



LOUISIANA STATEWIDE TRANSPORTATION PLAN UPDATE
EXECUTIVE ADVISORY COUNCIL WORKSHOP SUMMARY

March 11, 2014 • 8:30AM to 5:00PM

LA DOTD Headquarters, Baton Rouge, LA

Last Name	First Name	Affiliation
Advisory Council Members		
Accardo, Jr.	Joe	Ports & Waterways AC Chair (Ports Association of LA)
Blackmon	Carmack	Freight Rail AC Chair (Louisiana Railroads Association)
Decker	Dennis	Regional Planning Officials AC Chair (LA DOTD)
Latino	Vince	State Hwy Operations & Maintenance AC Chair (LA DOTD)
Kalivoda (Chair)	Eric	LA DOTD
Bridges	Michael	LA DOTD
Gallien	Kirk	LA DOTD
Jones	Phil	LA DOTD
Picard	Toby	LA DOTD
Reed	Kevin	LA DOTD
Rogers	Kent	LA DOTD
Savoie	Richard	LA DOTD
Williams	Janice	LA DOTD
Other Attendees		
Gautreaux	Cathy	[sub for Reggie Dupre, Trucking AC Chair]
Slyater	David	[sub for Heath Allen, Aviation AC Chair]
Broussard	Dan	LA DOTD
Romeo	Robin	LA DOTD
Sholmire	Dawn	LA DOTD
Vary (Facilitator)	Don	CDM Smith
Babineaux	Butch	CDM Smith
Goodin	Krista	CDM Smith
Nelson	Gordon	Fenstermaker
Buckner	Brandon	FHWA
Bondzie	Chandra	FHWA

PURPOSE

The purpose of this work session was to finalize components of the Statewide Transportation Plan prior to presentation to the Policy Committee.

Note: This meeting summary is a compilation of the input received from the Advisory Council members and reflects the views expressed.

HANDOUTS

- Agenda
- Vision, Goals, Objectives, and Performance Measures
- Recommendations by Advisory Council
- Megaprojects
- Budget Line Items

MEETING SUMMARY

Eric Kalivoda, Executive AC Chair, welcomed the group and reminded the members their role on the Executive Advisory Council. He then led a round of introductions. Don Vary with CDM Smith gave a brief presentation summarizing key parts of the Statewide Transportation Plan. The members were asked to do a final review of the Vision, Goals, Objectives and Performance Measures; the Recommendations by Advisory Council; the list of Megaprojects Priority A and B; and the DOTD proposed budget line items. Each of these documents were previously presented and reviewed by the Advisory Councils. Members of the Executive Advisory Council reviewed, provided edits to and approved the following:

- *Vision, Goals, Objectives, Performance Measures* – The Executive AC adopted the Vision, Goals, Objectives and Performance measures with a few edits to some of the objectives and performance measures. The edited version is included as an attachment to this meeting summary.
- *Recommendations by Advisory Council* – The Executive AC reviewed DOTD staff recommendations for each recommendation and provided suggested edits. The edited recommendations are attached to this meeting summary.
- *Megaprojects* – The members of the Executive AC adopted the Priority A, B, C and D Megaproject Lists with a few edits including breaking ID No. 78 into two megaprojects, adding a summary to each priority list and changing the “Highway” column to “Facility”. The Megaproject list will be shared with all of the Advisory Councils once the Policy Committee has approved them.
- *Budget Line Items* – The Executive AC approved the budget line items as presented.

Each of the above documents will be presented to the Policy Committee over the next few months. Once approved and finalized by the Policy Committee, they will be incorporated into the Final Plan.

