

Louisiana Statewide Transportation and Infrastructure Plan – Review and Status Report

Prepared for



Louisiana Department
of Transportation and Development

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Louisiana Statewide Transportation and Infrastructure Plan

Review and Status Report

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I. INTRODUCTION

In 2003, Louisiana released its updated *Statewide Transportation Plan*, which serves as a blueprint for transportation investment. The Plan includes the policies, programs, and projects that are needed to strengthen the state's economy and improve the quality of life of Louisiana citizens. It addresses the movement of people and freight across all modes of transportation.

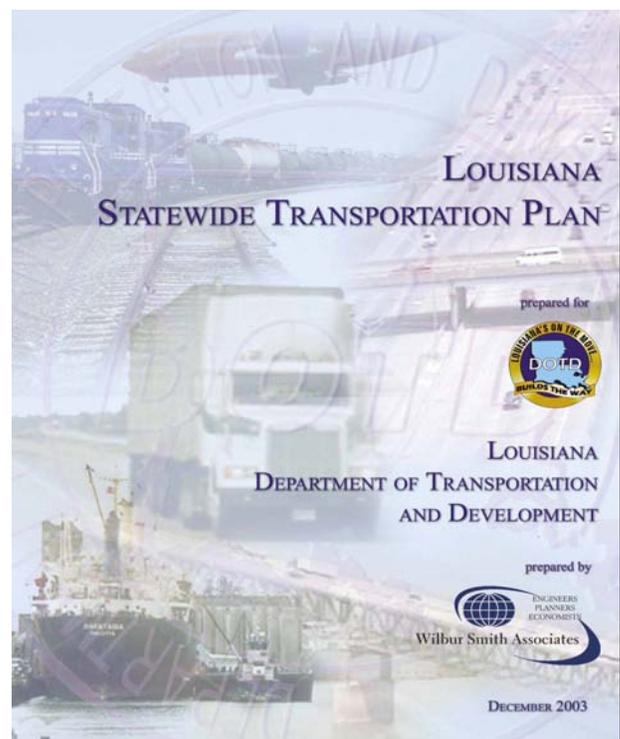
The Plan was developed over a three-year period through extensive technical analyses, exhaustive consensus-building, and a highly structured decision-making process. It was published following a thorough public involvement effort and adoption by the statutorily-created Louisiana Investment in Infrastructure for Economic Prosperity (LIIEP) Commission.

Several important events have impacted the state and its infrastructure in recent years. In August and September 2005, Louisiana was devastated by Hurricanes Katrina and Rita. While the recovery has progressed, these storms may have forever changed the socioeconomic characteristics of south Louisiana, particularly the southwest portion of the state and the New Orleans Metropolitan Area. Also in August 2005, the Safe Accountable Flexible Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU) was enacted by the United States Congress and signed into law by President George W. Bush. The new bill advocates private investment in the surface transportation system and offers a number of innovative finance techniques, including several pilot programs for tolling existing and new Interstate highways. Lastly, construction costs have escalated significantly nationwide since the Plan was completed in 2003. Construction inflation along the Gulf Coast has been particularly pronounced in the aftermath of the hurricanes.

The 2005 hurricanes may have forever altered the socioeconomic fabric of south Louisiana.

In light of these occurrences, a review of the Plan was deemed to be in order, as was the incorporation of other select public works infrastructure. The *Louisiana Statewide Transportation and Infrastructure Plan (LSTIP) Review and Status Report* is not intended to replace the 2003 Plan, but rather serves as a supplement to it. Therefore, in reviewing the *LSTIP Review and Status Report*, it is recommended that the reader also refer to the 2003 *Louisiana Statewide Transportation Plan*.

This *Plan Review and Status Report* is intended to supplement the 2003 Plan, not replace it.



OVERVIEW OF 2003 LOUISIANA STATEWIDE TRANSPORTATION PLAN

The 2003 Louisiana Statewide Transportation Plan was an update to the state's first transportation plan adopted in 1996. The mission of the 2003 Plan was to develop a long-range multimodal transportation plan that meets the goals and objectives approved by the LIIEP Commission, considers the applicable benchmarks contained in *Louisiana: Vision 2020*, and addresses the planning factors included in federal law.

The 2003 Plan's focus is economic growth in Louisiana – sending the message that Louisiana is a progressive state.

A primary focus of the 2003 Plan was economic growth in Louisiana.

The Plan's recommended policies, programs and projects were developed to support existing wealth-building industries and employment; strengthen the foundation for economic growth; take advantage of international trade opportunities; enhance the quality of life for citizens; and send a message that Louisiana is a progressive state.

SUMMARY OF CONTENTS

The 2003 Statewide Transportation Plan, adopted by the LIIEP Commission in March 2003, addressed both passenger and freight travel demands and needs across all modes of transportation through the Year 2030. Development of the 2003 Plan was primarily guided by Advisory Councils that represented the various transportation modes as follows:

- Aviation;
- Freight Railroad;
- Intelligent Transportation Systems;
- Ports & Waterways;
- Regional Planning Officials (highways);
- Surface Passenger (transit, passenger rail, and intercity bus);
- Trucking; and,
- Intermodal.



The Plan includes an overview of existing transportation conditions, an analysis of future needs, highway performance evaluation results (using the statewide travel demand model developed as part of the Plan), recommendations for each mode of transportation, and fiscally constrained revenue scenarios with specific program elements.

Public involvement was instrumental in the preparation of the 2003 Plan and included extensive activities to involve public agencies and stakeholders throughout the development process. Public involvement activities included two Statewide Transportation Conferences, nine regional Public Meetings in the state's metropolitan areas, meetings with the eight Advisory Councils, distribution of the Draft Plan Report to libraries throughout the state to facilitate public review and comment, a project website, and three newsletters. The existing transportation system was analyzed to identify current needs, and forecasts were made to determine future transportation needs and improvements in the state through the Year 2030. Areas of analysis included:

- Population and employment growth;
- Pavement and bridge preservation needs;
- Highway safety conditions;
- Freight flows (trucking, railroads, and ports and waterways);
- Mobility (existing and future capacity deficiencies); and,
- Demands and needs associated with other transportation modes including aviation, public transit, and bicycle/pedestrian facilities.

The 2003 Plan was developed around four revenue scenarios. The baseline scenario assumed no additional funding nor any periodic adjustment for inflation. The second scenario assumed periodic adjustment for inflation but no new revenues. The third and fourth scenarios assumed significant increases in recurring revenues.

In 2005, an Implementation Plan was prepared to identify strategies that would provide for the orderly and efficient delivery of the programs and projects contained in the 2003 Plan once funding for the third or fourth revenue scenarios was secured.

II. PURPOSE OF PLAN REVIEW AND STATUS REPORT

Since the completion of the 2003 Plan, devastating natural disasters have occurred, new policies have been enacted, and construction costs have escalated significantly. In August and September 2005, Hurricanes Katrina and Rita devastated a substantial amount of Louisiana's coastline, New Orleans, and other inland communities in the southern portion of the state. The impact of these hurricanes changed the demographics of the cities in the southern portion of Louisiana. The effects of these demographic changes are still being experienced today, as migration to and from the impacted areas continues. In August 2005, the Safe Accountable Flexible Efficient Transportation Act – A Legacy for Users (SAFETEA-LU) was enacted. This federal transportation bill advocates private investment in the surface transportation system and offers numerous innovative finance techniques. Another major change since the 2003 Plan is the dramatic increase in construction costs that has occurred nationwide over the last few years.

The main purpose and major elements of the *Plan Review and Status Report* include the following:

- Report the implementation status and update construction costs of the 2003 Plan recommendations;
- Consider the impacts of Hurricanes Katrina and Rita;
- Consider 2005 SAFETEA-LU provisions;
- Recognize other planning studies and efforts since 2003;
- Review 2003 Plan recommendations; and,
- Expand the Plan to include non-transportation programs under DOTD's purview, including flood control, hurricane protection, and water resources.

This *Plan Review and Status Report* is a *supplement only* and not intended to replace the 2003 Plan. The primary objectives are to review the status and costs of the numerous policy, programmatic, and project recommendations included in the 2003 Plan

and to determine if any minor revisions are needed. Also, major transportation studies that have been completed since 2003 were reviewed to determine if their findings justify changes to the previous Plan. The following sections discuss the primary impetuses for the Plan Update.

HURRICANES KATRINA AND RITA

Hurricane Katrina had a devastating effect on southeast Louisiana. The center of the storm passed over New Orleans on August 29, 2005 and two days later, much of greater New Orleans was flooded.

On September 25, 2005, Hurricane Rita, a Category 5 hurricane, made landfall between Sabine Pass, Texas and Johnson Bayou, Louisiana.

The storm surge of between 15 to 20 feet struck southwest Louisiana and in Cameron Parish, the communities of Holly Beach, Hackberry, Cameron, and Johnson Bayou were destroyed

or heavily damaged. The devastating impacts of this hurricane also affected Terrebonne and Vermilion Parishes.



Katrina: Flooded I-10/I-610 Interchange and Surrounding Area of Northwest New Orleans and Metairie, Louisiana (Source: Wikipedia)

Hurricanes Katrina and Rita resulted in significant damages to the transportation infrastructure throughout the southern coast of Louisiana. Further, these storms may have permanently altered the socioeconomic characteristics of South Louisiana.

SAFE, ACCOUNTABLE, FLEXIBLE, EFFICIENT TRANSPORTATION EQUITY ACT: A LEGACY FOR USERS (SAFETEA-LU)

The federal surface transportation act known as SAFETEA-LU (Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users) became law on August 10, 2005. SAFETEA-LU authorized \$286 billion in spending over federal fiscal years 2004-2009 for numerous transportation programs such as highways, transit, motor carrier, freight, safety, and research.

The new bill advocates private investment in the surface transportation system and offers a number of innovative finance techniques, including several pilot programs for tolling existing and new Interstate highways. Much of the program structure remained basically unchanged from previous bills; however, there were significant changes with respect to highway safety. A separate core formula program was established for safety, namely the Highway Safety Improvement Program. Further, states are now required to develop a Strategic Highway Safety Plan. With regard to goals, the number of planning factors was expanded from seven to eight by separating transportation system security from safety. The eight planning factors (i.e., goals) to be considered in the planning process are:

- “Support the economic vitality of the United States, the States, nonmetropolitan areas, and metropolitan areas, especially by enabling global competitiveness, productivity, and efficiency;
- Increase the safety of the transportation system for motorized and non-motorized users;
- Increase the security of the transportation system for motorized and non-motorized users;
- Increase the accessibility and mobility of people and freight;
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency

between transportation improvements and State and local planned growth and economic development patterns;

- Enhance the integration and connectivity of the transportation system, across and between modes throughout the State, for people and freight;
- Promote efficient system management and operation; and
- Emphasize the preservation of the existing transportation system.”

LOUISIANA: VISION 2020

Louisiana: Vision 2020 is the state’s long-term strategic economic development plan. Adopted in 1999 and updated in 2003, *Vision 2020* establishes specific benchmarks intended to develop Louisiana into a “vibrant, balanced economy; a fully engaged, well-educated workforce; and a quality of life that places it among the top ten states in the nation to live, work, visit, and do business.” The update of *Vision 2020* was subsequent to the completion of the 2003 *Louisiana Statewide Transportation Plan*. Therefore, it is important to review the updated *Vision 2020* document as part of the *LSTIP Review and Status Report*.

Vision 2020 is based upon three primary goals:

Goal One: The Learning Experience – To be a learning enterprise in which all Louisiana businesses, institutions, and citizens are actively engaged in the pursuit of knowledge.

Goal Two: The Culture of Innovation – To build a thriving economy driven by innovative, entrepreneurial, and globally competitive companies that make productive use of technology and the state’s human, educational, and natural resources.

Goal Three: A Top Ten State – To achieve a standard of living among the top ten states in America.

