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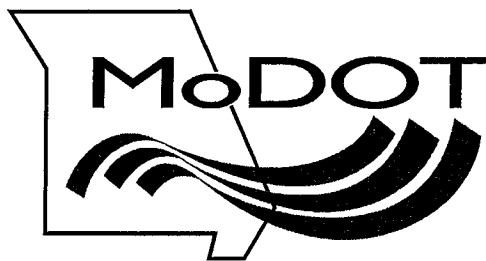
Multi State Memorandum of Understanding

Federally Designated High Speed Rail Corridor Map

Most Recent Letters of Support



Missouri  
Department  
of Transportation



Kevin Keith, Director

105 West Capitol Avenue  
P.O. Box 270  
Jefferson City, MO 65102  
(573) 751-4622  
Fax (573) 522-2698  
[www.modot.org](http://www.modot.org)

April 4, 2011

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

Dear Mr. Szabo:

It's time to think big, and it's time to be bold. So the Missouri Department of Transportation, in partnership with the Union Pacific Railroad, Amtrak and both of Missouri's terminal railroads, is submitting applications totaling just over \$1 billion for high-speed rail projects in Missouri.

These high-speed rail funds open a door to transform the state of Missouri – the state's governor has said rail travel is highly significant to the future of moving people. Our applications seek about \$400 million for upgrades to existing lines and equipment, and about \$600 million to plan, design and buy land for a separate line dedicated to high-speed rail.

The proposed projects address capital improvements for track sections in Missouri between St. Louis, passing through the state's capital and on to Kansas City. Missouri has had a state-supported Amtrak route on this line for more than 30 years. Application components support the St. Louis-to-Chicago corridor and reflect the progressive partnership between Illinois and Missouri.

Since Missouri was previously awarded \$37 million in federal funds for improvements to existing passenger lines, the appetite from the public is craving more improved passenger rail. Missouri has constantly been one of the top five fastest growing corridors in terms of ridership in the country. This focus on reliability has meant results – ridership is already up 16 percent for the fiscal year.

These corridor improvements are big.

- More than 1,300 new jobs are estimated during the next five years through the upgrades to existing lines. This means delivering both economic and transportation benefits to the heart of our country and especially to economically distressed areas of the Midwest.
- These projects would profoundly impact on-time performance and the future ability of trains to move along at 90- to 110-miles per hour. These kinds of results mean reducing emissions, cleaning up the air and using less fuel.

We appreciate the opportunity to show you what we can do, and 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.

Due to our long-term planning and ready-to-go projects, we're in a position to make strong progress. In Missouri, we're already thinking big, and we're ready to boldly step forward.

Sincerely,

Kevin Keith  
Director, P.E.



# Show Me **IMPROVED** Rail Service

..... April 2011



High-speed rail has long been part of the vision for Missouri's passenger rail service. In an effort to help bring efficient passenger rail services to the Midwest, studies have been completed, partnerships have been solidified and plans have been formulated. Now, through the High-Speed Intercity Passenger Rail Program – an opportunity is ahead.

In partnership with the Union Pacific Railroad, Amtrak and the terminal railroads, the Missouri Department of Transportation is submitting to the Federal Railroad Administration 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. These applications will allow the state to take the next step toward faster service.

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. These jobs 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.

To demonstrate full support, MoDOT, Union Pacific Railroad and the terminal railroads are committing significant financial contributions to completing the improvement projects represented in this round of applications. 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, Amtrak and the terminal railroads – 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.