Attachments

- *Agenda*
- *Meeting Presentation*
- *Vision, Goals, Objectives and Performance Measures, updated 03-11-14*
- *Recommendations by AC, updated 03-11-14*



LOUISIANA STATEWIDE TRANSPORTATION PLAN UPDATE EXECUTIVE ADVISORY COUNCIL MEETING

March 11, 2014 • 8:30AM to 5:00PM
DOTD Headquarters, Baton Rouge, LA

AGENDA

- 8:30-8:45AM Welcome/Introductions
- 8:45-8:55AM Transportation Challenges /Issues Summary
- 8:55-9:35AM Vision, Goals, Objectives, and Performance Measures [Reach Consensus]
- 9:35-9:45AM Needs Summary
- 9:45-10:00AM Funding Scenarios/Funding Gap
- 10:00-10:15AM Break
- 10:15-12:15PM Recommendations by Advisory Council [Reach Consensus]
- 12:15-1:00PM LUNCH*
- 1:00-2:00PM Megaprojects [Reach Consensus]
- 2:00-4:30PM Revenue Discussion [Reach Consensus]
 - Set-Aside Funding
 - Highway Preservation
 - Highway Operations
 - Other Transportation
 - Highway Safety
 - Non-Highway
 - Mega Projects/Small Capacity
 - Review and finalize partitions
- 4:30-5:00PM Summarize Decisions/Next Steps

* Lunch will be provided



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VISION, GOALS, OBJECTIVES, & PERFORMANCE MEASURES

Vision

Louisianans enjoy the quality of life offered by both the urban and rural areas of the state. Louisiana will nurture and support a continuation of small and medium-sized towns and cities with open space between them. There will be a prosperous economy due in large part to an integrated, connected, safe and secure, well-maintained, balanced transportation system that moves people and freight effectively from, within, and between Louisiana's urban and rural areas via land, water, and air.

Louisiana recognizes that while a majority of the State's residents prefer to live and work in small and medium-sized communities, some of the State's citizens also desire to live and work in more dense or compact urban environments. Both futures require more local decision-making and responsibility regarding transportation investments and local land use planning, along with an increased emphasis on quality of life and passenger travel choices, in partnership with DOTD.

Louisiana will continue to support its extractive and other key industries (agribusiness, mining, heavy manufacturing, transshipment and other port related activities, etc.) as the major economic drivers in the State. However, the potential for increased economic activity associated with arts and entertainment, retirement, tourism, and research and technology in select areas also will be reflected in freight and passenger transportation services and infrastructure investments.

Goal Area #1: Infrastructure Preservation and Maintenance – Preserve Louisiana’s multimodal infrastructure in a state of good repair through timely maintenance of existing infrastructure

Context: The focus of this goal area is on preserving existing infrastructure through asset management practices that achieve the greatest benefit at the least cost, as opposed to a simple “worst first” prioritization approach.

Objectives:

- Keep Louisiana’s State highway pavement, bridges, and highway-related assets in good condition
- Assist modal partners in achieving state-of-good repair for aviation, port, rail, transit, and navigable waterway infrastructure
- Assist local roadway departments in achieving state-of-good repair for locally-owned roads and streets.

Performance Measures:

Measure	Measurement Status/ Development Need	Fed. Req.	Anticipated Application
Direct Measures			
Percent of State Highway System meeting pavement condition targets, by system tier (Interstate, NHS, SHS, RHS)	<ul style="list-style-type: none"> • Baseline conditions are established for each tier using DOTD’s PMS • No additional development needed at this time • May require adjustment once Federal rules are promulgated 	FHWA	<ul style="list-style-type: none"> • Use measure to report on pavement condition • Could use to inform budgeting and target setting
Percent of structurally deficient bridges by deck area for each tier	<ul style="list-style-type: none"> • Baseline needs are established and accruing needs have been determined for 2032 and 2042 (using PONTIS) • May require adjustment once Federal performance measurements rules are promulgated 	FHWA	<ul style="list-style-type: none"> • Use measure to report on bridge condition • Could use to inform budgeting and target setting
Indirect Measures			
Percent of public-owned airports meeting the State’s standard	<ul style="list-style-type: none"> • Baseline conditions are established for runway pavement through aviation PCI study (although data is a little dated). • Metric can only be applied on a sporadic basis unless PCI study is conducted on a more regular basis 	FAA	<ul style="list-style-type: none"> • Measure can be used for occasional reporting • Could be used to inform State funding initiatives
Percent of public transit fleets meeting applicable condition standards	<ul style="list-style-type: none"> • Standards and data collection would need to be established 	FTA	<ul style="list-style-type: none"> • Could be used for future reporting • Could be used to inform State funding initiatives

Goal Area #2: Safety – Provide safe and secure travel conditions across all transportation modes through physical infrastructure improvements, operational controls, programs, and public education and awareness

Context: The focus of this goal area is on maintaining and improving transportation safety through a range of approaches, many of which include working with public safety partners.

