

RPC FREIGHT ROUNDTABLE

MARCH 14, 2014

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RPC FREIGHT ROUNDTABLE AGENDA

- MPO Planning Regulations (Title 23 CFR 450)
 - Regional Freight Profile highlights
 - Current planning, policy initiatives and projects
 - Group discussion to identify gaps
 - Ideas for moving forward
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RPC'S ROLE AND RESPONSIBILITIES AS MPO

- Regional transportation decision-making and policy body
 - Continuing, cooperative and comprehensive planning process
 - Involve the public and other constituents/reasonable opportunity to participate in planning process
 - Create Metropolitan Transportation Plan (MTP) – 20 year
 - Create Transportation Improvement Plan (TIP) - first 4 years of the Metropolitan Improvement Plan
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RPC'S ROLE AND RESPONSIBILITIES AS MPO

- Creation of a Congestion Management Process for UZA over 200,000 population
 - Unified Planning Work Program (UPWP) outlines studies to be performed by staff or consultants annually
 - If non-compliant for air quality, RPC produces Air Quality Conformity Determination
 - Self assessment through performance measurement
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RPC ROLE AND RESPONSIBILITIES

- Each UZA must be represented by a Metropolitan Planning Organization.
- The Regional Planning Commission represents four UZA's (one large and three small) and areas expected to urbanize over next 20 years
- Carry out federal mandates for metropolitan planning
- 8 parishes/4 Urbanized Areas

New Orleans	899,703
Mandeville/Covington	88,925
Slidell	91, 151
Hammond/Pont.	67,629

WHY A FREIGHT ROUNDTABLE?

- Encourage constituent participation and inform decisions so we can effectively plan
 - Exchange of information/gain perspective
 - Balance conflicting needs within a region
 - Frame alternative solutions
 - Inform the public, elected officials, other agencies
 - Inform prioritization of projects
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NATIONAL FREIGHT NETWORK

- National Freight Network is designated by the Secretary USDOT (subset of Nat'l Highway System)

Designation includes:

- Primary freight network
- Some portions of the Interstate System not designated as part of the primary freight network
- Critical rural freight corridors
- USDOT's intent to define a national multi-modal freight network that will include highway, rail, inland waterways, ports, and pipelines

NATIONAL FREIGHT GOALS

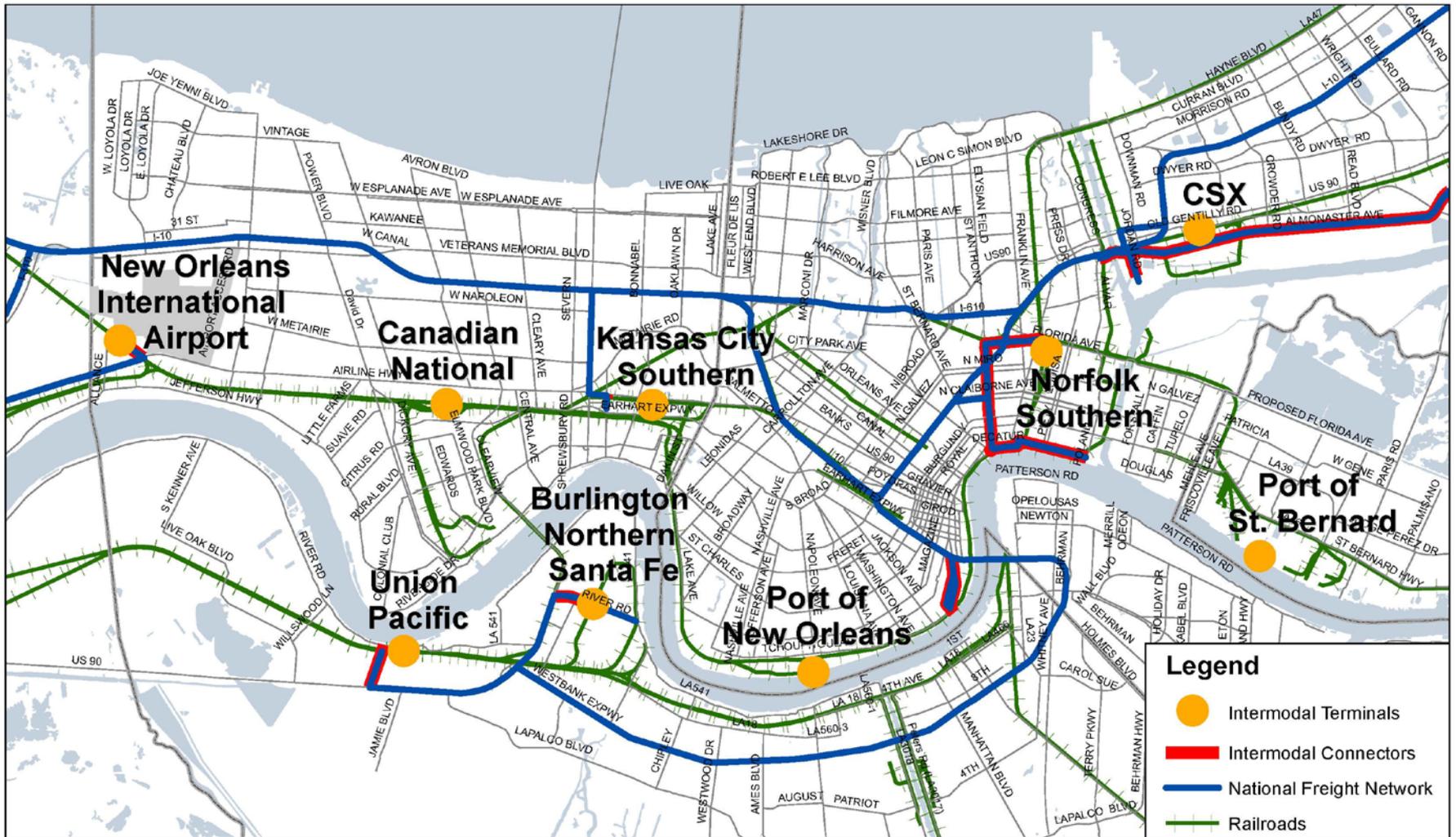
- Invest in infrastructure improvements and implement operational improvements on the National Freight Network.
- Improve the condition and performance of the national freight network

