

Louisiana Statewide Transportation Plan

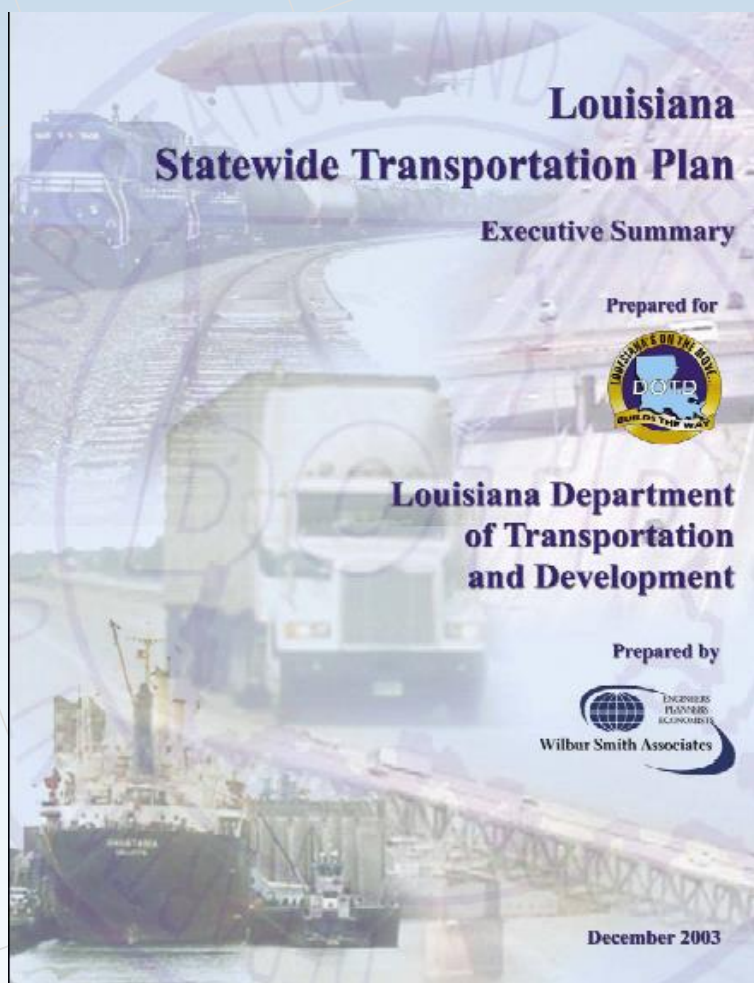


Review of Previous Policy Committee Meetings

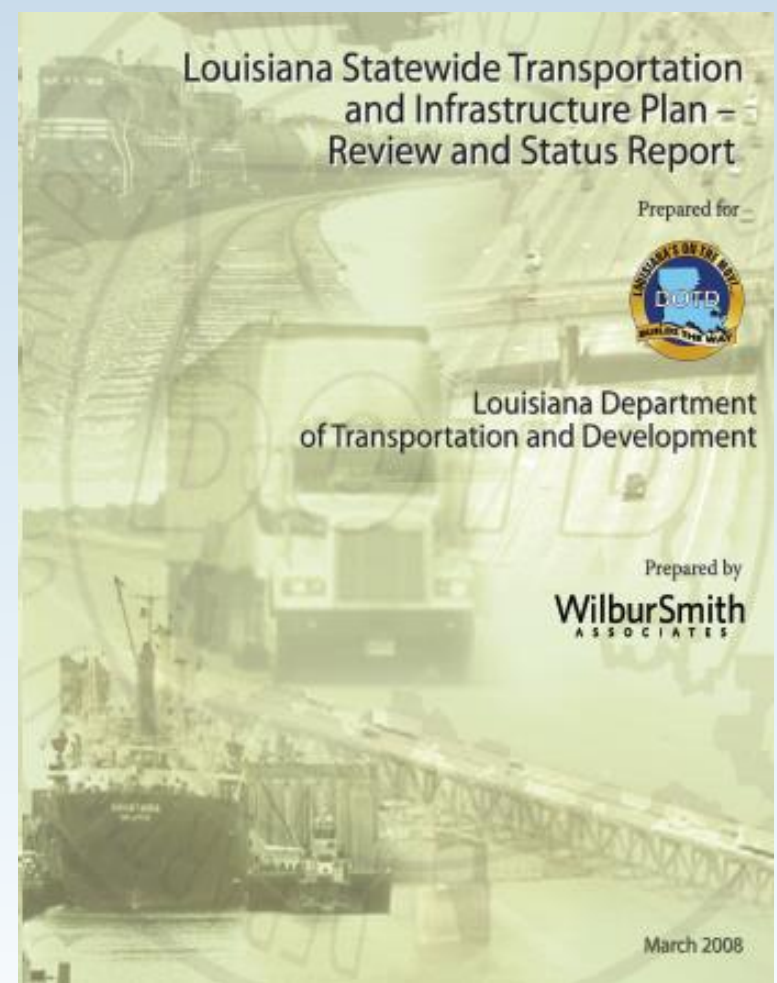
June 12, 2015

