



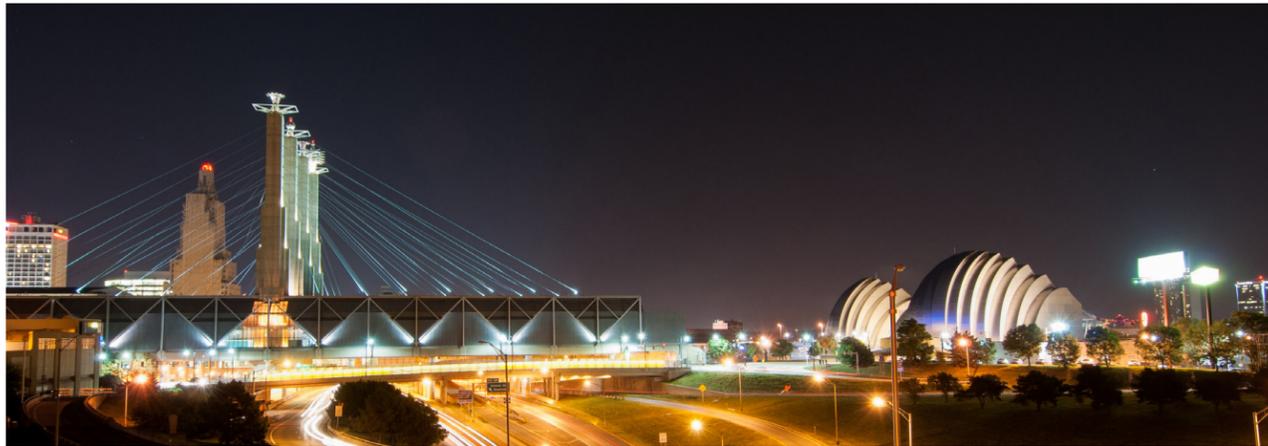
SFRP

State
Freight & Rail
Plan

Missouri's Freight and Rail Context

DRAFT

Introduction



Source: MoDOT

The Missouri State Freight and Rail Plan (SFRP) serves as a strategic blueprint for enhancing the state's freight transportation network, supporting economic growth, global competitiveness and innovation. As a vital transportation hub in the heart of the United States, Missouri plays a crucial role in connecting key domestic and international markets through its comprehensive multimodal freight system, including highways, railroads, waterways and airports. This updated plan reflects the evolving needs of Missouri's industries, incorporates the latest technological advancements and aligns with national freight goals to address current and future challenges.

With Missouri's central location and well-established infrastructure, it is positioned as a critical gateway for goods traveling

across the United States (U.S.) and beyond. This plan aims to improve the efficiency and safety of freight movement, enhance regional connectivity, reduce congestion and promote economic development across all sectors. From agriculture and manufacturing to energy and retail, Missouri's freight system supports a diverse economy, moving billions of tons of goods annually.

This updated Missouri SFRP builds on past achievements, addressing the pressing need for infrastructure improvements, reducing congestion and implementing innovative solutions. By prioritizing investments in key corridors and fostering collaboration among public and private stakeholders, the plan will strengthen Missouri's freight network, ensuring it remains resilient, reliable and ready to meet the demands of a rapidly evolving global economy.

National Freight Planning

The United States Department of Transportation (USDOT) defines the vision and goals of the national multimodal freight system in the National Freight Strategic Plan (NFSP). The USDOT uses the NFSP to "guide national freight policy, programs, initiatives and investments."¹ The NFSP demonstrates a vision to enhance the national freight system's safety, efficiency and competitiveness. It addresses infrastructure challenges, supply chain disruptions and increasing freight demand, particularly as e-commerce and global trade grow. See **Table 1** for the NFSP goals and strategies.

Relative to Missouri, the NFSP emphasizes the importance of inland waterways, rail corridors and intermodal hubs, in addition to highway corridors. The Mississippi and Missouri Rivers play a key role in agricultural exports, and St. Louis serves as a critical freight gateway. This plan highlights highway and rail investments to support Missouri's agricultural and manufacturing industries.

By 2043, national freight demand is expected to grow significantly, requiring strategic investments to maintain economic growth and global competitiveness.



Source: MoDOT

¹ U.S. Department of Transportation, 2020 National Freight Strategic Plan (Washington, DC: U.S. Department of Transportation, 2020), <https://www.transportation.gov/freight/NFSP>