Objectives:

- Reduce number and rate of highway-related crashes, fatalities and serious injuries
- Reduce number of pedestrian and bicycle crashes
- Assist modal partners in achieving safe and secure aviation, port, rail, transit, and waterway performance

Performance Measures:

Measure	Measurement Status/ Development Need	Fed. Req.	Anticipated Application
Direct Measures			
Highway fatalities and serious injuries (number and rate)	<ul style="list-style-type: none"> • Baseline performance is established; data is collected and reported annually • May require adjustment once Federal performance measurements rules are promulgated 	FHWA	<ul style="list-style-type: none"> • Use measures to report on safety performance
Crashes involving trucks (number and rate)	<ul style="list-style-type: none"> • Will require additional analysis to develop data, but should be available from existing sources 	?	<ul style="list-style-type: none"> • Could be reported annually
Number of crashes involving transit vehicles	<ul style="list-style-type: none"> • Need to obtain data from FTA or (if not available/timely) establish collection methodology 	FTA	<ul style="list-style-type: none"> • Could be reported annually or on some other cycle if data source is identified
Number of crashes at rail crossings	<ul style="list-style-type: none"> • Need to obtain data from FRA Office of Safety Analysis to establish collection methodology 	?	<ul style="list-style-type: none"> • Could be reported annually or on some other cycle if data source is identified
Number of crashes involving pedestrians and bicyclists	<ul style="list-style-type: none"> • Will require additional analysis to develop data, but should be available from existing sources 	No	<ul style="list-style-type: none"> • Could be reported annually
Indirect Measures			
Number of collisions on waterways (12-year rolling average)	<ul style="list-style-type: none"> • Baseline measure is established; annual data collected by and available from the US Coast Guard 	No	<ul style="list-style-type: none"> • Could be reported annually or on some other cycle

Goal Area #3: Economic Competitiveness – Provide a transportation system that fosters diverse economic and job growth, international and domestic commerce, and tourism

Context: The focus of this goal area is on making transportation investments to support and enhance Louisiana’s economy.

Objectives:

- Improve the efficiency of freight transportation and the capacity of freight-related infrastructure throughout Louisiana
- Improve access to intermodal facilities and the efficiency of intermodal transfers
- Provide predictable, reliable travel times throughout Louisiana
- Ensure small urban areas (5000+ population) are well connected with one another and with large urban employment centers

Performance Measures:

Measure	Measurement Status/ Development Need	Fed. Req.	Anticipated Application
Direct Measures			
Percent of principal arterial highways with acceptable V/C ratios	<ul style="list-style-type: none"> • Data exists (HPMS), but measure will require development to establish acceptable V/C ratios by tier 	No	<ul style="list-style-type: none"> • Could be reported annually or on some other cycle
Annual hours of delay from incidents on freeways	<ul style="list-style-type: none"> • Need to develop approach for collecting and analyzing data 	?	<ul style="list-style-type: none"> • Could be reported annually or other cycle
Number of freight bottlenecks addressed	<ul style="list-style-type: none"> • Need to develop list of bottlenecks and determine details of measure (e.g., raw # vs. cost-based measure) 	No	<ul style="list-style-type: none"> • Could be reported annually or other cycle • Could be used to inform State funding initiatives
Place holder for any MAP-21 freight efficiency measurement requirements developed by FHWA	<ul style="list-style-type: none"> • FHWA has committed to providing data for reliability measures • Will require development once Federal performance measurements rules are promulgated 	FHWA	<ul style="list-style-type: none"> • Report annual to FHWA as required • Could also serve as a DOTD annual reporting measure
Percent of highways connecting urban areas that meet minimum state standards	<ul style="list-style-type: none"> • Need to establish standards and define applicable urban areas • Develop approach for collecting and analyzing data 	No	<ul style="list-style-type: none"> • Could be reported annually or on some other cycle once measure is developed
Annual tonnage and value of freight moved at Louisiana marine ports	<ul style="list-style-type: none"> • Baseline values established • Annual data (albeit dated) available from USACE 	No	<ul style="list-style-type: none"> • Use as a data/information point for Long Range Plan
Annual tonnage and value of freight moved at Louisiana airports	<ul style="list-style-type: none"> • Measure air cargo tonnage annually 	No	<ul style="list-style-type: none"> • Use as a data/information point for Long Range Plan
Percent of shortline freight rail system capable of supporting 286K lb cars.	<ul style="list-style-type: none"> • Need to develop approach for collecting and analyzing data 	No	<ul style="list-style-type: none"> • Could be reported annually or other cycle



