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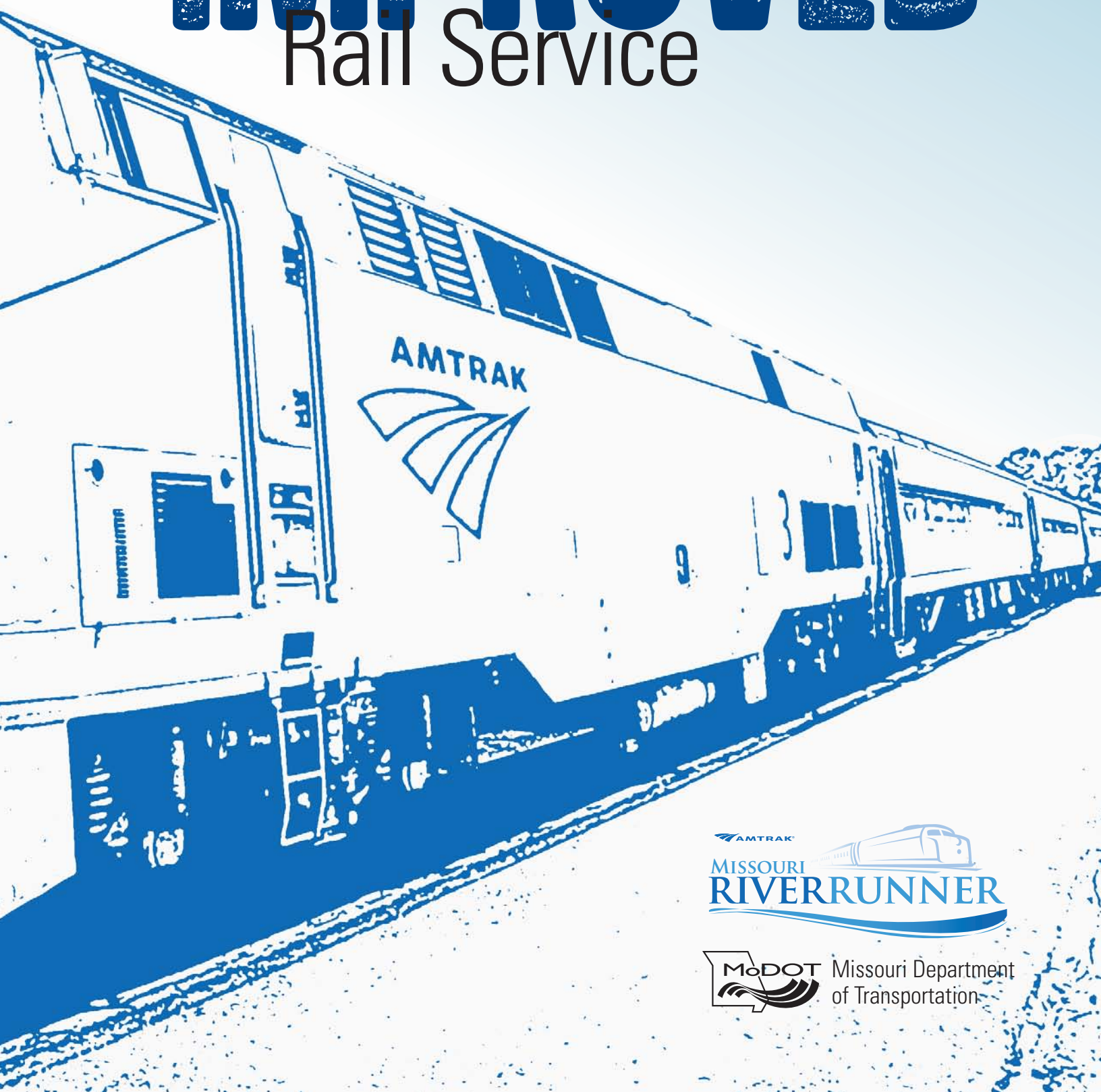

AMTRAK
MISSOURI RIVERRUNNER

MoDOT Missouri Department of Transportation

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Missouri
Department
of Transportation

MoDOT

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

Pete K. Rahn, Director

September 30, 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 and Amtrak, is submitting the enclosed application for the High-Speed Intercity Passenger Rail Program made possible through the American Recovery and Reinvestment Act. This proposal is requesting new train equipment for use 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.

The project was planned as part of the Midwest Regional Rail Initiative whose members include nine states. These states have researched the viability of an enhanced Midwest rail system, and we know equipment that offers reliability and comfort enhances our opportunity to make passenger rail a more attractive form of travel. Improving travel times and the frequency of service are two significant elements in adequately accommodating both business and pleasure travelers. The equipment's efficiency and reliability greatly influence whether or not we can achieve our goals.

First and foremost, securing new train equipment would offer the opportunity to create and support jobs that deliver both economic and transportation benefits to the heart of our country. The construction of new passenger rail equipment creates the need for manufactured goods and supplies – actions that positively contribute to the health of the nation's economy. These new opportunities for factories, workers and designers in several Midwestern states can bring some relief to economically distressed areas of the Midwest. The total project investment is expected to be approximately $50 million.

Using this new equipment along Amtrak's *Missouri River Runner* corridor means we can replace outdated, energy-consuming equipment, which can make a significant environmental contribution to the health of individuals and to the state of Missouri. Reducing emissions, cleaning up the air and using less fuel are of utmost concerns to our department and to our state.

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

Sincerely,

Pete K. Rahn
Director

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.

Attachments

cc: Daniel Hall, Missouri Governor's Office
Ben Jones, Union Pacific Railroad
Ray Lang, Amtrak
Kevin Keith, MoDOT
Brian Weiler, MoDOT
Jay Wunderlich, MoDOT
Rod Massman, MoDOT

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Rail Service

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Show Me IMPROVED Rail Service

September 2009

Working together with others who share common purposes and mutual goals can result in some of our best work, some of our most creative ideas and some of our most tremendous successes. Through the Midwest Regional Rail Initiative (MWRRI), nine Midwestern states – Illinois, Indiana, Iowa, Michigan, Minnesota, Missouri, Nebraska, Ohio and Wisconsin – first joined forces in 1996 and set out to make a positive difference in rail transportation throughout the nation's heartland.

For much longer 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 state and 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.

Building upon the MWRRI's planning and in partnership with the Union Pacific Railroad and Amtrak, the Missouri Department of Transportation is submitting to the Federal Railroad Administration a project application requesting new train equipment for use in Missouri between St. Louis and Kansas City, which is a significant piece of the corridor serving the MWRRI states. Missouri has had a state-supported Amtrak route between St. Louis and Kansas City for more than 30 years. Union Pacific owns the rail line.

A goal of this cooperative effort, through a focus on service reliability and removing rail system bottlenecks that will help increase ridership, is to provide equipment that is cost-effective and reliable. This goal also supports achieving a healthy environment and making passenger rail a viable choice for people traveling for both business and pleasure.

Creating and supporting jobs is a requirement of using federal recovery act funds. The production of new equipment means jobs for a workforce that designs and builds trains, and for those who make the supplies used to do the building. With an approximate investment of $50 million, these are jobs that deliver

both economic and transportation benefits by bringing about more reliable service and eventually leading to faster travel times.

Research shows that dependable and comfortable equipment will help attract riders to passenger rail systems when coupled with good on-time performances and accommodating schedules. Fewer breakdowns and mechanical problems will support the need for passengers to arrive and depart on time, so efficient train travel is the rule rather than the exception.

Reducing emissions, striving for cleaner air and using less fuel are also benefits of new equipment. Replacing outdated, energy-consuming equipment with more fuel-efficient equipment goes hand-in-hand with Missouri's on-going efforts to reduce rail line impediments that adversely affect on-time performance and predictable scheduling. These infrastructure improvements will dramatically decrease the overall wait times for the passenger trains that must hold up for freight trains moving through the same areas. By reducing the waiting points at various locations along Amtrak's Missouri River Runner route, the amount of fuel wasted by unnecessary engine idling will also dramatically decrease.

Missouri's vision includes a high-speed rail network with fuel-efficient equipment and rail line improvements that 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.

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. The new equipment project funds are an investment in what Missouri needs to further enhance both passenger and freight movement. This adds up to moving significantly closer to clearly realizing the vision of a national network of efficient 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
Track 1a				
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
Track 1b				
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
Track 2				
12. New Train Equipment	$50,000,000	$50,000,000	$0	$0
TOTALS	**$201,050,000**	**$174,080,000**	**$14,890,000**	**$12,080,000**
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
Track 1a				
1. Osage Bridge	$0	$0	$0	$0
2. Crossing Projects	$0	$0	$0	$0
3. Webster Crossover	$0	$0	$0	$0
Track 1b				
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
Track 2				
12. New Train Equipment	undetermined	undetermined	undetermined	undetermined
TOTALS	**$8,070,900**	**$6,689,600**	**$850,000**	**$531,300**
PERCENTAGE		83%	11%	7%

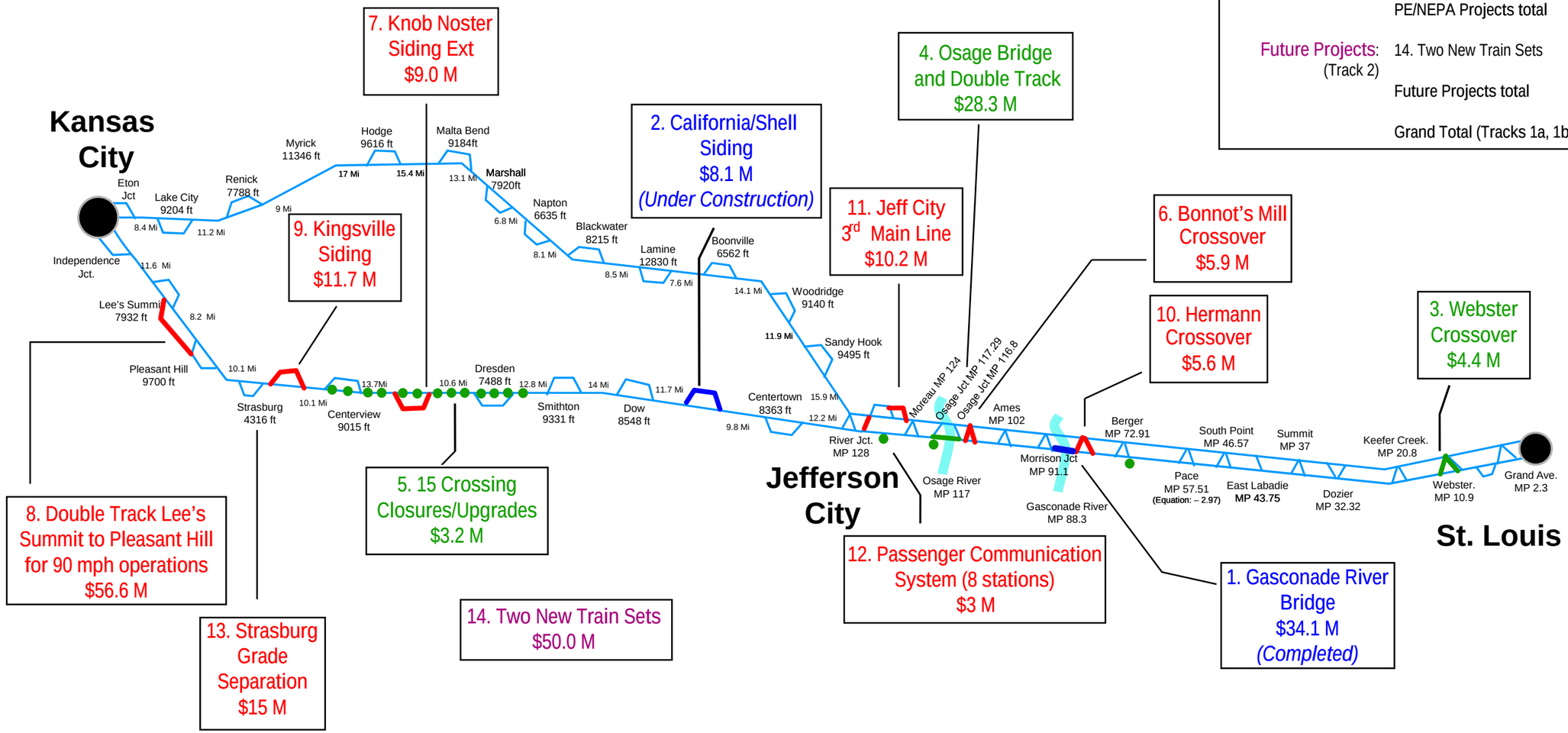
**PE/NEPA - Preliminary Engineering/National Environmental Policy Act compliance documentation*

Kansas City to St. Louis

MoDOT's Proposed ARRA / Partnership Funding Improvements

Passenger / Freight Improvement Plan

Current/Completed:	1.Gasconade 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	$4.4M
	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. Two 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

