St. Louis Regional Freightway
2021 Multimodal Priority List and Marketing Overview

Mission and Goals

Mission: **To optimize** the region's freight transportation network through public and private partnerships.

Goals: To produce results that **strengthen the St. Louis Region** by increasing job growth through manufacturing and logistics, and improving the local economy.

- **Regional Freight Needs Analysis and Development Plan** - Maximizing funding opportunities through public-private partnerships and improving multimodal capabilities.

- **Develop and implement a Marketing Plan** – St. Louis Region is recognized as national and global premier freight hub

2021 Multimodal Project List Process

Jan 28, 2020

Freight Development Committee meeting provides opportunity for public and private sector input from across the region. Projects are vetted with public and private stakeholders from across the region.

April 2, 2020

Freight Development Committee reconvenes and finalizes the project list.

May 2020

Freightway Council approved

May 21, 2020

Draft 2021 project list release to the public during FreightWeek

Oct 28, 2020

Request E-W Gateway Council of Governments Board approval

2021 Priority Project Criteria

- **Economic Impact –** To improve the region's overall competitiveness (i.e. new business development, job creation, 1st-order economic benefits)
- **Multimodal Impact -** To improve the flexibility, reliability, and connectivity of the region's freight network (i.e. speed of freight, lowering cost, improved reliability)
- **Efficiency Impact -** To increase the efficient use of the region's assets
- **Safety in Travel –** To advance safety of the region's transportation assets
- **Project Readiness**

How do we support business retention and expansion?
Answer: Continue to invest in infrastructure.

USDOT Noteworthy Practices

Key Accomplishments

- Improved cross-sector partnerships that increased regional competitiveness for funding to benefit freight mobility and economic development.
- Created a list of priority freight projects to help inform regional and state decision-makers in their development of transportation improvement programs.
- Fostered relationship- and consensus-building across sectors and jurisdictions leading to improved freight decision-making, project development, and funding success.

Letters of Support

TRUE MANUFACTURING CO., INC.

The Honorable Elaine L. Chao, Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, S.E.
Washington, DC 20590

February 18, 2020

RE: Missouri Department of Transportation: I-270 North Gap Closure Project (St. Louis) Infrastructure for Rebuilding America Grant Proposal

Dear Secretary Chao:

On behalf of TRUE MANUFACTURING CO. we are writing to express support for the Missouri Department of Transportation's (MoDOT) Infrastructure For Rebuilding America (INFRA) grant request for major system improvements on the Interstate 270 Corridor (I-270 North) in northeastern St. Louis County, Missouri. The corridor was built in the 1960s and is comprised of two-way outer roads and interchanges that are critical to the national and regional transportation network for moving goods and people. Simply stated – the corridor cannot support the demand. The project improves safety, reduces congestion, improves the overall efficiency of the network, and adds to the region's economic vitality.

This project was selected as the St. Louis Regional Freightway's highest priority infrastructure project by members that represent manufacturing, logistics, industrial real estate and all modes of transportation, each year from 2016-2020. The Board of Directors of East-West Gateway Council of Governments, the St. Louis region's Metropolitan Planning Organization, unanimously supported this project as one of the region's highest priority projects. Both the State of Missouri and the State of Illinois have recognized the importance of this project.

Funding for this project would make significant improvements to an unfunded three-mile gap on the corridor. Within this gap, approximately two miles of the mainline would be expanded from two to three lanes, in each direction; existing lanes and shoulders resurfaced; and several bridges and culverts replaced and rehabilitated. INFRA funding is vital to this project as it would close the gap between two $500 million major infrastructure rebuild projects that are being completed thanks to unprecedented bi-state collaboration between MoDOT and the Illinois Department of Transportation (IDOT). In Missouri, MoDOT has funded approximately $250 million in improvements to rebuild and widen approximately 15 miles of the I-270 mainline, the outer roads system, and numerous interchanges. Through a joint partnership both IDOT and MoDOT announced funding for the replacement of the I-270 Bridge over the Mississippi River with two new bridges carrying three lanes in each direction. The I-270 mainline connection will also be widened from two to three lanes, in each direction for approximately two miles. Consequently, an INFRA grant is critical to closing the gap and removing the potential for bottlenecks.

