MOVE 2050

APPENDIX #9

Capital Region Planning Commission



Supply Chain Analysis

September 2026

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Capital Regional Planning Commission

2050 Metropolitan Transportation Plan
MOVE 2050

This Plan was prepared as a cooperative effort of the U.S. Department of Transportation (USDOT), Federal Highway Administration (FHWA), Federal Transit Administration (FTA), Louisiana Department of Transportation (DOTD), and local governments in partial fulfillment of requirements in Title 23 USC 134 and 135, amended by the IIJA, Sections 11201 and 11525, October 1, 2021. The contents of this document do not necessarily reflect the official views or policies of the USDOT.

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Supply Chain and Logistics Analysis

This Supply Chain Analysis is part of the Move 2050 MTP update, focusing on reviewing freight conditions and challenges in the study area and creating recommendations for supply chain and logistics network planning. It does this by reviewing existing conditions on the supply chain network, identifying potential gaps and challenges, and recommending projects and strategies to address the gaps and challenges.

2024 Louisiana State Freight Plan

The 2024 Louisiana State Freight Plan provides a statewide blueprint for improving the safe, efficient, resilient, and equitable movement of goods across Louisiana through a multimodal freight network that includes highways, railroads, ports, waterways, pipelines, and air cargo facilities. The plan evaluates existing freight conditions, commodity flows, economic trends, freight bottlenecks, infrastructure needs, and future freight demand while aligning Louisiana's freight investments with federal freight planning requirements. A major theme throughout the document is the recognition of freight as a key driver of Louisiana's economy, particularly given the state's strategic position along the Mississippi River, its extensive port system, and its role in national and international supply chains. The plan emphasizes improving freight reliability, reducing congestion, enhancing safety, increasing system resilience to hurricanes and other disruptions, supporting economic competitiveness, and addressing equity considerations in freight investment decisions. The plan identifies strategic supply chains as those for:

- Advanced manufacturing
- Military/defense
- Agriculture, food process and distribution
- Forestry and wood products
- Chemicals, plastics, and rubber
- Energy/green energy
- Distribution/logistics

The plan identifies several freight-related needs affecting the Baton Rouge region, including recurring congestion and reliability issues on the interstate system, particularly at the I-10/I-110 interchange, which is identified as one of Louisiana's most significant truck bottlenecks. The plan also highlights the importance of improving truck travel reliability, freight rail operations, rail-highway grade crossing safety, truck parking availability, and multimodal connections between ports, rail terminals, pipelines, and highway facilities. The plan's recommended investments for the Capital Region generally focus on interstate capacity and operational improvements, freight bottleneck mitigation, truck parking expansion, rail crossing

upgrades, port access enhancements, multimodal freight connectivity improvements, and projects that strengthen the resilience and reliability of freight movement along the Mississippi River industrial corridor.

Considerations and recommendations from the 2024 Louisiana State Freight Plan are included in the recommendations provided in this analysis.

Roadways

Roadways form the backbone of the supply chain network, providing the primary connections between freight generators, distribution centers, intermodal facilities, ports, airports, and final destinations. Evaluating roadway characteristics and performance helps identify key freight corridors, bottlenecks, and reliability issues that can affect the efficient movement of goods throughout the region.

Freight Networks

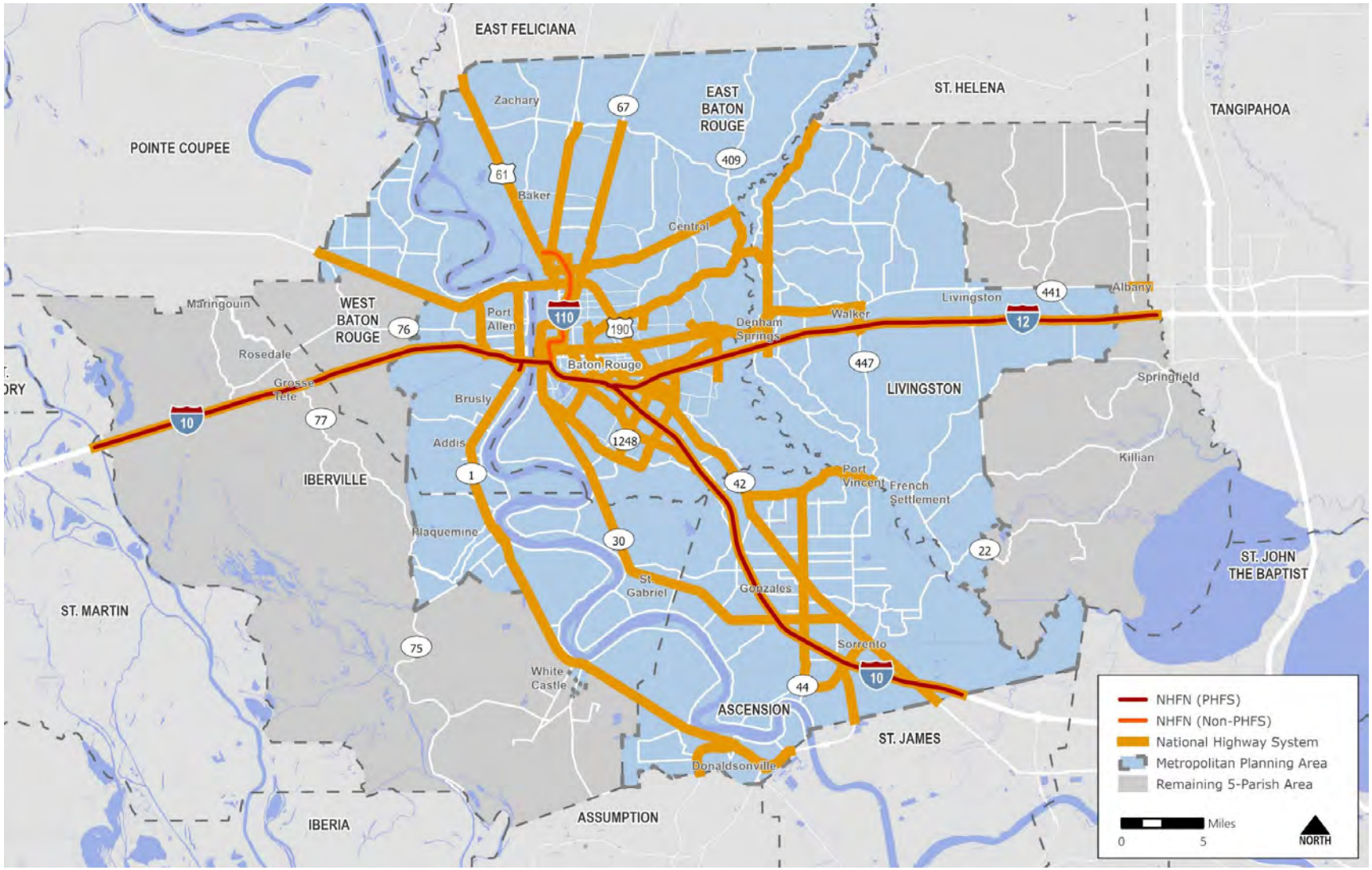
National Highway Freight Network

The National Highway Freight Network (NHFN) is a federally designated network of roadways established to improve the movement of freight on US roadways. This is divided into the Primary Highway Freight System (PHFS), the most critical portions of the network, and other Interstate portions not on the PHFS (non-PHFS). In the study area, I-10 and I-12 are part of the NHFN. The National Highway Freight Network in the study area is shown in Figure 1.

Louisiana Highway Freight Network

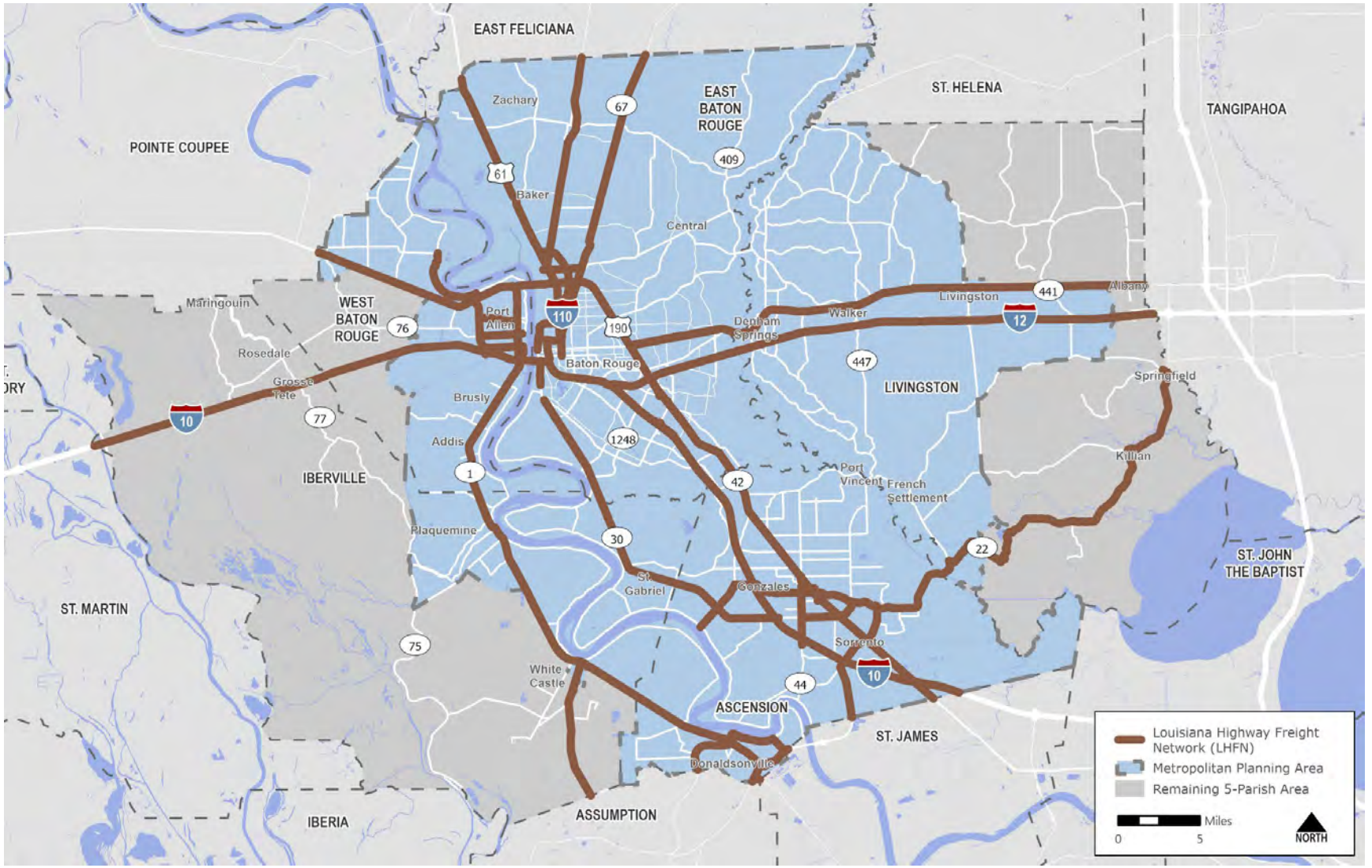
The 2024 Louisiana State Freight Plan established a Louisiana Highway Freight Network (LHFN) that directly supports Louisiana's supply chain (rather than a network that primarily serves passenger mobility). Roadways on the LFHN in the study area are I-10, US 190, LA 415, US 61, Lafiton Ln, LA 986, I-12, LA 1, Court St, S Jefferson Ave, I-110, N 3rd St, N 22nd St, Plank Rd, Scenic Hwy, US 190, LA 19, LA 408, US 69, LA 1, LA 18, LA 22, LA 70, and LA 3127. The Louisiana Highway Freight Network in the study area is shown in Figure 2.

Figure 1: National Highway Freight Network



Source: USACE

Figure 2: Louisiana Highway Freight Network



Source: LADOTD

Network Conditions

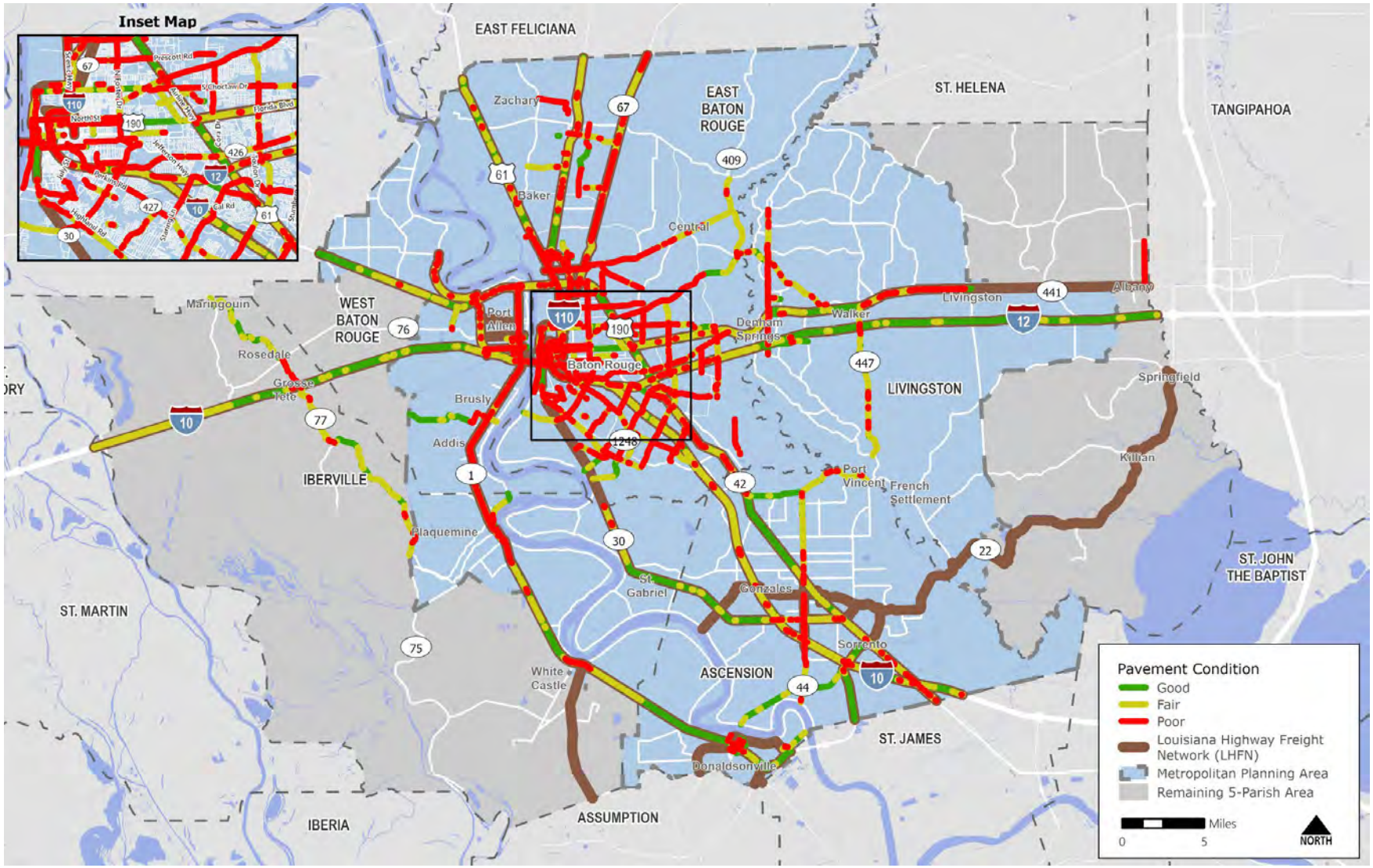
Pavement Conditions

Examining pavement condition is an important part of evaluating supply chain networks because deteriorated roadways can reduce travel speeds, increase vehicle operating costs, and create delays that affect the efficient movement of goods. Understanding pavement conditions helps identify infrastructure weaknesses, prioritize maintenance investments, and improve the reliability and resilience of freight transportation routes. According to the analysis completed in the Needs Assessment portion of the planning process, less than 10% of roadways in the study area are in Poor condition. The majority are in Fair condition. Figure 3 shows the condition of pavement across the study area on the LHFN.