**CDM
Smith**

Current Plan adopted in 2003

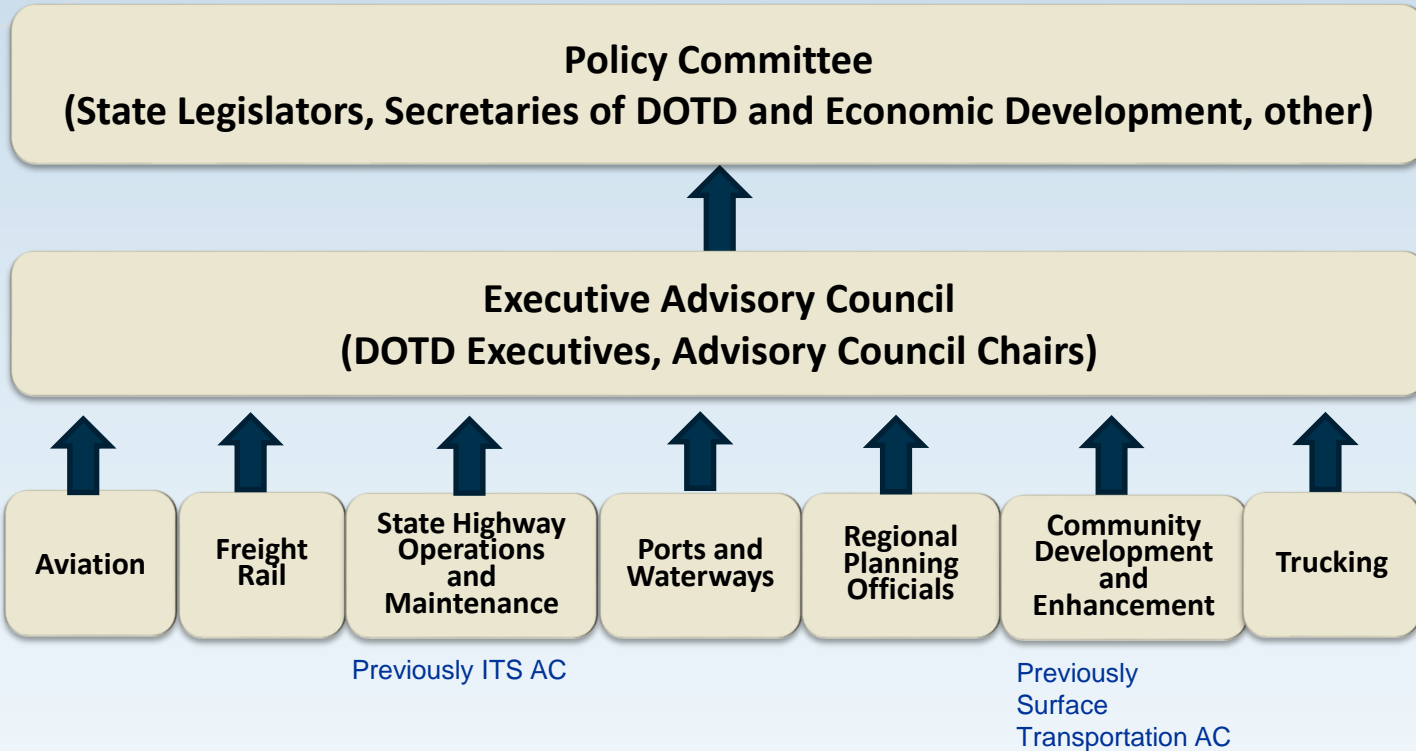


Review and Status Report in 2008



Covers all modes – freight and passenger. Economic growth is a major driver.

