



Amtrak Fact Sheet Fiscal Year 2021 State of Missouri

Amtrak Service & Ridership

At the end of FY 2021, Amtrak operated 14 trains per day in Missouri, as part of the following routes:

- **Long Distance**
Texas Eagle (daily Chicago-St. Louis-Little Rock-Dallas-San Antonio with thrice weekly through car service on the *Sunset Limited* to Los Angeles)
- **State Supported**
Lincoln (four-times-daily Chicago-Springfield-St. Louis)
Missouri River Runner (two daily round trips St. Louis-Jefferson City-Kansas City)

Stations Served

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

City (Code)	Ridership
Arcadia (ACD)	577
Hermann (HEM)	11,418
Independence (IDP)	3,225
Jefferson City (JEF)	18,360
Kansas City Union Station (KCY)	65,461
Kirkwood (KWD)	18,451
La Plata (LAP)	4,344
Lee's Summit (LEE)	11,634
Poplar Bluff (PBF)	2,240
Sedalia (SED)	5,341
St. Louis (STL)	145,840
Warrensburg (WAR)	4,836
Washington (WAH)	5,722
Total Missouri Station Usage:	297,449

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 Missouri with each service's host railroads and customer on-time performance (OTP) in FY 2021:

Service	Host Railroad (s)	FY21 OTP
<i>Texas Eagle</i>	BNSF, Canadian National, Union Pacific, Trinity Railway Express	52.0%
<i>Lincoln</i>	Canadian National, Union Pacific	80.2%
<i>Missouri River Runner</i>	Union Pacific	77.5%

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 133,217 members listing an address in Missouri. This is a 3.9% 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 Missouri, Amtrak spent \$41,801,104, broken down in the following locations:

City	Amount (\$)
Chesterfield	446,196
Grain Valley	3,984,553
Independence	299,386
Kansas City	5,363,116
North Kansas City	5,002,863
St. Joseph	848,078
St. Louis	25,113,089

Employment & Wages

At the end of FY 2021, Amtrak employed 17,055 people, including 77 Missouri residents. Total FY 2021 wages were \$1.54 billion, of which Missouri residents earned \$7,387,917.

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.

Amtrak MidwestSM Services

Amtrak operates two daily trains between St. Louis and Kansas City, the *Missouri River Runners*, under contract with the State of Missouri. These trains are part of the four-state Amtrak MidwestSM network of services, including routes operated under contract for Illinois, Michigan, and Wisconsin with hubs at St. Louis and Chicago.

Expansion Planning & Improvements

Amtrak initiated, in cooperation with the Missouri and Illinois DOTs, new through service between Chicago and Kansas City via St. Louis. The new service combines trains on the *Lincoln Service* and *Missouri River Runner* for a one-seat ride for customers traveling between Illinois and Missouri destinations.

Carrollton: Amtrak is working with local officials to develop design plans for a new station stop in this west-central Missouri community. Amtrak analysis indicates a positive revenue contribution to the *Southwest Chief* route. These service improvements are two components of the Amtrak Connects US vision for expansion.

Station Improvements

Jefferson City: Amtrak continues to advance design plans as part of a nationwide effort to achieve compliance with the Americans with Disabilities Act. Once design is complete and approved by local authorities and the Federal Railroad Administration, construction bids will be sought and awarded to improve path of travel between the public right-of-way and the station, build a new train platform, lighting, and signage at Jefferson City.

Kansas City: Amtrak has plans to provide train information and visual messaging in the station and/or on the platform to provide dual-mode ADA-compliant communications.

Kirkwood: Amtrak is performing design activities to address the non-ADA-compliant passenger boarding platform, including retaining the architectural historical elements and achieving safe, compliant boarding for all customers on the busy Union Pacific Railroad, double track mainline. Additional components will include new station identifier signs. Amtrak is coordinating with the City of Kirkwood on their rehabilitation of their historic station building and platform canopies.

La Plata: Amtrak is nearing completion of construction on a multi-year project to bring the busy passenger station into compliance with the Americans with Disabilities Act (ADA). The project includes new parking spaces with striping, signage and wheel stops, an accessible path from parking to the station, renovated restrooms, and a new passenger boarding platform with ramps, stairs, railing and signage. LaPlata serves as the station for Kirksville, home of Truman State University.

Lees Summit: Amtrak has FY 2023 plans to modify the station to ensure ADA compliance. This will include providing an accessible route from the public right of way to the platform and station, constructing a new platform with associated ramps, stairs, railings, and signage, modifying station entrances to meet ADA requirements, ensuring that the waiting area is ADA compliant, and providing platform city identifier signs and ADA-required signage for the station as well as the parking area.

Sedalia: Amtrak has FY 2023 plans to modify the station to ensure ADA compliance. This will include providing an accessible route from the public right of way to the platform and station, repairing the existing platform to match ADA requirements, modifying station entrances to meet ADA requirements, ensuring that the waiting area is ADA compliant, and providing platform city identifier signs and ADA required signage.

