



**LOUISIANA STATEWIDE TRANSPORTATION PLAN UPDATE  
ADVISORY COUNCIL MEETINGS – ROUND ONE  
STATE HIGHWAY OPERATIONS & MAINTENANCE ADVISORY  
COUNCIL MEETING SUMMARY**

*March 20, 2013 • 1:30PM to 4:30PM  
LA DOTD, Baton Rouge, LA*

Last Name	First Name	Affiliation
<b>Advisory Council Members</b>		
Allain	Peter	LA DOTD
Boyle	Scott	LA DOTD
Courville	ED	LA DOTD
Dupuy	Roy	LA DOTD
Free	Ken	LA DOTD
Graves	Phillip	LA DOTD
Hammack	Terri	LA DOTD
Latino (Chair)	Vince	LA DOTD
Miller	David	LA DOTD
Mix	Leslie	LA DOTD
Roussell	Troy	LA DOTD
Schilling	Allison	LA DOTD
Chapman	Jason	LA DOTD
Molaison	Linda	LA DOTD
<b>Other Attendees</b>		
Kalivoda	Eric	LA DOTD
Stringfellow	Mary	FHWA
Vary (Facilitator)	Don	CDM Smith
Maynard	Mike	CDM Smith
Belden	Cory	Fenstermaker

**PURPOSE**

The purpose of the First Round of Advisory Council meetings was to give the Advisory Councils a briefing on the status of the Plan update and to allow each Council to discuss issues regarding their mode. Attendees also received the Draft Vision, Goals, Objectives and Performance Measures to review and provide feedback, as well as the previous Policy Recommendations to consider for the next round of meetings.

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

**HANDOUTS**

- Agenda
- Opening PowerPoint Presentation

- State Highway Operations and Maintenance Advisory Council PowerPoint Presentation
- Initial State Highway Operations and Maintenance Issues
- Draft Vision, Goals, Objectives, and Performance Measures
- Highway and ITS Recommendations from 2008 Review and Status Report

## **MEETING SUMMARY**

### **Opening Session**

In the opening session, the State Highway Operation and Maintenance Advisory Council, the Ports and Waterways Advisory Council, and the Regional Planning Officials Advisory Council members heard information about the status of the plan and an initial overview of conditions and issues, presented by Don Vary of CDM Smith. Highlights included:

- Plan Status
  - Draft vision, goals, objectives, and performance measures based on input from DOTD leadership interviews, state legislator questionnaire, public telephone survey, and a visioning workshop as well as initial technical analyses of conditions
  - Round One Advisory Council meetings are focusing on issues and a review of the vision, goals, objectives, and performance measures
  - Plan completion scheduled for mid-2014
- Initial Overview of Issues
  - Overall Issues, regardless of mode include:
    - Asset Management: maintaining what exists in good condition
    - Mobility: to support and encourage economic growth and quality of life
    - Governance: more cooperation and collaboration, especially relative to land use and transportation
    - Safety: developing programs and practices that deal with changing times – more elderly, more trucks, etc.
    - Revenue: developing sustainable funding options
  - The individual Advisory Councils will be discussing issues related to their particular mode/topic area

### **State Highway Operations and Maintenance Advisory Council Meeting**

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

- Welcome/Introductions/Role of AC
- Questions Before Starting
- State Highway Operations and Maintenance Issue Discussion
- Review of Vision, Goals, Objectives, and Performance Measures
- Handout of Previous Plan Policy Recommendations

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

### Introductions/Opening Remarks

Don Vary, CDM Smith, introduced the Chair, Vince Latino, and then there were self-introductions by all attendees. Mr. Vary explained the role of the Advisory Council (AC) and the schedule for upcoming meetings and development of plan recommendations.

Dr. Eric Kalivoda, DOTD, addressed the AC and explained the expectations from the Highway Operations and Maintenance AC. He indicated that DOTD needs a number from the group on how much should be spent on each item for an adequate operating budget to appropriately operate and maintain the State Highway system. The items should include; buildings, maintenance supplies, staff, vehicle fleet, and all other items required for operating and maintaining the State Highway system.