# Projects for 2011 HSIPR Funding Opportunities

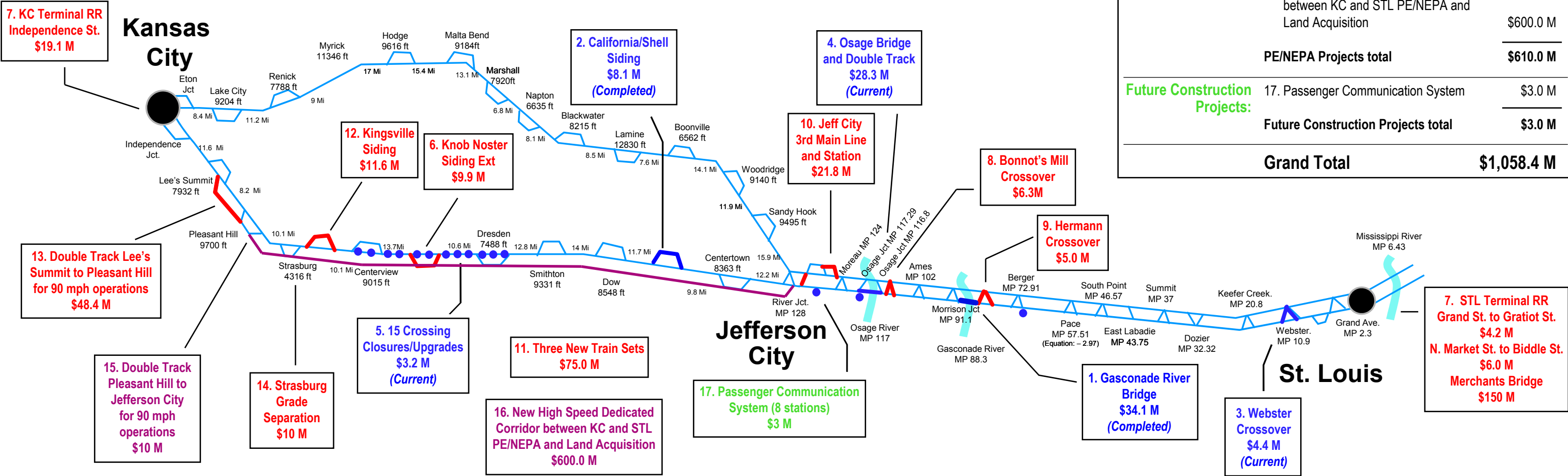
		Cost (millions)	FRA/Host/MoDOT Contribution (%)	FRA Contribution (millions)	Host Contribution (millions)	MoDOT Contribution (millions)
1	3 New Train Sets of 3 Cars, 1 Café Car and Locomotive (joint application)	\$107.5 (\$35.8 each)	100/0/0	\$107.5	\$0	\$0
2	Bonnots Mill Crossover	\$6.3	80/20/0	\$5.0	\$1.3	\$0
3	Knob Noster Siding	\$9.9	95/5/0	\$9.4	\$0.5	\$0
4	STL Terminal - Merchants Bridge Replacement	\$150	60/40/0	\$90	\$60	\$0
5	KC Terminal - Independence Street Bridge Replacement	\$23.7	65/35/0	\$15.4	\$8.3	\$0
6	STL Terminal – New Track North Market St. to Biddle St.	\$6.0	80/20/0	\$4.8	\$1.2	\$0
7	Hermann Crossover	\$5.0	80/20/0	\$4.0	\$1.0	\$0
8	Jefferson City Third Mainline	\$10.8	80/20/0	\$8.6	\$2.2	\$0
9	Double Track Lee's Summit to Pleasant Hill (90 mph)	\$48.4	100/0/0	\$48.4	\$0	\$0
10	Strasburg Grade Separation	\$10	50/5/45	\$5	\$0.5	\$4.5
11	New Jefferson City Station	\$11	100/0/0	\$11	\$0	\$0
12	Double Track Pleasant Hill to Jefferson City (90 mph) PE/NEPA	\$10	100/0/0	\$10	\$0	\$0
13	Kingsville Passing Siding	\$11.6	100/0/0	\$11.6	\$0	\$0
14	New High Speed Dedicated Corridor between KC and STL PE/NEPA and Land Acquisition	\$600	100/0/0	\$600	\$0	\$0
	<b>GRAND TOTAL</b>	<b>\$1,010.2</b>		<b>\$930.7</b>	<b>\$75</b>	<b>\$4.5</b>



# Kansas City to St. Louis

MoDOT's Proposed UP/Amtrak Partnership  
HSIPR Funding Improvements as of April, 2011

Passenger / Freight Improvement Plan		
Current/Completed:	1. Gasconade River Bridge	\$34.1 M
	2. California/Shell Siding	\$8.1 M
	3. Webster Crossover	\$4.4 M
	4. Osage Bridge and Double Track	\$28.3 M
	5. Crossing Upgrades	\$3.2 M
Current/Completed total		\$78.1 M
FD / Construction Projects:	6. Knob Noster Siding	\$9.9 M
	7. Terminal RR	
	STL Terminal - Grand St. to Gratiot St.	\$4.2 M
	STL Terminal - N Market St. To Biddle St.	\$6.0 M
	STL Terminal - Merchants Bridge	\$150.0 M
	KC Terminal - Independence St.	19.1 M
	8. Bonnot's Mill Crossover	\$6.3 M
	9. Hermann Crossover	\$5.0 M
	10. JC 3rd Mainline and Station	\$21.8 M
	11. Three Train Sets	\$75.0 M
	12. Kingsville Siding	\$11.6 M
	13. Lee's Summit to Pleasant Hill for 90 MPH	\$48.4 M
	14. Strasburg Grade Separation	\$10.0 M
FD / Construction Projects total		\$367.3 M
PE/NEPA Projects In Progress:	15. Pleasant Hill to Jeff City for 90 MPH	\$10.0 M
	16. New High Speed Dedicated Corridor between KC and STL PE/NEPA and Land Acquisition	\$600.0 M
PE/NEPA Projects total		\$610.0 M
Future Construction Projects:	17. Passenger Communication System	\$3.0 M
	Future Construction Projects total	\$3.0 M
Grand Total		\$1,058.4 M







