2024 PRIORITY FREIGHT PROJECTS

ST LOUIS REGIONAL FREIGHTWAY

May 2023

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Contents

2024 PRIORITY FREIGHT PROJECTS
ST LOUIS REGIONAL FREIGHTWAY

The St. Louis Regional Freightway's 2024 Priority Projects List includes more than 25 projects representing a total investment approaching $3.7 billion and underscoring the ongoing commitment to improving freight infrastructure in the bi-state region.

More than $2.7 billion of the 2024 total covers infrastructure projects that have recently been completed, are already funded and under construction or expected to start in 2023/2024, or are at least partially programmed for construction. That's up from $2 billion a year ago, a reflection of the progress being made securing funding and advancing major projects through the development pipeline.

One of the highlights is the recently completed $222 million replacement of the Merchants Bridge, a vital rail link connecting Missouri and Illinois near Downtown St. Louis and the region's highest priority infrastructure project since 2016. Joe Torp, Industrial Development Manager for Norfolk Southern, believes the new bridge is delivering tremendous benefits for the rail industry and for shippers, eliminating bottlenecks that had been caused when two trains couldn't pass at the same time.

"The Merchants Bridge is one of those few locations in the St. Louis area where rail can cross from one side of the Mississippi River to the other, so any delay in that vital link had a follow-on effect up and down the network," Torp said. 'We are very excited about the completion of the Merchants Bridge, especially from the operations side."

More than $900 million in funded projects on I-270, almost $500 million in partially funded improvements to Interstate 70, and $233 million in improvements advancing on I-55 from Rte. Z to U.S. Rte. 67 (MO) represent other landmark investments in integral components of the region's freight network. Meanwhile other projects are supporting critical first mile/last mile connections that serve our region's thriving industrial parks.

The Priority Projects List is a valuable tool used by the St. Louis Regional Freightway to align and amplify advocacy for support and funding for critical infrastructure improvements. It is compiled annually by the Freightway's Freight Development Committee. Business and industry leaders work directly with local and state officials and departments of transportation to set infrastructure priorities by helping them to understand how infrastructure and efficiency impacts on-time delivery and costs.

The following fact sheets provide more details on all the projects on the 2024 Priority Projects List, highlighting how they are supporting multimodal connectivity and adding capacity to our freight network so we can continue providing global access to shippers and carriers.

2024 PRIORITY FREIGHT PROJECTS
ST LOUIS REGIONAL FREIGHTWAY

Advanced to Construction (Funded)

- **Merchants Bridge (TRRA) Replacement over the Mississippi River (MO-IL)** $222M✓
- **I-255/Davis Street Ferry Rd. Interchange (IL)** $42M
- Union Pacific Railroad Lenox Tower Replacement and Track Realignment (IL) $10.1M✓
- Earth City Access Improvements (MO) $4M✓
- Illinois Rte. 3 Connector between IL Rte. 3 and IL Rte. 203 (IL) $81.5M

- J.S. McDonnell Connector Access Improvements (MO) $2.4M✓
- I-64 Improvements from Green Mount Rd. to Illinois Rte. 158 (Air Mobility Dr.) (IL) $36M
- North Park Access Improvements (MO) $3M✓
- Illinois Rte. 158 (Air Mobility Dr.) Relocation from Rte. 161 to Rte. 177 (IL) $17.5M
- I-55 Improvements from Rte. Z to U.S. Rt. 67 (MO) ($27M Engineering and $206M Construction) $233M

Partially Programmed for Construction

- **North Riverfront Commerce Corridor Improvements (MO) $34M** – PARTIALLY FUNDED
- **Illinois Rte. 3 Access Improvements (IL) $220M** – PARTIALLY FUNDED
- America's Central Port Intermodal Improvements (IL) $371.2M – PARTIALLY FUNDED
- Kaskaskia Regional Port District Improvements (IL) $29M – PARTIALLY FUNDED

- **I-270 Improvements from I-70 (MO) to Illinois Rte. 157 (MO-IL)** $914.5M
  - I-270 from James S. McDonnell Blvd. to Bellefontaine Rd. (MO) $278M – FUNDED
  - I-270 corridor improvements from Rte. 367 (Bellefontaine Rd.) to west of Rte. H (Riverview Dr.) (MO) $42M (FY26) - FUNDED
  - I-270 Mississippi River Chain of Rocks Bridge Replacement and 6 lanes from the Mississippi River Bridge to the Chain of Rocks Canal on the Illinois side (MO/IL) $496M – FUNDED
  - I-270 6-lane Preliminary Engineering (IL) $3M – FUNDED
  - I-270 from Illinois Rte. 3 to East of St. Thomas Rd., includes land acquisition and utility relocations (IL) $76.5M – FUNDED
  - Illinois Rte. 111 at Chain of Rocks Rd, includes construction engineering, land acquisition and utility relocations (IL) $19M – FUNDED
- **I-70 Improvements from Wentzville to Stan Musial Veterans Memorial Bridge (MO)** $668.9M
  - I-70 Wentzville Parkway to Warren County capacity to be added $27.9M (Tier 3*) – NOT FUNDED
  - I-70 Bottleneck Improvements from Wentzville Parkway to Rte. Z $39M – FUNDED
  - I-70/I-64 Interchange Improvements $120M – PARTIALLY FUNDED
  - I-70 Interchange Outer Rd., and Mainline Improvements from from Bryan Rd. to Zumbehl Rd. $74M – NOT FUNDED
  - I-70 Improvements from Fairgrounds Rd. to Cave Springs Rd. $62M – FUNDED
  - I-70 Improvements from Missouri River to North Hanley Rd. (Tier 1 and 2*) $178M – NOT FUNDED

(Partially Programmed for Construction continued on page 3)

- St. Louis Regional Freightway's highest priority projects

✓ Construction completed

* Tier level of MoDOT's high priority unfunded transportation needs

2024 PRIORITY FREIGHT PROJECTS
ST LOUIS REGIONAL FREIGHTWAY

(Partially Programmed for Construction continued from page 2)

I-70 St. Louis City Limit to Benton St. interchange reconfiguration and safety enhancements
$168M (Tier 2*) – NOT FUNDED

Partnership between Kansas City and the St. Louis region highlights the importance of reconstructing and adding capacity to Missouri's statewide I-70 corridor (MO Statewide Unfunded Needs*)

- St. Louis Lambert International Airport North Cargo Improvements (MO) $17.5M

Concept Development or Planning

- I-255/Fish Lake (Ramsey Rd.) Interchange (IL) $27M
- Mississippi River Port Development Projects (MO) $86.1M
- Terminal Railroad Association of St. Louis (TRRA) Tunnel-Arch Riverfront Dewatering (MO) $8.8M
- St. Louis Multi-Modal Freight Yard Expansion at Madison Yard and Rail Improvements in St. Clair County (IL) $81M
- 1-55/70 lane additions from I-255 to I-270 (IL) $456M

- MidAmerica St. Louis Airport Distribution Improvements (IL) $45M
- St. Louis Lambert International Airport Access Improvements (MO) $38.4M
- New Terminal for St. Louis Lambert International Airport – Estimated Cost TBD
- MacArthur Bridge (TRRA) Improvements over the Mississippi River – Estimated Cost $34M

■ St. Louis Regional Freightway's highest priority projects
✓ Construction completed
* Tier level of MoDOT's high priority unfunded transportation needs

2024 PRIORITY FREIGHT PROJECT
ST LOUIS REGIONAL FREIGHTWAY

Merchants Bridge (TRRA) Replacement over the Mississippi River (MO-IL)
Advanced to Construction

Project Location

Project Aerial

Project Status

- Construction
- Design
- Planning Study
- Concept Development

Project Funding

The project is fully funded. In 2020, TRRA was awarded $21.5 million in CRISI funding to assist with approximately 10% of the total project cost. Construction was completed September 2022.

Location: Mississippi River, Mile Marker 183

Estimated Cost: $222 million

Owner: Terminal Railroad Association of St. Louis (TRRA)

Contact: Eric Fields, Chief Engineer, Terminal Railroad Association of St. Louis, (618) 451-8428

The Merchants Bridge over the Mississippi River in America's heartland impacts national freight movement, the future of freight, and the future of farmers, manufacturers, and distributors who depend on it.

The Merchants Bridge serving the St. Louis region:

- Links America's eastern and western freight rail networks
- Carries more than 40 million gross tons annually
- Serves six Class I Railroads and Amtrak

The St. Louis region is one of the largest freight hubs in the nation by car interchange volume and gross tonnage.

Construction: Reconstruction of the 131-year old Merchants Bridge began in 2018. The bridge, which spans the Mississippi River between St. Louis, Missouri, and Venice, Illinois, is owned by the Terminal Railroad Association of St. Louis (TRRA). The Merchants Bridge replacement includes removal and replacement of the three river-span trusses, seismically retrofitting the existing river piers, and improving the east approach. The new double-track structure will provide additional capacity for increased freight and passenger rail. The double track will also provide more reliable movements and reduce grade delays for motorists and emergency vehicles. Here is a video of the conceptual construction: https://www.youtube.com/watch?v=SiUTyQWZn6Y

A design-bid-build project, reconstruction of the bridge used innovative project delivery methods that improve safety and speed completion while limiting bridge and river traffic outages. New spans were constructed in Wisconsin and shipped to St. Louis for final assembly on the Missouri bank of the Mississippi River, before being floated into place immediately after the old spans were floated out. The process required three separate 10-day rail and river channel outages. Two of the three were installed in September 2021 and March 2022, with the third set in September 2022. The east approach was reconstructed

Merchants Bridge (TRRA) Replacement over the Mississippi River (MO-IL)

Advanced to Construction

by encasing the existing trestle steel structure and using MSE wall and lightweight cellular concrete technology to widen the structure and provide additional load capacity that will lower future maintenance costs and create a more efficient rail river crossing. All the structural steel for the project was produced in the United States. Construction was completed September 2022.

Model for Public-Private Partnerships: In Winter 2020, the Federal Railroad Administration (FRA) awarded TRRA a $21.5M Consolidated Rail Infrastructure and Safety Improvements (CRISI) grant toward replacement of the Merchants Bridge. TRRA provided 90% of the construction costs, making this project a model for public-private partnerships. The Freight Development Committee, consisting of freight-related industry leaders, Illinois and Missouri Departments of Transportation, and the East-West Gateway Council of Governments, selected this project as the St. Louis region's highest multimodal infrastructure project each year from 2016 to completion. Over a three-year period of time, industry leaders have submitted more than 80 letters of support to the U.S. Department of Transportation and Congress. Support letters recognized the adverse impacts that a non-functional bridge would have on the regional and national economy. These efforts also resulted in extensive regional and national media coverage and multimodal support from the barge, rail, airport, and trucking industries.

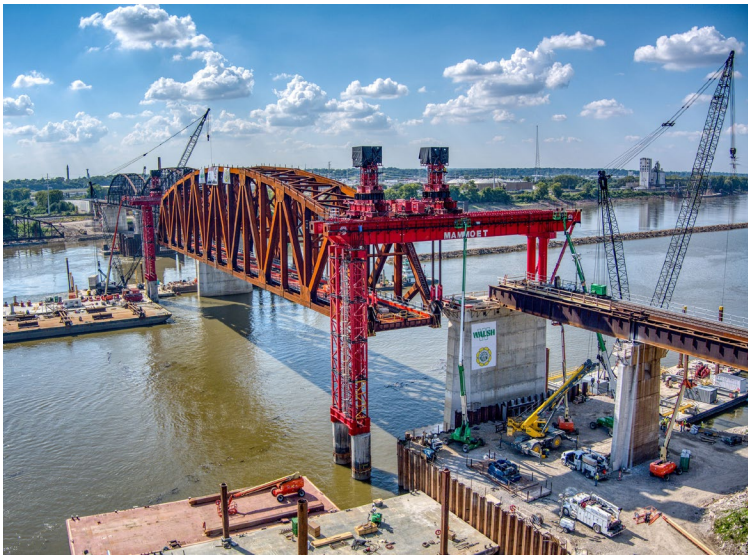


Photo courtesy of Walsh Construction and Trey Cambern Photography

Current Restrictions: Construction was completed September 2022. Prior to construction, the Merchants Rail Bridge had speed, clearance, and load restrictions. Load restrictions prevented the crossing of two trains simultaneously, limiting the bridge to one track at all times. Since trains could not pass on the bridge, they came to a complete stop on or near the approach grades. Load restrictions did not allow the bridge to accommodate modern loads, which impose costs of delay, braking, and startup. Completion of the bridge represents delivery of the #1 priority project for the St. Louis Regional Freightway.

"In terms of the Merchants Bridge, it's one of the main east-west rail corridors in the region. It's an absolute vital artery in order to maintain efficient rail movement across the Mississippi River."

—Ryan Krull, Commercial Manager
Watco Terminal & Port Services

2024 PRIORITY FREIGHT PROJECT
ST LOUIS REGIONAL FREIGHTWAY

Merchants Bridge (TRRA) Replacement over the Mississippi River (MO-IL)

Advanced to Construction

Freight Impact: The Merchants Rail Bridge has rail connections to Amtrak's St. Louis Station and to six Class I railroads servicing BNSF Railway, CSX Transportation, Canadian National, Kansas City Southern, Norfolk Southern, and Union Pacific. The Class I railroads serve the St. Louis region's manufacturing and logistics companies that are part of an interdependent supply chain requiring access to markets on both sides of the Mississippi River, across the United States, and internationally, including: U.S. Steel, Conoco Phillips, Cargill, Archer Daniels Midland (ADM) Company, World Wide Technologies, General Motors, Hershey's, Unilever, Metro East Industries, Bunge, American Milling, Schneider Trucking, SCF Lewis & Clark Marine, FedEx, Boeing, and Kinder Morgan.

This project has been the #1 priority for the St. Louis Regional Freightway.

Owning the sixth busiest Mississippi River rail bridge in the country serving one of the nation's largest rail hubs, TRRA interfaces with the nation's third largest inland port system, which also is the northern most year-round ice-free Mississippi River port, providing services to America's Central Port (with container-on-barge capacity), Kaskaskia Regional Port District, and the St. Louis Port Authority. The Merchants Rail Bridge is in close proximity to four interstate freight corridors, I-70, I-64, I-44 and I-55, providing national north-south and east-west access. With improvements to the bridge, an estimated 185,676 truckloads could be diverted from these highways to rail, reducing vehicle miles traveled by trucks by 74 million miles and saving $63 million in roadway damage over 20 years.

"In TRRA's 133-year history helping to ensure the smooth movement of rail freight, our company has never built a bridge, but today we're marking a critical milestone in the final steps to deliver our first major bridge infrastructure project—a project that will dramatically improve the flow of both freight and passenger rail traffic through the bi-state St. Louis region."

—Asim Raza, then Chief Legal Officer, Director of Corporate Affairs, Terminal Railroad Association of St. Louis, commenting on the installation of the final truss on the bridge.

Economic Impact: TRRA spends an average of $80.9 million per year in the St. Louis metropolitan statistical area for operation support, infrastructure repair and maintenance, and employee wages, which support nearly $237 million in overall economic activity for the region. With implementation of the project, TRRA estimates that the project impact will increase to generate more than $456 million in local economic activity over a 20-year period. Construction of the project also supported nearly 1,100 jobs, including 150 direct jobs.

2024 PRIORITY FREIGHT PROJECT
ST LOUIS REGIONAL FREIGHTWAY

I-270 Improvements from I-70 (MO) to Illinois Rte. 157 (MO-IL)
Programmed for Construction, or in Concept Development

Project Location

Key Logistics Corridor: The St. Louis regional industrial market is amid a historic surge in new construction. Speculative building continues to be delivered to the market with large blocks of space available for lease, making it the perfect market for companies to expand production or enter the St. Louis regional market for the first time. More than 23.2 million square feet of new industrial space hit the market over the last five years. The epicenter of this construction boom is the northern I-270 corridor running from Missouri to Illinois. This is a major logistics corridor with national manufacturers, suppliers, and distributors.

Location: St. Louis County, Missouri, and Madison County, Illinois

Estimated Cost: $1.2 billion

Owner: Illinois Department of Transportation (IDOT)
Missouri Department of Transportation (MoDOT)

Contact: Kirk Brown, IDOT Region 5 Engineer, (618) 346-3110
Tom Blair, MoDOT District Engineer, (314) 453-1800

The St. Louis Regional Freightway conducted a regional needs analysis to identify network constraints. Projects were evaluated based on five primary criteria: safety and security in travel, efficiency impact, multimodal impact, economic impact, and project readiness. Based on the criteria, the following project addresses regional freight needs and is considered a ***highest priority*** *for the region.*

Project Need: The St. Louis region is home to national and international manufacturers and logistics businesses that are part of the global supply chain. The I-270/I-255 outer belt is one of the most traveled freight corridors in the St. Louis region and is a link to the national freight network with connections to I-70, I-64, I-44, and I-55. Northern segments of I-270 in St. Louis County and Madison County were identified as severe freight bottlenecks in the *East-West Gateway Regional Congestion Report (2016)*. The I-270/I-255 outer belt consists of a minimum of six lanes with the exception of a four-lane section of I-270 from Lilac Ave. in Missouri to Rte. 111 in Illinois.

Project Impact: The 24-mile, I-270 corridor from I-70 to Rte. 157 is one of the most important regional freight corridors. In Missouri, it serves major freight generators, such as the Hazelwood Logistics Center, within and near St. Louis Lambert International Airport. In Illinois, I-270 feeds directly into the Lakeview Commerce Center, Gateway TradePort and Gateway Commerce Center, three of the region's largest and fastest growing logistics parks. The I-270 corridor offers easy access to major destinations in Illinois including the Conoco Phillips Refinery, America's Central Port, and Terminal Railroad Association of St. Louis Madison Yard. The Freightway's most recent *Non-Interstate Truck Corridor Study* identifies several intersecting arterial corridors (US-67, MO-67, IL-3, IL-111) that also rely on truck

I-270 Improvements from I-70 (MO) to Illinois Rte. 157 (MO-IL)

Programmed for Construction, or in Concept Development

access to I-270. With freight forecasted to grow heavily in the next few decades, traffic around these freight generators and users will continue to increase. The ability the interstate has to absorb this traffic will play a major role in the speed, efficiency, and cost to move freight through the region. In addition, a portion of the corridor is in the top five percent of all locations in Illinois where a higher rate of crashes occur compared to roadways with the same physical characteristics. The following proposed improvements seek to improve safety, enhance efficiency, and meet future freight demands to positively impact multimodal access and economic development.

