



2026

# SFRP

## State Freight & Rail Plan

Appendix L

Passenger Rail Analysis





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# Executive Summary

## Role of Passenger Rail in Statewide Transportation

Missouri's passenger rail network plays a vital role in Amtrak's Midwest operations and contributes greatly to the national intercity rail system. Within the state, Amtrak operates two long-distance routes (Southwest Chief and Texas Eagle) and the State-supported Missouri River Runner, which connects large urban centers Kansas City and St. Louis with stops in several key communities along the Missouri River. Additionally, the Lincoln Service, a State-supported route funded by Illinois, connects Chicago with St. Louis, Missouri. The network provides a wide network of coverage, with 62% of Missourians living within 25 miles of an Amtrak Station and 80% living within 50 miles.<sup>1</sup>

Missouri's passenger rail system is supported by local transit connections in major cities such as St. Louis and Kansas City, as well as smaller-scale services in communities along the Missouri River corridor. However, connectivity varies widely by location, with many smaller stations lacking direct transit access or adequate first/last-mile options.

Despite the importance of passenger rail, Missouri lacks a dedicated state funding source for rail operations and infrastructure. Annual support for the Missouri River Runner is subject to legislative appropriations, creating uncertainty for long-term planning. Several state-administered programs support rail safety and infrastructure improvements, but funding remains limited relative to need.

## Missouri's Existing Rail System

Missouri's existing rail system provides an overview and inventory of the state's existing rail system as a baseline for planning and decision-making, describes the trends that will impact the need for rail in the state, and identifies the needs and opportunities for passenger rail service in the state.

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<sup>1</sup> Rail Passengers Association, *Missouri: The Economic Importance of Amtrak Service* (Washington, DC: Rail Passengers Association, 2023), <https://www.railpassengers.org/site/assets/files/1198/mo.pdf>.



## Inventory

Missouri’s rail network is owned and maintained by 20 rail carriers operating 3,793 miles of rail network within the state. Hosted within this extensive rail network are four intercity passenger rail services administered by Amtrak. As of 2026, Amtrak operates:

- **Two Long-Distance Routes:** The Southwest Chief and Texas Eagle
- **One State-Supported Route:** The Missouri River Runner, connecting Kansas City and St. Louis
- **One Illinois-funded Route:** The Lincoln Service, which stops in St. Louis

While the network provides broad coverage, many growing areas like Springfield and Branson remain unserved. Challenges such as limited train frequency, on-time performance, American with Disabilities Act compliance and station accessibility persist, but ongoing improvements and local development projects present opportunities to expand service and increase ridership.

## Passenger Rail Performance

A key performance metric for evaluating Missouri’s passenger rail service is On-time Performance (OTP), which represents the percentage of trains arriving at a route’s terminus within 15 minutes of the scheduled arrival time. Fiscal Year 2024 OTP for the four Amtrak services in Missouri is shown in **Table 1**. OTP targets are 80% for both State-supported and long-distance routes.

Table 1 - FY 2024 On-Time Performance by Service

Service	FY 2024 OTP	Service Type	Amtrak Target	Target Performance
Lincoln Service	71.5%	State-Supported	80%	Not Achieved
Missouri River Runner	84.2%	State-Supported	80%	Achieved
Southwest Chief	34.0%	Long-Distance	80%	Not Achieved
Texas Eagle	62.5%	Long-Distance	80%	Not Achieved

Source: Amtrak. Missouri State Fact Sheet: Fiscal Year 2024. Washington, DC: Amtrak, 2024. PDF file. <https://www.amtrak.com/content/dam/projects/dotcom/english/public/documents/corporate/statefactsheets/MISSOURI24.pdf>.

Over recent years, the Missouri River Runner data has shown ridership levels that largely correlate with on-time performance. This is only one factor that determines ridership, however, which will be discussed further in **Operations and Revenue Effects**

## Rail Service Needs and Opportunities

Missouri has a strong economic interest in maintaining and enhancing its passenger rail network. It is important to keep rail infrastructure in a state of good repair in order to meet demand. This involves monitoring existing conditions and identifying deficiencies or issues that need to be addressed. These deficient areas are important to improve Missouri's passenger rail system.

Passenger rail needs are based on the existing conditions assessment, ridership demand and community and stakeholder input. The needs and opportunities identified for the intercity passenger railroad network are:

- Funding for the Missouri River Runner
- Unserved and underserved communities
- Infrastructure
- Station upgrades
- Operations and coordination
- Modal connectivity
- Train services

Further discussion of passenger rail needs and opportunities is provided in the **Proposed Passenger Rail Improvements and Investments** section.

## Proposed Passenger Rail Improvements

The **Proposed Passenger Rail Improvements and Investments** section addresses specific passenger rail needs. These improvements can be separated into three categories based on the desired outcome: enhanced capacity, new or improved services and station improvements. Short-term and long-term project needs are identified in **Table 5** and **Table 6**.

## Missouri Rail Service and Investment Program

The Missouri Rail Service and Investment Program (RSIP) outlines the State's long-term vision for integrating rail into Missouri's multimodal transportation system. Presented in **Missouri Rail Service and Investment Program** of this report, the RSIP identifies the specific projects, programs, policies, legislative actions and funding strategies needed to realize that vision. It also evaluates the financial and physical

impacts of these investments, providing a framework for coordinated rail development that supports both freight and passenger mobility across the state.

## Coordination and Review

The development of Missouri's 2026 State Freight and Rail Plan was guided by extensive stakeholder engagement and public outreach. The Missouri Department of Transportation (MoDOT) collaborated with railroads, shippers, local governments and passengers in order for the plan to reflect a broad range of perspectives and priorities. This approach is further discussed in the SFRP Goals, Objectives and Performance Measures chapter.

# The Role of Rail in Statewide Transportation

MoDOT, through General Revenue investment from the State of Missouri, helps promote a safe, efficient and accessible passenger rail system. This analysis supports that objective by assessing the current state of intercity rail service, forecasting future demand, and identifying infrastructure, funding, and service needs.

Missouri's railroads play a vital role in moving both people and goods across the state, the nation and North America. Amtrak provides intercity passenger rail service in Missouri, linking major urban centers with suburban areas and smaller communities throughout the state. The Missouri River Runner, a state-supported route connecting St. Louis and Kansas City via Jefferson City, operates through annual operating agreements and state legislative appropriations. In addition to this corridor, two long-distance Amtrak routes pass through Missouri, originating in Chicago and serving both urban and rural stops within the state. Approximately 80% of Missourians live within 50 miles of an Amtrak station, offering broad access to passenger rail service throughout the state.

## Rail Transportation's Role Within Missouri's Transportation System

Missouri rail transportation plays a crucial role in the state's overall transportation system. It is integral to the safety and efficiency of the motoring public, rail passengers and railroad employees. The MoDOT Multimodal Operations Division oversees the railroad program, ensuring that the rail system is safe for all users.

Missouri's passenger rail system is supported by a network of local transit connections that help travelers complete their journeys beyond the train station, particularly in the metropolitan areas. In St. Louis, the Gateway Transportation Center Amtrak Station sees local transit connections through the MetroLink Light Rail (airport, downtown), MetroBus (neighborhoods and employment), and ride services such as taxis, rideshare and bike/scooter options.

Additionally, the Loop Trolley, a 2.2-mile heritage streetcar line connecting the Delmar Loop entertainment district with the Missouri History Museum in Forest Park, provides a local connection between the MetroLink's Delmar Loop and Forest Park-DeBaliviere

stations. During its May to October operating season, the service runs midday into evening, Thursdays through Sundays.<sup>2</sup>

In Kansas City, Union Station sees local transit connections through the KC Streetcar, which connects the station to the University of Missouri-Kansas City (UMKC), Plaza area, Crossroads Arts District, downtown Kansas City, and the Riverfront; RideKC Bus, which connects to multiple places throughout Kansas City, and ride services such as taxis, rideshare and bike/scooter options.

In addition to the larger city areas, the Missouri River Runner serves several stops throughout Missouri with the following rail-to-transit connectivity options:

- **Kirkwood**
  - Limited local bus service via St. Louis MetroBus, but not directly at the station.
  - Walkable downtown area.
- **Washington**
  - There are no formal transit connections.
  - Station is centrally located, but first/last-mile options are limited.
- **Hermann**
  - Hermann Trolley, Hermann Crown Suites Taxis, Lyft You Up Rides and rideshare services.
  - Walkable downtown and local lodging often provide shuttle service, especially during festivals.
- **Jefferson City**
  - Served by JeffTran, the city's fixed-route bus system.
  - Bus routes connect the station to government buildings, neighborhoods and shopping areas.
- **Sedalia**
  - Limited to OATS Transit, which requires advanced scheduling.
  - Station is near downtown but requires car or rideshare for broader access.
- **Warrensburg**
  - University of Central Missouri offers shuttles for students. Also, the OATS transit bus runs Monday to Thursday from 8 a.m.- 4 p.m.
  - Walkable to downtown and UCM campus.
- **Lee's Summit**
  - RideKC/OATS offers limited on-demand services between 7 a.m. and 5:30 p.m.
  - Short walk or rideshare to downtown Lee's Summit or bus stops.

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<sup>2</sup> Loop Trolley Company, *Loop Trolley*, accessed October 17, 2025, <https://www.looptrolley.com/>.

- **Independence**

- There are no direct RideKC stops at the station, but the nearest routes are accessible via a short rideshare or walk.
- Independence Transit Center is located approximately 1.5 miles from the Amtrak station and serves as a Park & Ride and bus hub for RideKC routes.

Most of the smaller stations served along the Missouri River Runner do not have convenient, reliable connectivity options. Limited transit options in such small towns greatly affect mobility, giving tourists a hard time with their first- and last-mile transportation.

## Governance Structure

In the State of Missouri, MoDOT is responsible for administering and implementing rail transportation programs at the state level, along with overseeing Missouri's broader multimodal transportation system. MoDOT operates under a decentralized structure, with seven geographical districts each led by a District Engineer, who reports to the Director, Deputy Director and Chief Engineer in the Central Office located in Jefferson City. MoDOT is governed by the Missouri Highways and Transportation Commission, a six-member, bipartisan board appointed by the Missouri governor and confirmed by the Missouri Senate. The Commission appoints both the director and secretary to the Commission.<sup>3</sup> The Director is responsible for all other personnel appointments and serves as the department's Chief Executive Officer, overseeing the Executive Team, Deputy Director and Chief Engineer. The Commission Secretary answers to the Commission and is responsible for maintaining records of all Commission proceedings.

## State Funding Authority

There are no dedicated State funds and very limited Federal funds available for passenger rail operations and infrastructure improvements. Instead, each year, funding is subject to legislative general revenue appropriation and gubernatorial approval.

