

Show Me

**IMPROVED**

Rail Service



Missouri Department  
of Transportation

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*Missouri  
Department  
of Transportation*



**Pete K. Rahn, Director**

105 West Capitol Avenue  
P.O. Box 270  
Jefferson City, MO 65102  
(573) 751-2551  
Fax (573) 751-6555  
[www.modot.org](http://www.modot.org)

August 24, 2009

Mr. Joseph Szabo, Administrator  
Federal Railroad Administration  
Mail Stop 20  
1200 New Jersey Avenue, SE  
Washington, DC 20590

Dear Mr. Szabo:

The Missouri Department of Transportation, in partnership with the Union Pacific Railroad (UPRR) and Amtrak, is submitting the enclosed applications for the High-Speed Intercity Passenger Rail Program made possible through the American Recovery and Reinvestment Act. These proposed projects address capital improvements for track sections in Missouri between St. Louis, passing through Jefferson City, and Kansas City. Missouri has had a state-supported Amtrak route on this line for more than 30 years.

First and foremost, the projects would offer the opportunity to create and support jobs that in turn deliver both economic and transportation benefits to the heart of our country. These projects would profoundly impact on-time performance and the future ability of trains to move along at 90- to 110-miles per hour.

If fully implemented, preliminary simulation analysis of our corridor improvement plan shows a 47.6 percent reduction in passenger train delays. To demonstrate our full support, MoDOT and UPRR are both committing significant financial contributions to completing the \$150,200,000 of proposed improvement projects, of which \$50,000,000 is considered shovel-ready.

To further enhance this opportunity to improve transportation choices, the long-term plan along this corridor is to add additional frequencies and purchase new equipment for the train service when a reliable on-time performance is achieved. Additional contributions include enhancing Missouri's role in passenger rail, providing a section of the Midwest Regional Rail Initiative and establishing a key transfer point in St. Louis, through the new gateway Multimodal Station, to the high-speed Chicago-to-St. Louis rail line. All of this could be realized while maintaining a critical freight rail delivery system.

We appreciate this opportunity to set forth prospects for achieving the vision of a national network of high-speed rail corridors. We look forward to working with you. Please let us know if you have questions or if we can provide additional information in support of these important projects. Together, we can make absolutely certain these projects are successful and ensure these recovery act funds go to work creating jobs and benefiting our economy.

Sincerely,

Pete K. Rahn  
Director, Missouri Department of Transportation

Mr. Joseph Szabo

August 24, 2009

Page 2

NOTE: MoDOT HSIPR contact – Rod Massman, MoDOT, Administrator of Railroads, P.O. Box 270, Jefferson City, MO 65102, (573) 751-7476, [Rodney.Massman@modot.mo.gov](mailto:Rodney.Massman@modot.mo.gov).

Attachments

cc: Daniel Hall, Missouri Governor's Office  
Ben Jones, Union Pacific Railroad  
Ray Lang, Amtrak  
Commissioner Joe Carmichael  
Kevin Keith-do  
Brian Weiler-mo  
Jay Wunderlich-gr  
Rod Massman-mo



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# Show Me **IMPROVED** Rail Service

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August 2009

For a long time in Missouri, high-speed rail has been part of the vision for passenger rail service. Studies have been completed, partnerships have been solidified and plans have been formulated all in an effort to help bring efficient passenger rail services to the Midwest. Now, through the High-Speed Intercity Passenger Rail Program made possible through the American Recovery and Reinvestment Act – an opportunity is knocking at the door.



In partnership with the Union Pacific Railroad and Amtrak, the Missouri Department of Transportation is submitting to the Federal Railroad Administration 11 project applications that address capital improvements for track sections between St. Louis and Kansas City. Missouri has had a state-supported Amtrak route on this line, which is owned by Union Pacific, for more than 30 years. A goal of this cooperative effort, through a focus on service reliability, is to remove rail system bottlenecks in order to increase ridership. The type of high-speed rail projects Missouri plans to develop is one that would make the train service on the existing line faster over time.



By enhancing the capacity of the current system, these new rail projects, which will complement several recent and ongoing improvements, will create and support jobs as required by the federal recovery act. These are jobs that deliver both economic and transportation benefits by bringing about more reliable service and eventually producing faster travel times.

The rail projects will profoundly impact on-time performance, and in the future, the ability of trains to move at 90- to 110-miles per hour. If fully implemented, the analysis of the St. Louis-to-Kansas City corridor improvement plan shows a 47.6 percent reduction in passenger train delays while maintaining a critical freight rail delivery system.

There are even more benefits! To further enhance this opportunity to improve transportation choices, the long-term plan along this corridor is to add additional frequencies and purchase new equipment for the train





service when reliable on-time performance is achieved. Another benefit is the enhancement of Missouri's role in passenger rail by providing a section of the Midwest Regional Rail Initiative, which is a planning effort of MoDOT and eight other state transportation departments launched in 1996. An additional benefit is the establishment of a key transfer point in St. Louis, through the new gateway Multimodal Station, to the high-speed Chicago-to-St. Louis rail line.

The Missouri Highways and Transportation Commission, which is the governing body of Missouri's transportation department, has given its stamp of approval to add the rail projects to the state's current five-year Statewide Transportation Improvement Program. MoDOT and Union Pacific Railroad are also both committing significant financial contributions to completing the proposed rail improvement projects. Because the passenger rail needs far outweigh the limited resources of the federal program, Missouri's projects are listed in a priority order to help address the most critical issues first.

Throughout the past 30 years, the poor on-time performance of passenger rail has adversely affected its use. Missourians are speaking loudly and clearly: passenger rail service must be reliable. Together – MoDOT, Union Pacific and Amtrak – are making steady progress in improving this rail corridor in order to give customers a dependable service. These grants will provide the down payment Missouri needs to further enhance both passenger and freight movement, and thus move significantly closer to clearly realizing the vision of a national network of high-speed rail corridors.



**MISSOURI PASSENGER RAIL CORRIDOR IMPROVEMENT PLAN**  
**ARRA RAIL PROJECTS - DIVISION OF CONSTRUCTION COSTS**

*(Projects are listed in priority order)*

PROJECT	TOTAL CONSTRUCTION COST	ARRA CONSTRUCTION CONTRIBUTION	MODOT CONSTRUCTION CONTRIBUTION	UNION PACIFIC CONSTRUCTION CONTRIBUTION
<b>Track 1a</b>				
1. Osage Bridge	\$28,300,000	\$22,640,000	\$0	\$5,660,000
2. Crossing Projects	\$3,200,000	\$1,920,000	\$640,000	\$640,000
3. Webster Crossover	\$4,400,000	\$3,520,000	\$0	\$880,000
<b>Track 1b</b>				
4. Bonnots Mill Crossover	\$5,600,000	\$4,480,000	\$0	\$1,120,000
5. Knob Noster Siding	\$8,500,000	\$8,500,000	\$0	\$0
6. Hermann Crossover	\$5,200,000	\$4,160,000	\$0	\$1,040,000
7. Jefferson City 3rd Mainline	\$9,700,000	\$7,760,000	\$0	\$1,940,000
8. Kingsville Siding	\$11,550,000	\$11,550,000	\$0	\$0
9. Strasburg Grade Separation	\$15,000,000	\$0	\$14,250,000	\$750,000
10. Double Track Lee's Summit to Pleasant Hill	\$56,600,000	\$56,600,000	\$0	\$0
11. Passenger Communication System	\$3,000,000	\$2,950,000	\$0	\$50,000
<b>Track 2</b>				
12. New Train Equipment (Request by WI)	\$50,000,000	\$50,000,000	\$0	\$0
<b>TOTALS</b>	<b>\$201,050,000</b>	<b>\$174,080,000</b>	<b>\$14,890,000</b>	<b>\$12,080,000</b>
PERCENTAGE		87%	7%	6%

**MISSOURI PASSENGER RAIL CORRIDOR IMPROVEMENT PLAN**  
**ARRA RAIL PROJECTS - DIVISION OF PE/NEPA\* COSTS**

*(Projects are listed in priority order)*

PROJECT	TOTAL PE/NEPA COST	ARRA PE/NEPA CONTRIBUTION	MODOT PE/NEPA CONTRIBUTION	UNION PACIFIC PE/NEPA CONTRIBUTION
<b>Track 1a</b>				
1. Osage Bridge	\$0	\$0	\$0	\$0
2. Crossing Projects	\$0	\$0	\$0	\$0
3. Webster Crossover	\$0	\$0	\$0	\$0
<b>Track 1b</b>				
4. Bonnots Mill Crossover	\$764,000	\$611,200	\$0	\$152,800
5. Knob Noster Siding	\$836,800	\$836,800	\$0	\$0
6. Hermann Crossover	\$712,500	\$570,000	\$0	\$142,500
7. Jefferson City 3rd Mainline	\$930,000	\$744,000	\$0	\$186,000
8. Kingsville Siding	\$958,800	\$958,800	\$0	\$0
9. Strasburg Grade Separation	\$1,700,000	\$850,000	\$850,000	\$0
10. Double Track Lee's Summit to Pleasant Hill	\$1,418,800	\$1,418,800	\$0	\$0
11. Passenger Communication System	\$750,000	\$700,000	\$0	\$50,000
<b>Track 2</b>				
12. New Train Equipment (Request by WI)	undetermined	undetermined	undetermined	undetermined
<b>TOTALS</b>	<b>\$8,070,900</b>	<b>\$6,689,600</b>	<b>\$850,000</b>	<b>\$531,300</b>
PERCENTAGE		83%	11%	7%

