

MISSOURI

state rail plan

Executive Summary

May 2012



Prepared for:



Missouri Department of Transportation

Prepared by:



HNTB Corporation

Missouri State Rail Plan

Executive Summary

The Missouri Department of Transportation (MoDOT) has developed a State Rail Plan which will serve as the strategic framework for developing freight and passenger rail service in Missouri for the next 20 years. It recommends long-term priorities and strategies, as well as placing investments in order to enhance the movement of people and goods and expand connections between all types of transportation. The plan meets the requirements established by the federal Passenger Rail Investment and Improvement Act of 2008 and will help ensure Missouri is positioned to obtain future federal funding for rail projects.



Rail in Missouri Today

The maintenance and expansion of freight and passenger rail service is important to the economic well-being of Missouri's citizens and businesses.

Railroads play a major role in moving freight within and throughout the state and provide important connections to the global marketplace. Because rail access is essential to many companies, improved service is an important tool in Missouri's business development efforts.

Passenger rail service provides an affordable and environmentally friendly travel option and helps promote business and economic development, particularly near stations.

Together, increased use of freight and passenger rail has the potential to relieve congestion on Missouri highways, save citizens and businesses time and reduce harmful emissions.

Plan Vision and Goals

Missouri's rail vision is to provide safe, environmentally-friendly transportation options supporting efficient movement of freight and passengers, while strengthening communities and advancing global competitiveness through intermodal connectivity.

This vision is supported by the following plan goals:

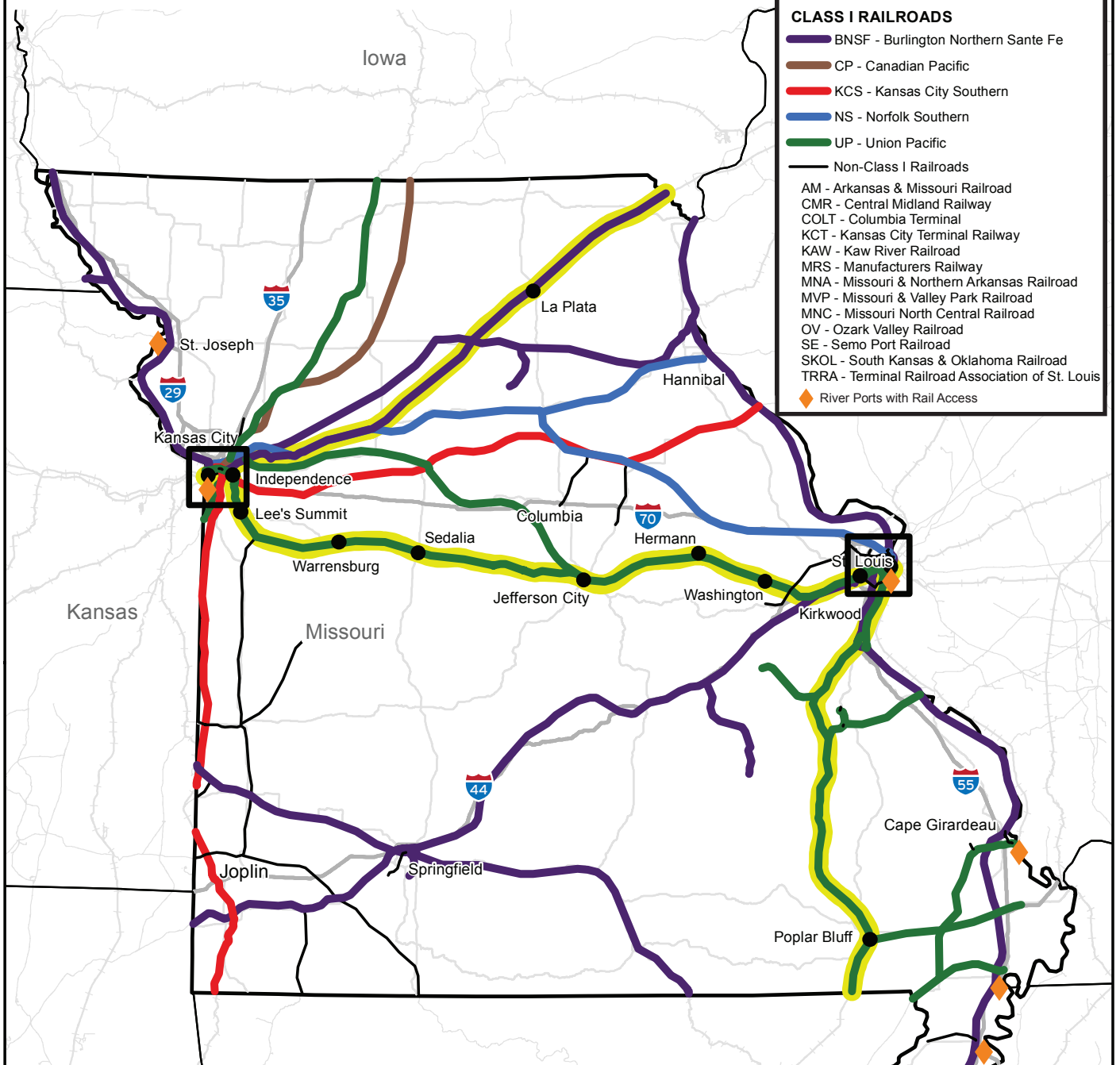
- Promote the efficient movement of passengers
- Promote the efficient movement of freight
- Encourage intermodal connectivity
- Enhance state and local economic development
- Promote environmentally and socially responsible rail transportation development



