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AMPO Introduces its Newest Board Members



AMPO is proud to introduce Sandy Greyson and Steve Kinsey as the newest members of its Board of Directors.

*Sandy Greyson
Councilmember (District 12)
City of Dallas, Texas*

Sandy Greyson, in her role as Councilmember for District 12 in Dallas, Texas, serves on several committees. She is Chair of the Transportation & Telecommunications Committee, Vice Chair of the Legislative Affairs Committee and is a member of the Housing & Neighborhood Development and Public Safety committees. Greyson currently holds the position of Vice Chair of both the Dallas Regional Mobility Coalition and the Transportation Infrastructure and Services Steering Committee for the National League of Cities. In 2001, she was the Chair of the National League of Cities Task Force on TEA-21 Reauthorization.

Some of the main commuter issues in the Dallas area, she says, are congestion and air quality. She states that the Dallas/Fort Worth Metroplex is in serious non-attainment status for ozone. It must attain the standard by 2007. Resolution of these issues include several plans being developed — 300 miles of regional rail in the Metroplex area, freeway management and bottleneck programs, and implementation of commuter and light rail. Additional activities include promotion of tollroad construction and staged construction of new freeways by building frontage road lanes first.

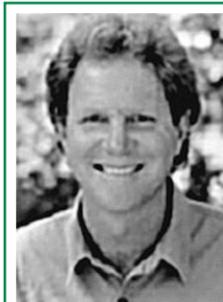
Greysin notes that some of the issues concerning MPOs in Texas include inadequate state transportation funding as well as access management issues as they relate to construction of frontage roads on new or rebuilt freeways. Another source of concern is the effort to implement a “level of service” to help guide the Texas legislature in funding TXDOT. Greysin acknowledges that Dallas’s MPO – North Central Texas COG – is also dealing with a massive increase in population as a result of its leadership role in the promotion of sustainable development.

As reauthorization of TEA-21 approaches, Greysin hopes to see accomplished guaranteed funding at current or increased levels and retention of firewalls; adjustment of

the RABA mechanism; inclusion of management and operations language; continued support and increased funding for MPOs. She would also like to see innovative financing methodologies; support for such intermodal transportation solutions as transit, commuter, light rail and high-speed rail. Also high on that list are the continuation of strong local programs such as CMAQ, Transportation Enhancements and ITS as well as environmental streamlining.

Even with her busy schedule, Greysin, who attended the University of Illinois in Chicago, is actively involved in the lives of her husband and two sons. In 1987 she was a representative of Richardson Independent School District Parent Advisory Committee; and from 1982 to 1987, was a Board Member of the James Bowie Elementary School PTA.

Steve Kinsey, is a member (District 4) and 2nd Vice President of Marin County, California’s Board of Supervisors. Kinsey, born in Wilmington, Delaware has resided in the district for 22 years. He lives in Forest Knolls with his wife Jean and 15-year-old son Breeze. Kinsey has established himself as an active member of his community and advocate for positive changes pertaining to issues surrounding transportation and environmental planning.



*Steve Kinsey
Supervisor (District 4)
County of Marin, California*

During his tenure as Supervisor, Kinsey has served on several boards including, Metropolitan Transportation Commission, where he held the position of Vice-Chair; Bay Area Ridge Train Council Board; Marin Agricultural Land Trust; and from 1990 – 1996 prior to his election, Marin Conservation League Board.

He also has received many supervisorial appointments. Amongst those, Chair of the Marin County Congestion Management Agency, the Regional Agencies Smartgrowth Committee, which he also chaired, and offered his expertise as a member of the Marin/Sonoma Highway 101 Policy Advisory Group.

Kinsey has been the recipient of numerous acknowledgements. These include The Governor’s Environmental and Economic Leadership Award (for Fishery Restoration), the Marin County Fair Housing Leadership Award – both received in 2001. Other awards include Marin Conservation League Ted Wellman Award and Marin Green Award – each in 1992.

He received his Bachelor of Arts in Architecture from Arizona State University in 1976.