**Memorandum of Understanding  
Between Illinois Department of Transportation, Michigan Department of  
Transportation, Missouri Department of Transportation, and the Wisconsin  
Department of Transportation  
for the  
Procurement and Purchase of Next Generation Corridor Equipment in Illinois's  
High Speed Intercity Passenger Rail Application  
March 31, 2011**

THIS MEMORANDUM OF UNDERSTANDING ("MOU") is entered into by the Illinois Department of Transportation ("IDOT"), Michigan Department of Transportation ("MDOT"), Missouri Department of Transportation ("MODOT"), and the Wisconsin Department of Transportation ("WisDOT") (collectively, the "Agencies").

WHEREAS, The Agencies desire to achieve safe and reliable passenger rail service throughout the Midwest; and

WHEREAS, IDOT is designated as the lead state in submitting a High Speed Intercity Passenger Rail ("HSIPR") application to the Federal Railroad Administration ("FRA") for funding; and

WHEREAS, IDOT is applying for HSIPR funding under a grant application named *Illinois Next Generation Pooled Equipment Procurement* to procure and purchase Next Generation Corridor Equipment to replace National Railroad Passenger Corporation ("Amtrak") owned equipment for eight (8) operationally independent corridors; and

WHEREAS, IDOT has the legal authority to procure and purchase railroad equipment; and

WHEREAS MDOT has the legal authority to procure and purchase railroad equipment; and

WHEREAS MODOT has the legal authority to procure and purchase railroad equipment; and

WHEREAS WisDOT has the legal authority to procure and purchase railroad equipment; and

WHEREAS, Amtrak currently operates intercity trains on eight (8) operationally independent corridors in Illinois, Michigan, Missouri, and Wisconsin; and

WHEREAS, the federal HSIPR funds which IDOT has applied for to procure and purchase railroad equipment will be disbursed to each state for their respective projects in Illinois's application; and

WHEREAS, funding for this application will be conducted under a competitive process through FRA with cooperation among affected stakeholders being essential to obtaining the funding.

NOW, THEREFORE, the Agencies agree that if federal HSIPR funds are made available to each state DOT upon FRA approval of the *Illinois Next Generation Pooled Equipment Procurement* application, then the Agencies agree to perform the following actions:

1. Procure and purchase Next Generation Corridor Equipment to replace Amtrak-owned equipment for the following operationally independent corridors:
  - a. Chicago, IL to Carbondale, IL;
  - b. Chicago, IL to Quincy, IL;
  - c. 1 proposed service corridor (Chicago, IL to Dubuque, IA);
  - d. Blue Water (Chicago, IL to Port Huron, MI);
  - e. Pere Marquette (Chicago, IL to Grand Rapids, MI);
  - f. Wolverine (Chicago, IL to Pontiac, MI);
  - g. River Runner (Saint Louis, MO to Kansas City, MO); and
  - h. Hiawatha (Chicago, IL to Milwaukee, WI)
2. Administer the HSIPR funds in accordance with federal deadlines and requirements:

ILLINOIS DEPARTMENT OF  
TRANSPORTATION

By: \_\_\_\_\_

Title: \_\_\_\_\_

MICHIGAN DEPARTMENT OF  
TRANSPORTATION

By : \_\_\_\_\_

Title: \_\_\_\_\_

MISSOURI DEPARTMENT OF  
TRANSPORTATION

By: \_\_\_\_\_

Title: \_\_\_\_\_

WISCONSIN DEPARTMENT OF  
TRANSPORTATION

By : \_\_\_\_\_

Title: \_\_\_\_\_

WHEREAS, funding for this application will be conducted under a competitive process through FRA with cooperation among affected stakeholders being essential to obtaining the funding.