Bridge Conditions

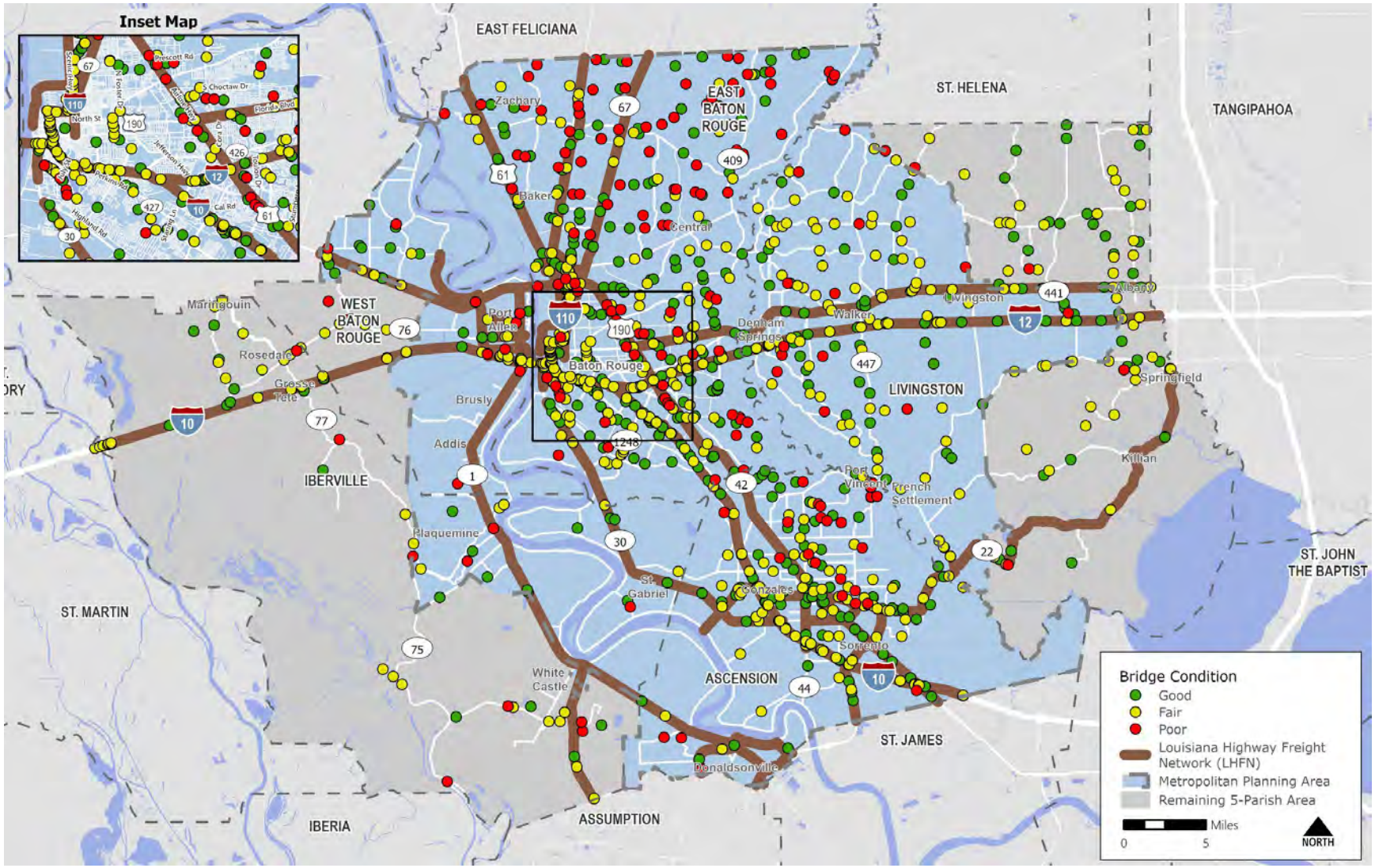
It is also essential to evaluate bridge conditions when assessing supply chain networks because bridges serve as critical links along freight routes, and structural deficiencies or load restrictions can cause detours, delays, and increased transportation costs. Understanding bridge conditions helps identify potential bottlenecks, prioritize infrastructure improvements, and ensure the safe and reliable movement of goods throughout the transportation network. In the planning area, about 8% of bridges are classified as being in Poor condition. The condition of bridges in the planning area is shown in Figure 4.

Figure 3: Pavement Condition on the LHFN



Source: LADOTD Highway Performance Monitoring System (HPMS), 2024

Figure 4: Bridge Condition on the LHFN



Source: National Bridge Inventory (NBI)

Network Reliability

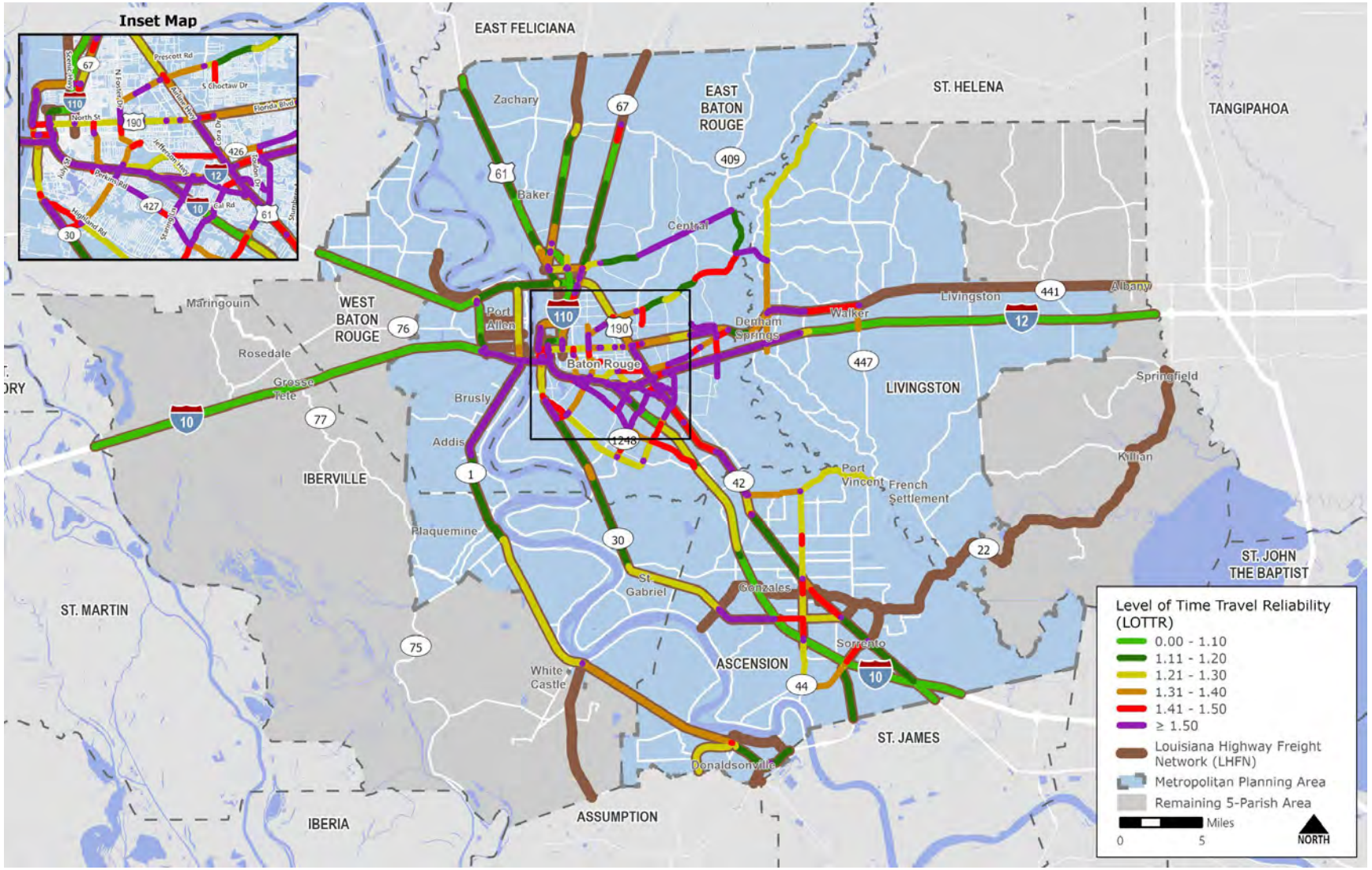
Level of Travel Time Reliability

Level of Travel Time Reliability (LOTTR) measures unexpected delay that may occur during travel. Identifying routes with unreliable travel times helps pinpoint congestion and operational bottlenecks that can increase transportation costs and disrupt the efficient movement of goods. TTR on the roadway network in the study area can be seen in Figure 5. The segments with the worst reliability are concentrated around central Baton Rouge, along I-12, I-10, Perkins Road, LA 1, and LA 408.

Truck Travel Time Reliability

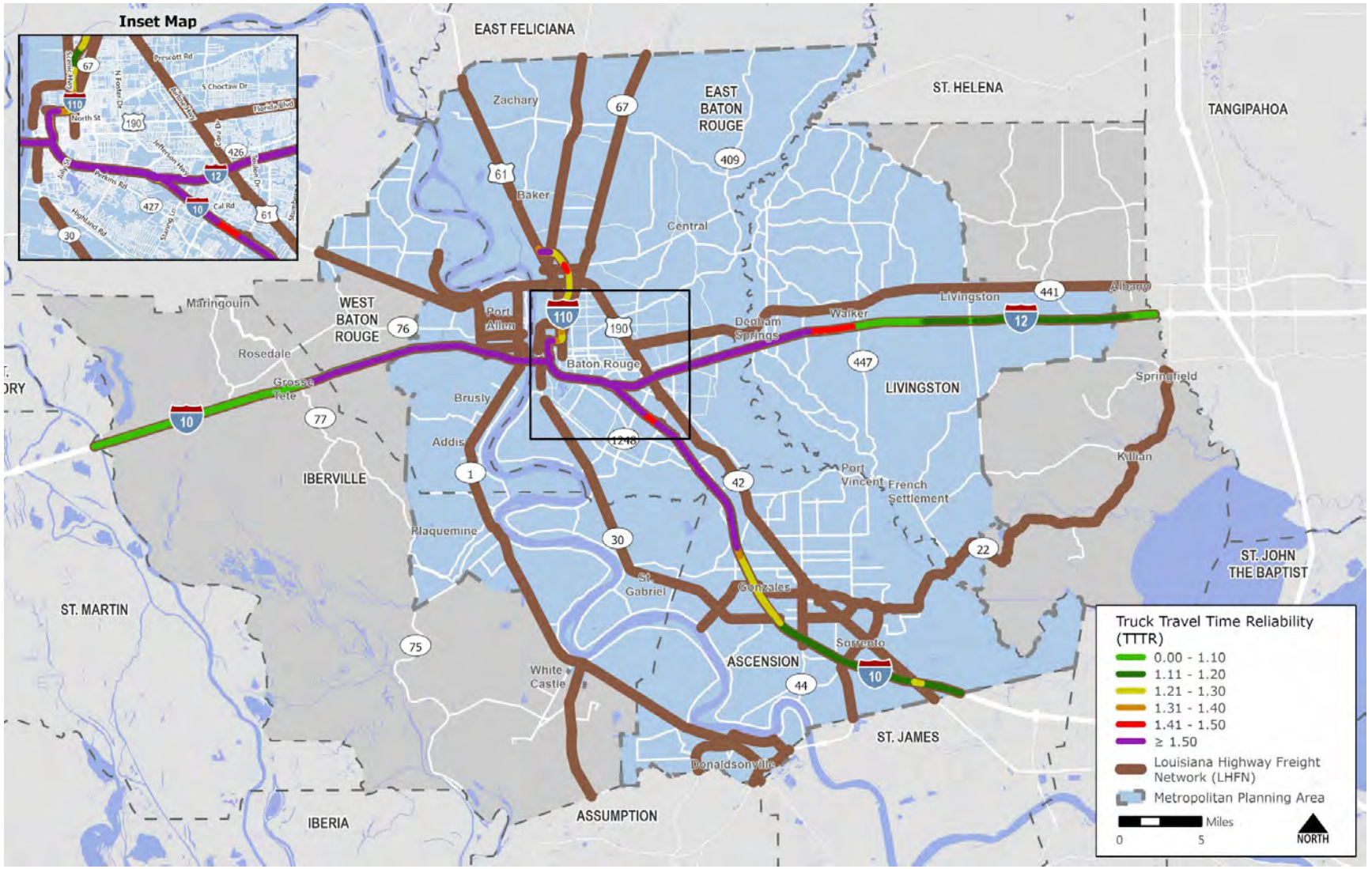
Truck Travel Time Reliability (TTTR) is a freight performance measure to capture the consistency or dependability in travel times of freight traffic. More specific than LOTTR, this measure is important for homing in on challenges to the movement of goods on the network, identifying potential operational challenges that may create delays. TTTR on the LHFN is displayed in Figure 6. The areas with the highest levels of unreliability are along I-10 and I-12 near Baton Rouge.

Figure 5: LOTTR on the LHFN



Source: FHWA National Performance Management Research Data Set (NPMRDS), 2025

Figure 6: TTTR on the LHFN



Source: FHWA National Performance Management Research Data Set (NPMRDS), 2025

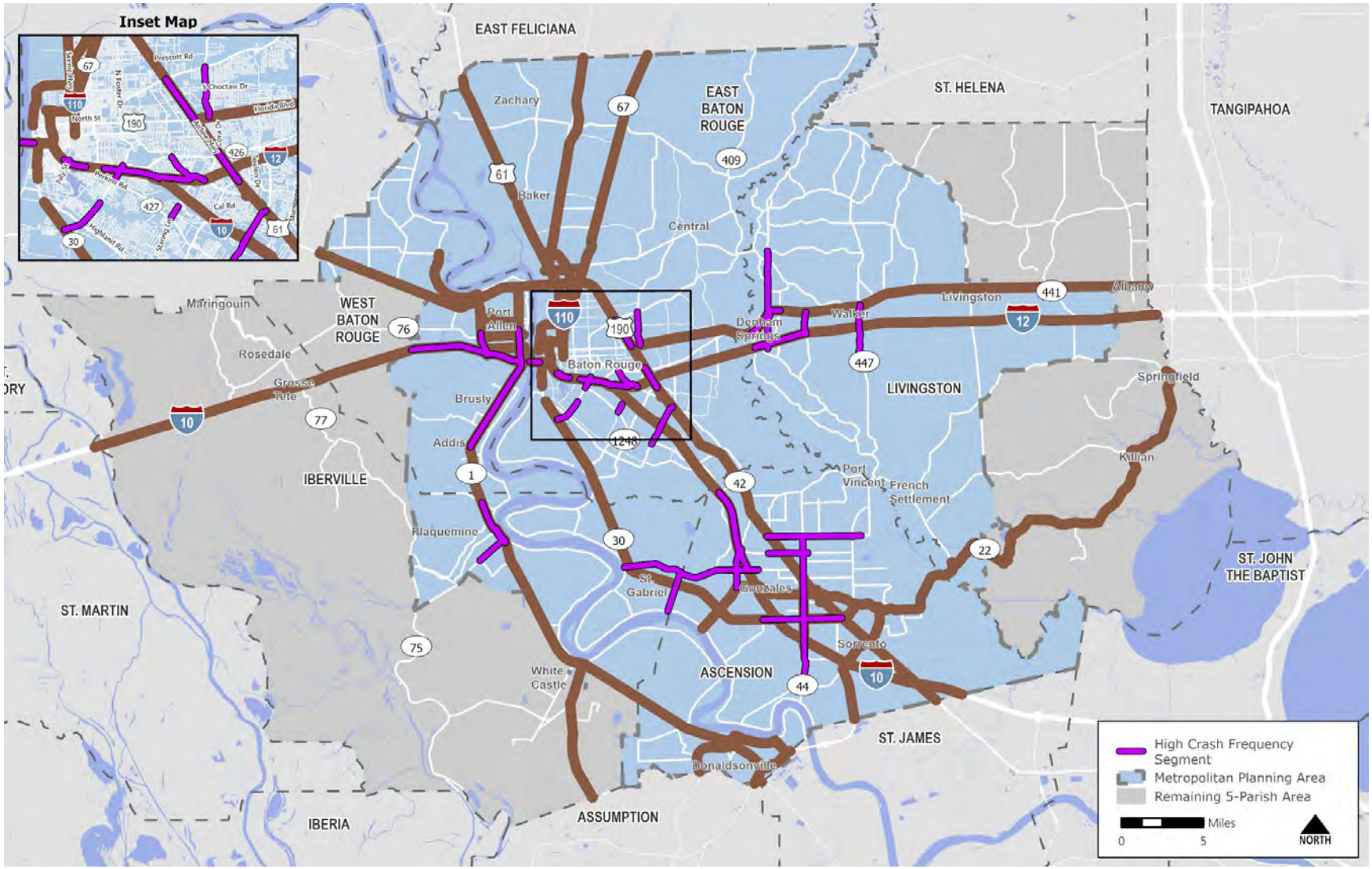
Safety

Assessing roadway safety is important when evaluating the supply chain because crash-prone corridors can disrupt freight movement, cause delays, increase transportation costs, and reduce network reliability. Evaluating crash patterns helps identify safety risks and infrastructure deficiencies, allowing agencies and stakeholders to prioritize improvements that support the safe and efficient movement of goods.