Existing Missouri Railroad Network

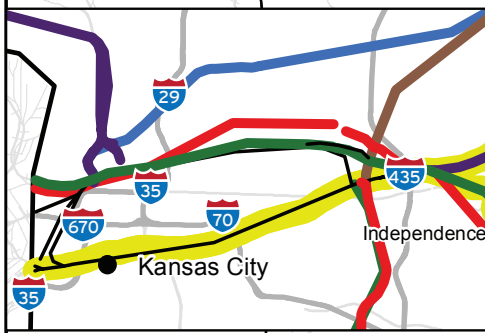
MISSOURI RAILROAD OPERATORS

- Passenger Rail Route
- CLASS I RAILROADS**
- BNSF - Burlington Northern Sante Fe
- CP - Canadian Pacific
- KCS - Kansas City Southern
- NS - Norfolk Southern
- UP - Union Pacific
- Non-Class I Railroads
- AM - Arkansas & Missouri Railroad
- CMR - Central Midland Railway
- COLT - Columbia Terminal
- KCT - Kansas City Terminal Railway
- KAW - Kaw River Railroad
- MRS - Manufacturers Railway
- MNA - Missouri & Northern Arkansas Railroad
- MVP - Missouri & Valley Park Railroad
- MNC - Missouri North Central Railroad
- OV - Ozark Valley Railroad
- SE - Semo Port Railroad
- SKOL - South Kansas & Oklahoma Railroad
- TRRA - Terminal Railroad Association of St. Louis
- River Ports with Rail Access



Kansas City Area

St. Louis Area



Freight Railroads



Freight railroads play an important role in the transportation of goods in Missouri. During the next 20 years, rail freight shipped into the state is projected to increase 40 percent and rail freight shipped out of the state is expected to grow 47 percent.

