



## Amtrak in Missouri 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 an average of **16 intercity trains per day** on 4 permanent routes serving Missouri, with **725,473 total passengers** boarding or alighting in the state.<sup>1</sup> Service was provided via the following routes:<sup>2</sup>

- **State-Supported Trains**<sup>3</sup>
  - **Lincoln Service** — St. Louis - Springfield - Chicago (4 round trips daily)
  - **Missouri River Runner** — St. Louis - Jefferson City - Kansas City (2 round trips daily)
- **Long-Distance Trains**
  - **Southwest Chief** — Chicago - Galesburg - La Plata - Kansas City - Lawrence - Topeka - Albuquerque - Flagstaff - Los Angeles (1 round trip daily)
  - **Texas Eagle** — Chicago - St. Louis - Poplar Bluff - Little Rock - Dallas - Ft. Worth - Austin - San Antonio (1 round trip daily, with thrice-weekly through-service to / from Los Angeles; cars detach from / attach to separate Sunset Limited trains)

As **State-Supported routes**, the *Lincoln Service* and *Missouri River Runner* are operated in partnership with, respectively, the Illinois Department of Transportation (IDOT) and **Missouri Department of Transportation (MoDOT)**, in part using partner-owned train equipment. Outside the Boston-to-Washington Northeast Corridor (NEC), Section 209 of the Passenger Rail Investment and Improvement Act (PRIIA) requires that short- and middle-distance Amtrak routes (i.e., those less than 750 miles in length) be State-Supported; in other words, sponsoring partners fund the majority of those routes' costs and make decisions about schedule, frequency, and other aspects of service. In FY 2024, sponsoring partners funded a total of \$33.4 million in operating payments for the State-Supported routes serving Missouri, helping support a combined total ridership on those routes<sup>4</sup> of 773,920.

<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> Single-seat service between Kansas City and Chicago via St. Louis is available as a once-daily round-trip; technically, these trains are counted as *River Runner* frequencies between Kansas City and St. Louis and as separate *Lincoln Service* frequencies between St. Louis and Chicago.

<sup>4</sup> Unlike state- / station-specific ridership, total *route* ridership equals sum of all boardings and alightings divided by two.



## Stations

During FY 2024, Amtrak intercity trains made scheduled stops at 13 locations in Missouri:

Station (Code)	Ridership (Ons + Offs)	Amtrak ADA Responsibility	Amtrak ADA Compliance	Amtrak ADA Investment <sup>5</sup>
Arcadia (ACD)	1,233	Partial	FY 27	\$1,434,041
Hermann (HEM)	27,495	None	N/A	—
Independence (IDP)	6,484	Partial	Complete	\$1,110,069
Jefferson City (JEF)	39,752	Partial	Complete	\$2,559,531
Kansas City (KCY)	145,212	Sole	FY 26	\$8,542,946
Kirkwood (KWD)	56,828	Partial	FY 28	\$6,812,555
La Plata (LAP)	9,019	Sole	Complete	\$4,327,170
Lees Summit (LEE)	28,595	Partial	FY 26	\$7,081,906
Poplar Bluff (PBF)	4,876	Sole	FY 28	\$4,448,289
Sedalia (SED)	10,348	Sole	FY 27	\$540,931
St. Louis (STL)	368,097	None	N/A	—
Warrensburg (WAR)	11,304	Partial	Complete	\$3,065,111
Washington (WAH)	16,230	Partial	FY 29	\$2,068,333
<b>Total:</b>	<b>725,473</b>	<b>11/13</b>	<b>In Progress</b>	<b>\$41,990,882</b>

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 **\$42.0 million investment in Missouri**. 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 trains are supported by **turnaround maintenance locations** in Kansas City (Amtrak-staffed), St. Louis (Amtrak-staffed), and West Quincy (contractor-staffed), which service locomotives and passenger cars. Additionally, Amtrak maintains **crew bases** in Kansas City and St. Louis.

<sup>5</sup> "Amtrak ADA Investment" describes Amtrak's projected total investment in compliance work over the lifetime of ADASP.

## Host Railroads & On Time Performance

Outside the 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 Missouri, along with each route’s major in-state host railroad(s) and full-route customer on-time performance (C-OTP)<sup>6</sup> in FY 2024:

Route	In-State Host(s)	C-OTP
<b>State-Supported<sup>7</sup></b>		
<i>Lincoln Service</i>	Union Pacific	71.5%
<i>Missouri River Runner</i>	Union Pacific	84.2%
<b>Long-Distance</b>		
<i>Southwest Chief</i>	BNSF	34.0%
<i>Texas Eagle</i>	Union Pacific	62.5%

## 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 **\$152.2 million** went to vendors in Missouri:

Community	Amount
St. Joseph	\$85,674,630
St. Louis	\$36,824,026
Kansas City	\$12,918,113
Grain Valley	\$5,934,577
North Kansas City	\$5,625,407
Independence	\$2,543,589
Crystal City	\$699,871
O'Fallon	\$450,034
Bridgeton	\$340,481
St. Charles	\$246,158
Nixa	\$175,506
Riverside	\$172,556
Chesterfield	\$93,781

<sup>6</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%.

<sup>7</sup> C-OTP performance for the single-seat *Lincoln Service-Missouri River Runner* through-train (one round trip daily) was 61.3%.

Community	Amount
Columbia	\$72,310
Town and Country	\$52,123
Fenton	\$35,515
Memphis	\$35,256
St. Peters	\$30,848
All Others < \$30K	\$120,083
<b>Total MO Payments:</b>	<b>\$152,234,068</b>

The single largest in-state payment category was **construction services**.

### **Employment & Compensation**

At the end of FY 2024, **116 Amtrak employees** worked in Missouri, and the company had paid out a total of **\$10,681,950 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.

# Current Amtrak Routes in Missouri

