Chapter 9 - Strategies and Recommendations

KEY POINTS

- To make this Freight Plan actionable and implementable, fourteen strategic recommendations were developed to address the freight plan's goals and are supported by a series of implementation tactics.
- These recommendations include broad-based policies and programs, as well as projects and studies that will help Missouri overcome the challenges outlined in this plan and capture future economic opportunities.

Introduction

Missouri's freight network continues to be the foundation of the State's economic success. Freight supports jobs in freight-dependent businesses such as manufacturing, retail trade, agriculture, and tourism. For the most part, this transportation infrastructure was constructed many years ago. The cost to maintain the system continues to increase and the demands on the system continue to grow. To compete in the 21st century global economy, Missouri must find a way to make the strategic investments in its freight network that are necessary to support economic growth.

Smart programs, policies, and projects can help the Missouri Department of Transportation (MoDOT) continue to maintain and enhance the multimodal freight system upon which the State's economy depends. The strategies and recommendations presented in this Missouri State Freight Plan include major investments in freight transportation infrastructure, as well as low-cost programs and policies designed to enhance freight operations and freight-supported economic development in the State.

Program Recommendations

The following is list of program recommendations developed for the Missouri freight transportation system. Each recommendation can be implemented as a stand-alone initiative.

However, there are synergies among these initiatives and when implemented in a collective manner the effectiveness may be magnified.

Maintain and improve the designated Missouri Freight Network to ensure the freight system continues to move toward achieving the transportation goals identified in the Missouri Long Range Transportation Plan and the Missouri State Freight Plan. The proposed freight network is identified in Chapter 3. An initial list of prioritized freight projects is discussed later in this chapter and included in Appendix G. Missouri needs to further evaluate alternative funding and financing sources to ensure the Missouri Freight System is preserved and maintained, and critical high priority improvements are implemented. Chapter 10 includes some starting points for this analysis. For modal investments planned for, owned by, and maintained by private businesses, MoDOT should continue to work with these private businesses to ensure the State's multimodal freight network supports the ongoing needs of the State's businesses and residents.

Use MoDOT's freight project prioritization framework to help decision-makers prioritize future investments on the freight network. Under the *Moving Ahead for Progress in the 21st Century Act* (MAP-21), states are directed to identify freight projects in a statewide plan. The MoDOT freight prioritization process, developed as a part of this Freight Plan, provides a framework for evaluating and prioritizing key multimodal freight projects using both quantitative and qualitative data and analysis. Chapter 8 describes this prioritization process in detail. This is the first-generation freight prioritization process for MoDOT; future refinements and additional quantitative data inputs may be incorporated over time to improve the process and enhance project evaluation.

Expand performance measures. MoDOT should continue to expand its Tracker performance measures and consider incorporating future data into the prioritization process. MoDOT should work with its modal offices to identify other freight data needed to support the prioritization process.

Expand ongoing collaboration with the Missouri Department of Economic Development (MDED) to address specific freight transportation needs of targeted industries. Identify clusters of targeted industries within the State and the transportation issues facing each industry sector. Work with MDED, Metropolitan Planning Organizations (MPOs), Regional Planning Commissions (RPCs), and regional economic development agencies to develop and fund projects that will address the transportation needs of these industry clusters.

Assist in developing freight and land use guidance. This guidance can facilitate creation of freight supportive land use policies and guidelines to ensure practical freight considerations are incorporated in local planning and design efforts, promote good neighbor development strategies for freight facilities, support safe practices, and help communities and local governments better understand how land use practices can improve freight and community development linkages.

Increase awareness about economic development and freight. Residents generally do not recognize the important role freight plays in their jobs, in the economic well-being of their communities, and in many aspects of everyday life. In order for elected officials to support increased investment in freight infrastructure, residents must recognize why these investments are important to them and to the State, and must appreciate the tangible benefits that would result from these investments. Education that clearly establishes the link between Missouri's freight system, the State's economy, and community sustainability is a key factor in future freight infrastructure funding. Integrating green initiatives and environmental quality in this discussion can also help address community concerns regarding social equity and quality.

Continue to engage the Missouri Chamber of Commerce, Missouri Economic Development Council (MEDC), Missouri Association of Manufacturers, private sector freight stakeholders, MPOs and RPCs, and related organizations. Ongoing stakeholder engagement can develop a public information exchange with MPOs, RPCs, planning organizations, economic development agencies, and other State, regional, and local groups about the role of freight transportation in the State and regional economy.