Decision-Making Process



Policy Committee

- Senate President John Alario
- Senator Robert Adley
- Senator Mike Walsworth
- House Speaker Chuck Kleckley
- Representative Karen St. Germain
- Representative Stephen Pugh
- DOTD Secretary Sherri LeBas – *Policy Committee Chair*
- LED Secretary Steven Grissom
- Robert Scott, President, Public Affairs Research Council

Duties:

- Serve as the final decision-making body for the update of the Louisiana Statewide Transportation Plan;
- Establish priorities among transportation-related, economic development projects and/or services;
- Advise other members of the Legislature, local elected officials, public and private agencies, companies, groups, and individuals on transportation issues pertaining to policies, regulations, programs, projects, and funding.

Meeting Summaries

1st Meeting [March 13, 2014]

- Overview of Planning Process
- Presentation of Vision, Goals, Objectives and Performance Measures

2nd Meeting [April 24, 2014]

- Approved Vision, Goals, Objectives and Performance Measures
- Presentation of Draft Plan recommended by the Executive Advisory Council
 - Policy Recommendations
 - Megaprojects
 - Budget Allocation
- Discussion of Draft Plan Elements

Meeting Summaries, Cont'd.

3rd Meeting [May 28, 2014]

- **Presentation of Draft Plan recommended by the Executive Advisory Council**
 - Funding Scenarios
 - Megaprojects
 - Policy Recommendations
 - Budget Allocation
- **Discussion of Draft Plan Elements**

4th Meeting [July 9, 2014]

- **Presentation of Draft Plan recommended by the Executive Advisory Council**
- **Approved revisions to wording of 3 Plan Elements and moved one megaproject from Priority C to Priority B**
- **Discussed adding one additional Plan Element**

Last Meeting Discussion Points

- **Revised Recommendations**
 - Add *“Provide a minimum of \$70 million in state TTF annually to match federal funds for the sustainability of state highway pavements and bridges.”* to the Plan Elements under State Highway Operations and Maintenance.
- **Funding Scenarios** – Describe funding scenarios in terms of dollar amounts irrespective of state funding sources.
- **Information requests** – Use of current federal highway funding, how other states are funding port and waterway improvements, and coordination efforts between CPRA diversion projects and the proposed deepening of the Mississippi River.

Louisiana Statewide Transportation Plan Update



Policy Committee Meeting
Baton Rouge, LA

June 12, 2015

**CDM
Smith**

Agenda

Funding Scenarios

Recommendations

Megaprojects

Budget Allocation

Next Steps

Funding Scenarios

Revenue Scenarios

Scenario 1 - Baseline

- 0.5% Annual State and Federal Revenue Growth

Scenario 2 - Reduction

- Baseline State + Major Reduction in Federal Funds

Scenario 3 - Modest Increase

- Baseline + Annual State Increase of \$400 Million Beginning FY 20

Scenario 4 - Aggressive Increase

- Baseline + \$400M Annual State Increase Beginning FY 20 + \$300M Annual Federal Increase Beginning FY 20

Recommendations by Exec. Advisory Council

Aviation

ID	No.	Recommendation
CDE	1	Provide State support for commercial service airport capital 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.

Aviation, Cont'd.

ID	No.	Recommendation
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.
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

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.
CDE	8	Support rail compacts in their effort to develop intercity passenger rail corridors where ridership levels justify service.

Community Development and Enhancement, Cont'd.

ID	No.	Recommendation
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

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	Maintain a minimum balance of \$25 Million in Priority 2 of the State Capital Outlay Program for navigation and port related freight rail capital projects in accordance with a priority program developed by DOTD and approved by the Joint Transportation Committee.
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

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	Maintain a minimum balance of \$25 Million in Priority 2 of the State Capital Outlay Program for navigation and port related freight rail capital projects in accordance with a priority program developed by DOTD and approved by the Joint Transportation Committee.

State Hwy Operations & Maintenance

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		Provide a minimum of \$70 million in state TTF annually to match federal funds for the sustainability of state highway pavements and bridges.

State Hwy Operations & Maintenance, Cont'd.

ID	No.	Recommendation
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

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 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, propane, or other alternative fuels to support transportation.

Trucking, Cont'd.