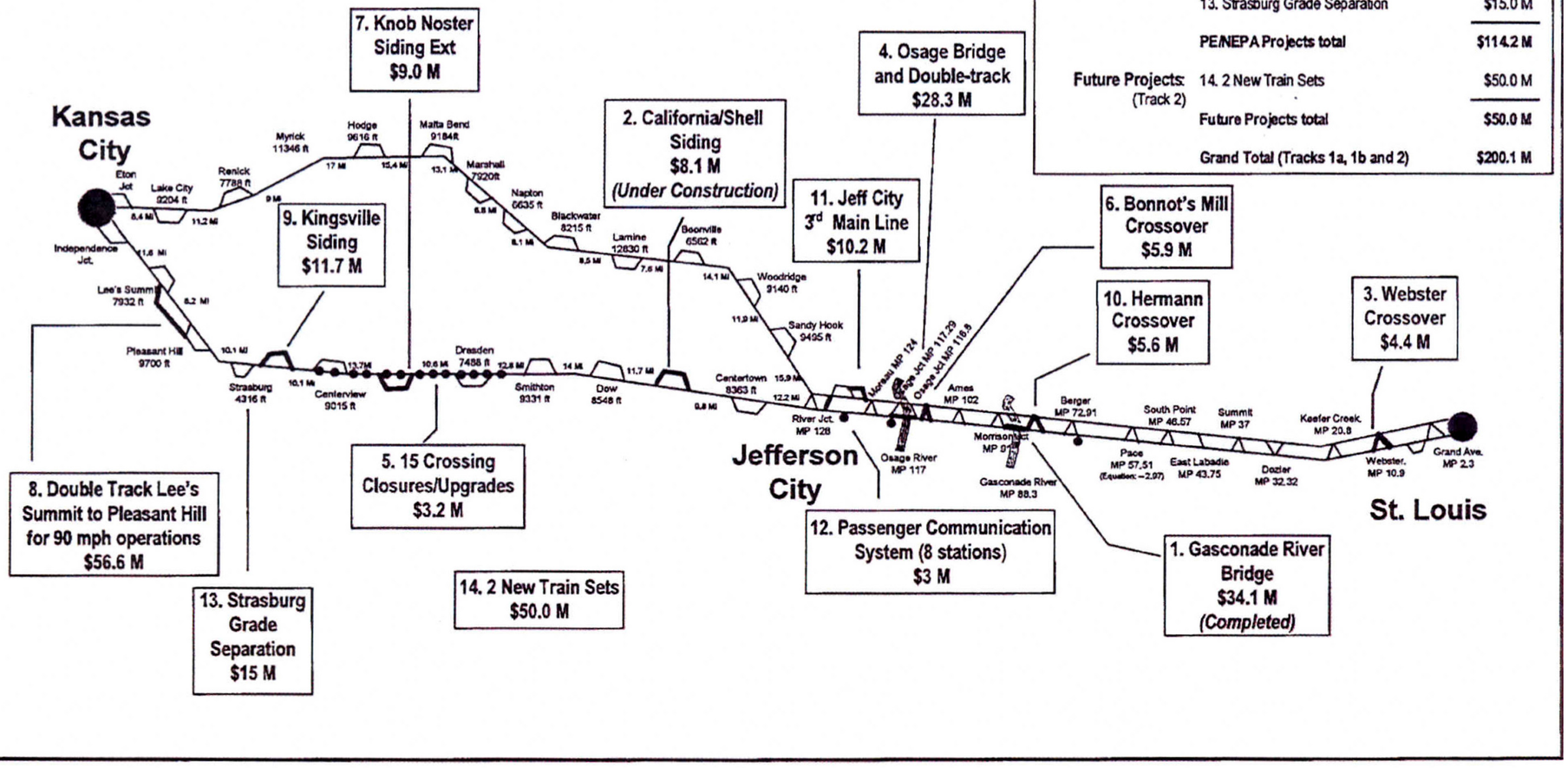
Brian C. Wahl
Multimodal Director
Missouri Department of Transportation
August 18th, 2009

Union Pacific
VP Network Plng & Oprns
08/19/09

Michael W. Franke
8-19-09
Amtrak

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	$4.4M
	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**



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 (MWRRI), 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 MWRRI 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 (MWRRI) 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

Ted Strickland, Governor

Date 7/27/09

State of Wisconsin

Jim Doyle, Governor

Date 7/27/09

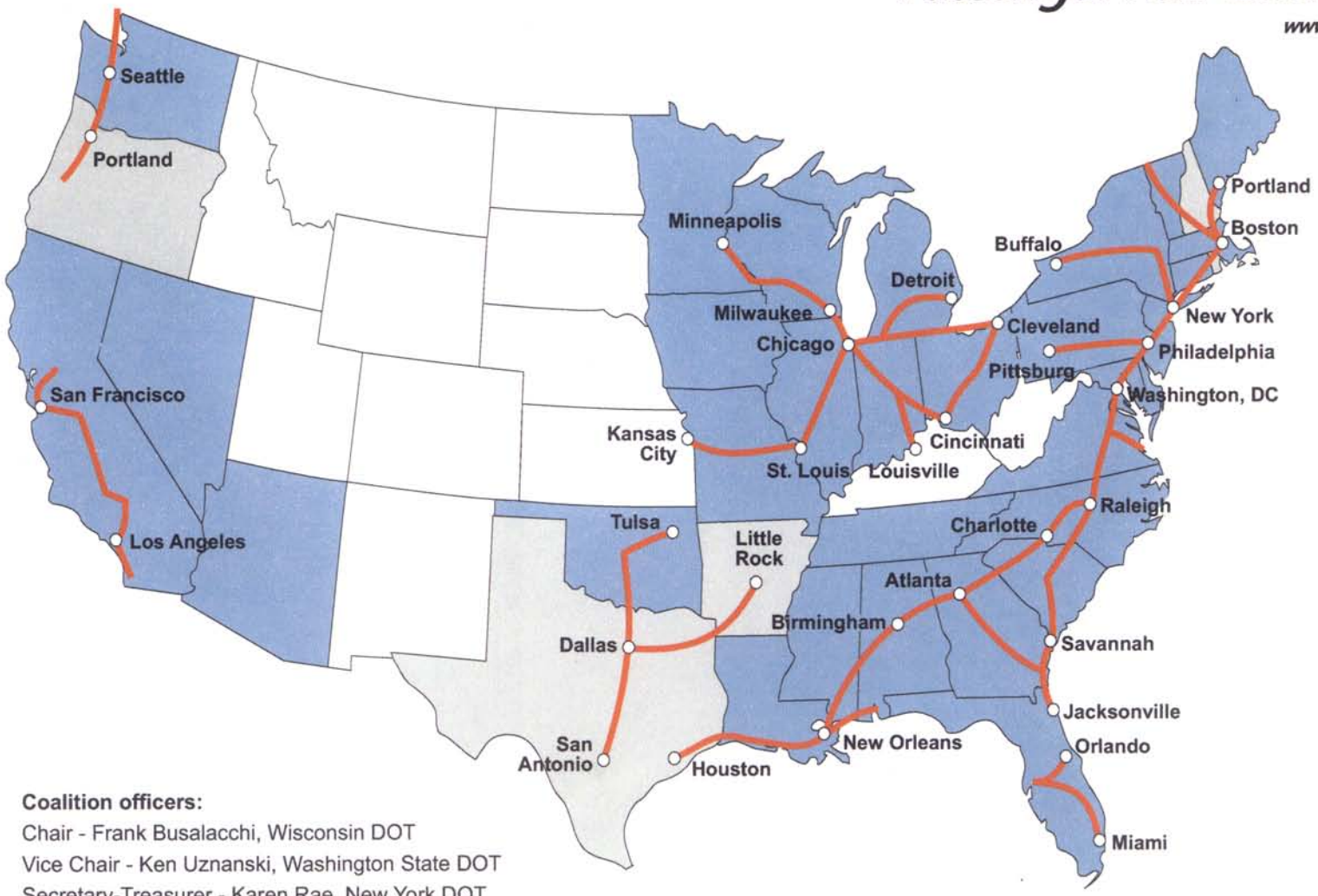
City of Chicago

Richard M. Daley, Mayor

Date 7/27/09

States for Passenger Rail Coalition

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**

Track 2 Application

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High-Speed Intercity Passenger Rail (HSIPR) Program

Track 2–Corridor Programs: Application Form

Welcome to the Application Form for Track 2–Corridor Programs of the Federal Railroad Administration's High-Speed Intercity Passenger Rail (HSIPR) Program.

This form will provide information on a cohesive set of projects—representing a phase, geographic segment, or other logical grouping—that furthers a particular corridor service.

Definition: For purposes of this application, a "Corridor Program" is "a group of projects that collectively advance the entirety, or a 'phase' or 'geographic section,' of a corridor service development plan." *(Guidance, 74 Fed, Reg. 29904, footnote 4).* **A Corridor Program must have independent utility and measurable public benefits.**

In addition to this application form and required supporting materials, applicants are required to submit a Corridor Service Overview.

An applicant may choose to represent its vision for the entire, fully-developed corridor service in one application or in multiple applications, provided that the set of improvements contained in each application submitted has independent utility and measurable public benefits. The same Service Development Plan may be submitted for multiple Track 2 Applications. Each Track 2 application will be evaluated independently with respect to related applications. Furthermore, FRA will make its evaluations and selections for Track 2 funding based on an entire application rather than on its component projects considered individually.

We appreciate your interest in the HSIPR Program and look forward to reviewing your entire application. If you have questions about the HSIPR program or the Application Form and Supporting Materials for Track 2, please contact us at HSIPR@dot.gov.

Instructions for the Track 2 Application Form:

- Please complete the HSIPR Application electronically. See Section G of this document for a complete list of the required application materials.
- In the space provided at the top of each section, please indicate the Corridor Program name, date of submission (mm/dd/yyyy), and an application version number assigned by the applicant. The Corridor Program name must be identical to the name listed in the Corridor Service Overview Master List of Related Applications. Consisting of less than 40 characters, the Corridor Program name must consist of the following elements, each separated by a hyphen: (1) the State abbreviation of the State submitting this application; (2) the route or corridor name that is the subject of the related Corridor Service Overview; and (3) a descriptor that will concisely identify the Corridor Program's focus (e.g., HI-Fast Corridor-Main Stem).
- Section B, Question 10 requires a distinct name for each project under this Corridor Program. Please the following the naming convention: (1) the State abbreviation; (2) the route or corridor name that forms part of the Corridor Program name; and (3) a project descriptor that

will concisely identify the project's focus (e.g., HI-Fast Corridor-Wide River Bridge). For projects previously submitted under another application, please use the **same name** previously used on the project application.

- For each question, enter the appropriate information in the designated gray box. If a question is not applicable to your Track 2 Corridor Program, please indicate "N/A."
- Narrative questions should be answered within the limitations indicated.
- Applicants must up load this completed and all other application materials to www.GrantSolutions.gov by October 2, 2009 at 11:59 pm EDT.
- Fiscal Year (FY) refers to the Federal Government's fiscal year (Oct. 1- Sept. 30).

A. Point of Contact and Application Information

(1) Application Point of Contact (POC) Name: **Rodney P. Massman**		**POC Title:** **Administrator of Railroads**		
Applicant State Agency or Organization Name: **Missouri Department of Transportation**				
Street Address: **2217 St. Mary's Blvd.**	**City:** **Jefferson City**	**State:** **MO**	**Zip Code:** **65109**	**Telephone Number:** **573-751-7476**
Email: rodney.massman@modot.mo.gov		**Fax: 573-526-4709**		

B. Corridor Program Summary

(1) Corridor Program Name: MO-KC to STL Corridor-New Locomotive and Passenger Equipment

(2) What are the anticipated start and end dates for the Corridor Program? *(mm/yyyy)*
Start Date: 01/01/11 **End Date:** equipment will be used indefintely

(3) Total Cost of the Corridor Program: (Year of Expenditure (YOE) Dollars*) $ $50,000,000.00

Of the total cost above,, how much would come from the FRA HSIPR Program: (YOE Dollars**) $ $50 M total,

Indicate percentage of total cost to be covered by matching funds: 0 %

Please indicate the source(s) for matching funds: N/A

***** Year-of-Expenditure (YOE) dollars are inflated from the base year. Applicants should include their proposed inflation assumptions (and methodology, if applicable) in the supporting documentation.
** This is the amount for which the Applicant is applying.

(4) Corridor Program Narrative. *Please limit response to 12,000 characters.*

Describe the main features and characteristics of the Corridor Program, including a description of:

- The location(s) of the Corridor Program's component projects including name of rail line(s), State(s), and relevant jurisdiction(s) (include a map in supporting documentation).
- How this Corridor Program fits into the service development plan including long-range system expansions and full realization of service benefits.
- Substantive activities of the Corridor Program (e.g., specific improvements intended).
- Service(s) that would benefit from the Corridor Program, the stations that would be served, and the State(s) where the service operates.
- Anticipated service design of the corridor or route with specific attention to any important changes that the Corridor Program would bring to the fleet plan, schedules, classes of service, fare policies, service quality standards, train and station amenities, etc.
- How the Corridor Program was identified through a planning process and how the Corridor Program is consistent with an overall plan for developing High-Speed Rail/Intercity Passenger Rail service, such as State rail plans or plans of local/regional MPOs.
- How the Corridor Program will fulfill a specific purpose and need in a cost-effective manner.
- The Corridor Program's independent utility.
- Any use of new or innovative technologies.
- Any use of railroad assets or rights-of-way, and potential use of public lands and property.
- Other rail services, such as commuter rail and freight rail that will make use of, or otherwise be affected by, the Corridor Program.
- Any PE/NEPA activities to be undertaken as part of the Corridor Program, including but not limited to: design studies and resulting program documents, the approach to agency and public involvement, permitting actions, and other key activities and objectives of this PE/NEPA work.

This request is for equipment to support the current Amtrak route located on the Union Pacific railroad in Missouri along the *Missouri RiverRunner* route. This route's state-supported Amtrak service has existed for more than 30 years. There are 10 Amtrak stations along the route that include St. Louis, Kirkwood, Washington, Hermann, Jefferson City, Sedalia, Warrensburg, Lee's Summit, Independence

and Kansas City. There is no commuter rail service on this line. The only freight use is by Union Pacific freight trains, which will also benefit from faster passenger trains that would no longer compete with slower freight trains for the same track.

This project will improve accessibility, passenger comfort and reliability of on-time performance through better equipment along the entire Union Pacific corridor in Missouri between St. Louis and Kansas City. It will enhance the future provision of 110-mph service since equipment that is reliable and comfortable is key to improving passenger service. This application, along with the additional MoDOT infrastructure projects requested in Tracks 1a and 1b, will improve the efficiency and effectiveness of the service. However, the actual passenger comfort will be most enhanced by this application, which would affect the coach cars and café service cars.

This project was planned in conformance to the Midwest Regional Rail Initiative (MWRRI), and Missouri's passenger rail improvement plan has been a part of the MWRRI scope and improvements since 1996. The MWRRI began in 1996 under the auspices of the Mississippi Valley Conference – a regional division of the American Association of State Highway and Transportation Officials. Sponsors of the MWRRI include the states of Illinois, Indiana, Iowa, Michigan, Minnesota, Missouri, Nebraska, Ohio and Wisconsin, Amtrak and the Federal Railroad Administration. A steering committee comprised of representatives from Amtrak and the nine states was developed to provide organizational structure. The steering committee supplied oversight and direction to the consultant team, which started research into the viability of an enhanced Midwest rail system. Based on favorable results from these early 1990's corridor-specific studies, a vision emerged for developing an integrated Chicago Hub regional rail system. An integrated system would allow MWRRI to benefit from reduced costs through economies of scale and better equipment use, and from an increase in its interconnecting passenger revenues.

