

A large stack of colorful shipping containers in a yard, with a worker in a yellow vest and hard hat standing in front of them for scale. The containers are stacked in a grid-like pattern, with colors including orange, blue, green, yellow, and red. The worker is standing on the ground, looking up at the containers. The image is a photograph of a photograph, showing a slightly grainy texture and some minor artifacts.



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# Final Report October 2022

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## Acronyms

AFDC - U.S. Department of Energy Alternative Fuels Data Center	LMTA – Louisiana Motor Transport Association
AMO - Air and Marine Operations	LNG - Liquid Natural Gas
AOR – Area of Responsibility	LOTTR - Level of Travel Time Reliability
ATA – American Trucking Association	LSP – Louisiana State Police
BTS -U.S. Bureau of Transportation Statistics	LTRC – Louisiana Transportation Research Center
CARTS- Center for Analytics and Research in Transportation Database	M – Millions
CBP - US Customs Border Protection	MAP - Motorist Assistance Patrol
CEDS - Comprehensive Economic Development Strategy	MAP-21 - Moving Ahead for Progress in the 21st Century Act
CG - US Coast Guard	MARAD - Maritime Administration
Clean TRIP - Clean Truck Replacement Incentive Program	MPA - Metropolitan Planning Area
CMAQ - Congestion Mitigation Air Quality	MPO - Metropolitan Planning Organization
CMV - Commercial Motor Vehicle	MTP - Metropolitan Transportation Plan or Long-Range Plan
COVID 19 – Coronavirus Pandemic 2019	NBI - National Bridge Inventory
CRFCs - Critical Rural Freight Corridors	NHFS - National Highway Freight System
CUFCs - Critical Urban Freight Corridors	NPMRDS- National Performance Management Research Dataset
DERA- Diesel Emissions Reduction Act	NHS - National Highway System
DHS - U.S. Dept of Homeland Security	NOAA - National Oceanic and Atmospheric Administration
DHL – Dalsey Hillblom Lynn (logistics company)	NWS - National Weather Service
DOA – Louisiana Division of Administration	PHFS - Primary Highway Freight System
ELD - Electric Logging Device	PPP (3Ps) - Private Public Partnership
EPA - U.S. Environmental Protection Agency	PTC - Positive Train Control
FAF - Freight Analysis Framework	RHS - Regional Highway System
Fast Act - Fixing America’s Surface Transportation Act	RPC - Regional Planning Commission
FedEx – formerly Federal Express Corporation	SCM - Supply Chain Management
FEMA – Federal Emergency Management Agency	SELA - Southeast Louisiana Urban Flood Damage Reduction Project
FERC -Federal Energy Regulatory Commission	SHS -Statewide Highway System
FHWA - Federal Highway Administration	SHSP - Louisiana’s Strategic Highway Safety Plan
FMCSA - Federal Motor Carrier Safety Administration	SLCFP - Southeast Louisiana Clean Fuel Partnership
FRA - Federal Railroad Administration	STB - Surface Transportation Board
EMS – Emergency Medical Services	STRACNET - Strategic Rail Corridor Network
GIWW - Gulf Intracoastal Waterway	TEU - Twenty Foot Equivalent Unit
GPS - Geographic Positioning System	TRB – Transportation Research Board
GNO, Inc. – Greater New Orleans, Inc.	Truck TTTRI - Truck Travel Time Reliability Index
GOHSEP - State of Louisiana Office of Homeland Security and Emergency Preparedness	TSE - Truck Stop Electrification
HOS - Drivers Hours of Service	TRB – Transportation Research Board
HSIP Highway Safety Improvement Program	ULCVs - Ultra Large Container Vessels
IHS - Interstate Highway System	UNOTI – University of New Orleans Transportation Institute
Interstate LOTTR – Interstate	UPS – United Parcel Service
ILA #3000 – Int’l Longshoremen’s Association Local 3000	USACE - U.S. Army Corps of Engineers
IoT - Internet of Things	USEDA – U.S. Economic Development Administration
JEDCO – Jefferson Parish Economic Development Commission	USDOE - U.S. Department of Energy
K-Tons - Thousands of Tons	USDOT – U.S. Department of Transportation
LADOTD - Louisiana Dept of Transportation & Development	USGS - U.S. Geological Society
LAPDD – Louisiana Planning Development Districts	USPS – U.S. Postal Service
LDOE – Louisiana Dept of Education	V2V - Vehicle to Vehicle
LDED – Louisiana Dept of Economic Development	VHT -Vehicle Hours Traveled
LDEQ -Louisiana Dept of Environmental Quality	VMT - Vehicle Miles Traveled
LDNR - Louisiana Dept of Natural Resources	WTC – World Trade Center of New Orleans

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Data compiled from the American Community Survey (ACS) 5 Year Summary File (2015-2019) published December, 2020 by the U.S. Department of Commerce, Economics and Statistics Administration, U.S. Census Bureau. Data received in text format, and joined to spatial geography files by the New Orleans Regional Planning Commission (RPC). Specific tabular data relating to RPC activities formatted for mapping and analytical purposes. For further information please contact RPC, Lyn Dupont, GIS Manager.

Confidential Information for crash data in this document and the information contained herein is prepared solely for the purpose of identifying, evaluating, and planning safety improvements on public roads which may be implemented utilizing federal aid highway funds; and is therefore exempt from discovery or admission into evidence pursuant to 23 U.S.C. 407. Contact the LADOTD Traffic Safety Office at (225) 379-1941 before releasing any information.

# Executive Statement

In years past, peacetime freight movement was seen as largely a private sector concern, having more to do with exigencies of the free markets than of public policy. Increasingly and especially over the past decade and into the COVID and Post COVID world, the importance of freight movement and the logistics of bringing goods and services to markets has demanded much greater attention and scrutiny. More than ever, freight is recognized as an integral component of the entire transportation network and federal funding has attempted to align with a growing demand for all modal networks to be more efficient and consistent, delivering more goods on-time, whether to industry, commercial centers, or homes. Increasingly, the freight sector works in partnership with the public sector, serving citizens as private profit-making entities but relying on public regulation and investment to fill in where it reduces risk, creates economic stability, and accomplishes what business alone cannot accomplish. However, the timeline for private decision-making is vastly expedited compared to the public sector because the public sector adheres to laws and authorizations from Congress that demand scrutiny over how public monies are expended, with widespread agreement that the investment be connected to a public good.

Freight movement is a direct reflection of economic vitality and marketplace demands and must quickly adapt to volatility in the marketplace. This mismatch in timing between private capital and public investment is often a bone of contention. The Regional Planning Commission, in concert with our federal and state partners, is working through efforts such as the RPC Freight Plan to collect and synthesize freight stakeholder needs and marry them into broad planning efforts to strike the right balance for the betterment of the New Orleans regional economy and its citizens. Results help identify short and long term needs that will set in motion technical analysis and construction of critical transportation infrastructure.

This document is the result of extensive outreach with regional freight stakeholders of all interests and attempts to respond to the needs of the freight community through the first Regional Freight Plan. It has been thoroughly vetted by said stakeholders and is integrated into RPC's long range transportation planning efforts and economic development strategies.

Jeffrey Roesel, AICP  
Executive Director  
Regional Planning Commission

# Introduction

## About the 2022 New Orleans Regional Freight Mobility Plan

The New Orleans region is a robust activity center for freight. Due to its location on the lower Mississippi River, the region moves grain, coal, crude oil, and other bulk products through five ports. The New Orleans region is home to the largest tonnage port in the nation, the Port of South Louisiana, and the largest container port in Louisiana, the Port of New Orleans (Port NOLA). There is significant barge and tow traffic, as well as foreign flag vessels, six Class I railroads and two Class III railroads. The National Highway System serves all the major modal terminals, warehouses and local businesses and the air freight market based out of the Louis Armstrong New Orleans International Airport. Many federal agencies along with private entities work together to provide for the safe and secure movement of freight.

Freight priorities of the United States Department of Transportation (USDOT) focus on safety, innovation and infrastructure. In 2012, President Obama signed into law MAP-21 (Moving Ahead for Progress in the 21<sup>st</sup> Century Act, P.L. 112-141), which encouraged State departments of transportation to develop freight transportation plans for the first time. In 2015, the FAST Act (Fixing America's Surface Transportation Act, P.L. 114-94) was passed and included several provisions to improve the condition and performance of the national freight network and to support investment in freight-related surface transportation projects. The FAST Act established new dedicated funding and programs to address growing freight needs and improve road and bridge conditions, reliability, and the U.S. economy.

The new Bipartisan Infrastructure Law (Infrastructure Investment and Jobs Act, P.L. 117-58) that was signed into law in November 2021 continues the requirement for Metropolitan Planning Organizations (MPO's) to conduct transportation planning activities to support the movement of freight as well as people. The Regional Planning Commission also coordinates a regional Freight Roundtable to bring public and private sector freight-based entities together to share information, identify needs and inform the MPO planning and project prioritization process. The RPC Freight Roundtable meets quarterly as one of three RPC standing committees and is open to the public. The RPC Transportation Policy Board also includes representation from each mode and is the entity with authority for programming federal funding for freight projects.

MPOs are not required under the FAST ACT to develop a regional Freight Mobility Plan. However, because the New Orleans Region is strategically located at the base of the Mississippi River representing the most complex freight hub in Louisiana, it is a significant player in the United States freight economy. The purpose of the New Orleans Regional Freight Mobility Plan is to further the RPC Freight Program and to inform the four Metropolitan Transportation Plans that will be updated in 2022.



The first task of the New Orleans Regional Freight Mobility Plan, completed in 2021, was to develop a regional Freight Profile. This was an extensive document that updated the inventory of geographical and modal elements that make up the freight system in the region. This document was a major update to the RPCs Freight Facts and Figures profile which was released in 2014. The 2020-2021 Freight Profile highlights significant projects and policy changes since 2014 and describes new challenges that freight stakeholders must negotiate in the region. Overall, ensuring that our region continues to have an updated regional freight plan will safeguard overarching regional goals, guide short- and long-term projects and plans, and contribute to statewide multi-modal freight planning efforts in the years to come.

## About the Regional Planning Commission

The parishes of Jefferson, Orleans, Plaquemines, St. Bernard, St. Charles, St. John the Baptist, St. Tammany, and Tangipahoa in Louisiana are represented by one Metropolitan Planning Organization (MPO), the Regional Planning Commission. MPO's were created by the United States Congress in 1962 as regional transportation policy organizations that ensure federal dollars are spent within a continuing, cooperative, and comprehensive planning process. Per the 2010 Census, there is one large urban area or Metropolitan Planning Area (MPA) greater than 200,000 in population (New Orleans south shore parishes) and three small urban MPA's on the north shore of 50,000 or greater in population (Slidell, Mandeville/Covington, and South Tangipahoa). As of the writing of this plan, a number of 2020 Census products have not been released, and the MPA geographic boundaries have not been updated.

Metropolitan Planning Areas encompass the existing urbanized area plus the contiguous area expected to become urbanized within a 20-year forecast period. The Transportation Policy Committee (TPC) of the Regional Planning Commission is the decision-making body regarding federal transportation funding that is allocated to the region. The TPC is comprised of the Louisiana Department of Transportation and Development (LADOTD), parish and city elected officials, citizen members and representatives of maritime, aviation, rail, truck and transit. The TPC selects projects and sets transportation priorities for the four MPA's. The RPC provides a platform for local governments, citizens, federal, state and local agencies, and other interested stakeholders to collaboratively address the nexus between regional land use, transportation, economic and environmental issues.

The Commission is supported by a staff of professionals with a diverse range of expertise, including transportation planning and modeling, land use, economic development, and environmental planning, as well as data management, analysis, and geographic information systems (GIS).

RPC staff track various data sets and create maps and charts that illustrate freight specific planning concerns and outcomes. Staff monitor highway performance and travel time, analyze heavy and medium duty vehicle crash information, and work to support freight transportation through multiple efforts in travel demand modeling, brownfields remediation, economic development, emergency preparedness, alternative fuel development and intelligent transportation systems planning. The RPC has a multifaceted role to influence policy, facilitate conversation among stakeholders and help to plan for a regional long-term and resilient future using the tools and funding it controls as the MPO. The agency ultimately strives to identify regional needs and trends, work across modes and maximize the capabilities and effectiveness of regional stakeholders.



# Vision

**The vision of the 2022 New Orleans Regional Freight Mobility Plan is to develop an innovative, sustainable, and well-coordinated freight strategy that maintains world class operations of freight flows for all modes within our region.**

The New Orleans Regional Freight Mobility Plan will be used as a guiding document for the next five years of freight planning and strives to provide the foundation for planning actions now and through the long-term future. During the visioning process, there were multiple stakeholder workshops and one-on-one meetings with freight industry leaders. From this engagement, the RPC developed goals and objectives of how the agency can be a responsible steward of federal funds, advise on federal and state policies, support regional resilience and emissions reduction goals, optimize the use of the latest technologies, ensure that freight flows are reliable, safe, secure, and support the growth of an equitable workforce environment.



# Goals & Objectives

The planning goals and objectives listed below were developed through multiple collaborative exercises performed during the Vision Planning stage. The following goals and objectives establish common themes that will be used to guide the RPCs planning actions described later in this plan.

GOALS	OBJECTIVES
Reliability	Objective 1: Improve congestion management & on-time performance Objective 2: Improve throughput and volume
Stewardship	Objective 1: Manage financial responsibilities Objective 2: Support regional coordination Objective 3: Reduce freight related environmental impacts Objective 4: Enhance community wellbeing and equity
Freight Industry Growth	Objective 1: Create a world class freight workforce Objective 2: Remain regionally competitive
Connectivity	Objective 1: Strengthen the regional freight transportation network Objective 2: Support high tech transportation solutions for freight
Safety & Security	Objective 1: Effective evacuation planning for freight Objective 2: Improve safety conditions for all modes Objective 3: Enhance transportation network security

# Freight Planning Priorities

## Identifying Regional Priorities

The New Orleans Regional Freight Mobility Plan encompasses major planning priorities from partnering regional entities who manage the flow of freight. Certain freight plans are already being implemented that will impact transportation needs in the Greater New Orleans region.

### Freight Roundtable

The RPC's Freight Roundtable is a quarterly gathering of freight industry stakeholders from the public and private sectors and provides a forum to discuss issues that impact the movement of goods through the region. During the development of the Freight Profile and the Freight Mobility Plan, members were engaged in both an in person planning session and one-on-one conversations and provided valuable input on transportation planning priorities specific to freight.