ID	No.	Recommendation
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

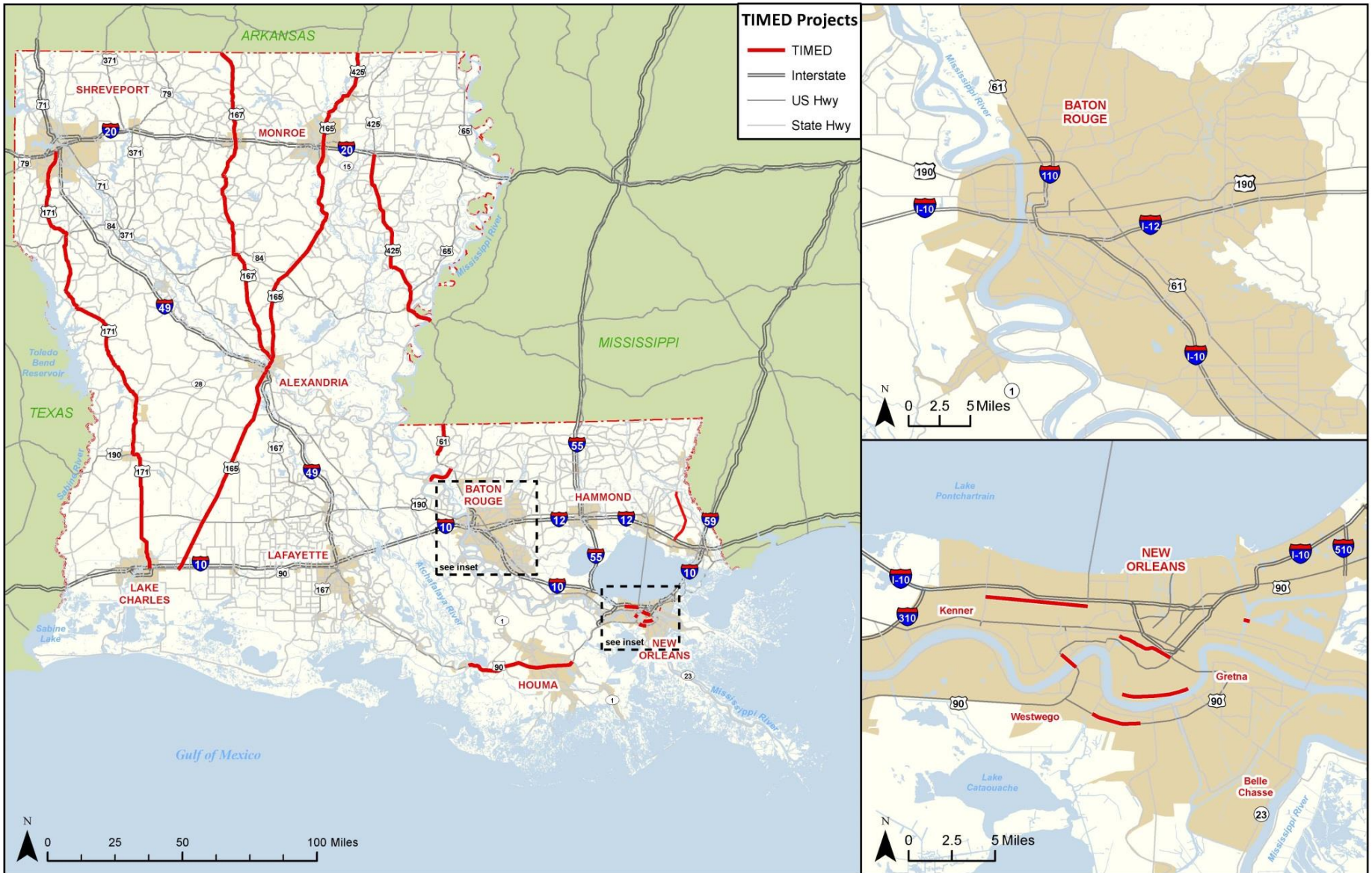
ID	No.	Budget Line Items Recommendation
CDE	16	Provide funding for a portion of rural transit operating expenses to meet the current & future expansion needs.
CDE	17	Develop a state-administered Local Assistance Program to rehab/reconstruct locally-owned roads. Local match to be required that may vary 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 Sustainability to meet established goals.
INF	25	Increase funding for Bridge Sustainability to meet established goals.
INF		Provide a minimum of \$70 million in state TTF annually to match federal funds for the sustainability of state highway pavements and bridges.
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.

Plan Recommendations Tied to Budget Line Items, Cont'd.

