SFRP

State Freight & Rail Plan

DRAFT Appendices

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Appendix A: Previous MoDOT LRTP and SFRP Goals

The 2018 Missouri LRTP effort confirmed the four goals of the previous effort and added a fifth. The new goal emphasizes improvement of reliability and congestion reduction. The goal-setting effort included traditional stakeholder engagement and surveys of citizens. An online survey, supported by social media posts drew nearly 700 comments through Facebook and X (formerly Twitter).

2018 Missouri LRTP Goals

- Take care of the transportation system and services we enjoy today.
- Keep all travelers safe, no matter the mode of transportation.
- Invest in projects that spur economic growth and create jobs.
- Give Missourians better transportation choices.
- Improve reliability and reduce congestion on Missouri's transportation system.

2022 Missouri SFRP

In 2022, MoDOT combined its multimodal freight and passenger rail planning efforts into one blueprint and plan. Building on MoDOT's existing goals and aligning with national and state priorities, the SFRP set seven goals. These goals address the transportation system, the planning process, stakeholder collaboration and implementation of the plan. The 2022 SFRP goals were:

- **Maintenance**: Maintain the multimodal freight and passenger rail system in good condition by keeping highways and bridges in good condition and supporting the maintenance of railways, waterways, airports, and multimodal connections.
- **Safety**: Improve the safety and security of the multimodal freight and passenger rail system by supporting efforts to decrease the number and severity of freight vehicle crashes, increase truck parking options, and improve safety throughout the multimodal freight system and the passenger rail network.
- **Economy**: Support economic growth and competitiveness in Missouri through strategic improvements to the multimodal freight network and passenger rail system.
- **Connectivity and Mobility**: Improve the connectivity and mobility of the multimodal freight and passenger rail system by reducing congestion on the roadways; increasing the reliability of the roadways and passenger rail network; supporting improved efficiency of rails, waterways, and airports; and improving

connections between freight modes and between passenger rail and other passenger travel modes.

- **Equity and Environmental Resiliency**: Support equity and environmental resiliency of the multimodal freight and passenger rail system.
- **Process and Innovation**: Institute policies and practices that support the multimodal freight and passenger rail systems, encourage innovation, and promote an efficient use of resources.
- **Customers and Partnership**: Improve coordination and collaboration with regional planning partners and multimodal freight and passenger rail stakeholders.

2017 State Freight Plan Goals

The 2017 State Freight Plan goals were based on steering committee feedback, public engagement, and regional freight plan studies. The plan's four goals consider the conditions, needs, and issues of Missouri's freight transportation system.

System Goals

- **Maintenance**: Maintain the freight system in good condition by keeping highways and bridges in good condition and supporting the maintenance of railways, waterways, airports, and multimodal connections.
- **Safety**: Improve safety on the freight system by decreasing the number and severity of crashes involving commercial vehicles and improving safety at railroad crossings.
- **Economy**: Support economic growth and competitiveness in Missouri through strategic improvements to the freight system.
- **Connectivity and Mobility**: Improve the connectivity and mobility of the freight system by reducing congestion and increasing reliability on the roadways; by supporting improved efficiency of rails, waterways, and airports; and by improving connections between freight modes.

Additional strategic goals related to planning, stakeholder collaboration and plan implementation include:

- **Environmental**: Reduce and/or mitigate the adverse environmental impacts of freight.

- **Organizational & Process**: Institute policies and practices that support the freight system, such as exploring funding flexibility and stability and using technology to improve operations on the freight system.
- **Customers & Partners**: Improve coordination and collaboration with freight stakeholders.

Appendix B: Current MoDOT Goals

Show-Me Zero: 2026-2030

Missouri's Strategic Highway Safety Plan, Show-Me Zero, uses crash data to guide a statewide, safe system approach for reducing traffic fatalities and serious injuries. Led by MoDOT and supported by the Missouri Coalition for Roadway Safety, the plan aims to steadily decrease, and eventually eliminate fatal and severe injury crashes for all who use Missouri's transportation system.

The plan seeks to understand the state of highway safety in Missouri, then overcome deficiencies through five Emphasis Areas: safer people, safer vehicles, safer speeds, safer roads and improved post-crash care.

Through a multi-disciplined approach including education, engineering, enforcement, emergency response and public policy, the effort addresses safety conditions, and behaviors. It addresses safety conditions for vulnerable road users and those who use motorcycles, ATVs and UTVs, as well as behaviors such as impaired and distracted driving; speeding and aggressive driving; and failure to use safety devices such as seat belts and child safety seats.

Missouri develops its strategic highway safety plan every 5 years. It informs other MoDOT plans, such as the LRTP and the Traffic Systems Management and Operations plan. The sixth edition, containing strategies for 2026-2030, was released in Fall 2025.

Show-Me Zero Mission Statement: Truly understand the state of highway safety in Missouri, then improve it by heightening the safety of people, vehicles, speeds, infrastructure, and crash responses.

Show Me Zero Emphasis Areas:

- Safer People
- Safer Vehicles
- Safer Speeds
- Safer Infrastructure, and
- Safer Response[1]

[1] *Missouri Department of Transportation, Show-Me Zero: 2026-2030. Jefferson City, Missouri: State of Missouri, 2025. Accessed on October 29,2025. https://www.savemolives.com/media/53606.*

MoDOT Transportation Systems Management and Operation Program and Action Plan

The MoDOT Transportation Systems Management and Operation Program and Action Plan establishes strategies to improve the safety, reliability, and capacity of Missouri's transportation system. MoDOT's TSMO program helps get people safely where they want to go while preserving the state's infrastructure. The plan directly supports and aligns with MoDOT's mission and other initiatives such as Show-Me Zero. Since the first formal TSMO advancement effort in 2013, MoDOT has made considerable progress in advancing and integrating TSMO goals into MoDOT's culture. **Table 1** describes the TSMO Goals and Objectives in more detail.

Table 1 – TSMO Goals and Objectives

Goals	Objectives
Operate MoDOT's existing system efficiently, reliably, and effectively through the application of TSMO strategies and programs.	Provide for TSMO deployments statewide.
Consider TSMO solutions and strategies in every MoDOT project.	Include TSMO proactively rather than opportunistically/reactively.
Include TSMO in the planning stages of projects and programs.	Include planning for operations principles in MoDOT planning process documents.
Strengthen TSMO related education and workforce development.	Provide new and supplement existing TSMO outreach, training, and recruitment resources for MoDOT staff and partners.
Document progress toward meeting each goal and MoDOT's stated tangible results.	Quantify and document TSMO performance measures.

Source: https://www.modot.org/sites/default/files/documents/2024%20MoDOT%20TSMO%20Program%20Plan.pdf

MoDOT Transportation Asset Management Plan

The MoDOT Transportation Asset Management Plan evolved from strategies established in 2005. Today, it is a "rolling 10-year strategic framework for making cost-effective decisions about allocating resources and managing road and bridge system infrastructure. It is based on a process of monitoring the physical condition of assets,

predicting deterioration over time and providing information on how to invest in order to meet asset management goals." [2]

Goals and Objectives

The plan aligns with MoDOT's Tangible Results and its LRTP. During extensive outreach, Missouri citizens consistently name "taking care of the system" as their primary transportation goal. They prioritize sound bridges and smooth roads. The AMP shares this priority. Its goal is to maintain existing pavement and bridge conditions within the constraints of available funding. Its objective is to seek the best value for every dollar spent to maintain Missouri's transportation assets in a state of good repair during their lifecycle.

[2] Missouri Department of Transportation, 121.5 Asset Management: Engineering Policy Guide. Jefferson City, Missouri: MoDOT, 2025. Accessed September 15, 2025. https://epg.modot.org/index.php/121.5_Asset_Management

Appendix C: Other Recent MoDOT Goals

Governor's Supply Chain Task Force

In 2021, then-Governor Mike Parson created a task force of Missouri government and logistics leaders, chaired by then-Director of MoDOT, Patrick McKenna, and then-Director of the Office of Workforce Development Dr. Mardy Leathers. Appointed members included Missouri logistics leaders in industry and regional government.

The goal of the task force was "to identify specific supply chain issues facing Missouri businesses and citizens and develop recommended solutions for implementation by public and private sectors within Missouri to minimize and mitigate those challenges."[3] The Task Force identified 32 recommendations classified into three categories:

- targeted freight investments,
- opportunities to support workforce needs, and
- regulatory and programming opportunities

[3] *Missouri Department of Transportation and the Department of Higher Education and Workforce Development. Missouri Supply Chain Task Force: Final Report. Jefferson City, Missouri: State of Missouri, 2022. Accessed September 15, 2025. https://www.modot.org/sites/default/files/documents/2022-06-30%20FINAL%20Supply%20Chain%20Task%20Force%20Report.pdf*

Appendix D: Review and Comparison of Existing MoDOT Freight Performance Measures

Examples of Performance Measure Categories

FHWA Freight Performance Measures Primer

The FHWA's *2017 Freight Performance Measure Primer*, a tool for State departments of transportation, and Metropolitan Planning Organizations, gathers and summarizes performance measurement practices that are "meaningful, effective and consistent."4 The recommended policy goals and performance measures can help states and MPOs focus their investment of federal funds and increase system efficiency by creating a record of performance that can assist in forecasting how investments could impact freight flows in multiple modes, systemwide.

Recommended Freight Performance Measures for DOT and MPO freight plans are shown in **Table 2**.

Table 2 – FHWA Freight Performance Measures Primer Recommended Measures

Category	Mode	Measure
Safety	**Highway**	Motor carrier crash rate
		Motor carrier truck at-fault rate
		Number of heavy truck-related fatalities
		Capacity of weigh stations (number of trucks processed per hour)
		National highway system pavement conditions
		National highway bridge conditions
		National highway system intermodal connector condition
		Total cost of freight loss and damage from accidents/Vehicle Miles Traveled (VMT)

[4] *Federal Highway Administration, Department of Transportation. Freight Performance Measure Primer. Washington, DC: U.S. Government, 2017. Accessed September 16, 2025. https://ops.fhwa.dot.gov/publications/fhwahop16089/sum.htm.*

Category	Mode	Measure
	Railway	Total loss and damage from accidents per route-mile
		Total loss and damage from accidents per ton moved
		Number of at-grade railroad crossings along freight significant corridors such as freeways and interregional corridors
		Number of rail fatalities
		Train derailments per ton moved
	Water	Value of cargo lost or damaged per ton, or value of cargo moved
		Containers damaged or lost per containers handled/total containers
	Air	Total loss and damage from accidents divided by value of freight
		Percent of study airports meeting Traffic Safety Administration (TSA) guidelines for general aviation security
		Incidents per 1,000 operations at freight-significant airports
Maintenance and Preservation	**Highway**	Percent of pavement in good condition on freight significant highways
		Number of weight restricted bridges divided by total number of bridges
		Percent of bridges that meet good and poor structural condition thresholds
		Service life remaining on highway pavement
		Benefit of truck weight enforcement on pavement service life
	Railway	Miles of track in expected or Federal Railroad Administration Class I divided by total miles of Class I track
		Number of double-stack tunnel restrictions divided by number of tunnels
	Water	Percent of tons on river moving though locks with constraints

Category	Mode	Measure
		Unscheduled lock closure time (hours)
		Channel depths at the port divided by depths at competitive ports
	Air	Percent of pavement in fair or poor condition at freight-significant airports
Mobility, Reliability, and Congestion	**Highway**	Percent of interstate providing reliable travel times
		Percent of interstate where peak hour travel times meet expectations*
		Percent of non-interstate National Highway System providing reliable travel times*
		Percent of non-interstate NHS where peak hour travel times meet expectations*
		Annual hours of excessive delay per capita*
		Urban: Average hours of delay per day for freight vehicles on freight-significant links
		Urban: Travel Time Index on freight-significant links (ratio of the peak travel time to free-flow travel time)
		Percent of interstate mileage providing for reliable truck travel times*
		Percent of interstate mileage that is uncongested*
		Clearance time for incidents, crashes, or hazardous materials
		Number of intersections and ramps with inadequate turning radii for large trailers on freight significant corridors
		Urban: Buffer Index on freight-significant links (ratio of the 95th percentile travel time to average travel time or free flow travel time)
		Rural: Average hours of delay per day for freight vehicles on freight-significant links

Category	Mode	Measure
		Number of truck rest areas and their capacities
		Rural: Average travel time on freight-significant links
	Railway	Tons or ton-miles of freight over relevant period
		Average terminal dwell time train-hours of delay
		Percent of rail track-miles with 286,000-pound railcar capacity rating
		Railroad corridor level of service
	Water	Tons of traffic arriving at a port
		Twenty-Foot Equivalent Units (TEUs) passing through port (port throughput)
		Gate reliability or truck turn time
		Ship unload rate (time per container)
		Ship load rate (time per container)
		Average delay per barge tow on river
	Air	Flight frequency by airlines with cargo capacity (number per day)
		Average time between flights by airlines with cargo capacity (minutes)
		Percent of on-time departures at freight significant airports
		Percent of on-time arrivals at freight significant airports
Accessibility and Connectivity	**Highway**	Triple trailer VMT as a percentage of total freight VMT
		Percent of major generators with appropriate roadway access to interregional corridors and major highways
		Percent of shippers with access to triple network

Category	Mode	Measure
	Railway	Class I: Ratio of unit train carloads (or tons) divided by total carloads (or tons)
		Percent of shippers within 50 miles of intermodal trailer-on-freight-car (TOFC) facility
		Percent of major freight generators with appropriate rail access
		Number or capacity of intermodal facilities
	Water	Shippers within 50 miles of river port (for barge accessibility)
		Availability of container-handling capability and/or bulk transfer capability
	Air	Flight frequency by airlines with cargo capacity (number per day)
		Average time between flights by airlines with cargo capacity (minutes)
		Average travel time delay for trucks on airport access roads
		Number of docks or acres of cargo-handling facilities
Environmental	**All**	Total tons of emissions reduced from Congestion Mitigation and Air Quality Improvement Program (CMAQ) projects for applicable criteria pollutants and precursors
	All	Pounds of greenhouse gas emissions
	All	Increase in energy consumed or costs related to energy consumption
	All	Increase in air pollution impacts/costs

Source: FHWA, Freight Performance Measure Primer. https://ops.fhwa.dot.gov/publications/fhwahop16089/sum.htm.

Review of Existing MoDOT Freight Performance Measures

Table 3 – Existing Performance Measures

Performance Measure	Data	Source	SFRP Implementation
Number and rate of fatalities involving Commercial Motor Vehicles – 1e	Crash statistics	MoDOT, Missouri State Highway Patrol	
Reliability on major routes – 4a Annual Hours of Truck Delay	Travel Time Truck Travel Times	MoDOT National Performance Management Research Data Set	
Cost of congestion on selected state roads – 4b	Delay costs	Regional Integrated Transportation Information System, U.S. Bureau of Labor Statistics, American Transportation Research Institute	Consider analyzing commercial motor vehicles only.
Average time to clear traffic incidents – 4c	Incident duration	MoDOT	
Unplanned incident impacts on major interstate routes – 4d	Number of crashes	MoDOT, Enhanced Interchange Safety Analysis Tool - AASHTO Highway Safety Manual	
Percent of structurally deficient deck area on National Highway System – 5b	Bridge condition ratings	MoDOT	

Table 4 – NCFRP Program Report 10 Freight Performance Measures

Category	Performance Measure
Freight Demand	Freight volumes in tons, all modes Truck freight volumes in tons Rail freight volumes in tons Inland water freight in tons Containerized imports/exports (Loaded TEUs)
Freight Efficiency	Interstate highway speeds Interstate highway reliability measure Top interstate bottleneck rankings Composite class I railroad operating speed Rail freight market share of ton-miles Logistics as a percentage of Gross Domestic Product
Freight System Condition Indicators	NHS bridge structural deficiencies NHS pavement conditions
Freight Environmental	Truck emissions – overall Particulate emissions Truck NO_x emissions Volatile Organic Compounds (VOC) emissions Greenhouse emissions Rail-produced Greenhouse Gas emissions Water-produced Greenhouse Gas emissions Rail VOC and NO_x emissions Ship NO_x emissions.
Freight Safety	Truck injury and fatal crash rates Highway rail at-grade incidents
Freight Investment	Investment to sustain NHS. Rail industry cost of capital Estimated capital to sustain rail market share. Investment to sustain inland waterway system

Source: Transportation Research Board, National Cooperative Freight Research Program Report 10: Performance Measures for Freight Transportation, 2011. https://ssti.us/wp-content/uploads/sites/1303/2011/11/ncfrp_rpt_010.pdf

Table 5 – Bottleneck Performance Measures

Performance Measure	Description
Total Delay (vehicle-hours and person-hours)	Actual vehicle hours (or person-hours) experienced in the highway section minus the vehicle-hours (or person-hours) that would be experienced at the reference speed. Total delay is only possible to compute if traffic volumes have been integrated. If not, unit delay (delay per vehicle) is substituted.
Mean Travel Time Index (MTTI)	The mean travel time over the highway section divided by the travel time that would occur at the reference speed.
Planning Time Index (PTI)	The 95th percentile Travel-Time Index computed as the 95th percentile travel time divided by the travel time that would occur at the reference speed.
80th Percentile Travel Time Index (P80TTI)	The 80th percentile Travel-Time Index computed as the 80th percentile travel time divided by the travel time that would occur at the reference speed.
Hours of Congestion per Year	Number of hours where vehicle speeds are below thresholds defined for three functional classes: • Freeways and multi-lane highways: 50 mph. • Rural two-lane highways: 40 mph. • Signalized arterials: 30 mph.
95th Percentile Queue Length	Developed from a distribution of queue lengths, the highway distance where the speeds of contiguous segments upstream of an identified bottleneck location are less than: • Freeways, multi-lane, and two-lane highways—30 mph. • Signalized highways—15 mph.
Average Queue Length	Average highway distance where the speeds of contiguous segments upstream of an identified bottleneck location are less than: • Freeways, multi-lane, and two-lane highways—30 mph. • Signalized highways—15 mph.
Delay Cost	This is the monetized value of delay. It considers time of delay, the number of occupants and the value of their time. (Tracker 4b)
Reliability Cost**	This measure factors in the value highway users place on reliability. The topic is evolving as there is no agreed upon methodology for valuing reliability. Users can incorporate the value of reliability in their analyses but should document their assumptions. This Guide does not consider reliability costs further.
Fuel Cost	The cost of additional fuel expended during delay is calculated using the average cost of gasoline and diesel, total annual delay time, average speed and average fuel economy of passenger or commercial vehicles.
**This measure was left out of the 2022 SFRP table of bottleneck performance measures, likely due to no widely accepted methodology to calculate measure.	

Source: FHWA, Freight Performance Measure Approaches for Bottlenecks, Arterials, and Linking Volumes to Congestion Report, 2015, https://ops.fhwa.dot.gov/publications/fhwahop15033/sec4.htm#sec43.

Appendix E: Best Practices

Florida

Florida's 2024 Freight Mobility and Trade Plan "identifies freight transportation facilities critical to the state's economic growth and guides multimodal freight investments in the state."[5] The plan includes performance measures that track achievement toward the plan goals, as shown below in **Table 6**. Florida categorizes these measures by mode: highway, rail, seaport, and aviation, and describes them in terms of:

- **Quantity** – how much freight is moved;
- **Quality** – How good or bad the travel experience is, in addition to how good or bad system conditions are rated; and
- **Utilization** – How much of the transportation system is used/available.

Table 6 – Florida Freight Mobility and Trade Plan Performance Measures

Mode	Quantity	Quality	Utilization
Highway	Truck Miles Traveled Combination Truck Miles Traveled Combination Truck Ton Miles	Combination Truck On-Time Arrival Combination Truck Planning Time Index Combination Truck Hours of Delay Truck Bottlenecks Percent of Travel Meeting Level of Service Highway Pavement Conditions Bridge Conditions Highway (Truck) Safety	Truck Empty Backhaul Truck Parking Utilization
Rail	Rail Tonnage	Rail Crashes	
Water	Seaport Tonnage		
Aviation	Aviation Tonnage	Aviation Departure Reliability	

Source: Florida Freight Mobility and Trade Plan, https://www.fdot.gov/rail/plandevel/freight-mobility-and-trade-plan

[5] *Florida Department of Transportation. Florida Freight Mobility and Trade Plan. Tallahassee, Florida: State of Florida, 2024. Accessed September 16, 2025. https://www.fdot.gov/rail/plandevel/freight-mobility-and-trade-plan .*

Florida's Truck Empty Backhaul measure is notable. For a number of reasons, Florida's trade is out of balance with other states. It consumes more than it produces. Trucks hauling goods into Florida return empty so often that freight haulers charge higher rates to cover the unloaded backhaul costs. To quantify the issue, the Florida DOT gathers overall load and axle load weight information from weigh-in-motion scales to quantify the issue. Similar conditions exist for shipments for rail and cargo container shipments+.

This measure helps Florida define the extent of the trucking issue while it works to formulate strategies to address this and other supply chain issues.

Texas

The goals and objectives of Texas' 2023 Freight Mobility Plan - *Texas Delivers 2050*, are based on two inputs:

- Alignment with national freight goals and objectives, as well as TxDOT's vision, mission, and other statewide transportation plans.
- Stakeholder input from statewide workshops, the Supply Chain Working Group, and the Texas Freight Advisory Committee.[6]

The goals and objectives support TxDOT's priorities: safety, equity, technology deployment and diversity. These goals and objectives are discussed further below in **Table 7**.

Table 7 – Texas Freight Mobility Plan Goals and Objectives

Goals	Objectives
Safety – Improve the safety, efficiency, and performance of the Texas Multimodal Freight Network.	Reduce traffic fatalities and serious injuries. Reduce crashes. Improve safety at rail crossings.
Economic Competitiveness – Improve the performance of the TMFN to enhance the contribution of transportation infrastructure to economic competitiveness, productivity, and development throughout the state.	Support job growth and retention. Support manufacturing and research & development. Work with other state and local agencies to connect residents with freight employment opportunities. Identify critical freight infrastructure for the near-term and long-term.

[6] *Texas Department of Transportation. Texas Delivers 2050. Austin, Texas: State of Texas, 2023. Accessed September 16, 2025. https://www.transportation.gov/sites/dot.gov/files/2023-12/texas-delivers-2050.pdf*

Asset Preservation and Modernization - Maintain, preserve, and modernize assets on the TMFN to support multimodal movement of goods and people.	Maintenance and improvement of bridges. Maintenance and improvement of pavement. Modernize freight infrastructure to promote operational efficiently and meet the needs of future freight movements. Innovative technologies and operations strategies including intelligent transportation systems, which improve the safety and efficiency of freight movement
Mobility and Reliability – reduce congestion and improve system efficiency and performance on the TMFN.	Reduce congestion and delay. Improve travel time and reliability. Improve cross-border travel time reliability.
Connectivity – Improve urban and rural system connectivity between all freight modes and all industry sectors to regional, statewide, national, and international markets.	Increase the number of intermodal connections and improve existing connections/hubs. Improve first-and-last-mile connections between freight modes and freight generators. Maintain and improve access to critical regional, statewide, and national freight facilities.
Resiliency and Security – Develop and maintain a resilient and secure multimodal system that can withstand and respond to various sources of disruptions including extreme weather and stormwater runoff and flooding.	Maintain and improve multiple connections between freight hubs to promote operational efficiency. Strengthen and secure supply chains throughout Texas.
Equity – Encourage equitable distribution of the positive and negative impacts of freight movement across all Texans.	Minimize, mitigate, or eliminate adverse impacts (e.g., emissions and wildlife habitat loss) from transportation projects on historically disadvantaged communities. Work with historically disadvantaged communities to encourage and increase access to economic opportunities within the freight and logistics sectors.
Stewardship — Manage environmental and agency resources responsibly, and foster accountability and transparency in decision-making.	Build strategic projects that add capacity to the system in the right locations at the right time. Be accountable to customers and taxpayers and incorporate their feedback into policies, programs and projects. Strategically advance innovative transportation projects and policies to position Texas as a leader in energy, manufacturing and research and development. Partner with freight providers to support the opportunities for alternative fuels. Communicate information and provide intelligent transportation systems (ITS) solutions that continue to improve safety and facilitate the movement of goods and people.

Sustainable Funding — Identify sustainable funding sources for all freight transportation modes.	For capacity adding projects, conduct rigorous analysis to support a significant return on investment. Document and prioritize funding needs for freight transportation in the near-term and long-term. Educate the public and stakeholders about transportation funding issues and the need for more sustainable funding sources. Partner with freight providers and operators to identify ways to jointly build and operate new infrastructure. Describe how the State will invest and match its National Highway Freight Program funds. Support policies that incentivize private sector investments.

As the second largest economy in the United States, contributing nearly 9% of the 2019 U.S. total gross domestic product,[7] Texas closely monitors the health of its freight system. Among the key trends TxDOT monitors within the *Texas Delivers 2050* plan are freight disruptors. Texas evaluates such disruptors as extreme weather, labor supply, cyberattacks, infrastructure failures and geopolitical conflicts as risks in order to address vulnerabilities.

Ohio

Access Ohio 2045, Ohio's Freight Plan, considered the needs of State's entire freight system. It focuses not only on today's needs but examines adaptations to ever-changing demands in each freight mode.

MoDOT often compares itself to the Ohio DOT because of similarities between the two states' multimodal network, geography, demographics, weather conditions and number of bridges. By comparing ODOT's goals and objectives to its own, MoDOT can substantiate the validity of its own choices and take inspiration from differences.

Table 8 lists the Focus Areas or Strategies included in Ohio's Freight Plan in greater detail.

[7] Texas Department of Transportation, Texas Delivers 2050: Texas Freight Mobility Plan, December 1, 2022. Accessed October 29, 2025. https://ftp.txdot.gov/pub/txdot/move-texas-freight/resources/texas-delivers-2050.pdf

Table 8 – Ohio Freight Plan Focus Areas and Strategies

Focus Area/ Strategy	Safety	Preservation	Efficiency and Reliability	Economic Competitiveness	Environment	Quality of Life	Mobility and Accessibility
Planning							
Develop/conduct freight specific plans and studies	✓	✓	✓	✓	✓	✓	✓
Monitor and track progress to Transport Ohio goals/performance	✓	✓	✓	✓	✓	✓	✓
Expand access to freight related data and information	✓	✓	✓	✓	✓	✓	✓
Encourage Ohio's regions to develop multimodal freight transportation plans and assessments	✓	✓	✓	✓	✓	✓	✓
Operations and Maintenance							
Maintain transportation assets (including enabling technologies) in a state of good repair		✓		✓			
Employ TSMO strategies to address congestion and improve reliability along key Strategic Freight System corridors	✓		✓		✓		
Identify and mitigate extreme weather and other risks to freight transportation	✓		✓		✓	✓	
Reduce the number of freight traffic-related fatalities and serious injuries	✓						
Expand access to truck parking within Ohio	✓	✓	✓	✓			

Innovation and Technology							
Continue to position Ohio as a national leader and support the adoption of connected and automated vehicle technologies for freight	✓		✓	✓			✓
Study and support the expanded use of drones/Advanced Air Mobility for last-mile freight deliveries			✓	✓			
Encourage adoption of alternative fuel vehicles for goods movement, including trucks, locomotives, and vessels		✓	✓				
Coordination and Partnerships							
Facilitate and strengthen ongoing dialogue between ODOT and freight stakeholders	✓	✓	✓	✓	✓	✓	✓
Partner with public agencies on project delivery and strategic initiatives	✓	✓	✓	✓	✓	✓	✓
System Investment							
Prioritize transportation system investments that grow the economy and improve access to jobs	✓	✓	✓	✓	✓	✓	✓
Support multimodal freight transportation investments that align with community values, public health, environment, and equity		✓			✓	✓	
Manage and distribute pass-through freight funding to modal agencies	✓	✓	✓	✓	✓	✓	✓
Engage the private sector in Public-Private Partnership opportunities	✓	✓	✓	✓	✓	✓	✓

Source: Ohio Department of Transportation, Access Ohio 2045, 2022. Accessed October 29, 2025. https://www.dot.state.oh.us/Documents/AO45/AO45_OhiosTransportationPlan_Final_UPDATED_110624.pdf.

Minnesota

Minnesota's State Freight Plan, adopted in November 2024, addresses a five-year forecast period. It identifies performance measures that track performance toward these goals and the more specific objectives.

The MSFP goals and objectives are drawn from the goals identified in Minnesota's highest level transportation policy plan, the Statewide Multimodal Transportation Plan – and from needs identified through stakeholder engagement, and by assessing the transportation system's condition and performance. They include:

- **Freight system stewardship**

  - Preserve and Improve Minnesota's Freight Infrastructure: Invest in infrastructure projects that maintain a state of good repair for Minnesota's highways, bridges, railroads, airports, and waterways.
  - Strategically Invest in New Freight Infrastructure: Identify and invest in projects that expand freight service to new modes or to new markets.

- **Improve freight safety**
  - Improve Freight System Safety: Reduce the frequency of crashes on Minnesota's freight system.
- **Connect Minnesotans and Businesses**
  - Improve Freight Mobility, Velocity and Reliability: Reduce the impacts of truck bottlenecks, eliminate physical barriers to freight movement and improve freight system reliability.
  - Consideration of All Freight Modes in Planning and Design: Continue to educate stakeholders on freight needs and encourage the inclusion of freight at all levels of planning and design.
- **Safeguard Minnesota's Health and Environment**
  - Reduce Freight's Impact on the Environment: Support programs and projects that reduce vehicle emissions and wildlife habitat loss.
  - Increase Freight System Resiliency: Support projects and programs that result in a freight system more resilient to major disruptions such as severe weather events.
  - Minimize Disparate Freight Impacts to Underserved or Overburdened Communities: Support programs, projects and policies that reduce the impacts of the freight system on overburdened communities.
- **Support Minnesota's Economy**
  - Support and Grow Minnesota's Freight Industries: Support projects that improve the competitiveness of Minnesota's freight industries through lower costs and better freight service.

In order to track progress toward goals and measure the effects of transportation investment, the Minnesota DOT developed a slate of performance measures that can be seen in Table 9.

Table 9 – Minnesota State Freight Plan Performance Measures

State Multimodal Transportation Plan Objectives/Focus Areas	State Freight Plan Objectives	Performance Measures	Actors
Safety/Transportation Safety	Improve Freight System Safety	Combined Freight-Involved Fatalities	MnDOT/NTSB
		Fatal Truck Crashes	MnDOT/NTSB
		Fatal Truck Crash Rate	MnDOT/NTSB
		Serious Truck Injury Crashes	MnDOT/NTSB
		Serious Injury Truck Crash Rate	MnDOT/NTSB
		Severe Crashes Involving Trucks	MnDOT/NTSB
		Railroad Crossing Fatalities	MnDOT/NTSB/ FRA
		Railroad Crossing Serious Injuries	MnDOT/NTSB/ FRA
		Annual Rail Derailments	MnDOT/NTSB/ FRA
		RR Trespassing Incidents	MnDOT/Private Sector/FRA/RR's
		Rail Grade Crossing Risk	MnDOT/Private Sector/FRA

State Multimodal Transportation Plan Objectives/Focus Areas	State Freight Plan Objectives	Performance Measures	Actors
Aging Infrastructure/System Stewardship	Preserve and Improve Minnesota's Freight Infrastructure	NHS Pavement in Good Condition	MnDOT
		Trunk Highway in Good Condition	MnDOT
		NHS Bridge Condition	MnDOT
		Trunk Highway Bridge Condition	MnDOT
		NHS Culvert Condition	MnDOT
		Airport Pavement Condition	MnDOT/Private Sector
		Ports, Locks, Dams Service Life	MnDOT/USACE
	Strategically Invest in New Freight Infrastructure	Funding Allocated (New or Expanded Freight Infrastructure)	MnDOT
Climate/Climate Action	Reduce Freight's Impact on the Environment	Age of Registered Minnesota Trucks	MnDOT/ Private Sector/MN DPS
		Age of Minnesota Truck Fleet	MnDOT/Private Sector
		Zero Emission Medium/Heavy Duty Vehicles	MnDOT/Private Sector
		HCAADT Vehicle-Mile Proximity to Alternative Fuel Stations	MnDOT
		Wildlife Habitat Loss	MnDOT/Local Municipalities
		Mode Shift	TBD
		Dwell Time	TBD
	Increase Freight System Resiliency	Freight Resiliency to Severe Weather Events	MnDOT
Economy and Employment	Support and Grow Minnesota's Freight Industries	Freight Employment by Industry	MnDOT/DEED/Private Sector
		Freight Tonnage by Mode	MnDOT/FHWA
		Freight Value by Mode	MnDOT/FHWA
		Proximity to Freight Facilities	MnDOT
		Intermodal Container Lifts	MnDOT
		Cost of Transportation	TBD/Private Sector
		Empty/Deadhead Truck Miles	TBD
Critical Connections		Truck Travel Time Reliability	MnDOT

State Multimodal Transportation Plan Objectives/Focus Areas	State Freight Plan Objectives	Performance Measures	Actors
	Improve Freight Mobility, Velocity, and Reliability	Roadway Truck Bottlenecks	MnDOT
		Hours of Delay	MnDOT
		Truck Speed	MnDOT
		OSOW Barriers Removed	MnDOT
		Truck Ton Miles	MnDOT
Equity/Healthy Equitable Communities	Minimize Disparate Freight Impacts to Underserved or Overburdened Communities	Population in Designated Food Deserts	MnDOT/State Demographer/ Minnesota Federal Reserve
		Workforce Participation Rate	MnDOT/DEED
		Freight Investment in Justice40 Areas	MnDOT
		Freight GHG Emissions Impacts	MnDOT/ Minnesota GHG Emissions Impact Mitigation Working Group
		Concentrations and Levels of Air Pollutants Near EJ Communities	MnDOT/EPA
		Freight Workforce Demographics	MnDOT/DEED
		Quantity and Freight Volumes of Parcel Aggregation, Micro Hubs, and Similar Infrastructure	MnDOT/Local Municipalities
Transportation Options	Consideration of All Freight modes in Planning and Design	Proportion of City, County, and Regional Transportation Studies and Plans Including Consideration of Freight Modal Issues	MnDOT/Local Municipalities, Met Council

Source: Minnesota Department of Transportation, Minnesota State Freight Plan,2024. Accessed October 28, 2025. https://www.minnesotago.org/final-plans/state-freight-plan/appendix-b

One notable measure in Minnesota's Critical Connections focus area is Oversize Overweight barriers removed. OSOW loads are those that can travel only with special permission and/or with assigned routes because they exceed legal width, height, length, and/or weight limits. Long-term OSOW barriers can include structures such as low overhead bridges, narrow roads, weight restricted bridges or geometric issues such as tight turns.

When issuing an OSOW permit, the state authority attempts to create an efficient route. However, when barriers are present, routing can become complex, involving several

turns and different highways. This can add distance and time to a move, increasing labor, fuel, and equipment costs.

Kentucky

The Kentucky Statewide Freight Plan (KFP) was adopted in 2020 and serves as supporting document for implementation of the state's Long Range Statewide Transportation Plan. The KFP is included as an example of a state plan that has a well-defined freight performance framework aligned with goals and measured vigorously. measures. The plan identifies a set of performance measures that support three specific purposes: planning, implementation, and accountability. The KFP performance measures are shown in **Table 10**.

In addition to the performance measures, the KFP also identifies indicators which are key data points used to monitor the status of the freight system but are outside the direct control of the Kentucky Transportation Cabinet.

Table 10 – Kentucky Statewide Freight Plan Performance Measures

Goal: Enhance safety	
Objectives	**Performance Measures**
Reduce rates of crashes, injuries, and fatalities involving commercial vehicles. Provide adequate truck parking availability. Minimize the time the freight network suffers interruption from an incident. Reduce the conflict between freight vehicles and pedestrians/bicycles.	Commercial vehicle crash rate Grade crossing crash/incident rate
	Indicators
	Number of public truck parking spaces Railroad incidents/near-misses Inland waterway crashes/incidents Aviation crashes/incidents Change in tonnage/value/miles Resiliency – recovery Hours of downtime on freight network resulting from incidents

Goal: Deliver a high level of maintenance and resiliency	
Objectives	**Performance Measures**
Keep Kentucky's state highway pavement, bridges, and highway-related assets in good condition. Assist modal partners in achieving state-of-good repair for aviation, riverports, rail, and navigable waterway infrastructure. Maintain a program of public, highway-rail at-grade crossing evaluations. Protect transportation infrastructure crucial for freight movement from extreme weather events, including from flooding and stormwater runoff. Provide a level of redundancy to the system supporting the freight network.	Percent of structurally deficient bridges on freight network Percent of freight network meeting pavement condition targets Number of weight-restricted bridges on the freight network Number of vertical restrictions on the freight network Congestion of the freight network (level of service or volume/capacity) Reliability (buffer index/planning index) Pavement and bridge ratings on intermodal connectors and roads leading to major energy/manufacturing centers
	Indicators
	Percent of publicly owned airports meeting the commonwealth's standards Rate of dredging Condition of locks and dams

Goal: Facilitate a reliable flow of people and freight	
Objectives	**Performance Measures**
Improve the efficiency of freight transportation and the capacity of freight-related infrastructure throughout Kentucky. Deliver construction and maintenance projects in a manner to reduce freight delays or disruptions. Facilitate cooperation in the development and operations for all modes which creates seamless trips for goods.	Congestion on intermodal connectors and roads leading to major energy/manufacturing centers Reliability on intermodal connectors

Goal: Provide local, regional, and global connectivity for communities	
Objectives	**Performance Measures**
Reduce impediments to access multimodal facilities. Address bottlenecks on the freight network. Improve access to freight generators, including energy activity areas and freight-related businesses.	Last mile LOS ratings Bottlenecks (Delay) Bottlenecks (Reliability)
	Indicators
	Change in freight ton-miles. Change in freight tonnage movement by mode.

Goal: Reduce environmental impact through improved freight system efficiencies	
Objectives	**Performance Measures**
Reduce the environmental impacts of building, maintaining, and operating Kentucky's transportation system. Reduce emissions and minimize freight impacts to historically disadvantaged communities and wildlife habitats. Avoid, minimize, or mitigate environmental impacts related to freight movements	MPO air quality ratings Truck CO_2 emissions per mile on interstate highways **Indicators** Number of freight crashes that require environmental cleanup. Change in freight tonnage movement by mode/fuel

Source: Kentucky Transportation Cabinet, Kentucky Statewide Freight Plan, 2020. Accessed October 28, 2025. https://transportation.ky.gov/MultimodalFreight/Documents/Chapter%203%20-%20Goals%20and%20Performance%20Measures.pdf

Georgia

The Georgia Department of Transportation uses Governor Brian Kemp's Strategic Goals for the state to guide its goals for its transportation and freight plans. These goals include:

- Make Georgia #1 for Small Business
- Reform State Government
- Strengthen Rural Georgia
- Put Georgians First

Vision

Georgia will be the global gateway of choice, providing reduced time to market, superior supply-chain efficiency, and reliability from destination to end customer.

Mission Statement

The State, in partnership with private-sector and local and Federal governments, will identify and promote the implementation of activities that improve the capacity, capability, and connectivity of today's supply chains. This will leverage intermodal freight connectors to destinations both inside and outside of Georgia to generate a competitive advantage that benefits Georgians.

Table 11 describes Georgia DOT's performance measures in greater detail.

Table 11 – Georgia Performance Measures

Key Performance Indicator	Definition	Performance Measure
Safety	Social cost of crashes	Cost of crashes per vehicle mile traveled
Reliability	Vehicle hours of unreliability	Difference between 95th percentile travel times and average travel times
Speed	Vehicle speed	Average vehicle speed (mph)
Cost	Cost to shippers and carriers	Total delay cost per vehicle mile traveled
Risk	Potential for interference in operations, cost structure, market, or resource access	Natural hazard exposure, modal and multimodal redundancy, relevant market share

Source: Georgia Department of Transportation, Georgia Freight Plan, 2023. Accessed October 29, 2025. https://www.dot.ga.gov/InvestSmart/Freight/GeorgiaFreight/GeorgiaFreightPlan.pdf.

Washington

The 2022 Washington State Freight System Plan goals include the six policy goals set by the Washington State Legislature for WSDOT's entire portfolio of plans. These include:

Preservation: to maintain, preserve, and extend the life and utility of prior investments in transportation systems and services, including the state ferry system.

Safety: to provide for and improve the safety and security of transportation customers and the transportation system.

Stewardship: to continuously improve the quality, effectiveness, resilience, and efficiency of the transportation system.

Mobility: to improve the predictable movement of goods and people throughout Washington state, including congestion relief and improved freight mobility.

Economic Vitality: to promote and develop transportation systems that stimulate, support, and enhance the movement of people and goods to promote a prosperous economy.

Environment: to enhance Washington's quality of life through transportation investments that promote energy conservation, enhance healthy communities, and protect the environment.

Table 12 provides greater detail on Washington State's Freight System Plan performance measures.

Table 12 – Washington Performance Measures

Type	Measure
Statewide Transportation Policy Goals	
Safety	Rate of traffic fatalities per 100 million vehicle miles traveled statewide
	Rate of recordable incidents for every 100 full-time WSDOT workers
Preservation	Rate of recordable incidents for every 100 full-time WSDOT workers
	Percentage of state bridges in fair or better condition by bridge deck area
Mobility (Congestion Relief)	Highways: Vehicle Miles Traveled (VMT) on state highways
	Highways: Average incident clearance times for all Incident Response program responses
	Ferries: Percentage of trips departing on time
	Rail: Amtrak Cascades on-time performance
Environment	Number of WSDOT stormwater management facilities constructed
	Cumulative number of WSDOT fish passage improvement projects constructed
Stewardship	Cumulative number of Nickel and TPA projects completed and percentage on time

Type	Measure
	Cumulative number of Nickel and TPA projects completed and percentage on budget
	Variance of total project costs compared to budget expectations
Transportation Performance Management	
Highway Safety	Number of traffic fatalities on all public roads
	Rate of traffic fatalities per 100 million vehicle miles traveled (VMT) on all public roads
	Number of serious traffic injuries on all public roads
	Rate of serious traffic injuries per 100 million VMT on all public roads
	Number of non-motorist traffic fatalities plus serious injuries
	Rate of per capita traffic fatalities for drivers and pedestrians 65 or older
	Rate of fatalities on high-risk rural roads
	Highway-railway crossing fatalities
Pavement and Bridges	Percent of interstate pavement on the NHS in good condition
	Percent of interstate pavement on the NHS in poor condition
	Percent of non-interstate pavement on the NHS in good condition
	Percent of non-interstate pavement on the NHS in poor condition
	Percent of NHS bridges classified in good condition (weighted by deck area)
	Percent of NHS bridges classified in poor condition (weighted by deck area)
Highway System	Percent of person-miles traveled on the interstate system that are reliable
Performance, Freight, and Congestion Mitigation & Air Quality	Percent of person-miles traveled on the non-interstate NHS system that are reliable
	Truck Travel Time Reliability (TTTR) Index
	Non-Single Occupancy Vehicle (SOV) travel in Seattle urbanized area (NHS)
	Peak hours of Excessive Delay per capita in Seattle urbanized area (NHS)
	All Pollutants (kg/day)
	Carbon Monoxide (CO) (kg/day)
	Particulate Matter less than 10 microns (PM10) (kg/day)
	Particulate Matter less than 2.5 microns (PM2.5) (kg/day)
	Nitrogen Oxides (NOX) (kg/day)

Source: Washington State Department of Transportation, Washington State Freight System Plan Update, 2022. Accessed October 28, 2025. https://wsdot.wa.gov/sites/default/files/2022-11/Appendix-E-FSP-System-Performance_0.pdf

Appendix F: Stakeholder Outreach Activity Summary

Trucking

Trucking Roundtable

July 11, 2025, Noon-1:00 p.m.
8 attendees, 5 from Trucking sector

Key Themes: Truck driver safety, productivity, shortage of truck parking overall and particularly in/around industrial areas and distribution centers, driver adoption of technology

How this information shaped the SFRP:
These long-term professional drivers verified the Missouri SFRP truck parking survey results. Their descriptions of the impacts truck parking issues have on their daily productivity humanize the parking shortage described by the data. Drivers' suggestions for public truck parking areas, including a desire for more parking spaces above other attractive amenities, help set priorities for possible future construction. Drivers' laments regarding the lack of parking in and around industrial areas and distribution centers prompted the possibility of MoDOT coordination with local planners and governments. Information on drivers' widespread use of apps to gather parking availability information and their frustration with third-party companies monetizing parking spaces also influenced the Missouri SFRP Truck Parking analysis technical memo. Truck drivers urge Missouri to include truck driver needs when planning for the future.

Trucking Modal Meeting

June 16, 2025, 3:00-4:30 p.m.
16 attendees, 7 from Trucking sector, management level

Key Themes: Concern regarding a shortage of safe, convenient truck parking – especially during weather or emergency incidents, preference for truck parking spaces over amenities, a need for more staging parking due to shipper/receiver restrictions, younger drivers' prioritization of home time, drivers becoming more technologically savvy, and global trade disruptions reshaping logistics.

How this information shaped the SFRP:
These trucking industry professionals verified the study's bottleneck findings and provided possible explanations for outlier results. They also questioned some early truck parking surplus findings, prompting a reexamination of data. Members of the group confirmed identified trends and explained how different predictions might affect drivers and carriers. According to the group, Missouri experiences no notable current

cargo theft at rest areas. This group also expressed a desire for more truck parking spaces prior to installation of parking availability systems.

Truck Driver Survey for Missouri Truck Parking Study

March 3-16, 2025

84 completed surveys — More than 20,000 emailed invitations and a news story in Land Line media promoted the survey. The low participation rate is a result of what one trucking professional calls “truck parking survey burnout” among drivers. It is a known phenomenon.

Key Themes: Statewide need for additional truck parking; 70 percent of respondents spend more than 30 minutes searching for parking; preference for restrooms and additional lighting among possible amenities at public truck parking areas

How this information shaped the SFRP:
The information gathered by the survey helped the plan writers understand drivers’ reasons to call for additional truck parking spaces statewide. Drivers also ranked lists of general and safety amenities they would like to see in public truck parking areas. The survey provided a measure of who makes the choice to pay for a privately owned truck parking space and who actually pays the fee. Rich free-form comments revealed other driver concerns, such as frustration with third-party companies monetizing parking spaces (also mentioned by the July 11, 2025, roundtable participants) emphasis on truck parking demand as a time-of-day issue, and a desire to know about parking availability prior to arrival at truck parking sites.

Missouri Trucking Association Safety Council In-Person Meeting and Survey

July 17, 2025

Approximately 20 attendees, the majority of whom are safety officers at motor carriers either based in or having a terminal in Missouri. Only one survey was completed. Because of the poor response rate, the survey was abandoned.

Key Themes: High on the list of desired amenities were good, functional lighting; clean and sanitary restrooms; curbless parking areas (with flexible delineators to enhance visibility); assigned parking areas for oversized loads; and easily accessible trash cans. The group supported a suggestion for rest area/welcome center/truck parking area entrance and exit ramps that are longer than currently in use. They also favor third-lane accommodations for merging into traffic at or near an ascent. Above all other

considerations, the council expressed a desire for more parking spaces. When given a tradeoff between a facility with plumbed restrooms and one with vault toilets, but additional parking spaces, the group unanimously endorsed to option with more truck parking spaces. The group disapproved of right-angle (90 degree) parking slots. Slanted, ideally pull-through parking spaces are favored.

How this information shaped the SFRP:
The information provided by safety council members helped the plan writers understand truck parking amenities and features that contribute to drivers' feelings of personal safety and design elements which address existing safety issues. Discussion included the means by which additional, easy-to-access truck parking could address truck driver fatigue.