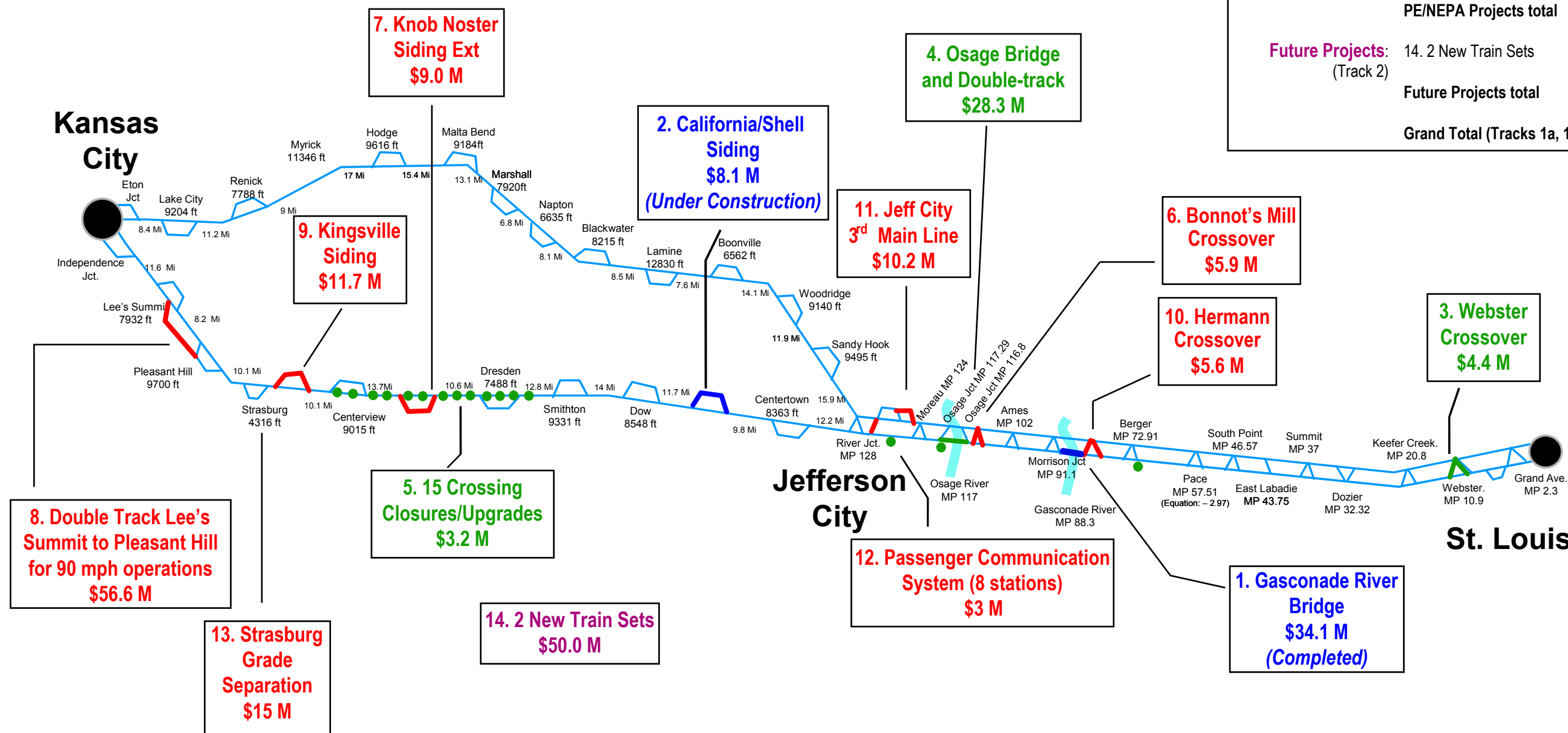
\*PE/NEPA - Preliminary Engineering/National Environmental Policy Act compliance documentation



# Kansas City to St. Louis

MoDOT's Proposed ARRA / Partnership  
Funding Improvements

Passenger / Freight Improvement Plan			
Current/Completed:	1. Gasonade River Bridge	\$34.1 M	
	2. California/Shell Siding	\$8.1 M	
Current/Completed total		\$42.2 M	
Shovel Ready: (Track 1a)	3. Webster Crossover	\$4.4 M	
	4. Osage Bridge and Double Track	\$28.3 M	
	5. Crossing upgrades	\$3.2 M	
Shovel Ready total		\$35.9 M	
PE/NEPA Projects: (Track 1b)	6. Bonnot's Mill Crossover	\$5.9 M	
	7. Knob Noster Siding	\$9.0 M	
	8. Lee's Summit to Pleasant Hill for 90 MPH	\$53.8 M	
	9. Kingsville Siding	\$11.7 M	
	10. Hermann Crossover	\$5.6 M	
	11. JC 3rd Mainline	\$10.2 M	
	12. Passenger Communication System	\$3.0 M	
	13. Strasburg Grade Separation	\$15.0 M	
	PE/NEPA Projects total		\$114.2 M
	Future Projects: (Track 2)	14. 2 New Train Sets	\$50.0 M
Future Projects total		\$50.0 M	
Grand Total (Tracks 1a, 1b and 2)		\$200.1 M	



# Kansas City to St. Louis

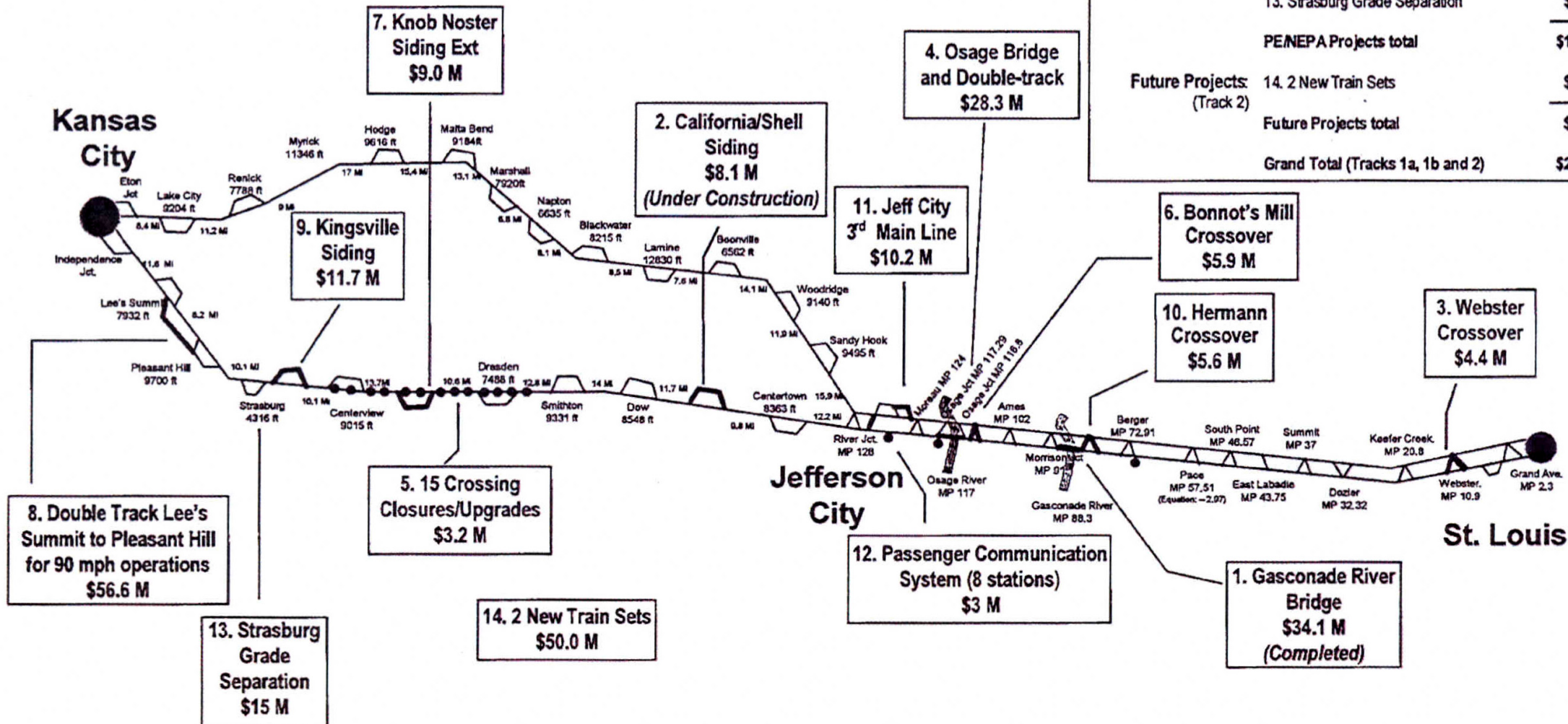
## MoDOT's Proposed ARRA / Partnership Funding Improvements

*Brian C. Walsh*  
Multimodal Director  
Missouri Department of  
Transportation  
August 18<sup>th</sup>, 2009