### Public Outreach

Many stakeholders involved in the necessary and critical movement of freight are often the hardest to reach. The RPC has developed extremely valuable relationships with a diverse set of people representing various modes and jobs within freight in the region. Interviews were conducted with maritime shipping captains, freight forwarding executives, truck drivers and truck driver associations, area ports, the U.S. Army Corps of Engineers, and the U.S. Customs and Border Protection, and the U.S. Coast Guard, to name a few.

The RPC also produced a variety of surveys that went out to freight roundtable members and regional trucking associations, including a specific survey that was distributed to women truck drivers. The RPC staff also attends freight industry meetings within the region to regularly listen and learn about freight related topics and issues. All of this feedback is an essential part of the continual cooperation that goes into the freight transportation planning process for the region.

### Metropolitan Transportation Plans

The RPC Metropolitan Transportation Plan (MTP) is the chief legal document reflecting the objectives, resources, fundamental planning process, and project implementation schedule for the region over the next 30 years. It must be revised every five years so incoming or newly identified projects and priorities can be updated. The RPC is required to create four plans, one for each Metropolitan Planning Area (MPA) in the region including South Tangipahoa, Mandeville/Covington, Slidell, and the Greater New Orleans Area. The latest MTPs describes the regional vision for transportation for the years 2023-2052.

The New Orleans Regional Freight Mobility Plan ultimately is an alignment plan of the MTP, aimed at being a more detailed set of goals, objectives, strategies, and actions that will help achieve the freight transportation related priorities of the region in the near-term and long-term.

### **Fixing America's Surface Transportation Act or FAST ACT (2015) Public Law 114-94**

The Fixing America's Surface Transportation (FAST) Act established transportation performance metrics to achieve national goals focused on economic vitality, improving the national freight network performance, enhancing rural communities' access to national and international trade markets, and supporting regional economic development. The bill included provisions for highway-oriented freight as well as multi-modal freight policy and planning. It directed the creation of a national freight strategic plan and the designation of a multi-modal network including a national highway freight network.

In the development of the New Orleans Regional Freight Profile (2021), the RPC closely aligned with the federal FAST ACT guidance for state DOTs. Federal law provides the regulatory authority and framework by establishing national policy and goals to be realized through planning and projects. The following Federal goals served as the framework to help evaluate our regional freight practice.



## **Infrastructure Investment and Jobs Act or IIJA (2021) Public Law 117-58**

The succeeding transportation legislation passed by President Biden, the Infrastructure Investment and Jobs Act, (also called the Bipartisan Infrastructure Act or BIL) strengthened the tenants of the FAST Act to support the importance of freight. It expands funding for existing programs and creates new emphasis in energy infrastructure investment, emissions reduction, and clean technologies. There is major funding for projects that directly benefit freight movements. Many are discretionary funds rather than formula based, meaning they go through an application and selection process that is managed by the federal government. In addition, the President directed USDOT to incorporate Climate Action Policy within every office of the DOT and institutionalize equity, civil rights and racial justice as a department-wide strategic goal. These policies are incorporated and reflected in the New Orleans Regional Freight Mobility Plan.

## **Louisiana State Freight Mobility Plan**

The RPC operates in partnership with the Louisiana Department of Transportation and Development (LADOTD) to collaborate on regional needs and solutions to improve freight and goods movement. The LADOTD develops a Freight Mobility Plan every 5 years with the most recent one released in February 2018. This plan is required under Federal law and establishes State goals and performance metrics to develop policies, investments, and programs to better understand and mitigate the risks of freight transportation and improve environmental quality and safety for all Louisiana transportation users. The next Louisiana Freight Mobility Plan is set to be completed in 2023. The New Orleans Regional Freight Mobility Plan will inform the Louisiana Freight Mobility Plan about priorities in our region.

# Global Competition & Trends

Rapid urbanization and industrialization across the globe will propel the demand for bulk freight transport into the next decades at a never-before-seen pace. As part of the global marketplace, New Orleans regional ports are in competition with other ports around the world to increase freight volumes and, more particularly, to attract a reasonable share of the Gulf of Mexico container cargo traffic. Ports of Mobile, AL and Houston, TX container volumes have been increasing while Port NOLA volumes have trended lower. The region stands to lose its current market share without political and financial commitments to make critical investments that attract and grow freight.

To leverage the natural gift of the Mississippi River, the region needs to expand port facilities and resolve the current import (60%) and export (40%) imbalance that causes container shortages and undermines regional attractiveness as a maritime shipping lane. A collaborative statewide discussion to operate strategically in the face of competition will be necessary. A comprehensive approach is required to strengthen our region's position.

The RPC recognizes landside improvements are essential in this highly competitive environment. The New Orleans Freight Mobility Plan makes strides to call out regionally significant infrastructure and planning direction. It will be important to create stable access to regional ports, rehabilitate old grade separated rail crossings, maintain the existing National Highway System (NHS) and critical bridges, designate critical urban freight corridors, strengthen and expand rail access, attract major distribution centers, and ensure warehouse space is available in an effort to propagate manufacturing and economic growth, jobs and higher wages.

Emerging technologies are moving at a fast pace and the New Orleans public sector must stay abreast recognizing it should pursue technological change equally with the private sector, each having important roles to fulfil. A full federal regulatory review to reform the shipping industry, getting underway now, may ease some costly obstructions to business. This lends more credibility to actively embrace technology and be prepared for the future of freight in a global network.



## Technology Advancements

To keep up with demand, the freight industry is on the cusp of massive transformations in technology advances that accelerate efficiencies. The RPC remains focused on the efficient movement of people and goods throughout the region. Pursuing and adapting to new technology will be key to the success of accomplishing the New Orleans Regional Freight Mobility Plan's goals and strategies. The following technological areas are currently experiencing advancement and development:

### 5G Networks

The U.S. and all other industrialized countries are quickly trying to upgrade internet service and access. 5G stands for the “fifth generation” of mobile communications and permits faster data rates with lower latency delays in transmitting data. It also promises higher capacity for a more efficient network. As part of the IIJA, there is a new focus on connecting all communities, especially rural and disadvantage communities, with better internet access through 5G network. Many in the transportation industry are also pursuing 5G technology to help improve the flow of information and enable automation and artificial intelligence (AI) and other future technology advances.

### Internet of Things (IoT)

The concept of IoT is that any device with an on and off switch can connect to the Internet and/or to each other using a sensor. Being able to track where a product is moving and gaining detailed information on its whereabouts enables transportation planners to work more efficiently and with more robust data on the movement of people and products. Remote sensors, dashboards, networks, data storage, gateways, and security are all a part of the Internet of Things ecosystem.

### Block Chain Technology

Much like the Internet of Things, block chain technology is being used in transportation industries, especially in the movement of freight, to capture and verify transactions between parties. It is a unique decentralized technology that records the quantity, movement, location and transfer of materials, raw ingredients, and finished products. Block chain acts like a “smart contract” stored within the movement of goods in the supply chain that captures various data that can be verified by all stakeholders, providing transparency and access to information for all parties.

### Advanced Driver Assistive Systems

Connected and automated technologies such as Advanced Driver Assistive Systems (ADAS) hold great potential to significantly reduce crashes, improve capacity and enhance mobility for all transportation users. Many of the advance systems are available in today's vehicles including advanced radar, LiDAR sensors (elevation data), automatic emergency breaking, crash imminent braking, adaptive cruise control, blind spot detection, lane departure warning, active electric steering, and camera monitoring systems.



## **Vehicle to Vehicle (V2V) and Vehicle to Infrastructure (V2I)**

Communication between vehicles and transportation infrastructure is developing rapidly. V2V wirelessly exchanges information about the speed and position of surrounding vehicles to avoid crashes and reduce congestion. V2I is bi-directional and enables vehicles to share information with RFID (Radio Frequency Identification) readers, signage, cameras, lane markers, streetlights and other devices, which support highway navigation systems. Truck platooning is one of the first examples of this being used across the federal highway system.

## **Unmanned Aircraft Systems (UAS)**

The U.S. DOT has pursued innovative integration of unmanned aircraft systems since 2015 developing an air traffic management system for drones operating below 400 feet and beyond the visual line of sight. Drones are widely being considered by many freight delivery companies, reducing the need for vehicle travel for smaller consumer package delivery. Drone technology is playing a bigger part in infrastructure inspections that support the movement of freight, removing the need for crews traditionally using a combination of ladders, ropes, and aerial platforms to inspect bridges. Drones are relaying the information more safely and accurately through video and sensor recording.

## **Batteries**

Battery powered electric commercial vehicles hold promise for reducing pollutants, but mileage or range is limited compared to traditional petroleum-based fuel. A priority of the new Bipartisan Infrastructure Law is to encourage the private and public sectors to work together on next-generation batteries that store more energy and charge faster with the benefit of lowering emissions through their entire lifecycle, including from production of the batteries to their end of life.

## **Other Alternative Fuels**

According to the U.S. Environmental Protection Agency (EPA) the transportation sector emitted the second highest amount of carbon dioxide (CO<sub>2</sub>) in 2018, just slightly behind the industry sector. Freight companies are increasingly becoming aware of benefits of cleaner fuels and alternative fuel sources to power vehicles, ships, rail, and air equipment. All freight mode operators are quickly investing alternative fuels with low or zero emissions. Truck manufacturers are producing all electric and hydrogen fuel cell vehicles at an increasing rate. The Maritime industry is investing in alternatives to diesel fuels by testing new alternatives such as methanol and installing battery power at landside facilities to power smaller vehicles like forklifts, and to also power ships while they are docked loading and unloading. The rail and air industries are both exploring sustainable alternative fuels (SAFs) that greatly decrease emissions and improve fuel efficiency as well. The future uses of alternative fuel sources are rapidly developing and will be critical to the freight industry's advancements.

## **3D Printing**

Some aspects of mass production are being replaced by computer-driven digital printing (3D) printing, also known as Additive Manufacturing (AM) and major impacts are expected. 3D printing allows for increased final production close to points of consumption. This may have the effect of disrupting traditional manufacturing, simplifying steps in the supply chain through local on-demand production, reducing inventory and warehousing needs, and changing goods movement patterns

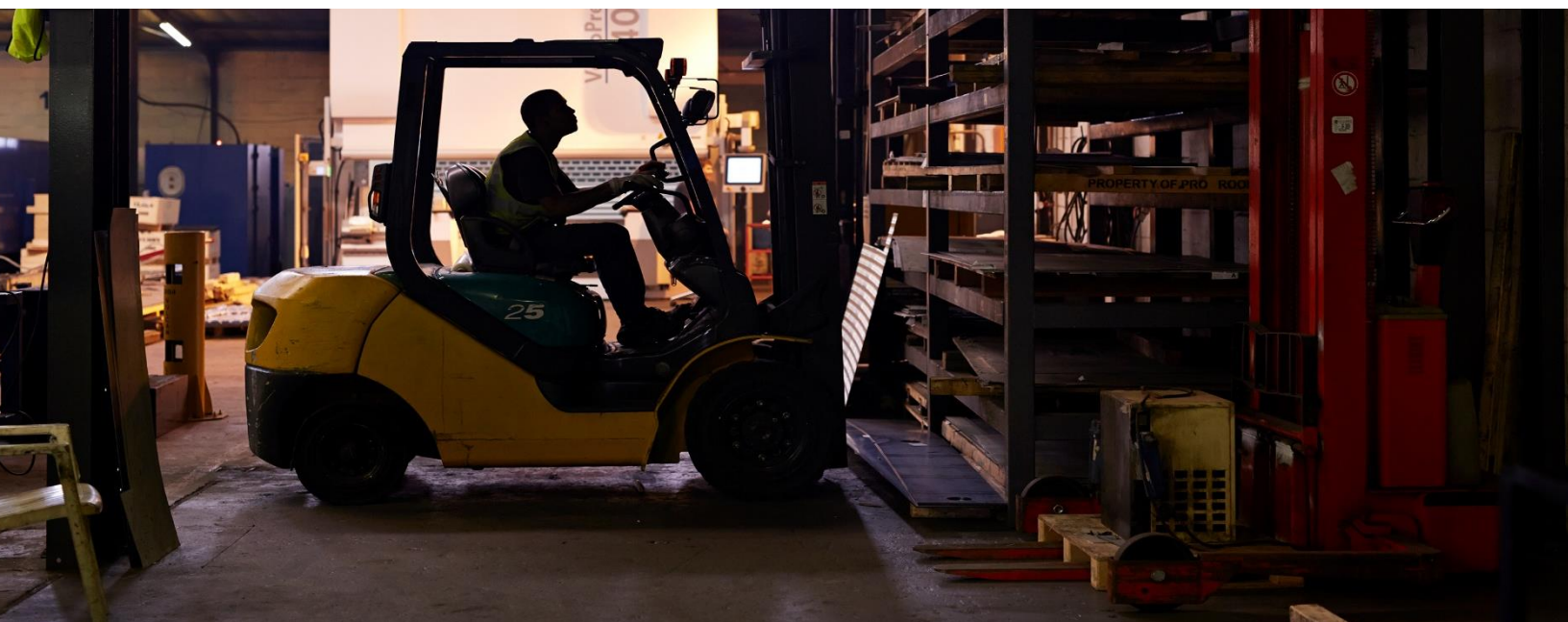
## Disruptions to the Movement of Goods

Moving goods efficiently and affordably through the global freight supply chain has become a front and center issue in recent years. Major changes in commodity flows began to impact the Greater New Orleans region in 2018 when tariffs were issued on products coming from China. These tariffs began to immediately impact critical manufacturing production and jobs in Louisiana. In late 2019 to the present, the world has also been gravely impacted by the outbreak of the COVID-19 Pandemic. In early 2020, cities and communities across the country began to shutdown to prevent the spread of the virus, which quickly disrupted manufacturing and supply chain flows across the globe. The breakout of the Russian-Ukraine conflict in early 2022 has further created volatility in rates and shipping fluctuations. While supply disruptions occur frequently, these major events, heretofore, are unusual and the world economy is still very much recovering from the various shocks to the global supply chain system.

Commodity flow information for the past two years (2020 through 2022) does not accurately represent the trends of the last five or even ten years of activity in this region. Because of this, we have chosen to use the most recent freight employment and commodity flow data collected for the New Orleans Regional Freight Profile (pub. Fall 2021), which contains a detailed explanation of how freight flows have historically moved through the region and its impact to both the regional and global workforce, and the economy from 2015 through 2018. The below information regarding freight economic impacts, regional workforce statistics, commodity trends by mode, crashes and safety, and freight congestion issues are all summaries of those findings.

