

What is Railbanking?

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(Process created by 1983 amendment to Section 8(d) of the National Trails System Act)

- “Railbanking”, is a voluntary agreement between a railroad and a trail agency to use an out-of-service rail corridor as a trail until a railroad might need it again for rail service.
- A trail sponsor must agree to assume full responsibility for:
 - Managing the right-of-way.
 - Any legal liability arising out of the transfer or use.
 - The payment of taxes levied or assessed against the right-of-way.
- A railbanked corridor is not “abandoned” under state or federal law.

– The Surface Transportation Board is the federal agency that oversees railbanking.

NEXT STEPS:

- If the parties reach an agreement by Feb. 21, 2019, it will be added to the national “railbank” until the corridor is needed for future rail service.
- If the parties do not reach an agreement, Missouri Central Railroad has 60 days to consummate abandonment, or the line will remain in active railroad status, subject to Surface Transportation Board jurisdiction.

ROCK ISLAND LINE CORRIDOR TIMELINE:

Nov. 18, 2014: Missouri Central Railroad begins abandonment process.

Dec. 17, 2014: Missouri Department of Natural Resources submits trail use request to Surface Transportation Board.

Feb. 25, 2015: Surface Transportation Board issues a Notice of Interim Trail Use.

2015-2018: Missouri Central Railroad removes tracks and ties.

Jan. 19, 2018: Surface Transportation Board grants the parties’ request for a one-year extension for negotiation.

Feb. 21, 2019: Current deadline to conclude negotiation.