NOW, THEREFORE, the Agencies agree that if federal HSIPR funds are made available to each state DOT upon FRA approval of the *Illinois Next Generation Pooled Equipment Procurement* application, then the Agencies agree to perform the following actions:


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  - g. River Runner (Saint Louis, MO to Kansas City, MO); and
  - h. Hiawatha (Chicago, IL to Milwaukee, WI)
2. Administer the HSIPR funds in accordance with federal deadlines and requirements:

ILLINOIS DEPARTMENT OF  
TRANSPORTATION

By: \_\_\_\_\_

Title:

MICHIGAN DEPARTMENT OF  
TRANSPORTATION

By: 

Title: Director

MISSOURI DEPARTMENT OF  
TRANSPORTATION

By: \_\_\_\_\_

Title:

WISCONSIN DEPARTMENT OF  
TRANSPORTATION

By : \_\_\_\_\_

Title:



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  - f. Wolverine (Chicago, IL to Pontiac, MI);
  - g. River Runner (Saint Louis, MO to Kansas City, MO); and
  - h. Hiawatha (Chicago, IL to Milwaukee, WI)
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ILLINOIS DEPARTMENT OF  
TRANSPORTATION

By: \_\_\_\_\_

Title:

MICHIGAN DEPARTMENT OF  
TRANSPORTATION

By: \_\_\_\_\_

Title:

MISSOURI DEPARTMENT OF  
TRANSPORTATION

By:   
4/01/11

Title: Chief Engineer

WISCONSIN DEPARTMENT OF  
TRANSPORTATION

By : \_\_\_\_\_

Title:

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2. Administer the HSIPR funds in accordance with federal deadlines and requirements:

ILLINOIS DEPARTMENT OF  
TRANSPORTATION

By: \_\_\_\_\_

Title:

MICHIGAN DEPARTMENT OF  
TRANSPORTATION

By: \_\_\_\_\_

Title:

MISSOURI DEPARTMENT OF  
TRANSPORTATION

By: \_\_\_\_\_

Title:

WISCONSIN DEPARTMENT OF  
TRANSPORTATION

By: Mk Gottlieb

Title: secretary



## **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.

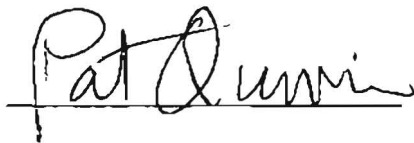
NOW, THEREFORE, be it resolved that the Governors and the Mayor of Chicago agree they will:

- 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

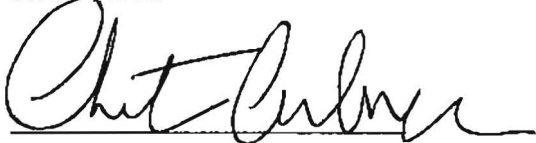
State of Indiana



Mitch Daniels, Governor

Date 7/27/09

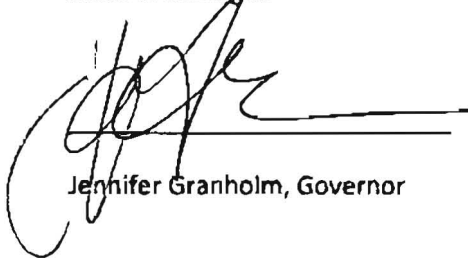
State of Iowa



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

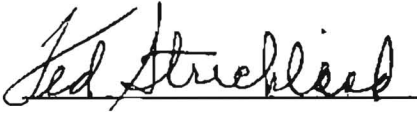


Tim Pawlenty, Governor

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

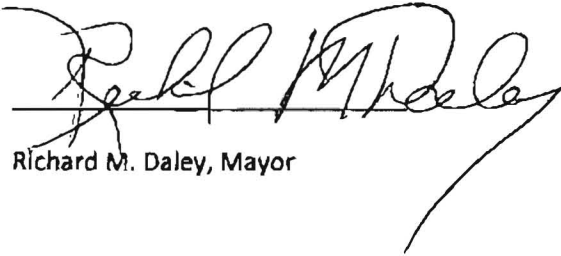
State of Wisconsin

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. There is a long, sweeping flourish extending from the bottom right of the signature.