- In 1998, the MWRRI consortium, in cooperation with the consultant team, released a draft *1998 Plan* report outlining estimated costs and detailing the potential benefits of the rail network. This analysis evaluated alternative speed options: 79 mph, 100 mph and 125 mph. The planning process involved 12 tasks grouped in six stages. Intensive market research and stated preference surveys resulted in development of an initial demand forecast for the feasibility study. This study determined that a 110-mph system was the best fit to the Midwest region's needs and that this intermediate speed option would provide an affordable, and operationally and economically viable system.
- In 1999, the *2000 Plan* efforts began. This phase focused on 110-mph operations, resulting in considerable refinement to the operating and cost assumptions. An institutional workshop was held to develop alternatives for system financing and governance. A detailed financial plan, ramp-up plan, branch-line analysis and express-parcel market assessment were also developed. An equipment vendors' workshop was held to refine vehicle life-cycle costs with Talgo, Bombardier and Adtranz participating. The *2000 Plan* report presented, at a feasibility level, a complete assessment of MWRRI market potential, delineated expected system operating and capital costs, outlined a strategy for funding capital needs, suggested a financing plan and provided a cost-benefit analysis.
- From 2002-2004, the current *2004 Plan* recognizes that the MWRRI will share infrastructure with freight railroads, and therefore, this portion of the planning process was undertaken largely to address freight railroads' concerns. During this phase, substantial line capacity simulation work was performed, route-specific track maintenance costs were developed, the infrastructure capital plan was refined, and a detailed feeder-bus and express-parcel operations plans were developed.

The ideal and typical day analyses produced as part of the *2000 Plan* represent the most current work available; however, due to funding constraints, the analyses have not been updated to reflect the latest *2004 Plan* assumptions. Some assumptions may have changed since those sections were originally completed, but any such older material is clearly marked with a notation that it represents work previously performed for, and approved by, the MWRRI Steering Committee.

At the conclusion of each planning phase, the financing plan, operating ratios and benefit/cost analysis were updated to reflect the most current assumptions. In a few situations, previous financial results were retained in the report, so the reader can see how some of the planning assumptions have evolved over time. However, whenever this occurs, previous results are identified with respect to which planning report (i.e., 1998, 2000) they apply. The most up-to date results are associated only with current planning in the *2004 Plan.*

The proposed Midwest Regional Rail System Service (MWRRS) attributes (including Missouri) include new rolling stock operating at significantly faster speeds than existing equipment and offering more on-board amenities designed to meet the needs of business and leisure travelers. Train stations will be renovated to provide comfortable, attractive waiting areas with customer-friendly information services. Larger stations should feature food service, retail space and connections to local transportation. There will be a feeder-bus network to facilitate access to the stations, and its schedules and fares will be coordinated with the passenger rail schedules to provide essentially seamless travel throughout Missouri and the Midwest region.
The principal service attributes of the MWRRS are:

- Use of modern equipment (this application will further this important goal);
- Improved travel times and frequencies;
- Competitive fares that maximize revenue yields;

- ❑ Improved accessibility and reliability; and
- ❑ On-board and station amenities.

On-board food service provides the main source of ancillary revenues, but a same-day priority parcel service is an optional, ancillary business that may also be provided in conjunction with passenger rail service. To be conservative, MWRRS operating ratios and the financial plan were developed without inclusion of parcel service. However, a set of operating ratios with express parcel service has also been developed for estimating purposes.

Missouri's application for train equipment conforms to the MWRRI most importantly in the four following areas.

1. Use of Modern Equipment

It is proposed that Missouri, and the MWRRS, as a whole will use modern, cost-effective technology for achieving the desired speed of 110-mph. Principal advantages of modern train technology include low operating costs, high-performance levels and efficient handling characteristics. Along with anticipated economies of scale, modern technology reduces operating costs when compared to existing Amtrak practice. In the earlier *2000 Plan*, European costs were measured at 40 percent of Amtrak's costs. However, in the current 2004 study, train-operating costs have been significantly increased to a level that is approximately 80 percent of Amtrak's costs today. This is regarded as a conservative assumption for a modern, 63-train system (when the entire MWRRI is included). Costs assumed in this study are specific to a large operation with economies of scale and may not apply to a smaller system. The modern train provides a wide range of comfort and convenience geared to 21st century travel.

2. Improved Travel Times and Frequencies

Travel time and frequency of service are the two key factors travelers consider when selecting a mode of travel. Missouri and the MWRRS will offer an attractive mix of travel times and train schedules to accommodate business as well as leisure travelers. Improved travel times and increased frequency of service will serve to foster connectivity throughout the region and strengthen the overall attractiveness and performance of the MWRRS. The market assessment undertaken in the MWRRI's 2004 plan represents an analysis of the full social and business market potential for the MWRRS. The study of the passenger rail market opportunities includes an analysis of consumer preferences, market segments, competitive travel modes and the longer-term socioeconomic trends in income, employment and population that affect overall travel levels, and consumer choices and mode selection behavior. An assessment of expected demand and revenue projections is critical to assuring the operational feasibility of a $7.7 billion passenger rail capital infrastructure project. To develop a full understanding of the market for passenger rail service in Missouri and the Midwest region, an extensive analysis was made of all travel in the Midwest region.

3. Market Opportunities

Missouri will benefit immensely from being connected to the entire MWRRS. With a population of just over 9 million, Chicago is the largest metropolitan area served by the MWRRS. Nearly 30 percent of intercity trips made by air, rail and bus in the region begin or end in Chicago. Missouri's major regional centers connected by the MWRRS include St. Louis (2.6 million) and Kansas City (1.8 million). The MWRRS encompasses a rail network of more than 3,000 route miles and serves a population of nearly 60 million. About 80 percent of the region's population lives within an hour drive of either an MWRRS rail or bus station. The passenger rail market analysis confirms there is a substantial market for intercity travel between all the cities on the MWRRS network. In many markets, the MWRRS provides a faster and more cost-effective alternative to auto and bus travel. Furthermore, the MWRRS provides a more cost-effective means of travel than air in many of the smaller, urban areas on or near an MWRRS corridor. Increased connectivity between regional centers and smaller urban areas is critical to the region's continued economic growth. In many cases, small, urban areas are today dependent on auto connections and lack competitive public modes of travel

4. MWRRI Institutional Arrangements

Missouri will continue its active involvement in the MWRRS governance and continuous improvements process. At this stage in the MWRRI planning process, establishing a formal managing entity through a Joint Powers Agreement (JPA) for MWRRS implementation and operation activities has not occurred; however, the recent agreement signed and the establishment of a steering committee between the governors of the eight states involved will provide increased focus, visibility and support for the MWRRI. It is assumed in the future that the MWRRI JPA could provide coordinated oversight and management responsibility for MWRRS planning and, funding, and financial and service-related elements. Additionally, it could serve as the entity to formally and collectively set MWRRI policies and priorities, and also provide ongoing implementation and operations-related oversight. As a group, Missouri and the Midwest states are far more along in these institutional arrangements than any other similarly situated area in the country, and the various agreements and arrangements that have already been made will provide a firm foundation for continued future corridor development programs.

(5) Describe the service objective(s) for this Corridor Program *(check all that apply):*

- ☐ Additional Service Frequencies
- ☒ Improved Service Quality
- ☐ Improved On-Time performance on Existing Route
- ☐ Reroute Existing Service
- ☐ Increased Average Speeds/Shorter Trip Times
- ☐ New Service on Existing IPR Route
- ☐ New Service on New Route
- ☒ Other *(Please Describe):* Improved and more accessible equipment

(6) Right-of-Way-Ownership. Provide information for all railroad right-of-way owners in the Corridor Program area. Where railroads currently share ownership, identify the primary owner. *If more than three owners, please detail in Section F of this application.*

Type of Railroad	Railroad Right-of-Way Owner	Route Miles	Track Miles	Status of agreements to implement projects
Class 1 Freight	Union Pacific Railroad	283	424	Preliminary Executed Agreement/MOU
Class 1 Freight				Master Agreement in Place
Class 1 Freight				Master Agreement in Place

(7) Services. Provide information for all existing rail services within Corridor Program boundaries (freight, commuter, and intercity passenger). *If more than three services, please detail in Section F of this application.*

Type of Service	Name of Operator	Top Speed Within Boundaries		Number of Route Miles Within Boundaries	Average Number of Daily One-Way Train Operations within Boundaries[1]	Notes
		Passenger	Freight			
Freight	Union Pacific Railroad	*varies but top speed is 79	*varies but top speed is 70	283	38	Before economic downturn
Intercity Pass	Amtrak	*varies but top speed is 79	*varies but top speed is 70	283	4	current
Freight						

(8) Rolling Stock Type. Describe the fleet of locomotives, cars, self-powered cars, and/or trainsets that would be intended to provide the service upon completion of the Corridor Program. *Please limit response to 2,000 characters.*

Locomotives and cars will conform to MWRRI specifications:

The stock will be assembled as a train-set – the composite of about 85-ft. long corrosion-resistant shelled coaches and locomotives on each end providing propulsion and supplemental braking. Cars will be semi-permanently coupled in blocks based on a method that maintains them uniformly and cycles the train-set for maintenance as a complete unit.

The power cars will be able to be separated for maintenance using standard uncoupling techniques. They require more intense and frequent maintenance than the block of cars.

Cars will include -

- Air brakes (pneumatic control & distribution)

[1] One round trip equals two one-way train operations.

- Heat, ventilation, air conditioning
- Doors, door controls
- Lights (ambient & emergency)
- Car body features (seats, floor covering, wall &ceiling panels, partitions, windows, luggage bins, low-level platform access)
- Electrical power distribution (incl. high-voltage & low-voltage power supply / distribution)
- Trucks (wheels, suspension & monitoring systems, brake equipment mounting, bearings)
- Coupling system
- Train line data & communication networks
- Public address & communications systems
- Lavatory rooms & associated systems

Food service cars will be designed and equipped to meet Amtrak requirements.

Power cars will use ultra-low sulfur diesel fuel. Each car will have 2 diesel engines providing mechanical energy that converts to electrical energy distributed on a DC-link supporting electrical power and inverters for propulsion. The operating cab will control the propulsion system and synchronize between the lead and trailing power cars for uniform propulsion and dynamic braking.

The power cars will provide compressed air pneumatic power for air brakes. All FRA structural requirements will be applied to power cars and coaches that have train control equipment and ATC. The power cars will have dedicated, ergonometric friendly cab space with a console equipped to facilitate train operation/communication with operation controls.

(9) Intercity Passenger Rail Operator. If applicable, provide the status of agreements with partners that will operate the benefiting high-speed rail/intercity passenger rail service(s) (e.g., Amtrak). If more than one operating partner is envisioned, please describe in Section F.

Name of Operating Partner: Amtrak

Status of Agreement: Preliminary executed agreement/MOU

(10) Master Project List. Please list all projects included in this Track 2 Corridor Program application in the table below. If available, include more detailed project costs for each project as a supporting form (see Section G below).

Project Name	Project Type	Project Description	Project Start Date (*mm/yyyy*)	Estimated Project Cost (Millions of YOE Dollars, One Decimal)		Was this Project included in a prior HSIPR application? Indicate track number(s).	Are more detailed project costs included in the Supporting Forms?
				Total Cost	Amount Applied For		
MO-KC to St. Louis Corridor-New Locomotive and Passenger Equipment	Acquire New	New locomotives, café/business class cars, and passenger cars	01/01/11	$50M	$50M	Yes,Preapplication	Yes
N/A	PE/ NEPA						Yes
"	PE/ NEPA						Yes
"	PE/ NEPA						Yes
"	PE/ NEPA						Yes
"	PE/ NEPA						Yes
"	PE/ NEPA						Yes
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"	PE/ NEPA						Yes

Note: In addition to **program** level supporting documentation, all applicable **project** level supporting documentation is required prior to award. If project level documentation is available now, you may submit it; however, if it is not provided in this application, this project may be considered as a part of a possible Letter of Intent but will not be considered for FD/Construction grant award until this documentation has been submitted.

In narrative form, please describe the sequencing of the projects listed in Question 10. Which activities must be pursued sequentially, which can be done at any time, and which can be done simultaneously? *Please limit response to 4,000 characters.*

There is only one project in Question 10, but there are other Track 1-a and Track 1-b applications that have been applied for by MoDOT. Since the project applied for in this application is substantially different from all other applications in that it is equipment and not infrastructure, this project and application can proceed simultaneously along with any of the other projects.

C. Eligibility Information

(1) Select applicant type, as defined in Appendix 1.1 of the HSIPR Guidance:

☒ State
☐ Amtrak

If one of the following, please append appropriate documentation as described in Section 4.3.1 of the HSIPR Guidance:

☐ Group of States
☐ Interstate Compact
☐ Public Agency established by one or more States
☐ Amtrak in cooperation with a State or States

(2) Establish completion of all elements of a Service Development Plan. Note: One Service Development Plan may be referenced in multiple Track 2 Applications for the same corridor service.
Please provide information on the status of the below Service and Implementation Planning Activities:

	Select <u>One</u> of the Following:			**Provide Dates for all activities:**	
	No study exists	Study Initiated	Study Completed	Start Date (mm/yyyy)	Actual or Anticipated Completion Date (mm/yyyy)
Service Planning Activities/Documents					
Purpose & Need/Rationale	☐	☒	☐	1-1-04	9-30-09
Service/Operating Plan	☐	☒	☐	1-1-04	9-30-09
Prioritized Capital Plan	☐	☒	☐	1-1-04	9-30-09
Ridership/Revenue Forecast	☐	☒	☐	1-1-04	9-30-09
Operating Cost Forecast	☐	☒	☐	1-1-04	9-30-09
Assessment of Benefits	☐	☒	☐	1-1-04	9-30-09
Implementation Planning Activities/Documents					
Program Management Plan	☐	☒	☐	1-1-04	10-1-10
Financial Plan (capital & operating – sources/uses)	☐	☒	☐	1-1-04	10-1-10
Assessment of Risks	☐	☒	☐	1-1-04	10-1-10

(3) Establish Completion of Service NEPA Documentation (the date document was issued and how documentation can be verified by FRA). The following are approved methods of NEPA verification (in order of FRA preference): 1) References to large EISs and EAs that FRA has previously issued, 2) Web link if NEPA document is posted to a website (including www.fra.gov), 3) Electronic copy of non-FRA documents attached with supporting documentation, or 4) a hard copy of non-FRA documents (large documents should not be scanned but should be submitted to FRA via an express delivery service). See HSIPR Guidance Section 1.6 and Appendix 3.2.9.

