



**LOUISIANA STATEWIDE TRANSPORTATION PLAN UPDATE  
 ADVISORY COUNCIL MEETINGS – ROUND ONE  
 EXECUTIVE ADVISORY COUNCIL MEETING SUMMARY**

*March 21, 2013 • 2:00PM to 4:00PM  
 LA DOTD, Baton Rouge, LA*

<b>Last Name</b>	<b>First Name</b>	<b>Affiliation</b>
<b>Advisory Council Members</b>		
Accardo	Joe	Ports & Waterway AC Chair (Ports Association of LA)
Allen	Heath	Aviation AC Chair (Lake Charles Regional Airport)
Bridges	Michael	LA DOTD
Chambers	Nita	LA DOTD
Decker	Dennis	Regional Planning Officials AC Chair (LA DOTD)
Jones	Phil	LA DOTD
Kalivoda (Chair)	Eric	LA DOTD
Latino	Vince	State Highway Operations and Maintenance AC Chair (LA DOTD)
Picard	Toby	LA DOTD
Savoie	Richard	LA DOTD
Williams	Janice	LA DOTD
Wilson	Shawn	LA DOTD
<b>Other Attendees</b>		
Broussard	Dan	LA DOTD
LeBas	Sherri	LA DOTD
Romeo	Robin	LA DOTD
Sholmire	Dawn	LA DOTD
Stringfellow	Mary	FHWA
Duffy	Sean	Ports & Waterways AC (Big River Coalition)
Vary	Don	CDM Smith
Babineaux	Butch	CDM Smith
Carpenter	Linda	CDM Smith
Goodin	Krista	Fenstermaker

**PURPOSE**

The purpose of the First Round of Advisory Council meetings was to give the Advisory Councils a briefing on the status of the Plan update and to allow each Council to discuss issues regarding their mode. Attendees also received the Draft Vision, Goals, Objectives and Performance Measures to review and provide feedback, as well as the previous Policy Recommendations to consider for the next round of meetings.

*Note: This meeting summary is a compilation of the input received from the advisory council members and accurately reflects the views expressed.*

## **HANDOUTS**

- Agenda
- Executive Advisory Council PowerPoint Presentation
- Initial Executive Issues
- Draft Vision, Goals, Objectives, and Performance Measures
- Multimodal/Public Works Recommendations from 2008 Review and Status Report

## **MEETING SUMMARY**

### **Executive Advisory Council Meeting**

The agenda for the Executive Advisory Council meeting included:

- Introductions/Opening Remarks/Role of AC
- Brief Overview of Last Two Days
- Review of Vision, Goals, Objectives, and Performance Measures
- Issue Discussion
- Handout of Previous Plan Policy Recommendations

A copy of all materials will be posted on the web along with these meeting notes.

### Introductions/Opening Remarks

Don Vary, CDM Smith Project Manager, introduced himself and then there were self introductions by all attendees. Eric Kalivoda, Executive Advisory Council Chair, explained the process of the plan update and identified who the chairs are for each advisory council. Mr. Vary presented the status of the plan, the role of the Executive Advisory Council and briefly discussed the outreach conducted to date. He then discussed the outcomes of the Visioning Workshop and the intended outcomes of the Round One of the Advisory Council meetings. Mr. Vary then shared a few issues identified during each of the Advisory Council meetings:

### Advisory Council Brief Issues

- Aviation AC
  - Potential loss of funding due to FAA's Asset study reclassification of general aviation airports
  - Aviation's role in promoting increased tourism – more direct service should be a goal, but needs to be market-driven
  - Military reliance on access to airports – important to accommodate this to maintain \$1.6 billion economic benefit from military establishments in Louisiana
- Community Development and Enhancement AC
  - Needs of aging population and non-drivers (children and disabled)
  - Disconnect between land use planning and transportation
  - Limited local resources to coordinate and implement plans
  - State agency cooperation for investing dollars in communities

- Ports and Waterways AC
  - Need more specificity in vision and objectives statements about ports and waterways
  - Megaproject and top priority is dredging the Mississippi River to 50 feet; next priority – dredging of coastal waterways; if we don't do this, the state's ports will continue to lose business to neighboring ports
  - Revenue – there is some willingness to pay for improvements by shippers since they are paying more now to go to neighboring ports to move goods
  - Lack of understanding of importance and economic benefit of ports and waterways
  
- Regional Planning Officials AC
  - Improve coordination between DOTD and local governments
  - Maximize the use of existing facilities (complete streets, access management, etc)
  - Differing jurisdictional/entity boundaries complicating coordination
  
- State Highway Operations and Maintenance
  - Funding: lack of funding for maintenance; unfunded mandates and assets without funding sources; funding restrictions
  - Impression that asset management system dictates pavement treatment
  - Worst-first approach to roadway maintenance as opposed to life-cycle cost analysis
  