Crashes

High crash frequencies can contribute to travel delays, increased transportation costs, and disruptions to freight routes, making crash data a critical factor in identifying vulnerabilities and improving supply chain resilience. Over the five-year period from 2020 to 2024, there were 3,691 crashes involving commercial motor vehicles in the five-parish region. The safety analysis completed in *Appendix #2: State of Current Systems* revealed several high crash frequency corridors that are key to the freight movement. These include segments of I-10 and I-12. Figure 7 shows all of the high crash frequency corridor segments overlaid with the LHFN.

Figure 7: High Crash Corridors in the Study Area



Source: CARTS, 2026

Freight Network Inventory

Railroad Crossings

Blocked or delayed railroad crossings can increase travel times, disrupt freight and passenger transportation, and create bottlenecks along key logistics routes. Evaluating crossing locations and conditions helps identify areas where infrastructure improvements or operational changes could enhance safety, efficiency, and the reliability of goods movement. At grade crossings (those that are at road level) and grade-separated crossings (those that are built at a different level than the road) are shown in Figure 8. At-grade crossings may pose an operational challenge for supply chains because of the reasons mentioned above. LHFN roadways have multiple at-grade crossings, including on
US 190, LA 415, US 61, and LA 3127.

Truck Parking

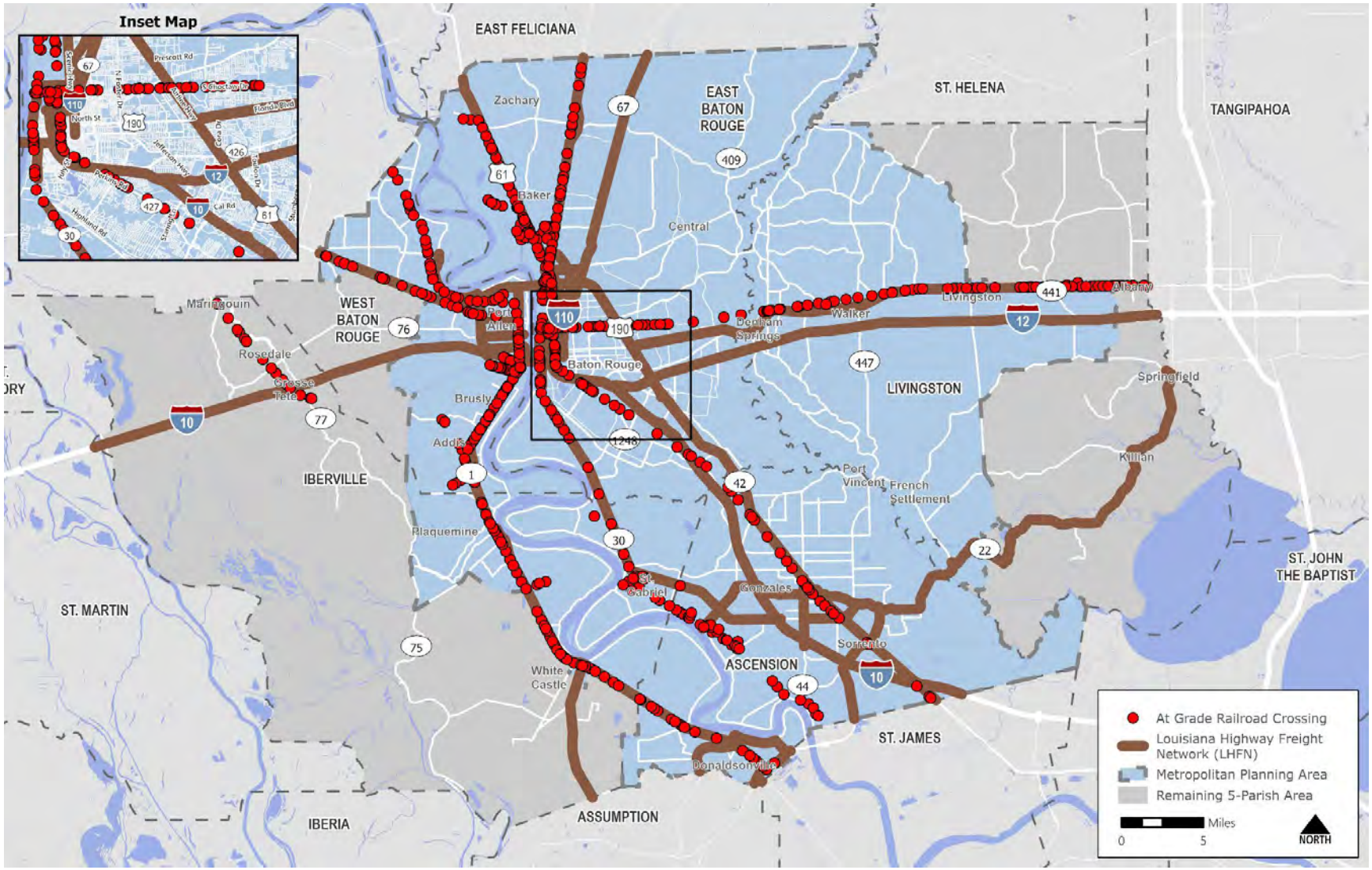
Assessing available truck parking is important because it helps identify whether truck drivers have safe and convenient locations to meet federal hours-of-service requirements without disrupting freight operations. Insufficient truck parking can contribute to delivery delays, increased operating costs, and congestion as drivers search for available parking along key freight corridors. The US Department of Transportation maintains an inventory of parking and rest facilities for commercial motor vehicles engaged in interstate transportation. None of these designated stops are within the study area, but there are several that are 20 miles or less away from the study area boundary, as shown in Figure 9.

Ports and Airports

Airports and ports are critical gateways within the interstate supply chain network, connecting regional producers and consumers to national and international markets through air and maritime transportation. Efficient connections between airports, ports, highways, railroads, and distribution centers support the seamless movement of goods, reduce transportation costs, and strengthen overall supply chain resilience.

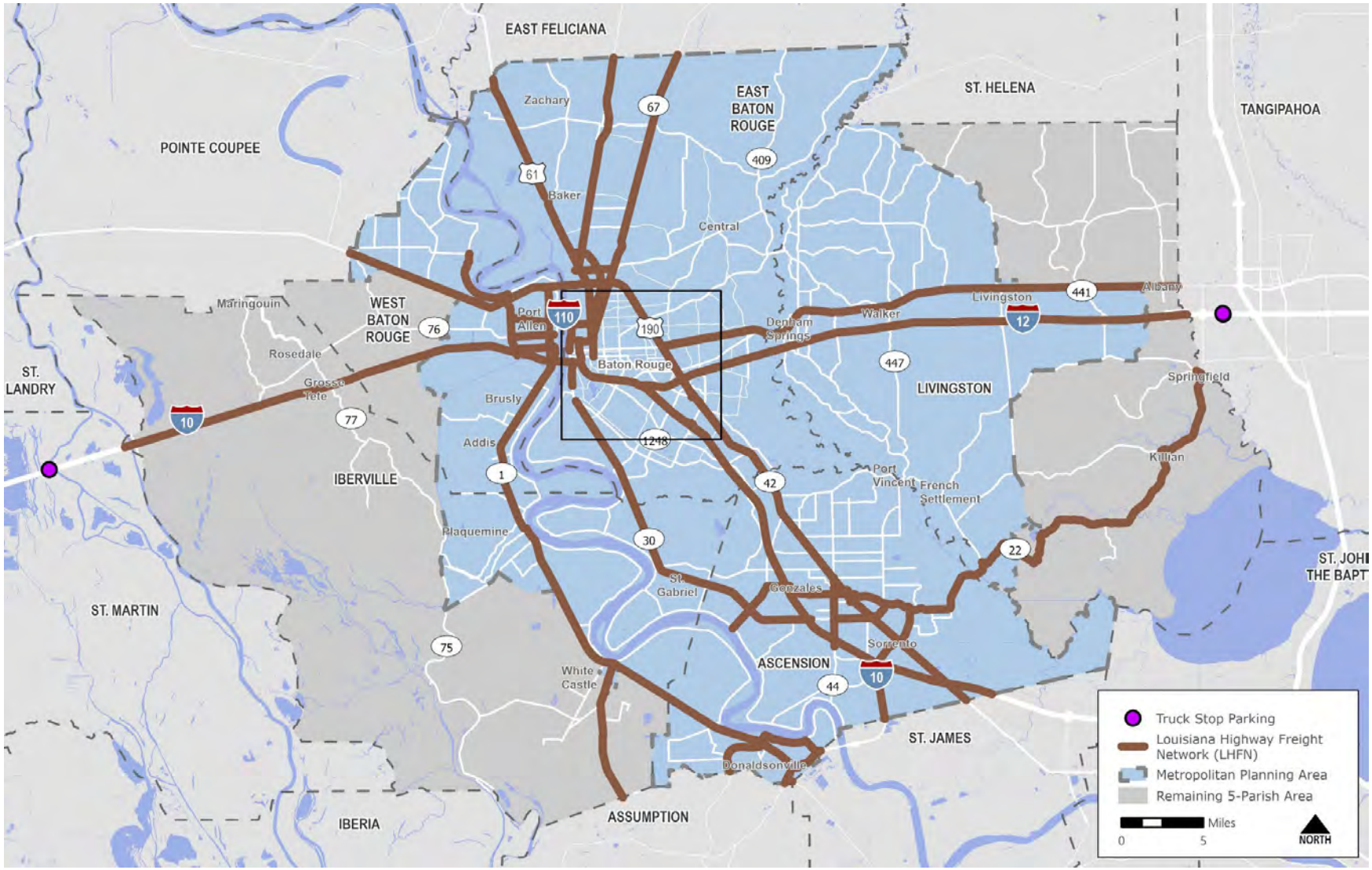
As discussed in *Appendix #2: State of the Current Systems,* the Port of Greater Baton Rouge serves as the primary maritime freight hub in the region. It connects to major ports between north Florida and south Texas, as well as to the Mississippi River. The planning area includes one regional airport in Baton Rouge: Baton Rouge Metropolitan Airport (BTR). BTR is a public-use airport located approximately 5 miles north of downtown Baton Rouge.

Figure 8: At-Grade Railroad Crossings



Source: Federal Railroad Administration, 2026

Figure 9: Truck Parking Locations



Source: Bureau of Transportation Statistics, 2026

Freight Profiles

In order to identify where freight is coming from and major freight generators, regional freight profiles were created for each of the five parishes in the planning area. The data sources and freight profile methodology for this analysis can be found in the appendix. The analysis resulted in a profile for the five-parish study area and a set of five individual parish profiles. The two are not equivalent in reliability. The regional profile is the defensible analytical unit; the parish profiles are an allocation of that regional total and carry materially weaker support. The appendix states the difference precisely, and it should be read before any parish-level figure is cited.

Findings Summary

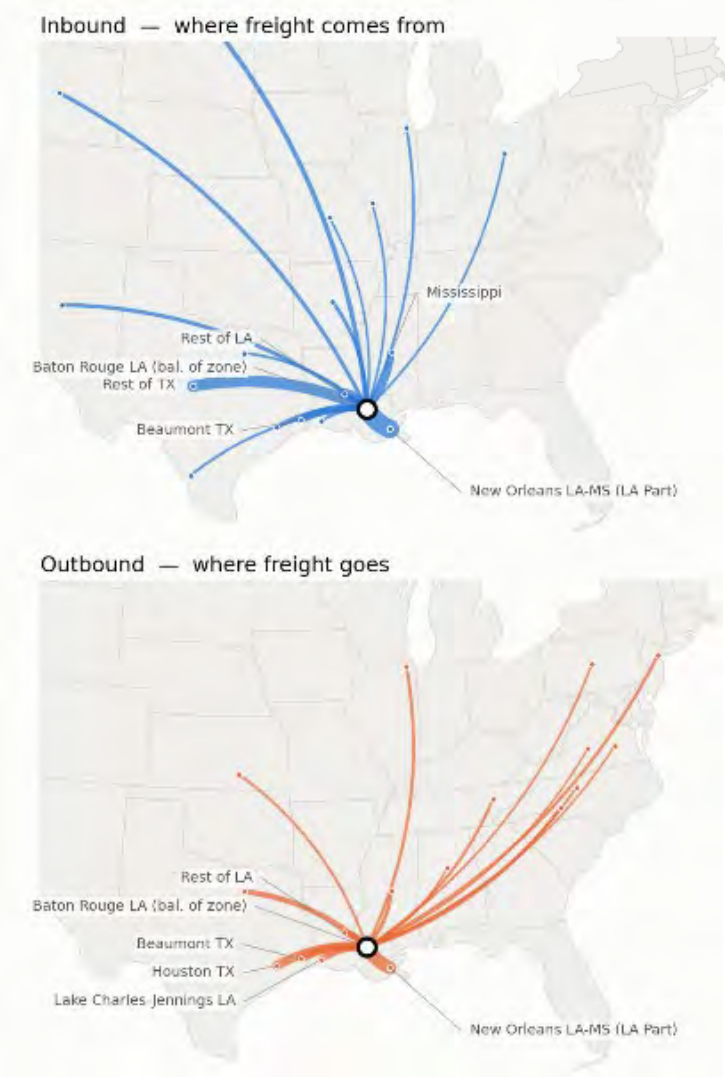
The analysis found that in the planning area the primary inbound commodities are natural gas and other fossil products, fuel oils, crude petroleum, and basic chemicals. The top outbound products are natural gas and other fossil fuels, gasoline, fuel oils, and basic chemicals. A summary of the freight profile of the study area is shown in Figure 10 and Figure 11.

The most used mode of commodity transport into the region is pipeline. The largest mover of commodities out of the region is water, followed closely by truck and pipeline. The full breakdown of modal split is displayed in Figure 12.

From 2022 to 2050, total tonnage is expected to grow by 72%, with inbound tonnage increasing by 64% and outbound tonnage increasing by 84%. These changes are driven by the transport of basic chemicals, natural gas and other fossil products. Growth through 2050 is summarized in Figure 13 and Figure 14.

Of the five parishes in the study area, East Baton Rouge Parish has the largest allocation of inbound and outbound tonnage, with over 50% of the regional total and 134 and 108 million tons per year, respectively. The full breakdown of freight by parish is shown in Figure 15 and Figure 16.

