



## Amtrak Fact Sheet, Fiscal Year 2005 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*, *Ann Rutledge*, and *State House*, 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 FY05 Amtrak served the following Missouri locations:

<u>City</u>	<u>Boardings + Alightings</u>
Hermann	10,784
Independence	5,364
Jefferson City	40,530
Kansas City	118,152
Kirkwood	43,139
La Plata	8,465
Lees Summit	20,095
Poplar Bluff	2,960
Sedalia	9,954
St. Louis	173,142
Warrensburg	10,042
Washington	10,394
<b>Total Missouri Station Usage:</b>	<b>453,021</b>

## Procurement/Contracts

Amtrak expended \$7,966,219 for goods and services in Missouri in FY05. Most of this money was spent in the following locations:

<u>City</u>	<u>Amount</u>
Grain Valley	\$ 2,572,544
St. Louis	\$ 4,049,294
Kansas City	\$ 1,040,370

## Employment

During fiscal year 2005, Amtrak employed 97 Missouri residents. Total wages of Amtrak employees living in Missouri were \$5,011,286 during this period.

## State-Assisted Services

Amtrak operates two daily trains between St. Louis and Kansas City, the *Missouri Mules* and the *Ann Rutledge*, under contract with 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. Construction will begin in 2006.