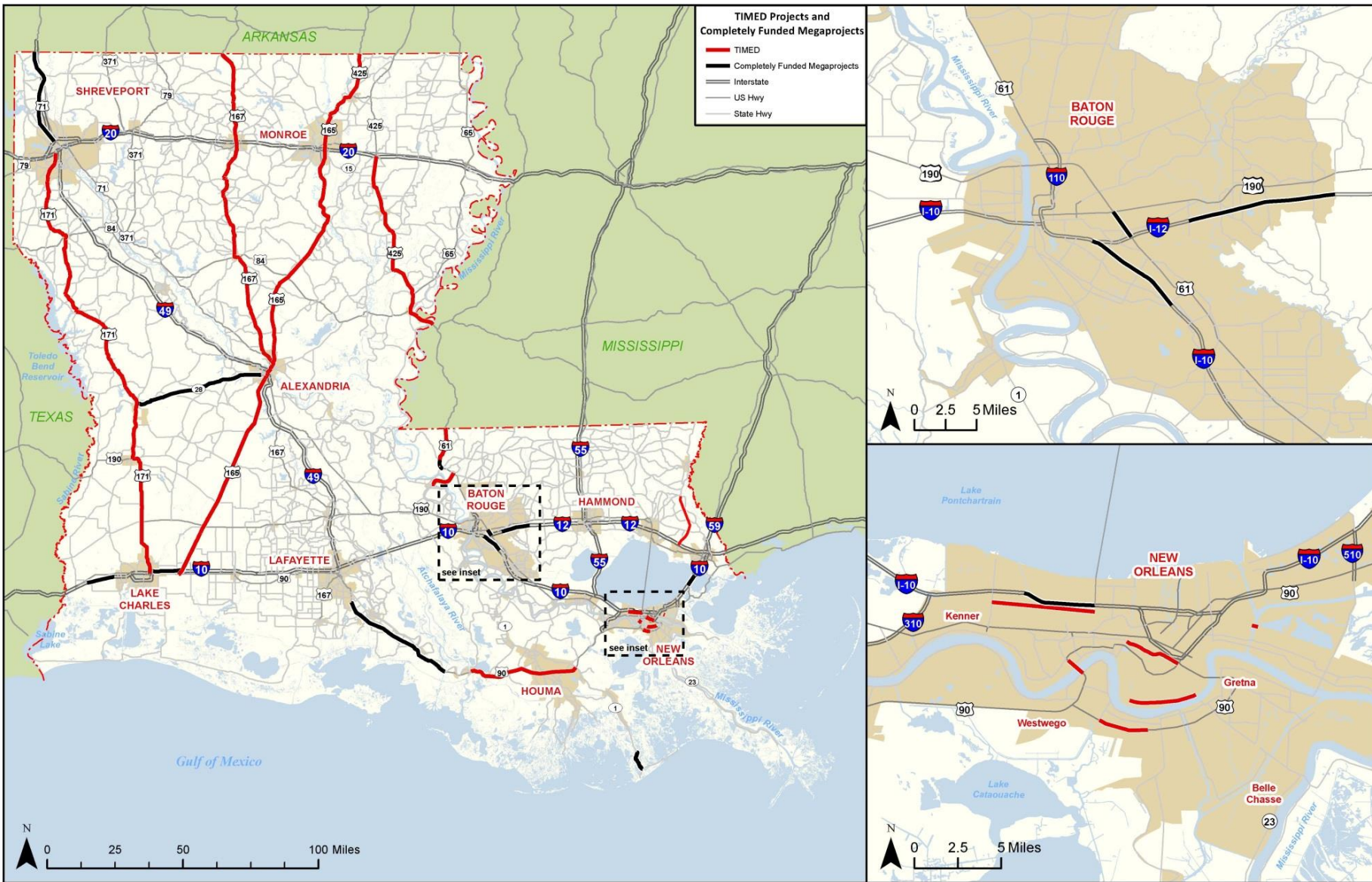
ID	No.	Budget Line Items Recommendation
S	8	Increase funding for Highway Safety.
INF	30	Support the establishment of a state-funded Rail Retention and Infrastructure Program and provide statewide funding for shortline rail program.
INF	31	Fund highway/rail grade separation program.
S	10	Continue funding for active warning devices at rail/highway crossings.

