



## Amtrak in Mississippi

### Fiscal Year 2024



*Amtrak is America's Railroad,<sup>®</sup> created by Congress to "provide efficient and effective intercity passenger rail mobility consisting of high quality service that is trip-time competitive with other intercity travel options." In FY 2024, the company's 22,000+ employees operated an average of almost 300 intercity trains per day along 47 permanent routes, serving a record 32.8 million passengers. Amtrak's network includes 524 regularly-scheduled stops across 46 states, 3 Canadian provinces, and Washington, DC. Partner-operated Thruway routes offer connecting service to additional communities, typically via bus.*

### Service & Ridership

In FY 2024, Amtrak operated **4 intercity trains per day** on 2 permanent routes serving Mississippi, with **102,012 total passengers** boarding or alighting in the state.<sup>1</sup> Service was provided via these routes:<sup>2</sup>

- **Long-Distance Trains<sup>3</sup>**
  - **City of New Orleans** — New Orleans - Jackson - Memphis - Chicago (*1 round trip daily*)
  - **Crescent** — New Orleans - Hattiesburg - Meridian - Tuscaloosa - Birmingham - Atlanta - Charlotte - Washington, DC - Baltimore - Philadelphia - New York (*1 round trip daily*)

### Stations

During FY 2024, Amtrak intercity trains made scheduled stops at 11 locations in Mississippi:

Station (Code)	Ridership (Ons + Offs)	Amtrak ADA Responsibility	Amtrak ADA Compliance	Amtrak ADA Investment <sup>4</sup>
Brookhaven (BRH)	4,010	None	N/A	—
Greenwood (GWD)	14,969	Sole	Complete	\$6,304,038
Hattiesburg (HBG)	10,087	Partial	FY 26	\$2,469,464
Hazlehurst (HAZ)	1,800	Partial	Complete	\$4,260,396
Jackson (JAN)	41,017	Partial	FY 26	\$10,125,672
Laurel (LAU)	5,135	Partial	Complete	\$4,037,417
Marks (MKS)	4,977	Partial	Complete*	—
McComb (MCB)	4,437	Partial	FY 25	\$10,239,275
Meridian (MEI)	8,957	Partial	FY 25	\$9,511,130
Picayune (PIC)	2,506	Partial	Complete	\$3,674,170
Yazoo City (YAZ)	4,117	Sole	Complete	\$4,971,951
<b>Total:</b>	<b>102,012</b>	<b>10/11</b>	<b>In Progress</b>	<b>\$55,593,515</b>

\* Status reflects third-party investments in Amtrak-responsible station components.

<sup>1</sup> Total equals sum of all boardings and alightings at in-state stations.

<sup>2</sup> Not all stops shown. Note that certain frequencies may not serve every station listed.

<sup>3</sup> *Sunset Limited* service is currently suspended east of New Orleans.

<sup>4</sup> "Amtrak ADA Investment" describes Amtrak's projected total investment in compliance work over the lifetime of ADASP.



Importantly, Amtrak is working to ensure that its stations are fully accessible to individuals with disabilities. Most Amtrak-served stations are decades old; many were served by other railroads before the company ever existed. The Americans with Disabilities Act (ADA), enacted in 1990, requires that U.S. stations be made accessible; in response, Amtrak developed an ADA Stations Program (ADASP) to bring station components for which the company is responsible into full ADA compliance. ADASP aims to ensure Amtrak provides the best possible service in the shortest possible timeframe; the program will ultimately invest a total of \$1.8 billion in 385 communities nationwide, including a **\$55.6 million investment in Mississippi**. All Amtrak-responsible work is targeted for completion by the end of FY 2029.

Detailed profiles of every permanent Amtrak station stop, including current information on accessibility, can be found on the Great American Stations website: <https://www.greatamericanstations.com>.

### Additional Footprint

Amtrak maintains a **crew base** in Meridian.

### Host Railroads & On Time Performance

Outside the Boston-to-Washington, DC, Northeast Corridor (NEC), most Amtrak trains must travel over other “host” railroads’ tracks—and hosts generally control dispatching decisions on the tracks that they own. By law, Amtrak trains are supposed to receive preference over freight trains (i.e., priority in dispatching), but many host-dispatched trains arrive late at their destinations, and many routes do not meet on-time performance (OTP) standards established by the Federal Railroad Administration (FRA)—affecting millions of passengers per year.

Listed below are the Amtrak routes that operate in Mississippi, along with each route’s major in-state host railroad(s) and full-route customer on-time performance (C-OTP)<sup>5</sup> in FY 2024:

Route	In-State Host(s)	C-OTP
<i>City of New Orleans</i>	Canadian National	77.2%
<i>Crescent</i>	Norfolk Southern	58.7%

### Procurement

Amtrak’s procurements are subject to “Buy America”-style domestic preference requirements, which the company is proud to meet or exceed. Nationally, Amtrak paid nearly \$4.5 billion for goods and services in FY 2024; 99% of that amount was spent domestically, and **\$176,000** went to vendors in Mississippi:

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<sup>5</sup> C-OTP measures the proportion of customers traveling on a given route who arrive at their destinations on time. Suppose that passengers board a train scheduled to make two stops, and suppose that train is on time at the first stop, but arrives late at the second. If all passengers alight at the first stop, C-OTP for that train is 100%; if all passengers alight at the second stop, C-OTP is 0%.

Community	Amount
Jackson	\$111,276
Meridian	\$25,557
Brookhaven	\$8,400
Tupelo	\$7,634
Ovett	\$6,900
Greenwood	\$6,505
Ridgeland	\$5,568
All Others < \$5K	\$4,308
<b>Total MS Payments:</b>	<b>\$176,150</b>

Among the largest in-state payment categories was **professional services**.

### **Employment & Compensation**

At the end of FY 2024, **38 Amtrak employees** worked in Mississippi, and the company had paid out a total of **\$3,439,478 in base wages and salary** in-state. Nationwide, Amtrak employed more than 22,000 active workers; total base wages and salaries for the year exceeded \$2.1 billion.

(Sunset Limited service suspended east of New Orleans.)

