



LOUISIANA STATEWIDE TRANSPORTATION PLAN UPDATE
ADVISORY COUNCIL MEETINGS – ROUND THREE
AVIATION

January 22, 2014 • 9:00AM to 12:00PM
 Marriott Hotel, Baton Rouge, LA

Last Name	First Name	Affiliation
Advisory Council Members		
Allen (Chair)	Heath	Lake Charles Regional Airport
Burrows	Michael	Lafayette Regional Airport
Capone	Brian	Baton Rouge Flight Standards District Office (FSDO)
Chenevert	Yvonne	False River Regional Airport
Francis	Bryant	Shreveport Airport Authority
Gammel	Scott	Alexandria International Airport
Krygowski	Walter	Louis Armstrong New Orleans International Airport
Lee	Edd	Natchitoches Regional Airport
Marino	Anthony	Baton Rouge Metropolitan Airport
Morris	Dale	American Airlines
Reed	Bradley	Louisiana Agricultural Aviation Association (LAAA)
Romero	Peggy	LeGros Memorial Airport
Slyater	David	Houma-Terrebonne Airport
Windham	Steve	Office of the Lieutenant Governor
Other Attendees		
Brandt	Bradley	LA DOTD
Decker	Dennis	LA DOTD
Johns	Matt	LA DOTD
Jones	Phil	LA DOTD
Romeo	Robin	LA DOTD
Maynard (Facilitator)	Mike	CDM Smith
Vary	Donald	CDM Smith
Nelson	Gordon	Fenstermaker

PURPOSE

The purpose of the Third Round of Advisory Council meetings was to brief the Advisory Councils on the status of the Plan update, discuss revenue scenarios, review and finalize the policy recommendations, and discuss Plan implementation.

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
- Revenue Forecast Line Items by Advisory Council
- Revenue Forecast Charts



- Funding Options
- 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
 - Plan completion scheduled for mid-2014
 - Aviation and rail plans are under final review
 - Tasks to be completed:
 - Megaproject approvals
 - Supporting policies and implementation strategies
 - Economic impact analysis
 - Report assembly
- Vision, Goals, Objectives and Performance Measures
 - Final draft to be approved by Executive AC and Policy Committee
- Megaprojects
 - 113 projects were presented in August 2013 and sorted into Priorities A through D
 - A total of \$41.5B in projects were submitted including 29 new projects, 10 non-highway projects and 35 interstate projects
- Financial forecast
 - Scenario 1 (Baseline revenues) will generate \$18.6B by 2044
 - Scenario 2 (Reduction) will generate \$16.1B by 2044
 - Scenario 3 (Modest Increase) will generate \$28.1B by 2044
 - Scenario 4 (Aggressive Increase) will generate \$35.1B by 2044
- Gap and Revenue Scenarios
 - How do we address the funding gap between revenues and needs?
 - Total shortfall over 33 years per mode:
 - Roadway & Bridge: \$12.59B
 - Transit: \$5.38B
 - Freight & Passenger Rail: \$1.98B
 - Waterways & Ports: \$6.61B
 - Aviation: \$1.94B
- Rural Louisiana Survey Results
 - Viable industries: natural resource-based; tourism, recreation, retirement communities; and Cottage industries
 - Transportation improvements: Improve access to attract industry, preserve mobility in transportation corridors; human services and higher speed access to jobs
 - Policies: Target/focus resources to maximize impact, coordinate with LED to complement economic development investments

Aviation Advisory Council Meeting

The agenda for the breakout Aviation Advisory Council meeting included:

- Welcome/Introductions
- Statewide Transportation Plan Update
 - Revenue Scenario Discussion
 - Policy Recommendations Discussion
 - Megaprojects
 - Plan Implementation Discussion
 - Wrap Up/Next Steps
- Aviation Plan Update

Introductions/Opening Remarks

Michael Maynard, CDM Smith facilitator, introduced the Chair, Heath Allen, and then there were self-introductions by all attendees. Mr. Maynard presented information on the Statewide Transportation Plan Update and later reviewed the status of the draft Louisiana Aviation System Plan.

Statewide Transportation Plan Update

Key points discussed after the presentation included:

Revenue Discussion

- What would it take to bring airports up to minimum standard with CIP? National Plan of Integrated Airports Systems (NPIAS) airports are eligible for federal Airport Improvement Program (AIP) entitlement grants each year
- The \$0.7B revenue for airports from airport priority program in each scenario needs to be looked at
- Snapshot on 5 year (not 33 year)
- Put \$400M in w/ \$700M to fill gap
- Need to figure growth ½%/year based on usage
- Where are the revenues captured that are collected from fuel and added to trust fund (e.g. helipads, fuel from Texas)?
- Most realistic funding situation voting:
 - 1B – 0 votes
 - 2B – 5 votes
 - 3B – 1 vote
 - 4B – 1 vote
- Taxing fuel consumption is the most logical choice for raising revenue
- Additional highway vehicle ticket surcharge is also a good choice

Policy Recommendations Discussion

- State funded education programs are needed for educating aviation pilots and mechanics, especially helicopters pilots and mechanics. The aviation industry in Louisiana is currently depending on Louisiana universities for education opportunities. Locally-grown expertise will keep these industries in the state, otherwise, they are at risk of leaving
- Intermodal activities (aviation) to be adjoined to LED, sites can be pre-certified
- Attract industry



- Promote PPP (need marketing plan to promote)
- EC-4 ranked low, needs to move up i.e. seafood has to be shipped via air freight
- Revenue scenario – with oil/gas revenue growth, should some of this bring in revenue to aviation
- LED has already applied for their projects (added infrastructure), future dollars may not be available
- Visitor impact on airport monies recirculated in economy

Aviation Plan Update

- A-28 in conflict with A-19, consensus to drop A-28
- Livingston Airport Addition
 - Issues related to stealing from other airports for relocation
 - Can be self-sustaining
 - From A-26 and A-27
- Plaquemines Airport Addition
 - No fixed wing location
 - Fish spotters can use
 - SAR
 - Supports lakefront airport
 - Parish may use BP\$\$
 - Need levee around airport
- Jackson Airport (existing)
 - Add to NPIAS or LASP
- If don't fill slot, lose it and have 1 less airport, money goes back to federal pot (\$150k) 1 year
- Lost slots can lose \$150k/year
- Need to look at revenue projections for GA airports to make decision
- Need to comply A-26 and A-27