

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 Southwest Missouri increase reliance on freight networks

DEC
2013

Watson Metal Masters announced plans to invest \$4.8 million in new manufacturing facility in Republic, expected to create 77 new jobs.

Stainless Technology, a manufacturer of stainless steel tanks, announced plans to expand its Springfield operations. The company plans to hire up to 88 new employees, more than doubling the current workforce at the facility.

OCT
2013

AT&T announced plans to add 65 new positions at their Joplin call center.

SEP
2013

TSI, will add three engineers in Springfield, bringing the company total to 145 employees.

AUG
2013

Leggett & Platt announced a \$5.1 million expansion of their Carthage Flex-O-Lators facility, which manufactures automotive seating components, adding 28,000 square feet and an expected 12 jobs.

JUL
2013

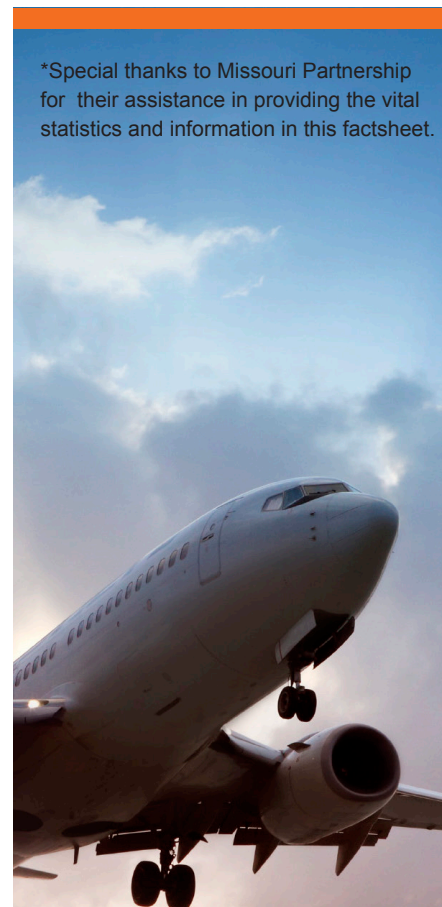
Aegis Limited announced plans to hire 300 people for its Joplin call center over the next 4 months.



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.

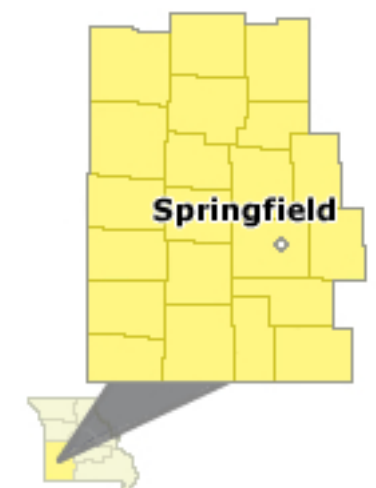
Trucks are expected to remain an important part of freight movement in Missouri, but more and more shipments are anticipated to use multiple modes of transportation. By connecting different modes of transportation, we can deliver products faster and more cost-effectively. And that's good for Missouri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

SOUTHWEST DISTRICT



The Southwest District and Freight >>

MoDOT's Southwest District has 21 counties covering more than 13,000 square miles. Residents of Missouri's southwest 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. The region's immediate proximity to major freight operations in Northwest Arkansas presents a unique dynamic for the area. Springfield and Joplin are the largest cities in the district. Top area industries include transportation/logistics, information technology, manufacturing and warehousing/distribution. Major employers include 3M, Bass Pro Shops, La-Z-Boy, General Mills, and Jack Henry & Associates and O'Reilly Automotive.

Freight moves by multiple transportation modes in the Southwest District. Major area roads include I-44 and I-49 as well as US-54, US-60, US-65, US-71, US-160 and US-166. Regional airports include Clinton Memorial Airport, Joplin Regional Airport, Springfield-Branson National Airport. Major rail access is provided by Arkansas & Missouri, Burlington Northern Santa Fe, Kansas City Southern and Missouri & Northern Arkansas.

What have we heard locally? >>

- Interstate capacity upgrades are needed. Many stakeholders suggested adding lanes to I-70 and I-44. "I-44 is aging out and will need additional capacity as the population increases in the region." Congestion on these interstate corridors is a top concern for many, especially in urban areas. One stakeholder recommended completing I-49 to the Arkansas state line.
- Motor carrier accommodation and recruitment is a high priority in this district. A recurring theme from stakeholders is the need for better accommodations for motor carriers, such as improved and larger rest areas. In addition, stakeholders are interested in motor carrier recruitment, driver training programs for the general public to increase safety on roadways, and less regulation on drivers.
- Funding programs for freight should be flexible so each district can target their specific needs, regardless of mode.

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.
- 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.

SOUTHWEST DISTRICT

