

SECTION 6.4

FREIGHT



W A M P O

Wichita Area Metropolitan Planning Organization



Overview

An efficient and effective transportation system moves more than just people, it moves freight as well. Freight is the transport of goods we need such as food, clothes, coal, and steel. Integrating freight movement into transportation planning has become a growing consideration in the development of long range transportation plans. Freight movement directly impacts the transportation system, economic vitality, air quality, and safety of the region.

This section of the MTP 2035 provides an overview of transportation modes used to move freight in the WAMPO region. It includes existing and planned facilities that each mode uses. It also identifies freight plans, trends affecting freight movement, freight needs of the region, and recommendations to improve freight operations.

Volume of Freight

According to 2006 TRANSEARCH® Insight data used in the WAMPO Freight Plan, approximately 38 million tons of freight was shipped into, out of, and within the WAMPO region in 2006. The trucking industry, by far, was the largest carrier of freight in the region. It accounted for just under 91% (34 million tons) of the freight moved in the region in 2006. Freight movement by rail accounted for slightly more than 9% (3.5 million tons) of the total. Freight movement by air represents less than 1% (40 thousand tons) of the freight moved in the region.

Even with this volume of freight into, out of, and within the region, most of the freight being transported is just passing through. It is estimated that over 60 million tons of freight per year is currently shipped through the region, primarily on I-35 and the Class I railroads.

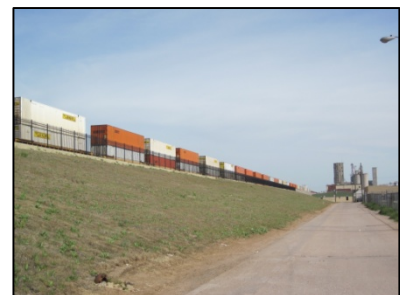
By 2030 (information was only available through 2030), approximately 59 million tons of freight is projected to be shipped into, out of, and within the WAMPO region. This is over a 50% increase in freight movement from 2006 to 2030. Of that total, 53.5 million tons of freight will be carried by truck, five million tons by rail, and 104 thousand



2006 Freight by Mode in the WAMPO region.



Freight Truck



Freight Train



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tons by air. The amount of freight moved through the region by 2030 is also expected to increase greatly.

Value of Freight

The value of all freight movement shipped into, out of, and within the region in 2006 was approximately \$69 billion. That amount is expected to increase to \$130 billion by 2030, which is nearly a 90% increase. The rise in value is due to the increase in the amount of freight being moved. It does not include inflation or a shift to greater or lesser cost of goods being shipped.



Freight Truck

Freight movement in the region is a major component of the region's economy. The total amount of freight moving into, out of, and within the WAMPO region is growing, as is the amount by each mode. Moving freight by truck will continue to make up the largest portion of freight transport.

Existing Facilities

Three major transportation modes are used in the WAMPO region to move freight; trucks, rail cars, and aircraft. Each of these modes require different types of facilities on which to travel. The freight facilities in the region are identified in **Exhibit 6.4.1**.

Truck Facilities

The regional roadway network is the backbone for the movement of freight. On any given day, thousands of trucks are moving freight on the region's roads. National, regional, and local freight companies operate on these streets and highways. The presence of many freight companies provide for an active and competitive freight industry in the region.

Where can I find more information on roadways?