Host an annual Freight and Economic Development Roundtable. This program would enhance the exchange of information and communicate about current freight and economic

development issues and opportunities. This effort would be in addition to the Freight Advisory Committee (FAC). It could offer an opportunity for small group roundtable discussions and presentations on key issues, and would promote broader understand regarding the links between freight and economic development.

Consider developing a public-private partnership program to facilitate development of freight infrastructure, terminals, and intermodal facilities. Public-private partnerships could be used for rail and intermodal facility improvements critical to the State but that may not solely align with private investment criteria. Funding from MoDOT would leverage targeted private investments in rail infrastructure to address significant freight rail capacity issues within the State and rail bridges at major river crossings.

Identify and preserve critical multimodal freight-intensive development nodes and adjoining industrial land assets. This companion program to the Missouri Certified Sites Program would focus on identifying and preserving key locations where strategic multimodal freight assets and available industrial land could be reserved for future freight-intensive development such as intermodal freight terminals and major manufacturing facilities including aerospace, automotive, and similar operations. One of the greatest challenges facing freight-intensive businesses today is the lack of suitable and available industrial land that is readily and efficiently served by freight infrastructure, particularly multimodal services. Often, land adjacent to valuable freight infrastructure has been developed for incompatible uses including retail, commercial, or even residential purposes.

Partner with agencies already involved in the Certified Site Program, including MEDC and regional power utility firms. MoDOT freight staff and private transportation partners could provide geographic information system data and valuable information from the Freight Plan to be integrated with site and non-transportation infrastructure data. If strategic freight-intensive sites are identified, these partners should work with State, local, and regional transportation and economic development partners as well as private partnerships to preserve freight-intensive sites. To help with this, planners can analyze the inventory of industrial land with proximity to strategic multimodal freight assets. This inventory can be used to develop a model Freight and Industrial Facilities Planning Guide to help planning organizations, cities and counties, developers, and economic development agencies identify freight supportive land use strategies and best practices. These land use strategies and best practices encourage better land use and development to accommodate the needs of freight-intensive businesses.

Policy Recommendations

A critical step in building an implementable plan is to understand the overall framework and interactions among the stakeholders who carry out the various aspects of Missouri's supply chains. This process started with an extensive outreach effort called *Freight on the Move*. While the outreach was underway, the MoDOT team evaluated current freight policies to identify the potential opportunities

and shortcomings of the current system.

Based on this information as well as information from the Missouri Long Range Transportation Plan, three plausible but extreme future scenarios were developed to help the Freight Steering Committee evaluate and discuss the future of freight transportation in Missouri. Considering these alternate scenarios enabled MoDOT leadership and freight stakeholders to discuss trade-offs, nuances, and cause-and-effect relationships that would not be identified in a traditional planning process. By working through the alternate future scenarios, stakeholders identified common needs that are likely to be relevant no matter what the future may hold.

The three scenarios examined are shown in **Table 9-1**. Additional details are contained in Appendix F.

Table 9-1: Future Scenarios Considered

SCENARIO	Hungry World	Global Market	Convenient Living
DESCRIPTION	Missouri will play a major role in feeding the ever-increasing world population (35% increase by 2050). As a top 10 agricultural producer in the United States, Missouri's role in feeding the world will continue to require changes in how freight moves.	The current global trend of re-shoring manufacturing will continue. Given Missouri's manufacturing sector's history, this would elevate Missouri's position in the global marketplace.	Freight movements will change as people drive considerably less—seeking to work from home and live in communities where they can walk to jobs, schools, and other services. For example, more shopping will be done online with increasing residential deliveries, resulting in the decrease of traditional shopping trips.

The scenario planning results were used to guide further policy research and establish 14 strategic policy recommendations to support Freight Plan goals. These recommendations are shown in **Table 9-2**. Each recommendation is supported by a series of implementation tactics, designed as a potential to-do list for MoDOT and its freight partners. The tactics represent broad-based policies and programs as well as future projects or studies that Missouri should consider undertaking to position the State to capture future opportunities. Many of the tactics are long- term solutions, but several are immediately actionable. Tactics are grouped by realistic timeframes for implementation—short-term (0-2 years), intermediate (2-6 years), and long-term (6-10 years).

