City of Joplin

A Decade Of Change
Metropolitan Statistical Area

- Designated 1980
  - Jasper & Newton Counties

- Requirements for Designation
  - Core Community of at least 50,000 Persons
  - Must be a Social, Recreational, Economic and Educational Relationship

- 4th Largest MSA in Missouri
The Golden Triangle

Joplin – Carthage - Neosho

- Linked by Educational, Social, and Economic similarities
- Population

<table>
<thead>
<tr>
<th>Joplin</th>
<th>Carthage</th>
<th>Neosho</th>
</tr>
</thead>
<tbody>
<tr>
<td>44,612</td>
<td>11,360</td>
<td>9,531</td>
</tr>
</tbody>
</table>

- Transportation Links
  - MO. 171 / 71
  - US I-44
  - MO. 59
  - Regional Airport
  - Railroads
Economics

- **Joplin**
  - Jobs – Industrial / Retail

- **Carthage**
  - Leggett & Platt / Schreiber Foods / Poultry / Underground

- **Neosho**
  - LA-Z-Boy / Sunbeam / Leggett & Platt / Poultry / New Retail

- **New Growth**
  - In Webb City and County
Missouri Southern State College
Franklin Technical School
Crowder College
Ozark Christian College
Messenger College
Population

- Jasper & Newton Counties
  - 1990: 134,910
  - 1998 (Est.): 148,684
  - 9.2% Increase

- City of Joplin
  - 1990: 40,961
  - 1998 (Est.): 44,612
  - 9.2% Increase

- State of Missouri
  - 6.3% Increase

* University of Missouri, Office of Social & Economic Data Analysis
Growth In Joplin

- New Residents since 1990
  - 6,500

- Metro Area
  - 75,828

- Planning Area
  - 80,000
Traffic Study
### Joplin Traffic Study
#### 1987 vs. 1999

<table>
<thead>
<tr>
<th>Category</th>
<th>1987</th>
<th>1999</th>
<th>Increase</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Local Trips</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>73,131</td>
<td>115,550</td>
<td>58%</td>
</tr>
<tr>
<td><strong>Through Trips</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>15,147</td>
<td>18,594</td>
<td>23%</td>
</tr>
<tr>
<td><strong>Total Trips</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>88,278</td>
<td>134,444</td>
<td>51%</td>
</tr>
</tbody>
</table>
States Where Vehicles Entering Joplin are Registered

- Missouri: 72%
- Kansas: 12%
- Oklahoma: 8%
- Other: 8%
Origin of Trips from Outside the Joplin Study Loop

- Jasper CO, Missouri: 32%
- Cherokee CO, Kansas: 13%
- Ottawa CO, Oklahoma: 3%
- Outside 4-County Area: 29%
- Newton CO, Missouri: 23%
Where Vehicles In Joplin Are Normally Garaged

Outside Study Loop
85.3%
144,425 Trips

Inside Study Loop
14.7%
19,719 Trips

Total Trips * Avg Vehicle Occupancy = Daytime Population
(164,144) * (1.43) = 234,726
Missouri Population Trends

A. State Population Change

B. Southwest Missouri vs. Rest of State
Declined No Change
Gained Up to 8%
Gained 8% or More

Missouri = 6.3%

Source: USDC Bureau of the Census, MO Office of Administration
Total Retail Sales
Joplin Metro Area

- 1990: 1,000,000,000
- 1991: 1,000,000,000
- 1992: 1,200,000,000
- 1993: 1,400,000,000
- 1994: 1,600,000,000
- 1995: 1,800,000,000
- 1996: 2,000,000,000
- 1997: 2,200,000,000
- 1998: 2,400,000,000
- 1999: 2,600,000,000
- 2000: 2,800,000,000
Total Retail Sales
City of Joplin

1990: $599,698,400
1995: $861,042,500
2000: $1,300,000,000
Total Employment Growth

<table>
<thead>
<tr>
<th>Year</th>
<th>Total Employment</th>
</tr>
</thead>
<tbody>
<tr>
<td>1970</td>
<td>35,670</td>
</tr>
<tr>
<td>1980</td>
<td>44,910</td>
</tr>
<tr>
<td>1990</td>
<td>59,649</td>
</tr>
<tr>
<td>1995</td>
<td>68,736</td>
</tr>
<tr>
<td>2000</td>
<td>81,225</td>
</tr>
</tbody>
</table>
Employment Growth Trends
Joplin Metropolitan Area 1990 & 1998