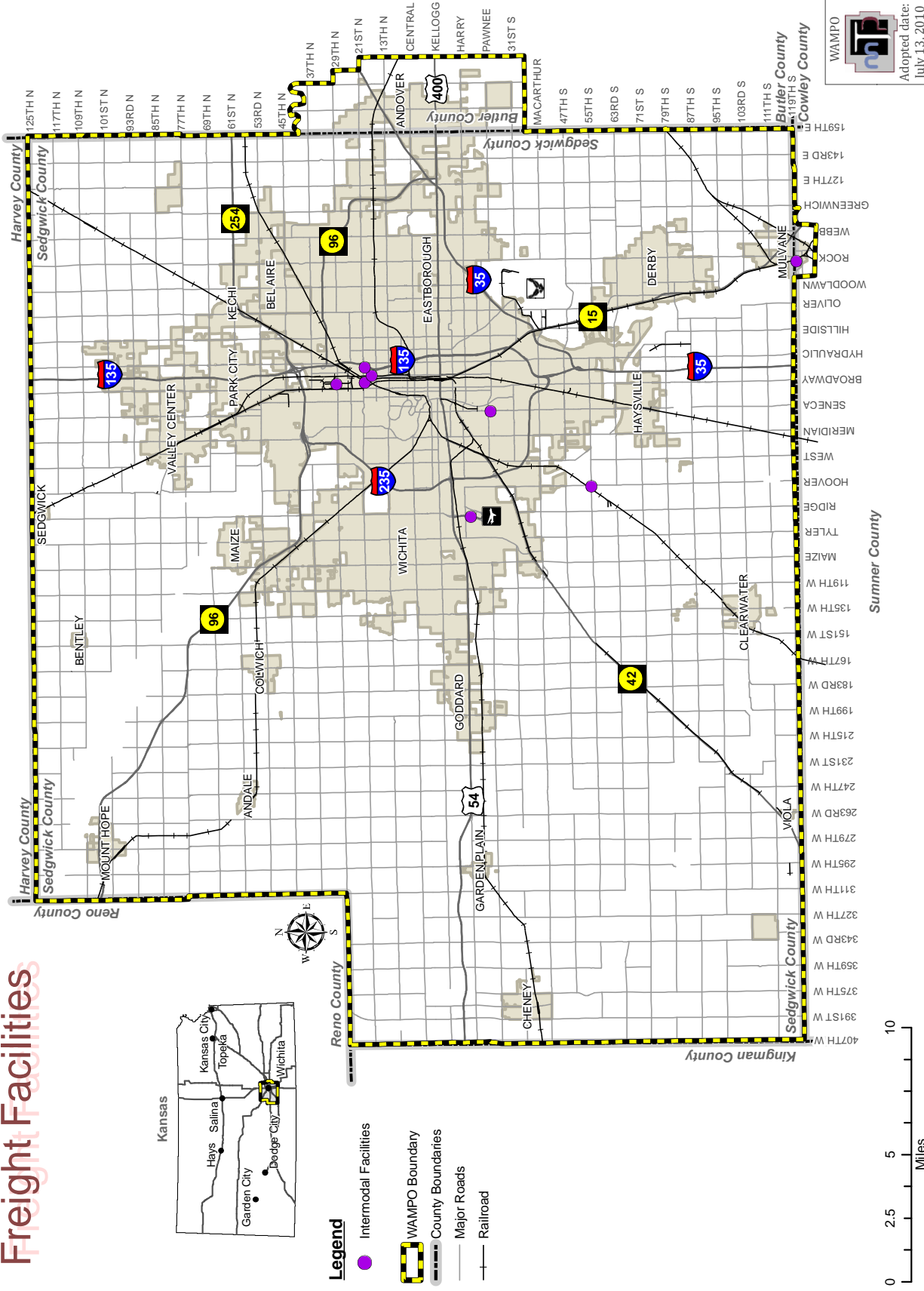
Additional information on the roadway network is discussed in **Section 6.1**.

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WAMPO
 Adopted date:
 July 13, 2010

Exhibit 6.4.1 Freight Facilities





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Rail Facilities



WTA Switching Yard

Three railroads; BNSF Railway (BNSF), Union Pacific (UP), and the Kansas and Oklahoma (K&O) operate on approximately 175 miles of rail in the region.

The Wichita Terminal Association (WTA) operates a switching yard in north central Wichita. The WTA is owned jointly by the BNSF and UP railroads and serves over a dozen industries in the region. The facility is also used to switch rail cars between the main tracks of the K&O, BNSF, and UP rail lines. The WTA switched over 37,000 rail cars in 2008.

Aircraft Facilities

Wichita Mid-Continent Airport is the only airport in the WAMPO region that is equipped to handle large-scale commercial freight movements. This airport provides a great benefit to the region, allowing freight to enter and exit the region by air.

