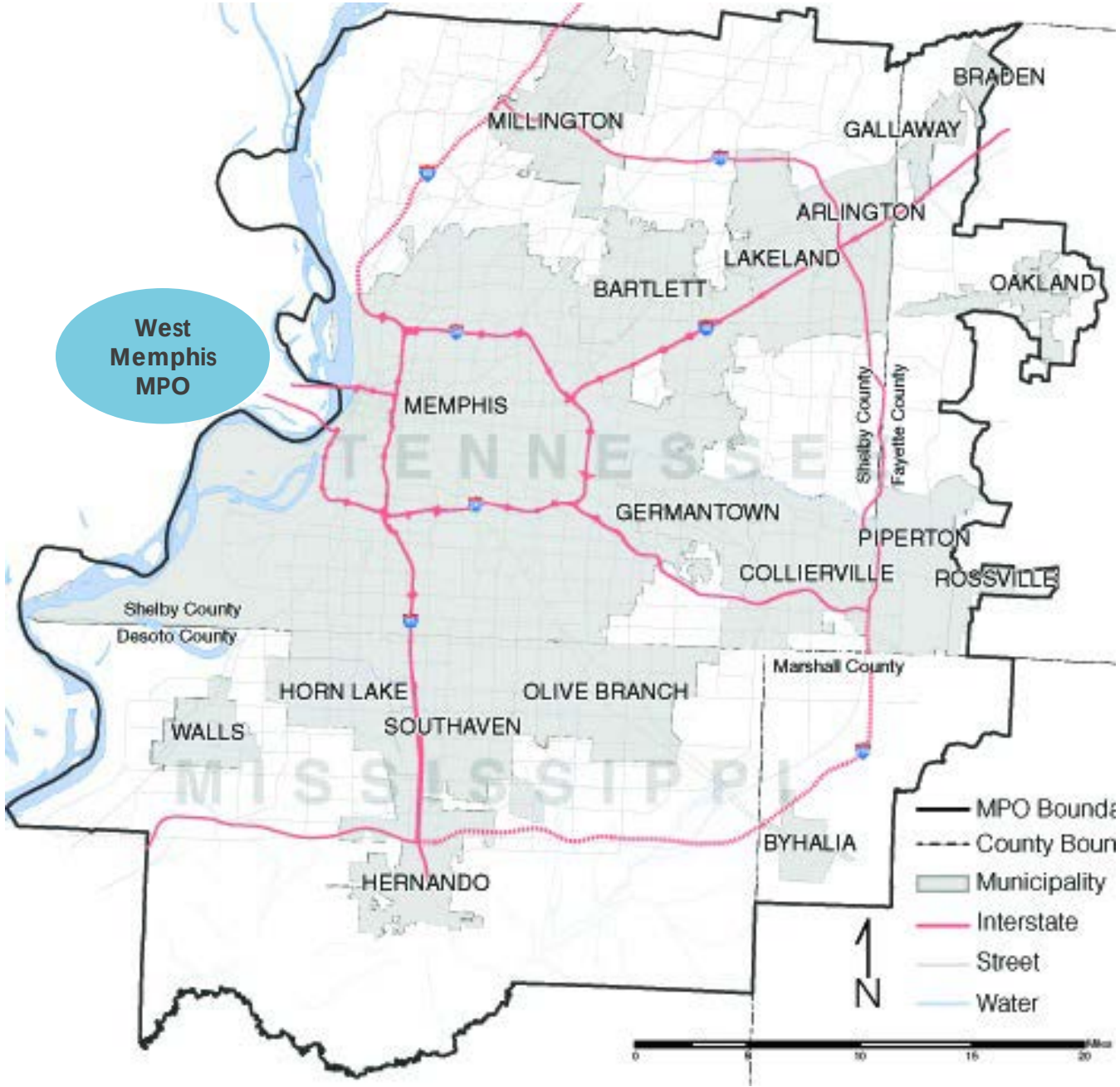
Greater Memphis Regional Freight Plan

Date: October 18, 2017

Memphis MPO
METROPOLITAN PLANNING ORGANIZATION

About Memphis MPO

- Bi- State MPO – TN and MS
  - **Planning area:** 2 full counties and 2 partial counties
- Coordination with West Memphis MPO, AR
- Transit – Covers 2 States – TN and AR
- Population approx. 1.1 million
- Employment – 1 in 4 in transportation and warehouse sector