Table 1 – NFSP Goals and Strategies

Goals	Strategies
Safety - Improve the safety, security and resilience of the Nation's freight system.	Support the development and adoption of automation, connectivity and other freight safety technologies.
	Modernize safety oversight and security procedures.
	Minimize the effects of fatigue and human error on freight safety.
	Reduce conflicts between passenger and freight traffic.
	Protect the freight system from natural and human-caused disasters and improve system resilience and recovery speed.
Infrastructure - Modernize freight infrastructure and operations to grow the economy, increase competitiveness and improve quality of life.	Fund targeted investments in freight capacity and national goals.
	Improve consideration of freight in transportation planning.
	Prioritize projects that improve freight intermodal connectivity and enhance freight flows on first- and last-mile connectors and at major trade gateways.
	Develop a methodology for identifying freight bottlenecks across modes.
	Advance freight system management and operation practices.
	Stimulate job growth and economic competitiveness in rural and urban communities.
	Mitigate the impacts of freight movement on communities.
Innovation - Prepare for the future by supporting the development of data, technologies and workforce capabilities that improve freight system performance.	Support the development and adoption of automation and connectivity, including vehicles to everything (V2X) technologies.
	Support the safe deployment of unmanned aircraft systems (UAS) technology.
	Streamline or eliminate regulations to improve governance, efficiency and economic competitiveness.
	Improve freight data, modeling and analytical tools and resources.
	Strengthen workforce professional capacity.
	Invest in freight research.
	Support regulatory frameworks that foster freight innovation.

Missouri's Context

In the context of national freight planning, Missouri is integral to enhancing the efficiency and resilience of the U.S. supply chain. The state supports crucial industries, including agriculture, manufacturing and energy, making it a central player in moving billions of tons of goods each year. Missouri's participation in national freight initiatives ensures alignment with broader goals, such as improving safety, reducing congestion and promoting innovation.

Highway Network

Missouri has approximately 34,000 miles of public roads, with nearly 10,000 miles designated as part of the Interstate System. The state is a key player in the national highway network, with major routes such as those listed to the right:

In addition to these freight intensive interstate routes, Missouri is served by additional interstates plus an extensive network of state highways, which are essential for local and regional freight movement.

Interstate 70: A critical east-west corridor running from St. Louis to Kansas City, facilitating a significant portion of freight traffic across the state and nation.

Interstate 44: Connecting St. Louis to Tulsa, Oklahoma and extending into Texas, this corridor is vital for freight movement from the Midwest to the southern U.S.

Interstate 435: A critical beltway around the Kansas City Metro area connecting I-29, I-35, I-70 and I-49.

Interstate 29: A corridor connecting Kansas City to Sioux Falls, South Dakota and Fargo, North Dakota before connecting to the Manitoba Province in Central Canada.

Interstate 55: Running from Chicago through St. Louis to the Gulf Coast, this route is essential for freight traffic between the Midwest and the South.

Interstate 35: A major north-south route from Laredo, Texas, near the Mexican border, through Kansas City, to Duluth, Minnesota, just south of the Canadian border.

Interstate 49: Beginning in Kansas City and running along the western edge of Missouri and extending to Lafayette, Louisiana, near the Gulf Coast.

Interstate 270: A critical beltway around St. Louis connecting with I-70, I-44 and I-55.

Rail Network

Missouri boasts one of the most extensive rail networks in the U.S., with over 3,700 miles of track. This system serves both passenger and freight needs, making it crucial for industries such as agriculture and manufacturing. There are five Class I railroads operating in Missouri, including:

- Burlington Northern Santa Fe (BNSF) Railway
- Canadian Pacific Kansas City
- CSX Transportation
- Norfolk Southern Corporation
- Union Pacific (UP) Railroad

Additionally, several Class III short line switching, terminal and tourist railroads operate in Missouri. The state's rail system is integral for transporting bulk commodities such as agricultural products and manufactured goods.



Waterways

Missouri's position along the Mississippi and Missouri Rivers makes it a key player in inland waterway freight movement. The state has 1,050 miles of navigable waterways. The Mississippi River serves as an important artery for barge traffic, especially for bulk

commodities like grain, coal and petroleum. Missouri's waterways move an average of \$19.2 billion of cargo annually.² With over 200 private ports, 19 public port authorities and one tri-state commission, Missouri has a thriving waterborne freight industry.



19 
PUBLIC RIVER PORTS

2 
NAVIGABLE RIVERS

²Transearch. Transearch 2023 data. Data analyzed by Gannett Fleming (GFT) 2023

20



FREIGHT RAILROADS

13



AMTRAK STATIONS

4



AMTRAK ROUTES

Airports

Freight aviation is a key component of Missouri’s transportation network, facilitating the rapid movement of goods across the state and beyond. Major airports, including St. Louis Lambert International, Kansas City International and Springfield-Branson National Airport serve as critical hubs for air cargo operations. Air freight is essential for industries requiring fast, reliable shipping, such as manufacturing, healthcare and e-commerce. Missouri’s central location enhances distribution efficiency, supporting economic growth. Investing in airport infrastructure and improving connectivity strengthens supply chains and attracts businesses. By expanding freight aviation capabilities, Missouri can maintain its role as a vital logistics hub in the Midwest.

