



LOUISIANA STATEWIDE TRANSPORTATION PLAN UPDATE
ADVISORY COUNCIL MEETINGS – ROUND THREE
PORTS AND WATERWAYS

January 23, 2014 • 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.
Brown, III	Si	Bruce Foods
Chiasson	Chett	Greater Lafourche Port Commission
Crier	Kenneth	South Atlantic & Gulf Coast District, ILA
Duffy	Sean	New Orleans Steamship Association
Felder	Cherrie	Gulf Intracoastal Canal Association
Gallway	Pat	Port of New Orleans
Murphy	James	US Maritime Administration
Other Attendees		
Balfour	Sharon	LA DOTD
Decker	Dennis	LA DOTD
Jones	Phil	LA DOTD
Kalivoda	Eric	LA DOTD
Tennyson (Facilitator)	Jamie (Bartel)	CDM Smith
Vary	Donald	CDM Smith
Withers	Randall	LA DOTD

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 Charts
- Revenue Forecast Line Items
- Funding Options
- Ports and Waterways 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

Ports and Waterways Advisory Council Meeting

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

- Welcome/Introductions
- Statewide Transportation Plan Update



- Revenue Scenario Discussion
- Policy Recommendations Discussion
- Megaprojects
- Plan Implementation
- Wrap Up/Next Steps

Introductions/Opening Remarks

Jamie Bartel, CDM Smith facilitator, introduced Joe Accardo, Jr., Ports and Waterways AC Chair, and welcomed the group and led a round of introductions. Ms. Bartel gave a short presentation on the status of the Plan Update. Key points discussed after the presentation included:

Revenue Discussion

- Double the Ports Priority Program funding
- The ports and waterways needs do not account for operations and maintenance costs
- Some ports have ability to tax themselves. Consider creating a multi-port tax district. Mississippi river taxing district may be an example
- There are deepening needs beyond the Mississippi river – the coastal channels in New Iberia, Lake Charles, Houma, Terrebonne, Morgan City, etc. Some businesses within these channels are leaving because they are not being maintained for the heavier, deeper draft boats (carrying as an example, mining equipment) to be able to operate in the tributaries and service the businesses. Coastal city port businesses may be at risk
- The DOTD does not have legislative authority to direct its funds (TTF) towards channel deepening. Perhaps an idea is to ask for a dedication out of the capital outlay fund

Funding Options Discussion

- Vehicle Sales Tax dedication to Port Program is under threat
- The group thought the Advanced Transportations Districts for specific projects was viable
- The group also liked the Local Option Tax as a funding option
- State has authority to tax shippers, can the \$ be used for channel deepening (issue for Plan)?

New Funding Sources

- New 1 cent per gallon tax on all fuels except for aviation
- General sales tax of ¼ cent towards maritime
- Other potential funding sources may include the WRDA federal water bill, harbor maintenance fund and TIGER grants

Performance Measures Discussion

- Change “targeted dimensions” to “federally authorized dimensions”
- Move navigable waterways maintenance PM to Economic Competitiveness goal
- Add “do cost-benefit” to establish which channels to deepen

Megaprojects Discussion

- MS River Deepening – change DOTD contribution from \$0 to state contribution of \$150M from Capital Outlay funds

General Comments

- Big container ships will bypass Gulf Coast – it's better suited for bulk commodities
- There is a rail head between Louisiana and Savannah where container goods can be transferred
- Show recommended state match for federal deepening funds in plan
- Under current regulations and legislation, it is permissible to charge shippers to support the cost of deepening
- In 2009, ¾ of port infrastructure improvements paid for with private funds ¼ state funds. Between 1999 and 2009, \$600M spent on port infrastructure.
- Need to know – if the MS River is deepened, what happens to locks and dams
- Make sure this is perceived as the “state’s transportation plan”

Policy Recommendations Discussion

- Use capital outlay funds to match federal funds for deepening projects
- Try to be uniform in matching federal funds (across modes)
- Double the port priority and deepening \$ from 4B
- Improve or establish a program for state access to ports
- Funding options: Additional 1 cent per gallon on all fuel purchased; ¼ cent sales tax; allow ports to tax themselves for specific projects; consider using bonding to match federal funds
- EC9 – there is some initiative already to create an office, look into this
- EC12 – change to high priority
- INF17 – change to high cost
- INF18 – delete “and other maritime infrastructure”
- INF19 – DOTD does not have authority to fund channel deepening projects
- INF20 – add “State and” prior to “Federal legislation”
- New Policy Recommendation: Seek authority to match federal funds through capital outlay funds (\$150M/yr)
- Review of trucking recommendations
 - Ports will not extend hours to move trucks out of the mix with commuters
 - There is a tremendous issue with access to New Orleans port – the suggestion for an additional access point via Leake Avenue is difficult because of the location of the New Orleans zoo in the corridor