About Memphis MPO – Freight Overview

4 R's

ROADS

RIVER

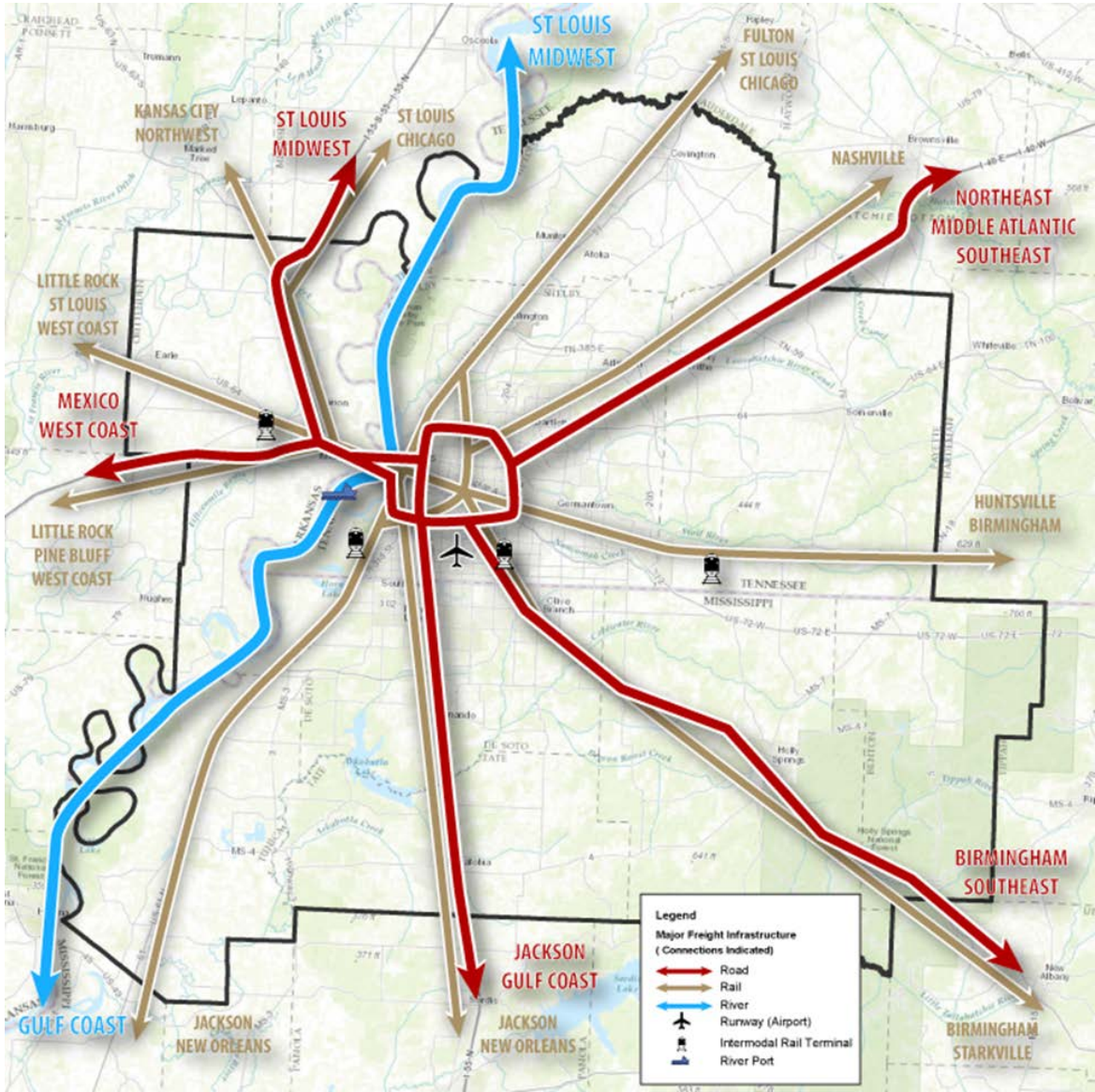
5th
Largest Inland Port

RAIL

5 class 1's railroads with over **$400 million invested** in last few years

RUNWAY

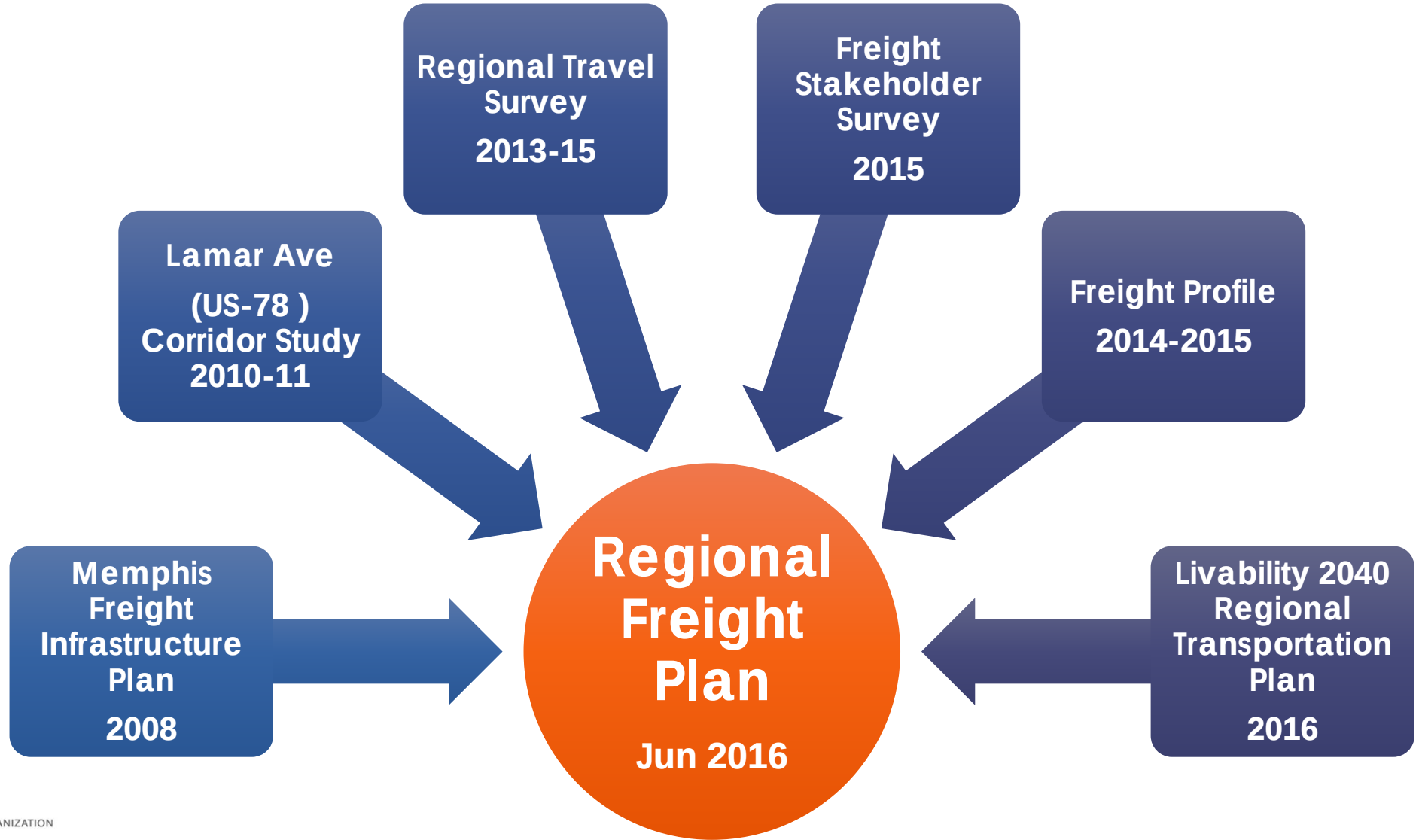
Busiest cargo airport in N. America



About Memphis MPO – Freight Advisory Comm.