Richard M. Daley, Mayor

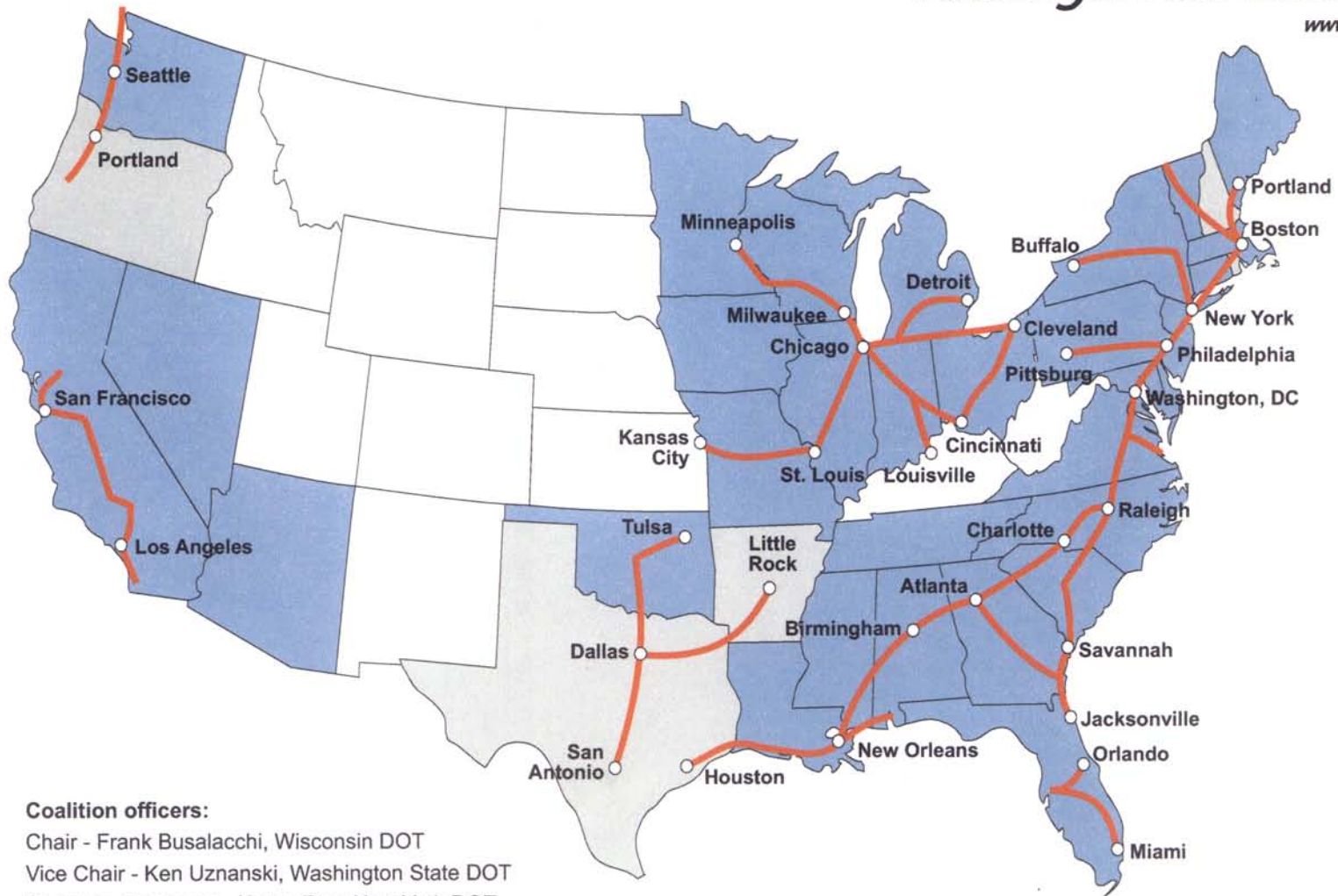
Date 7/27/09

*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

# Most Recent Letters of Support

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Received in  
April 2011

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March 31, 2011

Ms. Rodney Massman  
Administrator of Railroads  
Missouri Department of Transportation  
830 MoDOT Drive  
Jefferson City, MO 65109

Dear Mr. Massman

The National Railroad Passenger Corporation (Amtrak) would like to take this opportunity to express its support for Missouri's High Speed Intercity Passenger Rail (HSIPR) grant application submitted in response to the March 16, 2011 Federal Register Notice issued by the Federal Railroad Administration (FRA) for the project listed below. This Notice announced the redistribution of funds authorized and/or appropriated in three pieces of legislation: the Passenger Rail Investment and Improvement Act of 2008 (PRIIA), the American Recovery and Reinvestment Act of 2009 (ARRA) and the Fiscal Year 2010 Consolidated Appropriations Act.