NATIONAL FREIGHT OBJECTIVES

- Strengthen economic competitiveness
 - Reduce congestion
 - Increase productivity of domestic industry and business, especially high value jobs
 - Improve safety, security and resilience of freight transportation
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NATIONAL FREIGHT OBJECTIVES

- Improve state of good repair of Nat'l Freight Network
 - Improve use of advanced technology
 - Incorporate concepts of performance, innovation, competition and accountability into the operation and maintenance of the National Freight Network
 - Reduce environmental impacts of freight movements
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**Southshore National Freight Network, Intermodal Connectors and Terminals, and Railroads
New Orleans, Louisiana**

FREIGHT INTERMODAL CONNECTOR CRITERIA

Roadways that connect an intermodal facility (where transfer of freight from one mode to another takes place) to the nearest National Highway System mainline route

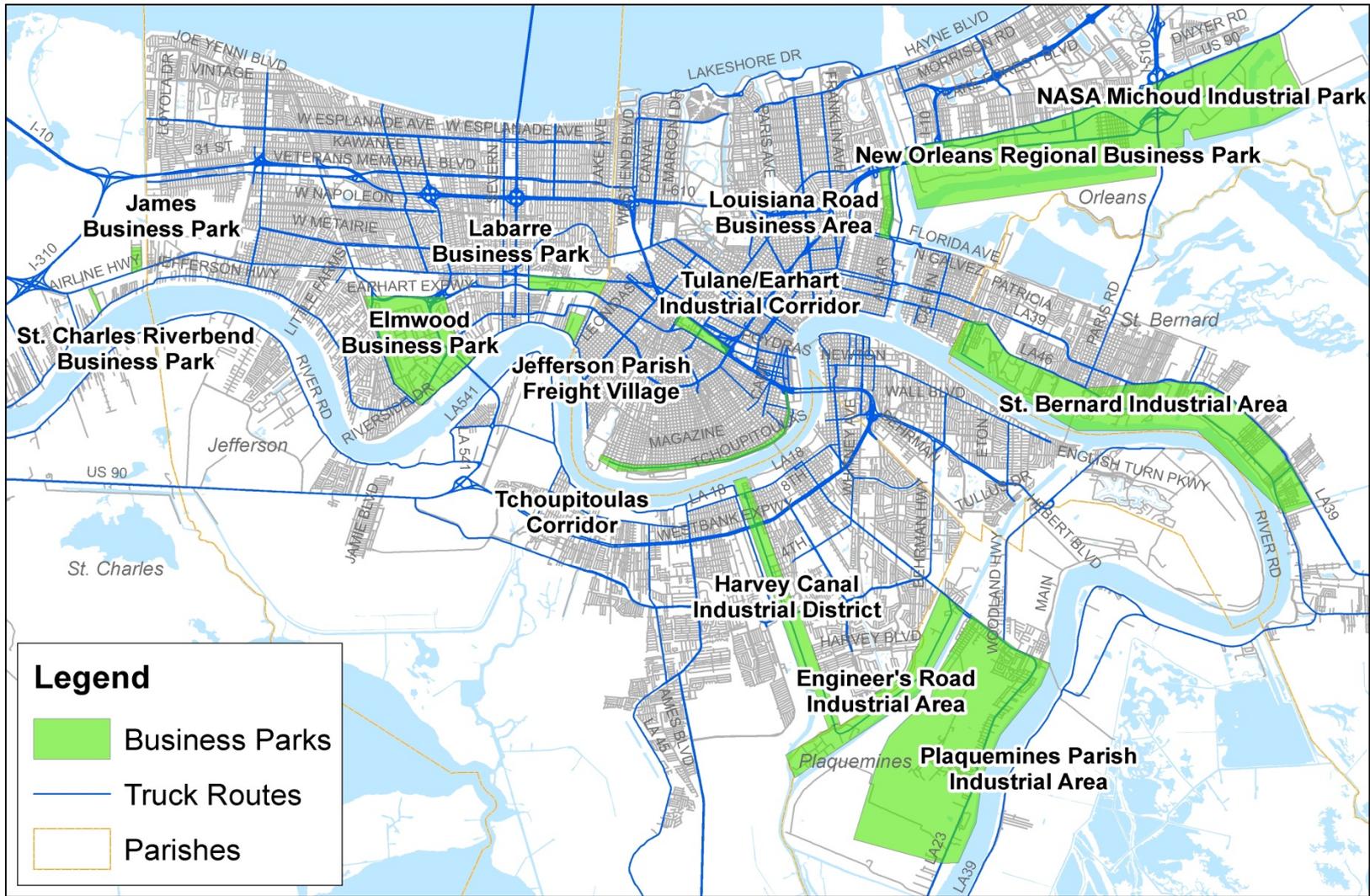
Commercial Aviation Airports – 100 trucks per day in each direction on the principal connecting route or 100,000 tons per year arriving or departing by highway mode

