



MISSOURI State Freight & Rail Plan

Freight System Designation



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1.0 Introduction

Designating a freight network is an important step in the freight planning process. The designation of a freight network focuses investments on the portion of the network that carries most of the state's freight and positions projects for Federal funding the National Highway Freight Program. This document describes the analysis and designation process for Missouri's freight system covering highway, rail, marine and air cargo assets.

This report covers the designation purpose, process and results in the following sections:

- **Section 2.0** covers the Freight System Designation purpose and process, including the context of Federal Requirements;
- **Section 3.0** documents the methodology used to designate the Missouri Priority Freight Network for highway assets;
- **Section 4.0** summarizes the stakeholder engagement process and input received on the Missouri Priority Freight Network methodology and draft results; and
- **Section 5.0** presents the final Missouri Priority Freight Network including highway, railroad, maritime and air cargo assets.

2.0 Freight System Designation Overview

2.1 FAST Act Requirements

The Fixing America's Surface Transportation (FAST) Act, signed into law in December 2015, established the first National freight program, which included designating the National Multimodal Freight Network. This network, discussed below, is the foundation for designating the Missouri Priority Freight Network.

National Highway Freight Network

The FAST Act authorized \$1.5 billion in FY2020 for the National Highway Freight Program, which is focused on improving the efficient movement of freight on the National Highway Freight Network. Funds are distributed to states by formula for eligible activities, such as construction, operational improvements, freight planning and performance measurement. The FAST Act requires the Federal Highway Administration to establish an NHFN which is currently comprised of the following components:

- **Primary Highway Freight System** – The PHFS, as designated by FHWA, is a network of highways identified as the most critical highway portions of the U.S. freight transportation system determined by measurable and objective national data. The network consists of 41,518 centerline miles, including 37,436 centerline miles of Interstate and 4,082 centerline miles of non-Interstate roads. Missouri's portion of the PHFS totals 1,023.26 miles.
- **Non-PHFS Interstates** – These highways consist of the remaining portion of Interstate roads not included in the PHFS. These routes provide important continuity and access to freight transportation facilities. These portions amount to an estimated 9,843 centerline miles of Interstate, nationwide, and will fluctuate with additions and deletions to the Interstate Highway System.

The FAST Act restricts NHFP funding on Non-PHFS Interstates in states deemed high mileage states, defined as containing more than two percent of the National PHFS. Missouri is classified as a high mileage state and thus, cannot use NHFP funding on Non-PHFS Interstate. Missouri has a total of 202.84 miles of non-PHFS Interstates.

In addition, as part of the FAST Act, United States Department of Transportation allocated additional miles to each state, based on its PHFS mileage, to designate to the NHFN. These miles are eligible for NHFP funds and are referred to as:

- **Critical Urban Freight Corridors** – These are public roads in urbanized areas that provide access and connection to the PHFS and the Interstate with other ports, public transportation facilities or other intermodal transportation facilities.
- **Critical Rural Freight Corridors** – These are public roads not in an urbanized area that provide access and connection to the PHFS and the Interstate with other important ports, public transportation facilities or other intermodal freight facilities.

Missouri has currently designated 132.96 miles of CRFCs and 1.98 miles of CUFCs, out of a maximum of 204.65 miles and 102.33 miles, respectively.

Non-Highway Modes on the National Multimodal Freight Network

In addition to the NHFN, multimodal components were designated to the national system as follows:

- As specified by the FAST Act, the NMFN contains the freight rail systems of the Class I railroads as designated by the Surface Transportation Board, totaling more than 95,000 route miles. Additionally, the statute specifically references other strategic freight assets, including other intermodal facilities and freight rail lines of Class II and Class III railroads, designated by the Under Secretary as critical to interstate commerce. A total of 9,096 miles of Class II and III railroads are included on the national network.
- Using data obtained from the United States Army Corp of Engineer's Waterborne Commerce Statistics Center, U.S. DOT determined that 116 U.S. ports satisfied the criterion specified in the FAST Act. The maritime component of the interim NMFN also includes navigable waterways that are used to transport domestic and international freight.
- The FAST Act requires the NMFN to include the top 50 airports by landed weight as identified by the Federal Aviation Administration. The FAA identified the top 50 airports by landed weight using the Air Carrier Activity Information System, an FAA database that reflects the certificated maximum gross landed weight of all-cargo aircraft.

2.2 Designation Process

The process for designating the MPFN includes the following steps:

- Step 1: Develop the metrics and scoring methodology (described in Section 3.0);
- Step 2: Present the designation criteria to MoDOT and the Freight Steering Committee;
- Step 3: Make any adjustments to the weighting input, metrics, or scoring criteria based on feedback;
- Step 4: Additional webinars with other stakeholders, if needed; and
- Step 5: Finalize criteria, scoring, and produce draft MPFN.

3.0 Designating the Missouri Priority Freight Network

The Missouri Priority Freight Network designation process employs a systematic, data-driven and stakeholder-informed process. The purpose of establishing the MPFN is to allow MoDOT to identify Missouri’s most critical freight assets across all modes, support project prioritization efforts, and serve as a baseline in the Missouri Freight Analysis System (also known as MoFAS) tool.

This freight system designation process for the highway use metrics for economic activity, goods movement, market access and connectivity and support to key industries’ supply chains. The evaluation process scores every highway segment based on these criteria and each scoring above the mean is used as a starting point to designate the priority freight network. The final MPFN, as depicted in Section 5.0, reflects input from MoDOT, the Freight Steering Committee and the MPOs and RPCs. The following sections describe the process for designation for highway assets.

3.1 Missouri Priority Freight Network for Highway Assets

To designate Missouri’s highway corridors most critical for the movement of freight, the evaluation process scores every highway segment based on criteria measuring the role of the highway in supporting four different factors, shown in Figure 3.1. The following sections describe the criteria that comprise each of the four quantitative factors and discuss the scoring results for each category.

FIGURE 3.1 FREIGHT SYSTEM DESIGNATION QUANTITATIVE FACTORS



Economic Competitiveness Analysis

The economic competitiveness analysis measures economic activities that interact with transportation investments to support economic growth, such as support of freight intensive employment and supporting facilities. The measures are based on the latest available U.S. Census data and are applied to the freight network at the census tract level. The measures fall within one of two categories:

- **Demographic Preparedness** - population growth, workforce size and educational attainment.
- **Freight Intensity and Supported Industries** - freight employment intensity and key military facilities.

Table 3.1 provides details on the scoring of each economic factor including the scores assigned for the value ranges of each metric. The value ranges vary depending on the data and were grouped in buckets appropriate to the data ranges and values. The total score for each highway segment resulted from adding the scores for the economic competitiveness metrics for that highway segment.

TABLE 3.1 ECONOMIC COMPETITIVENESS ANALYSIS METRICS AND SCORING METHODOLOGY

Factor	Metric	Data Source(s)	Value Range	Proposed Scoring Method	Data Use Methodology
Demographic Preparedness	Population Growth	US Census	0 – 142337%	0% = 0 1 – 49% = 0.2 50 – 99% = 0.4 100 – 149% = 0.6 150 – 199% = 0.8 200% and above = 1.0	Growth rate of Census tract compared to statewide growth rate. All negative growth rates scored as 0.
	Workforce Size	US Census	0 – 125%	0% = 0 1 – 49% = 0.2 50 – 99% = 0.4 100 – 149% = 0.6 150 – 199% = 0.8 200% and above = 1.0	Census tract workforce size compared to tract population relative to state average.
	Educational Attainment	US Census	0 – 114%	0% = 0 1 – 49% = 0.2 50 – 99% = 0.4 100 – 149% = 0.6 150 – 199% = 0.8 200% and above = 1.0	Population 18 years of age or older with high school or higher education relative to state average.
Freight Intensity and Supported Industries	Freight Employment Intensity	US Census	0 – 471%	0% = 0 1 – 49% = 0.2 50 – 99% = 0.4 100 – 149% = 0.6 150 – 199% = 0.8 200% and above = 1.0	Employment in freight intensive sectors vs state average.

Factor	Metric	Data Source(s)	Value Range	Proposed Scoring Method	Data Use Methodology
	Key Military Facilities	MoDOT	N/A	0 = None 2 = Facility	Whether a segment is within 2 miles from any military facility, including Whiteman Air Force Base, Ft Leonard Wood Base, ATK Lake City, MO Munitions Manufacturing Facility and other military assets.

Goods Movement Analysis

The goods movement analysis measures the role of the facilities in the physical movement of goods using criteria such as tonnage, value, truck volume and percentage and projected truck freight growth. The primary data sources include MoDOT and IHS Markit Transearch:

- **Transearch:** commodity tonnage and value, base year (2018) and forecast year (2045)
- **MoDOT:** truck volumes and percentages, truck vehicle miles traveled (absolute and by lane mile)

Table 3.2 presents the metrics developed to assess goods movement in Missouri. The value range varies depending on the data and is grouped in buckets appropriate to the data ranges and values.

