St. Louis Regional Freight Study

Implications

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Presenters

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Approach

- Context
- Forecast
- Drivers
- Land Use
- Recommendations

“Change is inevitable. Change for the Better is a Full Time Job”

Adlai Stevenson

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Context

Context

- A unique moment in time
- St. Louis as a “Top 20” port
- Significance of the new I-70 Bridge
- Regional freight rail capacity alignment
  - Bridges, yards, operations, & corridors
- A majority of freight passes through
  - How do we add value?

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Drivers of Freight

Drivers of Freight

- I-44 to I-70 – LA to NY - Least tolled most direct east-west route
- Growth in intermodal shipments through the Region
- New bridge projects = increased access
- New transload facilities / Kaskaskia
- Align infrastructure with export markets
- Impact of thru-traffic; what stops?

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Drivers – Growth in Intermodal

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Drivers - Export Markets

Drivers – Thru-Freight Movement

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Land Use

Implication

The study focused attention on 23 areas where manufacturing interacts with the freight system. Drivers include:

- 230,000 jobs, with about 127,000 in manufacturing and goods production.
- Manufacturing directly sustains about $55.5 billion or 24% of total Regional output (about $227 billion).
- About 160 million square feet of industrial and distribution space

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Industrial Areas in the Region

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Core and Corridor Industrial Areas

Site Areas Along the River

Site Acronym	Site Name	Industrial Land Use (Acres)	Total Industrial RBA (Sq Ft)	Industrial Vacancy Rate
BA	Broadway - Arsenal	950	6,035,200	3%
BH	Broadway - Hall	1,460	13,251,200	13%
CA	Chesterfield Airport		3,928,000	3%
DY	Dupo Yard	530	99,400	0%
EG	East Industrial Gateway	2,450	1,286,700	11%
TN	Route 3 North	4,280	8,840,700	4%
		11,550	**31,190,700**	

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Recommendations

Key Recommendations

- Track system performance
- A regional freight transportation district
- A sector champion for freight and logistics
- Align economic development priorities with supply chains
- Leverage bulk transportation to increase freight velocity and rail network access

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