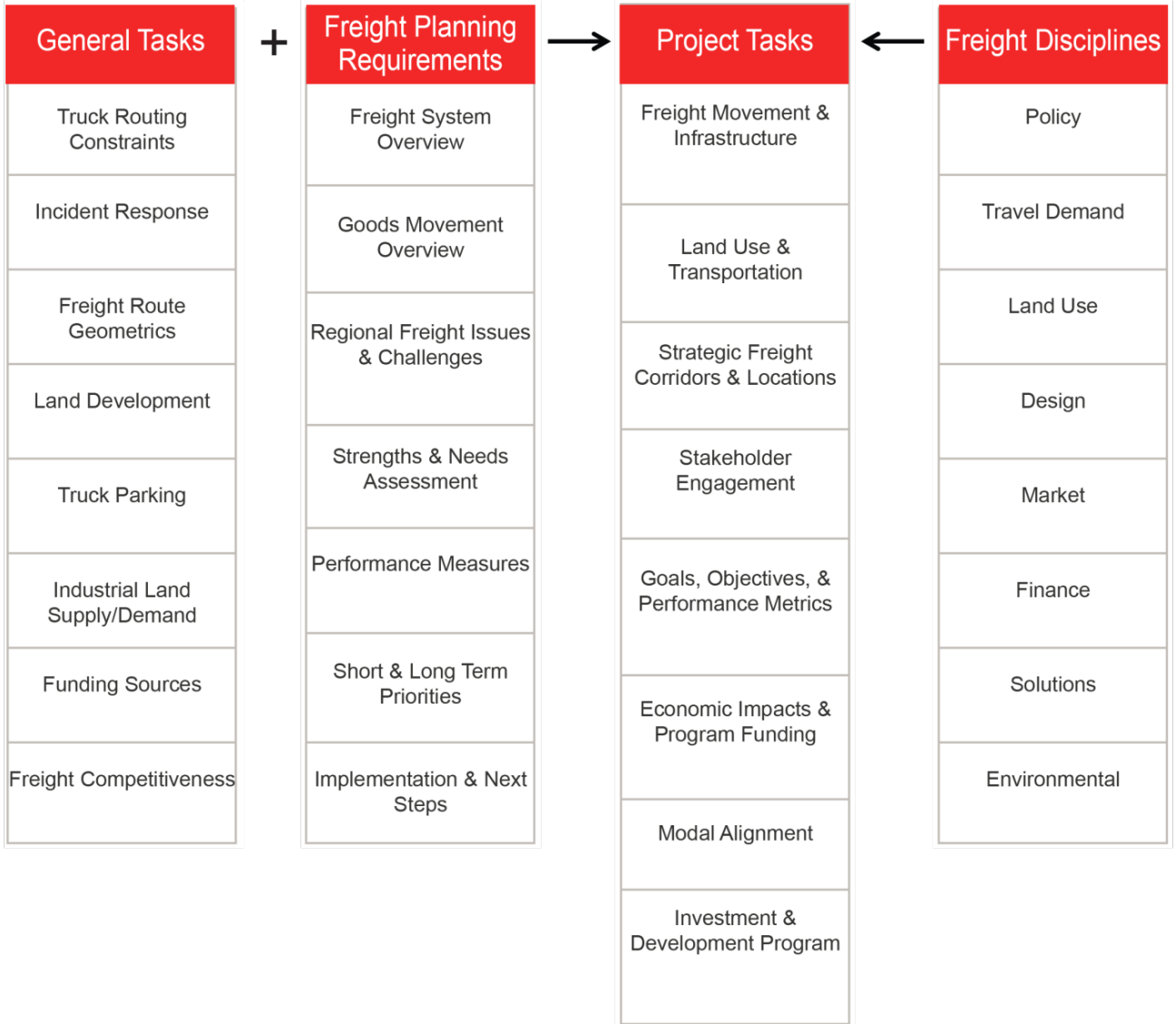
- **2013** – Restructuring of the Committee
  - Conducted a FHWA Peer Exchange
    - Washington DC
    - Chicago
    - Atlanta
    - Cincinnati
  - Membership – **Tri-State**
    - Chair – Policy Board Member (elected official)
    - Vice-Chair – FAC Member (private sector)

Regional Freight Plan

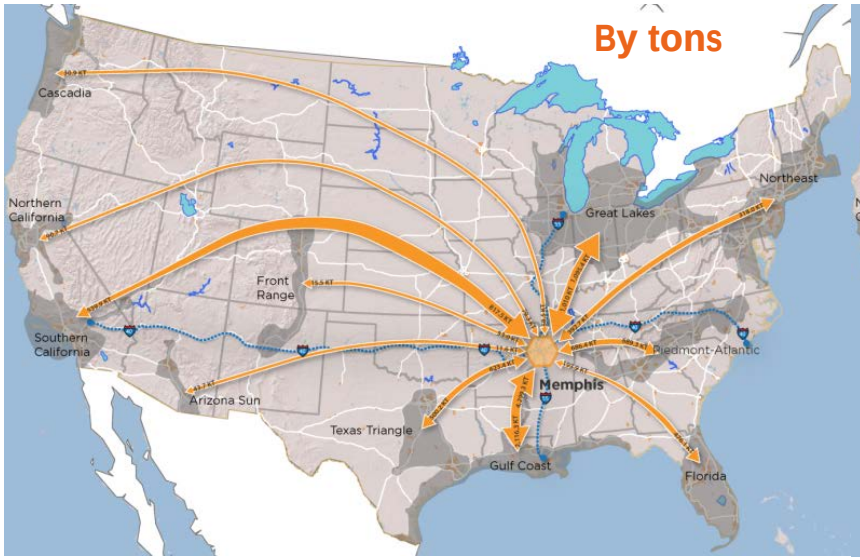


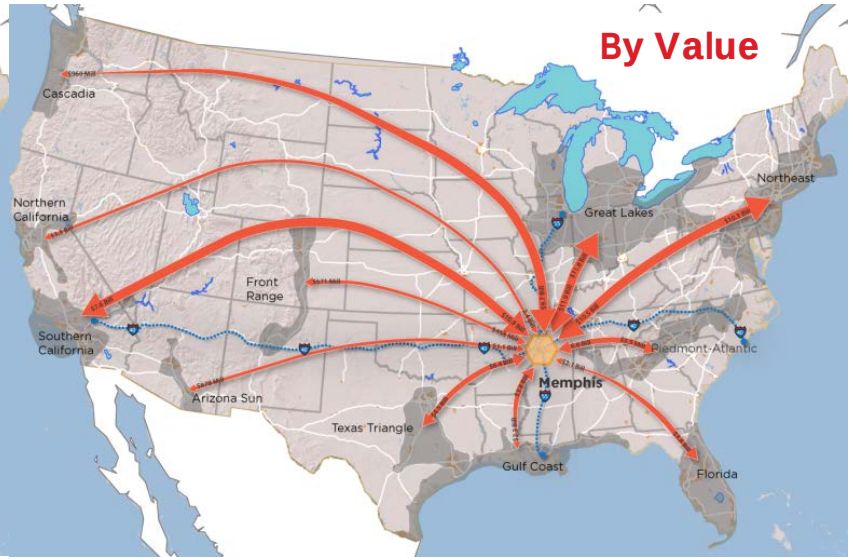
Regional Freight Plan - Approach

- Leveraging Previous Studies/ Plans
- Urban and Rural alignment
- Land Use
- Regional Connections across US
- **Peer Cities:** El Paso, Oklahoma City, Tulsa, Kansas City, St. Louis, Minneapolis, Louisville, Cincinnati and Nashville
- Management Strategies for through traffic
- Alignment with Arkansas
- Adoption- November 2017