For more information regarding these topics please refer to the 2020 Regional Planning Commission Freight Profile, which can be found on the RPC website's resources page here:

<https://www.norpc.org/wp-content/uploads/2021/10/RPC-Freight-Profile-2020-2021-Finalcompressed.pdf>



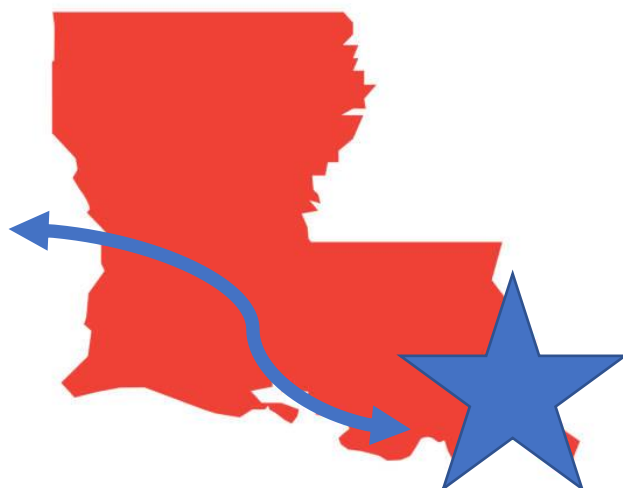
# Regional Workforce Trends



**28,319 total** freight related jobs in the region in 2019.

**\$78,615.18** was the average annual earnings in the freight and warehousing industries in 2019. This is well above the regional average wage of \$48,289 per year.

**Pipeline sector** has the highest average annual earnings in freight related jobs (\$107,736) followed by the marine sector (\$101,346)



# Commodity Trends by Mode

## PREVIOUS STUDIES

In 2014, The Regional Planning Commission produced, “Freight Facts & Figures: An Overview of the New Orleans Regional Freight Transportation System”, which provided the first basic overview of regional freight for Greater New Orleans. Since that publication, there have been several significant projects constructed and changes have occurred in local operations and decision-making that respond and reflect global freight changes in advanced efficiencies, increased national security measures across borders and modes, and regional adjustments intended to keep up with the pace of technological change.

The New Orleans Regional Freight Profile, published Fall 2021, documents in detail updated commodity changes and the impacts these changes have had on freight providers within the region.

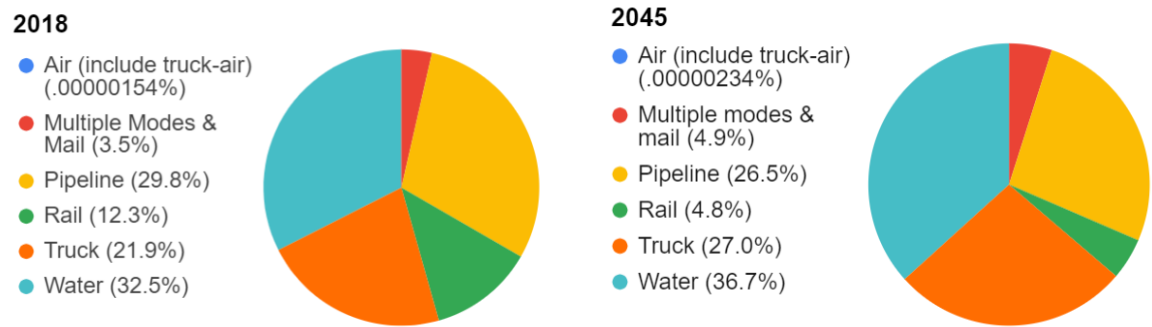




# Combined Origin & Destination Tonnage Percent & Value

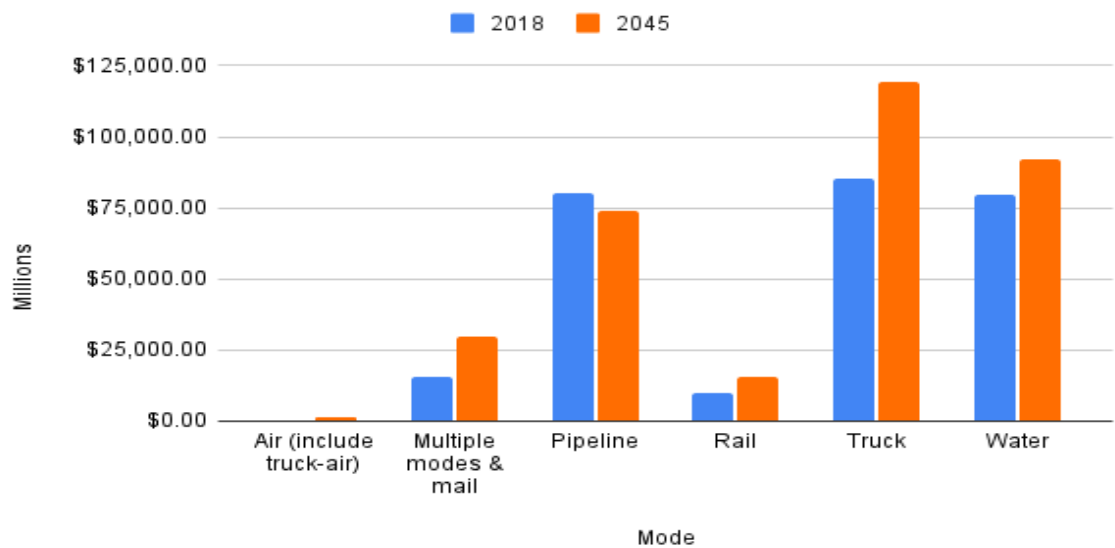
Per the Freight Analysis Framework’s estimates of 2019, 453,272 K-Tons of commodities flowed through the region. It’s anticipated that by 2045 that will increase by 11.72% to 510,940 K-tons. Both the trucking and maritime industries are anticipated to move the most tonnage in the coming years, while pipeline and rail will decrease their commodity tonnage. Forecasts are based on a variety of data collected by the US Bureau of Transportation Statistics.

**Total Regional Origin & Destination Commodity Tonnage (K-Tons)  
2018 and 2045**



The value of commodities moving through the region for all modes is anticipated to increase from \$270,220 million in 2018 to \$332,355 million in 2045. This is an almost 19% increase in total commodity values, with air increasing the value of cargo by three times (although comparatively a small value next to the other modes) and multiple modes & mail (i.e. home delivery and direct to consumer) nearly doubling the value of goods delivered. Only pipeline total value decreases by 2045.

**Regional Origin & Destination Freight Value by Mode, 2018 and 2045**



# Road/Truck Network

The conditions of our roadways are critical to the flow of freight in and out of the region. State and local agencies are responsible for roadway maintenance. The LADOTD owns and maintains almost all of the access-controlled roadways in the state, and the different parishes and municipal governments own and maintain the local roads. Roadways in Louisiana are classified into four groups:

- Interstate Highway System (IHS)
- Non-Interstate National Highway System (NHS)
- Statewide Highway System (SHS)
- Regional Highway System (RHS)

The FAST Act established the National Highway Freight System (NHFS), which may consist of roadways that meet certain criteria. Some may be determined significant to freight locally. In the New Orleans region the NHFS is a subset of roadways within the designated National Highway System that are deemed the most critical for freight. They are eligible for funding apportioned to the LADOTD for the National Highway Freight Program. The freight network is classified into the following categories:

- Primary Highway Freight System (PHFS)
- Other Interstate Portions not on the PHFS (i.e. miles of interstate that connect to PHFS)
- Critical Rural Freight Corridors (CRFCs)
- Critical Urban Freight Corridors (CUFCs)



# Trucking Congestion Management

Federal legislation requires the RPC to maintain a Congestion Management Process (CMP) to identify and mitigate regional traffic congestion, and to track and set targets to improve the conditions of roads and bridges. Emphasis is given to the Congestion Management Network.

These are selected routes designated as the most significant to regional mobility and accessibility. In concert with the CMP, the RPC uses three federally required performance measures to track the reliability of passenger and freight travel on the NHS. These include the following: *(note expanded definitions are on page 18)*:

- Interstate Level of Travel Time Reliability (Interstate LOTTR)
- Non-Interstate NHS Level of Travel Time Reliability (Non-Interstate NHS LOTTR)
- Truck Travel Time Reliability Index (Truck TTRI)

The performance measures used to track the condition of roads and bridges on the NHS include:

- Percentage of interstate lane miles in good or poor condition
- Percentage of non-interstate NHS lane miles in good or poor condition
- Percentage of NHS bridge deck area in good or poor condition

Condition targets were adopted in 2018 and reflect conditions that the RPC aims to achieve by 2022.

Current road and bridge condition is not yet available, but the RPC continually coordinates with LADOTD on the collection and analysis of data. The 2018 baseline conditions and 2022 targets are listed below. The current condition targets reflect an expectation that the overall percentage of roads and bridges in good condition have declined in 2022, reflecting the limited resources available to both the RPC and LADOTD to maintain a state of good repair. Despite these constraints, the RPC is committed to ensuring the percentage of roads and bridges that fall into poor condition is minimized.

## Road and Bridge Condition Baseline Measures and Targets

		Interstate		Non-Interstate NHS		NHS Bridge	
		Good %	Poor %	Good %	Poor %	Good %	Poor %
Mandeville-Covington	2018 Baseline	0.00%	0.00%	16.31%	13.54%	10.51%	0.00%
	2022 Target	0.00%		12.83%	13.81%	7.04%	0.00%
New Orleans	2018 Baseline	29.20%	0.37%	12.61%	15.71%	43.20%	9.00%
	2022 Target	22.12%	0.77%	9.92%	16.03%	28.93%	9.90%
Slidell	2018 Baseline	4.66%	0.00%	2.98%	8.76%	89.85%	0.97%
	2022 Target	3.53%	0.00%	2.34%	8.93%	60.17%	1.07%
South Tangipahoa	2018 Baseline	9.56%	0.00%	23.33%	4.97%	86.83%	0.00%
	2022 Target	7.25%	0.00%	18.35%	5.07%	58.15%	0.00%

Source: LADOTD 2018



## System Reliability

System reliability performance measures are used to track congestion on the region's roadways. The measures are:

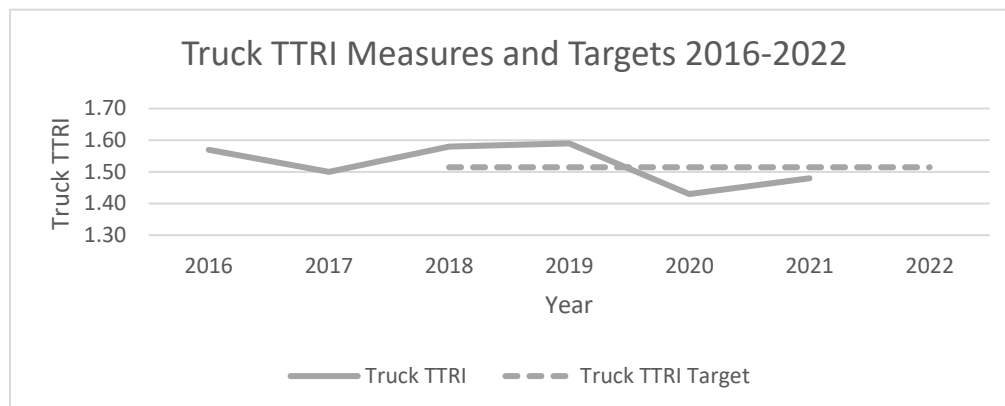
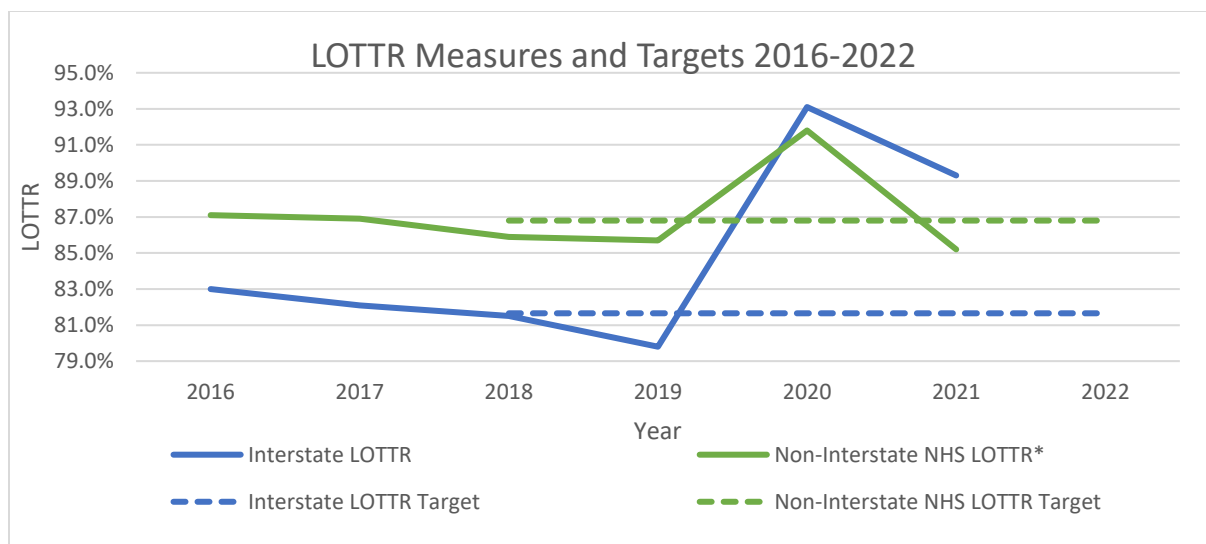
- Interstate Level of Travel Time Reliability (Interstate LOTTR): Indicates whether trips on the Interstate consistently take the same amount of time to complete, regardless of time, day, or other conditions. A measurement of 100% is ideal, and indicates that travel time on the Interstate system is perfectly reliable.
- Non-Interstate National Highway System Level of Travel Time Reliability (Non-Interstate NHS LOTTR): Identical to Interstate LOTTR, but only considers trips on the Non-Interstate NHS. Again, a measurement of 100% is ideal.
- Truck Travel Time Reliability Index (Truck TTRI): A ratio measuring the reliability of truck travel times on the Interstate system. An index of 1.0 is ideal, and indicates that truck travel time on the Interstate is perfectly reliable.