Freight Rail by the Numbers

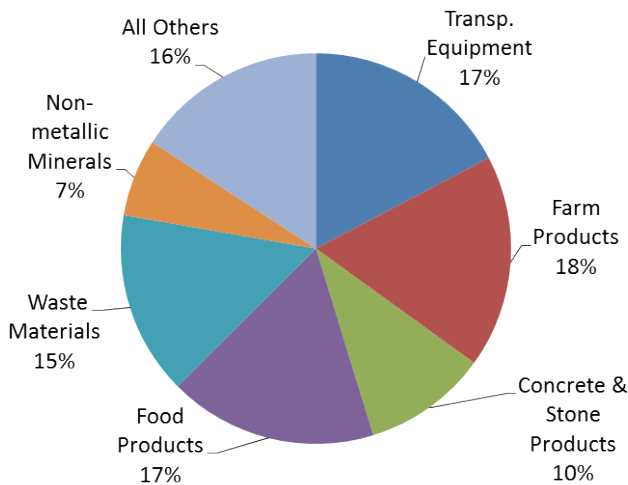
- 19 railroads in operation
- 4,822 track miles (ranks 10th in nation)
- 304 million tons of freight carried in 2011 (ranks 4th in nation)
- \$2.8 billion in Gross State Product generated in 2011
- 2nd and 3rd largest rail hubs in the nation in Kansas City and St. Louis, respectively
- 8,200 rail industry jobs
- \$19.8 billion in exported goods in 2006

If all of the freight carried on trains was shifted to trucks, more than 20 million trucks would be added to Missouri's highways.



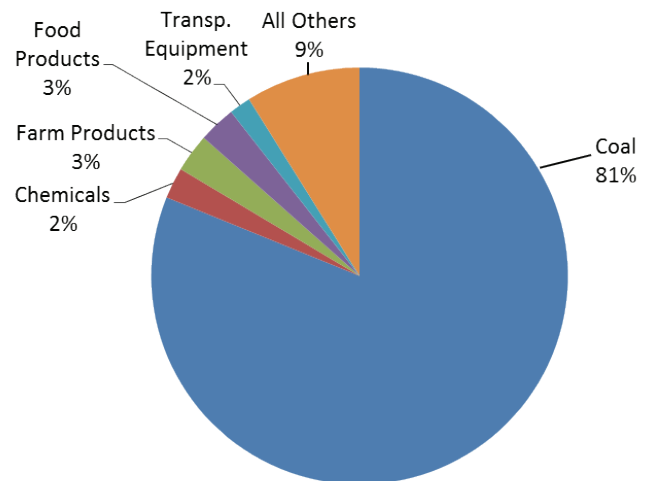
Rail freight shipped out of Missouri in 2011