Note to applicants: Prior to obligation of funds for FD/Construction activities under Track 2, all project specific documents will be required (e.g. Project NEPA, Financial Plan, and Project Management Plan).

Documentation	**Date** *(mm/yyyy)*	**Describe How Documentation Can be Verified**
Non-tiered NEPA EA (Categorical exclusion)	1-1-04	attached
Tier 1 NEPA EA		
Tier 1 NEPA EA		

(4) Indicate if there is an environmental decision from FRA (date document was issued and web hyperlink if available)

Documentation	**Date** *(mm/yyyy)*	**Hyperlink** *(if available)*
Finding of No Significant Impact--No Decision	N/A	N/A
Finding of No Significant Impact		
Finding of No Significant Impact		

D.Public Return on Investment

(1) 1A. Transportation Benefits. *See HSIPR Guidance Section 5.1.1.1. Please limit response to 8,000 characters.*

How is the Corridor Program anticipated to improve Intercity Passenger Rail (IPR) service? Describe the overall transportation benefits, including information on the following *(please provide a level of detail appropriate to the type of investment):*

- Introduction of new IPR service: Will the Corridor Program lead directly to the introduction of a new IPR service that is not comparable to the existing service (if any) on the corridor in question? Describe the new service and what would make it a significant step forward in intercity transportation.
- IPR network development: Describe projected, planned, and potential improvements and/or expansions of the IPR network that may result from the Corridor Program, including but not limited to: better intermodal connections and access to stations; opportunities for interoperability with other services; standardization of operations, equipment, and signaling; and the use of innovative technologies.
- IPR service performance improvements *(also provide specific metrics in table 1B below)*: Please describe service performance improvements directly related to the Corridor Program, as well as a comparison with any existing comparable service. Describe relevant reliability improvements (e.g., increases in on-time performance, reduction in operating delays), reduced schedule trip times, increases in frequencies, aggregate travel time savings (resulting from reductions to both schedule time and delays, e.g., expressed in passenger-minutes), and other relevant performance improvements.
- Suggested supplementary information (*only when applicable*):
  - Transportation Safety: Describe overall safety improvements that are anticipated to result from the Corridor Program, including railroad and highway-rail grade crossing safety benefits, and benefits resulting from the shifting of travel from other modes to IPR service.
  - Cross-modal benefits from the Corridor Program, including benefits to:
    - ✓ Commuter Rail Services – Service improvements and results (applying the same approach as for IPR above).
    - ✓ Freight Rail Services – Service performance improvements (e.g., increases in reliability and capacity), results (e.g. increases in ton-miles or car-miles of the benefiting freight services), and/or other congestion, capacity or safety benefits.
    - ✓ Congestion Reduction/Alleviation in Other Modes; Delay or Avoidance of Planned Investments – Describe any expected aviation and highway congestion reduction/alleviation, and/or other capacity or safety benefits. Also, describe any planned investments in other modes of transportation (and their estimated costs if available) that may be avoided or delayed due to the improvement to IPR service that will result from the Corridor Program.

There are many transportation benefits associated with this project that will improve equipment and services along the route. Equipment that is usable and attractive is of paramount importance to the route's future success and should generate excitement and new riders. The improved reliability of newer equipment means fewer breakdowns and mechanical problems, which help attract and maintain increased ridership. The current service historically has had older equipment and poor on-time performance. The on-time performance has greatly improved recently, so if the equipment could also be improved, the synergy between the two could combine to create ridership gains never before realized on this route.

The *Missouri River Runner* Amtrak service, which would be the primary beneficiary of the new equipment, has four trains per day that connect to large metropolitan areas. In St. Louis, there are connections to five Amtrak trains to Chicago, one to San Antonio and one Amtrak bus connector to Carbondale, Illinois. These connections are based in the recently expanded St. Louis Gateway Center, which makes it possible to house all services in one building. Also at the center is several intercity bus services, city bus service and MetroLink light rail system, which connects to the airport and many other areas of the St. Louis metro region.

In Kansas City, the *Missouri River Runner* service connects to one train to Chicago and one train to Los Angeles. Plans are

to also provide for the Heartland Flyer service to connect to Wichita, Oklahoma City and Dallas. These connections are all based in the Union Station complex, which joins hotels and attractions through a skyway.

The service improvements would complement the Track 1a and 1b projects which outline the many proposed infrastructure projects, most of which are in the attached document highlighting a recent University of Missouri study of Amtrak delays and their causes.There are currently no cross-state bus routes that provide the service along the same Amtrak corridor, thus the service would have a monopoly and be in the best position to take advantage of the market (see attached document for bus detail) All future growth projections are in conformance with future MWRRI projections. It is expected that when the MWRRI connections become more widely known, passenger numbers will further increase.

When the combination of both new equipment and further connections are widely disseminated, the growth of the service could be exponential. Passenger numbers are currently increasing on the *Missouri River Runner* route. These numbers increased 10 percent from fiscal year 2008 to fiscal year 2009 and are expected to significantly increase with a reliable on-time performance -- something that has been sought for many years. There is no commuter rail service on the line. There is also potential for growth in passenger service as both MWRRI and a 1996 MOU between MoDOT and UP (see attached) show that at least three further slots have been preserved for this line, which could bring the *Missouri River Runner* service to five daily round trips.

1B. Operational and Ridership Benefits Metrics: In the table(s) below, provide information on the anticipated levels of transportation benefits and ridership that are projected to occur in the corridor service or route, following completion of the proposed Corridor Program.

Note: The "Actual—FY 2008 levels" only apply to rail services that currently exist. If no comparable rail service exists, leave column blank.

Corridor Program Metric	Actual – FY 2008 levels	Projected Totals by Year		
		First full year of operation	Fifth full year of operation	Tenth full year of operation
Annual passenger-trips	151,691	155,000	170,000	220,000
Annual passenger-miles (millions)	28,327,133	35,000,000	40,000,000	50,000,000
Annual IPR seat-miles offered (millions)	80,156,920	80,156,920	120,000,000* dependent on legislative appropriation	*150,000,000 dependent on legislative appropriation
Average number of daily round trip train operations (typical weekday)	2	2	3*dependent on legislative appropriation	*3-4 dependent on legislative appropriation
On-time performance (OTP)[2]– percent of trains on time at endpoint terminals	18%	80%	85%	90%
Average train operating delays: minutes of en-route delays per 10,000 train-miles[3]	3,227.871	3,000.00	2,800.00	2,600.00

[2] 'On-time' is defined as within the distance-based thresholds originally issued by the Interstate Commerce Commission, which are: 0 to 250 miles and all Acela trains—10 minutes; 251 to 350 miles—15 minutes; 351 to 450 miles—20 minutes; 451 to 550 miles—25 minutes; and 551 or more miles—30 minutes.

[3] As calculated by Amtrak according to its existing procedures and definitions. Useful background (but not the exact measure cited on a route-by-route basis) can be found at pages E-1 through E-6 of Amtrak's May 2009 Monthly Performance Report at http://www.amtrak.com/pdf/0905monthly.pdf

Top passenger train operating speed (mph)	79	79	90	90
Average scheduled operating speed (mph) (between endpoint terminals)	49.94	55	58	60

(2) A. Economic Recovery Benefits: *Please limit response to 6,000 characters. For more information, see Section 5.1.1.2of the HSIPR Guidance.*

Describe the contribution the Corridor Program is intended to make towards economic recovery and reinvestment, including information on the following:

- How the Corridor Program will result in the creation and preservation of jobs, including number of onsite and other direct jobs (on a 2,080 work-hour per year, full-time equivalent basis), and timeline for achieving the anticipated job creation.
- How the different phases of the Corridor Program will affect job creation (consider the construction period and operating period).
- How the Corridor Program will create or preserve jobs or new or expanded business opportunities for populations in Economically Distressed Areas (consider the construction period and operating period).
- How the Corridor Program will result in increases in efficiency by promoting technological advances.
- How the Corridor Program represents an investment that will generate long-term economic benefits (including the timeline for achieving economic benefits and describe how the Corridor Program was identified as a solution to a wider economic challenge).
- If applicable, how the Corridor Program will help to avoid reductions in State-provided essential services.

The *High-Speed Intercity Rail Plan's* overall goal for Missouri's St. Louis-to-Kansas City Amtrak route is to reduce delay time for both passenger and freight trains by adding additional rail sidings and enhancing existing rail infrastructure. The project would span the distance between Kansas City and St. Louis. The first phase involves three shovel-ready projects with a combined investment of approximately $34 million. An additional eight projects along the corridor will complete Track 1 projects with a combined investment of $101 million. Total investment for the Missouri plan is estimated at just over $200 million, with $151.3 million in infrastructure and $50 million in new passenger rail equipment.

The creation and manufacturing of new passenger rail equipment will provide new opportunities for manufacturers, factories, workers and designers in several Midwestern states. Project construction will most likely be located in the economically distressed area of the Midwest, and possibly in Missouri. Total project investment, which includes design, development, construction and delivery, is $50 million and is estimated to create on average annually 734 jobs in the construction phase (130 direct jobs/604 indirect jobs) and one job in the operations phase. These jobs will pay an average wage of $52,368; this level of wages indicates the jobs created will be mostly of high quality. The investment will increase employment in areas such as manufacturing, health care and social assistance, professional and technical services, accommodation and food services. The region will benefit from a short-term impact of increased personal income growth and productivity.

For the manufacturing period, every dollar invested returns (benefit-cost ratio):
0.87: 1.00 in new personal income totaling $34.959 million
1.67: 1.00 in new value-added (GRP) totaling $83.399 million
3.24: 1.00 in new economic activity (output) totaling $162.130 million

Please see the attached analysis for the additional program-specific report of economic benefits provided by the Missouri Department of Economic Development's Missouri Economic Research and Information Center.

2B. Job Creation. Provide the following information about job creation through the life of the Corridor Program. Please consider construction, maintenance and operations jobs.

Anticipated number of onsite and other direct jobs created (on a 2080 work-hour per year, full-time equivalent basis).	FD/ Construction Period	First full year of operation	Fifth full year of operation	Tenth full year of operation
	130	1	1	1

(3) Environmental Benefits. *Please limit response to 6,000 characters.*

How will the Corridor Program improve environmental quality, energy efficiency, and reduce in the Nation's dependence on oil? Address the following:

- Any projected reductions in key emissions (CO2, O^3, CO, PMx, and NOx) and their anticipated effects. Provide any available forecasts of emission reductions from a baseline of existing travel demand distribution by mode, for the first, fifth, and tenth years of full operation *(provide supporting documentation if available).*
- Any expected energy and oil savings from traffic diversion from other modes and changes in the sources of energy for transportation. Provide any available information on changes from the baseline of the existing travel demand distribution by mode, for the first, fifth, and tenth years of full operation (*provide supporting documentation if available*).
- Use of green methods and technologies. Address green building design, "Leadership in Environmental and Energy Design" building design standards, green manufacturing methods, energy efficient rail equipment, and/or other environmentally-friendly approaches.

A key project goal is to replace outdated energy-consuming equipment with new more fuel-efficient equipment. This will complement the existing infrastructure improvements by dramatically decreasing the overall wait times for trains traveling on the UP line. By reducing the wait times at various points along the route, the amount of fuel wasted by unnecessary engine idling will also dramatically decrease. Based on the reduction in idling, emission reductions for the criteria pollutants of NOx, CO and PM were calculated. As a diesel engine also emits CO2, reducing idling will also cut CO2 emissions. However, at this time, the U.S. Environmental Protection Agency has not released a guidance document on how to calculate CO2 emissions and reductions for diesel train engines.

Reducing the emissions of NOx, CO and PM will also result in environmental benefits to the surrounding areas all along the route. Although the new equipment will still have an impact, it will be much more fuel-efficient and energy-friendly. It will reduce the negative impacts to all aspects of the environment including wildlife, nearby citizens, vegetation and crops.

Diesel exhaust is high in various types of PM, some of which are classified as hazardous air pollutants (considered to be hazardous to human health). The health impacts of fine particulates are well documented and include decreased lung function, aggravation of asthma, irregular heartbeat and premature mortality in those who suffer from cardiac and lung disease. NOx is a major constituent of diesel emissions and one of the two pollutants that combine to form ozone, another criteria pollutant that has a well-documented negative impact on the environment, specifically vegetative and human health.

Emission reduction calculations were performed for NOx, CO and PM to assess the environmental benefits of (as one example) the Osage River Bridge project. Using a modeled delay reduction for both Amtrak and Union Pacific trains, average fuel use per engine at idle and USEPA emission factors relating pollutant mass emissions to each gallon of fuel consumed, emission reductions were estimated. Emissions of NOx are estimated to decrease 217 tons per year after the project's completion. CO emissions would decrease by 38 tons per year, and PM emissions would decrease by 8 tons per year. Although this analysis was performed using current equipment, each of these expected achievements would be expected to increase using new rather than the existing old equipment due to newer and better diesel technology.

Rail travel consumes less energy per passenger mile than car or air travel. By diverting 10 percent of the freight moved on highways to rail, the nation could save as much as one billion gallons of fuel annually. Amtrak is committed to a 6 percent reduction in carbon dioxide emissions by voluntary committing to meet greenhouse gas emission reduction targets. Newer and better equipment will help the state and Amtrak achieve its milestones toward this goal.

(4) Livable Communities Corridor Program Benefits Narrative. (*For more information, see Section 5.1.1.3 of the HSIPR Guidance, Livable Communities)***.** *Please limit response to 3,000 characters.*

How will the Corridor Program foster Livable Communities? Address the following:

- Integration with existing high density, livable development: Provide specific examples, such as (a) central business districts with walking/biking and (b) public transportation distribution networks with transit-oriented development.
- Development of intermodal stations: Describe such features as direct transfers to other modes (both intercity passenger transport and local transit).

One of the project's goals is to improve dependability and speed of Amtrak service between St. Louis and Kansas City. This service connects 10 diverse communities including Missouri's two largest major metropolitan areas, the state capital and several popular historic towns. Improving the service will synergistically support the existing transportation systems providing intermodal access to an abundance of work- and tourist-related locations within these 10 communities. There is no intercity bus service provided on the same routes as the Amtrak route (see attached map), so there is a need for the service.

The newly opened (2008) Gateway Transportation Center in downtown St. Louis combines access from Amtrak's Chicago and other national trains to the local transit systems (light rail and bus), taxis and intercity buses. It is also close to many other downtown attractions and sights.