Law Enforcement One-on-One Discussions

Mid-October 2025
Interviews of five individual deputies, police officers and Missouri State Highway Patrol officers

Key themes: I-70 truck parking receives low requests from law enforcement, low concern of cargo theft as a concern

How this information shaped the SFRP:
The officers' observation that cargo theft is not a concern in I-70's truck parking areas helped shape the trend information in the Truck Parking Analysis technical memo. The most-cited reason for a call is a suspicious person in the area — someone seeking a ride or attempting to camp out in the area. Had personal or property safety issues been mentioned, the SFRP would have included this observation and addressed options for resolution.

Rail

CPKC Modal Meeting

August 28, 2025, 3:00-4:00 p.m.
6 attendees, 2 from CPKC

Key Themes: Grade crossing and separation prioritization, active crossings are not necessarily safer, Section 130 funding exploration, technology enhancements

How this information helped the SFRP:
CPKC's feedback provided insight for improving safety, efficiency, and economic competitiveness in Missouri's rail network. Recommendations for leveraging Section 130 funding and adopting innovative technologies like acoustic bearing detectors and predictive mobility systems align with the plan's goals for safety and reliability. CPKC's called for public-private partnerships and expanded cost-sharing for infrastructure projects.

Norfolk Southern Modal Meeting

August 27, 2025, 2:00-3:00 p.m.
6 attendees, 2 from NS

Key Themes: Low at-grade incidence, drainage issues, low systemwide congestion, level of service is more important than value to capacity, technology enhancements through AI and alternative fuel exploration, policies should equalize modes, continue frequent communication with MoDOT

How this information helped the SFRP:
NS's feedback provided valuable insights for shaping SFRP priorities around safety, infrastructure resilience, and policy alignment. Their experience with bridge strikes and drainage challenges underscores the need for clear standards and proactive coordination between railroads and state agencies to prevent costly disruptions. NS's adoption of AI-driven inspection technology and interest in future innovations like autonomous trains and hydrogen fuel highlight opportunities to incorporate technology readiness and modernization strategies. Concerns about tax equity and truck size/weight regulations point to policy areas where the plan advocates for fairness. NS's positive view of MoDOT's responsiveness reinforces the importance of maintaining strong partnerships and streamlined processes to deliver projects efficiently.

Union Pacific Modal Meeting

September 5, 2025, 8:30-9:30 a.m.
7 attendees, 3 from UP

Key Themes: Safest crossings are closed crossings, active crossings are not necessarily safer, bridge clearance issues, safety technology enhancements, urban growth encroachment, Section 130 funding exploration

How this information helped the SFRP:
Union Pacific's (UP) feedback provides guidance for improving safety, efficiency, and coordination in Missouri's rail network. Their emphasis on closing or consolidating crossings and prioritizing grade separations over simple upgrades aligns with SFRP's goal of reducing risk and improving mobility. UP calls for data-driven prioritization using FRA risk metrics supports a more objective and transparent approach to project selection. Their focus on early engagement in economic development projects and better coordination with MoDOT and contractors underscores the need for integrated planning processes. The SFRP notes this throughout the existing condition and recommendations sections.

BNSF Railway Modal Meeting

August 27, 2025, 1:00 p.m.-2:00 p.m.
5 attendees, 3 from BNSF

Key Themes: Siding infrastructure constraints, technology investment and enhancements, urban growth encroachment, active crossings are not necessarily safer, crossing approach improvements

How this information helped the SFRP:
The insights provided by BNSF were critical for shaping the SFRP because they highlighted infrastructure, safety, and operational challenges that directly affect freight mobility. Bottlenecks are often caused by multiple issues such as limited siding capacity, clearance-restricted bridges, and problematic interchanges allows were incorporated into the existing conditions section of the plan. BNSF's emphasis on emerging technologies — such as wireless crossing systems and sensor-based clearance alerts — were considered for emerging trends section.

Short Lines

MER Modal Meeting

September 3, 2025, 11:00-Noon
4 attendees, 2 from MER

Key Themes: grade crossing safety, infrastructure and capacity, technology incentives versus mandates, lack of programs for short-line development

How this information helped the SFRP:
MER's feedback highlighted critical short-line needs that often differ from Class I priorities. Their emphasis on grade crossing safety and flood resilience influenced SFRP freight and rail impacts discussions. Capacity constraints and operational inefficiencies underscore the importance of state-supported siding expansions and storage facilities, which can improve freight fluidity and reduce costs. MER's focus on attracting businesses and was reinforced by other stakeholders driving home the need for rail-accessible industrial sites and multimodal connectivity throughout Missouri.

MNA Modal Meeting

September 8, 2025, 10:00-11:00 a.m.
5 attendees, 3 from MNA

Key Themes: Grade crossing maintenance, rising infrastructure costs, threatened by trucking industry competition, technology investments

How this information helped the SFRP:
MNA's concerns about grade crossing maintenance costs and the shift in state funding policy highlighted the need for SFRP to advocate for sustainable cost-sharing programs and flexible funding mechanisms that support short lines. The emphasis on aging infrastructure, rising upgrade signal costs, and competition from other modes highlighted the importance of long-term investment strategies, such as tax credits and dedicated grant programs, to maintain system reliability. These needs were considered in the existing condition and recommendations section of the SFRP.

Passenger Rail

Missouri Rail Passenger Advisory Committee Meetings

December 4, 2024, February 6, 2025, April 9, 2025, August 28, 2025 and December 3, 2025

GFT staff attended a series of Missouri Rail Passenger Advisory Committee (MORPAC) meetings throughout the development of the SFRP. MORPAC is organized by MoDOT and includes representatives from Amtrak, UP, the Missouri General Assembly, passenger rail advocates, and representatives from every community with an Amtrak station in Missouri.

At these meetings, GFT introduced the SFRP's upcoming efforts such as updating the Passenger Rail Economic Impact Study and Amtrak Station Manager Survey for attendees to complete and sharing preliminary results from each of these efforts. GFT also requested feedback on whether there was information MORPAC members would like to see incorporated, displayed differently, or to exclude in the updated Passenger Rail Economic Impact Study and one-page handout. These meetings were also used to seek input from passenger rail stakeholders on the goals and objectives of the LRTP and SFRP.

Amtrak Station Manager Survey

December 2024-March 2025

GFT gathered insights into the unique challenges and opportunities at Amtrak stations, including infrastructure needs, ridership trends and local connectivity. Key issues raised included platform improvements, limited-service frequency, on-time performance, first/last-mile connectivity, and fare affordability. These survey responses informed the development of the Passenger Rail Analysis chapter.

Waterways

Missouri Port Authority Association Briefings

February 4, 2025, 1:00-4:30 p.m. and June 20, 2025, 9:30-9:45 a.m.

GFT attended two Missouri Port Authority Association (MPAA) meetings in 2025. The meetings are attended by port directors representing nearly every public port authority in Missouri. The first meeting was to introduce the SFRP's upcoming efforts. This also let MPAA members know GFT would be contacting them throughout the year to get feedback on port-related efforts.

The second meeting GFT attended was held during MPAA's annual Summer Meeting in Kansas City on June 18 through June 20, 2025. At the meeting, GFT provided a brief summary of preliminary results from the Missouri Public Ports Economic Impacts Study, as well as an overview of the differences in methodology compared to the 2018 study. The purpose of these meetings were to inform stakeholders of progress and seek feedback. Specifically, content to include on the Economic Impact Study summary sheet, including the request to show total economic output and not just value added. They requested the details and nuances of these two measures be addressed in the report, but not the summary.

Ports Modal Meeting

June 26, 2025, 9:00-10:30 a.m.
17 attendees, 9 were stakeholders from Waterways sector

Key Themes: Role/benefit of waterborne freight; tonnage only conveys part of the value ports provide; declining Upper Mississippi River locks/dams reliability; river level variations

How this information helped the SFRP:
Waterways stakeholders emphasized the benefits of waterborne freight, which is often overlooked compared to the other modes. The SFRP describes the public benefit of ports through the diversion of trucks from Missouri highways, which decreases maintenance costs to the benefit of all Missouri taxpayers. Further, stakeholders indicated that the role ports play in the overall freight network should be conveyed through more than just tonnage. Both tonnage and monetary value of waterborne freight were reported in the SFRP to further convey the critical role of Missouri ports in freight transportation. Waterways stakeholders expressed concern regarding the age,

reliability, and capabilities of the Upper Mississippi River locks/dams. The SFRP conveys the critical role of Upper Mississippi River locks/dams on the inland river system reliability, as they represent significant potential bottlenecks/chokepoints. Waterborne freight reliability and level of service is also impacted by river level variations caused by competing water uses, as well as environmental factors such as flooding and drought.

Ports Modal Meeting: Follow-Up

July 2, 2025, 2:00-3:30 p.m.

4 attendees, 2 were from the Inland Rivers, Ports & Terminals, Inc. non-profit (IRPT), a professional association of public and private ports and terminals across the county. This was a follow-up to the previous meeting since IRPT could not attend.

Key Themes: River level variations; the bottleneck/chokepoints created by Upper Mississippi River locks/dams; the general exclusion of private river terminals from the SFRP

How this information helped the SFRP:
Waterways stakeholders expressed concern regarding river level variations and the resulting lack of consistent navigation channel depth. The SFRP conveys the impacts of flooding and drought conditions on waterborne freight reliability and how this can impact other freight transportation modes. Stakeholders also expressed concern regarding the age, reliability, and capabilities of the Upper Mississippi River locks/dams. The SFRP conveys the critical role of Upper Mississippi River locks/dams on the inland river system reliability, as they represent significant potential bottlenecks/chokepoints. The SFRP also conveys the importance and value of increasing lock chamber size and the corresponding benefits to freight movement efficiency.

Stakeholders also expressed concern that private river terminals are generally excluded from the SFRP, despite the arguably larger role they play in waterborne freight transportation than public ports. The SFRP mentions the 200+ private river terminals in Missouri and includes the tonnage/value of waterborne freight that moves through both private river terminals and Missouri's public ports, but it does not otherwise specifically address the impacts and importance of private river terminals on waterborne freight movements in Missouri. This issue has been conveyed to MoDOT to potentially be addressed in the next SFRP update or in a separate study.

Port Brochures & Aerial Images Outreach

October 2025-Feburary 2026

Summary: Throughout October and November 2025, GFT conducted outreach to 13 of the 19 public port authorities in Missouri. The 13 port authorities represent those that own property and/or facilitate freight movements. Individual port brochures were developed to summarize port assets, capabilities and associated economic impacts. The team distributed draft brochures and solicited comments and revisions to finalize

the brochures. As part of the project, aerial photos were acquired at these ports using an unmanned aerial vehicle (“drone”), and the subject port outreach provided ports with access to aerial images of their respective ports.

Aviation

June 23, 2025, 11:00-12:30 p.m.
8 attendees, 3 were stakeholders from Aviation sector

Key Themes: Underutilized but growth potential for freight cargo, laborious jobs make it difficult to hire, limited automation and AI growth

How this information helped the SFRP:
Aviation stakeholders provide data in a myriad of ways and this informed how information should be representing in the SFRP — in tonnage and value. Stakeholders shared how FAA funding requirements and lack of state funding impacts their ability to improve cargo-related infrastructure, which had influence on the SFRP recommendations section. Interconnection between manufacturing and distribution greatly impact aviation cargo. As Missouri continues to encourage manufacturing and distribution centers, this will have a direct impact in aviation cargo needs. Personnel, especially those involved in off-loading, are likely protected from AI and automation based on the nature of the work. Major impacts to the industry due to AI and automation are not expected, especially in the state of Missouri.

Freight Attractors and Generators One-on-Ones

April 2025

Key themes: Automation is occurring inside manufacturing facilities rather than in actual transport, limited congestion, intermodal access is needed to support new businesses and modal authorities

How this information helped the SFRP:
In April of 2025, GFT had one-on-ones with four different organizations whose goal is to attract freight business to the state. Interviewed organizations included the St. Louis Freightway, KC SmartPort, MoDOT Department of Economic Development, and Missouri Partnership. Discussions focused on targeted industries, strengths and weaknesses of the region, multimodal connectivity, workforce needs, and what MoDOT is doing well versus what MoDOT could improve.

Appendix G: Review of Legal Framework Informing Planning, Funding, and Operating Rail Service

Legal Framework	Article or Section	Guidance
Missouri State Constitution	Article IV, Section 29	Establishes the Missouri Highways and Transportation Commission and gives it authority over all modes of transportation, including railroads.
	Article IV, Section 30(c)	Authorizes the MHTC/Missouri Department of Transportation to plan, locate, acquire, construct, maintain, operate, develop, and fund transportation facilities including railroads (using non-highway-dedicated funds).
	Article XI, Section 9	Declares railroads public highways and railroad corporations as common carriers; requires laws to regulate rates and prevent abuses.
	Article XI, Section 11	Requires local consent before granting rights to construct and operate street railroads.
State Statutes (RSMo)	Section 389.610	Grants the MHTC exclusive power to alter, abolish, or require separation at railroad grade crossings and to set minimum safety standards.
	Section 389.612	Creates the Grade Crossing Safety Account (funded by a $0.25 fee per vehicle registration) for installation, construction, or reconstruction of crossing safety improvements.
	Section 226.030	Establishes MoDOT and places it under MHTC governance.
	Section 226.191	Creates the State Transportation Assistance Revolving Fund, which can finance rail, transit, air, and water projects.
	Section 226.200	Creates the State Highways & Transportation Department Fund to handle revenues and expenditures for transportation.
Code of State Regulations	7 CSR 265-8.010	Sets procedures for administering the Grade Crossing Safety Account (application process, funding requirements).
	7 CSR 265-9.010	Adopts the Manual on Uniform Traffic Control Devices standards for traffic control at highway-rail and light-rail grade crossings.
	7 CSR 265-8.020	Requires railroads to provide crossing inventory and traffic statistics, used in prioritizing safety projects.
	7 CSR 10-1.010	Defines the organization of MoDOT under the MHTC (authority derived from Missouri Constitution and statutes).

Appendix H: District-Level Commodity Flow Data

Central District Commodity Flow Data

Central District Commodity Flow Origin Tonnage Data					
All Modes Freight Origin Data					
Rank	Commodity	2023 Tons	2043 Tons	% Change	CAGR
1	Nonmetallic Minerals	15,528,484	22,684,928	46.09%	1.91%
2	Farm Products	2,854,699	3,617,107	26.71%	1.19%
3	Food or Kindred Products	2,518,994	3,284,097	30.37%	1.33%
4	Petroleum or Coal Products	1,209,813	1,056,420	-12.68%	-0.68%
5	Waste or Scrap Materials	1,199,573	1,453,856	21.20%	0.97%
6	Secondary Traffic	1,180,399	1,416,496	20.00%	0.92%
7	Clay, Concrete, Glass or Stone	897,120	924,691	3.07%	0.15%
8	Chemicals or Allied Products	824,113	1,418,737	72.15%	2.75%
9	Lumber or Wood Products	687,846	569,869	-17.15%	-0.94%
10	Fabricated Metal Products	213,260	225,672	5.82%	0.28%

Truck Freight Origin Data					
Rank	Commodity	2023 Tons	2043 Tons	% Change	CAGR
1	Nonmetallic Minerals	14,561,901	21,401,599	46.97%	1.94%
2	Farm Products	2,761,595	3,495,571	26.58%	1.19%
3	Food or Kindred Products	2,514,370	3,278,948	30.41%	1.34%
4	Petroleum or Coal Products	1,209,813	1,056,420	-12.68%	-0.68%
5	Waste or Scrap Materials	1,183,428	1,434,621	21.23%	0.97%
6	Secondary Traffic	1,180,399	1,416,496	20.00%	0.92%
7	Clay, Concrete, Glass or Stone	897,120	924,691	3.07%	0.15%
8	Chemicals or Allied Products	823,738	1,418,200	72.17%	2.75%
9	Lumber or Wood Products	687,846	569,869	-17.15%	-0.94%
10	Fabricated Metal Products	213,255	225,666	5.82%	0.28%
Rail Freight Origin Data					
Rank	Commodity	2023 Tons	2043 Tons	% Change	CAGR
1	Farm Products	93,104	121,536	30.54%	1.34%
2	Waste or Scrap Materials	16,145	19,235	19.14%	0.88%
3	Food or Kindred Products	4,560	5,063	11.03%	0.52%
4	Chemicals or Allied Products	375	537	43.20%	1.81%
5	Transportation Equipment	300	299	-0.33%	-0.02%
Water Freight Origin Data					

Rank	Commodity	2023 Tons	2043 Tons	% Change	CAGR
1	Nonmetallic Minerals	966,583	1,283,329	32.77%	1.43%
Air Freight Origin Data					
Rank	**Commodity**	**2023 Tons**	**2043 Tons**	**% Change**	**CAGR**
1	Misc Mixed Shipments	2	1	-50.00%	-3.41%
2	Transportation Equipment	0	0		
3	Chemicals or Allied Products	0	0		
4	Electrical Equipment	0	0		

Other Freight Origin Data					
Rank	**Commodity**	**2023 Tons**	**2043 Tons**	**% Change**	**CAGR**
1	Transportation Equipment	143	265	85.31%	3.13%
2	Food or Kindred Products	64	86	34.38%	1.49%
3	Fabricated Metal Products	5	6	20.00%	0.92%

Central District Commodity Flow Origin Value Data					
All Modes Freight Origin Data					
Rank	**Commodity**	**2023 Value**	**2043 Value**	**% Change**	**CAGR**
1	Food or Kindred Products	$4,607.3 M	$5,816.2 M	26.24%	1.17%
2	Chemicals or Allied Products	$3,563.0 M	$6,506.2 M	82.60%	3.06%
3	Farm Products	$3,303.8 M	$3,961.5 M	19.91%	0.91%
4	Secondary Traffic	$2,460.5 M	$2,923.3 M	18.81%	0.87%
5	Transportation Equipment	$2,197.6 M	$2,838.1 M	29.15%	1.29%
6	Electrical Equipment	$1,792.0 M	$2,839.0 M	58.43%	2.33%
7	Machinery	$1,520.9 M	$1,786.1 M	17.43%	0.81%
8	Fabricated Metal Products	$1,229.2 M	$1,281.2 M	4.23%	0.21%
9	Petroleum or Coal Products	$1,043.8 M	$865.4 M	-17.09%	-0.93%
10	Lumber or Wood Products	$707.6 M	$628.7 M	-11.15%	-0.59%
Truck Freight Origin Data					
Rank	**Commodity**	**2023 Value**	**2043 Value**	**% Change**	**CAGR**
1	Food or Kindred Products	$4,590.5 M	$5,797.5 M	26.29%	1.17%
2	Chemicals or Allied Products	$3,561.4 M	$6,503.8 M	82.62%	3.06%
3	Farm Products	$3,286.2 M	$3,938.3 M	19.85%	0.91%
4	Secondary Traffic	$2,460.5 M	$2,923.3 M	18.81%	0.87%
5	Transportation Equipment	$2,177.8 M	$2,801.6 M	28.64%	1.27%
6	Electrical Equipment	$1,792.0 M	$2,839.0 M	58.43%	2.33%

7	Machinery	$1,520.9 M	$1,786.1 M	17.43%	0.81%
8	Fabricated Metal Products	$1,229.2 M	$1,281.2 M	4.23%	0.21%
9	Petroleum or Coal Products	$1,043.8 M	$865.4 M	-17.09%	-0.93%
10	Lumber or Wood Products	$707.6 M	$628.7 M	-11.15%	-0.59%
Rail Freight Origin Data					
Rank	**Commodity**	**2023 Value**	**2043 Value**	**% Change**	**CAGR**
1	Farm Products	$17.6 M	$23.1 M	31.15%	1.36%
2	Food or Kindred Products	$16.7 M	$18.6 M	11.03%	0.52%
3	Waste or Scrap Materials	$2.9 M	$3.4 M	17.34%	0.80%
4	Chemicals or Allied Products	$1.6 M	$2.3 M	43.12%	1.81%
5	Transportation Equipment	$0.3 M	$0.3 M	-0.28%	-0.01%
Water Freight Origin Data					
Rank	**Commodity**	**2023 Value**	**2043 Value**	**% Change**	**CAGR**
1	Nonmetallic Minerals	$9.5 M	$12.6 M	32.77%	1.43%
Air Freight Origin Data					
Rank	**Commodity**	**2023 Value**	**2043 Value**	**% Change**	**CAGR**
1	Misc Mixed Shipments	$0.0 M	$0.0 M	-34.73%	-2.11%
2	Electrical Equipment	$0.0 M	$0.0 M	64.01%	2.50%
3	Transportation Equipment	$0.0 M	$0.0 M	65.89%	2.56%
4	Chemicals or Allied Products	$0.0 M	$0.0 M	175.53%	5.20%
Other Freight Origin Data					
Rank	**Commodity**	**2023 Value**	**2043 Value**	**% Change**	**CAGR**
1	Transportation Equipment	$19.4 M	$36.2 M	86.60%	3.17%
2	Food or Kindred Products	$0.1 M	$0.1 M	36.83%	1.58%
3	Fabricated Metal Products	$0.0 M	$0.0 M	17.50%	0.81%

Central District Commodity Flow Destination Tonnage Data					
All Modes Freight Destination Data					
Rank	**Commodity**	**2023 Tons**	**2043 Tons**	**% Change**	**CAGR**
1	Nonmetallic Minerals	11,985,131	16,014,887	33.62%	1.46%
2	Petroleum or Coal Products	2,640,409	2,203,461	-16.55%	-0.90%
3	Food or Kindred Products	2,492,344	3,227,365	29.49%	1.30%
4	Farm Products	2,366,154	2,941,794	24.33%	1.09%
5	Secondary Traffic	1,771,821	2,180,563	23.07%	1.04%
6	Waste or Scrap Materials	1,750,133	2,286,282	30.63%	1.35%
7	Clay, Concrete, Glass or Stone	1,379,905	1,507,218	9.23%	0.44%
8	Chemicals or Allied Products	441,015	320,760	-27.27%	-1.58%

9	Lumber or Wood Products	411,989	715,263	73.61%	2.80%
10	Primary Metal Products	331,195	566,682	71.10%	2.72%
Truck Freight Destination Data					
Rank	**Commodity**	**2023 Tons**	**2043 Tons**	**% Change**	**CAGR**
1	Nonmetallic Minerals	10,985,156	14,695,360	33.77%	1.47%
2	Petroleum or Coal Products	2,639,525	2,202,355	-16.56%	-0.90%
3	Food or Kindred Products	2,486,566	3,215,178	29.30%	1.29%
4	Farm Products	2,364,887	2,940,864	24.36%	1.10%
5	Secondary Traffic	1,771,827	2,180,564	23.07%	1.04%
6	Waste or Scrap Materials	1,750,132	2,286,280	30.63%	1.35%
7	Clay, Concrete, Glass or Stone	1,306,340	1,424,848	9.07%	0.44%
8	Lumber or Wood Products	440,010	319,684	-27.35%	-1.58%
9	Chemicals or Allied Products	404,261	694,625	71.83%	2.74%
10	Primary Metal Products	325,212	553,682	70.25%	2.70%
Rail Freight Destination Data					
Rank	**Commodity**	**2023 Tons**	**2043 Tons**	**% Change**	**CAGR**
1	Chemicals or Allied Products	52,320	80,804	54.44%	2.20%
2	Petroleum or Coal Products	33,465	27,526	-17.75%	-0.97%
3	Primary Metal Products	20,090	28,138	40.06%	1.70%
4	Lumber or Wood Products	7,955	6,998	-12.03%	-0.64%
5	Pulp, Paper or Allied Products	2,975	2,447	-17.75%	-0.97%
6	Transportation Equipment	2,670	3,706	38.80%	1.65%
7	Rubber or Misc Plastics	1,570	2,499	59.17%	2.35%
Water Freight Destination Data					
Rank	**Commodity**	**2023 Tons**	**2043 Tons**	**% Change**	**CAGR**
1	Nonmetallic Minerals	999,971	1,319,528	31.96%	1.40%
2	Clay, Concrete, Glass or Stone	73,099	81,643	11.69%	0.55%
3	Primary Metal Products	1,659	1,437	-13.38%	-0.72%
4	Chemicals or Allied Products	23	35	52.17%	2.12%
Air Freight Destination Data					
Rank	**Commodity**	**2023 Tons**	**2043 Tons**	**% Change**	**CAGR**
1	Misc Mixed Shipments	1	1	0.00%	0.00%
2	Chemicals or Allied Products	0	1		
3	Transportation Equipment	0	1		
4	Machinery	0	0		
5	Misc Manufacturing Products	0	1		
Other Freight Destination Data					

Rank	Commodity	2023 Tons	2043 Tons	% Change	CAGR
1	Transportation Equipment	89	252	183.15%	5.34%
2	Machinery	60	171	185.00%	5.38%
3	Misc Mixed Shipments	3	6	100.00%	3.53%

Central District Commodity Flow Destination Value Data					
All Modes Freight Destination Data					
Rank	**Commodity**	**2023 Value**	**2043 Value**	**% Change**	**CAGR**
1	Farm Products	$3,391.7 M	$4,276.3 M	26.08%	1.17%
2	Secondary Traffic	$2,998.5 M	$3,680.9 M	22.76%	1.03%
3	Food or Kindred Products	$2,628.0 M	$3,457.7 M	31.57%	1.38%
4	Transportation Equipment	$2,312.4 M	$3,623.6 M	56.70%	2.27%
5	Petroleum or Coal Products	$2,279.2 M	$1,849.0 M	-18.87%	-1.04%
6	Chemicals or Allied Products	$1,362.3 M	$2,347.9 M	72.35%	2.76%
7	Electrical Equipment	$981.9 M	$1,884.2 M	91.88%	3.31%
8	Machinery	$968.8 M	$1,500.1 M	54.84%	2.21%
9	Fabricated Metal Products	$956.6 M	$1,190.1 M	24.40%	1.10%
10	Primary Metal Products	$879.5 M	$1,421.8 M	61.67%	2.43%
Truck Freight Destination Data					
Rank	**Commodity**	**2023 Value**	**2043 Value**	**% Change**	**CAGR**
1	Farm Products	$3,391.7 M	$4,276.3 M	26.08%	1.17%
2	Secondary Traffic	$2,998.5 M	$3,680.9 M	22.76%	1.03%
3	Food or Kindred Products	$2,628.0 M	$3,457.7 M	31.57%	1.38%
4	Transportation Equipment	$2,308.7 M	$3,617.1 M	56.67%	2.27%
5	Petroleum or Coal Products	$2,243.7 M	$1,820.4 M	-18.87%	-1.04%
6	Chemicals or Allied Products	$1,295.3 M	$2,249.1 M	73.64%	2.80%
7	Electrical Equipment	$981.9 M	$1,884.2 M	91.88%	3.31%
8	Machinery	$967.8 M	$1,497.3 M	54.72%	2.21%
9	Fabricated Metal Products	$956.6 M	$1,190.1 M	24.40%	1.10%
10	Primary Metal Products	$836.8 M	$1,363.6 M	62.95%	2.47%
Rail Freight Destination Data					
Rank	**Commodity**	**2023 Value**	**2043 Value**	**% Change**	**CAGR**
1	Chemicals or Allied Products	$66.9 M	$98.7 M	47.55%	1.96%
2	Primary Metal Products	$39.9 M	$55.9 M	40.06%	1.70%
3	Petroleum or Coal Products	$35.5 M	$28.6 M	-19.36%	-1.07%
4	Rubber or Misc Plastics	$8.6 M	$13.7 M	59.16%	2.35%
5	Pulp, Paper or Allied Products	$7.9 M	$6.5 M	-17.74%	-0.97%

6	Lumber or Wood Products	$3.0 M	$2.8 M	-8.20%	-0.43%
7	Transportation Equipment	$2.9 M	$4.0 M	38.78%	1.65%
Water Freight Destination Data					
Rank	**Commodity**	**2023 Value**	**2043 Value**	**% Change**	**CAGR**
1	Clay, Concrete, Glass or Stone	$15.5 M	$17.3 M	11.59%	0.55%
2	Nonmetallic Minerals	$9.9 M	$13.1 M	31.76%	1.39%
3	Primary Metal Products	$2.7 M	$2.4 M	-13.39%	-0.72%
4	Chemicals or Allied Products	$0.1 M	$0.1 M	45.94%	1.91%
Air Freight Destination Data					
Rank	**Commodity**	**2023 Value**	**2043 Value**	**% Change**	**CAGR**
1	Chemicals or Allied Products	$0.0 M	$0.0 M	48.57%	2.00%
2	Misc Mixed Shipments	$0.0 M	$0.0 M	-7.23%	-0.37%
3	Transportation Equipment	$0.0 M	$0.0 M	33.31%	1.45%
4	Misc Manufacturing Products	$0.0 M	$0.0 M	23.16%	1.05%
5	Machinery	$0.0 M	$0.0 M	33.06%	1.44%
Other Freight Destination Data					
Rank	**Commodity**	**2023 Value**	**2043 Value**	**% Change**	**CAGR**
1	Machinery	$1.0 M	$2.8 M	174.96%	5.19%
2	Transportation Equipment	$0.8 M	$2.4 M	189.51%	5.46%
3	Misc Mixed Shipments	$0.0 M	$0.1 M	133.66%	4.33%

Kansas City District Commodity Flow Data

Kansas City District Commodity Flow Origin Tonnage Data					
All Modes Freight Origin Data					
Rank	**Commodity**	**2023 Tons**	**2043 Tons**	**% Change**	**CAGR**
1	Nonmetallic Minerals	20,779,451	22,334,198	7.48%	0.36%
2	Coal	10,795,758	2,051,231	-81.00%	-7.97%
3	Food or Kindred Products	10,306,750	14,221,940	37.99%	1.62%
4	Secondary Traffic	10,160,912	12,200,479	20.07%	0.92%
5	Farm Products	7,233,776	9,141,324	26.37%	1.18%
6	Petroleum or Coal Products	5,884,959	4,236,254	-28.02%	-1.63%
7	Waste or Scrap Materials	4,325,257	8,163,259	88.73%	3.23%
8	Chemicals or Allied Products	3,537,411	4,841,159	36.86%	1.58%
9	Transportation Equipment	2,491,227	3,182,097	27.73%	1.23%
10	Clay, Concrete, Glass or Stone	1,939,876	1,973,010	1.71%	0.08%
Truck Freight Origin Data					
Rank	**Commodity**	**2023 Tons**	**2043 Tons**	**% Change**	**CAGR**
1	Nonmetallic Minerals	20,299,055	21,672,039	6.76%	0.33%
2	Secondary Traffic	10,160,912	12,200,479	20.07%	0.92%
3	Food or Kindred Products	6,005,145	8,671,960	44.41%	1.85%
4	Petroleum or Coal Products	5,575,228	3,991,579	-28.41%	-1.66%
5	Waste or Scrap Materials	3,856,227	7,583,694	96.66%	3.44%
6	Farm Products	3,702,788	4,838,312	30.67%	1.35%
7	Clay, Concrete, Glass or Stone	1,560,028	1,593,536	2.15%	0.11%
8	Chemicals or Allied Products	1,322,184	1,508,347	14.08%	0.66%
9	Transportation Equipment	615,215	781,425	27.02%	1.20%
10	Rubber or Misc Plastics	376,632	467,372	24.09%	1.09%
Rail Freight Origin Data					
Rank	**Commodity**	**2023 Tons**	**2043 Tons**	**% Change**	**CAGR**
1	Coal	10,795,746	2,051,222	-81.00%	-7.97%
2	Food or Kindred Products	4,299,903	5,547,314	29.01%	1.28%
3	Farm Products	3,529,831	4,301,572	21.86%	0.99%
4	Chemicals or Allied Products	2,209,326	3,322,034	50.36%	2.06%
5	Transportation Equipment	1,873,720	2,397,286	27.94%	1.24%
6	Misc Mixed Shipments	1,025,840	1,328,353	29.49%	1.30%
7	Waste or Scrap Materials	469,030	579,565	23.57%	1.06%
8	Clay, Concrete, Glass or Stone	379,810	379,410	-0.11%	-0.01%

9	Nonmetallic Minerals	342,828	412,306	20.27%	0.93%
10	Petroleum or Coal Products	309,635	244,585	-21.01%	-1.17%
Water Freight Origin Data					
Rank	**Commodity**	**2023 Tons**	**2043 Tons**	**% Change**	**CAGR**
1	Nonmetallic Minerals	137,554	249,837	81.63%	3.03%
2	Farm Products	1,133	1,417	25.07%	1.12%
3	Food or Kindred Products	888	412	-53.60%	-3.77%
Air Freight Origin Data					
Rank	**Commodity**	**2023 Tons**	**2043 Tons**	**% Change**	**CAGR**
1	Small Packaged Freight Shipments	21,688	13,523	-37.65%	-2.33%
2	Printed Matter	7,645	8,493	11.09%	0.53%
3	Chemicals or Allied Products	5,890	10,774	82.92%	3.07%
4	Electrical Equipment	4,446	5,937	33.54%	1.46%
5	Misc Manufacturing Products	4,223	5,411	28.13%	1.25%
6	Machinery	3,499	4,709	34.58%	1.50%
7	Misc Mixed Shipments	2,372	1,496	-36.93%	-2.28%
8	Pulp, Paper or Allied Products	1,673	1,985	18.65%	0.86%
9	Transportation Equipment	1,648	2,235	35.62%	1.54%
10	Mail or Contract Traffic	1,001	469	-53.15%	-3.72%
Pipe Freight Origin Data					
Rank	**Commodity**	**2023 Tons**	**2043 Tons**	**% Change**	**CAGR**
1	Petroleum or Coal Products	73	65	-10.96%	-0.58%
Other Freight Origin Data					
Rank	**Commodity**	**2023 Tons**	**2043 Tons**	**% Change**	**CAGR**
1	Food or Kindred Products	775	2,180	181.29%	5.31%
2	Transportation Equipment	644	1,151	78.73%	2.95%
3	Misc Manufacturing Products	27	21	-22.22%	-1.25%
4	Petroleum or Coal Products	12	16	33.33%	1.45%
5	Chemicals or Allied Products	11	4	-63.64%	-4.93%
6	Fabricated Metal Products	7	14	100.00%	3.53%
7	Machinery	3	3	0.00%	0.00%
8	Clay, Concrete, Glass or Stone	2	3	50.00%	2.05%
9	Misc Freight Shipments	2	3	50.00%	2.05%

Kansas City District Commodity Flow Origin Value Data
All Modes Freight Origin Data

Rank	Commodity	2023 Value	2043 Value	% Change	CAGR
1	Secondary Traffic	$39,260.8 M	$45,880.1 M	16.86%	0.78%
2	Transportation Equipment	$26,193.7 M	$33,493.2 M	27.87%	1.24%
3	Food or Kindred Products	$12,907.4 M	$18,111.9 M	40.32%	1.71%
4	Chemicals or Allied Products	$8,429.2 M	$11,295.9 M	34.01%	1.47%
5	Misc Mixed Shipments	$7,011.5 M	$9,068.4 M	29.34%	1.29%
6	Petroleum or Coal Products	$4,736.7 M	$3,418.0 M	-27.84%	-1.62%
7	Machinery	$3,573.4 M	$5,047.2 M	41.24%	1.74%
8	Farm Products	$3,090.1 M	$3,892.8 M	25.98%	1.16%
9	Small Packaged Freight Shipments	$2,201.9 M	$2,140.1 M	-2.81%	-0.14%
10	Rubber or Misc Plastics	$2,001.6 M	$2,470.3 M	23.42%	1.06%
Truck Freight Origin Data					
Rank	**Commodity**	**2023 Value**	**2043 Value**	**% Change**	**CAGR**
1	Secondary Traffic	$39,260.8 M	$45,880.1 M	16.86%	0.78%
2	Food or Kindred Products	$9,166.4 M	$13,162.8 M	43.60%	1.83%
3	Transportation Equipment	$6,677.5 M	$8,545.2 M	27.97%	1.24%
4	Chemicals or Allied Products	$4,444.3 M	$5,581.8 M	25.59%	1.15%
5	Petroleum or Coal Products	$4,426.5 M	$3,175.8 M	-28.25%	-1.65%
6	Machinery	$3,406.8 M	$4,807.2 M	41.11%	1.74%
7	Fabricated Metal Products	$1,843.2 M	$1,884.3 M	2.23%	0.11%
8	Rubber or Misc Plastics	$1,837.0 M	$2,269.1 M	23.52%	1.06%
9	Farm Products	$1,778.4 M	$2,305.5 M	29.64%	1.31%
10	Electrical Equipment	$1,243.4 M	$2,047.0 M	64.62%	2.52%
Rail Freight Origin Data					
Rank	**Commodity**	**2023 Value**	**2043 Value**	**% Change**	**CAGR**
1	Transportation Equipment	$19,417.6 M	$24,777.6 M	27.60%	1.23%
2	Misc Mixed Shipments	$6,995.3 M	$9,058.2 M	29.49%	1.30%
3	Chemicals or Allied Products	$3,863.6 M	$5,494.1 M	42.20%	1.78%
4	Food or Kindred Products	$3,739.2 M	$4,944.3 M	32.23%	1.41%
5	Farm Products	$1,311.5 M	$1,587.0 M	21.01%	0.96%
6	Primary Metal Products	$845.4 M	$878.3 M	3.89%	0.19%
7	Small Packaged Freight Shipments	$758.6 M	$1,240.2 M	63.48%	2.49%
8	Apparel or Related Products	$704.8 M	$581.9 M	-17.43%	-0.95%
9	Coal	$318.9 M	$60.6 M	-81.00%	-7.97%
10	Petroleum or Coal Products	$310.0 M	$242.0 M	-21.94%	-1.23%
Water Freight Origin Data					
Rank	**Commodity**	**2023 Value**	**2043 Value**	**% Change**	**CAGR**

1	Nonmetallic Minerals	$1.3 M	$2.5 M	81.63%	3.03%
2	Farm Products	$0.2 M	$0.2 M	25.07%	1.12%
3	Food or Kindred Products	$0.2 M	$0.1 M	-47.41%	-3.16%
Air Freight Origin Data					
Rank	**Commodity**	**2023 Value**	**2043 Value**	**% Change**	**CAGR**
1	Small Packaged Freight Shipments	$1,443.3 M	$899.9 M	-37.65%	-2.33%
2	Printed Matter	$131.7 M	$146.3 M	11.09%	0.53%
3	Chemicals or Allied Products	$121.3 M	$220.0 M	81.45%	3.02%
4	Electrical Equipment	$82.6 M	$110.3 M	33.50%	1.46%
5	Machinery	$61.0 M	$82.0 M	34.51%	1.49%
6	Transportation Equipment	$37.0 M	$50.2 M	35.81%	1.54%
7	Fabricated Metal Products	$27.3 M	$36.5 M	33.96%	1.47%
8	Instrum, Photo Equipment, Optical Eq	$17.2 M	$32.9 M	91.07%	3.29%
9	Misc Mixed Shipments	$16.2 M	$10.2 M	-36.93%	-2.28%
10	Misc Manufacturing Products	$13.3 M	$17.1 M	28.12%	1.25%
Pipe Freight Origin Data					
Rank	**Commodity**	**2023 Value**	**2043 Value**	**% Change**	**CAGR**
1	Petroleum or Coal Products	$0.0 M	$0.0 M	-10.87%	-0.57%
Other Freight Origin Data					
Rank	**Commodity**	**2023 Value**	**2043 Value**	**% Change**	**CAGR**
1	Transportation Equipment	$61.7 M	$120.2 M	94.83%	3.39%
2	Food or Kindred Products	$1.6 M	$4.6 M	180.95%	5.30%
3	Misc Manufacturing Products	$0.3 M	$0.2 M	-25.27%	-1.45%
4	Fabricated Metal Products	$0.1 M	$0.1 M	103.63%	3.62%
5	Machinery	$0.0 M	$0.0 M	-17.79%	-0.97%
6	Misc Freight Shipments	$0.0 M	$0.0 M	14.56%	0.68%
7	Chemicals or Allied Products	$0.0 M	$0.0 M	-68.02%	-5.54%
8	Petroleum or Coal Products	$0.0 M	$0.0 M	39.65%	1.68%
9	Clay, Concrete, Glass or Stone	$0.0 M	$0.0 M	31.45%	1.38%

Kansas City District Commodity Flow Destination Tonnage Data					
All Modes Freight Destination Data					
Rank	**Commodity**	**2023 Tons**	**2043 Tons**	**% Change**	**CAGR**
1	Nonmetallic Minerals	30,283,189	40,102,675	32.43%	1.41%
2	Coal	14,710,126	3,098,589	-78.94%	-7.49%
3	Secondary Traffic	9,224,783	11,324,529	22.76%	1.03%

4	Farm Products	7,616,725	9,419,996	23.68%	1.07%
5	Food or Kindred Products	7,544,600	10,147,060	34.49%	1.49%
6	Petroleum or Coal Products	6,167,856	5,206,122	-15.59%	-0.84%
7	Clay, Concrete, Glass or Stone	3,928,676	4,129,134	5.10%	0.25%
8	Chemicals or Allied Products	3,541,314	5,554,453	56.85%	2.28%
9	Transportation Equipment	2,582,455	3,714,623	43.84%	1.83%
10	Waste or Scrap Materials	2,243,523	2,974,806	32.60%	1.42%
Truck Freight Destination Data					
Rank	**Commodity**	**2023 Tons**	**2043 Tons**	**% Change**	**CAGR**
1	Nonmetallic Minerals	27,615,399	36,633,102	32.65%	1.42%
2	Secondary Traffic	9,224,783	11,324,529	22.76%	1.03%
3	Farm Products	6,523,621	8,070,203	23.71%	1.07%
4	Petroleum or Coal Products	5,744,901	4,875,369	-15.14%	-0.82%
5	Food or Kindred Products	3,937,610	5,315,265	34.99%	1.51%
6	Clay, Concrete, Glass or Stone	3,118,852	3,326,960	6.67%	0.32%
7	Waste or Scrap Materials	2,073,153	2,784,561	34.32%	1.49%
8	Chemicals or Allied Products	677,529	1,017,511	50.18%	2.05%
9	Lumber or Wood Products	627,423	496,059	-20.94%	-1.17%
10	Fabricated Metal Products	421,090	508,293	20.71%	0.95%
Rail Freight Destination Data					
Rank	**Commodity**	**2023 Tons**	**2043 Tons**	**% Change**	**CAGR**
1	Coal	14,706,228	3,097,745	-78.94%	-7.49%
2	Food or Kindred Products	3,602,177	4,825,147	33.95%	1.47%
3	Chemicals or Allied Products	2,843,042	4,504,654	58.44%	2.33%
4	Transportation Equipment	2,247,009	3,278,423	45.90%	1.91%
5	Misc Mixed Shipments	1,201,880	1,594,362	32.66%	1.42%
6	Farm Products	1,093,048	1,349,722	23.48%	1.06%
7	Nonmetallic Minerals	955,312	1,173,046	22.79%	1.03%
8	Clay, Concrete, Glass or Stone	809,320	801,583	-0.96%	-0.05%
9	Primary Metal Products	506,620	633,750	25.09%	1.13%
10	Pulp, Paper or Allied Products	460,055	479,506	4.23%	0.21%
Water Freight Destination Data					
Rank	**Commodity**	**2023 Tons**	**2043 Tons**	**% Change**	**CAGR**
1	Nonmetallic Minerals	1,712,457	2,296,499	34.11%	1.48%
2	Petroleum or Coal Products	65,645	58,014	-11.62%	-0.62%
3	Chemicals or Allied Products	18,151	28,303	55.93%	2.25%
4	Primary Metal Products	3,499	3,045	-12.98%	-0.69%

Air Freight Destination Data					
Rank	Commodity	2023 Tons	2043 Tons	% Change	CAGR
1	Small Packaged Freight Shipments	18,207	25,535	40.25%	1.71%
2	Machinery	7,173	11,104	54.80%	2.21%
3	Food or Kindred Products	4,813	6,648	38.13%	1.63%
4	Transportation Equipment	3,704	5,732	54.75%	2.21%
5	Fresh Fish or Marine Products	3,341	4,128	23.56%	1.06%
6	Chemicals or Allied Products	2,592	3,985	53.74%	2.17%
7	Electrical Equipment	2,321	3,598	55.02%	2.22%
8	Misc Mixed Shipments	2,277	2,966	30.26%	1.33%
9	Rubber or Misc Plastics	1,736	2,159	24.37%	1.10%
10	Misc Manufacturing Products	1,730	2,464	42.43%	1.78%
Other Freight Destination Data					
Rank	Commodity	2023 Tons	2043 Tons	% Change	CAGR
1	Transportation Equipment	21	56	166.67%	5.03%
2	Misc Mixed Shipments	18	46	155.56%	4.80%
3	Primary Metal Products	15	27	80.00%	2.98%

Kansas City District Commodity Flow Destination Value Data					
All Modes Freight Destination Data					
Rank	Commodity	2023 Value	2043 Value	% Change	CAGR
1	Secondary Traffic	$36,445.0 M	$42,975.5 M	17.92%	0.83%
2	Transportation Equipment	$26,247.6 M	$37,714.9 M	43.69%	1.83%
3	Food or Kindred Products	$9,953.5 M	$13,207.5 M	32.69%	1.42%
4	Misc Mixed Shipments	$8,266.8 M	$11,028.3 M	33.41%	1.45%
5	Chemicals or Allied Products	$6,796.2 M	$10,118.5 M	48.89%	2.01%
6	Petroleum or Coal Products	$5,141.9 M	$4,224.1 M	-17.85%	-0.98%
7	Farm Products	$5,089.1 M	$6,284.2 M	23.48%	1.06%
8	Machinery	$3,343.7 M	$5,123.5 M	53.23%	2.16%
9	Electrical Equipment	$3,159.6 M	$6,097.3 M	92.98%	3.34%
10	Fabricated Metal Products	$2,499.7 M	$3,023.3 M	20.95%	0.96%
Truck Freight Destination Data					
Rank	Commodity	2023 Value	2043 Value	% Change	CAGR
1	Secondary Traffic	$36,445.0 M	$42,975.5 M	17.92%	0.83%
2	Food or Kindred Products	$6,142.8 M	$8,296.0 M	35.05%	1.51%
3	Petroleum or Coal Products	$4,706.2 M	$3,889.0 M	-17.36%	-0.95%

4	Farm Products	$4,545.0 M	$5,587.9 M	22.95%	1.04%
5	Machinery	$3,169.6 M	$4,851.3 M	53.06%	2.15%
6	Transportation Equipment	$3,026.6 M	$3,806.5 M	25.77%	1.15%
7	Electrical Equipment	$2,931.4 M	$5,708.0 M	94.72%	3.39%
8	Chemicals or Allied Products	$2,872.6 M	$4,171.1 M	45.20%	1.88%
9	Fabricated Metal Products	$2,304.6 M	$2,788.3 M	20.99%	0.96%
10	Rubber or Misc Plastics	$1,952.5 M	$2,826.2 M	44.75%	1.87%
Rail Freight Destination Data					
Rank	**Commodity**	**2023 Value**	**2043 Value**	**% Change**	**CAGR**
1	Transportation Equipment	$23,138.1 M	$33,780.3 M	45.99%	1.91%
2	Misc Mixed Shipments	$8,195.8 M	$10,872.1 M	32.66%	1.42%
3	Chemicals or Allied Products	$3,872.8 M	$5,864.5 M	51.43%	2.10%
4	Food or Kindred Products	$3,791.9 M	$4,885.9 M	28.85%	1.28%
5	Primary Metal Products	$1,224.9 M	$1,570.0 M	28.18%	1.25%
6	Pulp, paper or Allied Products	$702.0 M	$723.8 M	3.11%	0.15%
7	Farm Products	$544.1 M	$696.3 M	27.98%	1.24%
8	Small Packaged Freight Shipments	$473.8 M	$656.3 M	38.51%	1.64%
9	Coal	$434.7 M	$91.6 M	-78.94%	-7.49%
10	Freight Forwarder Traffic	$427.7 M	$622.9 M	45.65%	1.90%
Water Freight Destination Data					
Rank	**Commodity**	**2023 Value**	**2043 Value**	**% Change**	**CAGR**
1	Petroleum or Coal Products	$54.5 M	$45.1 M	-17.20%	-0.94%
2	Nonmetallic Minerals	$17.7 M	$23.6 M	33.43%	1.45%
3	Chemicals or Allied Products	$9.8 M	$16.6 M	70.21%	2.70%
4	Primary Metal Products	$5.8 M	$5.0 M	-12.98%	-0.69%
Air Freight Destination Data					
Rank	**Commodity**	**2023 Value**	**2043 Value**	**% Change**	**CAGR**
1	Small Packaged Freight Shipments	$1,211.6 M	$1,699.3 M	40.25%	1.71%
2	Machinery	$125.1 M	$194.2 M	55.25%	2.22%
3	Transportation Equipment	$82.8 M	$128.0 M	54.61%	2.20%
4	Fresh Fish or Marine Products	$69.9 M	$86.4 M	23.57%	1.06%
5	Rubber or Misc Plastics	$66.1 M	$82.2 M	24.34%	1.10%
6	Instrum, Photo Equipment, Optical Eq	$56.2 M	$117.8 M	109.37%	3.76%
7	Electrical Equipment	$43.7 M	$68.7 M	57.22%	2.29%
8	Chemicals or Allied Products	$41.1 M	$66.3 M	61.44%	2.42%
9	Misc Mixed Shipments	$19.0 M	$25.3 M	32.88%	1.43%
10	Food or Kindred Products	$18.8 M	$25.6 M	36.31%	1.56%