Union Pacific

Amtrak

*Michael W. Anisko*  
8-19-09



### Passenger / Freight Improvement Plan

Current/Completed:	1. Gasconade River Bridge	\$34.1 M
	2. California/Shell Siding	\$8.1 M
Current/Completed total		\$42.2 M
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(Track 1a)	4. Osage Bridge and Double Track	\$28.3 M
	5. Crossing upgrades	\$3.2 M
Shovel Ready total		\$35.9 M
PE/NEPA Projects:	6. Bonnot's Mill Crossover	\$5.9 M
(Track 1b)	7. Knob Noster Siding	\$9.0 M
	8. Lee's Summit to Pleasant Hill for 90 MPH	\$53.8 M
	9. Kingsville Siding	\$11.7 M
	10. Hermann Crossover	\$5.6 M
	11. JC 3rd Mainline	\$10.2 M
	12. Passenger Communication System	\$3.0 M
	13. Strasburg Grade Separation	\$15.0 M
PE/NEPA Projects total		\$114.2 M
Future Projects:	14. 2 New Train Sets	\$50.0 M
(Track 2)		
Future Projects total		\$50.0 M
Grand Total (Tracks 1a, 1b and 2)		\$200.1 M





## **MEMORANDUM OF UNDERSTANDING**

**Involving**

**State of Illinois,**

**State of Indiana,**

**State of Iowa,**

**State of Michigan,**

**State of Minnesota,**

**State of Missouri,**

**State of Ohio,**

**State of Wisconsin, and**

**City of Chicago**

**For**

**The Implementation of High-Speed Rail Passenger Service and Connections**

**Involving Corridors Linking Cities in their Respective States**

This Memorandum of Understanding (MOU) is entered into this 27th day of July, 2009, by the Governors in eight Midwestern states, including Illinois, Indiana, Iowa, Michigan, Minnesota, Missouri, Ohio and Wisconsin, and the Mayor of the City of Chicago (MOU Participants) for the purpose of coordinating and documenting individual applications to the Federal Railroad Administration (FRA) for funding from the American Recovery and Reinvestment Act of 2009 (ARRA) to develop the Chicago Hub High-Speed Rail Corridor (Midwest corridor). The Midwest corridor will connect cities throughout the Midwest with frequent and reliable high-speed and conventional Intercity rail service, and will provide service connections to adjoining regional corridors.

This MOU establishes MOU Participants' respective roles and responsibilities in implementing actions relating to the establishment of high-speed and conventional intercity rail passenger service. This rail service is to be operated along corridors established as part of the Midwest Regional Rail Initiative (MWRRRI), a collaborative effort by managers and directors of Midwestern State transportation agencies, established in 1996, to plan the rail priorities of the region. This MOU also recognizes Chicago as the hub of Midwestern rail operations, which is consistent with plans outlined in the FRA's "Vision for High-Speed Rail in America" and the regional vision for a Midwest corridor. This MOU further recognizes the importance of adjoining and complementary corridors not specifically recognized in the MWRRRI plan, for purposes of connecting and providing service to all parts of the nation.

WHEREAS, the Chicago Hub is the center of our country's rail transportation network and includes regional intercity/interstate passenger rail corridors serving the multistate Midwestern region with corridor connections to the East Coast, to the West Coast, to the Gulf Coast and to Canada.

WHEREAS, the Midwest Regional Rail Initiative (MWRRRI) and the Ohio and Lake Erie Regional Rail (Ohio Corridor), are collaborative efforts established to plan the rail priorities of the multistate Midwest region.

WHEREAS, all MOU Participants agree upon, support and understand the national and Midwest regional priority and importance of a nationwide network including a Chicago Hub that could host trains traveling up to 110 miles per hour serving major cities and mid-sized cities across the region, along with connections to adjoining regional corridors, as envisioned and outlined by President Obama and U.S. Transportation Secretary LaHood.

WHEREAS, the Congress of the United States has made available to the various states a total of \$8 billion in funds through ARRA for the purpose of funding the Passenger Rail Investment and Improvement Act of 2008 (PRIIA) to establish and improve high-speed passenger rail service throughout the nation.

WHEREAS, all participating states, in partnership with the FRA, agree to advocate for additional appropriations through Congress, in support of these collaborative efforts.

WHEREAS, all MOU Participants agree upon and support a regional and national vision for developing a high-speed and conventional rail network across the Midwest that will provide expanded and ongoing service opportunities throughout the region, with connections to corridors across the nation.



WHEREAS, all MOU Participants recognize a priority to establish high-speed rail service from the Chicago Hub to corridors consisting of Chicago-St. Louis, Chicago to Milwaukee-Madison, and Chicago to Detroit-Pontiac, that would form a high-speed hub in the heart of the nation with high-speed and conventional passenger train service connections radiating to seven other Midwestern states and beyond:

- Connecting to the East by way of Indiana with the Ohio network and service to Toledo and the 3C Corridor: Cleveland-Columbus-Dayton-Cincinnati;
- Connecting to the Southeast to Indianapolis, Indiana and Cincinnati, Ohio;
- Connecting to the Northeast to Grand Rapids/Holland and Port Huron, Michigan;
- Connecting to the North to Green Bay, Wisconsin;
- Connecting to the Northwest to the Twin Cities of Minnesota;
- Connecting to the Southwest and West through St. Louis to Kansas City, Missouri;
- Connecting to the South to Carbondale, Illinois;
- Connecting to the West to Quad Cities, Ill.-Iowa City, Iowa-Des Moines, Iowa-Omaha, Neb.; and to Quincy, Illinois.

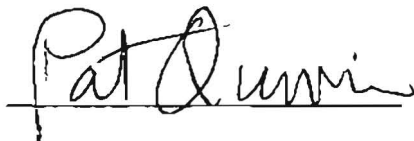
NOW, THEREFORE, be it resolved that the Governors and the Mayor of Chicago agree they will:

- Establish a high-level, multi-state steering group with a representative from each signatory to this MOU. The purpose of the Midwest Rail Steering Group will be to coordinate the region's applications and work associated with all ARRA application to provide guidance, leadership and a single advocacy voice in support of the region's collective high-speed rail priorities. The Steering Group shall identify a point of contact between MOU Participants and the U.S. Department of Transportation.
- Coordinate and cooperate fully in support of each MOU Participant's individual state applications for high-speed and intercity rail funding.
- Coordinate and negotiate with the major railroads to sign agreements for the development of high-speed rail corridors, and the identified individual projects by stated priority.
- Be free to pursue individual memoranda of agreement or understanding among MOU Participants, related to specific projects involved in support of the overall application and vision for the Midwest corridor.
- Be separately responsible for any and all work taking place within their respective state boundaries.
- Allow other Midwestern or contiguous states the opportunity to join in this MOU at any time if they are willing to support all aspects of the agreement in place.

BE IT FURTHER RESOLVED THAT the parties may mutually agree in writing to amend this MOU and to develop such additional provisions and procedures as they determine to be necessary in order to pursue the development of high-speed and conventional intercity passenger rail service.

AND, FINALLY, BE IT RESOLVED THAT in signing this MOU, the undersigned understand and accept the roles and responsibilities assigned to each of the parties. Each of the parties agrees to cooperate to the maximum extent possible to ensure that the project is developed in full compliance with Federal and State requirements and to ensure that there is maximum communication and minimum duplication of effort.

State of Illinois



Pat Quinn, Governor

Date 7/27/09

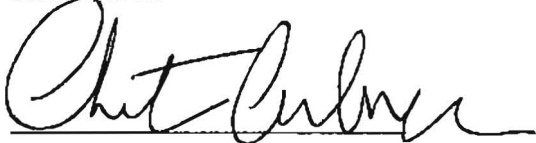
State of Indiana



Mitch Daniels, Governor

Date 7/27/09

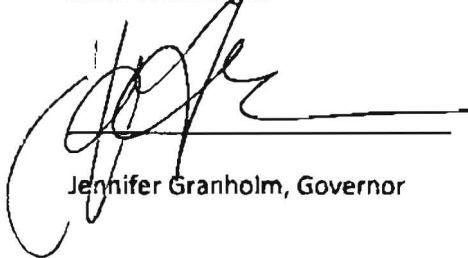
State of Iowa



Chet Culver, Governor

Date 7/27/09

State of Michigan



Jennifer Granholm, Governor

Date 7/27/09

State of Missouri



Jay Nixon, Governor

Date 7/27/09

State of Minnesota

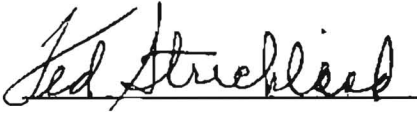


Tim Pawlenty, Governor

Date 7/27/09



State of Ohio

A handwritten signature in black ink, appearing to read "Ted Strickland", written over a horizontal line.

Ted Strickland, Governor

Date 7/27/09

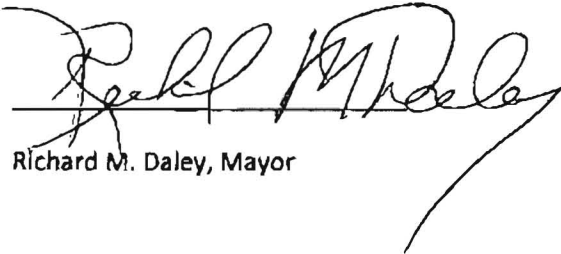
State of Wisconsin

A handwritten signature in black ink, appearing to read "Jim Doyle", written over a horizontal line.

Jim Doyle, Governor

Date 7/27/09

City of Chicago

A handwritten signature in black ink, appearing to read "Richard M. Daley", written over a horizontal line.

