



**LOUISIANA STATEWIDE TRANSPORTATION PLAN UPDATE
ADVISORY COUNCIL MEETINGS – ROUND TWO
PORTS AND WATERWAYS
ADVISORY COUNCIL MEETING SUMMARY**

October 2, 2013 • 9:00AM to 12:00PM

Marriott Hotel, Baton Rouge, LA

Last Name	First Name	Affiliation
Advisory Council Members		
Accardo, Jr. (Chair)	Joe	Ports Association of Louisiana
Barbazon	Clem	Pellerin Milnor Corp.
Chen	Thomas	Formosa Plastics
Duffy	Sean	New Orleans Steamship Association
Dufresne	Patrick J.	Port Manchac/STPPC
Gallway	Pat	Port of New Orleans
Gardner	Craig	SJB Group, LLC
Gilfoil	Wyly	Lake Providence Port Commission
Other Attendees		
Balfour	Sharon	LA DOTD
Carlson	Kathryn	LA DOTD
Jones	Phil	LA DOTD
Withers	Randall	LA DOTD
Bartel (Facilitator)	Jamie	CDM Smith
Babineaux	Butch	CDM Smith
Goodin	Krista	CDM Smith

PURPOSE

The purpose of the Second Round of Advisory Council meetings was to brief the Advisory Councils on the status of the Plan update, review previous issues and discuss newly proposed issues regarding each mode, and discuss policy recommendations and rank them according to high, medium or low priority.

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

HANDOUTS

- Agenda
- Ports & Waterways Issues
- Ports & Waterways Previous Policy Recommendations

MEETING SUMMARY

Opening Session

In the opening session, the Advisory Council members received information about the status of the Plan update. Highlights of the presentation included:

- Plan Status
 - Draft aviation and rail plans are complete. Draft freight plan due Fall 2014.
 - Tasks to be completed:
 - Identify preferred revenue scenario
 - Allocate preferred revenue scenario dollar amounts by mode across preservation and expansion needs
 - Finalize supporting policies and implementation strategies
 - Prepare economic impact analysis
 - Hold Round Three Advisory Council Meetings
 - Plan completion scheduled for mid-2014
- Megaprojects
 - 102 projects were presented in August 2013 and sorted into Priorities A through D
 - A total of \$44.5B in projects were submitted including 27 new projects, 10 non-highway projects and 31 interstate projects
- Needs Assessment
 - Needs assessment is being finalized
 - A total of \$42.7M of state system needs were identified for FY 2012-2044 (constant 2010 dollars)
- Financial forecast
 - Scenario 1 (Baseline revenues) will generate \$18.9B by 2044
 - Scenario 2 (Reduction) will generate \$16.4B by 2044
 - Scenario 3 (Modest Increase) will generate \$28.3B by 2044
 - Scenario 4 (Aggressive Increase) will generate \$35.3B by 2044
- Gap and Revenue Scenarios
 - How do we address the funding gap between revenues and needs?
 - Average Annual shortfall per mode:
 - Roadway & Bridge: \$360M
 - Transit: \$164M
 - Freight & Passenger Rail: \$48M
 - Waterways & Ports: \$204M
 - Aviation: \$83.2M

Ports and Waterways Advisory Council Meeting

The agenda for the breakout Ports and Waterways Advisory Council meeting included:

- Introductions/Opening Remarks
- Recap of Ports and Waterways Issues and Needs
- Discussion of Ports and Waterways Policy Recommendations and Implementation Strategies

- Ranking of Recommendations

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

Introductions/Opening Remarks

Jamie Bartel, CDM Smith facilitator, welcomed the group and led a round of introductions. Ms. Bartel gave a short presentation on the status of the needs assessment. The group discussed concerns on the needs assessment cost estimate. It was suggested that the needs assessment could be better presented/represented if we had input from port directors. The table that was showing needs-related costs was misleading.

Ports and Waterways Issues Discussion

The group discussed the following issues:

- Based on the hand out to each of the attendees:
 - #1 – change wording to: Deepening the Mississippi River is a priority (removed “and access channels”)
 - #2 change to read: Need for coastal and “inland” waterways and channel dredging to accommodate economic growth
 - #4 second bullet : lockage delays due to lock dimensions “and reduced service” hours limit traffic flow
 - #4 last bullet: reword – Climate change and sea-level rise adaptation will influence dredge disposal issues and diversion projects being considered
 - #5 second bullet: Intermodal connections for efficient freight movement needs to include alternative to water transport in the Upper Mississippi River to keep the grain shipments moving

Ports and Waterways Policy Recommendations

The members reviewed the policy recommendations and implementation strategies and discussed any changes, deletions or additions to them. The members then ranked the recommendations according to high, medium or low priority. The results of the rankings are included below:

High Priority Recommendations

- M-1: Increase funding for Port Priority Program.
- M-4: Establish a central ports and waterways office. The ports and waterways office would be responsible for developing a Statewide Maritime Marketing Program and studying the economic competitiveness of ports among other duties to be established. (Added M-13, reworded.)
- M-5: Implement the recommendations of the LA DOTD's MTS Plan with funding from State General Fund.
- M-10: Support multi-state coordination of infrastructure improvements to the mutual benefit of all for support of Mississippi River deepening (complement the LA goals). (Reworded.)

- M-12: Support the full appropriation in the Harbor Maintenance Trust Fund for maintenance of navigation channels and other maritime infrastructure.

High Priority New Recommendations

- Support and implement all ports and waterways megaprojects as identified in the Louisiana Statewide Transportation Plan Update.
- Develop a comprehensive ports and waterways policy or rule to influence federal legislation.

Medium Priority Recommendations

- M-8: Continue to work through partnerships to increase utilization of the inland waterway system and of coastal shipping.
- M-9: Support the development of major container terminals and distribution centers through individual port authorities.
- M-11: Support public-private partnerships for maritime facility investment, including distribution centers, through tax credits and other tax incentives.