120

PUBLIC USE AIRPORT

6

NON-PRIMARY COMMERCIAL SERVICE AIRPORT

3

PRIMARY COMMERCIAL SERVICE AIRPORT

Transload Facilities

Missouri’s intermodal and transload facilities connect the state’s extensive highway and rail systems and enable the transfer of goods between trucks, trains and barges. These facilities are operated by private companies as a service to their customers. Intermodal and transload facilities can affect the overall cost of logistics, increase efficiency, reduce congestion and burden on the highway system and generate greater returns on public and private infrastructure investments.³ For these reasons, these facilities strengthen Missouri’s ability to compete domestically and internationally.⁴



Source: MoDOT

³ Missouri Chamber Foundation, Transportation 2030: Making Missouri a Leading Logistics Hub, 15 (Jefferson City, MO: Missouri Chamber of Commerce and Industry, 2020), <https://mochamber.com>

⁴Missouri Department of Transportation, Missouri State Freight Plan (2017), chap. 3, 3–13, <https://www.modot.org/sites/default/files/documents/>

While these facilities are distributed across the state, the majority of intermodal and transload activity occurs in metropolitan areas, most notable in the Kansas City and St. Louis metropolitan areas. These facilities include:

I-49 Logistics Center

Port KC

Logistics Park KC

Pemiscot Port

Northland Park⁵

St. Joseph Regional Port Authority

KCS Valley Junction Yard⁶

Kansas City International Airport

St. Louis Municipal Port

Lambert-St. Louis International Airport

BNSF Lindenwood Yard

Missouri Eastern Railroad Transload in Union

SEMO Port

⁵Kansas City Area Development Council (KCADC), KC Is a Distribution Hub, accessed November 10, 2025, <https://www.thinkkc.com/business/industries/distribution>

⁶St. Louis Regional Freightway, Intermodal Terminals & Manifest Terminals, accessed November 10, 2025, <https://www.thefreightway.com/intermodal-terminals-manifest-terminals/>

MoDOT's Statutory Guidance

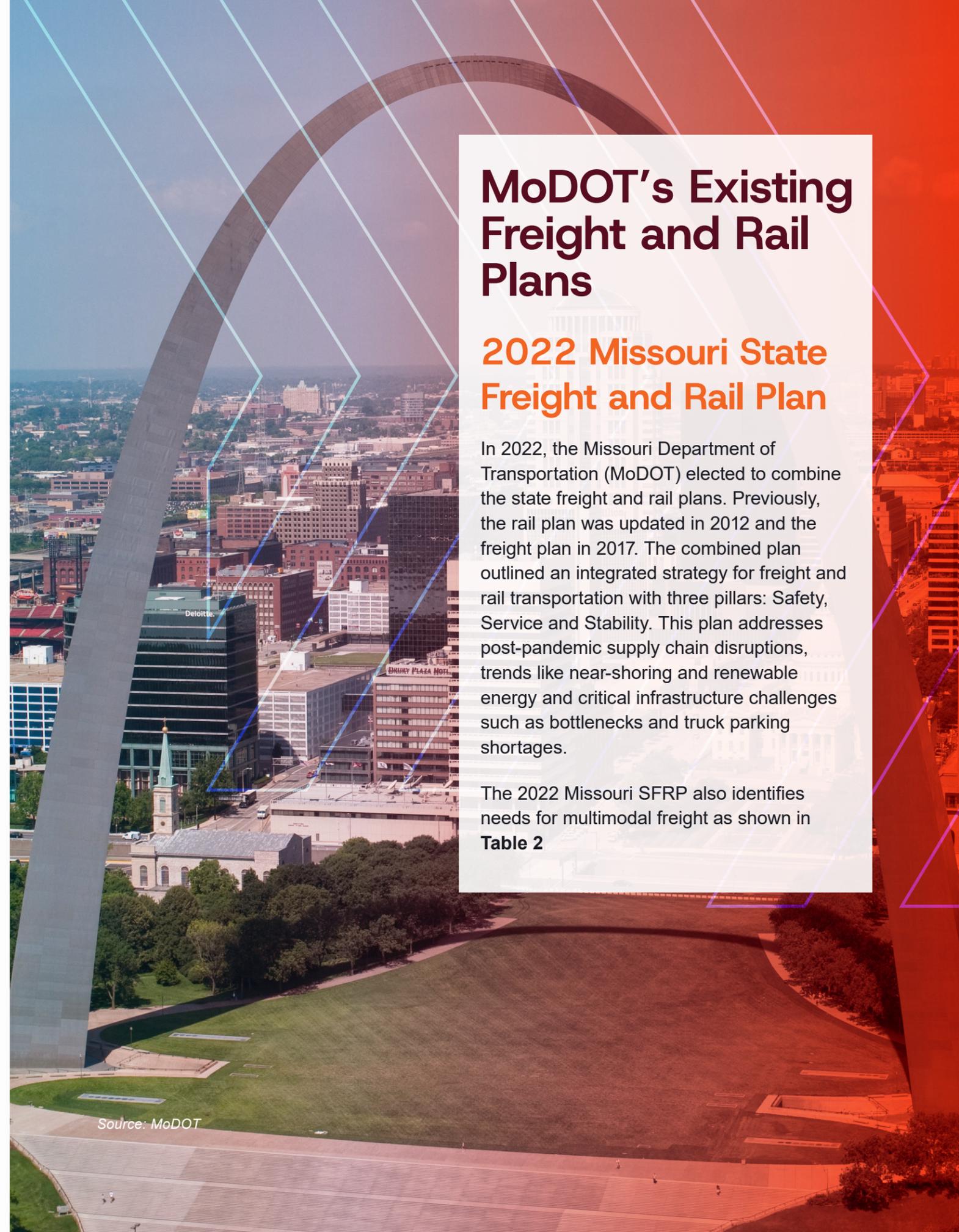
The passage of The Passenger Rail Investment and Improvement Act of 2008 led to requirement of states to develop State Rail Plans under Federal Rail Administration guidance. Later in 2015, the Fixing America's Surface Transportation Act required states to develop State Freight Plans in accordance with Federal Highway Administration guidance. In 2021, the Infrastructure Investment and Jobs Act (IIJA) provided further direction for the state freight plans. Together, these Acts encourage the development of policies, priorities and strategies to plan, fund and operate passenger rail and multimodal freight service across the U.S.