Each goal has an associated set of objectives. The State's transportation system is the focus of Objective 2.6: "To develop and promote Louisiana's transportation infrastructure." Six benchmarks are employed to track progress toward Objective 2.6 including:

1. Elements of the Louisiana Statewide Transportation Plan fully implemented or funded;
2. Elements of the Transportation Infrastructure Model for Economic Development (TIMED) fully implemented;
3. Percentage of state highway miles with pavements in poor condition;
4. Number of parishes with a public transportation system;
5. Number of Louisiana ports in top 10 US ports (based on total foreign and domestic cargo tonnage);
6. Direct air service between Louisiana airports and external locations (foreign cities, domestic hub cities, domestic non-hub cities).

A 2007 ARTBA study found that construction costs have increased more than 40 percent since 2003.

While not directly noted, the impact of transportation and public works infrastructure and services to the successful achievement of other *Vision 2020* goals and objectives is readily apparent.

CONSTRUCTION COST ESCALATION

During the last few years, state departments of transportation across the country have experienced significantly higher infrastructure construction costs, which resulted in higher bid prices. According to FHWA, the primary factors contributing to these higher construction costs and bid prices include:



Rita: Oil Storage Facility in Cameron, Louisiana
(Source: Associated Press)

- Higher energy costs;
- Localized material shortages for construction;
- Consolidation in the highway industry (reduction/consolidation of prime contractors, etc.);
- Larger transportation construction programs with the same number of contractors;
- Increased construction market opportunities in other areas such as hurricane recovery

- reconstruction efforts;
- Downsizing of workforce due to instability of transportation funding prior to August 2005;
- Localized shortages of skilled labor;
- Regulatory restrictions;
- Increased technical requirements in contracts;
- Bankruptcies; and,
- Hurricane related impacts increasing non-highway construction demand.

The American Road and Transportation Builders Association (ARTBA) also conducted a study on increasing highway costs in October 2007. Overall, this study found that highway construction material prices have increased by a dramatic 42 percent since 2003.

RECENT PLANNING STUDIES

Several studies have been undertaken since the completion of the *2003 Statewide Transportation Plan*. Generally, the conclusions of the studies supported the findings and recommendations of the 2003 Statewide Plan.

A listing of the transportation studies considered in this *Plan Review and Status Report* include the following:

- *Louisiana Transportation Center* – Louisiana Airport Authority (1/2004);
- *Louisiana Transportation Center Analysis* – prepared for the Department of Economic Development and the Department of Transportation and Development – Wilbur Smith Associates (5/2005);
- *Rebuilding Louisiana – Special Appropriations Request* – Louisiana Department of Transportation and Development (10/2005);
- *Louisiana Statewide Transportation Plan Implementation Strategy* – Wilbur Smith Associates (7/2006)
- *Action Team Report* – Transportation and Associated Infrastructure Planning – part of the Louisiana Recovery Authority (10/2006)
- *Impact of Hurricane Katrina on General Aviation in Southeast Louisiana* – Interim Report – Prepared for New Orleans Regional Planning Commission – DMJM Harris and DMJM Aviation in association with Jacobsen/Daniel Associates (4/2007);

- *Louisiana’s Comprehensive Master Plan for a Sustainable Coast* – Coastal Protection and Restoration Authority of Louisiana (4/2007);
- *Louisiana Speaks Regional Plan – Vision and Strategies for Recovery and Growth in South Louisiana* – Louisiana Recovery Authority (5/2007);
- *Louisiana Transportation Centre – Mid-Point Report* – Canadian Commercial Corporation & SNC-Lavalin (5/2007);
- *LA Rail – Recovery Rail Transportation System* – DOTD – PowerPoint Presentation (6/2007); and
- *Louisiana Marine Transportation System Plan* – Shaw Environmental and Infrastructure, Inc. (9/2007).

TRANSPORTATION AND INFRASTRUCTURE SYSTEM GOALS

In addition to the need to review and assess the status of the Plan elements, it is also necessary to identify any revisions, deletions, and/or additions to ensure that the Plan continues to meet the goals and objectives approved by the Louisiana Investment in Infrastructure for Economic Prosperity (LIIEP) Commission, address the planning factors in the new Federal transportation bill (SAFETEA-LU), address applicable benchmarks in *Louisiana: Vision 2020*, incorporate the goals and objectives developed for flood control, water resources, and hurricane protection and to meet the goals and objectives of the Coastal Protection and Restoration Authority (CPRA).

The goals adopted by the LIIEP Commission were re-evaluated and examined in the context of the current issues facing the state.

After looking at the full spectrum of transportation needs and issues, the goals from the 2003 Plan were considered to still be valid and relevant. The goals for Louisiana’s transportation system are:

Goal 1: To develop and maintain an innovative, balanced, safe, equitable, integrated system of transportation facilities and services.

Goal 2: To provide essential passenger-transportation services at reasonable public expense, meeting the diverse needs of the people of Louisiana regardless of their geographic location, physical condition, economic status or service requirements.

Three new “non-transportation” goals were added to guide development of the Plan.

Goal 3: To provide a transportation system that fosters diverse economic and job growth, international and domestic commerce, and tourism through prudent investment in the facilities and services that improve mobility and access. The system should be responsive to free markets, to user needs and expectations, through flexibility and choice, in a competitive, multimodal environment.

Goal 4: To provide a regulatory and comprehensive policy framework that promotes partnerships, coordination, and cooperation among transportation users and providers in a competitive multimodal environment.

Goal 5: To improve safety in all transportation modes through timely maintenance of existing infrastructure, development of new infrastructure, enhancement of operational controls of both passenger and freight movements, and through expanded public education and awareness.

Goal 6: To develop an efficient transportation system that improves air, water and noise indices to acceptable levels as defined by regulatory standards, reduces dependency of foreign energy sources, preserves historic, cultural, and environmentally sensitive sites, promotes the natural beauty of the state, raises the quality of life for Louisiana’s citizens, uses land resources efficiently by incorporating smart growth development principles, and promotes and implements the context-sensitive design of transportation infrastructure.

Goal 7: To develop stable but flexible transportation financing that provides adequate funds for both the preservation of existing and the construction/implementation of new facilities and services.

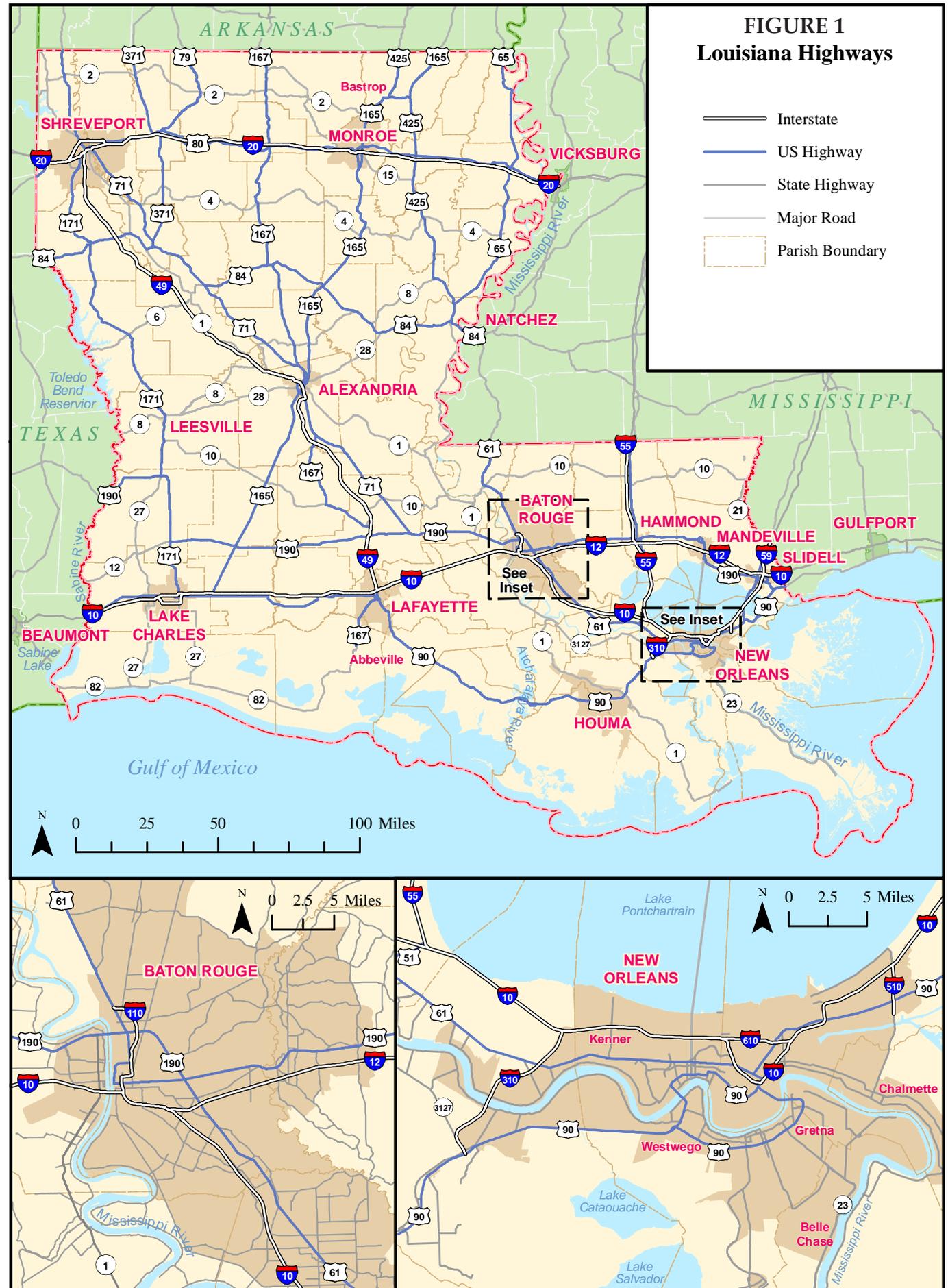
Three additional goals were developed to guide the expansion of the Plan to include non-transportation programs under DOTD’s purview:

Goal 8: Ensure adequate water supply to sustain the existing economy and population, and to provide for economic growth.

Goal 9: Enhance flood control policies, programs, and infrastructure statewide to protect lives and reduce property damage.

Goal 10: Implement hurricane protection systems to protect most communities and economic assets from storm surge.

The overall framework of the *Plan Review and Status Report* is driven by the need to remain consistent with these goals.



III. PLANNING CONTEXT - PLAN REVIEW AND STATUS REPORT PROCESS

This planning effort used a development and coordination process very similar to that used for the 2003 Plan, as illustrated in **Figure 2**. The main differences are highlighted in brown.

The 2003 Plan was developed in close cooperation with eight Advisory Councils. The *Plan Review and Status Report* used this same framework, but added an additional Advisory Council to cover Flood Control / Water Resources / Hurricane Protection. Therefore, there are eight individual councils that reported findings back to a ninth council, the Intermodal Advisory Council, comprised of representatives from the other eight Advisory Councils.

The Intermodal Advisory Council reported findings to the Policy Committee for consideration and adoption. The LIIEP Commission was the strategic oversight group for the 2003 Plan. The Commission was not used for the *Plan Review and Status Report* since the Commission has been dormant and this effort was only a supplement to the 2003 Plan. Instead, a DOTD Policy Committee was established to provide strategic oversight. Major council meetings and the purpose of those meetings are shown in **Figure 3**.