On the issue of TEA-3, Kinsey states, “MTC is very satisfied with the flexibility and the ‘firewall’ protections built into TEA-21, and seeks to maintain these provisions.” He adds, “We also would like to be able to spend down the unobligated balances in the Highway Trust Fund.” Kinsey acknowledges that MTC is in support of guaranteed access to freight railroads’ right-of-ways by commuter rail authorities.

The staff at AMPO looks forward to having Greysin and Kinsey serve as members of the organization’s Board of Directors.

A Place To Call Home

As some of you may have heard, on April 1, 2002, AMPO relocated its offices... yes, again. We now have our own space on the sixth floor at 1730 Rhode Island Avenue NW in Washington, DC. While we are still putting on the final touches, our operation is up and running. DeLania, Bettina and I are ready to continue to serve our membership as we have in the past. Be sure to stop by and take the “grand tour”.

Letter from the Director



Dear AMPO Members and Colleagues,

Our association is moving forward and getting ready for reauthorization of TEA-21.

In May, three MPO directors testified on behalf of AMPO before the Senate Environmental and Public Works Committee. Jacob Snow, Executive Director of the Regional Transportation Commission of Southern Nevada, Dr. Ronald Kirby, Director of the National Capital Region Transportation Planning Board, and Andrew Cotugno, Transportation Director of Metro in Portland Oregon, testified on Operations, Planning and Smart Growth, respectively, before the Senate Environment and Public Works Committee. Most recently, Steve Heminger, Director of the San Francisco Bay area's MTC, testified before the House Transportation and Infrastructure on intermodal facilities and planning issues.

For the reauthorization of TEA-21, AMPO started outlining its three main priorities. First, focus funding where the priorities are. AMPO seeks to increase the 1% metropolitan planning takedown of transportation funds to 2% to provide greater funding for MPOs. It seeks to maintain the firewalls and funding guarantees. Further, AMPO supports suballocating CMAQ funds to MPOs in air quality non-attainment and maintenance areas and extending the suballocation of STP funds to all MPOs. AMPO also supports requiring states to maintain an explicit and detailed accounting of program funds.

The second priority is to provide for new and existing transportation system efficiencies. This includes building the "infostructure" to operate transportation systems and provide traveler information, using NHS, STP, and CMAQ funds to manage and operate systems, and encouraging a performance-based management element within MPO plans and programs. Also included is broadening the eligibility of freight project funding.

The third priority is streamlining project delivery and the air quality conformity process. This entails requiring federal project-sponsoring and resource agencies to participate in the MPO corridor planning process, allowing concurrent reviews, providing incentives for demonstrating innovative streamlining techniques, and focusing the conformity process on the regional transportation plan.

We are working actively with our transportation partners and those organizations representing local elected officials. This is certainly an exciting time for MPOs and I look forward to taking on this challenge with you.

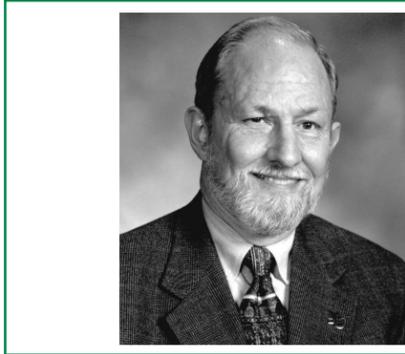
Sincerely,

Alex

Highlights of New Directors

Bill Knight, Executive Director, Chittenden County MPO, Vermont

Bill Knight has served as executive director of the Chittenden County MPO for the past year. However, he has 38 years experience in metropolitan planning, including 29 years at the Toledo Metropolitan Area COG (TMACOG) where he served as executive director from 1992 through 2000. The Chittenden County MPO serves a population of 146,000 and operates on a \$1 million annual operating budget with a staff of six.



Among his many accomplishments he has established the first storm water district in Ohio, increased the Toledo MPO staff from 10 to 20, made TMACOG fiscally sound with cash reserves, and developed strong partnerships with various governmental and business-oriented associations.

The Chittenden County MPO is nearing completion of its long-range plan, which cost approximately \$200,000 over the past two years. For the short-term, it identified 15 projects worth approximately \$400,000 for completion.

