

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 St. Louis District increase reliance on freight networks

DEC
2013

Boeing announced plans to add up to 400 additional research and technology jobs at its St. Louis County campus. This is the second major St. Louis jobs announcement this year.

Client Services Incorporated (CSI), a call center with clients in the financial services, healthcare, customer care, and utilities industries, announced plans to add 300 full-time account representatives and 100+ part-time positions over the next 6 months.

NOV
2013

Cofactor Genomics opened a new \$3.8 million headquarters and laboratory facility in St. Louis. As part of this expansion, the company plans to hire 24 new employees, tripling its current employment.

IKEA announced plans to build a 380,000 square foot store in midtown St. Louis. The project is expected to bring about 500 construction jobs, and IKEA says it will hire 300 full-time workers.

OCT
2013

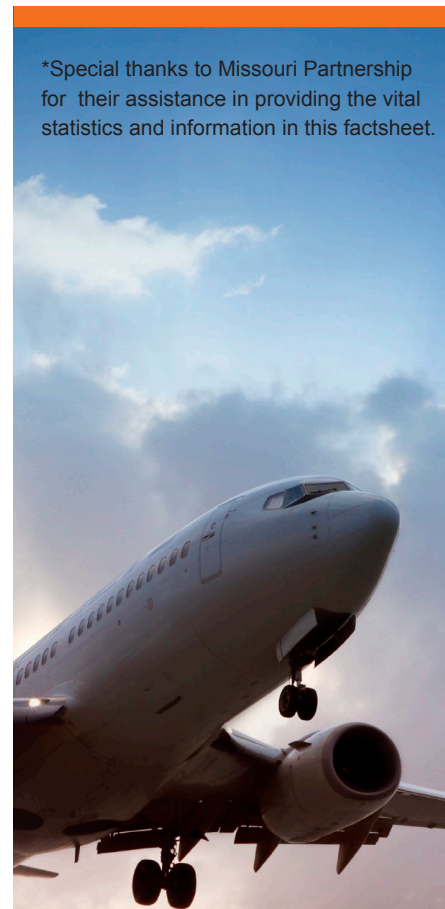
Clayton-based **Enterprise Holdings**, the nation's largest rental car company, announced plans to hire 11,000 new full-time workers by mid 2014, including about 500 in St. Louis.



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.

ST. LOUIS DISTRICT



The St. Louis District and Freight >>

MoDOT's St. Louis District has four counties and the City of St. Louis. Residents of Missouri's St. Louis 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. St. Louis, O'Fallon, St. Charles and St. Peters are the largest cities in the district. Leading industries include plant and medical sciences, advanced manufacturing, information technology, financial services, transportation and distribution. Nine Fortune 500 firms are headquartered in the region.

Freight moves by multiple transportation modes in the St. Louis District. Major area roads include I-44, I-55, I-64 and I-70, I-170, I-255 and I-270 as well as US-40, US-50, US-61 and US-67. Lambert-St. Louis 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, Canadian National, CSX, Norfolk Southern and Union Pacific. St. Louis is the third largest rail hub in the nation. The Port of St. Louis is the busiest inland port in the United States. In addition to St. Louis, there is an active port in Jefferson County.

What have we heard locally? >>

- St. Louis is challenged to compete as a freight hub, and focus should be placed on developing opportunities for intermodal activities and international export. Stakeholders said transforming St. Louis to a major freight hub status is needed to grow the regional economy. While "St. Louis tends to be a pass-through," there are opportunities to develop additional facilities, particularly as an alternate freight hub to Chicago, which is highly congested. Stakeholders would like the public to be better informed on how freight transportation infrastructure supports the economy and jobs.
- Congestion on I-70 and I-44 causes costly delays and some safety concerns.
- It is difficult to move freight from ports and airports directly to destinations. Better connectivity is needed between the freight modes. Stakeholders are concerned about the difficulty businesses have in making the "last-mile connections." This issue was recently raised when trying to attract large economic development deals to the region.
- Air cargo facilities are available at Lambert Airport, but they are dated and small.
- Deficient bridges in the district could cause costly delays and pose safety concerns for carriers.
- There is a shortage of available motor carriers and truck fleets as it is becoming increasingly difficult to recruit and insure drivers, and many fleets have left St. Louis. These shortages are driving up costs to move freight 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.
- 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.

ST. LOUIS DISTRICT