Other Freight Destination Data					
Rank	Commodity	2023 Value	2043 Value	% Change	CAGR
1	Misc Mixed Shipments	$0.2 M	$0.4 M	143.81%	4.56%
2	Transportation Equipment	$0.0 M	$0.1 M	166.79%	5.03%
3	Primary Metal Products	$0.0 M	$0.1 M	79.54%	2.97%

Northeast District Commodity Flow Data

Northeast District Commodity Flow Origin Tonnage Data					
All Modes Freight Origin Data					
Rank	**Commodity**	**2023 Tons**	**2043 Tons**	**% Change**	**CAGR**
1	Nonmetallic Minerals	17,181,989	19,533,162	13.68%	0.64%
2	Farm Products	11,013,075	15,748,184	43.00%	1.80%
3	Petroleum or Coal Products	3,838,169	3,161,142	-17.64%	-0.97%
4	Food or Kindred Products	2,140,524	3,125,918	46.04%	1.91%
5	Chemicals or Allied Products	783,093	1,176,113	50.19%	2.05%
6	Clay, Concrete, Glass or Stone	579,831	691,913	19.33%	0.89%
7	Waste or Scrap Materials	502,175	667,500	32.92%	1.43%
8	Primary Metal Products	452,155	681,765	50.78%	2.07%
9	Secondary Traffic	249,224	336,757	35.12%	1.52%
10	Lumber or Wood Products	190,823	149,798	-21.50%	-1.20%
Truck Freight Origin Data					
Rank	**Commodity**	**2023 Tons**	**2043 Tons**	**% Change**	**CAGR**
1	Nonmetallic Minerals	17,157,524	19,518,761	13.76%	0.65%
2	Farm Products	7,128,207	10,101,857	41.72%	1.76%
3	Petroleum or Coal Products	3,683,270	3,070,063	-16.65%	-0.91%
4	Food or Kindred Products	1,749,467	2,437,181	39.31%	1.67%
5	Clay, Concrete, Glass or Stone	552,076	665,088	20.47%	0.94%
6	Waste or Scrap Materials	498,927	655,358	31.35%	1.37%
7	Chemicals or Allied Products	471,677	714,520	51.49%	2.10%
8	Primary Metal Products	430,071	667,888	55.30%	2.23%
9	Secondary Traffic	249,224	336,757	35.12%	1.52%
10	Lumber or Wood Products	190,823	149,798	-21.50%	-1.20%
Rail Freight Origin Data					
Rank	**Commodity**	**2023 Tons**	**2043 Tons**	**% Change**	**CAGR**
1	Chemicals or Allied Products	289,730	438,732	51.43%	2.10%
2	Food or Kindred Products	216,255	280,092	29.52%	1.30%
3	Petroleum or Coal Products	154,895	91,072	-41.20%	-2.62%
4	Farm Products	39,107	50,514	29.17%	1.29%
5	Clay, Concrete, Glass or Stone	27,755	26,825	-3.35%	-0.17%
6	Transportation Equipment	4,315	5,627	30.41%	1.34%
7	Fabricated Metal Products	20	22	10.00%	0.48%
Water Freight Origin Data					
Rank	**Commodity**	**2023 Tons**	**2043 Tons**	**% Change**	**CAGR**
1	Farm Products	3,845,761	5,595,813	45.51%	1.89%
2	Food or Kindred Products	174,802	408,645	133.78%	4.34%
3	Nonmetallic Minerals	24,463	14,398	-41.14%	-2.62%

Northeast District Commodity Flow Origin Tonnage Data					
4	Primary Metal Products	22,084	13,877	-37.16%	-2.30%
5	Chemicals or Allied Products	21,666	22,832	5.38%	0.26%
6	Waste or Scrap Materials	3,248	12,142	273.83%	6.82%
Other Freight Origin Data					
Rank	**Commodity**	**2023 Tons**	**2043 Tons**	**% Change**	**CAGR**
1	Transportation Equipment	104	140	34.62%	1.50%
2	Chemicals or Allied Products	20	29	45.00%	1.88%
3	Petroleum or Coal Products	4	7	75.00%	2.84%
4	Nonmetallic Minerals	2	3	50.00%	2.05%

Northeast District Commodity Flow Origin Value Data					
All Modes Freight Origin Data					
Rank	**Commodity**	**2023 Value**	**2043 Value**	**% Change**	**CAGR**
1	Farm Products	$4,232.0 M	$6,098.7 M	44.11%	1.84%
2	Petroleum or Coal Products	$3,615.9 M	$3,025.5 M	-16.33%	-0.89%
3	Food or Kindred Products	$2,515.9 M	$3,417.9 M	35.85%	1.54%
4	Chemicals or Allied Products	$1,518.7 M	$2,421.8 M	59.47%	2.36%
5	Primary Metal Products	$1,284.7 M	$1,851.3 M	44.11%	1.84%
6	Transportation Equipment	$730.4 M	$578.6 M	-20.79%	-1.16%
7	Machinery	$613.8 M	$781.0 M	27.24%	1.21%
8	Secondary Traffic	$474.1 M	$626.6 M	32.19%	1.41%
9	Nonmetallic Minerals	$279.3 M	$293.2 M	4.99%	0.24%
10	Fabricated Metal Products	$200.7 M	$319.6 M	59.27%	2.35%
Truck Freight Origin Data					
Rank	**Commodity**	**2023 Value**	**2043 Value**	**% Change**	**CAGR**
1	Petroleum or Coal Products	$3,550.0 M	$2,986.7 M	-15.87%	-0.86%
2	Farm Products	$2,873.3 M	$4,026.2 M	40.12%	1.70%
3	Food or Kindred Products	$2,318.4 M	$3,097.0 M	33.59%	1.46%
4	Primary Metal Products	$1,248.3 M	$1,828.4 M	46.48%	1.93%
5	Chemicals or Allied Products	$1,218.8 M	$1,960.2 M	60.83%	2.40%
6	Transportation Equipment	$716.7 M	$556.5 M	-22.35%	-1.26%
7	Machinery	$613.8 M	$781.0 M	27.24%	1.21%
8	Secondary Traffic	$474.1 M	$626.6 M	32.19%	1.41%
9	Nonmetallic Minerals	$278.3 M	$292.7 M	5.16%	0.25%
10	Fabricated Metal Products	$200.6 M	$319.5 M	59.30%	2.36%
Rail Freight Origin Data					
Rank	**Commodity**	**2023 Value**	**2043 Value**	**% Change**	**CAGR**
1	Chemicals or Allied Products	$281.9 M	$442.3 M	56.90%	2.28%
2	Food or Kindred Products	$151.4 M	$205.5 M	35.68%	1.54%
3	Petroleum or Coal Products	$65.9 M	$38.7 M	-41.20%	-2.62%

4	Farm Products	$6.7 M	$8.7 M	29.17%	1.29%
5	Transportation Equipment	$4.6 M	$6.1 M	30.41%	1.34%
6	Clay, Concrete, Glass or Stone	$4.0 M	$3.8 M	-3.23%	-0.16%
7	Fabricated Metal Products	$0.1 M	$0.1 M	8.72%	0.42%
Water Freight Origin Data					
Rank	**Commodity**	**2023 Value**	**2043 Value**	**% Change**	**CAGR**
1	Farm Products	$1,352.0 M	$2,063.9 M	52.66%	2.14%
2	Food or Kindred Products	$46.1 M	$115.4 M	150.07%	4.69%
3	Primary Metal Products	$36.4 M	$22.9 M	-37.16%	-2.30%
4	Chemicals or Allied Products	$18.0 M	$19.3 M	7.33%	0.35%
5	Waste or Scrap Materials	$1.0 M	$3.8 M	273.86%	6.82%
6	Nonmetallic Minerals	$1.0 M	$0.6 M	-43.22%	-2.79%
Other Freight Origin Data					
Rank	**Commodity**	**2023 Value**	**2043 Value**	**% Change**	**CAGR**
1	Transportation Equipment	$9.0 M	$16.0 M	77.26%	2.90%
2	Chemicals or Allied Products	$0.0 M	$0.0 M	51.47%	2.10%
3	Petroleum or Coal Products	$0.0 M	$0.0 M	52.11%	2.12%
4	Nonmetallic Minerals	$0.0 M	$0.0 M	36.44%	1.57%

Northeast District Commodity Flow Destination Tonnage Data					
All Modes Freight Destination Data					
Rank	**Commodity**	**2023 Tons**	**2043 Tons**	**% Change**	**CAGR**
1	Farm Products	5,703,582	6,988,391	22.53%	1.02%
2	Nonmetallic Minerals	4,608,183	5,941,001	28.92%	1.28%
3	Coal	4,362,157	930,653	-78.67%	-7.43%
4	Petroleum or Coal Products	728,631	577,813	-20.70%	-1.15%
5	Secondary Traffic	577,133	615,497	6.65%	0.32%
6	Clay, Concrete, Glass or Stone	511,260	529,254	3.52%	0.17%
7	Food or Kindred Products	403,628	509,942	26.34%	1.18%
8	Waste or Scrap Materials	308,295	410,541	33.16%	1.44%
9	Chemicals or Allied Products	289,963	407,543	40.55%	1.72%
10	Primary Metal Products	145,224	212,431	46.28%	1.92%
Truck Freight Destination Data					
Rank	**Commodity**	**2023 Tons**	**2043 Tons**	**% Change**	**CAGR**
1	Farm Products	5,703,582	6,988,391	22.53%	1.02%
2	Nonmetallic Minerals	4,357,627	5,635,133	29.32%	1.29%
3	Petroleum or Coal Products	720,751	571,947	-20.65%	-1.15%
4	Secondary Traffic	577,133	615,497	6.65%	0.32%
5	Food or Kindred Products	345,342	432,388	25.21%	1.13%
6	Waste or Scrap Materials	308,295	410,541	33.16%	1.44%
7	Clay, Concrete, Glass or Stone	307,345	334,774	8.92%	0.43%

8	Primary Metal Products	128,031	191,239	49.37%	2.03%
9	Chemicals or Allied Products	115,624	159,004	37.52%	1.61%
10	Lumber or Wood Products	47,448	31,048	-34.56%	-2.10%
Rail Freight Destination Data					
Rank	**Commodity**	**2023 Tons**	**2043 Tons**	**% Change**	**CAGR**
1	Coal	4,351,066	928,282	-78.67%	-7.43%
2	Clay, Concrete, Glass or Stone	203,915	194,480	-4.63%	-0.24%
3	Chemicals or Allied Products	91,865	140,291	52.71%	2.14%
4	Food or Kindred Products	55,240	73,469	33.00%	1.44%
5	Waste Hazardous Materials or Substances	20,515	30,443	48.39%	1.99%
6	Primary Metal Products	16,180	20,298	25.45%	1.14%
7	Metallic Ores	10,755	15,773	46.66%	1.93%
8	Transportation Equipment	8,850	11,662	31.77%	1.39%
9	Petroleum or Coal Products	7,880	5,866	-25.56%	-1.46%
10	Lumber or Wood Products	940	915	-2.66%	-0.13%
Water Freight Destination Data					
Rank	**Commodity**	**2023 Tons**	**2043 Tons**	**% Change**	**CAGR**
1	Nonmetallic Minerals	250,556	305,868	22.08%	1.00%
2	Chemicals or Allied Products	82,474	108,248	31.25%	1.37%
3	Metallic Ores	32,517	37,462	15.21%	0.71%
4	Food or Kindred Products	3,046	4,085	34.11%	1.48%
5	Coal	1,510	358	-76.29%	-6.94%
6	Primary Metal Products	1,013	894	-11.75%	-0.62%
Other Freight Destination Data					
Rank	**Commodity**	**2023 Tons**	**2043 Tons**	**% Change**	**CAGR**
1	Crude Petrol. or Natural Gas	167	168	0.60%	0.03%
2	Misc Mixed Shipments	10	25	150.00%	4.69%

Northeast District Commodity Flow Destination Value Data					
All Modes Freight Destination Data					
Rank	**Commodity**	**2023 Value**	**2043 Value**	**% Change**	**CAGR**
1	Farm Products	$1,884.8 M	$2,326.8 M	23.45%	1.06%
2	Secondary Traffic	$995.4 M	$1,065.9 M	7.07%	0.34%
3	Petroleum or Coal Products	$671.6 M	$533.0 M	-20.64%	-1.15%
4	Machinery	$568.2 M	$918.8 M	61.70%	2.43%
5	Primary Metal Products	$499.1 M	$758.1 M	51.89%	2.11%
6	Food or Kindred Products	$453.3 M	$598.7 M	32.07%	1.40%
7	Chemicals or Allied Products	$379.4 M	$538.3 M	41.86%	1.76%
8	Transportation Equipment	$364.9 M	$551.4 M	51.13%	2.09%
9	Coal	$128.9 M	$27.5 M	-78.67%	-7.43%

10	Fabricated Metal Products	$92.9 M	$110.2 M	18.61%	0.86%
Truck Freight Destination Data					
Rank	**Commodity**	**2023 Value**	**2043 Value**	**% Change**	**CAGR**
1	Farm Products	$1,884.8 M	$2,326.8 M	23.45%	1.06%
2	Secondary Traffic	$995.4 M	$1,065.9 M	7.07%	0.34%
3	Petroleum or Coal Products	$661.8 M	$525.6 M	-20.57%	-1.14%
4	Machinery	$568.2 M	$918.8 M	61.70%	2.43%
5	Primary Metal Products	$402.9 M	$638.0 M	58.36%	2.32%
6	Food or Kindred Products	$394.1 M	$519.9 M	31.91%	1.39%
7	Transportation Equipment	$355.3 M	$538.9 M	51.65%	2.10%
8	Chemicals or Allied Products	$217.1 M	$305.8 M	40.82%	1.73%
9	Fabricated Metal Products	$92.9 M	$110.2 M	18.61%	0.86%
10	Waste or Scrap Materials	$91.2 M	$122.8 M	34.61%	1.50%
Rail Freight Destination Data					
Rank	**Commodity**	**2023 Value**	**2043 Value**	**% Change**	**CAGR**
1	Coal	$128.5 M	$27.4 M	-78.67%	-7.43%
2	Chemicals or Allied Products	$117.1 M	$171.3 M	46.32%	1.92%
3	Primary Metal Products	$94.6 M	$118.6 M	25.45%	1.14%
4	Food or Kindred Products	$58.3 M	$77.7 M	33.13%	1.44%
5	Clay, Concrete, Glass or Stone	$25.3 M	$24.2 M	-4.52%	-0.23%
6	Petroleum or Coal Products	$9.8 M	$7.3 M	-25.56%	-1.46%
7	Transportation Equipment	$9.5 M	$12.6 M	31.78%	1.39%
8	Metallic Ores	$0.3 M	$0.5 M	46.66%	1.93%
9	Lumber or Wood Products	$0.2 M	$0.2 M	-2.69%	-0.14%
10	Waste Hazardous Materials or Substances	$0.0 M	$0.0 M		
Water Freight Destination Data					
Rank	**Commodity**	**2023 Value**	**2043 Value**	**% Change**	**CAGR**
1	Chemicals or Allied Products	$45.2 M	$61.2 M	35.27%	1.52%
2	Nonmetallic Minerals	$12.7 M	$16.5 M	30.52%	1.34%
3	Metallic Ores	$5.8 M	$6.6 M	14.08%	0.66%
4	Primary Metal Products	$1.7 M	$1.5 M	-11.80%	-0.63%
5	Food or Kindred Products	$0.9 M	$1.2 M	34.73%	1.50%
6	Coal	$0.0 M	$0.0 M	-76.29%	-6.94%
Other Freight Destination Data					
Rank	**Commodity**	**2023 Value**	**2043 Value**	**% Change**	**CAGR**
1	Crude Petrol. or Natural Gas	$0.1 M	$0.1 M	0.64%	0.03%
2	Misc Mixed Shipments	$0.0 M	$0.0 M	148.99%	4.67%

Northwest District Commodity Flow Data

Northwest District Commodity Flow Origin Tonnage Data					
All Modes Freight Origin Data					
Rank	**Commodity**	**2023 Tons**	**2043 Tons**	**% Change**	**CAGR**
1	Farm Products	10,869,769	15,170,921	39.57%	1.68%
2	Nonmetallic Minerals	5,964,599	7,676,284	28.70%	1.27%
3	Food or Kindred Products	4,028,071	4,661,242	15.72%	0.73%
4	Chemicals or Allied Products	909,807	1,312,107	44.22%	1.85%
5	Secondary Traffic	663,974	950,855	43.21%	1.81%
6	Petroleum or Coal Products	357,285	285,315	-20.14%	-1.12%
7	Waste or Scrap Materials	338,924	387,118	14.22%	0.67%
8	Primary Metal Products	166,841	222,447	33.33%	1.45%
9	Machinery	125,758	181,930	44.67%	1.86%
10	Fabricated Metal Products	123,710	180,477	45.89%	1.91%
Truck Freight Origin Data					
Rank	**Commodity**	**2023 Tons**	**2043 Tons**	**% Change**	**CAGR**
1	Farm Products	8,497,480	12,143,509	42.91%	1.80%
2	Nonmetallic Minerals	3,468,581	4,840,861	39.56%	1.68%
3	Food or Kindred Products	2,678,415	2,882,247	7.61%	0.37%
4	Chemicals or Allied Products	668,237	971,773	45.42%	1.89%
5	Secondary Traffic	663,974	950,855	43.21%	1.81%
6	Petroleum or Coal Products	357,285	285,315	-20.14%	-1.12%
7	Waste or Scrap Materials	319,624	366,393	14.63%	0.69%
8	Primary Metal Products	166,841	222,447	33.33%	1.45%
9	Machinery	125,755	181,914	44.66%	1.86%
10	Fabricated Metal Products	123,710	180,477	45.89%	1.91%
Rail Freight Origin Data					
Rank	**Commodity**	**2023 Tons**	**2043 Tons**	**% Change**	**CAGR**
1	Farm Products	2,372,016	3,026,877	27.61%	1.23%
2	Food or Kindred Products	1,349,069	1,778,119	31.80%	1.39%
3	Chemicals or Allied Products	241,550	340,310	40.89%	1.73%
4	Waste or Scrap Materials	19,300	20,725	7.38%	0.36%
5	Electrical Equipment	11,320	19,488	72.16%	2.75%
6	Transportation Equipment	2,605	3,504	34.51%	1.49%
Water Freight Origin Data					
Rank	**Commodity**	**2023 Tons**	**2043 Tons**	**% Change**	**CAGR**
1	Nonmetallic Minerals	2,496,018	2,835,423	13.60%	0.64%
2	Food or Kindred Products	587	876	49.23%	2.02%
3	Farm Products	273	535	95.97%	3.42%
Air Freight Origin Data					

Rank	Commodity	2023 Tons	2043 Tons	% Change	CAGR
1	Machinery	1	1	0.00%	0.00%
2	Transportation Equipment	0	0	-	
3	Chemicals or Allied Products	0	0	-	
Other Freight Origin Data					
Rank	**Commodity**	**2023 Tons**	**2043 Tons**	**% Change**	**CAGR**
1	Transportation Equipment	21	30	42.86%	1.80%
2	Chemicals or Allied Products	20	24	20.00%	0.92%
3	Printed Matter	4	2	-50.00%	-3.41%
4	Machinery	2	15	650.00%	10.60%

Northwest District Commodity Flow Origin Value Data					
All Modes Freight Origin Data					
Rank	**Commodity**	**2023 Value**	**2043 Value**	**% Change**	**CAGR**
1	Chemicals or Allied Products	$6,917.8 M	$14,133.5 M	104.31%	3.64%
2	Food or Kindred Products	$4,864.5 M	$4,501.0 M	-7.47%	-0.39%
3	Farm Products	$3,512.1 M	$4,795.8 M	36.55%	1.57%
4	Machinery	$1,421.9 M	$2,028.2 M	42.64%	1.79%
5	Secondary Traffic	$1,253.4 M	$1,746.2 M	39.31%	1.67%
6	Primary Metal Products	$559.8 M	$682.5 M	21.91%	1.00%
7	Fabricated Metal Products	$509.1 M	$732.9 M	43.95%	1.84%
8	Electrical Equipment	$483.1 M	$660.9 M	36.79%	1.58%
9	Petroleum or Coal Products	$359.9 M	$284.2 M	-21.04%	-1.17%
10	Rubber or Misc Plastics	$224.5 M	$369.6 M	64.65%	2.52%
Truck Freight Origin Data					
Rank	**Commodity**	**2023 Value**	**2043 Value**	**% Change**	**CAGR**
1	Chemicals or Allied Products	$5,938.3 M	$12,766.5 M	114.99%	3.90%
2	Food or Kindred Products	$4,074.9 M	$3,469.8 M	-14.85%	-0.80%
3	Farm Products	$2,960.4 M	$4,106.1 M	38.70%	1.65%
4	Machinery	$1,421.0 M	$2,027.1 M	42.66%	1.79%
5	Secondary Traffic	$1,253.4 M	$1,746.2 M	39.31%	1.67%
6	Primary Metal Products	$559.8 M	$682.5 M	21.91%	1.00%
7	Fabricated Metal Products	$509.1 M	$732.9 M	43.95%	1.84%
8	Electrical Equipment	$411.1 M	$536.9 M	30.60%	1.34%
9	Petroleum or Coal Products	$359.9 M	$284.2 M	-21.04%	-1.17%
10	Rubber or Misc Plastics	$224.5 M	$369.6 M	64.65%	2.52%
Rail Freight Origin Data					
Rank	**Commodity**	**2023 Value**	**2043 Value**	**% Change**	**CAGR**
1	Chemicals or Allied Products	$979.5 M	$1,367.0 M	39.56%	1.68%
2	Food or Kindred Products	$789.4 M	$1,031.0 M	30.61%	1.34%
3	Farm Products	$551.7 M	$689.6 M	25.01%	1.12%

4	Electrical Equipment	$72.0 M	$124.0 M	72.16%	2.75%
5	Waste or Scrap Materials	$6.5 M	$7.0 M	7.38%	0.36%
6	Transportation Equipment	$2.8 M	$3.8 M	34.49%	1.49%
Water Freight Origin Data					
Rank	**Commodity**	**2023 Value**	**2043 Value**	**% Change**	**CAGR**
1	Nonmetallic Minerals	$29.5 M	$33.1 M	12.18%	0.58%
2	Food or Kindred Products	$0.1 M	$0.2 M	60.15%	2.38%
3	Farm Products	$0.1 M	$0.1 M	95.85%	3.42%
Air Freight Origin Data					
Rank	**Commodity**	**2023 Value**	**2043 Value**	**% Change**	**CAGR**
1	Machinery	$1.0 M	$1.0 M	-0.82%	-0.04%
2	Transportation Equipment	$0.0 M	$0.0 M	-48.27%	-3.24%
3	Chemicals or Allied Products	$0.0 M	$0.0 M	-5.28%	-0.27%
Other Freight Origin Data					
Rank	**Commodity**	**2023 Value**	**2043 Value**	**% Change**	**CAGR**
1	Transportation Equipment	$2.1 M	$3.6 M	69.34%	2.67%
2	Printed Matter	$0.0 M	$0.0 M	-52.23%	-3.63%
3	Machinery	$0.0 M	$0.2 M	708.91%	11.02%
4	Chemicals or Allied Products	$0.0 M	$0.0 M	19.63%	0.90%

Northwest District Commodity Flow Destination Tonnage Data					
All Modes Freight Destination Data					
Rank	**Commodity**	**2023 Tons**	**2043 Tons**	**% Change**	**CAGR**
1	Farm Products	4,625,840	5,664,569	22.45%	1.02%
2	Nonmetallic Minerals	3,055,272	3,819,336	25.01%	1.12%
3	Food or Kindred Products	948,313	2,283,290	140.77%	4.49%
4	Petroleum or Coal Products	589,554	431,623	-26.79%	-1.55%
5	Chemicals or Allied Products	481,571	759,869	57.79%	2.31%
6	Secondary Traffic	469,989	538,745	14.63%	0.69%
7	Waste or Scrap Materials	337,011	453,416	34.54%	1.49%
8	Clay, Concrete, Glass or Stone	255,918	272,324	6.41%	0.31%
9	Primary Metal Products	157,830	239,776	51.92%	2.11%
10	Lumber or Wood Products	124,657	101,808	-18.33%	-1.01%
Truck Freight Destination Data					
Rank	**Commodity**	**2023 Tons**	**2043 Tons**	**% Change**	**CAGR**
1	Farm Products	4,404,978	5,411,130	22.84%	1.03%
2	Nonmetallic Minerals	2,904,618	3,661,736	26.07%	1.16%
3	Petroleum or Coal Products	584,469	427,838	-26.80%	-1.55%
4	Secondary Traffic	469,989	538,745	14.63%	0.69%
5	Food or Kindred Products	443,894	627,622	41.39%	1.75%
6	Waste or Scrap Materials	337,011	453,416	34.54%	1.49%

7	Clay, Concrete, Glass or Stone	250,092	264,964	5.95%	0.29%
8	Chemicals or Allied Products	119,078	168,291	41.33%	1.74%
9	Primary Metal Products	97,654	147,002	50.53%	2.07%
10	Transportation Equipment	88,370	103,631	17.27%	0.80%
Rail Freight Destination Data					
Rank	**Commodity**	**2023 Tons**	**2043 Tons**	**% Change**	**CAGR**
1	Food or Kindred Products	504,419	1,655,668	228.23%	6.12%
2	Chemicals or Allied Products	350,342	576,649	64.60%	2.52%
3	Farm Products	220,848	253,429	14.75%	0.69%
4	Lumber or Wood Products	88,885	76,070	-14.42%	-0.78%
5	Coal	74,306	15,853	-78.67%	-7.43%
6	Primary Metal Products	59,990	92,613	54.38%	2.20%
7	Pulp, Paper or Allied Products	29,465	31,365	6.45%	0.31%
8	Transportation Equipment	17,855	24,780	38.78%	1.65%
9	Petroleum or Coal Products	5,085	3,785	-25.57%	-1.47%
10	Nonmetallic Minerals	4,040	4,874	20.64%	0.94%
Water Freight Destination Data					
Rank	**Commodity**	**2023 Tons**	**2043 Tons**	**% Change**	**CAGR**
1	Nonmetallic Minerals	146,614	152,726	4.17%	0.20%
2	Chemicals or Allied Products	12,151	14,929	22.86%	1.03%
3	Clay, Concrete, Glass or Stone	3,926	4,424	12.68%	0.60%
4	Primary Metal Products	186	161	-13.44%	-0.72%
Other Freight Destination Data					
Rank	**Commodity**	**2023 Tons**	**2043 Tons**	**% Change**	**CAGR**
1	Farm Products	14	10	-28.57%	-1.67%
2	Misc Mixed Shipments	4	10	150.00%	4.69%

Northwest District Commodity Flow Destination Value Data					
All Modes Freight Destination Data					
Rank	**Commodity**	**2023 Value**	**2043 Value**	**% Change**	**CAGR**
1	Farm Products	$2,596.0 M	$3,235.2 M	24.62%	1.11%
2	Chemicals or Allied Products	$1,371.1 M	$2,086.6 M	52.18%	2.12%
3	Food or Kindred Products	$1,180.4 M	$2,581.8 M	118.72%	3.99%
4	Secondary Traffic	$858.3 M	$983.8 M	14.62%	0.68%
5	Transportation Equipment	$680.0 M	$757.4 M	11.39%	0.54%
6	Petroleum or Coal Products	$520.2 M	$405.3 M	-22.10%	-1.24%
7	Primary Metal Products	$369.8 M	$552.7 M	49.46%	2.03%
8	Fresh Fish or Marine Products	$257.6 M	$286.5 M	11.24%	0.53%
9	Machinery	$250.2 M	$354.5 M	41.70%	1.76%
10	Fabricated Metal Products	$125.7 M	$149.1 M	18.64%	0.86%
Truck Freight Destination Data					

Rank	Commodity	2023 Value	2043 Value	% Change	CAGR
1	Farm Products	$2,503.2 M	$3,128.7 M	24.99%	1.12%
2	Secondary Traffic	$858.3 M	$983.8 M	14.62%	0.68%
3	Chemicals or Allied Products	$813.8 M	$1,253.0 M	53.96%	2.18%
4	Transportation Equipment	$660.7 M	$730.7 M	10.60%	0.50%
5	Food or Kindred Products	$619.2 M	$866.4 M	39.91%	1.69%
6	Petroleum or Coal Products	$514.1 M	$400.7 M	-22.05%	-1.24%
7	Fresh Fish or Marine Products	$257.6 M	$286.5 M	11.24%	0.53%
8	Machinery	$250.2 M	$354.5 M	41.70%	1.76%
9	Primary Metal Products	$239.2 M	$350.8 M	46.64%	1.93%
10	Fabricated Metal Products	$125.7 M	$149.1 M	18.64%	0.86%
Rail Freight Destination Data					
Rank	**Commodity**	**2023 Value**	**2043 Value**	**% Change**	**CAGR**
1	Food or Kindred Products	$561.2 M	$1,715.5 M	205.68%	5.75%
2	Chemicals or Allied Products	$550.8 M	$825.2 M	49.81%	2.04%
3	Primary Metal Products	$130.3 M	$201.7 M	54.77%	2.21%
4	Farm Products	$92.8 M	$106.5 M	14.81%	0.69%
5	Lumber or Wood Products	$34.5 M	$36.4 M	5.71%	0.28%
6	Pulp, Paper or Allied Products	$32.0 M	$34.1 M	6.48%	0.31%
7	Transportation Equipment	$19.2 M	$26.7 M	38.78%	1.65%
8	Petroleum or Coal Products	$6.1 M	$4.5 M	-25.56%	-1.46%
9	Coal	$2.2 M	$0.5 M	-78.67%	-7.43%
10	Nonmetallic Minerals	$0.5 M	$0.6 M	20.65%	0.94%
Water Freight Destination Data					
Rank	**Commodity**	**2023 Value**	**2043 Value**	**% Change**	**CAGR**
1	Chemicals or Allied Products	$6.5 M	$8.4 M	29.21%	1.29%
2	Nonmetallic Minerals	$2.0 M	$1.7 M	-12.74%	-0.68%
3	Clay, Concrete, Glass or Stone	$1.8 M	$2.1 M	12.70%	0.60%
4	Primary Metal Products	$0.3 M	$0.3 M	-13.40%	-0.72%
Other Freight Destination Data					
Rank	**Commodity**	**2023 Value**	**2043 Value**	**% Change**	**CAGR**
1	Farm Products	$0.0 M	$0.0 M	-27.21%	-1.58%
2	Misc Mixed Shipments	$0.0 M	$0.1 M	143.77%	4.56%

Southeast District Commodity Flow Data

Southeast District Commodity Flow Origin Tonnage Data					
All Modes Freight Origin Data					
Rank	**Commodity**	**2023 Tons**	**2043 Tons**	**% Change**	**CAGR**
1	Nonmetallic Minerals	28,360,918	29,481,270	3.95%	0.19%
2	Farm Products	12,542,479	15,372,870	22.57%	1.02%
3	Clay, Concrete, Glass or Stone	8,738,846	8,724,398	-0.17%	-0.01%
4	Secondary Traffic	6,759,818	8,459,980	25.15%	1.13%
5	Petroleum or Coal Products	5,558,814	4,167,076	-25.04%	-1.43%
6	Food or Kindred Products	3,615,470	5,594,103	54.73%	2.21%
7	Chemicals or Allied Products	1,786,865	3,053,719	70.90%	2.72%
8	Waste or Scrap Materials	1,600,287	2,086,460	30.38%	1.34%
9	Primary Metal Products	1,333,297	1,837,637	37.83%	1.62%
10	Lumber or Wood Products	1,053,548	827,483	-21.46%	-1.20%
Truck Freight Origin Data					
Rank	**Commodity**	**2023 Tons**	**2043 Tons**	**% Change**	**CAGR**
1	Nonmetallic Minerals	20,409,279	19,933,734	-2.33%	-0.12%
2	Farm Products	7,862,619	10,212,024	29.88%	1.32%
3	Secondary Traffic	6,759,818	8,459,980	25.15%	1.13%
4	Petroleum or Coal Products	3,068,867	2,244,416	-26.86%	-1.55%
5	Food or Kindred Products	2,874,997	4,499,284	56.50%	2.26%
6	Waste or Scrap Materials	1,384,039	1,802,479	30.23%	1.33%
7	Chemicals or Allied Products	1,052,959	1,300,508	23.51%	1.06%
8	Lumber or Wood Products	915,919	703,155	-23.23%	-1.31%
9	Clay, Concrete, Glass or Stone	626,759	560,787	-10.53%	-0.55%
10	Primary Metal Products	533,920	777,810	45.68%	1.90%
Rail Freight Origin Data					
Rank	**Commodity**	**2023 Tons**	**2043 Tons**	**% Change**	**CAGR**
1	Clay, Concrete, Glass or Stone	3,842,429	3,929,696	2.27%	0.11%
2	Nonmetallic Minerals	1,137,359	1,149,269	1.05%	0.05%
3	Primary Metal Products	722,340	991,847	37.31%	1.60%
4	Farm Products	622,085	726,737	16.82%	0.78%
5	Chemicals or Allied Products	333,405	548,074	64.39%	2.52%
6	Food or Kindred Products	151,235	289,037	91.12%	3.29%
7	Petroleum or Coal Products	134,245	99,767	-25.68%	-1.47%
8	Waste or Scrap Materials	57,180	61,263	7.14%	0.35%
9	Lumber or Wood Products	47,180	45,583	-3.38%	-0.17%
10	Transportation Equipment	2,166	3,353	54.80%	2.21%
Water Freight Origin Data					
Rank	**Commodity**	**2023 Tons**	**2043 Tons**	**% Change**	**CAGR**

1	Nonmetallic Minerals	6,814,280	8,398,267	23.25%	1.05%
2	Clay, Concrete, Glass or Stone	4,269,658	4,233,915	-0.84%	-0.04%
3	Farm Products	4,057,775	4,434,109	9.27%	0.44%
4	Petroleum or Coal Products	1,923,027	1,464,197	-23.86%	-1.35%
5	Food or Kindred Products	589,238	805,782	36.75%	1.58%
6	Chemicals or Allied Products	400,501	1,205,137	200.91%	5.66%
7	Metallic Ores	168,981	146,098	-13.54%	-0.72%
8	Waste or Scrap Materials	159,068	222,718	40.01%	1.70%
9	Lumber or Wood Products	90,449	78,745	-12.94%	-0.69%
10	Crude Petrol. or Natural Gas	82,896	189,794	128.95%	4.23%
Pipe Freight Origin Data					
Rank	**Commodity**	**2023 Tons**	**2043 Tons**	**% Change**	**CAGR**
1	Petroleum or Coal Products	432,672	358,693	-17.10%	-0.93%
Other Freight Origin Data					
Rank	**Commodity**	**2023 Tons**	**2043 Tons**	**% Change**	**CAGR**
1	Transportation Equipment	447	779	74.27%	2.82%
2	Rubber or Misc Plastics	9	21	133.33%	4.33%
3	Petroleum or Coal Products	3	3	0.00%	0.00%

Southeast District Commodity Flow Origin Value Data					
All Modes Freight Origin Data					
Rank	**Commodity**	**2023 Value**	**2043 Value**	**% Change**	**CAGR**
1	Secondary Traffic	$18,270.4 M	$22,095.0 M	20.93%	0.95%
2	Farm Products	$8,384.0 M	$10,104.6 M	20.52%	0.94%
3	Primary Metal Products	$4,579.1 M	$6,998.3 M	52.83%	2.14%
4	Food or Kindred Products	$4,537.2 M	$6,730.9 M	48.35%	1.99%
5	Petroleum or Coal Products	$3,723.3 M	$2,585.2 M	-30.57%	-1.81%
6	Transportation Equipment	$2,640.9 M	$3,640.6 M	37.85%	1.62%
7	Clay, Concrete, Glass or Stone	$1,988.9 M	$1,976.6 M	-0.62%	-0.03%
8	Chemicals or Allied Products	$1,061.5 M	$2,076.6 M	95.63%	3.41%
9	Machinery	$1,056.3 M	$948.1 M	-10.24%	-0.54%
10	Fabricated Metal Products	$1,002.8 M	$1,199.6 M	19.63%	0.90%
Truck Freight Origin Data					
Rank	**Commodity**	**2023 Value**	**2043 Value**	**% Change**	**CAGR**
1	Secondary Traffic	$18,270.4 M	$22,095.0 M	20.93%	0.95%
2	Farm Products	$5,297.2 M	$6,823.5 M	28.81%	1.27%
3	Food or Kindred Products	$3,800.4 M	$5,603.0 M	47.43%	1.96%
4	Primary Metal Products	$2,823.8 M	$4,651.3 M	64.72%	2.53%
5	Transportation Equipment	$2,605.3 M	$3,565.1 M	36.84%	1.58%
6	Petroleum or Coal Products	$2,452.5 M	$1,669.7 M	-31.92%	-1.90%
7	Machinery	$1,056.3 M	$948.1 M	-10.24%	-0.54%

8	Fabricated Metal Products	$1,002.8 M	$1,199.6 M	19.63%	0.90%
9	Electrical Equipment	$993.8 M	$1,549.8 M	55.95%	2.25%
10	Rubber or Misc Plastics	$900.5 M	$1,523.9 M	69.22%	2.67%
Rail Freight Origin Data					
Rank	**Commodity**	**2023 Value**	**2043 Value**	**% Change**	**CAGR**
1	Primary Metal Products	$1,570.6 M	$2,178.4 M	38.69%	1.65%
2	Farm Products	$1,034.7 M	$1,170.9 M	13.15%	0.62%
3	Clay, Concrete, Glass or Stone	$844.6 M	$882.8 M	4.52%	0.22%
4	Chemicals or Allied Products	$241.0 M	$396.7 M	64.59%	2.52%
5	Petroleum or Coal Products	$159.7 M	$118.8 M	-25.59%	-1.47%
6	Food or Kindred Products	$92.5 M	$191.6 M	107.20%	3.71%
7	Lumber or Wood Products	$32.6 M	$32.2 M	-1.06%	-0.05%
8	Nonmetallic Minerals	$24.5 M	$27.0 M	10.25%	0.49%
9	Waste or Scrap Materials	$15.2 M	$18.4 M	21.01%	0.96%
10	Transportation Equipment	$2.3 M	$3.6 M	54.86%	2.21%
Water Freight Origin Data					
Rank	**Commodity**	**2023 Value**	**2043 Value**	**% Change**	**CAGR**
1	Farm Products	$2,052.0 M	$2,110.3 M	2.84%	0.14%
2	Clay, Concrete, Glass or Stone	$1,028.4 M	$989.3 M	-3.81%	-0.19%
3	Petroleum or Coal Products	$822.8 M	$557.7 M	-32.22%	-1.93%
4	Food or Kindred Products	$644.3 M	$936.3 M	45.32%	1.89%
5	Chemicals or Allied Products	$351.8 M	$954.4 M	171.30%	5.12%
6	Nonmetallic Minerals	$212.1 M	$291.9 M	37.65%	1.61%
7	Primary Metal Products	$184.7 M	$168.6 M	-8.69%	-0.45%
8	Metallic Ores	$126.3 M	$95.5 M	-24.40%	-1.39%
9	Waste or Scrap Materials	$49.8 M	$69.7 M	40.01%	1.70%
10	Crude Petrol. or Natural Gas	$42.6 M	$97.5 M	128.96%	4.23%
Pipe Freight Origin Data					
Rank	**Commodity**	**2023 Value**	**2043 Value**	**% Change**	**CAGR**
1	Petroleum or Coal Products	$288.4 M	$239.1 M	-17.10%	-0.93%
Other Freight Origin Data					
Rank	**Commodity**	**2023 Value**	**2043 Value**	**% Change**	**CAGR**
1	Transportation Equipment	$33.2 M	$71.8 M	116.12%	3.93%
2	Rubber or Misc Plastics	$0.0 M	$0.1 M	146.79%	4.62%
3	Petroleum or Coal Products	$0.0 M	$0.0 M	-8.83%	-0.46%

Southeast District Commodity Flow Destination Tonnage Data					
All Modes Freight Destination Data					
Rank	**Commodity**	**2023 Tons**	**2043 Tons**	**% Change**	**CAGR**
1	Crude Petrol. or Natural Gas	109,115,654	109,613,434	0.46%	0.02%
2	Nonmetallic Minerals	17,646,377	23,276,251	31.90%	1.39%

3	Farm Products	9,679,322	11,905,466	23.00%	1.04%
4	Coal	5,141,681	1,127,040	-78.08%	-7.31%
5	Petroleum or Coal Products	4,991,222	4,172,513	-16.40%	-0.89%
6	Waste or Scrap Materials	2,891,051	3,841,856	32.89%	1.43%
7	Secondary Traffic	2,779,447	3,353,843	20.67%	0.94%
8	Chemicals or Allied Products	2,278,915	3,343,139	46.70%	1.93%
9	Clay, Concrete, Glass or Stone	1,699,431	1,732,270	1.93%	0.10%
10	Food or Kindred Products	1,614,152	2,168,128	34.32%	1.49%
Truck Freight Destination Data					
Rank	**Commodity**	**2023 Tons**	**2043 Tons**	**% Change**	**CAGR**
1	Nonmetallic Minerals	17,205,024	22,708,947	31.99%	1.40%
2	Farm Products	9,512,793	11,639,738	22.36%	1.01%
3	Petroleum or Coal Products	4,064,938	3,506,341	-13.74%	-0.74%
4	Waste or Scrap Materials	2,845,984	3,783,829	32.95%	1.43%
5	Secondary Traffic	2,779,447	3,353,843	20.67%	0.94%
6	Food or Kindred Products	1,370,372	1,856,399	35.47%	1.53%
7	Clay, Concrete, Glass or Stone	931,766	1,007,307	8.11%	0.39%
8	Primary Metal Products	553,061	903,655	63.39%	2.49%
9	Chemicals or Allied Products	345,654	503,166	45.57%	1.90%
10	Lumber or Wood Products	334,216	296,239	-11.36%	-0.60%
Rail Freight Destination Data					
Rank	**Commodity**	**2023 Tons**	**2043 Tons**	**% Change**	**CAGR**
1	Coal	4,512,688	956,843	-78.80%	-7.46%
2	Clay, Concrete, Glass or Stone	611,168	589,972	-3.47%	-0.18%
3	Chemicals or Allied Products	481,342	671,817	39.57%	1.68%
4	Food or Kindred Products	184,799	227,860	23.30%	1.05%
5	Primary Metal Products	159,705	219,974	37.74%	1.61%
6	Pulp, Paper or Allied Products	152,625	204,390	33.92%	1.47%
7	Petroleum or Coal Products	141,270	117,912	-16.53%	-0.90%
8	Farm Products	88,164	140,910	59.83%	2.37%
9	Nonmetallic Minerals	83,635	102,615	22.69%	1.03%
10	Waste or Scrap Materials	40,030	52,010	29.93%	1.32%
Water Freight Destination Data					
Rank	**Commodity**	**2023 Tons**	**2043 Tons**	**% Change**	**CAGR**
1	Chemicals or Allied Products	1,451,919	2,168,156	49.33%	2.03%
2	Petroleum or Coal Products	785,014	548,260	-30.16%	-1.78%
3	Primary Metal Products	538,631	536,722	-0.35%	-0.02%
4	Coal	495,750	107,513	-78.31%	-7.36%
5	Nonmetallic Minerals	357,718	464,689	29.90%	1.32%
6	Metallic Ores	281,503	304,290	8.09%	0.39%
7	Clay, Concrete, Glass or Stone	156,497	134,991	-13.74%	-0.74%

8	Farm Products	78,365	124,818	59.28%	2.35%
9	Food or Kindred Products	58,981	83,869	42.20%	1.78%
10	Crude Petrol. or Natural Gas	6,448	5,397	-16.30%	-0.89%
Pipe Freight Destination Data					
Rank	**Commodity**	**2023 Tons**	**2043 Tons**	**% Change**	**CAGR**
1	Crude Petrol. or Natural Gas	106,112,422	106,593,545	0.45%	0.02%
Other Freight Destination Data					
Rank	**Commodity**	**2023 Tons**	**2043 Tons**	**% Change**	**CAGR**
1	Crude Petrol. or Natural Gas	2,990,687	3,008,372	0.59%	0.03%
2	Misc Mixed Shipments	430	1,100	155.81%	4.81%
3	Primary Metal Products	11	24	118.18%	3.98%
4	Electrical Equipment	6	23	283.33%	6.95%
5	Transportation Equipment	5	13	160.00%	4.89%

Southeast District Commodity Flow Destination Value Data					
All Modes Freight Destination Data					
Rank	**Commodity**	**2023 Value**	**2043 Value**	**% Change**	**CAGR**
1	Crude Petrol. or Natural Gas	$43,787.3 M	$43,987.6 M	0.46%	0.02%
2	Secondary Traffic	$10,221.2 M	$11,983.5 M	17.24%	0.80%
3	Petroleum or Coal Products	$4,383.0 M	$3,562.5 M	-18.72%	-1.03%
4	Farm Products	$4,168.8 M	$5,095.1 M	22.22%	1.01%
5	Primary Metal Products	$3,436.6 M	$5,081.4 M	47.86%	1.97%
6	Chemicals or Allied Products	$2,453.4 M	$3,702.0 M	50.89%	2.08%
7	Food or Kindred Products	$1,961.3 M	$2,750.1 M	40.21%	1.70%
8	Transportation Equipment	$1,439.1 M	$2,039.8 M	41.74%	1.76%
9	Machinery	$1,000.0 M	$1,570.4 M	57.04%	2.28%
10	Waste or Scrap Materials	$889.4 M	$1,194.1 M	34.26%	1.48%
Truck Freight Destination Data					
Rank	**Commodity**	**2023 Value**	**2043 Value**	**% Change**	**CAGR**
1	Secondary Traffic	$10,221.2 M	$11,983.5 M	17.24%	0.80%
2	Farm Products	$4,060.0 M	$4,935.5 M	21.56%	0.98%
3	Petroleum or Coal Products	$3,649.7 M	$3,100.6 M	-15.05%	-0.81%
4	Primary Metal Products	$1,893.7 M	$3,259.4 M	72.11%	2.75%
5	Food or Kindred Products	$1,840.0 M	$2,595.6 M	41.06%	1.74%
6	Transportation Equipment	$1,213.6 M	$1,724.9 M	42.14%	1.77%
7	Machinery	$1,000.0 M	$1,570.4 M	57.04%	2.28%
8	Chemicals or Allied Products	$979.4 M	$1,459.9 M	49.06%	2.02%
9	Waste or Scrap Materials	$874.3 M	$1,174.7 M	34.35%	1.49%
10	Fabricated Metal Products	$746.3 M	$989.0 M	32.52%	1.42%
Rail Freight Destination Data					
Rank	**Commodity**	**2023 Value**	**2043 Value**	**% Change**	**CAGR**