Targets were initially set in 2018 and identify desired levels of reliability through 2022. Due to the interrelated, cross-jurisdictional nature of congestion, targets have been set for a single region encompassing all four MPAs served by the RPC. Reliability data is available on an ongoing basis, allowing for continual performance monitoring. The current targets and performance since 2018 are below. *Green indicates performance better than set targets. Red indicates performance worse than set targets.*

System Reliability Targets & Performance 2018-2021

	Interstate LOTTR	Non- Interstate NHS LOTTR	Truck TTRI
<b>Target:</b>	<b>81.65%</b>	<b>86.8%</b>	<b>1.51</b>
<b>2018 Performance</b>	<b>81.5%</b>	<b>85.9%</b>	<b>1.58</b>
<b>2019 Performance</b>	<b>79.8%</b>	<b>85.7%</b>	<b>1.59</b>
<b>2020 Performance</b>	<b>93.1%</b>	<b>91.8%</b>	<b>1.43</b>
<b>2021 Performance</b>	<b>89.3%</b>	<b>85.2%</b>	<b>1.48</b>

*Source: National Performance Management Research Dataset 2022*

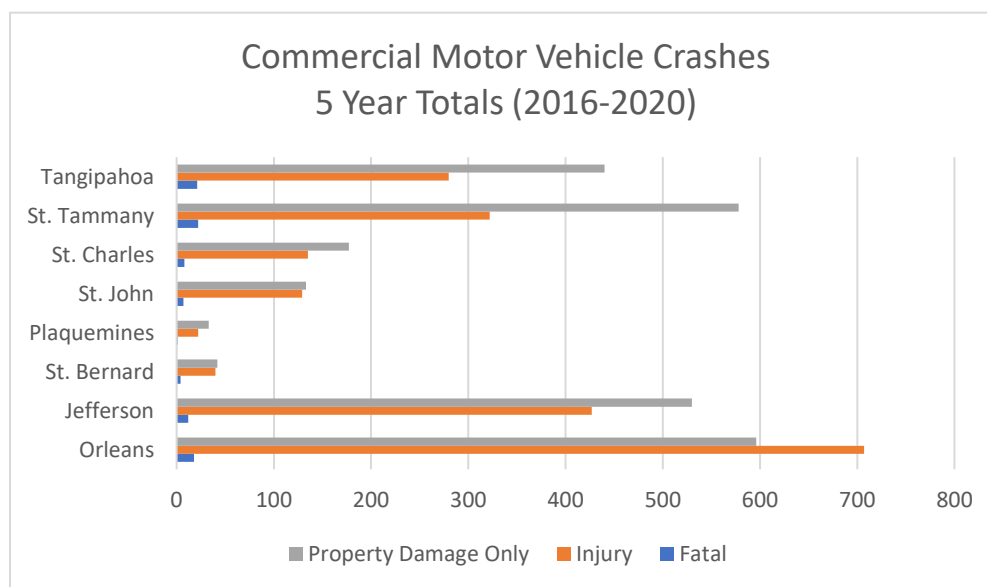


System Reliability Targets were federally required beginning in 2018. None of the system reliability targets were achieved in 2018 or 2019, but all were achieved in 2020. *Note: for Truck Travel Time Reliability (Truck TTRI), performance better than the target is reflected in the solid line dropping below the Truck TTRI target (dashed line), moving closer to 1.0, the ideal.* In 2021, the Non-Interstate National Highway System Level of Travel Time Reliability (Non-interstate NHS LOTTR) fell short of the target while the regional Interstate Level of Travel Time Reliability (Interstate LOTTR) and the Truck TTRI performed better than their targets. However, in 2021, each of the performance measures reflected a performance decline from 2020.

Beginning in 2020 the regional transportation network began to see interruptions of regular traffic patterns during the various COVID-19 Pandemic variant outbreaks. This impacts how the RPC analyzes system reliability in the region due to the unpredictability of when these variants occur and how much of an impact they may have on regional travel patterns. The increase in system reliability during 2020 for all the measures, and some of the measures in 2021 is likely a result of reduced vehicle miles traveled (VMT) during 2020 and 2021 and changing travel patterns due to COVID-19. The RPC will attempt to incorporate these findings into future congestion reduction strategies and will continue to monitor the impacts of the pandemic on regional travel. The RPC will also conduct a review of current targets in coordination with LADOTD as it updates statewide targets, due for completion in the Fall of 2022.

# Safety Performance

The RPC is the lead agency coordinating the New Orleans Regional Traffic Safety Coalitions (New Orleans Regional Traffic Safety Coalition and the North Shore Regional Traffic Safety Coalition), which implement and sustain Louisiana's Strategic Highway Safety Plan (SHSP). Louisiana's Strategic Highway Safety Plan is a data-driven approach intended to reduce transportation related fatalities and serious injuries 50% by 2030. Per the Louisiana State University Center for Analytics and Research in Transportation Safety (CARTS) and the Louisiana Traffic Records Data Report 2020 which they produced, Louisiana had 17.8 deaths per 100,000 population which increased by 13.9% from 2019. From 2016 to 2020, there were a total of 93 roadway fatalities, 2,062 injuries, and 2,529 property damage only (PDO) crashes reported in the region involving a commercial motor vehicle (CMV). St. Tammany and Tangipahoa Parishes reported the most fatalities involving a CMV in the five-year period between 2016 and 2020, while Orleans Parish reported the most injury and property damage only crashes in the same five year period.

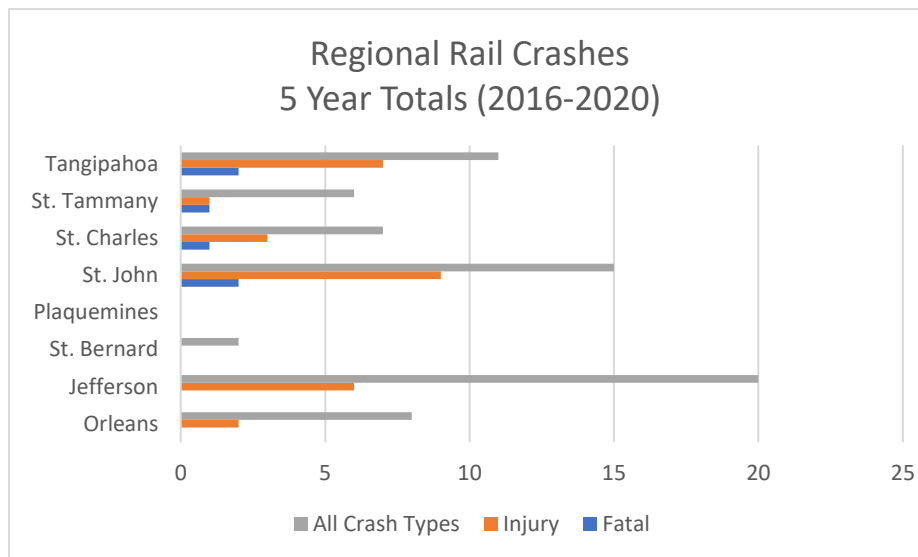


Confidential Information: the information contained herein is prepared solely for the purpose of identifying, evaluating, and planning safety improvements on public roads which may be implemented utilizing federal aid highway funds; and is therefore exempt from discovery or admission into evidence pursuant to 23 U.S.C. 407. Contact the LADOTD Traffic Safety Office at (225) 379-1941 before releasing any information.

Going forward, the RPC intends to monitor the region's safety performance as it relates to all crashes in a more detailed and nuanced way. Understanding the main causes behind a crash by reviewing crash reports can provide insight into what may have been the cause of error. Identifying potential solutions, whether that be modifications to behavior through more education and outreach, or infrastructure and built environment improvements will be assessed. Collaborating with the freight industry, especially trucking associations will be key to identifying a pathway to reduce fatalities and serious injuries in the region. More details on safety strategies follow in the Goals, Objectives, and Strategies section of this document.

## Rail Crossing Safety

The public has few interactions with freight railroads except at highway rail crossings. Trains transport heavy materials, large loads, and often hazardous chemicals - making safety a top priority of the industry and the Federal Railroad Administration (FRA). Rail crossings remain some of the most dangerous locations on America's highways, even with improvements to tank and container equipment design, maintenance, and handling of train cargo. According to the CARTS database, between 2016 and 2020, there were 69 total crashes; 28 injury crashes and 6 fatalities reported on all rail lines within the RPC region.



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# Goals, Objectives, and Strategies

The Region Planning Commission facilitates strategic interactions and partners with parish leadership to effect change. Planning staff, along with multiple stakeholders, and the Freight Roundtable have identified and prioritized freight planning needs within the region.

The New Orleans Regional Freight Mobility Plan's Vision and the following Goals and Objectives act as substantial guidance to inform the Metropolitan Transportation Plan and RPC Transportation Policy Committee project funding priorities. Clear strategies and actions are outlined to show what will be accomplished and who will be involved in the process for the near and long-term.



# Reliability

Networks, whether they are highway, rail, pipeline, air, or waterway networks, must be dependable for businesses to be profitable, the community to be served adequately, and for freight to be delivered or arrive on-time. This means they must be in good repair, comprehensible and accessible, and considered a reliable facility or system under normal conditions and well prepared for unusual circumstances. System management criteria and periodic measurement of the systems are necessary to ascertain performance relative to goals.

By monitoring selected routes with the most severe congestion, both for commercial vehicles and passenger cars, analysis of data will inform the most effective investments to create regional mobility, access, and ease of congestion across the entire regional network. For highway freight the RPC conducts ongoing performance measurement evaluations and congestion management analysis to judge and respond to the changes in demand on the National Highway System. The RPC will set up and assess additional performance measures for aviation, rail, maritime and pipeline modes.

- **OBJECTIVE 1: Improve congestion management & on-time performance**
- **OBJECTIVE 2: Improve throughput and volume**

## **OBJECTIVE 1. Improve congestion management & on-time performance**

IMPLEMENTATION PARTNERS	NEAR-TERM ACTION	LONG-TERM ACTIONS
LADOTD, Data Partners	Prioritize data collection and analysis across all modes	Mitigate regional traffic congestion at worst locations

### **STRATEGY: Continuously use the RPC Congestion Management Process to relieve freight congestion on regional federal and state roadways**

- Continue to periodically monitor the National Performance Management Research Data Set (NPRMDS) and assess performance of the national highway system and connecting freight corridors for Interstate Level of Travel Time Reliability, Non-Interstate NHS Level of Travel Time Reliability, and the Truck Travel Time Reliability Index to enhance freight dependability
- Work with LADOTD to capture accurate speed data for cars and trucks on the designated congestion management network
- Set System Reliability Targets and Measures for the Interstate Level of Travel Time Reliability, Non-Interstate NHS Level of Travel Time Reliability and Truck Travel Time Reliability Index
- Identify locations in the 8-parish area with Truck Travel Reliability Measures that indicate the worst reliability

- Identify projects that will improve system reliability on the Interstate and Non-Interstate National Highway System
- Review LADOTD pavement and bridge condition data and assess trends periodically
- Review Truck Crash Data and assess trends periodically
- Continue to support Motorist Assistance Patrol funding to help keep major roadway incidents and vehicle breakdowns from impeding commercial vehicle and passenger traffic flow on the regional NHS

**STRATEGY: Monitor freight related traffic and throughput performances for maritime, air, and rail moving through the region.**

- Utilize data sources such as the U.S. Bureau of Transportation Statistics to track performance metrics
- Work with the LADOTD and freight stakeholders to track and identify aviation, rail and maritime bottleneck issues

## **OBJECTIVE 2. Improve freight throughput and volume**

Freight commodities and how they flow through the region are in one part long-standing stable sources of economic stabilization for the area during global economic ups and downs, but also are rapidly changing as the world economy and consumer demands shift and evolve. Monitoring current freight commodities and analyzing how to adjust for short-term and long-term commodity flows is essential in keeping the region competitive.

IMPLEMENTATION PARTNERS	NEAR-TERM ACTION	LONG-TERM ACTIONS
Multi-modal leadership, data sources, PDD	Evaluate current and predicted future commodity flows & volumes	Continue to monitor freight flows in conjunction with regional freight industry growth

**STRATEGY: Monitor freight related commodities and throughput performances for all modes of freight transportation**

- Periodically review Freight Analysis Framework (FAF) data for volume and tonnage for all modes and assess trends
- Internally coordinate with the New Orleans Planning & Development District (PDD) to review the Comprehensive Economic Development Strategy (CEDS) and collaborate on planning efforts impacting the freight industry and freight workforce



# Stewardship

Stewardship refers to a range of conditions which the region is a responsible caretaker of or an actor upon which supports the community and therefore, the health of freight. These are managed through various efforts which when combined, provide a balanced viewpoint so that freight is in communication with larger community goals.

- **OBJECTIVE 1: Manage financial responsibilities**
- **OBJECTIVE 2: Support regional coordination**
- **OBJECTIVE 3: Reduce freight related environmental impacts**
- **OBJECTIVE 4: Enhance community wellbeing**

## OBJECTIVE 1. Manage financial responsibilities

The Regional Planning Commission Transportation Improvement Program (TIP) and Metropolitan Transportation Plan (MTP) for each of the four Metropolitan Planning Areas (MPA's) guides the distribution of federal funding for planning and projects over a 30-year period with the initial 4-year of the plan being fiscally constrained by federal law. Many projects support the movement of freight by adding capacity to the system, maintaining the National Highway System and major arterials, managing signal timing, safety concerns, and a multitude of other issues. The selection of projects is based on many technical factors but also includes financial capacity, project readiness, and cash flow.

IMPLEMENTATION PARTNERS	NEAR-TERM ACTION	LONG-TERM ACTIONS
FHWA, LADOTD, Other Federal Funding Partners, State and Local Funding Partners	Accurately account for all funds	Provide transparency and clarity on financial decisions related to freight planning and projects

## STRATEGY: The RPC will continue to appropriately manage federal funds and local match

- Manage allotted federal funds designated for freight related projects appropriately
- Ensure adequate and equitable funding, given the entire RPC program, is available for freight related projects

- Annually quantify the amount of attributable freight related costs in the obligated project list

## OBJECTIVE 2. Support regional coordination

A trusted relationship with freight stakeholders is necessary to generate useful discussions that help to identify concerns in the freight community. The RPC planning process follows FHWA guidance which allows for good interaction with freight stakeholders and the ability to be responsive to needs. Coordination with non-highway modes and parish officials to cooperatively blend highway functionality and connectivity to maritime, rail, air and pipeline needs which support freight growth and transfers across modes is critical as freight related needs change and business locations evolve.