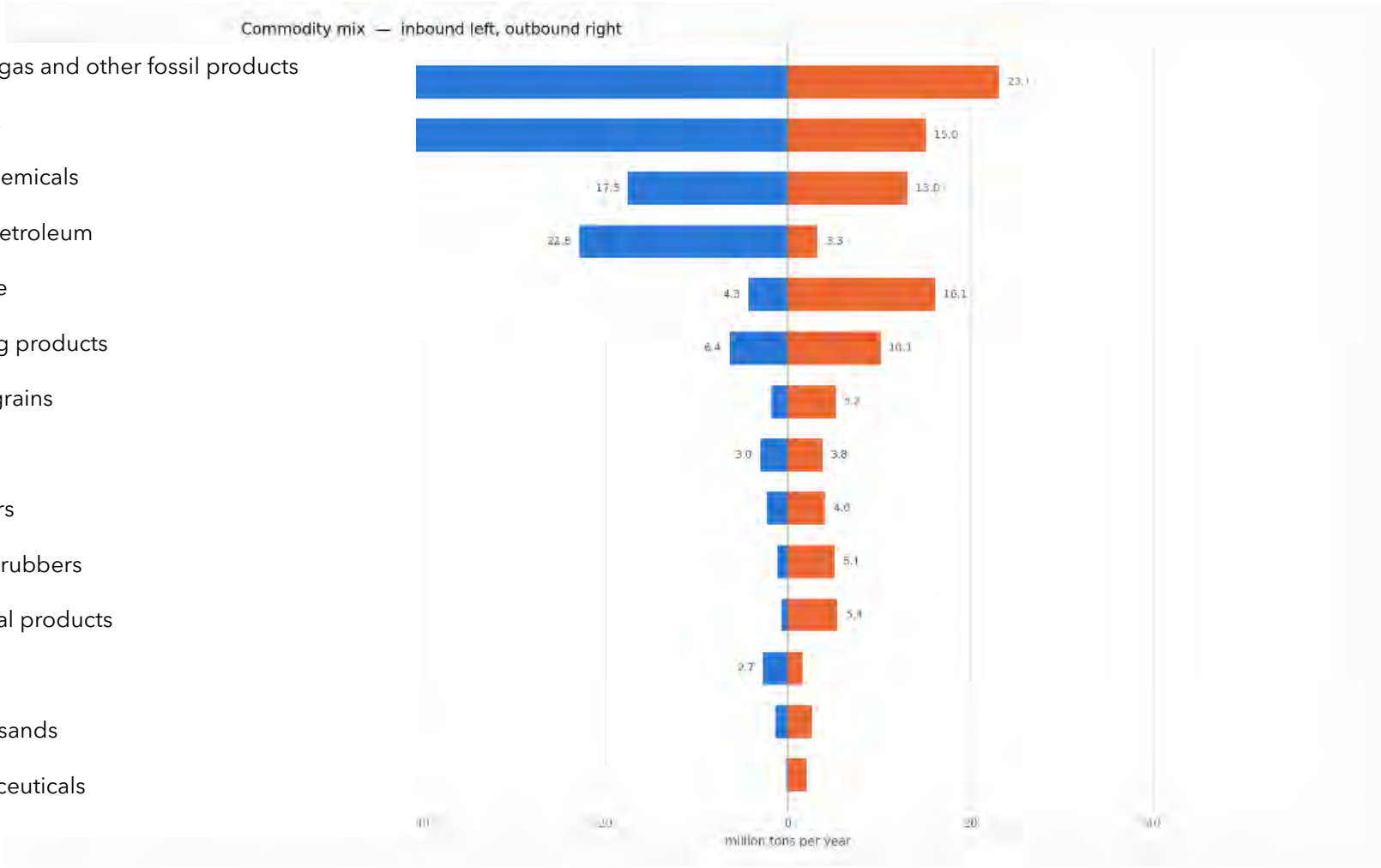
Figure 10: Inbound and Outbound Freight Destinations



Inbound and Outbound Summary
170.7 million tons inbound
118.2 million tons outbound
-52.5 net (outbound-inbound)
$117.2B inbound value, 2022 dollars
$89.5B outbound value, 2022 dollars
111.7 million tons internal
+72% tonnage growth to 2050

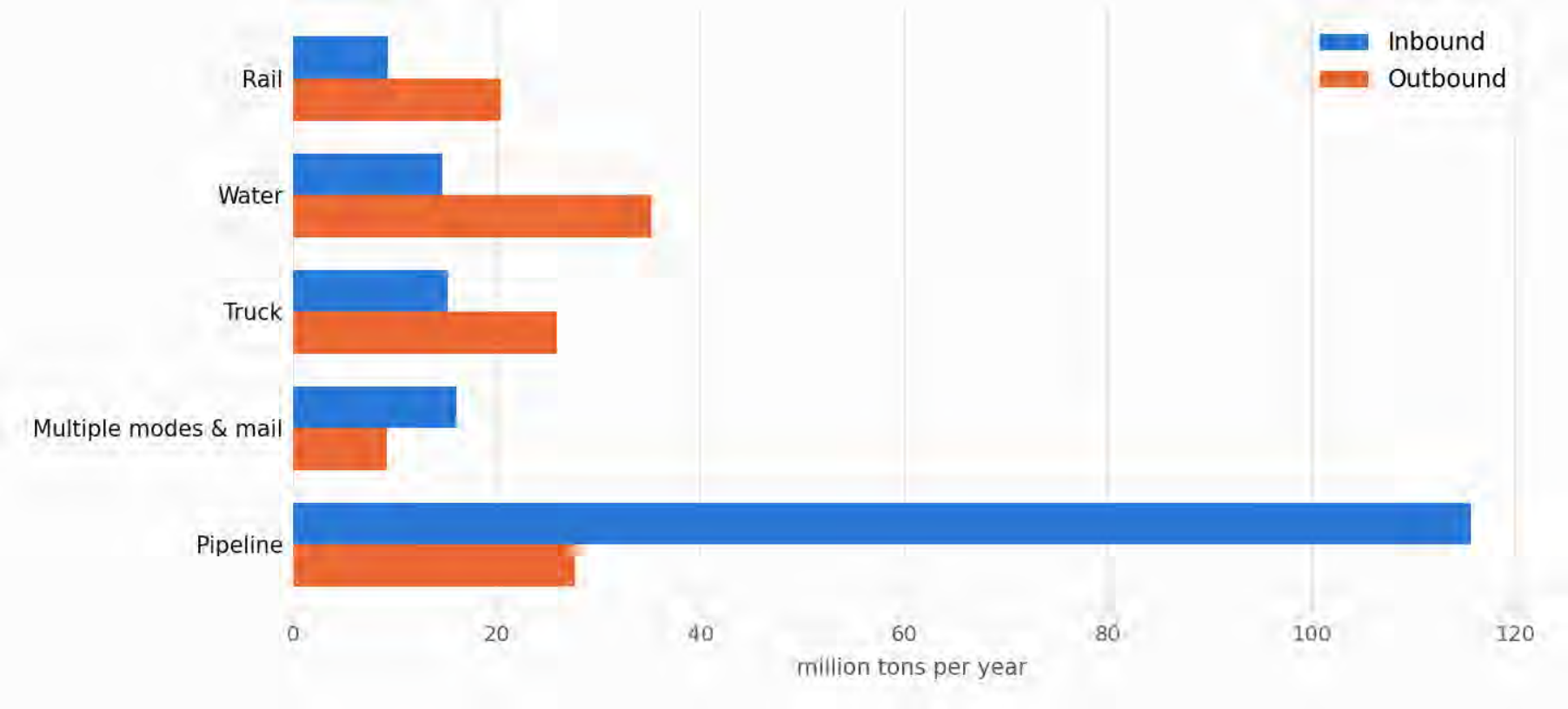
Source: FHWA/BTS Freight Analysis Framework 6.0; BTS FAF5 Experimental County-Level Estimates (disaggregation factors, FAF5.6.1 vintage)

Figure 11: Commodity Mix



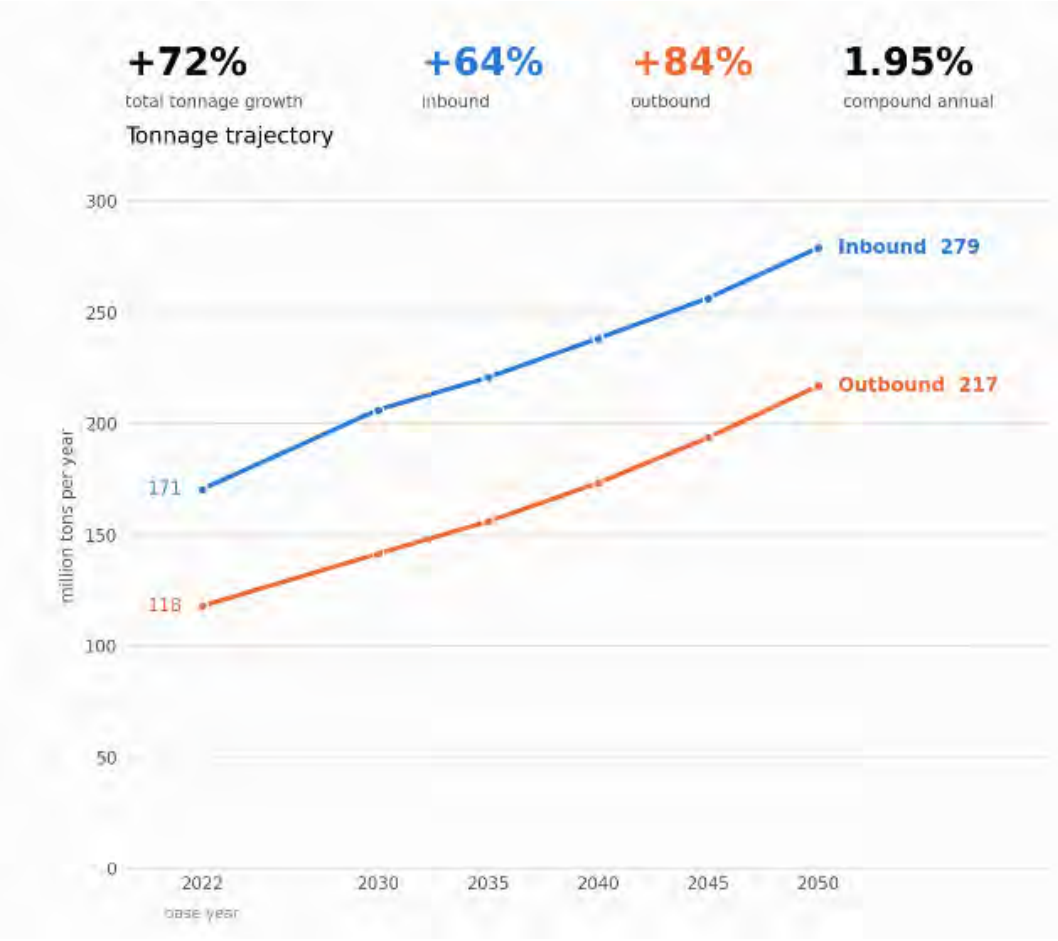
Source: FHWA/BTS Freight Analysis Framework 6.0; BTS FAF5 Experimental County-Level Estimates (disaggregation factors, FAF5.6.1 vintage)

Figure 12: Modal Split – Capital Region Five-Parish Study Area



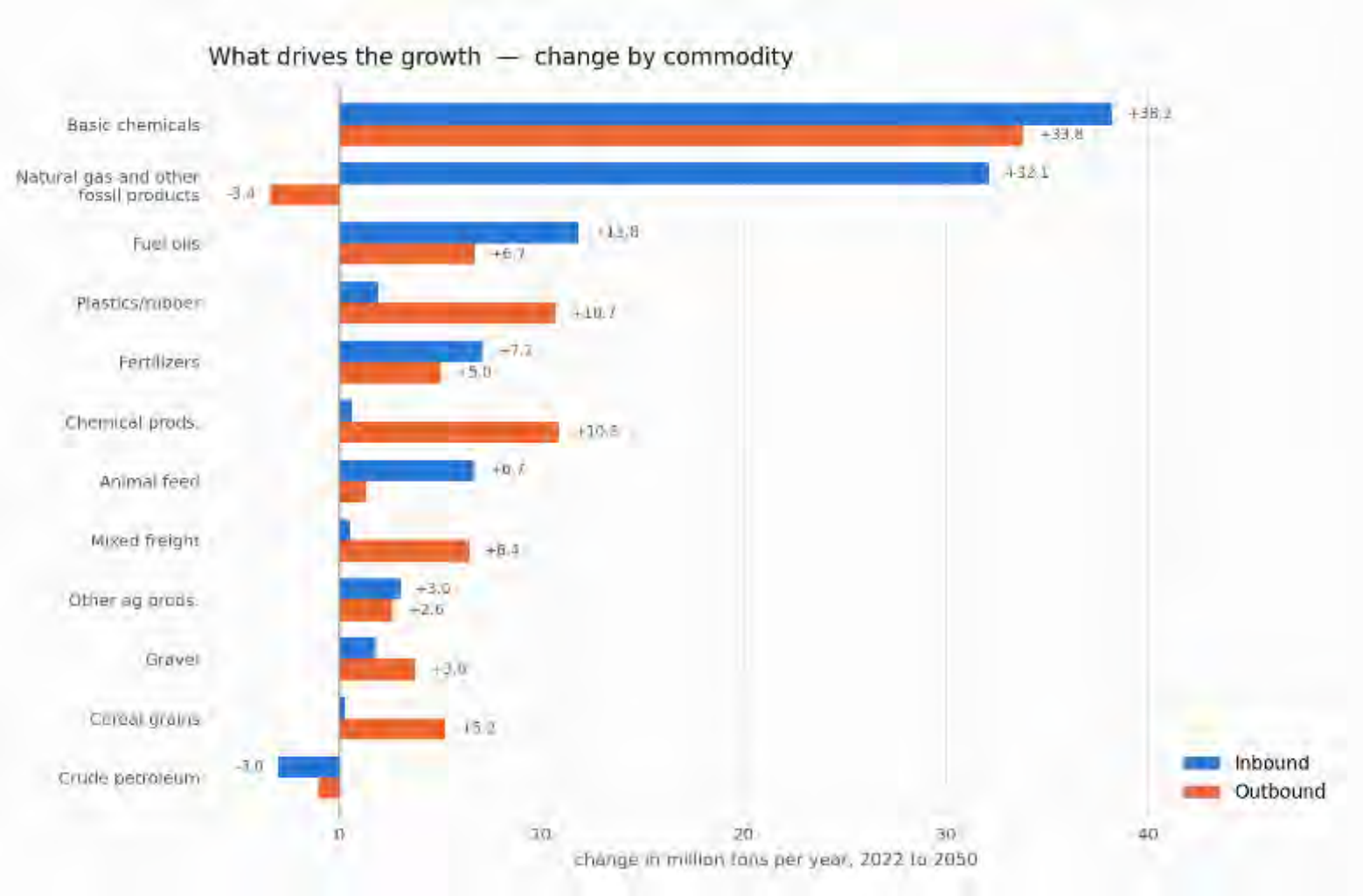
Source: FHWA/BTS Freight Analysis Framework 6.0; BTS FAF5 Experimental County-Level Estimates (disaggregation factors, FAF5.6.1 vintage)

Figure 13: Freight Growth 2022-2050 – Capital Region Five-Parish Study Area



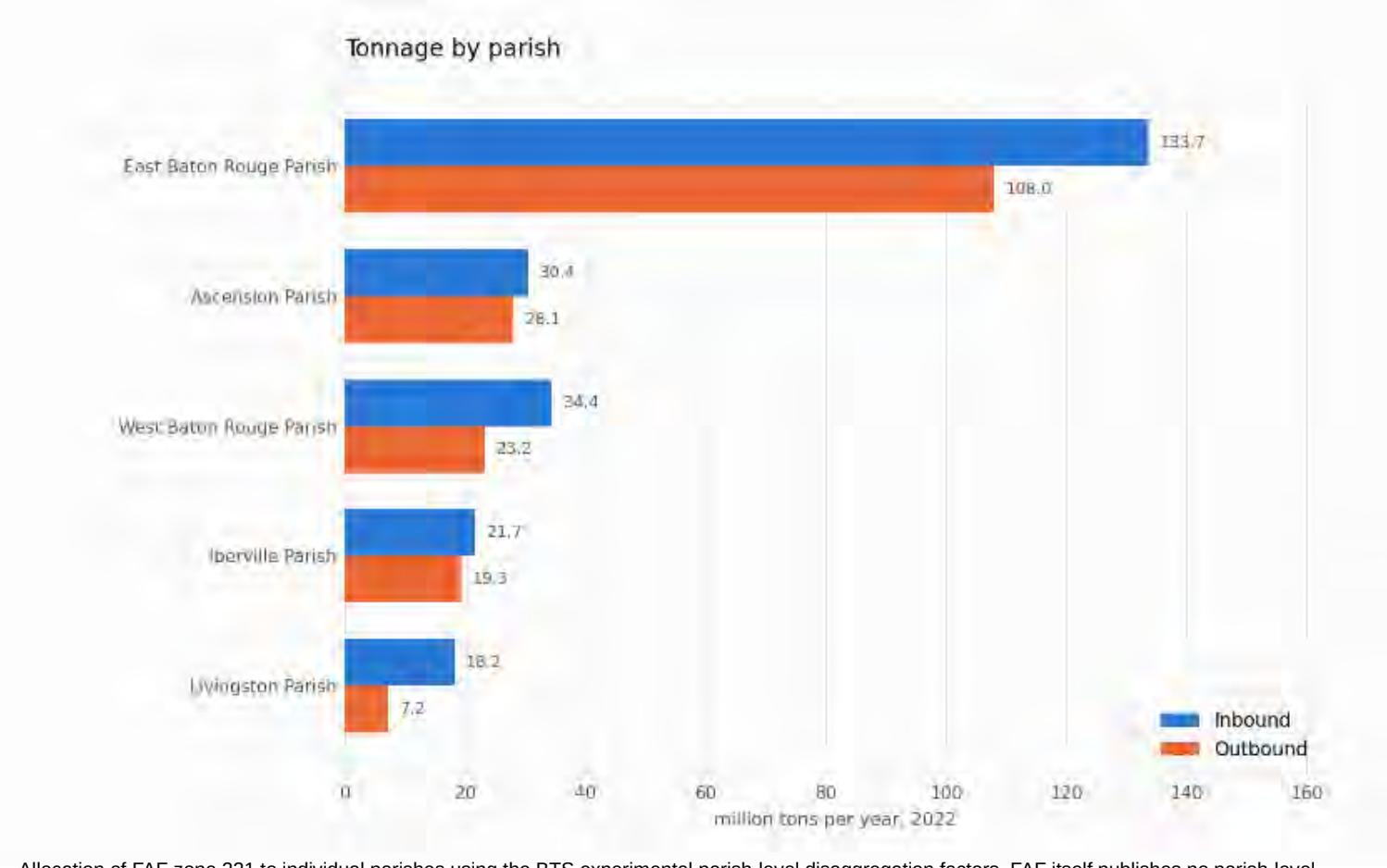
Source: FHWA/BTS Freight Analysis Framework 6.0; BTS FAF5 Experimental County-Level Estimates (disaggregation factors, FAF5.6.1 vintage)