- Trucking
  - Hours of port operations (limited to 8 a.m. to 5 p.m.)
  - Electronic permitting for overweight/oversize vehicles
  - Parking/rest area shortage
  - Leake Avenue extension to Port
  
- Freight Rail
  - Terminal capacity constraints that will not accommodate growth in grain, coal and oil shipments
  - 286k short line issues (inability to accommodate 286k lb loads)
  - P3 for rail initiatives, both freight and passenger
  - Additional ways to promote and fund projects, including ability to receive funds and support grant applications
  - Improved access to rail system (spurs) for shippers (economic development incentives that support concentration of activity to allow rail)

The following are key points noted during each AC Issues discussion.

- Aviation
  - Concern with the general aviation classification. We are not getting federal funding for the large amount of helicopter operations in the state to support off-shore oil and gas industry.

- Fort Polk personnel are being reduced by half and we need to address supporting military bases. We need to focus on Alexandria.
- Ports & Waterways
  - The most significant part of the economy is our ports and should reflect that importance in the plan's goals and objectives. The team needs to review the Port Economic Study.
  - We don't have the vessel service for shippers. They need deeper channels and shippers are going to Houston instead of New Orleans as a result.
  - We are confusing ship calls with depth of the Mississippi River. Ship calls are related to the amount of cargo that can be shipped.
  - There is legislation allowing a \$5 per ton tax credit yet LED has never implemented it.
  - Some are willing to pay extra fees.
  - DOTD is short staffed regarding ports and waterways and doesn't have enough funding.
  - Maintenance of the lower Mississippi River is short by \$50M each year.
  - We need to free up the Harbor River Trust Fund. There is a huge potential for expanding ports that is being ignored because of lack of funding.
- State Highway Operations & Maintenance
  - The asset management issue listed isn't really true. That's to say, while some may feel that the state's asset management system dictates management practices, that is not the intent or direction of MAP-21 and it may not be an accurate representation of the agency's practices at this time.
  - We need to look at O&M for entire corridors.
  - There are two main components for O&M: bridges and roadways. We need to grow the asset management system to include components such as signage, signals, etc.
  - Need to clarify the comment on Slide 13. Capital improvements are not worst-first (this applies to day-to-day preservation).
- Trucking
  - Isn't the I-10 Claiborne Corridor project also a big issue for truckers?
- Freight Rail
  - Need to coordinate with the Chemical Association and add them as a stakeholder on the Advisory Council.

#### Draft Vision, Goals, Objectives, and Performance Measures

Don Vary explained that the Executive AC will be responsible for finalizing the Vision, Goals, Objectives and Performance Measures and asked that they review them and provide comments by April 15 to Dan Broussard. The group briefly discussed the following points per goal:

- Infrastructure Preservation/Maintenance Goal
  - Need to add "Maritime" to 4th bullet. Data is available from Sharon Balfour. Need to add indirect measures for rail and maritime.
  - We do not need a direct measure for ferries.

- Safety Goal
  - This goal needs to match the Strategic Highway Safety Plan goal and the wording needs to match.
  - Add “Implement the SHSP” as a policy recommendation.
- Economic Competitiveness Goal
  - For an indirect measure, could we use rate of return?
  - Can we have metrics for growth/positive measures? Not just the deficits?
- Community Development & Enhancement
  - Need to adjust the language to include “complete streets”.
- Environmental Stewardship
  - Change tons of emissions to a rate or move to indirect measures.
  - Moving more cargo onto vessels and barges decreases impacts by trucks. Should we identify a measure for this? We should also craft one for railroads taking freight off of roadways and the impacts to roadway infrastructure.
  - Add a direct measure of converting DOTD’s fleet
  - We should look at the goals of NEPA and see if we can add measures related to wetland impacts, etc.

#### Executive AC Issues Discussion

- Funding
  - There is pressure for heavier vehicles and more commercial transport. This will hasten deterioration of infrastructure.
  - There is inadequate funding for ports and waterways. The federal cost share for beneficial use of dredge material is a concern. The feds don’t want to use it because it isn’t cost effective. If the harbor maintenance trust fund is fixed that could help ports.
  - We need to break the culture of dependency on the state and wean people off government funding.
  - The local governments need to have more autonomy.
  - There is a gap between state and local responsibility and there needs to be a public conversation.
  - LA DOTD needs to define the limits of the state’s mission on transportation.
  - None of the taxes on natural gas is dedicated to transportation.

#### Previous Plan Policy Recommendations

The group received a handout of the recommendations from the previous statewide plan effort and was asked to familiarize themselves with it and talk to colleagues about changes that would be needed to address the issues discussed on March 21. This will be the subject of the next round of Advisory Council meetings in the summer of 2013.