

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."

2013 On the Move Listening Session Participant

Recent developments in the Kansas City District increase reliance on freight networks

DEC
2013

Aspen Contracting, a Lee's Summit firm announced plans to add 300 jobs in its sales, production and project management operations.

Aviation Technical Services, is opening a 607,000 square foot facility in Kansas City, expected to create more than 500 new jobs over the next 3 to 5 years, with potential for 1,000 employees over time.

NOV
2013

Grupo Antolin North America, announced plans to invest more than \$15.7 million in a manufacturing facility to supply Ford's Kansas City Assembly Plant, creating an estimated 118 new jobs.

SEP
2013

BIME Analytics, opened its new North American headquarters in Kansas City's Crossroads District and is expected to hire 44 new employees within the next five years.

LightEdge Solutions, will open a new regional office in Kansas City making a \$58,357,912 capital investment and creating 21 new jobs.

AUG
2013

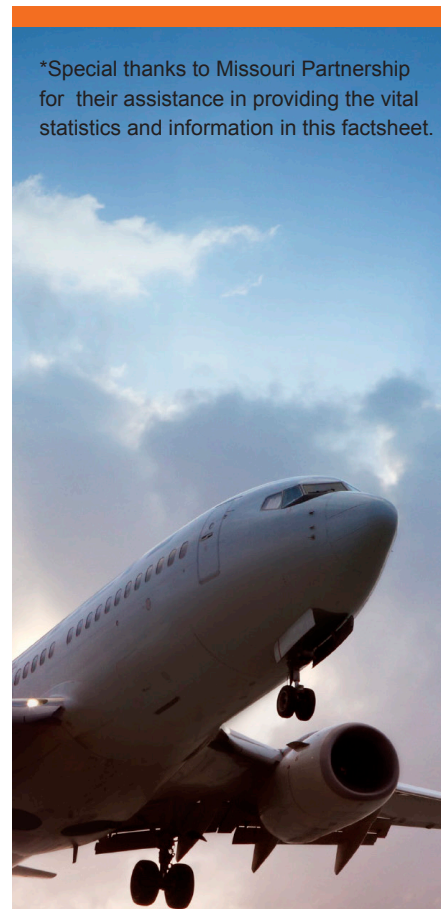
Cerner Corp. announced that it is moving forward with plans to extend its Missouri campus and bring between 12,000 and 15,000 jobs to Kansas City.



Let us know what
you think.

www.MoFreightPlan.org

*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 interconnected 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 ex-
ported **\$13.9**
billion in freight.

KANSAS CITY DISTRICT



The Kansas City District and Freight >>

MoDOT's Kansas City District has nine counties covering more than 5,650 square miles. Residents of Missouri's Kansas City 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, cultural amenities and outdoor recreation. Kansas City, Independence and Lee's Summit are the largest cities in the district. Growing industries include advanced energy, biosciences, data centers, engineering, and manufacturing. Many major companies are headquartered in the KC region including Cerner Corporation, Hallmark and H&R Block.

Freight moves by multiple transportation modes in the Kansas City District. Major area roads include I-29, I-35, I-49, I-70, I-435, I-470, I-635 and I-670 as well as US-24, US-40, US-50, US-56, US-65, US-69 and US-169. Kansas City International Airport is the area's largest airport and one of only two major commercial airports in the state. Major rail access is provided by Burlington Northern Santa Fe, Central Midland, Canadian Pacific, Kansas City Southern, Kaw River, Missouri & Northern Arkansas, Norfolk Southern and Union Pacific. Kansas City is the largest rail hub in the nation in terms of tonnage. The region also has a Missouri River port in Kansas City.

What have we heard locally? >>

- The Kansas City community is proud of its status as one of the largest rail freight and trucking hubs in the country. Stakeholders commented that integrating different freight modes is important regionally and nationally. Assets in this district include a rapidly growing Foreign Trade Zone and the BNSF multi-modal facility located across the state line in Kansas, which will have the largest speculative space in the country.
- Capacity upgrades to I-70 are a top priority in the Kansas City District as well as across the State. The importance of the I-70 corridor to freight movement is echoed throughout all of the districts. Additional lanes were suggested to provide better reliability along the corridor. Other top priority corridors identified included I-44 and the south leg of I-435.
- Private sector engagement is a crucial part of crafting a meaningful freight plan. Stakeholders suggest that key businesses, including railroads, should be brought into crafting the plan and that the best way to do that is through cultivating relationships and building trust. In addition, information on private sector freight movements that has not been available in the past is needed for a complete freight picture and a plan that enhances economic development in the State.
- The increase in the use of e-commerce is changing the way that freight stakeholders conduct business and will require a freight system that accommodates that shift. Stakeholders pointed out that more distribution centers will lead to greater pressure on roadways.



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 interstates 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.



KANSAS CITY 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.