IMPLEMENTATION PARTNERS	NEAR-TERM ACTION	LONG-TERM ACTIONS
Multi-modal leadership, parish officials, federal agencies	Continue hosting Freight Roundtable & survey stakeholders	Ensure stakeholder feedback is included in future freight and long-term planning documents, build communication and a continuous feedback loop

### STRATEGY: Resume the cooperative, collaborative and continuing planning process with multi-modal stakeholders in freight planning efforts

- Continue to hold quarterly Freight Roundtable meetings to bring all freight stakeholders together
- Continue to meet with regional partners including:
  - LMTA (Louisiana Motor Transport Association) and the trucking industry to identify commercial vehicle highway and intermodal problems
  - Port NOLA, Port of Plaquemines, Port of St. Bernard and Port of South Louisiana to identify highway and intermodal needs
  - New Orleans Public Belt Railroad, New Orleans Gulf Coast Railroad, and Class I railroads to identify highway and intermodal needs
  - New Orleans Louis Armstrong International Airport to identify highway needs related to air cargo
  - US Army Corp of Engineers (USACE) to interface as needed on lock replacements, levees, dredging, beneficial use of dredged material, permits, and infrastructure
- Establish a relationship with the pipeline industry to better identify highway needs related to pipeline freight
- Continue to monitor intermodal connectors

- Encourage local jurisdictions to include freight related land use activities in their Comprehensive Land Use Plans and Sub-Area Plans
- Continue to monitor intermodal connectors
- Convene a working group to discuss port strengths and weaknesses in the face of competition for market share with other Gulf ports
- Work with pertinent stakeholders toward a unified regional voice for intraregional port projects

### **OBJECTIVE 3. Reduce freight related environmental impacts**

A large federal emphasis is now on converting fossil fuels to alternative fuels to lower emissions such as carbon dioxide (CO<sub>2</sub>) and other airborne pollutants into the atmosphere or capturing carbon before it pollutes the atmosphere. CO<sub>2</sub> is a major byproduct of petroleum-based engines used in the transport of freight. Per the Bureau of Transportation Statistics Pocket Guide to Transportation 2021, the transportation sector's CO<sub>2</sub> emissions are exceeded only slightly by industry CO<sub>2</sub> emissions nationally. Federal laws and goals of the RPC's Metropolitan Transportation Plan (MTP) support efforts to reduce transportation environmental impacts.

IMPLEMENTATION PARTNERS	NEAR-TERM ACTION	LONG-TERM ACTION
EPA, USDOE, LDEQ, LDNR, Governor's Office of Climate, SELA, SCLFP, Cities and Parishes	Identify federal and state climate action goals to tackle GHG Emission Reductions in the freight sector.	Reduce transportation related GHG emissions and improve air and water quality in region.

#### **STRATEGY: Incorporate federal and state environmental goals with regional freight planning goals.**

- Incorporate federal environmental justice goals such as the Justice40 Initiative as considerations in freight related planning activities
- Incorporate state related environmental goals such as the Governor's Office Louisiana Climate Action Plan and the Coastal Protection and Restoration Authority (CPRA) State of the Coast Plan as considerations in freight related planning activities
- Support resilience/climate change adaptation and plans developed by local, state, and federal partners

#### **STRATEGY: Facilitate emission reductions**

- Work with Southeast Louisiana Clean Fuel Partnership, LADOTD, DOE, and EPA to investigate logical alternative fueling stations for regional and through freight movements.
- Investigate research and funding opportunities for alternative fuel equipment conversions for all modes to lower emissions and share knowledge with appropriate modal agencies
- Partner with LMCOGA, GNO, Inc., LADOTD, LDEQ and others to investigate vehicle emission impacts and deploy carbon reduction and carbon sequestration technologies or incentives along transportation networks in the region.
- Develop a performance-based approach to monitor GHG (Greenhouse Gas) emission impacts and/or reductions over time in freight related planning scopes and projects.
- Support workforce education and outreach efforts to expand adoption of alternative vehicle deployment in the freight industry.

## **OBJECTIVE 4. Enhance community wellbeing and equity**

The intersection of freight movement with communities is of great importance and can have consequential impacts. Ensuring that the movement of freight is planned for in a holistic, community-minded approach is essential to the regional communities' health and general wellbeing.

<b>IMPLEMENTATION PARTNERS</b>	<b>NEAR-TERM ACTION</b>	<b>LONG-TERM ACTIONS</b>
Public Health & Safety stakeholders, FRA, LMTA, LADOTD, FHWA, EPA	Incorporate RPC's Social Vulnerability Index metrics into project scopes and projects	Create feedback loops with stakeholders for freight related planning activities through all phases of project development, construction, and evaluation.

### **STRATEGY: Leverage applicable funding sources to mitigate impacts of freight transportation on communities**

- Apply for applicable freight funding opportunities that reduce community flooding and transportation related emissions, while enhancing community air quality and resiliency.
- Use the RPC's Social Vulnerability Index as a baseline assessment tool during planning, including public outreach
- Support establishment of Rail Quiet Zones to ease rail horn blowing pollution on surrounding neighborhoods following FRA guidance
- Include health and wellness nonprofit leaders as participants at the Freight Roundtable

# Freight Industry Growth

The New Orleans region is in competition with other Gulf ports to capture freight volumes. The region stands to lose its current percentage capture (27-29%) without a political and financial commitment to make critical infrastructure investments that differentiate the region from other Gulf ports. To leverage the natural gift of the Mississippi River, the region needs to expand port facilities over the next 10 years, attract major distribution centers and build warehouse space that will propagate manufacturing and economic growth, jobs, and higher wages.

The industry concurrently demands a trained and capable workforce to maintain equipment, provide logistics, build infrastructure, and modernize the New Orleans freight network. Innovative technologies are evolving quickly and will be integrated across modes (inspection drones, robotics, autonomous and connected vehicle technology, battery electric locomotives and commercial trucks, remote control of cranes and other freight moving equipment) will require specific training locally for long-term deployment in support of regional freight. Planning for the skill sets associated with new technology will be part of an attractive, functional, and stable freight environment.

Technology is changing rapidly for individuals and for business. The speed of change is daunting and can be difficult to manage. For New Orleans regional freight movements to compete on a worldwide stage local business must have the advantage of up-to-date information and opportunities for training for new and existing employees.

- **OBJECTIVE 1: Create a world class freight workforce**
- **OBJECTIVE 2: Remain regionally competitive**

## OBJECTIVE 1. Create a world class freight workforce

IMPLEMENTATION PARTNERS	NEAR-TERM ACTION	LONG-TERM ACTIONS
LA Dept of Education, Regional Economic Development Corporations., UNOTI, Nunez, Delgado, ILA #3000, Technical Colleges, GNO, Inc.	Partner with current efforts	Create a world class freight workforce

### STRATEGY: Invest in workforce preparation for freight related jobs of all kinds

- Work with freight partners to identify current and next generation related workforce skills that match evolving technology

- Provide partners with pertinent data as they write strategic workforce development plans to ameliorate regional freight training gaps
- Identify funding sources to supplement and grow training across businesses and educational institutions at all levels
- Support diversification of the workforce to encourage all residents, no matter age, race, or gender to join the freight industry

## OBJECTIVE 2. Remain regionally competitive

As identified through stakeholder interviews and subject matter experts the New Orleans region has an identified import/export port trade imbalance. The region exports roughly 60% of goods to market (container and break-bulk) and imports 40%. This imbalance exists for several reasons and critically abates the future of regional freight growth unless addressed. To mitigate the imbalance (along with subsequent regional container scarcity) and to grow overall trade in the region, a major distribution center must locate in Louisiana which would rely largely on the New Orleans regional ports to supply and distribute goods. The region and state must pursue this goal together to effectively compete with the Port of Mobile, AL, which stands to out-compete New Orleans for container traffic due to state investment strategies that have attracted several major distribution centers and manufacturers.

IMPLEMENTATION PARTNERS	NEAR-TERM ACTION	LONG-TERM ACTION
Governor/LED/WTC/Ports/Railroads/PAL/USACE/Local Government Economic Development	Advance state strategies to compete for Gulf port traffic	Increase the percentage of freight imports to New Orleans regional ports

### STRATEGY: Attract major distribution centers and warehousing space / increase commodity volumes

- Convene a working group and study freight import/export numbers within Louisiana that utilize New Orleans regional ports and their transportation networks. Identify steps to attract major distribution centers which might be a picking/packing/shipping centers or large handling facilities, as well as manufacturing industries that use significant commodities transferred through New Orleans regional ports, to take advantage of economic synergies.
- Support marketing and Port and/or Logistics provider dialogue with steam ship companies to increase shipping lanes that utilize New Orleans ports as part of a standard route.
- Support continuous Congressional allocation to the Corps of Engineers to maintain 50' draft on the Mississippi River

- Support the use of dredged material for beneficial reuse/land building to protect against climate change impacts that can destabilize regional freight growth
- Support policies and funding that decrease impediments to choosing New Orleans regional ports as an import hub



# Connectivity

Moving freight requires vital linkages across and between modal networks and communication systems. Technology, including the Internet of Things (IoT) to inventory and move freight, along with engine designs that run on new fuels (electric, propane, compressed and liquid natural gas, and hydrogen), is exponentially expanding and speeding up for freight. The RPC will work to strengthen alternative fuel connections to the highway network, ensure all freight routes are appropriate and accommodate growth in freight volumes, and lend support where possible to stay abreast, share and reinforce technology that supports freight needs.

- **OBJECTIVE 1: Strengthen the regional freight transportation network**
- **OBJECTIVE 2: Support high tech transportation solutions for freight**

## OBJECTIVE 1. Strengthen the regional freight transportation network

The geography and location of the New Orleans region near the base of the Mississippi River presents numerous freight opportunities. Many are associated with existing terminals but increasing globalization in trade, economies of scale in shipping, automation, and the impacts of climate change are influencing locations of industry, warehouses, and terminals within the region. As physical locations modify, the highway network that serve these locations must adapt. Increases in rail volumes to these new locations may also impact roadway intersections and noise within communities.

IMPLEMENTATION PARTNERS	NEAR-TERM ACTION	LONG-TERM ACTIONS
LADOTD / Railroads / Local Governments / SLCFP/ LADOTD/Legislature/JEDCO/ GNO, Inc./LED/CG/CBP/TRB	Monitor networks, pursue current federal, state and local funding sources to maintain functionality and keep infrastructure in a state of good repair	Increase investment in freight projects and prioritize investment for long-term gains

**STRATEGY: Support functional access to and along the National Highway System, critical urban and rural highways, rail networks, intermodal connectors, local truck routes, bridges and fueling stations while mitigating impacts**

- Study alternative modes to move cargo from origin to destination, including assessing alternative rail and roadway alignments, inland port development, and transcontinental container ship cargo to barge and/or other inland waterway vessels.
- Recommend critical urban highway mileage on significant arterials important to freight

- Monitor identified National Freight Highway System and NHS for any modifications to designation
- Monitor existing and potentially new intermodal terminal connectors and assess growing or declining commercial motorized vehicle demand at terminals
- Work with NOPB and private railroads to monitor regional rail throughput and rail congestion; alleviate rail congestion through grade crossing improvements and/or grade separations where possible
- Provide input into freight requirements to alternative fuel site decision-making
- Support freight way finding signage to guide commercial motorized vehicles to terminals or alternative fuel stations
- Support local parish truck route mapping efforts

### **STRATEGY: Maintain and expand infrastructure and facilities**

- Monitor local land use and support transportation freight distribution developments. Align resources with local policy decisions.
- Improve highway condition and access for the designated intermodal connector to air cargo operations at New Orleans Louis Armstrong International Airport
- Improve rail and highway commercial truck access to and from the new Port NOLA Louisiana International Terminal in St. Bernard Parish
- Designate a Critical Urban Freight Corridor for the Peter's Road and Peter's Road extension projects to support regional freight growth at Port of Plaquemines (Currently there are none designated in the region.)
- Support continuous Congressional funding for the Coast Guard 8<sup>th</sup> District Sector New Orleans to ensure safety of personnel, vessels, landside facilities and aids to navigation
- Support continuous Congressional funding for Customs Border Protection New Orleans Sector to protect against illicit goods, plants and pests that might harm the environment and food supply
- Support maintenance of existing highway/rail at-grade and grade separated crossings across the region
- Support maintenance and/or replacement of highway fixed and movable bridges on state and local truck routes
- Ensure a feedback loop is created through the Freight Roundtable to acknowledge and balance freight supply chain needs, including route and landside infrastructure, with local community and regional economic development goals

## OBJECTIVE 2. Support high tech transportation solutions for freight

Private delivery company operators respond to market demand and modify their business models quickly to adapt and remain profitable. Changes in technology are playing an increasing role in accelerating efficiency, especially for small package movements. These rapid leaps in technology may benefit or negatively impact freight and require planning staff to be actively aware and involved with these changes. As technology expands exponentially, the 8-parish RPC Commission would benefit from shared knowledge and discussion.

IMPLEMENTATION PARTNERS	NEAR-TERM ACTION	GOALS
USDOT/ USDOE/ US EDA / LADOTD / RPC Policy Committee/ Local Governments/ Freight forwarders (UPS, FEDEX, DHL, USPS)/ Freight Roundtable/ LTRC /TRB, UNOTI, Other Research Institutions	Coordinate with leaders in tech fields, Stay abreast of tech research into retrofits and new designs for all modes of transportation	Increase information flowing to RPC and Freight Roundtable and help to deploy funding for new technology and retrofits for freight companies in the region

### STRATEGY: Advance throughput utilizing innovative transportation technologies

- Investigate regional demand in drone air freight delivery services, implications, and connections to centralized package pick-up centers or home delivery sites
- Research and interview major ground delivery business in the region to better understand decision-making related to new uses of technology (drone delivery, etc.) and understanding current barriers, performance requirements, and operational dynamics within the 8-parish region for major truck carriers including USPS, FedEx and UPS that drive business, route choice, and warehousing options

### STRATEGY: Expand access and deployment of technology

- Stay engaged in statewide discussion of broadband mapping and deployment
- Stay engaged in developments in 3-D printing/additive manufacturing and any supply chain impacts
- Monitor and share information about block chain developments and assess institutional adoption and the potential for freight
- Monitor advanced driver assistance systems (ADAS) to determine how it may best fit the region's freight needs and share information with private and public fleets
- Utilize mapping, data collection and facilitation to share new technology information with freight stakeholders and 8-parish elected officials

**STRATEGY: Support vessel design innovation**

- Convene a working group to discuss the potential to target Mississippi River innovative vessel designs and include local universities with naval architecture and maritime expertise
- Urge vessel design research and applications suited for use on the Mississippi River and inland waterways for regional deployment to reduce emissions and increase the effective movement of short inland container shipping to cities upstream

# Safety & Security

Long term concerns for the future of freight in the RPC 8-parish region can be alleviated by acting now to ensure physical networks, interactions, communications, and people are made safe in the life cycle of freight. Safety and security for and by a qualified workforce is a critical need for all modes to support commerce and livelihoods.