### Issues Discussion

An initial list of highway operations and maintenance issues was developed to guide discussion by the group on key issues that should be addressed. This initial list included:

- Highway Preservation
- Highway Capacity
- Bridge Preservation
- Draft Highway and Bridge Preservation Plan Need
- Safety Issues
- ITS

The following are key issues noted during the group discussion:

- Maintenance
  - Pavement quality is getting worse and DOTD is falling behind in maintenance
  - DOTD should consider prioritizing primary arterials
  - Day to day pavement preservation maintenance has been based on a worst-first (reactive) approach, specifically within the operating budget not the capital improvement budget
    - The goal is to maintain on a life-cycle (pro-active) approach
  - There are numerous funding restrictions and a lack of flexibility regarding the expenditure of maintenance dollars
  - Staff experience a long lag time when ordering replacement equipment.
  - Need to determine the correct amount for equipment replacement
  - Heavy loads are damaging the roadways
    - Sugar cane, agricultural vehicles 100K vs. 80K (reg.)
    - Illegal loads up to 140K
    - DOTD no longer has enforcement by legislature
  - Other assets besides road and bridges need maintenance
  - Washing bridges preserves life of bridges

- There are questions/concerns of whether the asset management system is being used to dictate pavement treatments. Staff members have the experience and expertise to understand what works best in a given situation.
- Operations
  - Available funds are used first for leveraging federal capital dollars and what is left over is used for operating/maintenance; this shortchanges day-to-day maintenance and exacerbates the tendency towards “worst-first” practices.
  - There is little coordination between Districts. This is needed for a coordinated, corridor-wide approach and on preservation plans
  - Enforcement – Political in areas (DOTD not responsible) State legislature transferred money for enforcement to State Police
- Emergencies
  - LTRC is studying LA vulnerability to hurricanes to determine required emergency funding
  - Roadway flooding is a concern
    - Under MAP-21 I.M. now NHPP
  - The current emergency preparedness system is a slightly improved system
- Budget
  - DOTD (Eric Kalivoda) has indicated that they need numbers for projected funding amounts for all maintenance and operations - What should be spent.
  - Local areas will pass local taxes, but not state taxes for State. The state’s interest is to provide connections across regions and municipalities.
  - Louisiana law prohibits local government gas tax.
  - Need to establish and validate budget needed to get to life-cycle cost approach to road maintenance. Currently doing worst to first approach (reactive not proactive)
  - Suggest utilizing the Louisiana Equipment Acquisition Fund (LEAF) Program which provides state agencies the means to acquire equipment on an installment purchase basis. There are unfunded mandates and assets without funding sources. For example, the TIMED program produced significant highway capital expansions, but no additional funds for maintenance. Specific program elements include cable barriers, sign trusses, MSE walls, and guardrails.
  - There are DOTD budget partitions on State and Federal funds. Certain funding sources can only be used on various types of projects and have particular rules to follow.
  - Signals may require \$25M/yr maintenance, but are budgeted for much less
  - Need to work on utilizing more Federal funds (e.g. utilize Federal funds to purchase material that DOTD installs)
- MAP-21 Implementation
  - Concerns about maintenance dollars being reduced because of MAP 21
  - Anticipate \$200M less for FY 13/14
  - State can receive up to 95/5 funding on interstates, so it may apply more money towards capital projects and less towards maintenance (as noted above)

- FHWA will check criteria

#### Draft Vision, Goals, Objectives, and Performance Measures

A general discussion of overall goals and objectives included the need for:

- Survey indicates people primarily want to live in rural areas.
- Trends show people moving to more urbanized areas.
- Smart Growth Initiatives:
  - Urban centers, with rural areas connecting them
  - Corridor development – population shifts
- Need to implement smart erosion issues learned from Katrina
- Highway 90 South in New Orleans is priority
- Performance measuring standards
  - IRI readings - Acceptable practice
  - Some districts are using Ground Penetrating Radar (GPR)

#### Previous Plan Policy Recommendations

The group was provided with a handout of the recommendations from the previous statewide plan effort and asked to familiarize themselves with it and talk to colleagues about changes that would be needed to address the issues discussed on March 20. This will be the subject of the next round of Advisory Council meetings in the summer of 2013.