



# Arkansas

## Amtrak's Contributions to Arkansas

Earnings supported by Amtrak in Arkansas	Employment supported by Amtrak in Arkansas	Value added* supported by Amtrak in Arkansas
\$5,636,000	100	\$692,000

## State Snapshot

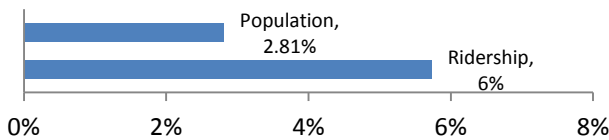
Number of Stations	6
Number of Local Riders**	17,400
Local Revenue	\$1,559,309
Number of Rail Passenger Miles***	10,628,230

Routes:  
*Texas Eagle*



Source: Amtrak

### Population and Amtrak Ridership Growth 2009-2015



### Little Rock, AR (LRK)

The current station, built in 1921, replaced the previous 1907 station after it burned. The station was built for the Missouri Pacific, which operated passenger trains here until 1970 and later merged into the Union Pacific. "Ripley's Believe It or Not" once featured the station as the largest train station in the U.S. served by only one railroad. The station was purchased a local developer in 1991 and extensively renovated. Little Rock currently serves the *Texas Eagle* route. In 2015, 19,676 passengers passed through the station and provided revenue valued at \$1,837,424.

## Amtrak's Effect on Tourism and Broader Economy

Emission reductions from traveling by Amtrak trains vs. traveling by car:	\$33,000
Cost savings from the lower risk of traveling by train vs. traveling by car:	\$474,000
Tourist spending generated from Amtrak passengers	\$88,000
Number of tourists that utilize Amtrak services	8,000
Percent of total riders that are tourists	46%
Federal taxes generated for Arkansas from tourist spending	\$6,000
State taxes generated for Arkansas from tourist spending	\$4,000
Local taxes generated for Arkansas from tourist spending	\$1,000

\* Value Added - enhancement a company or business gives its product or service before providing it to customers(value of the final outputs from Amtrak minus the value of the inputs such as raw materials).

\*\* Local riders are defined as riders that boarded or alighted an Amtrak train in the state. May include out of state passengers transferring trains in the state.

\*\*\* Rail Passenger Mile - passenger rail miles are determined by multiplying the total number of passengers by the total number of miles traveled.

## PROFILE

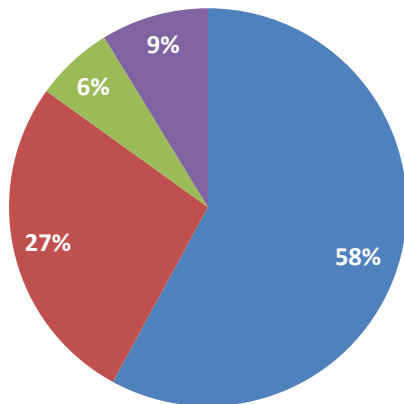
<CLICK HERE>

Arkansas is served by the *Texas Eagle* route with 6 stations in the state. An estimated 39 percent of the population lives within 30 miles of an Amtrak station. Reflecting the importance of passenger rail service to the local communities along the route, the *Texas Eagle* Mayors' Coalition requested that Amtrak create *Texas Eagle* Marketing and Performance Organization (TEMPO) as a means to provide local input to Amtrak; each member promotes the *Texas Eagle* in his or her own community, while working to increase awareness of the train among civic leaders and elected officials and promote policies to leverage the availability of the service to support their communities.

Despite modest overall population growth, ridership in Arkansas is up 6 percent over the past six years. Gains in Arkansas are lower than in some other states because the schedule is less convenient than some other locations and because zigzagged national routes can take much more time than it does to drive in some cases. Even so, among Amtrak riders in the state, 9 percent report that they would not have made the trip but for the availability of Amtrak service. Amtrak spent over \$2.4 million on wages and salaries for Arkansas employees and over \$800,000 for goods and services as part of its FY15 operating expenses.

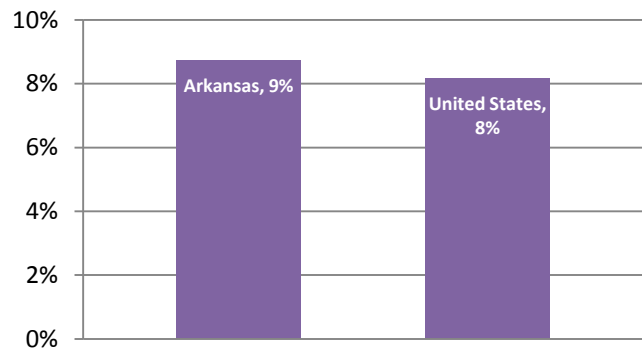
### Profile of Amtrak Customers

**Travel Mode Preference if Amtrak Unavailable**

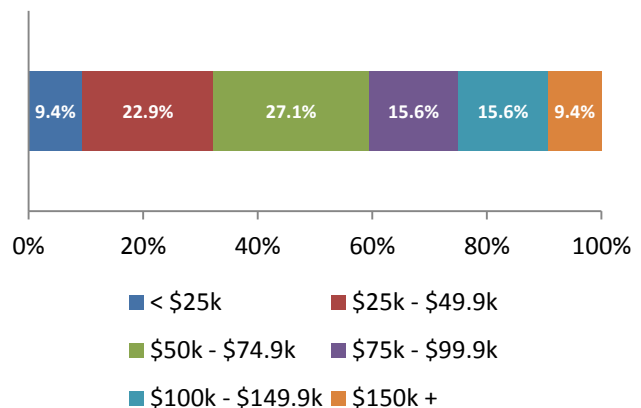


- Would drive if Amtrak unavailable
- Would fly if Amtrak unavailable
- Would use the bus if Amtrak unavailable
- Would not travel if Amtrak Unavailable

**Percent of Riders who Would Not Travel if Amtrak was Unavailable**



**Income Distribution of Amtrak Travelers in Arkansas**



**Percent of population within 30 miles of a rail or bus station served by Amtrak**

**39%**

Amtrak emissions data courtesy of Climate Registry Information System. Automobile emissions per mile data courtesy of EPA. Emissions damage costs courtesy of Corporate Average Fuel Economy for MY2017-MY2025 Passenger Cars and Light Trucks (August 2012), page 922. Vehicle injury and fatality statistics courtesy of TIGER BENEFIT-COST ANALYSIS (BCA) RESOURCE GUIDE. Railroad passenger injury and fatality statistics courtesy of the Federal Railway Administration (FRA). Average vehicle operations cost per mile courtesy of AAA, Your Driving Costs, 2013.

Station information and pictures courtesy of <http://www.greatamericanstations.com/>. Brochure prepared by AECOM.