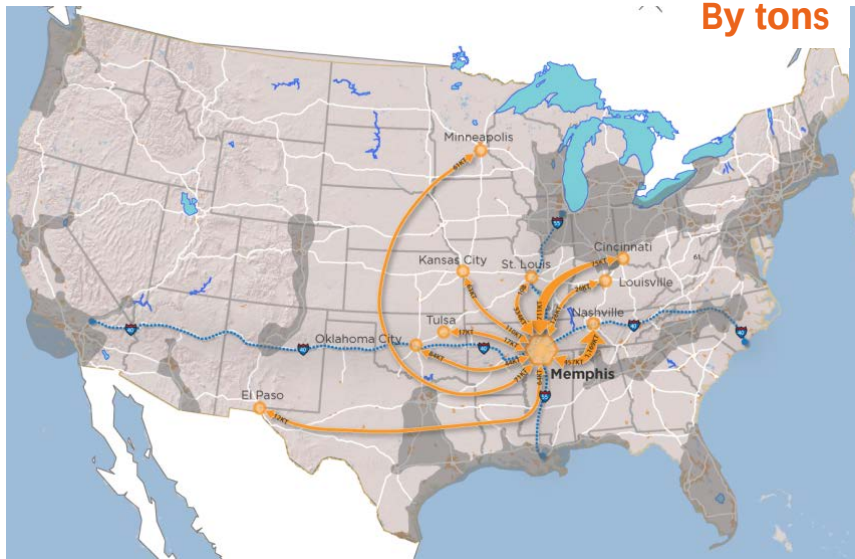
Regional Freight Plan – National Level

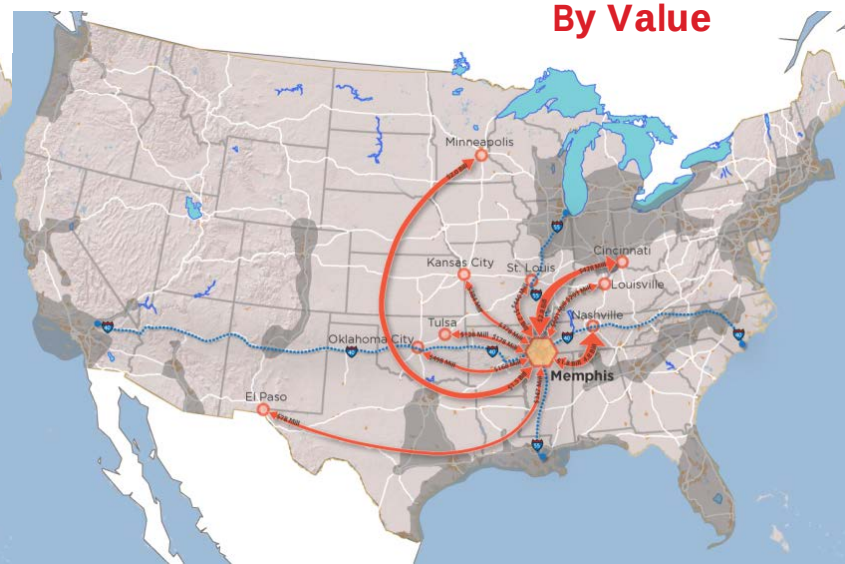




Mode	% of Tonnage	% of Value
Roadway	93%	66%
Rail	5%	1%
River	2%	<1%
Runway	<1%	33%
Total	100%	100%

Commodity	% of Total (weight)	Commodity	% of Total (value)
Coal-n.e.c.	34.1%	Electronics	18.2%
Other foodstuffs	8.1%	Pharmaceuticals	15.5%
Gasoline	5.4%	Precision instruments	9.0%
Cereal grains	5.3%	Machinery	6.7%
Nonmetal min. prods.	5.0%	Motorized vehicles	6.0%
Total Top 10	75.2%	Total Top 10	75.3%

