



**MORPAC**

**Missouri Rail  
Passenger Advisory  
Committee**

*Monthly Reporting*

# Amtrak On-Time Performance

## Amtrak On-Time Performance SFY 2011 (July 1, 2010 - June 30, 2011) On-Time Performance Percentages

	311	313	314	316	Monthly Average
JUL 10	74%	81%	81%	94%	83%
AUG 10	94%	90%	84%	90%	90%
SEP 10	93%	100%	90%	90%	93%
OCT 10	94%	97%	87%	94%	93%
NOV 10	87%	100%	93%	90%	93%
DEC 10	90%	84%	87%	97%	90%
JAN 11	100%	87%	87%	87%	90%
FEB 11	85%	70%	78%	85%	80%
MAR 11					
APR 11					
MAY 11					
JUN 11					

Yearly Average **89%**

**\*\*Percentages calculated on trains departing and arriving more than 15 minutes past scheduled Amtrak times**

## Amtrak On-Time Performance SFY 2010 (July 1, 2009 - June 30, 2010) On-Time Performance Percentages

	311	313	314	316	Monthly Average
JUL 09	90%	94%	84%	94%	91%
AUG 09	87%	100%	87%	90%	91%
SEP 09	90%	93%	100%	93%	94%
OCT 09	94%	77%	97%	87%	89%
NOV 09	100%	97%	100%	87%	96%
DEC 09	87%	93%	97%	81%	90%
JAN 10	97%	97%	97%	94%	96%
FEB 10	93%	89%	93%	93%	92%
MAR 10	100%	94%	94%	87%	94%
APR 10	87%	90%	93%	87%	89%
MAY 10	90%	87%	97%	94%	92%
JUN 10	93%	83%	87%	90%	88%

Yearly Average **92%**

**\*\*Percentages calculated on trains departing and arriving more than 30 minutes past scheduled Amtrak times**

Data: Amtrak Delay Reports

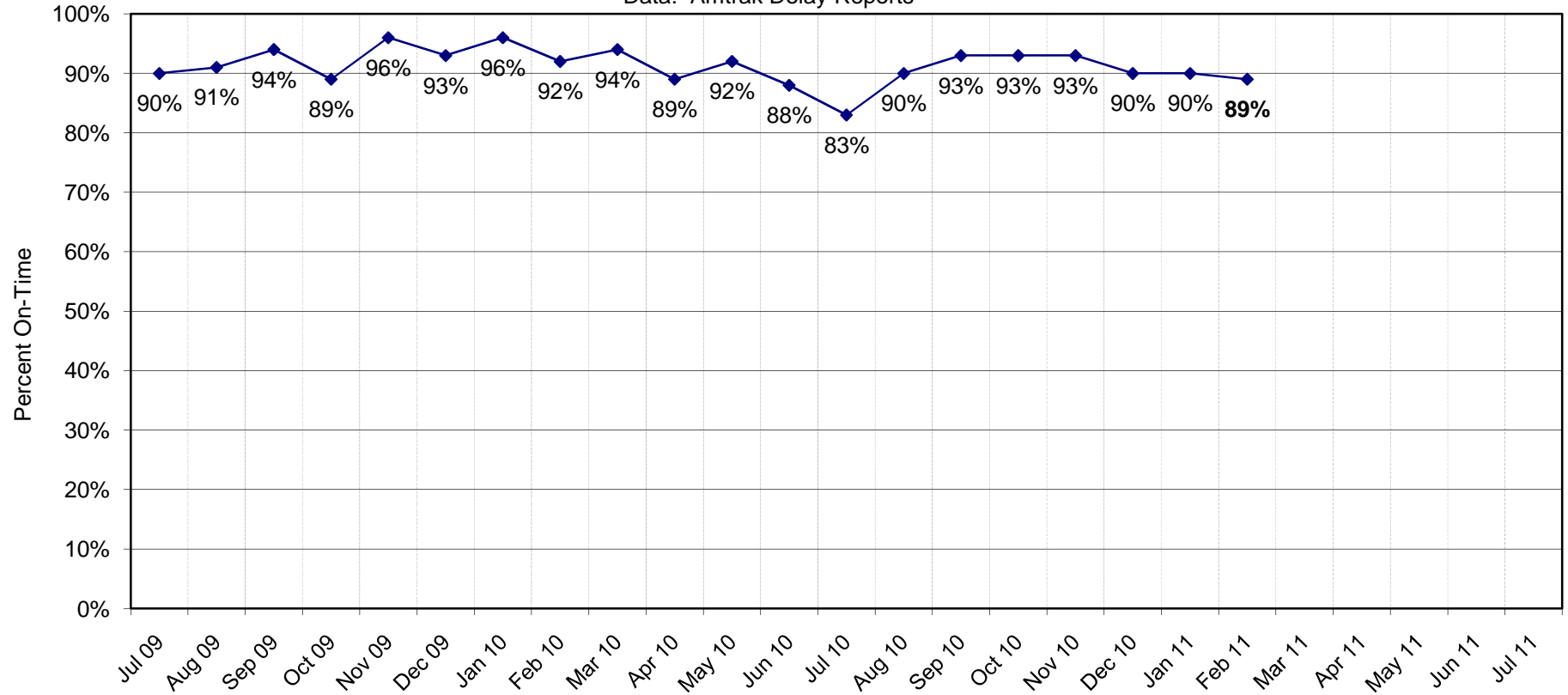
**AMTRAK RIDERSHIP REPORT FY 2010 - 2011**  
**Trains 311, 313, 314, 316**

