

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 Northeast Missouri increase reliance on freight networks

JUN  
2013

**Bodine Aluminum**, a wholly-owned subsidiary of Toyota Motor Corp. and a manufacturer of casting parts, will invest \$50 million and create 40 new jobs at its plant in Troy, Mo.

**Hartzell Hardwoods** announced an expansion of operations less than a year after opening its doors in Kirksville, adding more than a dozen new employees. Hartzell recently added 15 employees to support expanded operations, all of which was enabled by a 35,000-square-foot warehouse addition and 22,000 square feet of buildings constructed to dry hardwood lumber and store materials.

**Calumet Specialty Products Partners**, a leading specialty hydrocarbon producer, is planning a significant expansion of their esters production facility in Louisiana. Expansion plans include up to \$40 million in capital investment and an expected creation of 21 new jobs.

APR  
2013

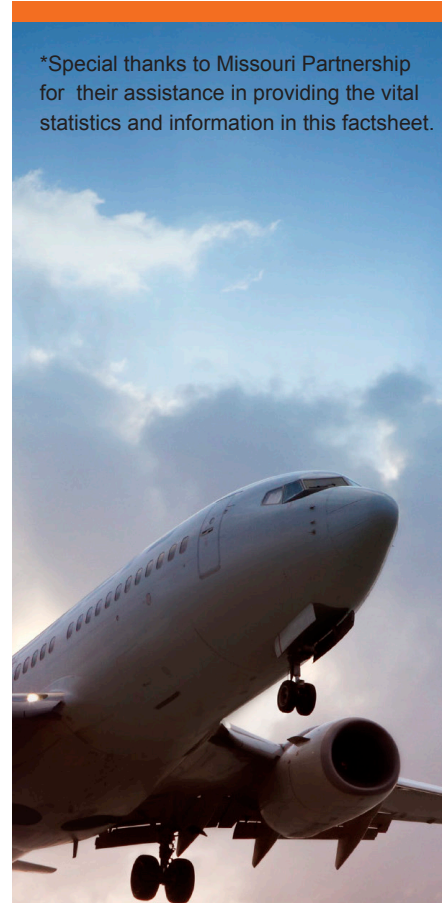
**CertainTeed**, a leading North American corporation that manufactures materials for commercial and residential builders, announced plans to build a new Midwest production and distribution center in Jonesburg making a capital investment of \$100 million in an expansion that is expected to create 100 new local jobs.



Let us know what  
you think.

[www.MoFreightPlan.org](http://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.

NORTHEAST DISTRICT





# The Northeast District and Freight >>

MoDOT's Northeast District has 17 counties covering more than 9,000 square miles. Residents of Missouri's northeast 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. Hannibal, Kirksville, Moberly, Mexico, Troy and Warrenton are the largest cities in the district. Top industries include agribusiness, food processing, and manufacturing. Major employers include ConAgra, General Mills, Kraft and Tyson.

Freight moves by multiple transportation modes in the Northeast District. Major area roads include I-70 and I-72 as well as US-24, US-36, US-54, US-61, US-63 and US-136. A regional airport is located in Kirksville. Major rail access is provided by Burlington Northern Santa Fe, Norfolk Southern, Kansas City Southern and Union Pacific. The region also has a Mississippi River port facility at Lewis County.

## What have we heard locally? >>

- Capacity expansion and maintenance of highway networks are essential to ensuring network reliability. Specific examples of maintenance issues provided by stakeholders included US-36 from Shelbina to Hunnewell and Monroe City and along US-61 between Palmyra and Hannibal. Road surfaces in many sections are "rougher than a cob." Capacity issues include too much truck traffic on I-70, and bottlenecks on US-61 in Hannibal and on the I-70 interchange in Warrenton.
- Future growth is threatened by railroads closing local crossings and spurs and removing scales in this district.
- Locks and dams along the Mississippi River need improvement. Port stakeholders in this region mentioned the deteriorating condition of the lock and dam system as a challenge for Missouri freight in the future.

## 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.

### NORTHEAST 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.