Since 1980, Missouri's financial support for the Missouri River Runner has been essential to sustaining intercity passenger rail service in the state. This support aligns with similar state-sponsored Amtrak services across the country. While some states fund passenger rail through dedicated revenue sources such as fuel taxes, transportation trust funds, or vehicle registration fees, Missouri faces unique constraints. The State's fuel tax revenue is constitutionally protected and can only be used for the

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<sup>3</sup> Missouri Department of Transportation. "Missouri Highways and Transportation Commission." Accessed October 17, 2025. <https://www.modot.org/missouri-highways-and-transportation-commission>.

maintenance and improvement of state-owned roadways, limiting its availability for rail or other non-highway transportation investments. These funding challenges complicate efforts for continued support of the Missouri River Runner.

## Missouri Funding Programs

Missouri administers several rail-specific funding programs:<sup>4</sup>

- **State-Supported passenger rail service:** Funding support for the Amtrak Missouri River Runner service between St. Louis and Kansas City. Funding is appropriated annually from the General Revenue Fund.
  - In FY 2024, the State of Missouri funded a total of \$14.5M for the State-Supported routes serving Missouri.
- **Highway-Rail Crossing Safety Program:** This program is funded by a combination of federal and state funds. Under the provisions of Section 389.612 of the Missouri Revised Statutes, each motor vehicle registration or renewal is assessed 25 cents for this purpose.<sup>5</sup> In addition, the Federal Highway Administration (FHWA) Section 130 Program is a federal aid program authorized by United States Code Title 23, Section 130, and administered through the State by the FHWA.
  - \$25M appropriated by the State legislature for this program in FY 2026. MoDOT does not anticipate similar General Revenue appropriations in the future.
  - \$6M in Section 130 funds received and \$1.2M received through Missouri's Grade Crossing Safety Account annually. These funds are restricted to safety improvements at public crossings such as flashing lights, pavement markings, etc.; or the closure of a crossing.
- **Station Enhancements Program:** This funding is appropriated under Article IV, Section 30(c), of the Missouri Constitution and Section 226.225 of the Missouri Revised Statutes.
  - \$25,000 for improvements to Missouri passenger rail stations in FY 2024.
- **Freight Enhancement Program:** This program is focused on improving and maintaining the high-priority freight assets and corridors critical to safe and efficient freight movement.

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<sup>4</sup> MoDOT, 2022 Missouri State Freight & Rail Plan Report. February 2022. [https://www.modot.org/sites/default/files/documents/2022%20MoDOT%20Rail%20Plan%20Report\\_0.pdf](https://www.modot.org/sites/default/files/documents/2022%20MoDOT%20Rail%20Plan%20Report_0.pdf)

<sup>5</sup> MoDOT, *Railroad Safety*. Accessed October 17, 2025. <https://www.modot.org/railroad-safety>.

- **Missouri Port Capital Improvement Program:** Capital improvement program (CIP) matching grants (20 % match requirement) awarded for specific undertakings of port development, such as land acquisitions, construction, terminal facility development, port improvement projects and other related port facilities. This program requires an annual budget appropriation from the general assembly and signature by the governor. CIP funds come from general revenue.

Financing sources are available in Missouri for certain rail projects, including:

- **State Transportation Assistance Revolving Fund:** Provides loans to local entities for non-highway projects, such as rail, waterway and air travel infrastructure.
- **Missouri Transportation Finance Corporation:** A State infrastructure bank with the ability to make loans and provide other forms of credit assistance to public and private entities to carry out transportation projects. Eligible railroad projects include right-of-way acquisition, development or establishment of new intermodal or railroad facilities, improvement or rehabilitation of intermodal or rail equipment or facilities and refinancing outstanding debt incurred for these purposes.

## Rail Initiatives and Plans

Missouri's latest initiatives and plans for passenger rail infrastructure are being developed as part of the MoDOT 2026 Long-Range Transportation Plan update. Through the American Recovery and Reinvestment Act and the High-Speed Intercity Passenger Rail Program, Missouri received approximately \$50 million in Federal Railroad Administration (FRA) funding to improve passenger rail services in the state. This funding leveraged nearly \$20 million in railroad company investment. The goal of the funding was to improve OTP and travel time. These projects are all located along the State-supported Missouri River Runner corridor. The FRA funding required a State commitment to continue operation of the Missouri River Runner passenger rail service for a minimum of 20 years.<sup>6</sup> Five additional improvement projects in the corridor have completed National Environmental Policy Act (NEPA) documentation and preliminary engineering. These projects, listed below, await additional capital funding to be implemented.

- Second mainline track, Lee's Summit to Strasburg
- Passing siding, Knob Noster

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<sup>6</sup> MoDOT, "Missouri State Freight & Rail Plan" (2022), [https://www.modot.org/sites/default/files/documents/2022%20MoDOT%20Rail%20Plan%20Report\\_1.pdf](https://www.modot.org/sites/default/files/documents/2022%20MoDOT%20Rail%20Plan%20Report_1.pdf)

- Passing siding, Holden
- Universal crossover, Bonnots Mill
- Universal crossover, Hermann

# Missouri's Existing Rail System

Missouri's passenger rail system is a vital component of Amtrak's Midwest operations, connecting major cities and rural communities across the state and beyond. Amtrak passenger service in Missouri through the long-distance Southwest Chief and Texas Eagle, as well as the State-supported Missouri River Runner and Lincoln Service, connects major urban centers with surrounding suburbs and communities within Missouri. The Missouri passenger rail network provides a wide network of coverage, with 62% of Missourians within 25 miles of an Amtrak station and 80% living within 50 miles.<sup>7</sup>

## Missouri Rail System Description and Inventory

### Existing Passenger Rail Network

Amtrak operates four major intercity passenger rail routes within Missouri, as shown in **Figure 1**. Two of these routes are long distance routes. The Southwest Chief connects Chicago to Los Angeles, stopping in Kansas City and La Plata. This route has an annual ridership of 261,485 and covers approximately 190 miles in Missouri.<sup>8</sup> In Missouri, the Southwest Chief runs on the following subdivisions: BNSF Railway (BNSF) Marceline, BNSF Sheffield Flyover, Kansas City Terminal (KCT) Main Tracks and BNSF Emporia. The Texas Eagle connects Chicago to San Antonio, stopping in St. Louis, Arcadia Valley and Poplar Bluff. This route has an annual ridership of 325,709 and covers approximately 284 miles in Missouri, from St. Louis to the Missouri-Arkansas border.<sup>9</sup> This route operates in Missouri on: Terminal Railroad Association of St. Louis (TRRA), Union Pacific (UP) Desoto and UP Hoxie Subdivisions. Both long-distance routes operate one daily round trip.

In addition to the two long-distance routes, Missouri also contains the State-supported Missouri River Runner Amtrak service, which connects St. Louis and Kansas City along a 283 mile long track, servicing eight intermediate stations with an annual ridership of approximately 187,750.<sup>10</sup> This route runs two daily round trips across the following subdivisions: KCT Main Tracks, UP Sedalia, UP Jefferson City and TRRA. Finally, Missouri also contains the single St. Louis stop of the Illinois-operated Lincoln Service, a State of Illinois-supported route that connects Chicago and St. Louis with an annual

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<sup>7</sup> Rail Passengers Association, *Missouri: The Economic Importance of Amtrak Service*.

<sup>8</sup> Amtrak, *Missouri State Fact Sheet: Fiscal Year 2024*.

<sup>9</sup> Amtrak, *Missouri State Fact Sheet: Fiscal Year 2024*.

<sup>10</sup> Amtrak, *Missouri State Fact Sheet: Fiscal Year 2024*.

ridership of 586,170. This route runs four daily round trips and uses the same tracks as the Texas Eagle.

The Missouri River Runner is the most reliable of the Missouri train options, with the best OTP of 84.2% in FY 2024 compared to Texas Eagle’s 62.5% OTP and Southwest Chief’s 34% OTP.<sup>11</sup> The Lincoln Service had an OTP of 71.5%. It also serves as a connection point to the Southwest Chief service in Kansas City and the Texas Eagle and Lincoln Service routes in St. Louis.

Figure 1 - Amtrak Routes in Missouri



Source: Data from Amtrak, map developed by HG Consult Inc.

## Trends and Forecasts

MoDOT closely monitors demographic and industry trends so that transportation policies and investments remain aligned with Missouri’s evolving needs. As of 2025,

<sup>11</sup> Amtrak, *Missouri State Fact Sheet: Fiscal Year 2024*.

Missouri's population stands at approximately 6.25 million and is expected to approach 6.8 million in 2030.<sup>12</sup> Urban and suburban regions (particularly around St. Louis, Kansas City and Springfield) are forecast to see the most significant growth. Notably, southwest Missouri is projected to lead the State in population growth by 2030, underscoring the importance of expanding transportation options in this region. This trend is especially relevant for Missouri's passenger rail network, as key southwestern communities such as Springfield and Branson currently lack direct rail service.

## Ridership Trends

In FY 2025, the Missouri River Runner recorded approximately 197,434 riders, marking a notable increase from 182,294 riders in FY 2024.<sup>13</sup> **Table 2** presents annual ridership for the Missouri River Runner between FY 2018-2025. This growth reflects a continued recovery from the significant ridership declines experienced between 2020 and 2022 due to the COVID-19 pandemic. Prior to the pandemic, annual ridership was relatively stable, averaging between 170,000 and 180,000 riders.

Amtrak's FY 24-29 Service and Asset Line Plan projected 158,700 riders by 2026, a figure that was already surpassed in 2024. This indicated a stronger-than-anticipated rebound. Missouri River Runner ridership grew by an average of approximately 3.15% per year between 2019 and 2024. Given this upward trend and ongoing service and infrastructure improvements, ridership on the Missouri River Runner is expected to continue growing, with ridership growing at an annual average of 1.9% between 2018 and 2025.

Statewide, Missouri saw a total of 725,473 Amtrak riders in 2024, representing an 18% increase compared to 2023. This total is nearly identical to pre-pandemic levels, such as 2018's 724,488 riders, underscoring the resilience and renewed demand for intercity passenger rail in the state.<sup>14</sup>

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<sup>12</sup> Missouri Economic Research and Information Center (MERIC), *New Population Projections* (Jefferson City, MO: Missouri Department of Higher Education and Workforce Development. Accessed October 17, 2025. <https://meric.mo.gov/data/population/new-population-projections>.

<sup>13</sup> Data provided by MoDOT.

<sup>14</sup> Bureau of Transportation Statistics. Amtrak Ridership. Washington, DC: U.S. Department of Transportation. Accessed October 17, 2025. <https://www.bts.gov/browse-statistical-products-and-data/state-transportation-statistics/amtrak-ridership>.

Table 2 - Missouri River Runner Ridership by Calendar Year

Year	Ridership
2018	172,555
2019	156,071
2020	117,739
2021	57,612
2022	112,719
2023	145,444
2024	182,294
2025	197,434

Source: Data from Missouri Department of Transportation.

