



JEFFERSON COUNTY MANUFACTURING AND LOGISTICS INDUSTRY OVERVIEW



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Jefferson County is one of the top 10 largest counties in Missouri, and is located in the southern portion of the St. Louis region. It is basically bordered by three rivers: the Mississippi River on the east, the Meramec River on the north, and the Big River to the west. The population of “Jeffco,” as it is commonly referred to, grew rapidly from 2000 to 2010, increasing by 10.4%. It has grown nearly another 3% over the past decade – faster than some of its neighboring counties -- and the population is currently estimated at 225,000. The majority of this population growth has occurred in the northeast portion of the county, and along the Interstate 55 (I-55) corridor that runs along the eastern part of the county. The southern and western portions of the county continue to be mostly rural in nature. Hillsboro is the county seat and other communities include Arnold, Byrnes Mill, Crystal City, De Soto, Festus, Herculaneum and Kimmswick. Jefferson County is home to an estimated 4,000 businesses operating in varying industry sectors.

Since 1979, economic development in the county has been guided by the [Economic Development Corporation of Jefferson County](#) (EDC). The EDC is a not-for-profit, public corporation providing a full range of services to help meet the business needs of the county. It supports development and business attraction, expansion and retention within the local business community. The [Jefferson County Port Authority](#) also plays an important role in driving economic development in the county, leveraging the perfect confluence of river, rail, and road, which comprise one multimodal port system for Jefferson County. The EDC also partners with the [Jefferson County Growth Association](#), which strives to help maintain job growth and a high quality of life for its citizens by sharing information and spearheading initiatives that address business challenges and foster a positive business environment.

Jefferson County offers opportunities for those interested in starting a business as well as those who are already established in the area. The EDC offers the SBA 504 Loan Program and Industrial Revenue Bonds. Since 2020, the EDC has been a satellite office for the St Louis Small Business Development Center. Jefferson County existing businesses and those looking to start up have convenient access to trained counselors that can provide help accessing capital, identifying market opportunities, business planning, risk management, and managing growth. All stages, all types, and all industries are welcome.

A Few Facts

- Jefferson County has many historic sites and attractions that drive tourism, attracting visitors from across the region. These include the historic town of Kimmswick, home to the recently completed Kimmswick Port that welcomed the first riverboat in over a century when the American Duchess made its historic landing there in summer of 2021. It also is slated to be the new home base for the Delta Queen riverboat and the community looks forward to handling many others that cruise the Mississippi River. Mastodon State Historic Site, an important archaeological and paleontological site for the entire nation is also in Jefferson County, as is the Sandy Creek Bridge State Historic Site, which is home to one of the four remaining covered bridges in Missouri.
- Jefferson County compares favorably to the rest of the state in median income, median home values, high school education or higher (89%) and home ownership.



LOCATION AND INFRASTRUCTURE ASSETS DRIVE GROWTH

Interstate 55 provides a direct connection from Jefferson County through the heavily developed and populated South St. Louis County to the City of St. Louis. Much of the county is bordered by the three rivers, including the commercially navigable Mississippi River to the east. In 2019, about 32 million tons of waterborne cargo moved through the St. Louis region, which is recognized as a vital transportation hub. The Jefferson County Port Authority has plans to capitalize on its strategic location within the region's port system to help further enhance waterborne freight flow.



Union Pacific Railroad runs north and south through the county between the Mississippi River and I-55, and is used by local companies such as Dow Chemical Company and Doe Run Company. BNSF Railroad also runs through the county. Freight movement in the region is further supported by the DeSoto Car Shop maintenance facility, one of the largest rail car repair and painting facilities owned and operated by Union Pacific Railroad. It is located in the south-central portion of the county. Jefferson County features a roadway system highlighted by Highways 30, 141 and 21, which are the other primary north-south routes through the county connecting with Interstate 270/255 and Interstate 44 in St. Louis County, while Highway 67 is an important connection from I-55 in the southern part of Jefferson County.

