



Multimodal Freight Study

TECHNICAL PLANNING COMMITTEE (TPC) MEETING



May 6, 2026

Agenda:

- Introduction, Study Overview and Focus Areas
- Study Schedule
- Anticipated Outreach Activities and Stakeholder Interviews
- Task 2 Findings - Regional Freight Asset Inventory
- Task 2 Findings - Freight Market Assessment and Commodity Flow
- Task 3 Findings - Freight Asset Conditions and Performance Assessment
- Next Steps: Finalize Task 3, Task 4 - Freight Solutions Development



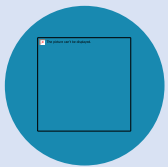
STUDY TEAM:



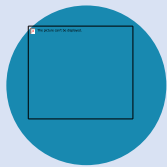
STUDY OVERVIEW:

- Understand existing freight assets and surrounding issues
- Guide future development of freight assets to create sustainable industrial development
- Coordination of ongoing and future projects

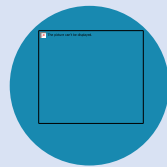
KEY FOCUS AREAS



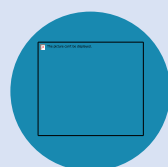
Promote safe and balanced freight transportation



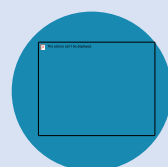
Promote Economic Development



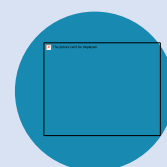
Identify appropriate industrial land uses



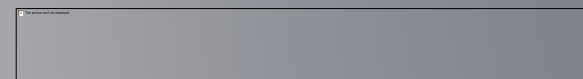
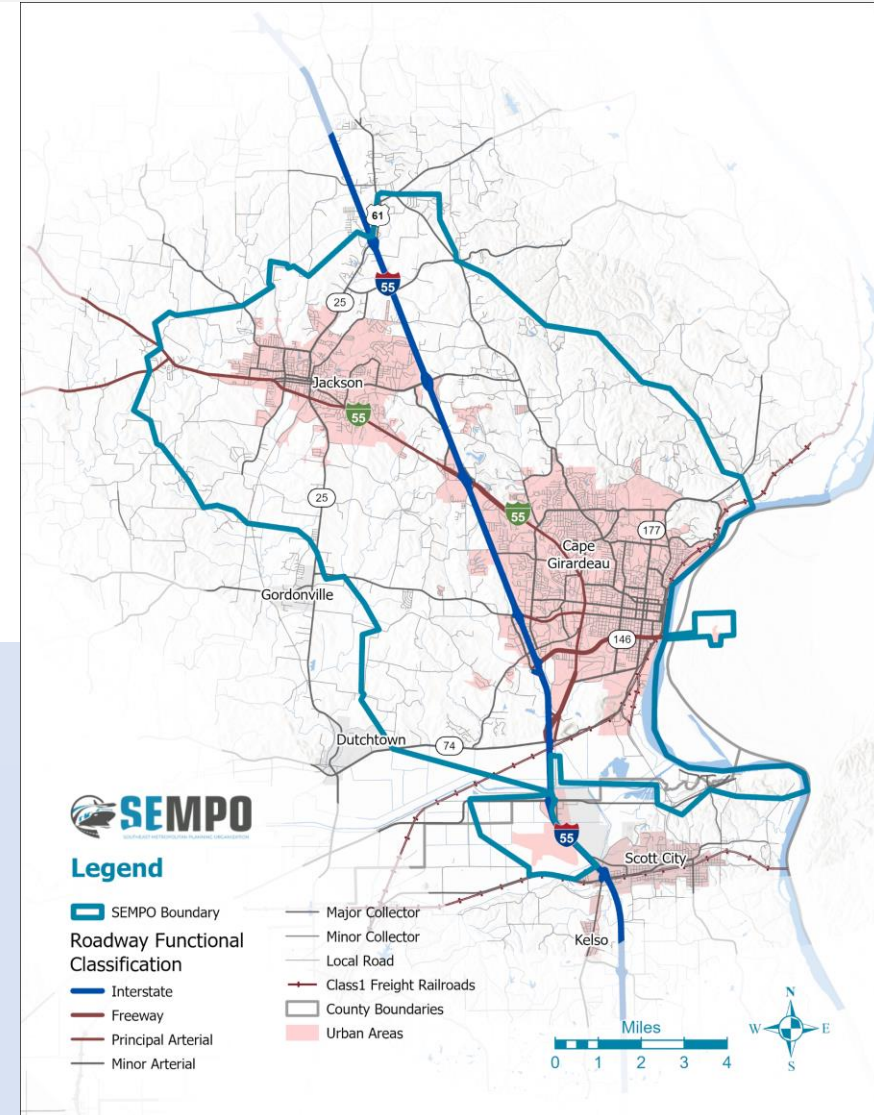
Promote efficient transportation solutions