- **OBJECTIVE 1: Effective evacuation planning for freight**
- **OBJECTIVE 2: Improve safety conditions for all modes**
- **OBJECTIVE 3: Enhance transportation network security**

## OBJECTIVE 1. Effective evacuation planning for freight

Building relationships across groups with an interest in having a functional and responsive freight supply chain prior to a disaster is necessary to ensure minimal impact and a quick start after a disaster. Yet, evacuation from the region, with the increased threats of major hurricanes and intense rain fall events, has become a regular occurrence and the freight industry has had to adapt. Effective coordination and planning can ensure that there is a coordinated effort across modes and industries for safe and streamlined evacuations and reentries into the region after natural disasters or other hazardous events.

IMPLEMENTATION PARTNERS	NEAR-TERM ACTION	GOALS
Incident Management participants, LADOTD, State Police, FEMA, EMS	Support RPC Staff	Maintain on-going programs

## STRATEGY: Pursue activities, facilitation, and funding for emergency planning

- Continue multiple RPC activities to coordinate and outreach with federal, state, local agencies and freight businesses on hurricane, flooding, or other disasters to be better prepared for evacuation, avoidance, or mitigation of impacts resulting from an event
- Continue to hold Incident Management meetings that bring a wide range of agencies, institutions, and business together to stay abreast of recent developments and practices in disaster prevention and restoration after an event
- Continue to financially support LADOTD's MAP patrol work to clear roadway incidents across the region

- Research and disseminate information as needed to businesses regarding alternative routes and evacuation timing needs
- Seek funding opportunities through federal and state sources for evacuation planning efforts

## **OBJECTIVE 2. Improve safety conditions for all modes**

The movement of freight by all modes needs to move safely from origin to destination. Freight that moves by heavy and medium duty trucks and rail cars have frequent interactions with other more vulnerable road users like people that walk and bicycle. Reducing freight related crashes is a top priority of the RPC.

<b>IMPLEMENTATION PARTNERS</b>	<b>NEAR-TERM ACTION</b>	<b>GOALS</b>
CARTS / LADOTD Intermodal, District 02 & 62 / Parish leadership & engineers/ State Officials / Operation Lifesaver / Women in Trucking Assoc / ATA / LMTA / Parish Planning and Engineering, LTRC	Convene working group to identify needs	Reduce CMV crashes / Establish an on-going dialogue with partners to fulfill Complete Streets policy per IJA legislation and make adjustments as needed as demand for parking changes

### **STRATEGY: Mitigate freight crashes with stakeholder input**

- Continue to monitor incidents, both for commercial vehicles and passenger cars on the highway network, at railroad crossings and along track, to reduce the number of crashes, fatalities and serious injuries in alignment with federal policies
- Interpret trends and crash data to identify crash locations of concern
- Communicate concerns and heighten awareness for CMV drivers and the public
- Create educational materials about the federal process to close or improve railroad crossings
- Review and advise on consistent highway work zone treatments to increase safety for commercial freight traffic
- Facilitate communication between truckers and government on the work zone needs of the trucking industry

### **STRATEGY: Provide safe, plentiful, and secure truck parking for all**

- Establish needs list and minimum criteria for amenities for truck drivers, especially women and LGBTQ individuals to improve safety at rest stops and overnight parking facilities



- Evaluate truck parking needs for through trips and truck trips with destinations within the region
- Facilitate discussion/present speakers and information on best practices to parish and municipal leaders to guide truck parking policies at the local level and address local truck freight delivery and pick-up

#### **STRATEGY: Support safe working conditions**

- RPC safety initiatives will encourage internal workforce safety conditions and distribution of appropriate information across modes and freight businesses
- RPC will share information about freight job opportunities and improve access to training for people of all races, ethnicity, genders, ages, and abilities

### **OBJECTIVE 3. Enhance transportation network security**

Repeated attacks on critical municipal and state infrastructure systems, the energy grid, and freight businesses through connected electronic devices has become a costly problem. This has a direct impact on the freight industry through loss of productivity, income, and data to conduct business.

IMPLEMENTATION PARTNERS	NEAR-TERM ACTION	GOALS
Division of Administration / FEMA / Incident Management Committee / GNO Inc.	Increase emphasis on security	Secure networks that freight movements rely upon to function

#### **STRATEGY: Plan for and implement intelligent transportation system technologies to better secure the transportation system**

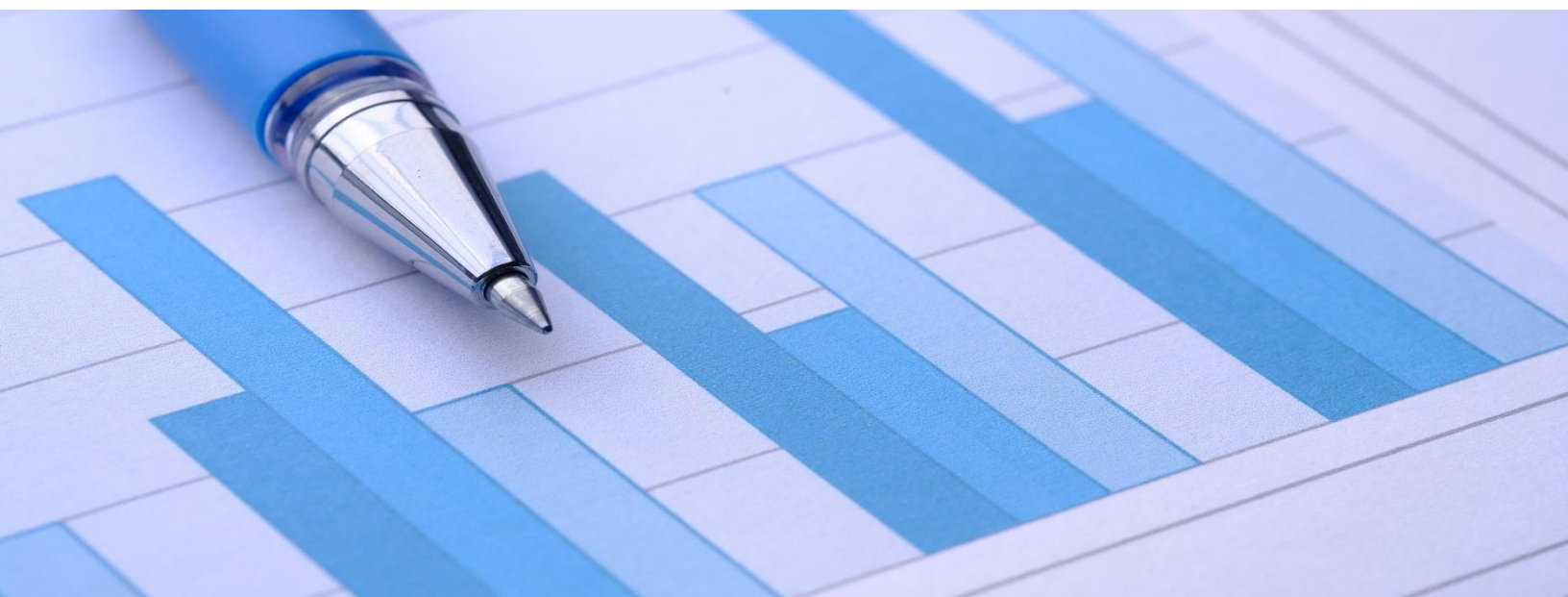
- Research and apply for federal or state funding that enhances the regional transportation network security
- Stay abreast of new insights, countermeasures, and training opportunities and share advisable protection methods with freight stakeholders
- Support technology and security training for freight interests

# Project Evaluation & Implementation Strategies

The RPC's goals, objectives, strategies, and actions are the broad framework to ensure that freight transportation issues and opportunities in the region are identified, strategically planned for, and coordinated across all RPCs planning efforts. Moving freight related projects from initial concepts to project implementation requires further evaluation that aligns with federal requirements for metropolitan planning processes and implementation.

## Evaluation and Feasibility

During initial problem identification, the RPC uses a planning framework to analyze potential solutions to address the concerns identified by various stakeholders. It is the intention that future freight transportation projects align with the goals, objectives, strategies, and actions stated in this document. The process to confirm this alignment is often done initially through an internal RPC staff review to ensure broad policy compatibility. After this step is completed, and the project meets the aligned goals, the RPC begins a Stage 0 Feasibility process, which is the first step in LADOTD's project delivery process. If it requires a technical evaluation, a purpose and need is established to set parameters for the identified problem. A Stage 0 Feasibility Study is initiated and involves the development and screening of potential project alternatives in coordination with multiple stakeholders and, when appropriate, the public. The outcome of the Stage 0 process is a "go/no-go" decision for moving forward into the next phase of project development which may include environmental evaluation and preliminary design activities. Feasibility also involves the identification of potential funding for project implementation. In a climate of finite resources, wherein even projects of high importance are subject to the availability of federal and local funding, it is critical to determine if, how, and when a project can be funded. Fiscal constraint is a federal requirement and a guiding principle in the development of the planning and implementation program.



## Project Prioritization

Once a project has been defined, the RPC determines how it may be funded and how its implementation will be prioritized among the many other projects within the RPC's program. Project prioritization depends on multiple interrelated factors, including stakeholder support, potential impact and need, and funding availability.

### Freight Projects in the Metropolitan Transportation Plan

The RPC has multiple freight related projects in various stages of development and implementation. For informational purposes and to explain the breadth of the RPC program already supporting freight, Appendix A lists 2019-2048 MTP freight projects delineated by where they fall in the planning and budgeting process. They are identified as either Let, Obligated, TIP or MTP projects. Only freight supportive projects are listed. (Please note: the list does not include all MTP projects.) The Obligated Project list and maps for 2019 to 2021 by Parish are also found in Appendix A.

#### 2019-2048 MTP Projects

- Let Projects have been advertised and bids received; underway towards construction
- Obligated Projects are those that have approved funding but have not yet begun construction or implementation. In total, there are 43 freight related projects with obligated funds across fiscal years 2019, 2020, and 2021.
- The TIP or Transportation Improvement Projects are those that are the most likely to move into Obligated designation. They represent the first 4 to 5 years of a 30 year plan and have been vetted through feasibility analysis or other technical evaluations although final funding is not yet officially pledged. The projects in the TIP are fiscally constrained based on funding that is expected to be allotted to the region and state for that 4-to-5-year period. There are another 28 freight related projects in the TIP for 2019, 2020, and 2021.
- The MTP or Metropolitan Transportation Plan forecasts regional growth and potential infrastructure solutions going out 30 years, with the later years being less predictable. It is also fiscally constrained but in part relies upon successful discretionary grants. Freight projects have not received detailed evaluation or been thoroughly vetted. The previous MTP (long range plan) for fiscal years 2019-2048 identified over \$3 billion in freight supportive projects that may be pursued over the next 30 years.

#### 2023-2052MTP Projects

The MTP update (2023-2052), under development on a similar timeline to this New Orleans Regional Freight Mobility Plan, includes projects identified through our freight planning process and is listed on the following pages. That list also includes some projects that were identified by freight stakeholders as significant but were already included in the 2019-2048 MTP.

## Funding Availability

The new Infrastructure Investment and Jobs Act (IIJA) passed into law in late 2021, will increase freight related apportioned funding to states and expand competitive grants that could greatly increase the region's freight transportation network capacity. The RPC is staying apprised of all opportunities as funding notices become available. Below are some of the funding opportunities identified in the IIJA legislation related to freight. Some programs are formula based and others are discretionary grant programs that require competitive applications.

Grant Name	Federal Division
<b>Formula Programs</b>	
National Highway Performance Program (NHPP)	FHWA
Surface Transportation Block Grant (STBG)	FHWA
Airport Improvement Program	FAA
National Highway Freight Program (NHFP)	FHWA
Bridge Formula Program and Bridge Formula Program - Off-System Bridges Set-aside	FHWA
National Electric Vehicle Infrastructure (NEVI) Program	FHWA
Highway Safety Improvement Program (HSIP)	FHWA
Carbon Reduction Program	FHWA
Promoting Resilient Operations for Transformative, Efficient & Cost-Saving Transportation Program (PROTECT)	FHWA
<b>Discretionary/Competitive Programs</b>	
Bridge Investment Grant Program	FHWA
Nationally Significant Freight & Highway Projects (INFRA) Three Separate Grant Opportunities including: Infra Grants Mega Grants Rural Surface Transportation Grants	FHWA MARAD
Safe Streets and Roads for All	FHWA
Rebuilding American Infrastructure with Sustainability and Equity (RAISE)	FHWA
Charging and Fueling Infrastructure Grants	FHWA
Promoting Resilient Operations for Transformative, Efficient & Cost-Saving Transportation Program (PROTECT) Competitive Grant	FHWA
Reconnecting Communities Pilot Program (RCP)	FHWA
Reduce Truck Emissions at Port Facilities	FHWA
Congestion Relief (CMAQ)	FHWA
Railroad Crossing Elimination (RCE)	FRA
FAA Contract Tower (FCT) Competitive Grant Program	FAA
Port Infrastructure Development Program (PIDP)	MARAD
Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program	FRA
Water Resources Development Acts (WRDA)	USACE
Building a Better Grid Initiative	USDOE
Natural Gas Distribution Infrastructure Safety and Modernization Grant Program	PHMSA

# Studies & Projects

The RPC is proposing to pursue major innovative strategies and best practices that will enhance the region's competitiveness for international trade while remaining a steward of communities and the environment. The list below is a proposed list of both short term and long-term studies RPC planning staff will conduct or hopes to orchestrate with industry leaders.