DOTD POLICY COMMITTEE MEMBERSHIP

VOTING MEMBERS

- DOTD Secretary (chair)
- Deputy Secretary
- Undersecretary
- Chief Engineer
- Assistant Secretaries (3)
- Assistant to Secretary for Policy

NON-VOTING MEMBERS

- Deputy Undersecretary
- Deputy Chief Engineer
- Deputy Assistant Secretaries (4)
- Legislative Liaison
- Confidential Assistant

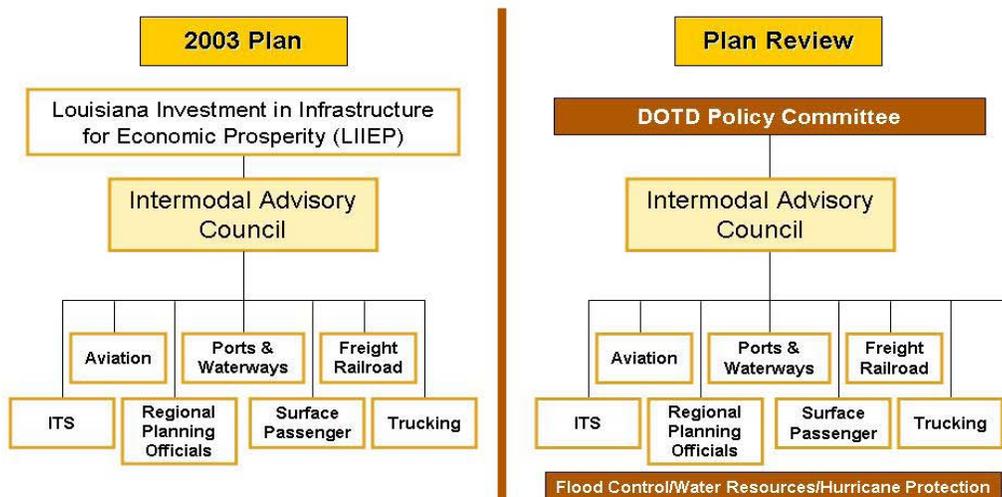
EX-OFFICIO MEMBERS

- FHWA Division Administrator
- FHWA Assistant Division Administrator

COMMUNICATIONS

- Communications Director

FIGURE 2: Relationship of Modal Councils



ADVISORY COUNCILS

Eight Advisory Councils met to discuss the implementation status of plan elements, review recommendations as necessary and update costs. One Advisory Council – the Flood Control / Water Resources / Hurricane Protection Advisory Council – is an addition to those participating in the 2003 Plan. Two Advisory Councils (the Regional Planning Officials and the Flood Control / Water Resources / Hurricane Protection) met twice and the remainder met just once. Advisory Council membership is detailed in the Acknowledgements.

- **Aviation Advisory Council** – includes representatives from airport authorities, airlines, and other aviation stakeholders;
- **Freight Rail Advisory Council** – includes representatives from railroads and other freight rail stakeholders;
- **Regional Planning Officials Advisory Council** – includes representatives from metropolitan planning organizations, regional planning and development commissions, DOTD Districts, and other transportation planning stakeholders;
- **Intelligent Transportation Systems (ITS) Advisory Council** – includes representatives from state and local ITS and traffic operations offices and other ITS stakeholders;

- **Ports and Waterways Advisory Council** – includes representatives from ports and other port/waterway stakeholders;
- **Surface Passenger Transportation Advisory Council** – includes representatives from bus and rail providers, public transit agencies and other surface passenger stakeholders;
- **Trucking Advisory Council** – includes representatives from trucking and shipping firms and other trucking stakeholders; and,
- **Flood Control / Water Resources / Hurricane Protection Advisory Council** – includes representatives from state and local agencies addressing related issues.

INTERMODAL ADVISORY COUNCIL (IAC)

The IAC served as the facilitator between the Policy Committee and the individual Advisory Councils. The IAC membership, detailed in the Acknowledgements, includes representatives from all of the individual Advisory Councils. The IAC's role was to review the recommendations from the Advisory Councils and to add any further recommendations or any additional modifications.

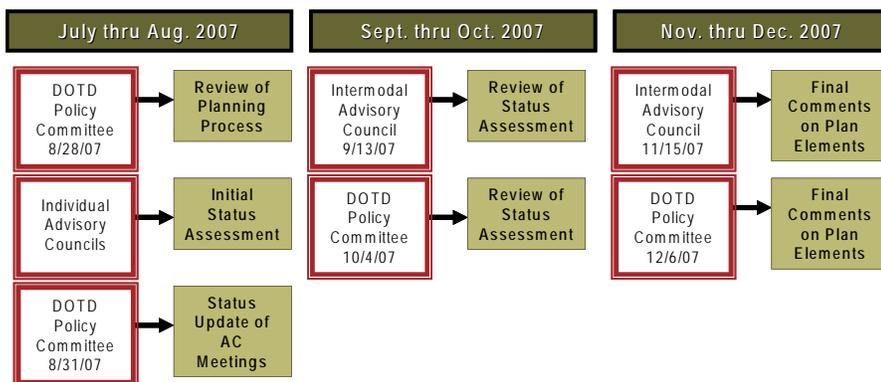
POLICY COMMITTEE

The DOTD Policy Committee is comprised of both voting and non-voting members. A list of the members is included in the box on page 8. The role of the Policy Committee was to receive recommendations from the Intermodal Advisory

Council, revise if necessary, and adopt the recommendations. The Policy Committee's review was necessary to fulfill the objectives of:

- A financially constrained plan;
- An effective plan with proper modal balance; and,
- A plan that satisfies the goals and objectives approved by the LIIEP Commission, the state's economic development goals and objectives, as well as the SAFETEA-LU planning factors.

FIGURE 3: Report Timeline



The Policy Committee met four times during the *Plan Review and Status Report* process.

IV. FINANCIAL PROJECTION

One of the essential ingredients of any plan is a sound estimate of how much funding will be available over the planning period. Inherent to financial projections are assumptions about how existing federal and state revenue sources will grow, estimates of expenses that are “takedowns” deducted from available revenues, plus accounting for expected inflation that will erode the buying power of today’s funding.

REVENUE SOURCES

A conservative approach has been taken in estimating the availability of future transportation funding – no one has a crystal ball that will yield 100 percent accurate answers, but it is best to be conservative and plan accordingly. However, the assumptions included in the *Plan Review and Status Report* are consistent with those other states are making about future funding and how buying power might erode.

State Revenues. In State Fiscal Year (SFY) 2009, year 1 of the 30-Year Planning Horizon, the DOTD expects to collect more than \$640 million in state-generated revenues, 91 percent of which is housed in the Transportation Trust Fund. As illustrated in **Figure 4** principal state sources include:

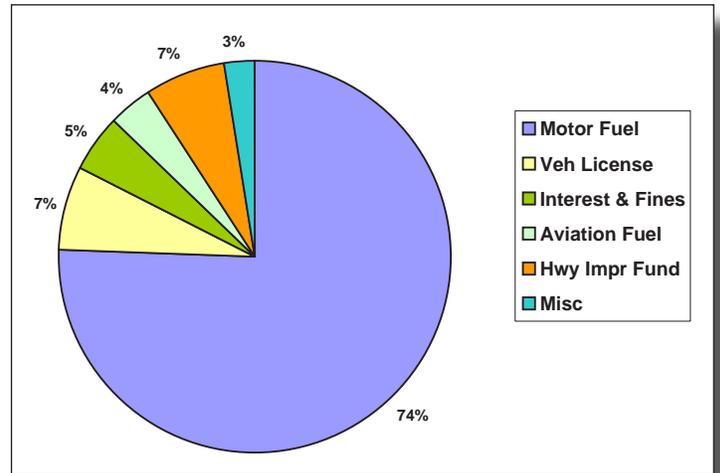
The revenue assumptions in the *Plan Review and Status Report* are consistent with those of other states.

- **Motor fuels tax** – the state’s 16-cent per gallon motor fuels tax will generate about \$500 million in SFY 2009 (an additional 4-cent per gallon tax is dedicated to TIMED);
- **Vehicle license tax** – generates \$44 million in SFY 2009;
- **Interest and fines** – nearly \$31 million in SFY 2009;
- **Aviation fuel tax** -- \$9.7 million generated – targeted for aviation program improvements and administration;
- **Highway Improvement Fund** – estimated to receive \$21 million, which is the registration fees on trucks – this amount is dedicated to improvements on highways not eligible for federal funds; and,

- **Miscellaneous and fund balances** – total of \$35 million.

The net available for construction is reduced by two items: the DOTD Operating Budget and the Parish Transportation Fund.

FIGURE 4: Louisiana Gross State Revenues, 30 Years



Federal Sources. Federal aid to transportation is made available to the states through federal authorization legislation; the current authorization bill, SAFETEA-LU, is a six-year transportation funding bill that extends through Federal Fiscal Year (FFY) 2009. In SAFETEA-LU, federal funding is divided into funding categories like Interstate Maintenance, Bridge, Safety, etc. Each category has its own mechanism of dividing (apportioning) funding among the states; sometimes the funding is divided based on population, other times on mileage, traffic levels, deficiencies, or other factors.

Louisiana’s motor fuels tax generates 75 percent of the state-sourced transportation revenues.

Thus, total federal aid to transportation is a collection of numerous categories that are available for “obligation” by the states or, in some cases, local governments. Obligation means “to commit” – states commit federal funding apportioned to them, pay for the service/product when it is provided (in most cases, construction), and are reimbursed by the federal government. Few realize that the states must “front” the federal share, then get paid back.

Federal aid is a somewhat volatile and difficult to predict funding source. Over the past 30 years it has grown at about 5 to 6 percent annually, but that amount varies by state. Federal aid to transportation is financed by the federal Highway Trust Fund (HTF), which is supported primarily by the 18.4-cent federal gasoline tax and 24.4-cent diesel tax, and other miscellaneous fees. Forecasting federal funds for transportation in previous years has been fairly straightforward: it was assumed the federal program will continue and will grow at historic rates.

A new wrinkle has been introduced to forecasting federal funds – the balance in the HTF is nearly depleted since outlays have exceeded revenues in recent years. Thus, the continuity of the federal aid programs at their current or increased levels is at risk and no one knows for sure what will happen. For the purposes of the *Plan Review and Status Report*, it was assumed federal programs will continue and will grow at 3 percent annually. However, the report also examines a “disaster scenario” in which the federal program drops 37 percent in FFY 2010, then recovers and grows at the 3 percent annual rate. Should this scenario come to pass, every program category that depends on federal funding would experience sizeable across-the-board reductions.

The federal forecast divides federal aid into three categories:

- **Regular federal aid** – federal funding that is apportioned to Louisiana and represents the majority of federal aid – typical categories include Bridge Replacement, National Highway System, Surface Transportation Program, Interstate Maintenance, etc. Regular federal aid is typically constrained by an obligation ceiling; thus, states can only spend a portion of the federal aid apportioned to them. Regular federal aid estimated to be available in year 1 (SFY 2009) is \$500 million.
- **Non-construction federal aid** – federal apportionments in categories that are not used for state construction; i.e. CMAQ, enhancements, planning, pass-through to urbanized areas, indirect expenses. In SFY 2009, this amount is nearly \$122 million.
- **Earmarks** – federal aid designated for specific projects (some state, some local). Earmarks have been the subject of considerable discussion over

A federal program “disaster” scenario would result in a 37 percent drop in federal funding beginning in FFY 2010.

time, so their future is uncertain. For the purposes of the *Plan Review and Status Report*, earmarks were assumed to drop dramatically at the beginning of the new federal authorization bill, then grow at the same rate as other federal aid. Construction earmarks in SFY 2009 are estimated to be \$106 million, dropping to \$30 million in SFY 2011.

The real future of federal aid. It has been widely discussed that federal aid to transportation, specifically the per gallon fuel tax, has numbered days. Revenue generated from the per gallon tax grows slowly (if at all), due to increased auto fuel efficiency, growing numbers of hybrid-fueled cars, and other factors. It is likely that this revenue source (both federal and state) will need to be replaced with a source that grows; this is important in terms of keeping pace with inflation. Buying power of a funding source that increases at least as fast as the Consumer Price Index (CPI) will not erode as fast as the flat tax, thus agencies would have a stable, growing revenue stream.

For the *Plan Review and Status Report*, we recognize this possibility but have built nominal growth into the federal revenue stream with no assumption about the mechanism itself.

Inflation will erode the buying power of future transportation revenues by about 40 percent over the Plan’s 30-year time frame.

For non-transportation infrastructure, particularly hurricane protection, an increase in Louisiana’s share of offshore oil royalties is critical.

How they grow. Each funding source, federal and state, has been assumed to grow at rates appropriate for the source; these assumptions are based in part by historic growth and what we believe might happen in the future.

