



Amtrak Fact Sheet, Fiscal Year 2008 State of Missouri

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. Daily St. Louis-Chicago service is provided by the *Texas Eagle* and *Lincoln Service*, which is 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 FY08 Amtrak served the following Missouri locations:

<u>City</u>	<u>Boardings + Alightings</u>
Hermann	10,816
Independence	7,261
Jefferson City	45,032
Kansas City	130,459
Kirkwood	43,359
La Plata	10,544
Lees Summit	22,359
Poplar Bluff	4,631
Sedalia	9,643
St. Louis	271,997
Warrensburg	12,314
Washington	12,071
Total Missouri Station Usage:	580,486

Procurement/Contracts

Amtrak expended \$23,331,595 for goods and services in Missouri in FY08, most of it in St. Louis (\$21,834,007).

Employment

At the end of FY08, Amtrak employed 65 Missouri residents. Total wages of Amtrak employees living in Missouri were \$4,777,926 during FY08.

State-Assisted Services

Amtrak operates two daily trains between St. Louis and Kansas City, the *Missouri Mules* and the *Ann Rutledge*, under contract, for the State of Missouri. Ridership on the St. Louis-Kansas City corridor increased 30.2% over FY07, to 151,690 passengers carried.

In July 2008, the Missouri legislature approved a \$5 million grant to improve passing capacity on the Union Pacific line used by the state-supported trains, which have had significant on-time performance problems. Missouri DOT also planned to seek \$5 million in matching grants from the Federal Railroad Administration (FRA) used for the same purpose. The FRA subsequently awarded Missouri \$3.3 million toward completion of targeted capacity enhancements along the route.

Station Improvements

Amtrak moved into the new, \$27-million St. Louis Gateway Transportation Center in November 2008. Greyhound had previously moved its operations to the new intermodal station, in August 2008. The new facility also has direct access to the MetroLink light-rail and local bus network. The previous Amtrak station will be converted into a base for Amtrak operating crews and mechanical forces. It was built in 2004 to serve as an interim passenger facility until the new Gateway Transportation Center was complete. The 2004 station replaced an inadequate, modular building that had been used since Amtrak moved out of Union Station in 1978.