TABLE 3.2 GOODS MOVEMENT ANALYSIS METRICS AND SCORING METHODOLOGY

Metric	Data Source(s)	Value Range	Scoring Method	Data Use Methodology
Daily Truck Volumes	MoDOT	0 – 18,127 AADTT	0 = Less than 500 1 = 500 to 2,000 2 = 2,000 to 5,000 3 = 5,000 to 10,000 4 = More than 10,000	Measures daily truck volumes on MO roads. Identifies corridors with heavy truck traffic
Absolute Vehicle Miles Traveled	MoDOT	0 – 57,401	0 = Less than 1,000 1 = 1,000 to 2,500 2 = 2,500 to 5,000 3 = 5,000 to 10,000 4 = More than 10,000	Use truck counts by link to derive truck VMT
VMT by Lane Mile	MoDOT, Highway Performance Monitoring System	0 – 2,058,750	0 = Less than 500 1 = 500 to 2,000 2 = 2,000 to 5,000 3 = 5,000 to 10,000 4 = 10,000 to 20,000 5 = More than 20,000	Use truck counts by link to derive truck VMT. HPMS data provides number of lanes by link. These sources together will show truck VMT by lane mile
Percent Truck	MoDOT, Transearch	0 – 100%	0 = Under 5 percent 1 = 5 to 10 percent 2 = 10 to 15 percent	Percentage truck volume indicates roadways with

Metric	Data Source(s)	Value Range	Scoring Method	Data Use Methodology
			3 = 15 to 20 percent 4 = 20 to 50 percent 5 = More than 50 percent	higher freight traffic regardless of total volume
Total Tonnage	Transearch	0 – 10.1 million tons	0 = Less than 0.1M tons 1 = 0.1M to 0.5M tons 2 = 0.5M to 1M tons 3 = 1M to 2.5M tons 4 = 2.5M to 5M tons 5 = 5M to 10M 6 = More than 10M	Assessment of annual tonnage by road segment for top commodities transported by truck in Missouri
Total Value	Transearch	0 - \$27.3 million	0 = Less than \$0.5M 1 = \$0.5M to \$1M 2 = \$1M to \$2.5M 3 = \$2.5M to \$5M 4 = \$5M to \$10M 5 = \$10M to \$20M 6 = More than \$20M	Assessment of annual value by road segment for top commodities transported by truck in Missouri
Tonnage Growth	Transearch	Change in Tonnage (%)	0 = Less than 25% 1 = 25% - 50% 2 = 50% - 75% 3 = 75% - 100% 4 = 100%+	Assessment of percentage change in total tonnage between base (2018) and forecast (2045) years.
Value Growth	Transearch	Change in Value (%)	0 = Less than 25% 1 = 25% - 50% 2 = 50% - 75% 3 = 75% - 100% 4 = 100%+	Assessment of percentage change in total tonnage between base (2018) and forecast (2045) years.

Strategic Supply Chain Analysis

The strategic supply chain analysis examines how highway facilities support key freight-generating businesses and their global supply chains. Table 3.3 shows nine target supply chain industry sectors identified as key freight generator industries in the State. These sectors were identified by the Missouri Department of Economic Development’s target industries, reports from the Missouri Department of Agriculture, as well as an economic shift-share and location quotient analysis for Missouri industry sectors using U.S. Bureau of Labor Statistics data.

Metrics such as the number of establishments and total employees for each industry sector were calculated using U.S. Census ZIP Codes Business Patterns data, as well as commodity flow data from the Transearch highway network. The NAICS codes associated with each industry sector were determined by CS’ industry knowledge and refined during discussions with MoDOT and the Freight Steering Committee. Several target industries were excluded due to limited freight generation, including: Biosciences, Financial & Professional Services, Health Sciences & Services and Information and Communications Technology.

TABLE 3.3 TARGET SUPPLY CHAIN INDUSTRY-COMMODITY CROSSWALK

Industry Sector	NAICS Code	SCTG ¹ Commodity	Number of Establishments	Total Employees
Agriculture, Forestry and Food & Goods Processing²	<ul style="list-style-type: none"> • 113: Forestry • 311: Food Manufacturing • 312: Beverage and Tobacco Product Manufacturing 	01-09, 25-30	614	40,380
Automotive Suppliers	<ul style="list-style-type: none"> • 3361: Automobile Manufacturing • 3362: Motor Vehicle Body Manufacturing • 3363: Motor Vehicle Parts Manufacturing 	36	94	6,773
Chemicals, Plastics and Rubbers	<ul style="list-style-type: none"> • 325: Chemical Manufacturing • 326: Plastics and Rubber Products Manufacturing 	20-24	436	28,439
Aggregates & Non-Metallic Minerals	<ul style="list-style-type: none"> • 327: Nonmetallic Mineral Product Manufacturing 	10-13, 31	261	7,520
Advanced Manufacturing	<ul style="list-style-type: none"> • 332: Fabricated Metal Product Manufacturing • 333: General Purpose Machinery • 334: Computer and Electronic Product Manufacturing • 335: Electrical Equipment Manufacturing • 336: Transportation Equipment and Manufacturing (except 3361-3364 and 336992) 	32-38	1,544	72,907
Transportation & Logistics	<ul style="list-style-type: none"> • All NAICS codes in 48-49 except passenger transport: 481112, 481212, 4821, 483111, 483113, 483211, 4841, 4842, 4861, 4862, 4869, 4881, 4882, 4883, 488490, 4885, 4889, 4911, 4921, 4922, 4931 	41, 43	4,060	68,874

¹ 2-digit Standard Classification of Transported Goods (SCTG) commodity codes

² County Business Patterns (CBP) covers all NAICS industries except crop and animal production; rail transportation; National Postal Service; pension, health, welfare, and vacation funds; trusts, estates, and agency accounts; private households; and public administration.

Industry Sector	NAICS Code	SCTG ¹ Commodity	Number of Establishments	Total Employees
Wholesale	<ul style="list-style-type: none"> 42: Wholesale Trade 	N/A	7,416	130,890
Aerospace & Defense	<ul style="list-style-type: none"> 3364: Aerospace Product and Parts Manufacturing 336992: Military Armored Vehicle, Tank, and Tank Component Manufacturing 	401, 37	15	13,041
Mining & Energy	<ul style="list-style-type: none"> 21: Mining, Quarrying, and Oil & gas Extraction 	14-19	193	3,115

TABLE 3.4 STRATEGIC SUPPLY CHAIN ANALYSIS METRICS AND SCORING METHODOLOGY

Metric	Data Source(s)	Value Range	Scoring Method	Data Use Methodology
Support of Targeted Industries (TI)	U.S. Census ZIP Codes Business Patterns	0 - 7	0 = No support 1 = Support for 1-4 targeted industries 2 = Support for ≥ 5 targeted industries	Assess level of support for targeted industries via highway. "Support" determined when highway segment is located in a zip code area with targeted industries.
Support for TI businesses	U.S. Census ZIP Codes Business Patterns	0 - 258	0 = No support 1 = 1 to 2 TI businesses 2 = 3 to 5 TI businesses 3 = 6 to 10 TI businesses 4 = More than 10 TI businesses	Assess level of support for targeted industries via highway based on number of TI businesses in the zip code area in which highway segments fall.
Employment Size for TI businesses	U.S. Census ZIP Codes Business Patterns	0 – 7,451	0 = Less than 500 employees 1 = 500 to 1000 employees 2 = 1,000 to 2,500 employees 3 = 2,500 to 5,000 employees 4 = More than 5,000 employees	Employment at business location adds value for large employers
Support for Commodities Associated with TI (Tonnage)	U.S. Census ZIP Codes Business Patterns and Transearch	0 – 8.8 million	0 = Less than 0.1M tons 1 = 0.1M to 0.5M tons 2 = 0.5M to 1M tons 3 = 1M to 5M tons 4 = More than 5M tons	Assessment of how much annual tonnage is supported via highway for each targeted industry. Evaluated for each roadway segment.
Support for Commodities Associated with TI (Value)	U.S. Census ZIP Codes Business Patterns and Transearch	0 – \$26.4 million	0 = Less than \$1M 1 = \$1M to \$5M 2 = \$5M to \$10M 3 = \$10M to \$20M 4 = More than \$20M	Assessment of how much annual value is supported via highway for each targeted industry. Evaluated for each roadway segment.

Market Access and Connectivity

The market access and connectivity analysis evaluate intermodal connectivity and connectivity to trading partners and international gateways using truck travel time sheds. Data sources include the Bureau of Transportation Statistics National Transportation Atlas Database and Esri geoprocessing services utilizing HERE routable road networks. Table 3.5 shows the metrics that assess market access and intermodal connectivity in Missouri.

TABLE 3.5 MARKET ACCESS AND CONNECTIVITY METRICS AND SCORING METHODOLOGY

Metric	Data Source(s)	Value Range	Scoring Method	Data Use Methodology
Intermodal Connectivity	Bureau of Transportation Statistics (BTS) National Transportation Atlas Database (NTAD)	N/A	0 = No connection 2 = Connects Intermodal Terminal	Network segments that connect intermodal terminals (truck / rail / air / port) to major highway (i.e., defined as having functional class of Principal Arterial or higher)
High-Diversity Market Gateway (HDMG) Access	Esri, HERE	N/A	0 = Outside 2 hour TTT 1 = Within 2 hour TTT 2 = Within 1 hour TTT 3 = Within Half hour TTT	Measured using Truck Travel Times (TTT) from marine port terminals in MO. Includes: 153 port terminals.
Market Gateway (MG) Access	Esri, HERE	N/A	0 = Outside 2 hour TTT 1 = Within 2 hour TTT 2 = Within 1 hour TTT 3 = Within Half hour TTT	Identifies road segments that facilitate access to inland port terminals (truck, rail, airport) and key state markets as measured using TTT. Includes: air-to-truck facilities, rail-to-truck facilities, and various other intermodal facilities.

4.0 Stakeholder Feedback

Stakeholder feedback is critical in establishing and refining the quantitative evaluation and draft MPFN results. The FSD is informed by stakeholder feedback from the designation process methodology development to the FSD draft results. This section describes the stakeholder engagement opportunities and feedback received.

4.1 Stakeholder Engagement

The FSD process and results were presented and discussed with the Missouri State Freight and Rail Plan Steering Committee and with industry representatives at a series of industry forums, as shown in Table 4.1. The SFRP Steering Committee was established to serve as advisors throughout the development of the plan. A list of the organizations and stakeholder types included in the SFRP Steering Committee membership can be found in Appendix A.