## Population and Demographic Trends

Future passenger rail ridership in Missouri depends greatly on demographic, economic and operational changes. One key demographic trend is the aging population: in 2023, residents aged 60 and older are expected to comprise almost 25% of the State's population. By 2034, for the first time, there will be more older adults than individuals younger than 18. And by 2060, older adults will significantly outnumber children in Missouri.<sup>15</sup> This aging demographic is less likely to drive and is therefore more dependent on alternative transportation options, such as passenger rail.

## Economic and Infrastructure Implications

As vehicle miles traveled (VMT) continue to trend upward through 2040, increased passenger rail service could help reduce congestion on Missouri highways. Improved transportation mode choice will become increasingly important since revenue from Missouri's per-gallon fuel tax is expected to decrease over time as vehicles become more fuel efficient. Since this is the largest transportation revenue source in Missouri, reduced revenue would be impactful to the State's roads and bridges. This, combined with increased VMT, would mean higher wear and tear sustained by roads and bridges with less funding available for maintenance.

## Rail Service Needs and Opportunities

Missouri has a significant economic opportunity in maintaining and enhancing the rail network. Ensuring that rail infrastructure remains in a state of good repair is essential to meet current and future freight and passenger transportation demands. This requires continuous monitoring of infrastructure conditions, analyzing freight and ridership

<sup>15</sup> Missouri Department of Health and Senior Services. *Missouri Master Plan on Aging: Building a Missouri for All Ages*. Based on projections from the Missouri Office of Administration, 2020. <https://health.mo.gov/seniors/masterplanaging/>.

forecasts and engaging with rail carriers, businesses and communities to identify emerging challenges and opportunities.

While Amtrak operates passenger services within Missouri, the rail infrastructure in which it operates is primarily owned and maintained by private freight railroads such as UP, BNSF, and CPKC. These companies invest heavily in maintaining and upgrading their networks to support safe and reliable operations. For example, UP's systemwide investment in maintenance-of-way and related infrastructure is substantial, with total expenses for repairs and maintenance of approximately \$2.3 billion in 2024.<sup>16</sup>

## Passenger Rail Needs

Based on the existing conditions assessment, ridership demand and outreach activities, the following needs and opportunities were identified for the intercity passenger rail network:

- **Funding for *Missouri River Runner*:** A continued concern is funding for the Missouri River Runner service. Without a dedicated funding source, the service must compete with other General Revenue-funded needs.
- **Unserved and Underserved Communities:** While Missouri's passenger rail system provides a broad network for travelers to access, several communities are either not served or have limited service. Many population centers in the State lack passenger rail service or are a considerable distance from a nearby station.
- **Infrastructure:** Amtrak primarily operates over privately owned railways, meaning the infrastructure is the responsibility of freight rail owners. The capacity of Missouri's rail infrastructure is stressed as modern freight trains grow in length and number. This trend impacts existing passenger rail routes and operations in Missouri. Many sidings are no longer adequate to house the longer trains, allowing Amtrak to pass by on single-track sections.
- **Stations:** Several passenger rail stations throughout the state are unstaffed, lack an accessible platform, or do not have a sheltered waiting area. Improving or developing train stations will improve the passenger rail system and allow for a better passenger experience.
- **Operations and Coordination:** By law, Amtrak trains are supposed to receive preference over freight trains (i.e., priority in dispatching), but many host-dispatched trains arrive late at their destinations, so many routes do not meet

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<sup>16</sup> Union Pacific Corporation. Form 10-K. Omaha, NE: Union Pacific Corporation, 2023. <https://investor.unionpacific.com/static-files/298c6a8f-fbca-4638-ac75-f80f2b9b7d10>.

OTP standards established by the FRA, which affects millions of passengers per year.<sup>17</sup> OTP remains a key indicator as it is often correlated with higher ridership. Furthermore, during outreach for the plan, the schedule and frequency and intermodal connections of the existing routes were identified as barriers to choosing passenger rail service.

- **Modal Connectivity:** Most stations along the Missouri River Runner do not have an effective way for passengers to complete their trips. The Missouri passenger rail system needs to improve modal connectivity through more accessible options such as bus/shuttle service, rideshare, taxis and improved pedestrian infrastructure such as sidewalks.
- **Train Services:** With only two round trips per day, the Missouri River Runner lacks the opportunity to tap into the commuter market and allow for increased ridership. Adding even one more round trip would increase ridership and customer satisfaction, as well as support workforce mobility and economic development. A third-round trip is expected to be temporarily added for the World Cup hosted in Kansas City in 2026.

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<sup>17</sup> Rail Passengers Association, *Missouri: The Economic Importance of Amtrak Service*.

# Proposed Passenger Rail Improvements and Investments

Improvements to the physical rail system will greatly benefit passenger rail in Missouri in several ways, most notably in the form of reduced delays. This section describes passenger rail improvement opportunities.

## Passenger Rail Improvement Categories

Some proposed passenger rail improvements would alleviate conflicts between passenger and freight trains. Other passenger rail improvements focus on more targeted needs, such as expanding passenger rail service and improving rail stations. This plan's proposed passenger rail improvements can be separated into categories of enhanced capacity, new or improved services and station improvements.

### Enhancing Capacity

Discrete improvements to Missouri's physical rail infrastructure have been identified for their ability to improve track capacity within the system. Proposed improvements presented in this plan include the creation of crossovers, siding tracks and additional main lines to complement existing infrastructure to improve the network's resiliency and efficiency. Proposed improvements to enhance rail capacity would improve the on-time performance of passenger rail service. These projects would also allow for added frequencies of existing services and help facilitate new services in the future.

Crossovers, sidings, and additional main lines have the added benefit of providing flexibility in the operation of freight trains within active passenger rail corridors, meaning reduced delays and improved efficiency for freight shipments.

### New or Improved Services

Public and stakeholder feedback, past and present State rail planning efforts, and the insights of the prior Missouri State Rail Plans were used to identify corridors that may be suitable for intercity passenger rail service. Further study is necessary to determine the routes for such services. Depending on routing, these may come in the form of completely new services, extensions to existing ones or increased frequencies. For example, future analysis may support extension of the Missouri River Runner service beyond its terminus cities of St. Louis and Kansas City. Data also could suggest the

need for a new service separate from those already in operation. Creating or extending service would expand the reach of passenger rail in Missouri, providing access to urban population centers and to smaller cities and towns. Service to new cities would create access to the national intercity rail network for Missouri communities, providing residents with improved transportation choice, thus, spurring tourism. See the **Corridor ID Program** section below.

## Station Improvements

Amtrak is actively upgrading stations across the country to comply with the requirements of the Americans with Disabilities Act (ADA) through the ADA Stations Program. In Missouri, several stations are undergoing or planning accessibility improvements in the coming years, as shown in **Table 3**. The Washington Station is slated to receive a new platform and upgraded lighting, which will bring the facility into ADA compliance and position it for future pilot programs. Historic stations in Kirkwood and Poplar Bluff are also slated for modernization. Kirkwood Station, built in 1893 and listed on the National Register of Historic Places, is currently undergoing renovations, including a new platform, and is expected to be ADA compliant by FY 2028. Additional improvements are planned for Lee's Summit and Arcadia Valley, with ADA compliance anticipated by FY 2026 and FY 2027, respectively. **Table 3** summarizes Amtrak's ADA responsibilities, compliance status, and planned investments across Missouri's intercity passenger rail stations.

Jefferson City, on the other hand, is completely without a permanent station building. For several years now, travelers have boarded in Jefferson City using a temporary trailer. The station building, constructed in 1855, served as the rail station for the State's capital from 1984 until it was closed in 2019 due to structural concerns. Prior to its use as a rail station, the historic structure was home to the Union Hotel, a part of the Jefferson Landing Historic Site. As a result of its closure, there are no on-site ticketing services. Improving passenger rail stations would support continued passenger rail service and improve safety and functionality for years to come.

Table 3 - Missouri Amtrak Station ADA Compliance

Station (Code)	Amtrak ADA Responsibility	Amtrak ADA Compliance	Amtrak ADA Investment
Arcadia (ACD)	Partial	FY 27	\$1,434,041
Hermann (HEM)	None	N/A	N/A
Independence (IDP)	Partial	Complete	\$1,110,069
Jefferson City (JEF)	Partial	Complete	\$2,559,531
Kansas City (KCY)	Sole	FY 26	\$8,542,946
Kirkwood (KWD)	Partial	FY 28	\$6,812,555
La Plata (LAP)	Sole	Complete	\$4,327,170
Lee's Summit (LEE)	Partial	FY 26	\$7,081,906
Poplar Bluff (PBF)	Sole	FY 28	\$4,448,289
Sedalia (SED)	Sole	FY 27	\$540,931
St. Louis (STL)	None	N/A	N/A
Warrensburg (WAR)	Partial	Complete	\$3,065,111
Washington (WAH)	Partial	FY 29	\$2,068,333
<b>Total</b>	11 of 13	In Progress	\$41,990,882

Source: Amtrak. Missouri State Fact Sheet: Fiscal Year 2024. Washington, DC: Amtrak, 2024. PDF file. <https://www.amtrak.com/content/dam/projects/dotcom/english/public/documents/corporate/statefactsheets/MISSOURI24.pdf>

## Proposed Passenger Rail Improvements and Investments

All proposed improvements identified in this Chapter are for the benefit of intercity passenger rail service. No improvements were identified specifically for commuter rail. Despite no identified capital projects at this time, MoDOT will continue to encourage local efforts to create or expand regional commuter rail systems.

In addition to corridor-wide intercity passenger rail improvements, MoDOT is aware of local efforts to advance a new Amtrak station on the Texas Eagle route in the City of DeSoto. This proposed station would expand access to intercity passenger rail for communities in southern St. Louis County and Jefferson County and is currently being explored by local partners in coordination with Amtrak and UP. While the project is still in development, MoDOT will continue to monitor progress and support coordination efforts as appropriate.

## Corridor Identification and Development Program

The Corridor Identification and Development Program, established by the FRA under the Infrastructure Investment and Jobs Act, is a national initiative designed to support the planning and development of new or enhanced intercity passenger rail corridors. The program provides a structured framework and funding to help states and regional partners advance rail projects from concept to implementation.