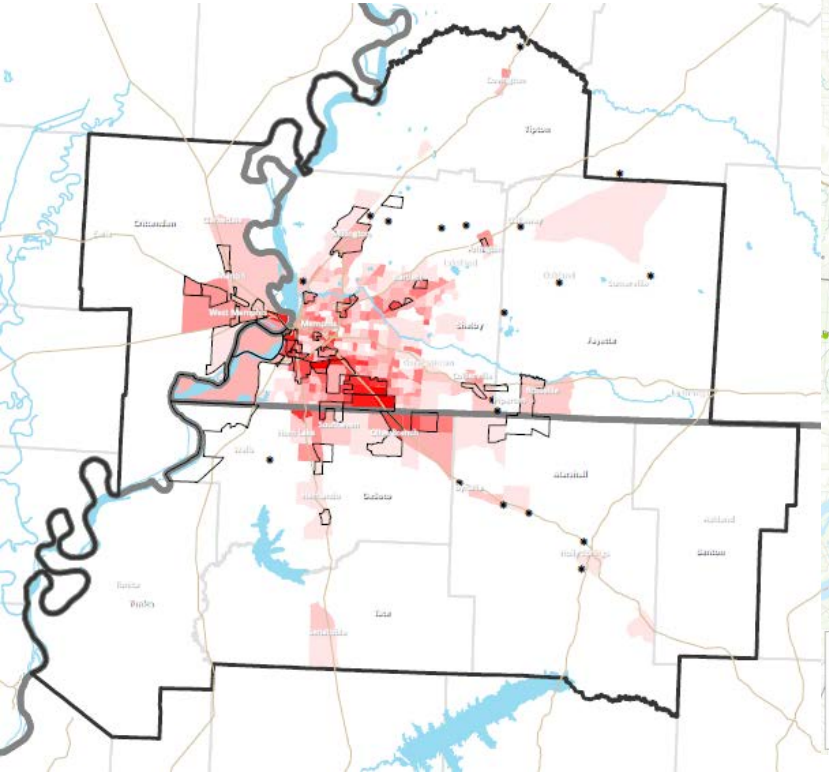




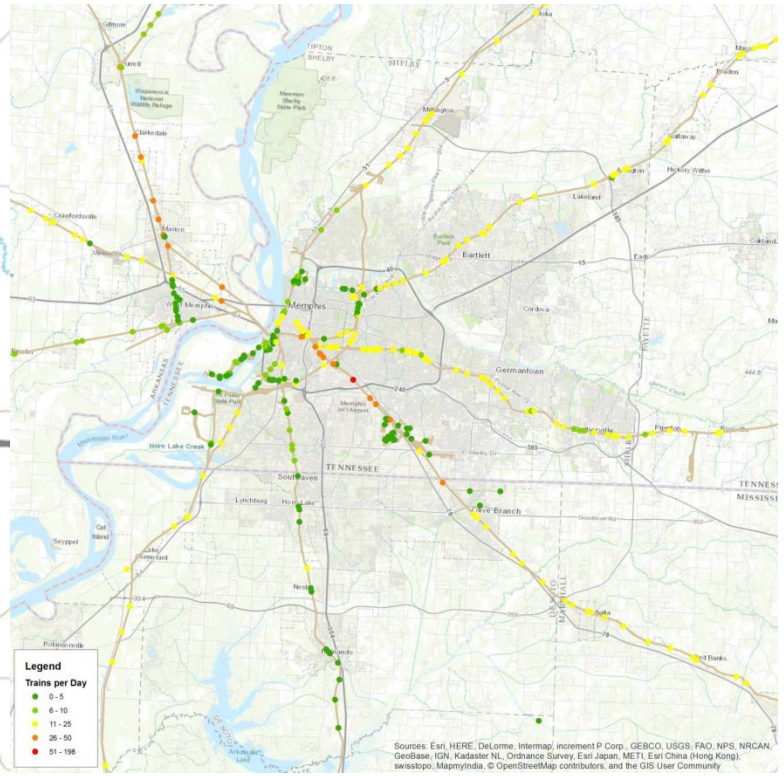
Memphis MPO
METROPOLITAN PLANNING ORGANIZATION

Regional Freight Plan- Regional Level

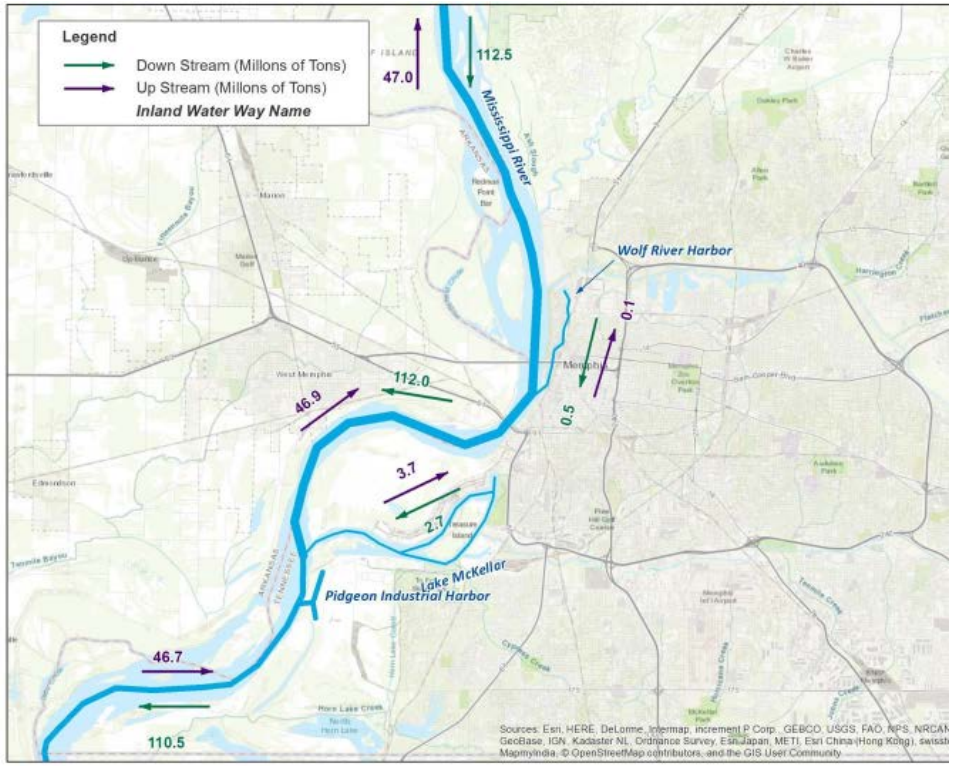
Total Truck trips Normalized per square mile



