



Amtrak Fact Sheet, Fiscal Year 2017 State of Missouri

Amtrak-Missouri partnership

- Grants from the State of Missouri support two daily round trips between St. Louis and Kansas City, the *Missouri River Runners*
- Missouri is one of three Midwestern states that jointly have received a federal grant for a new fleet of new corridor trains
- Over 89,000 Missouri residents are members of the Amtrak Guest Rewards frequent user program

Amtrak Service & Ridership

Amtrak operates the state-supported *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 National Network 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 FY17 Amtrak served the following Missouri locations:

<u>City</u>	<u>Boardings + Alightings</u>
Arcadia*	1,137
Hermann	25,633
Independence	7,321
Jefferson City	40,269
Kansas City	160,824
Kirkwood	58,620
La Plata	11,876
Lee's Summit	27,402
Poplar Bluff	4,900
Sedalia	9,756

St. Louis	365,030
Warrensburg	13,144
Washington	16,112
Total Missouri Station Usage:	742,024
	(up 6.2% from FY16)

*Service began on 11/20/16.

Procurement

Amtrak spent \$25,912,371 on goods and services in Missouri in FY17, including at:

<u>City</u>	<u>Amount</u>
Grain Valley	\$ 18,223,108
St. Joseph	\$ 1,699,224
St. Louis	\$ 4,179,182

Employment

At the end of FY17, Amtrak employed 81 Missouri residents. Total wages of Amtrak employees living in Missouri were \$6,276,714 during FY17.

PRIIA Section 209 and State-Supported Services

The Passenger Rail Investment and Improvement Act of 2008 (P.L 110 432) required by October 2013 an equitable arrangement of cost sharing between Amtrak and state or public agency partners that provide funding for short distance, intercity train services. Agreements were reached with all parties, including Missouri, by the deadline, and service continued to run without interruption.

Amtrak MidwestSM services

Amtrak operates two daily trains between St. Louis and Kansas City, the *Missouri River Runners*, under contract with the State of Missouri. These trains are part of the five-state Amtrak MidwestSM network of services. Other amenities provide additional revenue sources, and these Chicago hub and St. Louis hub services carried 4,704 bicycles and 2,143 pets in FY17.



Charger Locomotives

Illinois, Michigan, Missouri, and Wisconsin partnered with California to procure a new fleet of locomotives for short-distance state-supported services. The Charger locomotive fleet was constructed by Siemens, sourcing parts from businesses large and small from all across the United States. After deliveries are completed, these 33 locomotives will be deployed from Chicago on trains that served more than 2.6 million Amtrak customers in the last year.

Amtrak & the Katy Trail

The *Missouri River Runner* trains have long been the last mile or first mile of adventurers accessing the nationally popular Katy Trail State Park. The route of these trains parallels much of the 240-mile bicycle and recreation trail between Clinton and Machens. Amtrak supports bicycle-themed tourism in the communities along the route by allowing cyclists to travel farther, one way, on the trail, with the return trip made via Amtrak. *Missouri River Runner* trains accommodate up to 4 bicycles at a time, and the service has become an integral component of many enjoyable two-wheeled trips across Missouri.

Station Improvements

Arcadia Valley: Passenger rail service has returned to the Arcadia Valley for the first time in the Amtrak era. On November 27, 2016, the communities of Pilot Knob, Ironton, and Arcadia, and the Our Town Tomorrow community revitalization organization celebrated the opening of their new, ADA-compliant platform and restored station.

Funding came from the Iron County Economic Partnership, the William Edgar Foundation, and a Transportation Enhancement Grant from the Missouri Department of Transportation. The last passenger rail service to the community was provided by the Missouri Pacific Railroad in 1968. The community preserved their 1941 depot as a visitor center. It is adjacent to the new platform and will resume its original purpose as a waiting room for *Texas Eagle* passengers.

AMTRAK ROUTES IN MISSOURI