Project Updates: Over a two-year period, the region's unprecedented track record of bi-state unity has resulted in more than $600 million in funding from both the Missouri Department of Transportation (MoDOT) and the Illinois Department of Transportation (IDOT), and has garnered support from the East-West Gateway Council of Governments' Board of Directors. Funding for these projects is one of our region's greatest examples of successful regionalism and support for infrastructure investment.

Project Description (A): ***Improvements from I-70 to Mississippi River (MO):*** Improvements will include reconstruction of multiple interchanges, improved connections and reconstruction of selected segments of the outer road, and the addition of travel lanes in the most heavily traveled segments. Estimated cost for the total project is approximately $700 million.

In 2018, MoDOT announced funding from James S. McDonnell Boulevard to Bellefontaine Rd., a project MoDOT Director Patrick McKenna called the department's largest in the last decade. The accelerated design-build project schedule will allow freight volumes to travel through and to our region more safely. Consolidating this work into one construction project with an accelerated design-build schedule results in fewer delays and greater reliability, resulting in lower freight transportation costs and increasing global competitiveness. Construction began in 2020 and is expected to be complete in late 2023.

In Summer 2022, MoDOT released the FY2023-2027 STIP that included $13 million (partial funding) of I-270 from Lilac Ave. to Rte. H (Riverview Dr.).

Project Description (B): ***Mississippi River Chain of Rocks Bridge Replacement (MO-IL):*** This project includes replacement of the existing structure, constructed in 1966, over the Mississippi River, reconstruction of the Riverview interchange, and capacity expansion from four lanes to six lanes with shoulders. Maintenance costs for the Chain of Rocks Bridge have continued to rise due to the age of the structure, increasing traffic volumes, and safety issues associated with narrow shoulders. The bridge has also experienced a significant increase in traffic– from 19,800 vehicles per day in 1975 to nearly 45,000 vehicles per day presently. Approximately 20% of these vehicles today are trucks. At four lanes wide, the current bridge creates a severe freight bottleneck and is not equipped to handle the large freight flow increases forecasted for the region.

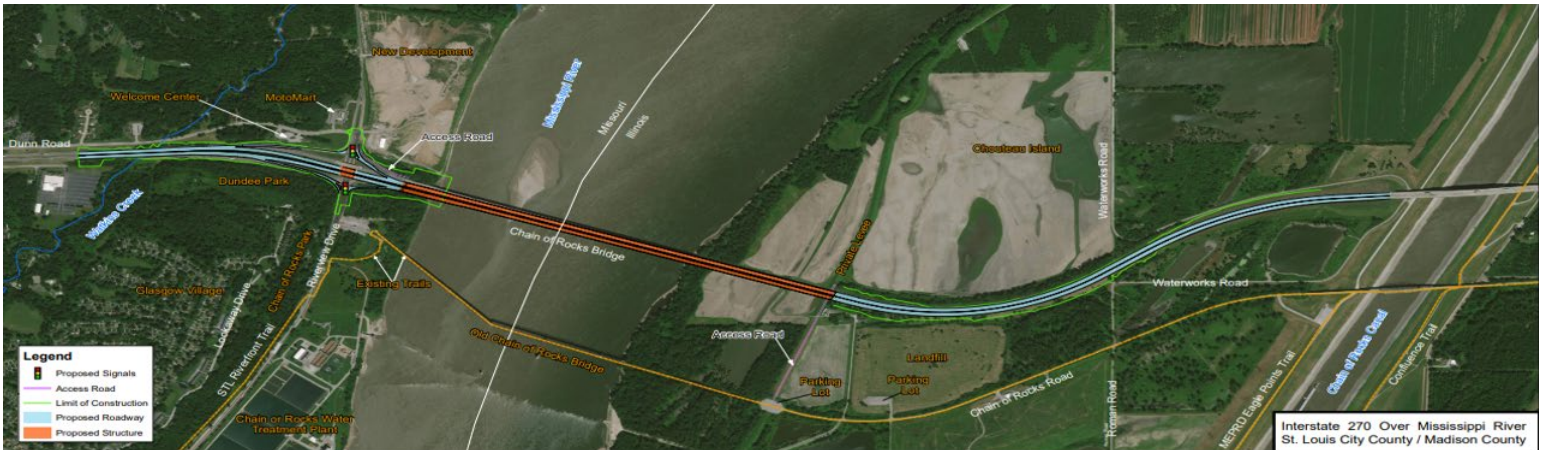
With bi-state regional leadership, both IDOT and MoDOT funded the $496 million Mississippi River Chain of Rocks Bridge Replacement (MO-IL) (FY 23-28 MYP). Construction began in early 2023. The mainline approaches

I-270 Improvements from I-70 (MO) to Illinois Rte. 157 (MO-IL)

Programmed for Construction, or in Concept Development

and new bridge will accommodate six lanes with 10-foot shoulder, and the project also will accommodate 6 lanes between the Mississippi River bridge and the Chain of Rocks Canal. The new bridge will consist of dual structures. The first bridge will be built immediately south of the existing bridge. IDOT is committed to doing its best to keep two lanes of traffic open in each direction on I-270. IDOT is the lead agency with MoDOT sharing in the bridge replacement and engineering costs.

Riverview Dr. and I-270 interchange modifications are expected to impact traffic. Motorists will need to expect ramp closures at the Riverview interchange during construction with signed detours provided. Given the close proximity of Riverview to the Chain of Rock Bridge, access to and from I-270 will be restricted throughout the approximately four-year-long construction program.



Project Description (C): I-270 Widening from the Chain of Rocks Canal to IL Rte. 157, I-270 Interchange Reconstruction at Illinois Rte. 111 and Reconstruction at Illinois Rte. 3 (IL): In Spring 2018, the Illinois Competitive Freight Program included $17 million for the I-270 interchange reconstruction at Illinois Rte. 111. IDOT is funding $2 million for construction engineering. This interchange provides direct access to one of the region's largest and fastest growing logistics parks that include Gateway Commerce Center, Lakeview Commerce Center and Gateway TradePort. (TIP 6886I-21) IDOT is preparing plans for a near future letting. It is anticipated that the construction project will include a full closure of IL 111 starting in the spring of a future fiscal year with project completion anticipated later that same year. Local stakeholders, including yourselves, will be kept aware of schedule updates and milestones as they become available.

The following IDOT projects are also funded:

- I-270 6-Lane Preliminary Engineering (IL) $3M Funded
- I-270 from Illinois Rte. 3 to East of St. Thomas Rd includes land acquisition & utility relocations (IL) $76.5M Funded
- Illinois Rte. 111 at Chain of Rocks Rd, includes construction engineering, land acquisition & utility relocations (IL) $19M Funded

2024 PRIORITY FREIGHT PROJECT
ST LOUIS REGIONAL FREIGHTWAY

I-270 Improvements from I-70 (MO) to Illinois Rte. 157 (MO-IL)

Programmed for Construction, or in Concept Development

In Spring 2020, IDOT submitted an Infrastructure for Rebuilding America (INFRA) Grant application for the $33 million Unclogging the Freight Bottleneck from the Mississippi River to east of Illinois Rte. 111 project. The Freight Development Committee helped generate letters of support from manufacturing and logistics companies from both Missouri and Illinois. This example of regional collaboration was further enhanced by MoDOT submitting a letter of support for this project.

- I-270 from James S. McDonnell Boulevard to Bellefontaine Rd (MoDOT): $278M – FUNDED; Construction underway
- I-270 Mississippi River Chain of Rocks Bridge Replacement (IDOT/MoDOT): $496M – FUNDED
- I-270 Interchange reconstruction at IL Rte 111 (IDOT): $19M – FUNDED
- I-270 from Illinois Rte 3 to east of St. Thomas Rd (IDOT) $76.5M – FUNDED
- I-270 from east of St. Thomas Rd to IL Rte 157 (IDOT) – PARTIALLY FUNDED; $3M ENGINEERING UNDERWAY
- I-270 corridor improvements from Rte. 367 (Bellefontaine Rd.) to west of Rte. H (Riverview Dr.) (MO) $42M (FY26) – FUNDED

2024 PRIORITY FREIGHT PROJECT
ST LOUIS REGIONAL FREIGHTWAY

I-70 Improvements from Wentzville to Stan Musial Veterans Memorial Bridge (MO) *Programmed for Construction, or in Concept Development*

Location: St. Charles County, St. Louis County, and City of St. Louis

Estimated Cost: $668.9 million

Owner: Missouri Department of Transportation (MoDOT)

Contact: Tom Blair, MoDOT District Engineer, (314) 453-1800

The St. Louis Regional Freightway conducted a regional needs analysis to identify network constraints. Projects were evaluated based on five primary criteria: safety and security in travel, efficiency impact, multimodal impact, economic impact, and project readiness. Based on the criteria, the following project addresses regional freight needs and is considered a ***highest priority*** *for the region.*

Project Need: The I-70 corridor is a transcontinental highway stretching from Pennsylvania to Utah. In the St. Louis region, I-70 is an important link for freight due to the proximity of major corporations, industrial areas, hospitals, universities, and St. Louis Lambert International Airport. A majority of the 47-mile corridor through the St. Louis region also experiences moderate to heavy congestion during peak hours. This project is included in the I-70 from Sioux Falls, South Dakota to St. Louis, Missouri, High-Volume Domestic Agriculture Highway corridor, one of 17 corridors recognized nationally by the U.S. Department of Agriculture. This corridor that includes the I-70 Improvements from Wentzville to the Stan Musial Veterans Memorial Bridge is one of the most important highways for investment to support the U.S. agriculture industry moving the largest volumes of agriculture freight.

The I-70/I-64 interchange and curve at the Norfolk Southern Railroad bridge in St. Charles County was identified as one of the greatest freight bottlenecks in the St. Louis region in the *East-West Gateway Regional Congestion Report (2016)*. Additionally, the 20-mile section west of the I-64 interchange, the segment from Wentzville to Warrenton, experienced an estimated user delay cost of $12.7 million in 2016. On a per-mile basis, this cost is more than three times greater than the user delay cost for the remainder of rural I-70 combined (more than 170 miles).

Project Location

Project Aerial

Project Status

Construction

Design

Planning Study

Concept Development

Project Funding

Approximately $193.9 million in funding has been identified for priority project areas. However, several priority projects remain unfunded.

2024 PRIORITY FREIGHT PROJECT
ST LOUIS REGIONAL FREIGHTWAY

I-70 Improvements from Wentzville to Stan Musial Veterans Memorial Bridge (MO) *Programmed for Construction, or in Concept Development*

Project Impact: The project will enhance east-west freight mobility by providing more capacity where it is needed most, reducing congestion and associated vehicle crashes. Several of the region's highest activity industrial parks are located along this stretch of I-70, including a 1.1 million square foot General Motors 3PL Facility in the Wentzville Logistics Center. The Freightway's most recent *Non-Interstate Truck Corridor Study* identifies several intersecting arterial corridors that rely on truck access to I-70 to serve six industrial zones and eight large industrial real estate sites. Overall, improvement recommendations from the recently completed *Envision I-70* planning study provide a broad framework and implementation strategies to meet the desired future mobility and accessibility needs of this critical regional transportation link. Based on this study, the project would address specific safety and congestion issues including interchange, bridge, geometric curve, and parallel road improvements.

Project Description: ***Improvements from Wentzville to Stan Musial Veterans Memorial Bridge:*** A Planning and Environmental Linkages study, *Envision I-70*, was completed for the I-70 corridor from the I-64 interchange in Wentzville, Missouri, to the Stan Musial Veterans Memorial Bridge. The study focused on developing a comprehensive multimodal vision that incorporates sustainable mobility, economic competitiveness, freight and port distribution needs, and the relationship between community character and transportation. Estimated cost for the total project is approximately $500 million.

The Freight Development Committee identified the following segments as the highest priorities:

- I-70 Wentzville Parkway to Warren County (Will not extend project limits, Tier 3*) (Not Funded, $27.94M)
  Capacity to be added

- I-70 Bottleneck Improvements from Wentzville Parkway to Rte. Z (Funded, $39M)
  The highway segment is ranked the #1 bottleneck location in the St. Louis region by the East-West Gateway Council of Governments (2016). The project rebuilds I-70 between Rte. Z and Wentzville Parkway, including improvements to the s-curve at the Norfolk Southern Railroad bridge. Construction is expected to begin in the fall of 2023.

- I-70/I-64 Interchange Improvements (Partially Funded $120M)
  Improvements to the I-70/I-64 interchange are in the preliminary engineering phase.

"The I-70 reconstruction and expansion between St. Louis and Kansas City is a game changer. The St. Louis region is a distribution metro, and distribution relies on trucks and those trucks rely on the smooth, safe movement of freight. Chicago is a big competitor and is fed by two major east-west interstates, I-80 and I-90. If we are going to remain relevant and competitive, we have to have good connections on I-70. It is our major east-west corridor. That project is crucial to the region and will be a big part of our future successes."

—David Branding, Managing Director for the St. Louis office of Jones Lang LaSalle (JLL)

2024 PRIORITY FREIGHT PROJECT
ST LOUIS REGIONAL FREIGHTWAY

I-70 Improvements from Wentzville to Stan Musial Veterans Memorial Bridge (MO) *Programmed for Construction, or in Concept Development*

- I-70 Interchange, Outer Rd. and Mainline Improvements from Bryan Rd. to Zumbehl Rd. (NOT FUNDED $74M)
  To address more than 260 hours of annual traffic queuing, the project will provide additional improvements from Mid Rivers Mall Drive to Bryan Rd.

- I-70 Improvements from Fairgrounds Rd. to Cave Springs Rd. (FUNDED $62M)
  The six-mile corridor, bridge improvement project is jointly funded by MoDOT and St. Charles County (TIP 6806E-18) through a cost share agreement. Construction began 2022.

- I-70 Improvements from the Missouri River to North Hanley Rd. (Tier 1 and 2*) (NOT FUNDED $178M)
  The project includes interchange improvements, roadway realignment, bridge replacements, and improves both interstate and MetroLink access to St. Louis Lambert International Airport. The project is included in the Missouri High Priority Unfunded Needs List 2021 (with Tier 1* including $22.6 million and Tier 2* including $156 million).

- I-70 St. Louis City Limit to Benton St. (Tier 2*) (NOT FUNDED $168M)
  Interchange reconfiguration and safety enhancements

- New Partnership between Kansas City and the St. Louis region
  Highlights the importance of reconstructing and adding capacity to Missouri's statewide I-70 corridor (MO Statewide Unfunded Needs*)

* Tier level of MoDOT's high priority unfunded transportation needs

2024 PRIORITY FREIGHT PROJECT
ST LOUIS REGIONAL FREIGHTWAY

Illinois Rte. 3 Connector (IL)
Advanced to Construction

Location: East St. Louis, Madison, and Fairmont City in St. Clair and Madison Counties, Illinois

Estimated Cost: $81.5M

Owner: Illinois Department of Transportation (IDOT)

Contact: Kirk Brown, IDOT Region 5 Engineer, (618) 346-3110

The St. Louis Regional Freightway conducted a regional needs analysis to identify network constraints. Projects were evaluated based on five primary criteria: safety and security in travel, efficiency impact, multimodal impact, economic impact and product readiness. Based on the criteria, the following project addresses regional freight needs and is considered a high priority for the region.

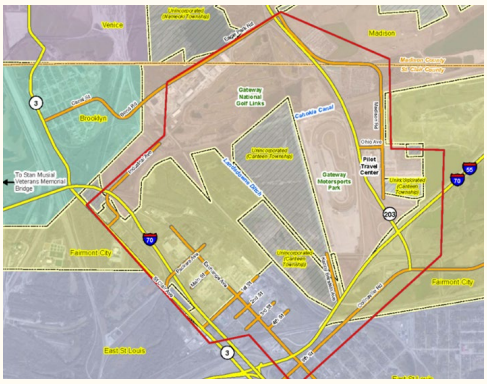
Project Need: The Illinois Department of Transportation (IDOT), in cooperation with the Federal Highway Administration (FHWA), studied the transportation needs between Illinois Rte. 3 and Illinois Rte. 203 and identified several changes that will improve mobility and connectivity. The project area encompasses a 1,950-acre area bounded roughly by Industrial Ave. and Eagle Park Rd. on the north, Ninth St./Collinsville Rd. on the south, part of Madison Rd. on the east, and Illinois Rte. 3, known locally as St. Clair Ave., on the west. Illinois Rte. 3 is the backbone of a 60-mile corridor spanning from north of Alton to Columbia, Illinois, supporting the manufacturing and logistics industries in southwestern Illinois.

Project Description: The project aims to improve traffic flow and network connectivity by improving accessibility within the project area and between arterial routes, eliminating the reliance on circuitous local roads and short trips on the Interstate System, and improving travel time consistency.