The FRA announced the selection of the following Missouri corridors into the Corridor ID Program:<sup>18</sup>

1. **Kansas City - St. Louis Corridor:** This corridor builds on the existing Missouri River Runner service and aims to improve frequency, reliability and connectivity between the state's two largest cities. Inclusion in the Corridor ID Program positions this corridor for future capital investment and service expansion.
2. **St. Louis - Kansas City - Chicago Corridor:** This multi-state corridor, in partnership with Illinois and Amtrak, explores enhanced service between Chicago and Kansas City via St. Louis. It leverages existing routes such as the Lincoln Service and Missouri River Runner to create a more integrated and competitive intercity rail option.
3. **Hannibal Extension of Existing Chicago - Quincy Corridor:** The proposed corridor would connect Hannibal, Missouri, to Chicago, by extending an existing state-supported route (the Illinois Zephyr/Carl Sandburg between Chicago and Quincy, Illinois) and the activities undertaken as part of the development of the corridor would result in an extension of an existing route.
4. **Kansas City - St. Joseph Corridor:** This proposed new corridor would extend passenger rail service north from Kansas City to St. Joseph, restoring intercity connectivity in northwest Missouri. Inclusion in the Corridor ID Program will allow the evaluation of alignment options, station locations, and service feasibility while

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<sup>18</sup> Federal Railroad Administration, *FY 2024 Corridor Identification & Development Project Pipeline Report* (Washington, DC: U.S. Department of Transportation, April 2024), <https://railroads.dot.gov/sites/fra.dot.gov/files/2024-04/FY2024%20Corridor%20Identification%20%26%20Development%20Project%20Pipeline%20Report.pdf>.

advancing planning and development activities that could connect St. Joseph with the broader Missouri River Runner network.

In addition to these corridors, several new potential corridors are under planning that could further expand passenger rail options in Missouri. These include proposed connections from Kansas City to Springfield and Branson, and a multi-state Minneapolis - Des Moines - Kansas City corridor.

Each selected corridor receives an initial \$500,000 planning grant to develop a Service Development Plan (SDP), which outlines the scope, schedule and cost estimates for proposed improvements.<sup>19</sup> Participation in the Corridor ID Program also makes these corridors eligible for future federal funding through programs like the Federal-State Partnership for Intercity Passenger Rail. MoDOT included \$76M in federal funding and \$38M in state funding in its FY 2025 budget request as a placeholder should these projects move forward.

Missouri's inclusion in the Corridor ID Program reflects growing demand for improved passenger rail service and positions the State to benefit from historic federal investments in rail infrastructure. These efforts support long-term goals of increasing ridership, enhancing economic development and providing more sustainable transportation options.

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<sup>19</sup> FRA, *Corridor ID Program* (Washington, DC: U.S. Department of Transportation. Accessed October 17, 2025 <https://railroads.dot.gov/corridor-ID-program>).

# Missouri Rail Service and Investment Program

This section aims to describe Missouri's long-term vision for rail service and the role that rail plays in Missouri's larger multimodal transportation network.

## Vision, Goals and Objectives

This Rail Service and Investment Program section presents the necessary investments to achieve Missouri's passenger rail vision. This section will discuss how the rail vision below integrates with goals and objectives for the rail system, existing plans and ongoing efforts.

### Vision

*Our mission is to provide a world-class transportation system that is safe, innovative, reliable and dedicated to serving customers for a prosperous Missouri.*

### SFRP Goals and Objectives

MoDOT leadership carefully considered the needs of Missouri's transportation system, looked to federal goals and objectives as well as MoDOT's own strategic vision to draft goals and objectives to guide the State Freight and Rail Plan (SFRP). These goals and objectives are described in more detail below and in **Table 4**.

- **STEWARDSHIP** – Preserve the assets and services currently in place.
- **SAFE** - Enhance safety for all users of the transportation system.
- **RELIABLE** – Maintain a transportation network that is efficient and dependable.
- **CONNECTED** - Maximize mobility and connect communities through multimodal transportation options.
- **INNOVATIVE** - Leverage technology and creative solutions to build a future-ready transportation network.
- **PROSPEROUS** – Drive economic growth through transportation investments.

Table 4 - SFRP Goals and Objectives

SFRP Goals	SFRP Objectives
<b>1. Stewardship</b>	1.1 Provide a transportation system in a <b>state of good repair</b> through meeting or exceeding <b>established performance targets</b> .
	1.2 Explore and secure stable funding to <b>support the current system and services</b> for each mode of transportation.
	1.3 Maintain <b>system resilience</b> by adapting to <b>changing life cycle costs</b> , advancing <b>technologies</b> , an evolving <b>workforce</b> , and growing <b>transportation demand</b> .
	1.4 Enhance the transportation system by avoiding, <b>minimizing, or mitigating impacts to natural and cultural resources</b> .
<b>2. Safe</b>	2.1 Invest in <b>system-wide</b> safety improvements to reduce fatalities and serious injuries for all modes.
	2.2 Enhance transportation safety with a focus on the <b>Show-Me Zero - Missouri Strategic Highway Safety Plan</b> emphasis areas.
	2.3 Enhance safety and security at <b>transportation mode connection points</b> .
	2.4 Expand <b>partnerships</b> with safety advocates around the state to <b>identify and implement safety improvements</b> .
	2.5 Reduce barriers to <b>access</b> and provide <b>protection</b> for <b>vulnerable road users</b> .
	2.6 Consider <b>truck parking utilization and gaps</b> during <b>multimodal needs identification and project development</b> .
<b>3. Reliable</b>	3.1 Take a <b>practical/life cycle approach</b> to highway system capacity expansion.
	3.2 <b>Increase reliability</b> of the transportation system in <b>bottleneck areas</b> .
	3.3 Enhance <b>transportation infrastructure resilience</b> to <b>maintain the movement of people and goods</b> during <b>traffic disruptions</b> .
	3.4 Provide <b>reliable and accessible</b> multimodal transportation <b>options for all users</b> .
	3.5 Enhance <b>emergency and alternative routes</b> .
<b>4. Connected</b>	4.1 Provide an <b>accessible and connected</b> transportation system for <b>all users</b> .
	4.2 Consider preservation and provision of <b>additional multimodal connectivity</b> during <b>project development</b> .
	4.3 Expand and improve the <b>multimodal transportation system</b> with options and connections throughout the state.
	4.4 Consider <b>first-and last-mile multimodal freight connections</b> during <b>needs identification and project development</b> .

<b>5. Innovative</b>	5.1 Explore <b>technology</b> and develop <b>business practices</b> that result in <b>lower life-cycle costs</b> .
	5.2 Support <b>automated and connected vehicle technology</b> by advancing the <b>Connected and Automated Vehicle Action Plan</b> .
	5.3 Understand and deploy innovative <b>work zone warning</b> and <b>protection devices</b> .
	5.4 Identify and plan for <b>alternative funding sources</b> to recoup <b>gas tax revenue lost</b> from alternatively fueled vehicles.
	5.5 Integrate <b>traffic management systems</b> and <b>vehicle detection systems</b> to monitor and <b>improve traffic congestion</b> .
<b>6. Prosperous</b>	6.1 <b>Increase partnership coordination</b> with local communities, regional and metropolitan organizations, businesses, transportation service providers, and other sectors to identify what transportation projects can better <b>support local economies</b> .
	6.2 <b>Support</b> projects that provide <b>economic benefit</b> .
	6.3 Focus federal discretionary grant applications on transformational projects with a <b>high economic impact</b> that stimulate the local economy and <b>strengthen the competitiveness of Missouri's regions</b> .

## Program Coordination

The 2026 Missouri State Rail Plan was coordinated with various prior planning efforts, public and private, at the local, regional, statewide, multistate and national levels. Previously completed plans, studies and programs related to passenger and freight rail have laid the groundwork for this plan. When applicable, prior initiatives are tied into the content of this plan’s vision, goals, objectives and proposed investments.

## Statewide Plans and Programs

This State Rail Plan replaces the prior plan, adopted in 2022, to establish Missouri’s rail transportation vision. The contents of this plan build on the direction of statewide planning efforts and previous plans.

### Long-Range Transportation Plan

Missouri’s Long-Range Transportation Plan (LRTP), updated in 2025, reaffirms elements of the preceding plan’s strategic direction while evolving for the future. The LRTP was developed through a collaborative process, which engaged public and private sector stakeholders in establishing the priorities of the State’s multimodal transportation system. The six goals of the 2025 LRTP are:

- **STEWARDSHIP** – Preserve the assets and services currently in place.
- **SAFE** - Enhance safety for all users of the transportation system.
- **RELIABLE** – Maintain a transportation network that is efficient and dependable.

- **CONNECTED** - Maximize mobility and connect communities through multimodal transportation options.
- **INNOVATIVE** - Leverage technology and creative solutions to build a future-ready transportation network.
- **PROSPEROUS** – Drive economic growth through transportation investments.

Both the LRTP goals and the State's rail vision address the importance of safety, economic growth/competitiveness, transportation choice and efficient movement.

A series of objectives was created for each of the six LRTP transportation goals. Those directly relating to or explicitly referencing rail transportation are:

- Invest in system-wide safety improvements to reduce fatalities and serious injuries for all modes.
- Support projects that provide economic benefits.
- Provide reliable and accessible multimodal transportation options for all users.
- Provide an accessible and connected transportation system for all users.
- Consider preservation and provision of additional multimodal connectivity during project development.
- Expand and improve the multimodal transportation system with options and connections throughout the state.

#### Statewide Transportation Improvement Program

MoDOT develops a Statewide Transportation Improvement Program (STIP) annually. Each STIP outlines a five-year schedule of specific project commitments. The program presents a fiscally constrained list of projects funded through state revenues and federal programs, including those authorized under the Infrastructure Investment and Jobs Act of 2021. For rail funding levels within the 2026-2030 STIP, see Section 7 - Multimodal Programs.<sup>20</sup>

#### MoDOT Tracker: Measures of Departmental Performance

MoDOT's Tracker is used to measure and report on the department's performance. Each Tracker metric includes the measure's purpose, data collection methodology, results and improvement status. The performance measures relevant to rail are:

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<sup>20</sup>Missouri Department of Transportation, \*2026–2030 Statewide Transportation Improvement Program\* (Jefferson City, MO: Missouri Department of Transportation, 2025), Access Date: January 8, 2026, <https://www.modot.org/sites/default/files/documents/2026FullSTIP.pdf>

- **Moving Missourians Safely and Doing so Safely at MoDOT:**
  - Number and rate of fatalities.
  - Number of fatalities in work zones.
  - Most common characteristics of fatal crashes.
- **Stabilizing Resources and Engaging our Workforce**
  - State and federal revenue budgets.
  - Local program funds committed to projects.
- **Building a Prosperous Economy for all Missourians:**
  - Economic return from transportation investment.
  - Percent of economic development funds committed to projects.

This plan promotes a vision and relevant infrastructure improvements to aid in the achievement of the Tracker performance measures.

## Regional and Metropolitan Area Plans and Studies

Transportation planning documents have been developed and are regularly updated by Missouri's nine Metropolitan Planning Organizations (MPO). These comprehensive long-range plans display the necessary cooperation between local, regional and State partners in transportation planning. Three of Missouri's MPOs host passenger rail service. These are the metropolitan areas of St. Louis, Kansas City and Jefferson City.