Data: MoDOT Monthly Amtrak Report and Monthly Ridership and Revenue Report

<b>FY 2010</b>	<b>Ridership</b>		<b>FY 2011</b>	<b>Ridership</b>
Jul 2009	17,537		Jul 2010	22,039
Aug 2009	15,635		Aug 2010	16,471
Sep 2009	10,639		Sep 2010	13,038
Oct 2009	13,895		Oct 2010	17,895
Nov 2009	12,568		Nov 2010	14,689
Dec 2009	14,027		Dec 2010	15,252
Jan 2010	9,996		Jan 2011	11,330
Feb 2010	10,752		Feb 2011	11,030
Mar 2010	15,543		Mar 2011	
Apr 2010	13,551		Apr 2011	
May 2010	13,504		May 2011	
Jun 2010	17,170		Jun 2011	
<b>Total</b>	<b>164,817</b>		<b>Total</b>	<b>121,744</b>

## Amtrak On-Time Percentages FY 2010-2011

Data: Amtrak Delay Reports

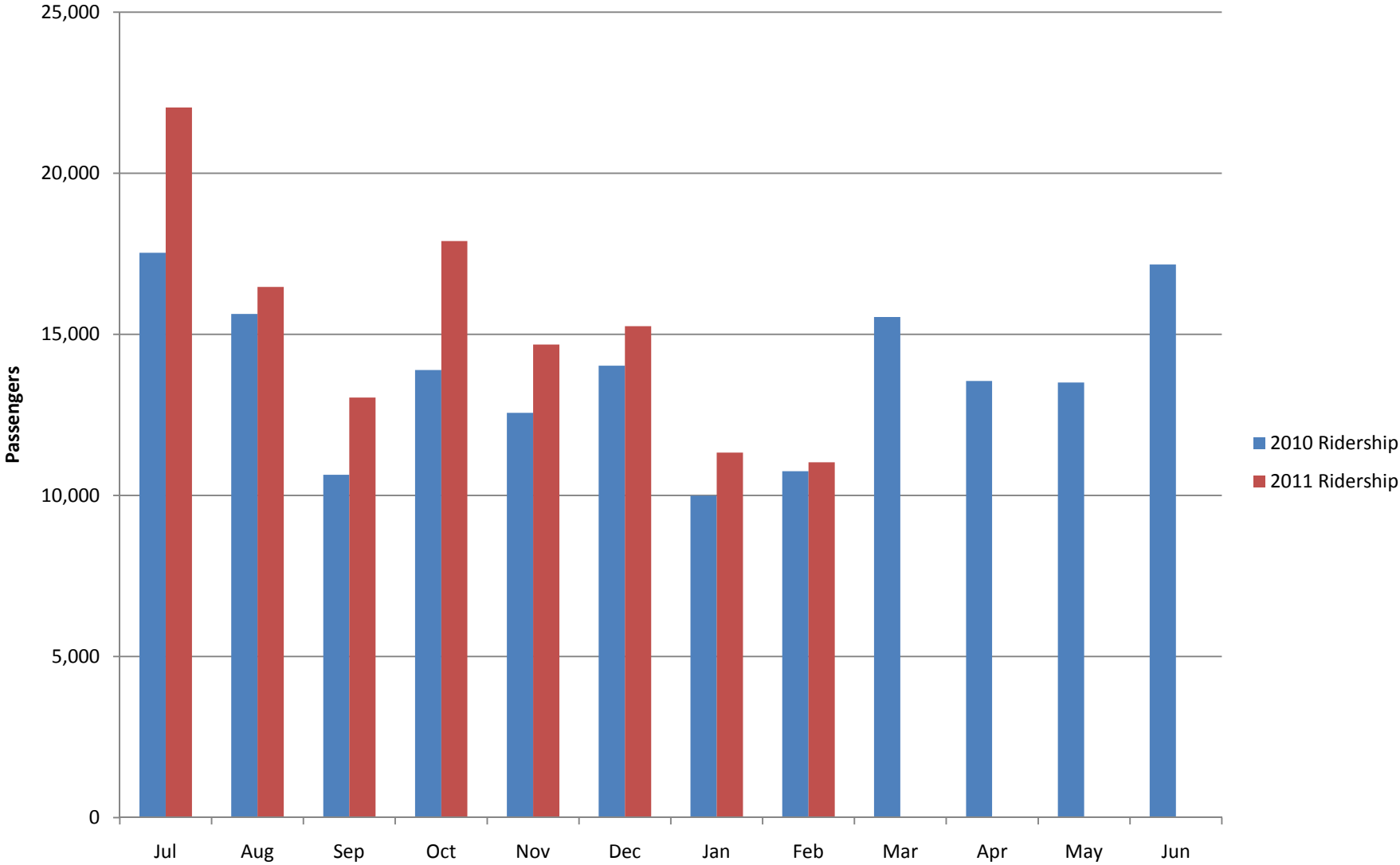


**Percentages calculated on trains departing and arriving more than 15 minutes past scheduled Amtrak time.**

Primary Cause of Delays: OTP is a result of mechanical and infrastructure issues as a result of the weather conditions on the Union Pacific. When issues arise they typically then cause train interference. Source: Amtrak

# Ridership Comparison

## FY 2010 to FY 2011



OTP Percentages  
FY 1996 to Present

301 311	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Average
FY 96*	94	88	95	91	88	95	97	98	100	100	84	90	93
FY 97*	93	96	98	100	98	97	91	96	100	95	97	95	96
FY 98*	95	94	87	85	98	92	95	96	95	93	94	90	93
FY 99*	95	90	98	87	90	90	81	95	85	94	77	82	89
FY 00*	90	90	92	92	100	94	97	98	95	97	84	73	92
FY 01*	70	61	66	66	84	67	83	85	91	73	71	86	75
FY 02*	82	70	92	79	76	76	58	80	73	50	55	57	71
FY 03*	87	77	81	84	94	96	97	96	98	92	90	89	90
FY 04**	87	95	79	65	77	89	79	43	48	55	75	82	73
FY 05**	77	90	85	76	77	81	82	73	68	92	82	83	81
FY 06**	68	94	85	74	81	80	82	82	83	92a	74a	62a	80
FY 07**	NAa	NAa	NAa	NAa	NAa	77	79	63	67	90	80	86	77
FY 08**	76	81	68	68	80	60	77	72	84	84	89	88	77
FY 09**	84	81	71	64	88	85	100	NAb	NAb	NAb	100	98	85