Megaprojects

TIMED Program Projects



TIMED + Completely Funded Megaprojects

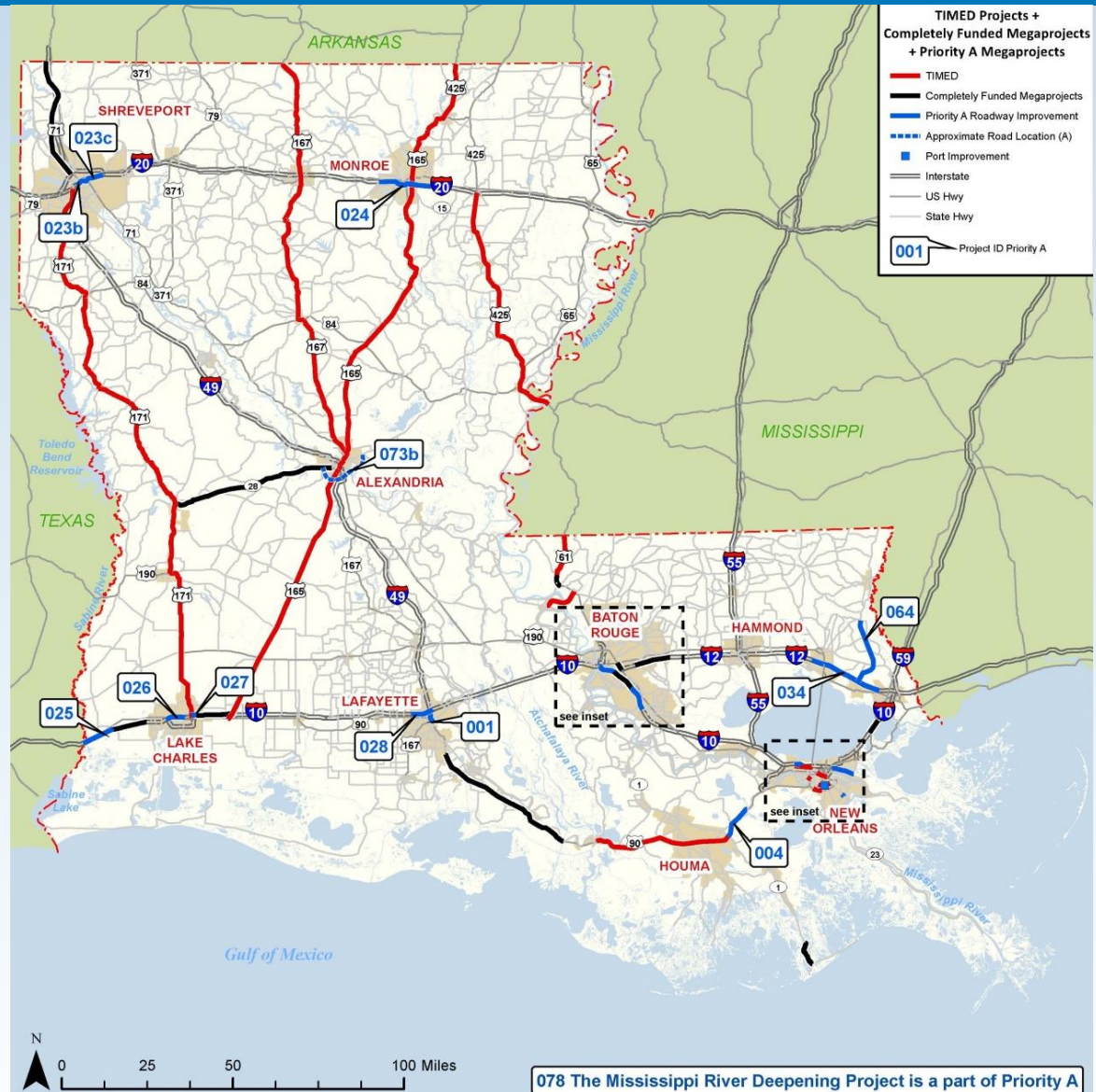


TIMED + Funded + Priority A Megaprojects

PRIORITY A

20 Projects \$3.7B
(plus \$1.1B other sources)

- 13 interstate upgrades/widening
- 3 bridge projects
- 2 new highways
- River deepening and Port of NO container terminal



TIMED + Funded + Priority A & B Megaprojects

Priority B

19 Projects \$2.9B (plus \$2.7B other sources)

- 1 highway and 5 interstate upgrades/widening
- 4 new highways
- 2 rail projects
- 2 interchange improvements
- 3 new bridges
- Causeway safety improvements



