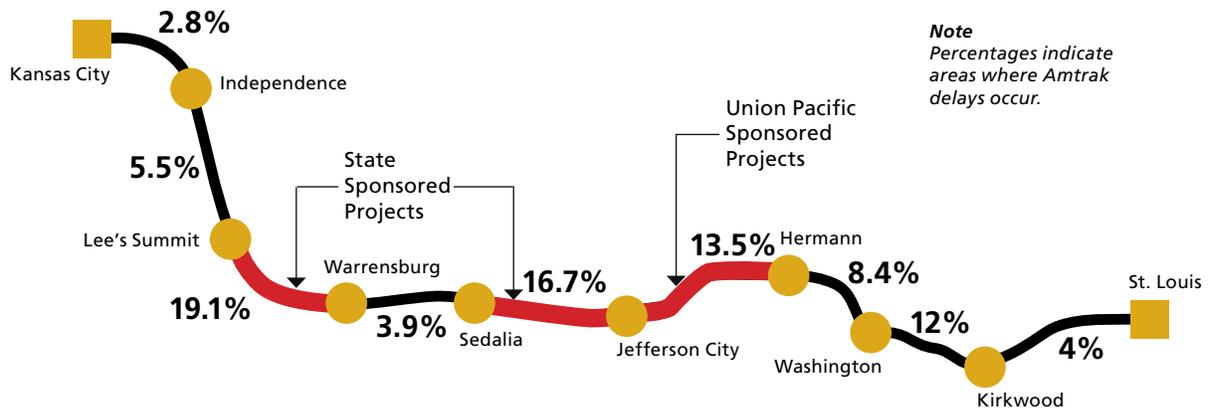


Ensuring the Future of State-Supported Passenger Rail Service in Missouri

Background

Missouri is at a crossroads with its state-supported passenger rail service. Nationally, there has been strong ridership growth on almost all Amtrak corridors. Missouri is the exception, going from a high of 208,000 riders in FY2001 to only 144,000 in FY2007. Frequent delays due to freight rail congestion on the Union Pacific corridor carrying this service are the primary cause. Only 71 percent of trains were within 30 minutes of schedule in FY2007, with performance in some months as low as 54 percent. Many trains were two to three hours late. Understandably, the public will not ride a service they cannot depend on. Below is an illustration of the three highest areas of delay indicated in red.



Efforts to Date

MoDOT has participated since 1996 with eight other Midwestern states on a far-reaching planning effort known as the Midwest Regional Rail Initiative. This would develop a 3,000-mile high-speed rail system using Chicago as the main hub. However, while planning work has progressed, this proposal would require significant federal investment. Within Missouri, MoDOT completed a capacity analysis of the Union Pacific (UP) corridor between Kansas City and St. Louis to identify projects that would improve passenger train reliability and the flow of freight rail traffic, and in May, 2008, the Missouri Legislature appropriated \$5 million toward this effort. UP's projects in the Central Region include adding second mainline track to railroad bridges located over rivers at Gasconade (\$21 million) and Osage (\$15 million) to eliminate the bottle-necks.

Plan of Action

MoDOT is aggressively pursuing the following plan of action for the \$5 million state investment to ensure the future of passenger rail.

- Request a matching \$5 million in federal funds from the Federal Railroad Administration's Capital Assistance to States - Intercity Passenger Rail Service program to complement the already-approved state investment of \$5 million.
- During the 2008-2009 construction season, facilitate capacity improvements on UP mainline (extend current sidings in West-Central Missouri to 8,500 feet to accommodate longer freight trains) to achieve both passenger and freight goals for accelerating train movements as recommended in recently completed Rail Capacity Analysis.
- An investment in track capacity projects will improve passenger service reliability and increase public ridership by eliminating "key chokepoints" that cause Amtrak and freight delays.



For More Information:
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