Ports – 50,000 TEU's per year or bulk commodity terminals handling more than 500,000 tons per year by highway or 100 trucks per day in each direction on the principal connecting route

Rail – 50,000 TEU's per year or 100 trucks per day in each direction on the principal connecting route

Pipelines – 100 trucks per day in each direction on the principal connecting route





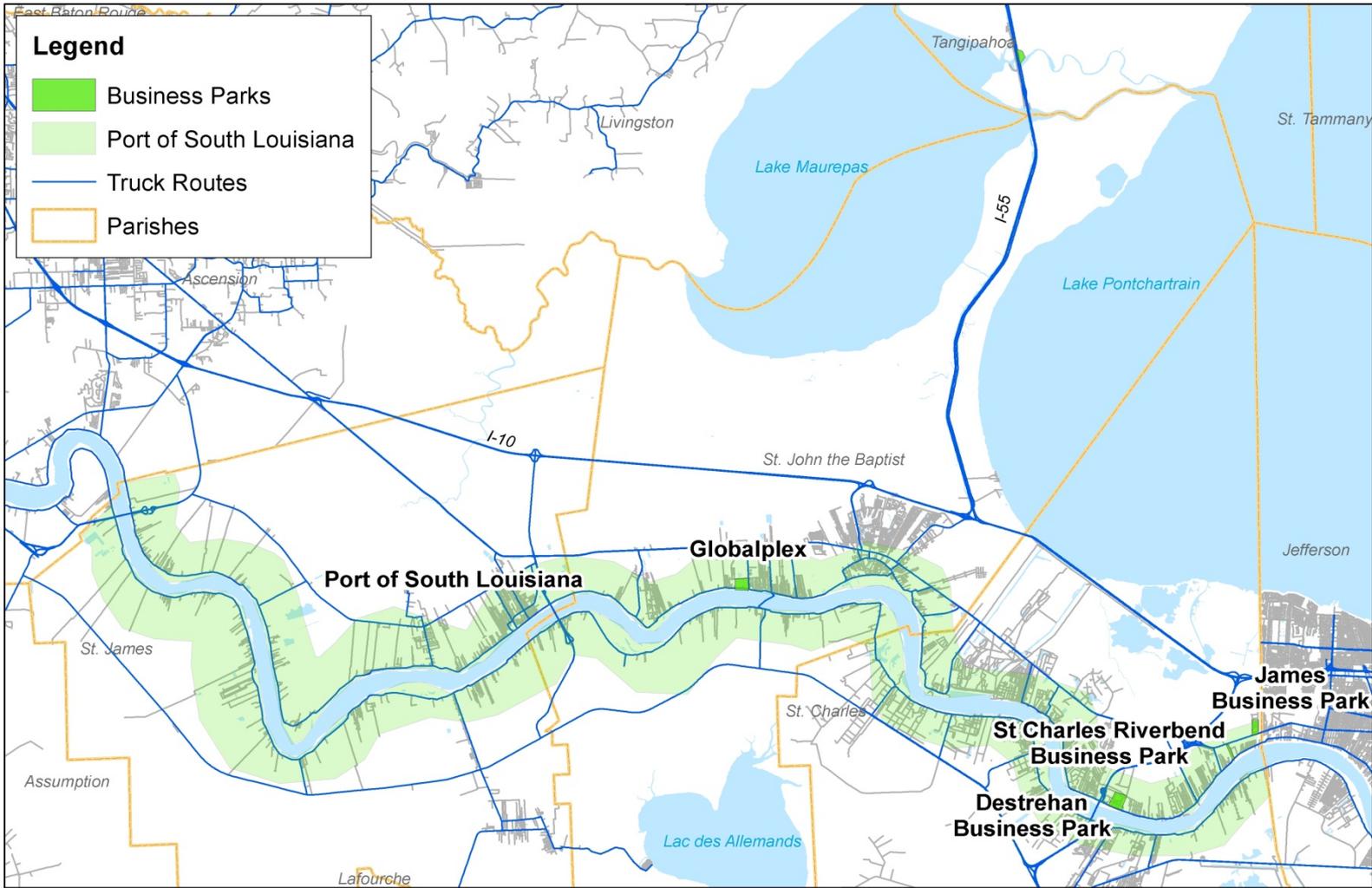
South Shore Business Parks and Truck Routes

New Orleans, Louisiana



Prepared by the Regional Planning Commission
for Jefferson, Orleans, Plaquemines, St. Bernard, St. Tammany, and Tangipahoa Parishes
March 2014

