



## Amtrak Fact Sheet, Fiscal Year 2007 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. 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 FY07 Amtrak served the following Missouri locations:

<u>City</u>	<u>Boardings + Alightings</u>
Hermann	6,365
Independence	5,466
Jefferson City	38,170
Kansas City	117,155
Kirkwood	32,370
La Plata	10,232
Lees Summit	16,253
Poplar Bluff	3,842
Sedalia	8,010
St. Louis	219,593
Warrensburg	10,112
Washington	8,536
<b>Total Missouri Station Usage:</b>	<b>476,104</b>

### Procurement/Contracts

Amtrak expended \$2,431,202 for goods and services in Missouri in FY07, much of it in Grain Valley (\$955,342).

## **Employment**

At the end of FY07, Amtrak employed 66\* Missouri residents. Total wages of Amtrak employees living in Missouri were \$3,864,141\* during FY07.

*\*Due to a change in methodology, FY07 employment and wage figures are not directly comparable to those reported in prior years.*

## **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.

## **Station Improvements**

**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 2005, 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. A groundbreaking ceremony was held March 30, 2006, and the \$27-million St. Louis Gateway Transportation Center is expected to be completed in Spring 2008.