FREIGHT PLANNING – MPO’S ROLE

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Memphis Urban Area
Metropolitan Planning Organization (MPO)
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What is the Memphis MPO?

Shelby County, TN
- Entire county

DeSoto County, MS
- Entire county

Fayette County, TN
- Western portion

Marshall County, MS
- Northwest portion

* Federal Law requires a regional outlook for transportation planning. As such, planning needs have to reflect the region’s shared vision for its future.
The Role of the MPO

Federal Funding for Transportation: MAP-21

Funding Allocated to Each State
TN, MS

Memphis Urban Area MPO
MPO Planning

Long Range Transportation Plan (LRTP) – 20 Years
Automobile, Transit, Bicycle, Pedestrian, Freight, Rail, Airport, Port

Transportation Improvement Program (TIP)
Every 4 Years

*Note: freight facilities are generally privately managed and operated, but their impact on local roads and highways requires investments from state and local jurisdictions
Regional Freight Profile and Investment

• **Road**
  - Major East/West and North/South Corridors (plus future I-69)
  - I-40 & I-240 Interchange Improvements
  - Lamar Avenue / US-78

• **River**
  - 4th Largest Inland Port
  - Proposed Port Expansion
    - Add three miles of harbor frontage. Add 1,500 acres to industrial park.

• **Rail**
  - Five Class One Railroads. 3rd largest US rail center. 45 states within 2 days.
  - One new intermodal terminal.
  - Two major intermodal yard expansions.

• **Runway**
  - Busiest US cargo airport, second busiest in the world.
Freight by numbers

<table>
<thead>
<tr>
<th>Mode</th>
<th>Inbound</th>
<th>Outbound</th>
<th>Total</th>
<th>Percent of Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Truck</td>
<td>44,652,944</td>
<td>28,210,898</td>
<td>72,863,841</td>
<td>46%</td>
</tr>
<tr>
<td>Carload Rail</td>
<td>30,016,423</td>
<td>25,575,845</td>
<td>55,592,268</td>
<td>35%</td>
</tr>
<tr>
<td>Water</td>
<td>14,485,559</td>
<td>4,404,196</td>
<td>18,889,755</td>
<td>12%</td>
</tr>
<tr>
<td>IMX Rail</td>
<td>4,748,440</td>
<td>5,311,600</td>
<td>10,060,040</td>
<td>6%</td>
</tr>
<tr>
<td>Air</td>
<td>1,070,009</td>
<td>872,411</td>
<td>1,942,420</td>
<td>1%</td>
</tr>
<tr>
<td>Total</td>
<td>94,973,376</td>
<td>64,374,949</td>
<td>159,348,325</td>
<td>100%</td>
</tr>
</tbody>
</table>

Over 80 percent of the freight flows in the region are either by truck or carload rail.

Inbound and Outbound Freight Tonnage by Mode (2007) Transearch

<table>
<thead>
<tr>
<th>Intermodal Railyard</th>
<th>Railroad</th>
<th>Design Lift Capacity (TEUs/Year)</th>
<th>Planned or Recently Completed Improvements</th>
</tr>
</thead>
<tbody>
<tr>
<td>Forest Yard*</td>
<td>NS</td>
<td>123,000</td>
<td>8,300 foot long track added, triple capacity, 8 wide span gantry cranes complete</td>
</tr>
<tr>
<td>BNSF Memphis Intermodal Facility</td>
<td>BNSF</td>
<td>700,000</td>
<td></td>
</tr>
<tr>
<td>Yale Yard</td>
<td>BNSF</td>
<td>Auto Facilities</td>
<td></td>
</tr>
<tr>
<td>Harrison (Johnston) Yard</td>
<td>CN/CSX</td>
<td>70,000</td>
<td>$100 million for yard expansion</td>
</tr>
<tr>
<td>Leewood Yard – CSX</td>
<td>CSX</td>
<td>20,000</td>
<td></td>
</tr>
<tr>
<td>Intermodal Gateway Memphis – CN &amp; CSX</td>
<td>CN/CSX</td>
<td>200,000</td>
<td>$25 million investment by railroads</td>
</tr>
<tr>
<td>Marion Yard (Intermodal Railport)</td>
<td>UP (West Memphis)</td>
<td>375,000</td>
<td>Recent $70 investment</td>
</tr>
<tr>
<td>Sargent Yard</td>
<td>UP</td>
<td>Unknown</td>
<td></td>
</tr>
<tr>
<td>NS Intermodal Facility</td>
<td>NS</td>
<td>370,000*</td>
<td>New $105 million dollar facility (completed 2012)</td>
</tr>
</tbody>
</table>

Over $300 million in investment

Memphis MPO
METROPOLITAN PLANNING ORGANIZATION
Strengthening Regional Transportation
Road, Rail, and River Freight Tonnage

[Map showing freight tonnage with different modes of transportation highlighted]
FHWA Peer Exchange

• Four peer MPO’s with similar freight assets:
  • Cincinnati, OH, Chicago, IL, Washington DC, Atlanta, GA

• Discussed best practices for:
  • Multi-state planning
  • Incorporating freight planning into MPO planning
  • Public-Private partnership development
  • Freight performance measures

• Meeting summary
  • Return-on-investment
  • Build relationships with the private sector
  • Communication: Regional freight ‘story’
How Does the MPO Address Freight Planning?

• Freight Advisory Committee (FAC)
  • Public Private Participation – **Chair** Mayor A C Wharton, Memphis and **Vice Chair** Mr. Don Colvin, FedEx
    • **Private Sector:** Rail, Truck, Logistics, Real Estate, Intermodal
    • **Public Sector:** Airport, Port Authority, Economic Development, University of Memphis, Federal/State/Local Government (Tri State Region)

• MPO Plans and Studies
  • Identifying Regional Needs through stakeholder input
    • Over $900 million in planned transportation investment over the next four years (Fiscal Years 2014-2017) i.e. 60 out of 146 projects with improvements to goods movement
    • For Example – Third Bridge across Mississippi River, US-78 Lamar Ave connection to Birmingham, AL, I-269 loop in conjunction with I-69 NAFTA Corridor
Next Steps

• Preparing for final FHWA guidance on MAP-21
• MPO Coordination
  • *MPO working with State Freight Advisory Committees*
    • *Supplement the State Freight Plan with Local Needs*
• Freight Stakeholder Survey – identify critical issues
• Regional Freight Profile – inventory regional assets
• Truck Route Master Plan – define current and future corridors
• Regional Freight Plan – coordinate future investment with future needs. Coordinate with State Freight Plan
• Incorporate Freight Plan into MPO Long Range Transportation Plan
Recent Developments

• FHWA Primary Freight Network Comments
  • Coordinated with regional stakeholders
    • State DOT’s
    • Intermodal Freight Technology Institute- University of Memphis
    • Memphis MPO Freight Advisory Committee

• Travel Demand Model Update
  • Includes Freight-specific data collection
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