The State of Missouri provides additional guidance through state statutes, supplementing federal requirements, on how the state plans, funds and operates multimodal freight and passenger rail activities. These statutes, passed by the Missouri legislature, are laws that abide by the state constitution. The state constitution provides the framework and gives structure. The Code of State Regulations guide how to implement statutes.

Appendix A provides details on the numerous legal statutes and sections creating the framework for Missouri rail service. Missouri port actions are guided by Chapter 68 of the Missouri Revised Statutes. Aviation is guided by Missouri Revised Statutes section 305.230.



Source: MoDOT



MoDOT's Existing Freight and Rail Plans

2022 Missouri State Freight and Rail Plan

In 2022, the Missouri Department of Transportation (MoDOT) elected to combine the state freight and rail plans. Previously, the rail plan was updated in 2012 and the freight plan in 2017. The combined plan outlined an integrated strategy for freight and rail transportation with three pillars: Safety, Service and Stability. This plan addresses post-pandemic supply chain disruptions, trends like near-shoring and renewable energy and critical infrastructure challenges such as bottlenecks and truck parking shortages.

The 2022 Missouri SFRP also identifies needs for multimodal freight as shown in **Table 2**

Source: MoDOT

Table 2 – 2022 Missouri SFRP System Needs

Highway Freight Needs	Freight Rail	Ports and Waterways	Air Cargo
SAFETY Reducing truck crashes resulting in severe injuries or fatalities and at-grade highway-rail grade crossings.	HIGHWAY-RAIL GRADE CROSSINGS Improving safety by upgrading passive at-grade crossings with no or limited signalization or signage.	AGING INFRASTRUCTURE Most of the locks and dams on the Mississippi River are undersized and close to 100 years old.	AIRPORT ACCESS Improving access to air cargo facilities to improve economic vitality and stay competitive with other freight modes.
TECHNOLOGY Improving availability of weigh-in-motion, transportation management center (TMC) coverage, traveler information or dynamic message signs (DMS) and traffic incident management or CCTV cameras.	RAIL SPURS Funding for spurs serving local businesses to support goods movement and increase competitiveness.	ENVIRONMENTAL SUSTAINABILITY AND RESILIENCY Addressing issues related to environmental sustainability and resiliency, such as changing water levels and damage by flooding and other natural hazards.	AIRPORT FACILITIES Improving on-site air cargo facility infrastructure, including runway and taxiway expansion, cargo aircraft aprons and more space for commercial vehicle staging.
ASSET PRESERVATION Addressing bridge weight restrictions, bridge condition issues and pavement conditions.	INTERMODAL CONNECTIVITY Improving intermodal network, facilities and connectivity through port improvements, transload facilities and rail infrastructure serving hubs.	INTERMODAL CONNECTIVITY Improved connectivity with highway, rail, waterways and pipeline modes.	INDUSTRIAL DEVELOPMENT Supporting increased industrial development opportunities around Missouri airports.
TRUCK PARKING Reducing crashes involving parked trucks and locations with truck parking deficits on the interstate highway system.	BOTTLENECKS Addressing bottlenecks and constraints in the rail network.	EMERGING PORT DEVELOPMENT Supporting emerging or underutilized public port facilities.	
MOBILITY AND RELIABILITY Improving level of service, truck travel time reliability, connection to significant economic generators in the state and connection to intermodal terminals and gateways.	SHORT LINE RAILROADS Maintaining and expanding short line and local railroad capacity.	DECLINE IN COAL AND INCREASE IN AGRICULTURAL COMMODITIES Shifting commodity trends impacting future port demand, as coal volumes decline and agricultural products increase.	
FREIGHT DESIGN Upgrading freight-critical two-lane highways and addressing vertical clearance limitations.	AGING INFRASTRUCTURE Addressing aging structures and clearance restrictions.		

Bordering States' Freight Plans

Missouri shares its borders with eight states, making it a critical hub for freight movement in the region. Given the interconnected nature of freight transportation, it is essential to understand the strategies and priorities of neighboring states. This section provides an overview of each bordering state's freight

plan, highlighting their goals, objectives and key connections to Missouri's transportation network. By examining these plans, Missouri can align its freight strategies to enhance regional coordination, improve efficiency and support economic growth.