Project Impact: Aside from improving traffic flow and connectivity, improving connections within the project limits to residential, industrial and business centers and to the greater St. Louis metropolitan area may enhance economic development opportunities for existing and new businesses, as well as improve safety. The project

Project Location

Project Aerial



Project Status

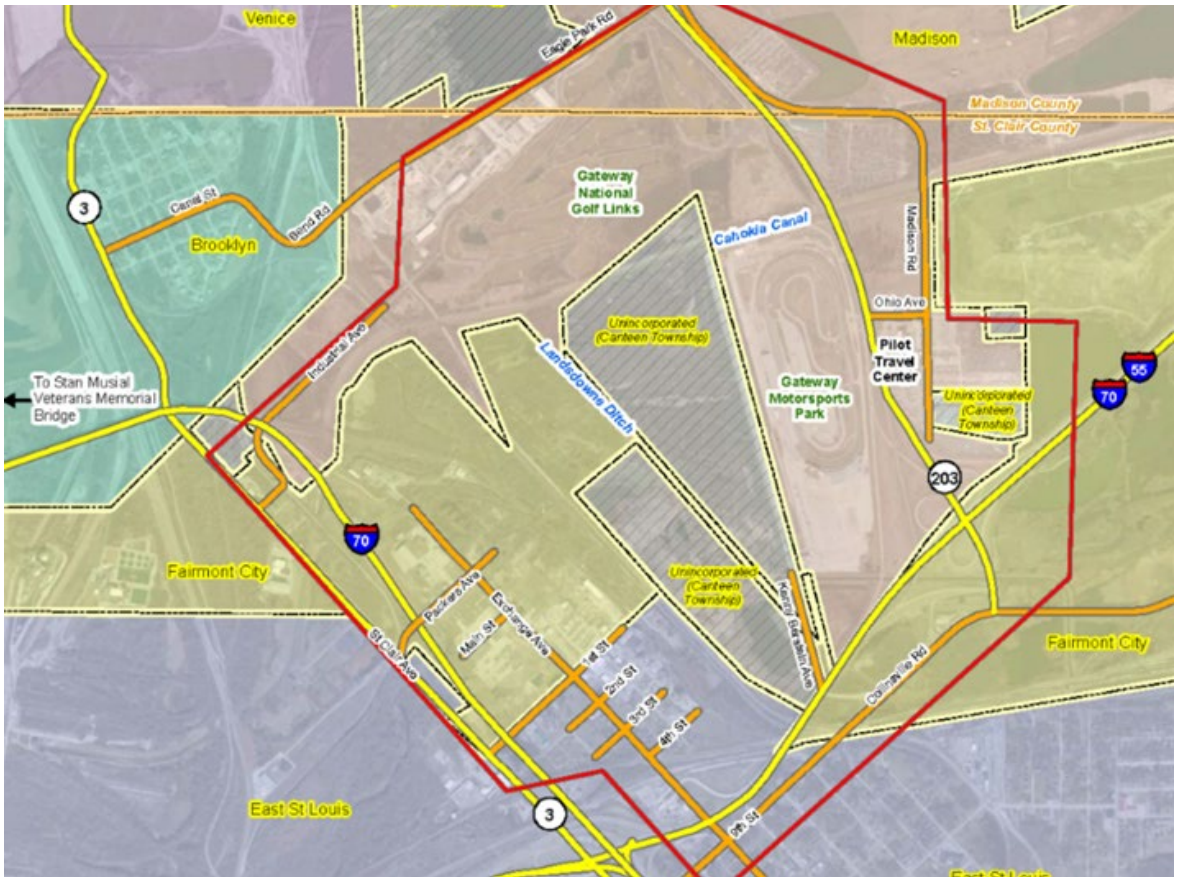
- Construction
- Design
- Planning Study
- Concept Development

Project Funding

The $81.5 million dollar project is funded.

Illinois Rte. 3 Connector (IL)

Advanced to Construction



positively impacts a corridor that is economically impactful and successful, features an accessible workforce with a skill concentration in manufacturing and distribution that far exceeds national averages and is optimized for manufacturing and logistics.

Significant employers within the manufacturing, warehouse and logistics industries are located in close proximity of this project, including Beelman River Terminal, Feed Products & Service Co, Americold, Bunge-SCF Grain, Midwest Systems, Bailey International and Quality Carriers Inc. Terminal.

Terminal Railroad Association of St. Louis (TRRA) operates the Madison yard intermodal (rail-to-road) facility northeast of this project. The CSX East St. Louis Intermodal Terminal in Fairmont City and Washington Park is also in close proximity. This project will benefit both rail yards by helping to increase freight reliability and efficiency benefitting Illinois Rte. 3 and Illinois Rte. 203.

The St. Louis Regional Freightway's most recent *Non-Interstate Truck Corridor Study* identified Illinois Rte. 203 between Interstate 55 and Illinois Rte. 162 as an Intra-Regional Connector. Intra-Regional Connectors are non-interstate segments of the St. Louis Region's roadway network that have existing multi-axle traffic providing access for freight and deliveries, primarily through truck traffic or for local deliveries that are not considered freight generators. Intra-Regional Connectors offer system redundancies providing alternate routes to freight movement inbound and outbound from the interstate system. The proposed Illinois Rte. 3 Connector will benefit freight movement to this truck corridor that provides access for freight and deliveries and/or linkages.

2024 PRIORITY FREIGHT PROJECT
ST LOUIS REGIONAL FREIGHTWAY

Union Pacific Railroad Lenox Tower Replacement (IL)
Advanced to Construction

Project Location

Project Aerial

Project Status

- Construction
- Design
- Planning Study
- Concept Development

Project Funding

In addition to a 2019 CRISI Grant for $5.1 million, the project received more than $5 million in additional funds for track signal and switch improvements. Aside from FRA, the funding included contributions of $1.3 million from IDOT, $2 million from Union Pacific Railroad, $1 million from Amtrak, $440,000 from BNSF Railway and $300,000 from Kansas City Southern Railway. This project was completed fall of 2022.

Location: Mitchell, Illinois

Estimated Cost: $10.1 million

Owner: Union Pacific Railroad (UPPR)

Contact: John Jerome, Director of Construction, (314) 331-0663

The St. Louis Regional Freightway conducted a regional needs analysis to identify network constraints. Projects were evaluated based on five primary criteria: safety and security in travel, efficiency impact, multimodal impact, economic impact, and project readiness. Based on the criteria, the following project addresses regional freight needs and is considered a ***high priority*** *for the region.*

Project Need: Built in 1924, the existing Lenox Tower at the junction of Union Pacific rail corridors in Mitchell, Illinois, controlled a major railroad junction where five of the region's railroads operate services: Union Pacific, BNSF Railway, Kansas City Southern, Norfolk Southern, and Alton & Southern. An average of 66 trains pass through the interlocking junction daily. The junction included a complex system of signals and switches controlling freight and passenger rail routing. The existing tower and its associated switching equipment were obsolete and unable to accommodate the growth in rail traffic.

Project Description: Realigning the trackage through the Lenox Tower interlocking increased freight train speed limits from the 10-30 mph range to the 40-60 mph range through the junction. Passenger train speeds also increased from the 40-60 mph range to nearly 80 mph. Increased velocity reduced the existing bottleneck and increased the capacity and efficiency of the St. Louis region's rail network. In 2018, dispatching control was automated and incorporated into Union Pacific centralized dispatching in Omaha, Nebraska. This coordination optimizes local rail traffic and allows the railroads to increase velocity through the St. Louis terminal, which creates a competitive advantage with other rail interchange locations, such as Chicago. In 2019, the project received approximately $5.1 million in CRISI funding to reconfigure the Lenox Interlocking. Remaining costs were funded through a partnership with the railroads, Amtrak, and IDOT.

In 2021, the project received an additional $5 million for track, signal and switch improvements where four rail lines intersect at one of the most congested areas in the state of Illinois. This project was completed fall of 2022. The project untangled a complex system of tracks, signals

Union Pacific Railroad Lenox Tower Replacement (IL)

Advanced to Construction

and switches where four lines intersect at one of the most congested areas in the state near Mitchell, streamlining railroad operations in the region.

Project Impact: This modernization project reduced freight train delays by 43 hours a week for combined freight, or more than 10 hours per day. The increase in velocity reduced delays at highway-rail grade crossings due to passing trains, thereby decreasing traffic delays for nearby communities and reducing emissions from idling vehicles. The project also consolidated six operator positions, eliminated tower facility expenses, and lowered track maintenance. Overall, the project enabled freight, including four Class I rail carriers, and passenger trains to travel through the region more safely and efficiently while allowing rail traffic to be better integrated into system-wide patterns.

> "Velocity, the ability to move equipment efficiently on a railroad is vitally important. Time is money. The more efficient a railroad can be because of infrastructure, the higher the velocity they can have, and the more efficient and cost competitive they can be."
>
> *—Rick Ortyl, Vice President, Metro East Industries*

Photo by TRAINS

Right (Top): The Lenox Tower's interior housed the operator's office and the interlocking equipment, which consisted of the interlocking machine and track model board. The Lenox Tower was one of the last three manually operated interlocking plants in the St. Louis Area in Illinois.

Right (Bottom): The 80-lever G pistol-grip electric interlocking machine was housed in a large wooden console. A track model board above the console showed the 80 switch locations on each of the railroad tracks.

Left (Bottom): An average of 66 trains pass through the Lenox Tower interlock, which is located at the intersection of four railroads: Union Pacific, Kansas City Southern, Norfolk Southern, and Alton & Southern. Movements were restricted by diverging turnouts and a specialty track switch known as a single slip switch.

2024 PRIORITY FREIGHT PROJECT
ST LOUIS REGIONAL FREIGHTWAY

St. Louis Lambert International Airport North Cargo Improvements (MO)
Partially Programmed for Construction

Location: St. Louis County, Missouri

Estimated Cost: $17.5 million

Owner: St. Louis Lambert International Airport

Contact: Jerry Beckmann, Airport Deputy Director, (314) 551-5034

The St. Louis Regional Freightway conducted a regional needs analysis to identify network constraints. Projects were evaluated based on five primary criteria: safety and security in travel, efficiency impact, multimodal impact, economic impact, and project readiness. Based on the criteria, the following project addresses regional freight needs and is considered a ***high priority*** *for the region.*

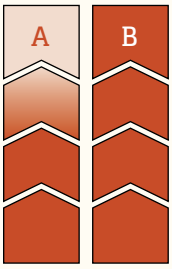
Project Need: St. Louis Lambert International Airport (STL) in St. Louis County is the largest and most utilized airport in Missouri. Positioned within Foreign Trade Zone 102, it is an attractive destination for logistics businesses due to its multimodal transportation infrastructure combined with available and accessible land for business growth. Current air cargo facilities are conveniently located on both sides of the primary parallel runways and are designed to expedite the flow of freight and handle both current and next-generation air cargo aircraft.

Project Impact: St. Louis Lambert International Airport is moving forward with an international air cargo facility, which includes construction of a new terminal with ramp for freighter aircraft. The airport is also pursuing several infrastructure projects to improve service delivery for air cargo facilities including FedEx, UPS, and Forward Air. The airport continues to attract new businesses to increase its revenue base and utilize 1,000 acres of land for industrial development. These efforts include opening a Livestock Export and Inspection Facility in 2020 to provide on-site service to livestock exporters. In addition to the airport, several industrial areas are located nearby including Aviator Business Park, Hazelwood Logistics Center, and Park 370 Business Center.

Project Location

Project Aerial

Project Status



Construction

Design

Planning Study

Concept Development

Project Funding

(A) St. Louis County has tentatively programmed $1.13 million for design in 2025, but construction is currently unfunded. Design will not commence until construction funding is secured.

(B) Construction was completed in 2017.

St. Louis Lambert International Airport North Cargo Improvements (MO)

Partially Programmed for Construction

St. Louis Lambert International Airport recorded 52 straight months of passenger growth through December 2019. STL served 15.9 million passengers, an increase of 1.6% from 2018.

Cargo activity in 2019 grew to 158,600,000 lbs., which represented an increase of 6.7%, and through August of 2020 STL has enjoyed a 13.3% growth in cargo tonnage.

The following projects further these goals to provide safe, efficient, and multimodal access near the St. Louis Lambert International Airport and industrial areas along with potential economic benefits for the region.

"The addition of new daily cargo activity is extremely encouraging and we (saw) even greater results through the end of 2019 because Amazon boosted activity in two daily flights at STL in September. Increasing cargo activity and revenue has been a strategic focus of the Airport for the last several years."

"STL is seeking to become an effective and preferred animal embarkation point in the Midwest and this cargo flight (second shipment of livestock) moves us one step forward. Seven years ago, this effort was initiated by STL, along with our air cargo consultant and the Midwest Cargo Hub Commission. Today, that work is seeing results." February 11, 2021

—Rhonda Hamm-Niebruegge, Director
St. Louis Lambert International Airport

Project Description (A): ***Banshee Rd. Reconstruction:*** This project includes rebuilding Banshee Rd. from J.S. McDonnell Boulevard to Lindbergh Boulevard, including a structure over Coldwater Creek, in order to accommodate heavy commercial truck traffic. The three-lane roadway currently has issues with drainage and roadway geometry that make it unconducive to major freight flows. The project would support the Northern Tract air cargo center. The importance of the Banshee Rd. corridor as a key non-interstate Emerging Connector is also described in the Freightway's most recent *Non-Interstate Truck Corridor Study.* Estimated cost is approximately $11.4 million. Construction for this project is currently unfunded. Design funds have been tentatively programmed in 2025, but design funds will not be expended until construction funding has been secured.

Project Description (B): ***Taxiway Victor Connector to Cargo Ramp:*** This project included construction of a full-strength concrete taxiway capable of supporting the largest jets. It provides common-use access to Trans States Airlines and Airport Terminal Services ramps. MoDOT partnered with St. Louis Lambert International Airport to finance the Taxiway Victor Connector project and issued a grant to fund construction. Construction of the $6.1 million project was completed in 2017.

COMPLETED

2024 PRIORITY FREIGHT PROJECT
ST LOUIS REGIONAL FREIGHTWAY

America's Central Port Intermodal Improvements (IL)
Partially Programmed for Construction

Location: Granite City, Illinois

Estimated Cost: $371.2 million

Owner: America's Central Port

Contact: Bill Stahlman, Director of Engineering, (618) 452-8450

The St. Louis Regional Freightway conducted a regional needs analysis to identify network constraints. Projects were evaluated based on five primary criteria: safety and security in travel, efficiency impact, multimodal impact, economic impact, and project readiness. Based on the criteria, the following project addresses regional freight needs and is considered a ***high priority*** *for the region.*

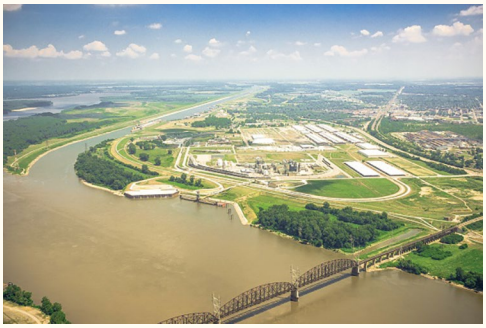
Project Need: America's Central Port (ACP) in Granite City, Illinois, is at the center of the multimodal freight transportation system in the United States with direct access to three major modes of transportation: river, rail, and road. The Port offers more than 2 million square feet of rail-served warehouse space located in secured industrial park settings within Foreign Trade Zone 31.

Project Impact: The Port opened the new Madison Harbor in 2016. The new harbor offers the northern-most lock-free and ice-free access to the Gulf of Mexico on the Mississippi River. It also offers additional opportunities for the container-on-barge industry. America's Central Port is seeking several improvements to enhance the new expansion.

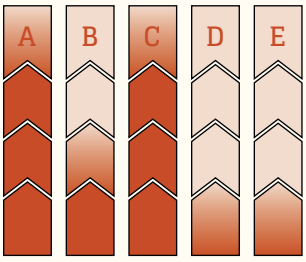
These improvements support recent alliances with the Port of New Orleans and the Port of Plaquemines, both located in Louisiana along the Gulf of Mexico, to promote international and inland trade routes along the Mississippi River. ACP is part of America's Agriculture Coast or "Ag Coast" that supports a 15-mile section of the Mississippi River with the highest level of barge handling capacity for agricultural products anywhere along the river. The St. Louis region's port system was ranked as the most efficient inland port district in terms of tons moved per river mile during 2020, the most recent year for which data is available. The St. Louis region's port system plays a critical role in the nation's global supply chain.

Project Location

Project Aerial



Project Status



Construction

Design

Planning Study

Concept Development

Project Funding

(C) Construction is funded with $1.59M in funding assistance from the IDOT Competitive Freight Program (TIP 6894A-19). Construction is under way.

(E) The project is funded through a USDOT MARAD Port Infrastructure Development grant for $4.5M, and $3.1M secured for dock construction in March 2023 through IDOT's Competitive Freight Program.

America's Central Port Intermodal Improvements (IL)

Partially Programmed for Construction

Project Description (A): ***Granite City Harbor Lead Track Revitalization:*** This project includes upgrades to the rail track that serves the Granite City Harbor and its four main terminals, including U.S. Steel, with track capable of handling 286,000-pound rail cars delivered by unit trains. The track will be replaced with 115RE rail sections, new cross ties, and improved drainage. Approximately 9,800 feet of track, three at-grade crossings, and 14 turnouts will be upgraded. The project will allow tenants to operate more efficiently, reduce costs, and better compete in the global market. Estimated cost is approximately $8 million. Through various means, this project has been funded and construction has been completed for many of the main portions of this track.

Project Description (B): ***Red Dock Rail Expansion:*** This project consists of adding additional rail track to the Red Dock within the Granite City Harbor. This track would allow for additional capacity of handling 286,000-pound rail cars delivered by unit trains. A total of approximately 3,000 feet of track, five turnouts, and expansion of the track foundation grading would be constructed in this project. This will allow the Red Dock terminal to operate more efficiently, reduce costs, and better compete in the global marketplace. In addition, this expansion project opens up the Granite City Harbor for further rail infrastructure reconfiguration upgrades at other terminals. Estimated cost is approximately $3.2 million.

Project Description (C): ***New Port Entrance at Illinois Rte. 3:*** This project includes construction of a new right-in, right-out entrance to the Port industrial park and other associated roadway upgrades. The connection will provide for the safe movement and flow of traffic between Rte. 3 and the interior routes of E St. and 1st St. Approximately 3,900 feet of new concrete roadway will realign traveling vehicles along 1st Street away from the warehouse loading docks to enhance access, improve safety, and expand traffic volume capacity into the industrial campus of the Port. Estimated cost is approximately $2.0 million. Construction is funded with $1.59 million in funding assistance from the IDOT Competitive Freight Program. Construction is underway.

"St. Louis regional ports were ranked by the U.S. Army Corps of Engineers as the most efficient inland port district in terms of tons moved per river mile in 2015. The St. Louis region is two and a half times more efficient on its river usage than its closest competitors. The numbers reinforce the St. Louis region's critical role in the nation's freight network and further solidifies its position as the Ag Coast of America."

