

COLUMBIA TERMINAL RAILROAD (COLT) PROPOSED RAILBANKING FACT SHEET

Owned and operated by the City of Columbia since 1987, the COLT Railroad provides freight service in Boone County, connecting industry in and around Columbia to Centralia.

WHAT is railbanking?

1. Railbanking is a process established by the federal government in 1983 to preserve out-of-service rail corridors and infrastructure (i.e., bridges, tunnels, and culverts) for future reactivation.
2. Railbanking preserves the rail corridor.
3. The railbanking process allows interim trail use while preserving the corridor's structural integrity.
4. Found in 43 states, there are thousands of miles of railbanked corridors - one of the most well-known is Missouri's Katy Trail State Park.

WHERE is the COLT no longer in use, and what section is under consideration for railbanking?

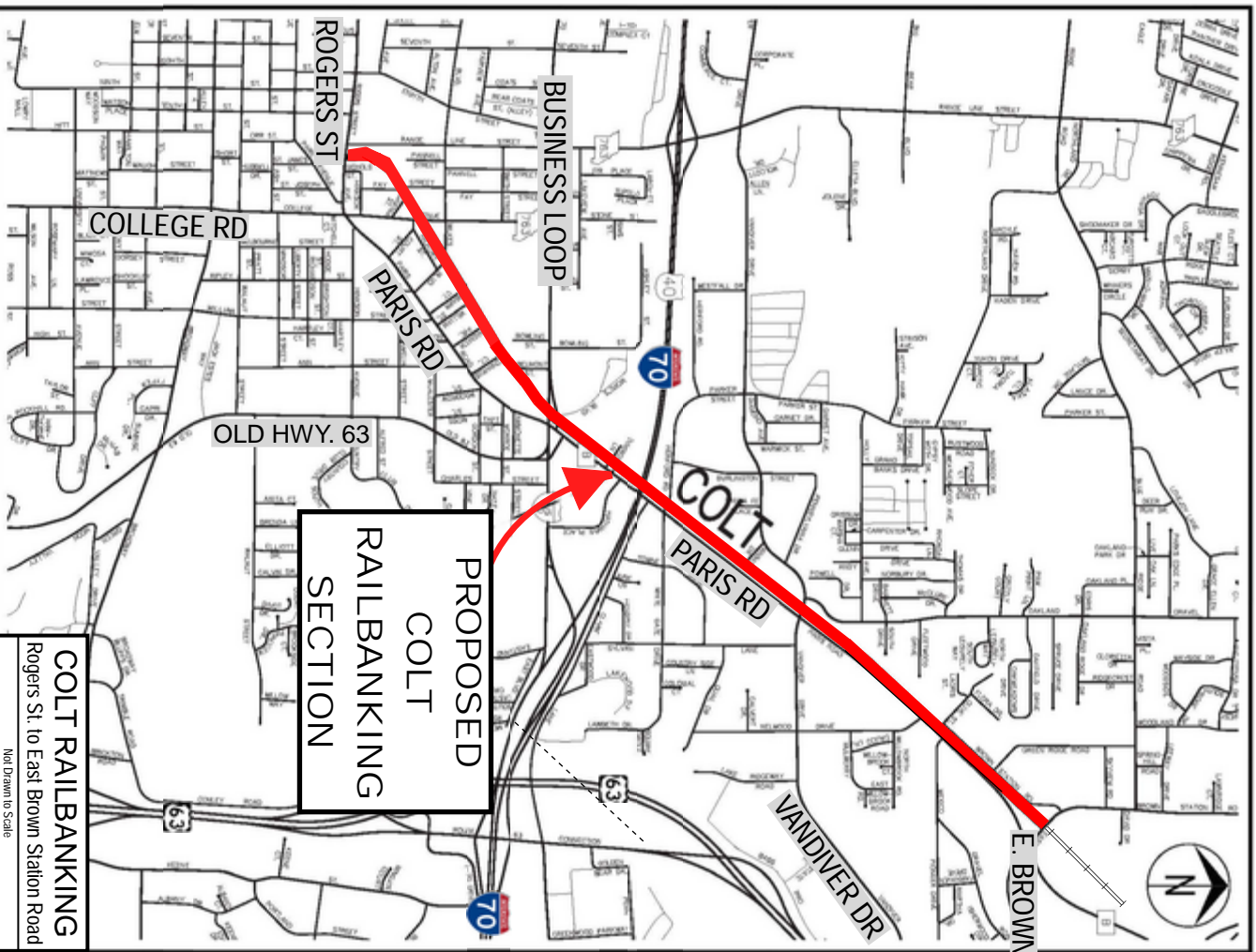
1. The 2.5-mile section under consideration for railbanking is from Rogers St. north to East Brown Station Rd.
2. Businesses south of East Brown Station Rd. have not used rail service for many years.
3. In 2015, the City's power plant switched from coal to natural gas, eliminating the need to ship coal via rail service south of I-70.

HOW would the City railbank a section of the Colt Railroad corridor?

1. City staff will gather public input from community meetings, online via BeHeardCoMo, and from City commissions and boards. Staff will follow up with a public input and recommendations report to Council.
2. Following a public hearing, City Council will evaluate whether to proceed with railbanking.
3. If authorized to proceed, the City will apply for railbanking with the federal Surface Transportation Board (STB). Once reviewed and approved, this will allow out-of-service portions of the rail corridor to be used as a recreational trail.

WHY railbank the section of the COLT Railroad from Rogers Street to East Brown Station Road?

1. Railbanking preserves rail corridors, preventing them from being dismantled or sold in fragments, ensuring they remain viable for future rail and transportation projects.
2. Railbanking avoids expenses associated with track and/or rail base removal, structure demolition (including tunnels, bridges, and culverts), and potential litigation over land ownership.
3. Railbanking offers the following community benefits: environmental protection (conservation of green spaces), public health benefits (safe transportation alternatives and recreation), and community enhancement (tourism and local business growth).
4. Development of the proposed COLT Trail Phase I falls within 2021 Parks Sales Tax funding.
5. Future public input will include discussion on whether the proposed trail will be developed alongside the existing tracks as a rails-with-trails project or a rails-to-trails conversion, including the removal of the tracks.



PROPOSED COLT RAILBANKING SECTION
 Rogers St. to East Brown Station Road
Not Drawn to Scale

beheard **PROPOSED COLT RAILBANKING SECTION**
 January 9, 2026

CoMo.Gov / parksandrec@comco.gov / (573) 874.7460



Existing tracks at East Brown Station Road



Existing tracks at 1919 Paris Rd.



Existing tracks at Rogers Street