Implicit in the planning process is the assumption about inflation. Most transportation plans assume a future inflation rate in the 2 to 5 percent per year range, in line with the CPI. The states have experienced an extraordinary rate of construction cost increases since late 2003, some as much as 50 percent over a three-year period. We believe this rate cannot continue indefinitely, and normal leveling of construction costs must occur. Thus, for the *Plan Review and Status Report* costs are expected to increase at the rate of 2.5 percent annually through 2015, then increase 4 percent annually thereafter.

The net effect of this inflation assumption is that available revenues expressed in “current” or Year-of-Expenditure (YOE) dollars are reduced by about 40 percent when expressed in base year 2007 dollars – this represents lost buying power.

REVENUE SCENARIOS

Similar to the 2003 Plan, the *Plan Review and Status Report* is built around four future scenarios as shown in **Figure 5**, with allocations to programmatic categories identified for each, keeping the Plan fiscally constrained. Two future scenarios assume new state revenues will become available for transportation; because each scenario makes specific recommendations about the type and scale of investments, it should be very clearly noted that implementation of these scenarios cannot proceed unless additional revenues are available.

- Scenario 1 (baseline)** – status quo, no new revenues, all current funding mechanisms stay in place. Nominal growth for each revenue type is assumed, but this is not enough to offset expected inflation. The 30-year amount estimated to be available under Scenario 1 is nearly \$23.1 billion YOE, which is \$13.8 billion in 2007 (base) dollars. Thus, the \$460 million (2007) average expected

The Plan’s baseline revenue projection (Scenario 1) yields an average capital program that is 41 percent smaller than the SFY 2008 program.

to be available over the Plan time horizon is 41 percent less than the \$776 million SFY 2008 capital budget in Louisiana. Very little funding is available for non-transportation infrastructure under this scenario.

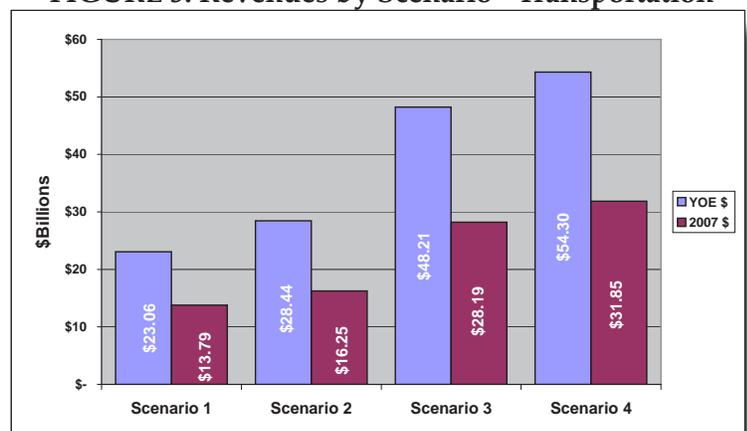
- Scenario 2 (baseline with buying power adjustments)** – same assumptions as Scenario 1, except that some additional revenues are built into the stream that compensate for lost buying power (in years 11 and 21). The source is not specified, but this assumption is based on history: the Louisiana Legislature and/or Congress typically take action periodically that restores lost buying power, stabilizing the revenue stream for transportation. The 30-year revenues available under Scenario 2 total \$28.4 billion (YOE), or \$16.3 billion in base dollars.

This averages to \$540 million (2007) available for capital improvements annually over the 30-year period, 21 percent more than Scenario 1. Funding for the non-transportation infrastructure is continued at its current level under this scenario, protected against inflation.

- Scenario 3 (\$500 million increase)** – this scenario introduces an additional \$500 million in new revenues in year 1 from state sources and includes the same inflation adjustment in Scenario 2. The 30-year revenues available under Scenario 3 total \$48.2 billion (YOE), or \$28.2 billion (2007). This \$940 million (2007) annual amount available for capital improvements is 74 percent more than Scenario 2. Separate funding for non-transportation infrastructure is assumed in the amount of \$300 million.
- Scenario 4 (\$650 million increase)** -- this scenario introduces an additional \$650 million in new revenues in year 1 from state sources and includes the same inflation adjustment in Scenarios 2 and 3. The 30-year revenues available under Scenario 4 total \$54.3 billion (YOE), or \$31.8 billion (2007). This \$1.1 billion (2007) annual amount available for capital improvements is 13 percent more than Scenario 3. Separate funding for non-transportation infrastructure is assumed in the amount of \$300 million.

It is up to state elected officials to determine the make-up of sources for this new revenue. Possible sources include additional user fees (state gasoline excise taxes, vehicle registrations), non-traditional transportation funding (general sales tax, sales tax on gasoline, personal property assessment), or sources such as tolls and traffic ticket surcharges.

FIGURE 5: Revenues by Scenario - Transportation



V. RECOMMENDATIONS

As discussed previously, this *Review and Status Report* of the 2003 *Transportation Plan* is developed around four funding scenarios, two of which involve generating significant amounts of new revenue to improve the quality of transportation in Louisiana. The projects and initiatives identified under Scenarios 3 and 4 cannot be undertaken without the new funding discussed.

Implementation of Scenario 3 and 4 projects cannot proceed without additional transportation revenues.

SCENARIO DESCRIPTIONS

Scenario 1 is a “business as usual” baseline picture of the future of transportation funding in Louisiana. It assumes no new revenues, and inflation would have a dramatic impact on DOTD

Under Scenario 1, all modernization and capacity projects would cease – the DOTD would become a “maintenance” agency.

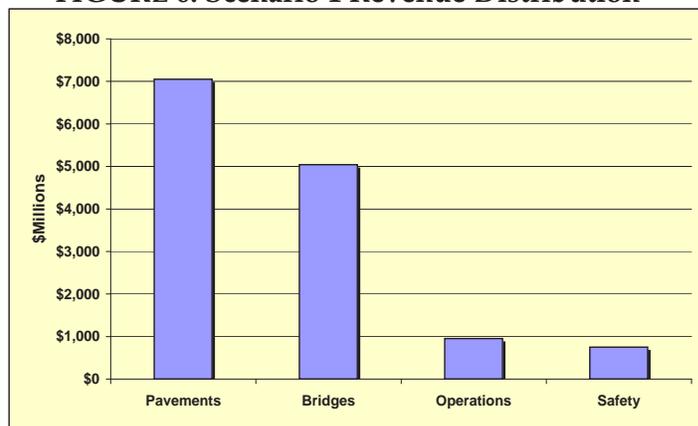
programs under this view of the future. Within a few years the state would be unable to capture (match)

all the federal aid made available, all modernization / capacity projects would cease, and the DOTD would become a “maintenance agency” whose sole goal would be to utilize available revenues to preserve transportation infrastructure. In view of the increasing traffic statewide, the need to accommodate growing areas, more trucks, and deteriorating pavements and bridges, management of the transportation system would be challenging, and quality of life would drop noticeably.



Thirty-year federal and state revenues expected to be available under Scenario 1 total \$22.4 billion (YOE), which is equivalent to \$13.41 billion in base 2007 dollars. Scenario 1 for highways targets the \$13.4 billion toward pavement preservation (\$7.1 billion, \$235M/year), bridge preservation (\$5.0 billion, \$168M/year), highway operations (\$952 million, \$32M/year), safety (\$750 million, \$25M/year), flood control (\$185 million, \$6M/year), and \$495 million (\$16M/year) for the aviation program, leaving no funding for capacity projects, the Port Priority Program, and other needed investments.

FIGURE 6: Scenario 1 Revenue Distribution



This scenario converts the DOTD to a maintenance agency, with no revenues for modernization or capacity improvements. Despite targeting virtually all remaining revenues to infrastructure preservation, the quality of the state’s pavements and bridges would decrease markedly. For example, the number of “poor/very poor” pavements on the State and Regional Highway Systems (SHS and RHS) would triple under Scenario 1. Little progress can be made toward improving safety, congestion would worsen, no new facilities could be built to support economic growth, and no advances in other modes would be possible (though the Aviation Program is continued). Louisiana would become a less desirable tourist destination, it would be difficult to attract new industry and retain existing business, and none of the *Vision 2020* benchmarks for transportation could be achieved.

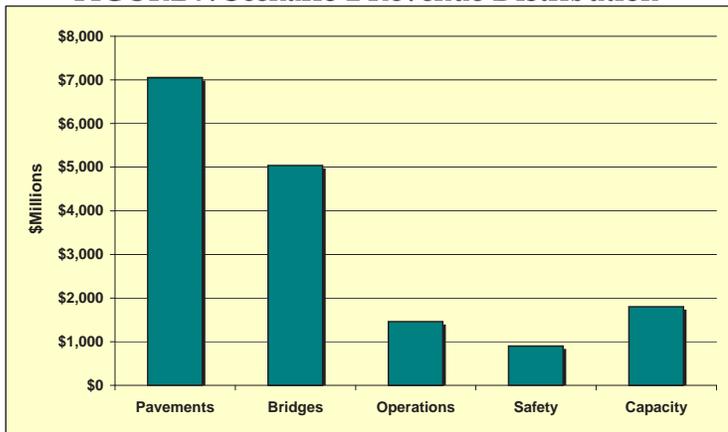
Scenario 2 is a slightly more optimistic view of the future, even if no new transportation revenues are forthcoming. Under Scenario 2 it is assumed that that inflation adjustments would be enacted twice

during the 30-year planning period; these adjustments are additional (or increased) revenues that restore lost buying power. Thus, the state would be able to afford the same program it has now over the planning period. This increases the 30-year revenues to \$28.4 billion (YOE), equivalent to \$16.2 billion (2007), an increase of 21 percent over Scenario 1.

Under Scenario 2, the DOTD would increase the operations investment to \$1.5 billion (\$51M/year), increase the safety program by 20 percent (\$900 million, \$25M/year), increase the Flood Control Program to \$300 million (\$10M/year), reinstate the Port Priority Program (\$600 million, \$30M/year), and implement the small capacity program at \$1.8 billion (\$60M/year) – other programs would not change. The additional amounts for highway operations, safety, and capacity reflect the goals of the DOTD but do not represent significant program investments over Scenario 1.

In Scenario 2 the state would be able to afford the same capital program it has now through the 2038 horizon year.

FIGURE 7: Scenario 2 Revenue Distribution



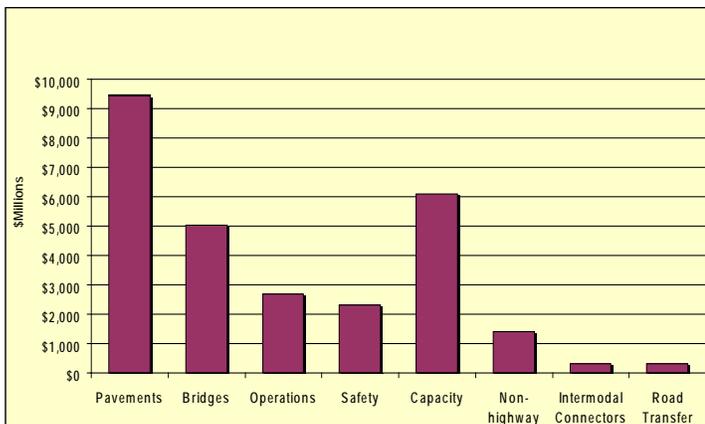
Scenario 3, which includes an additional \$500 million (YOE) annually beginning in year 1, allows significant transportation investments to be implemented. Scenario 3 generates a total of \$48.2 billion (YOE), equivalent to \$28.2 billion in 2007 dollars. Included in the Scenario 3 forecast is the Scenario 2 assumption of restoring lost buying power of base revenues in years 11 and 21. Scenario 3 generates 73 percent more base year revenues than Scenario 2, adding nearly \$12 billion (2007) to the DOTD’s revenue stream. Following are programmatic highlights associated with Scenario 3:

Scenarios 3 and 4 introduce significant new revenues into the transportation program, allowing Louisiana to move ahead on many fronts.