<table>
<thead>
<tr>
<th>Industry</th>
<th>1990</th>
<th>1998</th>
</tr>
</thead>
<tbody>
<tr>
<td>Manufacturing</td>
<td>12,190</td>
<td>18,370</td>
</tr>
<tr>
<td>Construction &amp; Mining</td>
<td>1,390</td>
<td>3,342</td>
</tr>
<tr>
<td>Transportation, Utility</td>
<td>2,520</td>
<td>9,318</td>
</tr>
<tr>
<td>Wholesale &amp; Retail Trade</td>
<td>8,170</td>
<td>17,650</td>
</tr>
<tr>
<td>Finance, Insurance &amp; Real Estate</td>
<td>1,070</td>
<td>1,924</td>
</tr>
<tr>
<td>Services</td>
<td>5,090</td>
<td>16,898</td>
</tr>
<tr>
<td>Government</td>
<td>4,800</td>
<td>7,395</td>
</tr>
</tbody>
</table>
Industry Breakdown Joplin Metro Area 1998

- Retail Trade: 20%
- Finance/Insurance/Real Estate: 3%
- Services: 23%
- Local Government: 8%
- State Government: 1%
- Federal Government: 1%
- Agriculture and Mining: 1%
- Transportation/Public Utilities: 12%
- Wholesale Trade: 4%
- Construction: 3%
- Manufacturing: 24%
Joplin Economic Development
Partnership Results 95-99

Projects – 22
Investments - $155,450,000+
New Jobs – 2,228+

Includes National Companies:

Pillsbury
American National Can Company
Owens Corning
LM Berry Company
Eagle Picher Technologies
Aegis Communication
Obvious NAFTA Route Implications for US 71 between I-70 and I-44.
Truck Tonnage By Corridor

I-29 North: 0.49 Tons, 0.61 Tons
I-35 North: 1.67 Tons, 1.36 Tons
I-70 East: 10.53 Tons
I-70 West: 3.29 Tons
I-35 South: 2.44 Tons, 0.85 Tons
U.S. 71 South: 1.82 Tons

Totals:
Out: 12.72 Tons
In: 21.81 Tons

(Tonnages shown are in Millions)
### Joplin Traffic Study
#### 1987 vs. 1999

<table>
<thead>
<tr>
<th>Category</th>
<th>1987</th>
<th>1999</th>
<th>Change</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Local Trips</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td><strong>1987</strong></td>
<td><strong>1999</strong></td>
<td><strong>%</strong></td>
</tr>
<tr>
<td></td>
<td>73,131</td>
<td>115,550</td>
<td>58%</td>
</tr>
<tr>
<td><strong>Through Trips</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td><strong>1987</strong></td>
<td><strong>1999</strong></td>
<td><strong>%</strong></td>
</tr>
<tr>
<td></td>
<td>15,147</td>
<td>18,594</td>
<td>23%</td>
</tr>
<tr>
<td><strong>Total Trips</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td><strong>1987</strong></td>
<td><strong>1999</strong></td>
<td><strong>%</strong></td>
</tr>
<tr>
<td></td>
<td>88,278</td>
<td>134,444</td>
<td>51%</td>
</tr>
</tbody>
</table>
Existing Conditions:
Freight

Intrastate Truck Freight Movement – Outbound from Joplin BEA (Thousands of Tons)

Source: Rebbie Associates, 1997
Existing Conditions: Freight

Source: Reebie Associates, 1997
Proposed Airfield Configuration / Instrumentation

Highlights:

- Provide clear 1,000’ safety areas on each end of Runway 13/31
- Focus on Runway 18/36 as future primary – lengthen and widen
- Install instrument approach to Runway 36
Corporate / General Aviation – Conceptual Development Area

- Corporate Hangar Development
- T-Hangar Development
- Relocated Fuel Farm
- Expanded Airport Maintenance Facility
- Industrial Park Development
- DENNIS WEAVER DRIVE
- Corporate/GA Access Roadway and Parking
- Future ARFF Facility