

Every \$1
invested in
transportation
generates \$4
in economic
activity.

"If we don't maintain
access to our economic
development hubs, we lose
out on long-term growth."

Central District

2013 On the Move Listening Session Participant

Recent developments in Central Missouri increase reliance on freight networks

AUG
2013

Danuser Machine Company, Fulton to add 32,000 square feet of manufacturing space.

MAY
2013

Meramec Electrical Products announced plans to expand its manufacturing operations in Cuba, adding 47 new full-time jobs.

Marine Electrical Products, a switch panels and electrical components manufacturer, announced an expansion of their facility in Lebanon, expected to create 15 new jobs.

MAR
2013

3M announced plans to expand its specialty solar panel film production line at its Columbia plant over the next year, adding 50 jobs.

FEB
2013

Fluid Power Support, a steel fabrication company, will expand its operations in Mexico, making a capital investment of more than \$1.6 million and creating 15 new jobs.

JAN
2013

Brewer Science Inc., a company that produces materials for smartphones and tablet computers, plans to build a new manufacturing facility in rural central Missouri. The company expects to add 65 new jobs over the next 5 years as part of its expansion at the Rolla National Airport

*Special thanks to Missouri Partnership
for their assistance in providing the vital
statistics and information in this factsheet.



APR-MAY
2014

Business forums

JUN-SEP
2014

Preview the draft plan

A Vision for Freight in Missouri >>



As part of our On the Move initiative in 2013, MoDOT talked with thousands of Missourians in all 114 counties about our state's transportation future. We learned that Missourians want a transportation system that is well maintained, safe, grows our economy and leads to job creation, and provides Missourians with more inter-connected travel options.

Freight moved by truck, train, barge and plane is an essential part of Missouri's economy and growth. Making smart investments in our freight transportation system can provide better options for Missouri businesses to get their products to market. An improved freight transportation system can also lower transportation costs and help create more jobs. Because freight is key to Missouri's vitality, MoDOT is developing a freight plan - with your help.

Freight Plan Goals >>

The plan will build on On the Move and alongside Missourians and our freight partners, we will identify opportunities and actions in the Freight Plan to increase economic development and jobs. The Freight Plan is a "deeper dive" into one of the critical areas identified through On the Move.

Trucks are expected to remain an important part of freight movement in Missouri, but more and more shipments are anticipated to use multiple modes of transportation. By connecting different modes of transportation, we can deliver products faster and more cost-effectively. And that's good for Missouri businesses and consumers alike.

The Freight Plan will help MoDOT meet the current and future needs of Missouri businesses. In November 2013, we began working on the plan. Our goal is to have a final Freight Plan ready by September 2014.

Missouri freight is expected to increase dramatically from **600+ million** tons in 2011 to an estimated **1 billion** tons in 2040.

In 2012, Missouri exported **\$13.9 billion** in freight.

CENTRAL DISTRICT



Let us know what
you think.

www.MoFreightPlan.org

The Central District and Freight >>

MoDOT's Central District has 18 counties covering more than 11,000 square miles. Residents of Missouri's central region enjoy an excellent quality of life with the cost of living far below the national average, and good access to excellent hospitals, educational institutions and outdoor recreation. Columbia and Jefferson City are the largest cities in the district. Top area industries are financial, life sciences, agribusiness, warehousing/distribution and manufacturing. Major employers include ABB Power, Brewer Science, State Farm Insurance and Tracker Marine.

Freight moves by multiple transportation modes in the Central District. Major area roads include I-44 and I-70, as well as US-63, US-54, US-50, and US-40. Regional airports are located in Columbia and Fort Leonard Wood (Waynesville). Major rail access is provided by Kansas City Southern, Norfolk Southern, Burlington Northern Santa Fe and Union Pacific. The region also has a Missouri River port facility in Boonville.