INVESTMENT ENHANCES THE TRANSPORTATION NETWORK AND SUPPORTS DEVELOPMENT



Manufacturing accounts for approximately 12% of the employment in Jefferson County, with the majority of these jobs located along the I-55 corridor. Mining/quarrying and oil/gas extraction also contribute significantly to the economic activity within Jefferson County. The most significant manufacturing employers in Jefferson County are Dow Chemical Company, Doe Run Company, Metal Container Corporation, Sinclair & Rush Incorporated, Unico, LMC Industries, and Superior Oil Solvents & Chemicals Incorporated.

The largest single project ever undertaken by the Jefferson County Port Authority ([JCPA](#)), and one that is a substantial part of the economic future of Jefferson County, is the development of a multi-modal, public access, industrial port facility. The objective is to create a cluster of public port facilities, private port developments as well as public-private partnerships for land redevelopment and economic development opportunities. A Phase II Master Plan has been completed and calls for the development of a multi-modal facility specializing in environmentally conscious firms and facilities in the Herculaneum area; and a multi-modal facility targeting extensive rail assets and including a slack water harbor in the Crystal City area. When funded, these projects would augment the existing Riverview Commerce Park Terminal, the county's first port facility, which began operations in 2013. The total project could generate between \$1.68 and \$2 billion dollars in added domestic product in Jefferson County, open up more than 1,000 acres of additional land for development and redevelopment, and support between 6,500 and 7,800 permanent, full time jobs in Jefferson County.



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The presence of the existing industries and port development plans underscore the need for reliable transportation infrastructure. Of the more than \$2.75 billion in critical projects identified as priorities by the St. Louis Regional Freightway 2022 [Priority Project List](#), several have the potential to directly benefit Jefferson County. Among those are:

I-55 Improvements from Route Z to U.S. Route 67 (MO) (Concept Development/Planning Phase)

The I-55 corridor directly north of Route Z is generally a six-lane highway and serves approximately 71,000 vehicles per day. South of Route Z, I-55 is reduced to a four-lane highway yet still carries nearly 66,000 vehicles per day. The planned project includes pavement and bridge rehabilitation, increased capacity by expanding from a four-lane highway to a six-lane highway for approximately six miles from Route Z to U.S. Route 67, and interchange improvements.

Various intra-regional connector truck corridors connect to this segment of I-55 to access existing transportation-related industries. These corridors, such as Route Z and U.S. Route 67, are described in the Jefferson County Chapter in the [Freightway's Non-Interstate Truck Corridor Study \(2021\)](#) and provide access to and from significant manufacturing industries such as Dow Chemical and Doe Run Companies. I-55 also provides connectivity to the large River Cement quarry and intermodal (rail-road-barge) facility, and the growing port operations at Riverview Commerce Park. Other multimodal support services rely on access to I-55, including the DeSoto Car Shop. The project also supports the future Crystal City Port development, which requires a new I-55 interchange providing roadway access not only to the port, but planned inland freight development as well. The region's planned Container-on-Vessel port will utilize this segment of I-55 to distribute containerized cargo that will be dispersed throughout the region and a two-state radius.

The project is identified as a 2030-2039 investment priority within the region's fiscal constraint in Connected 2045, the regional Long-Range Transportation Plan. Approximately \$21.5 million in bridge rehabilitation is included in the TIP FY2021-2024 (TIP 6705H-17). In fall of 2021, MoDOT began a [conceptual study](#) of the proposed improvements.

Crystal City Port Development with Access Roadway (Partially Funded)

The Jefferson County Port Authority is one of three Missouri ports in the St. Louis region working to increase the volume of goods moving on the region's inland waterways, including the Mississippi and Missouri rivers. This particular project includes land acquisition and preliminary engineering for a public freight harbor located on the Mississippi River approximately 20 miles south of downtown St. Louis in Crystal City, Missouri. The project will allow Jefferson County Port Authority to move forward with the phased construction of the proposed multimodal port facility that will capitalize on the transportation of bulk commodities and containers via barge, rail, and truck (and a small airport located within two miles). The proposed facility is well positioned for aggregate, sand, and grain shippers. The facility also has intersecting rail lines from the Union Pacific and BNSF Railway, and these rail carriers also provide connections to the Norfolk Southern and CSX Railroad.