Intermodal Facilities

Mid-Continent Airport serves as a major intermodal facility in the region. An intermodal facility provides for the transfer of freight from one mode to another (e.g., air to truck and vice versa). Mid-Continent Airport is connected to the regional roadway network, allowing freight to flow into and out of the airport via truck. This connection, provided on Mid-Continent Drive and Air Cargo Road, is the only intermodal connector in the region.

The region is also home to eight private intermodal facilities that transfer freight from one mode of transportation to another.

- Emery Forwarding – Air & Truck.
- USPS Remote, Inc. – Truck & Truck.
- Mulvane Cooperative – Rail & Truck.
- Cereal Food Processors, Inc. – Rail & Truck.
- Garvey Elevators, Inc. – Rail & Truck.
- Heiman Elevator, Inc. – Rail & Truck.
- Garvey Public Warehouse – Rail & Truck.
- CTS Bulk Terminal – Rail & Truck.

Where can I find more information on the airports?

Additional information on aviation is discussed in **Section 6.5**.



Cargo Plane

What is an intermodal connector?

Designated by FHWA and part of the National Highway System, they provide access between major intermodal facilities and other roads on the National Highway System.

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Plans and Studies

Decisions on improvements to aid freight movement in the WAMPO region will be influenced by factors, programs, and recommendations identified in the following plans.

WAMPO Freight Plan

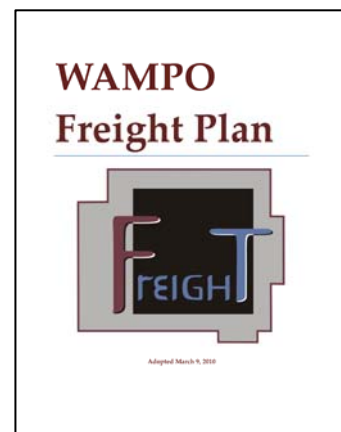
The WAMPO Freight Plan was completed in March 2010. This plan discusses the amount and type of freight moving into, out of, and within the region. It includes projections for 2030, trends impacting freight movements, the existing multimodal freight transportation network, the regional freight needs, and how freight movements impact air quality. In addition, the WAMPO Freight Plan establishes a freight goal, corresponding objectives, and suggests several strategies for freight movement in the region. The WAMPO Freight Plan is available on the WAMPO website.



Intermodal Facility

WAMPO Railroad Crossing Plan

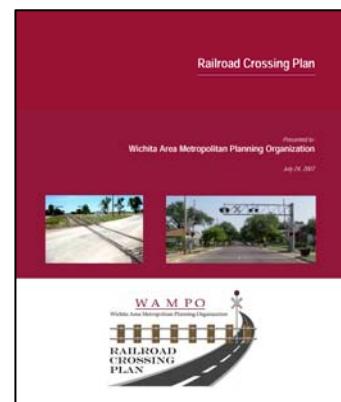
The WAMPO Railroad Crossing Plan (RRCP) was adopted in 2007. The plan discusses railroad crossings in the region and the safety issues that correspond to those crossings. The plan includes an inventory of all railroad crossings in the region, identification of needs and deficiencies, development of a project toolbox, and strategies to implement the RRCP. The WAMPO RRCP is available on the WAMPO website.



WAMPO Freight Plan

Kansas Statewide Freight Study

The Kansas Statewide Freight Study is similar to the WAMPO Freight Plan, but at a state level. It provides a statewide inventory of the existing freight transportation system and its performance; discusses the amount and type of freight moving into, out of, and within the State of Kansas; trends impacting freight movements; statewide infrastructure and policy challenges impacting freight movements; and recommendations and action items to address freight issues and challenges. The Kansas Statewide Freight Study is available on the KDOT website.



WAMPO RRCP



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Kansas City Regional Freight Outlook Study

The Kansas City Regional Freight Outlook Study discusses current and projected amounts of freight moving into, out of, and within the Kansas City region, as well as the freight transportation network. According to the plan, Wichita is the second largest receiver of freight by truck from the Kansas City region, the fourth largest provider of freight by truck, and is a top ten receiver and provider of freight by rail. It is important to consider the Kansas City Regional Freight Outlook Study in the planning of the WAMPO region's freight system because of the amount of freight that travels between the two regions. Changes and impacts to the freight system in the Kansas City region could resonate in the WAMPO region.