Amtrak's support relates to the following project:

Acquisition of rail passenger cars and locomotives through a multi-state grant application process led by the Illinois Department of Transportation. Our support is contingent on the following conditions:

- Equipment would be procured consistent with Sec 305 Committee specifications
- Larger purchase amounts (total units) would:
  - Encourage larger industry competition
  - Build industry capacity
  - Gain scale economies
  - Reduce procurement costs (if jointly procured) including administration, contract management, equipment engineering oversight, testing, etc.
- Equipment acquisition is consistent with Amtrak's Fleet Plan. "The Amtrak Fleet Strategy Plan is publicly available on [www.amtrak.com](http://www.amtrak.com) (Inside Amtrak/Reports & Documents Section)"

This project, upon completion, will improve intercity passenger rail service and benefit the Amtrak system. Based on the information made available to us regarding the project's eligibility, and subject to the development of such project-specific agreements as FRA may require, we support its selection for grant funding and ultimate implementation.



Rodney Massman  
Page (2)

The advancement of projects like this will help develop high-speed and quality intercity passenger rail service in the United States. We appreciate your leadership in filing this application and look forward to a favorable decision.

Sincerely,



Michael W. Franke  
Assistant Vice President, Policy and Development (Central Region)

cc: The Honorable Joseph C. Szabo, Administrator  
Federal Railroad Administration



March 31, 2011

Mr. Rodney Massman  
Administrator of Railroads  
Missouri Department of Transportation  
830 MoDOT Drive  
Jefferson City, MO 65109

Dear Mr. Massman:

The National Railroad Passenger Corporation (Amtrak) would like to take this opportunity to express its support for Missouri's High Speed Intercity Passenger Rail (HSIPR) grant application submitted in response to the March 16, 2011 Federal Register Notice issued by the Federal Railroad Administration (FRA) for the projects listed below. This Notice announced the redistribution of funds authorized and/or appropriated in three pieces of legislation: the Passenger Rail Investment and Improvement Act of 2008 (PRIIA), the American Recovery and Reinvestment Act of 2009 (ARRA) and the Fiscal Year 2010 Consolidated Appropriations Act.

Amtrak's support relates to the following infrastructure improvement projects on the St. Louis-Kansas City rail corridor:

1. Knob Noster Siding
2. Herman Crossover
3. Jefferson City third main track
4. Double track Lee's Summit to Pleasant Hill (90-mph maximum authorized speed)
5. PE/NEPA for double track Pleasant Hill to Jefferson City (90 mph maximum authorized speed)
6. Kingsville Passing Siding
7. Bonnotts Mill Crossover

These projects, upon completion, will improve intercity passenger rail service and benefit the Amtrak system. Based on the information made available to us regarding the projects' eligibility, and subject to the development of such project-specific agreements as FRA may require, we support their selection for grant funding and ultimate implementation.

The advancement of projects like these will help develop high-speed and quality intercity passenger rail service in the United States. We appreciate your leadership in filing this application and look forward to a favorable decision.

Sincerely,

A handwritten signature in blue ink that reads "Michael W. Franke".

Michael W. Franke  
Assistant Vice President, Policy and Development (Central Region)

cc: The Honorable Joseph C. Szabo, Administrator  
Federal Railroad Administration



March 30, 2011

To Whom It May Concern:

This letter is to demonstrate Union Pacific Railroad's (UP's) support for the Missouri Department of Transportation (MoDOT) to obtain additional funding through the Federal Railroad Administration's High Speed Intercity Passenger Rail Program for the Missouri - KC to STL Corridor. UP has worked collaboratively with MoDOT to advance the current projects in 2011. We are confident we can aggressively pursue the PE/NEPA projects and proceed to construction expeditiously.

It is understood MoDOT has not as of yet received construction funding for these projects.

KC to STL Corridor Projects are:

1. Double Track Lee's Summit to Pleasant Hill for 90 mph operations
2. Bonnot's Mill Universal Crossover
3. Hermann Crossover
4. Jefferson City Third Mainline \*did not receive PE-NEPA as of this date
5. Knob Noster Siding
6. Kingsville Passing Siding.

Yours very truly,

A handwritten signature in blue ink, appearing to read "John H. Rebensdorf", with a long, sweeping horizontal line extending to the right.

**John H. Rebensdorf**  
VP Network Planning & Operations

**UNION PACIFIC RAILROAD**  
1400 Douglas St., Stop 1110, Omaha, NE 68179-1110  
ph. (402) 544-4279 fx. (402) 501-0227  
jrebensd@up.com



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Maggie Hales

March 29, 2011

Brian Weiler

Multi-Modal Operations Director

Missouri Department of Transportation

105 West Capitol

Jefferson City, MO 65102

Dear Mr. Weiler:

I am writing to support efforts by the Missouri Department of Transportation and the St. Louis Terminal Railroad to obtain funding through the Federal Railroad Administration's High Speed Intercity Passenger Rail Program for two projects related to the Missouri - Kansas City to St. Louis Corridor.