A more important recent project is the Burlington-Essex Corridor, a commuter rail project. Once completed it will total \$20 million and transport

500,000 passengers annually across the 7-mile span between Burlington and Essex. The project is still in the planning phase.

Mr. Knight feels MPOs should be viewed as a product of the local community rather than an extension of the federal government. He also points out all MPOs are different. As such, federal regulations need to be more generalized and based on performance standards to reflect the unique conditions of each MPO and MPO location.

On the subject of TEA-21, Mr. Knight identified key issues important to his MPO. These include integrating the transportation planning process with the National Environmental Policy Act (NEPA), streamlining the environmental review process, greater land-use planning, and additional funding to carry out the planning guidelines in TEA-21.

As MPOs are the future of local transportation planning, Mr. Knight would like to see at the local level greater involvement by the general public as well as local officials to facilitate a solid base of support and a view of local ownership of the MPO.

Mr. Knight also serves in the American Institute of Certified Planners, the American Planning Association, and the Center for Policy Analysis and Public Service at Bowling Green State University.

Mr. Knight earned a Bachelors and Masters Degree in Civil Engineering from Northwestern University and lives in Burlington with his wife and two children.

James Armstrong, Executive Director, Anchorage Metropolitan Area Transportation Study, Alaska

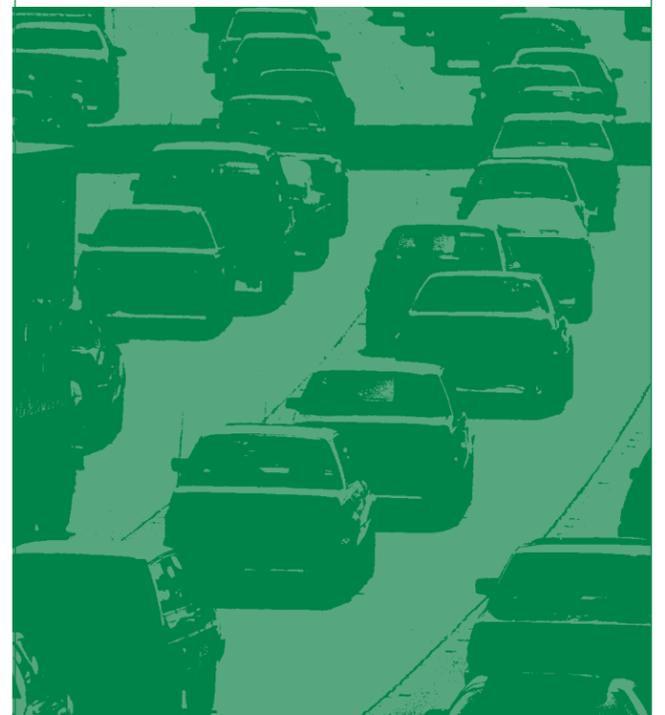
James Armstrong was selected eight months ago as the executive director of the Anchorage Metropolitan Area Transportation Study (AMATS), currently the only MPO in Alaska. AMATS serves a community of 260,000 and operates on a \$2.6 million budget. Though new to the MPO community, Mr. Armstrong is no stranger to planning. He previously worked on the staff of State Senator Dave Donley (R-Anchorage) with whom he shared a deep interest in planning.

Among the challenges faced by Mr. Armstrong during his tenure are getting the various community councils and the state legislature to understand how the capital state improvement plan relates overall to AMATS's transportation improvement plan, and many of the other complex details of transportation planning in TEA-21. Communicating to the public funding requirements proves to be challenging, according to Armstrong. For example, why CMAQ funds may not be necessarily used to plan or build a bike trail alongside a highway.

Despite these challenges, Mr. Armstrong expanded the technical advisory committee and maintained a good working relationship with those participating in the planning process. Further successes include identifying 146 projects worth approximately \$2.64 million for short-term improvements, enhancements, and rehabilitations. This includes 62 roadway priorities, 61 enhancements, and 23 CMAQ projects. The Long Range Transportation Plan, updated and approved in 2001, will take approximately \$44.6 million per year to carry out. Among the items in the

plan are 27 major roadway recommendation plans, adding 2 to 3 transit buses per year starting in 2004, and 50 trail projects that are to be implemented in the next 20 years.

