



**LOUISIANA STATEWIDE TRANSPORTATION PLAN UPDATE
ADVISORY COUNCIL MEETINGS – ROUND THREE
TRUCKING**

*January 23, 2014 • 9:00AM to 12:00PM
Marriott Hotel, Baton Rouge, LA*

Last Name	First Name	Affiliation
Advisory Council Members		
Gautreaux	Cathy	Louisiana Motor Transport Association, Inc.
Guillot	Glen	Southeastern Motor Freight
Guillot	Randy	Triple G Express, Inc.
Other Attendees		
Romeo	Robin	LA DOTD
Bucklew (Facilitator)	Keith	CDM Smith
Babineaux	Butch	CDM Smith
Goodin	Krista	CDM Smith

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
- Trucking Policy Recommendations
- Megaprojects List
- Megaprojects Priority Maps

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

Trucking Advisory Council Meeting

The agenda for the breakout Trucking Advisory Council meeting included:

- Welcome/Introductions
- Statewide Transportation Plan update
 - Revenue scenarios discussion
 - Policy recommendations discussion
 - Megaprojects
 - Plan implementation discussion
 - Wrap up/Next steps

Introductions/Opening Remarks

Keith Bucklew, CDM Smith facilitator, welcomed the group and led a round of introductions. Key points discussed after the presentation included:

Revenue/Funding Options Discussion

- Believes a revenue scenario between 3B and 4B is realistic
- Increase funding for Interstate pavement preservation due to high truck volumes

- Increase funding to improve bridges that have weight limits. Many bridges are being posted/restricted for weight due to aging and deterioration. Trucks must route around them. This is incremental mileage which is not compensated by shippers
- Significant truck traffic generated by shale exploration is impacting local streets
- Prefers project-specific tax similar to TIMED program that has a defined amount, defined time and defined projects
- Oppose VMT tax and Indexing of state fuel taxes

Policy Recommendations Discussion

- Alternative fuels for commercial vehicles and all vehicles should be taxed (fuel tax and sales tax) in an equitable manner with gasoline and diesel
- Policy item 9: weigh station along I-10 at TX state line, elevate ranking to medium
- Amend policy item #10 to include “consolidate all state trucking regulatory & safety functions under ONE state agency. Currently must deal with DOTD, State Police, and Revenue for various actions. Also elevate to ranking of medium
- Amend policy item #19 by adding “and restore” to “Develop a process to identify and monitor and restore special truck routes...” Other states (PA, OH, TX, etc.) require energy companies to fully restore routes after they have destroyed them by excessive usage of water and sand trucks to the sites
- Need to add policy recommendation that addresses need for LEDA to require identification of transportation needs, issues and impacts when recruiting industry/businesses
- The Port of NO needs to have expanded operating hours to allow trucks to have access at less congested times. Recommend two full shifts

Megaprojects Discussion

- Need to improve truck access and safety to Port of New Orleans especially with future growth. Therefore, Leak Avenue (Megaproject ID #80) should be moved from Priority A and connected with Port of New Orleans Napoleon Avenue terminal expansion (Megaproject ID #79) in Priority A. Also, consideration should be given to changing Port operations to allow 2 shifts. Geometrics of existing ramps to/from Tchoupitoulas corridor are unsafe for trucks and should be improved or new ramps should be constructed for trucks