The first project is from Dock Street to Market Street in the City of St. Louis and involves the installation of new track, power switching equipment, and signal equipment. The new track, track upgrades, and switching/signal equipment will address significant capacity issues and improve safety on this critical link between the St. Louis Multimodal Center and the Merchant's Bridge.

The second project will replace the existing Merchant's Bridge, its approaches, and provide necessary switching/control equipment. This project will address safety and significant capacity deficiencies that affect both passenger and freight movements over the Mississippi River.

Both projects will greatly enhance the safety, efficiency, and capacity of rail track near the St. Louis Multimodal Center and crossing the Mississippi River. Although these projects are not identified on the region's current Transportation Improvement Program (TIP), East-West Gateway Council of Governments, the Metropolitan Planning Organization for the St. Louis region, will amend the TIP if the application(s) submitted by the Missouri Department of Transportation and the St. Louis Terminal Railroad is selected to receive funding through the High Speed Intercity Passenger Rail Program.

The Council recognizes the importance of local priorities and the need to implement them. Given the present level of federal and state transportation funds available to the St. Louis region, it is unlikely that construction of such an important project will proceed without an infusion of funds dedicated specifically to the project.

Sincerely,

Edward Hillhouse  
Executive Director

Gateway Tower  
One Memorial Drive, Suite 1600  
St. Louis, MO 63102-2451

314-421-4220  
618-274-2750  
Fax 314-231-6120

webmaster@ewgateway.org  
www.ewgateway.org





March 31, 2011

Mr. Rodney Massman  
Administrator of Railroads  
Missouri Department of Transportation  
830 MoDOT Drive  
Jefferson City, MO 65109

Dear Mr. Massman:

The National Railroad Passenger Corporation (Amtrak) would like to take this opportunity to express its support for Missouri's High Speed Intercity Passenger Rail (HSIPR) grant application submitted in response to the March 16, 2011 Federal Register Notice issued by the Federal Railroad Administration (FRA) for the projects listed below. This Notice announced the redistribution of funds authorized and/or appropriated in three pieces of legislation: the Passenger Rail Investment and Improvement Act of 2008 (PRIIA), the American Recovery and Reinvestment Act of 2009 (ARRA) and the Fiscal Year 2010 Consolidated Appropriations Act.

Amtrak's support relates to the following project:

Proposed new passenger rail station for Jefferson City, Missouri

This project, upon completion, will improve intercity passenger rail service and benefit the Amtrak system. Based on the information made available to us regarding the project's eligibility, and subject to the development of such project-specific agreements as FRA may require, we support its selection for grant funding and ultimate implementation.

The advancement of projects like this will help develop high-speed and quality intercity passenger rail service in the United States. We appreciate your leadership in filing this application and look forward to a favorable decision.

Sincerely,

A handwritten signature in blue ink that reads "Michael W. Franke".

Michael W. Franke  
Assistant Vice President, Policy and Development (Central Region)

cc: The Honorable Joseph C. Szabo, Administrator  
Federal Railroad Administration





March 31, 2011

Mr. Rodney Massman  
Administrator of Railroads  
Missouri Department of Transportation  
830 MoDOT Drive  
Jefferson City, MO 65109

Dear Mr. Massman:

The National Railroad Passenger Corporation (Amtrak) would like to take this opportunity to express its support for Missouri's High Speed Intercity Passenger Rail (HSIPR) grant application submitted in response to the March 16, 2011 Federal Register Notice issued by the Federal Railroad Administration (FRA) for the project listed below. This Notice announced the redistribution of funds authorized and/or appropriated in three pieces of legislation: the Passenger Rail Investment and Improvement Act of 2008 (PRIIA), the American Recovery and Reinvestment Act of 2009 (ARRA) and the Fiscal Year 2010 Consolidated Appropriations Act.

Amtrak's support relates to the following project:

Strasburg grade separation

It is our understanding that this project, upon completion, will improve intercity passenger rail service and benefit the Amtrak system. Based on the information made available to us regarding the project's eligibility, and subject to the development of such project-specific agreements as FRA may require, we support its selection for grant funding.

The advancement of projects like this will help develop high-speed and quality intercity passenger rail service in the United States. We appreciate your leadership in filing this application and look forward to working with you on this and future opportunities to improve intercity passenger rail service.

Sincerely,

A handwritten signature in blue ink that reads "Michael W. Franke".