Total – 19.0 million gross tons



Rail freight shipped into Missouri in 2011

Total – 65.7 million gross tons



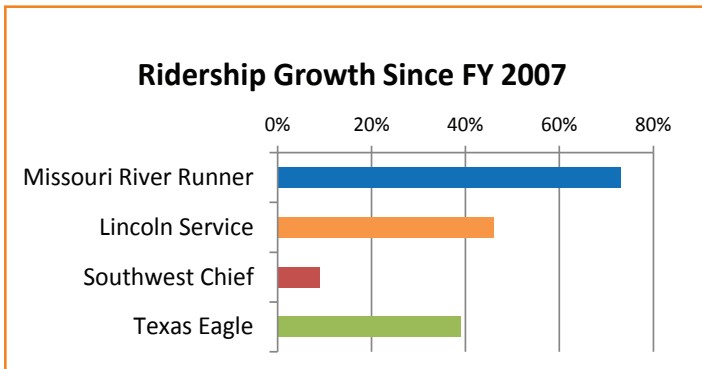
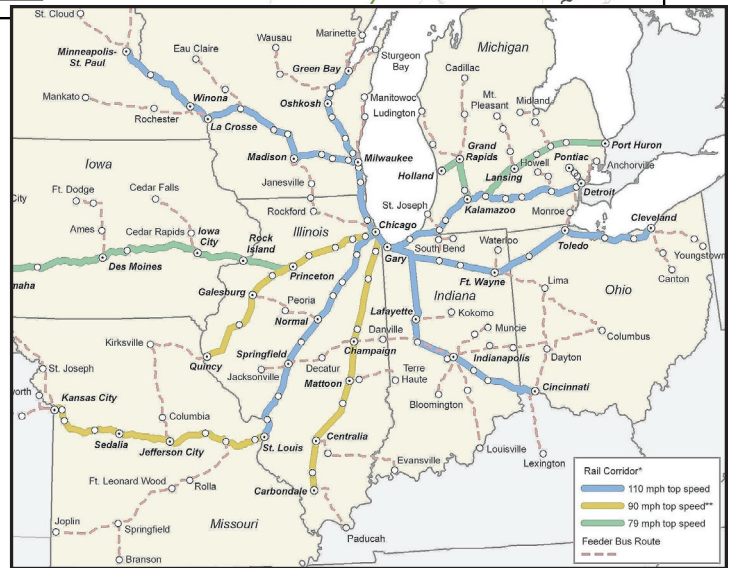
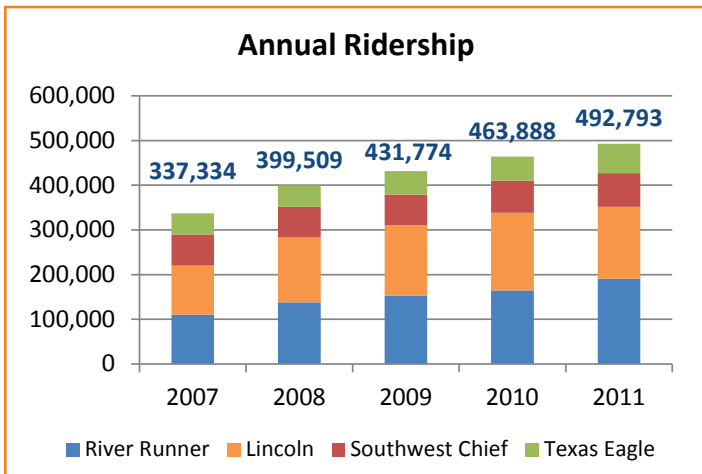
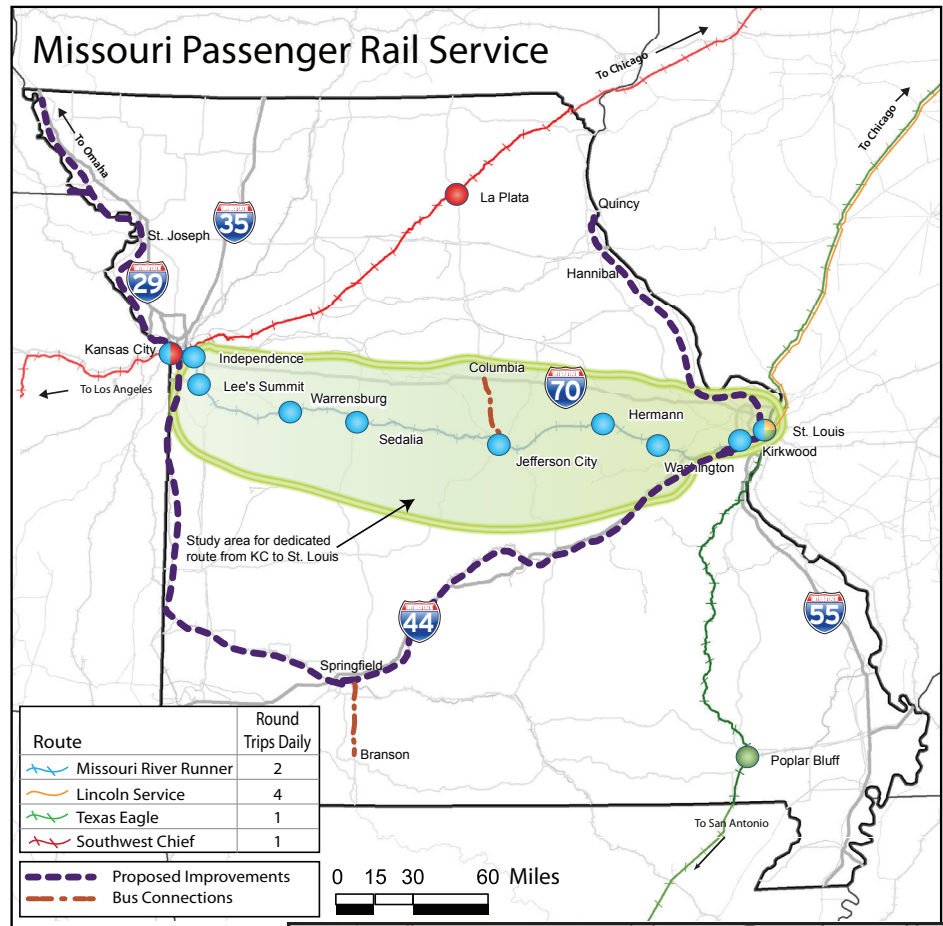
Passenger Rail