Richard M. Daley, Mayor

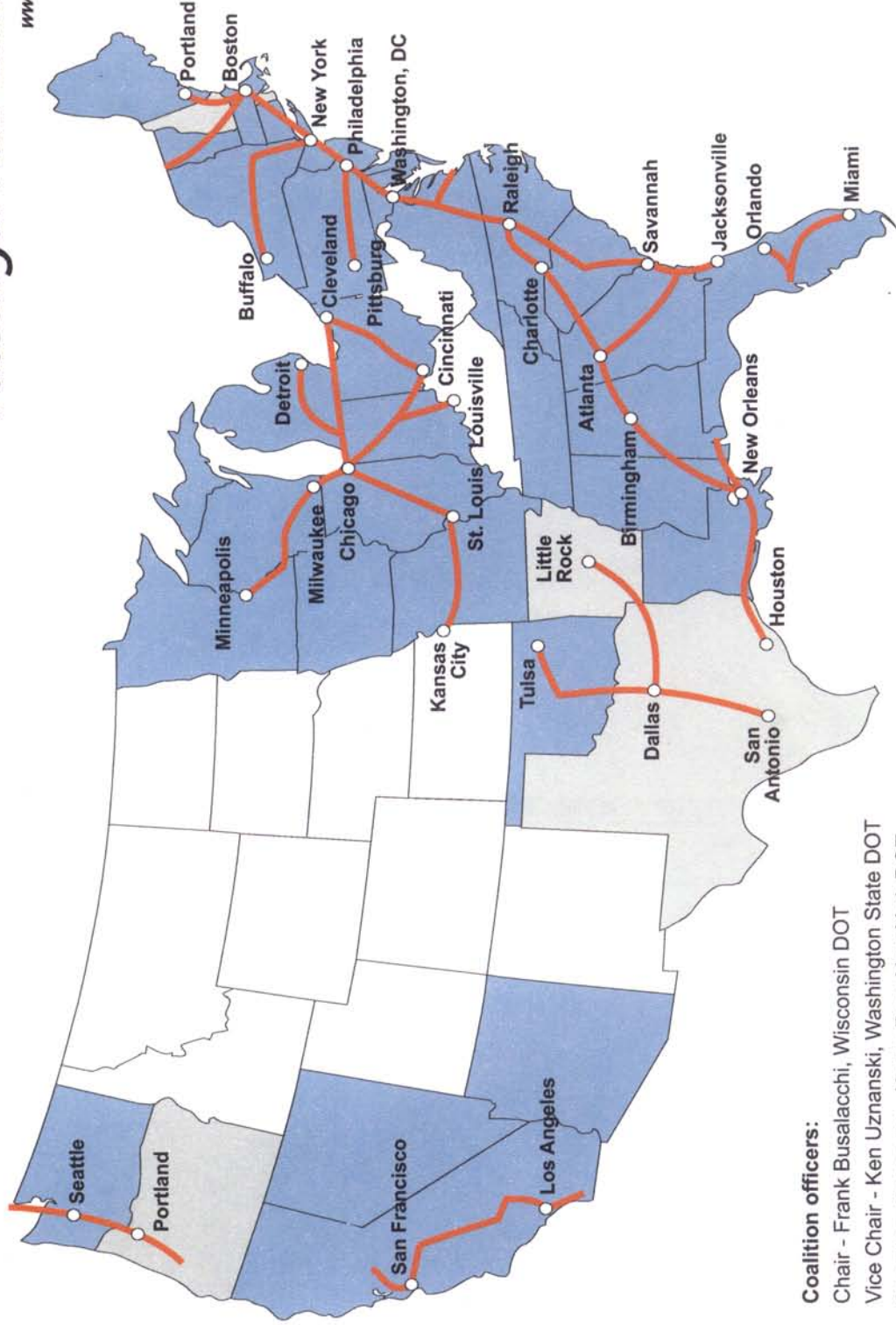
Date 7/27/09

*States for*



# Passenger Rail Coalition

[www.s4prc.org](http://www.s4prc.org)



## Coalition officers:

Chair - Frank Busalacchi, Wisconsin DOT

Vice Chair - Ken Uznanski, Washington State DOT

Secretary-Treasurer - Karen Rae, New York DOT

Member states (31)

Other high-speed rail corridor states

Federally designated high-speed rail corridors

# Letters of Support

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Rail Service





GOVERNOR OF MISSOURI

JEFFERSON CITY  
65102

JEREMIAH W. (JAY) NIXON  
GOVERNOR

P.O. Box 720  
(573) 751-3222

August 19, 2009

Honorable Ray LaHood  
Secretary, United States Department of Transportation  
1200 New Jersey Ave SE  
Washington, D.C. 20590

Re: Missouri application for High-Speed Intercity Passenger Rail Program Funds

Dear Mr. Secretary:

Missouri stands poised to make a difference – a timely and positive difference – in on-time passenger rail service in the heart of our country. I urge you to approve Missouri's request for project funds through the High-Speed Intercity Passenger Rail Program. This carefully selected group of infrastructure investments totaling more than \$150 million will increase speed and reliability now, while helping to realize high-speed rail throughout the Midwest in the future.

Missouri's plans promise to put stimulus funds to work immediately making capital improvements to specific track sections along a state-supported Amtrak route that has served travelers for more than 30 years. As the Show-Me State, we stand ready to demonstrate the far-reaching benefits of these projects – benefits to economies throughout the Midwest, and benefits to the public's transportation choices.

These projects will enhance Missouri's role in modernizing passenger rail service by creating seamless and efficient connections between our two major metropolitan areas, as well as connections with neighboring states by providing a section of the Midwest Regional Rail Initiative. Moreover, the proposed new multimodal station in St. Louis will provide a key transfer point to future high-speed service on the Chicago-to-St. Louis line. These projects are essential to creating and supporting jobs that in turn deliver both economic and transportation benefits throughout the heart of our country.

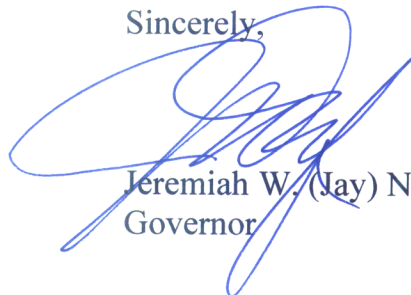
Page 2  
August 19, 2009  
Secretary LaHood

Missouri's collection of projects will have a profound impact on on-time performance, as well as on the future ability of trains to increase speeds to 90-to-110 miles per hour. When completed, these projects will result in a 47.6 percent reduction in passenger train delays. These positive results would enhance the state's long-term plan for this corridor of purchasing new train service equipment and increasing the frequency of service once reliable on-time performance is achieved.

Because Missouri is excited about the opportunity these projects offer for achieving the vision of a national network of high-speed rail corridors, both MoDOT and Union Pacific are committing significant financial contributions to completing these proposed improvement projects, which include \$50 million in projects that qualify as "shovel ready."

I request that you give Missouri's proposals your fullest consideration, and thank you for all your efforts to modernize transportation policy across the United States.

Sincerely,



Jeremiah W. (Jay) Nixon  
Governor

United States Senate  
WASHINGTON, DC 20510

COMMITTEES:  
ARMED SERVICES  
COMMERCE, SCIENCE AND  
TRANSPORTATION  
HOMELAND SECURITY  
AND GOVERNMENT AFFAIRS  
INDIAN AFFAIRS  
SPECIAL COMMITTEE ON AGING  
PERMANENT SUBCOMMITTEE  
ON INVESTIGATIONS

August 20, 2009

Pete Rahn  
Director  
Missouri Department of Transportation  
105 W Capitol Ave  
PO Box 270  
Jefferson City MO 65102

Dear Director Rahn:

I am writing to support the applications from the Missouri Department of Transportation (MoDOT) for the High-Speed Intercity Passenger Program (HSPiR) through the American Recovery and Reinvestment Act (ARRA).

This is a historic time for passenger rail in America. The passage of HSPiR is the foundation for construction and operation of a viable high-speed rail network. High-speed rail would help to transform the economy, commerce and transportation of Missouri and the entire nation. I believe Missouri is well-positioned to lead and take advantage of the historic opportunity presented by the enactment of the ARRA and related passenger rail legislation.

The MoDOT applications specifically address capital improvements for track sections on the current Amtrak line in Missouri between St. Louis, Jefferson City and Kansas City. The projects are essential to creating and supporting jobs that deliver both economic and transportation benefits to the heart of our country. These projects would profoundly impact on-time performance and the future ability of trains to move along at 90- to 110-miles per hour.

In addition, I am pleased that MoDOT is working extensively with Union Pacific, the main freight carrier, to coordinate the applications. This partnership is vital throughout the process to ensure that high-speed rail is built properly and efficiently.



The applications are significant steps towards establishing a high-speed rail corridor in Missouri. I support the efforts of MoDOT and will work to see that all HSPIR and ARRA funding goes towards creating jobs, improving passenger rail and growing our economy. It is my hope that the applications are given all due favorable consideration.

Sincerely,

A handwritten signature in blue ink, reading "Claire McCaskill". The signature is fluid and cursive, with the first name "Claire" and last name "McCaskill" clearly distinguishable.