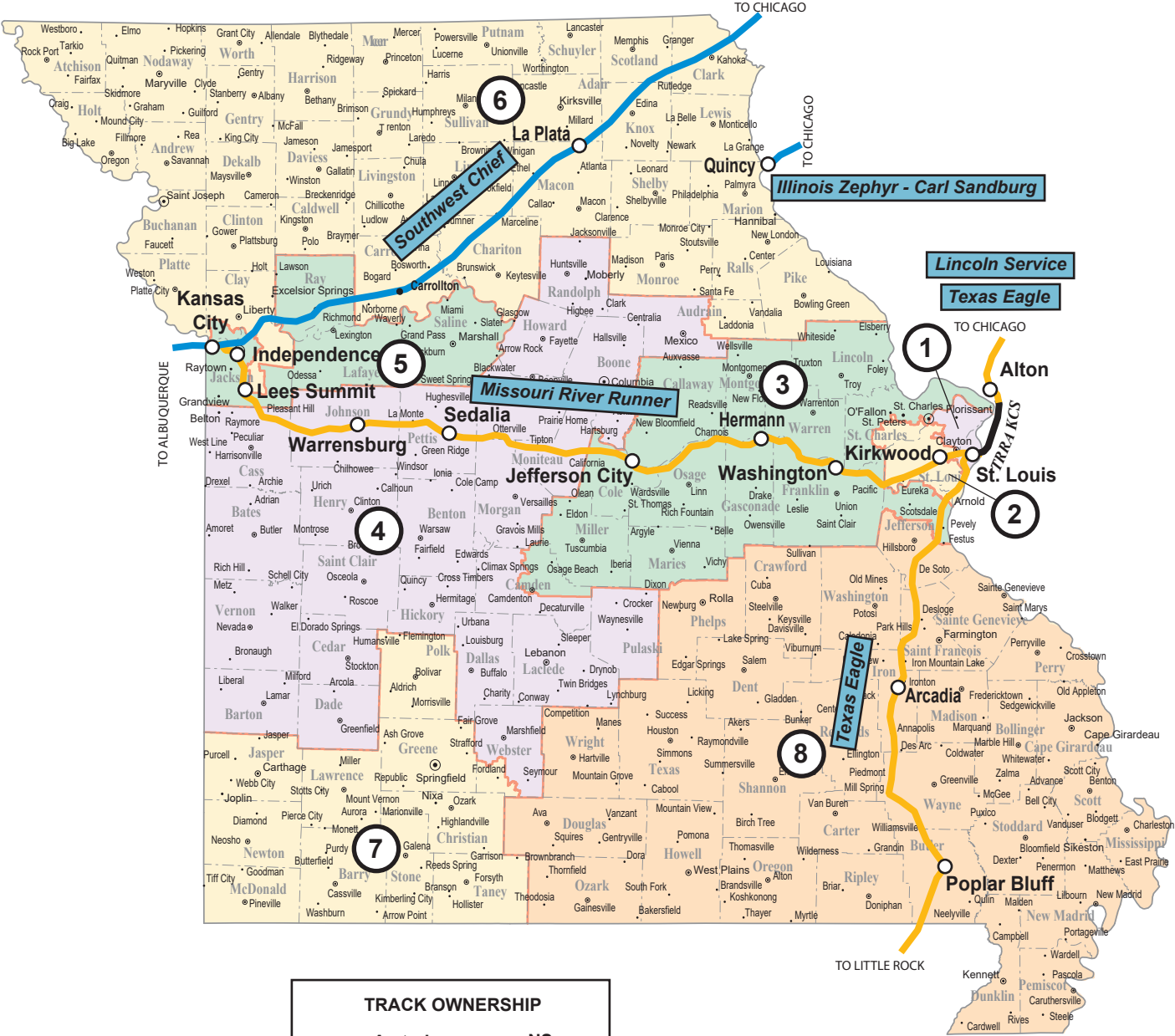
Warrensburg: Amtrak is nearing completion of construction on a multi-year project to bring the busy passenger station into compliance with the Americans with Disabilities Act (ADA). The project includes new parking spaces, an accessible path from parking to the new passenger boarding platform, and new lighting and signage. Warrensburg serves as the station for Central Missouri State University.

Washington: Amtrak has FY 2023 plans to modify the station to ensure ADA compliance. This will include providing an accessible route from the public right of way to the platform, constructing a new platform with associated ramps, stairs, railings, and signage, and providing platform city identifier signs and ADA-required signage.

Amtrak & the Katy Trail

The *Missouri River Runner* trains have long been the last mile or first mile of adventurers accessing the nationally popular Katy Trail State Park. The train route parallels much of the 240-mile bicycle and recreation trail between Clinton and Machens. Amtrak supports bicycle-themed tourism in the communities along the route by allowing cyclists to travel farther, one way, on the trail, with the return trip made via Amtrak. *Missouri River Runner* service has become an integral component of many enjoyable two-wheeled trips across Missouri.

AMTRAK ROUTES IN MISSOURI



1 Congressional District