In Hermann, Sedalia and Jefferson City, passengers can access the Katy Trail State Park, which is Missouri's most popular hiking/biking facility and the nation's longest rails-to-trails conversion. Amtrak and Missouri partnered to provide specific accommodation for bicycles on trains in response to passengers desiring to take bikes along for trail rides. Also in Sedalia, the OATS transit system shares the building with the Amtrak station.

In Warrensburg, home of the University of Central Missouri, the local bus system includes the Amtrak station along with 14 other regular stops. In Kansas City, the Amtrak station is located at Union Station, which is a local bus transfer facility offering access to the metropolitan area and access to downtown through a metropolitan skyway.

In addition to these locations with interconnectability to other transportation facilities, six of the Amtrak stations provide direct access to historic downtown business areas with stores, restaurants, wineries and lodging within walking distance. The expected improvements to Amtrak service will foster positive enhancement to livable communities.

E. Application Success Factors

(1) Project Management Approach and Applicant Qualifications Narrative. *Please provide separate responses to each of the following. Additional information on program management is provided in Section 5.1.2.1 of the HSIPR Guidance, Project Management.*

1A. Applicant qualifications.
Management experience: Does the applicant have experience in managing rail investments and Corridor Programs of a similar size and scope to the one proposed in this application?

☒ Yes - Briefly describe experience (brief project(s) overview, dates)
☐ No- Briefly describe expected plan to build technical and managerial capacity. Provide reference to Project Management Plan.
Please limit response to 3,000 characters.

The applicant previously secured a grant from the Federal Railroad Administration, Intercity Passenger Rail Program, Grant No. 6048 of $3,292,684, to construct a new siding at Shell Spur on the same Union Pacific-Amtrak corridor of this project. The award was made Sept. 30, 2008, and construction began May 29, 2009. Work will be completed by Dec. 31, 2009. The award was matched to a $5 million state appropriation.

An MOU and a later multifaceted agreement were signed in 2009 with the Union Pacific Railroad to facilitate the project. A grant agreement was also signed with the FRA. Both application and the current grant oversight are efforts on behalf of many areas of expertise in the Missouri Department of Transportation. Some of these areas include environmental, design, controller's office, transportation planning, governmental relations and multimodal operations. The key stakeholder/project driver in MoDOT is the railroad section. Each of these units also interfaces with Union Pacific and the actual contractor to solve problems and expedite solutions.

While this equipment project is not similar to the Shell Spur project, the rationale and the end result are the same -- to improve rail service and make it a more positive experience for all rail passengers. MoDOT has been extensively involved in all areas of the Shell Siding project including design, pre-bid process and daily updates with the contractor. It is expected that this project will be handled in concert with other states and with Amtrak, and will require extensive participation to arrive at a fully executed contract for the design and purchase of new equipment. The applicant has also applied for 11 Track 1-a and 1-b grants as well, so it is clear that all applications would be handled with the same degree of expertise and due diligence.

1B. Describe the organizational approach for the different Corridor Program stages included in this application (e.g., final design, construction), including the roles of staff, contractors and stakeholders in implementing the Corridor Program. For construction activities, provide relevant information on work forces, including railroad contractors and grantee contractors. *Please limit response to 3,000 characters.*

The previously cited Shell Spur project serves as a good overall example of the organizational approach that will be used for this proposed project. It is presumed that Amtrak will be the project's lessor and maintainer, unless otherwise determined. Therefore, extensive Amtrak participation is expected for the design and estimate, in addition to that of several other Midwestern states that would participate in similar applications.

A recent University of Missouri study shows that if Missouri's plan to complete 11 projects (including the three shovel-ready projects being proposed in Track 1a) is achieved, Amtrak delays along the corridor would decrease by 47 percent. This could exponentially increase the need for and the use of current Amtrak equipment, which leads to the serious need for new and better equipment.

This project's oversight process will follow the equipment design and procurement process, which includes these key steps: 1) an initial estimate and design for equipment supported by Amtrak, recognized in an MOU with MoDOT,that conforms to and is fully supported by the MWRRI and other MWRRI states, 2) an environmental assessment if necessary, 3) ADA compatibility at stations review, if necessary, in compliance with federal and MoDOT standards, 4) final plans' approval and final agreement entered into by Amtrak , MoDOT and potentially other Midwestern states, 5) MODOT or a single Midwestern state acting on behalf of all Midwestern states releases a request for proposals to all eligible bidders and receives at least three bids, 6) MoDOT asks for

Amtrak's or other Midwestern states' concurrence in awarding the bid -- or vice versa depending on the arrangement, 7) MoDOT and Amtrak hold a joint conference with the winning bidder to discuss expectations and reporting requirements, 8) MoDOT and/or other Midwestern states enter into its own contract with the bidder to begin construction, 9) Bidder begins construction and maintains weekly contact with both Amtrak, Midwestern states and MoDOT regarding progress and handling any issues that might occur, 10) Bidder and MoDOT agree on billing cycle and process payments, and finally, 11) MoDOT approves final project in concurrence with Amtrak and other Midwestern states, accepts equipment and arranages financial, maintenance, and upkeep arrangement with Amtrak and audits payments.

1C. Does any part of the Corridor Program require approval by FRA of a waiver petition from a Federal railroad safety regulation? (Reference to or discussion of potential waiver petitions will not affect FRA's handling or disposition of such waiver petitions).

☐ YES- If yes, explain and provide a timeline for obtaining the waivers
☒ NO
Please limit response to 1,500 characters.

N/A

1D. Provide a preliminary self-assessment of Corridor Program uncertainties and mitigation strategies (consider funding risk, schedule risk and stakeholder risk). Describe any areas in which the applicant could use technical assistance, best practices, advice or support from others, including FRA. *Please limit response to 2,000 characters.*

There is no known funding risk if the application is approved and new equipment is procured as Amtrak will continue to run and maintain the equipment and if possible do so through a shared agreement in conjunction with most or all of the other Midwestern states. Union Pacific has agreed that the new equipment procurement is of no consequence to them and shows no roadblocks to this acquisition. New equipment would also help alleviate the problems of Amtrak trains breaking down on UP tracks and holding back UP freight trains.

Amtrak's preliminary MOU in reference to equipment procurement is attached, and it has no objection to new equipment since it supports Amtrak's goals of being represented by new, modern, efficient equipment. Amtrak has demonstrated its interest and support by signing the preliminary MOU This means, barring extreme unforseen 'acts of God,' such as earthquakes, tornadoes, floods or fires, there are no schedule risks.

Amtrak has shown no propensity to discontinue service on the line as long as the state of Missouri financially supports the service, which has been in place for more than 30 years. There is no stakeholder risk. Many communities along the route have invested substantial amounts of money in their train stations, so there is a vested interest in ensuring the route's success. Thus, there is no substantial risk of cities discontinuing support of their station stops.

If MoDOT and other Midwestern states are successful with their applications, an expedited completion of the grant agreement will be appreciated. If the grant agreement could be similar to those of other Midwestern states, the project can be quickly started and the equipment easily interchanged with that of other surrounding states. MoDOT will require technical assistance but only in conjunction with ensuring conformance with amtrak and MWRRI standards. Any assistance would be similar to the FRA assistance requested during the successful implementation efforts regarding the application for an intercity passenger rail grant in 2008.

(2) Stakeholder Agreements Narrative. *Additional information on Stakeholder Agreements is provided in Section 5.1.2.2 of the HSIPR Guidance.*

Under each of the following categories, describe the applicant's progress in developing requisite agreements with key stakeholders. In addition to describing the current status of any such agreements, address the applicant's experience in framing and implementing similar agreements, as well as the specific topics pertaining to each category.

2A. Ownership Agreements – Describe how agreements will be finalized with railroad infrastructure owners listed in the "Right-of-Way Ownership" and "Service Description" tables in Section B. If appropriate, "owner(s)" may also include operator(s) under trackage rights or lease agreements. Describe how the parties will agree on Corridor Program design and scope, benefits, implementation, use of Corridor Program property, maintenance, scheduling, dispatching and operating slots, Corridor Program ownership and disposition, statutory conditions and other essential topics. Summarize the status and substance of any ongoing or completed agreements. *Please limit response to 3,000 characters.*

Amtrak will operate the service as described in paragraph 2(B). The most likely scenario will be equipment procured with Amtrak's and MWRRI's concurrance and in coordination with the other Midwestern states, so it is fully interchangeable with other Midwestern routes. An agreement is being developed with Amtrak in order to apply for this Track 2 application, and it is expected that several other agreements will be required in order to finalize the details of the equipment's ownership, leaseholding and maintenance.

Union Pacific has agreed to maintain three extra slots on its line in addition to the two existing slots. Amtrak has signed an agreement with MoDOT on the infrastructure applications, and it is not expected to be an issue obtaining the necessary agreements in order to procure and maintain the new equipment. Current stations will continue and Amtrak already has facilities that it will keep and maintain in St. Louis and Kansas City.

2B. Operating Agreements – Describe the status and contents of agreements with the intended operator(s) listed in "Services" table in the Application Overview section above. Address Corridor Program benefits, operation and financial conditions, statutory conditions, and other relevant topics. *Please limit response to 3,000 characters.*

Amtrak has approved this proposed project and recongizes it as a benefit to the Amtrak operation. Each year, MoDOT renegotiaties an annual contract with Amtrak. A copy of this contract is attached. The most recent contract was modified to specifically include language highlinging the parties' agreement to cooperate and share information on any projects involving federal grants for infrastructure.

2C. Selection of Operator – If the proposed operator railroad was not selected competitively, please provide a justification for its selection, including why the selected operator is most qualified, taking into account cost and other quantitative and qualitative factors, and why the selection of the proposed operator will not needlessly increase the cost of the Corridor Program or of the operations that it enables or improves. *Please limit response to 3,000 characters.*

Amtrak was established in 1971 and has operated the St. Louis-to-Kansas City passenger train service since then. In 1979, this line became a state-supported passenger rail service when Amtrak proposed the elimination of the link connecting Missouri's two largest metropolitan areas and the state's capital.

During the first two decades of operation, the state support needed by Amtrak to keep the line in operation steadily increased. The state legislature requested MoDOT seek a competitive bid in a quest to find an operator requiring less financial support. In both 2004 and 2005, a formal request for bids to operate the St. Louis-to-Kansas City service was extensively advertised; however, no bids were received in response to either request. Considering the current statutory advantages Amtrak enjoys, it is unlikely any other operator could compete for this service.

The conclusion made from this effort is Amtrak is the most economical provider of the passenger service.

2D. Other Stakeholder Agreements – Provide relevant information on other stakeholder agreements including State and local governments. *Please limit response to 3,000 characters.*

Current state agreements include MoDOT's participation and funding in the Midwest Regional Rail Initiative (MWRRI), the States for Passenger Rail Coalition (SPRC) and the Midwest Interstate Passenger Rail Commission (MIPRC). The state also participates in the FRA's State Participation Program for Rail Safety Inspectors pursuant to 49 USC 20105.

Each year, MoDOT contracts with local governments to spend limited funds available for station improvements selected by the local entities. MoDOT also contracts with local road authorities, including cities along the route, when crossing upgrades or improvements are made. In some cases, this is done to share costs, such as for upgrading to LED lighting, however most often, it is simply a gesture recognizing the needed improvements.

Missouri is also a member of the Midwest states' multi-state steering group on high-speed rail. This group will be an active participant and will formulate a regional plan that will address issues that conforms to the July 27, 2009, MOU signed by the governors of eight Midwestern states that highlights joint support of a regional rail system.

2E. Agreements with operators of other types of rail service - Are benefits to non-intercity passenger rail services (e.g., commuter, freight) foreseen? Describe any cost sharing agreements with operators of non-intercity passenger rail service (e.g., commuter, freight). *Please limit response to 3,000 characters.*

An MOU for this proposed project has been signed with Amtrak, and a full multifaceted agreement will be signed following the grant award for the project. A copy of the Shell Spur final agreement is attached. This is the same general format that will be used for this equipment agreement. The agreement details all aspects of the project, including design, scope, benefits, maintenance, ownership and expectations on behalf of both parties. Work on this final agreement will begin immediately when a grant is awarded. It is difficult to quantify direct benefits to the tracks' owner, Union Pacific Railroad, but it is clear that newer, more efficient equipment will solve problems of equipment breaking down or having to be maintained on the tracks of the freight railroad and delaying its trains.

(3) Financial Information

3A. Capital Funding Sources. Please provide the following information about your funding sources (if applicable).

Non FRA Funding Sources	New or Existing Funding Source?	Status of Funding[4]	Type of Funds	Dollar Amount (millions of $ YOE)	% of Program Cost	Describe uploaded supporting documentation to help FRA verify funding source
N/A	New	Committed	N/A	N/A	N/A	N/A
	New	Committed				
	New	Committed				
	New	Committed				

[4] Reference Notes: The following categories and definitions are applied to funding sources:
Committed: Committed sources are programmed capital funds that have all the necessary approvals (e.g. legislative referendum) to be used to fund the proposed phase without any additional action. These capital funds have been formally programmed in the State Rail Plan and/or any related local, regional, or State Capital Investment Program CIP or appropriation. Examples include dedicated or approved tax revenues, State capital grants that have been approved by all required legislative bodies, cash reserves that have been dedicated to the proposed phase, and additional debt capacity that requires no further approvals and has been dedicated by the sponsoring agency to the proposed phase.
Budgeted: This category is for funds that have been budgeted and/or programmed for use on the proposed phase but remain uncommitted, i.e., the funds have not yet received statutory approval. Examples include debt financing in an agency-adopted CIP that has yet to be committed in their near future. Funds will be classified as budgeted where available funding cannot be committed until the grant is executed, or due to the local practices outside of the phase sponsor's control (e.g., the phase development schedule extends beyond the State Rail Program period).
Planned: This category is for funds that are identified and have a reasonable chance of being committed, but are neither committed nor budgeted. Examples include proposed sources that require a scheduled referendum, requests for State/local capital grants, and proposed debt financing that has not yet been adopted in the agency's CIP.