Some of the Missouri MPOs without passenger rail service mention long-term goals of introducing service. These include the Columbia Area Transportation Study Organization LRTP, which provides the objective "promote rail as a viable option for freight and passenger movement throughout the region". This aspiration is joined by the performance measure "develop passenger rail opportunities". Similar is the case for the Ozark Transportation Organization's *Destination 2045* LRTP, which established as a goal "connected, integrated, multi-modal system" and an action to achieve this of "conduct additional research on *Destination 2045* survey response regarding passenger rail and desire for inner-city vs inter-city transportation".

### Connected KC 2050

The latest iteration of the regional LRTP for the Kansas City metro area, *Connected KC 2050*, was adopted by the Mid-American Regional Council in June 2025. The plan presents six goals, which are at the foundation of transportation planning in the region.

*Connected KC 2050* identifies the necessity of the Independence Street Bridge Improvements project, which is proposed for construction in the long term by this plan. Regional and State partners agree on the importance of this bridge to facilitate the safe and efficient movement of freight over the bridge and freight and passengers on the roadway below.

#### Connected 2050 Long-Range Transportation Plan

The East-West Gateway Council of Governments released *Connected 2050*, the LRTP for the St. Louis Region, in June 2023. This plan replaced the previous *Connected 2045* plan, and lays out 12 guiding principles, prescribing strategies to accomplish its goals. It calls upon the region to invest in a safe, accessible and equitable transportation system that will serve all users and allow for better multimodal transportation. *Connected 2050* identifies several priority projects that will improve the railroad system, emphasizing the importance of the Chicago-to-St. Louis high-speed rail corridor and other important projects.

## Multistate and National Plans and Studies

Cooperation between MoDOT and DOTs of neighboring States is critical to realizing a national passenger rail system capable of meeting the needs of the 21<sup>st</sup> century. Representatives from Missouri are active in a number of regional and national rail planning efforts intended to foster a collaborative environment to achieve shared freight and passenger goals.

#### Midwest Interstate Passenger Rail Commission

The Midwest Interstate Passenger Rail Commission (MIPRC) is composed of nine member States. Missouri is joined on the commission by Illinois, Indiana, Kansas, Michigan, Minnesota, North Dakota, Ohio and Wisconsin. The purpose of the MIPRC is to organize the efforts of midwestern State leaders and DOTs as they advocate and plan for passenger rail improvements. The commission has been working since 1996 to promote the growth and development of a modern regional passenger rail system.

#### States for Passenger Rail Coalition

Missouri also belongs to the States for Passenger Rail Coalition (SPRC), a multistate organization which brings together State DOTs, decision-makers, public and private stakeholders and advocates of intercity passenger rail. The SPRC advocates the development, implementation and expansion of intercity passenger rail in the U.S.

#### State-Amtrak Intercity Passenger Rail Committee

Missouri is also a member of the States for Amtrak-Intercity Passenger Rail Committee (SAIPRC), a national organization established by Congress to facilitate collaboration

among States and Amtrak in the management of State-supported intercity passenger rail services. SAIPRC oversees the implementation of the standardized cost-sharing methodology for State-supported routes, supports transparent and consistent financial practices, and provides a forum for States to jointly address service planning, performance, and operations issues. By working together, SAIPRC's members aim to improve and expand the intercity passenger rail network, support growing demand for rail travel, and encourage economic growth across the nation.

Feasibility Report, Kansas City-Oklahoma City-Fort Worth

The Kansas DOT enlisted Amtrak to conduct a feasibility study of potential rail service expansion in Kansas. Commencing in 2008, the study findings were published in 2010. This feasibility study was followed up in 2011 with the creation of a service development plan. Two of the three service alternatives explored in the SDP would stop in Kansas City, Missouri. MoDOT aided during the production of this SDP in cooperation with the DOTs of Kansas, Oklahoma and Texas; Federal partners; and BNSF Railway.

## Rail Agencies

Missouri's railroad program is administered by the MoDOT Multimodal Division, which oversees both passenger and freight rail planning, safety, and infrastructure investment programs. Its responsibilities include oversight of freight rail regulation, passenger rail operations and promotion, light rail safety regulation, highway-rail crossing safety, rail/highway construction coordination, safety inspections of track, signals, grade crossings, and operating practices. The Multimodal Operations Division serves as the State's primary liaison with the FRA, Amtrak, and host railroads that support intercity passenger rail service.

The Missouri River Runner operates under a state-supported service agreement with Amtrak. MoDOT coordinates with UP, which owns and maintains most of the route used by the Missouri River Runner, to provide safe and reliable operations, capacity improvements, and infrastructure investment. The Texas Eagle also uses UP-owned rail infrastructure. The Southwest Chief travels BNSF lines within Missouri.

## Program Effects

The selection of rail projects for the Passenger and Freight Rail Capital Program of this plan was informed by a process, which included stakeholder outreach, coordination with rail carriers and prior MoDOT planning studies and long-range planning efforts. Projects proposed were identified for their ability to preserve and enhance passenger rail transportation in the State. Projects proposed in this plan offer substantial potential

benefits to the State's rail network, including the elimination of bottlenecks, improved safety and reliability and reduced environmental impacts.

Certain benefits are expected from the rail improvement projects, depending on their purpose. For example, investments in at-grade crossings are designed to improve safety. Aside from the chief benefit of safety, it is understood that crossing improvements improve efficiency for road and rail users alike. Robust crossing consolidation and highway-rail grade separation projects reduce or eliminate highway-rail interactions. Aside from improvements to advance rail safety, these types of investments reduce automobile VMT, and emissions expended while dwelling at blocked at-grade crossings.

## Public and Private Benefits

Investments in rail infrastructure produce numerous benefits to the traveling public, regardless of mode. Enhanced passenger rail service through targeted investments would produce travel time savings, reduce automobile VMT and improve network efficiency. Improved rail infrastructure also creates a more efficient and interconnected freight system, providing shippers with expanded modal options. Highway-rail crossing improvements help improve safety, reduce delays for passengers and freight and reduce emissions.

Most of the benefits expected from implementing passenger rail improvement projects can be attributed to the elimination of existing bottlenecks and improved rail capacity. It is understood that improvements to the efficiency of the rail network promote higher passenger rail ridership, either by expanding to new areas or providing a more competitive service with reduced travel times and improved OTP. Passenger rail service provides important economic development benefits to Missouri as detailed in Chapter 4.4.1 Passenger Rail Economic Impact Study and provides improved accessibility, connectivity and travel efficiency. Projects proposed in this plan, which are designed to improve passenger rail operations on the Missouri River Runner, are largely concentrated in the UP-owned St. Louis to Kansas City corridor.

## Rail Capacity and Congestion

A major benefit of implementing the rail infrastructure investments provided in this plan is to improve service on corridors operating at or near capacity. Many of the identified passenger rail projects improve safety and efficiency for both passenger and freight rail. These corridors are of regional and national importance due to Missouri's central location in the regional rail network. Investments in these corridors improve rail operations and advance Missouri's economic competitiveness.

# Passenger Element

## Operations and Revenue Effects

Most passenger rail projects result in improved rail passenger ridership, increased rail passenger miles traveled, and increased rail passenger revenues and/or reduced costs. Investments in passenger rail infrastructure produce benefits for the overall rail system and transportation network of the State. The largest factors determining ridership are OTP, service frequency, and fare prices. Many passenger rail projects identified here could improve OTP by improving corridor efficiencies and reducing bottlenecks and constraints.

Missouri, as is the case with most States, has a limited amount of control over the operations of long-distance passenger rail services. Two Amtrak long-distance routes operate within the State and represent only a portion of the track miles of the multistate Texas Eagle and Southwest Chief. Therefore, MoDOT has limited ability to influence operational decisions regarding passenger rail on these routes, even though that could result in increased ridership and improved economic output. MoDOT has greater influence on the State-sponsored Missouri River Runner through contract provisions with Amtrak. This lack of control over long-distance service operations further limits MoDOT's ability to make decisions regarding passenger rail, which would have beneficial outcomes such as promoting modal choices.

## Capital Financing Plan

MoDOT is limited in its ability to improve passenger rail infrastructure as it is largely owned by private railroad companies. However, federal grant or state-appropriated funding may be available to support strategic projects which produce well-defined public benefits. Funding sources available through the State include the Highway-Rail Crossing Safety Program, the Freight Enhancement Program and Station Enhancements Program. Federal grant programs are available for capital improvements, which benefit the public. One grant program utilized by MoDOT in recent years is the rail-specific Consolidated Rail Infrastructure and Safety Improvements Program.

Long-term rail projects must secure funding to cover capital costs. Capital funds for these projects may be provided in part through State programs or secured by MoDOT in the form of federal grants. New or expanded grant programs may be available for capital funding of rail infrastructure in future federal transportation legislation in addition to any current programs which remain. MoDOT will continue to investigate potential funding sources to advance long-term passenger rail capital projects.

## Operating Financial Plan

While the Corridor ID program supports the study of extending existing passenger rail service and establishing service on new corridors, no proposed services are ready for implementation. Extensive analysis is required for all new services presented in this plan, including the study and selection of preferred routing and service schedules, as well as environmental and economic analysis. A dedicated funding source for the operation of passenger services is not currently in place in Missouri.

## Public and Private Economic Benefits

Capital improvements enhancing Missouri passenger rail produce benefits for Missouri and its residents. A recent economic analysis of the Missouri River Runner identified direct, indirect and induced economic benefit totaling 727 jobs; \$29.1 million in labor income; \$91.8 million in economic activity, and \$11.8 million in Federal, State and local tax revenue. When factoring other aspects such as tourism, the Missouri River Runner is credited with generating \$478.9 million in annual economic activity within the state, supporting 1,789 jobs annually and paying \$97.7 to Missourians annually. See the *2026 Passenger Rail Economic Impact Study* for more information on this topic.

Additional economic benefits can be found as passenger rail ridership increases due to rail and station infrastructure improvements. Higher ridership allows for greater economic growth within the state and produces several societal benefits, such as:

- **Travel time savings:** Improving train OTP reduces delays for passengers and benefits connected modes. This has effects on not just the passenger rail system itself but also freight trains and other travel modes.
- **Quality of life improvements:** Passenger rail service enhances accessibility to jobs, education, healthcare, and recreation. Convenient and comfortable travel options improve traveler satisfaction, reduce travel stress, and promote mobility across urban and rural communities.
- **Improved efficiency:** As the efficiency of train operations increases, the efficiency of other modes in the transportation system will increase.

The passenger rail investments outlined in this plan aim to enhance the efficiency and reliability of Missouri's rail network. These improvements will not only strengthen the State's transportation infrastructure but also deliver broad benefits to the public and regional economy by supporting mobility, reducing highway congestion, and promoting travel options.

## Rail Studies and Reports

Analysis of current rail conditions and feedback received during this plan's public outreach efforts were used to develop recommendations for rail studies and reports. New or otherwise improved passenger rail services require adequate study and identification of capital and operational funding before becoming a reality. Service improvements presented within this section would improve transportation access and produce the economic and environmental benefits associated with passenger rail.