Figure 14: Freight Growth by Commodity



Source: FHWA/BTS Freight Analysis Framework 6.0; BTS FAF5 Experimental County-Level Estimates (disaggregation factors, FAF5.6.1 vintage)

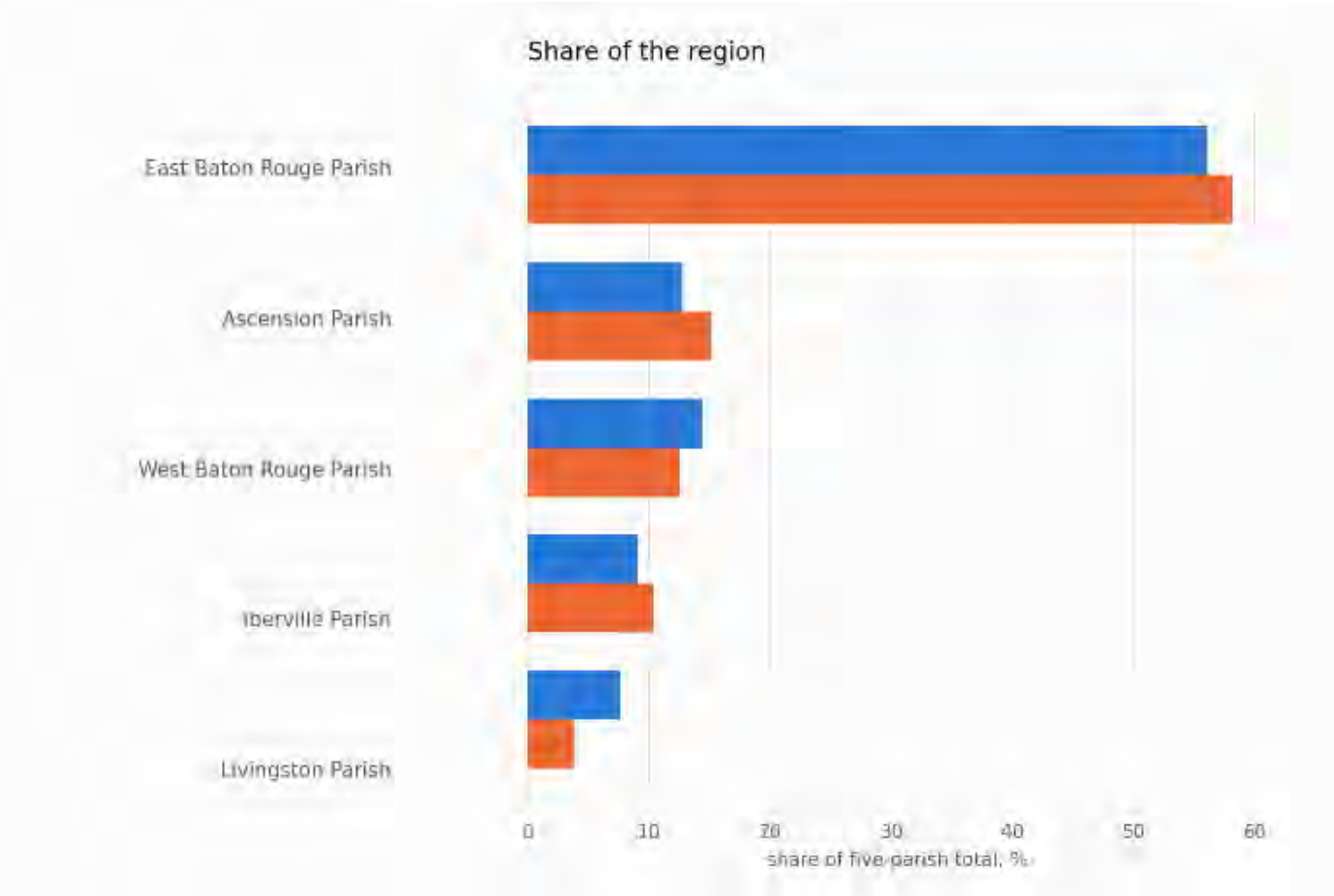
Figure 15: Freight by Parish



Allocation of FAF zone 221 to individual parishes using the BTS experimental parish-level disaggregation factors. FAF itself publishes no parish-level origin-destination data, so these remain allocations of a regional control total – 18-57% of each parish's inbound flow is derived from intrazonal totals that never say which parish traded with which.

Source: FHWA/BTS Freight Analysis Framework 6.0; BTS FAF5 Experimental County-Level Estimates (disaggregation factors, FAF5.6.1 vintage)

Figure 16: Freight by Parish by Share of the Region



Allocation of FAF zone 221 to individual parishes using the BTS experimental parish-level disaggregation factors. FAF itself publishes no parish-level origin-destination data, so these remain allocations of a regional control total – 18-57% of each parish's inbound flow is derived from intrazonal totals that never say which parish traded with which.

Source: FHWA/BTS Freight Analysis Framework 6.0; BTS FAF5 Experimental County-Level Estimates (disaggregation factors, FAF5.6.1 vintage)

Supply Chain Challenges, Priority Corridors, and Improvement Strategies

Based on the freight profile, roadway performance measures, safety analysis, bridge and pavement conditions, railroad crossing inventory, truck parking review, and findings from the 2024 Louisiana State Freight Plan, the region's most significant supply chain challenges are concentrated on corridors that connect producers, processors, distributors, ports, airports, industrial sites, and interstate markets. These challenges are most evident where supply chain routes overlap with recurring congestion, unreliable travel times, high crash activity, limited truck parking, at-grade rail crossings, or constrained access to major logistics and industrial assets such as the Port of Greater Baton Rouge, Baton Rouge Metropolitan Airport, distribution facilities, and Mississippi River industrial activity. Because total tonnage moving into and out of the region is forecasted to grow substantially through 2050, existing supply chain constraints are likely to become more severe without targeted improvements that support reliable, resilient, and efficient goods movement across highway, water, rail, pipeline, and air connections.

The corridors most in need of improvement are listed below. These corridors should be further evaluated through project development, traffic operations analysis, stakeholder coordination, and coordination with supply chain businesses and logistics providers to refine project limits, costs, feasibility, and implementation priorities.

- **I-10 through Baton Rouge and the I-10/I-110 interchange:** This corridor is a high priority because it is part of the National Highway Freight Network, carries major regional and through-traffic goods movement, and is identified in the 2024 Louisiana State Freight Plan as one of Louisiana's most significant truck bottlenecks. From a supply chain perspective, delay and unreliability in this area can affect connections between Gulf Coast markets, the Mississippi River industrial corridor, the Port of Greater Baton Rouge, downtown Baton Rouge, and regional distribution activity. Potential improvements include interchange modernization, managed construction staging for ongoing interstate projects, auxiliary lanes where appropriate, incident management enhancements, ITS deployment, ramp metering or operational improvements, supply chain traveler information, and strategies that improve connections between I-10, I-110, port facilities, industrial areas, and major employment centers.
- **I-12 from the I-10 split eastward through the planning area:** I-12 is a major east-west supply chain and commuter corridor and is part of the National Highway Freight Network. Existing travel time reliability concerns along I-12,

combined with forecast growth in goods movement and continued development east of Baton Rouge, indicate a need for operational and capacity improvements. Potential strategies include bottleneck removal, interchange and ramp improvements, ITS expansion, incident response coordination, access management near high-growth interchanges, and targeted widening or auxiliary lanes where congestion and truck delay are most concentrated.

- **I-110 and north Baton Rouge logistics connections:** I-110 provides access between I-10, downtown Baton Rouge, north Baton Rouge, US 61, Baton Rouge Metropolitan Airport, and industrial areas. Supply chain challenges along this corridor are tied to interstate reliability, safety, local access, and connections to logistics-generating land uses. Potential strategies include interchange and ramp improvements, improved wayfinding for trucks, targeted safety countermeasures, pavement and bridge preservation, signal coordination on connecting arterials, and improved access between I-110, US 61, Plank Road, Scenic Highway, and airport-area industrial sites.
- **US 190, including Mississippi River crossing approaches and connections to LA 1 and LA 415:** US 190 is part of the Louisiana Highway Freight Network and provides an important alternative and supporting supply chain route across the region. Challenges include congestion, reliability concerns, bridge and pavement preservation needs, at-grade rail crossings in some areas, and connections to industrial activity in West Baton Rouge and East Baton Rouge Parishes. Potential improvements include corridor operations studies, signal coordination, access management, bridge and pavement preservation, rail crossing upgrades, intersection improvements, and strategies that improve truck routing between US 190, LA 1, LA 415, and I-10.
- **LA 1 and LA 415 in West Baton Rouge and Iberville Parishes:** These routes provide important supply chain connections between industrial areas, river-related commodity movement, US 190, and I-10. Challenges include truck access, pavement condition, bridge condition, safety, and potential conflicts between local and industrial traffic. Potential strategies include targeted widening or turn-lane improvements, intersection upgrades, truck route guidance, access management, pavement and bridge preservation, rail crossing improvements, and coordination with local governments and industrial stakeholders to manage supply chain access and future development.
- **US 61, Scenic Highway, Plank Road, and related north-south logistics routes:** These corridors connect regional supply chain activity to I-110, Baton

Rouge Metropolitan Airport, industrial land uses, and north Baton Rouge neighborhoods. Challenges include safety concerns, local access conflicts, pavement preservation, at-grade crossings, and the need to balance goods movement with community impacts. Potential strategies include corridor management, signal coordination, truck route signage, access management, safety improvements at high-crash locations, sidewalk and crossing improvements where industrial traffic and community travel overlap, and land use coordination to reduce conflicts between logistics activity and residential areas.

- **LA 30 and Mississippi River industrial corridor connections:** LA 30 and nearby facilities support chemical, energy, manufacturing, and river-related commodity movement. Forecast growth in basic chemicals, natural gas and other fossil products, fuel oils, crude petroleum, and related inbound and outbound commodities indicates that this corridor will remain important to the region's supply chain. Potential improvements include intersection and access improvements near industrial sites, bridge and pavement preservation, resiliency planning, railroad crossing coordination, truck route management, and improvements that strengthen connections to I-10, LA 1, LA 70, and river terminals.
- **LA 70, LA 22, LA 3127, and southern industrial access routes:** These routes support connections between industrial uses, river-related commodity movement, and regional highway facilities. Supply chain challenges include reliability, pavement and bridge preservation, rail crossing interactions, and resilience to weather-related disruptions. Potential strategies include targeted roadway preservation, rail crossing safety upgrades, bridge improvements, truck route review, intersection improvements, and coordination with economic development partners to support future industrial growth.

In addition to corridor-specific projects, several regionwide strategies should be advanced to improve supply chain performance across the planning area. These include:

- expanding truck parking and staging opportunities near major logistics corridors
- improving incident management and traveler information systems
- coordinating with railroads to address at-grade crossing delays and safety issues
- preserving bridges and pavement on designated goods movement routes
- evaluating truck route designations and signage

- improving first- and last-mile connections to ports, airports, industrial areas, distribution facilities, and intermodal assets
- incorporating supply chain considerations into future land use and economic development decisions

These strategies are especially important because no designated interstate truck parking facilities are located within the study area, and several Louisiana Highway Freight Network routes include at-grade rail crossings that may create delay, safety, and reliability concerns for supply chain operators and local traffic.

Supply chain challenges affect the regional economy by increasing travel time, reducing delivery reliability, raising vehicle operating costs, and making it more difficult for businesses to depend on predictable access to suppliers, labor, customers, ports, rail facilities, and interstate markets. These impacts are particularly important in the Capital Region because the freight profile indicates that the region moves large volumes of energy, chemical, industrial, and river-related commodities and that total tonnage is expected to increase significantly through 2050.

Implementing the identified projects and strategies would benefit the region by improving travel time reliability, reducing bottlenecks on nationally and state-designated goods movement corridors, improving safety for truck drivers and other roadway users, supporting more efficient access to intermodal facilities, and strengthening the resilience of supply chain routes during disruptions. These improvements would also support regional development by making industrial sites, ports, airports, distribution centers, and major employment areas more accessible and competitive. By prioritizing investments on corridors where supply chain demand, congestion, safety needs, and forecast growth overlap, the MPO can direct limited transportation funds toward projects that provide both mobility and economic benefits.

If congestion, reliability, safety, bridge, pavement, rail crossing, and truck parking needs are not addressed, the region could experience higher logistics costs, reduced competitiveness for industrial recruitment and expansion, and greater pressure on communities located near major supply chain corridors.

Appendix: Parish Freight Profiles

Data and Methodology

The supply chain commodity analysis for the study area utilized data (Table 1) from the Federal Highway Administration's Freight Analysis Framework (FAF) 6.0, supplemented with FAF 5.7 growth rates, to estimate existing and future freight flows within the five-parish region. Because FAF data are reported for large freight analysis zones rather than individual parishes, a disaggregation process was applied to allocate freight tonnage and value from the Baton Rouge FAF zone to Ascension, East Baton Rouge, Iberville, Livingston, and West Baton Rouge parishes using experimental parish-level allocation factors developed by the Bureau of Transportation Statistics. These factors incorporate commodity and transportation mode characteristics to produce parish-level estimates that are consistent with the regional FAF totals.

While the resulting parish-level figures should be interpreted as estimates rather than direct observations, this methodology represents the most reliable approach available using publicly accessible freight data. Testing of alternative county-to-county datasets found that they provided no additional parish-specific information beyond the allocation assumptions already embedded in the BTS factors. As a result, the methodology provides a defensible means of examining freight activity at the parish level while maintaining consistency with nationally recognized FAF datasets. Regional five-parish freight totals are robust and suitable for regional planning analyses, while parish-level results are best used to compare the relative magnitude and composition of freight activity among parishes rather than as precise measures of freight flows.

Table 1: Commodity Analysis Data Sources

Dataset	Vintage	Role in Analysis
FHWA/BTS Freight Analysis Framework, FAF6.0	2022 base year	Origin-destination tonnage and value by commodity, mode and trade type. The current benchmark, built on the 2022 Commodity Flow Survey. The control total for everything downstream.
FAF6 zone boundaries (shapefile)	2022 CFS geography	Official FAF zone polygons. Parish-to-zone membership is read from this file by point-in-polygon rather than from a maintained name list.
FHWA/BTS Freight Analysis Framework, FAF5.7	2023 base; 2030-2050 forecast	*Growth rates only.* FAF6.0 publishes no forecast, so forecast-year ratios are taken from the previous benchmark. No FAF5.7 level enters the results.
BTS FAF5 Experimental County-Level Estimates (disaggregation factors)	FAF5.6.1 vintage	The parish allocation. BTS publishes, per FAF zone, parish, commodity group, mode, the fraction of the zone's origin and separately destination flow attributable to each parish. These replace the employment-based weighting entirely.
Census County Business Patterns	2022	Parish employment by NAICS industry. Retained as the fallback weighting method and used to cross-check the BTS factors.
Census Population Estimates	2024 vintage	Parish population. Consumption weight under the fallback method.
Census Gazetteer parishes/counties and CBSAs	2023	Parish and metropolitan-area centroids for the desire-line maps.
Census TIGER cartographic boundaries	2023	State outlines for the map base.
FHWA/BTS Freight Analysis Framework, FAF6.0	2022 base year	Origin-destination tonnage and value by commodity, mode and trade type. The current benchmark, built on the 2022 Commodity Flow Survey. The control total for everything downstream.
FAF6 zone boundaries (shapefile)	2022 CFS geography	Official FAF zone polygons. Parish-to-zone membership is read from this file by point-in-polygon rather than from a maintained name list.