- **Increase the pavement preservation program** to \$10.2 billion (\$340M/year), which allows the DOTD to keep pace with deterioration and meet nearly all pavement preservation goals.
- **Increase bridge program funding** to the program goal, assuming local governments would match off-system bridge funding, allowing DOTD to keep pace with bridge deterioration on all state-system bridges.
- **Increase the investment in highway operations/district operations** to \$2.8 billion (\$93M/year), providing additional funding for the intelligent transportation system program, traffic control (more efficient urban traffic flow), rest areas, weigh stations, ferries, moveable bridges, addressing roadway flooding, district operations, and construction maintenance.
- **Increase the safety program** to \$1.8 billion (\$60M/year), more than doubling the state’s current program. This funding would allow the DOTD to undertake the safety investments needed to significantly reduce the number and severity of crashes.
- **Create a \$10M/year Road Transfer Program**, which identifies roads that should logically be part of local systems and provides funding to improve them if the local agency assumes ownership.
- **Fund the “small” capacity program** at \$2.6 billion (\$85M/year) to address isolated congestion / capacity issues related to increased traffic due to development, more commercial activity, bottlenecks, etc.
- **Create a \$300 million (\$10M/year) Intermodal Connector Program**, which enables DOTD to improve access to ports, airports, intermodal terminals, etc. to ease congestion.
- **Provide \$510 million (\$17M/year) to upgrade existing crossings and build new rail / highway grade separations**, easing congestion due to delays and improving safety.
- **Implement the Priority A Megaprojects** at \$3.4 billion (See Megaproject discussion, page 33) – these are the projects identified in the 2003 Plan, with a few adjustments. The DOTD has gone to great length to make sure the most needed projects are implemented first.
- **Provide \$2.5 billion over 30 years to enact the following for other modes:**
 - \$210 million (\$7M/year) for expanding rural public transit service for Louisiana’s citizens;

- \$150 million (\$5M/year) for improving urban transit;
- \$90 million for freight rail assistance, including upgrading track carrying capacity, addressing rail bottlenecks, and matching federal aid;
- \$150 million for the state share of the New Orleans Rail Gateway project;
- \$30 million to market Louisiana's ports;
- \$1.2 billion to double the Port Priority Program;
- \$510 million for the Aviation Infrastructure Program;
- \$30 million to market Louisiana's aviation system and attract new air service; and,
- \$290 million to provide passenger rail service between Baton Rouge and New Orleans – this includes start-up and operations support for rail passenger service and two years of LA Swift while the rail service is being placed on line.

FIGURE 8: Scenario 3 Revenue Distribution



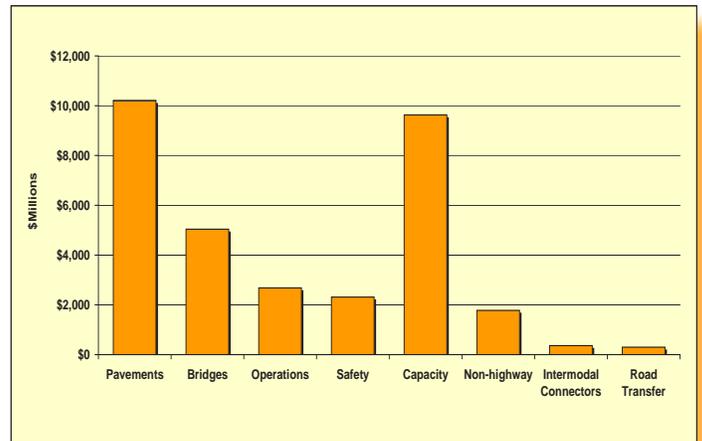
Scenario 4 assumes an additional level of new funding for transportation: \$650 million annually plus inflation adjustments from Scenarios 2 and 3. Total funding available under Scenario 4 is \$54.3 billion (YOE), equivalent to \$31.9 billion (2007). This is an increase over Scenario 3 of nearly 13 percent, which allows the following additional investments over Scenario 3:

- **Provide an additional \$300 million (2007) for the Port Priority Program**, bringing the 30-year total to \$1.5 billion (2007); this would make Louisiana's port investment one of the premier programs in the US.
- **Provide an additional \$60 million (2007) for the Intermodal Connector program**, bringing the 30-year total to \$360 million (2007).
- **Provide \$750 million (2007) in seed money for Louisiana's Mobility Fund**; this program

is intended to provide state funding for projects in which at least half the cost is provided through tolls.

- **Increase the "small" capacity program** by \$450 million over 30 years.
- **Increase the Megaproject program** to \$6.4 billion (see Megaproject discussion, page 33). This funds the Priority A and B Megaproject lists.

FIGURE 9: Scenario 4 Revenue Distribution



RECOMMENDATIONS

Each of the eight Advisory Councils (ACs) reviewed their respective areas to see how the 2003 Plan compared to the current transportation issues in the state.

The recommendations of each AC were then forwarded to the Intermodal Advisory Council (IAC) for consideration. The IAC is multimodal and multidisciplinary in its focus, and includes representatives from the various ACs and others with interest in the state's transportation and infrastructure systems. This council was tasked with reviewing the recommendations from all ACs and forwarding their recommendations to the Policy Committee.

The summaries that follow focus on key points of discussion within each Advisory Council; ultimately, the recommendations were considered by the Policy Committee and either fully funded, partially funded, or deferred within the context of each Scenario (1, 2, 3, and 4). New, Revised, and Deleted Elements shown in the preceding tables are considerations to be evaluated in the next Plan update.

Aviation. There are 14 aviation policy elements referenced in **Table 1**; two are either fully or partially dependent upon new revenues. A key policy concern of the Aviation AC is the provision of a viable, continuous funding source for the Aviation Program to accommodate the needs of Louisiana’s aviation system [A-13]. The Aviation AC worked to address new issues and revise recommendations to assist the state’s aviation sector in coming years. The need for an additional runway at New Orleans International Airport was revisited in the wake of decreased post-hurricane demand at the airport. The new A-11 recommendation is to conduct a feasibility study, from which a determination can be made regarding the need for the additional runway.

A new item was included to define the strategic roles of Louisiana aviation resources during natural disasters [A-17]. Aviation officials believe that a coordinated approach to disaster response is needed based on the absence of one during the emergency responses to Hurricanes Katrina and Rita. Funding for a study to formally define a plan for the use of aviation resources in emergency response situations is included.

Aviation officials believe a coordinated approach to disaster response must be developed.

**TABLE 1
AVIATION RECOMMENDATIONS**

'08 Funding Scenario	Rec #	Status	Recommendation	Cost (\$ millions)
1, 2, 3, 4	A-4	Ongoing - Revised Text Shown	Upgrade General Aviation infrastructure identified in the Louisiana Airport System Plan to minimum standards.	\$158
3, 4	A-5	No Progress - Revised Text Shown	Develop aviation marketing program, using General Fund monies, to attract additional air service and air cargo.	\$ 1/yr
1, 2, 3, 4	A-6	Ongoing - Revised Text Shown	Continue program of land acquisition/aviation easements for obstruction removal (state funds only).	See A-13
1, 2, 3, 4	A-7	Ongoing	Update intrastate air service study to reflect current conditions in airline industry.	
1, 2, 3, 4	A-8	No Progress - Revised Text Shown	Study challenges/opportunities of rotary wing industry in support of Louisiana business, industry and economic growth.	
1, 2, 3, 4	A-9	Ongoing - Revised Text Shown	Consider the public/private development of intermodal transportation center(s) in Louisiana.	
	A-10	Delete In Next Update	Fund airfield and passenger terminal capacity improvements statewide.	
1, 2, 3, 4	A-11	No Progress - Revised Text Shown	Re-evaluate the need and feasibility of an additional air carrier runway at New Orleans International Airport.	\$0.1
1, 2, 3, 4	A-13	Ongoing - Revised Text Shown	Increase the level of funding to accommodate needs of Louisiana’s aviation system.	\$16.5/yr in SC 1 & 2 \$17/yr in SC 3 & 4
1, 2, 3, 4	A-14	Ongoing - Revised Text Shown	Support an ongoing annual appropriation to support the General Aviation and Reliever Airport Maintenance Programs.	\$0.3

Revised Text Shown

Delete In Next Update

**TABLE 1
AVIATION RECOMMENDATIONS (CONT.)**

'08 Funding Scenario	Rec #	Status	Recommendation	Cost (\$ millions)
1, 2, 3, 4	A-15	Ongoing - Revised Text Shown	Support a reauthorization of the Federal Airport Improvement Program that best benefits Louisiana aviation.	
1, 2, 3, 4	A-16	Ongoing - Revised Text Shown	Provide state support for commercial service airport development in accordance with approved master plans.	\$1,000+
1, 2, 3, 4	A-17	Add To Next Update	Define strategic roles of Louisiana aviation resources during natural disasters.	\$0.1
1, 2, 3, 4	A-18	Add To Next Update	Conduct Statewide Economic Benefits Study of Aviation.	\$0.3

Revised Text Shown

Add To Next Update



The Aviation AC recommends developing a plan to articulate the role of Louisiana's aviation resources in emergency response.

Freight Rail. Freight rail is addressed by 10 policy elements, three of which are fully dependent upon new revenue (Table 2). The advisory council focused on:

- Continuing to work closely with Louisiana’s Congressional delegation on all freight rail items;
- Providing a permanent state funding source to support freight rail; and
- Exploring potential federal funding sources.

The Freight Rail AC advocated provision of state funding for the Louisiana Statewide Rail System Program [R-5], as well as identifying state support to implement the New Orleans Gateway project [R-14]. Both recommendations require new revenue.

The Freight Rail AC’s emphasis on a broader scope of all freight rail issues was addressed in revising and ultimately relocating Recommendation R-3. This element deals with issues of small railroads and shippers that is better addressed within the Multimodal context [K-3] in Table 10. Recommendation R-8 from the 2003 Plan was validated to remain a part of the Statewide Plan. This Highway/Rail Grade Separation Program reflects the DOTD’s emphasis on safety projects and is funded only in Scenarios 3 and 4.

Recommendation R-5 provides funding to assist Louisiana’s shortline railroads.

**TABLE 2
FREIGHT RAIL RECOMMENDATIONS**

'08 Funding Scenario	Rec #	Status	Recommendation	Cost (\$ millions)
1, 2, 3, 4	R-1	Ongoing - Revised Text Shown	Conduct economic impact analysis of freight rail to the State of Louisiana and educate the State’s Congressional delegation on the need for federal funding for the State’s freight railroads.	\$0.50
	R-2	Delete In Next Update	Continue and expand Louisiana’s Freight Rail Advisory Council.	
	R-3	Delete In Next Update	Support the interests of rail shippers and small railroads.	
1, 2, 3, 4	R-4	Ongoing - Revised Text Shown	Help freight railroads secure grants and loans from existing and future federal assistance programs.	
3, 4	R-5	Ongoing - Revised Text Shown	Provide state funding sources for the Louisiana Statewide Rail System Program that is to be periodically updated with input from the Freight Railroad Advisory Council. Program includes assisting shortline railroads with 286 K weight and other issues.	\$3/yr in SC 3 \$5/yr in SC 4
3, 4	R-8	No Progress	Establish highway/rail grade separation program.	\$8/yr
	R-11	Complete	Add three positions to the Rail Section of DOTD, including a Rail Safety Compliance Officer and two program managers.	
1, 2, 3, 4	R-13	Ongoing	Research incentive programs for closures of public and private grade crossings.	
3, 4	R-14	Add To Next Update	Provide state funding sources for the New Orleans Gateway Project (\$ 425 M total estimated cost). See Non-Highway MegaProjects.	\$150 state share
1, 2, 3, 4	R-15	Add To Next Update	Continue funding for active warning devices at rail/highway crossings.	\$5/yr in SC 1 & 2 \$9/yr in SC 3 & 4

Revised Text Shown Add To Next Update Delete In Next Update Complete

Highway Policy. The state’s highway network is the largest single component of the transportation system. In order to build an intermodal transportation system, the highway network must be properly built and maintained. The 2003 Plan includes 16 policy elements, eight of which require new revenues. **Table 3** shows the Highway elements.