Table 9-2: Strategic Policy Recommendations and Implementation Tactics

STRATEGY 1:

Work with MoDOT Internal and External Partners To Improve Multimodal Connectivity

Implementation Tactics	Timeframe
Update Federal Highway Administration Functional Classification (attention paid to locating all intermodal connectors)	Short-Term
Partner with local governments and private partners to proactively manage the condition of intermodal connectors and connectivity points	Short-Term
Develop a program to educate local officials on the importance of intermodal connectors	Short-Term
Work with MoDOT districts to identify district staff members interested in cross-training in multimodal freight	Short-Term
Work with local officials to mitigate negative impacts of the projected increase in truck traffic volumes	Intermediate
Identify and close any first or last mile gaps near major manufacturing hubs and multimodal connectivity points	Intermediate
Ensure public investments in modal connectivity will connect and enhance logistical partnerships	Intermediate
Work with rail, marine, and air partners to share expertise and create cross-functional relationships to help identify non-highway projects and key connectors on the strategic freight network	Intermediate

STRATEGY 2:

Focus on Maintaining a State of Good Repair of the Multimodal System

Implementation Tactics	Timeframe
Focus investment in corridors that exhibit a strong correlation between truck vehicle miles traveled and substandard pavement and bridge ratings on the Tier 1, 2, and 3 highway freight network	Short-Term
Mitigate disruptions along critical freight corridors by proactively analyzing bridge inspection reports for unfavorable trends; pay particular attention to corridors without recognized route redundancy	Short-Term
Monitor the MoDOT Tracker to identify system challenges before they impact freight flow	Short-Term
Proactively protect MoDOT assets from potential freight-related incidents; identify potential barriers restricting freight movements, plan work zones, and detours to handle freight vehicles, etc.	Short-Term
Develop minimum design standards for facilities publicly funded on the multimodal Missouri Freight Network	Intermediate
Develop a plan for weigh station maintenance and safety precautions	Intermediate
Continue to work with the railroads to identify opportunities and solve unique rail challenges around the State	Intermediate
Work with the U.S. Army Corps of Engineers (USACE) to dredge slack harbors and replace aging locks and dams on the Mississippi River	Intermediate

STRATEGY 3:

Cultivate a Long-Term Focus to Develop Comprehensive Freight Corridors

Implementation Tactics	Timeframe
Partner with the private sector to identify and designate future multimodal, oversize, and overweight corridors	Intermediate
Identify and catalog challenges along these key corridors (geometric, bridge, design, and regulatory)	Intermediate
Identify where non-traditional capacity building improvements may significantly reduce congestion (Intelligent Transportation Systems [ITS], managed lanes, value pricing)	Intermediate
Focus on development of north-south and east-west connectivity, including railroad improvements over the Mississippi River	Long-Term

STRATEGY 4:

Take a Solutions-Based Approach to Highway System Capacity Expansion

Implementation Tactics	Timeframe
Partner with the private sector and local governments to identify and implement operational changes to improve freight flow (routing, off-hours delivery, etc.)	Short-Term
Continue to evaluate innovative designs that provide added capacity with limited impacts (diverging diamond interchanges, super-twos, superstreets, etc.)	Short-Term
Continuously evaluate the practical use of innovative solutions to alleviate capacity constraints (dedicated truck lanes, container shuttles, container-on-barge, etc.)	Short-Term
Implement a policy that requires the consideration of cost-effective methods of capacity expansion before building new lane-miles	Intermediate
Examine dedicated facilities for non-freight activity that will serve to restore capacity for freight movement (managed lanes, etc.)	Intermediate
Implement a policy that requires the consideration of available multimodal capacity before building new lane-miles	Long-Term
Study the feasibility of value pricing to fund construction of new lane-miles	Long-Term

STRATEGY 5:

Improve the Availability of Truck Parking

Implementation Tactics	Timeframe
Study the placement and availability of public and private truck parking spaces	Short-Term
Partner with the Highway Patrol to develop an education and enforcement program to reduce prohibited parking where parking facilities are readily available	Intermediate
Use technology to provide real-time parking availability at upcoming public and private facilities	Intermediate
Increase overall truck parking capacity along key corridors (public and private)	Long-Term

STRATEGY 6:

Enhance the Resiliency and Maintain Flexibility of the Multimodal Freight System

Implementation Tactics	Timeframe
Plan an annual freight workshop to complete a multimodal system SWOT (strengths, weaknesses, opportunities, and threats) analysis with key statewide stakeholders and partners; this can be done as part of the Freight and Economics Roundtable	Short-Term
Develop a multimodal freight resiliency plan in partnership with the private sector, MPOs, RPCs, homeland security, and safety stakeholders	Intermediate
Review the potential use of time-of-day truck restrictions through major chokepoints	Long-Term
Evaluate, rank, and widen one-lane bridges to increase the safety of rural last-mile trips	Long-Term