2001 East Terra Lane • O'Fallon, MO 63366-4434
Tel: 636.240.2400 • Toll Free: 800.325.6152
Fax: 636.272.2408 • www.truemfg.com

Sincerely,

TRUE MANUFACTURING CO

Letter of Support from True Manufacturing
for MoDOT I-270 North Gap Closure Project

Weekends ONLY FURNITURE & MATTRESS

The Honorable Elaine L. Chao, Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, S.E.
Washington, DC 20590

February 14, 2020

RE: Multi-Modal Access Expansion - Unclogging the Freight Bottleneck along the I-270 Bi-State Corridor

Dear Secretary Chao:

On behalf of Weekends Only Inc I am writing to express support for the $33 million Illinois Department of Transportation's (IDOT) Infrastructure for Rebuilding America (INFRA) grant for improvements on the Interstate 270 Bi-State Corridor project in Southwestern Illinois. IDOT and the Federal Highway Administration (FHWA) are jointly contributing the remaining $235.5 million to fully fund this $268.5 million construction project. With retail stores and warehouses across the bi-state region, it is important to us that this important transportation infrastructure is accessible and safe for all who live here and travel on it.

Located between the Mississippi River to the east of Illinois Route 111 in Pontoon Beach this segment of I-270 has a 2019 Average Daily Traffic (ADT) of 50,400 vehicles per day with 20 percent truck traffic (10,080 trucks per day).

Specifically, INFRA funds are needed to:

- Widen this segment of I-270 from four to six lanes to alleviate bottlenecking.
- Reconstruct a key interchange at Illinois 3 to enhance safety and improve efficiency.
- Improve connectivity between Illinois and Missouri along one of our nation's most important freight routes.

This project was selected as the St. Louis Regional Freightway's highest priority infrastructure project by members that represent manufacturing, logistics, industrial real estate and all modes of transportation, each year from 2016-2020. The Board of Directors of East-West Gateway Council of Governments, the St. Louis region's Metropolitan Planning Organization, unanimously supported this project as one of the region's highest priority projects. Both the State of Missouri and the State of Illinois have recognized the importance of this project.

As a designated part of the National Highway Freight Network, I-270 is essential for the efficient and safe movement of freight and the expansion of commerce in Illinois, Missouri and across the nation. The potential for future economic growth and job creation is dependent on an interstate infrastructure network that is safe and free of congestion, and these proposed improvements to I-270 are necessary to meet these goals.

www.weekendsonly.com

Sincerely,

Dionne Dumitru
Chief Technology Officer
Weekends Only Inc.

Letter of Support from Weekends Only
for IDOT Improvements along I-270 Corridor

$222M Merchants Bridge Replacement over the Mississippi River: Terminal Railroad Association of St. Louis (TRRA)

(This is what success looks like.)

I-270 North Corridor

Hard work pays off! Over $600 mil in 3 years!

- I-270 from I-70 on the west to east of Bellefontaine (MoDOT): $278M – FUNDED; Construction starts 2020
- I-270 Mississippi River Chain of Rocks Bridge Replacement (IDOT/MoDOT): $223M – FUNDED
- I-270 Interchange reconstruction at Illinois 111 (IDOT): $19M – FUNDED
- I-270 from Mississippi River to west of Illinois 203, including Illinois 3 interchange (IDOT): $84.5M – FUNDED
- I-270 from west of Illinois Route 203 to east of Illinois Route 111 (IDOT) – NOT FUNDED
- I-270 from east of Bellefontaine to east of Riverview Drive (MoDOT) – NOT FUNDED

This is the Why – Intermodal yards are one of the region's largest intermodal assets and this one has available capacity.

