



I-70 Supplemental Environmental Impact Statement

Rail's role in moving freight and people

Many Missourians have asked whether a new rail corridor could be built alongside, or within, the I-70 corridor for both freight and passengers. A high-speed passenger rail option was one of several possibilities identified to improve conditions in the I-70 corridor as part of the state-wide Improve I-70 study.

During that process, MoDOT factored both existing and planned rail services into rail's ability to reduce traffic on I-70, but concluded that even with rail enhancements, vehicle traffic in the corridor would increase and improvements to I-70 would still be needed.

Additionally, a new rail line in the I-70 corridor would need to connect to existing rail lines through farms, communities and cities, creating significant environmental and community impacts, and at a significant cost.

Improving Rail Service in Missouri:

- The organizations responsible for operating railroads are focusing on ways to **improve existing rail corridors** rather than building new ones. For example, MoDOT's Division of Multimodal Operations-Railroad Section, Amtrak, Union Pacific and a rail passenger advisory committee are working on ways to improve passenger train reliability and the flow of freight rail traffic on the Union Pacific corridor between Kansas City and St. Louis.
- Much like I-70 itself, railroads are already moving as much or more traffic than they were originally designed to carry. Railroads are **investing heavily** to increase their capacity. MoDOT supports this effort, and recently authorized **\$84 million** toward making freight and passenger rail improvements.
- In Missouri, public funding for rail improvements (the vast majority of rail lines are privately owned) is dependent each year on **action by the Missouri Legislature**, who must appropriate funds for rail improvements to MoDOT in each year's budget. Missouri's constitution states that funds raised by the gas tax – a significant portion of MoDOT's funding – be spent only on highways and bridges.
- Missouri has joined with eight other Midwestern states on a far-reaching planning effort known as the Midwest Regional Rail Initiative – a 3,000-mile high-speed rail system using Chicago as the main hub. As of spring 2008, Congress was considering legislation that would increase funding for Amtrak and introduce a **new funding program for passenger rail** services either being implemented or planned by the states. This type of legislation could move the Midwest Regional Rail Initiative ahead much more quickly.

Missouri Rail Passenger Service



Even with increased rail service, there will still be a need for improvements to I-70, and for the corridor to safely accommodate trucks. The long-used truck industry slogan, "if you own it, a truck brought it," remains true. Nearly every product you buy – groceries, clothes, electronics – has likely been brought to the local store by one of the 10,000 trucks that travel I-70 each day.

It will take all methods of transportation: truck, rail, water and air, to keep people, freight and our economy moving in the decades to come. MoDOT remains committed to improving how all these modes work together today and in the future.

For more information:
www.modot.org/othertransportation/rail/index.htm
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