Ascension Parish

Figure 17: Ascension Parish Trade Profile

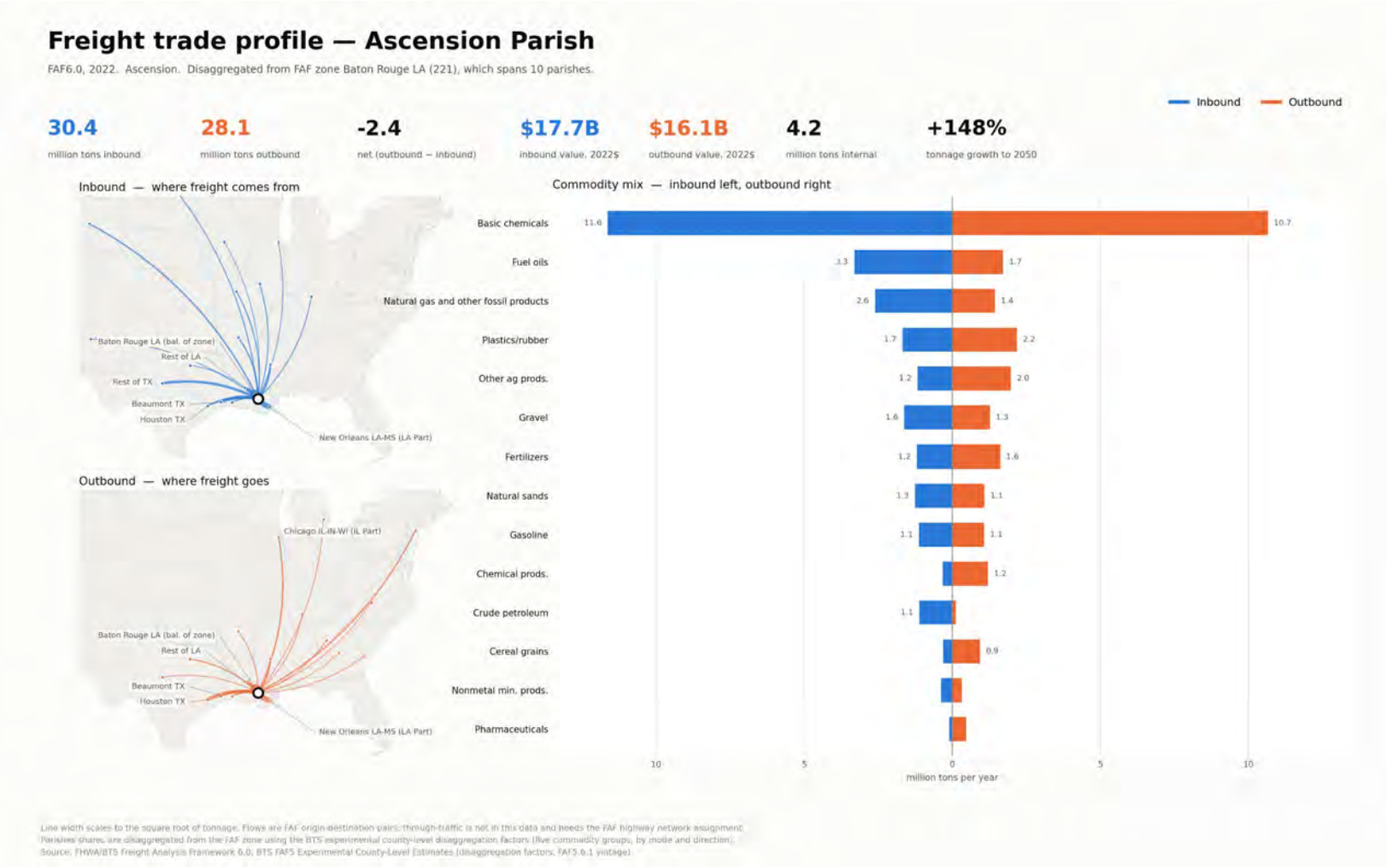


Figure 18: Ascension Parish Commodity Modes

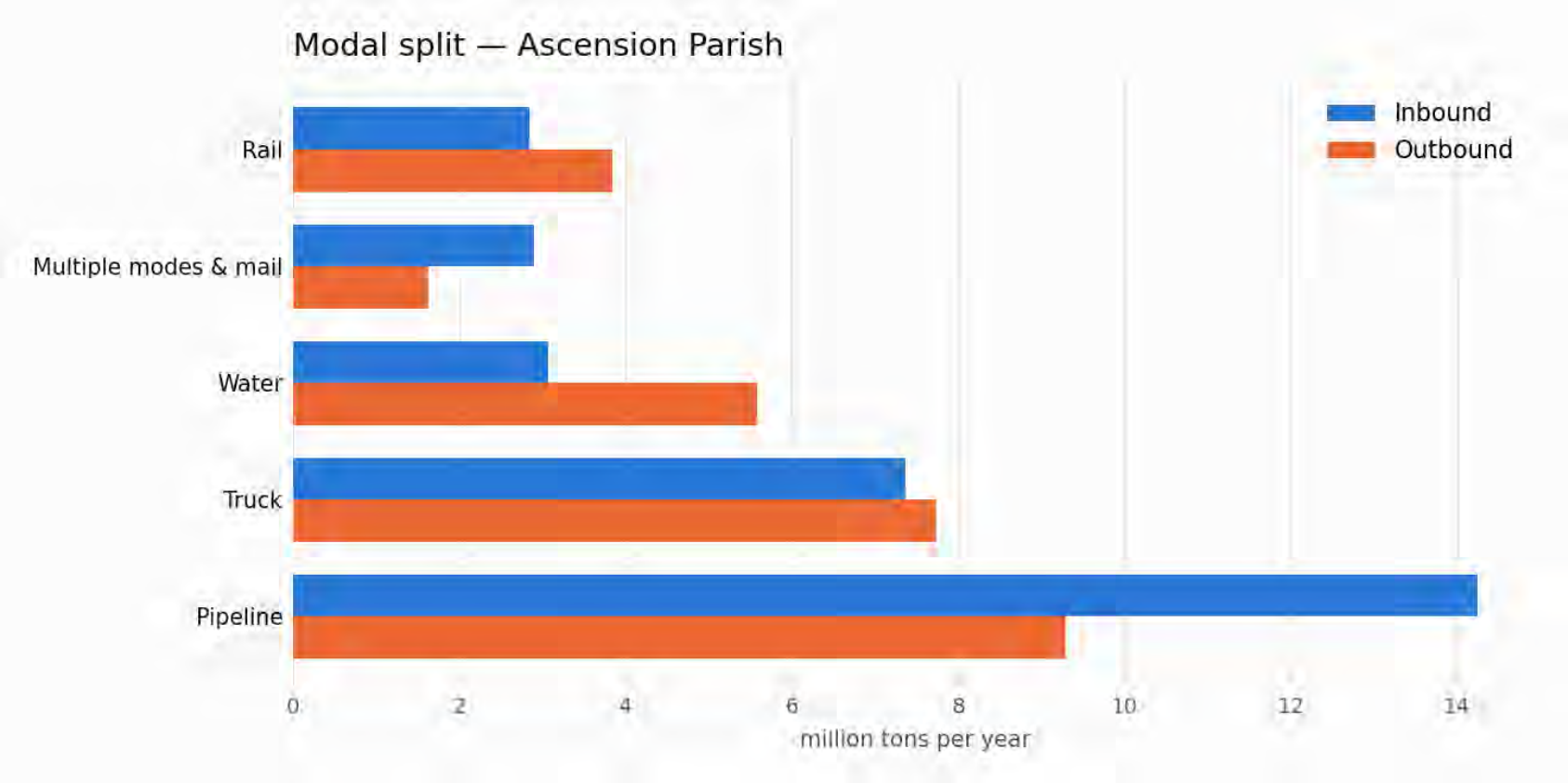
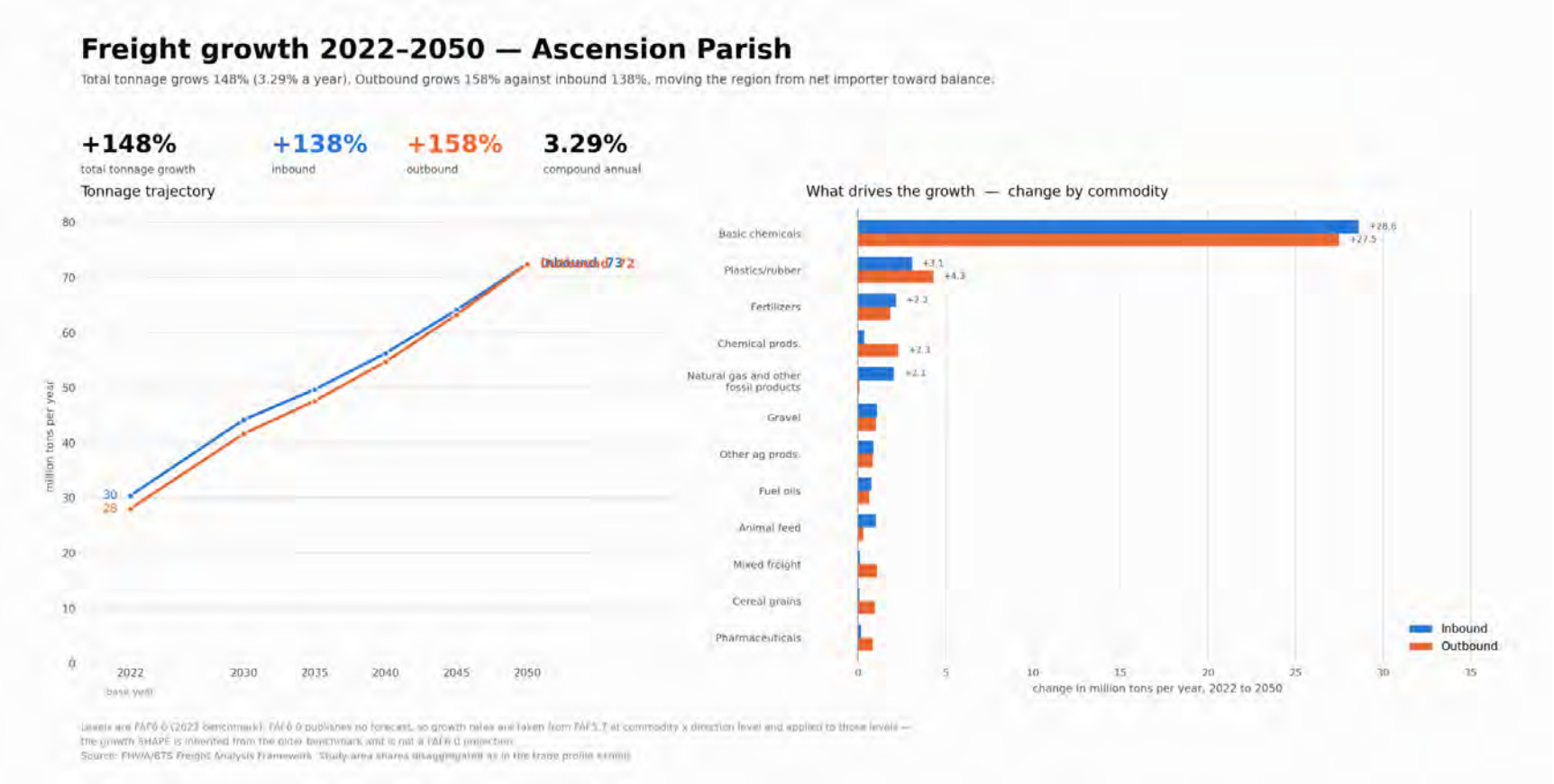