FY 10*	90	87	90	94	100	87	97	93	100	87	90	93	92
FY 11**	74	94	93	94	87	90	100	85					90

\* Percentages calculated on trains departing and arriving more than 15 minutes past scheduled Amtrak times  
 \*\* Percentages calculated on trains departing and arriving more than 30 minutes past scheduled Amtrak times  
 In FY10- MoDOT made the decision to calculate trains departing and arriving more than 15 min past scheduled Amtrak times as it was done in FY96-FY03.  
 Note: Train 301 = FY 96 through Oct 2005; Train 311 = November 2005  
 a = 1-hour added to schedule for train 311 for trackwork and bus service 04/01/06 to 11/29/06  
 NA = OTP not calculated on train 311 because of bus/train service STL-JEF-KCY  
 NAb = OTP not calculated on train 311 because of bus/train service KCY-JEF-KCY (UP curve rail trackwork)

Data: Amtrak Delay Reports

OTP Percentages  
FY 1996 to Present

<b>303 313/323</b>	<b>Jul</b>	<b>Aug</b>	<b>Sep</b>	<b>Oct</b>	<b>Nov</b>	<b>Dec</b>	<b>Jan</b>	<b>Feb</b>	<b>Mar</b>	<b>Apr</b>	<b>May</b>	<b>Jun</b>	<b>Average</b>
FY 96*	48	42	68	67	73	69	70	58	75	79	65	61	65
FY 97*	47	66	72	79	75	79	61	85	94	82	63	60	72
FY 98*	61	85	65	54	63	82	97	89	73	87	78	75	76
FY 99*	81	82	88	81	85	92	43	88	68	68	68	73	76
FY 00*	56	44	69	44	72	61	72	79	78	75	63	61	65
FY 01*	44	44	66	50	69	28	73	59	67	50	67	57	56
FY 02*	52	69	70	72	72	66	53	65	53	57	43	20	58
FY 03*	73	67	82	85	87	95	96	99	97	90	86	84	87
FY 04**	79	84	79	63	85	81	61	48	50	60	69	68	69
FY 05**	77	68	70	74	78	85	89	84	79	88	85	73	79
FY 06**	82	85	97	71	72	75	81	77	73	72a	54a	50a	74
FY 07**	58a	81a	79a	87a	33a	76	73	46	52	79	63	70	66
FY 08**	59	58	65	56	68	55	60	60	63	62	71	46	60
FY 09**	74	66	59	60	78	75	93	95	97	97	100	95	83
FY 10**	94	100	93	77	97	93	97	89	94	93	87	83	91
FY 11**	81	90	100	97	100	84	87	70					89