—American Journal of Transportation, 2017

Project Description (D): ***Rail Center (Phase I):*** This project will create a collective rail center for the movement and repositioning of intermodal containers. The region is perfectly positioned to take advantage of rail movement in the country and to address the nation's supply chain issues. The construction of the rail center will allow for the effective and efficient movement of twenty- and forty-foot sea containers, with a focus on getting them to their destination more quickly. The project consists of land acquisition, grading and initial rail construction at an estimated cost of $350 million.

Project Description (E): ***Granite City Harbor Improvements (former US Steel Dock):*** This project will extend the existing sheet pile wall, create a new and larger working surface, allow for the movement of dry bulk products, extend the rail line and improve truck access to an area that today is limited by an obsolete rail trestle. The project is expected to significantly increase dry bulk operations and allow for the barge to rail, or barge to truck transfer of certain commodities. The total project cost is $8 million and is fully funded.

2024 PRIORITY FREIGHT PROJECT
ST LOUIS REGIONAL FREIGHTWAY

MidAmerica St. Louis Airport Distribution Improvements (IL)
Concept Development or Planning

Location: Mascoutah, Illinois

Estimated Cost: $45 million

Owner: MidAmerica St. Louis Airport

Contact: Bryan Johnson, Airport Director, (618) 266-5240

The St. Louis Regional Freightway conducted a regional needs analysis to identify network constraints. Projects were evaluated based on five primary criteria: safety and security in travel, efficiency impact, multimodal impact, economic impact, and project readiness. Based on the criteria, the following project addresses regional freight needs and is considered a ***high priority*** *for the region.*

MidAmerica St. Louis Airport (BLV) is a commercial/cargo and passenger airport co-located with Scott Air Force Base in Mascoutah, Illinois. MidAmerica offers air cargo facility development of more than 2,500 acres within Foreign Trade Zone 31 and an Enterprise Zone, making it an ideal location for modern freight needs with an emphasis on e-commerce businesses. Located along I-64 with on-site customs services and easy airplane-to-truck processes, the airport makes air cargo transfer highly efficient by reducing time on the ground and cost of operations. The airport serves major tenants including Boeing and North Bay Produce. To better accommodate these operations and attain manufacturing and distribution businesses, the land surrounding the airport requires improved access to the freight network.

Project Description: This project includes building an approximately two-mile rail spur from the Norfolk Southern mainline at the southern edge of the airport, enabling freight rail access for businesses on the eastern side of the airport.

Project Impact: The improvements would provide MidAmerica St. Louis Airport and surrounding businesses easy access to the rail network, giving this cluster of existing businesses and available sites access to three of the four primary modes of freight transportation.

From 2015 to 2018, MidAmerica St. Louis Airport increased its total passengers served by more than 60%. The total number of passengers served increased again in 2019 to nearly 330,000. In Summer 2019, the State of Illinois announced $96 million for the 5-mile MetroLink commuter extension from Shiloh-Scott MetroLink to MidAmerica St. Louis Airport. In addition to airport passengers, potential users could include airport employees, Boeing manufacturing facility, and North Bay's produce warehouse.

Project Location

Project Aerial

Project Status

- Construction
- Design
- Planning Study
- Concept Development

Project Funding

This project is currently unfunded. No funding sources or partnerships have been identified.

2024 PRIORITY FREIGHT PROJECT
ST LOUIS REGIONAL FREIGHTWAY

J.S. McDonnell Connector Access Improvements (MO)
Advanced to Construction

Location: Berkeley, Missouri

Estimated Cost: $2.4 million

Owner: St. Louis County Department of Transportation

Contact: Stephanie Leon Streeter, Director, (314) 615-8501

The St. Louis Regional Freightway conducted a regional needs analysis to identify network constraints. Projects were evaluated based on five primary criteria: safety and security in travel, efficiency impact, multimodal impact, economic impact, and project readiness. Based on the criteria, the following project addresses regional freight needs and is considered a ***high priority*** *for the region.*

Project Need: One of the St. Louis region's greatest assets is the extensive manufacturing base, particularly in defense and aerospace-related businesses. These facilities were served by a deteriorated roadway that forms part of a route between J.S. McDonnell Boulevard and Hanley Rd., and forced manufacturers in the vicinity to use the I-170 on-ramp at Frost Ave. and the I-170 off-ramp at Airport Rd. to make this connection. This location supports portions of Boeing's aircraft manufacturing operations — the largest regional manufacturer with more than 13,000 area employees.

Project Description: This project involved the reconstruction of a deteriorated roadway, Eva Ave., between Frost Ave. and McDonnell Boulevard. The reconstruction improved truck access between J.S. McDonnell Boulevard and Hanley Rd., two important arterial corridors described in the Freightway's *Non-Interstate Truck Corridor Study (2021),* and eliminated the practice of using the I-170 ramp at Frost Ave. and the I-170 off-ramp at Airport Rd. to make this connection. In addition to roadway reconstruction, the deteriorated Norfolk Southern railroad crossing at Frost Ave. was replaced by the railroad. These improvements enhanced access for multiple manufacturers in the vicinity. Construction was completed in 2020.

Project Impact: The project supports existing and new facilities by linking to the freight network. This provides additional flexibility for freight flows within the manufacturing cluster north of St. Louis Lambert International Airport.

Project Location

Project Aerial

Project Status

- Construction
- Design
- Planning Study
- Concept Development

Project Funding

Construction was completed in 2020.

2024 PRIORITY FREIGHT PROJECT
ST LOUIS REGIONAL FREIGHTWAY

I-64 Improvements from Green Mount Rd. to Illinois Rte. 158 (Air Mobility Dr.) (IL) *Advanced to Construction*

Location: O'Fallon, Illinois

Estimated Cost: $36 million

Owner: Illinois Department of Transportation (IDOT)

Contact: Kirk Brown, IDOT Region 5 Engineer, (618) 346-3110

The St. Louis Regional Freightway conducted a regional needs analysis to identify network constraints. Projects were evaluated based on five primary criteria: safety and security in travel, efficiency impact, multimodal impact, economic impact, and project readiness. Based on the criteria, the following project addresses regional freight needs and is considered a ***high priority*** *for the region.*

Project Need: The I-64 corridor is an important link between businesses and industrial areas near downtown St. Louis and the MidAmerica St. Louis Airport (BLV), a commercial/cargo and passenger airport approximately 20 miles to the east of downtown St. Louis. The I-64 corridor is generally a minimum of six lanes from downtown St. Louis until the interchange with Green Mount Rd. in Illinois, which is located just west of the MidAmerica St. Louis Airport. For the remaining three-mile corridor to the airport, I-64 is only a four-lane highway.

Project Description: This project will widen I-64 to six lanes from Green Mount Rd. to west of Rte. 158 (Air Mobility Dr.). Other safety and capacity improvements at the Green Mount Rd. interchange will be incorporated into the project as needed.

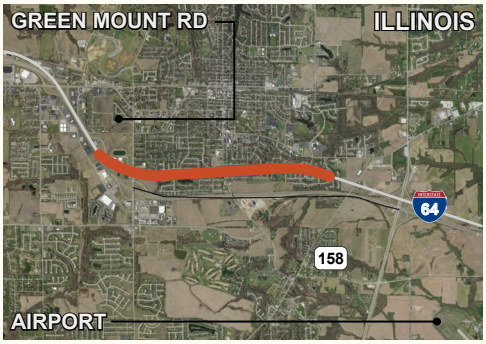
Project Impact: The interstate widening will increase capacity and access to MidAmerica St. Louis Airport and surrounding developments. The airport offers air cargo facility development of more than 2,500 acres within Foreign Trade Zone 31 and an Enterprise Zone, making it an ideal location for modern freight needs with an emphasis on e-commerce businesses.

"From a truck perspective, we have a large number of interstates that converge in the St. Louis area, which is a major competitive advantage as it gives us a good outlet for trucks going [to] major cities that are within a half-day drive."

—Ryan Krull, Commercial Manager
Watco Terminal & Port Services

Project Location

Project Aerial



Project Status

- Construction
- Design
- Planning Study
- Concept Development

Project Funding

This project is funded and included in IDOT's FY 2023-2028 Proposed Highway Improvement Program.

2024 PRIORITY FREIGHT PROJECT
ST LOUIS REGIONAL FREIGHTWAY

Kaskaskia Regional Port District Improvements (IL)
Partially Programmed for Construction

Location: New Athens, Illinois; Red Bud, Illinois

Estimated Cost: $29 million

Owner: Kaskaskia Regional Port District

Contact: Ed Weilbacher, General Manager, (618) 282-3807

The St. Louis Regional Freightway conducted a regional needs analysis to identify network constraints. Projects were evaluated based on five primary criteria: safety and security in travel, efficiency impact, multimodal impact, economic impact, and project readiness. Based on the criteria, the following project addresses regional freight needs and is considered a ***high priority*** *for the region.*

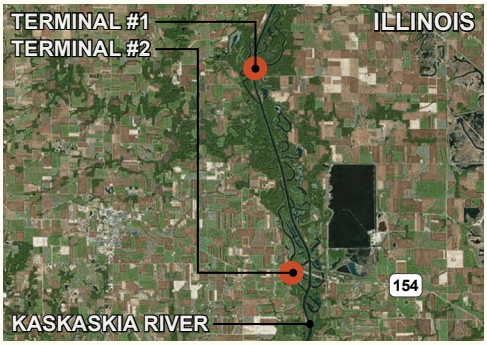
Project Need: Kaskaskia Regional Port District (KRPD) is the fifteenth largest inland port district in the country. The Port owns several facilities and partners with operators who lease, develop, and operate within the facilities. In addition to existing terminals, the Port is developing the new Fayetteville Port, which will serve as the closest river terminal to Scott Air Force Base and provide an additional 128 acres for development. Two other ports (KRPD #1 and KRPD #2) are also slated for upgrades and expansion to handle new commodities.

Project Impact: The projects provide improvements to meet existing customer needs and attract new industrial opportunities. The projects would enhance economic development opportunities on the Kaskaskia River, the fastest growing tributary in the inland waterway system. Tonnage on the Kaskaskia River is expected to double by 2024.

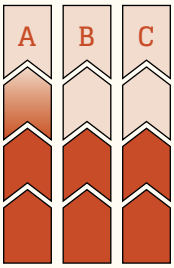
Project Description (A) ***Add Second Rail Loop Track and Upgrades to Lead Rail Track and Railyard*** at Port Terminal #1 (New Athens): Port Terminal #1 (River Mile 24.5) was constructed in the late 1970s to handle outbound coal. Over the years, more than 50 million tons of coal have been shipped through the facility. In the 1990s, the coal mines closed and this outbound terminal was out of service. Since then, a new inbound conveyor was installed to supply scrubber stone to the Prairie State Power Plant. Recently, other business prospects indicated interest in shipping outbound products through the facility, which would require structural upgrades, new conveyor belts, electrical upgrades, and other improvements.

Project Location

Project Aerial



Project Status



Construction

Design

Planning Study

Concept Development

Project Funding

(A) KRPD secured $10M in funding for a second rail loop for KRPD#1 from IDOT and the Illinois Economic Development Administration, and an additional $8M from MARAD for the other upgrades.

(B) Received an additional $4,323,800 in March 2023 through IDOT's Competitive Freight Program for congestion reduction and safety engineering and construction.

Kaskaskia Regional Port District Improvements (IL)

Partially Programmed for Construction

The Kaskaskia Port District completed an $85,000 planning study for Terminal #1 to review the outbound movement and is currently evaluating more specific outbound needs to accommodate new business prospects. Anticipated improvements include reconfiguring the loop track to accommodate two movements at the same time. A new outbound conveyor, second interior loop track, and track location is also needed, along with a second dump pit. New cargo will include gypsum and fly ash. New by-products from Prairie State Campus to the Kaskaskia River are also generating tonnage. In all, an additional 2 million in tonnage will move through the port by 2024, up from 1.8 million tons today. $20 million in funding has been secured for this two-phase project, which also has a $2 million local match. That funding includes $10 million from the Illinois Department of Transportation (IDOT) for the Loop Track project, for which engineering is now underway with construction expected to be completed by fall/winter of 2023. An $8 million Maritime Administrative Grant is supporting the upgrades to the Lead Rail Track and Railyard. Engineering for that phase of the project is expected to begin in fall 2023, with construction completion targeted for late 2024. The port also received an additional $2 million from a special appropriation from the State of Illinois.

Project Description (B) ***Second Entrance, Third Dock and Other Improvements at Port Terminal #2 (Baldwin):*** This project includes access expansion at Port Terminal #2 (River Mile 18.0) to accommodate a high volume of trucks entering and leaving the site each day. A second entrance and expansion at both Gateway FS and The Material Works would reduce congestion and facilitate additional truck movement through the terminal. Estimated cost is approximately $535,000. The Port has completed a $120,000 Master Plan that outlines capital improvements, including a third dock, needed to strategically expand the port. $2.7 million has been secured from IDOT for a conveyer upgrade and expansion of the fertilizer plant at KRPD #2. Engineering is underway with completion of the project expected summer 2023. An existing tenant also is expanding and needs a laydown yard at the port. KRPD is seeking $1 million in additional funding to support the project, which is expected to add 50 more jobs at the site, where 250,000 additional tons of coiled steel will be processed. KRPD received $4.32 mil from IDOT's Competitive Freight Program spring of 2023 to add a double track under the overhead crane and install a retaining wall to reduce congestion at the dock..

Kaskaskia Regional Port District Improvements (IL)

Partially Programmed for Construction

Project Description (C) ***Port Development at Fayetteville Terminal:*** This project includes improvements associated with Phase One of the Fayetteville Terminal Master Plan, which consists of access road construction from Illinois Route 15. The Fayetteville Terminal (River Mile 36) is the northernmost-possible facility on the Kaskaskia River. The Fayetteville Terminal will be a major asset for the Port District as it will increase shipping tonnage. In addition, the Fayetteville Terminal is strategically located near many businesses in the region and will benefit area industry and agribusiness. The terminal also has the opportunity to provide primary and redundant shipping options for Scott Air Force Base (SAFB). Estimated cost for Phase 1 improvements is still to be determined. KRPD also is working on securing funding for a $300,000 feasibility study to explore construction of a jet fuel pipeline from the Fayetteville Terminal to SAFB and MidAmerica St. Louis Airport. Pending the 50% federal funding match needed, the study could get underway by fall 2023.

2024 PRIORITY FREIGHT PROJECT
ST LOUIS REGIONAL FREIGHTWAY

North Riverfront Commerce Corridor Improvements (MO)
Partially Programmed for Construction

Location: St. Louis, Missouri

Estimated Cost: $34 million

Owner: City of St. Louis, Missouri

Contact: Rob Orr, Deputy Executive Director, (314) 657-3738
Tom Blair, St. Louis District Engineer, MoDOT (314) 453-1800

The St. Louis Regional Freightway conducted a regional needs analysis to identify network constraints. Projects were evaluated based on five primary criteria: safety and security in travel, efficiency impact, multimodal impact, economic impact, and project readiness. Based on the criteria, the following project addresses regional freight needs and is considered a ***highest priority*** *for the region.*

Project Need: The North Riverfront Commerce Corridor is a 3,000 acre multimodal logistics and business district located in the north end of downtown St. Louis. With access to highways, rail, and barge shipping, the area is home to dozens of major manufacturers and warehouses. The location also includes the BNSF Railway North St. Louis Yard, Norfolk Southern Luther Yard, Terminal Railroad Association Bremen Yard, and the Municipal River Terminal. Manufacturers and logistics companies within the corridor are part of a global supply chain and require access to markets on both sides of the Mississippi River, across the United States, and internationally. In addition, several existing and new shippers are in the process of expanding, resulting in a significant increase in the quantity and diversity of goods shipped throughout the region. Major industrial real estate in the area includes North Riverfront Business Park, Hall St. corridor, and the North Broadway Distribution area.

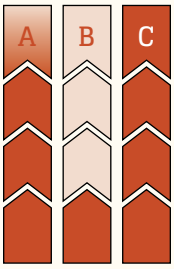
Project Impact: Despite these regional benefits, the North Riverfront Commerce Corridor suffers from mobility and circulation issues. The following projects were identified in the *North Riverfront Commerce Corridor Land Use Plan* as a high priority. The projects will improve supply chain reliability, increase efficiency, and lower costs.

Project Description (A) ***Hall St. and Riverview Dr. Improvements:*** This project includes improvements to two primary corridors that trucks utilize to access I-70 and I-270 from the riverfront corridor. The importance of the Hall St. and Riverview Dr. corridors as key non-interstate Freight Connectors is also described in the Freightway's

Project Location

Project Aerial

Project Status



Construction

Design

Planning Study

Concept Development

Project Funding

(A-1) Construction completed

(A-2) $6.7 million is programmed for partial construction in 2022 (TIP 6798-H).

(A-3) Project completed in 2020.

North Riverfront Commerce Corridor Improvements (MO)

Partially Programmed for Construction

most recent *Non-Interstate Truck Corridor Study.* Estimated cost for the total project is approximately $27.1 million. This project includes three segments:

(A-1) Hall St. from Grand Ave. to Adelaide Ave.: This segment included a road diet (lane/width restriction) to improve roadway condition and control speeds. Estimated cost for this project was $4.3 million. Approximately $3.0 million was programmed with STP funds for partial construction. Metropolitan Sewer District (MSD) provided an additional $1.3 million in funding for stormwater improvements. Construction of this project is completed.

(A-2) Hall St. from Adelaide Ave. to Riverview Dr.: This segment includes roadway resurfacing, median improvements, and stormwater improvements/flood mitigation with road reductions. Estimated cost for this segment is approximately $17 million. The Missouri Department of Transportation (MoDOT) is contributing to the roadway resurfacing and the Metropolitan Sewer District (MSD) is contributing to stormwater improvements. Approximately $6.7 million is programmed for partial construction in 2022. (TIP 6798H-18). Both MoDOT and MSD are working collaboratively with the City of St. Louis and the St. Louis Regional Freightway on the project, which also includes extensive community stakeholder engagement.