1	Primary Metal Products	$558.5 M	$800.4 M	43.30%	1.82%
2	Chemicals or Allied Products	$495.3 M	$701.7 M	41.68%	1.76%
3	Transportation Equipment	$225.5 M	$314.8 M	39.59%	1.68%
4	Clay, Concrete, Glass or Stone	$157.7 M	$153.9 M	-2.43%	-0.12%
5	Petroleum or Coal Products	$135.9 M	$113.7 M	-16.31%	-0.89%
6	Coal	$133.3 M	$28.3 M	-78.80%	-7.46%
7	Food or Kindred Products	$89.0 M	$113.5 M	27.51%	1.22%
8	Pulp, Paper or Allied Products	$79.6 M	$106.3 M	33.51%	1.46%
9	Farm Products	$24.8 M	$39.0 M	57.16%	2.29%
10	Waste or Scrap Materials	$13.5 M	$17.6 M	29.93%	1.32%
Water Freight Destination Data					
Rank	**Commodity**	**2023 Value**	**2043 Value**	**% Change**	**CAGR**
1	Primary Metal Products	$984.3 M	$1,021.5 M	3.78%	0.19%
2	Chemicals or Allied Products	$978.7 M	$1,540.4 M	57.39%	2.29%
3	Petroleum or Coal Products	$597.4 M	$348.2 M	-41.71%	-2.66%
4	Farm Products	$84.0 M	$120.7 M	43.65%	1.83%
5	Clay, Concrete, Glass or Stone	$71.3 M	$61.3 M	-14.02%	-0.75%
6	Metallic Ores	$50.2 M	$53.8 M	7.21%	0.35%
7	Food or Kindred Products	$32.4 M	$41.0 M	26.82%	1.20%
8	Coal	$14.6 M	$3.2 M	-78.31%	-7.36%
9	Nonmetallic Minerals	$4.7 M	$7.0 M	49.35%	2.03%
10	Crude Petrol. or Natural Gas	$3.3 M	$2.8 M	-16.30%	-0.89%
Pipe Freight Destination Data					
Rank	**Commodity**	**2023 Value**	**2043 Value**	**% Change**	**CAGR**
1	Crude Petrol. or Natural Gas	$3.3 M	$2.8 M	-16.30%	-0.89%
Other Freight Destination Data					
Rank	**Commodity**	**2023 Value**	**2043 Value**	**% Change**	**CAGR**
1	Crude Petrol. or Natural Gas	$1,259.4 M	$1,267.5 M	0.64%	0.03%
2	Misc Mixed Shipments	$0.5 M	$1.4 M	156.06%	4.81%
3	Electrical Equipment	$0.1 M	$0.4 M	273.48%	6.81%
4	Primary Metal Products	$0.0 M	$0.1 M	131.98%	4.30%
5	Transportation Equipment	$0.0 M	$0.1 M	165.78%	5.01%

Southwest District Commodity Flow Data

Southwest District Commodity Flow Origin Tonnage Data					
All Modes Freight Origin Data					
Rank	**Commodity**	**2023 Tons**	**2043 Tons**	**% Change**	**CAGR**
1	Nonmetallic Minerals	20,210,002	19,409,193	-3.96%	-0.20%
2	Farm Products	11,445,078	11,432,851	-0.11%	-0.01%
3	Food or Kindred Products	9,947,787	14,788,534	48.66%	2.00%
4	Secondary Traffic	4,684,244	6,010,622	28.32%	1.25%
5	Waste or Scrap Materials	3,475,368	4,827,041	38.89%	1.66%
6	Petroleum or Coal Products	3,065,483	3,162,657	3.17%	0.16%
7	Chemicals or Allied Products	2,904,304	3,899,256	34.26%	1.48%
8	Transportation Equipment	1,452,720	2,224,428	53.12%	2.15%
9	Clay, Concrete, Glass or Stone	932,244	804,391	-13.71%	-0.73%
10	Lumber or Wood Products	485,708	441,647	-9.07%	-0.47%
Truck Freight Origin Data					
Rank	**Commodity**	**2023 Tons**	**2043 Tons**	**% Change**	**CAGR**
1	Nonmetallic Minerals	20,193,022	19,388,414	-3.98%	-0.20%
2	Food or Kindred Products	8,352,238	12,458,245	49.16%	2.02%
3	Farm Products	6,133,987	7,530,741	22.77%	1.03%
4	Secondary Traffic	4,684,244	6,010,622	28.32%	1.25%
5	Waste or Scrap Materials	2,674,053	4,273,348	59.81%	2.37%
6	Petroleum or Coal Products	2,350,729	2,373,429	0.97%	0.05%
7	Clay, Concrete, Glass or Stone	844,307	713,123	-15.54%	-0.84%
8	Chemicals or Allied Products	748,484	1,286,114	71.83%	2.74%
9	Transportation Equipment	520,451	749,352	43.98%	1.84%
10	Fabricated Metal Products	454,841	574,915	26.40%	1.18%
Rail Freight Origin Data					
Rank	**Commodity**	**2023 Tons**	**2043 Tons**	**% Change**	**CAGR**
1	Chemicals or Allied Products	1,474,495	2,032,737	37.86%	1.62%
2	Food or Kindred Products	1,085,559	1,493,575	37.59%	1.61%
3	Transportation Equipment	931,337	1,473,607	58.22%	2.32%
4	Waste or Scrap Materials	796,664	553,195	-30.56%	-1.81%
5	Petroleum or Coal Products	695,165	759,475	9.25%	0.44%
6	Misc Mixed Shipments	320,760	318,620	-0.67%	-0.03%
7	Coal	258,140	49,047	-81.00%	-7.97%
8	Apparel or Related Products	100,880	53,544	-46.92%	-3.12%
9	Clay, Concrete, Glass or Stone	87,935	91,265	3.79%	0.19%
10	Primary Metal Products	42,955	61,181	42.43%	1.78%
Water Freight Origin Data					
Rank	**Commodity**	**2023 Tons**	**2043 Tons**	**% Change**	**CAGR**

1	Farm Products	5,268,393	3,855,033	-26.83%	-1.55%
2	Chemicals or Allied Products	680,585	579,430	-14.86%	-0.80%
3	Food or Kindred Products	509,924	836,600	64.06%	2.51%
4	Coal	41,682	20,899	-49.86%	-3.39%
5	Primary Metal Products	20,897	26,250	25.62%	1.15%
6	Petroleum or Coal Products	19,588	29,752	51.89%	2.11%
7	Waste or Scrap Materials	4,651	498	-89.29%	-10.57%
8	Nonmetallic Minerals	2,004	2,713	35.38%	1.53%
Air Freight Origin Data					
Rank	**Commodity**	**2023 Tons**	**2043 Tons**	**% Change**	**CAGR**
1	Small Packaged Freight Shipments	3,642	4,853	33.25%	1.45%
2	Misc Mixed Shipments	941	1,460	55.15%	2.22%
3	Chemicals or Allied Products	740	975	31.76%	1.39%
4	Transportation Equipment	704	995	41.34%	1.74%
5	Electrical Equipment	616	871	41.40%	1.75%
6	Textile Mill Products	184	241	30.98%	1.36%
7	Instrum, Photo Equipment, Optical Eq	166	333	100.60%	3.54%
8	Rubber or Misc Plastics	151	202	33.77%	1.47%
9	Printed Matter	122	102	-16.39%	-0.89%
10	Primary Metal Products	15	22	46.67%	1.93%
Other Freight Origin Data					
Rank	**Commodity**	**2023 Tons**	**2043 Tons**	**% Change**	**CAGR**
1	Transportation Equipment	228	474	107.89%	3.73%
2	Food or Kindred Products	64	111	73.44%	2.79%
3	Fabricated Metal Products	8	10	25.00%	1.12%

Southwest District Commodity Flow Origin Value Data					
All Modes Freight Origin Data					
Rank	**Commodity**	**2023 Value**	**2043 Value**	**% Change**	**CAGR**
1	Secondary Traffic	$22,044.4 M	$26,298.3 M	19.30%	0.89%
2	Food or Kindred Products	$14,870.9 M	$21,416.6 M	44.02%	1.84%
3	Transportation Equipment	$14,000.3 M	$21,935.6 M	56.68%	2.27%
4	Farm Products	$10,233.2 M	$11,466.1 M	12.05%	0.57%
5	Chemicals or Allied Products	$4,712.5 M	$6,515.1 M	38.25%	1.63%
6	Petroleum or Coal Products	$2,443.8 M	$2,524.1 M	3.29%	0.16%
7	Fabricated Metal Products	$2,336.3 M	$2,995.2 M	28.20%	1.25%
8	Machinery	$2,229.1 M	$2,584.2 M	15.93%	0.74%
9	Misc Mixed Shipments	$2,193.7 M	$2,182.7 M	-0.50%	-0.03%
10	Electrical Equipment	$2,128.0 M	$3,623.5 M	70.28%	2.70%
Truck Freight Origin Data					
Rank	**Commodity**	**2023 Value**	**2043 Value**	**% Change**	**CAGR**

1	Secondary Traffic	$22,044.4 M	$26,298.3 M	19.30%	0.89%
2	Food or Kindred Products	$13,531.1 M	$19,487.4 M	44.02%	1.84%
3	Farm Products	$6,987.9 M	$8,977.2 M	28.47%	1.26%
4	Transportation Equipment	$4,696.3 M	$7,183.1 M	52.95%	2.15%
5	Fabricated Metal Products	$2,254.2 M	$2,830.4 M	25.56%	1.14%
6	Machinery	$2,196.7 M	$2,524.8 M	14.94%	0.70%
7	Electrical Equipment	$2,031.0 M	$3,209.1 M	58.01%	2.31%
8	Petroleum or Coal Products	$2,002.1 M	$2,054.9 M	2.64%	0.13%
9	Rubber or Misc Plastics	$1,815.3 M	$2,753.8 M	51.69%	2.11%
10	Chemicals or Allied Products	$1,748.4 M	$2,554.1 M	46.08%	1.91%
Rail Freight Origin Data					
Rank	**Commodity**	**2023 Value**	**2043 Value**	**% Change**	**CAGR**
1	Transportation Equipment	$9,257.6 M	$14,665.2 M	58.41%	2.33%
2	Chemicals or Allied Products	$2,511.3 M	$3,575.4 M	42.37%	1.78%
3	Misc Mixed Shipments	$2,187.3 M	$2,172.7 M	-0.67%	-0.03%
4	Food or Kindred Products	$967.0 M	$1,350.5 M	39.66%	1.68%
5	Apparel or Related Products	$606.8 M	$356.6 M	-41.23%	-2.62%
6	Petroleum or Coal Products	$434.6 M	$459.1 M	5.64%	0.27%
7	Rubber or Misc Plastics	$164.6 M	$688.2 M	318.14%	7.42%
8	Furniture or Fixtures	$111.6 M	$31.7 M	-71.64%	-6.11%
9	Waste or Scrap Materials	$96.5 M	$93.0 M	-3.66%	-0.19%
10	Primary Metal Products	$91.9 M	$131.3 M	42.90%	1.80%
Water Freight Origin Data					
Rank	**Commodity**	**2023 Value**	**2043 Value**	**% Change**	**CAGR**
1	Farm Products	$3,215.1 M	$2,454.5 M	-23.66%	-1.34%
2	Chemicals or Allied Products	$448.2 M	$381.5 M	-14.86%	-0.80%
3	Food or Kindred Products	$372.9 M	$578.6 M	55.17%	2.22%
4	Primary Metal Products	$34.4 M	$43.2 M	25.61%	1.15%
5	Petroleum or Coal Products	$7.1 M	$10.0 M	41.53%	1.75%
6	Waste or Scrap Materials	$1.5 M	$0.2 M	-89.29%	-10.57%
7	Coal	$1.2 M	$0.6 M	-49.86%	-3.39%
8	Nonmetallic Minerals	$0.1 M	$0.1 M	35.38%	1.53%
Air Freight Origin Data					
Rank	**Commodity**	**2023 Value**	**2043 Value**	**% Change**	**CAGR**
1	Small Packaged Freight Shipments	$242.3 M	$323.0 M	33.28%	1.45%
2	Transportation Equipment	$15.8 M	$22.3 M	41.17%	1.74%
3	Electrical Equipment	$11.4 M	$16.2 M	41.47%	1.75%
4	Instrum, Photo Equipment, Optical Eq	$7.1 M	$14.2 M	100.68%	3.54%
5	Misc Mixed Shipments	$6.4 M	$10.0 M	55.26%	2.22%
6	Rubber or Misc Plastics	$5.8 M	$7.7 M	33.83%	1.47%
7	Chemicals or Allied Products	$4.6 M	$4.1 M	-11.13%	-0.59%

8	Printed Matter	$2.1 M	$1.8 M	-16.57%	-0.90%
9	Textile Mill Products	$1.7 M	$2.2 M	31.02%	1.36%
10	Fabricated Metal Products	$0.3 M	$0.4 M	37.34%	1.60%
Other Freight Origin Data					
Rank	**Commodity**	**2023 Value**	**2043 Value**	**% Change**	**CAGR**
1	Transportation Equipment	$30.6 M	$64.9 M	112.20%	3.83%
2	Food or Kindred Products	$0.1 M	$0.1 M	74.51%	2.82%
3	Fabricated Metal Products	$0.0 M	$0.0 M	24.94%	1.12%

Southwest District Commodity Flow Destination Tonnage Data					
All Modes Freight Destination Data					
Rank	**Commodity**	**2023 Tons**	**2043 Tons**	**% Change**	**CAGR**
1	Nonmetallic Minerals	14,669,036	18,137,549	23.65%	1.07%
2	Farm Products	12,509,924	15,550,025	24.30%	1.09%
3	Chemicals or Allied Products	8,738,051	13,530,639	54.85%	2.21%
4	Food or Kindred Products	8,337,851	11,133,119	33.53%	1.46%
5	Coal	8,217,920	1,612,721	-80.38%	-7.82%
6	Secondary Traffic	6,978,899	8,462,550	21.26%	0.97%
7	Petroleum or Coal Products	4,972,094	4,048,809	-18.57%	-1.02%
8	Clay, Concrete, Glass or Stone	2,803,854	2,892,684	3.17%	0.16%
9	Waste or Scrap Materials	2,313,039	3,136,785	35.61%	1.53%
10	Transportation Equipment	1,906,458	2,792,764	46.49%	1.93%
Truck Freight Destination Data					
Rank	**Commodity**	**2023 Tons**	**2043 Tons**	**% Change**	**CAGR**
1	Nonmetallic Minerals	13,599,689	17,051,169	25.38%	1.14%
2	Farm Products	11,372,258	14,084,615	23.85%	1.08%
3	Secondary Traffic	6,978,899	8,462,550	21.26%	0.97%
4	Food or Kindred Products	6,081,353	8,379,700	37.79%	1.62%
5	Petroleum or Coal Products	4,091,810	3,427,959	-16.22%	-0.88%
6	Waste or Scrap Materials	2,159,883	2,904,807	34.49%	1.49%
7	Clay, Concrete, Glass or Stone	2,119,419	2,180,349	2.87%	0.14%
8	Primary Metal Products	692,961	1,157,886	67.09%	2.60%
9	Lumber or Wood Products	690,074	589,125	-14.63%	-0.79%
10	Chemicals or Allied Products	664,079	1,108,070	66.86%	2.59%
Rail Freight Destination Data					
Rank	**Commodity**	**2023 Tons**	**2043 Tons**	**% Change**	**CAGR**
1	Chemicals or Allied Products	7,602,126	11,703,035	53.94%	2.18%
2	Coal	7,212,866	1,396,900	-80.63%	-7.88%
3	Food or Kindred Products	2,256,485	2,753,401	22.02%	1.00%
4	Transportation Equipment	1,466,996	2,114,065	44.11%	1.84%
5	Farm Products	1,135,431	1,460,646	28.64%	1.27%

6	Petroleum or Coal Products	823,640	587,382	-28.68%	-1.68%
7	Clay, Concrete, Glass or Stone	684,360	712,238	4.07%	0.20%
8	Misc Mixed Shipments	614,280	642,861	4.65%	0.23%
9	Nonmetallic Minerals	595,316	655,556	10.12%	0.48%
10	Primary Metal Products	333,118	430,832	29.33%	1.29%
Water Freight Destination Data					
Rank	**Commodity**	**2023 Tons**	**2043 Tons**	**% Change**	**CAGR**
1	Coal	998,189	214,615	-78.50%	-7.40%
2	Nonmetallic Minerals	474,029	430,823	-9.11%	-0.48%
3	Chemicals or Allied Products	471,541	719,052	52.49%	2.13%
4	Petroleum or Coal Products	56,644	33,468	-40.92%	-2.60%
5	Primary Metal Products	49,980	65,166	30.38%	1.34%
6	Farm Products	2,235	4,764	113.15%	3.86%
Air Freight Destination Data					
Rank	**Commodity**	**2023 Tons**	**2043 Tons**	**% Change**	**CAGR**
1	Small Packaged Freight Shipments	4,050	5,681	40.27%	1.71%
2	Instrum, Photo Equipment, Optical Eq	1,054	2,121	101.23%	3.56%
3	Misc Mixed Shipments	997	1,113	11.63%	0.55%
4	Electrical Equipment	833	1,541	84.99%	3.12%
5	Misc Manufacturing Products	494	676	36.84%	1.58%
6	Machinery	383	732	91.12%	3.29%
7	Transportation Equipment	314	466	48.41%	1.99%
8	Chemicals or Allied Products	305	482	58.03%	2.31%
9	Fresh Fish or Marine Products	300	374	24.67%	1.11%
10	Printed Matter	182	204	12.09%	0.57%
Other Freight Destination Data					
Rank	**Commodity**	**2023 Tons**	**2043 Tons**	**% Change**	**CAGR**
1	Crude Petrol. or Natural Gas	4,115	4,139	0.58%	0.03%
2	Misc Mixed Shipments	158	403	155.06%	4.79%
3	Machinery	106	316	198.11%	5.61%
4	Transportation Equipment	86	241	180.23%	5.29%
5	Electrical Equipment	31	116	274.19%	6.82%
6	Primary Metal Products	19	45	136.84%	4.41%

Southwest District Commodity Flow Destination Value Data					
All Modes Freight Destination Data					
Rank	**Commodity**	**2023 Value**	**2043 Value**	**% Change**	**CAGR**
1	Secondary Traffic	$28,323.5 M	$33,202.0 M	17.22%	0.80%
2	Transportation Equipment	$19,708.2 M	$28,802.5 M	46.15%	1.92%
3	Chemicals or Allied Products	$10,353.1 M	$15,994.4 M	54.49%	2.20%
4	Farm Products	$10,248.0 M	$12,866.3 M	25.55%	1.14%

5	Food or Kindred Products	$8,256.9 M	$11,041.0 M	33.72%	1.46%
6	Petroleum or Coal Products	$4,369.6 M	$3,433.9 M	-21.41%	-1.20%
7	Misc Mixed Shipments	$4,238.4 M	$4,488.3 M	5.90%	0.29%
8	Primary Metal Products	$2,782.9 M	$4,173.7 M	49.98%	2.05%
9	Electrical Equipment	$2,260.5 M	$4,669.2 M	106.56%	3.69%
10	Rubber or Misc Plastics	$2,012.9 M	$3,033.3 M	50.69%	2.07%
Truck Freight Destination Data					
Rank	**Commodity**	**2023 Value**	**2043 Value**	**% Change**	**CAGR**
1	Secondary Traffic	$28,323.5 M	$33,202.0 M	17.22%	0.80%
2	Farm Products	$9,717.1 M	$12,201.1 M	25.56%	1.14%
3	Food or Kindred Products	$6,758.1 M	$9,109.7 M	34.80%	1.50%
4	Transportation Equipment	$4,020.3 M	$6,216.2 M	54.62%	2.20%
5	Petroleum or Coal Products	$3,454.4 M	$2,824.7 M	-18.23%	-1.00%
6	Chemicals or Allied Products	$2,879.3 M	$4,791.4 M	66.41%	2.58%
7	Electrical Equipment	$1,950.3 M	$4,126.7 M	111.59%	3.82%
8	Primary Metal Products	$1,824.3 M	$2,948.8 M	61.64%	2.43%
9	Fabricated Metal Products	$1,794.0 M	$2,257.3 M	25.82%	1.16%
10	Rubber or Misc Plastics	$1,662.4 M	$2,396.1 M	44.13%	1.84%
Rail Freight Destination Data					
Rank	**Commodity**	**2023 Value**	**2043 Value**	**% Change**	**CAGR**
1	Transportation Equipment	$15,677.8 M	$22,571.7 M	43.97%	1.84%
2	Chemicals or Allied Products	$7,175.3 M	$10,687.1 M	48.94%	2.01%
3	Misc Mixed Shipments	$4,188.8 M	$4,383.7 M	4.65%	0.23%
4	Food or Kindred Products	$1,498.9 M	$1,931.3 M	28.85%	1.28%
5	Primary Metal Products	$861.9 M	$1,100.4 M	27.67%	1.23%
6	Petroleum or Coal Products	$845.5 M	$568.0 M	-32.83%	-1.97%
7	Instrum, Photo Equipment, Optical Eq	$667.9 M	$1,031.2 M	54.39%	2.20%
8	Farm Products	$530.1 M	$663.5 M	25.17%	1.13%
9	Rubber or Misc Plastics	$345.6 M	$630.8 M	82.49%	3.05%
10	Electrical Equipment	$282.5 M	$487.4 M	72.52%	2.76%
Water Freight Destination Data					
Rank	**Commodity**	**2023 Value**	**2043 Value**	**% Change**	**CAGR**
1	Chemicals or Allied Products	$290.9 M	$504.4 M	73.39%	2.79%
2	Nonmetallic Minerals	$106.7 M	$138.9 M	30.22%	1.33%
3	Primary Metal Products	$95.6 M	$122.6 M	28.22%	1.25%
4	Petroleum or Coal Products	$69.7 M	$41.3 M	-40.81%	-2.59%
5	Coal	$29.5 M	$6.3 M	-78.50%	-7.40%
6	Farm Products	$0.8 M	$1.7 M	102.54%	3.59%
Air Freight Destination Data					
Rank	**Commodity**	**2023 Value**	**2043 Value**	**% Change**	**CAGR**
1	Small Packaged Freight Shipments	$269.5 M	$378.1 M	40.29%	1.71%

2	Instrum, Photo Equipment, Optical Eq	$46.6 M	$94.1 M	102.02%	3.58%
3	Electrical Equipment	$27.1 M	$53.3 M	96.57%	3.44%
4	Machinery	$13.7 M	$24.7 M	80.47%	3.00%
5	Transportation Equipment	$9.2 M	$12.4 M	33.97%	1.47%
6	Fabricated Metal Products	$8.3 M	$9.8 M	18.91%	0.87%
7	Chemicals or Allied Products	$7.7 M	$11.6 M	51.44%	2.10%
8	Misc Mixed Shipments	$6.8 M	$7.6 M	11.58%	0.55%
9	Fresh Fish or Marine Products	$6.3 M	$7.9 M	24.82%	1.11%
10	Rubber or Misc Plastics	$4.9 M	$6.4 M	31.13%	1.36%
Other Freight Destination Data					
Rank	**Commodity**	**2023 Value**	**2043 Value**	**% Change**	**CAGR**
1	Crude Petrol. or Natural Gas	$1.7 M	$1.7 M	0.64%	0.03%
2	Machinery	$1.7 M	$5.0 M	190.83%	5.48%
3	Transportation Equipment	$0.8 M	$2.3 M	187.68%	5.43%
4	Electrical Equipment	$0.5 M	$1.8 M	273.48%	6.81%
5	Misc Mixed Shipments	$0.3 M	$0.6 M	148.83%	4.66%
6	Primary Metal Products	$0.1 M	$0.1 M	146.41%	4.61%

St. Louis District Commodity Flow Data

St. Louis District Commodity Flow Origin Tonnage Data					
All Modes Freight Origin Data					
Rank	**Commodity**	**2023 Tons**	**2043 Tons**	**% Change**	**CAGR**
1	Nonmetallic Minerals	22,555,566	23,664,343	4.92%	0.24%
2	Petroleum or Coal Products	7,673,948	6,904,837	-10.02%	-0.53%
3	Waste or Scrap Materials	5,619,739	7,543,289	34.23%	1.48%
4	Secondary Traffic	5,472,414	8,618,361	57.49%	2.30%
5	Farm Products	4,872,790	7,123,763	46.19%	1.92%
6	Food or Kindred Products	4,445,218	5,162,142	16.13%	0.75%
7	Clay, Concrete, Glass or Stone	3,615,242	3,895,449	7.75%	0.37%
8	Chemicals or Allied Products	3,350,772	4,446,964	32.71%	1.43%
9	Coal	1,313,101	1,161,932	-11.51%	-0.61%
10	Fabricated Metal Products	569,571	581,209	2.04%	0.10%
11	Transportation Equipment	537,625	706,228	31.36%	1.37%
Truck Freight Origin Data					
Rank	**Commodity**	**2023 Tons**	**2043 Tons**	**% Change**	**CAGR**
1	Nonmetallic Minerals	20,770,888	21,113,828	1.65%	0.08%
2	Petroleum or Coal Products	7,396,502	6,581,919	-11.01%	-0.58%
3	Secondary Traffic	5,472,414	8,618,361	57.49%	2.30%
4	Waste or Scrap Materials	5,041,061	7,108,208	41.01%	1.73%
5	Food or Kindred Products	3,891,892	4,520,774	16.16%	0.75%
6	Chemicals or Allied Products	2,479,466	3,184,306	28.43%	1.26%
7	Clay, Concrete, Glass or Stone	1,122,316	1,237,432	10.26%	0.49%
8	Fabricated Metal Products	568,490	579,859	2.00%	0.10%
9	Farm Products	556,605	870,672	56.43%	2.26%
10	Transportation Equipment	275,582	347,794	26.20%	1.17%
11	Rubber or Misc Plastics	259,436	308,779	19.02%	0.87%
Rail Freight Origin Data					
Rank	**Commodity**	**2023 Tons**	**2043 Tons**	**% Change**	**CAGR**
1	Chemicals or Allied Products	755,588	1,131,495	49.75%	2.04%
2	Clay, Concrete, Glass or Stone	552,645	575,133	4.07%	0.20%
3	Waste or Scrap Materials	414,850	326,837	-21.22%	-1.19%
4	Food or Kindred Products	383,890	472,648	23.12%	1.05%
5	Misc Mixed Shipments	382,120	399,895	4.65%	0.23%
6	Nonmetallic Minerals	324,840	390,917	20.34%	0.93%
7	Transportation Equipment	256,874	350,144	36.31%	1.56%
8	Farm Products	124,857	153,261	22.75%	1.03%
9	Petroleum or Coal Products	55,900	51,230	-8.35%	-0.44%
10	Apparel or Related Products	30,400	14,449	-52.47%	-3.65%

Water Freight Origin Data					
Rank	Commodity	2023 Tons	2043 Tons	% Change	CAGR
1	Farm Products	4,191,166	6,099,630	45.54%	1.89%
2	Clay, Concrete, Glass or Stone	1,940,270	2,082,871	7.35%	0.36%
3	Nonmetallic Minerals	1,459,835	2,159,595	47.93%	1.98%
4	Coal	1,313,099	1,161,930	-11.51%	-0.61%
5	Petroleum or Coal Products	221,544	271,687	22.63%	1.03%
6	Food or Kindred Products	169,319	168,552	-0.45%	-0.02%
7	Waste or Scrap Materials	163,828	108,244	-33.93%	-2.05%
8	Chemicals or Allied Products	114,122	129,013	13.05%	0.62%
9	Metallic Ores	44,887	112,130	149.81%	4.68%
10	Primary Metal Products	8,809	4,021	-54.35%	-3.85%
Air Freight Origin Data					
Rank	Commodity	2023 Tons	2043 Tons	% Change	CAGR
1	Small Packaged Freight Shipments	12,511	16,928	35.30%	1.52%
2	Instrum, Photo Equipment, Optical Eq	5,559	12,739	129.16%	4.23%
3	Electrical Equipment	5,191	8,520	64.13%	2.51%
4	Transportation Equipment	4,688	7,471	59.36%	2.36%
5	Textile Mill Products	4,120	5,815	41.14%	1.74%
6	Furniture or Fixtures	1,636	2,402	46.82%	1.94%
7	Chemicals or Allied Products	1,575	2,124	34.86%	1.51%
8	Misc Manufacturing Products	857	1,192	39.09%	1.66%
9	Fabricated Metal Products	281	456	62.28%	2.45%
10	Misc Mixed Shipments	259	350	35.14%	1.52%
Other Freight Origin Data					
Rank	Commodity	2023 Tons	2043 Tons	% Change	CAGR
1	Transportation Equipment	481	819	70.27%	2.70%
2	Chemicals or Allied Products	21	26	23.81%	1.07%
3	Food or Kindred Products	18	18	0.00%	0.00%
4	Machinery	10	7	-30.00%	-1.77%
5	Primary Metal Products	5	10	100.00%	3.53%

St. Louis District Commodity Flow Origin Value Data					
All Modes Freight Origin Data					
Rank	Commodity	2023 Value	2043 Value	% Change	CAGR
1	Secondary Traffic	$16,161.5 M	$22,343.4 M	38.25%	1.63%
2	Chemicals or Allied Products	$10,831.3 M	$12,566.5 M	16.02%	0.75%
3	Petroleum or Coal Products	$7,453.9 M	$6,644.8 M	-10.85%	-0.57%
4	Transportation Equipment	$5,928.5 M	$7,786.9 M	31.35%	1.37%
5	Food or Kindred Products	$5,845.9 M	$7,226.3 M	23.61%	1.07%
6	Fabricated Metal Products	$3,137.3 M	$3,295.9 M	5.05%	0.25%

7	Electrical Equipment	$2,640.5 M	$4,573.1 M	73.19%	2.78%
8	Misc Mixed Shipments	$2,607.5 M	$2,729.3 M	4.67%	0.23%
9	Machinery	$1,971.7 M	$2,303.6 M	16.83%	0.78%
10	Waste or Scrap Materials	$1,779.8 M	$2,479.1 M	39.29%	1.67%
11	Farm Products	$1,546.8 M	$2,301.4 M	48.79%	2.01%
Truck Freight Origin Data					
Rank	**Commodity**	**2023 Value**	**2043 Value**	**% Change**	**CAGR**
1	Secondary Traffic	$16,161.5 M	$22,343.4 M	38.25%	1.63%
2	Chemicals or Allied Products	$9,973.6 M	$11,364.8 M	13.95%	0.66%
3	Petroleum or Coal Products	$7,256.5 M	$6,404.3 M	-11.74%	-0.62%
4	Food or Kindred Products	$5,435.9 M	$6,737.8 M	23.95%	1.08%
5	Transportation Equipment	$3,324.8 M	$4,164.8 M	25.27%	1.13%
6	Fabricated Metal Products	$3,123.0 M	$3,275.4 M	4.88%	0.24%
7	Electrical Equipment	$2,541.8 M	$4,411.0 M	73.54%	2.79%
8	Machinery	$1,943.0 M	$2,255.5 M	16.08%	0.75%
9	Waste or Scrap Materials	$1,607.2 M	$2,352.7 M	46.39%	1.92%
10	Rubber or Misc Plastics	$1,253.5 M	$1,533.6 M	22.34%	1.01%
11	Ordnance or Accessories	$611.8 M	$619.0 M	1.18%	0.06%
Rail Freight Origin Data					
Rank	**Commodity**	**2023 Value**	**2043 Value**	**% Change**	**CAGR**
1	Misc Mixed Shipments	$2,605.7 M	$2,726.9 M	4.65%	0.23%
2	Transportation Equipment	$2,463.6 M	$3,383.5 M	37.34%	1.60%
3	Chemicals or Allied Products	$786.0 M	$1,119.7 M	42.45%	1.78%
4	Food or Kindred Products	$353.3 M	$430.9 M	21.99%	1.00%
5	Apparel or Related Products	$224.6 M	$114.0 M	-49.24%	-3.33%
6	Waste or Scrap Materials	$121.3 M	$92.5 M	-23.78%	-1.35%
7	Clay, Concrete, Glass or Stone	$98.4 M	$102.6 M	4.24%	0.21%
8	Freight Forwarder Traffic	$55.9 M	$76.5 M	36.74%	1.58%
9	Rubber or Misc Plastics	$40.6 M	$50.9 M	25.28%	1.13%
10	Petroleum or Coal Products	$26.6 M	$24.4 M	-8.25%	-0.43%
Water Freight Origin Data					
Rank	**Commodity**	**2023 Value**	**2043 Value**	**% Change**	**CAGR**
1	Farm Products	$1,342.4 M	$1,991.5 M	48.35%	1.99%
2	Clay, Concrete, Glass or Stone	$410.2 M	$446.9 M	8.96%	0.43%
3	Petroleum or Coal Products	$170.7 M	$216.1 M	26.57%	1.18%
4	Chemicals or Allied Products	$69.4 M	$79.1 M	13.94%	0.65%
5	Food or Kindred Products	$56.4 M	$56.9 M	0.90%	0.04%
6	Waste or Scrap Materials	$51.3 M	$33.9 M	-33.93%	-2.05%
7	Metallic Ores	$46.0 M	$151.6 M	229.29%	6.14%
8	Coal	$38.8 M	$34.3 M	-11.51%	-0.61%
9	Nonmetallic Minerals	$16.5 M	$22.7 M	38.14%	1.63%

10	Primary Metal Products	$14.5 M	$6.6 M	-54.36%	-3.85%
Air Freight Origin Data					
Rank	**Commodity**	**2023 Value**	**2043 Value**	**% Change**	**CAGR**
1	Small Packaged Freight Shipments	$832.5 M	$1,126.5 M	35.31%	1.52%
2	Instrum, Photo Equipment, Optical Eq	$236.4 M	$541.7 M	129.14%	4.23%
3	Transportation Equipment	$105.1 M	$167.5 M	59.38%	2.36%
4	Electrical Equipment	$96.4 M	$158.3 M	64.12%	2.51%
5	Textile Mill Products	$37.4 M	$52.8 M	41.13%	1.74%
6	Furniture or Fixtures	$12.8 M	$18.8 M	46.85%	1.94%
7	Rubber or Misc Plastics	$9.7 M	$11.5 M	18.55%	0.85%
8	Fabricated Metal Products	$9.0 M	$14.7 M	61.97%	2.44%
9	Machinery	$3.6 M	$6.0 M	68.80%	2.65%
10	Misc Manufacturing Products	$2.7 M	$3.8 M	39.16%	1.67%
Other Freight Origin Data					
Rank	**Commodity**	**2023 Value**	**2043 Value**	**% Change**	**CAGR**
1	Transportation Equipment	$35.0 M	$71.1 M	103.18%	3.61%
2	Machinery	$0.1 M	$0.1 M	-24.68%	-1.41%
3	Chemicals or Allied Products	$0.1 M	$0.1 M	20.41%	0.93%
4	Food or Kindred Products	$0.0 M	$0.0 M	8.05%	0.39%
5	Primary Metal Products	$0.0 M	$0.1 M	101.47%	3.56%

St. Louis District Commodity Flow Destination Tonnage Data					
All Modes Destination Origin Data					
Rank	**Commodity**	**2023 Tons**	**2043 Tons**	**% Change**	**CAGR**
1	Nonmetallic Minerals	26,651,092	31,701,242	18.95%	0.87%
2	Coal	13,189,009	2,765,606	-79.03%	-7.51%
3	Farm Products	9,034,071	9,388,860	3.93%	0.19%
4	Secondary Traffic	6,985,198	8,996,104	28.79%	1.27%
5	Petroleum or Coal Products	6,962,299	5,882,690	-15.51%	-0.84%
6	Food or Kindred Products	4,346,784	5,622,823	29.36%	1.30%
7	Clay, Concrete, Glass or Stone	4,187,567	4,518,840	7.91%	0.38%
8	Chemicals or Allied Products	3,245,011	5,309,349	63.62%	2.49%
9	Waste or Scrap Materials	3,217,613	4,297,103	33.55%	1.46%
10	Crude Petrol. or Natural Gas	1,369,164	1,375,372	0.45%	0.02%
Truck Freight Destination Data					
Rank	**Commodity**	**2023 Tons**	**2043 Tons**	**% Change**	**CAGR**
1	Nonmetallic Minerals	24,983,919	29,840,589	19.44%	0.89%
2	Farm Products	8,069,187	8,327,179	3.20%	0.16%
3	Secondary Traffic	6,985,198	8,996,104	28.79%	1.27%
4	Petroleum or Coal Products	6,389,146	5,422,763	-15.13%	-0.82%
5	Clay, Concrete, Glass or Stone	3,528,420	3,879,192	9.94%	0.48%

6	Waste or Scrap Materials	3,177,563	4,246,890	33.65%	1.46%
7	Food or Kindred Products	3,148,790	4,178,081	32.69%	1.42%
8	Lumber or Wood Products	1,130,639	906,591	-19.82%	-1.10%
9	Chemicals or Allied Products	787,710	1,193,372	51.50%	2.10%
10	Primary Metal Products	618,830	986,856	59.47%	2.36%
Rail Freight Destination Data					
Rank	**Commodity**	**2023 Tons**	**2043 Tons**	**% Change**	**CAGR**
1	Coal	13,011,184	2,708,454	-79.18%	-7.55%
2	Food or Kindred Products	1,188,070	1,428,033	20.20%	0.92%
3	Farm Products	943,799	1,034,754	9.64%	0.46%
4	Chemicals or Allied Products	943,316	1,868,845	98.11%	3.48%
5	Misc Mixed Shipments	362,880	541,193	49.14%	2.02%
6	Transportation Equipment	298,410	425,355	42.54%	1.79%
7	Nonmetallic Minerals	217,659	101,376	-53.42%	-3.75%
8	Lumber or Wood Products	179,525	215,973	20.30%	0.93%
9	Pulp, Paper or Allied Products	134,900	138,113	2.38%	0.12%
10	Primary Metal Products	90,845	132,855	46.24%	1.92%
Water Freight Destination Data					
Rank	**Commodity**	**2023 Tons**	**2043 Tons**	**% Change**	**CAGR**
1	Chemicals or Allied Products	1,511,765	2,243,905	48.43%	1.99%
2	Nonmetallic Minerals	1,449,510	1,759,272	21.37%	0.97%
3	Clay, Concrete, Glass or Stone	587,941	561,384	-4.52%	-0.23%
4	Petroleum or Coal Products	509,350	400,340	-21.40%	-1.20%
5	Primary Metal Products	182,463	289,569	58.70%	2.34%
6	Metallic Ores	49,947	51,649	3.41%	0.17%
7	Fabricated Metal Products	31,579	40,756	29.06%	1.28%
8	Waste or Scrap Materials	27,125	35,175	29.68%	1.31%
9	Coal	21,499	17,641	-17.95%	-0.98%
10	Farm Products	21,025	26,850	27.71%	1.23%
Air Freight Destination Data					
Rank	**Commodity**	**2023 Tons**	**2043 Tons**	**% Change**	**CAGR**
1	Small Packaged Freight Shipments	12,880	18,069	40.29%	1.71%
2	Transportation Equipment	7,340	10,778	46.84%	1.94%
3	Electrical Equipment	5,291	7,746	46.40%	1.92%
4	Instrum, Photo Equipment, Optical Eq	3,815	7,612	99.53%	3.51%
5	Food or Kindred Products	3,741	5,310	41.94%	1.77%
6	Misc Manufacturing Products	2,663	3,612	35.64%	1.54%
7	Chemicals or Allied Products	2,220	3,227	45.36%	1.89%
8	Textile Mill Products	1,644	2,161	31.45%	1.38%
9	Machinery	1,343	2,107	56.89%	2.28%
10	Fabricated Metal Products	516	758	46.90%	1.94%

Other Freight Destination Data					
Rank	Commodity	2023 Tons	2043 Tons	% Change	CAGR
1	Transportation Equipment	107	215	100.93%	3.55%
2	Primary Metal Products	50	129	158.00%	4.85%
3	Misc Mixed Shipments	39	108	176.92%	5.22%
4	Electrical Equipment	3	14	366.67%	8.01%

St. Louis District Commodity Flow Destination Value Data					
All Modes Destination Origin Data					
Rank	Commodity	2023 Value	2043 Value	% Change	CAGR
1	Secondary Traffic	$18,095.7 M	$22,348.6 M	23.50%	1.06%
2	Transportation Equipment	$11,271.9 M	$16,121.1 M	43.02%	1.81%
3	Chemicals or Allied Products	$8,251.8 M	$14,087.3 M	70.72%	2.71%
4	Food or Kindred Products	$7,243.6 M	$9,707.4 M	34.01%	1.47%
5	Petroleum or Coal Products	$5,796.0 M	$4,728.9 M	-18.41%	-1.01%
6	Electrical Equipment	$5,288.2 M	$11,207.7 M	111.94%	3.83%
7	Machinery	$4,218.4 M	$6,637.9 M	57.36%	2.29%
8	Farm Products	$4,193.7 M	$4,642.0 M	10.69%	0.51%
9	Fabricated Metal Products	$3,488.6 M	$4,316.5 M	23.73%	1.07%
10	Rubber or Misc Plastics	$2,707.9 M	$3,705.0 M	36.82%	1.58%
Truck Freight Destination Data					
Rank	Commodity	2023 Value	2043 Value	% Change	CAGR
1	Secondary Traffic	$18,095.7 M	$22,348.6 M	23.50%	1.06%
2	Transportation Equipment	$8,114.9 M	$11,588.6 M	42.81%	1.80%
3	Food or Kindred Products	$6,524.1 M	$8,815.5 M	35.12%	1.52%
4	Petroleum or Coal Products	$5,435.9 M	$4,490.3 M	-17.40%	-0.95%
5	Electrical Equipment	$5,183.8 M	$11,053.9 M	113.24%	3.86%
6	Chemicals or Allied Products	$5,111.2 M	$7,639.5 M	49.47%	2.03%
7	Machinery	$4,180.7 M	$6,558.8 M	56.88%	2.28%
8	Farm Products	$3,888.7 M	$4,296.5 M	10.49%	0.50%
9	Fabricated Metal Products	$3,327.4 M	$4,105.8 M	23.39%	1.06%
10	Rubber or Misc Plastics	$2,630.4 M	$3,599.8 M	36.85%	1.58%
Rail Freight Destination Data					
Rank	Commodity	2023 Value	2043 Value	% Change	CAGR
1	Transportation Equipment	$2,992.1 M	$4,289.9 M	43.38%	1.82%
2	Misc Mixed Shipments	$2,474.5 M	$3,690.5 M	49.14%	2.02%
3	Chemicals or Allied Products	$1,316.8 M	$3,583.6 M	172.14%	5.13%
4	Food or Kindred Products	$702.8 M	$867.2 M	23.40%	1.06%
5	Coal	$384.4 M	$80.0 M	-79.18%	-7.55%
6	Farm Products	$289.5 M	$320.6 M	10.73%	0.51%
7	Primary Metal Products	$181.2 M	$265.0 M	46.22%	1.92%

8	Pulp, Paper or Allied Products	$175.6 M	$177.4 M	1.03%	0.05%
9	Lumber or Wood Products	$74.9 M	$87.9 M	17.29%	0.80%
10	Petroleum or Coal Products	$71.5 M	$65.9 M	-7.83%	-0.41%
Water Freight Destination Data					
Rank	**Commodity**	**2023 Value**	**2043 Value**	**% Change**	**CAGR**
1	Chemicals or Allied Products	$1,766.4 M	$2,782.2 M	57.50%	2.30%
2	Primary Metal Products	$354.2 M	$557.3 M	57.35%	2.29%
3	Petroleum or Coal Products	$288.6 M	$172.7 M	-40.16%	-2.53%
4	Fabricated Metal Products	$143.0 M	$184.5 M	29.06%	1.28%
5	Clay, Concrete, Glass or Stone	$133.1 M	$127.1 M	-4.52%	-0.23%
6	Forest Products	$53.4 M	$70.5 M	32.08%	1.40%
7	Nonmetallic Minerals	$25.4 M	$40.3 M	58.59%	2.33%
8	Farm Products	$15.5 M	$24.8 M	60.40%	2.39%
9	Waste or Scrap Materials	$8.5 M	$11.0 M	29.68%	1.31%
10	Metallic Ores	$6.9 M	$7.1 M	3.80%	0.19%
Air Freight Destination Data					
Rank	**Commodity**	**2023 Value**	**2043 Value**	**% Change**	**CAGR**
1	Small Packaged Freight Shipments	$857.1 M	$1,202.5 M	40.29%	1.71%
2	Transportation Equipment	$164.4 M	$241.6 M	46.94%	1.94%
3	Instrum, Photo Equipment, Optical Eq	$162.2 M	$323.7 M	99.54%	3.51%
4	Electrical Equipment	$98.4 M	$144.6 M	46.91%	1.94%
5	Chemicals or Allied Products	$57.4 M	$82.0 M	42.90%	1.80%
6	Machinery	$33.4 M	$72.9 M	118.50%	3.99%
7	Rubber or Misc Plastics	$19.0 M	$23.4 M	23.34%	1.05%
8	Fabricated Metal Products	$16.6 M	$24.4 M	46.93%	1.94%
9	Textile Mill Products	$14.9 M	$19.6 M	31.41%	1.38%
10	Food or Kindred Products	$14.9 M	$21.1 M	41.59%	1.75%
Other Freight Destination Data					
Rank	**Commodity**	**2023 Value**	**2043 Value**	**% Change**	**CAGR**
1	Transportation Equipment	$0.5 M	$1.0 M	99.57%	3.52%
2	Misc Mixed Shipments	$0.4 M	$1.0 M	173.27%	5.15%
3	Primary Metal Products	$0.1 M	$0.4 M	157.45%	4.84%
4	Electrical Equipment	$0.0 M	$0.0 M	297.64%	7.15%

Appendix I – Top 100 Highway Bottleneck Locations

Segment ID	Urban Area	Rank	Length (Miles)	AADT (Trucks)	Delay (Hours)	Delay/ Mile	PTI (95th Percentile)	BI	TTI	TRI	Cong. Cost	FAF Value
MOP0000886	Kansas City, MO--KS	1	1.1	5,785	29,382	27,667	4.59	199.7%	1.53	3.16	$2.4M	$28.2B
MON0000497	St. Joseph, MO--KS	2	7.7	495	17,531	2,277	8.14	244.3%	2.36	2.33	$1.4M	$1.2B
MOP0000959	St. Louis, MO--IL	3	2.2	8,410	55,921	25,060	3.10	126.9%	1.36	2.22	$4.5M	$29.2B
MOP00001047	St. Joseph, MO--KS	4	7.7	495	22,564	2,931	9.17	222.9%	2.84	2.08	$1.8M	$1.2B
MOP0000564	St. Louis, MO--IL	5	3.1	211	3,041	996	4.37	147.1%	1.77	2.07	$0.2M	$0.4B
MON0000451	Kansas City, MO--KS	6	3.3	10,097	63,707	19,477	2.27	85.9%	1.20	1.89	$5.1M	$44.1B
MON0000370	St. Louis, MO--IL	7	1.7	9,409	31,111	18,215	2.24	82.7%	1.22	1.82	$2.5M	$32.5B
MOP0000813	Kansas City, MO--KS	8	1.4	151	995	730	4.10	141.9%	1.69	1.77	$0.1M	$0.4B
MOP0000708	St. Louis, MO--IL	9	0.2	927	1,815	11,491	4.90	140.8%	2.03	1.77	$0.1M	$2.2B
MOP0000804	[Not Part of an Urban Area]	10	1.0	351	1,179	1,160	5.87	160.7%	2.24	1.72	$0.1M	$1.1B
MON0000501	Kansas City, MO--KS	11	3.6	607	6,060	1,694	2.38	59.4%	1.40	1.72	$0.5M	$1.3B
MON0000214	[Not Part of an Urban Area]	12	1.6	741	7,280	4,703	4.31	158.8%	1.66	1.71	$0.6M	$2.5B
MOP0000814	Kansas City, MO--KS	13	5.9	1,165	35,118	5,984	4.43	142.9%	1.78	1.71	$2.8M	$2.1B
MOP0000799	[Not Part of an Urban Area]	14	4.6	1,076	8,268	1,793	4.58	155.0%	1.79	1.70	$0.7M	$1.8B
MOP0000661	[Not Part of an Urban Area]	15	8.5	637	25,086	2,962	5.58	179.1%	2.00	1.69	$2.0M	$1.5B
MON0000324	[Not Part of an Urban Area]	16	4.5	271	2,397	535	1.67	34.2%	1.24	1.68	$0.2M	$0.8B
MON0000436	Kansas City, MO--KS	17	3.0	6,537	27,130	9,209	2.18	72.0%	1.27	1.68	$2.2M	$22.6B