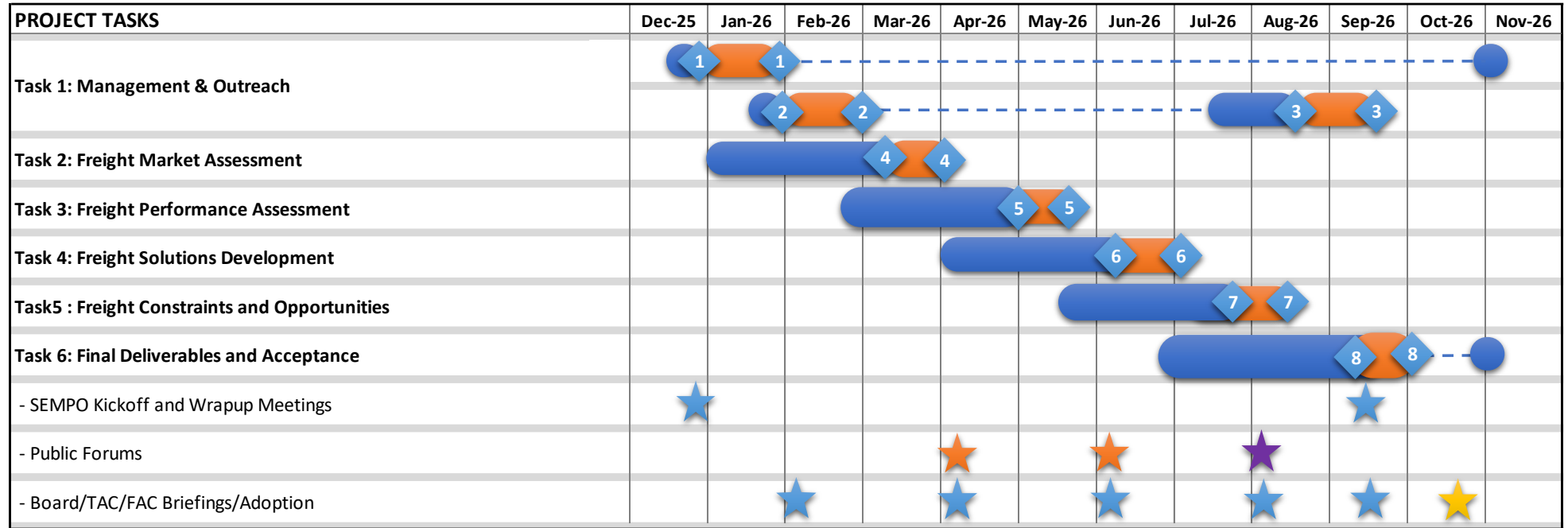
Protect nearby communities


















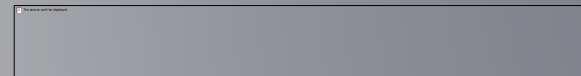
Engage private sectors and community stakeholders



PROJECT SCHEDULE:



-  Steering/Freight Advisory Committee Meetings
-  1 Project Management Plan
-  6 Technical Memorandum on Solutions & Improvements
-  Hybrid Public Forums
-  2 Stakeholder Engagement and Public Outreach Plan
-  7 Technical Memorandum on Constraints, Opportunities & Recommendations
-  Final Presentation to Public for Input
-  3 Summary of Public Involvement Activities
-  8 Final Study Document
-  Adoption by Board/Committee
-  4 Technical Memorandum on Freight Markets
-  Denotes Active Task Period
-  Ongoing Tasks
-  5 Technical Memorandum on Freight Performance & Needs
-  Denotes Review & Comment Period



Anticipated Outreach Activities:

- **Technical Planning Committee Meetings (3 Meetings)**
 - Initial Findings (May 6, 2026)
 - Review of Market and Performance Assessments (June)
 - Review of Solutions and Strategies (August)
- **Targeted Stakeholder Interviews**
 - Identify freight-related challenges, facility operations, trends, potential projects (In-Progress)
- **Public Information Forums**
 - Coordinated with TPC Presentations
- **Communication Tools**
 - Project Website (<https://southeastmpo.org/multimodal-freight-study/>)
 - Social Media

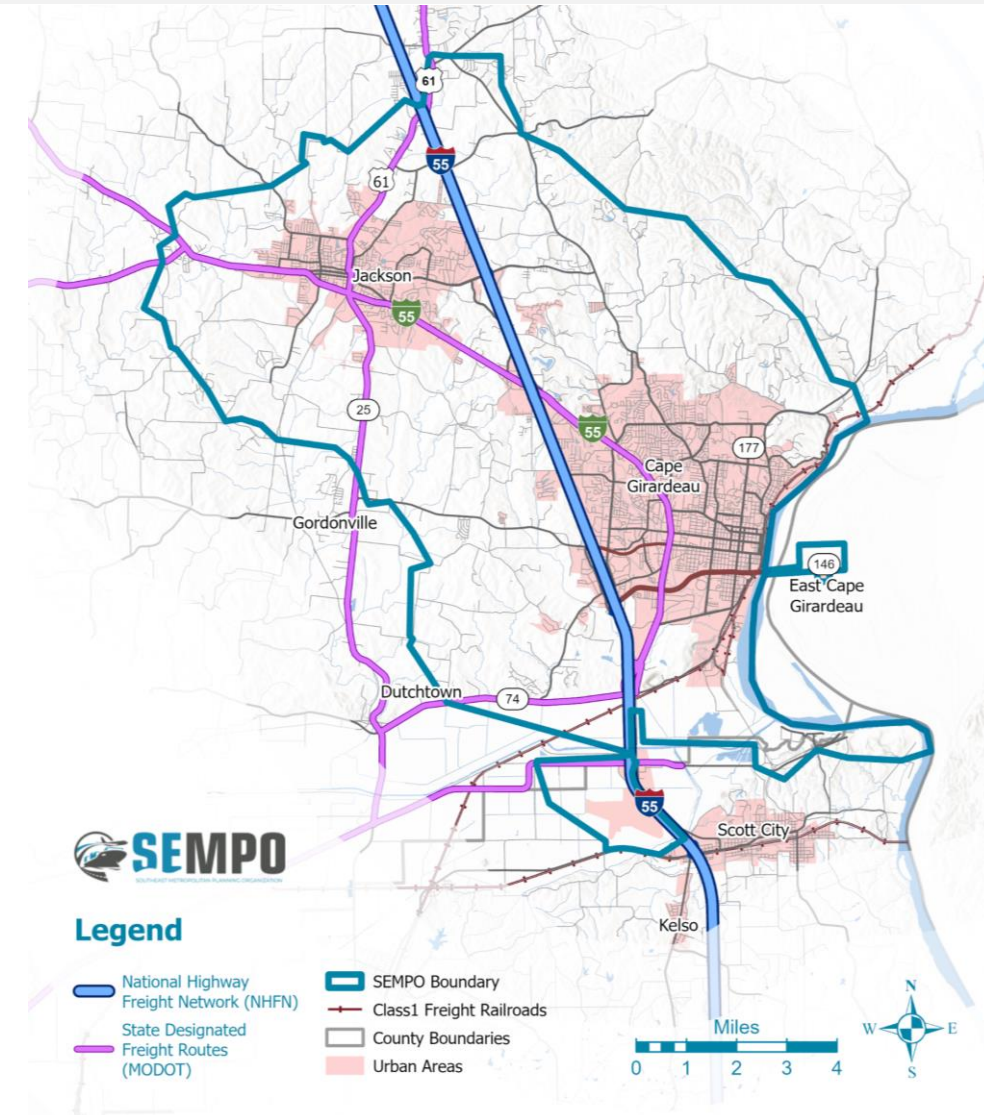


Major Freight Highway Assets:

Designated Truck Network

The system is anchored by I-55, but facility access relies on state routes:

- **Interstate 55:** Primary PHFS and STRAHNET link.
- **MO Route 74:** Crucial east-west bridge link.
- **US Route 61:** Major commercial artery.
- **Nash Road:** Vital heavy-haul Port connector.

