



Amtrak Fact Sheet Fiscal Year 2021 State of Oklahoma

Amtrak Service & Ridership

At the end of FY 2021, Amtrak operated two trains per day in Oklahoma, as part of the following routes:

- **State Supported**
Heartland Flyer (daily Oklahoma City-Fort Worth)

Stations Served

During FY 2021, Amtrak served the following locations in Oklahoma.

| City (Code) | Ridership |
|--------------------------------------|---------------|
| Ardmore (ADM) | 4,110 |
| Norman (NOR) | 6,751 |
| Oklahoma City (OKC) | 29,902 |
| Pauls Valley (PVL) | 1,962 |
| Purcell (PUR) | 908 |
| Total Oklahoma Station Usage: | 46,633 |

Amtrak maintains the Great American Stations website (<https://www.greatamericanstations.com/>), which includes detailed profiles of every Amtrak station. Information available includes a brief history of each station, a review of what organization or organizations are responsible for the various portions of each facility, a list of routes serving each station, contact information for the appropriate Amtrak representative for that station, and relevant local community links.

Host Railroads & On Time Performance

Amtrak relies heavily on the cooperation of other railroads to operate routes using tracks that Amtrak does not own or control. 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 Oklahoma with each service’s host railroads and customer on-time performance (OTP) in FY 2021:

| Service | Host Railroad (s) | FY21 OTP |
|------------------------|-------------------|----------|
| <i>Heartland Flyer</i> | BNSF | 67.6% |

Customer OTP measures what proportion of customers arrive at their destination on time. For *Acela* trains, the margin is within ten minutes of the schedule and the margin is 15 minutes for all other trains. Thus, if a train is 16 minutes late to its final stop, and all its riders are headed for that stop, then even if the train is on time at every intermediate stop, customer OTP would be 0%, reflecting the passengers’ experience.

Amtrak Guest Rewards

At the end of FY 2021, there were approximately 13.5 million members of Amtrak Guest Rewards (AGR), with 33,356 members listing an address in Oklahoma. This is a 5.3% increase from FY 2020. For more information about AGR, please see: <https://www.amtrak.com/guestrewards/home>

Procurement

In FY 2021, Amtrak procured goods and services worth \$2.63 billion, and more than 99% of that figure was sourced from firms headquartered domestically. In Oklahoma, Amtrak spent \$165,421, broken down in the following locations:

| City | Amount (\$) |
|---------------|-------------|
| Oklahoma City | 137,303 |

Employment & Wages

At the end of FY 2021, Amtrak employed 17,055 people, including one Oklahoma resident. Total FY 2021 wages were \$1.54 billion, of which Oklahoma residents earned \$39,187.

Section 209 Service

In the Passenger Rail Investment and Improvement Act of 2008 (P.L. 110-432), Congress 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 by the deadline, and the services continued to run without interruption.

Additional Information

Bipartisan Infrastructure Law

Enacted in November 2021, the Infrastructure Investment and Jobs Act (IIJA), or “Bipartisan Infrastructure Law,” provides \$66 billion in guaranteed funding for intercity passenger and freight rail over the next five years. That includes \$22 billion in dedicated Amtrak funding – for fleet modernization, state-of-good-repair work, and other specified project types – and another \$44 billion for FRA-administered grants. This historic federal investment will rebuild crumbling infrastructure, improve accessibility onboard and at our stations, enable overdue service expansions, and transform U.S. passenger rail service.

Amtrak Connects US

In 2021, Amtrak released the Amtrak Connects US vision for growing America’s passenger rail system and meeting the needs of both fast-growing metro areas and other underserved communities. Our vision proposed 39 new routes, 25 enhanced routes, and 160 new stops to serve 20 million new riders across the United States. Since then, the Federal Railroad Administration has launched the Corridor Identification & Development Program to establish a pipeline of intercity passenger rail projects ready for federal investment and technical assistance.

Importantly, the Amtrak Connects US vision was only a starting point. Amtrak is ready to work with States and other eligible entities to begin or expand service anywhere – regardless of whether the route was included in the vision.

About the *Heartland Flyer*

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 FY 2007.

Station Improvements

Ardmore: Amtrak is currently in the design stages of repairing the station's existing platform to ensure ADA compliance. This project is projected to be completed in FY 2024.

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, and 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.

Pauls Valley: Amtrak is currently in the design stages of modifying the station's platform to ensure ADA compliance. This will include a new platform with associated ramps, stairs, railings, and signage for the station. This project is projected to be completed in FY 2024.

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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 thruway service provides a direct connection between Amtrak's *Southwest Chief* and the *Heartland Flyer*.

Expansion Planning

Amtrak continues to work with state DOTs in Oklahoma, Texas, and Kansas 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