Michael W. Franke  
Assistant Vice President, Policy and Development (Central Region)

cc: The Honorable Joseph C. Szabo, Administrator  
Federal Railroad Administration

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

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



March 28, 2011

Mr. Brian Weiler  
Multi-Modal Operations Director  
Missouri Department of Transportation  
105 West Capitol  
Jefferson City, Missouri 65102

Re: High Speed Rail Intercity Passenger Rail Application

Dear Mr. Weiler:

The Mid-America Regional Council (MARC) wishes to convey support for a proposal by the Missouri Department of Transportation to obtain funding through the High Speed Intercity Passenger Rail program. MoDOT's application will further enhance passenger rail services in Missouri, addressing important state and regional priorities, and ensure metropolitan Kansas City's current and future transportation needs are met.

*Transportation Outlook 2040*, the long-range transportation plan (LRTP) for the Kansas City region, includes strategies to "Support and advance the proposed St. Louis to Kansas City rail corridor as part of the Vision for High-Speed Rail in America" and "Support efforts to upgrade and improve existing passenger-rail service in Kansas and Missouri." MoDOT's application is clearly consistent with the region's LRTP, and will not only enhance cross-state mobility, but will also support and be compatible with proposed commuter transit services in the Kansas City region.

We are prepared to amend the region's Transportation Improvement Program should MoDOT receive funding through the High Speed Intercity Passenger Rail Program.

MARC is pleased to extend its support to MoDOT's proposal.

Sincerely,

A handwritten signature in black ink, appearing to read "David A. Warm", with a stylized flourish at the end.

David A. Warm  
Executive Director

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Commissioner  
Unified Government  
of Wyandotte County/  
Kansas City, Kan.

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James C. Tellefson  
Commissioner  
Leavenworth County, Kan.

Executive Director  
David A. Warm



March 31, 2011

The Honorable Ray H. LaHood, Secretary  
U.S. Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, D.C. 20590

Re: Merchants Bridge

Dear Secretary LaHood:

Union Pacific would support a public – private partnership for the critical rehabilitation on the Merchants Bridge, one of only two functioning railroad cross-river structures over the Mississippi River between Illinois and Missouri in the St. Louis Metropolitan area.

The rehabilitation of the Merchants Bridge is essential to freight and passenger train movement in the St. Louis terminal area. Union Pacific will support the TRRA and its parent companies to progress this project as a public-private partnership. We would ask for your consideration of TRRA's application for funding to help make the project a reality.

Respectfully,

A handwritten signature in blue ink, appearing to read "John H. Rebensdorf", with a long, sweeping horizontal line extending to the right.

**John H. Rebensdorf**  
VP Network Planning & Operations

**UNION PACIFIC RAILROAD**  
1400 Douglas St., Stop 1110, Omaha, NE 68179-1110  
ph. (402) 544-4279 fx. (402) 501-0227  
jrebensd@up.com



April 4, 2011

Mr. Rodney Massman  
Administrator of Railroads  
Missouri Department of Transportation  
830 MoDOT Drive  
Jefferson City, MO 65109

Dear Mr. Massman:

The National Railroad Passenger Corporation (Amtrak) would like to take this opportunity to express its support for Missouri's High Speed Intercity Passenger Rail (HSIPR) grant application submitted in response to the March 16, 2011 Federal Register Notice issued by the Federal Railroad Administration (FRA) for the projects listed below. This Notice announced the redistribution of funds authorized and/or appropriated in three pieces of legislation: the Passenger Rail Investment and Improvement Act of 2008 (PRIIA), the American Recovery and Reinvestment Act of 2009 (ARRA) and the Fiscal Year 2010 Consolidated Appropriations Act.

Amtrak's support relates to the following projects:

1. Replace the TRRA's Merchants Bridge over the Mississippi River.
2. Construct a second main track on the TRRA between North Market and Biddle Streets (Merchants Bridge route).

It is our understanding that these projects, upon completion, have the potential to improve intercity passenger rail service and benefit the Amtrak system. Based on the information made available to us regarding the projects' eligibility, and subject to the development of such project-specific agreements as FRA may require, we support this application as a potential candidate for funding.

The advancement of projects like these will help develop high-speed and quality intercity passenger rail service in the United States. We appreciate your leadership in filing this application and look forward to working with you on this and future opportunities to improve intercity passenger rail service.

Sincerely,

A handwritten signature in blue ink that reads "Michael W. Franke".

Michael W. Franke  
Assistant Vice President, Policy and Development (Central Region)

cc: The Honorable Joseph C. Szabo, Administrator  
Federal Railroad Administration