

Project Title: Multimodal Transport and TransLoad Facilities in Arkansas
Project Abstract (Brief Description): To study the different types of trans-load facilities that might be a part of an intermodal facility. The information derived from this study should be helpful to policy makers as they investigate how best to spend their transportation infrastructure funds.
Describe Implementation of Research Outcomes (or why not implemented) <p>At the fall 2014 Mack-Blackwell Rural Transportation Center advisory board meeting I presented related research into economic impacts of lock usage and unavailability, and included slides to introduce Multimodal Transport and TransLoad Facilities in Arkansas.</p> <p>I submitted a Research Problem Statement to extend this work to the Arkansas Highway and Transportation Department September 4, 2014 and presented at the Transportation Research Committee meeting November 13, 2014. Proposal objectives are to 1) formulate, solve and analyze mathematical models to intelligently locate new TransLoad Facilities in Arkansas, 2) leverage its short line and waterways resources, and 3) estimate the extent to which doing so would decrease transportation costs related to highway congestion and maintenance, emissions and energy-efficiency. The purpose of the research would be to broadly impact State highway and transportation infrastructure decisions with recommendations and support related to TransLoad Facilities and Transportation System Efficiency in Arkansas.</p> <p>Another problem statement submitted January 21, 2015 to the University of Arkansas proposed to impact US infrastructure decisions and help short line railroads support local economies. Suggested funding agencies are the following; Delta Regional Authority published reports including Multimodal Transportation Assets, Needs, and Recommendations; Department of Energy strategies include Multimodal Transportation; Department of Transportation.</p> <p>Finally I communicated about Multimodal Transport and TransLoad Facilities with Charles Laggan, vice president of Arkansas Midland Railroad at the time. He wanted to help collect information from Arkansas short line operators this year with a questionnaire I drafted, and if results merited, invite me to present them at a regular meeting of the operators.</p> <p>This report was written to support the view additional TransLoad Facilities would help discover latent economic value of short line and regional railroads. The project motivated communication and proposals aimed at more extensive and detailed study of these topics in the future.</p>
Impacts/Benefits of Implementation (actual, not anticipated) <p>This project is based on the theory regional and short line railroads are underutilized, and a key to unlocking greater economic value in Arkansas is additional TransLoad Facilities that enable Multimodal Transport. Determined what should be the locations and capabilities of additional facilities, and producing a guidebook for people interested in developing a TransLoad Facility.</p>
Web Links: martrec.uark.edu
Budget (Funding) Amounts & Source(s) (US DOT +Match(s) =Total Costs): This is a match grant to MarTREC project Economic Impacts of Lock Usage and Unavailability with Arkansas Economic Development granting \$11,000
Project Start and End Dates: 07/15/14-10/15/14 no cost extension until 12/31/14 – Project complete
Principal Investigator(s) and Contact Information: Justin Chimka, Ph.D.
Principal Investigator Institution (University): University of Arkansas