LOUISIANA STATEWIDE TRANSPORTATION PLAN UPDATE
As recommended by the EXECUTIVE ADVISORY COUNCIL

March 11, 2014 • Baton Rouge, LA

Measure	Measurement Status/ Development Need	Fed. Req.	Anticipated Application
Indirect Measure			
Percent of navigable waterway miles maintained to federally authorized dimensions	<ul style="list-style-type: none"> • Current baseline is established • Can use annual Corp of Engineer data to measure • Do cost-benefit analysis to determine which channels to deepen 	No	<ul style="list-style-type: none"> • Consider reporting out on annual or some other regular basis

Goal Area #4: Community Development and Enhancement – Provide support for community transportation planning, infrastructure and services

Context: The focus of this goal area is on coordination and collaboration with local and regional transportation partners.

Objectives:

- Cooperate with and support MPOs, State Planning and Development Districts, and local governments with the establishment and refinement of land use, transportation, and community development plans
- Increase options available to local governments to seek sustainable revenue for local transportation needs
- Reduce barriers to state and local collaboration
- Enhance access to jobs for both urban and rural populations
- Improve modal options associated with supporting the economy and quality of life regardless of age, disability, or income
- Identify methods to preserve the integrity and character of “town centers” and preserve open space, or the appearance of open space, between them

Performance Measures:

Measure	Measurement Status/ Development Need	Fed. Req.	Anticipated Application
Direct Measures			
Percent of parishes and municipalities with local comprehensive plans	<ul style="list-style-type: none"> • Need to develop approach for collecting 	No	Could be reported annually or other cycle
Number of parishes with elderly and handicapped transit service	<ul style="list-style-type: none"> • Need to develop approach for collecting 	No	Could be reported annually or other cycle
Number of parishes with general transit service	<ul style="list-style-type: none"> • Need to develop approach for collecting 	No	Could be reported annually or other cycle

Goal Area #5: Environmental Stewardship – Ensure transportation policies and investments are sensitive to Louisiana’s environment, history, and culture

Context: The focus of this goal area is on delivering transportation projects and program in a way that minimizes or mitigates their negative impacts.

Objectives:

- Minimize the environmental impacts of building, maintaining, and operating Louisiana’s transportation system
- Comply with all federal and state environmental regulations

Performance Measures:

Measure	Measurement Status/ Development Need	Fed. Req.	Anticipated Application
Direct Measures			
Number of parishes that meet NAAQS mobile source emissions standards	<ul style="list-style-type: none"> • Need to develop approach for collecting and analyzing data 	No	<ul style="list-style-type: none"> • Could be reported annually or other cycle
Acres of wetlands impacted by DOTD or DOTD-funded projects	<ul style="list-style-type: none"> • Need to develop approach for collecting and analyzing data 	No	<ul style="list-style-type: none"> • Could be reported annually or other cycle
Percent of DOTD fleet converted to alternative fuels	<ul style="list-style-type: none"> • Need to develop approach for collecting and analyzing data 	No	<ul style="list-style-type: none"> • Could be reported annually or other cycle
Place holder for any MAP-21 air quality measurement requirements	<ul style="list-style-type: none"> • Measure yet to be defined; will likely focus on impacts of CMAQ funding • Will require development once Federal performance measurements rules are promulgated 	FHWA	<ul style="list-style-type: none"> • Report annual to FHWA as required
Indirect Measures			
Percent of State and local public fleets converted to alternative fuels	<ul style="list-style-type: none"> • Need to develop approach for collecting and analyzing data 	No	<ul style="list-style-type: none"> • Could be reported annually or other cycle