(A-3) Riverview Dr. from Hall St. to I-270: This segment included pavement improvements as well as intersection improvements at the Hall St. and Riverview Dr. intersection. Estimated cost for this segment was approximately $5.8 million. Intersection improvements were completed in 2019. Remaining corridor improvements were completed in 2020.

Project Description (B) ***Branch St. Improvements:*** This project includes improvement to Branch St. from Levee Road to 14th St., which provides truck traffic access between I-70 and the Municipal River Terminal. As trains have continued to grow in length, rail delays have increased and are impacting growth. The project will improve the at-grade crossings and the speed and efficiency of current freight flows to prepare the area for future traffic demands. Improvements would also provide continuous access to the Municipal River Terminal if the Market St. floodwall gate is closed. Estimated cost for the project is approximately $5 million. The project is currently unfunded.

Project Description (C) ***I-70 Westbound Off-Ramp to North Broadway Relocation:*** This project included relocation of the westbound I-70 off-ramp to Carrie Ave.. The ramp was configured and lengthened to allow westbound vehicles on I-70 to exit and turn south on North Broadway St.. Estimated cost for the project is approximately $1.6 million. This project was completed in 2018.

"The North Riverfront Commerce Corridor improvements are a prime example of collaboration contributing to the success of projects in the region that are vital to the freight network and are helping to improve freight velocities."

—Rob Orr, Deputy Executive Director
St. Louis Development Corporation

"We [Procter & Gamble] have purchased land next to our North St. Louis facility for expansion. The labor workforce, freight availability, and cost of living are good, but seeing improvements to key road infrastructure will be a big win for us."

—Herbert Hall, Product Supply Warehouse Leader
Procter & Gamble

2024 PRIORITY FREIGHT PROJECT
ST LOUIS REGIONAL FREIGHTWAY

Illinois Rte. 3 Access Improvements (IL)
Partially Programmed for Construction

Location: St. Clair County, Illinois

Estimated Cost: $220 million

Owner: Illinois Department of Transportation (IDOT), Village of Sauget

Contact: Kirk Brown, IDOT Region 5 Engineer, (618) 346-3110
Richard Sauget, Village of Sauget Mayor, (618) 274-2990

The St. Louis Regional Freightway conducted a regional needs analysis to identify network constraints. Projects were evaluated based on five primary criteria: safety and security in travel, efficiency impact, multimodal impact, economic impact, and project readiness. Based on the criteria, the following project addresses regional freight needs and is considered a ***highest priority*** *for the region.*

Project Need: Illinois Rte. 3 is the backbone of a nearly 60-mile long, five-mile wide economic corridor in Southwestern Illinois. The corridor provides access through the industrial heart of the region including Wood River, Granite City, East St. Louis, Sauget, and Dupo. The corridor is responsible for 215,000 jobs and a $9.2 billion annual payroll. A significant portion of the region's freight generators and users are located in the area, including America's Central Port, Union Pacific Dupo Intermodal Yard, American Milling, and business parks such as Gateway Commerce Center and Lakeview Commerce Center. A 2.2-mile segment of the corridor from approximately Monsanto Ave. to Rte. 157 was identified as a freight bottleneck in the 2018 IDOT Competitive Freight Program.

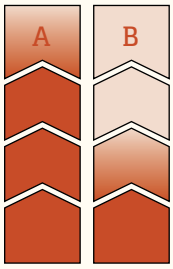
Project Impact: The state has made significant investments in recent years in this important north-south transportation link, but Illinois Rte. 3 is still in need of improvements. Completion of the improvements will:

- Support long-term, high-paying job growth in manufacturing and transportation sectors
- Improve access to the I-70 Stan Musial Veterans Memorial Bridge,
- Sauget Industrial Park, and St. Louis Downtown Airport
- Accelerate the redevelopment of brownfield sites and underutilized properties along the corridor

Project Location

Project Aerial

Project Status



Construction

Design

Planning Study

Concept Development

Project Funding

(A) Construction for two lanes from River Park Dr. to Monsanto Ave. is funded and included in IDOT's FY 2023-2028 Proposed Highway Improvement Program.

(B) $771,69 was secured in March 2023 through IDOT's Competitive Freight Program for engineering work.

Illinois Rte. 3 Access Improvements (IL)

Partially Programmed for Construction

The importance of the Illinois Rte. 3 corridor as a key non-interstate Freight Connector is described in the Freightway's most recent *Non-Interstate Truck Corridor Study*. This corridor is also part of America's Agriculture Coast or "Ag Coast" that supports a 15-mile section of the Mississippi River with the highest level of barge handling capacity anywhere along the river. The St. Louis region's port system was ranked as the most efficient inland port district in terms of tons moved per river mile during 2019, the most recent year for which data is available. The St. Louis region's port system plays a critical role in the nation's global supply chain.

Project Description (A) ***Illinois Rte. 3 Relocation:*** This project includes new construction of a 2.1-mile corridor of Illinois Rte. 3 from River Park Dr. in East St. Louis, Illinois, south to Monsanto Ave. in Sauget, Illinois. The majority of the north section between River Park Dr. and Trendley Ave. would be on structure due to existing railroads. The south section between Trendley Ave. and Monsanto Ave. requires grade separation structures over railroads. The proposed additional lanes and grade-separated structures will decrease congestion, improve safety, address clearance issues, and better accommodate truck and freight movements. Estimated cost is approximately $123 million for the two-lane roadway. Approximately $7.7 million has been programmed for design (TIP 6988A-21). Construction is fully funded in IDOT's FY2023-2028 proposed Highway Improvement Program. To provide four-lanes an additional $77 million is required. Total Project Cost: $200 million = $123 million 2-lane new construction FUNDED +$77 million UNFUNDED additional funds for 4-lanes

Project Description (B) ***Illinois Rte. 3 Railroad Bypass along Falling Springs Rd.:*** This project includes a new structure on Falling Springs Rd. over the intersection of Alton & Southern Railroad (A&S RR) and the Terminal Railroad Association of St. Louis (TRRA) Railroads on the eastern edge of the Village of Sauget. The new structure will provide a diversion of roadway traffic or a "loop" that commuters can use to avoid the gridlock created on Illinois Route 3 with rail traffic.

This location supports the intermodal connectivity along the Mississippi River that provides services to six Class I Railroads and the nearby rail-barge offload facilities, but is often cited as congested where truck and train traffic work against each other due to outdated transportation infrastructure.

Without these improvements, this location will continue to experience 20 to 30 minute traffic delays for each unit train resulting in significant through-traffic delays each

Community leaders encourage stakeholders to file a complaint with the Illinois Commerce Commission during Illinois Rte. 3 rail crossing delays in Sauget at 1-800-524-0795.

"When I think of the St. Louis region, and I think of logistical advantage, I can come up with very few areas that can offer the same width and depth of modal systems as the Illinois Rte. 3 corridor."

—Rick Ortyl, Vice President, Metro East Industries

Illinois Rte. 3 Access Improvements (IL)

Partially Programmed for Construction

day in a business where time is money. Based on Illinois Rte. 3 traffic volumes, this equates to more than 55,000 hours of through-traffic delays each year. Calculating the cost of delay, this grade separation project would also provide a cost savings of $1.5M per year for the passenger and commercial vehicle drivers traveling along this section of Illinois Rte. 3. It is also anticipated that nearby rail barge offload facilities will increase the number of units in the immediate future.

Delays are only predicted to increase with the frequency of longer trains related to precision scheduled railing (PSR). The community is taking an active role with support of this project and encourages stakeholders to file complaints with the Illinois Commerce Commission during Illinois Rte. 3 rail crossing delays. A privately owned billboard with dynamic messages includes the ICC's contact information to report significant delays.

The Village of Sauget has contributed more than $500,000 in engineering costs, in addition to road improvement projects that are ongoing at Illinois Rte. 3/Queeny Ave., Queeny Ave./Falling Springs Rd. and Illinois Rte. 3/Monsanto Ave. These three projects are all important to the Diversion Loop.

Total project cost is $20 million. A grant application for $9.7 million was submitted to the Illinois Competitive Freight program in late 2022. In 2015, the Illinois Commerce Commission committed $9.2 million and IDOT committed $1.1 million in 2018.

2024 PRIORITY FREIGHT PROJECT
ST LOUIS REGIONAL FREIGHTWAY

I-255/Davis Street Ferry Rd. Interchange (IL)
Advanced to Construction

Location: Dupo, Illinois

Estimated Cost: $42 million

Owner: Illinois Department of Transportation (IDOT)

Contact: Kirk Brown, IDOT Region 5 Engineer, (618) 346-3110

The St. Louis Regional Freightway conducted a regional needs analysis to identify network constraints. Projects were evaluated based on five primary criteria: safety and security in travel, efficiency impact, multimodal impact, economic impact, and project readiness. Based on the criteria, the following project addresses regional freight needs and is considered a highest priority for the region.

Project Need: The new I-255/Davis Street Ferry Rd. interchange would replace the existing interchange at Exit 9 (Old Illinois Rte. 3/Main St.) with improved roadway geometry. A combination of the Union Pacific Railroad intermodal terminal in Dupo, the Columbia Quarry, and new and expanding truck facilities have added to the volume of heavy truck traffic traveling through Dupo. The new interchange will serve existing Dupo traffic as well as new traffic from industrial and commercial developments that are planned or underway. The existing interchange at Exit 9 was not configured optimally to handle the projected increase in truck traffic, and village officials and emergency responders are aware of safety concerns at the existing ramp/intersections related to Exit 9 in Dupo.

Project Impact: By improving access from I-255 to Davis Street Ferry Rd., truck traffic will be re-routed to improve safety, capacity, and traffic operations in Dupo. From an economic perspective, this project is a unique situation in the St. Louis region that will provide a competitive advantage to value-added rail freight movement and business development opportunities. The development is conservatively comprised of approximately 1,000 to 2,000 acres in the first several phases of the business park development with extensive adjacent acreage for additional future expansion. The surrounding development is estimated to bring thousands of jobs to the area as the project progresses. The interchange project would be a key benefit for the Dupo Intermodal Yard in order to expand operation and remain competitive, as well as support development near the proposed interchange.

Project Location

Project Aerial

Project Status

- Construction
- Design
- Planning Study
- Concept Development

Project Funding

Construction is fully funded in IDOT's FY 2023-2028 Proposed Highway Improvement Program and is anticipated to start fall 2023.

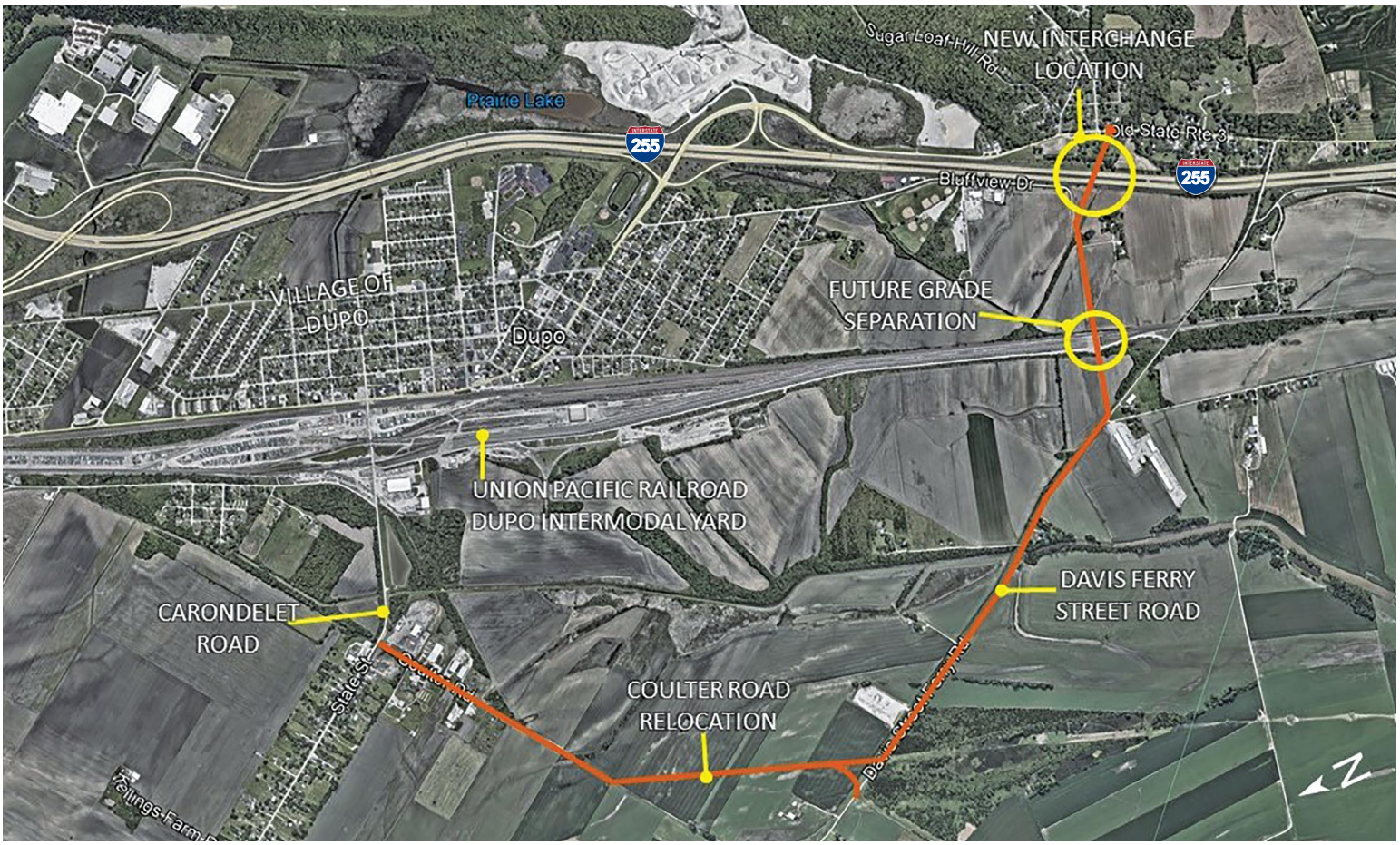
2024 PRIORITY FREIGHT PROJECT
ST LOUIS REGIONAL FREIGHTWAY

I-255/Davis Street Ferry Rd. Interchange (IL)
Advanced to Construction

Project Description: The proposed I-255/Davis Street Ferry Rd. interchange project will be a diverging diamond interchange with a system of connecting roads to serve the emerging 2,000-acre industrial area along Davis Street Ferry Rd.. Future improvements to Davis Street Ferry Rd. will allow for a grade-separated structure crossing five rail tracks at the southern end of the intermodal yard. Relocating Coulter Rd. will provide a better connection between Davis Street Ferry Rd. and Carondelet Rd.. The project will improve access and enable more cost-effective traffic into the intermodal facility, thus enhancing the ability to attract business development and further the potential for the creation of thousands of new jobs. Union Pacific Railroad's intermodal yard, one of the region's largest intermodal assets, has potential for growth due to proximity to undeveloped land and the projected increase in freight volumes from gulf and coastal ports destined for the Midwest. The Davis Street Ferry Rd. relocation, future railroad grade separation, and Colter Rd. relocation improvement are not included with the project funding.

"A project I think that could give the region the same strategic advantage [as KC or Indianapolis] is the expansion of the Union Pacific Intermodal Yard in Dupo, Illinois. It could put us on par with our rival cities by giving us cost competitive connectivity to the major West Coast ports."

—David Branding, Managing Director for the St. Louis office of Jones Lang LaSalle (JLL)



2024 PRIORITY FREIGHT PROJECT
ST LOUIS REGIONAL FREIGHTWAY

I-255/Fish Lake (Ramsey Rd.) Interchange (IL)
Concept Development or Planning

Location: Columbia, Illinois

Estimated Cost: $27 million

Owner: Illinois Department of Transportation (IDOT)

Contact: Edie Koch, Monroe County Economic Development, (618) 939-8681

The St. Louis Regional Freightway conducted a regional needs analysis to identify network constraints. Projects were evaluated based on five primary criteria: safety and security in travel, efficiency impact, multimodal impact, economic impact, and project readiness. Based on the criteria, the following project addresses regional freight needs and is considered a ***high priority*** *for the region.*

Project Need: The Dupo Intermodal Yard in Illinois is one of the region's largest intermodal assets. Access to the yard includes several at-grade crossings with Union Pacific mainline tracks, causing delays to trucks serving the facility and creating safety issues for motorists. The site also lacks enough storage for intermodal containers, necessitating off-site storage. The storage issues, combined with congestion at the at-grade crossings, makes current expansion of the site unattractive. Without better access, Union Pacific may be forced to expand its facilities outside the region in an attempt to meet growing demand.

Project Description: This project would improve the current Fish Lake (Ramsey Rd.) overpass into a full highway interchange. The interchange would provide additional access to the Union Pacific Dupo Intermodal Yard, enabling further expansion of the facility. The new highway interchange would also complement proposed improvements at the I-255/Davis Street Ferry interchange.

Project Impact: The project would increase the growth of manufacturing and distribution businesses, which would mutually benefit the Village of Dupo, as well as economic development south of I-255 in the City of Columbia.

Project Location

Project Aerial

Project Status

- Construction
- Design
- Planning Study
- Concept Development

Project Funding

This project is currently unfunded. No funding sources or partnerships have been identified.

2024 PRIORITY FREIGHT PROJECT
ST LOUIS REGIONAL FREIGHTWAY

St. Louis Lambert International Airport Access Improvements (MO)
Concept Development or Planning

Location: St. Louis County, Missouri

Estimated Cost: $38.4 million

Owner: St. Louis Lambert International Airport

Contact: Jerry Beckmann, Airport Deputy Director, (314) 551-5034

The St. Louis Regional Freightway conducted a regional needs analysis to identify network constraints. Projects were evaluated based on five primary criteria: safety and security in travel, efficiency impact, multimodal impact, economic impact, and project readiness. Based on the criteria, the following project addresses regional freight needs and is considered a ***high priority*** *for the region.*

Project Need: St. Louis Lambert International Airport (STL), located in St. Louis County, is Missouri's largest and most used airport. It is positioned within Foreign Trade Zone 102 and is an attractive destination for logistics businesses due to its multimodal transportation infrastructure, including three interstates, combined with available and accessible land.

