



Amtrak Fact Sheet, Fiscal Year 2012 State of Missouri

Amtrak-Missouri partnership

- Grants from the State of Missouri help support two daily round trips between St. Louis and Kansas City, the *Missouri River Runners*
- Missouri is one of four Midwestern states that jointly have received a federal grant for a new fleet of new corridor trains
- Nearly 42,000 Missouri residents are members of the Amtrak Guest Rewards frequent user program

Amtrak Service & Ridership

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

<u>City</u>	<u>Boardings + Alightings</u>
Hermann	17,948
Independence	9,809
Jefferson City	50,282
Kansas City	161,130
Kirkwood	57,777
La Plata	9,820
Lees Summit	30,299
Poplar Bluff	5,938
Sedalia	12,194
St. Louis	353,696
Warrensburg	16,074
Washington	14,289
Total Missouri Station Usage:	739,256

(up 9.0% from FY11)

Procurement/Contracts

Amtrak spent \$13,560,715 on goods and services in Missouri in FY12, including at:

<u>City</u>	<u>Amount</u>
Grain Valley	\$ 3,284,059
Parkville	\$ 1,096,863
St. Louis	\$ 7,681,778

Employment

At the end of FY12, Amtrak employed 84 Missouri residents. Total wages of Amtrak employees living in Missouri were \$6,258,117 during FY12.

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 195,885 in FY12, 5.3% higher than FY11.

Missouri, Illinois, Michigan and California awarded a contract valued at \$352 million to Nippon-Sharyo/Sumitomo Corporation for construction of 130 new bi-level passenger coaches and food service cars for use on corridor trains in California and throughout the Midwest, including the *Missouri River Runner* service. Participating states were awarded a \$268.2-million Federal Railroad Administration (FRA) grant for acquisition of these new cars and seven high-efficiency diesel locomotives. The specifications for this standard bi-level coach were developed in concert with several states and the FRA to support re-establishment of a domestic passenger rail car manufacturing industry and introduce a higher level of on-board amenities for the traveling public.

Kansas City-St. Louis improvements

Missouri's success at securing Federal grant funds to complement the state's resources represents the continuation of a multi-year trend dating back to 2008. In 2012, Missouri Department of Transportation (MoDOT) was awarded a \$22.6-million High-Speed Intercity Passenger Rail Program grant to construct a second bridge over the Osage River in Central Missouri, eliminating one of the most problematic rail bottlenecks in the Midwest. The remainder of the \$28 million cost will be covered by the Union Pacific Railroad, which owns the route. The second track will allow for better performance of *Missouri River Runner* trains which use the route. Construction began with a ceremonial groundbreaking on March 29, 2012.

AMTRAK ROUTES IN MISSOURI