State	Goals	Objectives	Key Connections to Missouri
Kansas	<ul style="list-style-type: none"> Enhance economic growth and competitiveness. Improve safety, security and resilience. Maintain and improve freight network conditions. Reduce environmental impacts. 	<ul style="list-style-type: none"> Identify and address freight bottlenecks Invest in infrastructure supporting key industries. Enhance multimodal connectivity. Promote sustainable freight practices. 	<ul style="list-style-type: none"> Emphasize collaboration with neighboring states. Identifies opportunities for joint projects along I-70 corridor.
Nebraska	<ul style="list-style-type: none"> Enhance economic growth. Improve safety and resilience. Maintain freight infrastructure. Protect the environment. 	<ul style="list-style-type: none"> Address infrastructure bottlenecks. Improve multimodal connectivity. Ensure the freight system supports economic development. Reduce environmental impacts of freight movement. 	<ul style="list-style-type: none"> Highlights opportunities for coordination and collaboration with Missouri along shared networks such as the Missouri River, I-29 and intermodal facilities.
Oklahoma	<ul style="list-style-type: none"> Support economic vitality. Improve safety and resilience. Maintain infrastructure in good condition. Enhance system reliability. Protect the environment. 	<ul style="list-style-type: none"> Identify and address freight bottlenecks. Improve safety at high-risk locations. Invest in infrastructure that supports key industries. Enhance multimodal connectivity. Promote sustainable freight operations. 	<ul style="list-style-type: none"> Highlights regional freight connections in Missouri through I-44 and rail links. Emphasizes improving supply chain efficiency and strengthen economic ties with Missouri.

State	Goals	Objectives	Key Connections to Missouri
Arkansas	<ul style="list-style-type: none"> Enhance economic competitiveness. Improve safety and security. Maintain infrastructure. Enhance mobility and reliability. Protect the environment. 	<ul style="list-style-type: none"> Address critical freight bottlenecks. Improve safety across all freight modes. Invest in infrastructure supporting economic growth. Enhance multimodal connections. Reduce environmental impacts of freight movement. 	<ul style="list-style-type: none"> Identifies that Missouri ranks among Arkansas's top trading partners, with 15.1 million tons of goods transported via key corridors I-55 and I-49.
Illinois	<ul style="list-style-type: none"> Develop policies and deploy innovative technologies. Foster public-private partnerships. Improve safety, resilience and reliability. Use data-driven approaches for asset management. Promote sustainability. 	<ul style="list-style-type: none"> Prioritize freight-related plans and policies. Foster collaboration to enhance freight movement. Improve safety and reliability. Use data to inform decision-making. Ensure freight investments consider environmental and community impacts. 	<ul style="list-style-type: none"> Strengthens regional economic ties through robust infrastructure investments.
Iowa	<ul style="list-style-type: none"> Enhance economic vitality. Improve safety, security and resilience. Maintain infrastructure. Enhance reliability and efficiency. Protect the environment. 	<ul style="list-style-type: none"> Identify and address freight bottlenecks. Improve safety across all freight modes. Invest in infrastructure supporting economic growth. Enhance multimodal connectivity. Promote sustainable freight practices. 	<ul style="list-style-type: none"> Supports regional connectivity and economic ties with Missouri via the Avenue of the Saints.
Tennessee	<ul style="list-style-type: none"> Support economic growth. Enhance safety and resilience. Maintain infrastructure. Improve system reliability and efficiency. Protect the environment. 	<ul style="list-style-type: none"> Address critical freight needs. Improve reliability and efficiency. Invest in infrastructure supporting technological advancements. Minimize negative environmental impacts. 	<ul style="list-style-type: none"> Recognizes Missouri's role in Tennessee's freight network, with major corridors like I-55 and rail links facilitating trade between the states.
Kentucky	<ul style="list-style-type: none"> Enhance economic growth and competitiveness. Improve safety, security and resilience. Maintain and improve freight system conditions. Protect and enhance the environment. 	<ul style="list-style-type: none"> Address infrastructure bottlenecks. Improve multimodal connectivity. Support economic development. Reduce environmental impacts. 	<ul style="list-style-type: none"> Indirect benefit to regional trade through the development of the Interstate 69 Ohio River Crossing.

Regional Freight Studies

In addition to state and national freight planning efforts, several regional studies have been conducted that provide valuable insights into freight movement within Missouri. These studies play a crucial role in understanding regional transportation trends, challenges and opportunities. This section examines key regional freight studies, highlighting their findings and implications for Missouri's freight network.



Source: MoDOT

2013 St. Louis Regional Freight Study

The 2013 St. Louis Regional Freight Study outlines a strategic plan to enhance freight transportation, economic growth and infrastructure efficiency in the region. It recommends establishing a bi-state Freight Transportation Authority to oversee freight infrastructure, issue bonds and coordinate investments across Missouri and Illinois. This was implemented in 2014 as the Saint Louis Regional Freightway.

Key priorities include improving freight corridors, modernizing rail, highway and river transport and aligning industrial land use with transportation hubs. The study identifies 23 key industrial areas for redevelopment and proposes a five-year capital investment plan. It also promotes trade expansion through Foreign Trade Zones and public-private collaboration to streamline logistics and attract businesses.