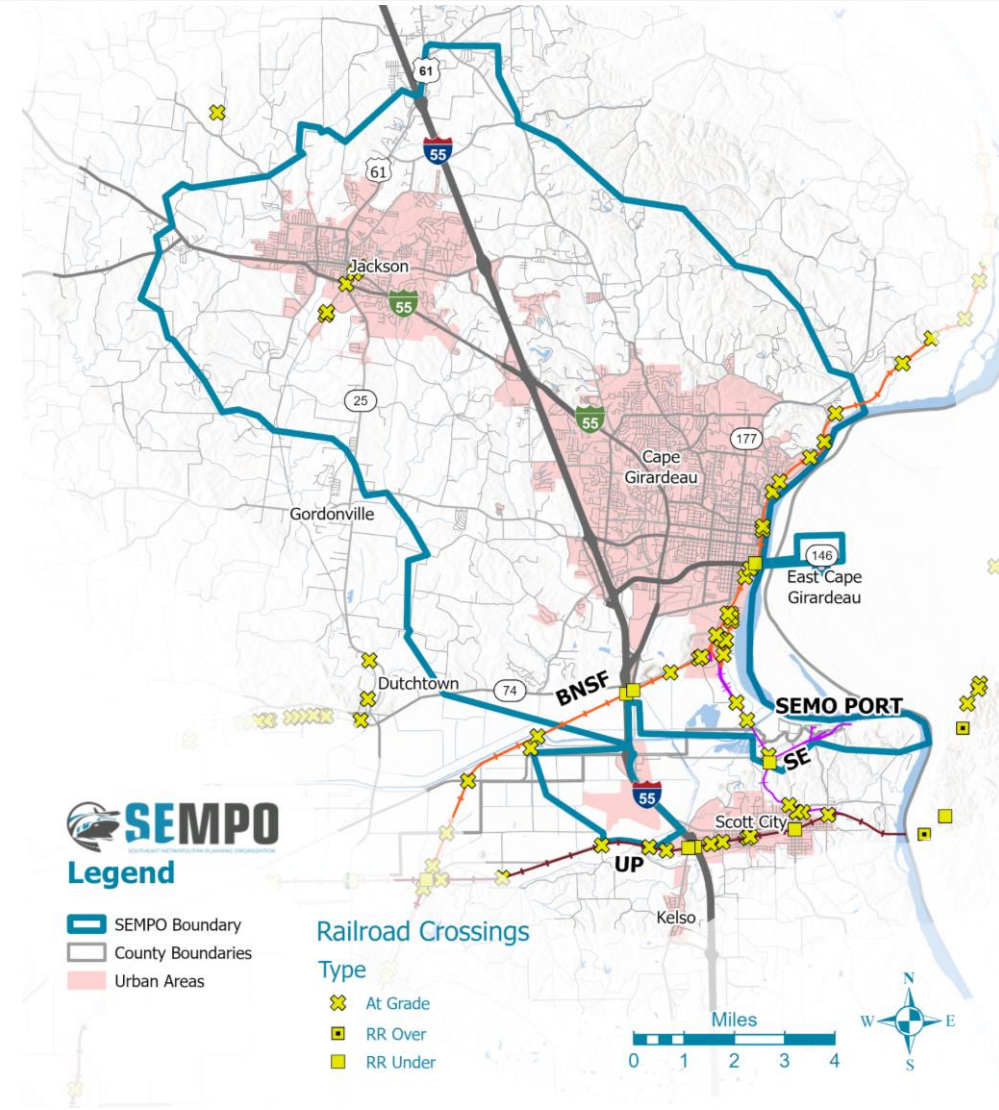


Railroad Infrastructure and Crossings:

Railroad Network

The rail network is a strength, capable of handling modern loads. However, the high density of at-grade crossings shown here contributes to the 3,000+ annual blockages.

- **Class I Operators:** BNSF and Union Pacific throughput.
- **SEMO Port Railroad:** Critical 6-mile switching operation.
- **Capacity:** Engineered for 287k lbs and double-stack.
- **Hotspots:** Concentration of at-grade crossings along the riverfront.