Segment ID	Urban Area	Rank	Length (Miles)	AADT (Trucks)	Delay (Hours)	Delay/ Mile	PTI (95th Percentile)	BI	TTI	TRI	Cong. Cost	FAF Value
MON0000255	Kansas City, MO--KS	18	5.9	1,166	36,023	6,108	4.72	144.7%	1.86	1.68	$2.9M	$2.1B
MON000080	Springfield, MO	19	3.1	582	6,920	2,254	3.66	127.0%	1.61	1.68	$0.6M	$1.2B
MON00002	Kansas City, MO--KS	20	4.1	5,278	28,270	6,821	1.92	63.0%	1.15	1.67	$2.3M	$18.6B
MON0000170	St. Louis, MO--IL	21	0.3	927	1,917	5,931	4.56	122.1%	2.05	1.67	$0.2M	$2.2B
MON000095	St. Louis, MO--IL	22	0.6	452	2,627	4,721	5.35	147.9%	2.17	1.66	$0.2M	$0.8B
MOP0000660	[Not Part of an Urban Area]	23	5.1	223	2,656	519	1.96	52.6%	1.29	1.65	$0.2M	$0.7B
MOP0000811	Kansas City, MO--KS	24	3.8	800	6,721	1,780	2.86	97.2%	1.38	1.65	$0.5M	$1.8B
MOP0000808	Kansas City, MO--KS	25	4.3	528	9,869	2,289	3.32	113.3%	1.54	1.65	$0.8M	$2.2B
MOP0000762	[Not Part of an Urban Area]	26	10.5	76	1,267	121	1.77	44.9%	1.22	1.64	$0.1M	$0.2B
MOP00001063	Kansas City, MO--KS	27	2.6	2,460	13,852	5,378	2.66	88.3%	1.35	1.63	$1.1M	$6.6B
MOP0000615	Springfield, MO	28	3.2	581	7,807	2,455	3.90	123.7%	1.74	1.63	$0.6M	$1.2B
MON0000496	St. Joseph, MO--KS	29	2.1	622	9,779	4,645	4.57	133.9%	1.90	1.63	$0.8M	$1.6B
MOP00001060	[Not Part of an Urban Area]	30	2.3	335	1,684	725	2.09	62.9%	1.29	1.62	$0.1M	$1.0B
MON0000222	[Not Part of an Urban Area]	31	10.4	272	5,768	553	1.89	49.0%	1.27	1.62	$0.5M	$0.6B
MON0000473	Kansas City, MO--KS	32	3.5	4,497	23,660	6,842	2.08	65.6%	1.19	1.62	$1.9M	$15.5B
MOP0000308	[Not Part of an Urban Area]	33	49.7	1,837	2,219	45	2.81	90.8%	1.47	1.61	$0.2M	$5.0B
MON0000128	[Not Part of an Urban Area]	34	8.5	637	21,112	2,495	3.84	127.0%	1.69	1.61	$1.7M	$1.5B

Segment ID	Urban Area	Rank	Length (Miles)	AADT (Trucks)	Delay (Hours)	Delay/ Mile	PTI (95th Percentile)	BI	TTI	TRI	Cong. Cost	FAF Value
MON0000413	St. Louis, MO--IL	35	3.7	8,758	40,671	10,989	2.02	64.6%	1.20	1.61	$3.3M	$30.3B
MOP0000599	St. Louis, MO--IL	36	4.2	952	14,742	3,555	3.14	100.5%	1.56	1.61	$1.2M	$2.2B
MOP0000565	St. Louis, MO--IL	37	9.3	689	36,783	3,936	3.83	123.0%	1.71	1.61	$2.9M	$2.1B
MON000093	[Not Part of an Urban Area]	38	0.7	241	346	483	4.15	117.1%	1.91	1.60	$0.0M	$0.5B
MOP0000835	Kansas City, MO--KS	39	1.1	303	3,389	3,234	6.09	171.5%	2.24	1.60	$0.3M	$0.9B
MON0000256	Kansas City, MO--KS	40	1.4	151	771	550	2.68	85.0%	1.45	1.60	$0.1M	$0.4B
MOP0000946	St. Louis, MO--IL	41	2.3	6,477	20,153	8,898	1.86	59.8%	1.16	1.60	$1.6M	$22.3B
MOP0000990	St. Louis, MO--IL	42	1.6	607	3,859	2,347	4.42	124.1%	1.98	1.60	$0.3M	$1.1B
MON000078	Kansas City, MO--KS	43	1.6	1,032	8,306	5,200	3.64	116.9%	1.67	1.59	$0.7M	$3.2B
MON0000378	St. Louis, MO--IL	44	7.8	9,091	121,258	15,570	2.07	61.8%	1.22	1.59	$9.7M	$41.5B
MOP0000568	St. Louis, MO--IL	45	2.4	724	6,788	2,863	3.50	113.8%	1.63	1.59	$0.5M	$2.0B
MOP0000803	[Not Part of an Urban Area]	46	7.4	176	2,948	399	2.62	89.5%	1.38	1.58	$0.2M	$0.5B
MON0000233	Cape Girardeau, MO--IL	47	5.5	607	16,368	2,999	3.28	104.8%	1.59	1.58	$1.3M	$1.6B
MON0000990	St. Louis, MO--IL	48	1.6	607	3,980	2,421	4.68	141.4%	1.93	1.58	$0.3M	$1.1B
MOP00001065	Jefferson City, MO	49	1.7	514	4,000	2,336	3.29	104.0%	1.61	1.57	$0.3M	$1.0B
MOP0000628	St. Louis, MO--IL	50	0.6	452	2,398	4,317	4.55	121.5%	2.05	1.57	$0.2M	$0.8B
MON0000356	St. Louis, MO--IL	51	2.8	1,832	9,645	3,513	2.21	73.1%	1.26	1.57	$0.8M	$4.8B

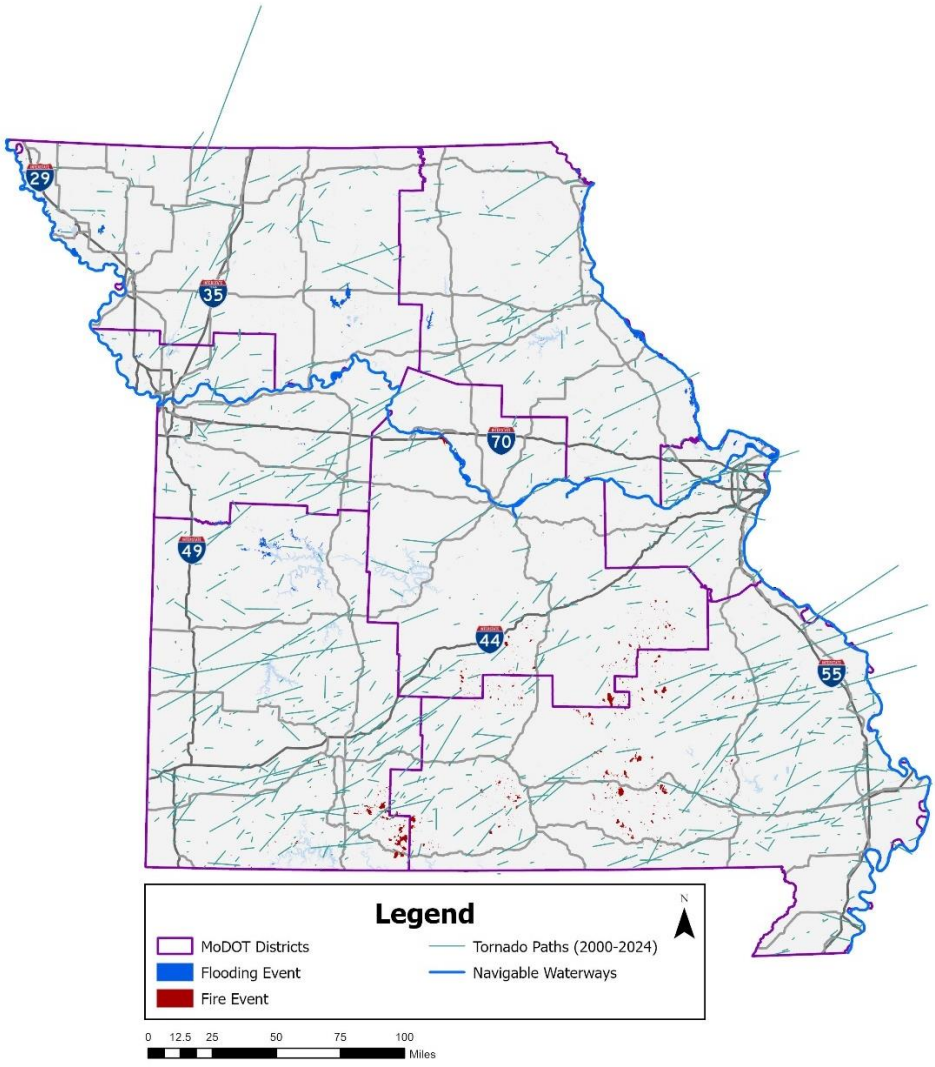
Segment ID	Urban Area	Rank	Length (Miles)	AADT (Trucks)	Delay (Hours)	Delay/ Mile	PTI (95th Percentile)	BI	TTI	TRI	Cong. Cost	FAF Value
MON0000236	[Not Part of an Urban Area]	52	5.6	540	9,155	1,629	3.12	100.0%	1.56	1.56	$0.7M	$1.7B
MON000060	St. Louis, MO--IL	53	4.0	957	14,056	3,485	3.15	102.6%	1.55	1.56	$1.1M	$2.2B
MOP0000868	[Not Part of an Urban Area]	54	4.3	451	7,563	1,777	3.06	90.7%	1.60	1.55	$0.6M	$1.7B
MOP0000617	Springfield, MO	55	7.1	496	15,969	2,257	3.22	95.0%	1.59	1.54	$1.3M	$1.3B
MON000032	St. Louis, MO--IL	56	5.3	643	17,100	3,253	3.41	110.1%	1.61	1.54	$1.4M	$2.0B
MOP0000566	St. Louis, MO--IL	57	2.4	687	6,881	2,850	3.24	109.2%	1.55	1.54	$0.6M	$1.4B
MOP00001048	St. Joseph, MO--KS	58	2.1	622	9,470	4,511	3.98	116.1%	1.84	1.53	$0.8M	$1.6B
MON0000307	[Not Part of an Urban Area]	59	6.5	621	10,254	1,585	3.06	105.0%	1.49	1.52	$0.8M	$1.9B
MON000033	St. Louis, MO--IL	60	6.7	840	25,692	3,834	3.29	103.0%	1.61	1.52	$2.1M	$2.1B
MON000034	St. Louis, MO--IL	61	5.0	418	8,227	1,639	3.38	110.5%	1.59	1.52	$0.7M	$1.0B
MON000037	St. Louis, MO--IL	62	3.1	211	1,922	623	3.29	109.3%	1.57	1.52	$0.2M	$0.4B
MOP0000764	[Not Part of an Urban Area]	63	10.4	272	5,626	540	1.87	46.5%	1.27	1.51	$0.5M	$0.6B
MOP0000782	Cape Girardeau, MO--IL	64	5.5	607	16,222	2,940	3.07	93.0%	1.57	1.51	$1.3M	$1.6B
MON0000247	[Not Part of an Urban Area]	65	4.7	1,052	7,209	1,531	3.58	114.5%	1.66	1.50	$0.6M	$1.8B
MOP0000769	[Not Part of an Urban Area]	66	1.6	741	6,954	4,492	3.56	117.3%	1.64	1.50	$0.6M	$2.5B
MON0000371	St. Louis, MO--IL	67	1.8	10,374	33,921	18,752	1.91	55.9%	1.21	1.50	$2.7M	$35.8B
MON000054	St. Louis, MO--IL	68	4.7	686	13,019	2,797	3.02	100.8%	1.50	1.50	$1.0M	$1.9B

Segment ID	Urban Area	Rank	Length (Miles)	AADT (Trucks)	Delay (Hours)	Delay/ Mile	PTI (95th Percentile)	BI	TTI	TRI	Cong. Cost	FAF Value
MOP00001049	St. Joseph, MO--KS	69	5.2	702	18,780	3,649	2.86	87.5%	1.52	1.49	$1.5M	$2.2B
MON000053	St. Louis, MO--IL	70	6.8	671	19,091	2,814	3.25	106.2%	1.57	1.49	$1.5M	$2.3B
MOP00001040	St. Louis, MO--IL	71	10.6	3,436	41,869	3,958	1.80	51.4%	1.17	1.49	$3.4M	$14.1B
MOP0000718	Kansas City, MO--KS	72	2.4	987	10,994	4,516	3.33	106.1%	1.60	1.48	$0.9M	$3.0B
MON0000224	Kansas City, MO--KS	73	3.1	2,771	21,797	7,049	2.26	71.9%	1.31	1.48	$1.7M	$7.4B
MON000090	Springfield, MO	74	2.2	873	9,921	4,545	2.92	87.8%	1.54	1.48	$0.8M	$2.6B
MON000019	[Not Part of an Urban Area]	75	6.8	361	7,705	1,127	2.99	96.3%	1.51	1.47	$0.6M	$1.1B
MON0000804	[Not Part of an Urban Area]	76	1.0	348	854	840	4.98	160.0%	1.90	1.47	$0.1M	$1.1B
MOP0000681	[Not Part of an Urban Area]	77	1.3	767	4,872	3,801	2.95	91.0%	1.54	1.47	$0.4M	$2.2B
MON0000259	Kansas City, MO--KS	78	4.2	533	6,404	1,527	2.41	74.5%	1.37	1.47	$0.5M	$2.2B
MOP0000373	Kansas City, MO--KS	79	2.6	307	730	283	4.40	119.0%	2.01	1.47	$0.1M	$0.6B
MOP0000624	Springfield, MO	80	2.1	873	9,442	4,433	3.10	95.4%	1.57	1.47	$0.8M	$2.6B
MOP0000882	Springfield, MO	81	2.3	631	5,241	2,243	2.83	86.8%	1.50	1.47	$0.4M	$1.6B
MON000089	St. Joseph, MO--KS	82	2.0	372	4,353	2,159	3.74	115.7%	1.73	1.47	$0.3M	$0.9B
MOP0000623	St. Joseph, MO--KS	83	2.0	386	4,676	2,340	3.67	108.2%	1.77	1.47	$0.4M	$1.0B
MOP0000710	[Not Part of an Urban Area]	84	3.5	176	3,220	912	2.84	86.4%	1.50	1.46	$0.3M	$0.4B
MON0000151	[Not Part of an Urban Area]	85	1.3	767	4,262	3,325	2.48	70.1%	1.46	1.46	$0.3M	$2.2B

Segment ID	Urban Area	Rank	Length (Miles)	AADT (Trucks)	Delay (Hours)	Delay/ Mile	PTI (95th Percentile)	BI	TTI	TRI	Cong. Cost	FAF Value
MON0000272	Kansas City, MO--KS	86	1.1	302	1,675	1,564	3.59	108.9%	1.71	1.46	$0.1M	$0.9B
MON0000495	St. Joseph, MO--KS	87	4.0	791	15,375	3,825	2.90	88.6%	1.53	1.46	$1.2M	$2.3B
MON000044	St. Louis, MO--IL	88	3.5	625	13,677	3,889	3.22	96.9%	1.63	1.46	$1.1M	$1.2B
MOP0000711	[Not Part of an Urban Area]	89	1.2	417	1,970	1,606	2.66	84.8%	1.43	1.45	$0.2M	$1.4B
MOP0000883	Springfield, MO	90	2.0	949	6,271	3,110	2.66	83.5%	1.45	1.45	$0.5M	$2.4B
MOP0000585	St. Louis, MO--IL	91	6.7	672	17,759	2,633	3.11	99.7%	1.54	1.45	$1.4M	$2.3B
MON0000257	Kansas City, MO--KS	92	1.4	149	598	417	2.56	83.1%	1.40	1.44	$0.0M	$0.4B
MON0000258	Kansas City, MO--KS	93	1.8	175	1,800	980	3.33	97.1%	1.64	1.44	$0.1M	$0.5B
MON0000494	St. Joseph, MO--KS	94	1.1	384	1,847	1,616	3.26	99.2%	1.63	1.44	$0.1M	$1.1B
MOP0000567	St. Louis, MO--IL	95	2.7	565	9,199	3,354	3.28	100.0%	1.63	1.44	$0.7M	$2.1B
MOP0000552	[Not Part of an Urban Area]	96	6.8	361	7,433	1,087	2.78	87.1%	1.47	1.43	$0.6M	$1.1B
MOP0000888	[Not Part of an Urban Area]	97	7.0	898	8,641	1,235	1.96	57.4%	1.25	1.43	$0.7M	$2.5B
MOP0000869	[Not Part of an Urban Area]	98	1.7	688	4,683	2,700	2.24	60.7%	1.39	1.43	$0.4M	$3.4B
MOP0000847	[Not Part of an Urban Area]	99	5.2	362	2,184	422	1.80	46.9%	1.22	1.43	$0.2M	$1.0B
MOP0000893	Kansas City, MO--KS	100	1.1	11,308	26,873	25,602	1.92	56.1%	1.21	1.43	$2.2M	$49.4B

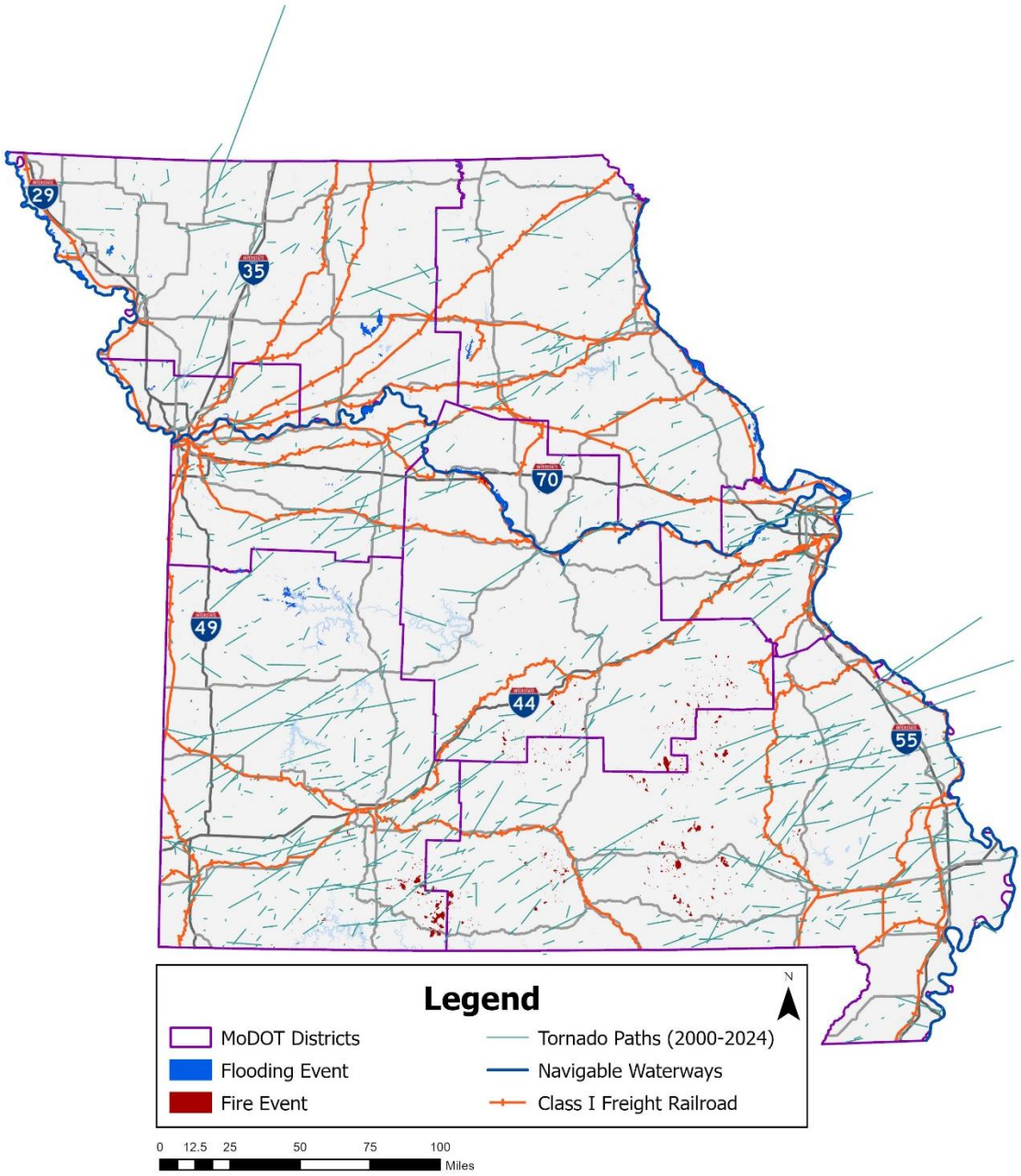
Appendix J: Distribution of Statewide Weather Events and Freight and Rail Infrastructure in Missouri

Figure 1 – Missouri Statewide Weather Events, 2000–2024



Source: NOAA Storm Prediction Center, "Warnings, Forecasts, and Observations," last updated May 13, 2025, https://www.spc.noaa.gov/wcm/#data. Missouri Department of Natural Resources, "Missouri DNR – GIS Open Data (Dataset 10462f4ef2c6493aaa1a93c545bd1051_0)," last updated October 3, 2025, https://gis-modnr.opendata.arcgis.com/datasets/10462f4ef2c6493aaa1a93c545bd1051_0/explore?location=38.758495,-92.329281.7. National Interagency Fire Center, "Interagency Fire Perimeter History – All Years (View)," last updated July 24, 2025, https://data-nifc.opendata.arcgis.com/datasets/nifc::interagencyfireperimeterhistory-all-years-view/about.

Figure 2 – Statewide Weather Events and Class I Freight Railroads, 2000–2024



Source: NOAA, "Warnings, Forecasts, and Observations."; MoDNR, "Missouri DNR – GIS Open Data (Dataset 10462f4ef2c6493aaa1a93c545bd1051_0)."; NIFC, "Interagency Fire Perimeter History – All Years (View)."

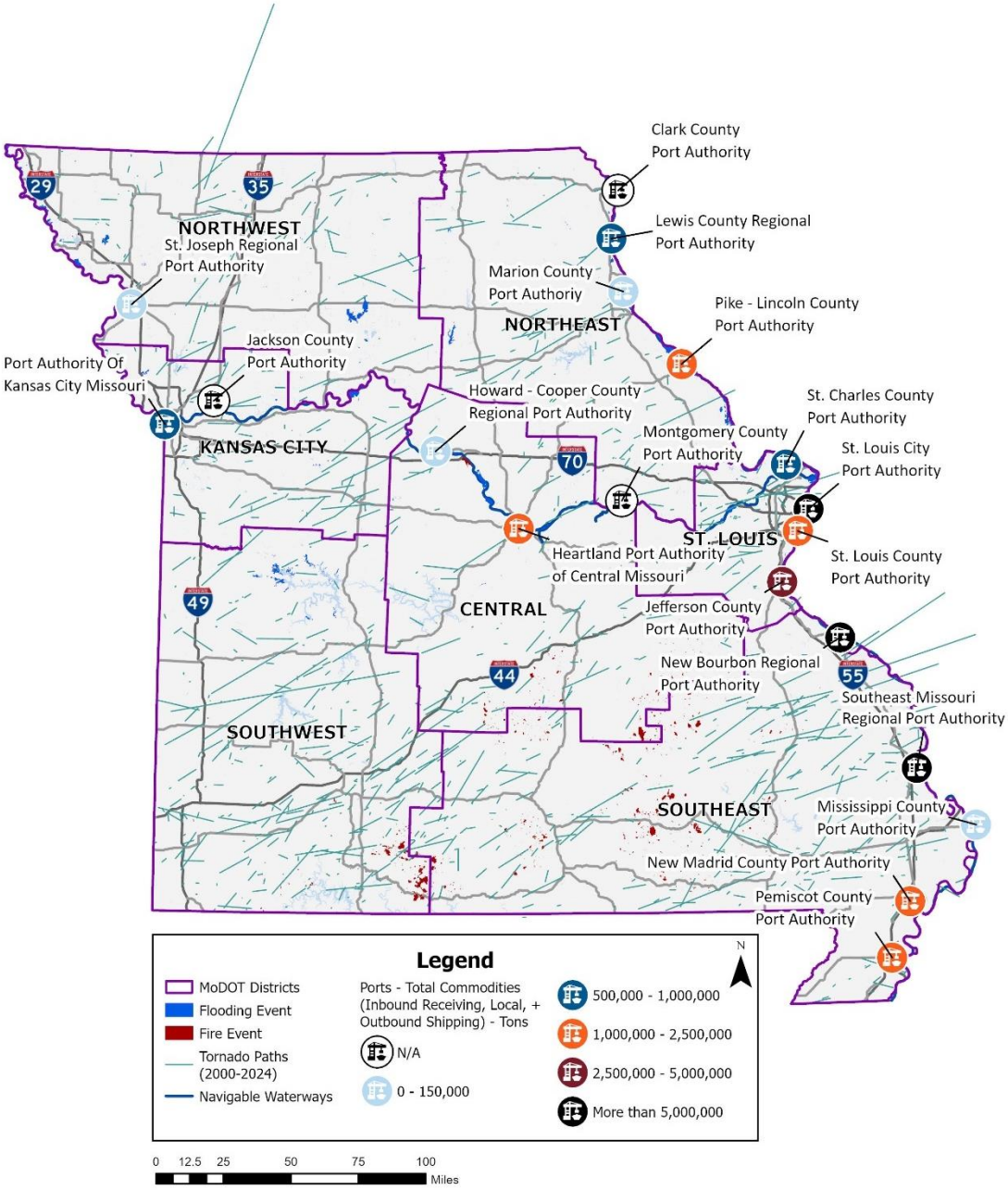
Figure 3 – Statewide Weather Events and the National Highway Freight Network, 2000–2024

Source: NOAA, "Warnings, Forecasts, and Observations."; MoDNR, "Missouri DNR – GIS Open Data (Dataset 10462f4ef2c6493aaa1a93c545bd1051_0)."; NIFC, "Interagency Fire Perimeter History – All Years (View)."

Figure 4 – Statewide Weather Events and Bridge Conditions, 2000–2024

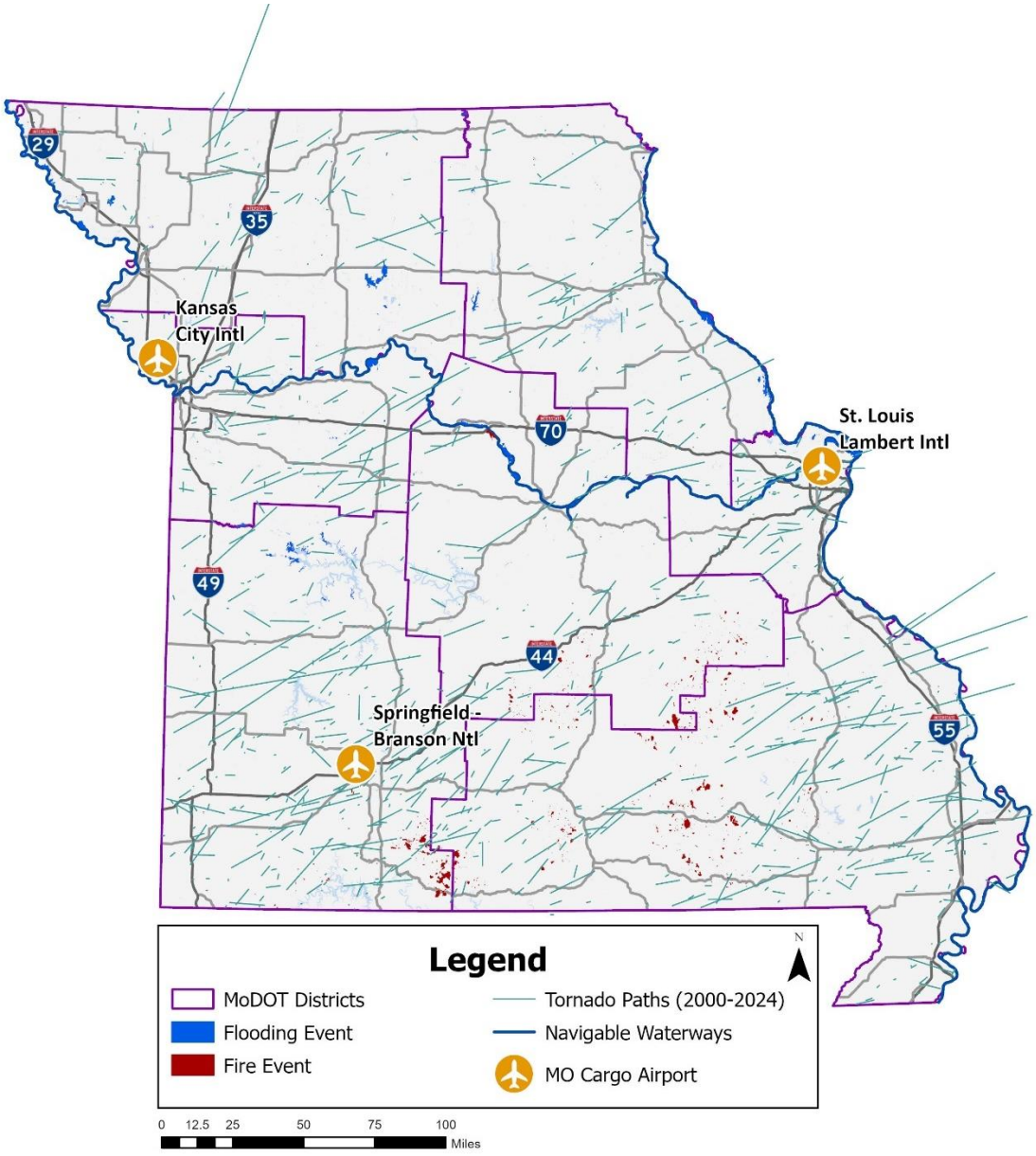
Source: NOAA, "Warnings, Forecasts, and Observations."; MoDNR, "Missouri DNR – GIS Open Data (Dataset 10462f4ef2c6493aaa1a93c545bd1051_0)."; NIFC, "Interagency Fire Perimeter History – All Years (View)."

Figure 5 – Statewide Weather Events, Navigable Waterways, & Port Total Commodities



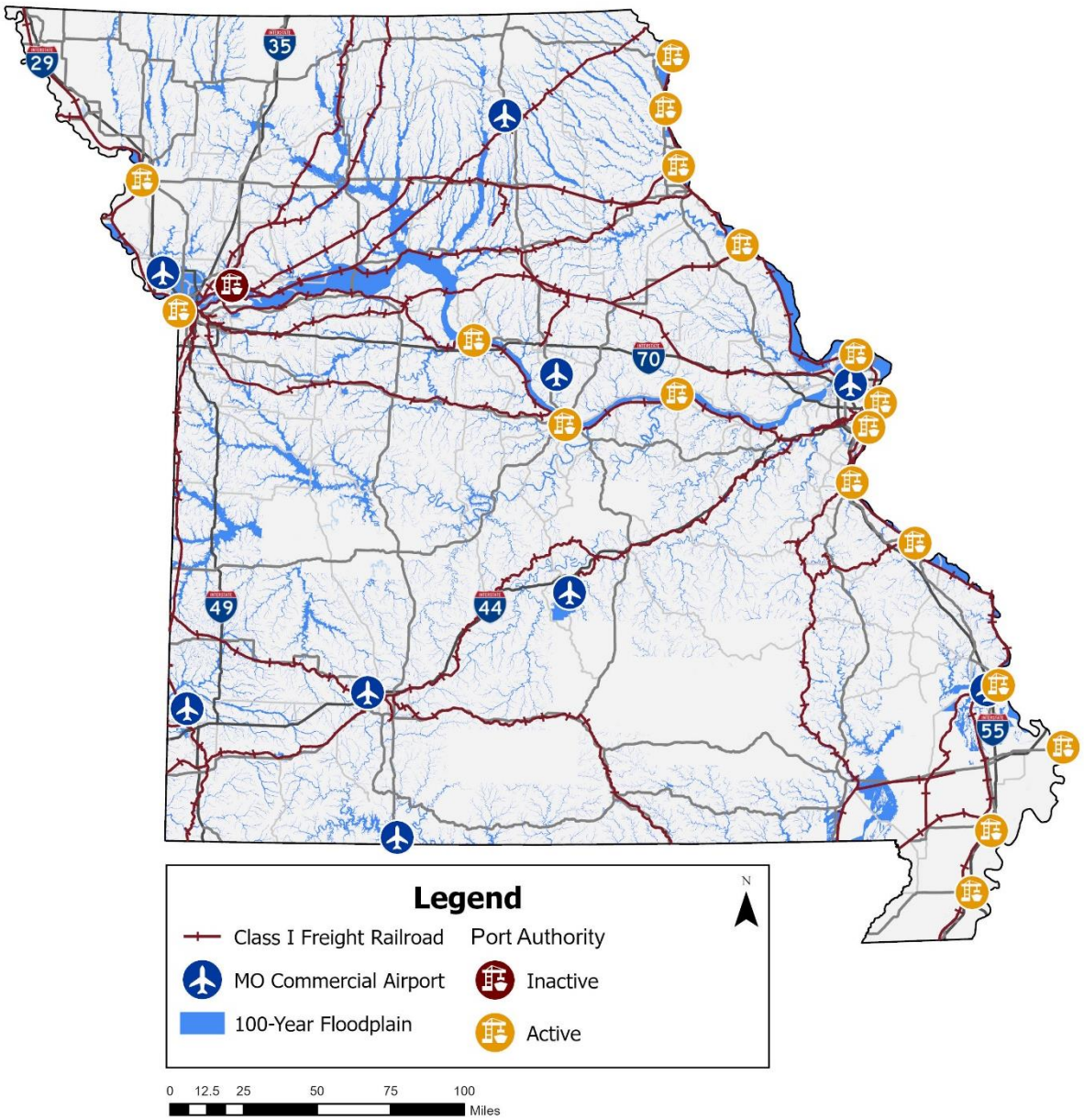
Source: NOAA, "Warnings, Forecasts, and Observations."; MoDNR, "Missouri DNR – GIS Open Data (Dataset 10462f4ef2c6493aaa1a93c545bd1051_0)."; NIFC, "Interagency Fire Perimeter History – All Years (View)."

Figure 6 – Statewide Weather Events and Airports



Source: NOAA, "Warnings, Forecasts, and Observations."; MoDNR, "Missouri DNR – GIS Open Data (Dataset 10462f4ef2c6493aaa1a93c545bd1051_0)."; NIFC, "Interagency Fire Perimeter History – All Years (View)."

Figure 7 – Statewide 100-Year Flooding Events



Source: Federal Emergency Management Agency, "National Flood Hazard Layer Viewer," https://hazards.fema.gov/femaportal/NFHL/searchResult/.

Appendix K: Multimodal Freight & Rail Investment Plan

Fiscally Constrained Freight Investment Plan

The federal Fixing America's Surface Transportation (FAST) Act established the National Highway Freight Program (NHFP) funds which are available for obligation for up to four years. NHFP obligations are reimbursed from the Highway Account of the Highway Trust Fund – they come with contract authority and are subject to the annual obligation limitation imposed on the Federal-aid Highway Program. The federal share for NHFP funds is generally 80% but certain types of improvements (predominately safety improvements) may have a federal share of up to 100%.

Projects must be identified in the Statewide Transportation Improvement Program (STIP) and be consistent with Long-Range Transportation Plans (LRTP). With the passage of the Bipartisan Infrastructure Law in November 2021, state freight plans must now provide an eight-year fiscally constrained Freight Investment Plan (FIP) that describes how the funds would be invested. Eligible projects, which must contribute to the efficient movement of freight on the National Highway Freight Network (NHFN), include elements such as planning, construction, intelligent transportation systems, and bridges.

The fiscally constrained FIP includes the proposed use of NHFP funds distributed to Missouri. These projects are included in the STIP as approved by Missouri Highways and Transportation Commission (MHTC). This list will be updated annually, at a minimum, as new projects are selected for inclusion in the STIP and approved by MHTC. It should be noted that MoDOT does not fully program years 3, 4 and 5 of the STIP to retain flexibility to address emerging needs.

The FIP includes projects on the Missouri Multimodal Freight System. All freight projects were selected from the pool of projects identified for funding in the 2026-2030 STIP. MoDOT's STIP includes both highway and multimodal projects, which is reflected in this FIP.

Unmet Freight Needs

Beyond the projects identified in the FIP, the 2026 SFRP identifies projects, needs and areas of Missouri's multimodal freight network that do not currently have full funding in place. The identified unmet freight needs capture longer range investment in Missouri's multimodal freight network. This includes private sector rail, port projects identified by MoDOT's partners, and projects proposed by stakeholders that are not yet in any fiscally constrained MoDOT plans. The primary source for this compilation of projects is MoDOT's High Priority Unfunded Needs list. The complete list of unmet freight projects by mode is available in **Tables 7 - 10**.

SUMMARY OF UNMET FREIGHT NEEDS IN MISSOURI

HIGHWAYS

36 unique segments with 36% identified as major interstate reconstructions. All segments have a combined estimated funding need of $2.1B.

FREIGHT RAIL

30 identified projects with an estimated capital cost of between $546M and $579M. An additional three highway-rail crossing projects were identified with an estimated cost of $2.25M.

PORTS & WATERWAYS

135 identified projects with a total funding request of $553M.

AIR CARGO

8 identified needs and projects with an estimated funding need of $31.3B.

Securing the funding to address safety concerns, maintain the freight network, improve connectivity and mobility of the freight system, and support economic growth for Missouri requires financial resources beyond those currently available. Additional federal resources, increased state investment, and other financing strategies will be needed to close the gap between the freight infrastructure and facility needs and the supply of funds.

The shortage of funds is a crucial problem. To identify funding for these projects, MoDOT should review the list of priority projects with its partner organizations, agencies, and freight stakeholders. Initial funding for planning and preliminary engineering should be identified so that strategic projects can be positioned and ready for development once funding is identified. The lack of funding available today represents the most significant obstacle to the implementation of the SFRP.

Missouri's Rail Service and Investment Program

The Missouri Rail Service and Investment Program (RSIP) outlines the state's long-term vision for integrating rail into Missouri's multimodal transportation system. The RSIP identifies the specific projects, programs, policies, legislative actions and funding strategies needed to realize that vision. It also evaluates the financial and physical impacts of these investments, providing a framework for coordinated rail development that supports both freight and passenger mobility across the state.

The long-term vision for passenger rail in Missouri is to provide a world-class transportation system that is safe, innovative, reliable and dedicated to serving customers for a prosperous Missouri. Proposed investments to support the long-term vision of passenger rail are included in **Table 8**.

Call to Action

The Missouri State Freight and Rail Plan is the state's second integrated statewide multimodal freight and passenger rail plan. The 2026 SFRP documents the present and future strengths, weaknesses, opportunities, and challenges of multimodal freight and passenger rail.

The strategies presented in the 2026 SFRP provide implementable actions to assist MoDOT in addressing challenges and needs across the state's freight and rail transportation network, including aging infrastructure, bottlenecks and congestion, multimodal and rural connectivity challenges, and safety concerns.

Implementation of the SFRP will only be successful with the participation and collaboration of all public- and private-sector users and owners of the transportation system, including freight industry stakeholders, passenger rail riders and federal, state, regional and local agencies. MoDOT will continue to leverage the relationships developed from the Missouri Freight Steering Committee and Missouri Rail Passenger Advisory Committee in addition to engaging other stakeholders during the implementation of the SFRP.