Project Impact: St. Louis Lambert International Airport has more than 1,000 acres of commercial and industrial land adjacent to the airport that is ideal for logistic businesses and airborne cargo users. The following projects will attract more freight-centered development.

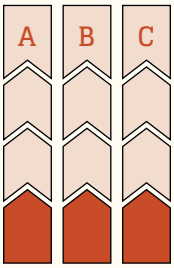
Project Description (A) ***Cargo City Access Analysis:*** This project includes a study of the logistics center for air freight, Cargo City. Access to Cargo City from the interstate system is circuitous and not conducive to truck movements as entry requires trucks to intermingle with passenger vehicles. The project will analyze and develop alternatives for improving truck access to Cargo City from the interstate network. Estimated cost of the study is approximately $310,000.

Project Description (B) ***Fee Fee Rd. Bridge Improvement:*** This project includes a proposed Fee Fee Rd. bridge over the Norfolk Southern mainline and a new intersection between Fee Fee Rd. (City of Bridgeton) and Missouri Bottom Rd. (City of Hazelwood). The existing intersection is substandard as the geometry is not suitable for

Project Location

Project Aerial

Project Status



Construction

Design

Planning Study

Concept Development

Project Funding

Improvements are included in the region's 2045 Long-Range Transportation Plan, but the projects are currently unfunded. No funding sources or partnerships have been identified.

St. Louis Lambert International Airport Access Improvements (MO)

Concept Development or Planning

heavy truck traffic and the available land envelope does not provide any opportunity for improvements. The project would construct a new intersection suitable for heavy vehicle movements, bridge the Norfolk Southern mainline, and connect to Fee Fee Rd.. The improvements will provide commercial vehicles access to 250 acres planned for commercial and industrial development at the airport. By creating a new intersection, development along Fee Fee Rd. becomes more attractive to heavy freight users. The importance of the Fee Fee Rd. corridor as a key non-interstate Emerging Connector is also described in the Freightway's most recent *Non-Interstate Truck Corridor Study.* Estimated cost is approximately $12.5 million.

> "The nearby airport isn't the point of the marketing arrow, but certain buyers do like proximity to an international airport. They also like that it's at the intersection of two interstates [I-70 and I-270], as well as being served by two interchanges on I-170."
>
> *—Pat Reilly, Senior Vice President*
> *Jones Lang LaSalle*

Project Description (C) ***Gist Rd. Upgrade:*** This project includes upgrading and realigning Gist Rd. (City of Bridgeton) between the Norfolk Southern mainline and the I-270 bridge. Gist Rd. is a two-lane roadway with an asphalt surface designed for light vehicle traffic. The upgrade provides a signalized crossing at the Norfolk Southern mainline and expands the road to two-lane concrete pavement with a center turn lane suitable for heavy truck traffic. The project will provide interstate access to 300 acres identified for commercial and industrial development at the airport and strengthen the region's intermodal options. The importance of the Gist Rd. corridor as a key non-interstate Emerging Connector is also described in the Freightway's most recent *Non-Interstate Truck Corridor Study.* Estimated cost is approximately $25 million.

2024 PRIORITY FREIGHT PROJECT
ST LOUIS REGIONAL FREIGHTWAY

Mississippi River Port Development Projects (MO)
Concept Development or Planning

Location: Jefferson County/City of St. Louis, Missouri/St. Louis County

Estimated Cost: $86.1 million

Owner: Jefferson County Port Authority, St. Louis County Port Authority City of Saint Louis Port Authority

Contact: Jim Nichols, Executive Director, Jefferson County Port Authority,(636) 232-0472
Susan Taylor, Director at City of St. Louis, (314) 657-3740
St. Louis County Port Authority, (314) 615-7668

The St. Louis Regional Freightway conducted a regional needs analysis to identify network constraints. Projects were evaluated based on five primary criteria: safety and security in travel, efficiency impact, multimodal impact, economic impact, and project readiness. Based on the criteria, the following project addresses regional freight needs and is considered a ***high priority*** *for the region.*

Project Need: Inland waterborne transportation is a key component of regional goods movement as the St. Louis region is centrally located on the Mississippi and Missouri rivers. The region is ideally suited as a year-round, central node for consolidating agricultural and mining goods produced in the Midwest and northern Great Plains, and shipping bulk cargo on the Mississippi River.

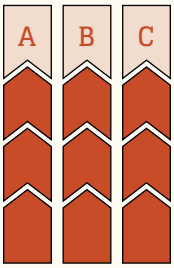
Project Impact: In 2015, about 35 million tons of waterborne cargo moved through the St. Louis region. Three Missouri ports located in the St. Louis region—Jefferson County Port Authority, St. Louis County Port Authority, and City of Saint Louis Port Authority—are seeking to enhance waterborne freight flow.

Project Description (A) ***Jefferson County Port Development projects with Access Roadway:*** The first port project in Jefferson County includes a planned container-on-vessel (COV) development in Herculaneum that includes phased construction of a proposed multimodal port facility that capitalizes on the transportation of bulk commodities and containers via barge, rail, and truck. The new port will be a critical link on the new, all-water, north-south trade lane connecting the Midwest and the St. Louis region to the lower Mississippi River and on to worldwide destinations. Discussions with the Port of Plaquemines in southern Louisiana have also

Project Location

Project Aerial

Project Status



Construction

Design

Planning Study

Concept Development

Project Funding

All three projects have requested funding in the FY18-22 Capital Improvement Program.

Project	Million	Year
Project A	$8.5	FY18-FY22
Project B	$2.0	FY21
Project C	$5.0	FY20-FY22

Mississippi River Port Development Projects (MO)

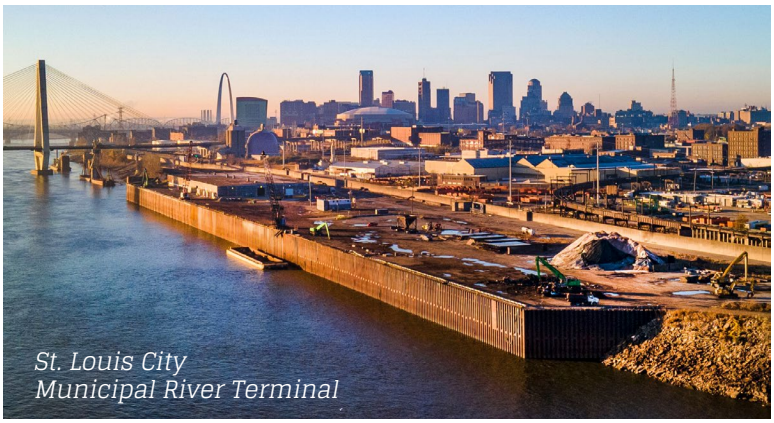
Concept Development or Planning

included feeder services throughout the bi-state region and other upstream inland port facilities. Total project costs are still being determined, but MODOT's Unfunded Multimodal report proposes $25 mil. The development team for the project was announced in December, 2021 and it is projected that the new COV service could be operation by sometime in 2024.

A second project in Jefferson County includes land acquisition and preliminary engineering for a public freight harbor located in Crystal City on the Mississippi River, approximately 20 miles south of downtown St. Louis. The proposed facility is well positioned for aggregate, sand, and grain shippers. The facility also has intersecting rail lines from the Union Pacific and BNSF Railway, and these rail carriers also provide connections to the Norfolk Southern and CSX Railroad. The current roadway network available to provide access forces traffic-supporting port operations through the core of Crystal City via narrow, often brick, two-lane roadways with skewed intersections. Access improvements are needed to enhance traffic flow between the port and I-55 via a Crystal City connector. Estimated cost is approximately $8.5 million. The FY18-FY22 Capital Improvement Program includes $8.5 million in funding for property acquisition, rail design, permitting, site work, and rail construction.

Project Description (B) ***St. Louis City Municipal River Terminal Rail Upgrades:*** In 2020 a U.S. DOT BUILD grant provided partial funding of $13.8M. Matching private dollars helped secure the grant funding. ($7.2M U.S. DOT BUILD+$3.8M State of Missouri + $2.8M SCF Marine)

Project Description (C) ***St. Louis County Port Development North / South Sites:*** This project includes the exploration of building portsin northern and southern portions of St. Louis County. County locations to assess for development have not yet been identified and are therefore not depicted on project location or aerial maps. Estimated total cost to complete the project is approximately $25 million.



St. Louis City Municipal River Terminal

"The St. Louis region is a rail and interstate highway gateway. It's more effective to move commodities into, out of, and through St. Louis by combinations of truck, rail, and barge than points upstream on the Mississippi and Illinois Rivers."

—David Jump, President, American Milling

2024 PRIORITY FREIGHT PROJECT
ST LOUIS REGIONAL FREIGHTWAY

Illinois Rte. 158 (Air Mobility Dr.) Relocation from Rte. 161 to Rte. 177 (IL)

Advanced to Construction

Location: Shiloh, Illinois

Estimated Cost: $17.5 million

Owner: Illinois Department of Transportation (IDOT)

Contact: Kirk Brown, IDOT Region 5 Engineer, (618) 346-3110

The St. Louis Regional Freightway conducted a regional needs analysis to identify network constraints. Projects were evaluated based on five primary criteria: safety and security in travel, efficiency impact, multimodal impact, economic impact, and project readiness. Based on the criteria, the following project addresses regional freight needs and is considered a high priority for the region.

Project Need: MidAmerica St. Louis Airport (BLV) is a commercial/cargo and passenger airport co-located with Scott Air Force Base in Mascoutah, Illinois. MidAmerica Airport offers air cargo facility development of more than 2,500 acres within Foreign Trade Zone 31 and an Enterprise Zone, making it an ideal location for modern freight needs. To better accommodate growth and retain clustered manufacturing and distribution businesses, the land surrounding the airport requires improved access to the freight network.

Project Description: The project includes a one-mile extension of Illinois Rte. 158 (Air Mobility Dr.), the main gateway from I-64 to MidAmerica Airport and Scott Air Force Base. The extension from Rte. 161 (Carlyle Ave.) to Rte. 177 (Mascoutah Ave.) would extend a two-lane roadway along a growth corridor.

Project Impact: This location is one of the highest potential corridors for supporting industrial real estate development and freight transportation, and the roadway expansion would facilitate this future growth. In addition to growth at the airport, Scott Air Force Base also provides a $3 billion annual impact on the regional economy, a 40 percent increase in the past decade. The base expansion has fueled business growth and available property for expansion around the base, and the airport has exceptional community support. The importance of the Illinois Rte. 158 (Air Mobility Dr.) corridor, as well as the intersecting Illinois Rte. 177 corridor, as key non-interstate Freight Connectors, is also described in the Freightway's most recent *Non-Interstate Truck Corridor Study.*

Project Location

Project Aerial

Project Status

- Construction
- Design
- Planning Study
- Concept Development

Project Funding

This project is funded and is included in IDOT's FY 2023-2028 Proposed highway Improvement Program.

2024 PRIORITY FREIGHT PROJECT
ST LOUIS REGIONAL FREIGHTWAY

North Park Access Improvements (MO)
Advanced to Construction

Location: Berkeley, Missouri

Estimated Cost: $3.0 million

Owner: St. Louis County Department of Transportation

Contact: Stephanie Leon Streeter, Director, (314) 615-8501

The St. Louis Regional Freightway conducted a regional needs analysis to identify network constraints. Projects were evaluated based on five primary criteria: safety and security in travel, efficiency impact, multimodal impact, economic impact, and project readiness. Based on the criteria, the following project addresses regional freight needs and is considered a high priority for the region.

Project Need: North Park is a premier 550-acre business park located east of St. Louis Lambert International Airport at the junction of I-70 and I-170. The development is capable of hosting more than 5 million square feet of building area within a Foreign Trade Zone and an Enhanced Enterprise Zone. North Park is the only urban redevelopment project in the nation located at the intersection of two major highways, an international airport, and a university. Hanley Rd., the major corridor serving North Park and other businesses, requires improvements to accommodate existing and future businesses.

Project Description: This project included phased safety and capacity improvements along Hanley Rd. from I-70 to Madison Ave.. This two-mile corridor provides direct connections to I-270, I-170, and I-70 and links freight to North Park and other development zones east and west of the airport. The infrastructure improvements included repair and replacement of deteriorated roadway surface to improve drivability and drainage, as well as adding a new Superpave wearing surface. The roadway improvements improved traffic safety and access, increased pedestrian safety, and supported local businesses. Construction was completed in 2020.

Project Impact: North Park partners have invested over $291 million dollars, creating more than 5,000 permanent jobs. Other nearby industrial areas include Aviator Business Park and Hazelwood Logistics Center. Several major corporations are located in North Park including Express Scripts, Schnucks, SFR, and Vatterott College. The importance of the Hanley Rd. corridor as a key non-interstate Freight Connector is also described in the Freightway's most recent *Non-Interstate Truck Corridor Study*.

Project Location

Project Aerial

Project Status

- Construction
- Design
- Planning Study
- Concept Development

Project Funding

Construction completed in 2020.

2024 PRIORITY FREIGHT PROJECT
ST LOUIS REGIONAL FREIGHTWAY

Earth City Access Improvements (MO)
Advanced to Construction

Location: Earth City, Missouri

Estimated Cost: $4.1 million

Owner: St. Louis County Department of Transportation

Contact: Stephanie Leon Streeter, Director, (314) 615-8501

The St. Louis Regional Freightway conducted a regional needs analysis to identify network constraints. Projects were evaluated based on five primary criteria: safety and security in travel, efficiency impact, multimodal impact, economic impact, and project readiness. Based on the criteria, the following project addresses regional freight needs and is considered a ***high priority*** *for the region.*

Project Need: Earth City is one of the largest industrial areas in the St. Louis region. The site contains numerous industrial facilities, as well as office complexes, agricultural land, and entertainment venues. The 12,700-acre site also has approximately nine miles of river frontage along the Missouri River. Many arterial roadways serving the area, with connections to I-70 and I-270, require improvements to accommodate existing and future business access and traffic volumes.

Project Impact: The Earth City area serves the City of Bridgeton industrial and warehouse district, as well as major corporations including Walmart, Bassik Services, UPS, FedEx, 24 Seven MO, Alro Steel Corp, True Manufacturing, Trane, Spectrum Brands and Save-A-Lot.

Project Description (A) ***St. Charles Rock Rd. Preservation:*** This project included critical preservation of the existing network by resurfacing the 1.3-mile St. Charles Rock Rd. corridor from Tausig Rd. to Earth City Expressway (Rte. 141). Additional intersection improvements to enhance safety and capacity were also incorporated. The importance of the St. Charles Rd. corridor, as well as the Rte. 141 corridor, as key non-interstate Freight Connectors is also described in the Freightway's most recent *Non-Interstate Truck Corridor Study.* Estimated cost was approximately $2.35 million. Construction was completed in 2020.

Project Description (B) ***Arterial Roadway Repairs:*** This project included additional pavement repairs in the Earth City area. Approximately $1.75 million was programmed for repairs. All project phases were completed in 2019.

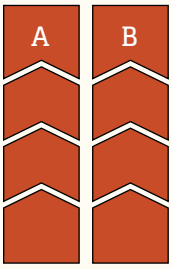
COMPLETED

COMPLETED

Project Location

Project Aerial

Project Status



Construction

Design

Planning Study

Concept Development

Project Funding

Construction completed in 2020.

2024 PRIORITY FREIGHT PROJECT
ST LOUIS REGIONAL FREIGHTWAY

I-55 Improvements from Rte. Z to U.S. Rte. 67 (MO)
Advanced to Construction

Location: Jefferson County, Missouri

Estimated Cost: $233 million

Owner: Missouri Department of Transportation (MoDOT)

Contact: Tom Blair, MoDOT District Engineer, (314) 453-1800

The St. Louis Regional Freightway conducted a regional needs analysis to identify network constraints. Projects were evaluated based on five primary criteria: safety and security in travel, efficiency impact, multimodal impact, economic impact, and project readiness. Based on the criteria, the following project addresses regional freight needs and is considered a ***high priority*** *for the region.*

Project Need: The I-55 corridor directly north of Rte. Z is generally a six-lane highway and serves approximately 71,000 vehicles per day. South of Rte. Z, I-55 is reduced to a four-lane highway yet still carries nearly 66,000 vehicles per day. In the *St. Louis Regional Freight Study (2013)*, the trucking industry noted that northbound I-55 to eastbound I-70 is an area of notable congestion impacting movement of goods through the region.

The project cost was estimated in 1996 from a major Transportation Investment Study. Since that time, the corridor has been widened (from Rte. M to Rte. Z) and includes median guard cable. A new study is needed to determine the costs of the remaining improvement needs, which would include rehabilitation or replacement of some 20 bridges between Rte. Z and U.S. Rte. 67. A new study has not been programmed at this time.

Project Description: This project will use a Design-Build method for project delivery. The project includes pavement and bridge rehabilitation, increased capacity by expanding from a four-lane highway to a six-lane highway for approximately six miles from Rte. Z to U.S. Rte. 67, and interchange improvements.

Project Impact: Intra-regional connector truck corridors connect to this segment of I-55 to access existing transportation-related industries. These corridors, such as Rte. Z and U.S. Rte. 67, are

Project Location

Project Aerial

Project Status

- Construction
- Design
- Planning Study
- Concept Development

Project Funding

Approximately $27M for engineering and $206M for construction is included in the MoDOT STIP FY2023-2027. Construction is scheduled for fourth quarter FY 2023.

* Tier level of MoDOT's high priority unfunded needs.

I-55 Improvements from Rte. Z to U.S. Rte. 67 (MO)

Concept Development or Planning

described in the Freightway's most recent *Non-Interstate Truck Corridor Study* and provide access to and from significant manufacturing industries such as Dow Chemical and Doe Run Companies. I-55 also provides connectivity to the large River Cement quarry and intermodal (rail-road-barge) facility, and the growing port operations at Riverview Commerce Park. Other multimodal support services rely on access to I-55, including DeSoto Car Shop, one of the largest rail car repair and painting facilities owned and operated by Union Pacific Railroad. The project also supports the future Crystal City Port development, which requires a new I-55 interchange providing roadway access not only to the port, but planned inland freight development as well. The region's planned container-on-vessel port will utilize this segment of I-55 to distribute containerized cargo that will be dispersed throughout the region and a two-state radius.