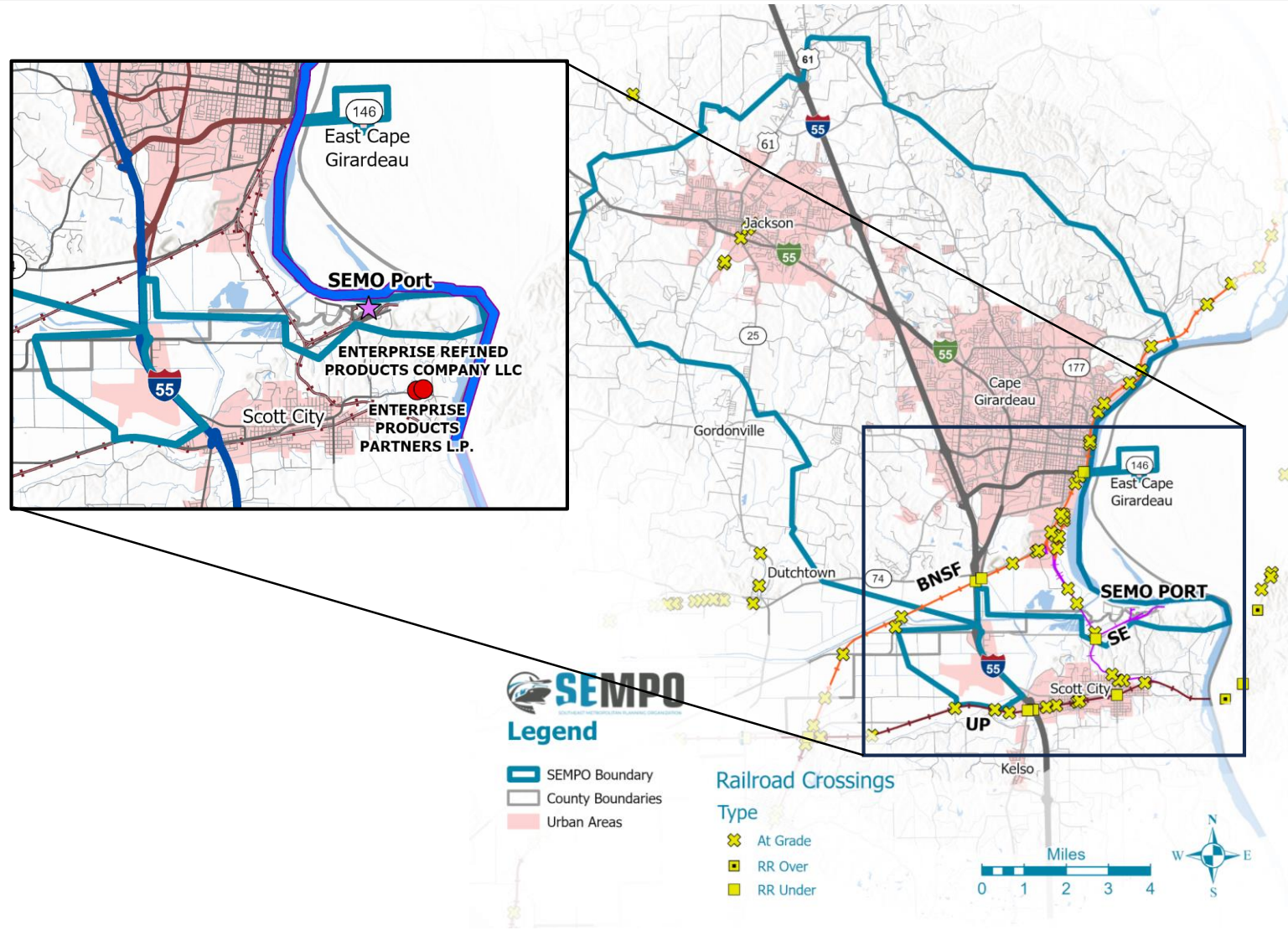


Ports, Waterways, and Intermodal Facilities:

Intermodal Gateways

The synergy between the Port and the Southern industrial node (Scott City) is our primary economic driver.

- **SEMO Port:** Regional anchor for bulk transload.
- **Mississippi River:** The M-55 Marine Highway link.
- **Energy Nodes:** Enterprise pipeline terminals near Scott City.

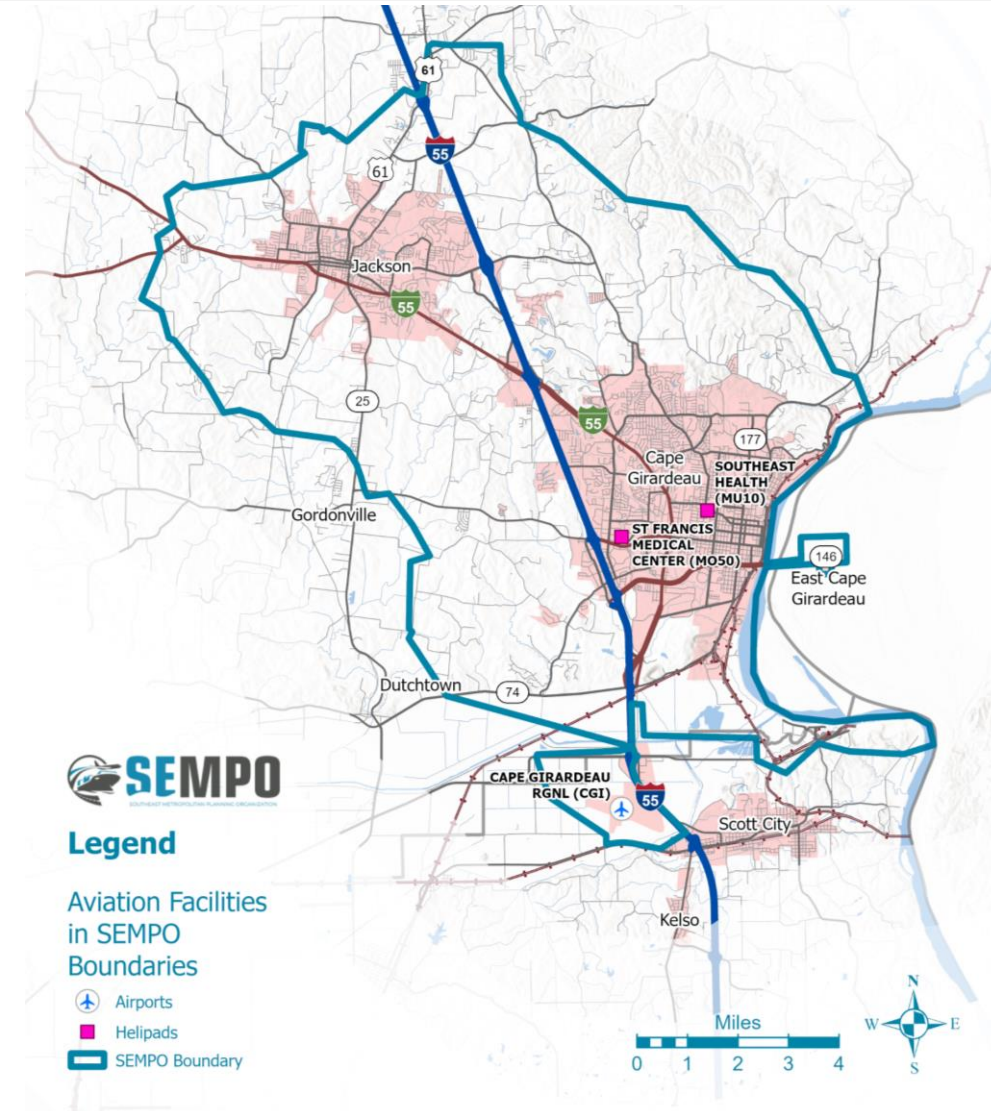


Aviation Assets:

Air Cargo

Indications point to little or no current Air Cargo activity in the SEMPO Region, however it's important to note regional connections via highway to:

- **St. Louis Lambert International Airport (STL)** — ~1.5 to 2 hours
- **Memphis International Airport (MEM)** — ~2.5 hours
- **Nashville International Airport (BNA)** — ~3.5 hours
- **Springfield-Branson National (SGF)** — ~3.5 to 4 hours