RPC Task UPW5-A-3.14



River Parishes Business Parks and Truck Routes

Southeast Louisiana

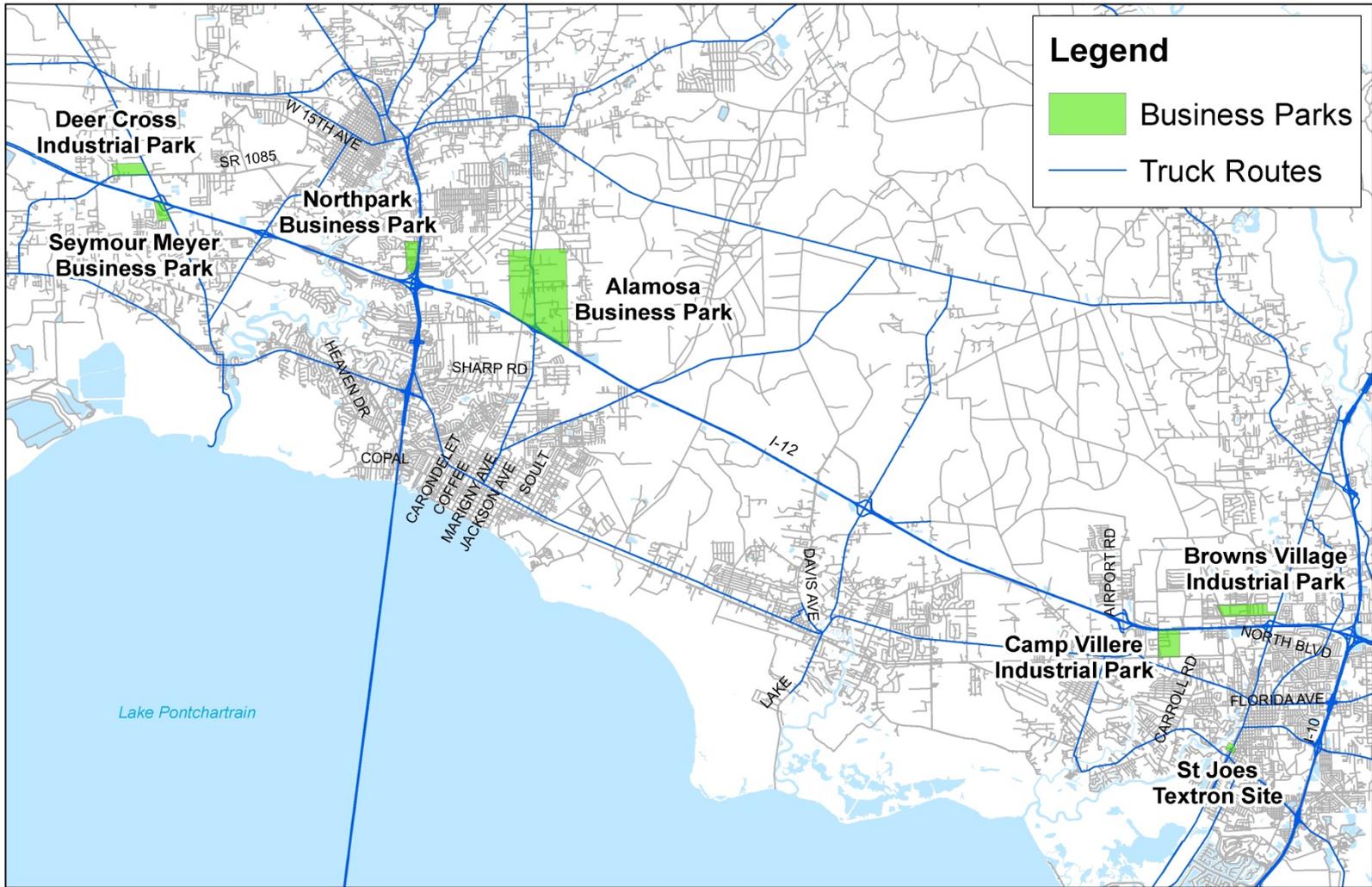


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RPC Task UPWS A-3.14



0 1 2 4
Miles



0 1 2 4 Miles

North Shore Business Parks and Truck Routes

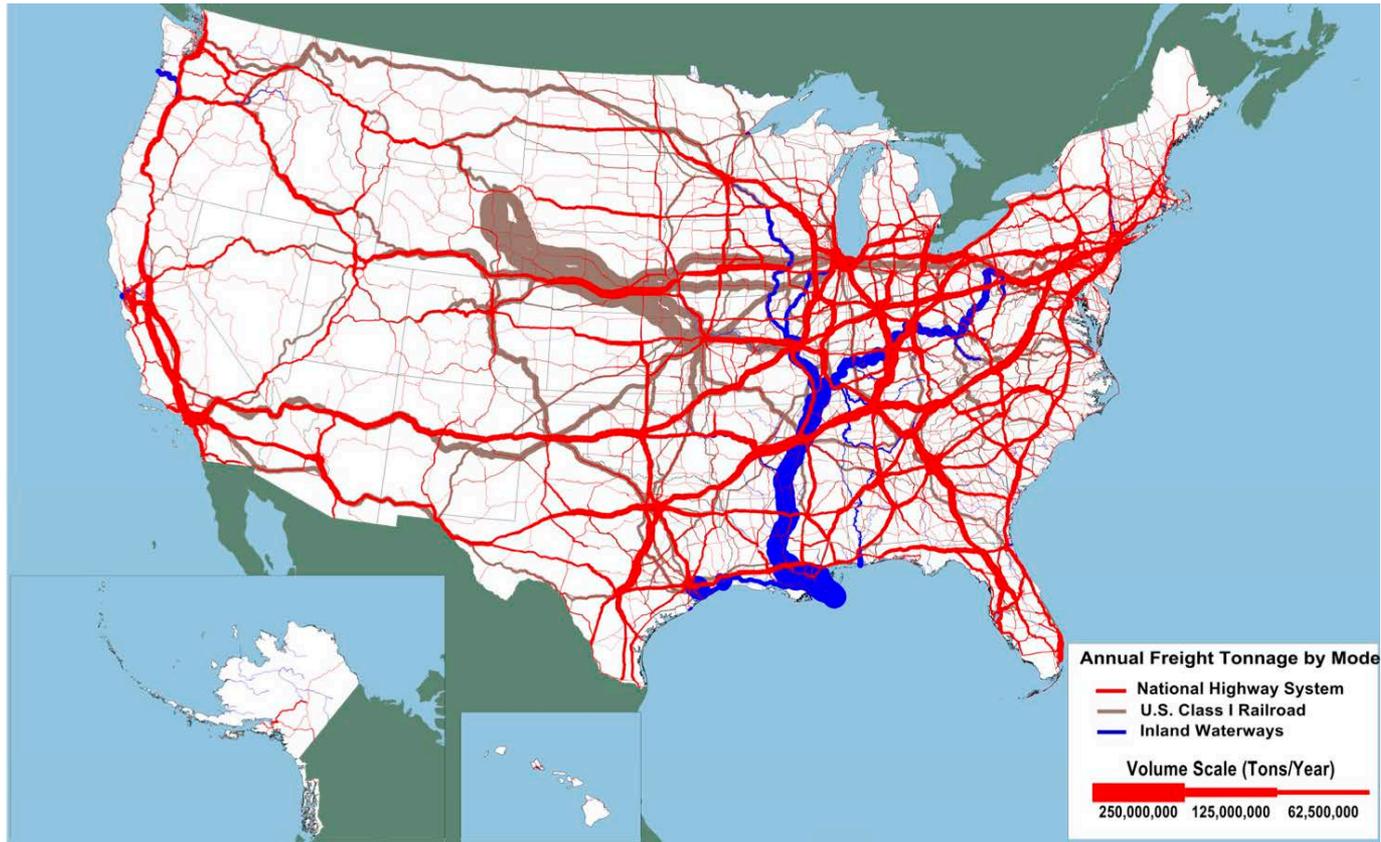
St Tammany Parish, Louisiana



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March 2014

RPC Task UPWS A-3.14

TONNAGE ON HWYS, RAIL AND INLAND WATERWAYS: 2007



FREIGHT PROFILE: MARITIME

2012 Vessel Calls

- Port of New Orleans 1,588
 - Port of South Louisiana 4,152
 - Port of St. Bernard 408
 - Port of Plaquemines N/A
- Port of New Orleans No. 1 rubber, No. 2 coffee and No. 3 steel imports
 - Port of South Louisiana No. 1 in tonnage



Photo: Port of New Orleans

FREIGHT PROFILE: MARITIME

- By value dominant commodities include crude petroleum, cereal grains, food stuff, fuel oils, gasoline, slurry coal, chemicals and transportation equipment
- Over 11,000 oceangoing vessels annually move through the Lower Mississippi River
- 500 million tons of cargo



Photos: K Parsons

FREIGHT PROFILE: RAIL

446 miles of rail track in the 8 parish region

Source: LA DOTD data base

Six Rail Intermodal facilities:

- Norfolk Southern
- Kansas City Railway
- Union Pacific
- CSX
- Burlington Northern Santa Fe
- Canadian National

Short Lines:

- New Orleans Public Belt Railroad
- New Orleans and Gulf Coast Railroad