\* Percentages calculated on trains departing and arriving more than 15 minutes past scheduled Amtrak times  
 \*\* Percentages calculated on trains departing and arriving more than 30 minutes past scheduled Amtrak times  
 In FY10- MoDOT made the decision to calculate trains departing and arriving more than 15 min past scheduled Amtrak times as it was done in FY96-FY03.  
 Note: Train 303 = FY 96 through Oct 2005; Train 313/323 = November 2005 through April 1, 2007; Train 313 = April 2, 2007  
 a = 1-hour added to schedule for train 313 for trackwork and bus service 04/01/06 to 11/29/06  
 Data: Amtrak Delay Reports

OTP Percentages  
FY 1996 to Present

<b>304 314/324</b>	<b>Jul</b>	<b>Aug</b>	<b>Sep</b>	<b>Oct</b>	<b>Nov</b>	<b>Dec</b>	<b>Jan</b>	<b>Feb</b>	<b>Mar</b>	<b>Apr</b>	<b>May</b>	<b>Jun</b>	<b>Average</b>
FY 96*	84	92	98	98	97	89	95	95	94	100	87	84	93
FY 97*	85	84	97	97	98	97	84	96	92	100	97	93	93
FY 98*	97	80	87	71	95	90	95	98	88	87	90	87	89
FY 99*	85	93	95	77	75	84	67	95	85	82	74	78	83
FY 00*	70	71	73	74	83	82	82	82	69	87	63	63	75
FY 01*	55	50	52	56	65	55	79	63	70	59	60	64	61
FY 02*	58	66	72	81	67	55	56	58	60	52	52	47	60
FY 03*	82	72	77	80	87	95	96	90	90	86	75	74	84
FY 04**	60	82	70	63	63	77	66	41	50	48	56	60	61
FY 05**	61	63	82	65	60	66	71	59	66	70	69	62	66
FY 06**	65	71	78	69	64	69	68	54	60	75a	71a	62a	67
FY 07**	NAa	NAa	NAa	NAa	NAa	57	55	52	53	62	53	58	56
FY 08**	57	52	52	55	63	53	53	55	69	59	61	56	57
FY 09**	69	53	50	48	69	72	98	93	97	100	98	98	79
FY 10**	84	87	100	97	100	97	97	93	87	87	97	87	93
FY 11**	81	84	90	87	93	87	87	78					86

\* Percentages calculated on trains departing and arriving more than 15 minutes past scheduled Amtrak times  
 \*\* Percentages calculated on trains departing and arriving more than 30 minutes past scheduled Amtrak times  
 In FY10- MoDOT made the decision to calculate trains departing and arriving more than 15 min past scheduled Amtrak times as it was done in FY96-FY03.  
 Note: Train 304 = FY 96 through Oct 2005; Train 314/324 = November 2005 through April 1, 2007; Train 314 = April 2, 2007  
 a = 1-hour added to schedule for train 314 for trackwork and bus service 04/01/06 to 11/29/06  
 NA = OTP not calculated on train 314 because of bus/train service KCY-JEF-KCY  
 Data: Amtrak Delay Reports