## Proposed Studies

Project	Parish	Type	Study Type	Priority
Evaluate existing highway & rail capacity to and from the Louisiana International Terminal	St. Bernard	Truck & Rail	Feasibility	Short Term
Evaluate Crofton Rd. for Improvement to support Aviation Cargo Accessibility	Jefferson	Truck & Aviation	Feasibility	Short Term
Evaluate Safe & Adequate Truck Parking for All	8-Parish Region	Truck	Feasibility	Short Term
Evaluate Alternative Fueling Station Islands	8-Parish Region	Truck & Alt Fuels	Feasibility	Short Term
Evaluate warehouse capacity by use; forecast needs to accommodate freight growth	8-Parish Region	Warehousing	Research	Short Term
Evaluate Container on Barge & Other modes to Divert Hwy Truck Traffic	8-Parish Region	Maritime Truck Rail	Research	Mid Term
Evaluate opportunities and barriers to attract distribution centers	8-Parish Region	Manufacturing & Jobs	Research	Mid Term
Evaluate Inland Waterway Vessel Conversion to Alternative Fuels	Regional/Lower Mississippi River	Maritime & Alt Fuels	Research	Mid Term
Develop a Regional Carbon Reduction Strategy	8-Parish Region	All freight modes & All Fuels	Research	Short Term
Evaluate growth in innovative local package delivery strategies	8-Parish Region	Truck	Research	Mid Term
Bridge inventory, purpose and mobility study for evacuation and freight	8-Parish Region	Truck	Research	Mid Term

## Proposed Projects

The Freight Mobility Plan identifies additional projects for inclusion in the updated MTP (2023-2052). Projects will be placed within an approximate timeline based on reasonable assumptions about funding availability with an estimated cost and given the status of a project's maturation. Projects fall into three tiers. Tier 1 represents the Transportation Improvement Program or TIP and includes projects targeting implementation during the first 4 to 5 years of the 30 year plan. Tier 2 is generally 5 to 15 years out while Tier 3 reflects projects that are recognized but to date have undetermined funding and little technical analysis.

Project Title	Parish	Sponsor	Category	Mode	Type of Imp	Year	Fund Source	Cost Estimate	2019-2048 MTP	New 2023-2052 MTP
New capacity Highway for Louisiana International Terminal (LIT)	St. Bernard	Port NOLA	Capacity	Truck	New Roadway if feasible	Tier 2	STP State FHWA Discretionary	TBD		X
Realign LA 46 for Louisiana International Terminal (LIT)	St. Bernard	Port NOLA	Realignment	Truck	New Roadway if feasible	Tier 2	STP State FHWA Discretionary	TBD		X
Movable Seabrook Rail Bridge Rehabilitation	Orleans	Port NOLA	Preservation	Rail Maritime	Mechanical Rehabilitation	Tier 2	Port NOLA FRA Discretionary	12,000,000		X
Movable Florida Avenue Bridge Rehabilitation	Orleans	Port NOLA	Preservation	Truck	Mechanical Rehabilitation	Tier 2	Port NOLA FHWA Discretionary	\$3,000,000		X
Movable Almonaster Bridge Hwy & Rail Rehabilitation	Orleans	Port NOLA	Preservation	Truck Rail Maritime	Mechanical Rehabilitation	Tier 2	Port NOLA FHWA/FRA Discretionary	\$40,000,000		X
Movable St. Claude Hwy Bridge Rehabilitation	Orleans	Port NOLA	Preservation	Truck Maritime	Mechanical Rehabilitation	Tier 2	Port NOLA State FHWA Discretionary	\$30,000,000		X
Nine Mile Point Rd RR Crossing Grade Separation	Jefferson	Jefferson	OP Efficiency	Truck Rail	Rail Crossing Grade Separation	Tier 3	Jefferson Private FRA Discretionary	\$10,000,000		X
Rail Relocation from LA 23 to Peter's Rd.	Jefferson Plaquemines	Jefferson	Realignment	Rail	New Rail Corridor	Tier 3	Private FRA Discretionary	\$350,000,000		X
NOGC Rail Extension	Plaquemines	PPHD	Capacity	Rail	Extension of existing rail corridor	Tier 2	Private FRA Discretionary NOGC	\$20,000,000		X
Realign LA 23 Hwy for Port of Plaquemines	Plaquemines	PPHD	Realignment	Truck	New Highway if feasible	Tier 3	STP State FHWA Discretionary	TBD		X



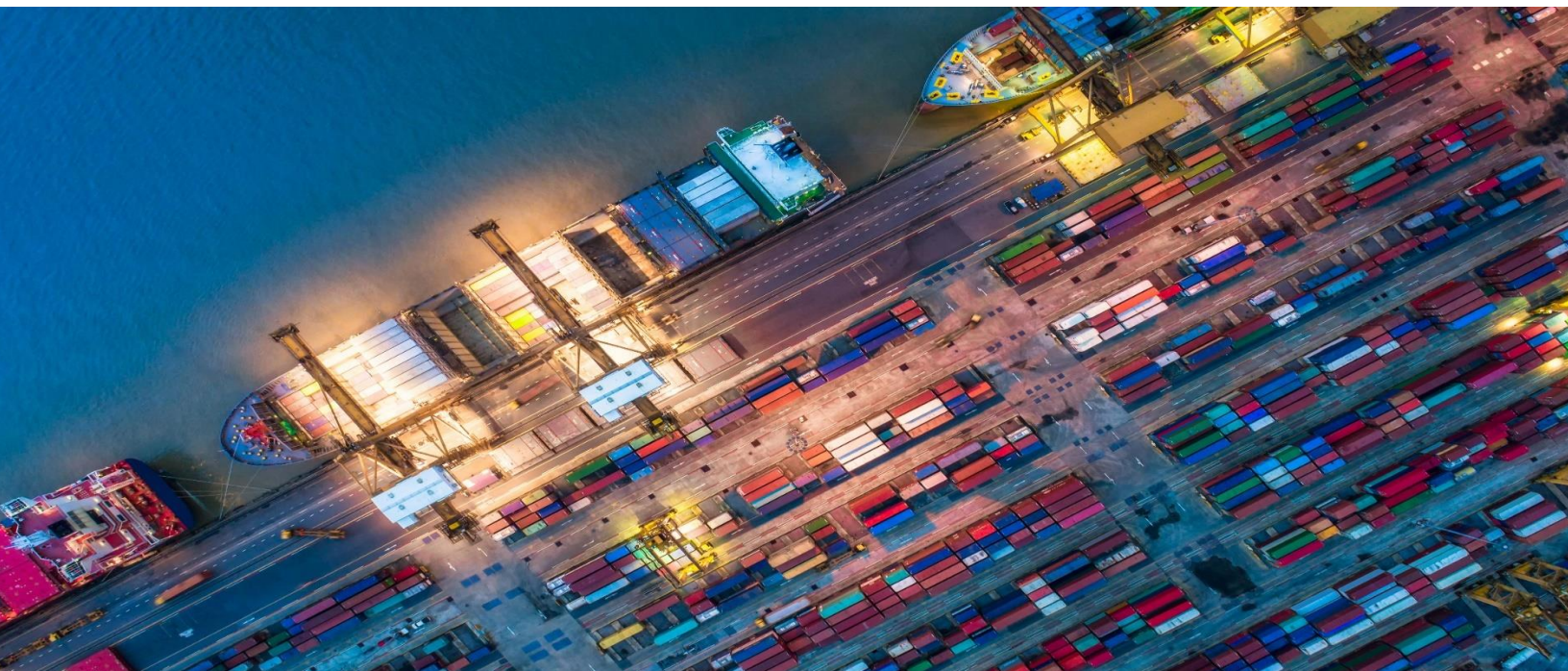
Peter's Rd. Hwy Bridge over GIWW (Phase 3)	Jefferson	DOTD	Capacity	Truck	New Bridge	Tier 2	State On-System Bridge Program STP FHWA Discretionary	\$110,000,000		X
Port of St. Bernard General Warehouse Transit Shed & Roadway Improvement	St. Bernard	Port of St Bernard	Warehouse	Maritime /Truck	OP Efficiency	Tier 2	Discretionary	11,000,000		X
Port of St. Bernard Weinberger Rd. Realignment	St. Bernard	Port of St Bernard	Realignment	Maritime /Truck	OP Efficiency	Tier 2	STP	1,000,000	X	
Port of St. Bernard Arabi 2nd General Warehouse	St. Bernard	Port of St Bernard	Warehouse	Maritime /Truck	OP Efficiency	Tier 2	Discretionary	7,700,000		X
Port of So Louisiana LA 637 Hwy Extension & new I-10 Interchange	St. John	DOTD	Capacity	Truck	New Hwy & Interchange	Tier 3	State FHWA Discretionary	TBD	X	
Rehabilitation of multiple 1940's & 1950's railroad grade separations	Orleans	CNO/DOT D	Perservation	Rail	Structural Rehabilitation	Tier 3	City Railroads State FRA Discretionary	TBD		X
Elevation of I-10 near Irish Bayou	Orleans	DOTD	Mitigate Flooding	Truck	OP Efficiency	Tier 3	State Discretionary	TBD		X
I-10 at US 190 Gause Blvd (Slidell)	St. Tammany SLUZA	DOTD	OP Efficiency	Truck	Interchange Improvements	Tier 2	FHWA Discretionary	\$25,000,000	X	
US 190B (Shortcut Highway) Beth Drive to Hoover	St. Tammany SLUZA	Parish/ DOTD	OP Efficiency	Truck	TSM Improvements	TIP	FHWA STBG/NHPP	\$7,000,000	X	
I-12 at Northshore Blvd (Slidell)	St. Tammany SLUZA	Parish/ DOTD	OP Efficiency	Truck	Interchange Improvements	Tier 2	NHPP FHWA Discretionary	\$21,000,000	X	
I-12 @ Salmen/ Fritchie, E. Lacombe	St. Tammany SLUZA	Parish/ DOTD	Capacity	Truck	New Interchange	Tier 3	NHPP FHWA Discretionary	\$30,000,000	X	
I-12 at LA 434 (LA 3241 Access)	St. Tammany SLUZA	Parish/ DOTD	OP Efficiency	Truck	Interchange Improvements	Tier 2	NHPP FHWA Discretionary	\$25,000,000	X	
I-12 at US 190, Covington	St. Tammany MCUZA	Parish/ DOTD	OP Efficiency	Truck	Interchange Improvements	Tier 2	NHPP FHWA Discretionary	\$10,000,000	X	

I-12 at LA 21	St. Tammany MCUZA	Parish/ DOTD	OP Efficiency	Truck	Interchange Improvements	Tier 2	NHPP FHWA Discretionary	\$10,000,000	X	
I-12 at LA 1077	St. Tammany MCUZA	Parish/ DOTD	OP Efficiency	Truck	Interchange Improvements	Tier 2	NHPP FHWA Discretionary	\$25,000,000	X	
I-12 at LA 1085	St. Tammany MCUZA	Parish/ DOTD	Capacity	Truck	New Interchange	Tier 3	NHPP FHWA Discretionary	\$30,000,000		X
1-12: LA 59 to Northshore Blvd	St. Tammany MCUZA	Parish/ DOTD	Capacity	Truck	Widen to 6 lanes	Tier 3	NHPP FHWA Discretionary	\$120,000,000	X	
LA 1077: I-12 to US 190 Ph 1	St. Tammany MCUZA	Parish/ DOTD	Capacity	Truck	Widen to 4 lanes	Tier 2	FHWA Discretionary	\$11,500,000		X
LA 1077: I-12 to US 190 Ph 2	St. Tammany MCUZA	Parish/ DOTD	Capacity	Truck	Widen to 4 lanes	Tier 3	FHWA Discretionary	\$21,100,000		X
US 190: US 190B to LA 25, Phases 2A, 2B, and 3	St. Tammany MCUZA	DOTD	Capacity	Truck	Widen to 4 lanes	Tiers 2/3	NHPP FHWA Discretionary	\$87,000,000	X	
I-12 at Firetower Rd.	Tangipahoa	Parish/ DOTD	Capacity	Truck	New Interchange	Tier 2	NHPP FHWA Discretionary	\$27,000,000	X	
US 51B: LA 22 to Club DeLuxe Rd	Tangipahoa	Parish/ DOTD	Capacity	Truck	Roadway Widening	Tier 2	NHPP FHWA Discretionary	\$62,000,000	X	
I-12/ LA 22 Interchange Modification	Tangipahoa	DOTD	Preservation	Truck	Interchange Rehab/ Modification	Tier 3	NHPP FHWA Discretionary HSIP	\$25,000,000	X	
I-12/I-55 Interchange Modification	Tangipahoa	DOTD	Preservation	Truck	Interchange Rehab/ Modification	Tier 3	NHPP FHWA Discretionary HSIP	\$55,000,000	X	
I-12 @ LA 3158	Tangipahoa	DOTD	OP Efficiency	Truck	Roundabouts at Interchange	Tier 2	NHPP FHWA Discretionary HSIP	\$10,000,000		X
US 190: St. Tammany P/L to Hammond	Tangipahoa	DOTD	Capacity	Truck	Widen to 4 lanes	Tier 3	NHPP FHWA Discretionary	\$98,000,000		X
LA 3234 Extension from LA 1065- Hammond Airport	Tangipahoa	DOTD	Capacity	Truck	New Road	Tier 2	NHPP FHWA Discretionary	\$27,500,000	X	
I-55 @ US 190	Tangipahoa	DOTD	Preservation	Truck	Interchange Rehab/ Modification	Tier 3	NHPP FHWA Discretionary HSIP	\$10,000,000	X	
I-55: US 190 to Wardline	Tangipahoa	DOTD	Capacity	Truck	Auxiliary Lanes (NB/SB)	Tier 3	NHPP FHWA Discretionary HSIP	\$5,000,000	X	

# Conclusion

The New Orleans Regional Freight Mobility Plan and the previously released 2021 New Orleans Regional Freight Profile provides a detailed description of regional freight mobility as it is today in the region. The Freight Profile provided the in-depth commodity analysis, mapping of assets, research into the challenges the freight industry faces, and included essential feedback through interviews with local stakeholders. The Freight Mobility Plan takes the necessary next steps to weave regional goals for land use, clean air, public safety, water management, climate concerns and the economy into freight planning processes and incorporates these aspects as part of the overarching considerations when planning for freight in the New Orleans region.