Freight Van

Wichita International Trade Processing Center Feasibility Study

The purpose of the Wichita International Trade Processing Center (WITPC) Feasibility Study was to better position Wichita in the global market place through investments in roadway, rail, and intermodal infrastructure and to use technology to make it easier and more affordable for businesses to participate in international trade. The WITPC Feasibility Study is available on the City of Wichita website.

Regional Trends and Needs

The amount and type of transportation infrastructure needed to meet the freight demands of the region are dependent on many trends and factors. As mentioned earlier, the demand for freight will increase due to the growth in population and jobs. Population growth will require increased freight movement to provide goods to residents. Job growth will require more freight movements to ship goods into and out of the region.

Different types of business and industry have different freight needs. For example, retail stores require regular shipments of goods by truck. Aircraft industries require shipments of parts and produce finished products to ship elsewhere. The transportation system must be able to handle the freight required by local businesses and

Where can I find more information on population and job growth?

Additional information on population and job growth is discussed in Chapter 4.

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industries. It also must be able to handle the freight produced by local businesses and industries.

Regional Trends

The trends affecting the movement of freight in the WAMPO region are discussed in the in the following three paragraphs.

Aircraft Industry

The region is heavily influenced by the aircraft industry. The region is home to four major aircraft manufacturers. Shipments of materials used to build aircraft are shipped into the region by truck and rail. Although some final aircraft products are disassembled and shipped by truck or rail, most of the airplanes manufactured in the region are flown off the private corporate airfields adjacent to the manufacturing facility.

Economic Diversity

Efforts to diversify the local economy will ultimately have an effect on the types of products produced and shipped from the region. Diversity will also affect the type of raw materials shipped into the region to supply those industries and the mode of transport those shipments will use.

Congestion

One of the major trends that the MTP 2035 focuses on is congestion. Increasing congestion is visible around the country on both the highways and rail lines. How this congestion is mitigated will determine how efficiently and effectively freight is moved into, out of, within, and through the region. Strategies to mitigate congestion are often difficult to implement for various reasons; funding being the most prevalent.

Regional Needs

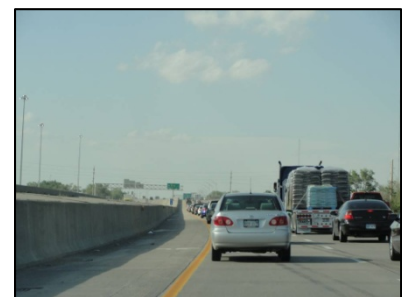
Congestion relief affecting freight is a need that the region must address. The needs related to freight and congestion relief are discussed in the next few paragraphs.

Bottlenecks

One of the main freight congestion issues in the region is bottlenecks. Congestion on the road network is occurring at interchanges and intersections which creates



Truck Unloading at Store



Congestion on I-135 Caused by a Bottleneck



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bottlenecks. In addition, congestion is occurring on the rail network as trains try to travel through the region. These types of delays can cost valuable time and money.

Access

Access is another issue that causes congestion and delays to freight. Trains attempting to enter the rail yards are being delayed because of at-grade crossings or, in some cases, a lack of space to park the rail cars.



At-Grade Rail Crossings

Maintenance

Ongoing maintenance is needed on both the existing road and rail network. Roads and rail lines that are not properly maintained can cause delays and safety issues for trucks and trains traveling on them.

Safety

Safety is a big concern for the region, especially with all of the railroad crossings. Many safety and congestion concerns are related to at-grade rail crossings. By eliminating conflict points between rail traffic and roadway traffic, both trains and trucks can reach their destinations in a more timely, efficient, and safe manner.

Air Quality

Congestion also adds to the air quality issues in the region. Trucks and trains, for the most part, are powered by diesel engines. These engines produce large amounts of emissions that contribute to a decrease in air quality.