Budget Allocation

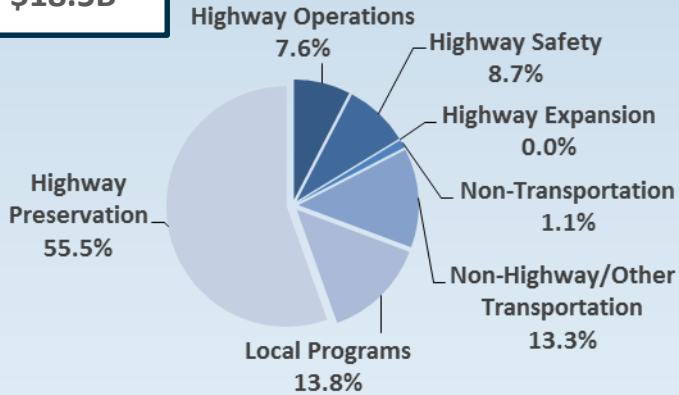
Budget Allocation

Forecasted Revenue Scenarios* | FYs 2012, 2022, & 2042 | Budget Line Items

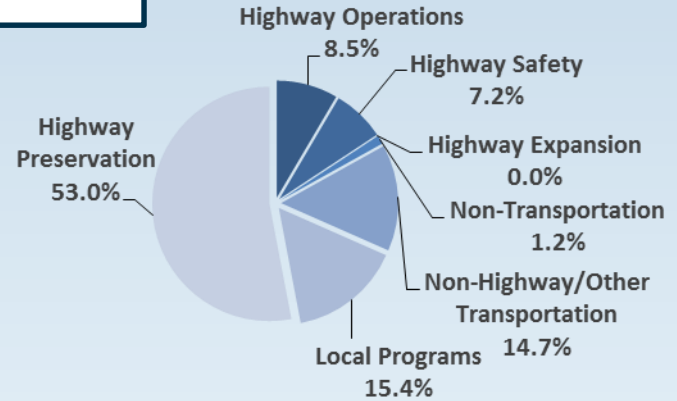
Budget Line Item	2012 Budget	FY 2022 Scenarios				FY 2042 Scenarios			
		1	2	3	4	1	2	3	4
Hwy Preservation									
Non-Interstate Pavement (NHS)	27.7	55.0	55.0	55.0	55.0	80.0	75	80.0	80.0
Non-Interstate Pavement (SHS)	98.4	100.0	80.0	110.0	110.0	110.0	83.0	165.0	165.0
Non-Interstate Pavement (RHS)	43.2	50.0	45.0	60.0	60.0	50.0	45.0	90.0	90.0
Interstate Pavement	80.0	85.0	65.0	85.0	85.0	90.0	70.0	125.0	125.0
Bridge Preservation (on)	165.5	169.4	144.4	255.0	415.0	168.8	153.8	280.0	510.0
Bridge Preservation (off)	20.4	12.0	12.0	48.0	48.0	12.0	12.0	48.0	72.0
SUBTOTAL	435.2	471.4	401.4	613.0	773.0	510.8	438.8	788.0	1,042.0
Hwy Operations									
ITS	13.0	15.0	15.0	15.0	15.0	15.0	15.0	18.0	18.0
Traffic Control Devices	16.0	19.0	19.0	25.0	25.0	19.0	19.0	29.0	29.0
Interstate Lighting	3.0	3.5	3.5	6.0	6.0	3.5	3.5	10.0	10.0
TSM	8.0	8.0	8.0	9.0	9.0	10.0	10.0	10.0	10.0
Roadway Flooding	4.0	4.5	4.5	4.5	6.0	5.0	5.0	7.0	7.5
Weigh Stations	2.1	3.0	3.0	3.0	3.0	3.0	3.0	3.5	3.5
Rest Areas	12.0	4.0	4.0	4.0	4.0	4.0	4.0	5.0	5.0
Ferries	0.7	1.5	1.5	1.5	1.5	2.0	2.0	2.0	2.0
Moveable Bridges	2.1	2.5	2.5	10.0	10.0	3.6	3.6	11.0	11.0