The RPC will continue to work strategically across modes to improve freight flows in our region. Our strength is in facilitating interactions, building collaborations, and partnering with parish and local leadership to effect change. The New Orleans Regional Freight Mobility Plan documents a framework that addresses New Orleans regional freight goals as we plan for the future and recognizes all the modes and their significance in our regional community. Ultimately, the New Orleans Regional Freight Mobility Plan enables the RPC to respond regionally and multi-modally about freight obstacles and help structure solutions among public, quasi-public and private stakeholders using funding we control and technical analysis, while bringing the support of the commission to bear on problems we face and opportunities that engender long-term success for the regional community.



## APPENDIX A: Obligated Project Lists FY 2019 to FY 2021 by Parish

FY19 to 21 Obligated Projects, Freight Only, Jefferson Parish, Louisiana														
RPC_ID	MPA	PARISHNAME	FHWA_AUTH	PROJ_NUM	PROJ_NAME	IMPROVEMENT	FUNDSOURCE	PH_COST	FED_SHARE	LOCAL_SHARE	SPONSORS	FED_PERCENT	TIP_COST	FY
95	NO	JEFFERSON	FFY 2021	H.002956	EARHART AT DAKIN	RAMP CONNECTOR (EB EARHART - DAKIN)	STP>200K	10,000	8,000	2,000	DOTD	80	340,000	2021
96	NO	JEFFERSON	FFY 2021	H.003074	I 10: WILLIAMS BLVD - VETERANS BLVD	WIDENING, ADD TRAVEL LANES	NHS	251,805	201,444	50,361	DOTD	80	N/A	2021
156	NO	Jefferson	9/21/2020	H.007208	HARVEY BLVD EXT(PETERS RD-MANHATTAN) Ph.1	New Roadway Extension	STP>200K	5,891,215	4,712,972	1,178,243	Jefferson Parish	80	14,577,000	2020
379	NO	Jefferson	11/14/2018	H.011311	US 90b: Elev Wb Expy-Jung Blvd	Widen Roadway For New Turn Lane	STFUND	2,185,524	0	2,185,524	DOTD	0	2,483,800	2019
393	NO	Jefferson	9/9/2019	H.011670	I-10 / LOYOLA INTERCHANGE IMPROVEMENT	Interchange Improvement	NHPP	642,785	514,228	128,557	Jefferson	80	700,000	2019
395	NO	JEFFERSON	FFY 2021	H.002861	CAUSEWAY BLVD - EARHART EXPRESSWAY INTER	NEW INTERCHANGE	STP>200K	341,599	0	341,599	DOTD	80	N/A	2021
639	NO	Jefferson	8/12/2019	H.012783	WB VETERANS: SEVERN AVE - CLEARVIEW PKWY	Resurfacing / Rehabilitation	STP>200K-E	3,480,900	2,784,720	696,180	Jefferson	80	2,116,400	2019
641	NO	Jefferson	9/5/2019	H.012744	I-10 N SERV RD: WILLIAMS-ORLEANS P/L	Cold Plane and 2 inch Overlay	NHPP	2,570,468	2,313,421	257,047	DOTD	90	1,320,000	2019
642	NO	Jefferson	2/15/2019	H.012553	LA 541: LA 18 (LOUISIANA) - LA 18 (4TH)	Cold plane and overlay, new striping and markers, add drainage structures	STP FLEX	3,464,740	2,771,792	692,948	DOTD	80	2,477,200	2019
647	NO	JEFFERSON	FFY 2021	H.012918	LA 3139: DICKORY AVE. - ORLEANS P/L	CONCRETE REHAB PATCH AND JOINT SEALING	HSIPPEN, NHPP	5,827,597	4,728,703	1,098,894	DOTD	100, 80	550,000	2021

FY19 to 21 Obligated Projects, Freight Only, Orleans Parish, Louisiana														
RPC_ID	MPA	PARISHNAME	FHWA_AUTH	PROJ_NUM	PROJ_NAME	IMPROVEMNT	FUNDSOURCE	PH_COST	FED_SHARE	LOCAL_SHR	SPONSORS	FED_PERCNT	TIP_COST	FY
3	NO	Orleans	10/30/2018	H.013378	I-10: I-10 N.O. FIRE DAMAGE REPAIR	Fire Damage Repair	NHPP	45,182	40,664	4,518	Orleans	90	590,480	2019
407	NO	ORLEANS	FFY 2021	H.011219	I-10: NO CBD1 I610-CARROLLTON	SIGNING AND SIGNING STRUCTURES REPLACEMENT	NHPP	20,000	20,000	0	ORLEANS	100	N/A	2021
410	NO	ORLEANS	FFY 2021	H.011965	LA 47: IWGO BRIDGE REHABILITATION (HBI)	CLEANING, PAINTING, AND STRUCTURAL REPAIRS	NHPP	2,644,350	2,115,480	528,870	DOTD	80	600,000	2021
412	NO	Orleans	3/25/2019	H.011220	I-10: NO CBD2 CARROLLTON - LAFITTE AVE	Signing and Signing Structure Replacement	NHPP	1,859,214	1,859,214	0	DOTD	100	6,024,480	2019
423	NO	ORLEANS	FFY 2021	H.000263	CHEF MENTEUR PASS BRIDGE & APPROACH	BRIDGE REPLACEMENT	STP FLEX	169,901	297,392	-127,492	DOTD	80	N/A	2021
429	NO	Orleans	5/20/2019	H.010405	US 90: 900' W INDUSTRIAL PKWY-FLOOD GATE	Coldplaning and Superpane Asphaltic Concrete	STP FLEX	2,864,521	2,291,617	572,904	DOTD	80	1,232,000	2019
599	NO	Orleans	6/24/2019	H.012901	US 90Z (MAGNOLIA STREET - BODENGER BLVD)	Permanent Sign Replacement	NHPP	10,193,330	10,193,330	0	DOTD	100	4,420,240	2019
608	NO	Orleans	7/30/2020	H.013211	LA 46: LA 39 - ST. BERNARD P/L	Mill Patch and Overlay, Handicapped Curb Ramps, Bike Lane	HSIPPEN, NHPP, STP>200K	7,521,047	5,773,929	1,747,118	DOTD	77	3,500,000	2020
779	NO	Orleans	8/17/2020	H.013617	I-10: I-610E INTERCHANGE LIGHTING	Provide Roadway	NHPP	608,142	547,328	60,814	DOTD	90	2,200,000	2020
782	NO	Orleans	6/3/2019	H.013442	I-10: CROWDER BLVD INTERSTATE LIGHTING	I/C Lighting	NHPP	2,090,797	1,881,717	209,080	DOTD	90	1,475,000	2019
792	NO	Orleans	4/15/2019	H.013586	I-10: CANAL ST - ST. PHILIP ST	High Friction Surface Treatment	HSIPPEN	3,442,678	3,442,678	0	DOTD	100	2,000,000	2019

FY19 to 21 Obligated Projects, Freight Only, Plaquemines Parish, Louisiana														
RPC_ID	MPA	PARISHNAME	FHWA_AUTH	PROJ_NUM	PROJ_NAME	IMPROVEMNT	FUNDSOURCE	PH_COST	FED_SHARE	LOCAL_SHR	SPONSORS	FED_PERCENT	TIP_COST	FY
140	NO	PLAQUEMINES	FFY 2021	H.008068	PETERS ROAD BRIDGE & EXTENSION PHASE 2B	CONSTRUCTION PHASE 2A AND 2B	STP>200K	906,331	0	906,331	DOTD, PLAQUEMINES	80	4,300,000	2021



FY19 to 21 Obligated Projects, Freight Only, St. Bernard Parish, Louisiana														
RPC_ID	MPA	PARISHNAME	FHWA_AUTH	PROJ_NUM	PROJ_NAME	IMPROVEMENT	FUND_SOURCE	PH_COST	FED_SHARE	LOCAL_SHR	SPONSORS	FED_PERCENT	TIP_COST	FY
575	NO	St. Bernard	4/4/2019	H.012612	LA 39: RIGHT TURN LANE @ DR MERAUX BLVD	Add Right Turn Lane on LA 39 at Dr Meraux Blvd	NHPP	166,371	133,097	33,274	DOTD	80	132,000	2019

FY19 to 21 Obligated Projects, Freight Only, St. Charles Parish, Louisiana														
RPC_ID	MPA	PARISHNAME	FHWA_AUTH	PROJ_NUM	PROJ_NAME	IMPROVEMENT	FUNDSOURCE	PH_COST	FED_SHARE	LOCAL_SHARE	SPONSOR	FED_PERCENT	TIP_COST	FY
578	NO	St. Charles	6/6/2019	H.012600	LA 18: LEFT TURN LANE @ LA 3060	Add Left Turn Lane on LA 18 at 3060	STP FLEX	537,373	429,899	107,475	DOTD	80	176,000	2019
582	NO	St. Charles	4/4/2019	H.012836	LA 3127: RIGHT TURN LANE AT LA 3141	Add Right Turn Lane On LA 3127 at LA 3141	STP FLEX	217,341	173,873	43,468	DOTD	80	290,400	2019

FY19 to 21 Obligated Projects, Freight Only, St. John the Baptist Parish, Louisiana														
RPC_ID	MPA	PARISHNAME	FHWA_AUTH	PROJ_NUM	PROJ_NAME	IMPROVEMENT	FUNDSOURCE	PH_COST	FED_SHARE	LOCAL_SHARE	SPONSORS	FED_PERCENT	TIP_COST	FY
814	NO	St. John the Baptist	12/12/2018	H.013686	LAPLACE WESTBOUND PIT SCALES	Pit scale Rehab	NHPP	472,122	424,910	47,212	DOTD	90	352,800	2019

FY19 to 21 Obligated Projects, Freight Only, St. Tammany Parish, Louisiana														
RPC_ID	MPA	PARISHNAME	FHWA_AUTH	PROJ_NUM	PROJ_NAME	IMPROVEMENT	FUNDSOURCE	PH_COST	FED_SHARE	LOCAL_SHARE	SPONSOR	FED_PERCENT	TIP_COST	FY
200	SL	ST. TAMMANY	FFY 2021	H.004435	LA 3241: LA 36 TO LA 435	NEW 4 LANE	NHPP	75,343,014	0	75,343,014	DOTD	80	N/A	2021
220	SL	ST. TAMMANY	FFY 2021	H.000284	US 90: PEARL RIVER BRIDGES (HBI)	NEW BRIDGES	RCAF, FBR-ON/OFF	71,374	57,099	14,275	DOTD	80, 80	N/A	2021
222	SL	ST. TAMMANY	FFY 2021	H.000688	US 11 NORFOLK SOUTHERN RR OVERPASS (HBI)	BRIDGE REPLACEMENT	STP FLEX	10,000	8,000	2,000	DOTD	80	320,000	2021
223	MC	ST. TAMMANY	FFY 2021	H.008358	BLACK BAYOU BRIS NEAR MADISONVILLE	BRIDGE REPLACEMENT	FBR-OFF	128,096	102,477	25,619	ST. TAMMANY	80	N/A	2021
230	MC	ST. TAMMANY	FFY 2021	H.001344	US 190: LA 437 - US 190 BUS (PH 1)	WIDEN TO 4 LANES, NEW BRIDGE	STP<200K	4,908,747	3,925,706	983,041	DOTD	80	N/A	2021
508	MC	St. Tammany	1/17/2019	H.011933	US 190 MEDIAN BARRIER	Cable Barrier and Related Work.	HSIPPEN	782,572	782,572	0	DOTD	100	4,510,000	2019
513	MC/S L	St. Tammany	3/25/2019	H.012172	I-12: LA 59 - BAYOU LACOMBE	Cold Plane & Overlay	NHPP	36,371	32,734	3,637	DOTD	90	6,435,000	2019
621	SL	St. Tammany	2/12/2020	H.012812	US 190 @ NORTHSHORE & CAMP VILLERE	Roundabout Intersection Improvements	STP<200K	671,021	526,320	144,701	DOTD	80	11,542,000	2020
660	SL *	St. Tammany	11/14/2018	H.013237	US 190B: HOOVER DR. TO US 190	Grading, Draining Structures, Milling Asphalt Concrete, Pavement Patching, Asph*	STP FLEX	1,658,622	1,326,898	331,724	DOTD	80	739,200	2019
662	MC	St. Tammany	1/1/2019	H.013229	US 190 - US 190B Jct- LA 25	3" Asphalt Overlay	NHPP	1,100,000	880,000	220,000	DOTD	80	880,000	2019
756	MC	ST. TAMMANY	FFY 2021	H.011260	US 190B @ JEFFERSON AVE. ROUNDABOUT	ROUNDABOUT CONSTRUCTION	HSIP	2,004,421	2,004,421	0	DOTD	100	N/A	2021
762	SL	ST. TAMMANY	FFY 2021	H.004957	LA 3241:I-12/LA 434 INTERCHANGE TO LA 36	NEW 4 LANE	NHPP	53,373	42,699	10,675	DOTD	80	N/A	2021

FY19 to 21 Obligated Projects, Freight Only, Tangipahoa Parish, Louisiana														
RPC_ID	MPA	PARISHNAME	FHWA_AUTH	PROJ_NUM	PROJ_NAME	IMPROVEMENT	FUNDSOURCE	PH_COST	FED_SHARE	LOCAL_SHARE	SPONSOR	FED_PERCENT	TIP_COST	FY
534	ST	TANGIPAHOA	FFY 2021	H.012071	US 51: YELLOW WATER RIVER BRIDGE	BRIDGE REPLACEMENT	RCAF, STP FLEX	88,841	71,073	17,768	DOTD	80, 80	N/A	2021
674	ST	Tangipahoa	4/4/2019	H.013260	I-55: .2 MILE S US 190 OVP SLOPE REPAIR	Slope Failure Repair	NHPP	3,737,374	3,363,636	373,737	DOTD	90	440,000	2019
675	ST	Tangipahoa	6/3/2019	H.012874	I-55: LA 22 INTERSTATE LIGHTING	Provide Roadway lighting	NHPP	3,075,399	2,767,859	307,540	DOTD	90	880,000	2019
678	ST	TANGIPAHOA	FFY 2021	H.013266	US 51, 51-X, 190, LA 3234: CONC SPOT REP	MINOR REHAB	NHPP	130,991	104,793	26,198	DOTD	80	823,900	2021