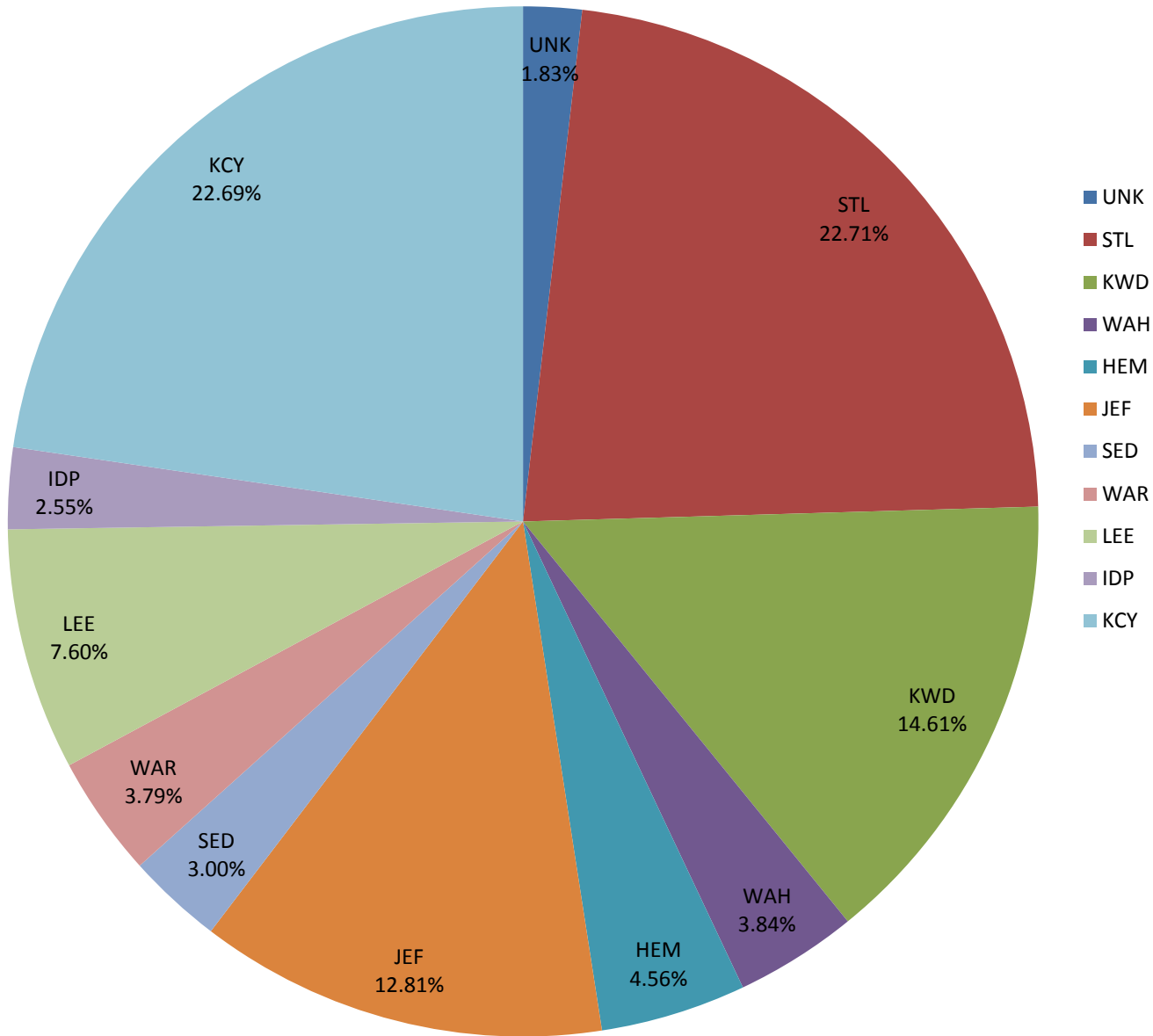
OTP Percentages  
FY 1996 to Present

306 316	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Average
FY 96*	95	94	92	98	93	97	94	95	93	86	90	93	93
FY 97*	92	96	98	94	97	100	93	89	94	97	90	85	94
FY 98*	89	92	87	85	90	93	87	96	79	85	87	87	88
FY 99*	85	77	87	77	67	89	70	89	73	72	73	68	77
FY 00*	82	77	87	82	97	85	95	93	88	88	76	58	84
FY 01*	65	50	79	56	80	68	69	65	75	54	59	62	65
FY 02*	50	63	67	83	75	69	52	62	55	50	41	45	59
FY 03*	73	67	76	80	85	90	96	96	92	89	82	79	84
FY 04**	74	74	75	56	68	73	65	31	44	52	65	72	62
FY 05**	73	82	77	71	63	71	82	70	63	72	75	65	72
FY 06**	65	77	90	66	67	60	66	48	65	84a	77a	67a	69
FY 07**	68a	87a	93a	96a	92a	79	75	56	61	78	59	63	76
FY 08**	55	53	52	47	63	53	60	55	63	62	58	50	56
FY 09**	53	58	54	47	70	84	94	NAb	NAb	NAb	97	97	72
FY 10**	94	90	93	87	87	81	94	93	94	90	94	90	91
FY 11**	94	90	90	94	90	97	87	85					91

\* Percentages calculated on trains departing and arriving more than 15 minutes past scheduled Amtrak times  
 \*\* Percentages calculated on trains departing and arriving more than 30 minutes past scheduled Amtrak times  
 In FY10- MoDOT made the decision to calculate trains departing and arriving more than 15 min past scheduled Amtrak times as it was done in FY96-FY03.  
 Note: Train 306 = FY 96 through Oct 2005; Train 316 = November 2005  
 a = 1-hour added to schedule for train 316 for trackwork and bus service 04/01/06 to 11/29/06  
 NAb = OTP not calculated on train 316 because of bus/train service KCY-JEF-KCY (UP curve rail trackwork)