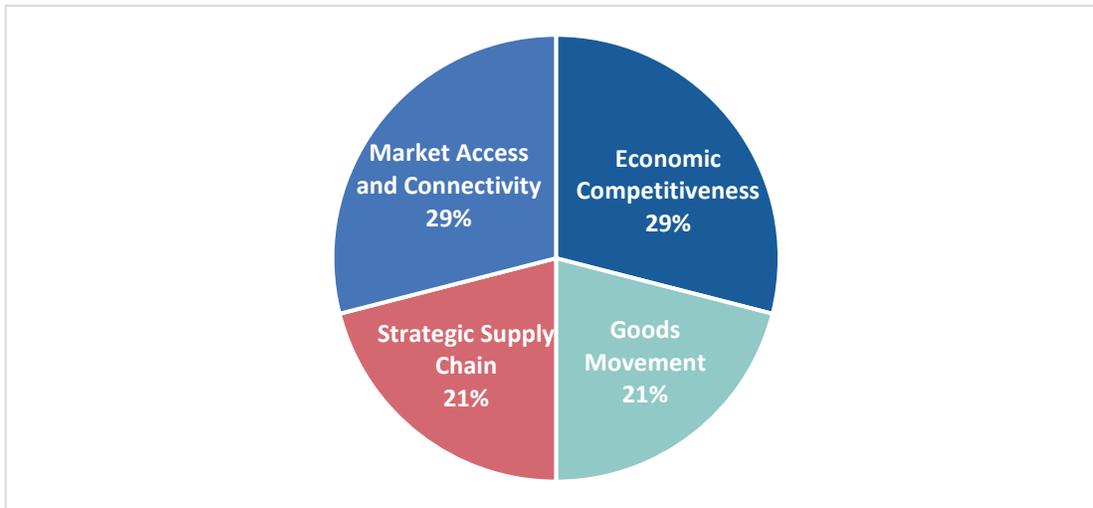
TABLE 4.1 FREIGHT SYSTEM DESIGNATION STAKEHOLDER ENGAGEMENT OPPORTUNITIES

Stakeholder Outreach Event	Date	Discussion Topics
SFRP Steering Committee Meeting 1	August 17, 2020	FSD Process & Proposed Criteria
SFRP Steering Committee Meeting 2	November 17, 2020	Detailed FSD Criteria & Proposed Weighting
Industry Forum: Agriculture/Agribusinesses	February 23, 2021	FSD Process & Draft MPFN Network Results
Industry Forum: Freight Carriers	February 24, 2021	FSD Process & Draft MPFN Network Results
Industry Forum: Warehousing and Distribution	February 25, 2021	FSD Process & Draft MPFN Network Results
Industry Forum: Shippers and Manufacturers	March 2, 2021	FSD Process & Draft MPFN Network Results
Freight Stakeholder Meeting (SFRP Steering Committee Meeting 3)	Sep 15, 2021	Final MPFN Results

4.2 Stakeholder Feedback

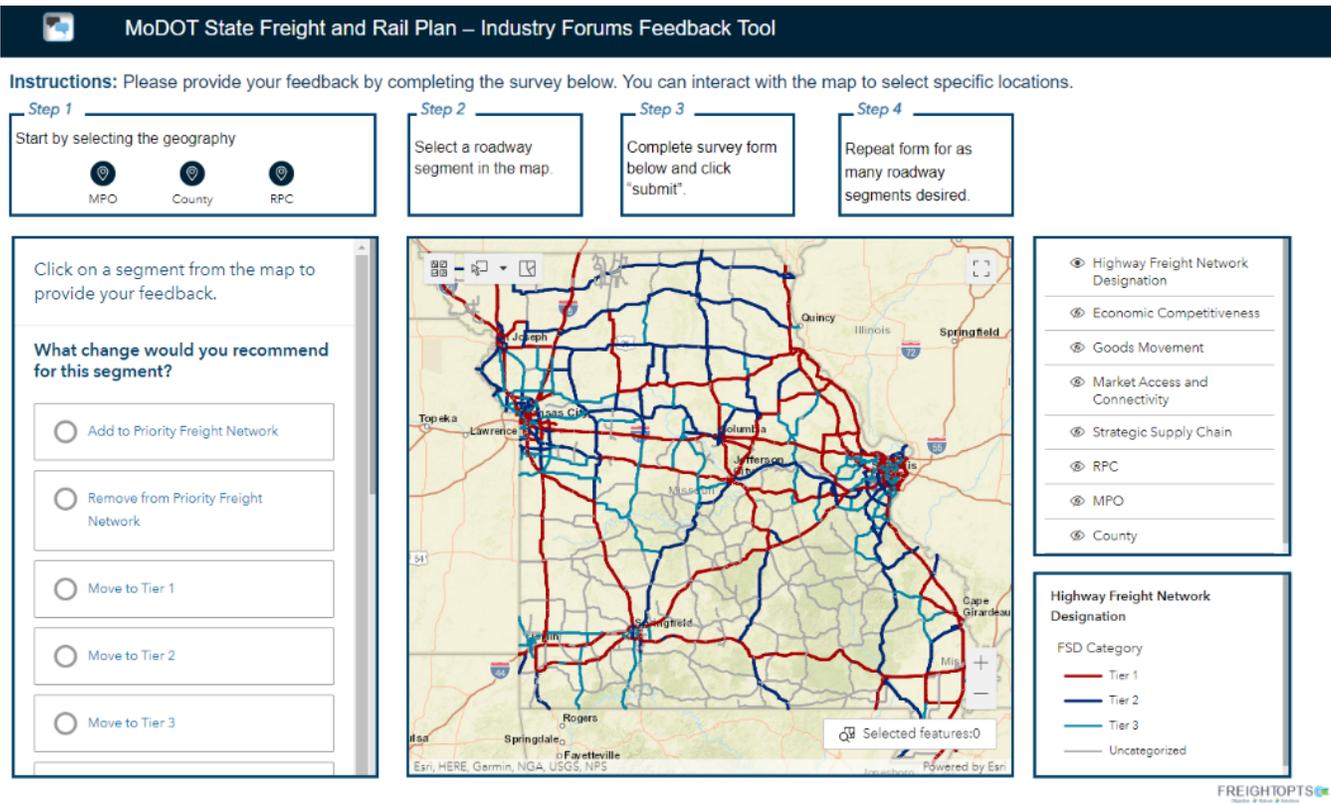
Comments from stakeholders were collected and compiled during virtual meetings. Initial feedback on the FSD process with the SFRP Steering Committee indicated a preference for weighting for each designation factor, as shown in Figure 4.1. The SFRP Steering Committee's weighting guidance was used to calculate the FSD score and eventual recommendations for the MPFN. No other comments were received related to the methodology or designation process.

FIGURE 4.1 SYSTEM DESIGNATION FACTOR WEIGHTING FEEDBACK



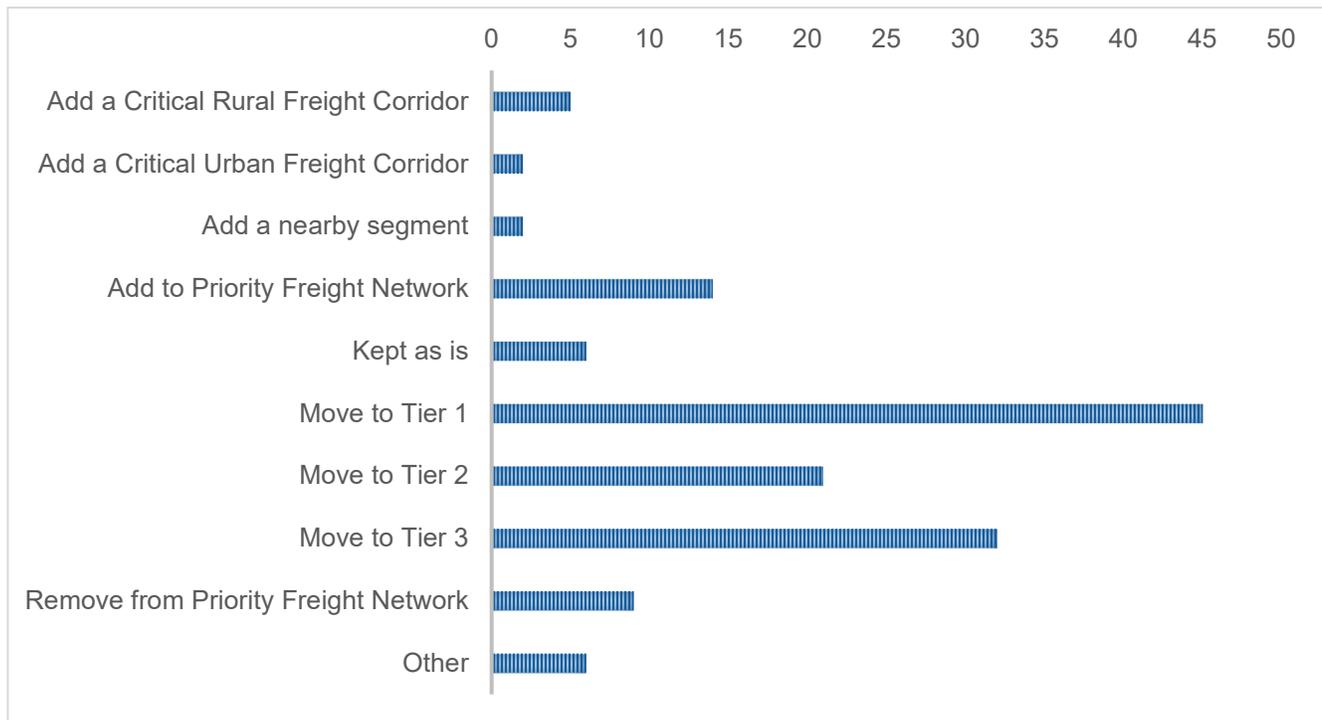
A web-based, online map was provided to solicit specific feedback on the MPFN draft results for highways. Stakeholder feedback provided insights and recommendations to adjust the draft results of the MPFN. As shown in Figure 4.2, stakeholders were asked to provide feedback for specific roadway segments on the proposed designation. Participants were able to recommend a segment change to a different tier designation, add a segment to the priority freight network, remove from the priority freight network, keep as is, or add a nearby segment. They were also asked to provide additional details, if applicable. A table of the full list of comments can be found in Appendix B.