James Hardie, a world leader in fiber cement home siding and exterior design solutions, announced in fall 2022 that it will build a new manufacturing facility in Crystal City, which also will benefit from this project.

2024 PRIORITY FREIGHT PROJECT
ST LOUIS REGIONAL FREIGHTWAY

Terminal Railroad Association of St. Louis (TRRA) Tunnel Arch-Riverfront Dewatering (MO) *Concept Development or Planning*

Location: City of St. Louis, Missouri

Estimated Cost: $8.8 million

Owner: Terminal Railroad Association of St. Louis (TRRA)

Contact: Eric Fields, Chief Engineer, Terminal Railroad Association of St. Louis, (618) 451-84289

The St. Louis Regional Freightway conducted a regional needs analysis to identify network constraints. Projects were evaluated based on five primary criteria: safety and security in travel, efficiency impact, multimodal impact, economic impact, and project readiness. Based on the criteria, the following project addresses regional freight needs and is considered a ***high priority*** *for the region.*

Project Need: TRRA's Merchants Subdivision carries 18-20 freight and passenger trains per day, including up to 10 scheduled Amtrak routes each day through the St. Louis Arch tunnel. The tunnel carries traffic until the Mississippi River reaches major flood stage, 40 feet on the St. Louis Gage, defined as a 100-year flood. The tunnel has been flooded out of service three times since 2016.

Project Description: The project would drill dewatering wells and pump incoming flood water at a rate which would keep water in the tunnel at a level that allows for train traffic to continue operation in a flood that reaches up to 45 feet on the St. Louis Gage. Final design was completed in 2020. Construction cost is estimated to be up to $8 million, but could be significantly lower depending upon test well infiltration rates.

Project Impact: Mississippi River flood events will continue to adversely affect rail service near the Gateway Arch National Park without improvements. The project will ensure that freight and passenger rail traffic can continue to operate during the majority of flood events.

Project Location

Project Aerial

Project Status

- Construction
- Design
- Planning Study
- Concept Development

Project Funding

Final design was completed in 2020. Construction funding is contingent on future federal grant opportunities.

2024 PRIORITY FREIGHT PROJECT
ST LOUIS REGIONAL FREIGHTWAY

New Terminal for St. Louis Lambert International Airport (MO)
Concept Development or Planning

Location: Unincorporated St. Louis County between Berkeley and Bridgeton

Estimated Cost: TBD

Owner: City of St. Louis/St. Louis Lambert International Airport

Contact: Rhonda Hamm-Niebruegge, Director of Airports, (314) 426-8000

The St. Louis Regional Freightway conducted a regional needs analysis to identify network constraints. Projects were evaluated based on five primary criteria: safety and security in travel, efficiency impact, multimodal impact, economic impact, and project readiness. Based on the criteria, the following project addresses regional freight needs and is considered a highest priority for the region.

Project Need: St. Louis Lambert International Airport (STL) in St. Louis is the largest and most utilized airport in Missouri. It consists of two separate terminals that are not currently connected. A study recently conducted by WSP, a global engineering professional services firm, reveals several challenges with the current configuration being able to meet today's needs and accommodate future growth at the airport. Separate surveys completed by members of the general public in recent months also indicate an interest in improving the terminal experience at the airport, with 52% preferring a single terminal.

The WSP study looked at existing issues and 2040 needs and concluded that Terminal 1 has surplus space, but is functionally obsolete. The use of two security checkpoints in Terminal 1 prevents passengers in one concourse from going to restaurants and stores in another. This issue is compounded by the fact there is an imbalance in how the concessions are distributed across the concourses. Terminal 2, which is home to Southwest Airlines operations – the airport's dominant airline – has insufficient space for all functions. The airport baggage claim makeup is undersized for both domestic and international baggage and there are no baggage recheck counters for international passengers. The single loaded concourse has long walking distances for connecting passengers and insufficient concession opportunities. Both terminal areas are constrained by Runway 12R/30L, I-70 and MetroLink light rail tracks, while Terminal 1 also is constrained by U.S. Department of Defense property. While the airport has done a great job in keeping its facilities competitive with

Project Location

Project Aerial

Project Status

- Construction
- Design
- Planning Study
- Concept Development

Project Funding

The project is not currently funded. Selling of bonds repaid by airline fees, existing passenger facility charges added on to airline tickets, and federal funds are among the ways this project could be funded.

New Terminal for St. Louis Lambert International Airport (MO)

Concept Development or Planning

those in other cities, with passenger traffic rebounding after the COVID-19 pandemic, and cargo tonnage also increasing, Director of Airports Rhonda Hamm-Niebruegge says the planning needs to begin now for future changes.

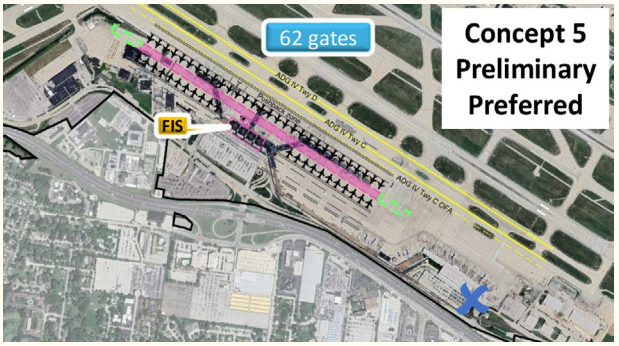
Project Description: Alternative concepts for the proposed new terminal have been developed with a focus on meeting the evaluation criteria established by the airport and project team. Fatal flaw decision points include meeting gate/aircraft parking position needs, elevating the passenger experience, providing dual taxi lanes around concourses, proving aircraft pushback zones off the gates and meeting landside access/curb front needs. Other criteria range from project phasing and constructability, duration and cost (capital as well as operations and maintenance) to non-aeronautical revenue opportunities (parking), expansion beyond 2040 and airport/St. Louis area image.

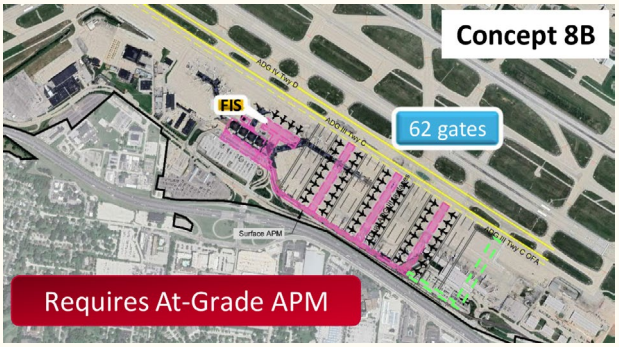
In all, 22 initial concepts were evaluated, including potential new terminal sites across the entire airport property.

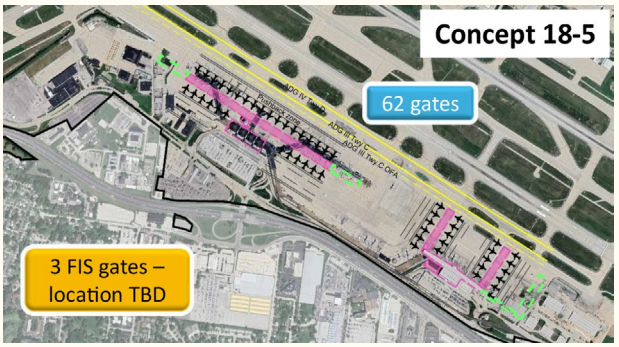
In the wake of that process, construction of a single consolidated passenger terminal emerged as the "preliminary preferred" alternative of planners studying St. Louis Lambert International Airport's future for the next 20 years.

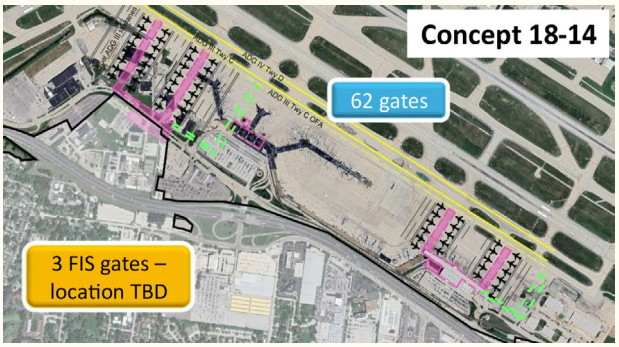
The preferred alternative calls for a new linear concourse totaling 1.57 million square feet, with 62 gates (by 2040) that would replace the 54 scattered across the two current terminals, and allow for far more post-security retail options. The general concept validates recommendations from previous studies including the 2012 master plan and the more recent privatization study. The 110 foot-wide double-loaded linear concourse would include continued use of the T1 Processor, Dual ADG III taxilanes south of the proposed concourse, and allow for expansion of the existing Terminal 1 west over the Missouri Air National Guard facility. The four iconic domes would remain.

Terminal Alternatives — *Shortlisted 4 Concepts*





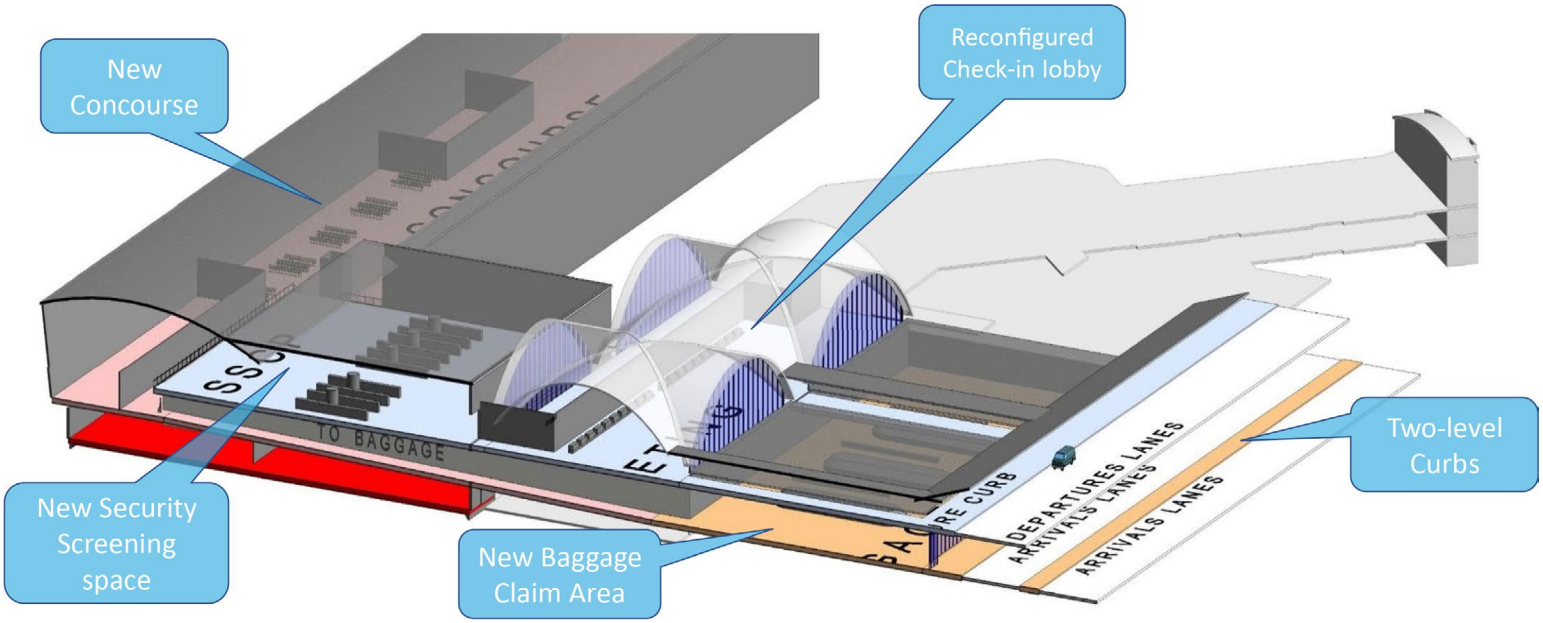




2024 PRIORITY FREIGHT PROJECT
ST LOUIS REGIONAL FREIGHTWAY

New Terminal for St. Louis Lambert International Airport (MO)

Concept Development or Planning



The existing Terminal 2 would either be demolished or could potentially be repurposed as a hotel or other facility. The plan also calls for a new consolidated parking structure to be built in place of the existing garage.

Project Impact: Aside from improving the passenger experience and addressing the various other existing challenges related to multiple security check points and unevenly distributed and limited concessions, the project would position St. Louis Lambert International Airport for continued growth. It also would help to ensure the airport can support the needs of both leisure travelers and growing corporations who are choosing to locate in St. Louis but need convenient access to other U.S. and international destinations. It will bring the width of the concourses up to the 110-foot standard already seen in more modern domestic terminals. The 62 new gates would be sized for the larger airplanes in existing and future fleets. The switch to a single linear concourse would also help to improve conditions for motorists using airport drives.

Advancing the project will require additional detailed discussions with current airlines, city government leaders and others. Additional public input also will be sought. The goal is to continue those discussions over the next 24 months and come to a final decision on how to move forward. If a final plan is approved and funding is secured, Hamm-Niebruegge believes it's possible that such a project could be carried out in about 10 years.

2024 PRIORITY FREIGHT PROJECT
ST LOUIS REGIONAL FREIGHTWAY

Interstate 55/Interstate 70 Add Lane Improvements from Interstate 255 to Interstate 270 (IL)

Concept Development or Planning

Location: Madison County, Illinois

Estimated Cost: $456M

Owner: Illinois Department of Transportation (IDOT)

Contact: Kirk Brown, IDOT Deputy Director of Highways, Region 5, (618) 346-3110

The St. Louis Regional Freightway conducted a regional needs analysis to identify network constraints. Projects were evaluated based on five primary criteria: safety and security in travel, efficiency impact, multimodal impact, economic impact, and project readiness. Based on the criteria, the following project addresses regional freight needs and is considered a ***high priority*** *for the region.*

Project Need: The Interstate 55/Interstate 70 (I-55/I-70) corridor is located near the communities of Troy, Maryville and Collinsville in Illinois, and stretches approximately 10 miles. The proposed project would extend six lanes starting from Interstate 255 (I-255) to Interstate 270 (I-270). This location is considered a high-capacity regional crossroad that includes the convergence of I-55 and I-70 that provides connectivity to the region's outer belt I-270/I-255. It is designated as a nationally significant freight corridor based on the moderate to heavy truck traffic, as well as the corridor connections with other major interstate freight corridors that include Interstate 44, Interstate 64, I-255 and I-270. The I-55 corridor is proximately parallel to the Mississippi and Illinois Rivers, which have been designated as a Marine Highway (M-55). This segment of I-55/70, along with the entire I-55 and I-70 alignments throughout the bi-state region is paralleled by Class I railroads and is considered a multimodal corridor.

The St. Louis Regional Freightway's most recent *Non-Interstate Truck Corridor Study* identified Illinois Rte. 111 between I-55 and Madison St. as a freight connector that helps provide access to the Gateway Commerce Center, Lakeview Commerce Center and offers direct access to the Gateway Trade Port. The study also identified Illinois Rte. 143 and US Rte. 40 to/from I-70, both of which are in close proximity of the project, as intra-regional connectors.

Project Location

Project Aerial

Project Status

- Construction
- Design
- Planning Study
- Concept Development

Project Funding

The project received $10M in March 2023 through IDOT's Competitive Freight Program for engineering work.

Interstate 55/Interstate 70 Add Lane Improvements from Interstate 255 to Interstate 270 (IL)

Concept Development or Planning

These connectors include two segments that create a loop with direct connections between I-70 and a cluster of manufacturing and distribution industries within the City of Highland, such as Eaton and WestRock. This loop corridor provides alternatives for eastbound and westbound freight movement accessing the regional interstate system. Illinois Rte. 203 just east of this corridor was identified as a non-interstate truck corridor that provides connections between the manufacturing and logistics industries along Illinois Rte. 3, the U.S. Steel facility in Granite City and the regional roadway system via I-55/70. The I-55/70 corridor will benefit freight movement to these truck corridors that provide access for freight and deliveries and/or linages.

Project Description: The project includes additional lanes that increase capacity by expanding a four-lane highway to a six-lane highway for approximately 10 miles from I-255 to I-270. This project is included in East-West Gateway's Connected 2045 Update - Long Range Transportation Plan for the St. Louis region.

Project Impact: The project will add capacity to a regionally significant freight corridor while also benefitting freight movement on various connectors that serve major industrial parks and manufacturing facilities in close proximity to the project area. These improvements will support continued growth in this corridor and surrounding areas while enhancing traffic flow and safety.

2024 PRIORITY FREIGHT PROJECT
ST LOUIS REGIONAL FREIGHTWAY

St. Louis Multi-Modal Freight Yard Expansion at Madison Yard and Rail Improvements in St. Clair County (IL) *Concept Development*

Project Location

Project Aerial

Project Status

- Construction
- Design
- Planning Study
- Concept Development

Project Funding

(B) Received almost $15.2M in March 2023 through IDOT's Competitive Freight Program for engineering, (Wetland mitigation efforts) and construction.

Location: Madison and St. Clair Counties areas that are economically distressed and federally designated as Opportunity Zones.