STRATEGY 7:

Improve Multimodal Safety and Security

Implementation Tactics	Timeframe
Encourage participation of freight stakeholders in the development of future MoDOT Safety Plans	Short-Term
Ensure that bicycle and pedestrian accommodations are considered in the purpose and need process of future grade separations and railroad crossing improvements	Short-Term
Work with the private sector to strategically locate and develop areas for secure cargo and container storage	Intermediate
Work with legislators and the railroads to maintain and expand the successful MoDOT Highway/Rail Crossing Safety Program	Long-Term

STRATEGY 8:

Improve the Health, Safety, and Welfare of Truck Drivers

Implementation Tactics	Timeframe
Transfer lessons learned from this Freight Plan to workforce development officials and efforts	Short-Term
Conduct speed studies along major truck corridors to identify potential speed limit changes	Short-Term
Shift construction activities to overnight when possible	Short-Term
Using the lessons from the 2010 Commercial Vehicle Safety Belt survey, develop an outreach strategy to increase restraint use by truck drivers	Intermediate
Work with MPO partners to improve the physical relationship between interstates and local roads in urban areas	Long-Term

STRATEGY 9:

Capitalize on the Momentum Created by *Freight On The Move*

Implementation Tactics	Timeframe
Continue conversation with private sector stakeholders by creating a Freight Advisory Council (FAC)	Short-Term
Transition private sector partners into the MoDOT planning process, especially the FAC	Short-Term
Work with regional planning partners to develop regional FACs	Short-Term
Coordinate freight plans and programs of municipalities, counties, MPOs, and RPCs	Short-Term
Develop an outreach program to educate the public on the importance of Missouri's freight system to their daily lives	Short-Term

STRATEGY 10:

Invest in Freight Infrastructure and Operational Improvements to Drive Long-Term Job Creation

Implementation Tactics	Timeframe
Work with Missouri Department of Economic Development and the Missouri Partnership to enhance connections with the Missouri Certified Sites program (vetted and supported shovel-ready sites designated by the State DED)	Short-Term
Leverage private sector investment to gain political support for investment in non-traditional project types	Short-Term
Explore use of a rail bank to preserve rail corridors for future needs	Short-Term
Evaluate programs like in- lieu fees for their ability to encourage short-line investment	Short-Term
Monitor neighboring states' truck licensing fees to limit leakage from trucks that may register in nearby states with lower fees, but travel mostly in Missouri	Short-Term
Continue to explore the use of private activity bonds to improve multimodal connectivity facilities	Short-Term
Ensure planning and project selection processes consider rural accessibility and just-in-time performance	Intermediate
Streamline and work to reinstate the Rapid Response Cost-Share program	Intermediate
Study the feasibility of alternative funding sources for future needs	Intermediate
Create a statewide programmatic freight selection process and work with districts to supplement district processes	Long-Term
Work with the legislature to study the potential for dedicating additional non-fuel-tax revenue for multimodal investment	Long-Term

STRATEGY 11:

Enhance Missouri's Ability to Export Goods

Implementation Tactics	Timeframe
Work with statewide partners (MDED, local chambers, and modal partners) to develop infrastructure to support and market Missouri as a multimodal hub; North-south and east-west connectivity has the potential to leverage activities such as foreign trade zones	Short-Term
Prioritize investment within infrastructure corridors that are critical to developing Missouri's export market; to support export growth, the State must fully utilize its highway, rail, and inland waterway corridors	Intermediate
Work with economic development officials to develop opportunities that increase inbound trips; to support basic economic growth, the State must increase opportunities for backhaul container availability (empty trains, barges, and trucks that Missouri exports can fill)	Intermediate

STRATEGY 12:

Expand Interagency Collaboration and Coordination

Implementation Tactics	Timeframe
Continue to support strong relationships between MoDOT districts and local government economic development staff	Short-Term
Continue to work with multijurisdictional and multistate partners to make corridor-wide system decisions, such as dedicated truck lanes	Short-Term
Provide transportation and land use guidance to local and regional agencies to support economic development and freight mobility	Short-Term
Collaborate with economic development partners to support the state DED focus on the Transportation and Logistics industry for business retention and growth	Short-Term
Work with other State agencies to ensure consistency of regulations that impact freight mobility	Intermediate
Work with agency partners to expedite the environmental permitting process while maintaining a focus on mitigating negative impacts	Intermediate

STRATEGY 13:

Use Technology to Improve Freight Movement

Implementation Tactics	Timeframe
Ensure freight stakeholders are involved in the development of future MoDOT Intelligent Transportation Systems (ITS) plans and architecture	Short-Term
Develop a common information protocol to increase the availability of real-time traffic data to assist in routing decisions by logicians and truck drivers	Intermediate
Improve resiliency (advanced ITS, Freight Advanced Traveler Information System, smart routing, etc.)	Intermediate
Expand the Missouri Smart Roadside Program to increase commercial vehicle enforcement throughout the State	Long-Term
Improve and expand ITS technology along key corridors to increase efficiency and reliability	Long-Term

STRATEGY 14: Develop Opportunities for Maritime and Air Cargo	
Implementation Tactics	**Timeframe**
Market the availability of the inland waterway system, significant unused capacity, potential mode-shift opportunity	Short-Term
Work with USACE to improve inland waterway resiliency	Short-Term
Work with airport authorities of major air cargo facilities to create multijurisdictional partnerships to coordinate efforts surrounding airports (freight movement and redevelopment strategies); for example, there are several overlapping zoning requirements that hinder redevelopment near Lambert-St. Louis International Airport's air cargo facilities	Short-Term

Project Recommendations

The prioritization process (see Chapter 8) identified a list of priority projects. In addition to the projects in the final prioritized list, some projects that did not progress to the final prioritization process were captured for future consideration. These priority and non-priority projects are discussed below.

Priority Projects

The initial freight project prioritization process generated the prioritized projects list. The initial prioritized list included 76 highway projects, 15 freight rail projects, 3 aviation projects, and 28 port projects. Each of the seven MoDOT districts had projects that ranked either "very high" or "high" priority, demonstrating needs across the State. These projects are listed in Appendix G. Needs and projects identified after the adoption of *Freight On the Move* are appended annually to Appendix G in coordination with the STIP development.

Non-Prioritized Planning Projects

The Freight Plan recommends planning studies for 10 of the approximately 355 non-prioritized projects. These planning efforts would provide in-depth studies to better define transportation needs and improvements. Examples of planning projects are environmental studies, operational analysis, and corridor studies. **Table 9-3** shows the recommended planning projects.

Table 9-3: Non-Prioritized Planning Projects

District	Type	Route	Project Description	Cost Information (Millions)
KC	Highway	I-35	Improvements from I-35/I-29 split to Rt. 69/33	$200 - $225
KC	Highway	US-50	Update the U.S. 50 corridor study. This should require a new interchange at US-50/MO-291 South, a new interchange at US-50/3rd Street and additional capacity of I-470 from US-50 to I-70. (New planning and design standards that employ current approaches to this type of road classification should be sought, especially in light of the exponential growth in Lee's Summit and associated increase in traffic.	$.5 - $1
SW	Highway	Joplin West Corridor	New West Corridor in Joplin metro area from MO-171 to I-44	Unknown
CD	Highway	US-63	Construct another Missouri River Bridge in Jefferson City to connect US-63 so traffic doesn't have to go on US-50 through Jeff City	$55 - $100
NE	Highway	US-54	Construct shared four-lane roadway from Mexico to Louisiana	$80 - $90
SL	Highway	I-44	New interchange at I-44 east of Shrewsbury (South County Connector)	$45 - $55
SL	Highway	I-44	Corridor improvements from Shawneetown Ford Rd and Route O, including interchange improvements at US-50	$25 - $50
SL	Highway	I-44	Corridor improvements between MO-141 and I-270	$50 - $60
SE	Highway	US-61	Construction of a bypass around the northwest side of Jackson is needed, perhaps beginning near County Rd. 335, going northeast and tying back into North High Street (US-61) at Rt. Y, or somewhere north of the Jackson North Industrial Park	$6 - $8
SE	Highway	US-63	Construct bypass of West Plains with no stop lights	$50 - $60

Gap Analysis Planning Projects

Additional projects identified from the American Transportation Research Institute (ATRI) top 100 Missouri truck bottleneck locations and high commercial vehicle crash rate locations were reviewed and captured for future evaluation. **Table 9-4** lists 12 non-prioritized planning projects for truck bottlenecks or the highest 25 percent of commercial vehicle crash rate locations.