FIGURE 4.2 INDUSTRY FORUM FEEDBACK TOOL



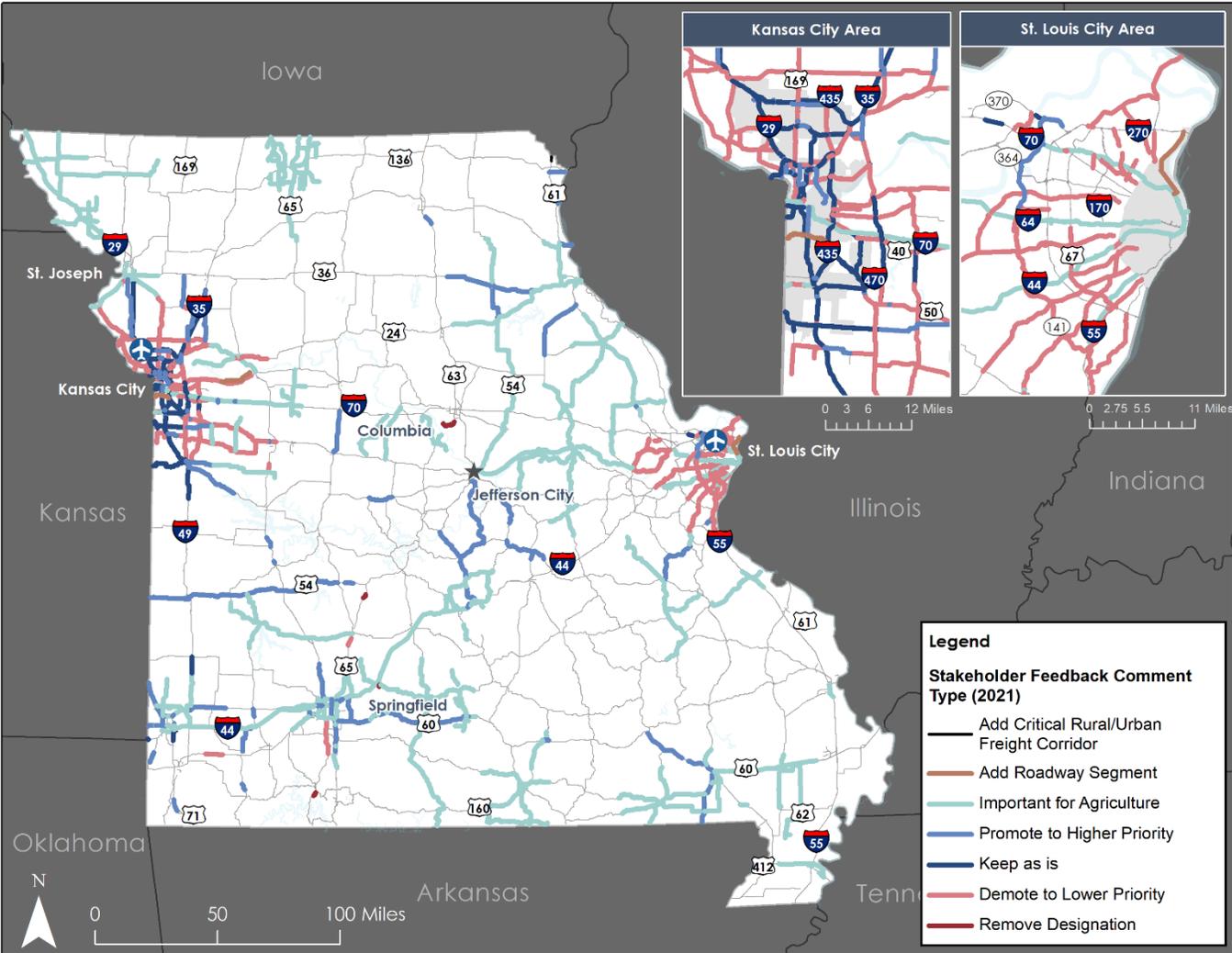
As shown in Figure 4.3, the majority of comments received recommended adjusting roadway segments designations between tiers. Several respondents identified roadways to be added or prioritized as critical rural or urban corridors. Over half of the comments included additional details and justification. This additional information was used to inform the FSD process and will be used in future tasks of the State Freight and Rail Plan development.

FIGURE 4.3 NUMBER OF COMMENTS BY TYPE



SFRP Steering Committee members provided additional information that was used to refine the system designation results. The U.S. Department of Agriculture, Importance of Highways to U.S. Agriculture report was referenced to ensure key corridors identified within the study were designated appropriately. The St. Louis Regional Freightway, Non-Interstate Truck Corridor Study provided guidance on the regional function of non-interstate truck corridors. The study’s freight connectors, intra-regional connectors and emerging connectors informed the system designation in the St. Louis region. The Mid-America Regional Council Freight Corridors of Significance hierarchy of corridors, including local, regional and national were used to update the draft statewide network results. The Missouri Farm Bureau also provided a list of county and state roads and highways and interstates important for the movement of agricultural products, commodities, inputs and related goods. As shown in Figure 4.4, feedback received was scattered throughout the state and covered urban and rural areas.

FIGURE 4.4 STAKEHOLDER FEEDBACK ON DRAFT MPFN – HIGHWAY ASSETS



5.0 Final Missouri Priority Freight Network

Missouri has extensive multimodal freight transportation assets which, in addition to highways, include rail lines, waterways and airports, as well as interchange points between modes, such as airport terminals, seaports, rail terminals and warehouses and distribution centers. The multimodal MPFN resulting from the quantitative analysis and stakeholder feedback is defined in this section and includes descriptions of highway, railroad, maritime freight and air cargo assets.

5.1 Priority Highway Assets

The resulting highway component of the MPFN was based on both the results of the quantitative analysis described in Section 3.1 and the stakeholder engagement process described in Section 4.0. Any corridor with a roadway segment scoring above the statewide average was included in the network. Additional corridors were added based on stakeholder feedback and to ensure connectivity of the network and multimodal freight assets. The highway component of the MPFN, shown in Figure 5.1, contains nearly 13,500 miles of roadway. The longest segments include: Interstate highways 29, 35, 44, 49, 55 and 70; US highways 136, 24, 36, 50, 54, 60, 61, 63, 65 and 67; and State highways 5 and 7. For more information, Appendix C. provides a full list of corridor segments by district.

- Shortline (Class II and III) railroads

5.3 Priority Maritime Freight Assets

Missouri ports and waterways play a key role in the efficient movement of freight and are important drivers of the state economy. The National Multimodal Freight Network, designated as part of the FAST Act, was used to designate the priority maritime freight assets in Missouri, which include:

- St. Louis City Port
- M-55 marine highway corridor, which includes the Mississippi and Illinois Rivers from New Orleans, La., via St. Louis, Mo., to Chicago, Il., through Louisiana, Mississippi, Arkansas, Tennessee, Missouri and Illinois. It includes connecting commercial navigation channels, ports and harbors. It connects to the M-90 corridor at Chicago, the M-40 Connector at Napoleon, Ar., crosses the M-70 Corridor at St. Louis, Mo., and meets the M-10 Corridor at New Orleans, La.
- M-70 marine highway corridor, which includes the Ohio, Mississippi and Missouri Rivers, and connecting commercial navigation channels, ports and harbors, from Pittsburgh to Kansas City. It spans Pennsylvania, Ohio, Indiana, Illinois and Missouri, connecting to the M-55 Corridor at St. Louis, Mo.
- M-29 marine highway connector, which establishes a connection between the middle section of the Missouri River in Sioux City, Ia. and the M-70 Marine Highway Corridor at Kansas City, Mo.
- M-35 marine highway corridor, referred to as “Waterway of the Saints”, links the Upper Mississippi River with the existing M-55 Corridor. The M-35 Corridor runs from Lock/Mile 1 on the Mississippi River in Minneapolis, MN to the confluence of the Mississippi and Illinois Rivers in Grafton, Il., where the M-55 Corridor begins. Together, the M-35 and M-55 provide an all-water route from the beginning of the Mississippi River to the Gulf of Mexico.

The MPFN includes all the above assets, in addition to all public Missouri marine ports.

5.4 Priority Air Cargo Assets

The FHWA includes Kansas City International Airport as part of the NMFN. In addition, the MPFN includes both Lambert-St. Louis International Airport and Springfield-Branson National Airport, which handle a significant amount of air cargo tonnage.

Appendix A. SFRP Steering Committee Representation

Steering Commitment Member Organization	Stakeholder Type
KCI Regional Air Cargo Association	Air Cargo
Lambert-St. Louis International Airport	Air Cargo
KC Smart Port	Economic Development
Missouri Chamber of Commerce Executive Committee	Economic Development
Missouri Department Economic Development	Economic Development
St. Louis Regional Freight Way	Economic Development
FHWA	Government
Whiteman AFB	Government
3M Nevada	Industry
Anheuser-Busch	Industry
Big River Steel	Industry
Bussen Quarries, Inc.	Industry
Ford Motor Company	Industry
Triumph Foods	Industry
Walmart Transportation	Industry
Emerson Electric Company	Industry
Transland	Industry
Missouri Farm Bureau	Industry
24/7 Express Logistics	Logistics/3PL
FedEx	Logistics/3PL
United Parcel Service	Logistics/3PL
US Foods	Logistics/3PL
Hays Lemmerz International, Inc.	Manufacturing
East-West Gateway Council of Governments (EWGOG)	MPO/RPC
Lebanon Regional Economic Development, Inc. (REDI)	MPO/RPC
Mid-America Regional Council (MARC)	MPO/RPC
Missouri Port Authority Association	Port
BNSF	Railroad
Kansas City Southern	Railroad
Union Pacific	Railroad
WATCO Companies	Railroad
Missouri Cattleman's Board Members	Special Interest

Steering Commitment Member Organization	Stakeholder Type
Missouri Corn Growers Association	Special Interest
Missouri Department of Agriculture	Special Interest
Missouri Farm Bureau	Special Interest
Missouri Petroleum Marketers & Convenience Store Operators - Officers	Special Interest
Soy Transportation Coalition	Special Interest
Crete Carrier	Trucking
Missouri Trucking Association, Executive Committee	Trucking
Owner Operator Independent Drivers (OOIDA)	Trucking
Prime Trucking	Trucking
Witte Bros. Exchange	Trucking
Women in Trucking, Owner/Operator	Trucking
Smart Warehousing	Warehousing