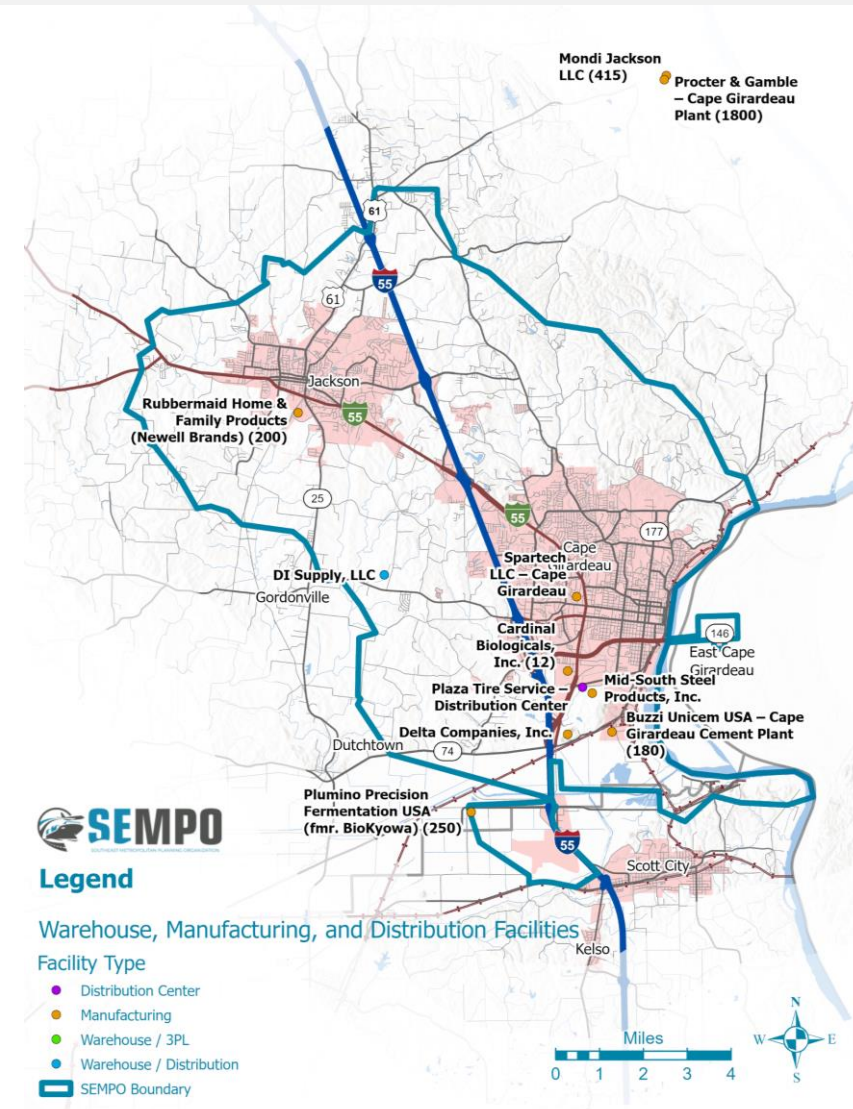


Warehouse, Manufacturing and Distribution Facilities:

Industrial Clusters

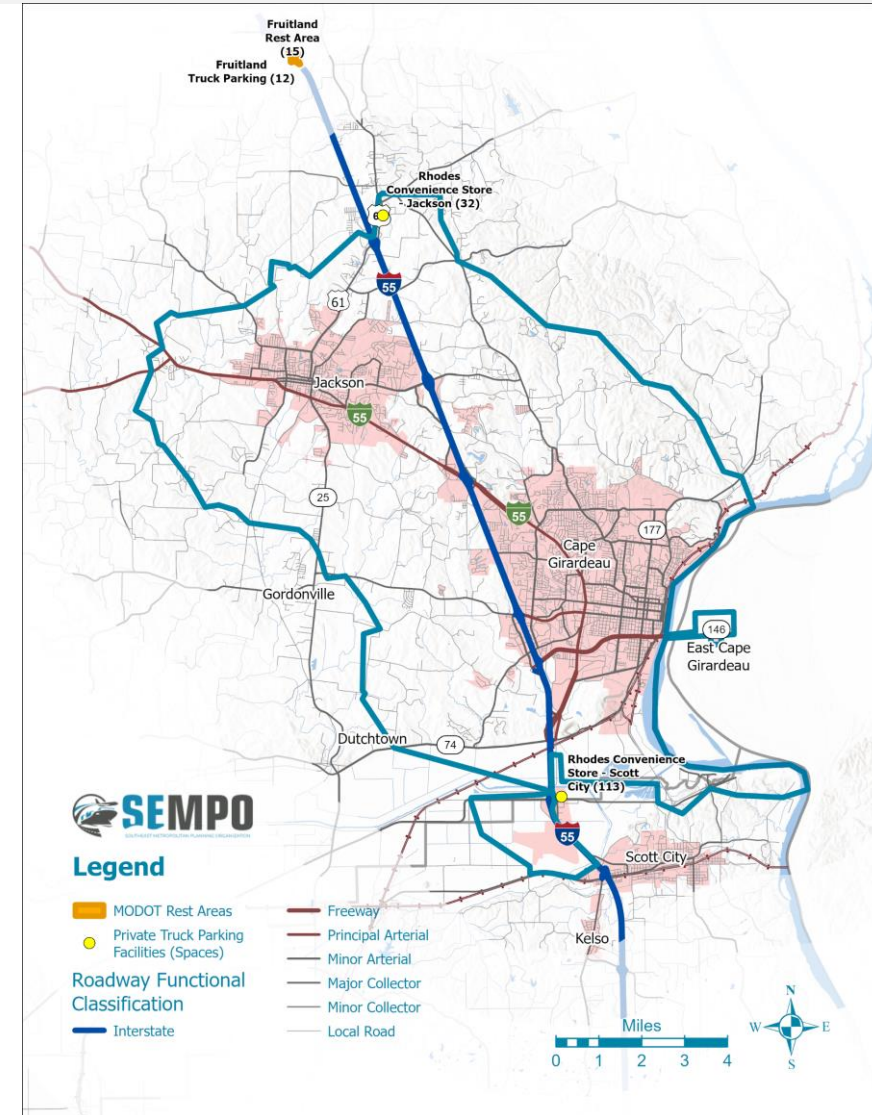
This map identifies the origin/destination points for most of the truck traffic the Cape Girardeau Region. Protecting the "first-mile/last-mile" connection from these sites to I-55 is essential.

- **Northern Node (Jackson):** Procter & Gamble, Mondi, Rubbermaid.
- **Southern Node (Scott City):** Intermodal and manufacturing.
- **Central Node:** Heavy industry (Buzzi Unicem, MidSouth Steel Products).
- **Trends:** Growth in "Just-in-Time" consumer goods distribution.