Budget Allocations by Scenario

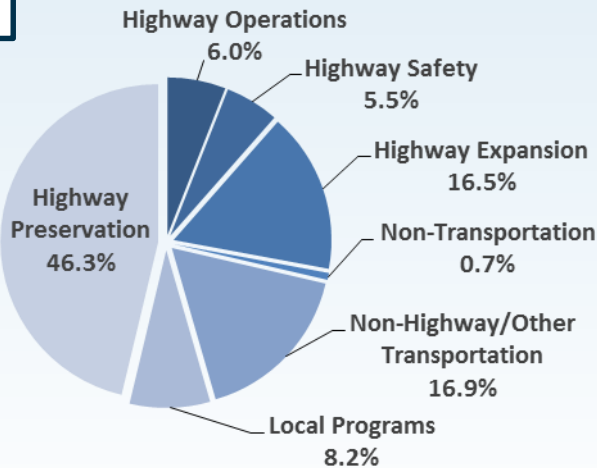
Scenario 1
\$18.5B



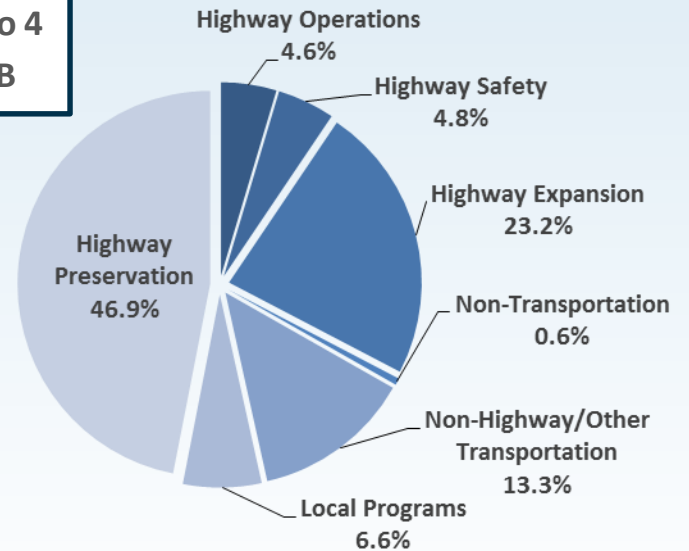
Scenario 2
\$16.0B



Scenario 3
\$28.0B



Scenario 4
\$35.0B



Information Request: How other states are funding port and waterway improvements

- Reviewed 14 Gulf Coast and East Coast states.
- Only six states provide funding to ports annually.
- In anticipation of the Panama Canal project, Florida and Georgia have allocated funding for deepening projects.
- Recent WRDA - new channels and energy transfer ports are eligible for additional Corps of Engineers dredge funding.
- Ports channels in Alabama, Louisiana, Maryland, Texas, and Virginia qualify for additional funding having met tonnage and energy commodity requirements.

Information Request: How other states are funding port and waterway improvements

- Alabama – no formal state programs
- Delaware – \$8 - \$10 million annually in state bonds to ports
- Florida - \$15 M/yr from Florida Seaport Council, \$35 M/yr state TTF, \$35 M/yr state bonds, \$150M in 2014 from FDOT
- Georgia - \$266 M one-time to deepen/expand Savannah River channel
- Maryland – Port of Baltimore owned by state & funded with TTF
- Mississippi - \$3.8 million TTF annually for ports
- New Jersey/New York – no state programs

Information Request: How other states are funding port and waterway improvements

- North Carolina – sporadic port funding from TTF or State GF, waterway maintenance from boat reg. fees & gas tax.
- Pennsylvania – \$5 to \$40 million annually to ports from State GF + \$8 to \$10 million annually in state TTF
- South Carolina – no formal state programs. FY 15 state budget includes \$5 M maintenance dredging and \$2.6 M port funding to Port of Georgetown
- Texas – no formal state programs
- Virginia – ports receive 4.2% of TTF, about \$40 million annually

Info Request: Coordination between CPRA diversion projects & proposed deepening of Mississippi River

- The MS River Deepening study will consider those ecosystem diversions that have been constructed and may include those projects going through the Regulatory permit process.
- Davis Pond, Caernarvon and West Bay are existing ecosystem diversions.
- USACE has permit applications for two additional diversions (Mid Barataria Basin and Maurepas) and those are "on hold" until future action/direction is taken by the applicant (CPRA).
- All other state Lower Mississippi River ecosystem diversions are in the planning phase.
- As the Deepening Study moves forward, USACE will consider any diversions that are being advanced under permit or construction.

Next Steps

Thank you!



<http://www.dotd.la.gov/study/>