



# Amtrak Fact Sheet Fiscal Year 2019 *State of Oklahoma*

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## 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 FY19 Amtrak served the following Oklahoma locations:

<u>City</u>	<u>Boardings &amp; Alightings</u>
<a href="#">Ardmore</a>	6,614
<a href="#">Norman</a>	12,601
<a href="#">Oklahoma City</a>	45,040
<a href="#">Pauls Valley</a>	4,282
<a href="#">Purcell</a>	1,885
<b>Total Oklahoma Station Usage:</b>	<b>70,422</b>

## Host Railroads & On Time Performance

Amtrak relies heavily on the cooperation of other railroads in order to operate routes using tracks that are not owned or controlled by Amtrak. Host railroads are statutorily required to provide Amtrak trains “preference” over freight transportation. However, on time performance on most host railroads is poor and continues to decline largely due to hosts ignoring their statutory responsibilities.

Listed below are the Amtrak services that operate in the District of Columbia with each service’s host railroads and on-time performance (OTP) in FY19:

Service	Host Railroads	FY19 OTP
<b>Heartland Flyer</b>	BNSF	<b>46.9%</b>

“On-time performance” represents the percentage of stations at which the train arrives within 15 minutes of the scheduled arrival time.

## Amtrak Guest Rewards

At the end of FY19, there were **28,432** members of the Amtrak Guest Rewards program in Oklahoma. This is a 13% increase from FY18.

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

## Station Improvements

Oklahoma City: Oklahoma City cut the ribbon on the newly restored Santa Fe station on December 7, 2017. The City embarked on \$28-million restoration and transformation of the former Santa Fe Station into a multi-modal facility. The station now serves Amtrak, local bus transit, the new light-rail system and accommodates intercity bus service. In addition to the transportation component, a new tunnel will be constructed under the BNSF Railway that will connect the station to the popular Bricktown area, on the east side of the railroad.

## New Connecting Service

Beginning in April 2016, Amtrak initiated Thruway motorcoach service, connecting Newton, Kansas, and Oklahoma City, with a stop in Wichita, the largest city in Kansas. Wichita is now back on the Amtrak map for the first time since 1979. The throughway service provides a direct connection between Amtrak's **Southwest Chief** and the **Heartland Flyer**.

## Expansion Planning

Amtrak is working with the BNSF Railway, the Chickasaw Nation, and ODOT to provide a new stop for the **Heartland Flyer** in Thackerville, which is near the Texas border. It is the site of the WinStar World Casino and Resort, the largest casino in Oklahoma.

Amtrak continues to work with state DOTs in both Oklahoma and Texas to explore options for adding frequencies to the **Heartland Flyer** service. On June 9, 2017, Amtrak operated an inspection train from Oklahoma City to Kansas City, with dignitaries, BNSF officials, and DOT representatives from Oklahoma and Kansas to see the railroad and to explore the opportunity of extending the **Heartland Flyer** to Newton, Kansas.

# AMTRAK ROUTES IN OKLAHOMA

