



## **Heartland Flyer Ridership Rises Again, Amtrak Posts Another Record**

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Final figures for the Amtrak fiscal year show more people are opting for the Amtrak *Heartland Flyer* train between Oklahoma City and Fort Worth, with ridership rising by more than 18 percent to total 80,892 for the 12 months ending Sept. 30.

Amtrak operates the *Heartland Flyer* under contracts with the Oklahoma and Texas Departments of Transportation. These are two of the 14 states for which Amtrak operates service that supplements the national network of Amtrak trains.

“We continue to be excited about the growth in ridership numbers of the *Heartland Flyer*,” David Streb, director of engineering for the Oklahoma Department of Transportation, said. “In addition to being one of the fastest growing lines, the *Heartland Flyer* has the best customer satisfaction rating of any line, and we expect to see continued growth of this popular service.”

“We take great pride in operating a safe and reliable service that is giving travelers the best way to travel between busy downtowns, an option that avoids highway congestion and links communities,” Los Angeles-based Amtrak General Superintendent Joe Yannuzzi, said.

Along with Amtrak and the state DOTs, the *Heartland Flyer* Coalition works to promote and improve the service. The volunteer group represents communities and leaders along the 206-mile route, sponsors the [www.heartlandflyer.com](http://www.heartlandflyer.com) Web site and organizes events that make the train experience even more special.

All Amtrak trains across the system saw increases in ridership. The 28.7 million total for the period Oct. 1, 2007 - Sept. 30, 2008, topped the 25,847,531 for the previous 12 months by 11.1 percent. Total ticket revenue for the fiscal year reached \$1.7 billion, a 14.2 percent increase over the \$1.5 billion in FY07.

“After another record-breaking year, in which the railroad achieved double-digit growth, Amtrak has solidified its role as a leader in the nation’s transportation network and proven intercity passenger rail’s relevance in today’s world,” Alex Kummant, President and CEO of Amtrak, said. “Highway and airway congestion, volatile fuel prices and increasing environmental awareness all contributed to Amtrak’s successful year, as did our continually improving service and on-time performance.”

Kummant added, “With the recent passage of a reauthorization bill, which includes a significant state and federal capital matching grant program, we also look forward to expanding state partnerships to provide more rail service in growing corridors nationwide.”

### **Amtrak Heartland Flyer route Fiscal year 2008 Ridership:**

|                              |                            |
|------------------------------|----------------------------|
| Oklahoma City, Okla.: 55,015 | Norman, Okla.: 13,414      |
| Purcell, Okla.: 2,086        | Pauls Valley, Okla.: 5,942 |
| Ardmore, Okla.: 8,607        | Gainesville, Texas: 9,249  |
| Fort Worth, Texas: 109,012*  |                            |

\*Fort Worth total includes ridership on the Amtrak Texas Eagle, which shares the station on its Chicago-San Antonio route.

- [www.okladot.state.ok.us](http://www.okladot.state.ok.us) -

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**INFORMATION RELEASE**

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## Amtrak Fiscal Year 2008, Oct. 2007-Sept. 2008

|                                 | Ridership         |                   |                   | Ticket Revenue       |                      |                   |
|---------------------------------|-------------------|-------------------|-------------------|----------------------|----------------------|-------------------|
|                                 | FY08              | FY07              | % change vs. FY07 | FY08                 | FY07                 | % change vs. FY07 |
| <b>Northeast Corridor Spine</b> |                   |                   |                   |                      |                      |                   |
| <i>Acela Express</i>            | 3,398,759         | 3,191,321         | +6.5              | \$467,782,708        | \$403,571,410        | +15.9             |
| <i>Northeast Regional</i>       | 7,489,426         | 6,836,646         | +9.5              | \$481,606,621        | \$424,721,134        | +13.4             |
| <i>Special Trains</i>           | 9,667             | 7,045             | +37.2             | \$1,249,590          | \$1,011,903          | +23.5             |
| <b>Subtotal</b>                 | <b>10,897,852</b> | <b>10,035,012</b> | <b>+8.6</b>       | <b>\$950,638,920</b> | <b>\$829,304,447</b> | <b>+14.6</b>      |