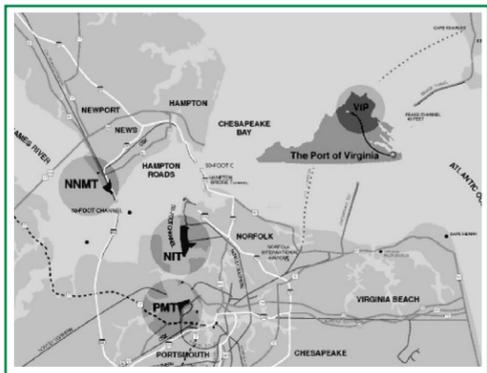
Mr. Armstrong identified his priorities for TEA-21 reauthorization as increasing funding for MPOs (Alaska currently provides 10% for transportation funding with the federal government providing 90%), universal application of the National Environmental Policy Act (NEPA), keeping the fiscal constraint requirement, and maintaining the integrity of the Highway Trust Fund by retaining the firewalls.



Hampton Roads MPO Faces Freight Planning Challenges; Uses Multi-Modal Solutions

The Hampton Roads Planning District Commission (HRPDC) faces unique planning challenges on different levels. HRPDC is the MPO for the Hampton Roads region encompassing 16 localities, including Hampton, Newport News, and Williamsburg in the northern part and Norfolk, Virginia Beach, Portsmouth, Suffolk, and Chesapeake in the southern part. The James River and the Chesapeake Bay separate the area. Also located in Hampton Roads is the Navy's Atlantic Fleet.

The Port of Hampton Roads has a high rate of U.S. port container traffic, ranking number eight in 1999. Much of this freight must also be trucked in and out of the region, which adds to the growing congestion that Hampton Roads, along with many other MPOs, already face. With these challenges in mind and recognizing the need to stay competitive in a global market, HRPDC has identified what modal and infrastructure aspects need improving and has taken steps to make sure the improvements are put in place.



Twelve multi-modal projects and a dredging project are planned by the Hampton Roads MPO to improve congestion and freight issues in the region.

The Port of Hampton Roads is the second leading such facility on the Atlantic Coast, number one in exports, and four in imports on the Atlantic Coast. In 1999, 43.5 million tons of bulk and cargo, imports and exports, worth \$37.4 billion in international trade moved through the Port of Hampton Roads. In domestic trade alone, a total of 109.7 billion tons of freight worth \$137.8 billion was imported and exported through Hampton Roads. Coal used for energy accounts for a large but shrinking percentage of bulk cargo. Coal loadings peaked in 1991 at 65.1 million short tons. Only 31.9 million short tons of coal loadings passed through in 2000. Though coal is declining, container cargo is increasing drastically. From 1990 through 2000 container cargo increased from approximately six million short tons to approximately 11.5 million short tons. A 1995 Virginia Port Authority report forecasted a possible 250% increase in container cargo at the port by 2010.

Moving much of this container cargo through the ports are the container ships. However, the latest generation of container ships, which has a twenty-foot equivalent unit (TEU or one container) capacity of 7,598, is 140 feet wide with a draft of 47.57 feet. Because of the sheer size, these mega-ships cannot enter the port fully loaded because the inbound channel depth is only 45 feet. By comparison, the previous generation of container ships had a TEU capacity of 4,848.

The impact of the port on the Hampton Roads economy is striking. Imports and exports support over 32,000 port-related jobs, generated over \$1 billion in total payroll and \$65 million in local taxes. One job is created for every 435 tons of general cargo or 9,000 tons of bulk cargo shipped through Hampton Roads.

With the knowledge that its freight capacity was being outgrown and the impact it has on the economy, HRPDC knew it needed to take pro-active steps, both short-term and long-term, to remain competitive. One such step, albeit an expensive step, will be to dredge the port so the new mega-ships can enter the port fully

loaded. However, before the Army Corps of Engineers can begin the two-year project Congress must first appropriate the estimated \$30.6 million. It is still unclear when this may happen. Currently, the Virginia Port Authority is carrying out a \$400 million expansion of the Norfolk International Terminal. This will include adding a fourth marine terminal at Craney Island, in the Portsmouth Bay. The other three are located at Norfolk, Portsmouth, and Newport News.