CLAIRE MCCASKILL  
United States Senator

IKE SKELTON  
4TH DISTRICT, MISSOURI

2206 RAYBURN HOUSE OFFICE BUILDING  
WASHINGTON, DC 20515-2504  
TELEPHONE: (202) 225-2876  
website: [www.house.gov/skelton](http://www.house.gov/skelton)

**Congress of the United States**  
**House of Representatives**  
**Washington, DC 20515-2504**

July 28, 2009

514-B N.W. SEVEN HIGHWAY  
BLUE SPRINGS, MO 64014-2733  
(816) 228-4242

1401 SOUTHWEST BLVD., SUITE 101  
JEFFERSON CITY, MO 65109-2429  
(573) 635-3499

219 NORTH ADAMS STREET  
LEBANON, MO 65536-3000  
(417) 532-7964

908 THOMPSON BLVD.  
SEDALIA, MO 65301-4593  
(660) 826-2675

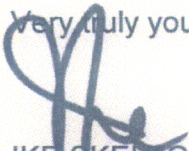
The Honorable Ray LaHood  
Secretary  
U.S. Department of Transportation  
1200 New Jersey Ave, SE  
Washington, DC 20590

Dear Secretary LaHood,

It has come to my attention that the Missouri Department of Transportation (MoDOT) is preparing to apply for funding from the High-Speed Intercity Passenger Rail (HSIPR) Program, made possible through the American Recovery and Reinvestment Act. The proposed project would improve the rail corridor from Kansas City to St. Louis and passing through Missouri's 4<sup>th</sup> Congressional District, which I have the privilege to represent in Congress. Due to the importance of the proposed project, I am writing to make you personally aware of my strong support for MoDOT's efforts to secure these funds.

Enclosed is a copy of my official letter of support that will be included in MoDOT's application. Thank you for giving the request every appropriate consideration.

Very truly yours,



IKE SKELTON  
Member of Congress

IS:jr  
Enclosure



IKE SKELTON

4TH DISTRICT, MISSOURI

2206 RAYBURN HOUSE OFFICE BUILDING  
WASHINGTON, DC 20515-2504  
TELEPHONE: (202) 225-2876  
website: [www.house.gov/skelton](http://www.house.gov/skelton)

**Congress of the United States**  
**House of Representatives**  
Washington, DC 20515-2504

July 28, 2009

514-B N.W. SEVEN HIGHWAY  
BLUE SPRINGS, MO 64014-2733  
(816) 228-4242

1401 SOUTHWEST BLVD., SUITE 101  
JEFFERSON CITY, MO 65109-2429  
(573) 635-3499

219 NORTH ADAMS STREET  
LEBANON, MO 65536-3000  
(417) 532-7964

908 THOMPSON BLVD.  
SEDALIA, MO 65301-4593  
(660) 826-2675

To Whom it May Concern:

It has been brought to my attention that the Missouri Department of Transportation (MoDOT), in partnership with the Union Pacific Railroad and Amtrak, is submitting grant applications to the Federal Railroad Administration seeking project funds through the federal High-Speed Intercity Passenger Rail (HSIPR) Program, which is part of the American Recovery and Reinvestment Act.

The proposed projects specifically address capital improvements for track sections in Missouri between St. Louis, passing through Jefferson City and Kansas City. It is important to note that Missouri has had a state-supported Amtrak route on this line for more than 30 years.

The projects are essential to creating and supporting jobs that, in turn, deliver both economic and transportation benefits, and also impact on-time performance. The long-term corridor improvement plan is to add additional frequencies and purchase new equipment for the train service when a reliable on-time performance is achieved.

I am writing to request that the applications be given every proper consideration. Funding of these grant applications is essential to help bring about historical improvements for passenger rail in the state of Missouri, as well as for the country's passenger rail industry.

Very truly yours,



IKE SKELTON  
Member of Congress

IS:jcs

cc: Mr. Brian Weiler  
Multimodal Operations Director  
Missouri Department of Transportation  
PO Box 270  
Jefferson City, MO 65102



**Russ Carnahan**

3RD DISTRICT, MISSOURI

SENIOR MAJORITY WHIP

FOREIGN AFFAIRS COMMITTEE

VICE CHAIRMAN

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RIGHTS AND OVERSIGHT SUBCOMMITTEE

MIDDLE EAST &

SOUTH ASIA SUBCOMMITTEE

TRANSPORTATION AND  
INFRASTRUCTURE COMMITTEE

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**Congress of the United States**  
**House of Representatives**

Washington, DC

July 28, 2009

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WASHINGTON, DC 20515  
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ST. LOUIS, MO 63144  
PHONE: (314) 962-1523  
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517 BAILEY ROAD  
CRYSTAL CITY, MO 63019  
PHONE: (636) 937-8039  
FAX: (636) 937-7138

ONLINE OFFICE:  
<http://www.house.gov/carnahan>

Mr. Peter Rogoff  
Administrator  
Federal Transit Administration  
East Building  
1200 New Jersey Avenue SE  
Washington, DC 20590

Dear Mr. Rogoff:

I understand the Federal Railroad Administration will soon be reviewing an application by the Missouri Department of Transportation, in partnership with the Union Pacific Railroad and Amtrak, for funding through the High-Speed Intercity Passenger Rail Program for corridor improvements between St. Louis and Kansas City.

Currently, the passenger rail corridor between St. Louis and Kansas City is the only state supported passenger rail service across the state of Missouri connecting our state's two major metropolitan regions and points in between. Increased investment for rail transportation along this corridor is a critical step to developing an effective passenger rail system statewide that addresses the transportation needs of my constituents.

Through state and federal investment, Missouri could leverage its resources to improve passenger rail service. Critical investment in the route is needed in order to improve on-time performance and the future ability of trains to travel at ninety to one-hundred-ten miles per hour. A preliminary simulation analysis of the corridor improvements plan estimates these improvements would result in a 47.6 percent reduction in passenger train delays.

In addition to creating and supporting jobs that in turn will deliver both economic and transportation benefits to the state of Missouri, this investment is critical to a long term plan along the corridor to add additional service. Finally this investment is critical to the Midwest Regional Rail Initiative and to establish a key transfer point in St. Louis, through the new gateway Multimodal Station, to the high-speed Chicago to St. Louis rail line.

I appreciate your time and thank you for your consideration of the Missouri Department of Transportation's grant application.

Sincerely,

Russ Carnahan  
Member of Congress

August 20, 2009

Mr. Rodney Massman  
Administrator of Railroads  
Missouri Department of Transportation  
PO Box 270  
Jefferson City, MO 65102

Dear Mr. Massman:

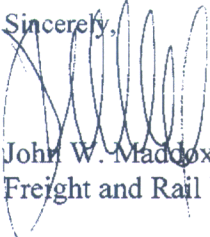
The Kansas Department of Transportation is pleased to offer its support to the Missouri Department of Transportation's Track 1a and 1b applications for federal HSIPR recovery act funds. In partnership with Amtrak and Union Pacific Railroad, MoDOT is poised to make significant and immediate contributions to the passenger rail services between St. Louis and Kansas City.

These proposed projects address capital improvements for track sections that reverberate far beyond state boundaries. The Kansas City improvements are especially important to us. They offer the opportunity for the state of Kansas to build upon the improved service connections on the west side of Missouri that lead into Kansas at the eastern border.

Missouri's long-term planning has positioned the state in a ready-to-go mode. Projects can quickly move ahead, and sooner rather than later, they begin creating jobs that are at the heart of the federal recovery efforts. The economic benefits of improved transportation, the transportation options for passenger rail travelers and the environmental contributions of the proposed improvements are well outlined in these applications.

A significant element of Missouri's dedication to these rail advancements is highlighted by the financial contributions both MoDOT and Union Pacific are committing in the name of progress. The advancement of the rail industry depends on working together, and efficiently and effectively using the limited resources we have. We offer our neighborly support as together we work to make a positive difference in our country's high-speed rail services.

Sincerely,



John W. Maddox, CPM  
Freight and Rail Unit Program Manager

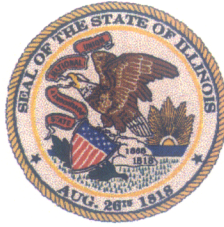
BUREAU OF TRANSPORTATION PLANNING

Dennis R Slimmer, P.E., Chief

Dwight D. Eisenhower State Office Building

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## OFFICE OF THE GOVERNOR

SPRINGFIELD, ILLINOIS 62706

**Pat Quinn**  
GOVERNOR

July 31, 2009

Pete Rahn  
Director  
Missouri Department of Transportation  
105 West Capitol Avenue  
P.O. Box 270  
Jefferson City, MO 65102

Dear Director Rahn:

Thank you for your leadership and support at the Midwest High-Speed Rail Summit. As history looks back on our region's economy in the twenty-first century, it will view the Summit as a landmark day for the development of a rail system that brought new prosperity and sustainability to our region.

The signing of the Memorandum of Understanding was our response to the U.S. Department of Transportation's request to work as one region with one voice to plan and advocate for a high-speed rail network that will ultimately connect our entire region. Now that the Summit is complete, our work to act on this vision must begin. Our states must continue to work in the spirit of cooperation to complete our applications for ARRA funding and plan for the future. We must not waiver from our commitment to work together as regional partners to advocate for the additional funding from the federal government that will be imperative for the completion our network.

It is critical to the success of our venture that appointments to the Midwest High Speed Rail Steering Group are made immediately. Please encourage your Governor to send information on your senior-level appointee to our office by August 7, 2009. Plans are already underway for the first meeting of the Steering Group which will be held in Chicago during the week of August 10, 2009.

I look forward to working with you in the coming months and years as we continue to build a transportation network that will last for generations. Thank you again for your commitment to making high-speed rail a reality for the Midwest.

Sincerely,

A handwritten signature in blue ink, appearing to read "Kristi Lafleur".

Kristi Lafleur

Deputy Chief of Staff for Economic Development and Recovery  
Office of Illinois Governor Pat Quinn



Joseph H. Boardman  
President and Chief Executive Officer



July 29, 2009

Mr. Pete Rahn  
Director  
Missouri Department of Transportation  
105 West Capitol Avenue  
Jefferson City, MO 65102

Dear Mr. Rahn:

Thank you for your letter of May 18, 2009, regarding your plans to invest in intercity passenger rail development using American Recovery and Reinvestment Act (ARRA) competitive grant funds through the Federal Railroad Administration (FRA). We appreciated learning of your interest and the role you envision for Amtrak in the development and execution of your plans.