FREIGHT PROFILE: RAIL

- 20 to 25 trains per day over Huey P Long Bridge
- 119 M tons handled by rail in the region (2008)
- Top commodities moved through rail gateway by revenue:



- | | |
|-----------------|-------|
| • Chemicals | 44.2% |
| • Mixed freight | 14.3% |
| • Pulp & Paper | 7% |
| • Food products | 5.4% |
| • Petroleum | 5.1% |



FREIGHT PROFILE:

PIPELINE

8 Parish Pipeline mileage: 21,555

Louisiana Pipeline mileage: 64,234

8 Parish Percentage: 33%

Plaquemines Parish: 50% of 8 parish total

Source: Peele, R. Hampton, 2014: *Unpublished and incomplete compilation of GIS data from numerous Louisiana and federal agencies.* Louisiana Geological Survey

Mileage is measured only to the state/federal boundary for coastal parishes

Truck transfer location: NOIA-Motiva Distribution Facility



Photo: TRB Publications



Photo: K. Parsons

FREIGHT PROFILE:

Enplaned Passengers

Deplaned Passengers

Cargo Volume (TBD)

Source: Louis Armstrong International Airport

AVIATION

385,536

393,545



Photo: K Parsons

NATIONAL HIGHWAY SYSTEM

Interconnected system of urban and rural principal arterial routes which serve major population centers, international border crossings, ports, airports, public transportation facilities, and other intermodal transportation facilities and major travel destinations; meet national defense requirements and serve interstate and inter-regional travel needs. Includes all Interstate routes.