Amtrak service is provided in Missouri on two long distance routes - the Southwest Chief and Texas Eagle - and two regional routes - the Missouri River Runner and Lincoln Service.

The state provides about \$8 million annually to operate the Missouri River Runner.

Amtrak ridership in Missouri has grown 46 percent in the last five years.

Recommendations to improve Missouri's passenger rail service are part of a greater plan to improve travel within the Midwest region.



Rail Funding Challenges and Opportunities

Missouri has been able to maintain and improve existing passenger rail service with relatively modest state funding and federal grants. In addition, the state funds grade crossing improvements and has supported other freight rail investments which have a clear economic benefit to the state. MoDOT intends to continue to pursue federal, state and private funding for rail improvement projects, and the adoption of this state rail plan is essential for the success of this effort. However, both opportunities and challenges exist:



Governor Jay Nixon with federal, state and railroad officials at ground breaking ceremony for Osage River Railroad Bridge. The project received \$22.6 million in ARRA funds.

Opportunities

- Public/private partnerships have resulted in rail infrastructure improvements
- Since 2007, Missouri has been awarded \$179 million in passenger rail improvement grants
- Strong ridership growth, spurred by greatly improved on-time performance, reduces state support

Challenges

- No dedicated state funds for passenger rail operations and infrastructure improvements
- Limited state programs for freight rail development
- No dedicated state funding source to provide matching funds for federal passenger rail grants
- Limited federal funds dedicated for rail system improvements

Public Outreach

The public outreach strategy for the plan was designed to ensure interested persons and organizations had an opportunity to be informed and involved throughout the process. Outreach included:

- A dedicated rail plan Web page - www.morail.com
- Two series of public meetings, complemented by online “virtual” public meetings
- Online public and stakeholder surveys
- Electronic newsletter
- Coordination with the Missouri Rail Passenger Advisory Committee



I believe rail is an integral part of our transportation system and needs to be maintained.

~ Survey Respondent

The Benefits of Rail

Improvements to Missouri's rail system not only generate economic opportunities for the state, but also provide transportation, environment and community benefits.



Economic Benefits

- Maintaining Missouri's rail system is expected to:
 - preserve nearly 1,000 jobs
 - provide \$1.9 billion in economic output
 - add \$988 million in personal income
- Diverting trips to rail can reduce vehicle operating costs and environmental impacts, improve travel time and increase the safety of the state's highway system.
- Expanding passenger service over the next 20 years can generate between \$54 million and \$2 billion for Missouri's economy, depending on the level of investment.
- Enhancing freight rail access, especially at ports, can generate new economic activity and create jobs at a magnitude well beyond the original investment.



Transportation Benefits

- Intercity passenger rail connects major urban centers, saves travel time and is less prone to delays than airlines.
- Passenger rail operating at 79 mph and above is time-competitive with air and auto trips of 100 to 500 miles.
- One train carries the equivalent load of about 280 trucks or more, which helps reduce congestion.