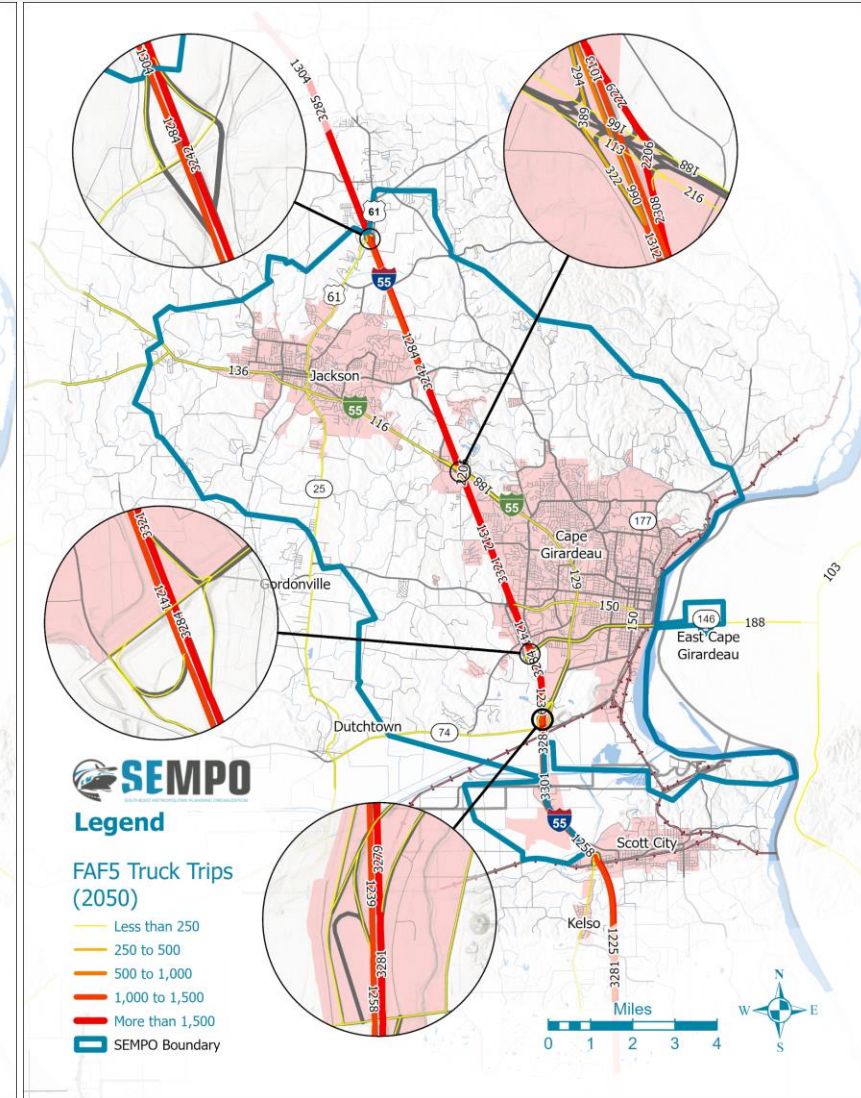
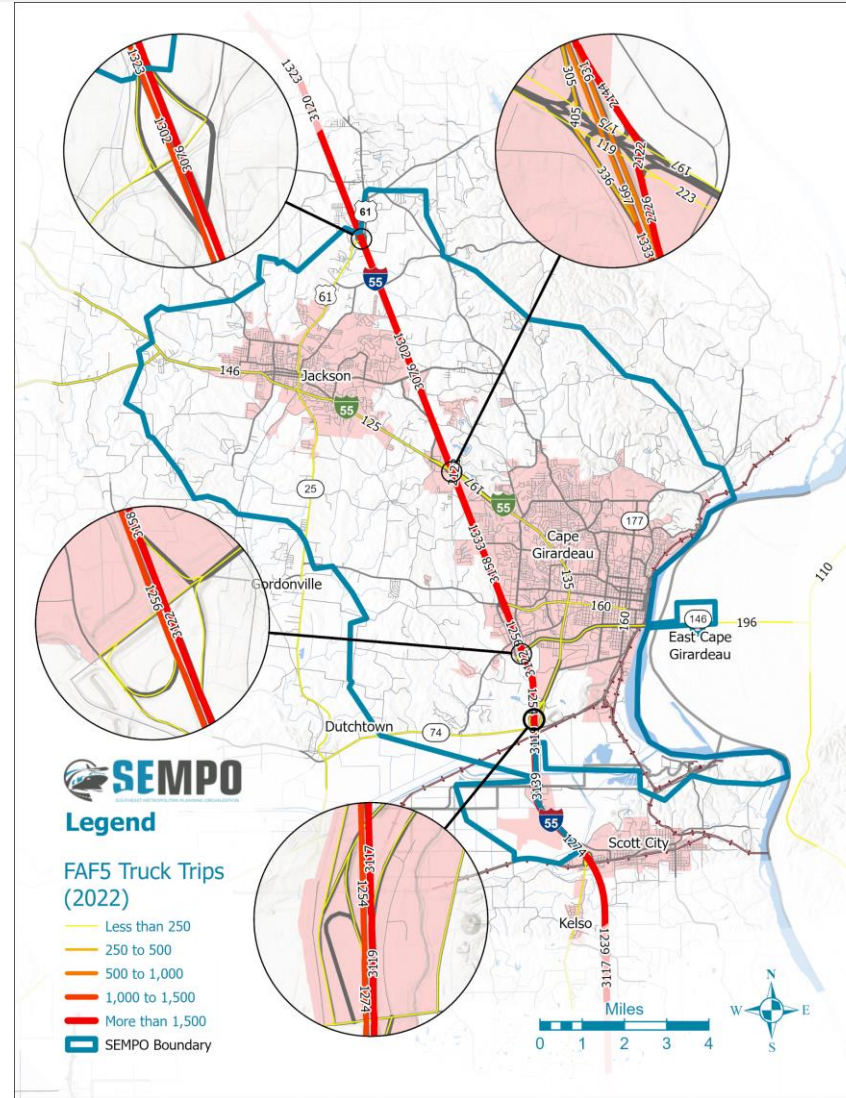
Truck Parking Facilities:

- **Private vs. Public Reliance:** The region relies heavily on private operators for truck parking capacity, with private facilities providing a total of 145 spaces compared to just 27 spaces at public MoDOT rest areas.
- **Corridor Concentration:** Existing truck parking facilities are clustered exclusively along the Interstate 55 corridor, serving the region's primary north-south freight route.
- **Primary Capacity Hub:** The largest single parking location is situated near the southern edge of the SEMPO boundary, where a private Rhodes Convenience Store in Scott City offers 113 spaces.
- **Limited Public Options:** Public MoDOT truck parking is highly limited and geographically isolated to the northern Fruitland area, located just outside the main SEMPO planning boundary.