Table 2 NHFP Funds Programmed

District	County	Route	Job ID	Description	Letting Date	Federal FY	Federal Share	Future Cost	Fed Category	Prior Eng	Prior	26	27	28	29	30
NE	Montgomery	IS 70 E	2I3226Z	Payback for MTFC Loan to add eastbound and westbound climbing lanes, replace westbound bridge over Loutre River Overflow from 1.1 miles east of Rte. N to 0.3 miles west of Rte. 161 near Mineola. Total cost of $3,878,000 with payments from 2024 to 2030.			2,493	301-1,000	AC-NHFP	0	554	554	554	554	554	554
CD	Cooper	IS 70 E	5I3358Z	Payback for MTFC loan to construct new Missouri River bridge at Rocheport. Total cost of $60,739,000 with payment from SFY 2024 to SFY 2030. Project involve bridge L0962.			39,047	5,001-10,000	AC-NHFP	0	8,677	8,677	8,677	8,677	8,677	8,677
SL	St. Louis City	IS 55 N	6I3264	Payment to IDOT for bridge replacement at Chain of Rocks Bridge over the Mississippi River. Project involves bridge A0890.		2024	176,367	0	NHFP	0	195,963	0	0	0	0	0
SL	Jefferson	IS 55 N	6I3290	Bridge rehabilitation over the Meramec River. Project involves twin bridges A0609.	10/18/2025	2025	17,131	0	NHFP	1,846	1,856	17,131	0	0	0	0
KC	Clay	IS 29 S	KU0061	Bridge rehabilitation over Parvin Road 0.7 mile north of	2/1/2027	2027	11,188	0	NHFP	550	550	720	10,468	0	0	0

District	County	Route	Job ID	Description	Letting Date	Federal FY	Federal Share	Future Cost	Fed Category	Prior Eng	Prior	26	27	28	29	30
				Rte. 1 and 1.5 miles south of Rte. 210. Project involves bridges L0659 and L0660.												
KC	Clay	IS 29 S	4I3458	Bridge replacement over Guinotte Avenue 0.4 mile south of Missouri River and 0.7 mile north of Rte. 24 and over Bedford Avenue 1 mile south of Rte. 210 and 0.5 mile north of Missouri River. Project involves bridges L0788 and L0789.	5/1/2028	2028	203,362	0	NHFP	1,769	1,769	7	18,875	184,469	0	0
SL	St. Louis	IS 70 E	6I3654	Bridge replacement over I-270. Project involves bridge A0093.	5/1/2029	2029	11,557	0	NHFP	1125	1,125	9	5	1	11,543	0

Table 3 Funded Freight Highway Projects – MO STIP

District	County	Route	Job ID	Description	SFY	Award Date	Federal Share	State Share	Local Share	Total Estimate	Future Cost	Federal Category
STL	Franklin	IS 44	SL0038	Pavement resurfacing, replace signage, upgrade guardrail from 0.3 mile west of Rte. 185 to 0.5 mile east of Rte. 30, rest area, weigh scale site improvements and ramp extensions in St. Clair. $13,472,000 District Operation funds.	6/2027	2026	$22,818.00	$2,535.00	$-	$25,853.00	$-	NHPP
STL	Franklin	IS 44	SL0048	Pavement resurfacing and upgrade guardrail from Rte. 100 to Viaduct Street.	6/2027	2026	$4,071.00	$452 00	$-	$4,870.00	$-	NHPP
STL	Franklin	IS 44	SL0063	Bridge painting at Rte. 50, Rte. AH and Outer Road I-44. Project involves bridges A2018, A2089 and L0930.	6/2027	2026	$653.00	$72.00	$-	$794.00	$-	NHPP
STL	Jefferson	IS 55	6I3290	Bridge rehabilitation over the Meramec River. Project involves twin bridges A0609.	6/2026	11/2025	$17,140.00	$1,904.00	$-	$20,890.00	$-	NHFP
STL	Jefferson	IS 55	SL0154	Bridge rehabilitation at Church Road, Vogel Road, Richardson Road, Rock Creek and	6/2029	2028	$1,688.00	$187.00	$-	$2,299.00	$-	NHPP

District	County	Route	Job ID	Description	SFY	Award Date	Federal Share	State Share	Local Share	Total Estimate	Future Cost	Federal Category
				Imperial Main Street. Project involves bridges A5459, A5728, A5729, A5929, A6112 and A6113.								
STL	St. Charles	IS 64	6I3650	Replace structural signs from I-70 to the Mississippi River and on I-170 from I-270 to Eager Road.	6/2026	11/2025	$7,806.00	$867.00	$-	$9,483.00	$-	NHPP
STL	St. Louis	IS 170	6I3567	Bridge rehabilitation over I-64 ramps, Ladue Road, Galleria Parkway, Clayton Road and Brentwood Boulevard and bridge replacement at Forest Park Parkway. Project involves bridges A2779, A2780, A2782, A2788, A2790, A8011, A8012 and A8015.	6/2027	2027	$13,407.00	$1,490.00	$-	$15,447.00	$-	NHPP
STL	St. Louis	IS 170	6I3572	Bridge and culvert rehabilitation and upgrade guardrail from Nyflot Avenue to 0.2 mile north of Rte. 340 and sound abatement repairs near East Sherwood Drive. Project involves bridges A2807,	6/2027	2027	$12,965.00	$1,441.00	$-	$15,616.00	$-	NHPP

District	County	Route	Job ID	Description	SFY	Award Date	Federal Share	State Share	Local Share	Total Estimate	Future Cost	Federal Category
				A2809, A3176 and culvert A2808. $50,000 District Operation funds.								
STL	St. Louis	IS 170	SL0261	Bridge rehabilitation over Norfolk Southern Railway 0.4 mile north of Airport Road. Project involves bridge A2926.	6/2030	2030	$12,757.00	$1,417.00	$-	$14,174.00	$-	NHPP
STL	St. Louis	IS 270	6I3020D	Add lanes and bridge replacement from Lilac Avenue to 0.1 mile west of Rte. H (Riverview Drive). Project involves bridge A0221.	6/2027	2026	$14,163.00	$1,574.00	$-	$17,121.00	$-	NHPP
STL	St. Louis	IS 270	6I3580B	Pavement resurfacing and median barrier replacement from west of Rte. 367 to the Mississippi River.	6/2029	2028	$5,865.00	$652.00	$-	$6,517.00	$-	NHPP
STL	St. Louis	IS 270	6I3618	Culvert rehabilitation west of Rte. AC (New Halls Ferry Road). Project involves culvert J0888. $150,000 Metropolitan St. Louis Sewer District funds.	6/2026	1/2026	$1,167.00	$-	$150	$1,351.00	$-	NHPP
STL	St. Louis	IS 270	SL0021	Bridge replacement over Rte. 367 and	6/2027	2026	$27,692.00	$3,077.00	$-	$33,293.00	$-	NHPP

District	County	Route	Job ID	Description	SFY	Award Date	Federal Share	State Share	Local Share	Total Estimate	Future Cost	Federal Category
				Bellefontaine Rd., rebuild pavement, replace median barrier 0.6 mile west of Rte. 367 to 0.4 mile west of Lilac Ave., replace signals and upgrade pedestrian facilities at Bellefontaine Road. Project involves bridges A0241 and J0847.								
STL	St. Louis	IS 270	SL0021B	Bridge rehabilitation on I-270 and Dunn Road over BNSF Railway. Project involves bridges J0493 and L0749.	6/2029	2028	$3,768.00	$419.00	$-	$4,241.00	$-	NHPP
STL	St. Louis	IS 270	SL0022	Bridge rehabilitation over Norfolk Southern Railway, on Rte. 370 over Norfolk Southern Railway, on ramp from Missouri Bottom Road to I-270 and on Missouri Bottom Road over I-270. Project involves bridges A0170, A4277, A4898 and A4899.	6/2028	2028	$8,335.00	$926.00	$-	$9,646.00	$-	NHPP
STL	St. Louis	IS 270	SL0024	Pavement resurfacing and median barrier	6/2027	2027	$16,067.00	$1,785.00	$-	$18,052.00	$-	NHPP

District	County	Route	Job ID	Description	SFY	Award Date	Federal Share	State Share	Local Share	Total Estimate	Future Cost	Federal Category
				replacement from I-70 to I-170.								
STL	St. Louis	IS 270	SL0053	Bridge rehabilitation over Marshall Road, Rott Road, Von Talge Road, River Sub Railroad, I-55 and ramp from I-55 to I-255. Project involves bridges A0967, A1026, A1033, A1233, A1234, A1235, A4876, A4877 and A5082.	6/2027	2026	$15,713.00	$1,746.00	$-	$18,029.00	$-	NHPP
STL	St. Louis	IS 44	6S3443	Bridge replacement at various locations from Rte. 67 to Nebraska Avenue and bridge rehabilitation at Edwards Street. Potential Design-Build. Project involves bridges A1715, A1720, A1721, A1723, A1725, A1726, A1728, A1729, A1730, A1732, A1736, A2092, A2257, A2322, A3263.	6/2030	2029	$67,076.00	$7,453.00	$-	$77,740.00	$-	NHPP
STL	St. Louis	IS 44	SL0054	Bridge rehabilitation at Central Avenue, Lewis Road, Antire Road, Maritz Street,	6/2030	2029	$11,380.00	$1,264.00	$-	$13,694.00	$-	NHPP

District	County	Route	Job ID	Description	SFY	Award Date	Federal Share	State Share	Local Share	Total Estimate	Future Cost	Federal Category
				Bowles Avenue and Mraz Lane. Potential Design-Build project. Project involves bridges A1797, A3638, A3856, A3996, A4288 and L0761.								
STL	St. Louis	IS 44	SL0277	Bridge rehabilitation over Fox Creek, Rte. 109, Williams Creek, Rte. 141, culvert rehabilitation 0.5 mile east of Lone Elk Park and 0.6 mile west of Rte. 141. Project involves bridge A0775, A4285, J0255, L0704, L0932 and culverts L0705 and J0254.	6/2027	2026	$15,376.00	$1,708.00	$-	$17,084.00	$-	NHPP
STL	St. Louis	IS 55	6I3565	Bridge painting over 2nd Street, Union Pacific Railroad, River Des Peres, Green Park Road and Gravois Creek. Project involves bridges A0591, A0607, A1057, A1076, A1085 and A1276.	6/2028	2027	$6,579.00	$731.00	$-	$7,315.00	$-	NHPP
STL	St. Louis	IS 55	SL0194B	Bridge washing over the Meramec River on I-55, I-44, Rte. 30 and	6/2027	2026	$734.00	$81.00	$-	$816.00	$-	NHPP

District	County	Route	Job ID	Description	SFY	Award Date	Federal Share	State Share	Local Share	Total Estimate	Future Cost	Federal Category
				Rte. 231. Project involves bridges A0609, A1796, A2014, A4932, A8231, A8683 and L0611								
STL	St. Louis	IS 55	SL0196	Bridge rehabilitation over the Meramec River. Project involves bridge A0609.	6/2028	2028	$8,481.00	$942.00	$-	$9,428.00	$-	NHPP
STL	St. Louis	IS 64	SL0138	Pavement resurfacing and median barrier replacement from Rte. 340 to 0.3 mile east of Spoede Road.	6/2027	2026	$10,213.00	$1,135.00	$-	$11,548.00	$-	NHPP
STL	St. Louis City	IS 44	SL0195	Bridge washing from north of Biddle St. to Washington Ave, Gratiot St. to Park Ave, on I-64 Clayton Ave. to west of Compton Ave, 21st St. to 1st St. and on Rte. H I-70 to west of Hall St. Project involves bridges A1501, A1516, A3162, A3594, A7165, L0361 and L0815.	6/2029	2028	$1,408.00	$156.00	$-	$1,569.00	$-	NHPP
STL	St. Louis City	IS 44	SL0205	Bridge preventative maintenance north of Gratiot Street to Park Avenue. Project	6/2028	2028	$1,452.00	$161.00	$-	$1,623.00	$-	NHPP

District	County	Route	Job ID	Description	SFY	Award Date	Federal Share	State Share	Local Share	Total Estimate	Future Cost	Federal Category
				involves bridges A3162 and L0361.								
STL	St. Louis City	IS 44	SL0263	Bridge rehabilitation from north of Biddle Street to Washington Avenue. Project involves bridge L0815.	6/2030	2030	$37,877.00	$4,208.00	$-	$42,085.00	$-	NHPP
STL	St. Louis City	IS 44	SL0262	Bridge painting from Gratiot Street to Park Avenue. Project involves bridge A3162 and L0361.	6/2030	2030	$44,262.00	$4,918.00	$-	$49,180.00	$-	NHPP
STL	St. Louis City	IS 44	SL0285	Pavement resurfacing from 0.2 mile west of Grand Boulevard to west of Kingshighway Boulevard.	6/2027	2026	$464.00	$51.00	$-	$515.00	$-	NHPP
STL	St. Louis City	IS 55	SL0205B	Bridge preventative maintenance over the Mississippi River. Project involves bridge A1500. $355,500 IDOT funds.	6/2028	2028	$537.00	$-	$356	$893.00	$-	NHPP
STL	St. Louis City	IS 64	6I3502	Bridge replacement over Vandeventer Avenue and Clayton Avenue. Project involves bridge L0667.	6/2027	2026	$57,776.00	$6,419.00	$-	$67,778.00	$-	NHPP
STL	St. Louis City	IS 64	SL0087	Bridge rehabilitation and reconfigure ramps	6/2027	2027	$30,207.00	$3,356.00	$-	$34,863.00	$-	NHPP

District	County	Route	Job ID	Description	SFY	Award Date	Federal Share	State Share	Local Share	Total Estimate	Future Cost	Federal Category
				from Kingshighway Boulevard to Jefferson Avenue (Partial). Project involves bridge A3651.								
STL	St. Louis City	IS 64	6I3574	Bridge rehabilitation from west of Compton Avenue to west of Clayton Avenue. Project involves bridge A3594.	6/2027	2026	$31,419.00	$3,491.00	$-	$37,236.00	$-	NHPP
SW	Greene	IS 44	SR0275	Bridge rehabilitation over Pond Creek and on northbound Rte. 65 over Lake Taneycomo, Rte. 13 over Bus. 13, Rte. 14 over Green Valley Creek, Rte. B over BNSF and Rte. AA over Wheeler Creek near Elsey. Project involves bridges A0176, A2597, A2823, A3069, A7914 and A8329.	6/2027	2027	$1,879.00	$209.00	$-	$2,158.00	$-	NHPP
SW	Jasper	IS 44	SR0269	Pavement resurfacing and bridge rehabilitation 1.3 miles east of Rte. 37 to Rtes. Z and O near Halltown (disconnected sections) and the	6/2026	11/2025	$15,647.00	$1,739.00	$-	$17,800.00	$-	NHPP

District	County	Route	Job ID	Description	SFY	Award Date	Federal Share	State Share	Local Share	Total Estimate	Future Cost	Federal Category
				westbound bridge over MNA Railroad west of Rte. H. Bridges A0976, A8858, A8859, A8862, A8866, A8867, A8868, A8869 and A8879.								
SW	Lawrence	IS 44	SR0344	Bridge rehabilitation at various locations from 1.25 miles east of Rte. 37 to Rtes. Z and O near Halltown. Project involves bridges A0684, A0981, A0981, A8813, A8858, A8862, A8867, A8869 and A8879.	6/2026	11/2025	$1,155.00	$128.00	$-	$1,283.00	$-	NHPP
SW	Newton	IS 44	SR0128	Pavement improvements from 0.4 mile east of Loop 49 (Range Line Road) in Joplin to 1.5 miles east of Rte. 37	6/2027	2026	$14,309.00	$1,590.00	$-	$15,913.00	$-	NHPP
SW	Newton	IS 44	SR0177	Job Order Contracting for pavement repair from the Oklahoma State line to Rte. 360 in Greene County.	6/2026	3/2026	$437.00	$48.00	$-	$490.00	$-	AC-NHPP
SW	Webster	IS 44	SR0015	Pavement resurfacing of Rte. B to 2.3 miles east of Rtes. J/Y	6/2026	3/2026	$49,451.00	$5,495.00	$-	$55,351.00	$-	NHPP

District	County	Route	Job ID	Description	SFY	Award Date	Federal Share	State Share	Local Share	Total Estimate	Future Cost	Federal Category
				at Conway, pavement resurfacing eastbound lanes, rebuild pavement westbound lanes 2 miles east of Rte. 125 to Rte. B, realign eastbound curve 3.8 miles east of Rte. 125, extend exit ramp at Rtes. B, 38, Sampson Rd, Conway Rest Area. Potential Design-Build.								
SW	Webster	IS 44	SR0178	Job Order Contracting for pavement repair in Webster County.	6/2026	3/2026	$221.00	$24.00	$-	$250.00	$-	AC-NHPP
SW	Greene	IS 44	SU0197	Job Order Contracting for pavement repair on I-44, Rte. 65 and Rte. 60 in the urban Southwest District.	6/2026	3/2026	$329.00	$36.00	$-	$370.00	$-	AC-NHPP
SE	Mississippi	IS 57	9I3730	Pavement resurfacing in the northbound lane from east of Rte. B to west of Rte. 105 and from Rte. 105 to Rte. 60 and on I-55 in the southbound lane from 0.6 mile north of Rte. O to the Arkansas State line.	6/2028	2028	$13,930.00	$1,548.00	$-	$15,498.00	$-	NHPP

District	County	Route	Job ID	Description	SFY	Award Date	Federal Share	State Share	Local Share	Total Estimate	Future Cost	Federal Category
SE	Mississippi	IS 57	9I3583	Payment to IDOT for bridge painting on Mississippi River "Cairo bridge". Project involves bridge A2000.	6/2026	/2026	$19,801.00	$2,200.00	$-	$22,007.00	$-	NHPP
SE	Mississippi	IS 57	SE0187	Payment to IDOT for deck overlay and joint repairs on Mississippi River "Cairo bridge". Project involves bridge A2000.	6/2029	2029	$5,944.00	$660.00	$-	$6,605.00	$-	NHPP
KC	Platte	IS 635	KU0095	Bridge rehabilitation over the Missouri River. Project involves bridge A1800. $979,000 KDOT funds.	6/2026	10/2025	$1,133.00	$-	$979.00	$2,262.00	$-	NHPP
CD	Laclede	IS 44	CD0009	Job Order Contracting for asphalt pavement repair in Laclede, Pulaski, Phelps and Crawford Counties.	6/2026	5/2026	$675.00	$75.00	$-	$753.00	$-	AC-NHPP
CD	Laclede	IS 44	CD0010	Job Order Contracting for concrete pavement repair in Laclede, Pulaski, Phelps and Crawford Counties.	6/2026	5/2026	$964.00	$107.00	$-	$1,074.00	$-	AC-NHPP
CD	Laclede	IS 44	CD0263	Job Order Contracting for asphalt pavement repair in Laclede, Pulaski, Phelps	6/2028	2028	$636.00	$159.00	$-	$795.00	$-	AC-STBG

District	County	Route	Job ID	Description	SFY	Award Date	Federal Share	State Share	Local Share	Total Estimate	Future Cost	Federal Category
				and Crawford Counties.								
CD	Laclede	IS 44	CD0264	Job Order Contracting for concrete pavement repair in Laclede, Pulaski, Phelps and Crawford Counties.	6/2028	2028	$907.00	$227.00	$-	$1,134.00	$-	AC-STBG
CD	Laclede	IS 44	CD0265	Striping upgrades in Laclede, Pulaski, Phelps and Crawford Counties.	6/2026	1/2026	$956.00	$106.00	$-	$1,062.00	$-	SAFETY
CD	Laclede	IS 44	CD0270	Pavement improvement from 0.6 mile west of Rte. F to 0.6 mile west of Rte. 133. Includes I-44 westbound from west of Rte. 133 to east of Swallow Drive and approximately 2 miles east of Rte. F to Rte. F.	6/2027	2027	$24,732.00	$2,748.00	$-	$27,480.00	$-	NHPP
CD	Pulaski	IS 44	CD0111	Add auxiliary lane from Superior Road to 0.7 mile west of Rte. 66 Trail.	6/2026	12/2025	$9,186.00	$1,021.00	$-	$10,968.00	$-	NHPP
CD	Pulaski	IS 44	CD0111B	Add auxiliary lanes from 1 mile east of Rte. H to 0.1 mile west of Superior Road.	6/2026	12/2025	$8,415.00	$935.00	$-	$9,657.00	$-	NHPP
CD	Pulaski	IS 44	CD0112	Modify ramps at westbound on-	6/2026	12/2025	$2,064.00	$229.00	$-	$2,413.00	$-	NHPP

District	County	Route	Job ID	Description	SFY	Award Date	Federal Share	State Share	Local Share	Total Estimate	Future Cost	Federal Category
				ramp at Loop 44 in St. Robert.								
KC	Johnson	MO 2	KR0126	Intersection improvements at Rte. 13.	6/2029	2028	$2,691.00	$299.00	$-	$3,005.00	$-	SAFETY
KC	Ray	MO 10	KR0078	Pavement resurfacing and upgrade guardrail from Merrifield Lane to Rte. FF in Carroll County.	6/2026	12/2025	$3,621.00	$905.00	$-	$4,581.00	$-	AC-STBG
KC	Cass	MO 2	KU0049	Pavement resurfacing from Independence Street to Rte. ZZ in Johnson County.	6/2026	9/2025	$2,969.00	$742.00	$-	$3,718.00	$-	AC-STBG
KC	Cass	MO 2	KU0293	Erosion repairs at bridges and culverts at various locations in the urban Kansas City District. Project involves bridges A2087, A3301, A3329, A3980, N0327, N0360, N0836 and P0812.	6/2026	3/2026	$847.00	$212.00	$-	$1,099.00	$-	NHPP
KC	Cass	MO 2	KU0299	Culvert replacement over Muddy Creek. $234,090 Cost Share funds.	6/2026	10/2025	$283.00	$71.00	$-	$374.00	$-	NHPP
KC	Cass	MO 7	KU0098	Bridge replacement over Big Creek 0.3 mile north of Raffurty Road and 0.9 mile south of First Street near	6/2026	12/2025	$5,781.00	$1,445.00	$-	$7,816.00	$-	NHPP

District	County	Route	Job ID	Description	SFY	Award Date	Federal Share	State Share	Local Share	Total Estimate	Future Cost	Federal Category
KC	Jackson	MO 7	4S3298B	Upgrade pedestrian facilities to comply with the ADA Transition Plan from Roanoke Drive to Pink Hill Road.	6/2026	4/2026	$274.00	$68.00	$-	$370.00	$-	AC-STBG
KC	Jackson	MO 7	KU0010	Add sidewalks, bicycle/pedestrian trail, turn lanes and upgrade traffic signals from Shaw Parkway to Rte. 40. $850,000 Blue Springs and $3,400,000 STBG-Urban funds.	6/2026	11/2025	$3,646.00	$62.00	$850.00	$5,418.00	$-	AC-STBG
KC	Jackson	MO 7	KU0415	Upgrade turn lanes and signal from Shaw Parkway to Rte. 40.	6/2026	11/2025	$1,404.00	$351.00	$-	$2,077.00	$-	NHPP

https://www.modot.org/sites/default/files/documents/2026FullSTIP.pdf

Table 4 Funded Freight Rail Projects – MO STIP

State Fiscal Year for Award	Mo District:	County of recipient:	City of recipient:	Agency name	Description:	Estimated Total Cost	Federal:	State:	Local:	Funding Category /Funding Program
2025	NW	Livingston	Near Dawn	MHTC	Install flashing lights/gates at Route DD public HRGC on CPKC Railway DOT#375481G	$363,926.92	$327,534.23	$36,392.69	$-	Sec 130/GCSA
2025	NE	Monroe	In Madison	MHTC	Install flashing lights/gates/cants at MO 151 public HRGC on NS Railway DOT#480713F	$415,402.00	$355,168.71	$39,463.19	$20,770.10	Sec 130/GCSA/RR
2025	KC	Ray	Near Camden	Henrietta SRD	Install flashing lights/gates at Sportsman Road public HRGC on NS Railway DOT#483844U	$429,191.00	$19,313.60	$366,958.31	$42,919.10	Sec 130/General Re
2025	KC	Clay	In Missouri City	Missouri City	Install flashing lights/gates at Capital Sand Drive public HRGC on NS Railway DOT 483872X	$466,061.00	$398,482.15	$44,275.80	$23,303.05	Sec 130/GCSA

State Fiscal Year for Award	Mo District:	County of recipient:	City of recipient:	Agency name	Description:	Estimated Total Cost	Federal:	State:	Local:	Funding Category /Funding Program
2025	SL	St. Louis City	St. Louis City	MHTC	Relocate signal equipment and install new crossing surface at Route H on TRRA Railway DOT #803321B	$232,269.00	$209,042.10	$23,226.90	$-	Sec 130/GCSA
2025	SL	St. Louis City	St. Louis City	MHTC	Install flashing lights/gates, cantilevers, and crossing surface at Route H on BNSF Railway DOT #078575P	$559,820.00	$503,838.00	$55,982.00	$-	Sec 130/GCSA
2025	KC	Ray	Near Hardin	Hardin SRD	Install flashing lights/gates at Little Brick Rd public HRGC on NS Railway DOT#483825P	$490,941.00	$22,092.35	$419,754.55	$49,094.10	Sec 130/General Re
2025	SW	Barry	Seligman	City of Seligman	Install FLG & new concrete crossing surface at North St DOT 667073E	$714,876.08	$643,388.48	$71,487.60	$-	Sec 130/GCSA

State Fiscal Year for Award	Mo District:	County of recipient:	City of recipient:	Agency name	Description:	Estimated Total Cost	Federal:	State:	Local:	Funding Category /Funding Program
2025	SW	Barry	Seligman	City of Seligman	Install FLG & new concrete crossing surface at Roller Ridge DOT# 667076A	$550,398.93	$495,359.04	$55,039.89	$-	Sec 130/ GCSA
2025	SW	Barry	Seligman	City of Seligman	Close at grade crossing Jefferson St DOT# 667072X	$105,575.46	$-	$-	$-	Sec 130/ GCSA
2025	SW	Barry	Seligman	City of Seligman	Close at grade crossing Eureka Ave DOT# 667074L	$105,575.46	$-	$-	$-	Sec 130/ GCSA
2025	KC	Lafayette	Near Blackburn	MHTC	Install FLG/Cantilevers at MO 20 HRGC on CPKC DOT 293500F	$475,000.00	$427,500.00	$47,500.00	$-	Sec 130/GCSA
2025	SW	Lawrence	Near Verona	Verona BSRD	Install flashing lights/gates at FR 1130 DOT#673320H	$462,095.00	$18,483.80	$351,192.20	$92,419.00	Sec 130/GR/RR
2025	SW	Lawrence	Near Verona	Verona BSRD	Install flashing lights/gates at FR 1165 DOT# 673315L	$420,308.00	$16,812.32	$319,434.08	$84,061.60	Sec 130/GR/RR

State Fiscal Year for Award	Mo District:	County of recipient:	City of recipient:	Agency name	Description:	Estimated Total Cost	Federal:	State:	Local:	Funding Category /Funding Program
2025	SW	Greene	Springfield	Springfield	Various Exempt Crossings Kissick Branch	$-	$-	$-	$-	No Cost
2025	KC	Cass	Pleasant Hill	MHTC	Install flashing lights/gates & new concrete surface	$379,407	$341,466.30	$37,940.70	$-	Sec 130/GCSA
2025	SL	St Louis	Fenton	Burlington Junction Railway	Covered Transload Facility	$385,152.00	$-	$288,864.00	$96,288.00	Freight Enhancement Program
2025	SW	Greene	Springfield	Erlen Group-Umlaut Industrial	Expand Existing Transload Facility	$788,566.00	$-	$386,398.00	$402,168.00	Freight Enhancement Program
2025	SL	St. Louis	St. Louis	City Of St. Louis Port Authority	Demolition and Construction of a new trash transfer site	$1,400,000.00	$-	$700,000.00	$700,000.00	Freight Enhancement Program
2025	NW	Chariton	Brunswick	AgriServices of Brunswick	1400' of Rail Track Upgrade	$962,154.00	$-	$374,738.00	$587,416.00	Freight Enhancement Program

https://www.modot.org/media/52926

Table 5 Funded Air Projects – MO STIP

None

Table 6 Funded Ports Projects – MO STIP

#	Mode:	State Fiscal Year for Award	Mo District:	County of recipient:	City of recipient:	Funding Category /Funding Program	Agency name	Description:	Total	Federal	State	Local
1	Waterways	2025	SL	St. Louis City	St. Louis City	Port Capital Improvement	City of St. Louis Port Authority	MRT Phase 4 Tail Track	$1,400,000.00	$-	$1,000,000.00	$400,000.00
2	Waterways	2025	SE	Mississippi	East Prairie	Port Capital Improvement	Mississippi County Port Authority	Make repairs identified by USCG inspection	$11,035.40	$-	$8,828.32	$2,207.08
3	Waterways	2025	CD	Cole-Callaway	Jefferson City	Port Capital Improvement	Heartland Port of Central Missouri	Purchase property for new port site and begin preliminary engineering	$2,396,616.95	$-	$1,917,293.56	$479,323.39
4	Waterways	2025	CD	Cole-Callaway	Jefferson City	Port Capital Improvement	Heartland Port of Central Missouri	Sheet Piling Dock, Mooring Clumps, Elevated Pad for Staging and Storage & Dry Storage Building	$1,500,000.00	$-	$1,000,000.00	$500,000.00
5	Waterways	2025	NE	Pike-Lincoln	Bowling Green	Port Capital Improvement	Pike-Lincoln County Port Authority	Design and Construct Outbound Grain Storage & Inbound Fertilizer	$1,800,000.00	$-	$1,000,000.00	$800,000.00

#	Mode:	State Fiscal Year for Award	Mo District:	County of recipient:	City of recipient:	Funding Category /Funding Program	Agency name	Description:	Total	Federal	State	Local
6	Waterways	2025	NE	Pike-Lincoln	Bowling Green	Port Capital Improvement	Pike-Lincoln County Port Authority	Construct Outbound Ag Product Transload System	$1,640,000.00	$-	$1,000,000.00	$640,000.00
7	Waterways	2025	NW	Buchanan	St. Joseph	Port Capital Improvement	St. Joseph Regional Port Authority	Construct seawall to load/unload oversize cargo at port site.	$1,150,000.00	$-	$920,000.00	$230,000.00
8	Waterways	2025	SE	Cape Girardeau	Scott City	Port Capital Improvement	Southeast Missouri Regional Port Authority	Transload Conveyor Load-Out -Build Grant Match	$19,000,000.00	$18,000,000.00	$1,000,000.00	$-
9	Waterways	2025	SE	Cape Girardeau	Scott City	Port Capital Improvement	Southeast Missouri Regional Port Authority	Storage Track (LTT Storage Track 1-2)	$1,250,000.00	$-	$1,000,000.00	$250,000.00
10	Waterways	2025	SE	Pemiscot	Hayti	Port Capital Improvement	Pemiscot County Port	Soybean Crush Plant Dock Site	$328,731.25	$-	$262,985.00	$65,746.25

#	Mode:	State Fiscal Year for Award	Mo District:	County of recipient:	City of recipient:	Funding Category /Funding Program	Agency name	Description:	Total	Federal	State	Local
							Authority					
11	Waterways	2025	NE	Lewis	Monticello	Port Capital Improvement	Lewis County Regional Port Authority	Warehouse/Storage/Manufacturing Facility	$2,000,000.00	$-	$1,000,000.00	$1,000,000.00
12	Waterways	2025	NE	Lewis	Monticello	Port Capital Improvement	Lewis County Regional Port Authority	Salt/Fertilizer Storage Sidewall with Roof	$1,600,000.00	$-	$800,000.00	$800,000.00
13	Waterways	2025	KC	Jackson	Kansas City	Port Capital Improvement	Port of Kansas City	Lower Missouri River Navigation Study partnership with Corps of Engineers	$1,930,500.00	$992,500.00	$938,000.00	$-
14	Waterways	2025	SL	St. Charles	St. Charles	Port Capital Improvement	St. Charles Port Authority	Feasibility analysis for potential new river services facility	$675,000.00	$-	$540,000.00	$135,000.00

https://www.modot.org/unfundedneeds

Table 7 Identified Freight Needs

District	County	Route	Project Description	Estimated Funding Needed ($1,000)*	Citizens Guide Unfunded Needs Category
Kansas City Urban	Jackson	Is 70 E	I-70 Corridor Improvements from I-435 to I-470 (Partial 1 of 2)	$100,000.00	Increase Economic Growth And Improve Safety
St. Louis	St. Louis	Is 170 E	Auxiliary Lane Improvements from Mo. 340 to Page Ave	$4,120.00	Major Interstate Reconstruction
St. Louis	St. Louis	Is 70 E	Reconfigure STL Airport Access, Replace Bridges, Reconfigure Interchanges and Pavement Improvements (Partial 1 of 2) from US. 67, Cypress, Air Flight, Mo. 155	$40,000.00	Major Interstate Reconstruction
St. Louis	St. Louis City	Is 64 E	Interchange and System Improvements at Boyle Ave.	$12,000.00	Major Interstate reconstruction
Northwest	Harrison	Is 35 S	Interstate Reconstruction (Partial Need)	$23,804.00	Major Interstate reconstruction
Northeast	Warren	Is 70 E	Study For Interchange at S tracks Church Rd Between Warrenton and Wright City	$300.00	Increase Economic Growth and Improve Safety
Kansas City Urban	Clay	Is 35 N	I-29 and I-35 Corridor Improvements from Rte 210 to Rte 45 Along I-29 and to I-435 Along I-35	$208,000.00	Increase Economic Growth and Improve Safety
Kansas City Urban	Jackson	Is 70 E	I-70 Corridor Improvements from I-435 to I-470 (Partial 2 Of2)	$90,000.00	Increase Economic Growth and Improve Safety
St. Louis	Franklin	Is 44 E	Corridor, Safety and Interchange Improvements from I-44 from 0.1 Mile West of Shawnee Town Ford Rd. to 0.2 Mile east of Rte. O.	$210,500.00	Major Interstate Reconstruction

District	County	Route	Project Description	Estimated Funding Needed ($1,000)*	Citizens Guide Unfunded Needs Category
St. Louis	Jefferson	Is 55 S	Safety Improvements from Rte. Z to Rte. M	$11,600.00	Increase Economic Growth and Improve Safety
St. Louis	St. Louis	Is 44 E	Bridge Improvements from Murdoch to Shrewsbury Ave	$7,510.00	Major Interstate reconstruction
St. Louis	St. Louis	Is 70 E	Reconfigure STL Airport Access, Replace Bridges, Reconfigure Interchanges and Pavement Improvements (Partial 2 of 2) from US-67, Cypress, Air Flight, Mo-115	$196,310.00	Increase Economic Growth And Improve Safety
St. Louis	St. Louis	Is 70 E	Pavement Improvements from North Hanley Rd to Bermuda Rd	$12,000.00	Major Interstate reconstruction
St. Louis	St. Louis	Is 70 E	Interchange Improvements at Mo-141, I-270, Mo-180	$196,311.00	Major Interstate reconstruction
St. Louis	St. Louis City	Is 64 E	West-Bound Ramps Improvements at Grand Ave.	$50,600.00	Major Interstate reconstruction
St. Louis	St. Louis City	Is 64 E	Shoulder Widening from Tower Grove Ave. to Sarah St.	$1,100.00	Improve Road Conditions
St. Louis	St. Louis City	Is 64 E	System Improvements from Papin Ave to Boyle Ave.	$13,000.00	Increase Economic Growth and Improve Safety
Southwest Rural	Newton	Is 44 E	Capacity Improvements from Loop 49 (Rangeline) to I-49 South Joplin	$75,792.00	Increase Economic Growth and Improve Safety
Southwest Urban	Greene	Is 44 E	Phase I Capacity Improvements from Route 266 (Chestnut expressway) to Route 160 (West Bypass)	$60,000.00	Increase Economic Growth and Improve Safety
Southwest Urban	Greene	Is 44 E	Operational Improvements at Route H (Glenstone Ave.) Interchange	$2,000.00	Increase Economic Growth and Improve Safety
Southeast	Cape Girardeau	Cst Bloomfield Rd E	Bridge Improvements Over IS 55	$5,859.00	Improve Bridge Conditions

District	County	Route	Project Description	Estimated Funding Needed ($1,000)*	Citizens Guide Unfunded Needs Category
Southeast	Cape Girardeau	Is 55 S	Capacity Improvements from Rte 61 at Exit 93 to Rte K	$13,428.00	Increase Economic Growth and Improve Safety
Southeast	Perry	Is 55 S	Access Improvements at Perryville	$21,443.00	Increase Economic Growth and Improve Safety
Northwest	Buchanan	Is 29 S	Interchange Improvements at Rte. 169 (South Junction)	$23,224.00	Increase Economic Growth and Improve Safety
Northwest	Daviess	Is 35 S	Rehabilitate I-35 from Rte C to Rte 69	$50,672.00	Major Interstate reconstruction
Kansas City Urban	Clay	Is 29 S	I-35 Corridor Improvements from NE of Downtown Loop (Independence Ave) to Mo 210	$96,600.00	Increase Economic Growth and Improve Safety
Kansas City Urban	Clay	Is 35 N	I-35 Corridor Improvements from I-435 to US 69	$61,000.00	Increase Economic Growth and Improve Safety
Kansas City Urban	Jackson	Is 70 E	I-70 and I-470 Interchange Improvements	$90,000.00	Increase Economic Growth and Improve Safety
St. Louis	Franklin	Is 44 E	Capacity and Pavement Improvements from I-44 from 0.2 Mile East of Rte. O to 0.5 Mile East of Rte. 100 W.	$116,510.00	Major Interstate reconstruction
St. Louis	St. Charles	Is 70 E	Corridor Interchange Improvements from Bryan Rd to Zumbehl Rd.	$20,000.00	Major Interstate reconstruction

District	County	Route	Project Description	Estimated Funding Needed ($1,000)*	Citizens Guide Unfunded Needs Category
St. Louis	St. Louis	Is 170 E	Bridge Improvements at Norfolk Railroad North of Airport Road to Airport Road	$18,800.00	Improve Bridge Conditions
St. Louis	St. Louis	Is 270 E	Bridge Improvements at Over West Port Plaza Dr	$13,000.00	Improve Bridge Conditions
St. Louis	St. Louis	Is 270 E	Congestion Mitigation Improvements from Rte.100 to I-64.	$36,000.00	Increase Economic Growth and Improve Safety
St. Louis	St. Louis	Is 64 E	Bridge Improvements from Baxter Rd to Mo. 141	$31,000.00	Improve Bridge Conditions
St. Louis	St. Louis City	Is 70 E	Interchange Improvements from Shreve Ave to Branch Street	$132,000.00	Major Interstate reconstruction
Southeast	Cape Girardeau	Is 55 S	Capital Improvements at Exit 93.	$23,069.00	Increase Economic Growth and Improve Safety

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Table 8 Potential Freight Investments

Project Title	Need Addressed	Project Description	Estimated Capital Cost ($YOE in Millions)	Potential Funding Levels ($YOE in Millions) 1) Non-Public 2) Federal 3) Non-Federal
Second Main Line – Lee's Summit to Strasburg	Infrastructure	Double track from Lee's Summit to Strasburg to improve capacity for both passenger and freight rail traffic.	$120 - $140	$ -- $96 - $112 $24 - $28
Hermann – Universal Crossover	Infrastructure	Installation of a universal crossover to improve passenger and freight rail operations.	$6 - $8	$ -- $4.8 - $6.4 $1.2 - $1.6
Bonnots Mill – Universal Crossover	Infrastructure	Installation of a universal crossover to improve passenger and freight rail operations.	$7.3	$ -- $5.8 $1.5
Holden – Siding	Infrastructure	New siding track to improve passenger and freight rail capacity.	$16 - $18	$ -- $12.8 - $14.4 $3.2 - $3.6
Knob Noster – Siding	Infrastructure	New siding track to improve passenger and freight rail capacity.	$15 - $16	$ -- $12 - $12.8 $3 - $3.2
Poplar Bluff – Station Upgrades	Station	Updates to the station building and amenities to modernize and improve structural longevity.	$2.2	$ -- $1.8 $0.4
Jefferson City – Third Main Line	Infrastructure	Addition of a third main line track to increase fluidity through Jefferson City yard.	$12 - $14	$ -- $9.6 - $11.2 $2.4 - $2.8
Independence Street Bridge (Kansas City) Improvements	Infrastructure	Bridge work to enhance freight and passenger rail service.	$25 - $30	$ -- $20 - $24 $5 - $6

Project Title	Need Addressed	Project Description	Estimated Capital Cost ($YOE in Millions)	Potential Funding Levels ($YOE in Millions) 1) Non-Public 2) Federal 3) Non-Federal
Jefferson City – New Station	Station	Development of a new Jefferson City station necessary due to structural issues at the current station.	$14.4	$ 2.88 $ 11.52 $ --
Pleasant Hill to Jefferson City – Second Main Line	Infrastructure	PE/NEPA for Addition of a second track to enhance capacity.	$10	$ -- $8 $2
New Bourbon Port – Rail Improvements	Intermodal Network, Facilities and Connectivity	Construction of rail siding track to service the dock area.	$11.2	$ -- $9.0 $2.2
Pike / Lincoln Port – Improvements	Intermodal Network, Facilities and Connectivity	Engineering for dock and rail improvements.	$1.03	$ -- $0.82 $0.21
Jefferson County Port Development	Intermodal Network, Facilities and Connectivity	Property Acquisition, rail design, permitting, site work and rail construction to create a public freight port on the Mississippi River.	$242.5	$ -- $194 $48.5
Lilbourn Industrial Park—Rail Improvements	Funding for Spurs Serving Local Businesses	Construction of a Lilbourn Industrial Park rail spur.	$1.0 - $2.0	$ -- $0.8 - $1.6 $0.2 - $0.4
Stoddard County Industrial Park—Rail Improvements	Funding for Spurs Serving Local Businesses	Construction of a Stoddard County Industrial Park rail spur.	$1 - $2	$ -- $0.8 - $1.6 $0.2 - 0.4
COLT Railroad – Transload Facility Improvements	Intermodal Network, Facilities and Connectivity	Expansion of the transload facility to accommodate increased capacity.	$1.5	$ -- $1.2 $0.3

Project Title	Need Addressed	Project Description	Estimated Capital Cost ($YOE in Millions)	Potential Funding Levels ($YOE in Millions) 1) Non-Public 2) Federal 3) Non-Federal
COLT Railroad – Capacity Improvements	Track Capacity	Increase in the rail gauge to accommodate heavier loads.	$0.9	$ -- $0.72 $0.18
KCT North-South Corridor Improvements	Track Capacity	Realignment and raising of existing track and the creation of a new third track.	$23	$ -- $72 $4.6
St. Louis City Port –Rail Improvements	Intermodal Network, Facilities and Connectivity	Upgrades to the north rail yard.	$0.45	$ -- $0.36 $0.09
TRRA Tunnel Arch Riverfront Dewatering	Bottlenecks and Constraints	Installation of wells and pumps to abate flood waters limiting water in the tunnel to allow for continued operation	$8*	* * *
Sedalia Station Bicycle/Pedestrian Improvements	Modal Connectivity	Addition of bicycle and pedestrian facilities connecting Sedalia's Amtrak station with the historic Katy Depot	$0.99	$ -- $0.79 $0.20
Warrensburg Station Bicycle/Pedestrian Improvements	Modal Connectivity	Addition of a sidewalk and ADA compliant facilities	$0.27	$ -- $0.22 $0.05
Carrollton Amtrak Station	Unserved and Underserved Communities	Creation of a new Amtrak station between Kansas City and La Plata to be served by the Southwest Chief	$2.28	$ -- $2 $0.46
West Plains – Railroad Overpass	Intermodal Network, Facilities and Connectivity	Construction of a railroad overpass on Howell Avenue	$12	$ -- $9.6 $2.4

Project Title	Need Addressed	Project Description	Estimated Capital Cost ($YOE in Millions)	Potential Funding Levels ($YOE in Millions) 1) Non-Public 2) Federal 3) Non-Federal
West Meadows Yard – Track Realignment	Track Capacity	Realignment of track in the West Meadows Yard	$5.8	$ -- $4.64 $1.16
COLT Railroad – I-70 Bridge Repair	Safety and Crossings	Repair of the COLT bridge over I-70	$1.2	$ -- $0.96 $0.06
Aurora Organic Dairy – Rail Spur	Funding for Spurs Serving Local Businesses	Creation of a rail spur to access Aurora Organic Dairy	$1.41	$ -- $1.13 $0.28
Clinton – Rail Expansion	Funding for Spurs Serving Local Businesses	Expansion of rail to new industrial site at Rte. 52 and Vansant Road	$2.5	$ -- $2 $0.5
Montrose – Rail Expansion	Funding for Spurs Serving Local Businesses	Expansion of rail infrastructure	$1	$ -- $0.8 $0.2
Highway-Rail Crossing Projects				
Butler – Corridor Safety Improvements	Safety and Crossings	Installation of lights and gates at 3 public crossings and the permanent closure of 2 public crossings.	$1	$ -- $0.68 $0.32
Ashbury – Crossing Safety Improvements	Safety and Crossings	Installation of lights and gates at 1 public crossing and closure of 1 public crossing.	$0.5	$ -- $0.4 $0.1
Greene County – Crossing Consolidation and Upgrade	Safety and Crossings	Consolidation of 3 public rail crossings and accompanying safety upgrades.	$0.75	$ -- $1 $0

Table 9 MPAA Unmet Port Authority Projects

County	Port Authority	Project Description	Estimated Funding Needed ($1,000)*	Citizens Guide Unfunded Needs Category
Callaway & Cole	Heartland Port	Construction of 200 ft of general-purpose sheet piling dock	$2,500.00	Improve Multimodal Transportation Options
Callaway & Cole	Heartland Port	Improvements to the entrance road and utility services	$750.00	Improve Multimodal Transportation Options
Callaway & Cole	Heartland Port	Elevated pad for staging and ground storage	$1,000.00	Improve Multimodal Transportation Options
Callaway & Cole	Heartland Port	Mooring clumps upstream and downstream of the dock	$1,000.00	Improve Multimodal Transportation Options
Callaway & Cole	Heartland Port	Construction of 2 grain silos with conveyors	$3,000.00	Improve Multimodal Transportation Options
Callaway & Cole	Heartland Port	Construction of dry storage building	$3,000.00	Improve Multimodal Transportation Options
Howard & Cooper	Howard Cooper	Removal of wing dam - needed to access to property - a permit from corps of engineers has already been granted	$1,500.00	Improve Multimodal Transportation Options
Howard & Cooper	Howard Cooper	6 Mooring cells - used for staging barges to load and unload. also limits the need of having a boat on site to handle barges	$1,800.00	Improve Multimodal Transportation Options

County	Port Authority	Project Description	Estimated Funding Needed ($1,000)*	Citizens Guide Unfunded Needs Category
Howard & Cooper	Howard Cooper	Dead men for winch system - needed to make rebuilt dock more functional and safer	$100.00	Improve Multimodal Transportation Options
Howard & Cooper	Howard Cooper	New winch system - needed to make rebuilt dock more functional and safer	$120.00	Improve Multimodal Transportation Options
Howard & Cooper	Howard Cooper	Telestacker conveyor to load off new dock - needed to load barges off the rebuilt dock	$1,300.00	Improve Multimodal Transportation Options
Howard & Cooper	Howard Cooper	Truck ramp at dock for loading onto barges	$1,000.00	Improve Multimodal Transportation Options
Howard & Cooper	Howard Cooper	4 grain bins - 72 ft diameter - needed for storage to hold grain while waiting for barges	$6,000.00	Improve Multimodal Transportation Options
Jefferson	Jefferson CO Port Authority	Construction of low-water access point at kimmswick for excursion boats	$2,000.00	Improve Multimodal Transportation Options
Jefferson	Jefferson CO Port Authority	Storage facility --100x140 ft	$1,000.00	Improve Multimodal Transportation Options
Jefferson	Jefferson CO Port Authority	Dock repairs	$300.00	Improve Multimodal Transportation Options
Jefferson	Jefferson CO Port Authority	Retaining wall for container port staging	$1,000.00	Improve Multimodal Transportation Options

County	Port Authority	Project Description	Estimated Funding Needed ($1,000)*	Citizens Guide Unfunded Needs Category
Jefferson	Jefferson CO Port Authority	Relocating of utilities	$150.00	Improve Multimodal Transportation Options
Lewis	Lewis County	Purchase 150-500 acres to develop area into an industrial park and port authority. area has access to the Mississippi river, BNSF main line and ave of the saints (us highway 61)	$7,500.00	Improve Multimodal Transportation Options
Lewis	Lewis County	Permitting, design & engineering for new site at la grange	$1,000.00	Improve Multimodal Transportation Options
Lewis	Lewis County	Develop approximately 1 1/2 miles of roadway to connect improvement area and current hard surface road	$5,000.00	Improve Multimodal Transportation Options
Lewis	Lewis County	Install 200 ft of dock sheet wall, concrete working area and ro/ro ramp along bank of Mississippi river to allow for loading and off loading	$5,000.00	Improve Multimodal Transportation Options
Lewis	Lewis County	Utility upgrades needed (sewer, water, electricity, natural gas) for la grange site	$20,000.00	Improve Multimodal Transportation Options
Lewis	Lewis County	Rail accessibility for new site at la grange	$10,000.00	Improve Multimodal Transportation Options
Lewis	Lewis County	Material and container handling equipment, storage buildings, and warehousing	$10,000.00	Improve Multimodal Transportation Options
Marion & Ralls	Marion/Ralls County	Earthwork and road construction	$2,000.00	Improve Multimodal

County	Port Authority	Project Description	Estimated Funding Needed ($1,000)*	Citizens Guide Unfunded Needs Category
				Transportation Options
Marion & Ralls	Marion/Ralls County	Dock construction south site & conveyor	$5,000.00	Improve Multimodal Transportation Options
Marion & Ralls	Marion/Ralls County	Rail spur	$10,000.00	Improve Multimodal Transportation Options
Mississippi	Mississippi County PA	Increase port footprint on existing site	$12,000.00	Improve Multimodal Transportation Options
Mississippi	Mississippi County PA	Purchase port land	$4,000.00	Improve Multimodal Transportation Options
Mississippi	Mississippi County PA	Purchase equipment to move containers	$25,000.00	Improve Multimodal Transportation Options
Ste. Genevieve	New Bourbon Regional Port Authority	Second mooring structure in harbor	$800.00	Improve Multimodal Transportation Options
Ste. Genevieve	New Bourbon Regional Port Authority	Elevation and paving access road to port	$3,000.00	Improve Multimodal Transportation Options
Ste. Genevieve	New Bourbon Regional Port Authority	Harbor dredging	$2,000.00	Improve Multimodal Transportation Options

County	Port Authority	Project Description	Estimated Funding Needed ($1,000)*	Citizens Guide Unfunded Needs Category
Ste. Genevieve	New Bourbon Regional Port Authority	RR crossing improvements-level out so trucks don't scrape	$1,500.00	Improve Multimodal Transportation Options
Ste. Genevieve	New Bourbon Regional Port Authority	Filling cells for development	$2,550.00	Improve Multimodal Transportation Options
Ste. Genevieve	New Bourbon Regional Port Authority	Construct a warehouse for materials storage	$8,000.00	Improve Multimodal Transportation Options
Ste. Genevieve	New Bourbon Regional Port Authority	Inner road completion	$850.00	Improve Multimodal Transportation Options
Ste. Genevieve	New Bourbon Regional Port Authority	Truck scale	$600.00	Improve Multimodal Transportation Options
Ste. Genevieve	New Bourbon Regional Port Authority	Additional annual operating funds for ferry	$200.00	Improve Multimodal Transportation Options
Ste. Genevieve	New Bourbon Regional Port Authority	Walkway/loading ramp attached to dock for riverboat stops	$825.00	Improve Multimodal Transportation Options
New Madrid	New Madrid County	Concrete levee road to north border of property	$500.00	Improve Multimodal Transportation Options
New Madrid	New Madrid County	Concrete road on the north slack-water harbor land	$1,500.00	Improve Multimodal Transportation Options

County	Port Authority	Project Description	Estimated Funding Needed ($1,000)*	Citizens Guide Unfunded Needs Category
New Madrid	New Madrid County	Concrete road on the inside of north slack-water harbor	$1,000.00	Improve Multimodal Transportation Options
New Madrid	New Madrid County	Expand sewer/water to north portion of north slack-water harbor	$750.00	Improve Multimodal Transportation Options
New Madrid	New Madrid County	Lift station at north border of north slack-water harbor	$350.00	Improve Multimodal Transportation Options
New Madrid	New Madrid County	Expand electricity to north and northeast of north slack-water harbor	$500.00	Improve Multimodal Transportation Options
New Madrid	New Madrid County	Sheet pilings on the north slack-water harbor walls	$1,750.00	Improve Multimodal Transportation Options
New Madrid	New Madrid County	Container crane with railing at the north slack-water harbor	$3,000.00	Improve Multimodal Transportation Options
New Madrid	New Madrid County	Truck scales at the north slack-water harbor	$750.00	Improve Multimodal Transportation Options
New Madrid	New Madrid County	Rail spur and side trackage to north slack-water harbor	$2,000.00	Improve Multimodal Transportation Options
New Madrid	New Madrid County	Warehousing x 2 to the north slack-water harbor	$3,600.00	Improve Multimodal Transportation Options

County	Port Authority	Project Description	Estimated Funding Needed ($1,000)*	Citizens Guide Unfunded Needs Category
New Madrid	New Madrid County	Warehousing x 2 to the south slack-water harbor	$3,600.00	Improve Multimodal Transportation Options
New Madrid	New Madrid County	Warehousing x 2 to the maxwell property	$2,500.00	Improve Multimodal Transportation Options
New Madrid	New Madrid County	Warehousing x 2 to the mccoy property	$2,500.00	Improve Multimodal Transportation Options
New Madrid	New Madrid County	Mooring dolphins x 16 inside north slack-water harbor	$2,500.00	Improve Multimodal Transportation Options
New Madrid	New Madrid County	Container mover	$750.00	Improve Multimodal Transportation Options
New Madrid	New Madrid County	Cab tractor with bush hog	$100.00	Improve Multimodal Transportation Options
New Madrid	New Madrid County	Conveyor system at north slack-water harbor	$1,300.00	Improve Multimodal Transportation Options
New Madrid	New Madrid County	Conveyor system at south slack-water harbor	$1,300.00	Improve Multimodal Transportation Options
New Madrid	New Madrid County	Sewer/water expansion to mccoy property	$750.00	Improve Multimodal Transportation Options