Included in the long-range plan is widening Dominion Boulevard, adding an exchange at Hampton Boulevard and International Terminal Boulevard, extending the Martin Luther King Freeway, expanding the Midtown Tunnel in Norfolk, making necessary improvements along Route 460, and adding the Hampton Roads Crossing.

The \$4.5 billion Hampton Roads Crossing will add three two-lane tubes to the existing I-664 underwater tunnel that crosses the Chesapeake Bay. Two tunnels will expand Interstate capacity; one tunnel will be for light or commuter rail. The tunnels will cross below the shipping channels to accommodate both the mega-ships and the Navy fleet. A spur will connect the

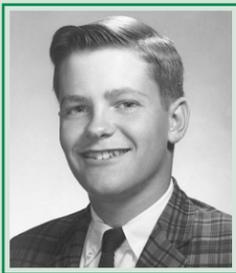
Hampton Roads Crossing to the new marine terminal at Craney Island.

Short-term improvements slated to begin between 2001 and 2004 are the Hampton Boulevard railroad grade separation, an intermodal connector to the Norfolk International Terminal, a connector at Pinner's Point, widening Route 17, and a bypass at Southwest Suffolk.

All of these projects are designed to mitigate traffic and increase efficiency for freight transport. Indeed, traffic in 2001 added up to 571 lane-miles. In 2021, with all improvements in place, traffic will still be an incredible 670 lane-miles. If the improvements are not made, then congestion will equal an astounding 870 lane-miles.

The short- and long-term planning steps taken by the Hampton Roads Planning District Commission to deal with freight and congestion issues on a multi- and inter-modal basis stand as a first-rate example of planning at the local level to preserve its local economy in a global marketplace.

Meet the Staff at AMPO



ALEX TAFT has been Executive Director of AMPO since February 2000. Previous to his appointment Alex was on the board of directors of AMPO and was Executive Director of WILMAPCO, the metropolitan planning organization in Wilmington, DE. In Wilmington he directed the development of the MPO's first strategic long-range transportation plan and received a national excellence award for an outstanding public participation process.

Alex previously was Transportation Director for the City of Wilmington, Delaware, where he introduced new management of downtown parking, improved public transit operations, instituted new traffic control systems, and developed several capital improvement projects for the city. He formerly was a Senior Associate with Cambridge Systematics, Inc, of Cambridge, Massachusetts, where he managed a transportation section and directed numerous projects. He began his transportation career in the City of Boston, rising from Traffic Management Assistant to Transportation Advisor to the Mayor. Alex received a B.S. from Washington & Lee University and a Master's Degree in Urban Affairs from Boston University.

Alex served as a Navy Lieutenant and flew aircraft carrier-based transport aircraft. He enjoys recreational sailing.

BETTINA LUCAS started work at AMPO in March of this year as Membership Coordinator. She spent six years at the Metropolitan Washington Council of Governments (MWCOG). While working in the Transportation Department at MWCOG, Bettina spent much of her time coordinating the many committee and subcommittee meetings that comprise a portion of the Commuter Connections program. She often assisted in the planning and preparation for off-site events and, each year, provided support for the Commuter Connections Annual Awards ceremony. She worked closely with the Chief of Alternative Commute Programs, and was often asked to assist the Director of the Transportation Department.



As Membership Coordinator for AMPO, Bettina is able to assist you with membership information and issues, data on MPOs, and workshop and conference announcements.

DELANIA HARDY is AMPO's Manager of Policy and Programs and has worked for the organization for the past two years. She coordinates programs and partnerships with our association partners on varying transportation subjects. Additionally, DeLania assists in policy development and works to promote AMPO with Congressional staff and the Administration.

Before AMPO, DeLania worked as a Transportation Planner and Project Manager for the Northern Virginia Transportation Commission (NVTC) where she assisted the executive director with advocating public transportation and managed transportation projects in Northern Virginia.

