

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 Southeast Missouri increase reliance on freight networks

JUL
2013

Noranda Aluminum Holding Corporation, a leading North American producer of aluminum, announced plans to significantly expand the footprint of its smelter in New Madrid. The facility expansion includes a \$45 million capital investment and is expected to create 29 new jobs.

APR
2013

Marquis Missouri Terminal, LLC announces it will double the throughput capacity and construct an additional barge dock in the Pemiscot County Port Authority slip.

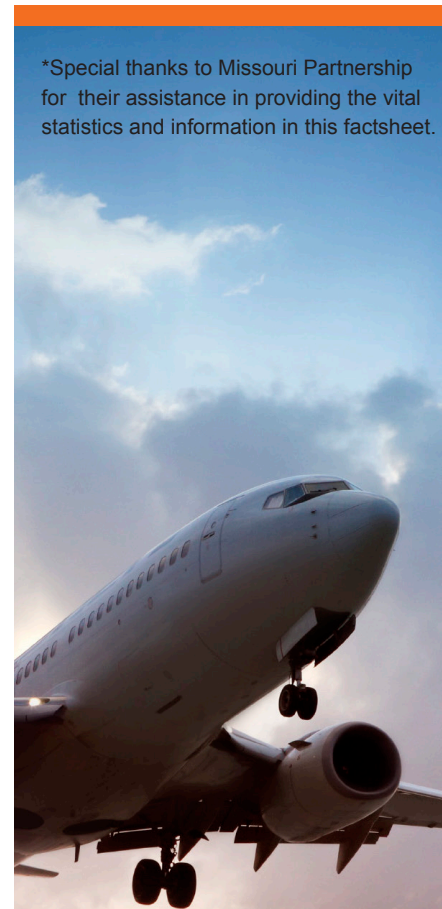
JAN
2013

AT&T, announced it would hire more than 30 new full-time employees at its Cape Girardeau call center.

MAR
2012

TG Missouri, an auto supply plant in Perryville, announced a \$39-million expansion, which will result in 200 new jobs over the next 5 years.

*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.

SOUTHEAST DISTRICT



Let us know what
you think.

www.MoFreightPlan.org

The Southeast District and Freight >>

MoDOT’s Southeast District has 25 counties covering more than 16,000 square miles. Residents of Missouri’s southeast 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. Cape Girardeau, Poplar Bluff and Sikeston are the largest cities in the district. Top industries include agribusiness, manufacturing, life sciences and transportation/logistics. Major employers include Procter & Gamble and Tyson.

Freight moves by multiple transportation modes in the Southeast District. Major area roads include I-55, I-57 and I-155 as well as US-60, US-61, US-62 US-63, US-67, US-160 and US-412. Regional airports are located in Cape Girardeau, New Madrid and Sikeston. Major rail access is provided by Burlington Northern Santa Fe and Union Pacific. The region also has Mississippi River port facilities at SEMO Port in Scott City, Mississippi County, New Madrid County, Pemiscot County and Ste. Genevieve County.

What have we heard locally? >>

- East-west connectivity is limited regionally and a St. Louis bypass could help congestion. Capacity concerns in the St. Louis area led many stakeholders to suggest an east-west or diagonal corridor to provide “this area a direct route through central Missouri” as an alternative to the longer I-55/I-70 route. Another interviewee said Missouri “needs an ‘X’ through the middle of the state to connect southeast Missouri with Kansas City and Kirksville to Joplin and Springfield.” Stakeholders also suggested a freeway-type roadway (i.e. four-laning US-60 across the state).
- US-67 is a key north-south connection, and completing the route through Arkansas would increase economic opportunities.
- Industry relies on secondary highways for time-sensitive delivery and connections to interstates, and the condition of these roadways could be improved. Several stakeholders suggested resurfacing and capacity upgrades.
- Stakeholders are concerned about funding for ports and waters for small-level capital projects. Additionally, several stakeholdes commented about the need for consistent support of dredging.

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.