County	Port Authority	Project Description	Estimated Funding Needed ($1,000)*	Citizens Guide Unfunded Needs Category
New Madrid	New Madrid County	Rail spur and side trackage to maxwell property	$2,000.00	Improve Multimodal Transportation Options
New Madrid	New Madrid County	Sewer/water expansion to maxwell property	$500.00	Improve Multimodal Transportation Options
New Madrid	New Madrid County	Concrete road to maxwell	$3,000.00	Improve Multimodal Transportation Options
New Madrid	New Madrid County	Land acquisition for railroad spur to new harbor from noranada	$500.00	Improve Multimodal Transportation Options
New Madrid	New Madrid County	Mitigation for land across noranda property for new spur	$350.00	Improve Multimodal Transportation Options
New Madrid	New Madrid County	Sheet pilings for loading dock for container crane	$1,500.00	Improve Multimodal Transportation Options
Pemiscot	Pemiscot County PA	Rail spur rehabilitation and expansion	$6,000.00	Improve Multimodal Transportation Options
Pemiscot	Pemiscot County PA	Harbor widening-accretion removal	$7,000.00	Improve Multimodal Transportation Options
Pemiscot	Pemiscot County PA	Property acquisition for tenant expansion	$2,500.00	Improve Multimodal Transportation Options

County	Port Authority	Project Description	Estimated Funding Needed ($1,000)*	Citizens Guide Unfunded Needs Category
Pemiscot	Pemiscot County PA	Dt dock construction at harbor	$9,000.00	Improve Multimodal Transportation Options
Pemiscot	Pemiscot County PA	Penny-Newman rail expansion	$6,000.00	Improve Multimodal Transportation Options
Pemiscot	Pemiscot County PA	Rail trans-load facility	$7,500.00	Improve Multimodal Transportation Options
Pemiscot	Pemiscot County PA	Rail loop	$8,000.00	Improve Multimodal Transportation Options
Pemiscot	Pemiscot County PA	Property mitigation	$3,000.00	Improve Multimodal Transportation Options
Pemiscot	Pemiscot County PA	Office and shop for port operations	$950.00	Improve Multimodal Transportation Options
Pike & Lincoln	Pike Lincoln County	Existing dock structures repair/replacement of	$4,200.00	Improve Multimodal Transportation Options
Pike & Lincoln	Pike/Lincoln County	Dock renovation for container shipments/barge/winch system/loading eqpt earthwork	$3,600.00	Improve Multimodal Transportation Options
Pike & Lincoln	Pike/Lincoln County	Existing structure repairs/demo of silos/conveyor	$3,000.00	Improve Multimodal Transportation Options

County	Port Authority	Project Description	Estimated Funding Needed ($1,000)*	Citizens Guide Unfunded Needs Category
Pike & Lincoln	Pike/Lincoln County	Extend rail to water for direct barge loading/offloading	$1,200.00	Improve Multimodal Transportation Options
Pike & Lincoln	Pike/Lincoln County	Construction of bulk storage/warehouse/bins	$3,000.00	Improve Multimodal Transportation Options
Pike & Lincoln	Pike/Lincoln County	Add turn lanes at port entrance	$2,000.00	Improve Multimodal Transportation Options
Pike & Lincoln	Pike/Lincoln County	Hwy improvements to hwy 61 from hwy 79	$7,500.00	Improve Multimodal Transportation Options
Jackson	Port KC	MRT - dock rehab and improvements. rehab and improve existing dock structure or new dock and other waterside infrastructure to grow waterways business	$30,000.00	Improve Multimodal Transportation Options
Jackson	Port KC	MRT - phase I development (pad-ready site) site/civil work and other infrastructure improvements to spur development of intermodal & job creations build sites	$20,000.00	Improve Multimodal Transportation Options
Jackson	Port KC	Gov Parson - hoop building	$3,000.00	Improve Multimodal Transportation Options
Jackson	Port KC	Gov Parson - rail improvements fertilizer blender equipment with additional silo and conveyor system	$12,000.00	Improve Multimodal Transportation Options
Jackson	Port KC	Gov Parson - drag conveyor and dump pit for telestacker	$4,000.00	Improve Multimodal Transportation Options

County	Port Authority	Project Description	Estimated Funding Needed ($1,000)*	Citizens Guide Unfunded Needs Category
Jackson	Port KC	Berkley - new dock construction and road access for river cruise vessels	$30,000.00	Improve Multimodal Transportation Options
Scott/Cape Girardeau	Semo Port	Construction of a transload system (including, dock, transloader, conveyor, load out system, earthwork, utilities and rail) to support the movement of freight for new and existing customers of semo port	$5,000.00	Improve Multimodal Transportation Options
Scott/Cape Girardeau	Semo Port	Railroad right-of-way and drainage improvements	$1,850.00	Improve Multimodal Transportation Options
Scott/Cape Girardeau	Semo Port	Loop track terminal storage tracks - remainder of storage track 1 and all of storage track 2	$3,500.00	Improve Multimodal Transportation Options
Scott/Cape Girardeau	Semo Port	North lead track #2 and north tracks 11 & 12	$2,100.00	Improve Multimodal Transportation Options
Scott/Cape Girardeau	Semo Port	Raise approximately 2,000 track feet of shortline railroad an average of 2 ft (bridge 5 to BNSF interchange)	$950.00	Improve Multimodal Transportation Options
Scott/Cape Girardeau	Semo Port	Loop track terminal storage tracks - all of storage tracks 3 and 4	$4,800.00	Improve Multimodal Transportation Options
Scott/Cape Girardeau	Semo Port	Interchange track #2 - second interchange track for additional rail traffic in Scott City	$2,500.00	Improve Multimodal Transportation Options

County	Port Authority	Project Description	Estimated Funding Needed ($1,000)*	Citizens Guide Unfunded Needs Category
Scott/Cape Girardeau	Semo Port	Extending tofc track north to bridge 5 - allow train crews a siding to tuck into when unit trains come online to pass by	$2,000.00	Improve Multimodal Transportation Options
Scott/Cape Girardeau	Semo Port	Grain track # 5 - additional grain track for extra storage and loading and unloading railcars	$1,250.00	Improve Multimodal Transportation Options
St. Charles	St. Charles County Port Authority	Site acquisition for river commerce/transportation	$20,000.00	Improve Multimodal Transportation Options
St. Charles	St. Charles County Port Authority	Property acquisition for port development project	$10,000.00	Improve Multimodal Transportation Options
St. Charles	St. Charles County Port Authority	Preliminary design of port development/infrastructure	$1,000.00	Improve Multimodal Transportation Options
St. Charles	St. Charles County Port Authority	Site remediation efforts	$2,000.00	Improve Multimodal Transportation Options
St. Charles	St. Charles County Port Authority	Extension of utility services and road infrastructure	$7,000.00	Improve Multimodal Transportation Options
Buchanan	St. Joseph Regional PA	Concrete section repairs to existing concrete drive system	$500.00	Improve Multimodal Transportation Options
Buchanan	St. Joseph Regional PA	Existing conveyor system upgrades	$500.00	Improve Multimodal Transportation Options

County	Port Authority	Project Description	Estimated Funding Needed ($1,000)*	Citizens Guide Unfunded Needs Category
Buchanan	St. Joseph Regional PA	Fertilizer storage hanger	$360.00	Improve Multimodal Transportation Options
Buchanan	St. Joseph Regional PA	Hard surface of area in front of rail spur to eliminate dust	$2,000.00	Improve Multimodal Transportation Options
Buchanan	St. Joseph Regional PA	Heavy-duty hard surfacing of existing hard-stand storage areas	$3,000.00	Improve Multimodal Transportation Options
Buchanan	St. Joseph Regional PA	Liquid storage bins for biofuels and agri-related businesses for quick trans of liquids to barge and rail	$3,000.00	Improve Multimodal Transportation Options
Buchanan	St. Joseph Regional PA	Bulk storage facility and conveyor system	$2,500.00	Improve Multimodal Transportation Options
Buchanan	St. Joseph Regional PA	Acquisition of land, cleanup and paving of block area to north of port	$500.00	Improve Multimodal Transportation Options
Buchanan	St. Joseph Regional PA	Acquisition of land and new docking system to the south of us 36 highway bridge	$5,000.00	Improve Multimodal Transportation Options
Buchanan	St. Joseph Regional PA	Re-surfacing of port authority stockyards industrial park truck staging area	$1,800.00	Improve Multimodal Transportation Options
St. Louis City	St. Louis City	New south refuse trash-transfer facility on about 6 acres of city land out of flood plain	$10,000.00	Improve Multimodal Transportation Options

County	Port Authority	Project Description	Estimated Funding Needed ($1,000)*	Citizens Guide Unfunded Needs Category
St. Louis City	St. Louis City	Demo south refuse buildings on site in flood plain	$2,000.00	Improve Multimodal Transportation Options
St. Louis City	St. Louis City	Relocate south refuse ops	$1,000.00	Improve Multimodal Transportation Options
St. Louis City	St. Louis City	Elevate site out of flood plain, up to 11.56 acres	$4,000.00	Improve Multimodal Transportation Options
St. Louis City	St. Louis City	New dock, tenant pays match	$7,000.00	Improve Multimodal Transportation Options
St. Louis City	St. Louis City	New cargo handling equipment, tenant pays match	$3,000.00	Improve Multimodal Transportation Options
St. Louis City	St. Louis City	Spur into site from existing Union Pacific main line industrial lead, tenant pays match	$1,000.00	Improve Multimodal Transportation Options
St. Louis City	St. Louis City	New warehouse, tenant pays match	$10,000.00	Improve Multimodal Transportation Options
St. Louis City	St. Louis City	Paving in yard, phase ii	$1,000.00	Improve Multimodal Transportation Options
St. Louis City	St. Louis City	Solar roof on 90k sf warehouse	$1,000.00	Improve Multimodal Transportation Options

County	Port Authority	Project Description	Estimated Funding Needed ($1,000)*	Citizens Guide Unfunded Needs Category
St. Louis City	St. Louis City	land acquisition, foot of east iron st., 4.42 acres; issue RFP's for land and mooring leases	$4,000.00	Improve Multimodal Transportation Options
St. Louis City	St. Louis City	City's LCRA will acquire current NGA site on arsenal st., port auth will prep site for shipping RFP	$8,000.00	Improve Multimodal Transportation Options
Ste. Genevieve	Pvt New Bourbon Port	Walkway/loading ramp for riverboat stops at new bourbon port in Ste. Genevieve county	$578.00	Improve Multimodal Transportation Options
Clark	CRD 321	Port of Clark county site development	$2,500.00	Improve Multimodal Transportation Options
Lewis	MO 16	Funding for port of Lewis county site development and expansion	$2,000.00	Improve Multimodal Transportation Options
Marion	OR 24	Port of Marion-Ralls site development and expansion	$2,500.00	Improve Multimodal Transportation Options
Pike	MO 79	Funding for port of Lincoln-Pike site development and expansion	$2,500.00	Improve Multimodal Transportation Options
Jackson	Cst State St	Missouri river terminal/woodsweather port improvements (port kc)	$22,000.00	Improve Multimodal Transportation Options
Cooper	MO 5	Place 2 dolphins structures at the Howard/Cooper County regional port	$672.00	Improve Multimodal Transportation Options

County	Port Authority	Project Description	Estimated Funding Needed ($1,000)*	Citizens Guide Unfunded Needs Category
New Madrid	Crd Levee Rd	Contribution to build north harbor at new Madrid port	$8,000.00	Improve Multimodal Transportation Options
Ste. Genevieve	Cst Little Rock Rd	$200,000 operation funds for Ste. Genevieve ferry in Ste. Genevieve County	$200.00	Improve Multimodal Transportation Options
Ste. Genevieve	Pvt New Bourbon Port	Construct 3 rd mooring at new bourbon port in Ste. Genevieve County	$800.00	Improve Multimodal Transportation Options

https://www.modot.org/unfundedneeds

Table 10 Unmet Needs Air Facilities

District	County	Route / Location	Project Description	Estimated Funding Needed ($1,000)*	Citizens Guide Unfunded Needs Category	Section
Southwest Urban	Greene	Cst Springfield Airport Entrance	Construct T-Hanger Taxiway at Springfield-Branson	$1,350.00	Improve Multimodal Transportation Options	Aviation
Southwest Urban	Greene	Cst Springfield Airport Entrance	Reconstruct Air Cargo Apron at Springfield-Branson Airport	$8,000.00	Improve Multimodal Transportation Options	Aviation
St. Louis	St. Louis	Cst Lambert International Blvd	Extend Runway at Lambert International Airport	$31,900.00	Improve Multimodal Transportation Options	Aviation
St. Louis	St. Louis	Cst Lambert Terminal 1 Departures	Demolish Building at Lambert International Airport	$9,500.00	Improve Multimodal Transportation Options	Aviation
Southwest Urban	Greene	Cst Springfield Airport Entrance	Rehabilitate Runway 14-32 at Springfield-Branson National Airport	$900.00	Improve Multimodal Transportation Options	Aviation
Southwest Urban	Greene	Cst Springfield Airport	Cargo Campus Expansion North Apron Infill	$4,800,000.00	Improve Multimodal Transportation Options	Aviation
Southwest Urban	Greene	Cst Springfield Airport	Cargo Campus Southern Expansion	$4,750,000.00	Improve Multimodal Transportation Options	Aviation
Southwest Urban	Greene	Cst Springfield Airport	MRO Expansion Site Preparation	$21,700,000.00	Improve Multimodal Transportation Options	Aviation

https://www.modot.org/unfundedneeds; https://www.flyspringfield.com/resources/media/user/1747686838-09-SGF-MPU-CIP-Implementation-Plan-FINAL.pdf

Appendix L: Passenger Rail Analysis

Executive Summary

Role of Passenger Rail in Statewide Transportation

Missouri's passenger rail network plays a vital role in Amtrak's Midwest operations and contributes greatly to the national intercity rail system. Within the state, Amtrak operates two long-distance routes (Southwest Chief and Texas Eagle) and the State-supported Missouri River Runner, which connects large urban centers Kansas City and St. Louis with stops in several key communities along the Missouri River. Additionally, the Lincoln Service, a State-supported route funded by Illinois, connects Chicago with St. Louis, Missouri. The network provides a wide network of coverage, with 62% of Missourians living within 25 miles of an Amtrak Station and 80% living within 50 miles.[1]

Missouri's passenger rail system is supported by local transit connections in major cities such as St. Louis and Kansas City, as well as smaller-scale services in communities along the Missouri River corridor. However, connectivity varies widely by location, with many smaller stations lacking direct transit access or adequate first/last-mile options.

Despite the importance of passenger rail, Missouri lacks a dedicated state funding source for rail operations and infrastructure. Annual support for the Missouri River Runner is subject to legislative appropriations, creating uncertainty for long-term planning. Several state-administered programs support rail safety and infrastructure improvements, but funding remains limited relative to need.

Missouri's Existing Rail System

Missouri's existing rail system provides an overview and inventory of the state's existing rail system as a baseline for planning and decision-making, describes the trends that will impact the need for rail in the state, and identifies the needs and opportunities for passenger rail service in the state.

[1] Rail Passengers Association, *Missouri: The Economic Importance of Amtrak Service* (Washington, DC: Rail Passengers Association, 2023), https://www.railpassengers.org/site/assets/files/1198/mo.pdf.

Inventory

Missouri's rail network is owned and maintained by 20 rail carriers operating 3,793 miles of rail network within the state. Hosted within this extensive rail network are four intercity passenger rail services administered by Amtrak. As of 2026, Amtrak operates:

- **Two Long-Distance Routes:** The Southwest Chief and Texas Eagle
- **One State-Supported Route:** The Missouri River Runner, connecting Kansas City and St. Louis
- **One Illinois-funded Route:** The Lincoln Service, which stops in St. Louis

While the network provides broad coverage, many growing areas like Springfield and Branson remain unserved. Challenges such as limited train frequency, on-time performance, American with Disabilities Act compliance and station accessibility persist, but ongoing improvements and local development projects present opportunities to expand service and increase ridership.

Passenger Rail Performance

A key performance metric for evaluating Missouri's passenger rail service is On-time Performance (OTP), which represents the percentage of trains arriving at a route's terminus within 15 minutes of the scheduled arrival time. Fiscal Year 2024 OTP for the four Amtrak services in Missouri is shown in Table 1. OTP targets are 80% for both State-supported and long-distance routes.

Table 1 – FY 2024 On-Time Performance by Service

Service	FY 2024 OTP	Service Type	Amtrak Target	Target Performance
Lincoln Service	71.5%	State-Supported	80%	Not Achieved
Missouri River Runner	84.2%	State-Supported	80%	Achieved
Southwest Chief	34.0%	Long-Distance	80%	Not Achieved
Texas Eagle	62.5%	Long-Distance	80%	Not Achieved

Source: Amtrak. Missouri State Fact Sheet: Fiscal Year 2024. Washington, DC: Amtrak, 2024. PDF file. https://www.amtrak.com/content/dam/projects/dotcom/english/public/documents/corporate/statefactsheets/MISSOURI24.pdf.

Over recent years, the Missouri River Runner data has shown ridership levels that largely correlate with on-time performance. This is only one factor that determines ridership, however, which will be discussed further in **Operations and Revenue Effects**

Rail Service Needs and Opportunities

Missouri has a strong economic interest in maintaining and enhancing its passenger rail network. It is important to keep rail infrastructure in a state of good repair in order to meet demand. This involves monitoring existing conditions and identifying deficiencies or issues that need to be addressed. These deficient areas are important to improve Missouri's passenger rail system.

Passenger rail needs are based on the existing conditions assessment, ridership demand and community and stakeholder input. The needs and opportunities identified for the intercity passenger railroad network are:

- Funding for the Missouri River Runner
- Unserved and underserved communities
- Infrastructure
- Station upgrades
- Operations and coordination
- Modal connectivity
- Train services

Further discussion of passenger rail needs and opportunities is provided in the **Proposed Passenger Rail Improvements and Investments** section.

Proposed Passenger Rail Improvements

The **Proposed Passenger Rail Improvements and Investments** section addresses specific passenger rail needs. These improvements can be separated into three categories based on the desired outcome: enhanced capacity, new or improved services and station improvements. Short-term and long-term project needs are identified in **Table 5** and **Table 6.**

Missouri Rail Service and Investment Program

The Missouri Rail Service and Investment Program (RSIP) outlines the State's long-term vision for integrating rail into Missouri's multimodal transportation system. Presented in **Missouri Rail Service and Investment Program** of this report, the RSIP identifies the specific projects, programs, policies, legislative actions and funding strategies needed to realize that vision. It also evaluates the financial and physical

impacts of these investments, providing a framework for coordinated rail development that supports both freight and passenger mobility across the state.

Coordination and Review

The development of Missouri's 2026 State Freight and Rail Plan was guided by extensive stakeholder engagement and public outreach. The Missouri Department of Transportation (MoDOT) collaborated with railroads, shippers, local governments and passengers in order for the plan to reflect a broad range of perspectives and priorities. This approach is further discussed in the SFRP Goals, Objectives and Performance Measures chapter.

The Role of Rail in Statewide Transportation

MoDOT, through General Revenue investment from the State of Missouri, helps promote a safe, efficient and accessible passenger rail system. This analysis supports that objective by assessing the current state of intercity rail service, forecasting future demand, and identifying infrastructure, funding, and service needs.

Missouri's railroads play a vital role in moving both people and goods across the state, the nation and North America. Amtrak provides intercity passenger rail service in Missouri, linking major urban centers with suburban areas and smaller communities throughout the state. The Missouri River Runner, a state-supported route connecting St. Louis and Kansas City via Jefferson City, operates through annual operating agreements and state legislative appropriations. In addition to this corridor, two long-distance Amtrak routes pass through Missouri, originating in Chicago and serving both urban and rural stops within the state. Approximately 80% of Missourians live within 50 miles of an Amtrak station, offering broad access to passenger rail service throughout the state.

Rail Transportation's Role Within Missouri's Transportation System

Missouri rail transportation plays a crucial role in the state's overall transportation system. It is integral to the safety and efficiency of the motoring public, rail passengers and railroad employees. The MoDOT Multimodal Operations Division oversees the railroad program, ensuring that the rail system is safe for all users.

Missouri's passenger rail system is supported by a network of local transit connections that help travelers complete their journeys beyond the train station, particularly in the metropolitan areas. In St. Louis, the Gateway Transportation Center Amtrak Station sees local transit connections through the MetroLink Light Rail (airport, downtown), MetroBus (neighborhoods and employment), and ride services such as taxis, rideshare and bike/scooter options.

Additionally, the Loop Trolley, a 2.2-mile heritage streetcar line connecting the Delmar Loop entertainment district with the Missouri History Museum in Forest Park, provides a

local connection between the MetroLink's Delmar Loop and Forest Park-DeBaliviere stations. During its May to October operating season, the service runs midday into evening, Thursdays through Sundays.[2]

In Kansas City, Union Station sees local transit connections through the KC Streetcar, which connects the station to the University of Missouri-Kansas City (UMKC), Plaza area, Crossroads Arts District, downtown Kansas City, and the Riverfront; RideKC Bus, which connects to multiple places throughout Kansas City, and ride services such as taxis, rideshare and bike/scooter options.

In addition to the larger city areas, the Missouri River Runner serves several stops throughout Missouri with the following rail-to-transit connectivity options:

- **Kirkwood**
  - Limited local bus service via St. Louis MetroBus, but not directly at the station.
  - Walkable downtown area.
- **Washington**
  - There are no formal transit connections.
  - Station is centrally located, but first/last-mile options are limited.
- **Hermann**
  - Hermann Trolley, Hermann Crown Suites Taxis, Lyft You Up Rides and rideshare services.
  - Walkable downtown and local lodging often provide shuttle service, especially during festivals.
- **Jefferson City**
  - Served by JeffTran, the city's fixed-route bus system.
  - Bus routes connect the station to government buildings, neighborhoods and shopping areas.
- **Sedalia**
  - Limited to OATS Transit, which requires advanced scheduling.
  - Station is near downtown but requires car or rideshare for broader access.
- **Warrensburg**
  - University of Central Missouri offers shuttles for students. Also, the OATS transit bus runs Monday to Thursday from 8 a.m.- 4 p.m.
  - Walkable to downtown and UCM campus.
- **Lee's Summit**
  - RideKC/OATS offers limited on-demand services between 7 a.m. and 5:30 p.m.
  - Short walk or rideshare to downtown Lee's Summit or bus stops.

[2] Loop Trolley Company, *Loop Trolley*, accessed October 17, 2025, https://www.looptrolley.com/.

- **Independence**
  - There are no direct RideKC stops at the station, but the nearest routes are accessible via a short rideshare or walk.
  - Independence Transit Center is located approximately 1.5 miles from the Amtrak station and serves as a Park & Ride and bus hub for RideKC routes.

Most of the smaller stations served along the Missouri River Runner do not have convenient, reliable connectivity options. Limited transit options in such small towns greatly affect mobility, giving tourists a hard time with their first- and last-mile transportation.

Governance Structure

In the State of Missouri, MoDOT is responsible for administering and implementing rail transportation programs at the state level, along with overseeing Missouri's broader multimodal transportation system. MoDOT operates under a decentralized structure, with seven geographical districts each led by a District Engineer, who reports to the Director, Deputy Director and Chief Engineer in the Central Office located in Jefferson City. MoDOT is governed by the Missouri Highways and Transportation Commission, a six-member, bipartisan board appointed by the Missouri governor and confirmed by the Missouri Senate. The Commission appoints both the director and secretary to the Commission.[3] The Director is responsible for all other personnel appointments and serves as the department's Chief Executive Officer, overseeing the Executive Team, Deputy Director and Chief Engineer. The Commission Secretary answers to the Commission and is responsible for maintaining records of all Commission proceedings.

State Funding Authority

There are no dedicated State funds and very limited Federal funds available for passenger rail operations and infrastructure improvements. Instead, each year, funding is subject to legislative general revenue appropriation and gubernatorial approval.

Since 1980, Missouri's financial support for the Missouri River Runner has been essential to sustaining intercity passenger rail service in the state. This support aligns with similar state-sponsored Amtrak services across the country. While some states fund passenger rail through dedicated revenue sources such as fuel taxes, transportation trust funds, or vehicle registration fees, Missouri faces unique constraints.

[3] Missouri Department of Transportation. "Missouri Highways and Transportation Commission." Accessed October 17, 2025. https://www.modot.org/missouri-highways-and-transportation-commission.

The State's fuel tax revenue is constitutionally protected and can only be used for the maintenance and improvement of state-owned roadways, limiting its availability for rail or other non-highway transportation investments. These funding challenges complicate efforts for continued support of the Missouri River Runner.

Missouri Funding Programs

Missouri administers several rail-specific funding programs:[4]

- **State-Supported passenger rail service:** Funding support for the Amtrak Missouri River Runner service between St. Louis and Kansas City. Funding is appropriated annually from the General Revenue Fund.
    - In FY 2024, the State of Missouri funded a total of $14.5M for the State-Supported routes serving Missouri.
- **Highway-Rail Crossing Safety Program:** This program is funded by a combination of federal and state funds. Under the provisions of Section 389.612 of the Missouri Revised Statutes, each motor vehicle registration or renewal is assessed 25 cents for this purpose.[5] In addition, the Federal Highway Administration (FHWA) Section 130 Program is a federal aid program authorized by United States Code Title 23, Section 130, and administered through the State by the FHWA.
    - $25M appropriated by the State legislature for this program in FY 2026. MoDOT does not anticipate similar General Revenue appropriations in the future.
    - $6M in Section 130 funds received and $1.2M received through Missouri's Grade Crossing Safety Account annually. These funds are restricted to safety improvements at public crossings such as flashing lights, pavement markings, etc.; or the closure of a crossing.
- **Station Enhancements Program**: This funding is appropriated under Article IV, Section 30(c), of the Missouri Constitution and Section 226.225 of the Missouri Revised Statutes.
    - $25,000 for improvements to Missouri passenger rail stations in FY 2024.

[4] MoDOT, 2022 Missouri State Freight & Rail Plan Report. February 2022. https://www.modot.org/sites/default/files/documents/2022%20MoDOT%20Rail%20Plan%20Report_0.pdf

[5] MoDOT, *Railroad Safety.* Accessed October 17, 2025. https://www.modot.org/railroad-safety.

- **Freight Enhancement Program:** This program is focused on improving and maintaining the high-priority freight assets and corridors critical to safe and efficient freight movement.
- **Missouri Port Capital Improvement Program:** Capital improvement program (CIP) matching grants (20 % match requirement) awarded for specific undertakings of port development, such as land acquisitions, construction, terminal facility development, port improvement projects and other related port facilities. This program requires an annual budget appropriation from the general assembly and signature by the governor. CIP funds come from general revenue.

Financing sources are available in Missouri for certain rail projects, including:

- **State Transportation Assistance Revolving Fund:** Provides loans to local entities for non-highway projects, such as rail, waterway and air travel infrastructure.
- **Missouri Transportation Finance Corporation:** A State infrastructure bank with the ability to make loans and provide other forms of credit assistance to public and private entities to carry out transportation projects. Eligible railroad projects include right-of-way acquisition, development or establishment of new intermodal or railroad facilities, improvement or rehabilitation of intermodal or rail equipment or facilities and refinancing outstanding debt incurred for these purposes.

Rail Initiatives and Plans

Missouri's latest initiatives and plans for passenger rail infrastructure are being developed as part of the MoDOT 2026 Long-Range Transportation Plan update. Through the American Recovery and Reinvestment Act and the High-Speed Intercity Passenger Rail Program, Missouri received approximately $50 million in Federal Railroad Administration (FRA) funding to improve passenger rail services in the state. This funding leveraged nearly $20 million in railroad company investment. The goal of the funding was to improve OTP and travel time. These projects are all located along the State-supported Missouri River Runner corridor. The FRA funding required a State commitment to continue operation of the Missouri River Runner passenger rail service for a minimum of 20 years.[6] Five additional improvement projects in the corridor have completed National Environmental Policy Act (NEPA) documentation and preliminary engineering. These projects, listed below, await additional capital funding to be implemented.

[6] MoDOT, "Missouri State Freight & Rail Plan" (2022), https://www.modot.org/sites/default/files/documents/2022%20MoDOT%20Rail%20Plan%20Report_1.pdf

- Second mainline track, Lee's Summit to Strasburg
- Passing siding, Knob Noster
- Passing siding, Holden
- Universal crossover, Bonnots Mill
- Universal crossover, Hermann

Missouri's Existing Rail System

Missouri's passenger rail system is a vital component of Amtrak's Midwest operations, connecting major cities and rural communities across the state and beyond. Amtrak passenger service in Missouri through the long-distance Southwest Chief and Texas Eagle, as well as the State-supported Missouri River Runner and Lincoln Service, connects major urban centers with surrounding suburbs and communities within Missouri. The Missouri passenger rail network provides a wide network of coverage, with 62% of Missourians within 25 miles of an Amtrak station and 80% living within 50 miles.[7]

Missouri Rail System Description and Inventory

Existing Passenger Rail Network

Amtrak operates four major intercity passenger rail routes within Missouri, as shown in **Figure 1**. Two of these routes are long distance routes. The Southwest Chief connects Chicago to Los Angeles, stopping in Kansas City and La Plata. This route has an annual ridership of 261,485 and covers approximately 190 miles in Missouri.[8] In Missouri, the Southwest Chief runs on the following subdivisions: BNSF Railway (BNSF) Marceline, BNSF Sheffield Flyover, Kansas City Terminal (KCT) Main Tracks and BNSF Emporia. The Texas Eagle connects Chicago to San Antonio, stopping in St. Louis, Arcadia Valley and Poplar Bluff. This route has an annual ridership of 325,709 and covers approximately 284 miles in Missouri, from St. Louis to the Missouri-Arkansas border.[9] This route operates in Missouri on: Terminal Railroad Association of St. Louis (TRRA), Union Pacific (UP) Desoto and UP Hoxie Subdivisions. Both long-distance routes operate one daily round trip.

In addition to the two long-distance routes, Missouri also contains the State-supported Missouri River Runner Amtrak service, which connects St. Louis and Kansas City along

[7] Rail Passengers Association, *Missouri: The Economic Importance of Amtrak Service*.
[8] Amtrak, *Missouri State Fact Sheet: Fiscal Year 2024*.
[9] Amtrak, *Missouri State Fact Sheet: Fiscal Year 2024*.

a 283 mile long track, servicing eight intermediate stations with an annual ridership of approximately 187,750.[10] This route runs two daily round trips across the following subdivisions: KCT Main Tracks, UP Sedalia, UP Jefferson City and TRRA. Finally, Missouri also contains the single St. Louis stop of the Illinois-operated Lincoln Service, a State of Illinois-supported route that connects Chicago and St. Louis with an annual ridership of 586,170. This route runs four daily round trips and uses the same tracks as the Texas Eagle.

The Missouri River Runner is the most reliable of the Missouri train options, with the best OTP of 84.2% in FY 2024 compared to Texas Eagle's 62.5% OTP and Southwest Chief's 34% OTP.[11] The Lincoln Service had an OTP of 71.5%. It also serves as a connection point to the Southwest Chief service in Kansas City and the Texas Eagle and Lincoln Service routes in St. Louis.

Figure 1 – Amtrak Routes in Missouri

[10] Amtrak, *Missouri State Fact Sheet: Fiscal Year 2024* .
[11] Amtrak, *Missouri State Fact Sheet: Fiscal Year 2024*.

Source: Data from Amtrak, map developed by HG Consult Inc.

Trends and Forecasts

MoDOT closely monitors demographic and industry trends so that transportation policies and investments remain aligned with Missouri's evolving needs. As of 2025, Missouri's population stands at approximately 6.25 million and is expected to approach 6.8 million in 2030.[12] Urban and suburban regions (particularly around St. Louis, Kansas City and Springfield) are forecast to see the most significant growth. Notably, southwest Missouri is projected to lead the State in population growth by 2030, underscoring the importance of expanding transportation options in this region. This trend is especially relevant for Missouri's passenger rail network, as key southwestern communities such as Springfield and Branson currently lack direct rail service.

[12] Missouri Economic Research and Information Center (MERIC), *New Population Projections* (Jefferson City, MO: Missouri Department of Higher Education and Workforce Development. Accessed October 17, 2025. https://meric.mo.gov/data/population/new-population-projections.

Ridership Trends

In FY 2025, the Missouri River Runner recorded approximately 197,434 riders, marking a notable increase from 182,294 riders in FY 2024.[13] **Table 2** presents annual ridership for the Missouri River Runner between FY 2018-2025. This growth reflects a continued recovery from the significant ridership declines experienced between 2020 and 2022 due to the COVID-19 pandemic. Prior to the pandemic, annual ridership was relatively stable, averaging between 170,000 and 180,000 riders.

Amtrak's FY 24-29 Service and Asset Line Plan projected 158,700 riders by 2026, a figure that was already surpassed in 2024. This indicated a stronger-than-anticipated rebound. Missouri River Runner ridership grew by an average of approximately 3.15% per year between 2019 and 2024. Given this upward trend and ongoing service and infrastructure improvements, ridership on the Missouri River Runner is expected to continue growing, with ridership growing at an annual average of 1.9% between 2018 and 2025.

Statewide, Missouri saw a total of 725,473 Amtrak riders in 2024, representing an 18% increase compared to 2023. This total is nearly identical to pre-pandemic levels, such as 2018's 724,488 riders, underscoring the resilience and renewed demand for intercity passenger rail in the state.[14]

Table 2 – Missouri River Runner Ridership by Calendar Year

Year	Ridership
2018	172,555
2019	156,071
2020	117,739
2021	57,612
2022	112,719
2023	145,444
2024	182,294
2025	197,434

Source: Data from Missouri Department of Transportation.

Population and Demographic Trends

Future passenger rail ridership in Missouri depends greatly on demographic, economic and operational changes. One key demographic trend is the aging population: in 2023, residents aged 60 and older are expected to comprise almost 25% of the State's

[13] Data provided by MoDOT.
[14] Bureau of Transportation Statistics. Amtrak Ridership. Washington, DC: U.S. Department of Transportation. Accessed October 17, 2025. https://www.bts.gov/browse-statistical-products-and-data/state-transportation-statistics/amtrak-ridership.

population. By 2034, for the first time, there will be more older adults than individuals younger than 18. And by 2060, older adults will significantly outnumber children in Missouri.[15] This aging demographic is less likely to drive and is therefore more dependent on alternative transportation options, such as passenger rail.

Economic and Infrastructure Implications

As vehicle miles traveled (VMT) continue to trend upward through 2040, increased passenger rail service could help reduce congestion on Missouri highways. Improved transportation mode choice will become increasingly important since revenue from Missouri's per-gallon fuel tax is expected to decrease over time as vehicles become more fuel efficient. Since this is the largest transportation revenue source in Missouri, reduced revenue would be impactful to the State's roads and bridges. This, combined with increased VMT, would mean higher wear and tear sustained by roads and bridges with less funding available for maintenance.

Rail Service Needs and Opportunities

Missouri has a significant economic opportunity in maintaining and enhancing the rail network. Ensuring that rail infrastructure remains in a state of good repair is essential to meet current and future freight and passenger transportation demands. This requires continuous monitoring of infrastructure conditions, analyzing freight and ridership forecasts and engaging with rail carriers, businesses and communities to identify emerging challenges and opportunities.

While Amtrak operates passenger services within Missouri, the rail infrastructure in which it operates is primarily owned and maintained by private freight railroads such as UP, BNSF, and CPKC. These companies invest heavily in maintaining and upgrading their networks to support safe and reliable operations. For example, UP's systemwide investment in maintenance-of-way and related infrastructure is substantial, with total expenses for repairs and maintenance of approximately $2.3 billion in 2024.[16]

Passenger Rail Needs

Based on the existing conditions assessment, ridership demand and outreach activities, the following needs and opportunities were identified for the intercity passenger rail network:

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[15] Missouri Department of Health and Senior Services. *Missouri Master Plan on Aging: Building a Missouri for All Ages*. Based on projections from the Missouri Office of Administration, 2020. https://health.mo.gov/seniors/masterplanaging/.
[16] Union Pacific Corporation. Form 10-K. Omaha, NE: Union Pacific Corporation, 2023. https://investor.unionpacific.com/static-files/298c6a8f-fbca-4638-ac75-f80f2b9b7d10.

- **Funding for *Missouri River Runner***: A continued concern is funding for the Missouri River Runner service. Without a dedicated funding source, the service must compete with other General Revenue-funded needs.
- **Unserved and Underserved Communities**: While Missouri's passenger rail system provides a broad network for travelers to access, several communities are either not served or have limited service. Many population centers in the State lack passenger rail service or are a considerable distance from a nearby station.
- **Infrastructure**: Amtrak primarily operates over privately owned railways, meaning the infrastructure is the responsibility of freight rail owners. The capacity of Missouri's rail infrastructure is stressed as modern freight trains grow in length and number. This trend impacts existing passenger rail routes and operations in Missouri. Many sidings are no longer adequate to house the longer trains, allowing Amtrak to pass by on single-track sections.
- **Stations**: Several passenger rail stations throughout the state are unstaffed, lack an accessible platform, or do not have a sheltered waiting area. Improving or developing train stations will improve the passenger rail system and allow for a better passenger experience.
- **Operations and Coordination**: By law, Amtrak trains are supposed to receive preference over freight trains (i.e., priority in dispatching), but many host-dispatched trains arrive late at their destinations, so many routes do not meet OTP standards established by the FRA, which affects millions of passengers per year.[17] OTP remains a key indicator as it is often correlated with higher ridership. Furthermore, during outreach for the plan, the schedule and frequency and intermodal connections of the existing routes were identified as barriers to choosing passenger rail service.
- **Modal Connectivity:** Most stations along the Missouri River Runner do not have an effective way for passengers to complete their trips. The Missouri passenger rail system needs to improve modal connectivity through more accessible options such as bus/shuttle service, rideshare, taxis and improved pedestrian infrastructure such as sidewalks.
- **Train Services:** With only two round trips per day, the Missouri River Runner lacks the opportunity to tap into the commuter market and allow for increased ridership. Adding even one more round trip would increase ridership and customer satisfaction, as well as support workforce mobility and economic

[17] Rail Passengers Association, *Missouri: The Economic Importance of Amtrak Service*.

development. A third-round trip is expected to be temporarily added for the World Cup hosted in Kansas City in 2026.

Proposed Passenger Rail Improvements and Investments

Improvements to the physical rail system will greatly benefit passenger rail in Missouri in several ways, most notably in the form of reduced delays. This section describes passenger rail improvement opportunities.

Passenger Rail Improvement Categories

Some proposed passenger rail improvements would alleviate conflicts between passenger and freight trains. Other passenger rail improvements focus on more targeted needs, such as expanding passenger rail service and improving rail stations. This plan's proposed passenger rail improvements can be separated into categories of enhanced capacity, new or improved services and station improvements.

Enhancing Capacity

Discrete improvements to Missouri's physical rail infrastructure have been identified for their ability to improve track capacity within the system. Proposed improvements presented in this plan include the creation of crossovers, siding tracks and additional main lines to complement existing infrastructure to improve the network's resiliency and efficiency. Proposed improvements to enhance rail capacity would improve the on-time performance of passenger rail service. These projects would also allow for added frequencies of existing services and help facilitate new services in the future. Crossovers, sidings, and additional main lines have the added benefit of providing flexibility in the operation of freight trains within active passenger rail corridors, meaning reduced delays and improved efficiency for freight shipments.

New or Improved Services

Public and stakeholder feedback, past and present State rail planning efforts, and the insights of the prior Missouri State Rail Plans were used to identify corridors that may be suitable for intercity passenger rail service. Further study is necessary to determine the routes for such services. Depending on routing, these may come in the form of

completely new services, extensions to existing ones or increased frequencies. For example, future analysis may support extension of the Missouri River Runner service beyond its terminus cities of St. Louis and Kansas City. Data also could suggest the need for a new service separate from those already in operation. Creating or extending service would expand the reach of passenger rail in Missouri, providing access to urban population centers and to smaller cities and towns. Service to new cities would create access to the national intercity rail network for Missouri communities, providing residents with improved transportation choice, thus, spurring tourism. See the **Corridor Identification and** Development Program section below.

Station Improvements

Amtrak is actively upgrading stations across the country to comply with the requirements of the Americans with Disabilities Act (ADA) through the ADA Stations Program. In Missouri, several stations are undergoing or planning accessibility improvements in the coming years, as shown in Error! Reference source not found.. T he Washington Station is slated to receive a new platform and upgraded lighting, which will bring the facility into ADA compliance and position it for future pilot programs. Historic stations in Kirkwood and Poplar Bluff are also slated for modernization. Kirkwood Station, built in 1893 and listed on the National Register of Historic Places, is currently undergoing renovations, including a new platform, and is expected to be ADA compliant by FY 2028. Additional improvements are planned for Lee's Summit and Arcadia Valley, with ADA compliance anticipated by FY 2026 and FY 2027, respectively. **Table 3** summarizes Amtrak's ADA responsibilities, compliance status, and planned investments across Missouri's intercity passenger rail stations.

Jefferson City, on the other hand, is completely without a permanent station building. For several years now, travelers have boarded in Jefferson City using a temporary trailer. The station building, constructed in 1855, served as the rail station for the State's capital from 1984 until it was closed in 2019 due to structural concerns. Prior to its use as a rail station, the historic structure was home to the Union Hotel, a part of the Jefferson Landing Historic Site. As a result of its closure, there are no on-site ticketing services. Improving passenger rail stations would support continued passenger rail service and improve safety and functionality for years to come.

Table 3 – Missouri Amtrak Station ADA Compliance

Station (Code)	Amtrak ADA Responsibility	Amtrak ADA Compliance	Amtrak ADA Investment
Arcadia (ACD)	Partial	FY 27	$1,434,041
Hermann (HEM)	None	N/A	N/A
Independence (IDP)	Partial	Complete	$1,110,069
Jefferson City (JEF)	Partial	Complete	$2,559,531
Kansas City (KCY)	Sole	FY 26	$8,542,946
Kirkwood (KWD)	Partial	FY 28	$6,812,555
La Plata (LAP)	Sole	Complete	$4,327,170
Lee's Summit (LEE)	Partial	FY 26	$7,081,906
Poplar Bluff (PBF)	Sole	FY 28	$4,448,289
Sedalia (SED)	Sole	FY 27	$540,931
St. Louis (STL)	None	N/A	N/A
Warrensburg (WAR)	Partial	Complete	$3,065,111
Washington (WAH)	Partial	FY 29	$2,068,333
Total	11/13	In Progress	$41,990,882

Source: Amtrak. Missouri State Fact Sheet: Fiscal Year 2024. Washington, DC: Amtrak, 2024. PDF file. https://www.amtrak.com/content/dam/projects/dotcom/english/public/documents/corporate/statefactsheets/MISSOURI24.pdf

Proposed Passenger Rail Improvements and Investments

All proposed improvements identified in this Chapter are for the benefit of intercity passenger rail service. No improvements were identified specifically for commuter rail. Despite no identified capital projects at this time, MoDOT will continue to encourage local efforts to create or expand regional commuter rail systems.

In addition to corridor-wide intercity passenger rail improvements, MoDOT is aware of local efforts to advance a new Amtrak station on the Texas Eagle route in the City of DeSoto. This proposed station would expand access to intercity passenger rail for communities in southern St. Louis County and Jefferson County and is currently being explored by local partners in coordination with Amtrak and UP. While the project is still in

development, MoDOT will continue to monitor progress and support coordination efforts as appropriate.

Corridor Identification and Development Program

The Corridor Identification and Development Program, established by the FRA under the Infrastructure Investment and Jobs Act, is a national initiative designed to support the planning and development of new or enhanced intercity passenger rail corridors. The program provides a structured framework and funding to help states and regional partners advance rail projects from concept to implementation.

The FRA announced the selection of the following Missouri corridors into the Corridor ID Program: [18]

1. **Kansas City - St. Louis Corridor**: This corridor builds on the existing Missouri River Runner service and aims to improve frequency, reliability and connectivity between the state's two largest cities. Inclusion in the Corridor ID Program positions this corridor for future capital investment and service expansion.
2. **St. Louis - Kansas City - Chicago Corridor**: This multi-state corridor, in partnership with Illinois and Amtrak, explores enhanced service between Chicago and Kansas City via St. Louis. It leverages existing routes such as the Lincoln Service and Missouri River Runner to create a more integrated and competitive intercity rail option.
3. **Hannibal Extension of Existing Chicago - Quincy Corridor**: The proposed corridor would connect Hannibal, Missouri, to Chicago, by extending an existing state-supported route (the Illinois Zephyr/Carl Sandburg between Chicago and Quincy, Illinois) and the activities undertaken as part of the development of the corridor would result in an extension of an existing route.
4. **Kansas City - St. Joseph Corridor**: This proposed new corridor would extend passenger rail service north from Kansas City to St. Joseph, restoring intercity connectivity in northwest Missouri. Inclusion in the Corridor ID Program will allow the evaluation of alignment options, station locations, and service feasibility while advancing planning and development activities that could connect St. Joseph with the broader Missouri River Runner network.

In addition to these corridors, several new potential corridors are under planning that could further expand passenger rail options in Missouri. These include proposed

[18] Federal Railroad Administration, *FY 2024 Corridor Identification & Development Project Pipeline Report* (Washington, DC: U.S. Department of Transportation, April 2024), https://railroads.dot.gov/sites/fra.dot.gov/files/2024-04/FY2024%20Corridor%20Identification%20%26%20Development%20Project%20Pipeline%20Report.pdf.

connections from Kansas City to Springfield and Branson, and a multi-state Minneapolis - Des Moines - Kansas City corridor.

Each selected corridor receives an initial $500,000 planning grant to develop a Service Development Plan (SDP), which outlines the scope, schedule and cost estimates for proposed improvements.[19] Participation in the Corridor ID Program also makes these corridors eligible for future federal funding through programs like the Federal-State Partnership for Intercity Passenger Rail. MoDOT included $76M in federal funding and $38M in state funding in its FY 2025 budget request as a placeholder should these projects move forward.

Missouri's inclusion in the Corridor ID Program reflects growing demand for improved passenger rail service and positions the State to benefit from historic federal investments in rail infrastructure. These efforts support long-term goals of increasing ridership, enhancing economic development and providing more sustainable transportation options.

[19] FRA, *Corridor ID Program* (Washington, DC: U.S. Department of Transportation. Accessed October 17, 2025 https://railroads.dot.gov/corridor-ID-program.

Missouri Rail Service and Investment Program

This section aims to describe Missouri's long-term vision for rail service and the role that rail plays in Missouri's larger multimodal transportation network.

Vision, Goals and Objectives

This Rail Service and Investment Program section presents the necessary investments to achieve Missouri's passenger rail vision. This section will discuss how the rail vision below integrates with goals and objectives for the rail system, existing plans and ongoing efforts.

Vision

Our mission is to provide a world-class transportation system that is safe, innovative, reliable and dedicated to serving customers for a prosperous Missouri.

SFRP Goals and Objectives

MoDOT leadership carefully considered the needs of Missouri's transportation system, looked to federal goals and objectives as well as MoDOT's own strategic vision to draft goals and objectives to guide the State Freight and Rail Plan (SFRP). These goals and objectives are described in more detail below and in **Table 4**.

- **STEWARDSHIP –** Preserve the assets and services currently in place.
- **SAFE -** Enhance safety for all users of the transportation system.
- **RELIABLE –** Maintain a transportation network that is efficient and dependable.
- **CONNECTED -** Maximize mobility and connect communities through multimodal transportation options.
- **INNOVATIVE -** Leverage technology and creative solutions to build a future-ready transportation network.
- **PROSPEROUS –** Drive economic growth through transportation investments.