Upon completion of her graduate work, DeLania worked for the Metropolitan Washington Council of Governments (MWCOG) in Washington, D.C. as an environmental planner. Her activities included support to the Metropolitan Washington Air Quality Committee and Air Quality Public Advisory Committee, program development and the daily operations of ENDZONE Partners and Ozone Action Days.

DeLania received her B.A. in International Studies from Virginia Wesleyan College in Norfolk, VA in 1994 and conducted her study abroad at Bath College in Bath, England. She received her M.A. in Environmental Politics from George Washington University's Graduate School of Political Management, Washington, DC, 1996. Additionally, DeLania served as a volunteer on a number of political campaigns in Virginia. She is an avid hiker and boxer and resides in DC.



Left to right - Don Lucas M de Oriol, Chairman of Talgo America (high speed rail manufacturer), DeLania's significant other John, DeLania and the Ambassador Javier Ruparez at the Ambassador's Christmas Party.



ASSOCIATION OF
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Expanding highway capacity is difficult in many urban areas due to environmental and funding issues. Meanwhile, many commuters have to drive because current forms of fixed route transit cannot easily serve suburb-to-suburb commuting needs. Also, many would-be transit commuters drive rather than subject themselves to the rush hour crowds on subway systems in large cities. An innovative Federal pilot program called “value pricing” holds promise in addressing these issues.

Value pricing is a way of harnessing the power of the market to reduce the waste associated with traffic congestion. It can encompass a variety of market-based approaches to respond to congestion problems. One type of value pricing entails tolls assessed electronically which vary by the level of traffic demand on special freeway express lanes. Electronic toll collection eliminates delays associated with manual toll collection facilities, and with “open road tolling” tolls can be collected at highway speeds. Relatively higher tolls are charged for travel during peak periods. This is similar to premiums charged by airlines and hotels during peak seasons.

Average construction costs for adding high-cost lanes in built-up urban areas equate to about 30 cents per mile driven on the added lanes during the rush hours that they are really needed. Yet user charges in the form of fuel taxes average only 2 cents per mile driven. The bargain price paid by motorists increases demand, and congestion returns soon after new lanes are added.

On the other hand, value pricing on the added lanes brings transportation supply and demand into balance and keeps the lanes congestion free. It thus ensures free-flow of transit vehicles and carpools on the added lanes, increasing the attractiveness of these modes. And for those who have to drive, it provides an option for premium service they can use when they need to avoid delays in order to be on time for a business or social appointment. Tolls also generate revenues that can be used to pay for the added highway lanes. Or they can pay for bikeway, ridesharing, paratransit and transit services, increasing travel options and encouraging shifts from solo-driving to other modes.

Priced lanes allowing high-occupancy vehicles to use the lanes free or at a discounted price are called “High-Occupancy/Toll” or HOT lanes. They have been implemented in the medians of I-15 in San Diego and SR 91 in Orange County, California. A new concept called *FAIR (Fast and Intertwined Regular) Lanes* was developed to overcome equity concerns that sometimes surround efforts to implement value priced lanes. Some feel that it is not fair to provide the wealthy with a higher level of mobility than those less well-off can afford. *FAIR lanes* addresses this concern by providing credits to vehicles using Regular lanes if they have electronic toll tags. The credits may be used as toll payments on days when the motorist chooses to use the Fast lanes, or as payments for transit or paratransit services.

Providing new priced lanes on the approximately 200 miles of severely congested freeways in the

Washington, DC metropolitan area could generate as much as \$600 million in toll revenues annually, and as much as \$4 billion in net additional economic benefits from reductions in travel delays and other social costs. A network of value priced lanes in metropolitan areas would reduce congestion, improve air quality and provide funding for transportation needs. Metropolitan areas would do well to consider this promising strategy in developing their long-range transportation plans.

In addition to road-use charges, there are other value pricing concepts which rely on market principles to reduce peak period driving. *Mileage-based pricing* involves varying normally fixed vehicle use costs by extent of usage, providing an incentive to motorists to save money by reducing their use of private vehicles. Examples are “pay-as-you-drive” automobile insurance and car sharing which involves substituting car ownership for variably priced car usage. *Parking pricing* includes parking cash-out, which involves providing employees who currently use free or subsidized parking at their worksites an option to get from their employers the value of the parking benefit in cash if they choose not to drive to work.