Data: Amtrak Delay Reports

# Missouri River Runner Station Ridership ONs & OFFs



**Amtrak Ridership On/Off's SFY 2011 - July 1, 2010 to June 30, 2011**

MRR Train station	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	April	May	June	SFY 11 Totals
UNK	1,100	14	410	612	880	682	306	456	0	0	0	0	4,460
STL	10,487	7,941	5,551	6,473	6,572	7,031	5,752	5,488	0	0	0	0	55,295
KWD	6,215	4,571	4,099	5,407	4,570	4,614	3,266	2,821	0	0	0	0	35,563
WAH	1,599	1,551	1,100	1,480	1,151	974	804	697	0	0	0	0	9,356
HEM	1,317	1,200	1,467	5,050	1,018	489	230	343	0	0	0	0	11,114
JEF	5,411	3,870	3,583	4,304	3,733	3,764	3,200	3,327	0	0	0	0	31,192
SED	1,405	1,305	873	1,023	806	736	594	552	0	0	0	0	7,294
WAR	1,401	1,020	1,005	1,323	1,347	1,109	991	1,039	0	0	0	0	9,235
LEE	3,465	2,461	1,832	2,773	1,957	2,812	1,632	1,574	0	0	0	0	18,506
IDP	1,210	928	599	873	683	772	565	584	0	0	0	0	6,214
KCY	10,468	8,081	5,557	6,472	6,661	7,521	5,320	5,179	0	0	0	0	55,259
<b>Total with UNK added</b>	<b>44,078</b>	<b>32,942</b>	<b>26,076</b>	<b>35,790</b>	<b>29,378</b>	<b>30,504</b>	<b>22,660</b>	<b>22,060</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>243,488</b>
<b>Total</b>	<b>42,978</b>	<b>32,928</b>	<b>25,666</b>	<b>35,178</b>	<b>28,498</b>	<b>29,822</b>	<b>22,354</b>	<b>21,604</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>239,028</b>
<b>Total By Quarter</b>	<b>101,572</b>			<b>93,498</b>			<b>43,958</b>			<b>0</b>			<b>239,028</b>
<b>Total By Quarter with UNK</b>	<b>103,096</b>			<b>95,672</b>			<b>44,720</b>			<b>0</b>			<b>243,488</b>

*Note: Beginning this reporting period, the above numbers (tickets) will be provided by Amtrak and not manually calculated as it was in years past.*

