

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 Northwest Missouri increase reliance on freight networks

OCT
2013

PAC Customer Services, an Illinois-based company, announced plans to expand into the St. Joseph market, adding 345 new jobs to a local call center.

System and Services Technology, Inc. (SST) will add 345 new jobs at its St. Joseph service center. **USA 800** will add at least 250 full-time employees to its staff in St. Joseph.

AUG
2013

IBC North America and Clean Tide Container announced plans to co-open a new facility in Chillicothe to manufacture and refurbish intermediate bulk containers, investing more than \$5.1 million and creating 87 new local jobs.

MAY
2013

Triumph Foods, LLC, will be expanding its facility in St. Joseph. The expansion includes approximately a \$7.5 million capital investment and is expected to create 105 new full-time jobs within one year.

FedEx announced plans to build a \$3.9 million distribution center in St. Joseph.

FEB
2013

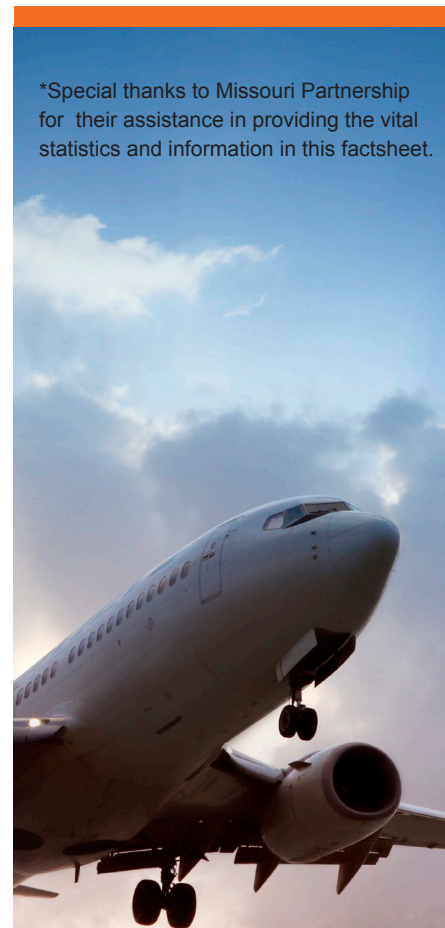
I&M Machine & Fabrication Corporation announced plans to expand in St. Joseph, making a capital investment of \$1.6 million and creating 25 new jobs.



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 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.

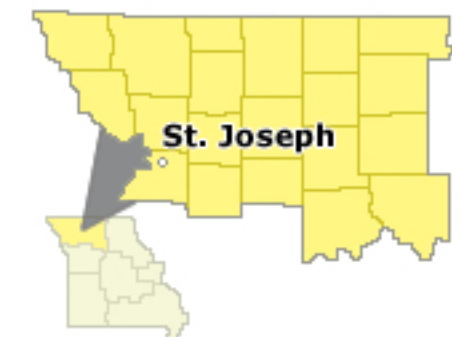
Trucks are expected to remain an important part of freight movement in Missouri, but more and more shipments are anticipated to use multiple modes of transportation. By connecting different modes of transportation, we can deliver products faster and more cost-effectively. And that's good for Missouri 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 ex-
ported **\$13.9**
billion in freight.

NORTHWEST DISTRICT



The Northwest District and Freight >>

MoDOT's Northwest District has 20 counties covering more than 10,770 square miles. Residents of Missouri's northwest 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. St. Joseph, Chillicothe and Maryville are the largest cities in the district. Top industries in the region include agribusiness, animal health, and manufacturing, with major companies such as Farmland Foods, Boehringer Ingelheim Vetmedica, and Kawasaki Motors all choosing to locate their operations in the area.

Freight moves by multiple transportation modes in the Northwest District. Major area roads include I-29, I-229 and I-35 as well as US-24, US-36, US-59, US-65, US-69, US-71, US-136, US-159, US-169 and US-275. Regional airports are located in Cameron, Chillicothe, Maryville, St. Joseph and Trenton. Major rail access is provided by Burlington Northern Santa Fe, Canadian Pacific Railway, Missouri North Central, Norfolk Southern and Union Pacific. The region also has a Missouri River port facility in St. Joseph.

What have we heard locally? >>

- Farm-to-market routes are essential to the region's economy. Rail access in this region is decreasing, so lettered routes are very important, not only for moving agriculture goods, but also as connections for manufacturers to highways and interstates.
- Road capacity upgrades are important in the region. Despite I-70 passing outside of the district to the south, stakeholders indicated that it should be improved to a six-lane facility. Stakeholders also suggested increasing capacity to four lanes between I-29 and I-35 through Maryville. US-36 is an important corridor for business owners and should be considered for interstate designation. One private truck freight fleet operator called US-36 a "national best-kept secret." He explained that it is a safer route and that it saves his drivers an hour in drive time to Indianapolis.
- There is a dwindling rail presence in the district. Stakeholders pointed out that there were more freight rail options in the past and many of those options no longer exist in the district.
- Economic development efforts, such as the Eastowne Business Park in St. Joseph, need adequate roadway access. In addition, food industry businesses, such as Farmland Foods, could benefit from investment in intermodal access.
- Low water levels and water quality in the district port and throughout the State concern stakeholders, as does local funding for the port.

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.
- 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.

NORTHWEST DISTRICT

