



Amtrak Fact Sheet, Fiscal Year 2009 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 FY09 Amtrak served the following Missouri locations:

<u>City</u>	<u>Boardings + Alightings</u>
Hermann	11,559
Independence	7,310
Jefferson City	48,114
Kansas City	123,789
Kirkwood	41,967
La Plata	10,579
Lees Summit	21,360
Poplar Bluff	4,170
Sedalia	9,912
St. Louis	278,778
Warrensburg	11,695
Washington	12,694
Total Missouri Station Usage:	581,927

Procurement/Contracts

Amtrak expended \$2,342,357 for goods and services in Missouri in FY09, about half of it in the St. Louis region.

Employment

At the end of FY09, Amtrak employed 82 Missouri residents. Total wages of Amtrak employees living in Missouri were \$6,609,472 during FY09.

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. FY09 ridership on the *Missouri River Runner* trains was 0.5% lower than FY08, but still 29.5% higher than FY07.

In July 2008, the Missouri legislature approved a \$5 million grant to improve track capacity on the Union Pacific line used by the *Missouri River Runners*. 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

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.

Stimulus Funding, Fiscal 2009

The American Recovery and Reinvestment Act of 2009 (ARRA) provided Amtrak with \$1.3 billion for capital investments, including \$446 million for security and life safety improvements and \$842 million for rebuilding and modernizing infrastructure and equipment. Included in the latter category is a Mobility First program, designed as an immediate-action program to reduce as many accessibility barriers as possible prior to Amtrak's deadline of July 26, 2010, to bring stations into compliance with the Americans with Disabilities Act. Mobility First investments can include wheelchair lifts, connecting walkways, and designated parking spaces. Investments planned for Missouri include:

Hermann	Information kiosk	\$ 11,000
Independence	Information kiosk	\$ 11,000
Kansas City	maintenance facility upgrades	\$ 65,000
Kirkwood	Information kiosk	\$ 11,000
La Plata	Information kiosk	\$ 11,000
La Plata	Mobility First	\$ 90,000
Lees Summit	Information kiosk	\$ 11,000
Poplar Bluff	Mobility First	\$ 65,000
Sedalia	Information kiosk	\$ 11,000
St. Louis	Crew base upgrades	\$ 150,000
Warrensburg	Information kiosk	\$ 11,000
Washington	Information kiosk	\$ 11,000
West Quincy	maintenance facility upgrades	\$ 80,000
Total Missouri ARRA funds:		\$ 538,000