Appendix B. Stakeholder Feedback on MPFN

Segment ID	Road/Corridor Name	County	Recommended Change	Comment
2383	RT H	Barry	Add to Priority Freight Network	The freight/travel corridor between Springfield and NW Arkansas is frequently described as following Route 60 between Springfield and Monett and Route 37 from Monett to Rte. 52 in Arkansas. Strange truck volumes on Route 37: our numbers of trucks appear to fluctuate by a couple of hundred along the corridor.
2568	MO 7	Henry	Move to Tier 1	Primary route between state's 2nd and 3rd largest metros. Higher truck volumes than Route 65 (but still lower than I-49).
2689	US 67	Butler	Move to Tier 1	Future I-57
3288	MO 39	Lawrence	Add to Priority Freight Network	Highway 39 from 96 (Miller) is a truck route directly to 44 in Mt Vernon
3782	US 61	Lewis	Add a Critical Rural Freight Corridor	
4145	US 60	Carter	Move to Tier 1	Heavy traffic into Poplar Bluff. Residents of north Butler County and Carter County coming into Poplar bluff
4377	US 63	Osage	Move to Tier 1	Highway 63 from Jefferson City to Rolla seems to be one of the few "Northeast to Southwest" connections in the highway system, and appears to be heavily used by trucks carrying consumer goods (specifically truck traffic associated with the Wal-Mart distribution center in St. James but also a wide variety of other truck traffic).
4385	MO 744	Greene		There was a comment submitted for 14770 that was meant for this segment: Mo744 from the Airport to I-44, add as Tier 2, lots of industry/trucks.
4393	US 36	Shelby	Move to Tier 2	
4426	IS 70	St.Charles	Kept as is	Consider referencing the USDA identification of High-Volume Domestic Agriculture Highways (HDAH) and I-70 through the state of MO as one of 16 corridors that carries a large share of agricultural commodities (by tonnage, market value or truck units) -Corridor #16 Sioux Falls, SD to St. Louis, MO. Recognition of this corridor helps validate the need for infrastructure investment. See https://www.ams.usda.gov/sites/default/files/media/Main Highway Report.pdf
4519	US 65	Dallas	Move to Tier 2	Truck volumes lower than on Rte. 13. Suggest Route 65 be Tier 2 from I-70 to I-44.
4673	RT K	Boone	Remove from Priority Freight Ne	
4859	US 63	Maries	Move to Tier 1	Highway 63 from Jefferson City to Rolla seems to be one of the few "Northeast to Southwest" connections in the highway system and appears to be heavily used by trucks carrying consumer goods (specifically truck traffic associated with the Wal-Mart distribution center in St. James but also a wide variety of other truck traffic).

Segment ID	Road/Corridor Name	County	Recommended Change	Comment
5173	RT H	Lawrence	Add a Critical Rural Freight Co	Route H is a shortcut for trucks between Monett and I-44. While truck volumes don't show as significantly high, it is enough that we consider the truck traffic in terms of bridge replacements and resurfacing. Our counts may underestimate the truck volumes. Recommend we connect Route 60 and I-44 along route H with a Tier 3 or other low-level designation.
5579	US 67	Carter	Move to Tier 1	Heavy traffic into Poplar Bluff. Residents of north Butler County and Carter County coming into Poplar bluff
5669	MO 13	St.Clair	Move to Tier 1	would like to see Hwy 13 from Springfield to Clinton and Hwy 7 from Clinton to Harrisonville designated as Tier 1 freight network.
6876	US 60	Boone	Remove from Priority Freight Ne	
6955	MO 38	Webster	Remove from Priority Freight Network	
6955	MO 38	Webster	Remove from Priority Freight Network	Looking at truck volumes, freight designation should swap with Jackson Street to the north.
6955	MO 38	Webster	Add a nearby segment	Jackson Street from Rte. A/Crittenden to Walnut
7207	US 60	Butler	Move to Tier 1	Future I-57
7507	US 60	Newton	Move to Tier 3	Remove Route 60 from Oklahoma to Route 37 in Monett to Tier 2. Primary freight connection to NW Arkansas still follows Rte. 37. West of I-49, Route 60 carries a significant number of oversized loads.
7784	US 36	Monroe	Move to Tier 2	
7820	US 60	Wright	Move to Tier 1	Compared with other Tier 1 routes on the map such as US24, US 50, Route 60 from Springfield to Poplar Bluff should also be on the Tier 1 list.
7823	US 60	Butler	Move to Tier 1	Heavy traffic into Poplar Bluff. Residents of north Butler County and Carter County coming into Poplar bluff
8025	US 60	Butler	Move to Tier 1	Heavy traffic into Poplar Bluff. Residents of north Butler County and Carter County coming into Poplar bluff
8256	US 63	Osage	Move to Tier 1	Highway 63 from Jefferson City to Rolla seems to be one of the few "Northeast to Southwest" connections in the highway system, and appears to be heavily used by trucks carrying consumer goods (specifically truck traffic associated with the Wal-Mart distribution center in St. James but also a wide variety of other truck traffic).
8271	US 60	Carter	Move to Tier 1	Heavy traffic into Poplar Bluff. Residents of north Butler County and Carter County coming into Poplar bluff
8354	US 63	Maries	Move to Tier 1	Highway 63 from Jefferson City to Rolla seems to be one of the few "Northeast to Southwest" connections in the highway system and appears to be heavily used by trucks carrying consumer goods (specifically truck traffic associated with the Wal-Mart distribution center in St. James but also a wide variety of other truck traffic).

Segment ID	Road/Corridor Name	County	Recommended Change	Comment
8376	US 63	Maries	Move to Tier 1	Highway 63 from Jefferson City to Rolla seems to be one of the few "Northeast to Southwest" connections in the highway system and appears to be heavily used by trucks carrying consumer goods (specifically truck traffic associated with the Wal-Mart distribution center in St. James but also a wide variety of other truck traffic).
8403	MO 125	Greene	Move to Tier 3	This segment serves a number of industrial businesses located near the intersection of Rt 00 and MO 125. Businesses include a Dayton Freight, John Deere Remanufacturing, and a new distribution facility for Warson Brands (footwear). The new Warson Brands facility is the first tenant of the new Southwest Missouri Rail and Business Park.
8412	US 60	Carter	Move to Tier 1	Heavy traffic into Poplar Bluff. Residents of north Butler County and Carter County coming into Poplar bluff
8651	US 60	Jefferson	Move to Tier 3	MO Z and A do not appear to be especially critical freight corridors.
8657	US 63	Osage	Move to Tier 1	Highway 63 from Jefferson City to Rolla seems to be one of the few "Northeast to Southwest" connections in the highway system and appears to be heavily used by trucks carrying consumer goods (specifically truck traffic associated with the Wal-Mart distribution center in St. James but also a wide variety of other truck traffic).
8751	MO 19	Ralls	Move to Tier 2	
9082	MO 68	Maries	Move to Tier 2	Highway 68 carries a large amount of truck traffic associated with the Wal-Mart Distribution center in St. James.
9264	US 63	Maries	Move to Tier 1	Highway 63 from Jefferson City to Rolla seems to be one of the few "Northeast to Southwest" connections in the highway system and appears to be heavily used by trucks carrying consumer goods (specifically truck traffic associated with the Wal-Mart distribution center in St. James but also a wide variety of other truck traffic).
9347	US 160	Cristian	Move to Tier 3	Route 160 is an optional connector between the Tri-Lakes area and the Springfield area. It doesn't have good connectivity to Arkansas.
9539	US 166	Newton	Kept as is	We should match how Kansas DOT shows Route 166.
9661	MO 19	Ralls	Move to Tier 2	
9859	MO 13	Stone	Remove from Priority Freight Ne	I previously commented about making this Tier 2 but was not up to speed on what the map is showing and am not sure if there is a way to amend previous comments. South of Route 60 in Springfield, swap the Tier 2 designation on Route 13/160 with Route 65. Route 65 is the direct connection to Little Rock.
10161	MO 73	Dallas	Remove from Priority Freight Network	Remove Rte. 73 from Rte. 54 to Route 65. Little Truck traffic and there are alternate connections between regions.
10381	MO 19	Ralls	Move to Tier 2	

Segment ID	Road/Corridor Name	County	Recommended Change	Comment
10407	US 63	Maries	Move to Tier 1	Highway 63 from Jefferson City to Rolla seems to be one of the few "Northeast to Southwest" connections in the highway system and appears to be heavily used by trucks carrying consumer goods (specifically truck traffic associated with the Wal-Mart distribution center in St. James but also a wide variety of other truck traffic).
10449	MO 27	Clark	Add a Critical Rural Freight Corridor	
10745	US 65	Greene	Move to Tier 2	Move to Tier 2 from Route 60 to Arkansas.
10901	Route K	Boone	Remove from Priority Freight Network	
11241	US 63	Osage	Move to Tier 1	Highway 63 from Jefferson City to Rolla seems to be one of the few "Northeast to Southwest" connections in the highway system and appears to be heavily used by trucks carrying consumer goods (specifically truck traffic associated with the Wal-Mart distribution center in St. James but also a wide variety of other truck traffic).
11253	US 63	Maries	Move to Tier 1	Highway 63 from Jefferson City to Rolla seems to be one of the few "Northeast to Southwest" connections in the highway system and appears to be heavily used by trucks carrying consumer goods (specifically truck traffic associated with the Wal-Mart distribution center in St. James but also a wide variety of other truck traffic).
11326	MO 96	Jasper	Add to Priority Freight Network	Highway 96 is a truck route from I44 east of Mt Vernon to Carthage. 1) helps route traffic around accidents on I44 from exit 57 west to 18 at I49. 2) connects to I49 at Carthage exit
11351	US 60	Wright	Move to Tier 1	would like to see all Highway 60 in southern Missouri a Tier 1 freight network.
11420	US 67	Butler	Move to Tier 1	Future I-57
11453	IS 49	McDonald	Add to Priority Freight Network	I-49 will be complete by the end of 2021 - I-40 (AR) to I-44 (MO) Show all segments of I-49 in Missouri.
11453	IS 49	McDonald	Add a Critical Rural Freight Corridor	I-49 will be complete by the end of 2021 to the state line. Both AR and Missouri projects are now under construction. Show all I-49 segments between Joplin and AR-MO Stateline as a critical rural freight corridor. Tier 1 to match all segments north of I-49
11453	IS 49	McDonald	Move to Tier 1	I-49 from AR-Mo Stateline to Joplin as Tier 1. The entire corridor will be complete by end of 2021.
11817	US 60	Butler	Move to Tier 1	Heavy traffic into Poplar Bluff. Residents of north Butler County and Carter County coming into Poplar bluff
11841	US 67	Butler	Move to Tier 1	Future I-57
11846	US67	Butler	Move to Tier 1	Future I-57