Environmental sustainability is emphasized, with strategies to reduce emissions and improve infrastructure efficiency. Challenges include financial constraints, bi-state coordination and regulatory hurdles, requiring a well-structured governance model.

By integrating these strategies, the study envisions a more efficient, sustainable and competitive freight network, ensuring long-term economic benefits for the St. Louis region.

2020 Heartland Freight Technology Plan

The 2020 Heartland Freight Technology Plan, sponsored and led by the Heartland Freight Technology Consortium, provides a roadmap for integrating emerging freight technologies across the Central Plains, covering parts of Illinois, Iowa, Kansas, Missouri and Nebraska. The plan aims to harmonize regulations, improve data sharing and enhance multimodal freight transportation. Key components include:

- Stakeholder Collaboration: Establishing a consortium to guide implementation.
- Economic Nodes & Drivers: Identifying critical freight corridors and economic hubs.
- Technology Integration: Evaluating automation, electrification and data-driven freight solutions.
- Data Management: Standardizing data sharing between agencies and private sector partners.
- Implementation Blueprint: Outlining short-, medium- and long-term actions to advance regional freight technology.



The plan prioritizes Advanced Driver Assistance Systems (ADAS), electric truck infrastructure and intermodal freight improvements, promoting economic competitiveness and sustainability.

2022 Rail Corridor Identification and Development

The Federal Railroad Administration (FRA) awarded up to \$500,000 each to two Missouri rail projects under its Fiscal Year 2022 Corridor Identification and Development Program.⁷⁶ The Hannibal Extension proposes extending the existing Illinois Zephyr/Carl Sandburg route from Quincy, Illinois, to Hannibal, Missouri, enhancing connectivity to Chicago.

The Kansas City to St. Joseph Corridor aims to establish a new passenger rail link between Kansas City and St. Joseph, Missouri, with integration into the Missouri River Runner route to St. Louis. Additionally, this corridor is being studied to enhance service along the existing St. Louis to Kansas City line. Both the Hannibal and St. Joseph extension projects are under development.



Source: MoDOT

⁷⁶U.S. Department of Transportation, Federal Railroad Administration, FY22 Corridor Identification and Development Program Selections (February 26, 2025), <https://railroads.dot.gov/eilibrary/fy22-CID-program-selections>

2025 Connected Freight KC 2050 – A Plan in Action

The Kansas City region's MPO, the Mid-America Regional Council (MARC) completed their regional freight plan update in April 2025. MARC's plan explores the many impacts freight movement will have in the Kansas City region over the next 25 years and how local communities can manage these impacts. Connected Freight KC 2050 – A Plan in Action considers four critical issues in freight impacting the Kansas City region:

- Balancing rural and urban representation of freight needs, policies and project prioritization
- Harmonizing regional freight policies to elevate freight within the project selection process
- Providing resources to educate local governments on the expected impacts of freight development and goods movement
- Developing public policies that integrate land use and transportation planning reflective of the Kansas City region's geographic advantages

The report also describes seven planning goals of the document:

- Transportation Options and Economic Vitality
- Safety, Security and Resiliency
- Maintenance and Service
- Mobility and Reliability
- Public Health and Equity
- Environment and Energy Conservation
- Innovation

The plan was crafted with the input of MARC's Goods Movement Committee, a public forum for regional freight stakeholders to discuss critical issues facing their industry in the region.

Freight Organizations in Missouri

MoDOT participates in multiple freight planning organizations that play a vital role in planning, coordination and advocacy for the state's freight network. These organizations contribute to infrastructure development, policy recommendations and industry collaboration to enhance freight efficiency and economic competitiveness. This section provides an overview of these freight organizations, outlining their roles, initiatives and impact on the state's transportation system.

Freightway

The St. Louis Regional Freightway focuses on strengthening the region's freight infrastructure, enhancing global connectivity and supporting economic growth through strategic logistics development. Key goals include improving transportation access, advancing multimodal freight systems and fostering job creation in the manufacturing and logistics sectors. Strategies emphasize workforce development, investment in infrastructure projects and the promotion of the region as a hub for businesses in freight, logistics and distribution. Freightway works to align regional resources and stakeholders to boost the region's competitive edge in the global supply chain.



Source: MoDOT

Mid-America Freight Coalition

The Mid-America Freight Coalition (MAFC) includes representatives from the 10 state Mid-America Association of State Transportation Officials (MAASTO) Department of Transportation (DOTs) and works to enhance freight movement across the region, focusing on efficient transportation strategies and innovation. Through MAFC, states analyze barriers to develop collaborative solutions. In Missouri, MAFC supports regional collaboration on infrastructure improvements, safety, economic growth, strengthening key trade corridors, addressing freight bottlenecks and improving multimodal connectivity. By aligning with regional stakeholders, the MAFC aims to provide reliable, safe and cost-effective movement of goods, benefiting both Missouri's economy and broader regional supply chains. MAFC also acts as a resource to regional partners and stakeholders, through information sharing, connecting agencies to resources and providing a forum for discussion of freight related issues.