### State Supported and Other Short Distance Corridors

|   |                   |                   |              |                      |                      |              |
|---|-------------------|-------------------|--------------|----------------------|----------------------|--------------|
| <i>Ethan Allen</i>                              | 46,881            | 43,942            | +6.7         | \$2,407,851          | \$2,190,959          | +9.9         |
| <i>Vermont</i>                                  | 72,655            | 63,299            | +14.8        | \$3,942,778          | \$3,357,124          | +17.4        |
| <i>Albany-Niagara Falls-Toronto</i>             | 354,492           | 288,365           | +22.9        | \$21,759,315         | \$16,854,750         | +29.1        |
| <i>Downeaster</i>                               | 474,492           | 361,634           | +31.2        | \$6,560,768          | \$4,800,036          | +36.7        |
| <i>Shuttles (New Haven-Springfield)</i>         | 349,928           | 320,852           | +9.1         | \$10,063,889         | \$8,840,099          | +13.8        |
| <i>Keystone Corridor</i>                        | 1,183,821         | 988,454           | +19.8        | \$24,747,102         | \$20,582,838         | +20.2        |
| <i>Empire Service (NYP-ALB)</i>                 | 994,293           | 957,583           | +3.8         | \$41,114,816         | \$38,592,354         | +6.5         |
| <i>Chicago-St. Louis (Lincoln Service)</i>      | 476,427           | 408,807           | +16.5        | \$11,288,034         | \$8,822,785          | +27.9        |
| <i>Hiawatha Service</i>                         | 749,659           | 595,336           | +25.9        | \$13,138,765         | \$10,230,272         | +28.4        |
| <i>Wolverine Service</i>                        | 472,393           | 449,107           | +5.2         | \$16,243,510         | \$14,934,656         | +8.8         |
| <i>Chicago-Carbondale (Illini/Saluki)</i>       | 271,082           | 228,695           | +18.5        | \$7,732,413          | \$6,187,835          | +25.0        |
| <i>Chicago-Quincy (IL Zephyr/Carl Sandburg)</i> | 202,814           | 169,258           | +19.8        | \$4,979,726          | \$3,937,263          | +26.5        |
| <i>Heartland Flyer</i>                          | 80,892            | 68,246            | +18.5        | \$1,682,088          | \$1,260,579          | +33.4        |
| <i>Pacific Surfliner</i>                        | 2,898,859         | 2,707,188         | +7.1         | \$51,010,624         | \$46,788,081         | +9.0         |
| <i>Amtrak Cascades Service</i>                  | 760,323           | 674,153           | +12.8        | \$20,999,003         | \$18,165,351         | +15.6        |
| <i>Capitol Corridor Service</i>                 | 1,693,580         | 1,450,069         | +16.8        | \$22,306,774         | \$18,059,715         | +23.5        |
| <i>San Joaquins Service</i>                     | 949,611           | 804,785           | +18.0        | \$29,847,468         | \$24,544,160         | +21.6        |
| <i>Adirondack</i>                               | 112,047           | 101,097           | +10.8        | \$5,581,639          | \$5,065,860          | +10.2        |
| <i>Blue Water</i>                               | 136,538           | 127,642           | +7.0         | \$4,158,742          | \$3,557,216          | +16.9        |
| <i>Washington-Newport News</i>                  | 459,236           | 401,510           | +14.4        | \$26,276,227         | \$20,914,840         | +25.6        |
| <i>Hoosier State</i>                            | 31,774            | 26,347            | +20.6        | \$681,685            | \$529,270            | +28.8        |
| <i>Kansas City-St. Louis</i>                    | 151,690           | 116,517           | +30.2        | \$3,311,182          | \$2,508,912          | +32.0        |
| <i>Pennsylvanian</i>                            | 200,999           | 180,140           | +11.6        | \$7,914,009          | \$6,620,783          | +19.5        |
| <i>Pere Marquette</i>                           | 111,716           | 104,819           | +6.6         | \$2,975,391          | \$2,666,416          | +11.6        |
| <i>Carolinian</i>                               | 295,427           | 256,212           | +15.3        | \$16,026,148         | \$13,512,362         | +18.6        |
| <i>Piedmont</i>                                 | 65,941            | 50,551            | +30.4        | \$1,079,184          | \$831,383            | +29.8        |
| <i>Buses</i>                                    | -                 | -                 | -            | \$5,796,194          | \$4,878,943          | +18.8        |
| <i>Special Trains</i>                           | 50,626            | 48,644            | +4.1         | \$5,201,520          | \$4,622,911          | +12.5        |
| <b>Subtotal</b>                                 | <b>13,648,196</b> | <b>11,993,252</b> | <b>+13.8</b> | <b>\$368,826,847</b> | <b>\$313,857,753</b> | <b>+17.5</b> |