I-255/Davis Street Ferry Road Interchange

I-70 Improvements from Warrenton to Stan Musial Veterans Memorial Bridge (MO) – Highest Priority Project

Projects identified as highest priority with the I-70 corridor:

- I-70 Outer Roads from Fairgrounds Rd to Cave Springs Rd (MO) - Funded
- I-70/Riverview Dr Interchange Reconstruction (MO) - Funded
- Improvements to the I-70 Curve/NFS Railroad Bridge (MO) - Not Funded
- Improvements to the I-70/I-64 Interchange (MO) - Concept Development Phase
- New Interchange/expansion improvements David Hoekel Pkwy, Wentzville south, Lake St. Louis Blvd south and Route K (Funded)

Supports one of the region's fastest growing industrial parks:

Fountain Lakes Commerce Center, Premier 370, West 70 Commerce Center and Wentzville I-70/I-64 Interchange Sites

Rendering from City of St. Charles Long Range Transportation Plan

I-55 from MO Z (Pevely) to US 67 (Crystal City) – Jefferson Co

Rehabilitate pavement and bridges, add capacity, improve interchanges

- Project supports future Herculaneum/ Crystal City port development that would require a new I-55 interchange providing roadway access

- In 2013 Freight study, trucking industry noted I-55 northbound to I-70 east as an area of notable congestion

TRRA Tunnel Riverfront Dewatering Project – St. Louis City

TRRA Tunnel Arch Riverfront Dewatering Project:

- Mississippi River flood events continue to adversely effect train service.
- U.S.DOT Consolidated Rail Infrastructure and Safety Improvements (CRISI) grant program

National Media Coverage

AIR FREIGHT NEWS

AFN - News at the speed of Air Freight

St. Louis Regional Freightway's 2021 priority projects list released

May 22, 2020

More than $2.2B in projects to st

The St. Louis Regional Freightway announced the 2021 Priority Projects List representing key infrastructure needs of the manufacturing and logistics industries in the Eastern Missouri and Southwestern Illinois area.

National Media Coverage

National freight strategic plan will strengthen nation's competitiveness

By: AJOT | Sep 24 2020 at 10:24 AM | Intermodal News

We commend the U.S. Department of Transportation (USDOT) for announcing the first-ever National Freight Strategic Plan (NFSP) earlier this month. We believe this historic initiative will go a long way toward strengthening the nation's competitiveness amidst continued growth in freight demand by laying out a vision for long-term investments in infrastructure, the workforce, and other essential parts of the freight system.

National Publications:
Site Selection Magazine - Publication validates the region's global significance

SPECIAL ADVERTISING SECTION SHOVEL-READYSITES

Shovel-Ready Infrastructure and Shovel-Ready Industrial Sites Go Hand in Hand

by ADAM BRUNS
adam. bruns@ s i teselection. com

Could they work in tandem to lend a hand to a recovering economy?

The 2008 financial crisis not only spawned the Great Recession, it also introduced another phrase that went from shorthand to a joke in short order: shovel-ready. In the context of the federal stimulus bill, it meant infrastructure improvement projects that were ready to be constructed, the thought being that those projects would fuel job creation and business improvement all at once.

The program didn't roll out as smoothly as the on-ramps it was intended to build. But as some projects moved forward and some stalled, shovel-ready came to be applied in another, familiar context: the preparation and inventory of industrial sites for immediate company investment. One of the keys to any well prepared site, of course, is being near major transportation and other infrastructure that the original stimulus bill was intended to support.

Now, as businesses suffer from the COVID-19-induced shutdown, they look to a post-pandemic recovery. As the pandemic has progressed, consumers and companies alike have witnessed the primacy of logistics and e-commerce as ongoing essential business — Amazon.com alone pledged to hire 175,000 temporarily to both get the suddenly unemployed a paycheck and get the huge spike in packages to their destinations.

Given that context, could shovel-ready infrastructure investment be an even better idea this time around? And could such investment make shovel-ready industrial sites all the more appealing?

The St. Louis regional ports reported early this year that they had moved from No. 3 to No. 2 for inland port total tonnage, handling 37.4 million tons of commodities over the course 2018, a 13.2% increase.
Photo courtesy of St. Louis Regional Freightway

200 MAY 2020 SITE SELECTION

ST LOUIS REGIONAL FREIGHTWAY

2021 Multimodal Transportation Project List

ST LOUIS REGIONAL FREIGHTWAY

Advanced to Construction

Merchants Bridge (TRRA) Replacement over the Mississippi River (MO-IL)
Replacement of Terminal Railroad Association of St. Louis 130-year old rail bridge
Freightway's #1 Priority