CONGESTION MANAGEMENT PROCESS PLAN

Established Traffic Data Base/Ongoing Data Collection

- Speed
- Average Daily Traffic
- Percent Commercial Vehicle Traffic

Produces a Quantitative Measure of congestion on Major Roadways using a Congestion Management Index Calculation (assessment and prioritization tool)

DATA IMPROVEMENTS FOR FREIGHT

- Compilation of traffic counts, speed and crash data over State/RPC GIS base map for improved analysis for both in-house and consultant based evaluations
 - Historical speed data for 10 parish area
 - Increasing/Improving Truck counts
 - Conditions inventory of arterial streets
 - RPC Technical Advisory Committee input
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TRUCK DATA COLLECTION FOR DEMAND MODEL

Two Layer Truck Model Development (forecasting capacity)

- Long Distance truck trips (U.S.)
 - New Orleans region start and end trips, through trips
- Local (trips ends within New Orleans region)
- Ports of New Orleans and South Louisiana rubber tire transfer numbers
- Time of Day Split

CRASH DATA FOR TRUCKS

- State and local Police Departments fill out crash reports
 - State DOTD clean, input and own data
 - Crash data provided to RPC by LA DOTD
 - RPC or RPC consultant refines and geocodes crash data
 - RPC analysis of high incident crash truck locations
 - Crash data & findings protected by 23 U.S.C. 409
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INTELLIGENT TRANSPORTATION SYSTEM

The management and operations of the roadway network through technology and communication

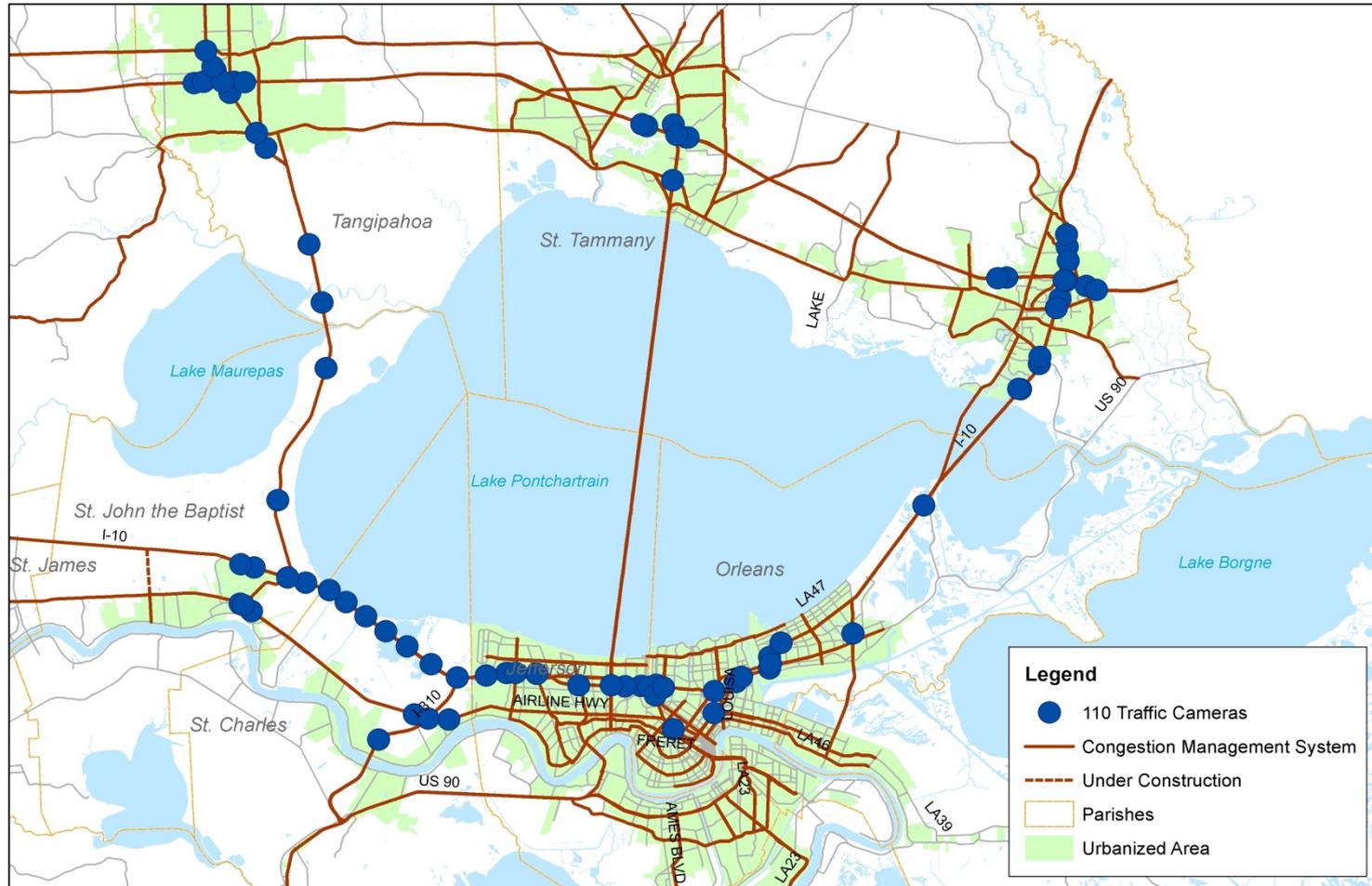
- Recent update of Regional ITS Architecture Plan
- To improve on-time performance
- To reduce incident response time

ITS Design and Construct \$11.7M *FY 14 DOTD budget*

INTELLIGENT TRANSPORTATION SYSTEM

- System management for planned road repair schedules, motorist assistance, hurricane evacuation, emergency closures or trouble spots
 - Monthly meetings of ITS technical committee
 - Real Time Information through installation of 110 cameras
 - New system of alerts for road closures
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TRAFFIC CAMERAS