For more information, check out the Value Pricing website at www.valuepricing.org.

Disclaimer: The views expressed are those of the author and not necessarily those of the U.S. Department of Transportation or the Federal Highway Administration.

New Orleans MPO Emphasizes Freight Planning

The New Orleans MPO has placed a high priority on freight planning because of freight’s dynamic situation and freight’s importance to its local economy.

Encompassed in the New Orleans Regional Planning Commission (NORPC) is one of the densest freight infrastructures in the United States, with a port with over 22 miles of waterfront, six class-one railroads, dozens of intermodal terminals, and heavy truck volumes in the urban core.

The NORPC quickly realized freight traffic has become increasingly acute in urban areas, with freight volume growing, and freight transportation is interconnected to economic development and national defense. It also realized the dynamics of freight transportation with logistics and communication becoming more important everyday. Each freight transportation mode modifies operations and evolves new strategies; while intermodal activities are expanding or changing location.

Recognizing this trend, and in light of TEA-21’s planning factors, the NORPC feels MPOs should place a high priority on freight planning. NORPC defines MPO multi-modal responsibility as facilitating and funding projects and planning improving the movement of freight in urban areas so congestion is decreased and efficiency, safety, and economic development potential is increased.

With these facets in mind, the New Orleans MPO began responding to freight issues. Recognizing a freight problem existed, the MPO set out to identify freight stakeholders. It then learned a new freight-centered lexicon, began collecting information and data, and did a lot of listening.

After gathering adequate information, the MPO then allocated time, effort, and funds, and formulated adaptive strategies to include freight planning in the overall planning culture.

The MPO developed three projects to effectively deal with freight issues: the Tchoupitoulas Corridor, the Almonaster Bridge at the Inner Harbor Navigational Canal, and the Rail Communication and Coordination Center.

The Tchoupitoulas Corridor is an intermodal rail connector to the highway system to facilitate freight movement. The Almonaster bridge replacement is necessary because the previous bridge was structurally deficient and in dire need of replacement. The Rail Communication and Coordination Center will replace the vastly antiquated West and East Bridge Towers. The West Tower had even been referred to as the “Leaning Tower” of West Bridge because the building tilted to the left. Individuals watching for trains literally stuck their heads out the windows of either tower to see if a train was coming. The East Bridge Tower used a series of 1930s interlocking switches for various operations.



The Tchoupitoulas Corridor is currently 90% constructed. Once construction is complete it will allow the port to expand facilities to increased market growth and to improve freight mobility in a cost efficient manner. The Rail Communications and Coordination Center is still in the planning phases. Simulator models show that once completed there will be a 40% increase in throughput. Currently, the Almonaster Bridge is in

preliminary engineering. After its completion in 2004, it should maintain the current capacity.

More interesting is how the NORPC was able to obtain funding for the Almonaster Bridge. A \$6 million earmark existed for a rail improvement project on the bridge (a rail ran down the middle of the bridge), but wasn’t nearly enough. There were also environmental justice issues that threatened the project. NORPC staff worked proactively with Congressional staff to focus on short-, mid-, and long-term solutions. In the end, the main focus was on short-term solutions and work began with local officials and Congressional staff to get permission for the project. After permission was obtained for the project, funding needed to be provided. To obtain the necessary funding, the NORPC defined the rail replacement component of the bridge replacement as a rail crossing elimination. The idea behind this definition is to have the rail run down one side of the bridge as opposed to the middle, thus eliminating one grade crossing. After this was done, the State of Louisiana agreed to fund the \$57 million for the rail replacement portion of the overall bridge replacement project.

After incorporating freight planning into its overall planning methods, NORPC outlined its TEA-21 reauthorization issues as they relate to freight planning. These issues include integrating land use and transportation planning, recognizing economic development as a planning factor, flexibility in funding mechanisms, emphasizing information technology, and expanding tools for building public-private partnerships.

If Jim Harvey, the Transportation Planner for the New Orleans RPC, can make one point about freight planning, it is this: “If we don’t pay attention to the freight system, we essentially misevaluate priorities because we’re not looking at the whole picture.”