Aviation Recommendations

ID	No.	Recommendation
CDE	1	Provide State support for commercial service airport development in accordance with approved master plans.
EC	1	Develop aviation marketing program, using General Fund monies, to attract additional air service, air cargo, and aerospace companies.
EC	2	Study challenges/opportunities of helicopter industry in support of Louisiana business, industry and economic growth.
EC	3	Update Statewide Economic Impact of Aviation Study every 3 to 5 years.
INF	1	Upgrade General Aviation infrastructure identified in the Louisiana Airport System Plan to minimum standards.
INF	2	Re-establish program of land acquisition/aviation easements for obstruction removal.
INF	3	Support an ongoing annual appropriation to the General Aviation Air Carrier Airport and Maintenance Program.
INF	4	Support a reauthorization and appropriation of the Federal Airport Improvement Program that best benefits Louisiana aviation.
INF	5	Give priority to the Louisiana Airport System facilities for State funded projects.
INF	6	Support Federal funding of air traffic control towers (both Federal and contract).
INF	7	Consider changing National Plan of Integrated Airport Systems (NPIAS) airport designations based on Louisiana Airport System Plan (LASP) analysis and recommendations.
INF	8	Change State system airport designations based on LASP analysis and recommendations.
S	1	Define strategic roles of Louisiana aviation resources during natural disasters. [ANG nursing home evacuation plan.]
EC	4	Establish a comprehensive state policy that defines the application process and development of new airports/heliports to include the evaluation of impacts to existing airports and the ability of the new facilities to be self-sustaining.

Community Development and Enhancement Recommendations

ID	No.	Recommendation
CDE	2	Educate public and elected officials about the need for, and benefits of, public transportation.
CDE	3	Coordinate implementation of Federal funding sources for specialized transit. Develop Task Force of State agencies using Federal funds for human services transportation and public transportation. Regional coordination plans and a statewide coordination plan should be developed.
CDE	4	Encourage all MPOs to develop a comprehensive transit master plan.
CDE	5	Continue implementation of Complete Streets policy.
CDE	6	Develop and implement Statewide Bicycle Goals Map.
CDE	7	Continue to fund local transportation plans but expand scope to include land use, public buildings/facilities, public infrastructure including stormwater management, transportation, drainage, utilities, etc.

ID	No.	Recommendation
CDE	8	Support rail compacts in their effort to develop intercity passenger rail corridors where ridership levels justify service.
CDE	9	Promote and develop connectivity between public transportation systems and other transportation modes.
CDE	10	Evaluate the feasibility of an Airport to New Orleans CBD bus rapid transit.
CDE	11	Continue to update/maintain statewide bicycle suitability map.
CDE	12	Support local efforts to convert abandoned rail corridors to recreational trails.
ES	1	Work with congressional delegation to create wetland mitigation credits for preserving existing wetlands.
ES	2	Preserve buffers, preferably as wetlands mitigation, to provide separation or appearance of separation between adjacent communities.

Freight Rail Recommendations

ID	No.	Recommendation
EC	5	Conduct economic impact analysis of freight rail in Louisiana in coordination with Louisiana Department of Economic Development (LED).
EC	6	Educate the State's legislature and Congressional delegation on the need for State and Federal legislation to support funding for the State's freight railroads.
EC	7	Dedicate \$25M annually from the State capital outlay program for navigation and port related freight rail capital projects.
INF	9	Assist freight railroads in securing grants and loans from existing and future Federal assistance programs.
S	2	Research incentive programs for closures of public and private grade crossings.
CDE	13	Support rail compacts in their effort to develop intercity passenger rail corridors where ridership levels justify service.

Ports and Waterways Recommendations

ID	No.	Recommendation
EC	8	Establish a Statewide Maritime Marketing Program.
EC	9	Study the economic competitiveness of Louisiana ports.
EC	10	Support multi-state coordination of infrastructure improvements along the Mississippi River corridor and tributaries.
EC	11	Continue to work through partnerships to increase funding for and utilization of the inland waterway system and of coastal ports.
EC	12	Support the development of major container terminals and distribution centers through individual port authorities.
EC	13	Support public-private partnerships for maritime facility investment, including distribution centers, through tax credits and other tax incentives.