Traffic Camera Locations and Congestion Management Routes

New Orleans Urbanized Area, Louisiana



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March 2014

RPC Task UPWS A-3.14

REGIONAL TRANSPORTATION MANAGEMENT CENTER



SOUTHEAST LOUISIANA CLEAN FUEL PARTNERSHIP



Partnering for Clean Fuel
Transportation



Rebecca Otte
Clean Cities
Coordinator

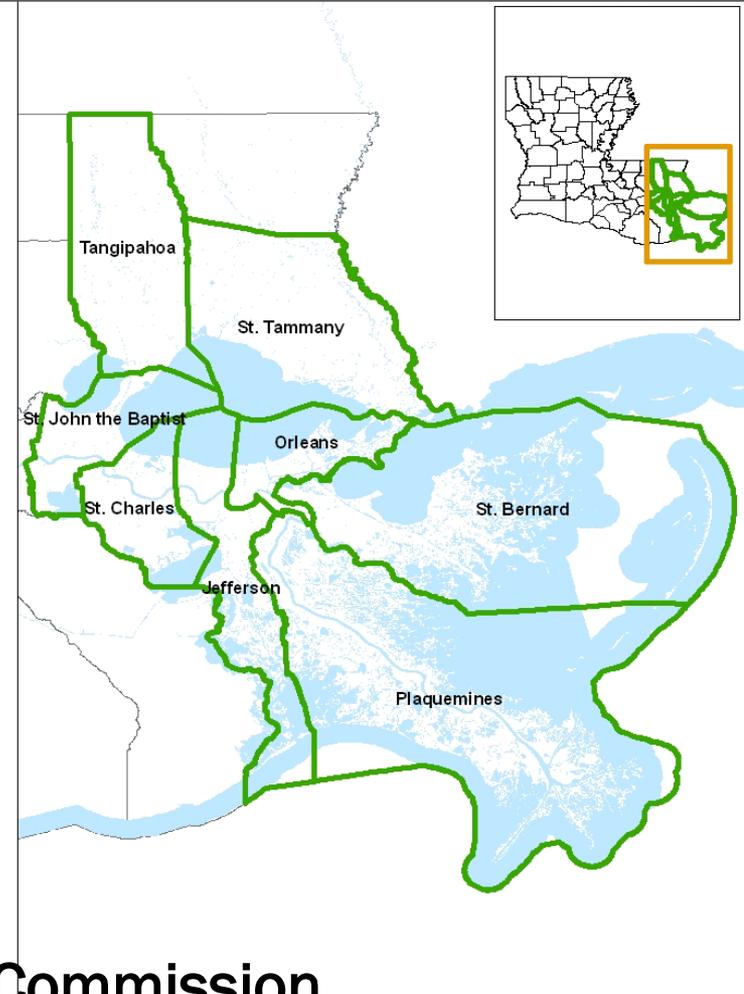
SOUTHEAST LOUISIANA CLEAN FUEL PARTNERSHIP



U. S. Department of Energy

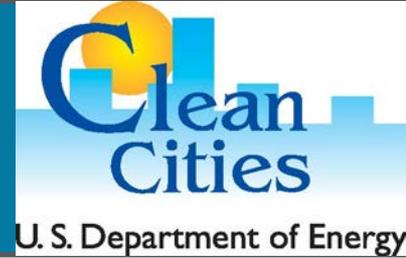
Eight Parishes:

- Jefferson
- Orleans
- Plaquemines
- St. Bernard
- St. Charles
- St. John the Baptist
- St. Tammany
- Tangipahoa



Housed at the Regional Planning Commission

SOUTHEAST LOUISIANA CLEAN FUEL PARTNERSHIP



Clean Cities Coalitions

- Sponsored by the US. Dept. of Energy (USDOE)
- Over 80 Coalitions Nationwide
- Mission: Reduce U.S. dependence on gasoline and diesel fuels in the transportation sector
- Focus: Help vehicle fleets incorporate alternative fuels and fuel saving technologies and practices into their operations

CLEAN CITIES PORTFOLIO OF TECHNOLOGIES



Alternative Fuels & Vehicles

- Biodiesel
- Electricity
- Ethanol
- Hydrogen
- Natural gas
- Propane

Hybrids

- Light- and Heavy-duty HEVs
- PHEVs

Fuel Economy

- Fuel efficiency
- Behavioral changes
- Vehicle maintenance initiatives
- Vehicle miles traveled (VMT)

Idle Reduction

- Heavy-duty trucks
- School buses
- Truck stop electrification

Any fleets using clean fuels/ technologies/
practices already?