Two highway recommendations [H-11 and H-12] address the Small Capacity Program, which improves short sections of congested roadways and bottlenecks, and has been funded at the \$60-\$100 million annual level. This program is not funded in Scenario 1, but is continued in Scenarios 2 - 4.

Increased investment for both the Pavement Preservation and the Bridge Preservation Programs are addressed in Recommendations H-4 and H-5. As was shown in the 2003 Plan, the DOTD has adopted several strategic goals pertaining to the condition of highway pavements. There has also been a major emphasis on the preservation program for the state’s bridges.

Recommendations H-4 and H-5 address the need to strengthen Louisiana’s investment in pavement and bridge preservation.

These recommendations address the need for continued investment in preservation and are a high priority in each Scenario.

The DOTD continues to invest in projects to improve the safety of the state’s highway system. Recommendation H-6 provides continued funding for these programs in all Scenarios, with increased investment in Scenarios 3 and 4.

Recommendation H-20 proposes to establish a Road Transfer Program (with new funding), which provides a method for improving selected roads and turning their jurisdiction over to local agencies.

Local governments would receive the benefit of safer, reconditioned roadways and some additional annual funding from the Parish Transportation Fund for maintenance.

Recommendation H-14 is intended to increase funding for District Operations and Contract Maintenance programs. Increased revenues will allow the Districts more flexibility and the ability to implement larger projects, saving the state money.



Preserving pavement quality on Louisiana’s roadways remains a high priority.

**TABLE 3
HIGHWAY RECOMMENDATIONS**

'08 Funding Scenario	Rec #	Status	Recommendation	Cost (\$ millions)
1, 2, 3, 4	H-1	Ongoing	Development and implement a Statewide Access Management Policy.	\$0.5
	H-2	Complete	Develop and implement a Statewide Traffic Impact Policy.	
1, 2, 3, 4	H-3	Ongoing	Support regional transportation planning initiatives in rural areas on a test basis.	\$0.1/yr
1, 2, 3, 4	H-4	No Progress	Increase funding for Pavement Preservation.	Non-interstate: \$175/yr (SC 1 & 2) \$260/yr (SC 3 & 4) Interstate: \$60/yr (SC 1 & 2) \$80/yr (SC 3 & 4)
1, 2, 3, 4	H-5	Ongoing	Increase funding for Bridge Preservation.	\$144/yr on-system \$30/yr off-system (\$6/yr from Parish Trans. Fund)
1, 2, 3, 4	H-6	No Progress	Increase funding for Highway Safety. (See overview of 2006 Strategic Highway Safety Plan)	\$20/yr in SC 1 \$25/yr in SC 2 \$60/yr in SC 3 & 4
2, 3, 4	H-7	No Progress	Increase funding for Highway Operations.	\$34/yr in SC 1 \$39/yr in SC 2 \$57/yr in SC 3 & 4
1, 2, 3, 4	H-8	Ongoing	Implement the Statewide ITS Plan.	SC 1: \$150 SC 2 : \$300 SC 3 & 4 : \$390 (30 yr totals)
	H-10	Delete In Next Update	Allow local option gas tax (exempt diesel).	
1	H-11	Ongoing	Maintain regular small Capacity Program through 2010.	
2, 3, 4	H-12	No Progress	Continue regular small Capacity Program beyond 2010.	\$60/yr in SC 2 \$85/yr in SC 3 \$100/yr in SC 4
2, 3, 4	H-14	Add To Next Update	Increase funding for District Operations and Contract Maintenance.	\$12/yr in SC 2 \$34/yr in SC 3 & 4
1, 2, 3, 4	H-17	Add To Next Update	Allow Districts to build more expensive projects with own forces.	
3, 4	H-18	Add To Next Update	Consider tolling as a revenue source to finance highway system expansion.	

Delete In Next Update

Add To Next Update

Complete

**TABLE 3
HIGHWAY RECOMMENDATIONS (CONT.)**

'08 Funding Scenario	Rec #	Status	Recommendation	Cost (\$ millions)
3, 4	H-20	No Progress - Revised Text Shown	Transfer 3,000 to 5,000 miles of state highways to local governments through an incentive program.	\$10/yr
3, 4	H-21	Ongoing	Implement Highway Megaprojects in Priority A and B. (See Megaprojects Section, p.33)	\$3.5 billion for Priority A in SC 3 \$6.6 billion for Priority A & B in SC 4

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SAFETY

In 2006, Louisiana completed development of a comprehensive Strategic Highway Safety Plan (SHSP). The overall goal of the SHSP is to reduce the number of fatalities in Louisiana to zero. The first step is to reduce the fatality rate to 1.54 per 100 Million Vehicle Miles Traveled (MVMT) by 2010. From that point forward, the goal is to reduce the number of fatalities in the state by 6 percent annually. The ultimate and interim goals will be accomplished through the pursuit of four objectives:

- Implement an effective, comprehensive approach for improving road user behavior;
- Use a systems approach in engineering to strike a balance between single unique locations and addressing the safety of the road network;
- Develop a comprehensive, timely, and accurate information and decision support system; and,
- Develop a comprehensive, data driven legislative safety agenda that all partners actively support and implement.

Based on an analysis of crash data, the following emphasis areas have been identified:

1. Impaired Drivers
2. Young Drivers

3. Aggressive Driving
4. Distracted Driving
5. Occupant Protection
6. Vulnerable Road Users (pedestrians and bicyclists)
7. Commercial Vehicle Safety
8. Roadway Departure
9. Intersections
10. Local Road Safety Improvement Program
11. Information and Decision Support Systems

Both current and new strategies have been developed for each of these focus areas. These strategies constitute a comprehensive approach intended to achieve the right balance among:

- Public awareness/education;
- Enforcement;
- Legislation; and,
- Engineering.

While not primary, three additional emphasis areas have been identified, namely (a) Work Zone Safety, (b) Rail Highway Grade Crossings, and (c) Older Road Users.

Statewide crash data will be periodically analyzed; adjustments will be made to the emphasis areas if needed as Louisiana moves toward meeting the goal of zero traffic fatalities.

Intelligent Transportation Systems. There are seven policy elements related to ITS (see **Table 4**), two which require additional revenue. Recommendation ITS-7 specifies that ITS be considered on all capital projects, which helps “mainstream” this important concept.

Recommendation ITS-2 advocates implementation of the *Statewide ITS Plan*; the Plan receives funding in each Scenario, but full implementation is possible only at Scenarios 3 and 4. Also included in the ITS Plan is implementation of Commercial Vehicle Information Systems and Networks (CVISN) in the state, Recommendation ITS-3.

**TABLE 4
ITS RECOMMENDATIONS**

'08 Funding Scenario	Rec #	Status	Recommendation	Cost (\$ millions)
1, 2, 3, 4	ITS-1	Ongoing	Include user representatives on the regional ITS Policy Committees.	
1, 2, 3, 4	ITS-2	Ongoing - Revised Text Shown	Implement the Statewide ITS Plan and integrate use of cost-effective ITS elements into other projects.	SC 1: \$150 SC 2 : \$300 SC 3 & 4 : \$390 (30 yr totals)
3, 4	ITS-3	Ongoing	Support the implementation of the LA Commercial Vehicle Information and Systems Network (CVISN) plan.	Included in ITS-2
1, 2, 3, 4	ITS-4	No Progress	Incorporate ITS projects that support the ability of rural transit systems to respond to users and improve safety into the Statewide ITS Implementation Plan.	
1, 2, 3, 4	ITS-5	Ongoing	Support the standardization of ITS Technologies being implemented at ports in Louisiana.	
1, 2, 3, 4	ITS-6	Ongoing - Revised Text Shown	Develop a policy on Management and Operations of TMCs to address the issues of “collection, archiving and cost-effectiveness of use of ITS data.”	
1, 2, 3, 4	ITS-7	Add To Next Update	ITS is to be considered in every major capital improvement project undertaken.	

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Add To Next Update

Ports and Waterways. There are nine policy elements concerning Ports and Waterways (Table 5), two of which are dependent upon new revenues. Recommendation M-5 is to implement the DOTD's *Marine Transportation System (MTS) Plan* with General Revenues. The MTS Plan has been developed to take advantage of the state's position as a leader in waterborne transportation.

A key Ports & Waterways policy recommendation concerns expanding the state's Port Priority Program [M-1], which has been funded at the

\$20 million annual level. The Plan includes no funding for the Port Priority Program in Scenario 1, but calls for increasing funding under Scenarios 2, 3 and 4. Recommendation M-4 is to fund a \$1 million annual maritime marketing program under Scenarios 3 and 4 only. Another recommendation [M-13] would fund a study to evaluate the economic competitiveness of the state's ports and water transportation system.

Scenarios 3 and 4 call for significant expansion of the state's Port Priority Program.



Louisiana's ports play a critical role in the health of the state's economy.

**TABLE 5
PORTS AND WATERWAYS RECOMMENDATIONS**

'08 Funding Scenario	Rec #	Status	Recommendation	Cost (\$ millions)
3, 4	M-1	No Progress - Revised Text Shown	Increase funding for Port Priority Program.	\$20/yr in SC 2 \$40/yr in SC 3 \$50/yr in SC 4
3, 4	M-4	No Progress - Revised Text Shown	Fund a Statewide Maritime Marketing Program.	\$1.0 / yr
1, 2, 3, 4	M-5	Ongoing - Revised Text Shown	Implement the recommendations of the LA DOTD's MTS Plan with funding from State General Fund. (See Non-highway MegaProjects)	
1, 2, 3, 4	M-8	Ongoing - Revised Text Shown	Continue to work through partnerships to increase utilization of the inland waterway system and of coastal shipping.	
1, 2, 3, 4	M-9	Ongoing - Revised Text Shown	Support the development of major container terminals and distribution centers through the "Millennium Port" Authority and individual port authorities.	
1, 2, 3, 4	M-10	Add To Next Update	Support improvements and modernization of navigable waterway infrastructure in other states that impact commerce in Louisiana.	
1, 2, 3, 4	M-11	Add To Next Update	Support public-private partnerships for maritime facility investment, including distribution centers, through tax credits and other tax incentives.	
1, 2, 3, 4	M-12	Add To Next Update	Support appropriation of the balance in the Harbor Maintenance Trust Fund for maintenance of navigation channels and other maritime infrastructure.	
1, 2, 3, 4	M-13	Add To Next Update	Study economic competitiveness of LA ports.	\$0.5

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Add To Next Update

Surface Passenger. The Plan includes 24 policy elements related to surface transportation in Louisiana, three of which are dependent upon new revenue. **Table 6** shows the Surface Passenger policy elements. A high priority recommendation concerns establishing rail passenger service between Baton Rouge and New Orleans [SP-2]. As a part of SP-2, the current LA Swift bus transit service between Baton Rouge and New Orleans would be continued for two years until rail service can be implemented. After that time, LA Swift would be discontinued and funding for a passenger rail service, LA Rail, would be provided. This can be implemented only under Scenarios 3 and 4.

Recommendation SP-2 establishes permanent funding for rail passenger service between Baton Rouge and New Orleans.

In the 2003 Plan, recommendation SP-16 was to provide light rail service between the New Orleans Central Business District (CBD) and the New Orleans International Airport. The revised SP-16 recommends conducting a feasibility study to re-evaluate this concept in view of hurricane impacts and proposed passenger rail service.

Recommendation SP-7 provides permanent funding to support rural transit operations in Louisiana.

Another important transit recommendation [SP-7] would provide funding for rural transit operating expenses – the Plan identifies \$7 million annually in Scenarios 3 and 4 to provide this support.



The Plan recommends establishing rail passenger service between Baton Rouge and New Orleans.