Community Benefits

- Freight rail infrastructure supports existing industries and encourages local business investment.
- Passenger services often result in increased development around stations.
- Improvements to warning devices at crossings increase safety.

Environmental Benefits

- Rail can move freight three times more efficiently than trucks on a per ton-mile basis.
- A typical freight train emits only one-third the pollution of a truck on a ton-mile basis.
- One gallon of fuel will carry one ton of freight 413 miles via rail, as compared to 115 miles by truck.
- Generally, passenger rail uses 21 percent less energy per passenger mile than automobiles and 17 percent less than airline travel.



The Missouri State Rail Plan is a living document which will be updated regularly. It and other supporting materials are available at www.morail.org.

Strategies and Priority Recommendations

Description		20-Year Cost (in Millions)	Priorities	Strategies
SAFETY	Maintain Grade Crossing Safety Program	\$137	<ul style="list-style-type: none"> ◆ Manage Rail Assets 	<ul style="list-style-type: none"> ◆ Upgrades to highway-rail crossings; i.e. lights, gates, grade separations, closings
	Maintain Current Service	\$179	<ul style="list-style-type: none"> ◆ Continue seeking annual General Revenue funds for Missouri River Runner service 	<ul style="list-style-type: none"> ◆ Complete funded infrastructure improvements ◆ Complete funded design work
PASSENGER	Expand Existing Service	\$330	<ul style="list-style-type: none"> ◆ Establish Dedicated State Funding Source ◆ Leverage Federal Funds for Projects to Expand Missouri River Runner Service ◆ Initiate Targeted Marketing Program ◆ Organize St. Louis to Kansas City Corridor Coalition 	<ul style="list-style-type: none"> ◆ Stabilize state operating support ◆ Add frequencies up to six or more round trips ◆ Increase speed incrementally up to 90 mph ◆ Reduce travel time to less than four hours ◆ Market service ◆ Educate and build public support ◆ Purchase new equipment
	Enhance Service to New Corridors	\$620	<ul style="list-style-type: none"> ◆ Establish Dedicated State Funding Source ◆ Leverage Funding for Future Passenger Service Development ◆ Secure Funding for Service Development Planning and Environmental Review for New Corridors 	<ul style="list-style-type: none"> ◆ Stabilize state operating support ◆ Set priorities for future corridor development <ul style="list-style-type: none"> ▪ Quincy-Hannibal-St. Louis ▪ St. Louis-Springfield ▪ Springfield-Kansas City ▪ Kansas City-St. Joseph-Omaha ▪ Feeder bus connections <ul style="list-style-type: none"> ◆ Columbia-Jefferson City ◆ Springfield-Branson ◆ Evaluate and identify a dedicated corridor route, purchase right of way ◆ Identify funding sources for planning, engineering and construction of dedicated corridor
FREIGHT	Expand Access	\$105	<ul style="list-style-type: none"> ◆ Expand State Transportation Assistance Revolving loan fund ◆ Develop a State Freight Rail Economic Development Grant Program ◆ Expand the Port Capital Improvement Program ◆ Develop a Rail Asset Management Program 	<ul style="list-style-type: none"> ◆ Support communities in improving rail access for industrial and commercial developments or to short line services ◆ Provide support for rail infrastructure needed for specific economic development projects ◆ Encourage intermodal rail access or improve infrastructure at Missouri ports
Total		\$1,371		

As shown in the chart above, this plan contains ongoing, existing support for passenger service and grade crossing safety projects. It also includes potential costs for expanding and enhancing the state's passenger and freight rail systems in ways Missourians have asked for throughout the development of this plan. Altogether, the proposal calls for a \$1.4 billion investment over the next 20 years. However, there is a problem. There is no dedicated state funding for rail programs and projects and federal funding is dwindling. Missourians will have to decide what kind of rail system they want and how they will pay for it.