The Institute for Trade and Transportation Studies

The Institute for Trade and Transportation Studies (ITTS) is a non-profit state corporation that represents 10 states across the southeast US including Missouri. ITTS is dedicated to providing research, data and expert insights on the impact of commercial freight movements on infrastructure, transportation needs and safety. In Missouri, ITTS collaborates with regional stakeholders to enhance freight planning and operations. ITTS hosts annual conferences, workshops and peer exchanges and provides research and planning support to member states. Through these initiatives, ITTS plays a vital role in advancing freight transportation research and fostering collaboration among stakeholders in Missouri, contributing to the development of a more efficient and safe freight system. ITTS will cease operations at the end of 2025.

MoDOT Adopted Plans Shaping the SFRP

Truck Parking Investment for Missouri

The Missouri Truck Parking Investment for Missouri report was initially adopted as part of the 2022 State Freight and Rail Plan and continued to be developed through Truck Parking Investment studies in 2023 and updated in 2025. The Truck Parking report examines both existing inventory and projected need for both public and private truck parking in Missouri. Truck parking is a critical component to the over-the-road freight transportation system due to the regulatory environment and the general nature of the industry. There are five primary types of truck parking, each with their own set of challenges. These include:

The 2022 adopted plan found that there was a deficiency in the amount of parking needed for roadway freight haulers in Missouri. Across all districts there were about 1500 additional truck parking spots needed. The subsequent 2023 report recommended locations to construct truck parking in each district.



Source: MoDOT

The five primary types of truck parking include:

- **Long Haul**
 - Long haul drivers are on the road days or weeks of the time and need places to stop for various reasons including the need to sleep.
- **Staging**
 - Picking up and delivering freight at manufacturing centers, warehouses, distribution centers or other locations requires a place for trucks to stage.
- **30-Minute Break**
 - Drivers are federally required to take a 30-minute break when they have driven for a continuous 8 hours.
- **Emergency**
 - Roadway emergencies may close roadways resulting in a need for truck parking.
- **Time Off**
 - Independent drivers do not have facilities to provide parking during their time off.

Connected and Autonomous Vehicles

MoDOT has not adopted statewide guidance nor a formal plan for Connected and Autonomous Vehicle considerations. Therefore, it is important that MoDOT stays updated with these rapidly evolving technologies both with freight vehicles and how they interact with MoDOT infrastructure in the physical and digital context. It is suggested MoDOT keeps current with policies and frameworks suggested through USDOT, Federal Highway Administration (FHWA), National Highway Traffic Safety Administration and USDOT Office of the Assistant Secretary for Research and Technology. FHWA guidance notes that freight Automated Driving Systems integration requires managing access to intermodal facilities and transfer yards, handling Automated Driving System (ADS) activation/deactivation and communicating freight-related network changes such as road geometry, bridge clearances, traffic diversions, or charging stations.⁸ These highlight a few of the considerations regarding Connected and Autonomous Vehicle (CAV) in this plan and as MoDOT develops future CAV guidance.

⁸ U.S. Department of Transportation, Federal Highway Administration, Roadway Automated Driving Systems Integration – Concept of Operations for Transportation Agencies: Version 1, FHWA-HOP-22-052 (Washington, DC: Federal Highway Administration, 2022)

Transportation Systems Management and Operations

MoDOT's Transportation Systems Management and Operations (TSMO) Program and Action Plan applies integrated strategies to optimize the performance of existing infrastructure through the implementation of systems, services real time information and programs designed to preserve capacity and improve the safety and reliability of transportation systems.⁹ The TSMO examines past and current efforts, plans and organizational structures of the previous iterations of the TSMO and where the TSMO is headed. The TSMO has a steering committee internal to MoDOT consisting of members of the Highway Safety and Traffic Division, Maintenance, Safety and Emergency Management, Information Systems and one or more district engineers as needed.

⁹ Missouri Department of Transportation, Transportation Systems Management and Operations: Program and Action Plan (June 2024), <https://www.modot.org/sites/default/files/documents/2024%20MoDOT%20TSMO%20Program%20Plan.pdf>

Missouri Highway – Rail Grade Crossing State Action Plan

With the passage of the 2015 Fixing America's Surface Transportation (FAST) Act, the USDOT required that all states create and implement a State Action Plan (SAP) to address highway-rail or pathway-rail crossings that have experienced crashes and identify specific strategies to improve safety in these locations. The Missouri Highway – Rail Grade Crossing State Action Plan is MoDOT's iteration of this plan and was last updated in 2022. Any highway-rail or pathway-rail crossings that have experienced at least one crash in the previous 3 years, more than one in the past five years, or are high-risk as defined by the plan, must be included in the State Action Plan. The plan has led to success in eliminating or improving rail crossings in Missouri, resulting in about 30 projects per year from 2017-2024. Missouri has 3,264 public at-grade crossings and 2,080 private at-grade crossings,¹⁰ underscoring the need to examine the safety of these crossings and make improvements where possible.