INF	10	Implement the recommendations of the DOTD's Marine Transportation Systems Plan.
INF	11	Support the full appropriation in the Harbor Maintenance Trust Fund for maintenance of navigation channels.
EC	14	Dedicate \$25M annually from the State capital outlay program for navigation and port related freight rail capital projects.

State Highway Operations and Maintenance Recommendations

ID	No.	Recommendation
INF	12	Utilize Federal funds for preservation repairs by DOTD work forces.
INF	13	Support the implementation of the LA Commercial Vehicle Information and Systems Network (CVISN) plan.
INF	14	Transfer 5,000 miles of State highways to local governments through an incentive program.
INF	15	Implement the Statewide Intelligent Transportation System (ITS) Plan and integrate use of cost-effective ITS elements into other projects.
INF	16	Increase the cost threshold for DOTD constructed projects when determined to be cost effective.
INF	17	Coordinate with local governments to identify and study alternative local funding sources.
INF	18	Support the interoperability of ITS technologies for trucks.
INF	19	Allow mobility funds money to be used on Priority A and B statewide plan megaprojects without tolling.
INF	20	Increase amount for DOTD letter bids from \$500K to \$1M.
CDE	14	Convert public vehicle fleets to alternative fuels.
S	3	Evaluate emergency preparedness for the DOTD and determine opportunities for improvement.

Trucking Recommendations

ID	No.	Recommendation
CDE	15	Ensure trucking representation and participation by private sector in MPO planning processes.
EC	15	Develop seamless electronic credentialing; one-stop shop for permitting, registrations, license plates, etc.
EC	16	Work with LA Department of Economic Development (LED) and others to address peak hour congestion by providing incentives for extending hours of port operations.
EC	17	Improve quality of connectivity to ports and rail yards.
EC	18	Re-establish Motor Carrier Advisory Committee.
EC	19	Develop a process to identify, monitor, and restore condition of special truck routes that support the energy and mining industry.
EC	20	Improve access to LNG/CNG, propane and other alternative fuels to support commercial transportation.
EC	21	Create a policy to enhance private sector conversion from diesel/gasoline to LNG/CNG,



**LOUISIANA STATEWIDE TRANSPORTATION PLAN UPDATE
PLAN RECOMMENDATIONS BY ADVISORY COUNCIL**

April 2014

ID	No.	Recommendation
		propane, or other alternative fuels to support transportation.
EC	22	Improve regional consistency and uniformity in oversized/overweight truck permitting.
EC	23	Construct weigh station at I-49 at the Arkansas State Line.
EC	24	DOTD and LED to collaborate on identifying transportation needs, issues and impacts when recruiting industry/business into the state.
INF	21	Oppose Federal weight limits increases.
S	4	Improve incident management.
S	5	Increase supply of truck parking.
S	6	Revise/improve roadway design and accommodations for large trucks at intersections and roundabouts.
S	7	Relocate and/or redesign the weigh station along I-10 at the Texas Line.

Plan Recommendations Tied to Budget Line Items

ID	No.	Budget Line Items Recommendation
CDE	16	Provide funding for a portion of rural transit operating expenses to meet the current & future expansion needs.
CDE	17	Develop a state-administered Local Assistance Program to rehab/ reconstruct locally-owned roads. Local match to be required that may vary according to transportation planning criteria.
CDE	18	Continue to fund transportation demand management for MPOs.
INF	22	Increase funding for roadway maintenance and construction.
INF	23	Increase funding for Port Priority Program.
INF	24	Increase funding for Pavement Preservation to meet established goals.
INF	25	Increase funding for Bridge Preservation to meet established goals.
INF	26	Increase funding for Highway Operations.
INF	27	Increase funding for District Operations and Contract Maintenance.
INF	28	Implement Highway Megaprojects in Priority A and B.
INF	29	Continue regular small Capacity Program.
S	8	Increase funding for Highway Safety.
INF	30	Support the establishment of a state-funded Rail Retention and Infrastructure Program and provide statewide funding for shortline rail program.
INF	31	Fund highway/rail grade separation program.
S	10	Continue funding for active warning devices at rail/highway crossings.

LEGEND:

- CDE – Community Development & Enhancement Goal
- EC – Economic Competitiveness Goal
- ES – Environmental Stewardship Goal
- INF – Infrastructure Preservation & Maintenance Goal
- S – Safety Goal