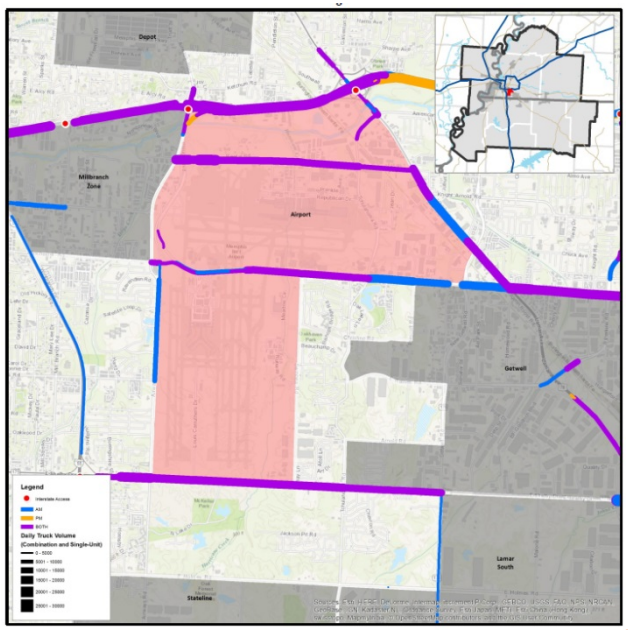
Freight Train Traffic

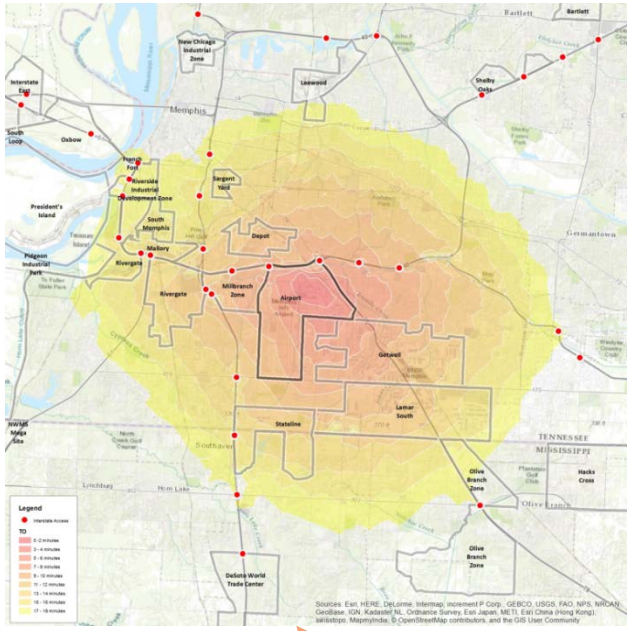


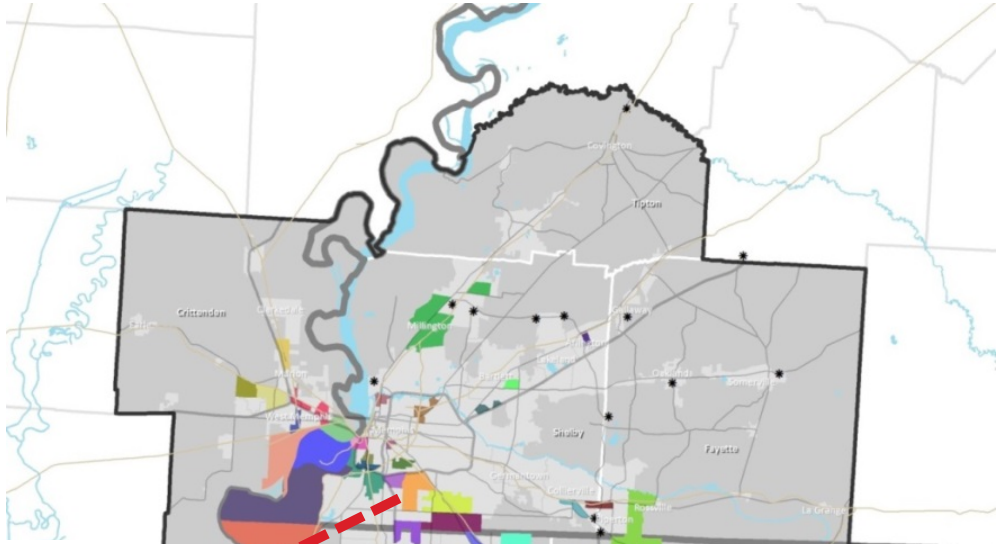
Inland waterways Commodity flow

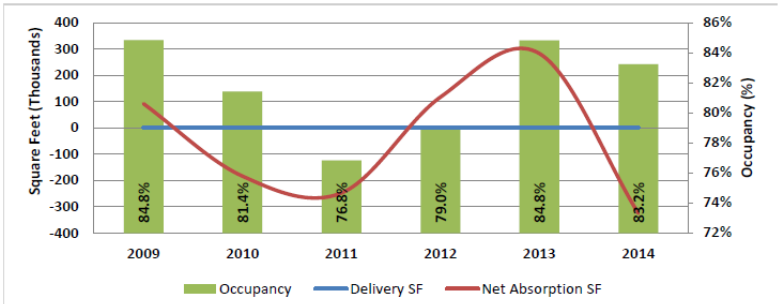


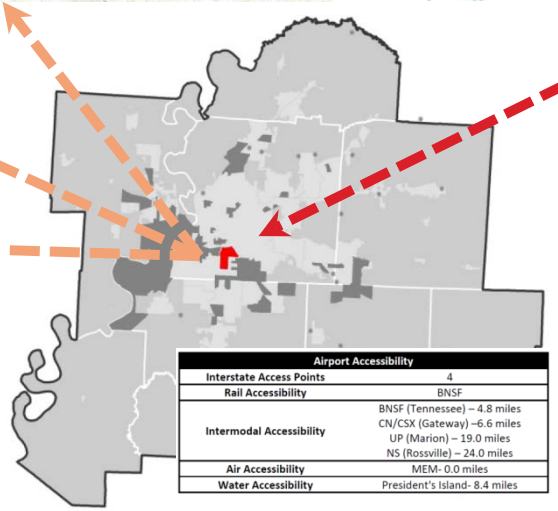
Regional Freight Plan- Sub-Regional Level