**TABLE 6
SURFACE PASSENGER RECOMMENDATIONS**

'08 Funding Scenario	Rec #	Status	Recommendation	Cost (\$ millions)
1, 2, 3, 4	R-6	Ongoing - Revised Text Shown	Financially support studies undertaken by SRRTC to increase passenger rail ridership and fare box recovery ratios.	
1, 2, 3, 4	R-7	Ongoing	Continue to study existing and potential passenger rail corridors where ridership levels can be sustained or increased.	
1, 2, 3, 4	SP-1	Ongoing	Educate elected officials about the need for, and benefits of, public transportation.	
3, 4	SP-2	No Progress - Revised Text Shown	Implement Baton Rouge to New Orleans Passenger Rail (see Non-Highway Megaprojects) and other intercity rail/bus service.	\$290 (30 year total)
1, 2, 3, 4	SP-3	Ongoing	Market/promote public transportation.	
1, 2, 3, 4	SP-4	Ongoing - Revised Text Shown	Conduct a study to determine the economic impact of Baton Rouge - New Orleans intercity passenger rail service, with regards to Transit Oriented Development potential.	
1, 2, 3, 4	SP-5	Ongoing - Revised Text Shown	Develop programs to enhance public transportation systems through ITS.	
3, 4	SP-7	No Progress - Revised Text Shown	Provide \$7M per year for rural transit operating expenses.	\$7/yr
1, 2, 3, 4	SP-8	Ongoing - Revised Text Shown	Promote and develop connectivity between public transportation systems and other transportation modes.	
	SP-9	Delete In Next Update	Develop alternatives to traditional rural transit systems.	
1, 2, 3, 4	SP-10	Ongoing	Coordinate planning of federal funding sources for specialized transit.	
	SP-11	Delete In Next Update	Utilize Intelligent Transportation Systems.	
	SP-12	Delete In Next Update	Promote public transportation service with centers of higher learning.	
1, 2, 3, 4	SP-13	Ongoing	Promote the National Passenger Rail System.	
1, 2, 3, 4	SP-14	Ongoing - Revised Text Shown	Continue to financially support the operating expenses of the Southern Rapid Rail Transit Commission (SRRTC).	

Revised Text Shown

Delete In Next Update

**TABLE 6
SURFACE PASSENGER RECOMMENDATIONS (CONT.)**

'08 Funding Scenario	Rec #	Status	Recommendation	Cost (\$ millions)
1, 2, 3, 4	SP-16	No Progress - Revised Text Shown	Re-evaluate the feasibility of the Airport - New Orleans CBD light rail line.	\$0.25
	SP-18	Delete In Next Update	Create an intercity bus task force.	
1, 2, 3, 4	SP-19	No Progress - Revised Text Shown	Conduct an assessment of publicly-supported statewide intercity bus needs and establish task force to oversee study.	\$0.25
1, 2, 3, 4	SP-20	Ongoing - Revised Text Shown	Support federal legislation to fund essential bus service.	
	SP-21	Delete In Next Update	Continue to partner with FRA to develop Maglev technologies.	
1, 2, 3, 4	SP-22	Ongoing	Develop comprehensive transit master plan for the Baton Rouge metropolitan area.	
3, 4	SP-23	Add To Next Update	Promote Urban Transit. Increase urban transit share of Parish Transportation Fund to its historical level of 15 percent; provide other financial assistance, and implement express bus service in select corridors.	\$5/yr
1, 2, 3, 4	SP-24	Add To Next Update	Support transcontinental rail route from California to Florida through Louisiana.	
1, 2, 3, 4	SP-25	Add To Next Update	Provide seed funding for research and development of low-cost, fixed guideway transit.	\$1.0

Revised Text Shown
Add To Next Update
Delete In Next Update



Strong public transit service is important to local residents.

Trucking. The Plan includes 11 trucking policy elements, two of which are dependent on new revenue (**Table 7**). Recommendation T-3 addresses the need to clarify port zone permitting with regard to measuring the 50-mile permit zone.

Recommendation T-2 calls for accelerated implementation of a \$1 million virtual truck center to eliminate the need for a physical location in North Louisiana. Recommendation T-9 calls for the re-establishment of the Motor Carrier Advisory Committee.

**TABLE 7
TRUCKING RECOMMENDATIONS**

'08 Funding Scenario	Rec #	Status	Recommendation	Cost (\$ millions)
1, 2, 3, 4	T-1	Ongoing - Revised Text Shown	Establish Regional ITS - Operations Advisory Council.	
1, 2, 3, 4	T-2	No Progress - Revised Text Shown	Accelerate establishment of a virtual one-stop state truck center. Until then, physical presences in Baton Rouge and North Louisiana still needed.	\$1
1, 2, 3, 4	T-3	Ongoing	Clarify port zone permitting to address distance issue.	
	T-4	Complete	Automate weigh stations (WIM and AVI).	
1, 2, 3, 4	T-5	Ongoing - Revised Text Shown	Pursue uniformity and efficiency in permitting and enforcement of overweight and oversize vehicles.	
1, 2, 3, 4	T-6	No Progress	Create economic development incentives to encourage extended hours at truck terminals, including port facilities.	
1, 2, 3, 4	T-7	No Progress	Develop model truck facility site access design standards.	\$0.1
1, 2, 3, 4	T-9	Add To Next Update	Re-establish Motor Carrier Advisory Committee.	
3, 4	T-10	Add To Next Update	Relocate and/or redesign the weigh station along I-10 at the Texas Line.	\$13
3, 4	T-11	Add To Next Update	Construct a new weigh station along I-49 at the Arkansas Line.	\$13
1, 2, 3, 4	T-12	Add To Next Update	Establish structured presence for private sector in MPO planning processes.	

Revised Text Shown

Add To Next Update

Complete

Flood Control / Water Resources / Hurricane Protection (FC/WR/HP). As previously noted, a new Advisory Committee was established to address issues that are non-transportation related. The DOTD may have either direct or non-direct involvement with issues related to programs that are in this category. A set of 17 recommendations was developed and is shown in **Table 8**. Many of these recommendations require new or increased funding from non-transportation revenue sources. Key recommendations include:

- Recommendation HP-5 is to implement the Coastal Protection and Restoration Authority's (CPRA) Master Plan.
- A recommendation to increase flood control funding is included [FC-3] utilizing non-transportation revenues.
- Another flood control recommendation [FC-5] calls for the development of a Statewide Drainage Impact Policy.
- Recommendation WR-4 is to establish a new program for addressing abandoned wells and is to be funded from the state General Fund.



Katrina's impact on Canal Street in New Orleans.



Katrina's devastation impacted the lives of South Louisiana residents, business and industry.

SAFETEA-LU ENVIRONMENTAL REQUIREMENTS

A long-range transportation plan shall include a discussion of potential environmental mitigation activities and potential areas to carry out these activities, including activities that may have the greatest potential to restore and maintain the environmental functions affected by the plan.

The 2003 Plan, adopted in advance of SAFETEA-LU, was carefully crafted to meet federal statewide planning requirements in effect at the time. SAFETEA-LU added requirements about safety, security and environmental mitigation to make sure these topics are mainstreamed in transportation agencies.

The necessary steps have been taken to ensure that each new topic area is adequately addressed, including environmental mitigation, and Goals 6, 8, 9 and 10 are designed to address these issues. Other examples of Plan activities that address environmental mitigation include:

- The new Flood Control, Water Resources and Hurricane Protection Advisory Council thoroughly considered these activity areas in developing 17 new policy elements;
- The DOTD has an active, positive working relationship with Louisiana resource

agencies to ensure early and continuous consultation is achieved;

- The DOTD strives to share information with federal, state and local resource agencies, as well as conservation organizations, to gain further understanding of their mission, vision and goals;
- The DOTD's public participation process encourages involvement by all environmental interests in order to share information about values, goals, and objectives;
- Early and continuous proactive collaboration helps minimize and avoid potential environmental impacts; and,
- Environmental impacts and mitigation were considered in ranking Megaprojects in the development of the 2003 Plan.

Typical environmental mitigation employed in past transportation and public works projects includes, but is not limited to, the purchase of replacement wetlands, the use of construction techniques to avoid or minimize impacts on wetland, water quality, and/or threatened or endangered species, the cleanup of contaminated sites within existing or new right-of-way, and the implementation of noise mitigation. It is expected that these mitigation measures will continue to be the most frequently employed in the implementation of the Plan.

**TABLE 8
FLOOD CONTROL/ WATER RESOURCES/ HURRICANE PROTECTION RECOMMENDATIONS**

'08 Funding Scenario	Rec #	Status	Recommendation	Cost (\$ millions)
3, 4	FC-2	Add To Next Update	Seek funding for non-federal levee certification.	\$10/yr for 5 years
1, 2, 3, 4	FC-3	Add To Next Update	Increase funding for flood control projects from \$10M/yr to \$25M/yr.	\$25/yr
1, 2, 3, 4	FC-4	Add To Next Update	Revise Flood Control Priority Program to exclude projects in CPRA Master Plan.	
1, 2, 3, 4	FC-5	Add To Next Update	Develop Statewide Drainage Impact Policy that establishes uniform requirements and results in no adverse impacts from development (i.e. doesn't increase runoff rate).	\$0.5
1, 2, 3, 4	FC-6	Add To Next Update	Promote expediting completion of SELA project (Southeast Louisiana Flood Project Program).	
1, 2, 3, 4	FC-7	Add To Next Update	Establish a Flood Control Association made up of major stakeholders to explore and promote increased funding opportunities.	
1, 2, 3, 4	FC-8	Add To Next Update	Update "Flood Control in Louisiana" report – statewide flood control plan.	\$3

Add To Next Update

**TABLE 8
FLOOD CONTROL/ WATER RESOURCES/ HURRICANE PROTECTION RECOMMENDATIONS (CONT.)**

'08 Funding Scenario	Rec #	Status	Recommendation	Cost (\$ millions)
1, 2, 3, 4	FC-9	Add To Next Update	Develop policy that ensures highway hydraulic requirements are coordinated with Flood Control Standards.	\$0.2
1, 2, 3, 4	HP-1	Add To Next Update	Create Regional Planning Organizations for Hurricane Protection, Flood Control, and Water Resources to coordinate local planning efforts.	
1, 2, 3, 4	HP-2	Add To Next Update	Petition Congress to reduce LA match share for hurricane protection projects and to allow LA to pay a matching share over time (30-40 yrs.).	
1, 2, 3, 4	HP-3	Add To Next Update	Develop prioritization methodology and needs assessment for hurricane protection projects integrated with coastal restoration efforts.	\$0.2
1, 2, 3, 4	HP-4	Add To Next Update	Support further refinement and detailed planning for the CPRA Master Plan.	\$4
3, 4	HP-5	Add To Next Update	Implement high priority improvements contained in the CPRA Master Plan in accordance with the established project prioritization methodology.	\$20/yr for 10 years \$500/yr thereafter
1, 2, 3, 4	HP-6	Add To Next Update	Support the FEMA/ Corp. Federal Levee Certification Program, placing emphasis on projects that will meet the 100 year level of protection.	
1, 2, 3, 4	WR-2	Add To Next Update	Develop and implement effective rehabilitation programs for dams and reservoirs.	\$1-2/yr
1, 2, 3, 4	WR-3	Add To Next Update	Develop and implement new program for evaluating Water Resources Development Projects.	
1, 2, 3, 4	WR-4	Add To Next Update	Establish new program for addressing abandoned wells.	\$0.5/yr

Add To Next Update

Bicycle/Pedestrian. The 2003 Plan includes five policy elements for bicycle and pedestrian transportation, none of which depend on new revenue (Table 9). It should be noted that two have been completed and the remaining are ongoing. No new elements were added.

**TABLE 9
BICYCLE/PEDESTRIAN RECOMMENDATIONS**

'08 Funding Scenario	Rec #	Status	Recommendation	Cost (\$ millions)
1, 2, 3,4	BP-1	Ongoing	Develop a comprehensive policy for non-motorized transportation.	
1, 2, 3, 4	BP-2	Complete	Develop statewide bicycle suitability map.	
1, 2, 3, 4	BP-3	Complete	Develop statewide bicycle goals map.	