Figure 19: Ascension Parish Freight Growth



East Baton Rouge Parish

Figure 20: East Baton Rouge Parish Trade Profile

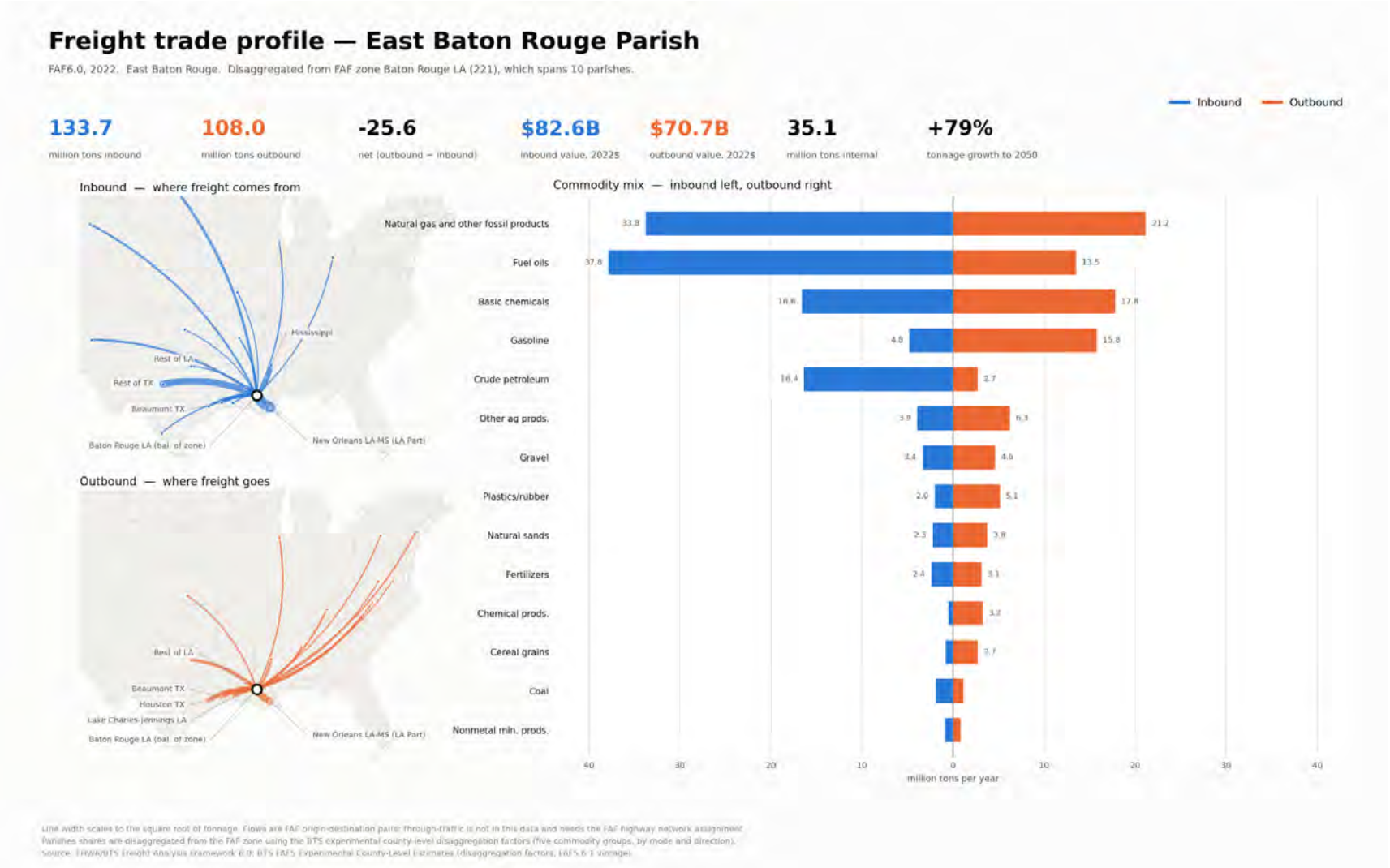


Figure 21: East Baton Rouge Parish Commodity Modes

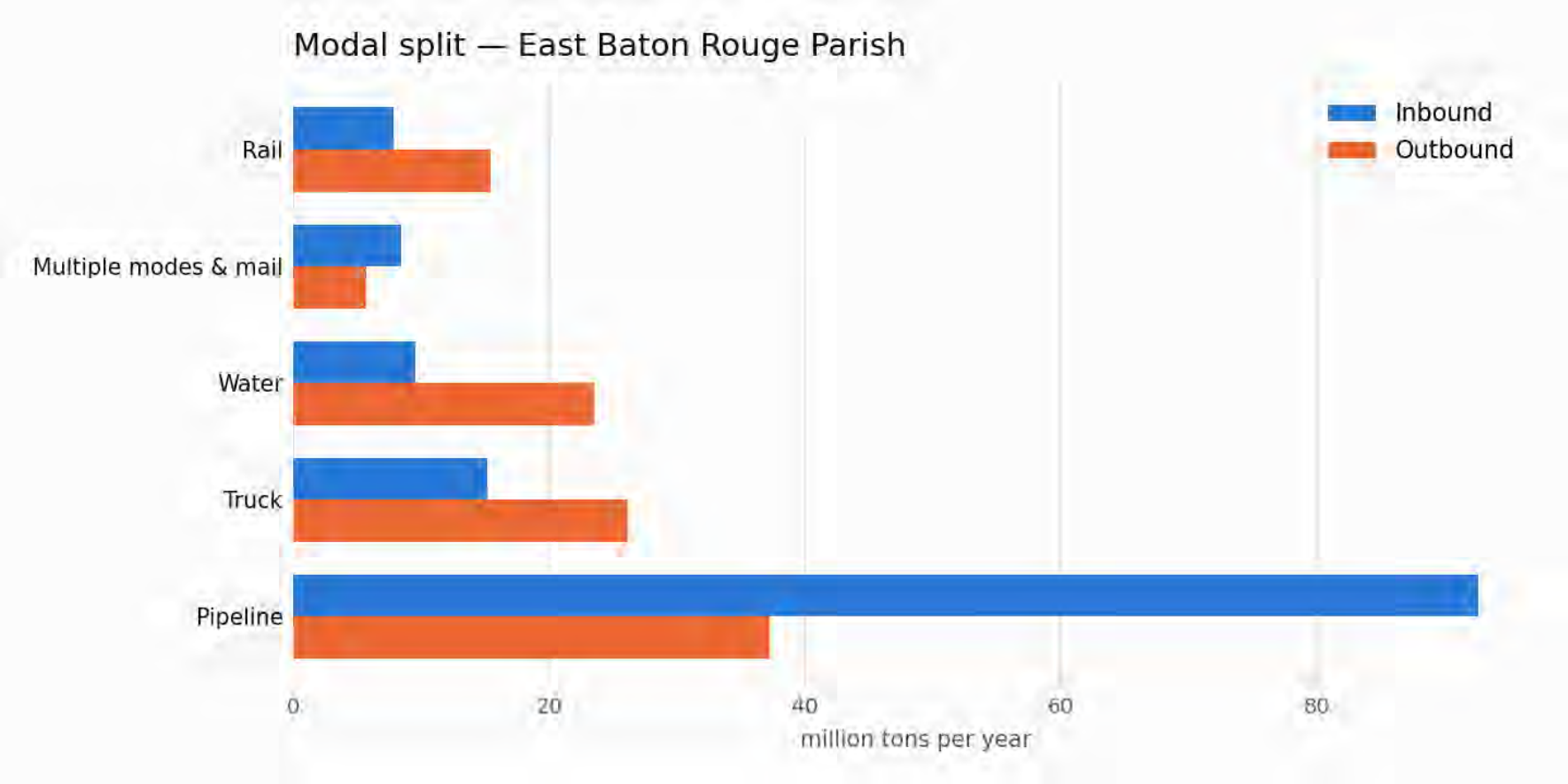
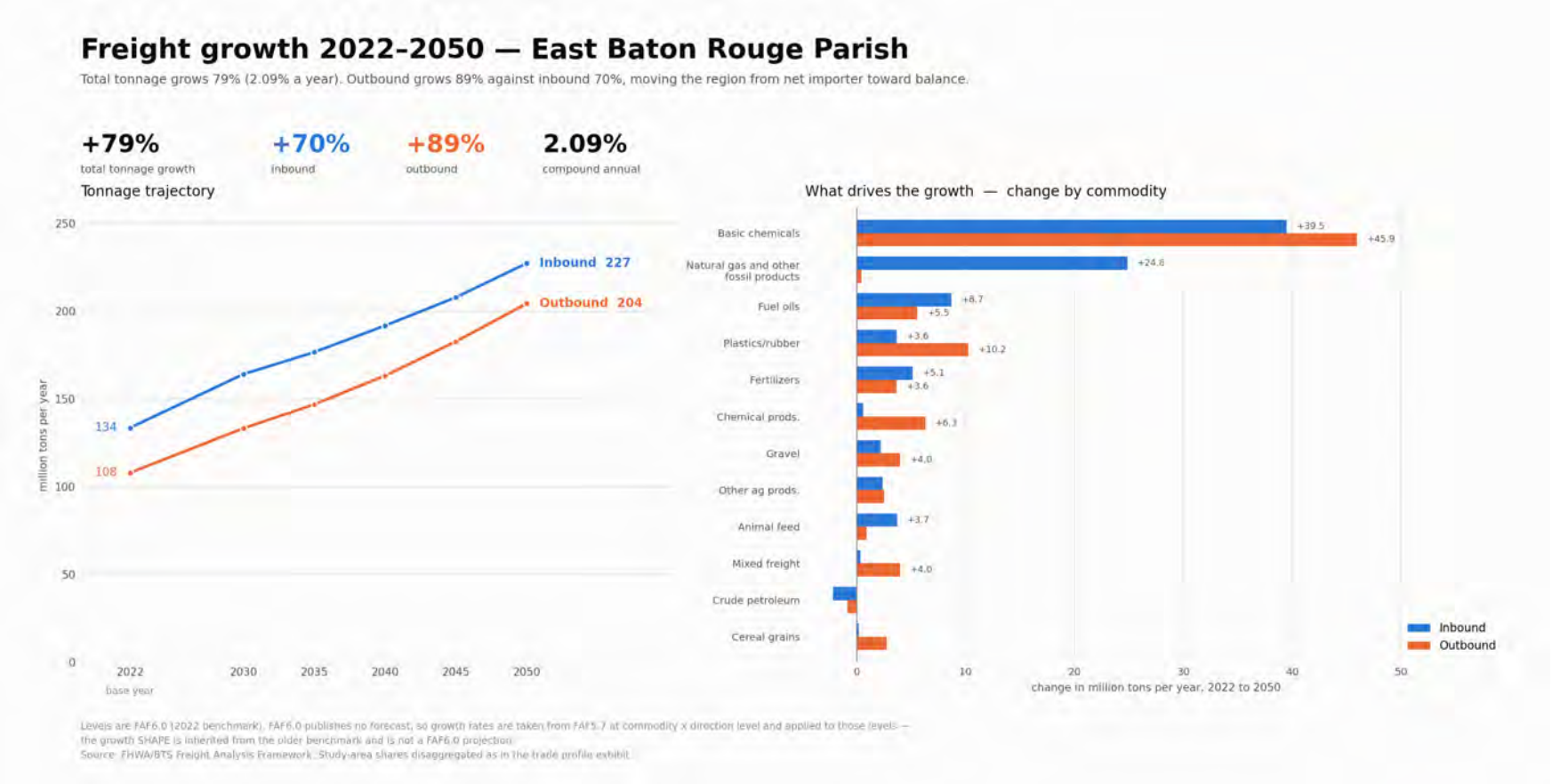


Figure 22: East Baton Rouge Parish Freight Growth



Iberville Parish

Figure 23: Iberville Parish Trade Profile

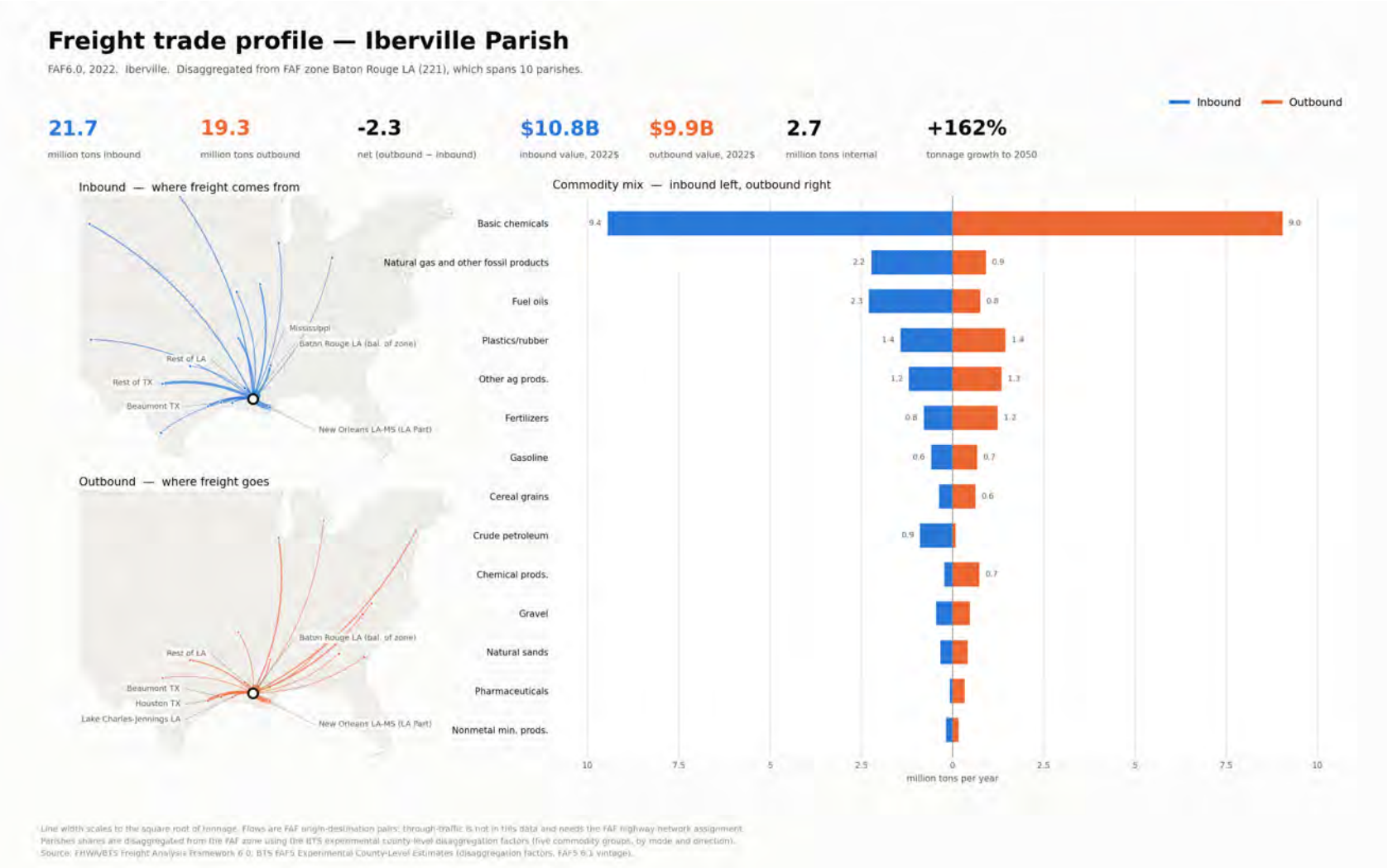


Figure 24: Iberville Parish Commodity Modes

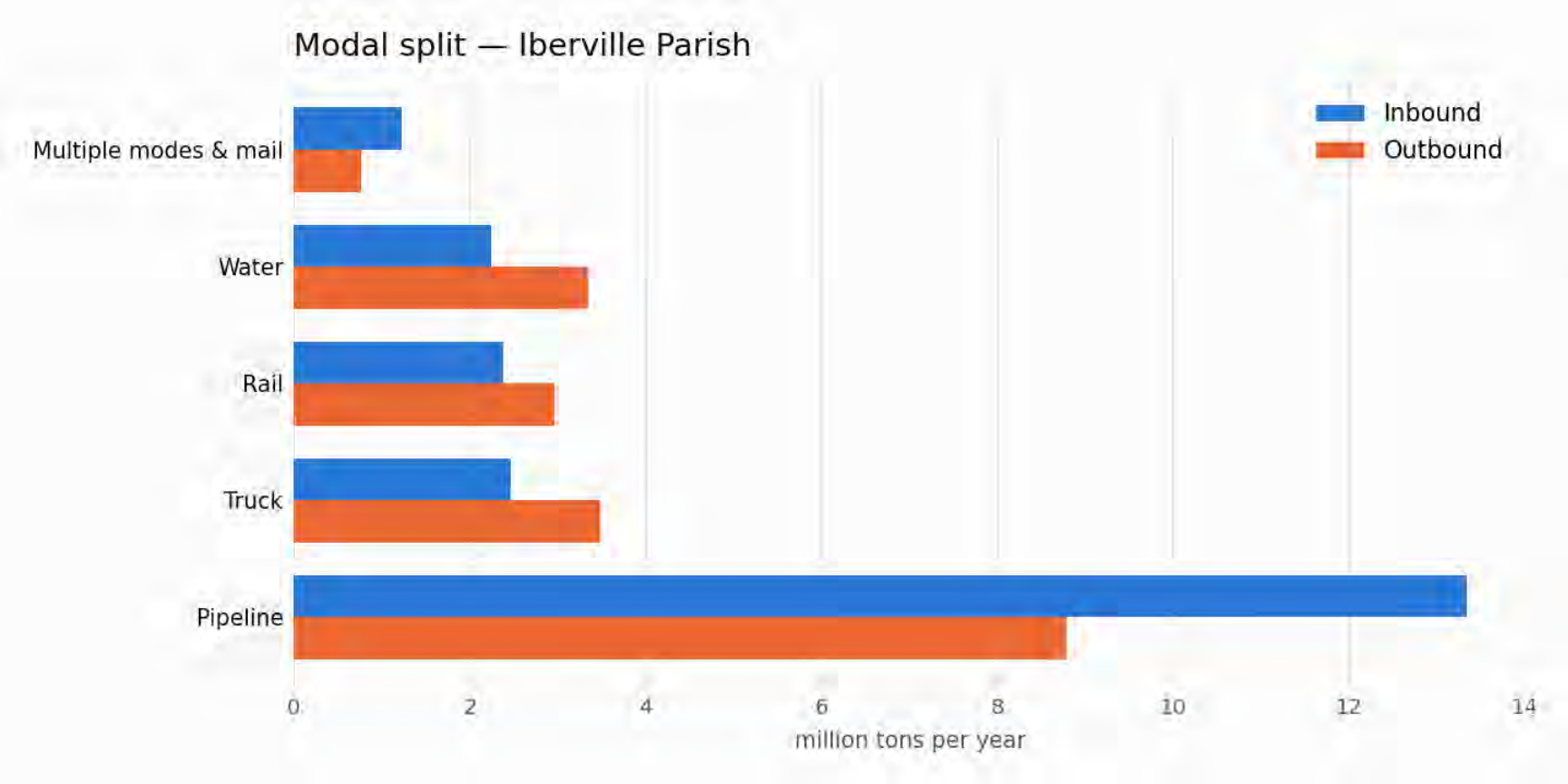
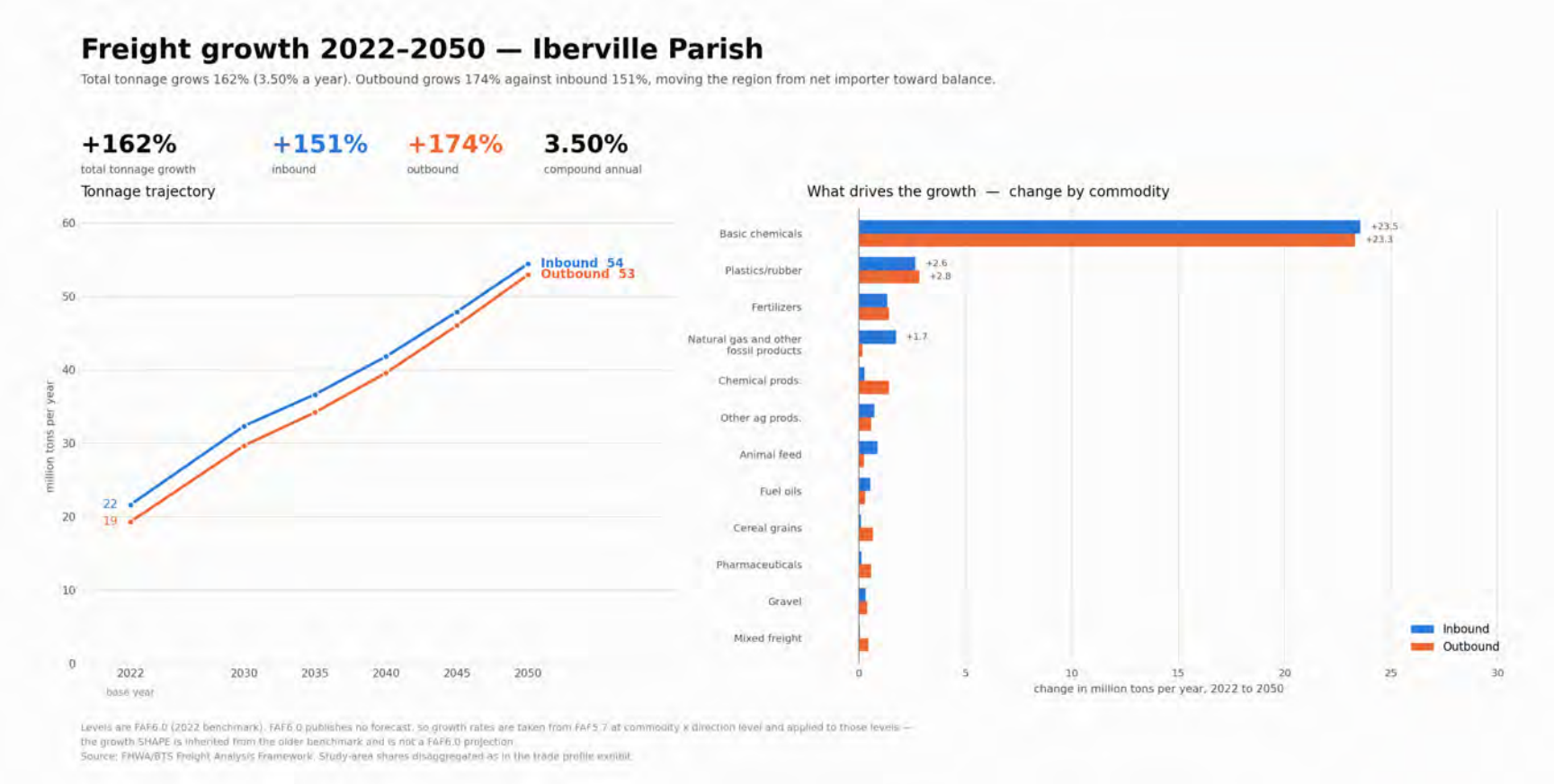