**Amtrak Ridership On/Off's SFY 2011 - July 1, 2010 to June 30, 2011**

MRR Trains 311, 313, 314, 316	TOT	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	April	May	June	SFY 11 Totals
UNK	311	256	0	64	152	192	166	70	114	0	0	0	0	
UNK	313	304	10	24	156	196	178	92	122	0	0	0	0	
UNK	314	336	4	208	166	258	200	82	124	0	0	0	0	
UNK	316	204	0	114	138	234	138	62	96	0	0	0	0	
<b>Total at STOP UNK</b>		<b>1,100</b>	<b>14</b>	<b>410</b>	<b>612</b>	<b>880</b>	<b>682</b>	<b>306</b>	<b>456</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4,460</b>
STL	311	1,511	1,478	1,133	1,652	1,404	1,372	1,112	1,136	0	0	0	0	
STL	313	3,357	2,754	1,692	1,658	1,862	2,033	1,907	1,553	0	0	0	0	
STL	314	4,061	2,671	1,772	1,732	2,082	2,419	1,855	1,878	0	0	0	0	
STL	316	1,558	1,038	954	1,431	1,224	1,207	878	921	0	0	0	0	
<b>Total at STOP STL</b>		<b>10,487</b>	<b>7,941</b>	<b>5,551</b>	<b>6,473</b>	<b>6,572</b>	<b>7,031</b>	<b>5,752</b>	<b>5,488</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>55,295</b>
KWD	311	1,810	1,310	1,098	1,748	1,285	1,243	840	750	0	0	0	0	
KWD	313	1,511	1,052	1,159	1,051	982	1,057	819	645	0	0	0	0	
KWD	314	1,503	1,015	801	989	1,115	1,174	771	668	0	0	0	0	
KWD	316	1,391	1,194	1,041	1,619	1,188	1,140	836	758	0	0	0	0	
<b>Total at STOP KWD</b>		<b>6,215</b>	<b>4,571</b>	<b>4,099</b>	<b>5,407</b>	<b>4,570</b>	<b>4,614</b>	<b>3,266</b>	<b>2,821</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>35,563</b>
WAH	311	484	464	242	400	284	248	203	219	0	0	0	0	
WAH	313	322	343	322	391	291	250	194	152	0	0	0	0	
WAH	314	469	418	243	362	290	285	189	173	0	0	0	0	
WAH	316	324	326	293	327	286	191	218	153	0	0	0	0	
<b>Total at STOP WAH</b>		<b>1,599</b>	<b>1,551</b>	<b>1,100</b>	<b>1,480</b>	<b>1,151</b>	<b>974</b>	<b>804</b>	<b>697</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9,356</b>
HEM	311	404	361	444	1,449	358	129	74	105	0	0	0	0	
HEM	313	270	269	302	1,097	156	127	40	62	0	0	0	0	
HEM	314	405	336	398	1,423	248	161	71	100	0	0	0	0	
HEM	316	238	234	323	1,081	256	72	45	76	0	0	0	0	
<b>Total at STOP HEM</b>		<b>1,317</b>	<b>1,200</b>	<b>1,467</b>	<b>5,050</b>	<b>1,018</b>	<b>489</b>	<b>230</b>	<b>343</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11,114</b>
JEF	311	954	831	571	755	732	758	710	691	0	0	0	0	
JEF	313	1,597	1,189	1,330	1,332	1,059	993	942	954	0	0	0	0	
JEF	314	1,780	1,174	1,063	1,374	1,067	1,238	866	1,006	0	0	0	0	
JEF	316	1,080	676	619	843	875	775	682	676	0	0	0	0	
<b>Total at STOP JEF</b>		<b>5,411</b>	<b>3,870</b>	<b>3,583</b>	<b>4,304</b>	<b>3,733</b>	<b>3,764</b>	<b>3,200</b>	<b>3,327</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>31,192</b>
SED	311	369	305	212	293	213	181	139	163	0	0	0	0	
SED	313	369	396	181	253	209	203	177	136	0	0	0	0	
SED	314	404	331	229	311	238	220	163	134	0	0	0	0	
SED	316	263	273	251	166	146	132	115	119	0	0	0	0	
<b>Total at STOP SED</b>		<b>1,405</b>	<b>1,305</b>	<b>873</b>	<b>1,023</b>	<b>806</b>	<b>736</b>	<b>594</b>	<b>552</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7,294</b>
WAR	311	340	226	206	350	358	267	256	252	0	0	0	0	
WAR	313	367	258	303	369	292	210	273	254	0	0	0	0	
WAR	314	403	222	253	249	380	326	187	202	0	0	0	0	
WAR	316	291	314	243	355	317	306	275	331	0	0	0	0	
<b>Total at STOP WAR</b>		<b>1,401</b>	<b>1,020</b>	<b>1,005</b>	<b>1,323</b>	<b>1,347</b>	<b>1,109</b>	<b>991</b>	<b>1,039</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9,235</b>
LEE	311	955	631	413	576	530	877	435	446	0	0	0	0	
LEE	313	765	648	499	793	429	609	393	333	0	0	0	0	
LEE	314	976	582	572	887	558	674	438	362	0	0	0	0	
LEE	316	769	600	348	517	440	652	366	433	0	0	0	0	
<b>Total at STOP LEE</b>		<b>3,465</b>	<b>2,461</b>	<b>1,832</b>	<b>2,773</b>	<b>1,957</b>	<b>2,812</b>	<b>1,632</b>	<b>1,574</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18,506</b>
IDP	311	257	218	134	161	160	197	156	134	0	0	0	0	
IDP	313	293	231	142	212	161	181	125	137	0	0	0	0	
IDP	314	367	272	184	306	199	211	135	170	0	0	0	0	
IDP	316	293	207	139	194	163	183	149	143	0	0	0	0	
<b>Total at STOP IDP</b>		<b>1,210</b>	<b>928</b>	<b>599</b>	<b>873</b>	<b>683</b>	<b>772</b>	<b>565</b>	<b>584</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6,214</b>
KCY	311	2,822	2,006	1,437	1,738	1,864	2,144	1,343	1,314	0	0	0	0	
KCY	313	2,771	2,172	1,366	1,596	1,505	1,733	1,358	1,302	0	0	0	0	
KCY	314	2,778	2,085	1,333	1,511	1,775	2,002	1,393	1,345	0	0	0	0	
KCY	316	2,097	1,818	1,421	1,627	1,517	1,642	1,226	1,218	0	0	0	0	
<b>Total at STOP KCY</b>		<b>10,468</b>	<b>8,081</b>	<b>5,557</b>	<b>6,472</b>	<b>6,661</b>	<b>7,521</b>	<b>5,320</b>	<b>5,179</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>55,259</b>
<b>Total of UNK</b>		<b>1,100</b>	<b>14</b>	<b>410</b>	<b>612</b>	<b>880</b>	<b>682</b>	<b>306</b>	<b>456</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4,460</b>
<b>Total on 311</b>		<b>9,906</b>	<b>7,830</b>	<b>5,890</b>	<b>9,122</b>	<b>7,188</b>	<b>7,416</b>	<b>5,268</b>	<b>5,210</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>57,830</b>
<b>Total on 313</b>		<b>11,622</b>	<b>9,312</b>	<b>7,296</b>	<b>8,752</b>	<b>6,946</b>	<b>7,396</b>	<b>6,228</b>	<b>5,528</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>63,080</b>
<b>Total on 314</b>		<b>13,146</b>	<b>9,106</b>	<b>6,848</b>	<b>9,144</b>	<b>7,952</b>	<b>8,710</b>	<b>6,068</b>	<b>6,038</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>67,012</b>
<b>Total on 316</b>		<b>8,304</b>	<b>6,680</b>	<b>5,632</b>	<b>8,160</b>	<b>6,412</b>	<b>6,300</b>	<b>4,790</b>	<b>4,828</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>51,106</b>
<b>MONTHLY GRAND TOTAL</b>		<b>44,078</b>	<b>32,942</b>	<b>26,076</b>	<b>35,790</b>	<b>29,378</b>	<b>30,504</b>	<b>22,660</b>	<b>22,060</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>243,488</b>

*Note: Beginning this reporting period, the above numbers (tickets) will be provided by Amtrak and not manually calculated as it was in years past.*

**Customer Service Index (CSI) Ranking for  
Missouri River Runner Vs.  
State Supported and Other Short Distance Corridors**

