



Amtrak Fact Sheet, Fiscal Year 2010 State of Missouri

Amtrak Service & Ridership

Amtrak operates two daily round-trip trains between St. Louis and Kansas City with the *Missouri River Runner* service. Daily St. Louis-Chicago service is proved 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 FY12 Amtrak served the following Missouri locations:

<u>City</u>	<u>Boardings + Alightings</u>
Hermann	12,615
Independence	9,128
Jefferson City	49,371
Kansas City	142,769
Kirkwood	48,314
La Plata	10,990
Lees Summit	26,139
Poplar Bluff	4,688
Sedalia	11,136
St. Louis	321,629
Warrensburg	13,402
Washington	13,211
Total Missouri Station Usage:	663,392

Procurement/Contracts

Amtrak placed orders valued at \$19,156,842 for goods and services in Missouri in FY10. Most of this was in these places:

<u>City</u>	<u>Amount</u>
Grain Valley	\$ 16,236,461
St. Joseph	\$ 1,035,000

Employment

At the end of FY10, Amtrak employed 76 Missouri residents. Total wages of Amtrak employees living in Missouri were \$5,153,393 during FY10.

State-Assisted Services

Amtrak operates two daily trains between St. Louis and Kansas City, the *Missouri River Runners*, under contract, for the State of Missouri. Ridership on the *Missouri River Runner* trains reached 172,554 in FY10, 14.4% higher than FY09.

Missouri Department of Transportation successfully sought funds from the Federal Railroad Administration High Speed and Intercity Passenger Rail grant program. The FRA awarded \$31 million toward expansion of existing railroad bridges, crossovers and improved grade crossings.

In July 2008, the Missouri legislature approved a \$5 million grant to improve track capacity on the Union Pacific line used by the four daily trains. Missouri DOT also sought \$5 million in matching grants from the Federal Railroad Administration (FRA) to use for the same purpose. The FRA subsequently awarded Missouri \$3.3 million toward completion of targeted capacity enhancements along the route. Construction was completed during 2009 on a new passing siding at California to improve traffic flow and continue the schedule performance gains seen by Amtrak customers.

Station Improvements

St. Louis: Amtrak moved into the new, \$27-million St. Louis Gateway Transportation Center in November 2008. The new facility serves intercity bus carriers and has direct access to the MetroLink light-rail and local bus network. The previous Amtrak station was 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. A new 42-space paid, long-term parking lot for Amtrak customers opened in 2009.

Sedalia: Amtrak provided consultation and a financial contribution to the city of Sedalia station redevelopment project. In 1998, the City of Sedalia began to plan for the transformation of their historic Missouri Pacific depot into a multi-modal transportation center. Funds were secured from a variety of sources including local fundraising, to complete the \$1.2 million restoration and repurposing. Amtrak's \$160,000 contribution will be put toward construction of a new ADA-compliant platform.