Figure 25: Iberville Parish Freight Growth



Livingston Parish

Figure 26: Livingston Parish Trade Profile

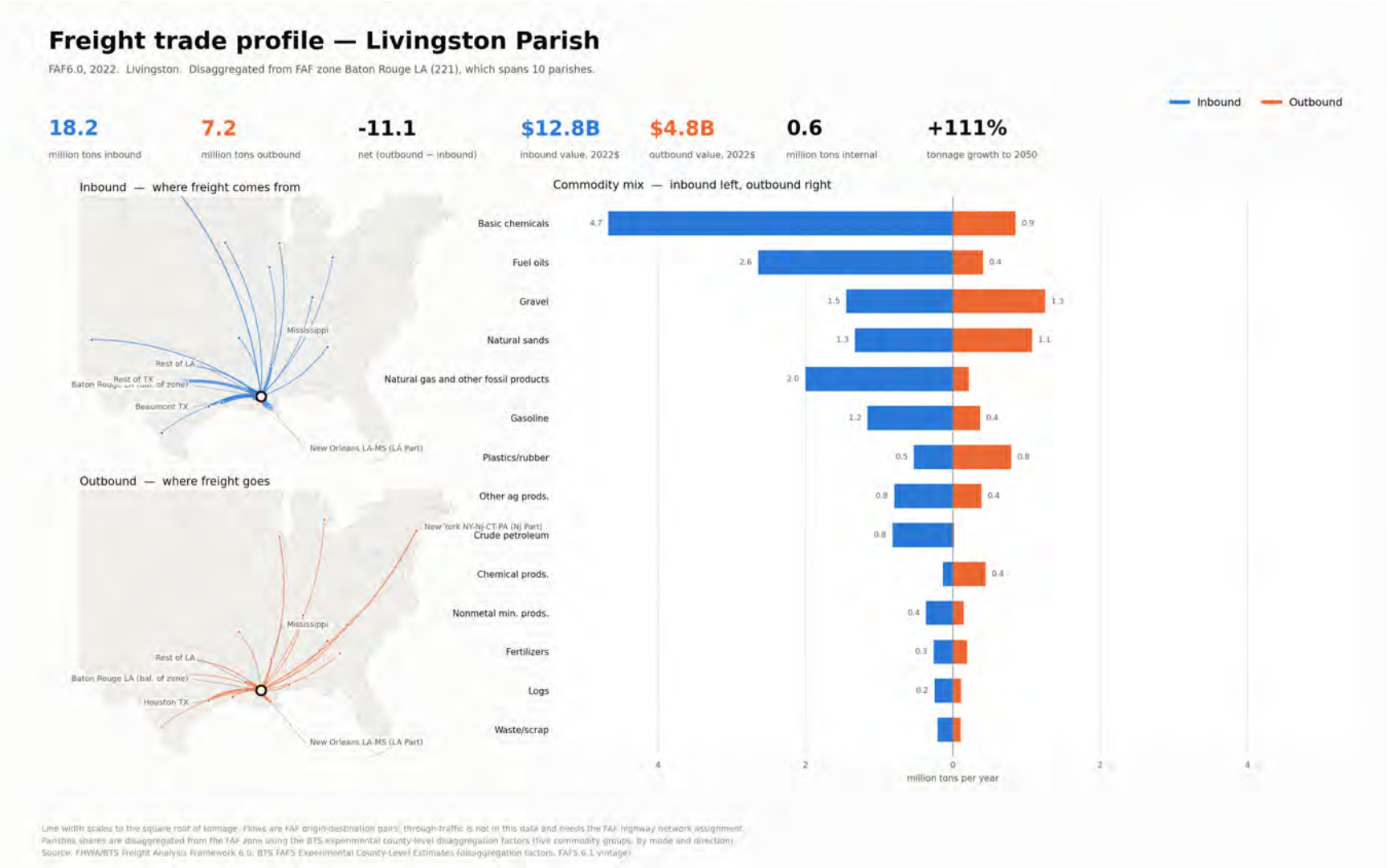
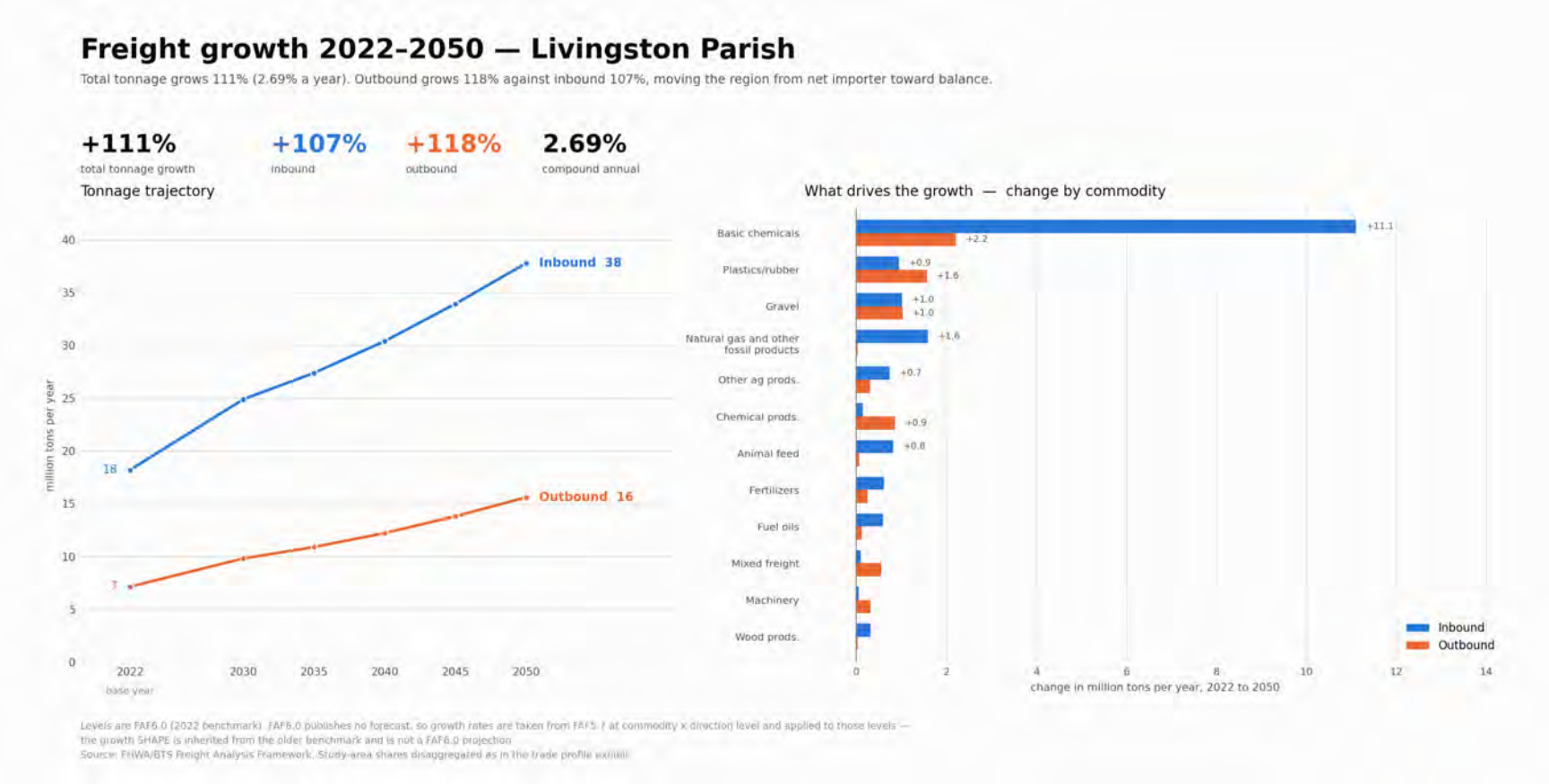


Figure 27: Livingston Parish Commodity Modes



Figure 28: Livingston Parish Freight Growth



West Baton Rouge Parish

Figure 29: West Baton Rouge Parish Trade Profile

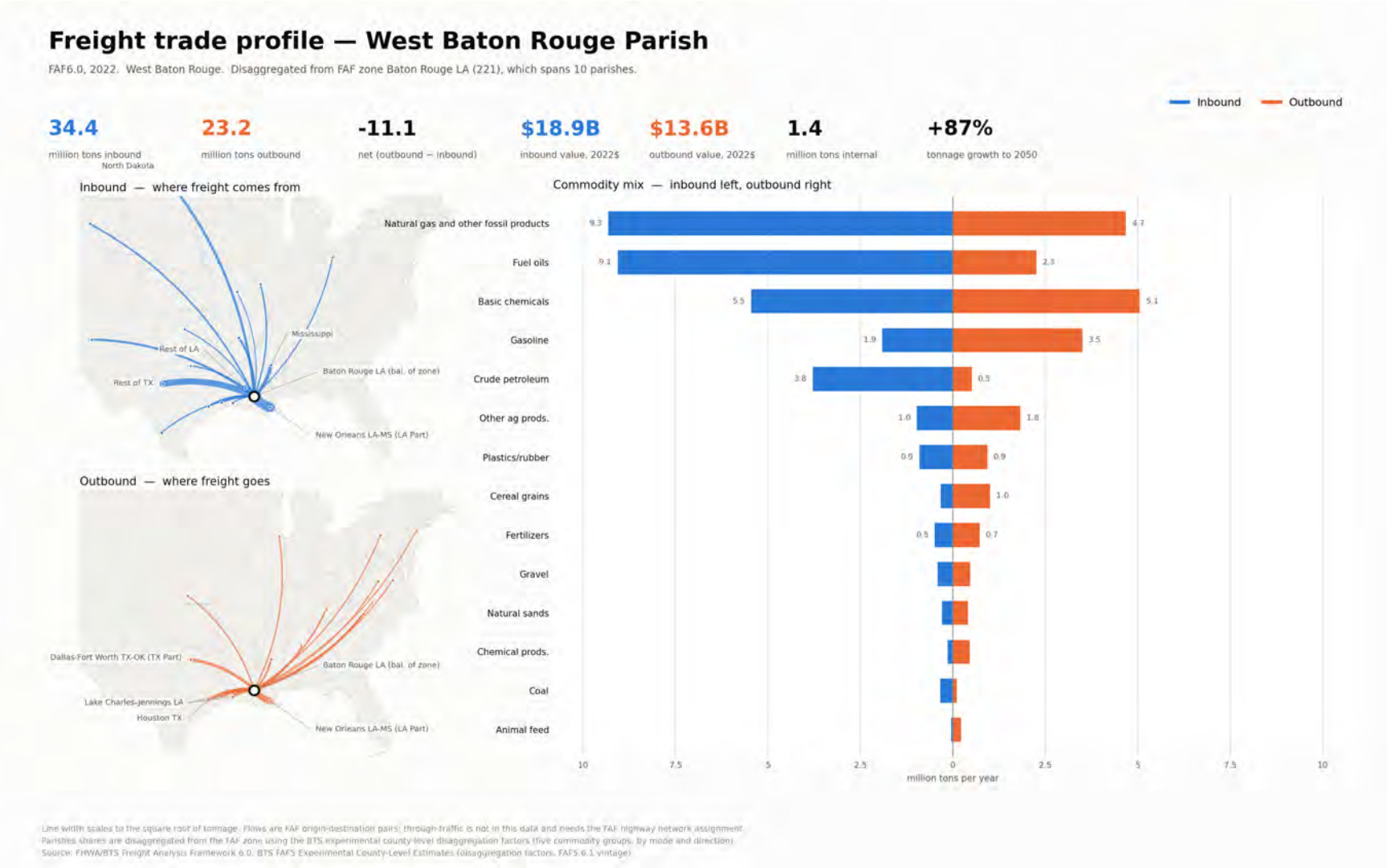


Figure 30: West Baton Rouge Parish Commodity Modes

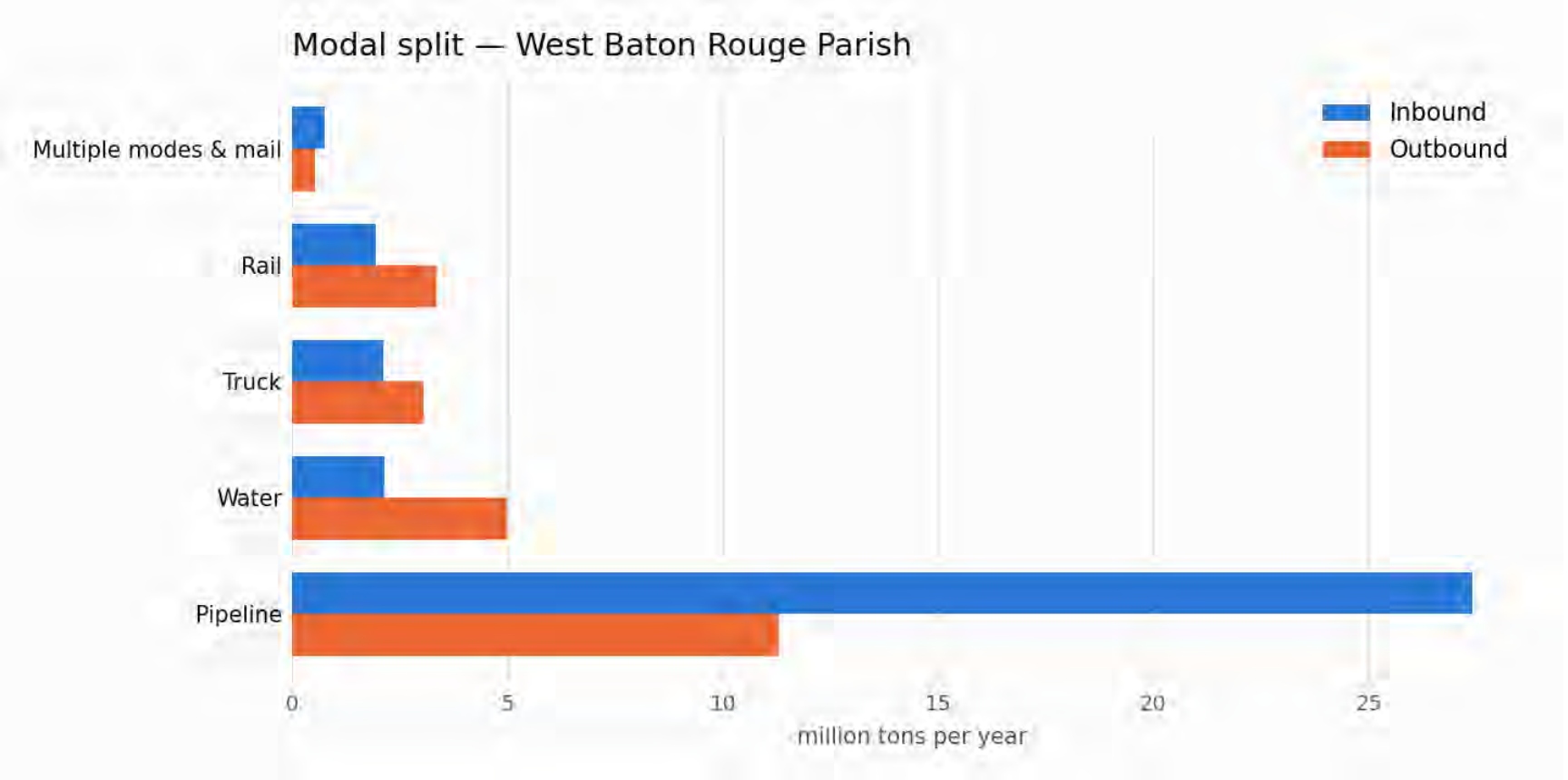


Figure 31: West Baton Rouge Parish Freight Growth