Funded: Summer 2018
Estimated Cost: $222 mil

Union Pacific Railroad Lenox Tower Replacement (IL)
Remove Lenox Rail Tower in Mitchell, Illinois in order to centralize dispatching in Omaha, Nebraska

Construction Completed
Estimated Cost: $9 mil

North Park Access Improvements (MO)
Safety and capacity improvements along Hanley Road from I-70 to Madison Avenue

Funded in 2018
Estimated Cost: $3 mil

Earth City Access Improvements (MO)
(A) St. Charles Rock Road preservation of 1.3-mile corridor
(B) Arterial roadway pavement repairs in Earth City

Construction Nearing Completion
Estimated Cost: $4 mil

J.S. McDonnell Connector Access Improvements (MO)
Roadway improvements to enhance truck traffic movements and replace deteriorated rail crossing

Construction Funding Approved 2018
Estimated Cost: $20.7 mil

Advanced to Construction

I-255 / Davis Street Ferry Road Interchange (IL)
New interchange and connecting roadways to serve emerging industrial area near Union Pacific Dupo Intermodal Yard including future grade separation over five rail tracks
Highest Priority Project

Funded: Summer 2019
Estimated Cost: $42 mil

I-64 Improvements from Green Mount Road to Illinois Route 158 (Air Mobility Drive) (IL)
Expansion of I-64 to six lanes as well as other safety and capacity improvements

Funded: Summer 2018
Estimated Cost: $32 mil

Illinois Route 158 (Air Mobility Drive) Expansion from Route 161 to Route 177 (IL)
One-mile extension of two lanes along a growth corridor near I-64 and MidAmerica St. Louis Airport

Funded in 2018
Estimated Cost: $20 mil

Partially Programmed for Construction

I-70 Improvements from Wentzville to Stan Musial Veterans Memorial Bridge (MO)
(A) I-70 Outer Roads from Fairgrounds Road to Cave Springs Road (MO)* *(Funded $62 mil)*
(B) I-70/Riverview Drive Interchange reconstruction (MO) *(Funded)*
(C) Improvements to the I-70 Curve and Norfolk Southern Railroad Bridge (MO)* *(Not Funded)*
(D) Improvements to I-70/I-64 Interchange (MO)* *(Concept Development Phase)*
(E) New Interchange/expansion improvements—David Hoekel Pkwy, Wentzville south, Lake St. Louis Blvd south and Route K *(Funded)*
Highest Priority Project

Estimated Cost: $650 mil
** Identified as high priority sections 2021*

I-270 Improvements from I-70 (MO) to Illinois Route 157 (MO-IL)
(A) I-70 to Mississippi River (MO) *(Partially Funded $278 mil in 2018)*
(B) Chain of Rocks Bridge Replacement (MO-IL) *($223 mil Funded in 2018)*
(C) Mississippi River to West of Illinois Route 157 (IL) *(Partially Funded $84.5 mil in 2019)*
Highest Priority Project

Estimated Cost: $1.2 bil

FW200752 | Oct. 9, 2020

2021 Multimodal Transportation Project List

ST LOUIS REGIONAL FREIGHTWAY

Partially Programmed for Construction

Illinois Route 3 Access Improvements (IL)

(A) Illinois Route 3 Relocation from River Park Dr to Monsanto Ave *(Funded 2019)*

(B) Illinois Route 3 railroad grade separation bridge over Alton & Southern railroad *(Partially Funded 2019)*

Highest Priority Project

North Riverfront Commerce Corridor Improvements (MO)

(A) Hall Street and Riverview Drive Improvements *(Partially Funded)*

(B) Branch Street Improvements

(C) I-70 westbound off-ramp to North Broadway relocation *(Complete)*

Highest Priority Project

Estimated Cost: $33.7 mil
Unfunded: $29 mil

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

(A) Banshee Road reconstruction *(Not Funded)*

(B) Taxiway V connector *(Complete)*

Estimated Cost: $18.2 mil
Unfunded: $11 mil

America's Central Port Intermodal Improvements (IL)

(A) Granite City Harbor track revitalization *(Not Funded)*

(B) Red Dock rail expansion *(Not Funded)*

(C) New port entrance at Illinois Route 3 *(Funded 2018)*

Estimated Cost: $21.9 mil
Unfunded: $12.9 mil

Kaskaskia Regional Port District Improvements (IL)