Planned Facilities

Several projects that would impact freight movements are included in the MTP 2035, including rail projects (**Appendix 4: Project List**). These projects attempt to address the regional freight needs discussed above and include improvements to interchanges and intersections and projects to grade separate rail lines.

Recommendations

The MTP 2035 reflects the goals, objectives, and strategies identified in the WAMPO Freight Plan. The freight goal established by the WAMPO Freight Plan is “*To maintain and improve regional transportation infrastructure to facilitate*



Grade Separated Rail Crossing

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the safe, coordinated, efficient, and effective movement of freight to strengthen and to encourage the economic vitality of the WAMPO region.” That goal is consistent with the goals identified in the MTP 2035. It is also supported by five objectives in the WAMPO Freight Plan.

- Maintain a transportation system that will allow effective mobility throughout the region and provide for the safe and efficient movement of freight and goods.
- Provide a plan which addresses the needs of intermodal movement of goods by highway, rail, and air.
- Encourage freight travel as friendly neighbors by minimizing potential conflicts between each mode and nearby land uses.
- Address conflicts between freight modes.
- Improve the safety of those involved with freight movement.



At-Grade Railroad Crossing

Freight Strategies

The WAMPO Freight Plan suggested multiple strategies for improving freight movements. The following list summarizes these strategies.

- Encourage growth in rail freight and shifting of freight from highway to rail.
- Ease the movement of trucks on roads by reducing conflicts with passenger vehicles.
- Increase efficiency of truck movements by better coordinating loads at intermodal facilities and reducing the number of empty trucks.
- Encourage a balanced transportation system by developing strategies to reduce growth in vehicle miles traveled (VMT) for cars and trucks.
- Maintain the condition and performance of the transportation system through continued maintenance of key freight corridors, investment in fixing structurally deficient or structurally obsolete facilities, and the development of transportation operations strategies, such as traffic information and truck routing.
- Provide a safe operating environment by reducing crashes, educating drivers, maintaining the existing



Truck Unloading at Warehouse



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Cargo Area at Mid-Continent Airport

system, and reducing conflicts at rail/highway crossings.

- Reduce freight contributions to emissions by promoting strategies to reduce truck and rail locomotive idling, reducing truck VMT, and linking environmental and transportation planning.
- Increase the compatibility of land uses by identifying ample locations for freight expansion through regional industrial master planning and clustering of freight activities with transportation facilities and coordinating with local governments.
- Increase the presence of freight at the Wichita Mid-Continent Airport by continuing to promote it as a freight option and expanding facilities accordingly.
- Improve coordination with stakeholders through **public private partnerships**, education of the WAMPO planning process, and increased public and stakeholder involvement.

What are public private partnerships?

Contractual agreements formed between a public agency and a private sector entity that allows for greater private sector participation in the delivery and financing of transportation projects.

What are transload facilities?

Facilities where shipments are transferred from one mode of transportation to another.

These recommendations are geared towards improving freight operations in the region. WAMPO can work with local communities, private companies, and regional and state agencies to carry out these strategies that aim to improve freight transportation in the region.

During the MTP 2035 development, stakeholders identified the need to develop a comprehensive transportation study that would take a look at how freight and passengers are moving into, out of, and through the WAMPO region. The region should identify all stakeholders that can be affected by the movement of freight and passengers and not just at the local or regional level. Kansas, and potentially other states, should be involved with all other stakeholders in developing a study that focuses on the efficient movement of freight and passengers and to make best use of limited financial resources. All freight and passenger modes of transportation including air, rail, and truck should be integrated along with long-term planning for freight intermodal terminal and **transload facilities**, as well as passenger intermodal terminals. This study would need to be implemented through a coordinated effort of all stakeholders involved, including but not limited to the Federal Highway Administration (FHWA), Federal Transit Authority (FTA), Federal Railroad Association (FRA), Federal Aviation Administration (FAA), KDOT, and other

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state DOTs. WAMPO would be a key stakeholder, but would not be able to carry out this plan and potential implementation without the help of other agencies.