What have we heard locally? >>

- Innovative funding options should continue to be explored. Stakeholders in this district are concerned that funding gaps are threatening programs that are working well, such as MoDOT's cost share program.
- Efforts should be made to improve connectivity throughout the district. Stakeholders identified a need for improving north-south connections and specifically noted concerns with US-63 between Jefferson City and Rolla. The district could also benefit from improvements to I-70, such as increased lanes, as the interstate is critical to moving freight and supporting the agriculture industry. Several stakeholders suggested that a multi-modal hub between Columbia and Jefferson City would support economic development in the district.
- The Missouri River is under-utilized and under-marketed. Stakeholders recognize that the district should expect increased demand over the next five years and beyond. Utilizing waterways will be critical in effectively moving additional freight and taking strain off of highways and rail lines.
- The freight system needs to support the agriculture industry, which is key to the economic success of the district and the State. As one stakeholder noted, "2014 ag industry technology is being moved on a 1940's (freight) network."



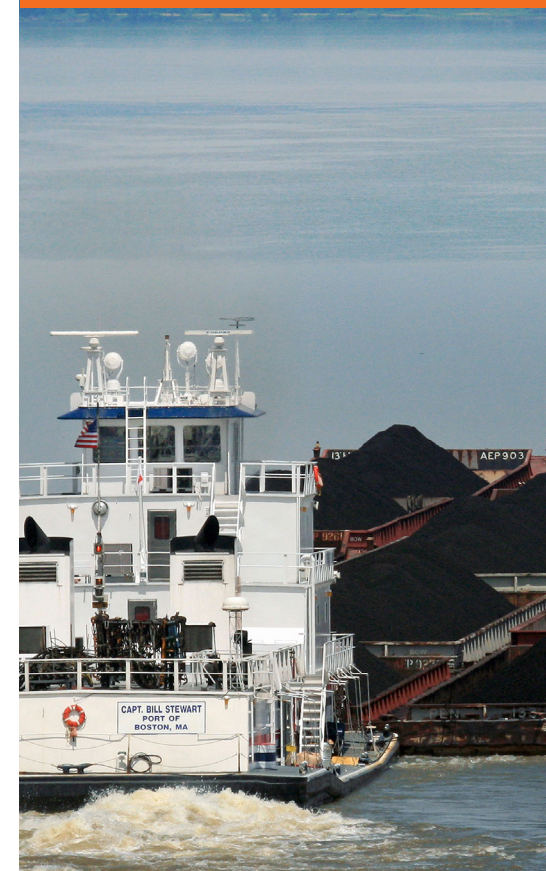
What have we heard throughout the state? >>

MoDOT is strategically reaching out to key freight and industry stakeholders, such as logistics directors, shipping managers, and economic development professionals to discuss freight issues, needs, concerns, and opportunities in the state.

To date, MoDOT has received input from more than 180 key freight stakeholders through one-on-one interviews, district freight forums and surveys. Recurring themes from the state and each district are emerging and include:

- Missouri generally has a well-connected and functioning road network until there is a hiccup, such as congestion, weather or construction. Stakeholders also identified a need for capacity and maintenance improvements to maintain reliability of inter-states and minor routes.
- Missouri is a "crossroads for the continent" and has a vast freight network that is an asset for retaining existing businesses and attracting new business. Stakeholders voiced concern that not all modes are readily accessible and well connected with other modes (e.g. rail to water ports) and that work needs to be done to integrate the freight modal networks.
- There is a need to engage additional stakeholders to help guide the freight plan. Previous efforts have lacked private sector engagement. Over the last several years MoDOT has collaborated with several private sectors groups on successful projects. This is an opportunity to build on those relationships, share information and continue to collaborate.

CENTRAL DISTRICT



- Investigate possibilities for utilizing waterways. Stakeholders see potential for growth on the Missouri and Mississippi Rivers but consistently brought up concerns including frequency of dredging, lack of improvements to the lock and dam system and inconsistent water levels. The expansion of the Panama Canal was also mentioned by stakeholders who want to make sure the state is positioned to take advantage of potentially increased freight flow and remain competitive. Stakeholders are concerned about low water levels and the impacts to operations if dredging frequency decreases.
- Appropriately funding freight transportation projects is a key stakeholder concern. Stakeholders voiced a need to preserve the existing freight network and systems, but also said that improvements and enhancements are key to growing the state's economy.