



## Amtrak Fact Sheet, Fiscal Year 2004 State of Missouri

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### Amtrak Service & Ridership

Amtrak operates daily round-trip trains between St. Louis and Kansas City with the Kansas City/St. Louis *Mule* and *Ann Rutledge* service. The *Ann Rutledge* provides through service to and from Chicago. Additionally, Amtrak serves St. Louis with the *State House*, a daily Chicago-St. Louis train, supported by the State of Illinois.

Amtrak also operates two long distance trains through Missouri:

- The *Southwest Chief* (daily Chicago-Kansas City-Los Angeles)
- The *Texas Eagle* (daily Chicago-St. Louis-Dallas-San Antonio with tri-weekly connecting service to/from Los Angeles via the *Sunset Limited*)

During FY04 Amtrak served the following Missouri locations:

<u>City</u>	<u>Ridership</u>
Hermann	11,459
Independence	5,570
Jefferson City	40,014
Kansas City	109,597
Kirkwood	40,132
La Plata	7,336
Lees Summit	17,605
Poplar Bluff	2,687
Sedalia	8,177
St. Louis	160,093
Warrensburg	8,604
Washington	10,789
<b>Total Missouri Ridership:</b>	<b>422,063</b>

## **Procurement/Contracts**

Amtrak expended \$9,160,987 for goods and services in Missouri in FY04. Most of this money was spent in Grain Valley, \$7,534,658.

## **Employment**

During fiscal year 2004, Amtrak employed 98 Missouri residents. Total wages of Amtrak employees living in Missouri were \$4,555,647 during this period.

## **State-Assisted Services**

Amtrak operates two daily trains between St. Louis and Kansas City, the *Missouri Mules* and the *Ann Rutledge*, under contract with the State of Missouri.

## **Station Improvements**

**Kansas City:** After an absence of 17 years, Amtrak returned to Kansas City's Union Station on December 17, 2002, with the opening of a new \$4.6 million passenger ticketing and boarding facility. The new facility includes a baggage check-in and ticketing counter, a 2,000 sq. ft. waiting room featuring five of the original wooden benches from the station's north waiting room, and an elevated walkway that leads to stairs and an elevators providing access to the boarding area. Funding for the new facility came predominantly from the federal Surface Transportation Program and Amtrak.

**St. Louis:** On December 20, 2004, Amtrak opened a facility at 551 South 16<sup>th</sup> Street that includes new seating and an improved environment for the passengers and patrons. The 4,000-square-foot building of masonry and steel was built entirely with Amtrak funds and replaced the modular building at 550 South 16<sup>th</sup> Street in use since 1978. The structure is designed to serve as an interim passenger station until a permanent intermodal facility is built by the City of St. Louis. The building will be converted into a base for Amtrak operating crews and mechanical forces after the intermodal station opens. Estimated cost of the project is more than \$600,000.

Also in 2004, Amtrak agreed to lease terms and to convey property to the City of St. Louis for the intermodal station that would allow direct access to the MetroLink light-rail and transit bus network and could also house intercity motorcoach operations.