Table 4 – SFRP Goals and Objectives

SFRP Goals	SFRP Objectives
1. Stewardship	1.1 Provide a transportation system in a **state of good repair** through meeting or exceeding **established performance targets**.
	1.2 Explore and secure stable funding to **support the current system and services** for each mode of transportation.
	1.3 Maintain **system resilience** by adapting to **changing life cycle costs**, advancing **technologies**, an evolving **workforce**, and growing **transportation demand**.
	1.4 Enhance the transportation system by avoiding, **minimizing, or mitigating impacts to natural and cultural resources**.
2. Safe	2.1 Invest in **system-wide** safety improvements to reduce fatalities and serious injuries for all modes.
	2.2 Enhance transportation safety with a focus on the **Show-Me Zero - Missouri Strategic Highway Safety Plan** emphasis areas.
	2.3 Enhance safety and security at **transportation mode connection points**.
	2.4 Expand **partnerships** with safety advocates around the state to **identify and implement safety improvements**.
	2.5 Reduce barriers to **access** and provide **protection** for **vulnerable road users**.
	2.6 Consider **truck parking utilization and gaps** during **multimodal needs identification and project development**.
3. Reliable	3.1 Take a **practical/life cycle approach** to highway system capacity expansion.
	3.2 **Increase reliability** of the transportation system in **bottleneck areas**.
	3.3 Enhance **transportation infrastructure resilience** to **maintain** the **movement of people and goods** during **traffic disruptions**.
	3.4 Provide **reliable and accessible** multimodal transportation **options for all users**.
	3.5 Enhance **emergency and alternative routes**.
4. Connected	4.1 Provide an **accessible and connected** transportation system for **all users**.
	4.2 Consider preservation and provision of **additional multimodal connectivity** during **project development**.
	4.3 Expand and improve the **multimodal transportation system** with options and connections throughout the state.
	4.4 Consider **first-and last-mile multimodal freight connections** during **needs identification and project development**.

5. Innovative	5.1 Explore **technology** and develop **business practices** that result in **lower life-cycle costs**.
	5.2 Support **automated and connected vehicle technology** by advancing the **Connected and Automated Vehicle Action Plan**.
	5.3 Understand and deploy innovative **work zone warning** and **protection devices**.
	5.4 Identify and plan for **alternative funding sources** to recoup **gas tax revenue lost** from alternatively fueled vehicles.
	5.5 Integrate **traffic management systems** and **vehicle detection systems** to monitor and **improve traffic congestion**.
6. Prosperous	6.1 **Increase partnership coordination** with local communities, regional and metropolitan organizations, businesses, transportation service providers, and other sectors to identify what transportation projects can better **support local economies**.
	6.2 **Support** projects that provide **economic benefit**.
	6.3 Focus federal discretionary grant applications on transformational projects with a **high economic impact** that stimulate the local economy and **strengthen the competitiveness of Missouri's regions**.

Program Coordination

The 2026 Missouri State Rail Plan was coordinated with various prior planning efforts, public and private, at the local, regional, statewide, multistate and national levels. Previously completed plans, studies and programs related to passenger and freight rail have laid the groundwork for this plan. When applicable, prior initiatives are tied into the content of this plan's vision, goals, objectives and proposed investments.

Statewide Plans and Programs

This State Rail Plan replaces the prior plan, adopted in 2022, to establish Missouri's rail transportation vision. The contents of this plan build on the direction of statewide planning efforts and previous plans.

Long-Range Transportation Plan

Missouri's Long-Range Transportation Plan (LRTP), updated in 2025, reaffirms elements of the preceding plan's strategic direction while evolving for the future. The LRTP was developed through a collaborative process, which engaged public and private sector stakeholders in establishing the priorities of the State's multimodal transportation system. The six goals of the 2025 LRTP are:

- **STEWARDSHIP –** Preserve the assets and services currently in place.
- **SAFE -** Enhance safety for all users of the transportation system.
- **RELIABLE –** Maintain a transportation network that is efficient and dependable.

- **CONNECTED -** Maximize mobility and connect communities through multimodal transportation options.
- **INNOVATIVE -** Leverage technology and creative solutions to build a future-ready transportation network.
- **PROSPEROUS –** Drive economic growth through transportation investments.

Both the LRTP goals and the State's rail vision address the importance of safety, economic growth/competitiveness, transportation choice and efficient movement.

A series of objectives was created for each of the six LRTP transportation goals. Those directly relating to or explicitly referencing rail transportation are:

- Invest in system-wide safety improvements to reduce fatalities and serious injuries for all modes.
- Support projects that provide economic benefits.
- Provide reliable and accessible multimodal transportation options for all users.
- Provide an accessible and connected transportation system for all users.
- Consider preservation and provision of additional multimodal connectivity during project development.
- Expand and improve the multimodal transportation system with options and connections throughout the state.

Statewide Transportation Improvement Program

MoDOT develops a Statewide Transportation Improvement Program (STIP) annually. Each STIP outlines a five-year schedule of specific project commitments. The program presents a fiscally constrained list of projects funded through state revenues and federal programs, including those authorized under the Infrastructure Investment and Jobs Act of 2021. For rail funding levels within the 2026-2030 STIP, see Section 7 - Multimodal Programs.[20]

MoDOT Tracker: Measures of Departmental Performance

MoDOT's Tracker is used to measure and report on the department's performance. Each Tracker metric includes the measure's purpose, data collection methodology, results and improvement status. The performance measures relevant to rail are:

[20]Missouri Department of Transportation, *2026–2030 Statewide Transportation Improvement Program* (Jefferson City, MO: Missouri Department of Transportation, 2025), Access Date: January 8, 2026, https://www.modot.org/sites/default/files/documents/2026FullSTIP.pdf

- **Moving Missourians Safely and Doing so Safely at MoDOT:**
  - Number and rate of fatalities.
  - Number of fatalities in work zones.
  - Most common characteristics of fatal crashes.
- **Stabilizing Resources and Engaging our Workforce**
  - State and federal revenue budgets.
  - Local program funds committed to projects.
- **Building a Prosperous Economy for all Missourians:**
  - Economic return from transportation investment.
  - Percent of economic development funds committed to projects.

This plan promotes a vision and relevant infrastructure improvements to aid in the achievement of the Tracker performance measures.

Regional and Metropolitan Area Plans and Studies

Transportation planning documents have been developed and are regularly updated by Missouri's nine Metropolitan Planning Organizations (MPO). These comprehensive long-range plans display the necessary cooperation between local, regional and State partners in transportation planning. Three of Missouri's MPOs host passenger rail service. These are the metropolitan areas of St. Louis, Kansas City and Jefferson City.

Some of the Missouri MPOs without passenger rail service mention long-term goals of introducing service. These include the Columbia Area Transportation Study Organization LRTP, which provides the objective "promote rail as a viable option for freight and passenger movement throughout the region". This aspiration is joined by the performance measure "develop passenger rail opportunities". Similar is the case for the Ozark Transportation Organization's *Destination 2045* LRTP, which established as a goal "connected, integrated, multi-modal system" and an action to achieve this of "conduct additional research on *Destination 2045* survey response regarding passenger rail and desire for inner-city vs inter-city transportation".

Connected KC 2050

The latest iteration of the regional LRTP for the Kansas City metro area, *Connected KC 2050*, was adopted by the Mid-American Regional Council in June 2025. The plan presents six goals, which are at the foundation of transportation planning in the region.

Connected KC 2050 identifies the necessity of the Independence Street Bridge Improvements project, which is proposed for construction in the long term by this plan. Regional and State partners agree on the importance of this bridge to facilitate the safe and efficient movement of freight over the bridge and freight and passengers on the roadway below.

Connected 2050 Long-Range Transportation Plan

The East-West Gateway Council of Governments released *Connected 2050*, the LRTP for the St. Louis Region, in June 2023. This plan replaced the previous *Connected 2045* plan, and lays out 12 guiding principles, prescribing strategies to accomplish its goals. It calls upon the region to invest in a safe, accessible and equitable transportation system that will serve all users and allow for better multimodal transportation. *Connected 2050* identifies several priority projects that will improve the railroad system, emphasizing the importance of the Chicago-to-St. Louis high-speed rail corridor and other important projects.

Multistate and National Plans and Studies

Cooperation between MoDOT and DOTs of neighboring States is critical to realizing a national passenger rail system capable of meeting the needs of the 21st century. Representatives from Missouri are active in a number of regional and national rail planning efforts intended to foster a collaborative environment to achieve shared freight and passenger goals.

Midwest Interstate Passenger Rail Commission

The Midwest Interstate Passenger Rail Commission (MIPRC) is composed of nine member States. Missouri is joined on the commission by Illinois, Indiana, Kansas, Michigan, Minnesota, North Dakota, Ohio and Wisconsin. The purpose of the MIPRC is to organize the efforts of midwestern State leaders and DOTs as they advocate and plan for passenger rail improvements. The commission has been working since 1996 to promote the growth and development of a modern regional passenger rail system.

States for Passenger Rail Coalition

Missouri also belongs to the States for Passenger Rail Coalition (SPRC), a multistate organization which brings together State DOTs, decision-makers, public and private stakeholders and advocates of intercity passenger rail. The SPRC advocates the development, implementation and expansion of intercity passenger rail in the U.S.

State-Amtrak Intercity Passenger Rail Committee

Missouri is also a member of the States for Amtrak-Intercity Passenger Rail Committee (SAIPRC), a national organization established by Congress to facilitate collaboration among States and Amtrak in the management of State-supported intercity passenger

rail services. SAIPRC oversees the implementation of the standardized cost-sharing methodology for State-supported routes, supports transparent and consistent financial practices, and provides a forum for States to jointly address service planning, performance, and operations issues. By working together, SAIPRC's members aim to improve and expand the intercity passenger rail network, support growing demand for rail travel, and encourage economic growth across the nation.

Feasibility Report, Kansas City–Oklahoma City–Fort Worth

The Kansas DOT enlisted Amtrak to conduct a feasibility study of potential rail service expansion in Kansas. Commencing in 2008, the study findings were published in 2010. This feasibility study was followed up in 2011 with the creation of a service development plan. Two of the three service alternatives explored in the SDP would stop in Kansas City, Missouri. MoDOT aided during the production of this SDP in cooperation with the DOTs of Kansas, Oklahoma and Texas; Federal partners; and BNSF Railway.

Rail Agencies

Missouri's railroad program is administered by the MoDOT Multimodal Division, which oversees both passenger and freight rail planning, safety, and infrastructure investment programs. Its responsibilities include oversight of freight rail regulation, passenger rail operations and promotion, light rail safety regulation, highway-rail crossing safety, rail/highway construction coordination, safety inspections of track, signals, grade crossings, and operating practices. The Multimodal Operations Division serves as the State's primary liaison with the FRA, Amtrak, and host railroads that support intercity passenger rail service.

The Missouri River Runner operates under a state-supported service agreement with Amtrak. MoDOT coordinates with UP, which owns and maintains most of the route used by the Missouri River Runner, to provide safe and reliable operations, capacity improvements, and infrastructure investment. The Texas Eagle also uses UP-owned rail infrastructure. The Southwest Chief travels BNSF lines within Missouri.

Program Effects

The selection of rail projects for the Passenger and Freight Rail Capital Program of this plan was informed by a process, which included stakeholder outreach, coordination with rail carriers and prior MoDOT planning studies and long-range planning efforts. Projects proposed were identified for their ability to preserve and enhance passenger rail transportation in the State. Projects proposed in this plan offer substantial potential benefits to the State's rail network, including the elimination of bottlenecks, improved safety and reliability and reduced environmental impacts.

Certain benefits are expected from the rail improvement projects, depending on their purpose. For example, investments in at-grade crossings are designed to improve safety. Aside from the chief benefit of safety, it is understood that crossing improvements improve efficiency for road and rail users alike. Robust crossing consolidation and highway-rail grade separation projects reduce or eliminate highway-rail interactions. Aside from improvements to advance rail safety, these types of investments reduce automobile VMT, and emissions expended while dwelling at blocked at-grade crossings.

Public and Private Benefits

Investments in rail infrastructure produce numerous benefits to the traveling public, regardless of mode. Enhanced passenger rail service through targeted investments would produce travel time savings, reduce automobile VMT and improve network efficiency. Improved rail infrastructure also creates a more efficient and interconnected freight system, providing shippers with expanded modal options. Highway-rail crossing improvements help improve safety, reduce delays for passengers and freight and reduce emissions.

Most of the benefits expected from implementing passenger rail improvement projects can be attributed to the elimination of existing bottlenecks and improved rail capacity. It is understood that improvements to the efficiency of the rail network promote higher passenger rail ridership, either by expanding to new areas or providing a more competitive service with reduced travel times and improved OTP. Passenger rail service provides important economic development benefits to Missouri as detailed in Chapter 4.4.1 Passenger Rail Economic Impact Study and provides improved accessibility, connectivity and travel efficiency. Projects proposed in this plan, which are designed to improve passenger rail operations on the Missouri River Runner, are largely concentrated in the UP-owned St. Louis to Kansas City corridor.

Rail Capacity and Congestion

A major benefit of implementing the rail infrastructure investments provided in this plan is to improve service on corridors operating at or near capacity. Many of the identified passenger rail projects improve safety and efficiency for both passenger and freight rail. These corridors are of regional and national importance due to Missouri's central location in the regional rail network. Investments in these corridors improve rail operations and advance Missouri's economic competitiveness.

Passenger Element

Operations and Revenue Effects

Most passenger rail projects result in improved rail passenger ridership, increased rail passenger miles traveled, and increased rail passenger revenues and/or reduced costs. Investments in passenger rail infrastructure produce benefits for the overall rail system and transportation network of the State. The largest factors determining ridership are OTP, service frequency, and fare prices. Many passenger rail projects identified here could improve OTP by improving corridor efficiencies and reducing bottlenecks and constraints.

Missouri, as is the case with most States, has a limited amount of control over the operations of long-distance passenger rail services. Two Amtrak long-distance routes operate within the State and represent only a portion of the track miles of the multistate Texas Eagle and Southwest Chief. Therefore, MoDOT has limited ability to influence operational decisions regarding passenger rail on these routes, even though that could result in increased ridership and improved economic output. MoDOT has greater influence on the State-sponsored Missouri River Runner through contract provisions with Amtrak. This lack of control over long-distance service operations further limits MoDOT's ability to make decisions regarding passenger rail, which would have beneficial outcomes such as promoting modal choices.

Capital Financing Plan

MoDOT is limited in its ability to improve passenger rail infrastructure as it is largely owned by private railroad companies. However, federal grant or state-appropriated funding may be available to support strategic projects which produce well-defined public benefits. Funding sources available through the State include the Highway-Rail Crossing Safety Program, the Freight Enhancement Program and Station Enhancements Program. Federal grant programs are available for capital improvements, which benefit the public. One grant program utilized by MoDOT in recent years is the rail-specific Consolidated Rail Infrastructure and Safety Improvements Program.

Long-term rail projects must secure funding to cover capital costs. Capital funds for these projects may be provided in part through State programs or secured by MoDOT in the form of federal grants. New or expanded grant programs may be available for capital funding of rail infrastructure in future federal transportation legislation in addition to any current programs which remain. MoDOT will continue to investigate potential funding sources to advance long-term passenger rail capital projects.

Operating Financial Plan

While the Corridor ID program supports the study of extending existing passenger rail service and establishing service on new corridors, no proposed services are ready for implementation. Extensive analysis is required for all new services presented in this plan, including the study and selection of preferred routing and service schedules, as well as environmental and economic analysis. A dedicated funding source for the operation of passenger services is not currently in place in Missouri.

Public and Private Economic Benefits

Capital improvements enhancing Missouri passenger rail produce benefits for Missouri and its residents. A recent economic analysis of the Missouri River Runner identified direct, indirect and induced economic benefit totaling 727 jobs; $29.1 million in labor income; $91.8 million in economic activity, and $11.8 million in Federal, State and local tax revenue. When factoring other aspects such as tourism, the Missouri River Runner is credited with generating $478.9 million in annual economic activity within the state, supporting 1,789 jobs annually and paying $97.7 to Missourians annually. See the *2026 Passenger Rail Economic Impact Study* for more information on this topic.

Additional economic benefits can be found as passenger rail ridership increases due to rail and station infrastructure improvements. Higher ridership allows for greater economic growth within the state and produces several societal benefits, such as:

- **Travel time savings:** Improving train OTP reduces delays for passengers and benefits connected modes. This has effects on not just the passenger rail system itself but also freight trains and other travel modes.
- **Quality of life improvements**: Passenger rail service enhances accessibility to jobs, education, healthcare, and recreation. Convenient and comfortable travel options improve traveler satisfaction, reduce travel stress, and promote mobility across urban and rural communities.
- **Improved efficiency:** As the efficiency of train operations increases, the efficiency of other modes in the transportation system will increase.

The passenger rail investments outlined in this plan aim to enhance the efficiency and reliability of Missouri's rail network. These improvements will not only strengthen the State's transportation infrastructure but also deliver broad benefits to the public and regional economy by supporting mobility, reducing highway congestion, and promoting travel options.

Rail Studies and Reports

Analysis of current rail conditions and feedback received during this plan's public outreach efforts were used to develop recommendations for rail studies and reports. New or otherwise improved passenger rail services require adequate study and identification of capital and operational funding before becoming a reality. Service improvements presented within this section would improve transportation access and produce the economic and environmental benefits associated with passenger rail.

MoDOT has identified noteworthy corridors and connections which require further study through participation in the Corridor ID Program. MoDOT will continue to monitor the needs of the State's passenger and freight rail infrastructure and weigh the benefits of conducting or updating reports and studies with their associated costs.

Other stakeholder-recommended reports include an economic impact analysis of all passenger rail in Missouri, not just *the Missouri River Runner.* The national routes, although not funded by state resources, also have significant impacts on jobs, tax revenue, tourism spending, and ultimately economic output in Missouri. Such a study would further depict the economic benefits of passenger rail in the state.

Service Enhancements

Higher speed services have long been the ambition of multistate entities of the Midwest Regional Rail Initiative and the MIPRC. One corridor highlighted for future higher-speed service is the Missouri River Runner. A comprehensive study of the Missouri River Runner corridor also would investigate bottlenecks and other infrastructure constraints between St. Louis and Kansas City and examine potential service improvements.

There are aspects of the Missouri River Runner corridor worth studying beyond infrastructure improvement to increase speeds and reduce travel times. MoDOT will examine increased or altered service frequencies and added on-train and station amenities. For example, public support emerged during outreach activities that identified better accommodation for bicycles as the Missouri River Runner largely travels parallel to the Katy Trail, the longest recreational rail-trail in the U.S.

Service Feasibility

Potential passenger rail routes were recommended by the public. To be implemented, potential routes must go through extensive study, planning and design. MoDOT will advance plans to implement new services if they are supported by ridership, population and economic forecasts, adequate funding and public support. Potential future corridors for passenger rail service are being studied through the Corridor ID program. In addition

to the study of new services, MoDOT is collaborating with planning efforts by neighboring states and other entities to expand the region's passenger rail system.

Station Connections

Passenger rail in the U.S. is increasingly multimodal at rail stations. Missouri cities are connected by intercity and local bus services, as well as other mobility options operated by private providers. Further study is needed to explore potential bus-to-rail connections on routes with an appropriate need for intercity and local connections, which are not conducive to rail. This cost-effective method of connecting Missouri cities would benefit passenger rail in the state by creating greater access to the Amtrak network, particularly for travelers without access to automobiles. Public comments include support for a service connecting Columbia with the State's capital, Jefferson City. A comprehensive study analyzing communities which currently are underserved or unserved by passenger rail service could determine potential connections. An intercity connection could be provided via bus or rail, depending upon study findings.

Other important aspects of multimodal connectivity at rail stations include connecting services and facilities, such as local bus service; pedestrian and bike accommodations; adequate station parking; and the presence of taxis, rideshare and car rentals.

Passenger Rail Capital Program

Capital projects advancing the functionality of Missouri's passenger and freight rail network are presented in this section. Sections below detail the proposed passenger rail improvements needed to achieve Missouri's rail vision. This section provides capital costs and secured or prospective funding sources for these improvements.

Short-Term Capital Rail Investment Program

Some projects in the short-term capital rail investment program are fully funded, while others await additional capital funding to be implemented. **Table 5** summarizes the short-term capital rail projects for which funding has been identified or partially secured. Other known needs are presented in the long-term program. Projects not included in this section may be implemented in the short term if there is a pressing need, for example, rail infrastructure sustaining damage from inclement weather.

Table 5 – Short Term Rail Capital Investments

Location	Proposed Project	Project Outcome
Lee's Summit to Strasburg	Second Main Line (PE/NEPA completed)	Enhanced Capacity
Hermann	Universal Crossover (PE/NEPA completed)	New or Improved Services
Bonnots Mill	Universal Crossover (PE/NEPA completed)	New or Improved Services
Holden	Siding (PE/NEPA completed)	Enhanced Capacity
Knob Noster	Siding (PE/NEPA completed)	Enhanced Capacity
Jefferson City	Third Main Line	Enhanced Capacity
Jefferson City	New Station	Station Improvement
Independence	Independence Avenue Bridge	New or Improved Services
Poplar Bluff	Station Upgrades	Station Improvement
Pleasant Hill to Jefferson City	Second Main Line	Enhanced Capacity
Sedalia Station	Bicycle/Pedestrian Improvements	Station Improvement
Warrensburg Station	Bicycle/Pedestrian Improvements	Station Improvement
Carrollton Amtrak Station	Track Reconstruction	New or Improved Services
Centertown	Grade Crossing Improvements and Siding Extension	New or Improved Services

Long-Term Capital Rail Investment Program

In addition to the short-term projects detailed above, long-term improvements have been identified through statewide needs analysis and are in line with statewide rail goals and objectives. Estimated ranges have been developed for the capital costs of projects provided in the long term except for three already programmed safety improvement projects. These improvements have been categorized as long term as they fall outside of the four-year window to be considered short term.

Details on long-term rail investment projects can be found below in **Table 6**, which identifies the key capital needs expected to be advanced beyond the short-term planning horizon.

Table 6 – Long Term Rail Capital Investments

Location	Proposed Project	Project Outcome
Kirkwood	Station Upgrades	Station Improvement
Independence	Station Upgrades	Station Improvement

Coordination and Review

MoDOT recognizes that the success of the SFRP depends on strong support from and collaboration with railroads, shippers, local governments and rail passengers. To foster this support, MoDOT created numerous opportunities for public input throughout the planning process. By engaging stakeholders and encouraging dialogue, the department aimed to deepen understanding of rail transportation in Missouri and strengthen partnerships across both public and private sectors.

Outreach

Development of the LRTP and SFRP includes an extensive, multi-round outreach process designed to engage a wide range of partners, stakeholders, and the public. The engagement process spans from late 2024 through early 2026 and involved four structured rounds of activities aligned with key milestones in plan development.

In total, the engagement process includes four Executive Modal Advisory Committee meetings, six to eight Modal Advisory Committee meetings, and four meetings with MPOs and Regional Planning Councils, supplemented by a series of public engagement events, virtual meetings, and surveys.

Public Engagement

State Fair

Public comments collected at the Missouri State Fair showed strong and widespread support for expanding passenger rail service across the state (see **Attachment B: Missouri State Fair Comments**). Overall, feedback from State Fair attendees reflected a clear interest in a more connected, modern, and reliable passenger rail system as a central component of Missouri's transportation future.

Many participants emphasized the importance of maintaining and growing Missouri's existing Amtrak routes, with several specifically requesting new service to Springfield and additional connections such as Springfield to Denver. Others voiced support for high-speed rail development, noting its potential to improve statewide mobility, reduce highway congestion, and strengthen economic connections between Missouri's major cities.

A few commenters also highlighted the importance of preserving existing passenger rail services, expressing concern about the potential loss of routes and calling for sustained state investment. Others encouraged MoDOT to pursue a comprehensive statewide rail

plan that integrates intercity, commuter, and local connections, including projects like the Rock Island Trail that enhance multimodal access to stations.

Virtual Public Information Meeting

Public feedback from the Virtual Public Information Meeting (VPIM) in June 2025 demonstrated strong public interest in expanding passenger rail and developing a more balanced, multimodal transportation system for Missouri. Overall, participants saw passenger rail as a key component of Missouri's transportation system that can strengthen multimodal connectivity, lower emissions, and provide equitable mobility choices. The VPIM feedback reflects a clear public desire for the State to prioritize passenger rail investment alongside roadway maintenance and safety improvements.

Respondents consistently emphasized the importance of enhancing intercity and regional rail service as part of Missouri's long-range transportation vision. In the freight and rail section specifically, 70% of participants identified increased passenger rail service as their top priority, making it the single most-supported improvement within that category. Participants viewed passenger rail expansion as a means to reduce highway congestion, improve safety, support economic growth, and offer a sustainable alternative to automobile travel.

Comments throughout the VPIM reinforced a preference for investment in public transit and rail over continued highway expansion. Many respondents called for reliable, accessible, and frequent rail options linking major urban areas, suburbs, and rural communities. Some also expressed interest in high-speed rail connections to enhance statewide and regional mobility.

Stakeholder Engagement

As part of the stakeholder engagement process, MoDOT conducted a survey of Amtrak station managers across Missouri. The goal was to gather insights into the unique challenges and opportunities at each station, including infrastructure needs, ridership trends and local connectivity. The full results of the survey can be found in **Attachment A: Missouri Station Manager Survey Responses**.

In addition, the Missouri Rail Passenger Advisory Committee (MORPAC) was consulted on three occasions for feedback and guidance on the SFRP as well as the *Missouri River Runner Economic Impact Study*. MORPAC is organized by MoDOT and includes representatives from Amtrak, UP, the Missouri General Assembly, passenger rail advocates, and representatives from every community with an Amtrak station in Missouri. MORPAC provides an opportunity to share best practices across the state, foster promotional programs like social media presence and the mascot Ollie, discuss

OTP, and provide community information for stations to share across the state. The collaboration is lauded as a best practice across the industry.

Issues Raised

The Missouri Station Manager Survey, conducted in early 2025, revealed several recurring themes and concerns across the state's passenger rail stations:

- **Platform Improvements**: Many stations reported the need for upgraded or ADA-compliant platforms.
- **Limited Service Frequency**: A common concern was the limited number of daily trains, which restricts travel flexibility and commuter potential.
- **On-Time Performance**: Delays caused by freight traffic and dispatching issues continue to impact reliability.
- **First/Last-Mile Connectivity**: Many stations lack adequate transportation options to help passengers reach their final destination.
- **Fare Affordability**: Some respondents noted that high ticket prices, especially for short trips, may negatively impact ridership.

Attachment A: Missouri Station Manager Survey Responses

Station: Independence

What are the primary tourist attractions/destinations that draw passengers to your station? The Truman connection, Truman Home, Truman Library and Museum, Pioneer History - The trails west story, Santa Fe, California, Oregon and Mormon Trails story.

In your observation, who is the most frequent user of your station (students, festival attendees, bicyclists, etc.)? Visitors of local friends and families.

Is there a capital improvement plan or project list for your station over the next 5-10 years? What are the highest-priority projects? It has been working through renovation over the last several years.

What are the biggest challenges for the station (i.e. ridership, Operations & Maintenance, capital improvements, accessibility, etc.)? The biggest challenge is the location in proximity to the Independence Square.

Do you provide same day and overnight parking? If yes, how many spaces? There is limited day and overnight parking.

Do you provide bicycle parking? How many spaces? There is a bicycle parking rack with 4 spaces I believe.

What are the biggest opportunities to increase ridership at your station? There are a lot of opportunities with our depot being closed over the past 5 years. We hope to open it with a Convention and Visitors Bureau this year.

Please provide current economic development occurring near the station (or any expected in the future). The New Missouri Model Railroad Museum a half mile up the street that will be a big draw by train to come visit.

Please describe any challenges related to passenger connectivity to points of interest in the community or final destinations. The challenges are schedules running on time as scheduled and no transportation from the depot if they don't arrange in advance.

What are the top five things that could be done to improve the service for passengers? On time schedule and transportation from the depot to where they need to go.

Please discuss successful outreach or promotional events you have held at your station. Our facility has been closed to the public over the last five years. There have not been promotional events.

Station: Lee's Summit

What are the primary tourist attractions/destinations that draw passengers to your station? Downtown Lee's Summit.

In your observation, who is the most frequent user of your station (students, festival attendees, bicyclists, etc.)? Families and students.

Is there a capital improvement plan or project list for your station over the next 5-10 years? What are the highest-priority projects? There are no planned improvements at this time beyond Amtrak ADA improvements. The city has received a grant to study connecting downtown to the regional trail system, Rock Island and Katy Trails, for cyclists.

What are the biggest challenges for the station (i.e. ridership, Operations & Maintenance, capital improvements, accessibility, etc.)? Very small glass enclosed waiting area, restrooms substandard and no paid staff.

Do you provide same day and overnight parking? If yes, how many spaces? Yes. The Amtrak Parking and Long-term parking is a block away from the station with roughly 60 shared public parking spaces. On-street parking is available for two hours. Additional parking is available at the City Hall Parking Garage. There is no charge for parking.

Do you provide bicycle parking? How many spaces? There is a bike post at the station for two bikes. There are additional bike posts throughout downtown.

What are the biggest opportunities to increase ridership at your station? We are working to attract a boutique hotel within walking distance of the station.

Please provide current economic development occurring near the station (or any expected in the future). The station is at the heart of Downtown Lee's Summit which was named America's Great Neighborhood in 2019. The City of Lee's Summit is currently investing $42M in the Green Street project to provide a new home for our farmers market, additional public gathering spaces and private development opportunities. A new mixed-use housing project is expected to be completed later this year with 26 residential units and 9,000 square feet of commercial space a few blocks from the station. Over 270 apartment units were added in 2021 about a block from the station.

In your estimation, what percentage of passengers using your station are local (within 10miles of the station)? 47 percent.

In your estimation, what percentage of passengers using your station are regional (within 50 miles of the station)? 80 percent.

In your estimation, what percentage of passengers using your station are visitors to the area (those by Amtrak traveling into/out of the station)? 50 percent.

Please describe any challenges related to passenger connectivity to points of interest in the community or final destinations. Limited number of trains makes a westbound trip into Kansas City difficult unless an overnight is involved.

Please list any transit or intercity connections at your station. RideKC/OATS offers limited on-demand services between 7 a.m. and 5:30 p.m.

What are the top five things that could be done to improve the service for passengers? Additional train to create a better time schedule for those wanting to commute to Kansas City. A new station that allows for better rooms, visitor information and staff. Less tight train interruptions. Consistent pricing for short trips. The cost of tickets between Kansas City and Lee’s Summit can be upwards of $25 one way now - way too expensive. Digital display with live updates on trains.

Please discuss successful outreach or promotional events you have held at your station. We've been working to encourage riders from Kansas City to take the train to Lee’s Summit to enjoy all our downtown has to offer. Social media posts and a YouTube video from a rider have been great promotion.

Station: Warrensburg

What are the primary tourist attractions/destinations that draw passengers to your station? University of Central Missouri.

In your observation, who is the most frequent user of your station (students, festival attendees, bicyclists, etc.)? Students.

Is there a capital improvement plan or project list for your station over the next 5-10 years? What are the highest-priority projects? No.

What are the biggest challenges for the station (i.e. ridership, Operations & Maintenance, capital improvements, accessibility, etc.)? Building and capital improvements.

Do you provide same day and overnight parking? If yes, how many spaces? Yes, ten or more.

Do you provide bicycle parking? How many spaces? Three spots.

What are the biggest opportunities to increase ridership at your station? For a day trip to allow for more to be spent in Kansas City. Reliability/on-time performance.

Please provide current economic development occurring near the station (or any expected in the future). We have major infrastructure work in 2025 along the main thoroughfare of our community.

In your estimation, what percentage of passengers using your station are local (within 10 miles of the station)? Yes, we have local residents using the train for pleasure, i.e., trips to St Louis and Kansas City.

In your estimation, what percentage of passengers using your station are regional (within 50 miles of the station)? On observation, the main population is UCM students going home and returning to campus, especially on a weekend.

In your estimation, what percentage of passengers using your station are visitors to the area (those by Amtrak traveling into/out of the station)? A small percentage.

Please describe any challenges related to passenger connectivity to points of interest in the community or final destinations. We do not have reliable transportation to and from our local hotels out of the downtown area.

Please list any transit or intercity connections at your station. The OATS bus runs Monday through Thursday from 8 a.m. - 4 p.m.

What are the top five things that could be done to improve the service for passengers? Consistent on-time performance.

Please discuss successful outreach or promotional events you have held at your station. We host gatherings for rail enthusiasts and local elected officials to educate them on the importance and opportunities of passenger rail travel in our state.

Station: Sedalia

What are the primary tourist attractions/destinations that draw passengers to your station? Katy Trail, Missouri State Fair and Downtown Sedalia

In your observation, who is the most frequent user of your station (students, festival attendees, bicyclists, etc.)? Families, individuals traveling inside Missouri - not necessarily tourism.

Is there a capital improvement plan or project list for your station over the next 5-10 years? What are the highest-priority projects? No

Do you provide same day and overnight parking? If yes, how many spaces? Yes, 11 on-site, 40 adjacent.

Do you provide bicycle parking? How many spaces? Yes, 4,

What are the biggest opportunities to increase ridership at your station? Katy Trail and State Fair partnership.

In your estimation, what percentage of passengers using your station are local (within 10 miles of the station)? 80

In your estimation, what percentage of passengers using your station are regional (within 50 miles of the station)? 10

In your estimation, what percentage of passengers using your station are visitors to the area (those by Amtrak traveling into/out of the station)? 10

Please describe any challenges related to passenger connectivity to points of interest in the community or final destinations. Wayfinding signage.

Please list any transit or intercity connections at your station. City bus system and OATS system office at station.

Please discuss successful outreach or promotional events you have held at your station. Santa on the Train - first weekend of December.

Station: Jefferson City

What are the primary tourist attractions/destinations that draw passengers to your station? Capitol Building, Katy Trail and Prison Tours.

In your observation, who is the most frequent user of your station (students, festival attendees, bicyclists, etc.)? College Students.

Is there a capital improvement plan or project list for your station over the next 5-10 years? What are the highest-priority projects? We are currently in a mobile home awaiting the State of Missouri, Office of Administration to rehabilitate the building our station was in.

What are the biggest challenges for the station (i.e. ridership, Operations & Maintenance, capital improvements, accessibility, etc.)? Finding new volunteers to staff the station and motivating the State to move forward rehabbing the building.

Do you provide same day and overnight parking? If yes, how many spaces? Yes, 14 and one disabled in our lot and can park on the street as needed (about 10-15 more).

Do you provide bicycle parking? How many spaces? Yes, two.

What are the biggest opportunities to increase ridership at your station? Reliable on-time trains. A ticket machine would also help.

Please provide current economic development occurring near the station (or any expected in the future). Possible development of the Lohman's Landing area.

In your estimation, what percentage of passengers using your station are local (within 10 miles of the station)? 75 percent

In your estimation, what percentage of passengers using your station are regional (within 50 miles of the station)? 25 percent

In your estimation, what percentage of passengers using your station are visitors to the area (those by Amtrak traveling into/out of the station)? 5 percent

Please describe any challenges related to passenger connectivity to points of interest in the community or final destinations. Connecting transportation to surrounding areas.

Please list any transit or intercity connections at your station. None except for Uber and Lyft.

What are the top five things that could be done to improve the service for passengers? On time trains! Communication by Amtrak with passengers.

Please discuss successful outreach or promotional events you have held at your station. None from our Convention and Visitors Bureau.

Station: Hermann

What are the primary tourist attractions/destinations that draw passengers to your station? Katy Trail, wineries, breweries and distilleries.

In your observation, who is the most frequent user of your station (students, festival attendees, bicyclists, etc.)? Bicyclists, leisure travelers coming for the weekend and festival attendees.

Is there a capital improvement plan or project list for your station over the next 5-10 years? What are the highest-priority projects? No, but there should be. We have to keep investing in the building and grounds to keep it safe and sound.

What are the biggest challenges for the station (i.e. ridership, Operations & Maintenance, capital improvements, accessibility, etc.)? We don't have a platform, which makes getting on and off very challenging for elderly, people with disabilities or people with bikes or luggage.

Do you provide same day and overnight parking? If yes, how many spaces? Yes, we have 15 spaces in the gravel parking lot. There is street parking on Gutenberg and First Street. They can also park at the Riverfront Park.

Do you provide bicycle parking? How many spaces? Yes, we have a rack that holds 18 bikes.

What are the biggest opportunities to increase ridership at your station? Day trips for individuals or groups, especially Monday - Wednesday; meeting/business travelers.

Please provide current economic development occurring near the station (or any expected in the future). The Festhalle, which is located right across the street, is VERY interested in hosting more meeting groups Monday - Wednesday. If we could get more meeting groups, it would make a huge impact on our weekday economics. The amphitheater, which is just a four-block walk from our station, is hosting more and more events.

In your estimation, what percentage of passengers using your station are local (within 10 miles of the station)? 5 percent

In your estimation, what percentage of passengers using your station are regional (within 50miles of the station)? 25 percent

In your estimation, what percentage of passengers using your station are visitors to the area (those by Amtrak traveling into/out of the station)? 95 percent

Please describe any challenges related to passenger connectivity to points of interest in the community or final destinations. Actually, I think we are in a good place here. If someone wants to go to the St. Louis airport, they ride to downtown St. Louis and then take Metrolink out to the airport.

Please list any transit or intercity connections at your station. We have the Hermann Trolley, Hermann Crown Suites Taxis, Lyft You Up Rides, and Uber drivers. These transportation services are essential to making the Amtrak experience easy for our visitors. They pick visitors up at the train station with their luggage, take them to their lodging establishment, and then take them to the wineries, breweries, distilleries, museums and restaurants, and then back to their lodging establishment. It's also awesome to see when groups come in, they have a coach bus waiting for them, or the Hermann Trolley, to take them around Hermann, and then back to their city on their coach bus, or back to the station to ride the train home.

What are the top five things that could be done to improve the service for passengers? Third round trip, OTP, more bikes on the train, better Amtrak website/customer service when buying tickets and more events held that utilize the train.

Please discuss successful outreach or promotional events you have held at your station. For National Travel & Tourism Week, we have been having an event at our station. We invite the mayor, public officials and citizens for free cupcakes/cookies, pink lemonade, we have a live accordionist, and we give gifts to the conductors. We also had an event where the other train stations from the Missouri River Runner came to our station and we had a "Spin to Win" game, where people spun the wheel to win a prize. It went over GREAT! We had a state representative have a guest speaker at the station, Teddy Roosevelt, to talk about his experiences riding the train. We have had class trips come down to the train station, just to come in the station and learn more about the train service.

Station: Washington

What are the primary tourist attractions/destinations that draw passengers to your station? Our Downtown District (shops, restaurants, etc.) as well as the Missouri Meerschaum Corn Cob Pipe Factory.

In your observation, who is the most frequent user of your station (students, festival attendees, bicyclists, etc.)? Families and festival attendees (I think the number of bicyclists would increase with more spots available for bikes on the train).

Is there a capital improvement plan or project list for your station over the next 5-10 years? What are the highest-priority projects? We are supposed to be getting a completely new platform and lighting around the station. The platform specifically is the highest-priority project because it will make it ADA compliant and will allow us to be part of pilot programs in the future (such as bicycle pilot programs).

What are the biggest challenges for the station (i.e. ridership, Operations & Maintenance, capital improvements, accessibility, etc.)? We would always like to increase our ridership, but as I mentioned above, our platform is not ADA compliant at this time.

Do you provide same day and overnight parking? If yes, how many spaces? Yes. Approximately 10-15.

Do you provide bicycle parking? How many spaces? No.

What are the biggest opportunities to increase ridership at your station? Adding a third-round trip! I believe that would allow us to tap into the commuter market.

Please provide current economic development occurring near the station (or any expected in the future). We are potentially adding two new hotels in next two years (approximately 160 rooms) as well as a convention center and a huge addition to our entertainment district downtown.

In your estimation, what percentage of passengers using your station are local (within 10 miles of the station)? 20 percent

In your estimation, what percentage of passengers using your station are regional (within 50 miles of the station)? 30 percent

In your estimation, what percentage of passengers using your station are visitors to the area (those by Amtrak traveling into/out of the station)? 50 percent

Please describe any challenges related to passenger connectivity to points of interest in the community or final destinations. Lack of public transportation and

limited last-mile connectivity (limited taxis, rideshares, etc.). We are lucky that there are quite a few options for visitors (in regard to lodging, shopping, attractions, restaurants, etc.) within walking distance of the train station. However, to a degree, those things are still limited.

What are the top five things that could be done to improve the service for passengers? 1. Better on-time performance. 2. More spaces for bicycles on the train. 3. Better communication about delayed/late trains. 4. More information on the train about the communities they're visiting. 5. Adding another round-trip train!

Please discuss successful outreach or promotional events you have held at your station. We have been a part of National Travel and Tourism Day for a few years where we hand out promotional items to train passengers and conductors. We have heard great feedback from those events.

Station: Kirkwood

What are the primary tourist attractions/destinations that draw passengers to your station? Historic train station, Museum of Transportation, Magic House, Cardinals Baseball, St. Louis Zoo, Botanical Garden and Blues Hockey.

In your observation, who is the most frequent user of your station (students, festival attendees, bicyclists, etc.)? Travelers to Hermann for the wine festivals and weekend folks to Kansas City for tourist attractions.

Is there a capital improvement plan or project list for your station over the next 5-10 years? What are the highest-priority projects? The station building is being renovated and new platforms installed by Amtrak.

What are the biggest challenges for the station (i.e. ridership, Operations & Maintenance, capital improvements, accessibility, etc.)? The number and frequency of the Amtrak trains.

Do you provide same day and overnight parking? If yes, how many spaces? Yes, surface lot and two parking garages. Spaces unknow, but a lot.

Do you provide bicycle parking? How many spaces? Yes, 4.

What are the biggest opportunities to increase ridership at your station? Third daily train for better connections at other city events.

Please provide current economic development occurring near the station (or any expected in the future). New community theater, possible boutique hotel and increased street and sidewalk safety

In your estimation, what percentage of passengers using your station are local (within 10 miles of the station)? 50

In your estimation, what percentage of passengers using your station are regional (within 50 miles of the station)? 30

In your estimation, what percentage of passengers using your station are visitors to the area (those by Amtrak traveling into/out of the station)? 20. This is on the increase now since our service is now nonstop between Kansas City and Chicago.

Please describe any challenges related to passenger connectivity to points of interest in the community or final destinations. No direct trains going south. I must travel to Chicago, then back south.

Please list any transit or intercity connections at your station. Bi State Bus Company.

What are the top five things that could be done to improve the service for passengers? Third daily train, cleaner coaches, keep locomotives running, better maintenance and train to Springfield, Missouri.

Station: St. Louis

What are the primary tourist attractions/destinations that draw passengers to your station? St. Louis Gateway Arch, Busch Stadium and Union Station.

In your observation, who is the most frequent user of your station (students, festival attendees, bicyclists, etc.)? Everyday citizens.

What are the biggest challenges for the station (i.e. ridership, Operations & Maintenance, capital improvements, accessibility, etc.)? Capital improvements.

Do you provide same day and overnight parking? If yes, how many spaces? No

Do you provide bicycle parking? How many spaces? Yes, 1.

What are the biggest opportunities to increase ridership at your station? Less expensive riding fares.

In your estimation, what percentage of passengers using your station are local (within 10 miles of the station)? 40 percent

In your estimation, what percentage of passengers using your station are regional (within 50 miles of the station)? 25 percent

In your estimation, what percentage of passengers using your station are visitors to the area (those by Amtrak traveling into/out of the station)? 35 percent

Please list any transit or intercity connections at your station. Public Transportation-Metro.

What are the top five things that could be done to improve the service for passengers? Amtrak employee engagement.

Station: Arcadia Valley

What are the primary tourist attractions/destinations that draw passengers to your station? Four Missouri State Parks within a 20-mile radius, pristine rivers, hiking and gnarly biking, historic courthouse, homes and churches and civil-war site.

In your observation, who is the most frequent user of your station (students, festival attendees, bicyclists, etc.)? Amish and Mennonite travelers, senior citizens and tourists.

Is there a capital improvement plan or project list for your station over the next 5-10 years? What are the highest-priority projects? Renovations to improve ADA compliant accessibility.

What are the biggest challenges for the station (i.e. ridership, Operations & Maintenance, capital improvements, accessibility, etc.)? Ridership and volunteers.

Do you provide same day and overnight parking? If yes, how many spaces? Yes, we provide "free" parking for 15 spaces.

Do you provide bicycle parking? How many spaces? Yes, we have a bike rack that will hold five bikes.

What are the biggest opportunities to increase ridership at your station? We have many festivals and events annually and many tourist attractions.

Please provide current economic development occurring near the station (or any expected in the future). The historic Iron County Courthouse has recently been renovated and there is a new mountain bike park now in Phase II for family hiking/biking.

In your estimation, what percentage of passengers using your station are local (within 10 miles of the station)? 30 percent

In your estimation, what percentage of passengers using your station are regional (within 50 miles of the station)? 30 percent

In your estimation, what percentage of passengers using your station are visitors to the area (those by Amtrak traveling into/out of the station)? 40 percent

Please describe any challenges related to passenger connectivity to points of interest in the community or final destinations. Transportation, as we do not have a rental car business.

Please list any transit or intercity connections at your station. SMTS Transportation, Quality Transportation and taxi services.

What are the top five things that could be done to improve the service for passengers? Sell train tickets, rental car service, platform shelter waiting area, ATM and train station open daily with regular hours.

Please discuss successful outreach or promotional events you have held at your station. This past year we held a huge event with thousands of people visiting the station to view the UP Big Boy #4014 locomotive.

Station: LaPlata

What are the primary tourist attractions/destinations that draw passengers to your station? Easy connectivity to Chicago (East) and Kansas City to Los Angeles (West). People come to La Plata to watch trains, hunt and fish.

In your observation, who is the most frequent user of your station (students, festival attendees, bicyclists, etc.)? Students and Amish.

Is there a capital improvement plan or project list for your station over the next 5-10 years? What are the highest-priority projects? Nothing at this time.

What are the biggest challenges for the station (i.e. ridership, Operations & Maintenance, capital improvements, accessibility, etc.)? Platform design.

Do you provide same day and overnight parking? If yes, how many spaces? 30

Do you provide bicycle parking? How many spaces? No

What are the biggest opportunities to increase ridership at your station? Equipment availability so the train is not sold out all the time.

Please provide current economic development occurring near the station (or any expected in the future). A new bar going in across the tracks to the east of the station.

In your estimation, what percentage of passengers using your station are local (within 10 miles of the station)? 10 percent

In your estimation, what percentage of passengers using your station are regional (within 50 miles of the station)? 70 percent

In your estimation, what percentage of passengers using your station are visitors to the area (those by Amtrak traveling into/out of the station)? 20 percent

Please describe any challenges related to passenger connectivity to points of interest in the community or final destinations. Lack of reliable taxi services and Uber-style operations.

Please discuss successful outreach or promotional events you have held at your station. LaPlata Rail Days, Livestream Cams with a chatroom (this was a byproduct of the cams) and National Train Day.

Attachment B: Missouri State Fair Comments

During the Missouri State Fair, participants were invited to share their thoughts on the future of Missouri's transportation system as part of the public outreach for the LRTP and SFRP. A number of comments specifically referred to passenger rail, reflecting strong public interest in expanding and improving rail service across the state. **Table 7** summarizes the comments related to passenger rail.

Table 7 – Passenger Rail–Related Public Comments (Missouri State Fair)

Participant	Comment
Participant 1	Faster rail service is needed across Missouri.
Participant 2	Amtrak service should be extended to Springfield, Missouri, with bus or train connections from the Springfield airport across the city.
Participant 3	I would like to see development of an interstate rail system.
Participant 4	Encourage more passenger rail service and plan or prepare for high-speed rail.
Participant 5	High-speed rail is a good idea.
Participant 6	Please save our trains.
Participant 7	Add more train routes, including one to Springfield and Denver. Expand streetcar systems and complete the Rock Island Trail.
Verbal Comment	Amtrak was frequently mentioned in conversations with the public.

Source: Comments provided by attendees of the Missouri State Fair, August 2025.