Table 9-4: Planning Projects for Truck Bottlenecks or the Highest 25 Percent of CMV Crash Rate Locations

District	Type	Route	Project Description	Cost Estimate (Millions)	Bottleneck and/or CMV Crash Rate
NW	Highway	I-29	Interchange improvements at Faraon Rd. in St. Joseph	$1.5 - $2.5	CMV
NW	Highway	I-29	Construct an interchange at Cook and I-29 in St. Joseph	$15 - $20	CMV
SW	Highway	I-49 loop	Intersection and access improvements on LP49 (Range Line Rd./Madison Ave.) from MO-171 in Webb City to I-44 in Joplin	$3 - $4	CMV
SW	Highway	MO-171	Intersection and access improvements on MO-171 (McArthur Drive) from Jefferson St. to Hall St. in Webb City	$1.5 - $3	BN
SW	Highway	MO-7 and MO-13	Corridor and safety improvements on MO-7/13 in Clinton.	Unknown	BN
SW	Highway	US-60	Super 2 highway from Monett to Springfield	Unknown	CMV
CD	Highway	US-50	Complete the four-lane of US-50 from west of Linn to Union	$400 - $450	CMV
CD	Highway	US-63	Construct four-lane roadway of US-63 from US-50 in Cole County to north of Rolla	$250 - $300	CMV
SL	Highway	I-270	Construct additional lanes on I-270 from US-67 to the Missouri River, MO-100 to I-64 and I-44 to MO-30	$500 - $700	Partial CMV and BN
SL	Highway	US-50	Add capacity from Progress Parkway to I-44	$10 - $15	CMV
SL	Highway	I-270	Corridor and operational improvements to address safety and mobility from McDonnell Blvd to MO-367. Includes adding capacity, improving interchanges, outer roads and access for transit users, bicycles and pedestrians.	$300 - $350	BN
SE	Highway	US-63	Upgrade US-63 to 4-lane from Rt. CC in Phelps County to US-60 at Cabool	$215 - $220	CMV

Table 9-5 shows 29 ATRI truck bottlenecks and the highest 25 percent of commercial vehicle crash rate locations where no non-prioritized projects were listed. Each of these locations will require a planning study.

Table 9-5: Truck Bottlenecks and the Highest 25 Percent of CMV Crash Rate Locations with No Projects Identified

District	Route	To	From	Bottleneck Locations	Commercial Vehicle Crash Locations
NW	US-169	I-29	US-36	Yes	
NW	I-29	US-36	I-229		Yes
NW	US-36	I-29	I-229		Yes
KC	I-29	I-435	I-635		Yes
KC	I-435	I-35	I-70		Yes
KC	MO-291	I-35	MO-210		Yes
KC	MO-9	I-35	MO-210	Yes	
KC	Front St	I-29/35	I-435	Yes	
KC	22nd St	I-435	I-70	Yes	
KC	I-35	Kansas state line	I-670	Yes	Yes
KC	I-670	Kansas state line	I-35	Yes	Yes
KC	MO-13	I-70	US-24		Yes
SW	US-65	Marshall	Warsaw		Yes
SW	MO-13	US-54	I-44		Yes
SW	US-60	Kansas state line	I-49		Yes
SW	MO-744	US-65	Glenstone Ave.	Yes	
SW	BU-65	Chestnut Expy	US-60	Yes	
SW	Chestnut Expy	MO-13	US-65	Yes	
CD	US-50	US-54	California		Yes
CD	MO-763	I-70	BU-70	Yes	
NE	None Identified				
SL	Grand Ave	I-70	US-64	Yes	Yes
SL	Kings Highway	I-70	south of I-64	Yes	Yes
SL	MO-115 (Natural Bridge Ave)	Kings Highway	Goodfellow Blvd	Yes	Yes
SL	I-64	RT-K	I-55	Yes	
SL	US-67 (Lindbergh Blvd)	I-70	Illinois state line		Yes
SL	I-270	I-70	US-64		Yes
SL	I-55	I-44	I-270		Yes
SE	BU-67	in Poplar Bluff		Yes	
SE	US-63	US-60	West Plains		Yes

* Route not located on the Missouri Freight Network

** Route owned by local municipality

*** Route not located on the Missouri Freight Network and route owned by local municipality

Conclusion

Missouri's freight network continues to be the foundation of the state's economic success. Freight supports jobs in targeted freight-dependent businesses such as manufacturing, retail trade, agriculture, and tourism. For the most part, this transportation infrastructure was constructed many years ago. The cost to maintain the system continues to increase and the demands on the system continue to grow. To compete in the 21st century global economy, Missouri must find a way to make the strategic investments in its freight network, as outlined in this chapter, which are necessary to support economic growth and foster the quality of life and place. At the same time, funding to maintain and improve publicly-owned transportation infrastructure is declining to perilous levels.