Since receiving information concerning your proposed projects, as well as those submitted by other states, staff from multiple Amtrak departments have been working diligently to identify projects that we feel have a high likelihood of success and meet the spirit of the interim guidance issued by the FRA on June 17, 2009. Over the past several weeks, senior Amtrak management has rigorously evaluated many proposals and requests for Amtrak assistance from 30 states.

I am pleased to let you know that as a result of our review of your project and an analysis of our capacity to provide the requested assistance, we will be supporting your application of Jefferson City Subdivision Improvements on the St. Louis to Kansas City Corridor as a Track 2 project.

In order to provide your state with our assistance, Amtrak looks forward to meeting with representatives of your Department as soon as practical to reach agreement on the scope and types of assistance you're seeking from Amtrak, the timeframe in which this assistance will be provided and the terms, if any, for providing such assistance. We also want to convey our desire to work closely with your Department on negotiations with host railroads related to proposed ARRA intercity passenger rail grant expenditures. Amtrak believes that agreements with host railroads should contain enforceable performance standards for number of frequencies, trip times, and maximum delay minutes per trip to ensure that the anticipated public benefits are achieved from public investment in private infrastructure.



*Mr. Pete Rahn*

*July 29, 2009*

*Page 2*

As we seek to work with you to advance these projects, please keep in mind that our support for your projects and our ability to provide any specific type of assistance for applications are contingent upon several factors, including: (1) Amtrak's currently available resources and the limited time available before Round 1 grant applications are due; (2) state commitment of operating support for the affected service if your project involves corridor services of 750 miles or less; (3) completed agreements, as required, with the host railroads, Amtrak, or other necessary parties prior to the application submission; (4) any substantial changes in project scope or requested application support that materially changes the nature of the project, the project's projected benefits, or Amtrak's role in the project; (5) commitments for proportionate cost-sharing by commuter and/or freight rail users that will materially benefit from the project, if applicable; and (6) the ability of your state to compensate Amtrak for certain types of requested assistance, including assistance that would require Amtrak to procure external services or dedicated significant staff and company resources to your project.

Please have your staff continue discussions about the application process with Michael Franke, Assistant Vice President, Policy & Development, who can be reached at (312) 880-5300 or [Fran3624@amtrak.com](mailto:Fran3624@amtrak.com). I look forward to working with you in the coming years to develop and implement your proposals to further passenger rail service within the United States.

Sincerely,

A handwritten signature in black ink, appearing to read "Joseph H. Boardman".

Joseph H. Boardman

*President and Chief Executive Officer*

cc: Michael Franke

Stephen Gardner

Brian Weiler, Missouri DOT

Rodney Massman, Missouri DOT



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## Missouri Division of Tourism

P.O. Box 1055 • 301 W. High St., Room 290 • Jefferson City, MO 65102-1055

(573) 751-4133 • FAX: (573) 751-5160

July 24, 2009

Mr. Brian Weiler  
Missouri Dept. of Transportation  
P.O. Box 270  
Jefferson City, MO 65102

Dear Brian:

We are pleased to provide a letter of support for MoDOT in partnership with Union Pacific and Amtrak. The value of capital improvements for track sections in Missouri between St. Louis, through Jefferson City and Kansas City would be invaluable in the benefit to tourism.

These track improvements would impact on-time performance and the future ability of trains to move at 90- to 100-miles per hour. The improvement in on-time performance and high-speed rail access would provide potential tourists another transportation option as they plan their travel to Missouri. When reliable on-time performance is achieved, it's my understanding that the long-term plan calls for additional frequencies and the purchase of new equipment for the train service, which again provides more transportation options for travelers.

Thank you for the opportunity to provide this letter of support. If I can be of assistance, please let me know.

Sincerely,



R.B. "Bob" Smith III  
Interim Director



600 Broadway, Suite 200  
Kansas City, Missouri 64105-1659

816/474-4240  
816/421-7758 FAX  
www.marc.org



July 31, 2009

Mr. Pete Rahn  
Director  
Missouri Department of Transportation  
105 West Capitol Avenue  
P.O. Box 270  
Jefferson City, MO 65102

RE: Support for MoDOT High-Speed Rail Investments

Dear Mr. Rahn,

The Mid-America Regional Council (MARC), serving as Greater Kansas City's Metropolitan Planning Organization (MPO), strongly supports the Missouri Department of Transportation's (MoDOT) efforts to secure funding for improved passenger rail service through the federal High-Speed Intercity Passenger Rail Program.

As identified in the region's long range transportation plan, *Transportation Outlook 2030 Update*, MARC and the Kansas City region recognize the need to continue expanding and enhancing travel alternatives within and between existing communities as a means to improve the movement of both people and goods. The corridor connecting St. Louis and Kansas City, which you have highlighted in your funding request, is incredibly important to the state of Missouri and the broader Midwest, and will be critical for positioning our region for economic growth and prosperity in the years to come.

MARC applauds your efforts in working to improve passenger rail viability, reliability, and service, and strongly supports your efforts and funding proposal to build on President Obama's vision for High-Speed Rail in America and in Missouri. Please let us know if there is anything we can do now or in the future to help make this vision a reality.

Sincerely,

A handwritten signature in blue ink, appearing to read "David Warm", with a stylized flourish extending to the right.

David Warm  
Executive Director

cc: Beth Wright  
Brian Weiler

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Director



222 A Madison  
Jefferson City, Mo. 65101  
Phone 573-634-3303  
Fax: 573-634-5925  
[moutu@embarqmail.com](mailto:moutu@embarqmail.com)

***united transportation union***  
**MISSOURI STATE LEGISLATIVE BOARD**

July 27, 2009

Rod Massman  
Missouri Department of Transportation  
PO Box 270  
Jefferson City, Mo 65102

Dear Sir:

Missouri has long been the connecting state for freight and passenger traffic in our great nation, whether highway, rail, water, or air. Missouri has some of the busiest highways and Kansas City and St. Louis are the second and third largest rail hubs respectfully in the nation. The movement of people and commerce has been a driving force in our state's economy and will play an important role in our future.

The United Transportation Union's Missouri State Legislative Board has long been a proponent of rail passenger and freight service in Missouri and the Midwest. Not only do the railroads provide good jobs for Missouri citizens but these jobs also have a profound impact on the economics of many communities throughout the state while providing the service to move the freight of our country.

Amtrak has been an integral part of the transportation plan of Missouri for many years providing a viable and affordable means of transportation to our citizens, young and old, student and retiree, and to those just seeking the joy of reliving a childhood train ride. The United Transportation Union has made Missouri's continued funding of Amtrak a yearly priority.

While Missouri continues to grow as an integral part of the nation's freight transportation system moving the products our country's economy needs to survive and grow. The need for passenger service has grown as we strive to provide a viable and reliable transportation rail system with infrastructure that cannot meet the demands unless it is improved and upgraded. As Americans we love our automobiles but also we must not bury our heads in the sand and let a viable solution to mass transit slip away.

While the major railroads have streamlined their business to handle unprecedented amounts of freight traffic the passenger trains have suffered as a result and the only solution is to provide a means to improve the infrastructure. We have been working as diligently as possible in Missouri with our precious tax dollars. In 2008 the Missouri Legislature for the first time committed funds to help build a new siding on the Union Pacific at California, Mo. This new siding when completed later this year will provided a new passing track on a 25 miles segment that had no usable passing track. This track alone will have a huge impact on reducing both freight and passenger train delays.

The proposed projects on the St. Louis to Kansas City rail corridor have the potential to reduce passenger delays significantly and provide the ground work to provide service exceeding 100 miles per hour. If we improve the passenger trains' performance we will also improve the freight performance meaning more benefit for the public and help our recovering economy.

Missouri has always prided itself in being the "Show-Me State" We have the capability and the resources to show the nation how we can partner with business, labor and the public to create and maintain the best transportation system in the nation.

Sincerely,

A handwritten signature in blue ink, appearing to read "Ken Menges", with a stylized flourish at the end.

Ken Menges  
United Transportation Union  
Missouri State Legislative Director





## THE CHAMBER

Greater Kansas City Chamber of Commerce

Peter S. Levi  
President

Mr. Brian Weiler  
Multimodal Operations Director  
Missouri Department of Transportation  
PO Box 270  
Jefferson City, MO 65102

August 14, 2009

Dear Mr. Weiler,

The Greater Kansas City Chamber of Commerce strongly supports the Missouri Department of Transportation's efforts to secure funding for improved rail service through the federal High-Speed Intercity Passenger Rail Program.

The Chamber's federal policy supports continued funding for Amtrak/passenger rail and high-speed rail between Kansas City and other cities. The St. Louis-Kansas City rail corridor is of great importance to the state of Missouri, and it has tremendous economic benefit for not only Missouri but the entire nation.

The Chamber believes improving freight and passenger rail reliability and service in Missouri is in line with President Obama's priority for High-Speed Rail in America and in Missouri. The entire nation would benefit from such an investment.