MoDOT has identified noteworthy corridors and connections which require further study through participation in the Corridor ID Program. MoDOT will continue to monitor the needs of the State's passenger and freight rail infrastructure and weigh the benefits of conducting or updating reports and studies with their associated costs.

Other stakeholder-recommended reports include an economic impact analysis of all passenger rail in Missouri, not just *the Missouri River Runner*. The national routes, although not funded by state resources, also have significant impacts on jobs, tax revenue, tourism spending, and ultimately economic output in Missouri. Such a study would further depict the economic benefits of passenger rail in the state.

## Service Enhancements

Higher speed services have long been the ambition of multistate entities of the Midwest Regional Rail Initiative and the MIPRC. One corridor highlighted for future higher-speed service is the Missouri River Runner. A comprehensive study of the Missouri River Runner corridor also would investigate bottlenecks and other infrastructure constraints between St. Louis and Kansas City and examine potential service improvements.

There are aspects of the Missouri River Runner corridor worth studying beyond infrastructure improvement to increase speeds and reduce travel times. MoDOT will examine increased or altered service frequencies and added on-train and station amenities. For example, public support emerged during outreach activities that identified better accommodation for bicycles as the Missouri River Runner largely travels parallel to the Katy Trail, the longest recreational rail-trail in the U.S.

## Service Feasibility

Potential passenger rail routes were recommended by the public. To be implemented, potential routes must go through extensive study, planning and design. MoDOT will advance plans to implement new services if they are supported by ridership, population and economic forecasts, adequate funding and public support. Potential future corridors for passenger rail service are being studied through the Corridor ID program. In addition

to the study of new services, MoDOT is collaborating with planning efforts by neighboring states and other entities to expand the region's passenger rail system.

## Station Connections

Passenger rail in the U.S. is increasingly multimodal at rail stations. Missouri cities are connected by intercity and local bus services, as well as other mobility options operated by private providers. Further study is needed to explore potential bus-to-rail connections on routes with an appropriate need for intercity and local connections, which are not conducive to rail. This cost-effective method of connecting Missouri cities would benefit passenger rail in the state by creating greater access to the Amtrak network, particularly for travelers without access to automobiles. Public comments include support for a service connecting Columbia with the State's capital, Jefferson City. A comprehensive study analyzing communities which currently are underserved or unserved by passenger rail service could determine potential connections. An intercity connection could be provided via bus or rail, depending upon study findings.

Other important aspects of multimodal connectivity at rail stations include connecting services and facilities, such as local bus service; pedestrian and bike accommodations; adequate station parking; and the presence of taxis, rideshare and car rentals.

## Passenger Rail Capital Program

Capital projects advancing the functionality of Missouri's passenger and freight rail network are presented in this section. Sections below detail the proposed passenger rail improvements needed to achieve Missouri's rail vision. This section provides capital costs and secured or prospective funding sources for these improvements.

### Short-Term Capital Rail Investment Program

Some projects in the short-term capital rail investment program are fully funded, while others await additional capital funding to be implemented. **Table 5** summarizes the short-term capital rail projects for which funding has been identified or partially secured. Other known needs are presented in the long-term program. Projects not included in this section may be implemented in the short term if there is a pressing need, for example, rail infrastructure sustaining damage from inclement weather.

Table 5 - Short Term Rail Capital Investments

Location	Proposed Project	Project Outcome
Kirkwood	Station Upgrades	Station Improvement
Independence	Station Upgrades	Station Improvement

## Long-Term Capital Rail Investment Program

In addition to the short-term projects detailed above, long-term improvements have been identified through statewide needs analysis and are in line with statewide rail goals and objectives. Estimated ranges have been developed for the capital costs of projects provided in the long term except for three already programmed safety improvement projects. These improvements have been categorized as long term as they fall outside of the four-year window to be considered short term.

Details on long-term rail investment projects can be found below in Table 6, which identifies the key capital needs expected to be advanced beyond the short-term planning horizon.

Table 6 - Long Term Rail Capital Investments

Location	Proposed Project	Project Outcome
Lee's Summit to Strasburg	Second Main Line (PE/NEPA completed)	Enhanced Capacity
Hermann	Universal Crossover (PE/NEPA completed)	New or Improved Services
Bonnot's Mill	Universal Crossover (PE/NEPA completed)	New or Improved Services
Holden	Siding (PE/NEPA completed)	Enhanced Capacity
Knob Noster	Siding (PE/NEPA completed)	Enhanced Capacity
Jefferson City	Third Main Line	Enhanced Capacity
Jefferson City	New Station	Station Improvement
Independence	Independence Avenue Bridge	New or Improved Services
Poplar Bluff	Station Upgrades	Station Improvement
Pleasant Hill to Jefferson City	Second Main Line	Enhanced Capacity
Sedalia Station	Bicycle/Pedestrian Improvements	Station Improvement
Warrensburg Station	Bicycle/Pedestrian Improvements	Station Improvement
Carrollton Amtrak Station	Track Reconstruction	New or Improved Services
Centertown	Grade Crossing Improvements and Siding Extension	New or Improved Services

# Coordination and Review

MoDOT recognizes that the success of the SFRP depends on strong support from and collaboration with railroads, shippers, local governments and rail passengers. To foster this support, MoDOT created numerous opportunities for public input throughout the planning process. By engaging stakeholders and encouraging dialogue, the department aimed to deepen understanding of rail transportation in Missouri and strengthen partnerships across both public and private sectors.

## Outreach

Development of the LRTP and SFRP includes an extensive, multi-round outreach process designed to engage a wide range of partners, stakeholders, and the public. The engagement process spans from late 2024 through early 2026 and involved four structured rounds of activities aligned with key milestones in plan development.

In total, the engagement process includes four Executive Modal Advisory Committee meetings, six to eight Modal Advisory Committee meetings, and four meetings with MPOs and Regional Planning Councils, supplemented by a series of public engagement events, virtual meetings, and surveys.

## Public Engagement

### State Fair

Public comments collected at the Missouri State Fair showed strong and widespread support for expanding passenger rail service across the state (see **Appendix B: Missouri State Fair Comments**). Overall, feedback from State Fair attendees reflected a clear interest in a more connected, modern, and reliable passenger rail system as a central component of Missouri's transportation future.

Many participants emphasized the importance of maintaining and growing Missouri's existing Amtrak routes, with several specifically requesting new service to Springfield and additional connections such as Springfield to Denver. Others voiced support for high-speed rail development, noting its potential to improve statewide mobility, reduce highway congestion, and strengthen economic connections between Missouri's major cities.

A few commenters also highlighted the importance of preserving existing passenger rail services, expressing concern about the potential loss of routes and calling for sustained state investment. Others encouraged MoDOT to pursue a comprehensive statewide rail

plan that integrates intercity, commuter, and local connections, including projects like the Rock Island Trail that enhance multimodal access to stations.

#### Virtual Public Information Meeting

Public feedback from the Virtual Public Information Meeting (VPIM) in June 2025 demonstrated strong public interest in expanding passenger rail and developing a more balanced, multimodal transportation system for Missouri. Overall, participants saw passenger rail as a key component of Missouri's transportation system that can strengthen multimodal connectivity, lower emissions, and provide equitable mobility choices. The VPIM feedback reflects a clear public desire for the State to prioritize passenger rail investment alongside roadway maintenance and safety improvements.

Respondents consistently emphasized the importance of enhancing intercity and regional rail service as part of Missouri's long-range transportation vision. In the freight and rail section specifically, 70% of participants identified increased passenger rail service as their top priority, making it the single most-supported improvement within that category. Participants viewed passenger rail expansion as a means to reduce highway congestion, improve safety, support economic growth, and offer a sustainable alternative to automobile travel.

Comments throughout the VPIM reinforced a preference for investment in public transit and rail over continued highway expansion. Many respondents called for reliable, accessible, and frequent rail options linking major urban areas, suburbs, and rural communities. Some also expressed interest in high-speed rail connections to enhance statewide and regional mobility.

## Stakeholder Engagement

As part of the stakeholder engagement process, MoDOT conducted a survey of Amtrak station managers across Missouri. The goal was to gather insights into the unique challenges and opportunities at each station, including infrastructure needs, ridership trends and local connectivity. The full results of the survey can be found in **Appendix A: Missouri Station Manager Survey Responses**.

In addition, the Missouri Rail Passenger Advisory Committee (MORPAC) was consulted on three occasions for feedback and guidance on the SFRP as well as the *Missouri River Runner Economic Impact Study*. MORPAC is organized by MoDOT and includes representatives from Amtrak, UP, the Missouri General Assembly, passenger rail advocates, and representatives from every community with an Amtrak station in Missouri. MORPAC provides an opportunity to share best practices across the state, foster promotional programs like social media presence and the mascot Ollie, discuss

OTP, and provide community information for stations to share across the state. The collaboration is lauded as a best practice across the industry.

## Issues Raised

The Missouri Station Manager Survey, conducted in early 2025, revealed several recurring themes and concerns across the state's passenger rail stations:

- **Platform Improvements:** Many stations reported the need for upgraded or ADA-compliant platforms.
- **Limited Service Frequency:** A common concern was the limited number of daily trains, which restricts travel flexibility and commuter potential.
- **On-Time Performance:** Delays caused by freight traffic and dispatching issues continue to impact reliability.
- **First/Last-Mile Connectivity:** Many stations lack adequate transportation options to help passengers reach their final destination.
- **Fare Affordability:** Some respondents noted that high ticket prices, especially for short trips, may negatively impact ridership.



# Appendix A: Missouri Station Manager Survey Responses

## Station: Independence

**What are the primary tourist attractions/destinations that draw passengers to your station?** The Truman connection, Truman Home, Truman Library and Museum, Pioneer History - The trails west story, Santa Fe, California, Oregon and Mormon Trails story.

**In your observation, who is the most frequent user of your station (students, festival attendees, bicyclists, etc.)?** Visitors of local friends and families.

**Is there a capital improvement plan or project list for your station over the next 5-10 years? What are the highest-priority projects?** It has been working through renovation over the last several years.

**What are the biggest challenges for the station (i.e. ridership, Operations & Maintenance, capital improvements, accessibility, etc.)?** The biggest challenge is the location in proximity to the Independence Square.

**Do you provide same day and overnight parking? If yes, how many spaces?** There is limited day and overnight parking.

**Do you provide bicycle parking? How many spaces?** There is a bicycle parking rack with 4 spaces I believe.

**What are the biggest opportunities to increase ridership at your station?** There are a lot of opportunities with our depot being closed over the past 5 years. We hope to open it with a Convention and Visitors Bureau this year.

**Please provide current economic development occurring near the station (or any expected in the future).** The New Missouri Model Railroad Museum a half mile up the street that will be a big draw by train to come visit.