How the Clean Fuel Partnership assists Fleets:

- Network fleet representatives, fuel/ vehicle/ technology providers, regulatory agencies, and trade associations to facilitate clean transportation projects
- Host meetings, workshops and trainings to provide information on clean transportation
- Connect fleets to information resources
- Identify potential funding opportunities
- Identify clean fuel/ technology options for specific fleets and facilitate implementation

EXAMPLE PROJECTS

- **CSXT**

- GenSet Locomotive
- EPA Clean Diesel Grant



- **Coca-Cola**

- Hybrid Trucks
- National Clean Fleet Partner

- **Airport Shuttle**

- Propane Bi-Fuel Vehicles
- ASI Funded Initial Conversions
- Southeast Propane Autogas Development Program Funding



RESOURCES



US Dept. of Energy's Alternative Fuel Data Center: www.afdc.energy.gov

Clean Cities Website: <http://www1.eere.energy.gov/cleancities/>

Rebecca Otte
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Regional Planning Commission
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The image displays two screenshots of government websites. The top screenshot is the 'Alternative Fuels Data Center' (AFDC) website, featuring a green header with the U.S. Department of Energy logo and navigation tabs for 'FUELS & VEHICLES', 'CONSERVE FUEL', 'LOCATE STATIONS', and 'LAWS & INCENTIVES'. It includes a search bar, a 'Maps & Data' section with a 'Fuel Prices' graph, and a 'Tools' section with links to 'Station Locator' and 'Vehicle Cost Calculator'. The bottom screenshot is the 'Clean Cities' website, also with a green header and navigation tabs for 'HOME', 'ABOUT', 'COALITIONS', 'FINANCIAL OPPORTUNITIES', 'INFORMATION RESOURCES', 'COORDINATOR TOOLBOX', 'NEWS', and 'EVENTS'. It features a main article titled 'Building Partnerships to Reduce Petroleum Use in Transportation' and a '2014 Vehicle Buyer's Guide' download link. A map of the United States is visible, along with social media icons for YouTube and Blog.

FUNDING FOR FREIGHT

- **Interstate System**– up to 95%
- **State Freight Plan projects** (must prove freight efficiency)– up to 90%
- **Highway Safety Improvement Program** – 90%
- **Projects of National or Regional Significance** – 80%
- **Technology & Innovation Deployment Program** – 80%
- **Intelligent Transportation Systems Program** – 80%
- **Congestion Mitigation and Air Quality –Improvement (CMAQ)** program funds; In those cases where freight investment projects can directly bring about reductions in pollutant emissions - 80 or 90%
- **EPA Clean Diesel** funding; projects that reduce emissions from diesel engines

FREIGHT PROJECTS IN REGION

- Road capacity and geometric improvements
- Safety improvements
- New infrastructure
- Signalization, security and surveillance



SUMMARY OF FREIGHT RELATED PROJECTS

- Includes DOTD and RPC projects
 - MTP (20 year) Grand Total: \$1,047,315,000
 - TIP (4 year) Total: \$402,230,000
 - Over 90 projects in the TIP support the movement of freight
 - See TIP and MTP: www.norpc.org
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SAMPLE OF SOUTH SHORE FREIGHT PROJECTS

Overpass Connection Earhart Expy Extension to US 61 –\$3.1M Eng.

Port of South Louisiana Connector Roadway – FY 2013 \$12.8M

US 90Z Ramp Improvements – FY 2014 \$4M

Tchoupitoulas @ Annunciation Signal Improvements

I-610 Interstate Signing – FY 2013 \$5.9M

I-10 Clearview to Loyola Dr. add travel lane – \$80M

SAMPLE OF SOUTH SHORE FREIGHT PROJECTS

LA 23 Engineers Rd to Lapalco Blvd widening – FY 2013 \$4.5M

LA 3019 Roundabout at I-10 Ramp FY 2013 \$1.1M

US 90 R-Turn Lane Installation at LA 306 - FY 2014 \$225,000

Hickory (LA 48 to Mounes) new 4 lanes – \$11.2M

LA 45 Intersection Imp @ US 90B/turn lanes FY 2014 \$563,000

Almonaster Bridge & Approaches Replacement – FY 2016 \$62M

SAMPLE OF NORTH SHORE FREIGHT PROJECTS

US 11/Left Turn Lane @ LA 3081/LA 41 FY 2012 \$250,000

Realign 4 lanes thru Toll Plaza FY 2012 \$1.9M

I-59 Slidell Rest Area Improvements - FY 2013 \$5.2M

I-12 (US 11 to Northshore Blvd) widening to 6 lanes - FY 2013 \$55.2M

I-12 @ US 51 Business Interchange Imp FY 2014 \$4.9M

US 90 @ Northshore Blvd. Intersection Imp FY 2014 \$2.4M

I-55 Ramp Widening - NB offramp @ LA 16 FY 2015 \$300,000

I-12 Lighting Imp (LA 434/LA 1088) FY 2015 \$2M

US 61 @ Belle Terre (traffic safety/flow imp) FY 2014 \$225,000



CONTINUED ACTIVITIES GOING FORWARD

- Meet with individual modal stakeholders
 - Initiate feasibility studies as needs arise
 - Seek operational and institutional solutions
 - Attend other organization's transportation committee meetings (WTC, etc)
 - Implement freight improvements in TIP
- 

POTENTIAL ACTIVITIES

- Convene Semi-Annual or Annual Meetings
 - Updates on RPC and DOTD initiatives and achievements related to freight
 - Engagement on relevant (timely) issues
 - Group discussion about evolving freight needs
 - Consider short, medium and long term solutions
 - Tailor topics to provide information of interest and value to the diverse group
 - Group provide feedback on specific projects and policies
- 

DISCUSSION AND FEEDBACK

- Moving forward: What are our outreach gaps?
 - Freight transportation needs and concerns
 - Highway Reauthorization Challenges
 - Other legislation (Federal/State)
 - Relevancy of associated issues: (Workforce Development, HazMat, Equipment, Fuel, etc.)
 - Please comment on Draft RPC Freight Profile
 - What information would be helpful for your business or transportation service?
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