



**LOUISIANA STATEWIDE TRANSPORTATION PLAN UPDATE
ADVISORY COUNCIL MEETINGS – ROUND TWO
STATE HIGHWAY OPERATIONS & MAINTENANCE
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 | | |
| Dupuy | Roy | LA DOTD |
| Free | Ken | LA DOTD |
| Gallien | Ronald | LA DOTD |
| Hammack | Terri | LA DOTD |
| Johnson | Don | LA DOTD |
| Latino | Vince | LA DOTD |
| Miller | David | LA DOTD |
| Roussell | Troy | LA DOTD |
| Tindell | Keith | LA DOTD |
| Other Attendees | | |
| Sholmire | Dawn | LA DOTD |
| Vary | Don | CDM Smith |
| Nelson | Gordon | Fenstermaker |

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
- State Highway Operations & Maintenance Issues
- State Highway Operations & Maintenance Previous Policy Recommendations

MEETING SUMMARY

Opening Session

In the opening session, 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

State Highway Operations & Maintenance Advisory Council Meeting

The agenda for the breakout State Highway Operations & Maintenance Advisory Council meeting included:

- Introductions/Opening Remarks
- Recap of State Highway Operations & Maintenance Issues and Needs
- Discussion of State Highway Operations & Maintenance 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

Gordon Nelson, facilitator, welcomed the group and Vince Latino, Chair, led a round of introductions. Mr. Nelson gave a short presentation on the status of the needs assessment.

Needs Discussion

During the needs discussion, the group discussed the addition of the following needs:

- Routine maintenance is capital dollars.
- Need to double check the routine capital.
- Needs operations and maintenance per year.
- Missing facilities and equipment under operations. Will work with Vince to develop this.

State Highway Operations & Maintenance Issues Discussion

The group overall found the issues to still be relevant. However, they decided that the need for improved coordination between districts that focused on corridors and the need to address MAP-21 implementation changes to funding and administration of funds were no longer warranted. The following issues were identified:

1. Difficulty of keeping up with DOTD Assets (highway/bridge maintenance; facilities; equipment; etc.)
2. Continue to expand the use of the Asset Management System.
3. Heavy Load damage to roadways.
4. Improvement in incident management.
5. Funding concerns.
6. Worker Safety Issues.
7. ITS Issues (Steve Glascock to verify with Don Vary)

State Highway Operations & Maintenance 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

- H-4: Increase funding for Pavement Preservation to meet established goals.
- H-5: Increase funding for Bridge Preservation to meet established goals.
- H-6: Increase funding for Highway Safety. (See 2010 Strategic Highway Safety Plan)
- H-7: Increase funding for Highway Operations. (Vince Latino and Robin Romeo will break out the funding.)
- H-14: Increase funding for District Operations and Contract Maintenance.
- H-21: Implement Highway Megaprojects in Priority A and B.
- ITS-3: Support the implementation of the LA Commercial Vehicle Information and Systems Network (CVISN) plan.

High Priority New Recommendation

- Utilize federal funds for preservation repairs by DOTD work forces.

Medium Priority Recommendations

- H-20: Transfer 3,000 to 5,000 miles of state highways to local governments through an incentive program.
- ITS-2: Implement the Statewide ITS Plan and integrate use of cost-effective ITS elements into other projects.

Low Priority Recommendations

- H-8: Implement the Statewide ITS Plan.
- H-17: Allow districts to build more expensive projects with own forces.

Deleted Recommendations

- H-1: Develop and implement a Statewide Access Management Policy.
- H-2: Develop and implement a Statewide Traffic Impact Policy.
- H-10: Allow local option gas tax (exempt diesel).
- ITS-1: Include user representatives on the regional ITS Policy Committees.
- ITS-7: Consider ITS in every major capital improvement project undertaken.

Recommendations Forwarded to RPO Advisory Council for Consideration

- H-3: Support regional transportation planning initiatives in rural areas on a test basis.
- H-11: Maintain regular small Capacity Program through 2010.
- H-12: Continue regular small Capacity Program beyond 2010.
- H-18: Consider tolling as a revenue source to finance highway system expansion program.

Tabled Recommendations

- ITS-4: Incorporate ITS projects that support the ability of rural transit systems to respond to users and improve safety into the Statewide ITS Implementation Plan.
- ITS-5: Support the standardization of ITS Technologies being implemented at ports in Louisiana.
- ITS-6: Continue to improve the issues of “collection, archiving and cost-effectiveness of use of ITS data”.

Increasing Funding Options to Consider

The group discussed the following funding options to be considered by the Regional Planning Officials Advisory Council:

- Increase the current gasoline and diesel tax in order to reduce the inflationary effect on the original 16 cents per gallon tax.
- Index gasoline and diesel taxes to match inflation.
- Consider the use of natural gas as a primary revenue source (currently not taxed).
- Increase commercial and private vehicle registration fees.

- Develop a plan to implement Vehicle Miles Traveled (VMT) as a future alternative funding source.
- Initiate an Infrastructure Bank.
- Increase permit fees (billboards, access, management fees, etc)