### Long Distance

|                            |                  |                  |             |                      |                      |              |
|----------------------------|------------------|------------------|-------------|----------------------|----------------------|--------------|
| <i>Silver Star</i>         | 367,139          | 329,132          | +11.5       | \$27,699,306         | \$25,715,553         | +7.7         |
| <i>Cardinal</i>            | 109,195          | 96,896           | +12.7       | \$6,490,845          | \$5,453,083          | +19.0        |
| <i>Silver Meteor</i>       | 319,773          | 291,735          | +9.6        | \$30,568,604         | \$27,379,452         | +11.6        |
| <i>Empire Builder</i>      | 554,266          | 504,977          | +9.8        | \$59,461,168         | \$53,177,760         | +11.8        |
| <i>Capitol Limited</i>     | 216,350          | 193,748          | +11.7       | \$17,431,949         | \$14,877,428         | +17.2        |
| <i>California Zephyr</i>   | 352,563          | 329,840          | +6.9        | \$39,001,032         | \$35,719,619         | +9.2         |
| <i>Southwest Chief</i>     | 331,143          | 316,668          | +4.6        | \$41,079,865         | \$37,935,113         | +8.3         |
| <i>City of New Orleans</i> | 197,394          | 180,473          | +9.4        | \$14,875,928         | \$13,311,213         | +11.8        |
| <i>Texas Eagle</i>         | 251,518          | 218,321          | +15.2       | \$19,514,531         | \$16,424,146         | +18.8        |
| <i>Sunset Limited</i>      | 71,719           | 63,336           | +13.2       | \$8,052,515          | \$6,955,881          | +15.8        |
| <i>Coast Starlight</i>     | 353,657          | 343,542          | +2.9        | \$28,117,404         | \$29,171,278         | -3.6         |
| <i>Lake Shore Limited</i>  | 345,632          | 312,643          | +10.6       | \$24,238,394         | \$21,421,657         | +13.1        |
| <i>Palmetto</i>            | 173,949          | 156,998          | +10.8       | \$12,901,668         | \$11,280,047         | +14.4        |
| <i>Crescent</i>            | 291,222          | 263,136          | +10.7       | \$27,095,838         | \$24,262,171         | +11.7        |
| <i>Auto Train</i>          | 234,839          | 217,822          | +7.8        | \$58,154,402         | \$52,883,481         | +10.0        |
| <b>Subtotal</b>            | <b>4,170,359</b> | <b>3,819,267</b> | <b>+9.2</b> | <b>\$414,683,450</b> | <b>\$375,967,883</b> | <b>+10.3</b> |

|                     |                   |                   |              |                        |                        |              |
|---------------------|-------------------|-------------------|--------------|------------------------|------------------------|--------------|
| <b>Amtrak Total</b> | <b>28,716,407</b> | <b>25,847,531</b> | <b>+11.1</b> | <b>\$1,734,149,216</b> | <b>\$1,519,130,083</b> | <b>+14.2</b> |
|---------------------|-------------------|-------------------|--------------|------------------------|------------------------|--------------|

NOTE: Ridership to some locations south and west of Chicago is on state-supported and national system Amtrak trains, as reported above. Combined ridership of all Amtrak trains on these corridors is as follows for FY08: Chicago-St. Louis, 543,642; Chicago-Carbondale, 304,435; Chicago-Quincy, 231,701.