**Please describe any challenges related to passenger connectivity to points of interest in the community or final destinations.** The challenges are schedules

running on time as scheduled and no transportation from the depot if they don't arrange in advance.

**What are the top five things that could be done to improve the service for passengers?** On time schedule and transportation from the depot to where they need to go.

**Please discuss successful outreach or promotional events you have held at your station.** Our facility has been closed to the public over the last five years. There have not been promotional events.

## Station: Lee's Summit

**What are the primary tourist attractions/destinations that draw passengers to your station?** Downtown Lee's Summit.

**In your observation, who is the most frequent user of your station (students, festival attendees, bicyclists, etc.)?** Families and students.

**Is there a capital improvement plan or project list for your station over the next 5-10 years?** What are the highest-priority projects? There are no planned improvements at this time beyond Amtrak ADA improvements. The city has received a grant to study connecting downtown to the regional trail system, Rock Island and Katy Trails, for cyclists.

**What are the biggest challenges for the station (i.e. ridership, Operations & Maintenance, capital improvements, accessibility, etc.)?** Very small glass enclosed waiting area, restrooms substandard and no paid staff.

**Do you provide same day and overnight parking? If yes, how many spaces?** Yes. The Amtrak Parking and Long-term parking is a block away from the station with roughly 60 shared public parking spaces. On-street parking is available for two hours. Additional parking is available at the City Hall Parking Garage. There is no charge for parking.

**Do you provide bicycle parking? How many spaces?** There is a bike post at the station for two bikes. There are additional bike posts throughout downtown.

**What are the biggest opportunities to increase ridership at your station?** We are working to attract a boutique hotel within walking distance of the station.

**Please provide current economic development occurring near the station (or any expected in the future).** The station is at the heart of Downtown Lee's Summit which

was named America's Great Neighborhood in 2019. The City of Lee's Summit is currently investing \$42M in the Green Street project to provide a new home for our farmers market, additional public gathering spaces and private development opportunities. A new mixed-use housing project is expected to be completed later this year with 26 residential units and 9,000 square feet of commercial space a few blocks from the station. Over 270 apartment units were added in 2021 about a block from the station.

**In your estimation, what percentage of passengers using your station are local (within 10 miles of the station)?** 47 percent.

**In your estimation, what percentage of passengers using your station are regional (within 50 miles of the station)?** 80 percent.

**In your estimation, what percentage of passengers using your station are visitors to the area (those by Amtrak traveling into/out of the station)?** 50 percent.

**Please describe any challenges related to passenger connectivity to points of interest in the community or final destinations.** Limited number of trains makes a westbound trip into Kansas City difficult unless an overnight is involved.

**Please list any transit or intercity connections at your station.** RideKC/OATS offers limited on-demand services between 7 a.m. and 5:30 p.m.

**What are the top five things that could be done to improve the service for passengers?** Additional train to create a better time schedule for those wanting to commute to Kansas City. A new station that allows for better rooms, visitor information and staff. Less tight train interruptions. Consistent pricing for short trips. The cost of tickets between Kansas City and Lee's Summit can be upwards of \$25 one way - way too expensive. Digital display with live updates on trains.

**Please discuss successful outreach or promotional events you have held at your station.** We've been working to encourage riders from Kansas City to take the train to Lee's Summit to enjoy all our downtown has to offer. Social media posts and a YouTube video from a rider have been great promotion.

## Station: Warrensburg

**What are the primary tourist attractions/destinations that draw passengers to your station?** University of Central Missouri.

**In your observation, who is the most frequent user of your station (students, festival attendees, bicyclists, etc.)?** Students.

**Is there a capital improvement plan or project list for your station over the next 5-10 years? What are the highest-priority projects?** No.

**What are the biggest challenges for the station (i.e. ridership, Operations & Maintenance, capital improvements, accessibility, etc.)?** Building and capital improvements.

**Do you provide same day and overnight parking? If yes, how many spaces?** Yes, ten or more.

**Do you provide bicycle parking? How many spaces?** Three spots.

**What are the biggest opportunities to increase ridership at your station? For a day trip to allow for more to be spent in Kansas City. Reliability/on-time performance.**

**Please provide current economic development occurring near the station (or any expected in the future).** We have major infrastructure work in 2025 along the main thoroughfare of our community.

**In your estimation, what percentage of passengers using your station are local (within 10 miles of the station)?** Yes, we have local residents using the train for pleasure, i.e., trips to St Louis and Kansas City.

**In your estimation, what percentage of passengers using your station are regional (within 50 miles of the station)?** On observation, the main population is UCM students going home and returning to campus, especially on a weekend.

**In your estimation, what percentage of passengers using your station are visitors to the area (those by Amtrak traveling into/out of the station)?** A small percentage.

**Please describe any challenges related to passenger connectivity to points of interest in the community or final destinations.** We do not have reliable transportation to and from our local hotels out of the downtown area.

**Please list any transit or intercity connections at your station.** The OATS bus runs Monday through Thursday from 8 a.m. - 4 p.m.

**What are the top five things that could be done to improve the service for passengers?** Consistent on-time performance.

**Please discuss successful outreach or promotional events you have held at your station.** We host gatherings for rail enthusiasts and local elected officials to educate them on the importance and opportunities of passenger rail travel in our state.

## Station: Sedalia

**What are the primary tourist attractions/destinations that draw passengers to your station?** Katy Trail, Missouri State Fair and Downtown Sedalia

**In your observation, who is the most frequent user of your station (students, festival attendees, bicyclists, etc.)?** Families, individuals traveling inside Missouri - not necessarily tourism.

**Is there a capital improvement plan or project list for your station over the next 5-10 years? What are the highest-priority projects?** No

**Do you provide same day and overnight parking? If yes, how many spaces?** Yes, 11 on-site, 40 adjacent.

**Do you provide bicycle parking? How many spaces?** Yes, 4,

**What are the biggest opportunities to increase ridership at your station?** Katy Trail and State Fair partnership.

**In your estimation, what percentage of passengers using your station are local (within 10 miles of the station)?** 80

**In your estimation, what percentage of passengers using your station are regional (within 50 miles of the station)?** 10

**In your estimation, what percentage of passengers using your station are visitors to the area (those by Amtrak traveling into/out of the station)?** 10

**Please describe any challenges related to passenger connectivity to points of interest in the community or final destinations.** Wayfinding signage.

**Please list any transit or intercity connections at your station.** City bus system and OATS system office at station.

**Please discuss successful outreach or promotional events you have held at your station.** Santa on the Train - first weekend of December.

## Station: Jefferson City

**What are the primary tourist attractions/destinations that draw passengers to your station?** Capitol Building, Katy Trail and Prison Tours.

**In your observation, who is the most frequent user of your station (students, festival attendees, bicyclists, etc.)?** College Students.

**Is there a capital improvement plan or project list for your station over the next 5-10 years? What are the highest-priority projects?** We are currently in a mobile home awaiting the State of Missouri, Office of Administration to rehabilitate the building our station was in.

**What are the biggest challenges for the station (i.e. ridership, Operations & Maintenance, capital improvements, accessibility, etc.)?** Finding new volunteers to staff the station and motivating the State to move forward rehabbing the building.

**Do you provide same day and overnight parking? If yes, how many spaces?** Yes, 14 and one disabled in our lot and can park on the street as needed (about 10-15 more).

**Do you provide bicycle parking? How many spaces?** Yes, two.

**What are the biggest opportunities to increase ridership at your station?** Reliable on-time trains. A ticket machine would also help.

**Please provide current economic development occurring near the station (or any expected in the future).** Possible development of the Lohman's Landing area.

**In your estimation, what percentage of passengers using your station are local (within 10 miles of the station)?** 75 percent

**In your estimation, what percentage of passengers using your station are regional (within 50 miles of the station)?** 25 percent

**In your estimation, what percentage of passengers using your station are visitors to the area (those by Amtrak traveling into/out of the station)?** 5 percent

**Please describe any challenges related to passenger connectivity to points of interest in the community or final destinations.** Connecting transportation to surrounding areas.

**Please list any transit or intercity connections at your station.** None except for Uber and Lyft.

**What are the top five things that could be done to improve the service for passengers?** On time trains! Communication by Amtrak with passengers.

**Please discuss successful outreach or promotional events you have held at your station.** None from our Convention and Visitors Bureau.

## Station: Hermann

**What are the primary tourist attractions/destinations that draw passengers to your station?** Katy Trail, wineries, breweries and distilleries.

**In your observation, who is the most frequent user of your station (students, festival attendees, bicyclists, etc.)?** Bicyclists, leisure travelers coming for the weekend and festival attendees.

**Is there a capital improvement plan or project list for your station over the next 5-10 years? What are the highest-priority projects?** No, but there should be. We have to keep investing in the building and grounds to keep it safe and sound.

**What are the biggest challenges for the station (i.e. ridership, Operations & Maintenance, capital improvements, accessibility, etc.)?** We don't have a platform, which makes getting on and off very challenging for elderly, people with disabilities or people with bikes or luggage.

**Do you provide same day and overnight parking? If yes, how many spaces?** Yes, we have 15 spaces in the gravel parking lot. There is street parking on Gutenberg and First Street. They can also park at the Riverfront Park.

**Do you provide bicycle parking? How many spaces?** Yes, we have a rack that holds 18 bikes.

**What are the biggest opportunities to increase ridership at your station?** Day trips for individuals or groups, especially Monday - Wednesday; meeting/business travelers.

**Please provide current economic development occurring near the station (or any expected in the future).** The Festhalle, which is located right across the street, is VERY interested in hosting more meeting groups Monday - Wednesday. If we could get more meeting groups, it would make a huge impact on our weekday economics. The amphitheater, which is just a four-block walk from our station, is hosting more and more events.

**In your estimation, what percentage of passengers using your station are local (within 10 miles of the station)?** 5 percent

**In your estimation, what percentage of passengers using your station are regional (within 50miles of the station)?** 25 percent

**In your estimation, what percentage of passengers using your station are visitors to the area (those by Amtrak traveling into/out of the station)?** 95 percent

**Please describe any challenges related to passenger connectivity to points of interest in the community or final destinations.** Actually, I think we are in a good place here. If someone wants to go to the St. Louis airport, they ride to downtown St. Louis and then take Metrolink out to the airport.

**Please list any transit or intercity connections at your station.** We have the Hermann Trolley, Hermann Crown Suites Taxis, Lyft You Up Rides, and Uber drivers. These transportation services are essential to making the Amtrak experience easy for our visitors. They pick visitors up at the train station with their luggage, take them to their lodging establishment, and then take them to the wineries, breweries, distilleries, museums and restaurants, and then back to their lodging establishment. It's also awesome to see when groups come in, they have a coach bus waiting for them, or the Hermann Trolley, to take them around Hermann, and then back to their city on their coach bus, or back to the station to ride the train home.