January 2011	Rank	CSI Score
29 - Heartland Flyer	1	99%
67 - Piedmont	2	97%
9 - Downeaster	3	94%
<b>56 - Kansas City-St. Louis (MO River Runner)</b>	<b>4</b>	<b>93%</b>
37 - Capitol Corridor	4	93%
15 - Empire (NYP-ALB)	5	92%
39 - San Joaquin	6	90%
36 - Cascades	7	89%
54 - Hoosier State	7	89%
35 - Pacific Surfliner	8	87%
65 - Pere Marquette	8	87%
14 - Keystone	8	87%
46 - Washington-Lynchburg	9	85%
21 - Hiawatha	9	85%
41 - Blue Water	10	83%
24 - Chicago-Quincy (IL Zephyr/Carl Sandburg)	11	82%
22 - Wolverine	11	82%
4 - Vermonter	12	81%
47 - Washington-Newport News	13	80%
23 - Chicago-Carbondale (Illini/Saluki)	14	78%
40 - Adirondack	15	77%
57 - Pennsylvanian	16	75%
3 - Ethan Allen	17	74%
66 - Carolinian	18	73%
7 - Albany-Niagara Falls-Toronto	18	73%
12 - New Haven-Springfield	19	70%
20 - Chicago-St. Louis (Lincoln Service)	20	66%

Source: Amtrak CSI Data

## Ridership Ranking for Missouri River Runner vs. State Supported and Other Short Distance Corridors

January 2011			Percentage Difference From Last Year
	Rank	Ridership	
67 - Piedmont	1	10,073	+103.0
46 - Washington-Lynchburg	2	9,525	+22.6
41 - Blue Water	3	12,233	+21.2
47 - Washington-Newport News	4	34,460	+15.6
23 - Chicago-Carbondale (Illini/Saluki)	5	21,616	+15.3
20 - Chicago-St. Louis (Lincoln Service)	6	44,584	+15.2
40 - Adirondack	6	8,294	+15.2
22 - Wolverine	6	35,912	+15.2
7 - Albany-Niagara Falls-Toronto	7	29,286	+13.6
56 - Kansas City-St. Louis (MO River Runner)	8	11,330	+13.3
37 - Capitol Corridor	9	130,863	+11.0
9 - Downeaster	10	34,822	+10.1
24 - Chicago-Quincy (IL Zephyr/Carl Sandburg)	11	15,055	+9.6
21 - Hiawatha	12	57,804	+7.8
35 - Pacific Surfliner	13	208,134	+7.1
65 - Pere Marquette	14	7,497	+4.5
14 - Keystone	15	98,065	+3.9
54 - Hoosier State	16	2,332	+3.5
12 - New Haven-Springfield	17	25,901	+2.1
39 - San Joaquin	18	72,395	+1.9
4 - Vermonter	19	6,672	+1.7
15 - Empire (NYP-ALB)	20	70,830	+0.9
66 - Carolinian	21	21,167	-2.2
29 - Heartland Flyer	22	4,301	-2.6
57 - Pennsylvanian	23	15,022	-3.3
36 - Cascades	25	53,826	-3.9
3 - Ethan Allen	26	3,577	-4.8

Source: Amtrak

## Ridership Ranking for Missouri River Runner vs. State Supported and Other Short Distance Corridors

February 2011			Percentage Difference From Last Year
	Rank	Ridership	
67 - Piedmont	1	9,911	+65.7
47 - Washington-Newport News	2	32,702	+43.0
46 - Washington-Lynchburg	3	8,414	+35.9
41 - Blue Water	4	11,312	+20.1
29 - Heartland Flyer	5	4,450	+15.9
37 - Capitol Corridor	6	125,201	+13.5
7 - Albany-Niagara Falls-Toronto	7	28,660	+13.2
40 - Adirondack	8	7,801	+12.4
15 - Empire (NYP-ALB)	9	75,745	+11.2
66 - Carolinian	10	20,965	+11.0
35 - Pacific Surfliner	11	199,785	+10.9
3 - Ethan Allen	12	3,528	+8.8
23 - Chicago-Carbondale (Illini/Saluki)	13	21,041	+8.2
21 - Hiawatha	14	55,154	+7.7
20 - Chicago-St. Louis (Lincoln Service)	15	40,372	+7.4
14 - Keystone	16	97,348	+7.1
22 - Wolverine	17	35,539	+6.3
9 - Downeaster	18	35,927	+5.8
39 - San Joaquin	19	74,562	+3.6
12 - New Haven-Springfield	20	26,685	+3.3
56 - Kansas City-St. Louis (MO River Runner)	21	11,030	+2.6
4 - Vermonter	22	6,301	+1.0
65 - Pere Marquette	23	6,493	+0.8
24 - Chicago-Quincy (IL Zephyr/Carl Sandburg)	24	13,793	-3.3
57 - Pennsylvanian	25	13,648	-3.5
54 - Hoosier State	26	1,866	-9.0
36 - Cascades	27	49,561	-18.3

Source: Amtrak