Truck Trips:

- **Steady, Incremental Growth:** Forecasts from 2022 to 2050 indicate a stable, moderate increase in daily truck volumes across the regional network rather than dramatic spikes.
- **Consistent Corridor Usage:** Primary freight routes, such as I-55, are expected to experience gradual volume increases while functioning within their anticipated long-term capacities.
- **Stable Secondary Network:** Regional connectors and secondary routes show minimal shifts in freight density, remaining largely within their current operational thresholds.
- **Predictable Planning Horizon:** This moderate and steady growth trajectory allows for a sustained, highly predictable approach to infrastructure preservation and future maintenance.

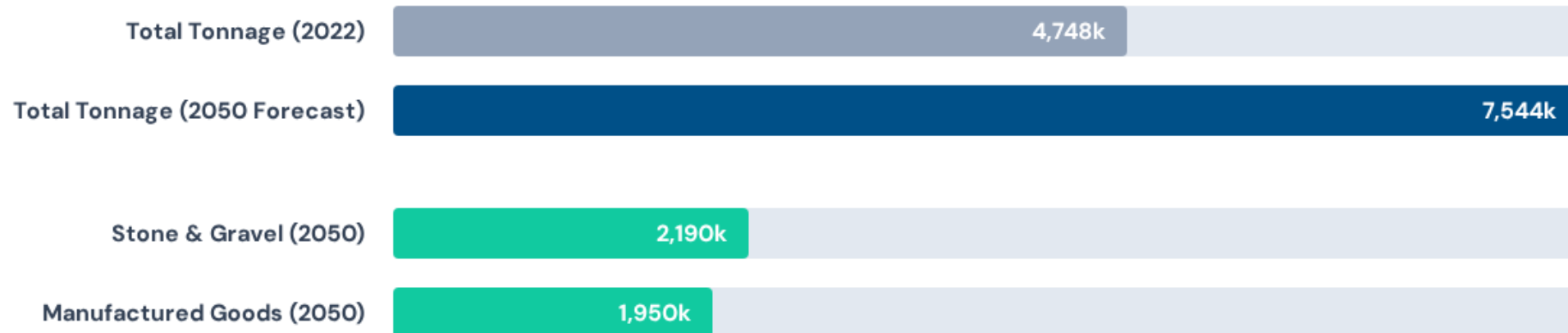


Commodity Flow

Freight Market Forecast

FAF5 projects a 58.9% increase in total truck tonnage, requiring significant capacity resilience. While bulk leads, the rise in durable manufacturing requires faster, more reliable road connectivity.

Annual Truck Tonnage Comparison

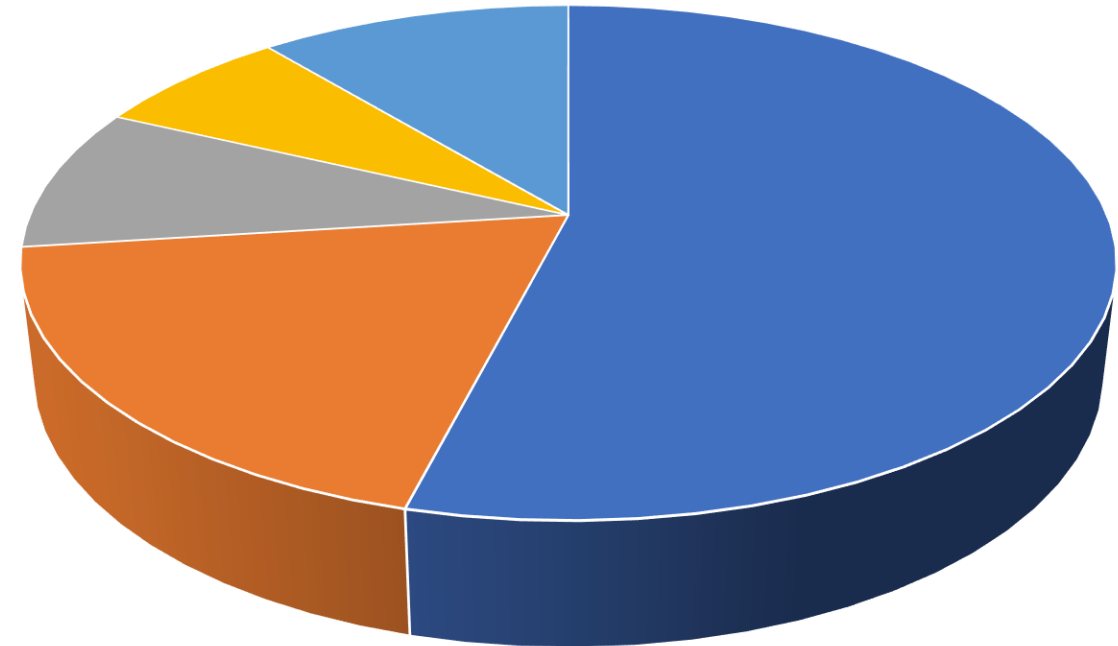


Origin and Destination Analysis

Trading Partners

- Over half of annual truck trips stay within the SEMPO region, emphasizing local distribution needs.
- Origin-Destination analysis shows a very strong internal market. 54% of trips are local, which places a premium on our urbanized area road conditions.

Trading Partners by Percentage



■ Cape Girardeau ■ Rural Missouri ■ Sikeston ■ St. Louis ■ Other Partners



Freight Performance Measures

Freight performance considerations

Based on Federal Goals, MODOT Performance Metrics, and Local Goals

The framework to the right synthesizes the proposed metrics that will be evaluated as part of Task 3 to track the health of the SEMPO Regional Freight System.