Estimated Cost: $81M

Owner: Terminal Railroad Association of St. Louis (TRRA)

Contact: Eric Fields, Chief Engineer, Terminal Railroad Association of St. Louis, (618) 451-8428

The St. Louis Regional Freightway conducted a regional needs analysis to identify network constraints. Projects were evaluated based on five primary criteria: safety and security in travel, efficiency impact, multimodal impact, economic impact, and project readiness. Based on the criteria, the following project addresses regional freight needs and is considered a ***high priority*** *for the region.*

Project Need: St. Louis is an important node in the national freight and passenger rail system due to its central location and multimodal transportation facilities: highway, waterway/port, railway, air cargo, and pipeline. TRRA plays a vital role in the national freight and passenger rail system. Formed in 1889, TRRA was created to interchange rail traffic to national carriers while providing service to 80 local industries and ports in the Metropolitan St. Louis area. TRRA also owns and maintains the Merchants Bridge and MacArthur Bridge over the Mississippi River. TRRA is unique in that it connects with all Class I railroads, the inland ports of St. Louis, and multiple trucking terminals. This allows multiple networks to connect at one centralized location for distribution. These connections provide critical capacity and redundancy for supply chain growth and storage. Network disruptions such as floods, hurricanes, tornadoes, or system shocks due to worldwide events such as crop failure or war cause substantial disruption to the supply chain and affect all modes of distribution. Additional capacity in St. Louis will absorb some of these system shocks to the network.

TRRA operates a classification yard (Madison Yard) in Madison County, Illinois, located 5 miles east of downtown St. Louis, Missouri. TRRA's Madison Yard inbounds approximately 1,000 railcars and departs an additional 1,000 railcars to six Class I railroads daily, including BNSF, CN, CSX, NS, UP, and KCS. The yard currently holds 2,500 railcars (average railcar 65') at maximum capacity.

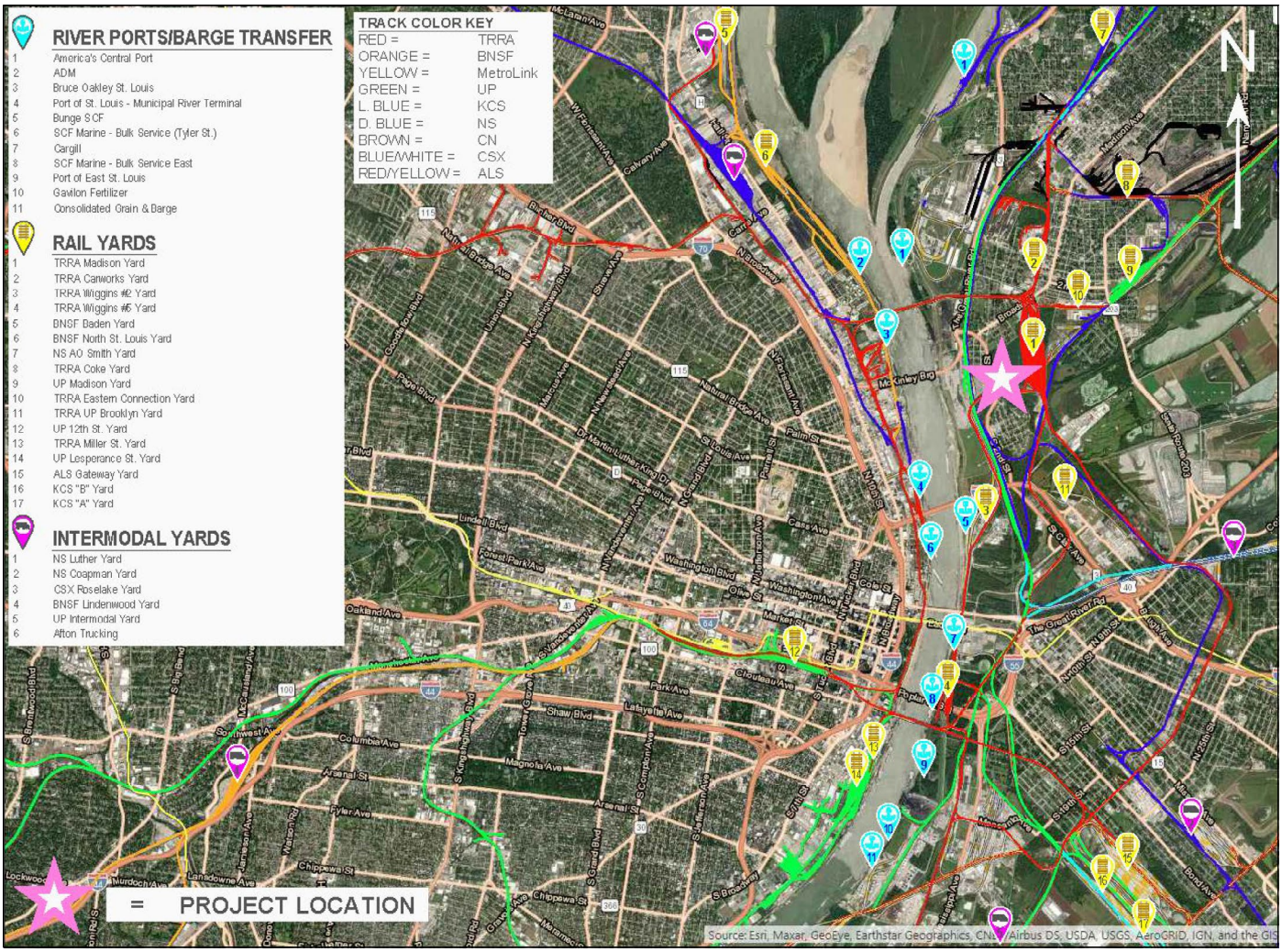
2024 PRIORITY FREIGHT PROJECT
ST LOUIS REGIONAL FREIGHTWAY

St. Louis Multi-Modal Freight Yard Expansion at Madison Yard and Rail Improvements in St. Clair County (IL) *Concept Development*

Increased national and global supply chain demand and workforce issues along with increased demand on North America's freight rail network have caused constraints and delays. The national freight network has seen increased traffic and larger train sizes. Today, freight trains typically range from 7,500 feet to upwards of 14,000 feet. Classification yards such as TRRA Madison Yard were built to handle trains 2,000 to 3,000 feet with existing track lengths to match. When trains interchange at classification yards like the TRRA Madison Yard, they are uncoupled and distributed on multiple short existing tracks. Inbounding today's train lengths takes multiple inefficient moves to complete the yarding process. The amount of time to inbound today's trains creates bottlenecks on mainlines blocking road crossings and other trains traversing the network.

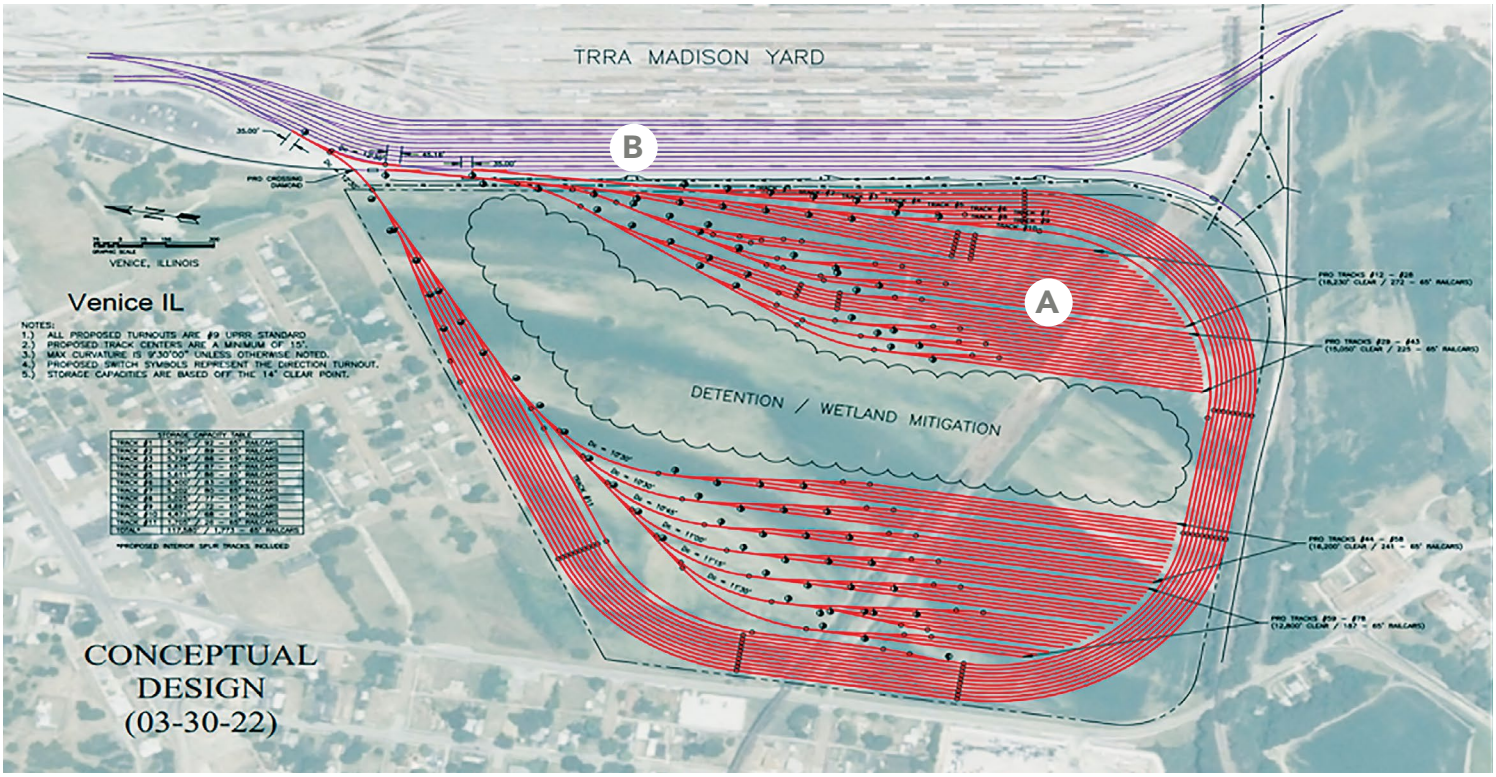
TRRA needs to increase capacity and efficiency at the Madison Yard to reduce congestion and delays in this key midwestern freight hub. The project will serve inland port, railroad and trucking freight terminals throughout the bi-state region and provide critical capacity to the supply chain by leveraging transportation assets in highway, river, and rail.

Below is a comprehensive map of TRRA's multimodal connections.



2024 PRIORITY FREIGHT PROJECT
ST LOUIS REGIONAL FREIGHTWAY

St. Louis Multi-Modal Freight Yard Expansion at Madison Yard and Rail Improvements in St. Clair County (IL) *Concept Development*



Project Description (A) Freight Yard Expansion in Madison County: The St. Louis Multi-Modal Freight Yard Expansion at Madison Yard is a project focused on expanding railcar capacity by approximately 1,500 cars at TRRA's Madison Yard in Venice, Illinois, which is near St. Louis, Missouri. TRRA owns a 100-acre site adjacent to the classification yard which is an ideal site to expand the classification yard to handle the larger trains and increased rail traffic. The proposed development would increase the current capacity of 2,500 railcars by adding an additional 1,500 to hold a total of 4,000 cars. This type of capacity improvement would allow TRRA to relieve the congested mainlines and efficiently process the increased demand of railcars on the network.

As part of the usage of the new project, a large storage in transit (SIT) use would be made available in St. Louis. SIT yards allow for "ready to roll" storage for bulk and specialized commodities, i.e., a "warehouse on wheels" ready to quickly get to market and reduce risks of just-in-time inventory management practices to major manufacturers. Due to the nature of the TRRA as a joint facility, this storage would be available for all Class Is and industry producers to flex with demand and not limited to any one railroad.

Project Impact: This project benefits not only the Terminal Railroad Association of St. Louis, but also the entire national freight network as it adds capacity at a strategic freight node with connectivity to all Class I national rail carriers, inland ports of St Louis, and truck terminals. It will also positively affect travel times for Amtrak by reducing delays from blocked main lines due to yarding today's larger freight trains. Specifically, the project will allow increased efficiencies for the Mississippi River freight network for river to rail connections

St. Louis Multi-Modal Freight Yard Expansion at Madison Yard and Rail Improvements in St. Clair County (IL) *Concept Development*

by being able to stage trains off the mainlines; allow for more Storage-in-Transit opportunities, and alleviate freight rail congestion in St. Louis and other midwestern markets.

Investment in the project will contribute to the growing regional multimodal logistics sector and support the critical redundancy TRRA's Madison Yard provides in the regional and national rail network. Such investment in the national freight infrastructure is critical for future economic growth and will help to ensure the regional rail network can accommodate growing demand. The project is consistent with the strategic goals and objectives of USDOT's National Freight Strategic.

The project also will contribute to long-term high-speed rail corridor planning and development by relieving main-line congestion waiting for yard trains. More efficient passenger rail routes will promote use of passenger rail and will relieve congestion on roadways and reduce emissions.

The project cost is estimated at $52 million.

Project Description (B) Illinois Transfer: Third Main Railroad Track between the TRRA Madison Yard and Willows Interlocking in East St. Louis. The project location is between Venice and East St. Louis in St. Clair County. It will address freight bottlenecks downstream to the new double track Merchants Bridge by addressing yard congestion due to today's longer trains. Today's freight trains typically range from 7,500 feet to upwards of 14,000 feet. Classification yards such as the TRRA Madison Yard were built to handle trains 2,000 to 3,000 feet with existing track lengths to match. When trains interchange at classification yards like the TRRA Madison Yard, they are uncoupled and distributed on multiple short existing tracks. Inbounding today's trains takes multiple inefficient moves to complete the yarding process. The amount of time to inbound today's trains creates bottlenecks on mainlines blocking road crossings and other trains traversing the network.

This project will deliver fewer blocked grade crossings for shorter periods of time, less wasted locomotive emissions due to idle trains in an Environmental Protection Agency non-attainment area, higher utilization of the region's Mississippi River intermodal ports, and will create more jobs due to the ability to more efficiently process freight in the St. Louis region. At-grade rail crossings benefitting from this project with less stopped trains will include St. Clair Ave., Illinois Rte. 15 (Missouri Ave.) Martin Luther King Dr. and Illinois Rte. 3.

Estimated project cost is $29 million.

2024 PRIORITY FREIGHT PROJECT
ST LOUIS REGIONAL FREIGHTWAY

MacArthur Bridge Improvements over the Mississippi River
Concept Development

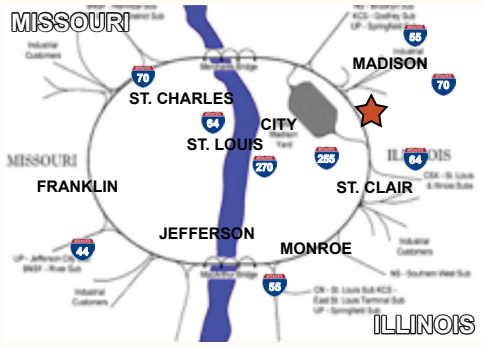
Location: Mississippi River, Mile Marker 179, St. Louis, Missouri and East St. Louis, Illinois

Estimated Cost: $34M

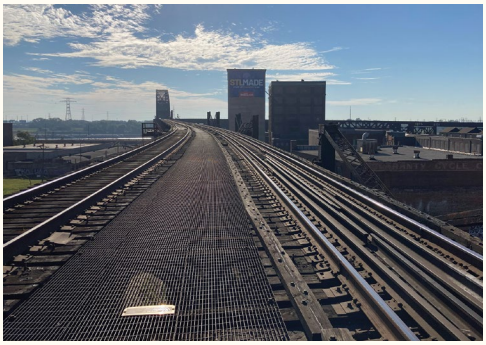
Owner: TRRA

Contact: Eric Fields, Chief Engineer, Terminal Railroad Association of St. Louis, (618) 451-8428

Project Location



Project Aerial



Project Status

- Construction
- Design
- Planning Study
- Concept Development

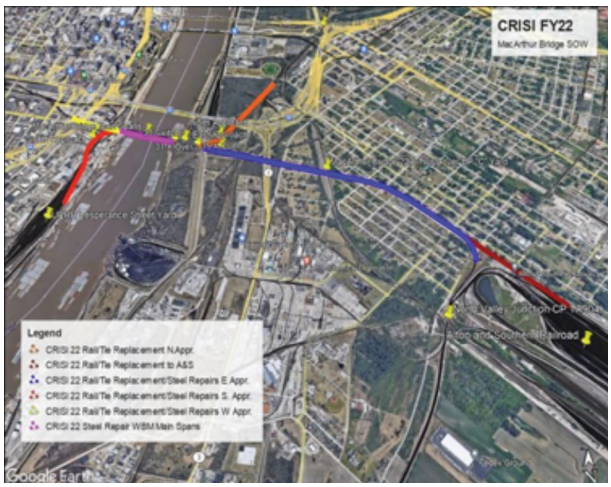
Project Funding

Preliminary engineering is funded by TRRA. The project is not yet funded. USDOT grant opportunities will be pursued.

The St. Louis Regional Freightway conducted a regional needs analysis to identify network constraints. Projects were evaluated based on five primary criteria: safety and security in travel, efficiency impact, multimodal impact, economic impact and project readiness. Based on the criteria, the following project addresses regional freight needs and is considered a high priority for the region.

The MacArthur Bridge over the Mississippi River supports national freight movement and the future of farmers, manufacturers, and distributors who depend on it. This bridge helps link America's eastern and western freight rail networks and serves six Class I Railroads and Amtrak. The St. Louis region is one of the largest freight hubs in the nation by car interchange volume and gross tonnage.

Project Need: Construction on the original MacArthur Bridge was completed in 1912. Collectively, the MacArthur Bridge and Merchants Bridge represent the highest-volume rail crossing on the Mississippi River. While the replacement of the Merchant's Bridge was completed in fall 2022, significant work is required to keep the MacArthur Bridge functioning effectively as part of the St. Louis Region's freight network.



Project Description: The project calls for the replacement of the truss over the

MacArthur Bridge Improvements over the Mississippi River

Concept Development

Union Pacific Railroad, steel repair, and replacement of the existing rail track, except for the main spans and west approach.

Project Impact: The proposed improvements to the bridge will help lower shipping cost and ensure freight reliability and efficiency by avoiding adverse impacts of a non-functioning bridge. In addition to the lower shipping costs this project will also help ensure schedule reliability for intercity passenger rail service on the Chicago-St. Louis Amtrak corridor. The MacArthur Bridge and TRRA's Merchants Bridge, linking St. Louis and Southwestern Illinois, represent the highest-volume rail crossing on the Mississippi River.