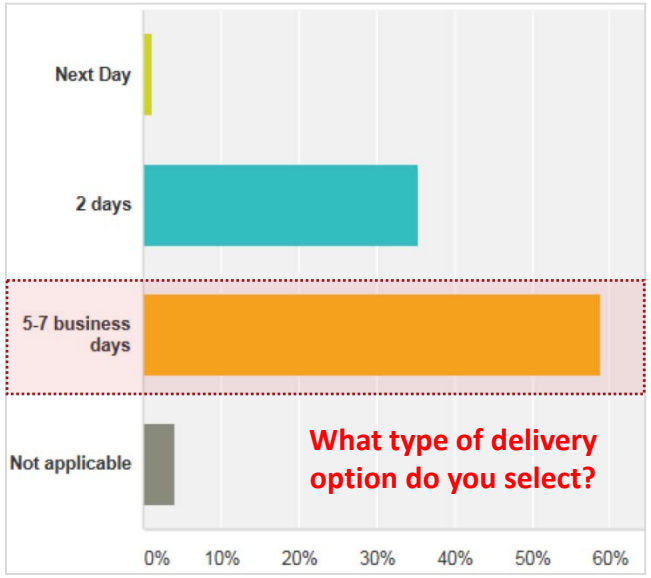


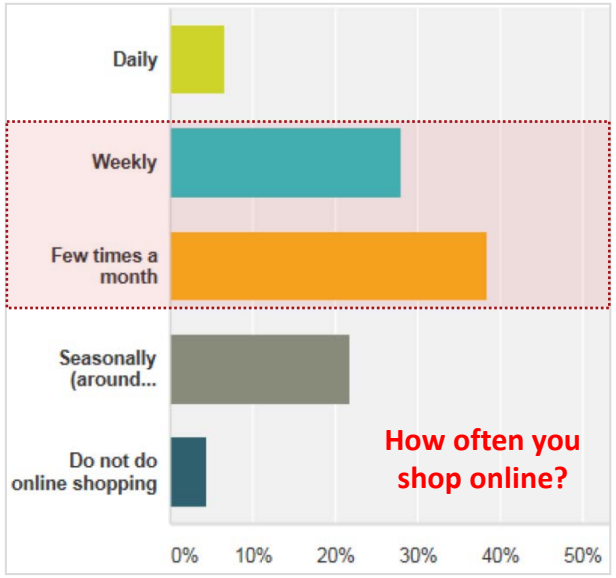


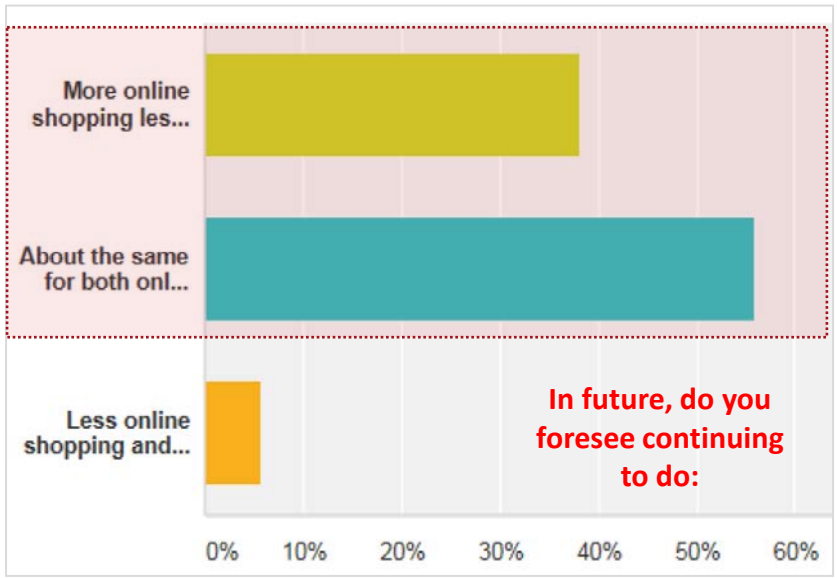
Airport Accessibility	
Interstate Access Points	4
Rail Accessibility	BNSF
Intermodal Accessibility	BNSF (Tennessee) – 4.8 miles CN/CSX (Gateway) –6.6 miles UP (Marion) – 19.0 miles NS (Rossville) – 24.0 miles
Air Accessibility	MEM- 0.0 miles
Water Accessibility	President's Island- 8.4 miles