Segment ID	Road/Corridor Name	County	Recommended Change	Comment
12092	US 63	Adair	Add a Critical Rural Freight Corridor	
12130	US 65	Christian	Move to Tier 2	This is a better connection from Springfield to Arkansas.
12256	MO 744	Greene	Move to Tier 3	This segment provides an important second connection between Partnership Industrial Center, Springfield Underground, Umlaut's BNSF Premier Transload Facility and I-44.
12345	MO 249	Jasper	Move to Tier 2	Add Route 249 from Route 171 to I-44 as Tier 3.
12397	US 63	Phelps	Move to Tier 1	Highway 63 from Jefferson City to Rolla seems to be one of the few "Northeast to Southwest" connections in the highway system and appears to be heavily used by trucks carrying consumer goods (specifically truck traffic associated with the Wal-Mart distribution center in St. James but also a wide variety of other truck traffic).
12425	US 54	Hickory	Add to Priority Freight Network	Consider Route 54 for Tier 3 from Kansas to Route 54.
12485	MO 249	Jasper	Add to Priority Freight Network	Missing segments between I-44 and I-49.
12781	RT 1	Webster	Remove from Priority Freight Ne	Route A is labeled as "other". If there is any significance to "other", suggest you add segments to connect to Route 38 north and to Route 60 south. Webster County says trucks use this as a route from I-44 to Route 60, but the truck count is not that significant. Still, should treat Route A consistently from Rte. 38 to Rte. 60 either way.
12864	RT EE	St.Louis	Remove from Priority Freight Ne	
13061	MO 171	Jasper	Add to Priority Freight Network	Extend Tier 3 on MO 171 from Kansas to Loop 49. Ultimately connects with Wichita.
13296	MO 744	Greene	Move to Tier 3	This road serves the Partnership Industrial Center (east), Springfield Underground, and Umlaut Industrial's BNSF Premier Transload Facility.
13322	US 36	Shelby	Move to Tier 2	
13368	US 63	Maries	Move to Tier 1	Highway 63 from Jefferson City to Rolla seems to be one of the few "Northeast to Southwest" connections in the highway system and appears to be heavily used by trucks carrying consumer goods (specifically truck traffic associated with the Wal-Mart distribution center in St. James but also a wide variety of other truck traffic).
13618	RT FF	Jasper	Add a Critical Urban Freight Co	Connects to Crossroads Industrial Park. Includes Route FF from Loop 49 to County Road 190/Kodiak Road.
13732	IS 49	Newton	Kept as is	
13777	IS 49	Barton	Kept as is	

Segment ID	Road/Corridor Name	County	Recommended Change	Comment
13880	MO 367	St.Louis		If helpful, the St. Louis Regional Freightway has identified non-interstate truck corridors based on proximity to multimodal facilities and the interstate, and freight related industry. If these efforts help validate a project for need or funding, please consider referencing this report. Thank you https://owncloud.metrostlouis.org/index.php/s/5sb8dUa448RgMta
14093	IS 44	Jasper	Kept as is	
14174	RT N	St.Charles	Move to Tier 3	Not certain why MO N should receive any freight designation. If ultimately improved and connected to the David Hoeckel Parkway it might make sense, but it is likely that such an improvement is decades away.
14190	RV 70	St.Louis	Add a nearby segment	MO H: Grand Avenue to I-270. This is an industrial corridor with a number of intermodal sites and a truck freight corridor providing access from the Hall Street/Broadway industrial area to I-270.
14226	MO 19	Ralls	Move to Tier 2	
14238	MO 43	Newton	Add to Priority Freight Network	I see the truck volumes might be why this is Tier 3, but beyond trucking services I'm guessing this has to do with trucks avoiding tolls in Oklahoma and using Route 43 to get from Route 60 to I-44. I suggest adding segments to provide the full connection.
14350	MO 13	St.Clair	Move to Tier 1	Primary Route between state's 2nd and 3rd largest metros. Higher truck volumes than Route 65.
14432	US 36	Macon	Move to Tier 2	
14470	RT MM	Greene	Move to Tier 3	This segment serves the Magellan Pipeline Terminal, McLane Distribution, ROi, Lew's Distribution Center, and the currently under construction Amazon Distribution Facility located between Sawyer Rd and Farm Road 160.
14470	RT MM	Greene	Add a Critical Urban Freight Co	Route 744, Kearney Street, from the west terminus at the airport to the east terminus at I-44: lots of industry on both ends. Our truck counts are lower around the industrial parks and higher through the city for some reason, but the corridor is heavily used for trucks: Aaron's Automotive, Partnership Industrial Center West, Highland Dairy, Bass Pro Headquarters, Partnership Industrial Center, Springfield Underground along with Prime Trucking and IWX Trucking.
14470	RT MM	Greene	Add to Priority Freight Network	Route MM from I-44 to Route 60 - Emerging industrial area: already has McLane Distributing, Oil pipeline terminal, warehouses and light manufacturing. Convoy of Hope (international aid non-profit that distributes food, supplies, for disasters) and new regional Amazon distribution facility are under construction.
14523	US 61	Clark	Move to Tier 2	
14637	IS 49	McDonald	Add to Priority Freight Network	Extend Tier 1 designation on I-49 to Arkansas, including along new interstate alignment under construction.
26238			Add to Priority Freight Network	
10024	US 63 N	Phelps	Move to Tier 1	Suggest moving this segment & entire corridor to Tier 1

Segment ID	Road/Corridor Name	County	Recommended Change	Comment
10905	MO 13 N	Lafayette	Move to Tier 3	
10905	MO 13 N	Lafayette	Move to Tier 3	
10950	MO 13 N	Henry	Move to Tier 3	
10955	MO 13 N	Johnson	Move to Tier 3	
10973	MO 13 S	Henry	Move to Tier 3	
10973	MO 13 S	Henry	Move to Tier 3	
10973	MO 13 S	Henry	Move to Tier 3	
11295	RP IS70W TO LAMBERT INTL BLVD	St. Louis	Kept as is	Access to this segment and the segments near the STL airport is key to the AG sector, as it accommodates livestock movement.
11930	MO 13 N	Henry	Move to Tier 3	
11930	MO 13 N	Henry	Move to Tier 3	
12603	US 54 E	Cedar	Add to Priority Freight Network	Add to Network. From Preston to Kansas border. (hwy 54)
12857	MO 13 N	Lafayette	Move to Tier 1	
13249	US 63 N	Howell	Move to Tier 1	Suggest adding this segment & entire corridor through West Plains to Tier 1
13453	MO 133 N	Osage	Add to Priority Freight Network	Consider surrounding roadways in/around Meta that support freight volumes to/from Diamond Pet Foods. Highway B & 133
13767	US 65 N	Pettis	Move to Tier 2	
13767	US 65 N	Pettis	Move to Tier 1	
13841	MO 13 N	Lafayette	Move to Tier 3	
13841	MO 13 N	Lafayette		
13922	MO 13 N	Johnson	Move to Tier 3	
13922	MO 13 N	Johnson	Move to Tier 3	
13938	US 65 N	Pettis	Move to Tier 1	
13940	MO 13 N	Johnson	Move to Tier 3	
13941	MO 13 N	Johnson	Move to Tier 3	
13957	MO 13 N	Johnson	Move to Tier 3	
13957	MO 13 N	Johnson	Move to Tier 3	
14417	US 61 S	Jefferson		Investigate roadway segments connecting from I-55 to Crystal City port site
14672	US 65 N	Pettis	Move to Tier 1	
1635	US 65 N	Saline	Move to Tier 1	
2960	US 65 S	Pettis	Move to Tier 2	
2960	US 65 S	Pettis	Move to Tier 2	
2960	US 65 S	Pettis	Move to Tier 2	

Segment ID	Road/Corridor Name	County	Recommended Change	Comment
2960	US 65 S	Pettis	Move to Tier 1	
2974	US 65 N	Pettis	Move to Tier 1	
2985	US 65 S	Pettis	Move to Tier 1	
4907	MO 13 N	Johnson	Move to Tier 3	
4952	US 65 N	Pettis	Move to Tier 2	Hwy 65 to Hwy 50 should all be called Tier 2
5696	US 65 S	Pettis	Move to Tier 2	
5696	US 65 S	Pettis	Move to Tier 1	
5976	US 65 S	Pettis	Move to Tier 1	
6611	IS 435 N	Platte	Move to Tier 1	Comment that this and neighboring segments of 435 may need to be upgraded to Tier 1 in future years as demand increases
6636	MO 94 W	St. Charles	Move to Tier 2	This segment plus the remaining Tier 3 segments north to 270 should be moved up to Tier 2
6813	MO 13 S	Johnson	Move to Tier 3	
6813	MO 13 S	Johnson		
6919	US 65 N	Pettis	Move to Tier 1	
6976	MO 13 S	Henry	Move to Tier 3	
6976	MO 13 S	Henry	Move to Tier 3	
6998	MO 13 S	Johnson	Move to Tier 3	
6998	MO 13 S	Johnson	Move to Tier 3	
9725	US 61 N	Jefferson		Investigate roadway segments connecting from I-55 to Herculaneum port site
9938	MO 13 S	Johnson	Move to Tier 3	
9938	MO 13 S	Johnson	Move to Tier 3	
9993	US 65 N	Pettis	Move to Tier 1	
	MO 52		Add to Priority Freight Network	Highway 52