3B. Capital Investment Financial Agreements. Describe any cost sharing contribution the applicant intends to make towards the Corridor Program, including its source, level of commitment, and agreement to cover cost increases or financial shortfalls. Describe the status and nature of any agreements between funding stakeholders that would provide for the applicant's proposed match, including the responsibilities and guarantees undertaken by the parties. Provide a brief description of any in-kind matches that are expected. *Please limit response to 3,000 characters.*

The MOU signed with Amtrak shows the operator's interest in and capacity to support future equipment should the application be successful. It also stipulates that the future equipment will be run and operated in accordance with MWRRI procedures in all MWRRI states. The MOU signed with UP details the railroad's 20 percent commitment to the Track 1a and 1b infrastructure applications. The MOU also addresses other projects MoDOT is applying for in order to provide a comprehensive view of the corridor. All of the projects join together to improve and complete the rail service by offering a rational, reliable mode of travel.

MoDOT is not making a direct contribution to the equipment project; however, it will oversee the project, and manage all issues and problems much the same way it is currently overseeing the Shell Spur project. MoDOT will be an active participant in Amtrak's next generation equipment committee, which this acquisition will follow. The MoDOT and Amtrak staffs will inspect the equipment before it is accepted and completed as part of current and future MOU's with Amtrak.

3C. Corridor Program Sustainability and Operating Financial Plan.

Please report on the Applicant's projections of future financial requirements to sustain the service by completing the table below (in YOE dollars) and answering the following question. Describe the source, nature, share, and likelihood of each identified funding source that will enable the State to satisfy its projected financial support requirements to sustain the operation of the service addressed in this Corridor Program. *Please limit response to 2,000 characters.*

Missouri offers two round-trip daily trains between St. Louis and Kansas City with stops in Kirkwood, Washington, Hermann, Jefferson City, Sedalia, Warrensburg, Lee's Summit and Independence. The Missouri Legislature provides financial support to the Missouri Department of Transportation for Amtrak to provide intercity passenger rail service. Funding covers the cost of operations, fuel and host railroad fees.

The current funding for the Missouri passenger rail service comes from two sources, the state's General Revenue fund and the Federal Budget Stabilization Fund. General Revenue funding makes up 39 percent of the total yearly Amtrak costs, and the Federal Budget Stabilization Fund comprises 61 percent.

General Revenue funds are allocated from the state legislature. Federal Budget Stabilization Funds are allocated to the state treasury due to the American Recovery and Reinvestment Act of 2009 to assist states in budget stabilization.

In the past, funding for this corridor came from the General Revenue and State Transportation Funds. The State Transportation Fund is designated for highway and transportation purposes other than road and highway construction and maintenance. The Missouri state legislature, on an annual basis, determines future funding for the state-supported corridor.

Note: Please enter supporting projections in the Track 2 Application Supporting Forms, and submit related funding agreements or other documents with the Supporting Materials described in Part G of this Track 2 Application. The numbers entered in this table must agree with analogous numbers in the Supporting Forms.

Funding Requirement (as identified on the Supporting Form)		**Projected Totals by Year ($ Millions Year Of Expenditure (YOE)* Dollars - One Decimal)**		
	Baseline Actual-FY 2009 Levels (State operating subsidy for FY 2009 if existing service)	**First full year of operation**	**Fifth full year of operation**	**Tenth full year of operation**
Indicate the Fiscal Year	2009	2013	2018	2023
Surplus/deficit after capital asset renewal charge[5]	8.0M	Est.*11.8M	Est.*14.3M	Est.*16.2M
Total Non-FRA sources of funds applicable to the surplus/deficit after capital asset renewal	8.0M	Est.*11.8M	Est.*14.3M	Est.*16.2M
Funding Requirements for which Available Funds Are Not Identified	0	0	0	0

* Year-of-Expenditure (YOE) dollars are inflated from the base year. Applicants should include their proposed inflation assumptions (and methodology, if applicable) in the supporting documentation.

Note: Data reported in this section should be consistent with the information provided in the Operating and Financial Performance supporting form for this application.

[5] The "capital asset renewal charge" is an annualized provision for **future** asset replacement, refurbishment, and expansion. It is the annualized equivalent to the "continuing investments" defined in the FRA's Commercial Feasibility Study of high-speed ground transportation (*High-Speed Ground Transportation for America*, September 1997, available at http://www.fra.dot.gov/us/content/515 (see pages 5-6 and 5-7).

(4) Financial Management Capacity and Capability – Provide audit results and/or other evidence to describe applicant capability to absorb potential cost overruns, financial shortfalls identified in 3C, or financial responsibility for potential disposition requirements (include as supporting documentation as needed). Provide statutory references/ legal authority to build and oversee a rail capital investment. *Please limit response to 3,000 characters.*

The legal corporate body overseeing MoDOT is the Mo. Highways and Transportation Commission (MHTC). The state constitution, Article 4 §29, gives it authority over railroad programs/facilities as provided by law and authority to plan, locate, relocate, establish, acquire, construct, maintain, control and as provided by law to operate, develop and fund public transportation facilities as part of any state rail transportation system or program.

Mo. statutes, §226.008 RSMo, give MHTC authority to administer and enforce all railroad laws in chapters 389 and 622 previously enforced by the Division of Motor Carrier and Railroad Safety. Also, §622.090 outlines MHTC's powers and duties, which extend to all railroads, to all transportation of persons or property thereon and to the person owning, leasing, operating or controlling the same; and to the portion of the lines of any other railroad within Missouri and to the person or entity owning, leasing, or operating the same, so far as concerns the construction, maintenance, equipment, terminal facilities and local transportation facilities/transportation of persons or property; and to all railroad corporations operating or doing business in Missouri.

Under §622.140, MHTC may contract with or act as an agent for the US or any agency thereof, or any railroad, that are proper, expedient, fair and equitable and in the interest of the state and its citizens, and to that end the now MHTC may receive and disburse any contributions, grants or other financial assistance as a result of or pursuant to such agreements or contracts. Lastly, §622.250 gives MHTC authority to generally supervise common carriers and to examine and keep informed as to the safety, adequacy and security afforded by them and their compliance with all provisions of law, orders and MHTC decisions. MHTC may inspect tracks and facilities of any rail carrier, including of locomotives or trains.

(5) Timeliness of Corridor Program Completion – Provide the following information on the dates and duration of key activities, if applicable. For more information, see Section 5.1.3.1 of the HSIPR Guidance, Timeliness of Corridor Program Completion.

Final Design Duration:	N/A months
Construction Duration:	N/A months
Rolling Stock Acquisition/Refurbishment Duration:	24 months
Service Operations Start date:	01/01/13 *(mm/yyyy)*

(6) If applicable, describe how the project will promote domestic manufacturing, supply and other industries, including United States-based equipment manufacturing and supply industries. *Please limit response to 1,500 characters.*

The construction of new passenger rail equipment will require a significantly large amount of manufactured goods and supplies. The equipment is to be constructed of newly manufactured steel and related items. The project also requires a wide variety of other materials including passenger-related materials, electronic signal devices, engines, windows, radio equipment and much more.

The total material cost is expected to exceed $49 million. As with the current FRA-sponsored project to build the new Shell Spur siding near California, Missouri, all purchased products will comply with the "Buy America" provisions, and local suppliers typically will be used for the commonly available items. Thus, this project will stimulate domestic supply and manufacturing industries in the Midwest and other states cross the country.

(7) If applicable, describe how the Corridor Program will help develop United States professional railroad engineering, operating, planning and management capacity needed for sustainable IPR development in the United States. *Please limit response to 1,500 characters.*

This project is one part of the plan to incrementally improve the St. Louis-to-Kansas City rail passenger infrastructure. The implementation and operation of the improved rail passenger system will exert a positive, long-term impact on the professional railroad industry. During the project implementation phase, professional railroad engineers, planners and managers will be employed to assure the improvements are properly designed and constructed. When completed, the improved infrastructure will become a part of the Midwest regional system of high-speed intercity passenger rail service. This regional system will create a greater capacity and need for efficient railroad operations and technological improvements for the next generation, thus supporting a sustainable high-speed intercity rail passenger service.

Missouri Department of Transportation and the Union Pacific Railroad foster a culture of diversity within their respective workforces, and both agencies are strong supporters of the USDOT Disadvantaged Business Enterprise (DBE) Program. MoDOT has an exceptional track record of DBE compliance with regard to the award of contracts for transportation improvement projects. In light of this long-standing, clear commitment to workforce diversity, the administration of these FRA ARRA funds will undoubtedly promote a diverse workforce as the project progresses from final design to operation of the improved rail passenger infrastructure.

F. Additional Information

(1) Please provide any additional information, comments, or clarifications and indicate the section and question number that you are addressing (e.g., Section E, Question 1B). *This section is optional.*

This project will bring sorely needed new equipment to the *Missouri River Runner* route and will thereby exponentially increase passenger numbers and comfort. One of the most important factors in the route's success is how passengers perceive their surroundings. The new equipment that is clean and reliable presents an up-to-date image of train service in the 21st century and will provide a huge boost to passenger numbers in the future.

G.Summary of Application Materials

Note: In addition to the requirements listed below, applicants must comply with all requirements set forth in the HSIPR Guidance and all applicable Federal laws and regulations, including the American Recovery and Reinvestment Act of 2009 (ARRA) and the Passenger Rail Investment and Improvement Act of 2008 (PRIIA).

Application Forms	Required for Corridor Programs	Required for Projects [See Note Below]	Reference	Comments
☒ This Application Form	✓		HSIPR Guidance Section 4.3.3.3	
☒ Corridor Service Overview (Same Corridor Service Overview may be used for multiple applications)	✓		HSIPR Guidance Section 4.3.3.3	
Supporting Forms (*Forms are provided by FRA on Grant Solutions and the FRA website*)	**Required for Corridor Programs**	**Required for Projects [See Note Below]**	**Reference**	**Comments**
☒ General Info	✓	✓	HSIPR Guidance Section 4.3.5	FRA Excel Form
☒ Detailed Capital Cost Budget	✓	✓	HSIPR Guidance Section 4.3.5	FRA Excel Form
☒ Annual Capital Cost Budget	✓	✓	HSIPR Guidance Section 4.3.5	FRA Excel Form
☒ Operating and Financial Performance and Any Related Financial Forms	✓		HSIPR Guidance Section 5.3.5	FRA Excel Form
☒ Program or Project Schedule	✓	✓	HSIPR Guidance Section 4.3.5	FRA Excel Form

Supporting Documents *(Documents to be generated and provided by the applicant)*	**Required for Corridor Programs**	**Required for Projects [See Note Below]**	**Reference**	**Comments**
☒ Map of Corridor Service	✓		Corridor Service Overview Question B.2	
☒ Service Development Plan	✓		HSIPR Guidance Section 1.6.2	
☒ "Service" NEPA	✓		HSIPR Guidance Section 1.6.2	
☒ Project Management Plan	✓		HSIPR Guidance Section 4.3.3.2	
☒ "Project" NEPA (Required before obligation of funds)		✓	HSIPR Guidance Section 1.6.2	
☒ PE Materials	✓	✓	HSIPR Guidance Section 1.6.2	
☒ Stakeholder Agreements	✓	✓	HSIPR Guidance Section 4.3.3.2	
☒ Financial Plan	✓	✓	HSIPR Guidance Section 4.3.3.2	
☒ Job Creation	✓	✓	HSIPR Guidance Section 1.6.2	

Standard Forms *(Can be found on the FRA website and www.forms.gov)*	**Required for Corridor Programs**	**Required for Projects [See Note Below]**	**Reference**	**Comments**
☒ SF 424: Application for Federal Assistance	✓		HSIPR Guidance Section 4.3.3.3	Form
☒ SF 424C: Budget Information-Construction	✓		HSIPR Guidance Section 4.3.3.3	Form
☒ SF 424D: Assurances-Construction	✓		HSIPR Guidance Section 4.3.3.3	Form
☒ FRA Assurances Document	✓		HSIPR Guidance Section 4.3.3.3	Form
Note: Items checked under "Corridor Programs" are required at the time of submission of this Track 2 Corridor Programs application. Items checked under "Projects" are optional at the time of submission of this Track 2 Corridor Programs application, but required prior to FD/Construction grant award.				

PRA Public Protection Statement: Public reporting burden for this information collection is estimated to average 16 hours per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. According to the Paperwork Reduction Act of 1995, a federal agency may not conduct or sponsor, and a person is not required to respond to, nor shall a person be subject to a penalty for failure to comply with, a collection of information unless it displays a currently valid OMB control number. The valid OMB control number for this information collection is **2130-0583**.

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Service Development Plan

Show Me IMPROVED Rail Service

Service Development Plan for the Midwest Regional Rail System

The Midwest Regional Rail System (MWRRS) has been under development since 1995, when the states of Illinois, Wisconsin, Michigan, Indiana, Ohio, Minnesota, Iowa, Nebraska, and Missouri in partnership with the Federal Railroad Administration and Amtrak, began to evaluate the potential role of High Speed rail in the Midwest. The work of this initiative (MWRRI) has resulted in a well coordinated and integrated 110-mph rail Business Plan that defines the way in which the rail system should be implemented. This Business Plan consists of an Executive Summary, MWRRI Project Notebook, Appendices, and Cost/Benefit Updates (Attachments 1,2,3, and 4)

On July 27, 2009 the Governors of the States of Illinois, Indiana, Iowa, Michigan, Minnesota, Missouri, Ohio, and Wisconsin and the Mayor of the City of Chicago executed a Memorandum of Understanding for the "Implementation of High- Speed Rail Passenger Service and Connections Involving Corridors Linking Cities in their Respective States" (Attachment 5). This document affirms that "all MOU Participants recognize a priority to establish the Chicago Hub to corridors consisting of Chicago-St. Louis, Chicago to Milwaukee-Madison, and Chicago to Detroit-Pontiac, (MWRRI Phase 1) that would form a high speed hub in the heart of the nation with high-speed and conventional passenger service connections radiating to seven other Midwestern states".

The US Department of Transportation, Federal Railroad Administration's (FRA) High Speed Intercity Passenger Rail Program (HSIPR) provides an opportunity for the MWRRS to implement a number of the corridors identified in MWRRI Business Plan. While the MWRRI recommended these corridors as part of its Phase I Implementation, various financial and development issues have resulted in phasing refinements within the MWRRI Phase 1 and Phase 3 plans and the delay in the implementation of Phase 2. These refinements in the MWRRI Phase 1 plans were necessary due to the complexity of the Chicago Terminal Limits, particularly environmental and capacity issues between Chicago and Rondout on the Chicago-Milwaukee-Madison corridor; Chicago to Dwight on the Chicago – St Louis corridor; and Chicago to Porter on the Chicago to Detroit corridor. The MWRRI States submitted a Track 1B application, Chicago Terminal Limits PE/NEPA (Illinois is the lead state) to resolve these complex issues. Therefore, the MWRRI States have coordinated their Track 2 applications with the intention to "jumpstart" the development of the entire MWRRS in accordance with the long term planning effort that has resulted in this MWRRS Service Development Plan as the "overarching" SDP to the phased implementation of the MWRRS. The refinements in the MWRRI implementation plan focused on assuring that the major corridors emanating from the Chicago Hub are included in the "jumpstart".

