A Vision for Missouri's Freight Transportation Future

Building on MoDOT’s long range plan, which established the vision for Missouri transportation, and through collaboration with freight partners, MoDOT has developed a State Freight Plan. The plan describes Missouri’s existing freight system, establishes goals and strategies for updating the system over the next 10+ years, and will guide future investments in transportation and prioritize freight projects that will provide the most economic benefits to the state.

Freight is a critical element in the Missouri economy and it’s important to have a plan to make sure we keep freight – and the Missouri economy – moving smoothly. Missouri’s freight transportation system is how products such as soybeans and aviation parts are transported around the world. Making smart investments can help to provide better options for Missouri businesses to get their products to markets. An improved freight transportation system can also lower transportation costs.

Rail is, and will likely remain for the foreseeable future, the second most used mode for transporting freight in Missouri. With growth in the intermodal freight sector rail will continue to be an important connection between other modes of freight transportation. Currently Kansas City has the second largest rail hub in the country and St. Louis has the third largest rail hub.

Rail System Fast Facts

- Six Class I freight railroads operate 4,218 track miles
- Five short line railroads operate 426 track miles and eight switching and regional railroads operate 178 track miles
- Kansas City is the country’s second largest rail hub and St. Louis is the third largest
- Missouri has approximately 5,697 public and private at-grade highway-rail crossings
- Missouri ranks 10th in rail miles and 4th in rail tons

For more information
www.MOFreightPlan.org
www.MODOT.org
1-888-ASK-MODOT (275-6636)
Key rail issues identified through regional forums:

- Dwindling rail presence in some areas of the state and the effect that reduction has on connectivity and economic development
- Aging Mississippi River rail bridge infrastructure in St. Louis
- Currently because of regulations and inspections, all refrigerated goods must be shipped through Kansas City, no matter the final goods destination. An inspection facility to meet the regulations is needed in St. Louis.

Top 5 rail system needs:

1. Reduce congestion and build capacity
2. Eliminate bottlenecks at the intersection of rail lines, particularly in Kansas City
3. Remove at-grade crossings, which are crossings where the railroad tracks and roadways meet at the same level
4. Encourage continued use of short line railroads to maintain connections for Class I Railroads and shippers and receives
5. Freight network designation to help focus current and future freight investments

Missouri rail system growth trends:

- Rail movements represented 45% of modal tonnage in Missouri and 39% of total modal value in 2011, the second largest relative modal share.
- Rail lines are the second most used mode for transporting freight and will continue to grow.
- Rail movements in 2011 totaled 458.1 million tons, valued at $465.0 billion.
- Rail movements in 2030 are forecast to increase to 545.2 million tons.
- Rail commodity value is forecast to increase from $465.0 billion in 2011 to $790.6 billion by 2030.
- The tonnage for inbound coal is expected to decline likely due to reduced usage for power plants.
- Rail volume increase is expected on the BNSF line connecting Kansas City and Chicago.

Rail Freight:

2011:
- Inbound: 92M tons
- Outbound: 22M tons

2030:
- Inbound: 90M tons
- Outbound: 35M tons

75% of rail freight tonnage is traffic passing through the state.

Total Rail Freight Growth by 2030:
- +19.0%
  - Inbound: +2.3%
  - Outbound: +64.4%
  - Intra-state: +32.9%
  - Through: +21.8%

Top 5 rail system commodities, by tonnage:

1. Coal - 48.9%
2. Food and food-related products - 8.6%
3. Chemicals or similar products - 8.3%
4. Miscellaneous mixed shipments - 8.1%
5. Farm products - 7.9%

Top 5 rail system commodities, by tonnage forecast by direction, 2011-2030:

- Inbound:
  - 2011: 92M tons
  - 2030: 90M tons
- Outbound:
  - 2011: 22M tons
  - 2030: 35M tons
- Intra-state:
  - 2011: 2M tons
  - 2030: 3M tons
- Through:
  - 2011: 342M tons
  - 2030: 416M tons

Total Rail Freight Growth by 2030:
- +19.0%
  - Inbound: -2.3%
  - Outbound: +64.4%
  - Intra-state: +32.9%
  - Through: +21.8%

The rail system needs improvements to better handle freight now and into the future.

Missouri rail lines is a valuable commodity.