Appendix C. Missouri Priority Freight Network - Highway Corridors by District

Corridor Name	Begin District	End District	Begin Limits	End Limits
AL 240	CD	CD	US 40	HWY 240
BU 10	KC	KC	HWY 10	HWY 10
BU 25	SE	SE	STATE HWY 25	W US HWY 62
BU 50	CD	CD	US 50	US 50
BU 54	NE	NE	HWY 15	US 54
BU 61	NE	NE	US HWY 61	HWY 161
BU 65	SW	SW	US HWY 65	US HWY 60
BU 71	NW	NW	US HWY 59	US HWY 59
CST MECHANIC ST	KC	KC	N CLEARWATER DR	PLAZA DR
CST NW BRIARCLIFF PKWY	KC	KC	HWY 9	US HWY 169
IS 155	SE	SE	IH 55	TENNESSEE STATE LINE
IS 170	SL	SL	IH 270	IH 64
IS 229	NW	NW	IH 29	IH 29
IS 255	SL	SL	IH 55	ILLINIOS STATE LINE
IS 270	SL	SL	ILLINOIS STATE LINE	IH 55
IS 29	KC	KC	BUCHANAN COUNTY LINE	INDEPENDENCE AVE
IS 29	NW	NW	IOWA STATE LINE	PLATTE COUNTY LINE
IS 35	KC	KC	IH 29	CLINTON COUNTY LINE
IS 35	NW	NW	IOWA STATE LINE	CLAY COUNTY LINE
IS 435	KC	KC	KANSAS STATE LINE	STATE LINE ROAD
IS 44	SL	SL	CRAWFORD COUNTY LINE	IH 70
IS 44	SW	SW	OKLAHOMA STATE LINE	LACLEDE COUNTY LINE
IS 44	CD	CD	WEBSTER COUNTY LINE	FRANKLIN COUNTY LINE
IS 470	KC	KC	IH 70	IH 435
IS 49	SW	SW	ARKANSAS STATE LINE	CASS COUNTY LINE
IS 49	KC	KC	IH 435	STATE RT B
IS 55	SE	SE	ARKANSAS STATE LINE	JEFFERSON COUNTY LINE
IS 55	SL	SL	STE GENEVIEVE COUNTY LINE	IH 44
IS 57	SE	SE	IH 55	ILLINOIS STATE LINE
IS 635	KC	KC	KANSAS STATE LINE	IH 29
IS 64	SL	SL	IH 70	IH 44

Corridor Name	Begin District	End District	Begin Limits	End Limits
IS 670	KC	KC	KANSAS STATE LINE	THE PASEO
IS 70	NE	NE	CALLAWAY COUNTY LINE	ST CHARLES COUNTY LINE
IS 70	SL	SL	ILLINOIS STATE LINE	WARREN COUNTY LINE
IS 70	KC	KC	KANSAS STATE LINE	COOPER COUNTY LINE
IS 70	CD	CD	SALINE COUNTY LINE	MONTGOMERY COUNTY LINE
IS 72	NE	NE	MCMASTERS AVE	ILLINOIS STATE LINE
LP 29	NW	NW	ROCHESTER RD	IH 29 BL N
LP 44	SL	SL	IH 44	IH 44
LP 44	SW	SW	IH 44	IH 44
LP 44	CD	CD	STATE HWY 17	MISSOURI AVE
LP 49	SW	SW	IH 49	STATE HWY 171
LP 70	CD	CD	IH 70	IH 70
MO 1	KC	KC	STATE HWY 152	STATE HWY 210
MO 10	NW	NW	RAY COUNTY LINE	US HWY 65
MO 10	KC	KC	US HWY 69	CARROLL COUNTY LINE
MO 100	CD	CD	STATE HWY 19	FRANKLIN COUNTY LINE
MO 100	SL	SL	STATE HWY 19	BIG BEND BLVD
MO 105	SE	SE	WASHINGTON ST	IH 57
MO 109	SL	SL	STATE RT CC	STATE RT W
MO 11	NW	NW	US HWY 36	US HWY 24
MO 110	SL	SL	STATE HWY 21	US HWY 67
MO 115	SL	SL	IH 70	ST LOUIS CITY COUNTY LINE
MO 116	NW	NW	STATE HWY 33	STATE HWY 13
MO 12	KC	KC	IH 435	SPRING ST
MO 125	SW	SW	US HWY 60	IH 44
MO 13	KC	KC	HENRY COUNTY LINE	CALDWELL COUNTY LINE
MO 13	NW	NW	US HWY 36	RAY COUNTY LINE
MO 13	SW	SW	US HWY 60	JOHNSON COUNTY LINE
MO 131	KC	KC	US HWY 50	2ND ST
MO 133	CD	CD	STATE HWY 133	STATE HWY 42
MO 141	SL	SL	IH 55	STATE HWY 370
MO 15	NE	NE	US HWY 54	IOWA STATE LINE
MO 150	KC	KC	KANSAS STATE LINE	US HWY 50
MO 152	KC	KC	IH 435	IH 35
MO 161	NE	NE	US HWY 61	IH 70
MO 163	CD	CD	IH 70	STATE HWY 163
MO 168	NE	NE	US HWY 24	US HWY 61

Corridor Name	Begin District	End District	Begin Limits	End Limits
MO 17	CD	CD	STATE HWY 52	IH 44
MO 17	SE	SE	US HWY 63	STATE HWY 17
MO 171	SW	SW	STATE RT H	STATE RT 96
MO 179	CD	CD	US HWY 50	US HWY 54
MO 180	SL	SL	IH 270	ST LOUIS CITY COUNTY LINE
MO 185	SL	SL	STATE RT KK	IH 44
MO 19	CD	CD	IH 44	STATE HWY 8
MO 19	CD	CD	STATE HWY 28	MONTGOMERY COUNTY LINE
MO 19	NE	NE	US 61	STATE RT 100
MO 2	KC	KC	KANSAS STATELINE	HENRY COUNTY LINE
MO 20	KC	KC	US HWY 65	STATE HWY 13
MO 21	CD	CD	JEFFERSON COUNTY LINE	HIGH ST
MO 21	SL	SL	WASHINGTON COUNTY LINE	STATE HWY 30
MO 210	KC	KC	IH 29	STATE HWY 291
MO 22	NE	NE	STATE HWY 15	US HWY 63
MO 22	CD	CD	STATE HWY 151	AUDRAIN COUNTY LINE
MO 23	KC	KC	STATE ROUTE D	US HWY 50
MO 231	SL	SL	RICHARDSON RD	RIVER CITY BLVD
MO 240	CD	CD	STATE HIGHWAY 124	US HWY 40
MO 240	KC	KC	STATE HWY 5	STATE HWY 41
MO 249	SW	SW	IH 44	IH 49
MO 25	SE	SE	US HWY 412	IH 55
MO 267	SL	SL	IH 255	RIVER CITY BLVD
MO 269	KC	KC	IH 35	INDEPENDENCE AVE
MO 27	NE	NE	IOWA STATE LINE	US HWY 136
MO 273	KC	KC	STATE ROUTE 45	IH 29
MO 28	CD	CD	STATE HWY 19	STATE HWY 50
MO 283	KC	KC	STATE HWY 9	IH 29
MO 291	KC	KC	IH 435	IH 49
MO 30	SL	SL	IH 44	ST LOUIS CITY COUNTY LINE
MO 31	NW	NW	STATE RT E	STATE RT 31
MO 32	SE	SE	US HWY 61	US HWY 67
MO 33	KC	KC	CLINTON COUNTY LINE	US HWY 69
MO 33	NW	NW	DEKALB COUNTY LINE	SHANKS RD
MO 34	SE	SE	US HWY 67	STATE HWY 72
MO 340	SL	SL	STATE HWY 100	FERGUSON AVE
MO 350	KC	KC	IH 435	IH 470

Corridor Name	Begin District	End District	Begin Limits	End Limits
MO 360	SW	SW	IH 44	US HWY 60
MO 364	SL	SL	US HWY 40	IH 270
MO 366	SL	SL	IH 44	STATE HWY 30
MO 367	SL	SL	ST LOUIS CITY COUNTY LINE	US HWY 67
MO 37	SW	SW	US HWY 60	ARKANSAS STATE LINE
MO 370	SL	SL	IH 70	IH 270
MO 371	KC	KC	BUCHANAN COUNTY LINE	IH 29
MO 371	NW	NW	PLATTE COUNTY LINE	IH 229
MO 39	SW	SW	STATE HWY 96	IH 44
MO 41	KC	KC	CARROLL COUNTY LINE	STATE HWY 240
MO 41	NW	NW	US HWY 24	SALINE COUNTY LINE
MO 413	SW	SW	US HWY 60	STATE HWY 13
MO 42	CD	CD	STATE HWY 17	STATE HWY 133
MO 43	SW	SW	STATE HWY 171	7TH ST
MO 45	KC	KC	BUCHANAN COUNTY LINE	US HWY 71
MO 45	NW	NW	PLATTE COUNTY LINE	US HWY 59
MO 47	NE	NE	FRANKLIN COUNTY LINE	STATE HWY 79
MO 47	SL	SL	ST CHARLES COUNTY LINE	IH 44
MO 5	CD	CD	IH 44	SALINE COUNTY LINE
MO 5	NW	NW	STATE RT 6	STATE RT 240
MO 51	SE	SE	ILLINOIS STATE LINE	STATE HWY 51
MO 52	SW	SW	KANSAS STATE LINE	MORGAN COUNTY LINE
MO 52	CD	CD	MORGAN COUNTY LINE	STATE HWY 17
MO 52	KC	KC	US 65	PETTIS COUNTY LINE
MO 53	SE	SE	STATE HWY 25	WESTWOOD BLVD
MO 58	KC	KC	HOLMES RD	US HWY 50
MO 59	SW	SW	IH 44	US HWY 60
MO 6	NW	NW	US HWY 36	ADAIR COUNTY LINE
MO 6	NE	NE	US HWY 61	US HWY 63
MO 66	SW	SW	KANSAS STATE LINE	IH 49
MO 68	CD	CD	US HWY 63	IH 44
MO 7	SW	SW	BATES COUNTY LINE	US HWY 65
MO 7	KC	KC	US HWY 24	STATE RT B
MO 72	CD	CD	US HWY 63	STATE HWY 32
MO 72	SE	SE	US HWY 67	STATE HWY 25
MO 74	SE	SE	STATE HWY 25	IH 55
MO 740	CD	CD	IH 70	STATE HWY 740