Sincerely,

PSL:jg

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P: [314] 231.7272 F: [314] 231.7380  
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Larry Katzenstein  
*Thompson Coburn*

August 3, 2009

Rodney Massman  
Administrator of Railroads  
Missouri Department of Transportation  
P.O. Box 270  
Jefferson City, MO 65102

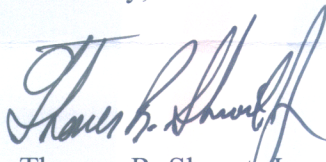
Dear Mr. Massman;

I have reviewed MoDOT's application for funding through the federal High-Speed Intercity Passenger Rail Program that would allow for improvements to the Union Pacific alignment between St. Louis and Kansas City.

Citizens for Modern Transit is in full support of the application. We are convinced the improvements would result in greater reliability for both freight movement as well as the four Amtrak trains that cross the state each day. As you know, the pre-recession freight traffic often resulted in delays, especially during track maintenance. These improvements should change that. With greater reliability, there would be a growth of ridership.

We also support the application for funding of two train sets which would be a major improvement in passenger comfort. We look forward to the day when additional frequencies are added which could result in the need for more equipment. As you know with the addition of two frequencies in the St. Louis to Chicago corridor, there has been an exponential increase in ridership.

Sincerely,



Thomas R. Shrout, Jr.  
Executive Director





Kansas City Convention & Visitors Association

August 4, 2009

Mr. Rod Massman  
MoDOT  
Administrator of Railroads  
P.O. Box 270  
Jefferson City, MO 65102

Transportation options are critical to tourism and tourism is vital to the state economic development and growth. Therefore, the Kansas City Convention & Visitors Association is excited about the opportunity for achieving the vision of a national network of high-speed rail corridors in Missouri, securing funds for capital improvements, for track sections between St. Louis and Kansas City, and of utmost importance, from Missouri into the Midwest.

Not only will the federal High-Speed Intercity Passenger Rail (HSIPR) Program project funds help create and support jobs that in turn deliver both economic and transportation benefits to the heart of our country, we will further be assured that demand across the country will continue to rise as infrastructure, equipment, operating performance and service quality make the rail alternative increasingly appealing. As rising fuel costs, congestion and environmental concerns rise, so will those concerns further enhance the appeal of riding the train versus driving on I-70.

We will be making a giant leap forward in the quest for attracting visitors, thus dollars, due to increased tourism. We share your enthusiasm with the opportunity to take the next significant steps toward achieving this national vision.

Sincerely,

Richard L. Hughes, CDME  
President & CEO



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August 4, 2009

Brian C. Weiler  
Multimodal Director  
Missouri Department of Transportation  
2217 St. Mary Blvd./PO Box 270  
Jefferson City, Missouri 65102-0270  
(573) 751-7475/ Fax: (573) 526-4709

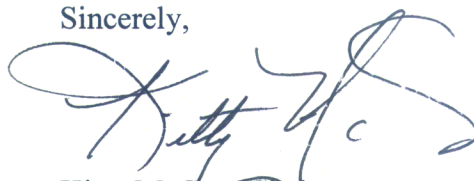
Dear Mr. Weiler:

The Regional Transit Alliance of Kansas City is a non-profit organization that works for expanded and improved public transit in the Kansas City region. While our focus is local public transit, we also support improvements to passenger rail and bus service in order to link Kansas City more effectively to other parts of the broader Midwest region.

We recognize the need to improve track and other infrastructure in the Kansas City to St. Louis rail corridor. We understand that these projects will improve the reliability of Amtrak's state-supported twice-daily passenger trains on this line, and will also lay the groundwork for additional frequencies and higher speeds in the future, while enabling the Union Pacific Railroad to handle the expected growth in rail freight traffic in this corridor.

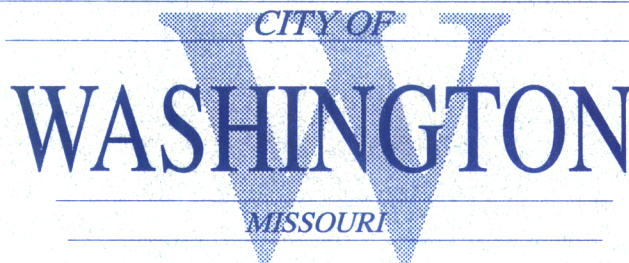
We therefore support the package of improvements that you propose to submit to the Federal Railroad Administration for funding under the High-Speed Rail program of the American Recovery and Reinvestment Act.

Sincerely,



Kitty McCoy, Chairman  
Regional Transit Alliance of Kansas City





July 31, 2009

Re: Missouri Department of Transportation Application for High-Speed Intercity Passenger Rail Program Funds

To Whom It May Concern:

The American Recovery and Reinvestment Act (ARRA) strives to identify projects that will revitalize an aging infrastructure, projects that will create jobs, and projects that are ready to hit the ground running. The intent is to then infuse such projects with the monetary resources not readily available in today's economy. It would be difficult to describe a project more compatible with these criteria than Missouri's rail improvement plan, which targets one of the areas specified by ARRA, High-Speed Intercity Passenger Rail service.

Missouri, in conjunction with Union Pacific Railroad, has in place a \$150,000,000 improvement plan with \$50,000,000 being shovel-ready. When complete, the cross-state corridor from Kansas City to St. Louis will enable high-speed passenger service to connect with the current high-speed line to Chicago. Amtrak ridership in Washington, Missouri, experienced a 22% increase this past year. This improvement plan and the subsequent reduction in passenger train delays will prompt an even greater ridership, now and in the future. In addition, the corridor would maintain an efficient, energy saving freight system critical to industrial and retail development.

The Washington Area Highway Transportation Commission voices strong support for the Missouri Department of Transportation application. New jobs, improved infrastructure, and energy conservation represent the heart of ARRA.

Sincerely,

William Straatmann

Chairman, Washington Area Highway Transportation Commission

*PLANNING & ENGINEERING SERVICES*  
405 JEFFERSON ST.  
WASHINGTON, MO 63090





July 28, 2009

To Whom It May Concern:

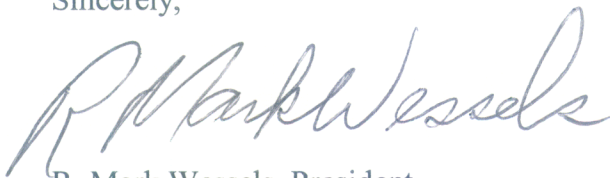
Re: Missouri Department of Transportation Application for High-Speed Intercity  
Passenger Rail Program Funds

The American Recovery and Reinvestment Act (ARRA) strives to identify projects that will revitalize an aging infrastructure, projects that will create jobs, and projects that are ready to hit the ground running. The intent is to then infuse such projects with the monetary resources not readily available in today's economy. It would be difficult to describe a project more compatible with these criteria than Missouri's rail improvement plan, which targets one of the areas specified by ARRA, High-Speed Intercity Passenger Rail service.

Missouri, in conjunction with Union Pacific Railroad, has in place a \$150,000,000 improvement plan with \$50,000,000 being shovel-ready. When complete, the cross-state corridor from Kansas City to St. Louis will enable high-speed passenger service to connect with the current high-speed line to Chicago. Amtrak ridership in Washington, Missouri, experienced a 22% increase this past year. This improvement plan and the subsequent reduction in passenger train delays will prompt an even greater ridership, now and in the future. In addition, the corridor would maintain an efficient, energy saving freight system critical to industrial and retail development.

The Washington Area Chamber of Commerce voices strong support for the Missouri Department of Transportation application. New jobs, improved infrastructure, and energy conservation represent the heart of ARRA.

Sincerely,



R. Mark Wessels, President





# JeffersonCity

convention & visitors bureau

July 23, 2009

Rod Massman  
MoDOT, Administrator of Railroads  
P.O. Box 270  
Jefferson City, Missouri 65102

Dear Mr. Massman:

The Jefferson City Convention and Visitors Bureau supports the efforts of the Missouri Department of Transportation, Union Pacific Railroad and Amtrak in their application for funds from the Federal Railroad Administration.

The service offered by Amtrak impacts tourism in Jefferson City and is a viable transportation option in the heart of the community. An improvement in service would increase the number of riders, consequently increasing the number of visitors to the Jefferson City community. This increase would positively affect the economic benefit to Jefferson City.

Tourists from Kansas City, St. Louis and other stops along the route find that travel on Amtrak is an easy way to access Missouri's capitol city and is an enjoyable method of transportation.

Sincerely,

Steve Picker  
Executive Director

**YOU'LL FEEL THE HISTORY...**

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# Capital Area Metropolitan Planning Organization



Room 120 320 E. McCarty, Jefferson City, MO 65101 Phone 573.634.6410 Fax 573.634.6457

July 30, 2009

Mr. Brian C. Weiler  
Multimodal Operations Director  
Missouri Department of Transportation  
P. O. Box 270  
Jefferson City, MO 65102

Attention: Rod Massman, Administrator of Railroads

Dear Mr. Weiler:

I am writing to express my support for the Missouri Department of Transportation partnership with the Union Pacific Railroad and Amtrak, to secure funds through the federal High Speed Intercity Passenger Rail (HSIPR) program, which is a part of the American Recovery and Reinvestment Act.

The Capital Area Metropolitan Planning Organization recognizes the contribution of rail to the state's economy as well as that of central Missouri. Passenger rail has been relied upon by students, visitors and business travelers for travel to and from the Jefferson City urbanized area and central Missouri for more than 30 years. The capital improvement projects that have been identified to address track sections in Missouri between St Louis and Kansas City are essential for improving on-time performance, reducing passenger train delays, and maintaining this route as a viable transportation alternative.