The proposed Crystal City Port will assist in creating additional flexibility and connectivity to the region's freight system while assisting in repurposing existing industrial sites. The current roadway network available to provide access forces traffic-supporting port operations through the core of Crystal City via narrow, often brick, two-lane roadways with skewed intersections. As a result of the planned regional port development and significant growth potential at the Crystal City Port, access improvements are needed to enhance traffic flow between the port and I-55 via a Crystal City connector. Overall, the Crystal City Port Development project provides freight movement options away from congestion in the downtown St. Louis area and affords unobstructed access to the Gulf of Mexico. Estimated cost is approximately \$8.5 million. The FY18-FY22 Capital Improvement Program includes \$8.5 million in funding for property acquisition, rail design, permitting, site work, and rail construction. Estimated total cost to complete the port is \$240 million.

Initial discussions with the Port of Plaquemines in Louisiana have also focused on loading operations for a proposed Container-on-Vessel service at a centralized location in Jefferson County, such as the Crystal City Port or the nearby Riverview Commerce Park Terminal in Herculaneum, with feeder services throughout the bi-state region.



INDUSTRIAL SITES OF NOTE

While the scale of industrial activity currently located within Jefferson County is relatively small when measured against the industrial activity of the St. Louis region as a whole, there are opportunities to enter the market and future potential for other sites to come online. It should also be noted that the topography of Jefferson County allows for tremendous new opportunities for rail-to-barge facilities and/or expansion of existing like facilities.

The Riverview Commerce Park Terminal



Located on the Mississippi River just 35 miles south of St. Louis. The Riverview Commerce Park Terminal (RCP) is a private facility with barge loading and unloading capabilities. Located in the City of Herculaneum on property formerly used for the production and distribution of lead, RCP is below any lock and dam system, offering a direct route from RCP to the Gulf of Mexico. The facility opened in 2013 and is currently shipping bulk commodities. RCP is concentrating on the shipment of sand through the terminal but expansion of the facility to handle other commodities is under consideration. The existing overhead conveyor transfer system is able to move 1,000 tons per hour.

RCP features more than 3,000 feet of rail spur located directly off of the Union Pacific Rail Road, while four main railroads serve the industries in the region (Union Pacific, Norfolk Southern, Burlington Northern and CSX). The facility is located less than 2 miles from I-55 and a newly constructed highway makes it a straight shot from the interstate to RCP. From there, it is easy access to I-55, I-64 and I-44, and I-70.

Miller Business Park

Arnold’s newest Business Industrial Park, Miller Business Park has one remaining prime industrial lot zoned ready to build. The 1.57 acre lot is part of a successful development that features excellent access from Telegraph Rd., Jeff Co Blvd. (61-67), Richardson Rd. and I-55. The topography is level with extensive grading and engineering already completed. All utilities are onsite, including water, sewer, electric, streets and street lights and underground drainage is already approved (no detention loss). Existing tenants in the development include SGI Industries, Timberline and Spencer Contracting, while the Anheuser Busch Metal Container Corp, LCM Industries and Browning Industries are nearby.



Privately Owned Sites With Potential

Two other privately owned former industrial sites with access to rail also have potential for future development. These include the former Westinghouse Electric Co., LLC site at 3300 State Rd. P, which is served by Union Pacific Railway in southern Jefferson County, and the site owned by the City of Crystal City at 30 Mississippi Ave., also served by UP.

For more information and/or site selection assistance, contact Todd Tracy, Executive Director, Jefferson County Economic Development Corporation at TTracy@jeffcomo.org or 636.797.5386.

Photos courtesy of Jefferson County EDC, Jefferson County Growth Association and Riverview Commerce Park Terminal