(A) Terminal #1 second rail loop track and lead track rail upgrades

(B) Terminal #2 2nd entrance & 3rd dock

(C) Port Development at Fayetteville

Estimated Cost: $40 mil

Concept Development or Planning

Mississippi River Port Development Projects (MO)

(A) Crystal City Port Development with access roadway

(B) City of St. Louis south riverfront site

(C) St. Louis County Port development north/south sites

I-255 / Fish Lake (Ramsey Road) Interchange (IL)

New interchange to provide additional access to the Union Pacific Dupo Intermodal Yard

Estimated Cost: $27 mil

St. Louis Lambert International Airport Access Improvements (MO)

(A) Cargo City access analysis

(B) Fee Fee Road bridge improvement

(C) Gist Road upgrade

Estimated Cost: $90.9 mil

MidAmerica St. Louis Airport Distribution Improvements (IL)

New two-mile rail spur from Norfolk Southern mainline to enable freight rail access for industry on the eastern side of airport

Estimated Cost: $45 mil

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

Pavement and bridge rehabilitation, increased capacity by expanding to a six-lane highway for approximately six miles from Route Z to U.S. Route 67, and interchange improvements

Estimated Cost: $213 mil

Terminal Railroad Association of St. Louis (TRRA) Tunnel-Arch Riverfront Dewatering (MO)

Drill dewatering wells and pump incoming flood water at a rate that would allow for train traffic to continue operation in a flood that reached up to 45 feet on the St. Louis Gage.

Estimated Cost: $9 mil

FW200752 | Oct. 9, 2020

Building Awareness
Freightway Marketing Chairman: America's Central Port
Dennis Wilmsmeyer

DEVELOPMENT MAGAZINE — Advertise | Submit | Contact — SPRING 2019

Home / Development Magazine / Development magazine Spring 2019 / Development Ownership / Shipping Innovations Along Inland Waterways Present Opportunities for Developers

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FEATURED ADVOCACY BUSINESS/TRENDS DEVELOPMENT/OWNERSHIP FINANCE MARKETING/LEASING PERSPECTIVES ALL ISSUES

DEVELOPMENT - OWNERSHIP

Shipping Innovations Along Inland Waterways Present Opportunities for Developers

By: Mary Lamie
Spring 2019

AJOT 100 1919 – 2019

Key logistics corridor in St. Louis Region spurs historic growth in construction and development of bulk distribution buildings

By: AJOT | Aug 21 2019 at 11:27 AM | Logistics

TURKEY SeaNews® INTERNATIONAL SHIPPING MAGAZINE

US Midwest Ag Coast of America says it means to feed the world

THE Ag Coast of America is expanding to lead the world in food security, according the bi-state St Louis, Missouri region, which hopes to bring it all together, reports the American Journal of Transportation

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SUPPLYCHAIN MANAGEMENT REVIEW

Key logistics corridor in St. Louis region continues to strengthen

Historic growth in construction and development of bulk distribution buildings

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By Patrick Burnson, Executive Editor · September 13, 2019

REjournals

The Midwest's leading source for commercial real estate news.

Industrial — Missouri >

Bigger is better: Large spaces propel St. Louis industrial market

August 23, 2019 | Dan Rafter

Illinois Business Journal

Connecting the Business People of Southwestern Illinois

Freightway says year's events propelled region's status as hub

By Editor | December 27, 2019 | 0

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Op-ed: Time to focus on infrastructure investment

Published 2:04 pm CST, Monday, February 4, 2019

SAINT LOUIS CNR CONSTRUCTION NEWS AND REVIEW

St. Louis Regional Freightway's 2020 Priority Projects List Advance to Construction

Published on November 12, 2019 – in Associations/News

MARINELINK

St. Louis Regional Freightway: The Year in Review

Posted by Michelle Howard December 24, 2019

Freightway Industrial Real Estate Sites

Updates to TheFreightway.com

ILLINOIS

Madison County
1. America's Central Port
2. Lewis and Clark Industrial Development
3. Lakeview Commerce Center
4. Gateway Commerce Center
5. Gateway TradePort
6. Hartford Logistics Park
7. Alton Center Business Park