The Capital Area Metropolitan Transportation Plan supports development of transportation options and intermodal facilities. This application and project represents an exciting opportunity to turn the goal of improving transportation choices into reality by advancing high speed rail in Missouri and throughout the Midwest. In addition, the creation of jobs that deliver economic and transportation benefits to Missouri, the Midwest, and our nation is a vital component of this project.

Please consider CAMPO as a partner in your efforts to improve passenger rail in our region, and bring high speed rail to Missouri.

Sincerely,

A handwritten signature in blue ink, reading "Janice McMillan", is located below the "Sincerely," text.

Janice McMillan, AICP  
CAMPO Administrator

August 17, 2009

Rod Massman  
Administrator of Railroads  
Missouri Department of Transportation  
P.O. Box 270  
Jefferson City, Missouri 65102

Dear Mr. Massman:

The Columbia Area Transportation Study Organization (CATSO) wishes to express our support for MoDOT's application to the Federal Railroad Administration (FRA) for funding through the High-Speed Intercity Passenger Rail (HSIPR) program of the American Recovery and Reinvestment Act (ARRA), in order to make capital improvements on track sections of Missouri's Amtrak route.

CATSO believes that making investments in Missouri's railroad infrastructure is a positive allocation of transportation funds, especially given the future uncertainty of gasoline prices and other factors that may make motor vehicle travel more expensive and difficult. Such investments will provide the citizens of Missouri travel choices, and potentially reduce traffic volumes on the state's major highways, ultimately reducing maintenance costs. Making structural/capital improvements to existing rail lines will enable faster and more efficient movement for both freight and passengers, but especially for passenger traffic on the Amtrak corridor between St. Louis and Kansas City.

The economic benefits to Missouri from the provision of an improved railroad system are numerous, both from the jobs created directly by railroad capital projects, and from the potential economic activity resulting due to increased passenger and freight traffic.

The Columbia area realizes the importance of railroad transportation, as the City of Columbia's municipal COLT freight railroad line illustrates. We are pleased that MoDOT and Union Pacific Railroad are both committing a significant amount of their own financial resources to add to potential federal funding for the proposed railroad improvement projects.

Once again, CATSO is supportive of MoDOT's application to FRA for capital funding, and excited about the transportation improvements that could result from success in the provision of this federal funding. Information materials on the proposed projects for funding were forwarded to Coordinating Committee members, and all who responded (a majority of the membership)



CATSO Letter of Support – MoDOT Application to Federal Railroad Administration  
Page 2

indicated their support for the application.

We wish you the best of luck with your application.

Sincerely,

A handwritten signature in blue ink, appearing to read "Skip Elkin", with a stylized, cursive script.

Skip Elkin, Boone County District II Commissioner  
Member, Coordinating Committee  
Columbia Area Transportation Study Organization



**MICHAEL D. SANDERS**  
Jackson County Executive

Rod Massman, Administrator of Railroads  
Missouri Department of Transportation  
PO Box 270  
Jefferson City, Missouri 65102

August 13, 2009

Re: High Speed Intercity Passenger Rail Program

Dear Mr. Massman,

I am writing this letter to express my strong support for the Missouri Department of Transportation's funding request to the Federal Rail Administration for upgrades and improvements to the rail connection between St. Louis and Kansas City, Missouri. The projects represented by this funding request would strengthen service and reduce delays between Missouri's two cities.

The benefits of these upgrades are clear. Considerable efforts are being planned to improve the safety of the system through enhanced rail crossing and grade separations. An initial analysis also indicates that, when complete, the proposed improvements will reduce passenger service delays by more than forty-five percent. The projects also aim to improve train traffic flow, thereby allowing travel speeds to increase and travel time to decrease. Reduced delays and increased speed will allow people and products to travel across Missouri and across the county efficiently, comfortably and with less impact on the environment than if traveling by road or by air.

This is a tremendous opportunity that will have positive community and economic impacts.

Very truly yours,

Michael D. Sanders  
Jackson County Executive





## Mary Elaine Horn

MAYOR

Rod Massman, Administrator of Railroads  
Missouri Department of Transportation  
PO Box 270  
Jefferson City, Missouri 65102

July 31, 2009

Re : High Speed Intercity Passenger Rail (HSIPR) Program

Mr. Massman,

I am writing this letter to express my strong support for the Missouri Department of Transportation's funding request to the Federal Rail Administration for upgrades and improvements to the rail connection between St. Louis and Kansas City, Missouri. The projects represented by this funding request would strengthen service, reduce delays and position for growth the vital rail corridor between Missouri's two largest cities.

Sedalia is a city that is steeped in railroad history. From our earliest days, the community has depended on rail service as the driving force for growth and development. Beginning in 1850 with freight service as America stretched westward and continuing on to the passenger service that links Sedalia today, our community is itself a testimony to the economic benefits of rail service.

With this funding request, Missouri looks to begin a new chapter in its rail service by creating new siding opportunities, installing miles of new track, constructing new river crossings and upgrading communication systems across the state. Though none of the projects are specifically in Sedalia, we know that an upgrade anywhere in the system that reduces delays and enhances capacity will benefit every community on the rail system.

The benefits of these upgrades are clear. Considerable efforts are being planned to improve the safety of the system through enhanced rail crossings and grade separations. An initial analysis also indicates that, when complete, the proposed improvements will reduce passenger service delays by more than forty-five (45) percent. The projects also aim to improve train traffic flow, thereby allowing travel speeds to increase and travel time to be decrease. Reduced delays and increased speed will allow people and products to travel across Missouri – and across the country – efficiently, comfortably and with less impact on the environment than if traveling by road or by air.



There is a clear understanding in Missouri that these upgrades will benefit the people and economy of our state. These benefits are so well understood that the state and Union Pacific Railroad have pledged funding to make these improvements a reality and cities across Missouri are lining up to voice their support. I am pleased to add my support to your efforts to secure this vital funding for railroad projects in Missouri.

Sincerely,

*Mary Elaine Horn*

Mary Elaine Horn

Mayor



## **SEDALIA DOWNTOWN DEVELOPMENT INCORPORATED**

d/b/a Main Street Sedalia, Since 1994

P.O. Box 820, Sedalia, MO 65302-0820

Phone: 660.827.7388 FAX: 660.826.5697

August 5, 2009

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Mr. Rod Massman  
Adminstrator of Railroads  
Missouri Department of Transportation  
P.O. Box 270  
Jefferson City, MO 65102

Re: High-Speed Intercity Passenger Rail Program

Dear Mr. Massman:

On behalf of property and business owners of Sedalia Downtown, I would like to express our appreciation for MoDOT's work in furthering innovative projects that have brought the rail entities together in significant and lasting benefit to both freight carriers and those accessing passenger rail service across Missouri.

Amtrak service is an integral part of our downtown revitalization efforts in our community and our partnership with MoDOT in past projects has been truly rewarding. Our local ridership continues to grow as the on-time performance of Amtrak improves. The economic impact of Amtrak is reflected in supporting jobs and increasing sales revenues throughout our local community.

We believe there continues to be great opportunity to enhance rail passenger service in striving to reach high-speed rail capacity over the next decade. We support MoDOT in its application for HSIPR Program funds for infrastructure improvement projects such as numerous planned sidings, crossovers and double track projects between St. Louis and Kansas City. We urge your full consideration of MoDOT's request and these projects.

Sincerely,

Meg Liston

Administrator, Meg Liston

John A. Mills, Director at Large  
National Association of Railroad Passengers  
2825 Burnett Road  
Topeka, Kansas 66614-2228

July 23, 2009

Mr. Rod Massman, MoDOT  
Administrator of Railroads  
P. O. Box 270  
Jefferson City, MO 65102

Dear Mr. Massman,

In the summer of 1938 I made my first trip on the MoPac Scenic Limited between St Louis and Kansas City while in route from Little Rock, AR and Pueblo, CO. Since that time I have made no less than fifty (50) round trips or portions thereof over this route. I was somewhat surprised when the federal High-Speed Intercity Passenger Rail (HSIPR) Program did not continue the Chicago to St Louis proposed HSIPR corridor on from St Louis to Kansas City. The Midwest Regional Rail Initiative has and continues to include the St Louis to Kansas City route and hopefully the HSIPR will also.

I fully support the efforts being put forth by the Missouri Department of Transportation, in partnership with the Union Pacific Railroad and Amtrak to secure funds to further improve the infrastructure and purchase two (2) new trains sets of modern/ efficient for operation between St Louis and Kansas City.

I would suggest that the MoDOT in partnership with the state of Wisconsin look into the possibility of the purchase of the Talco train sets which I understand can or will be manufactured by the Spanish train manufacture in the state of Wisconsin. The technology these Talco trains provide could further reduce travel times over this route and are currently being used in the states of Washington and Oregon with great success. Also, the ability to operate in the push-pull mode control (cab) car at both ends of the train would reduce turn-a-round times at St Louis and Kansas City, resulting in improved utilization of equipment.

Item number seven (7) in my opinion to double track between Lee's Summit to Pleasant Hill should have started at Independence (where the current double track ends) an additional distance of eleven (11) miles. This would have resulted in about forty (40) miles of double track beginning at Rock Creek continuing east to Strasburg; after the Strasburg and Pleasant Hill passing tracks are tied together as planned as I understand. This along with the additional and extended passing tracks will no doubt reduce delays caused by freight trains and improve on-time performance.

In order to operate at speeds above the current 79mph limit, will not Positive Train Control (PTS) need to be implemented over the entire route from St Louis to Kansas City. What funding is in place to provide for this required safety feature?

If I can provide any other information or help in support of these improvements, please let me hear from you.

Sincerely,

John A. Mills