Regional Freight Plan - Outreach

- 11 Question - Public Online Survey – **400 responses**



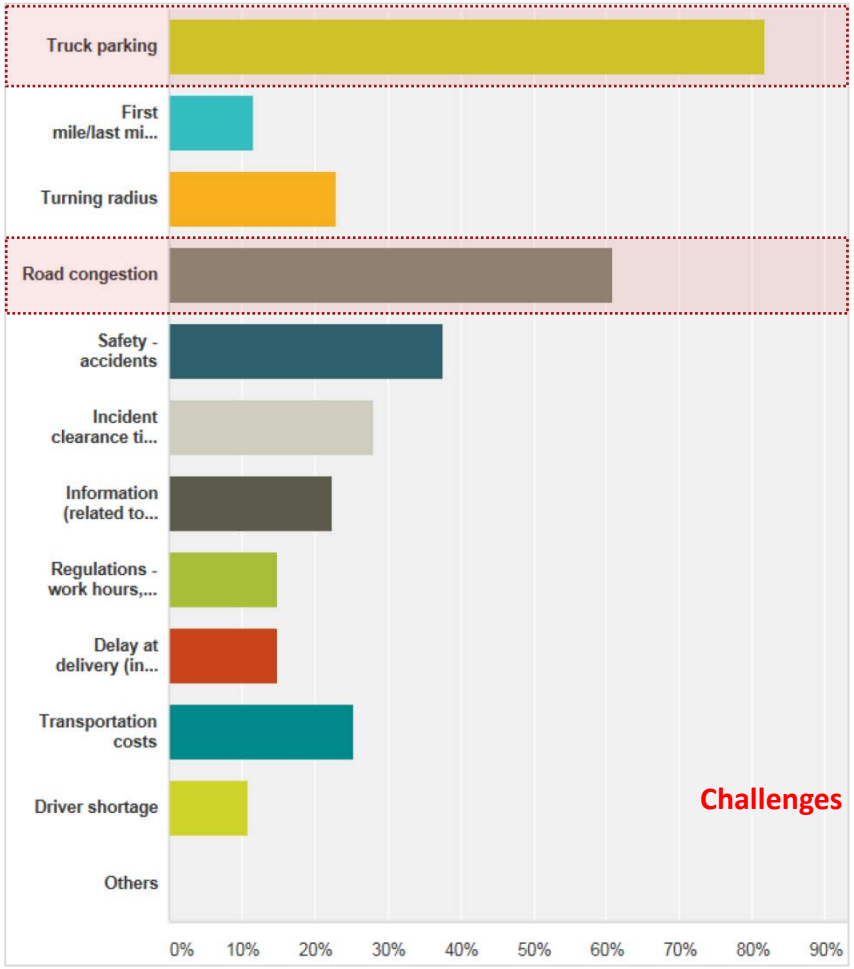


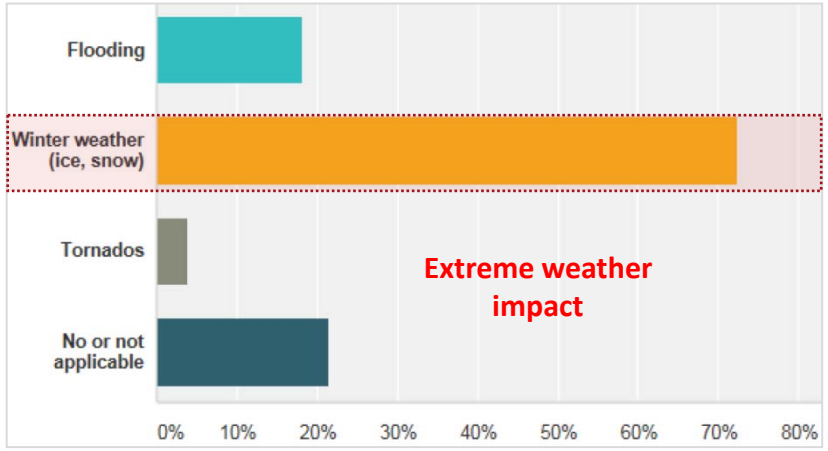


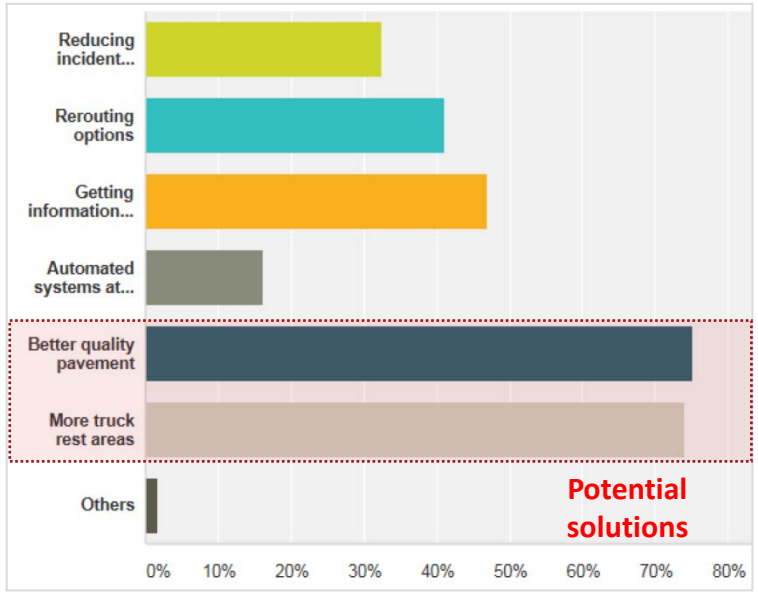
91.5 % responded that freight is important for the local/ regional economy

Regional Freight Plan - Outreach

- 8 Question - Truckers survey - "Man on the Street" - **294 responses**

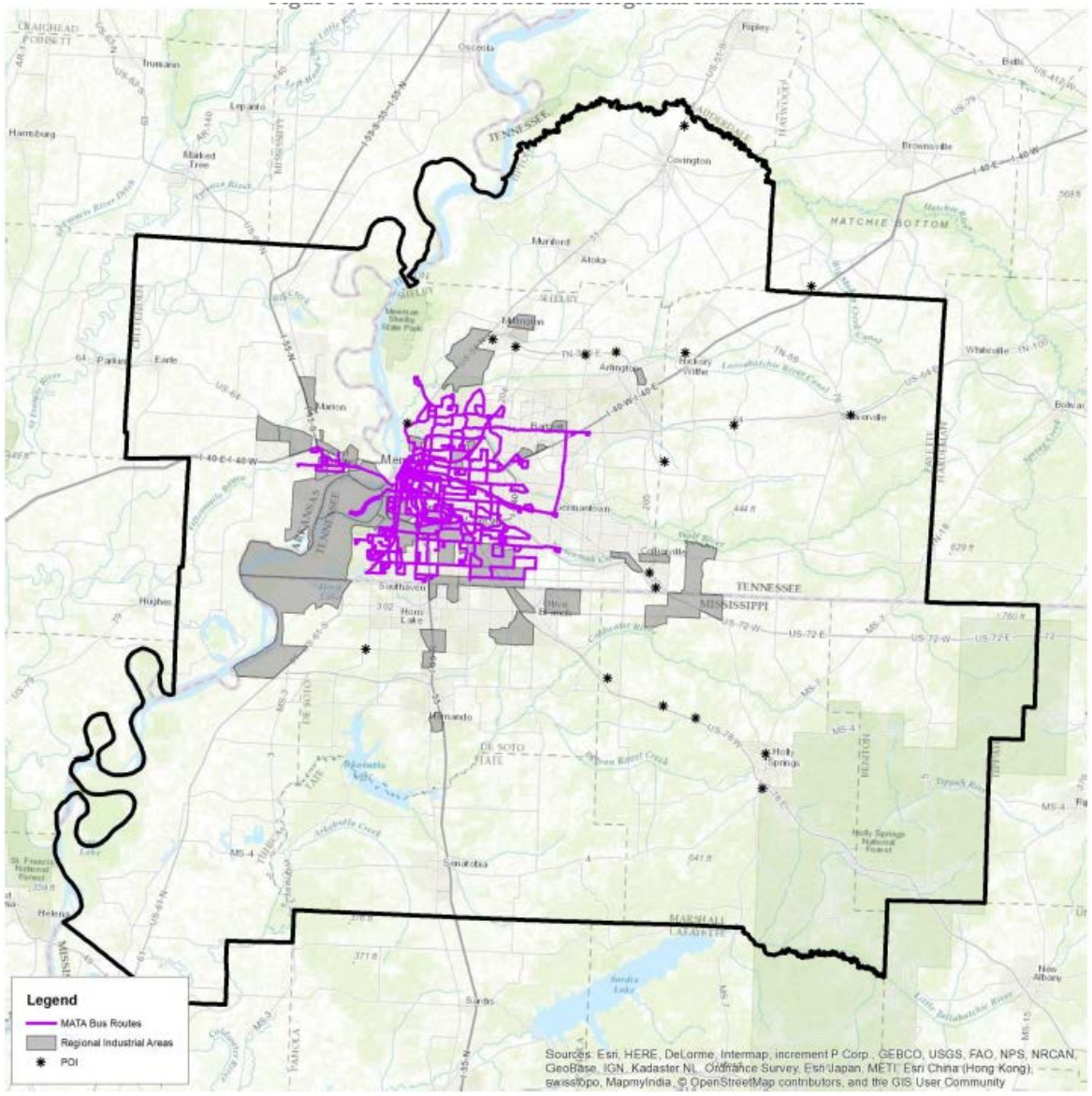






Regional Freight Plan –Issues

- **Freight Movement**
  - Address needs of critical freight corridors
    - Capacity
    - Non-recurring Congestion and Safety Incidents
    - Bridges
    - Rail Investment
  - Truck parking
  - Truck Routing
    - Through the Region
    - Between Local/Delivery Sites and Interstate/Freeway
  - Operational and Geometric Deficiencies
- **Workforce Issues**
  - Disconnect between employment needs and skills
  - Jobs access/mobility issues
- **Economic Development**
  - Attracting manufacturing is a challenge
  - Cooperation with Arkansas and Mississippi
- **Port/Airport**



Regional Freight Plan - Recommendations

- **Potential Program(s) of Work**
  - Coordination of freight movement on various network
  - Use of ITS solutions for traffic management and wayfinding system
- **Potential Policies**
  - Companies could make efforts to research and invest in travel demand management (TDM) strategies that provide mobility options both to and from the worksite
  - Leverage TDOT's and MDOT's efforts and initiatives for transportation demand management (TDM)to the freight sector, with continued participation by private sector
  - Develop Strategy for Addressing Funding of Big Ticket Road Infrastructure Projects
  - Address Provision of Additional Truck Parking

Questions and Answers

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