The refinements in the implementation plan of the MWRRI Phase I to "jumpstart' the MWRRS are as follows:

MWRRI Phase 1:

- Chicago – Milwaukee – Madison (Wisconsin is the lead state): The original MWRRI Phase 1 has 10 round trip trains per day from Chicago to Milwaukee operating at a maximum speed of 79 mph with 6 trains continuing to Madison operating at a maximum speed of 110 mph. Due to capacity constraints and needed associated environmental clearances within the Chicago Terminal Limits, this corridor has been refined to retain the current 7 round trip trains per day to Milwaukee with 6 continuing to Madison. Speed increases in the Milwaukee to Madison corridor will be consistent with progress on Positive Train Control. The Milwaukee to Madison Corridor Service Development Plan contains the operations and ridership metrics of this service.
- Chicago – St Louis (Illinois is the lead state): The original MWRRI Phase 1 has 8 round trip trains per day from Chicago to St Louis operating at a maximum speed of 110 mph. Due to environmental and capacity issues in the Chicago Terminal Limits and the addition of the Union Pacific Intermodal Facilities south of Joliet, the phasing of this corridor has been refined to complete the initial implementation of 5 round trip trains per day, with 3 trains operating at maximum speed of 110 mph and 2 trains operating at a maximum speed of 79 mph between Chicago and St Louis in accordance with the previous environmental clearances. Concurrently, Chicago-St Louis will be developed to the original MWRRI Phase 1 service resulting in an increase in track capacity needed to permit the operation of 8 round trip trains at a maximum speed of 110 mph with the increased UP freight traffic on shared right of way.. The Chicago to St Louis Corridor Service Development Plans for the two concurrent phases outline the operations and ridership metrics associated with this service.
- Chicago – Detroit / Pontiac (Michigan is the lead state): The original MWRRI Phase 1 has 6 round trip trains per day from Chicago to Detroit/Pontiac operating at a maximum speed of 110 mph. Due to capacity constraints and associated environmental issues within the Chicago Terminal Limits (South of the Lake Corridor), the phasing of this corridor has been refined to maintain the current 3 round trip trains per day between Chicago and Detroit/Pontiac and complete significant improvements within the corridor consistent with associated environmental documentation. These significant improvements consist of a coordinated and comprehensive grouping of projects that eliminate a series of chokepoints between Chicago and Porter and improve track conditions and signals between Porter and Ann Arbor resulting in operations in this segment (Porter to Ann Arbor) at a maximum speed of 110 mph. The Chicago to Detroit/Pontiac Service Development Plan contains detailed operation and ridership metrics associated with this service.

MWRRI Phase 2:

Chicago to Minneapolis/St. Paul (Minnesota is the lead state): This phase was predicated on 6 round trip trains per day to Twin Cities with 4 additional round trip trains per day to Madison and was scheduled for implementation one year after Phase 1. Due to the environmental requirements to determine the exact route between Milwaukee and Minneapolis/St Paul, this phase has been deferred until the route has been selected and environmental requirements for funding completed. Minnesota, as the lead state, has submitted a Track 3 application to fund a study in this corridor

MWRRI Phase 3:

- Chicago – Iowa City (Iowa is the lead state): This phase was based on 5 round trip trains per day from Chicago to Iowa City and was scheduled for implementation two years after Phase 1 operating at maximum speed of 90 mph between Aurora and Wyanet and a maximum speed of 79 mph between Wyanet and Iowa City. Since the announcement of the American Recovery and Reinvestment Act, Iowa, in partnership with Illinois, decided to advance this phase into Year 1 with an initial phase consisting of 2 round trip trains per day to Iowa City operating at a maximum speed of 79 mph. Advancing this corridor to Year 1 meets the goal of the MWRRI States to" jumpstart" all corridors emanating from the Chicago Hub to the states neighboring Illinois and is consistent with the Memorandum of Understanding signed by the Governors.

The selection of the MWRRI Phase 1 corridors for initial implementation was made as a result of a Quality Audit Review and Risk Analsyis (Attachment 6)conducted in 2006 (participants included experts from AECOM, RL Banks, Amtrak, and the MWRRI States). The Quality Audit concluded that the work performed to develop the MWRRS ridership and revenue forecasts, capital cost estimates, and financial plan was sound. Subsequent ridership studies undertaken by MWRRI States as part of their "work in progress" in developing their corridors have confirmed that the MWRRI ridership projections are reasonable.

The Quality Audit Review also determined that the operating cost projections were reasonable although lower than historical Amtrak operating costs. The maintenance and cyclic capital costs were calculated by the MWRRI in coordination with Amtrak using the FRA Technical Report by Zeta Tech. These calculations (Attachment 7)produced an annual maintenance cost of $3.79 per passenger train mile and an annual cyclic capital cost of $3.21 per passenger train mile. Although the FRA Zeta Tech study was based on freight railroad cost metrics, the freight railroads have indicated that the States should pay more than these amounts. The overall operating costs for modern high speed rail equipment and, particularly the maintenance cost component, will continue to be subject of future negotiation with Amtrak and the host freight railroads.

The MWRRI States understand the importance of Risk Management in their decision making process. The Risk Analysis undertaken as part of the Quality Audit identified certain risk factors to the successful implementation of the entire MWRRS. These risk factors were generally associated with operational efficiency and funding. These risk factors were essentially mitigated by phasing the MWRRS to initially build-out the most developed and high density Phase 1 corridors. The addition of the Chicago to Iowa City corridor into Year one meets the criteria established to connect the Chicago Hub to the neighboring states of Illinois and adds minimal risk. The operations and ridership metrics developed for the refinements in the implementation of the MWRRI Phase 1 and Phase 3 have been reviewed and are consistent with the risk mitigation strategy.

In 2007, the MWRRI States developed a Draft Purpose and Need for the MWRRS (Attachment 8), a Scope of Work for undertaking preliminary engineering and environmental studies of the MWRRI Phase

1 corridors (Attachment 9), and a Scope of Work for undertaking a programmatic environmental study of the other MWRRS corridor outside of Phase 1 (Attachment 10).

To meet the HSIPR application requirements, the following provides a Service Development Plan (SDP) for the MWRRS as a whole to support the formulation of a Service Development Plan for each corridor of the MWRRS for which a Track 2 application is submitted. As defined by the FRA, a Service Development Plan is a plan for developing High-Speed Rail/Intercity Passenger Rail Service, either by initiating new service or improving existing service. It is typically focused on distinct phases and /or geographic areas. The SDP includes three general topics:

1. **Rationale**: including purpose and need; a description of the Midwest Regional Rail System (MWRRS) transportation challenges and opportunities based on current and forecasted travel demand and capacity conditions

2. **Service/operating plan and prioritized capital plan:** including the description of the train service to be provided for each phase of new or improved Intercity Passenger Service.

3. **Implementation plan:** including project management approach, stakeholder agreements and financial plan

The MWRRS completed a major planning effort in June 2004, and documented its conclusions in the Project Notebook. This Project Notebook and Appendices addresses all the subject areas required by the SDP, so the Project Notebook can in essence, be considered an SDP for the entire MWRRS network. An Executive Report was issued in September 2004 and the Project Notebook was amended in November 2006 with an update to Chapter 11, Benefit and Cost Analysis. (Refer to Attachments 1,2,3, and 4)

Previous Midwest High Speed Passenger Rail studies supported the development of the project notebook. A total of 49 studies (refer to the list in Attachment 11) have been completed as follows:

Corridor	Number of Studies
Midwest System (as a whole)	5
Chicago – Detroit/Pontiac	6
Chicago-Toledo-Cleveland	7
Chicago-Indianapolis-Cincinnati	4
Chicago-Carbondale	3
Chicago-St. Louis	5
St. Louis – Kansas City	5
Chicago-Quincy-Des Moines-Omaha	4
Chicago-Milwaukee-Madison-St Paul	10
Grand Total MWRRI Studies	49

Since 2004, states have been working individually on development plans for their own corridors. All these efforts can be considered "work in progress" or interim work that is still under development. With respect to the overall MWRRS vision, the most recent update consists of the 2004 Project Notebook. This document continues to guide and direct the efforts of the individual states, as they seek to develop their own respective parts of the system, in a manner consistent with the overall framework and vision that the Project Notebook provides.

In March, 2008, the MWRRI prepared a Draft Purpose and Need Statement for Phase 1 of the MWRRS (Attachment 7). This document stated that the purpose of the MWRRI and the proposed action is to provide a means to help meet future regional travel needs through improvements to the level and quality of regional passenger rail service. The proposed action offers an opportunity to provide reliable and competitive passenger rail service as an attractive alternative transportation choice. To address the purpose of meeting regional travel needs by preserving, improving, and expanding the passenger rail service in the Phase 1 corridors, market research to gauge the feasibility of the MWRRS was conducted. The research concluded that the most important prerequisites for attracting and retaining rail riders are to overcome the current lack of reliability, infrequent service and provide travel times that are equal or better than the auto mode. The needs (principal service attributes) of the MWRRS are:

- Improved travel times and frequencies
- Competitive fares that maximize revenue yields
- Use of modern equipment
- Improved accessibility and reliability
- Upgraded on-board and station amenities

The MWRRS Service Development Plan and the complementary MWRRI Phase 1 and Phase 3 Corridor Service Development Plans are consistent with this Purpose and Need as further explained in the individual Corridor-wide Service NEPA documents.

For the purpose of this submission, the SDP for individual states' Corridor Programs will remain consistent with the Project Notebook. Specific corridor level information has been documented as it currently exists within the Project Notebook, with some selective updates to reflect more recent information, particularly in the area of Capital costs.

While capital costs have been updated, the related ridership, revenue, operational, financial and economic analyses have *not* yet been correspondingly updated. Dollar values need indexing from $2002 up to $2009, but there have also been changes in the transportation market, largely driven by higher fuel prices, but also demographic changes and structural economic shifts. Amtrak and all passenger rail operators have noticed a strong increase in demand since the Project Notebook was completed in 2004. While capital costs may have gone up, so too have ridership, revenue, consumer surpluses and all the social benefits associated with operation of the MWRRS system.

Because of this, the MWRRS Cost Benefit results calculated in 2006 are, if anything, conservative in today's transportation environment, despite the apparent increase in capital costs. The time frame for developing this submission has not permitted recalibration of the ridership models or recalculation of all the financial projections for all corridors.
Because the material in the SDP is largely drawn from the MWRRS Project Notebook, the Project Rationale, Financial, Economic and Implementation Plan will be addressed at the level of the whole network. Some parts of the service/operating plan, such as equipment cycling and train equipment consist standards, also make more sense to address at the network rather than individual corridor level. Crew and timetabling requirements, as well as line capacity simulation and capital investment strategies are presented at the individual corridor level.

Topic #1: Rationale

Since 1996, the Midwest Regional Rail System (MWRRS) has advanced from a series of individual corridor service concepts, into a well-defined, integrated vision to create a 21st century regional passenger rail system. This vision reflects a paradigm shift in the manner in which passenger rail service will be provided throughout the Midwest, and forges an enhanced partnership between USDOT, FRA and the Midwestern states for planning and providing passenger rail service. This system would use existing rights-of-way shared with existing freight and commuter services and would connect nine Midwestern states and their growing populations and business centers. System synergies and economies of scale, including higher equipment utilization, more efficient crew and employee utilization, and a cooperative federal and state infrastructure and rolling stock procurement, can be realized by developing an integrated regional rail system.

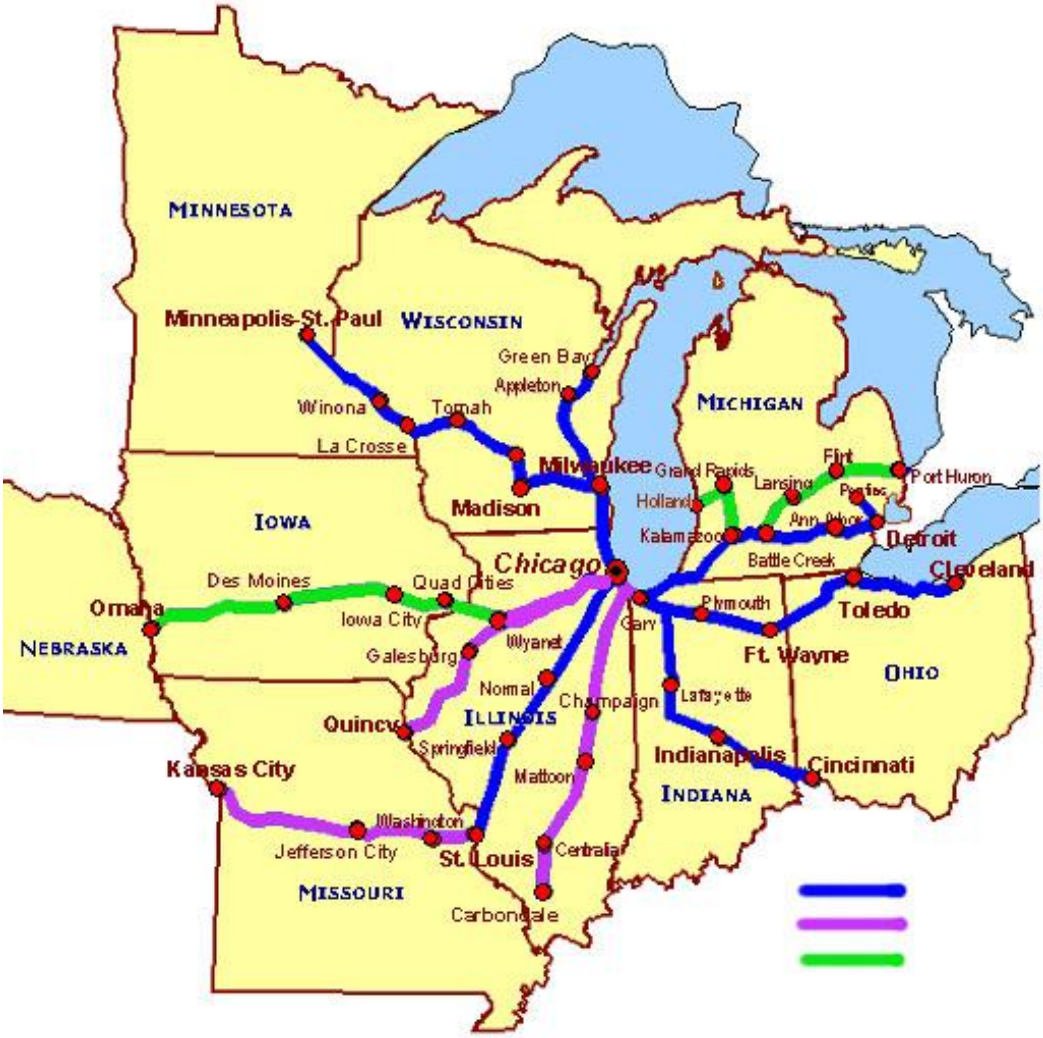
Collectively, the key elements of the MWRRS plan will improve Midwestern travel well beyond currently available train service. These elements include:

- Upgrading existing rail rights-of-way to permit frequent, reliable, high-speed passenger train operations. These generate significant improvements in rail efficiency, reliability and on-time performance.
- Operation of a hub-and-spoke passenger rail system providing through service and connectivity in Chicago, to locations throughout the Midwest region.
- Introduction of modern train equipment with improved amenities operating at speeds up to 110-mph.
- Provision of multimodal connections and feeder bus systems to improve system access.
- Development of a rail service that satisfies FRA's Public/Private partnership requirements, as defined in FRA's document *High-speed Ground Transportation for America* (1997). Accordingly, it has been shown that the MWRRS has the potential to run without operating subsidy and its implementation will generate substantial public benefits, exceeding its cost, for the regional and US economies.