**What are the top five things that could be done to improve the service for passengers?** Third round trip, OTP, more bikes on the train, better Amtrak website/customer service when buying tickets and more events held that utilize the train.

**Please discuss successful outreach or promotional events you have held at your station.** For National Travel & Tourism Week, we have been having an event at our station. We invite the mayor, public officials and citizens for free cupcakes/cookies, pink lemonade, we have a live accordionist, and we give gifts to the conductors. We also had an event where the other train stations from the Missouri River Runner came to our station and we had a "Spin to Win" game, where people spun the wheel to win a prize. It went over GREAT! We had a state representative have a guest speaker at the station, Teddy Roosevelt, to talk about his experiences riding the train. We have had class trips come down to the train station, just to come in the station and learn more about the train service.

## Station: Washington

**What are the primary tourist attractions/destinations that draw passengers to your station?** Our Downtown District (shops, restaurants, etc.) as well as the Missouri Meerschaum Corn Cob Pipe Factory.

**In your observation, who is the most frequent user of your station (students, festival attendees, bicyclists, etc.)?** Families and festival attendees (I think the number of bicyclists would increase with more spots available for bikes on the train).

**Is there a capital improvement plan or project list for your station over the next 5-10 years? What are the highest-priority projects?** We are supposed to be getting a completely new platform and lighting around the station. The platform specifically is the highest-priority project because it will make it ADA compliant and will allow us to be part of pilot programs in the future (such as bicycle pilot programs).

**What are the biggest challenges for the station (i.e. ridership, Operations & Maintenance, capital improvements, accessibility, etc.)?** We would always like to increase our ridership, but as I mentioned above, our platform is not ADA compliant at this time.

**Do you provide same day and overnight parking? If yes, how many spaces?** Yes. Approximately 10-15.

**Do you provide bicycle parking? How many spaces?** No.

**What are the biggest opportunities to increase ridership at your station?** Adding a third-round trip! I believe that would allow us to tap into the commuter market.

**Please provide current economic development occurring near the station (or any expected in the future).** We are potentially adding two new hotels in next two years (approximately 160 rooms) as well as a convention center and a huge addition to our entertainment district downtown.

**In your estimation, what percentage of passengers using your station are local (within 10 miles of the station)?** 20 percent

**In your estimation, what percentage of passengers using your station are regional (within 50 miles of the station)?** 30 percent

**In your estimation, what percentage of passengers using your station are visitors to the area (those by Amtrak traveling into/out of the station)?** 50 percent

**Please describe any challenges related to passenger connectivity to points of interest in the community or final destinations.** Lack of public transportation and limited last-mile connectivity (limited taxis, rideshares, etc.). We are lucky that there are quite a few options for visitors (in regard to lodging, shopping, attractions, restaurants, etc.) within walking distance of the train station. However, to a degree, those things are still limited.

**What are the top five things that could be done to improve the service for passengers?** 1. Better on-time performance. 2. More spaces for bicycles on the train. 3. Better communication about delayed/late trains. 4. More information on the train about the communities they're visiting. 5. Adding another round-trip train!

**Please discuss successful outreach or promotional events you have held at your station.** We have been a part of National Travel and Tourism Day for a few years where we hand out promotional items to train passengers and conductors. We have heard great feedback from those events.

## Station: Kirkwood

**What are the primary tourist attractions/destinations that draw passengers to your station?** Historic train station, Museum of Transportation, Magic House, Cardinals Baseball, St. Louis Zoo, Botanical Garden and Blues Hockey.

**In your observation, who is the most frequent user of your station (students, festival attendees, bicyclists, etc.)?** Travelers to Hermann for the wine festivals and weekend folks to Kansas City for tourist attractions.

**Is there a capital improvement plan or project list for your station over the next 5-10 years? What are the highest-priority projects?** The station building is being renovated and new platforms installed by Amtrak.

**What are the biggest challenges for the station (i.e. ridership, Operations & Maintenance, capital improvements, accessibility, etc.)?** The number and frequency of the Amtrak trains.

**Do you provide same day and overnight parking? If yes, how many spaces?** Yes, surface lot and two parking garages. Spaces unknow, but a lot.

**Do you provide bicycle parking? How many spaces?** Yes, 4.

**What are the biggest opportunities to increase ridership at your station?** Third daily train for better connections at other city events.

**Please provide current economic development occurring near the station (or any expected in the future).** New community theater, possible boutique hotel and increased street and sidewalk safety

**In your estimation, what percentage of passengers using your station are local (within 10 miles of the station)?** 50

**In your estimation, what percentage of passengers using your station are regional (within 50 miles of the station)?** 30

**In your estimation, what percentage of passengers using your station are visitors to the area (those by Amtrak traveling into/out of the station)?** 20. This is on the increase now since our service is now nonstop between Kansas City and Chicago.

**Please describe any challenges related to passenger connectivity to points of interest in the community or final destinations.** No direct trains going south. I must travel to Chicago, then back south.

**Please list any transit or intercity connections at your station.** Bi State Bus Company.

**What are the top five things that could be done to improve the service for passengers?** Third daily train, cleaner coaches, keep locomotives running, better maintenance and train to Springfield, Missouri.

## Station: St. Louis

**What are the primary tourist attractions/destinations that draw passengers to your station?** St. Louis Gateway Arch, Busch Stadium and Union Station.

**In your observation, who is the most frequent user of your station (students, festival attendees, bicyclists, etc.)?** Everyday citizens.

**What are the biggest challenges for the station (i.e. ridership, Operations & Maintenance, capital improvements, accessibility, etc.)?** Capital improvements.

**Do you provide same day and overnight parking? If yes, how many spaces?** No

**Do you provide bicycle parking? How many spaces?** Yes, 1.

**What are the biggest opportunities to increase ridership at your station?** Less expensive riding fares.

**In your estimation, what percentage of passengers using your station are local (within 10 miles of the station)?** 40 percent

**In your estimation, what percentage of passengers using your station are regional (within 50 miles of the station)?** 25 percent

**In your estimation, what percentage of passengers using your station are visitors to the area (those by Amtrak traveling into/out of the station)?** 35 percent

**Please list any transit or intercity connections at your station.** Public Transportation-Metro.

**What are the top five things that could be done to improve the service for passengers?** Amtrak employee engagement.

## Station: Arcadia Valley

**What are the primary tourist attractions/destinations that draw passengers to your station?** Four Missouri State Parks within a 20-mile radius, pristine rivers, hiking and gnarly biking, historic courthouse, homes and churches and civil-war site.

**In your observation, who is the most frequent user of your station (students, festival attendees, bicyclists, etc.)?** Amish and Mennonite travelers, senior citizens and tourists.

**Is there a capital improvement plan or project list for your station over the next 5-10 years? What are the highest-priority projects?** Renovations to improve ADA compliant accessibility.

**What are the biggest challenges for the station (i.e. ridership, Operations & Maintenance, capital improvements, accessibility, etc.)?** Ridership and volunteers.

**Do you provide same day and overnight parking? If yes, how many spaces?** Yes, we provide "free" parking for 15 spaces.

**Do you provide bicycle parking? How many spaces?** Yes, we have a bike rack that will hold five bikes.

**What are the biggest opportunities to increase ridership at your station?** We have many festivals and events annually and many tourist attractions.

**Please provide current economic development occurring near the station (or any expected in the future).** The historic Iron County Courthouse has recently been renovated and there is a new mountain bike park now in Phase II for family hiking/biking.

**In your estimation, what percentage of passengers using your station are local (within 10 miles of the station)?** 30 percent

**In your estimation, what percentage of passengers using your station are regional (within 50 miles of the station)?** 30 percent

**In your estimation, what percentage of passengers using your station are visitors to the area (those by Amtrak traveling into/out of the station)?** 40 percent

**Please describe any challenges related to passenger connectivity to points of interest in the community or final destinations.** Transportation, as we do not have a rental car business.

**Please list any transit or intercity connections at your station.** SMTS Transportation, Quality Transportation and taxi services.

**What are the top five things that could be done to improve the service for passengers?** Sell train tickets, rental car service, platform shelter waiting area, ATM and train station open daily with regular hours.

**Please discuss successful outreach or promotional events you have held at your station.** This past year we held a huge event with thousands of people visiting the station to view the UP Big Boy #4014 locomotive.

## Station: LaPlata

**What are the primary tourist attractions/destinations that draw passengers to your station?** Easy connectivity to Chicago (East) and Kansas City to Los Angeles (West). People come to La Plata to watch trains, hunt and fish.

**In your observation, who is the most frequent user of your station (students, festival attendees, bicyclists, etc.)?** Students and Amish.

**Is there a capital improvement plan or project list for your station over the next 5-10 years? What are the highest-priority projects?** Nothing at this time.

**What are the biggest challenges for the station (i.e. ridership, Operations & Maintenance, capital improvements, accessibility, etc.)?** Platform design.

**Do you provide same day and overnight parking? If yes, how many spaces?** 30

**Do you provide bicycle parking? How many spaces?** No

**What are the biggest opportunities to increase ridership at your station?** Equipment availability so the train is not sold out all the time.

**Please provide current economic development occurring near the station (or any expected in the future).** A new bar going in across the tracks to the east of the station.

**In your estimation, what percentage of passengers using your station are local (within 10 miles of the station)?** 10 percent

**In your estimation, what percentage of passengers using your station are regional (within 50 miles of the station)?** 70 percent

**In your estimation, what percentage of passengers using your station are visitors to the area (those by Amtrak traveling into/out of the station)?** 20 percent

**Please describe any challenges related to passenger connectivity to points of interest in the community or final destinations.** Lack of reliable taxi services and Uber-style operations.

**Please discuss successful outreach or promotional events you have held at your station.** LaPlata Rail Days, Livestream Cams with a chatroom (this was a byproduct of the cams) and National Train Day.

# Appendix B: Missouri State Fair Comments

During the Missouri State Fair, participants were invited to share their thoughts on the future of Missouri’s transportation system as part of the public outreach for the LRTP and SFRP. A number of comments specifically referred to passenger rail, reflecting strong public interest in expanding and improving rail service across the state. **Table 7** summarizes the comments related to passenger rail.

Table 7 - Passenger Rail-Related Public Comments (Missouri State Fair)

Participant	Comment
Participant 1	Faster rail service is needed across Missouri.
Participant 2	Amtrak service should be extended to Springfield, Missouri, with bus or train connections from the Springfield airport across the city.
Participant 3	I would like to see development of an interstate rail system.
Participant 4	Encourage more passenger rail service and plan or prepare for high-speed rail.
Participant 5	High-speed rail is a good idea.
Participant 6	Please save our trains.
Participant 7	Add more train routes, including one to Springfield and Denver. Expand streetcar systems and complete the Rock Island Trail.
Verbal Comment	Amtrak was frequently mentioned in conversations with the public.

Source: Comments provided by attendees of the Missouri State Fair, August 2025.