St. Clair County
8. Mid-America Commerce Center
9. Belle Valley Industrial Park III
10. Sauget Business Park
11. Dupo Real Estate & Development Sites

MidAmerica Airport
12. MidAmerica Airport Sites

Monroe County
13. MCEC Property
14. Rock City Business Complex

Bond County
15. Howard M. Wolf Business Park
16. Kelsey Business Park

Jersey County
17. Mid-American International Gateway

MISSOURI

Hazelwood
18. Aviator Business Park
19. Hazelwood Logistics Center
20. Hazelwood TradePort
21. Park 370 Business Center

St. Louis Lambert International Airport
22. St. Louis Lambert International Airport Sites

North St. Louis County
23. Earth City Industrial
24. Riverport Business Park
25. NorthPark

North Riverfront
26. 8000 Hall Street
27. North Broadway Distribution Center
28. North Riverfront Business Park

South City
29. Soulard Business Park
30. River City Business Park

Fenton
31. Fenton Logistics Park

St. Charles County
32. Fountain Lakes Commerce Center
33. Premier 370
34. West 70 Commerce Center
35. Wentzville I-70/I-64 Real Estate Sites

Franklin County
36. Washington Real Estate Sites
37. Union Corporate Center

National Media Coverage

New tool provides business leaders and site selectors data on available sites in STL region

By: AJOT | Aug 07 2020 at 09:53 AM | Logistics

Enhanced website features 37 sites with 8,000+ acres available for development in Missouri & Illinois

The St. Louis Regional Freightway today launched the expanded Featured Real Estate Sites Map section of its website, which features a wealth of information about the bi-state St. Louis region's growing real estate market with its abundance of warehouse/distribution buildings and land sites ready for all types of industrial and corporate users. The new tool is another offering from St. Louis Regional Freightway, which is committed to being the source of up-to-date information for the entire industrial market as it works to provide both marketing for active sites and accurate listings for interested parties. The Featured Real Estate Sites Map section at www.thefreightway.com/real-estate/ provides a unique look at the region and pulls data from both the Illinois and Missouri sides of the Mississippi River. Sites span from the City of St. Louis and multiple surrounding counties in the bi-state area and include opportunities at two airports.

National Publications: *Area Development*

Publication validates the region's global significance

Georgia USA
VOTED #1 STATE FOR INFRASTRUCTURE
LET'S TALK

AREA DEVELOPMENT

Georgia USA
VOTED #1 STATE FOR INFRASTRUCTURE
LET'S TALK

Bunge opted to locate in the St. Louis, MO-IL, region for access to its inland port among other factors.

SITE SELECTION | SITE SELECTION FACTORS / STRATEGY

Site Selection 2020: The Importance of "Regional Depth" with Global Reach

A location that can accommodate both a company's logistics and talent supply chains will enhance its prospects for long-term viability and growth.

Doug Rasmussen, President & CEO, Steadfast City Economic & Community Partners

Q3 2020

The last several years of corporate site selection have been influenced by many trends. Among these are corporate tax cuts, a red-hot industrial real estate market, the explosion of e-commerce, increasing trade protectionism, record economic growth and, in a stunning reversal, a global health pandemic and recession. It seems the ever-shifting tide of global and domestic affairs can be confusing at best and downright frightening at worst to corporate executives evaluating where to locate their next headquarters, newest manufacturing plant, or distribution center. Risk and uncertainty have never seemed higher, and without looking deeper and thinking differently, it can be hard to figure out what underlying community characteristics one can count on while navigating choppy waters to select a location that will be successful in the short and long term, irrespective of current or future growth cycles and economic shocks.

ST LOUIS REGIONAL FREIGHTWAY | A Bi-State Development Enterprise

Moving Forward

- Continue to maximize funding opportunities and improve multimodal capabilities with USDOT, IDOT, MoDOT elected leaders and private sector partners

- Marketing - Continue to advance container on barge/vessel development and build partnerships with gulf and coastal ports.

- Submitted - Two articles in the Heartland Real Estate Business magazine – IL, IA, KS, MI, MN, MO, NE, OH and WI.

Thank you!