIA Section 209 and State-Assisted Services

The Passenger Rail Investment and Improvement Act of 2008 (P.L. 110-432) required, by October 2013, an equitable arrangement of cost sharing between Amtrak and state or public agency partners that provide funding for short-distance, intercity train services. Agreements were reached with all parties, including Oklahoma, by the deadline, and the services continued to run without interruption.

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*. The State of Texas has been a partner in support of operating this train since FY07.

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.