The MWRRS would encompass a rail network of more than 3,000 route miles and serve nine states with a combined population of 60 million people. About 80 percent of the region's population lives within an hour drive of either an MWRRS rail station or a feeder bus station. As a result of the interstate character of the MWRRS network, a strong Federal role is both necessary and appropriate for promoting its development.

The frequent service proposed for the MWRRS (Exhibit 1-1 from the Project Notebook) serves intermediate sized cities on each corridor, such as Jefferson City, Springfield, Des Moines, Indianapolis, Madison and Toledo, as well as their respective larger endpoint cities such as Kansas City, St. Louis, Omaha, Cincinnati, Twin Cities and Cleveland.
Mainline service to destinations such as Detroit and Twin Cities is supplemented by branch line services to Lansing, Grand Rapids and Green Bay.

Exhibit 1-1
Proposed Midwest Regional Rail System



Implementation of the MWRRS will increase mobility choices and stimulate economic development throughout the region. The system affords the opportunity to:

- Develop attractive public/private partnerships that will enhance both rail and bus travel in the Midwest
- Achieve significant reductions in travel times and improve service reliability
- Introduce passenger rail service to Midwest areas currently not served by passenger rail
- Introduce an alternative to auto travel to many small towns and cities of the Midwest that lack travel choices
- Introduce a regional passenger rail system designed to generate revenues that cover operating costs when it is fully implemented
- Provide major capital investments in rail infrastructure to improve passenger and freight train efficiency, safety and reliability on shared rights-of-way
- Provide impetus for station-area development

The analysis demonstrated that the proposed service, with modern stations and a high level of on-board amenities could attract significant numbers of riders and achieve a respectable modal market share for trips up to 500 miles.

Intermodal Complementarity

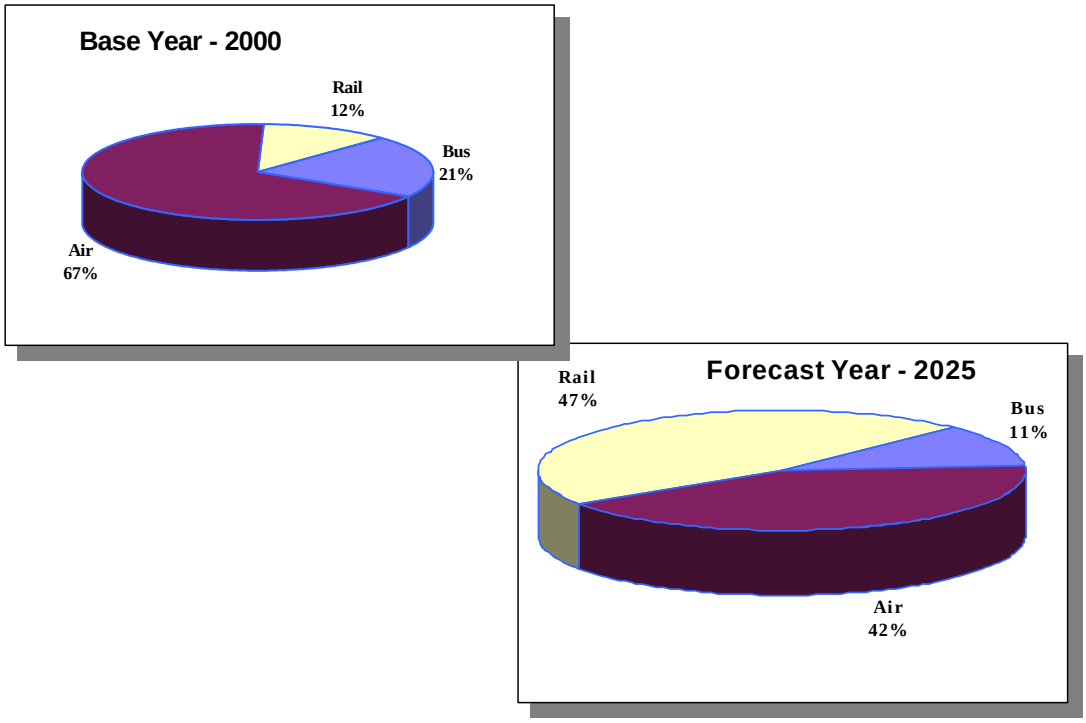
The passenger rail market analysis confirms there is a substantial market for intercity travel between all the cities on the MWRRS network. In many markets, the MWRRS provides a faster and more cost-effective alternative to auto and bus travel. Furthermore, the MWRRS provides a more cost-effective means of travel than air in many of the smaller, urban areas on or near an MWRRS corridor.

In the 2000 base year, 498 million trips within the Midwest region, 98 percent were made by auto; 1.3 percent by air; 0.4 percent by bus and 0.3 percent by rail. Auto trips include a large number of relatively short trips (100 to 150 miles), while the public modes generally include longer trip lengths, typically 150 to 250 miles for bus and rail and 250 to 500 miles for air. In other words, while the market share of the public modes is small (2.0 percent for air, rail and bus), the public modes have a larger share of the total vehicle or passenger miles, and therefore account for a much larger proportion of the person miles traveled. Of the public modes, of the existing market, 67 percent of the trips are made by air, 21 percent by bus and 12 percent by rail.

Of the total rail ridership forecast for 2025, 6 percent is a result of the natural growth of travel demand in the region, 10 percent is due to increased mobility or induced demand, and 84 percent is due to diverted demand. Induced demand is defined as those trips that would not have been made without the introduction of the MWRRS, while diverted demand is the result of travelers changing travel mode. Of

the diverted demand for the MWRRS, 58 percent is from auto, 23 percent from bus and 20 percent from air. (see Exhibits 4-25 and 4-37 in the Project Notebook).

Exhibit 4-37
Base and Forecast Year Market Shares for the Public Modes



MWRRS implementation would add significant capacity to augment the capacity of the existing highway and air systems. While most of the rail travel diversion would come from automobile, the MWRRS would provide a moderate level of airport congestion relief as well.

Since air service is increasingly focused on trips over 300 miles, the MWRRS tends to complement rather than compete with air service in the Midwest. Even so, the convenience of direct downtown-to-downtown accessibility provided by the system will enable it to divert some short-haul air traffic to rail. Most of the air impact would come from reduction of very short flights that offer marginal profitability to the airlines anyway. Since the MWRRS would be more efficient than air for many of these short trips under 300 miles, this would allow airlines and airports to redeploy assets to more economically productive uses.

There would be some shift of long haul trips from bus to rail as well. However, the overall use of bus service in the Midwest would be likely to grow through development of a feeder bus network, like the one that already exists in California. This would connect the MWRRS rail system to smaller outlying

communities, which would likely result in an increased overall usage of a restructured bus network. Greyhound participated in development of this feeder bus plan and has indicated its support for it.

Topic #2: Service/Operating Plan and Prioritized Capital Plan

The operational characteristics of the proposed MWRRS service have been extensively analyzed over the course of a multi-year planning effort. At the network level, the most important operational aspects of the system include the development of a standard, interoperable MWRRS rolling stock configuration/train consist that can freely rotate and operate on all the MWRRS corridors.

In addition the development of standardized maintenance and repair procedures and a network of shop facilities at Pontiac, St. Louis, Kansas City, Madison and St. Paul has been recommended. This provides for major overhaul capabilities as well as progressive maintenance and periodic inspection needs for the equipment. (If St. Louis cannot maintain and repair at least three trains per night, a sixth shop will be needed and has been recommended for Cleveland, OH. See page 7-17 of the Project Notebook.)

The adoption of a standardized train consist, with cycling of equipment between routes allows for a reduction in equipment dwell times, particularly at the downtown Chicago hub, promoting more schedule flexibility, better equipment utilization and a reduced requirement for "protect" equipment, since one spare equipment set could protect the emergency needs for multiple MWRRS routes. High equipment utilization along with shared maintenance facilities are the key components for attaining projected economies of scale associated with implementation of the MWRRS network as a whole.

An additional analysis that was performed for the network or "system" operations relates to the capacity of Chicago Union Station. This section, therefore, will describe the underlying operational analyses related to:

- Rolling stock configuration / train Consists
- Equipment schedules
- Chicago Union Station

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Letters of Support

Show Me IMPROVED 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.

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

CLAIRE McCASKILL
MISSOURI

(202) 224-6154
FAX: (202) 228-6326
http://mccaskill.senate.gov

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.

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FAX: (573) 334-4278

915 EAST ASH STREET
COLUMBIA, MO 65201
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400 EAST 9TH STREET
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KANSAS CITY, MO 64106
(816) 421-1639
FAX: (816) 421-2562

5850 DELMAR BOULEVARD
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ST. LOUIS, MO 63112
(314) 367-1364
FAX: (314) 361-8649

324 PARK CENTRAL WEST
SUITE 101
SPRINGFIELD, MO 65806
(417) 868-8745
FAX: (417) 831-1349

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,

CLAIRE MCCASKILL
United States Senator

IKE SKELTON
4TH DISTRICT, MISSOURI

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TELEPHONE: (202) 225–2876
website: www.house.gov/skelton

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

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(816) 228–4242

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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

July 28, 2009

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 4th 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

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

July 28, 2009

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
International Organizations, Human Rights and Oversight Subcommittee
Middle East & South Asia Subcommittee

Transportation and Infrastructure Committee
Aviation Subcommittee
Economic Development, Public Buildings, and Emergency Management Subcommittee
Water Resources & Environment Subcommittee

Science and Technology Committee
Research and Science Education Subcommittee

Congress of the United States
House of Representatives
Washington, DC

July 28, 2009

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Crystal City, MO 63019
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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. Lois 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

KANSAS
DEPARTMENT OF TRANSPORTATION

Mark Parkinson, Governor
Deb Miller, Secretary

http://www.ksdot.org

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
700 S.W. Harrison Street; Topeka, KS 66603-3745 • (785) 296-3841 • Fax: (785) 296-0963
Hearing Impaired - 711 • e-mail: publicinfo@ksdot.org • Public Access at North Entrance of Building

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,

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

NATIONAL RAILROAD PASSENGER CORPORATION
60 Massachusetts Avenue, NE, Washington, DC 20002
tel 202 906.3960 fax 202 906.2850

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.

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. 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,

Joseph H. Boardman
President and Chief Executive Officer

cc: Michael Franke
Stephen Gardner
Brian Weiler, Missouri DOT
Rodney Massman, Missouri DOT

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

MARC
Mid-America Regional Council

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,

David Warm
Executive Director

cc: Beth Wright
Brian Weiler

Ken Menges
Director

222 A Madison
Jefferson City, Mo.65101
Phone 573-634-3303
Fax: 573-634-5925
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,

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,

Pete Levi

PSL:jg

Citizens for Modern Transit

911 WASHINGTON AVE. STE. 200
ST. LOUIS, MISSOURI 63101
P: [314] 231.7272 F: [314] 231.7380
E: info@cmt-stl.org W: www.cmt-stl.org

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 results 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 improvement 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™

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

TOLL FREE 800.767.7700 LOCAL 816.221.5242 FAX 816.691.3805 VisitKC.com

KANSAS CITY
regional transit
ALLIANCE

CITIZENS FOR EFFECTIVE, SENSIBLE & MODERN TRANSIT

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

1000 Walnut, Suite 224
Kansas City, MO 64106
Phone: (816) 471-6808
Email: rta@kctransit.org
www.kctransit.org

CITY OF
WASHINGTON
MISSOURI

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

(636) 390-1010 • FAX: (636) 239-4649 • e-mail: planning@ci.washington.mo.us

WASHINGTON AREA
CHAMBER OF COMMERCE

323 WEST MAIN ST.
WASHINGTON, MO 63090
636-239-2715
FAX 636-239-1381
www.washmo.org

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

Steve Picker
Executive Director

100 E. High Street • Post Office Box 2227 • Jefferson City, MO 65102-2227
(573) 632-2820 • Fax (573) 638-4892 • Toll Free (800) 769-4183 • www.VisitJeffersonCity.com

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,

Janice McMillan

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)

indicated their support for the application.

We wish you the best of luck with your application.

Sincerely,

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

Jackson County Courthouse ▪ 415 East 12th Street ▪ Kansas City, Missouri 64106
Office: 816-881-3333 ▪ FAX: 816-881-3133

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.

200 South Osage Avenue, Sedalia, Missouri 65301 • Phone (660) 827-3000 ext. 144 • Fax (660) 827-3885

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

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

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 infrastucture 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 Summitt 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