¹⁰ Federal Railroad Administration, FRA Crossing Inventory Data, downloaded April 23, 2025, <https://data.transportation.gov/stories/s/Crossing-Inventory-Listing/ejv6-cpdh/>

3,624

PUBLIC AT-GRADE CROSSINGS

2,080

PRIVATE AT-GRADE CROSSINGS



Source: MoDOT

Missouri State Airport System Plan Update

While not specifically focused on the movement of freight, the Missouri State Airport System Plan Update is critically important to the current and future state of the aviation sector in Missouri.¹¹ Missouri is home to 120 public use airports, 107 of these are publicly owned, nine of which are commercial service for public use. These airports are essential to the state transportation infrastructure and are important to the state and local economy and the efficient movement of people and goods.

The 2019 Plan Update continued the work of the System Plan developed in 2017, by including a comprehensive data collection effort, forecasted future aviation needs in Missouri, an evaluation of the existing system, what roles individual airports play, understanding the state of existing airport facilities and how they are performing, anticipated costs for future aviation needs and the creation of a plan to address these critical needs.



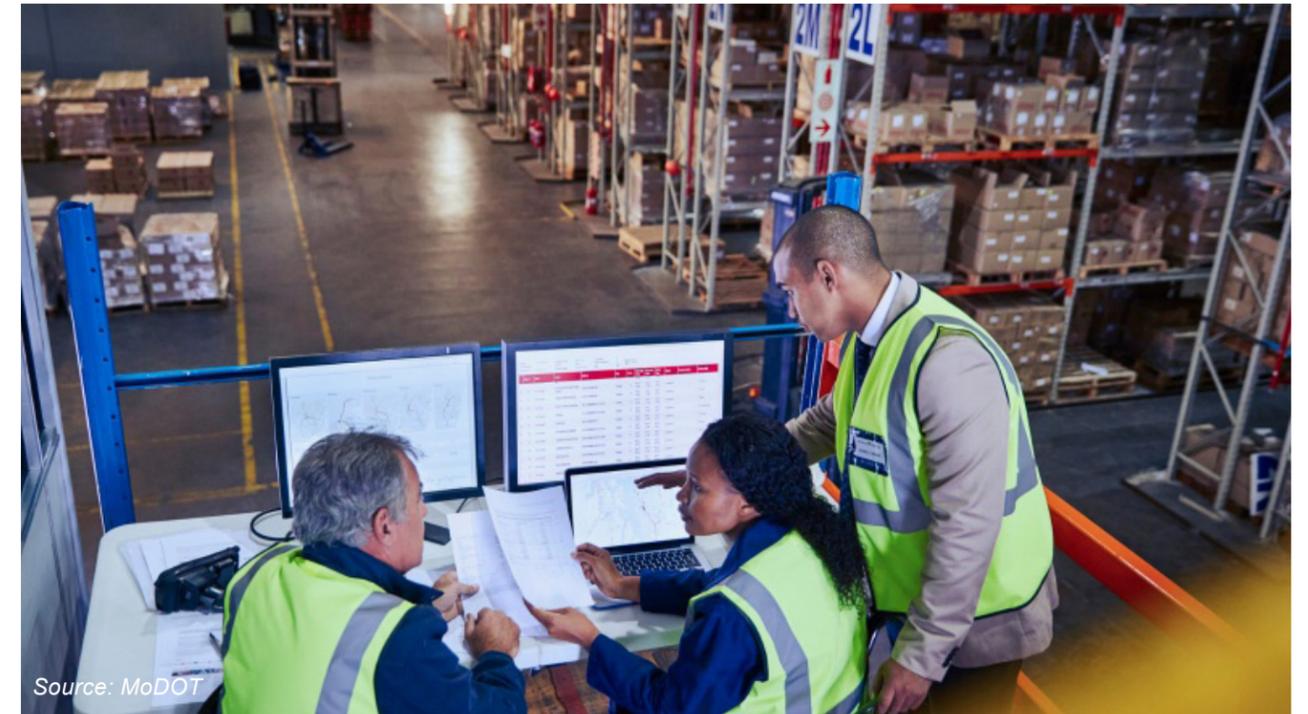
Source: MoDOT

¹¹ Missouri Department of Transportation, Missouri State Airport System Plan Update, accessed November 10, 2025, <https://sites.jviation.com/MoDOTAirportSystemPlan/index.htm>

Governors Supply Chain Task Force

The Governors Supply Chain Task Force was created in 2021 by Governor Parson in response to the global supply chain issues caused by the COVID-19 pandemic.¹² Understanding that Missouri's multimodal freight network plays a central role in the national supply chain, the Task Force set out to determine how the State should expand, maintain and protect the supply chain before and during a crisis.

The Task Force was made up of seven individuals from across Missouri, all leaders representing relevant private industry and State agencies. To help inform their work, the task force convened stakeholder meetings comprised of many other companies and organizations from across Missouri. The Task Force and stakeholders met seven times during 2022. The resulting report focused on three main areas: supply chain regulatory response during crisis, workforce challenges and barriers, Missouri freight assets, demand and performance and preparing Missouri for future trends and opportunities.



Source: MoDOT

¹² Missouri Department of Transportation, Governor's Supply Chain Task Force, accessed November 10, 2025, <https://www.modot.org/supplychaintaskforce>