Modal Category	Key Performance Metrics (Proposed)	Alignment with Local SEMPO Goals
Roadway	<p>Reliability: Truck Travel Time Reliability (TTTR) on I-55; AADT vs. LOS on Nash Rd/MO-177.</p> <p>Safety: Frequency of commercial vehicle crashes at I-55 interchanges.</p>	<p>Reliability & System Management: Optimize the reliability of the multimodal freight network by prioritizing maintenance of existing infrastructure.</p>
Railroad	<p>Operations: Terminal dwell times at SE/UP/BNSF yards.</p> <p>Safety: Frequency of blocked crossings (currently ~3,134 annual incidents).</p>	<p>Safety: Ensure the safety of all users as they interact with the region's freight network and assets.</p>
Ports & Waterways	<p>Efficiency: Tonnage transloaded (barge-to-rail/truck) at SEMO Port.</p> <p>Intermodal: Ease of drayage access via Nash Road.</p>	<p>Funding & Economic Enhancement: Strengthen the regional economy by targeting investments that support freight-dependent industries.</p>
Air Cargo	<p>Connectivity: Surface-to-air drayage reliability to Memphis and St. Louis hubs.</p> <p>Local Growth: Tonnage trends for time-critical medical components.</p>	<p>Innovation: Adopt "future-ready" operational strategies that enhance the efficiency and security of freight movement.</p>
Facilities	<p>Utilization: Truck parking occupancy rates at Fruitland and Scott City facilities.</p> <p>Resiliency: Impact of FEMA flood zones on riverfront industrial nodes.</p>	<p>Environmental Stewardship & Social Equity: Minimize community impacts of freight operations while ensuring equitable access to opportunities.</p>



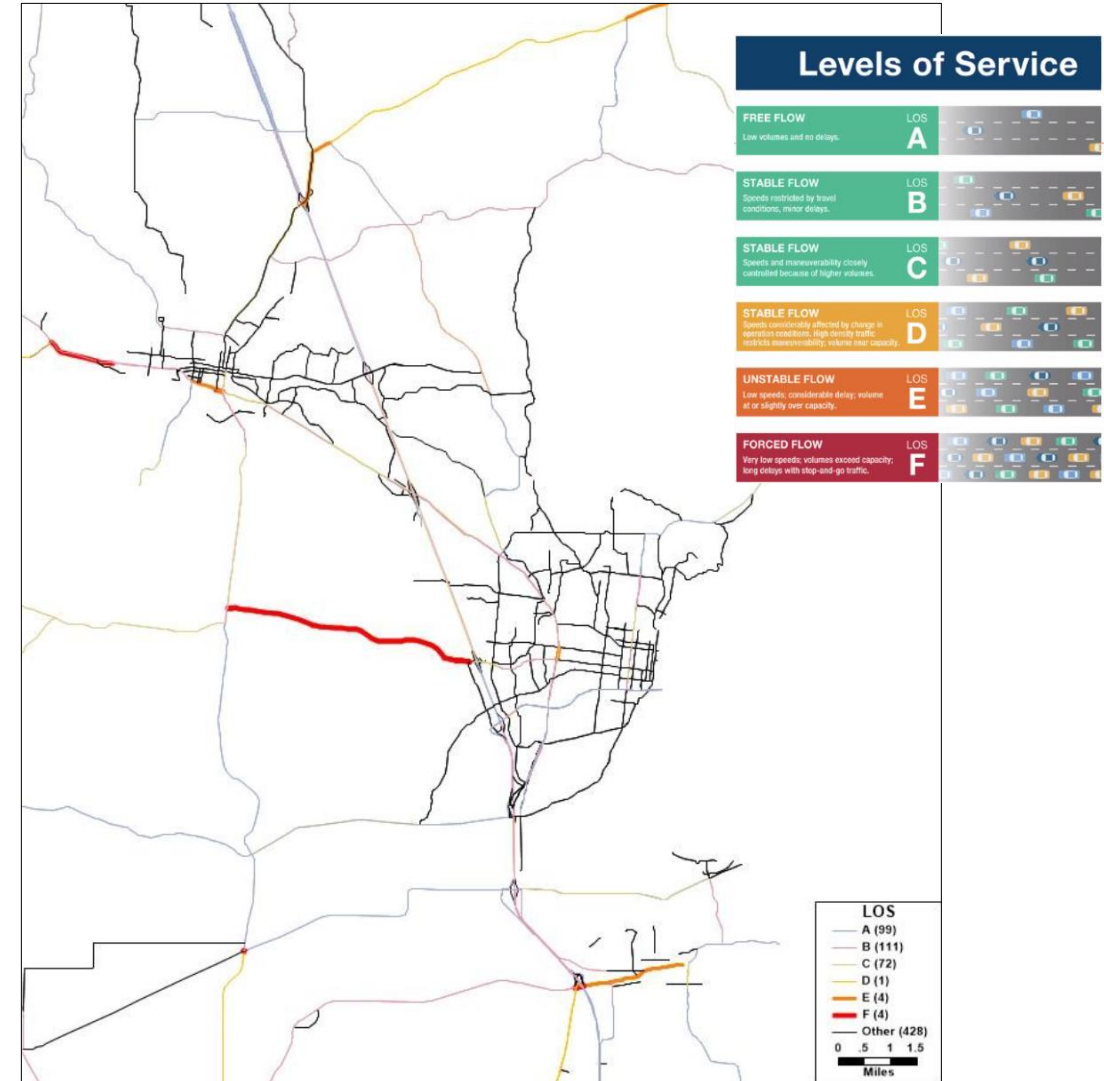
Key Reliability Findings

System Gaps

Task 3 highlights the gaps. We found LOS F segments that are bottlenecking our local generators, and a severe truck parking shortage that affects safety.

Congestion: LOS F "hotspots" on Route K and West Jackson Blvd.

- **Parking:** Supply gaps lead to unauthorized staging in retail lots.
- **Resiliency:** FEMA flood zone impacts on riverfront industrial nodes.



Key Safety Findings

Rail Safety Impacts

This is our most critical safety finding. 3,134 blocked incidents per year isn't just a freight issue; it's a public safety risk that isolates our neighborhoods.

Potential Issues:

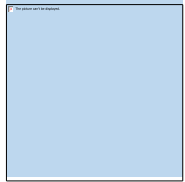
- Neighborhood isolation.
- Risk to EMS and Fire response times.
- Friction with downtown revitalization.

3,134

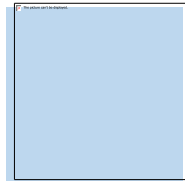
ANNUAL BLOCKED CROSSINGS



Next Steps:



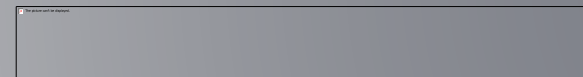
Finalize Task 3 - Freight Performance Assessment



Task 4 - Freight Solutions Development



Continued Stakeholder Outreach Activities



THANK YOU!

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