Corridor Name	Begin District	End District	Begin Limits	End Limits
MO 744	SW	SW	US HWY 65	IH 44
MO 752	NW	NW	US 50	IH 229
MO 759	NW	NW	US HWY 59	LAKE RD
MO 763	CD	CD	US HWY 63	STATE HWY 740
MO 78	KC	KC	IH 435	STATE RT 7
MO 79	SL	SL	LINCOLN COUNTY LINE	IH 70
MO 79	NE	NE	ST CHARLES COUNTY LINE	IH 72
MO 799	SL	SL	IH 44	ILLINOIS STATE LINE
MO 8	CD	CD	STATE HWY 19	ST FRANCOIS COUNTY LINE
MO 8	SE	SE	US HWY 67	WASHINGTON COUNTY LINE
MO 80	SE	SE	IH 55	WASHINGTON AVE
MO 84	SE	SE	US HWY 412	US HWY 412
MO 87	CD	CD	US HWY 54	STATE HWY 5
MO 9	KC	KC	BARRY RD	INDEPENDENCE AVE
MO 91	SE	SE	STATE HWY 51	STATE HWY 25
MO 92	KC	KC	KANSAS STATE LINE	US HWY 69
MO 94	NE	NE	ST CHARLES COUNTY LINE	MONTGOMERY COUNTY LINE
MO 94	SL	SL	WARREN COUNTY LINE	US HWY 67
MO 96	SW	SW	IH 44	STATE HWY 96
MO Cookingham Drive	KC	KC	PLATTE PURCHASE DR	IH 435
MR Armour Rd	KC	KC	HWY 9	MACON ST
MR Broadway	KC	KC	WARD PKWY	US HWY 56
MR E 47th St	KC	KC	ROCKHILL RD	THE PASEO
MR Hall St	SL	SL	IH 270	IH 70
MR N Lightburne St	KC	KC	US HWY 69	HWY 291
MR Prospect Ave	KC	KC	IH 70	SWOPE PKWY
MR S Commercial St	KC	KC	IH 40	S INDEPENDENCE ST
MR The Paseo	KC	KC	BROADWAY	VOLKER BLVD
MR W Kansas St	KC	KC	STATE HWY 291	MAIN ST
MR Ward Pkwy	KC	KC	US HWY 56	BROADWAY
RP IS70W TO LP70W	CD	CD	E BUSINESS 70	IH 70
RT 224	KC	KC	US HWY 24	MAIN ST
RT A	NW	NW	IH 229	US HWY 169
RT A	SL	SL	INDEPENDENCE DR	STATE HWY 100
RT A	SL	SL	STATE HWY 21	TRUMAN BLVD
RT A	SL	SL	US HWY 61	IH 70
RT AB	SL	SL	STATE HWY 141	IH 270

Corridor Name	Begin District	End District	Begin Limits	End Limits
RT AB	SE	SE	STATE HWY 25	ILLINOIS STATE LINE
RT AC	NW	NW	STATE ROUTE 6	US HWY 169
RT AC	SL	SL	US HWY 67	STATE HWY 367
RT AT	SL	SL	US HWY 50	HWY O
RT AW	SE	SE	STATE HWY 17	PULASKI COUNTY LINE
RT AW	CD	CD	WALTER DR	TEXAS COUNTY LINE
RT B	SL	SL	STATE HWY 21	STATE HWY 30
RT B	CD	CD	US HWY 54	STATE HWY 133
RT Blue Pkwy	KC	KC	US HWY 71	55TH ST
RT C	CD	CD	HIGHWAY 87	US HWY 54
RT CC	SL	SL	EATHERTON RD	CHESTERFIELD AIRPORT RD
RT D	KC	KC	146TH ST	195TH ST
RT D	SL	SL	ST LOUIS CITY COUNTY LINE	IH 270
RT E	CD	CD	BUSINESS LOOP 70 W	INDUSTRIAL DR
RT E	SL	SL	STATE RD E	STATE RD N
RT E	KC	KC	US HWY 50	STATE RT 58
RT EE	SL	SL	STATE HWY 180	IH 70
RT F	SL	SL	OSAGE ST	HYVISTA DR
RT F	CD	CD	STATE ROAD J	US HWY 54
RT FF	KC	KC	STATE ROUTE 7	STATE ROUTE BB
RT H	SW	SW	RYAN AVE	IH 44
RT H	SL	SL	STATE HWY 94	STATE HWY 94
RT J	KC	KC	HUBACH HILL RD	STATE ROUTE 58
RT J	CD	CD	STATE RD J	STATE RD J
RT JJ	NE	NE	STATE HWY 168	COUNTY ROAD 359
RT K	SL	SL	IH 70	IH 64
RT K	KC	KC	STATE HWY 152	STATE HWY 45
RT K	NW	NW	US HWY 59	IH 229
RT KK	SL	SL	STATE HWY 185	STATE HWY 100
RT M	SL	SL	STATE HWY 21	US HWY 61
RT MM	SW	SW	IH 44	US HWY 60
RT MM	SL	SL	STATE HWY 30	STATE HWY 21
RT N	SL	SL	IH 270	NATURAL BRIDGE RD
RT N	SL	SL	STATE HWY 30	STATE HIGHWAY O
RT N	SL	SL	STATE HWY Z	STATE HWY 364
RT O	SL	SL	IH 44	STATE ROAD F
RT P	SL	SL	STATE HWY 366	STATE HWY 30

Corridor Name	Begin District	End District	Begin Limits	End Limits
RT PP	CD	CD	US HWY 63	HICKAM DR
RT U	SL	SL	FLORISSANT AVE	WOODROW AVE
RT V	KC	KC	US HWY 40	STATE HWY 350
RT V	SL	SL	VETERANS DR	US HWY 67
RT W	KC	KC	STATE LINE RD	IH 435
RT W	SL	SL	STATE RT 109	STATE HWY 30
RT WW	CD	CD	US HWY 63	STATE ROAD J
RT Y	KC	KC	NORTH AVE	CAMBRIDGE RD
RT YY	NW	NW	US HWY 169	S RIVERSIDE RD
RT Z	SL	SL	IH 70	STATE HWY D
RT Z	SL	SL	US HWY 61	STATE RD A
RV 70	SL	SL	IH 70	STATE HWY 367
SP 100	SL	SL	HWY 100	IH 44
SP 44	CD	CD	IH 44	FT LEONARD WOOD
SP 92	KC	KC	HWY 273	HWY 92
US 136	NW	NW	NEBRASKA STATE LINE	SCHUYLER COUNTY LINE
US 136	NE	NE	US HWY 61	US HWY 63
US 160	SW	SW	STATE HWY 413	IH 44
US 169	NW	NW	CLAY COUNTY LINE	STATE HWY 31
US 169	KC	KC	CLINTON COUNTY LINE	US HWY 24
US 24	NE	NE	CHARITON COUNTY LINE	ILLINOIS STATE LINE
US 24	KC	KC	IH 435	US HWY 65
US 24	NW	NW	US HWY 65	RANDOLPH COUNTY LINE
US 36	NW	NW	KANSAS STATE LINE	MACON COUNTY LINE
US 36	NE	NE	US HWY 61	LINN COUNTY LINE
US 40	CD	CD	IH 70	IH 70
US 40	KC	KC	IH 70	IH 70
US 412	SE	SE	ARKANSAS STATE LINE	IH 55
US 50	SL	SL	GASCONADE COUNTY LINE	IH 44
US 50	SL	SL	IH 255	IH 44
US 50	KC	KC	IH 470	MORGAN COUNTY LINE
US 50	CD	CD	PETTIS COUNTY LINE	FRANKLIN COUNTY LINE
US 54	NE	NE	CALLAWAY COUNTY LINE	STATE HWY 79
US 54	CD	CD	HICKORY COUNTY LINE	AUDRAIN COUNTY LINE
US 54	SW	SW	KANSAS STATE LINE	CAMDEN COUNTY LINE
US 56	KC	KC	SHAWNEE MISSION PKWY	WORNALL RD
US 59	NW	NW	US HWY 71	KANSAS STATE LINE

Corridor Name	Begin District	End District	Begin Limits	End Limits
US 60	SW	SW	OKLAHOMA STATE LINE	WRIGHT COUNTY LINE
US 60	SE	SE	US HWY 51	WEBSTER COUNTY LINE
US 61	SL	SL	IH 255	US HWY 67
US 61	NE	NE	ST CHARLES COUNTY LINE	US HWY 136
US 61	SE	SE	STATE HWY 72	IH 55
US 62	SE	SE	STATE HWY 25	US HWY 61
US 63	SE	SE	ARKANSAS STATE LINE	PHELPS COUNTY LINE
US 63	NE	NE	IOWA STATE LINE	BOONE COUNTY LINE
US 63	CD	CD	TEXAS COUNTY LINE	US HWY 50
US 63C	CD	CD	IH 70	US HWY 63
US 65	SW	SW	PETTIS COUNTY LINE	BUSINESS US 65
US 65	KC	KC	STATE HWY 240	US HWY 24
US 65	KC	KC	STATE HWY 52	GRAND AVE
US 67	SE	SE	ARKANSAS STATE LINE	JEFFERSON COUNTY LINE
US 67	SL	SL	ILLINOIS STATE LINE	IH 64
US 67	SL	SL	ST FRANCOIS COUNTY LINE	IH 55
US 69	NW	NW	CLAY COUNTY LINE	IH 35
US 69	KC	KC	RIVER PARK DR	CLINTON COUNTY LINE
US 71	SW	SW	ARKANSAS STATE LINE	STATE RT H
US 71	KC	KC	IH 670	IH 435
US 71	NW	NW	US HWY 136	US HWY 59