Complete

**TABLE 9
BICYCLE/PEDESTRIAN RECOMMENDATIONS (CONT.)**

'08 Funding Scenario	Rec #	Status	Recommendation	Cost (\$ millions)
1, 2, 3, 4	BP-4	Ongoing	Provide for "routine accommodation" of bicycle/pedestrian needs in DOTD planning and design processes.	
1, 2, 3, 4	BP-5 (initially SP-6)	Ongoing	Support incorporation of bicycle and pedestrian improvements in transportation planning and in highway and transit projects.	

Multimodal/Public Works. The Multimodal/Public Works recommendations were developed to apply "across the board." Recommendation K-2 is a prime example as it proposes to continue and expand the various ACs. Since the development of the 2003 Plan, there has been a significant amount of turnover in the groups due to job changes, retirements, etc. There is a need to continue to promote the involvement of these groups in the transportation

and public works outreach efforts of the DOTD. Recommendation K-4 is included to establish an Intermodal Connector Program to improve access to ports, airports, and other intermodal facilities; this recommendation can be implemented only with new revenues (Scenarios 3 and 4). Recommendation K-5 aims to promote freight projects that can enhance Louisiana's economic competitiveness.

**TABLE 10
MULTIMODAL/PUBLIC WORKS RECOMMENDATIONS**

'08 Funding Scenario	Rec #	Status	Recommendation	Cost (\$ millions)
1, 2, 3, 4	K-1	Ongoing	Educate/inform Louisiana's Congressional Delegation concerning the status of transportation in the State, especially concerning: 1) Louisiana's transportation needs, including the extent, shortfall, and funding needed to maintain existing performance levels and improve performance. 2) Louisiana's transportation priorities – the delegation must be familiar with the results and recommendations contained in the updated Plan to guide their federal agenda for Louisiana. 3) Advance special funding requests -- the delegation will be presented with numerous opportunities to pursue/secure special federal funding, both on a regular basis and as the reauthorization of federal transportation legislation is developed. The delegation must be informed concerning those high priority projects that the State believes should be advanced.	
1, 2, 3, 4	K-2	Ongoing	Continue/expand the various Advisory Councils – the forum they provide is beneficial to transportation and public works in Louisiana.	
1, 2, 3, 4	K-3	Ongoing	Identify Strategic Freight Transportation System – in recognition of the importance of freight, identify the multimodal system of greatest importance to the state's economy.	

**TABLE 10
MULTIMODAL/PUBLIC WORKS RECOMMENDATIONS (CONT.)**

'08 Funding Scenario	Rec #	Status	Recommendation	Cost (\$ millions)
3, 4	K-4	No Progress	Create Intermodal Connector Program to improve access to ports, airports, etc.	\$10/yr in SC 3 \$12/yr in SC 4
1, 2, 3, 4	K-5	Ongoing - Revised Text Shown	Monitor, study and potentially fund ongoing freight related projects that may be important to the economic competitiveness of Louisiana.	
1, 2, 3, 4	K-6	Add To Next Update	Develop a security plan for DOTD to help safeguard critical transportation and public works infrastructure.	\$0.25
1, 2, 3, 4	K-7	Add To Next Update	Explore options for periodically adjusting infrastructure revenue sources to keep pace with inflation.	\$0.10

Revised Text Shown Add To Next Update

It should be noted that there are several policy elements included in the recommendations that would not be the DOTD's responsibility to implement. The 2003 Plan and this *Plan Review and Status Report* are inclusive of transportation and infrastructure issues throughout the state. However, some of the jurisdiction and responsibility to fund and implement are with agencies and entities other than DOTD. Identification of these "non-DOTD implementers" is an important step to success.

MEGAPROJECTS

A key component to any transportation plan is the mix of projects included in the Plan. Transportation agencies must balance the requirements of preserving their existing system pavements and bridges against "modernization" improvements (safety, wider lanes, ITS) versus expansion (new construction, additional capacity) investments. Many citizens, elected officials and business groups are interested in advancing large, complex expansion projects, like new highways or additional lanes. The state, faced with many demands and dwindling resources, decided in the 2003 Plan that these "Megaprojects" can only be implemented if new transportation revenues are forthcoming – without new funding, only preservation and limited modernization improvements can be implemented.

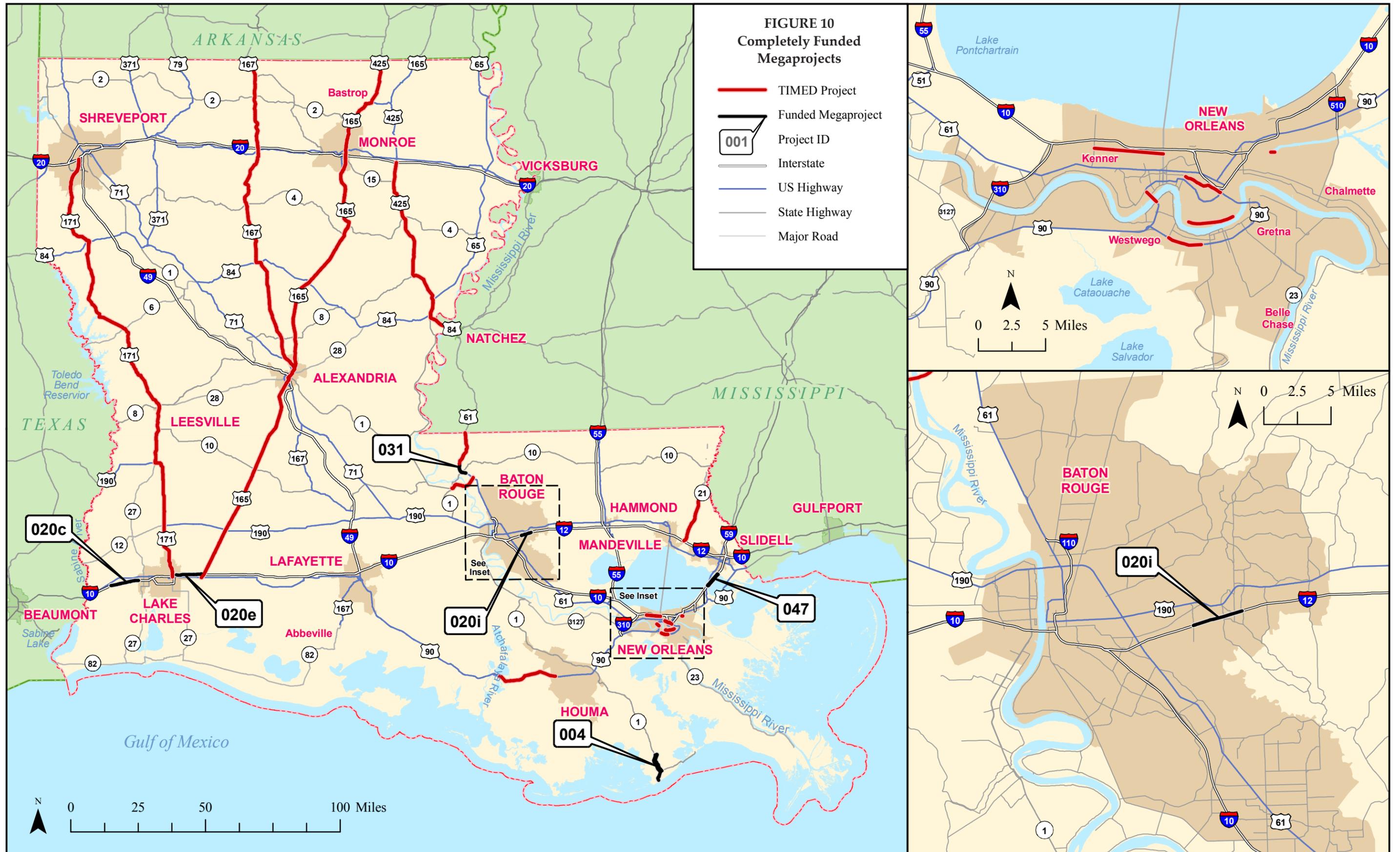
The 2003 Plan identified 33 such high priority roadway Megaprojects that would be implemented

should new revenues become available. These Megaprojects were identified as Priority A or Priority B to coincide with the funding scenarios advanced in the Plan. The 22 Priority A and 11 Priority B Megaprojects had an "unfunded" cost of \$5.8 billion (2002 dollars) in 2003, and their price tag increased to nearly \$6.8 billion by August 2005 (documented in DOTD's Implementation Strategy), just before Hurricanes Katrina and Rita struck.

An additional 38 Megaprojects (Priority C and D) were included in the Plan, but not funded under any scenarios. The 23 Priority C Megaprojects had an unfunded cost of more than \$5.0 billion (2002 dollars), while the 15 Priority D Megaprojects totaled \$4.9 billion. Priority C and D Megaprojects are listed later in this report.

Highway Megaprojects can only be implemented if new transportation revenues are forthcoming.

As part of the *Plan Review and Status Report*, DOTD experts and the consultant team examined the current cost of each Megaproject. The various groups engaged in this effort (RPO Advisory Council, Intermodal Advisory Council, DOTD staff, DOTD Policy Committee) reviewed each Megaproject in light of the four funding scenarios. In addition, several projects have been completed since 2003 (see **Figure 10**, Completely Funded Megaprojects), and the scope and priority of others may have changed.



Following is a listing of significant findings/recommendations regarding the Priority A Megaprojects (see **Table 11**):

- Four Priority A Megaprojects have been completely funded since 2003:
 - US 61 (Thompson Creek to Bains) – funded as part of the TIMED program;
 - Phase 1 of LA 1 South (Leeville Bridge to N. Port Fourchon);
 - I-12 (O’Neal Ln. to Denham Springs) – balance financed with HB 46 initiative; and,
 - I-10 Twin Spans (Lake Pontchartrain) – financed with federal Emergency Relief funds forthcoming post-Katrina.
- Planning studies suggest the North-South Route near Houma and I-49 North could be built as toll facilities.
- Two Priority A Megaprojects are partially complete; 020c and 020e, both along I-10 near Lake Charles.

- One project was added to the Priority A Megaproject list: US 165 (Ft. Buhlow Bridge) – total cost of \$150 million, \$60 million unfunded.
- TIMED Statewide long-range transportation plan projects were added to Priority A Megaprojects as fully funded. (For more information regarding the TIMED program and specific projects, please visit www.timedla.com).

The resulting Priority A list now includes 23 Megaprojects with a total remaining cost (2007 dollars) of \$4.0 billion, with \$3.4 billion unfunded. These projects can only be implemented under both Scenarios 3 and 4.

The 18 unfunded Priority A Megaprojects are also shown in **Figure 11**. The fully funded projects from Priority A are shown in **Figure 10**.

**TABLE 11
PRIORITY A MEGAPROJECTS**

Project ID	Area	Highway	Limits	Improvement Type	Total Cost (\$M)	Unfunded (\$M)
001	Shreveport	I-49 North	I-220 to Arkansas SL	New 4-lane freeway	\$560	\$235
002a	Lafayette	I-49 South	Lafayette Urban Area (I-10 to Airport)	Upgrade to freeway	\$750	\$720
004	Lafourche Parish	LA 1 South	Phase 1-Port Fourchon to Leeville	New 2-lane elevated roadway	Fully Funded	
005	Houma	N-S Route	US 90 to LA 3127	New 2-lane facility	\$345	\$345
011	Leeville/Alexandria	LA 28 West	US 171 to Alexandria	Widen 2 to 4 lanes	\$85	\$18
020a	Shreveport	I-20	TX SL to I-220W, Red River Bridge, LA 3 to I-220 E	Widen 4 to 6 lanes	\$230	\$230
020b	Monroe	I-20	LA 546 to LA 594 (Monroe)	Widen 4 to 6 lanes	\$200	\$200
020c	Sulphur/Lake Charles	I-10	TX SL to LA 108	Widen 4 to 6 lanes	\$50	\$50
			LA 108 to Sulphur (LA 27)	Widen 4 to 6 lanes	Fully Funded	
020d	Lake Charles	I-10	I-210W to US 90 (Lake Charles)	Replace bridge, widen hwy	\$250	\$250

Fully Funded

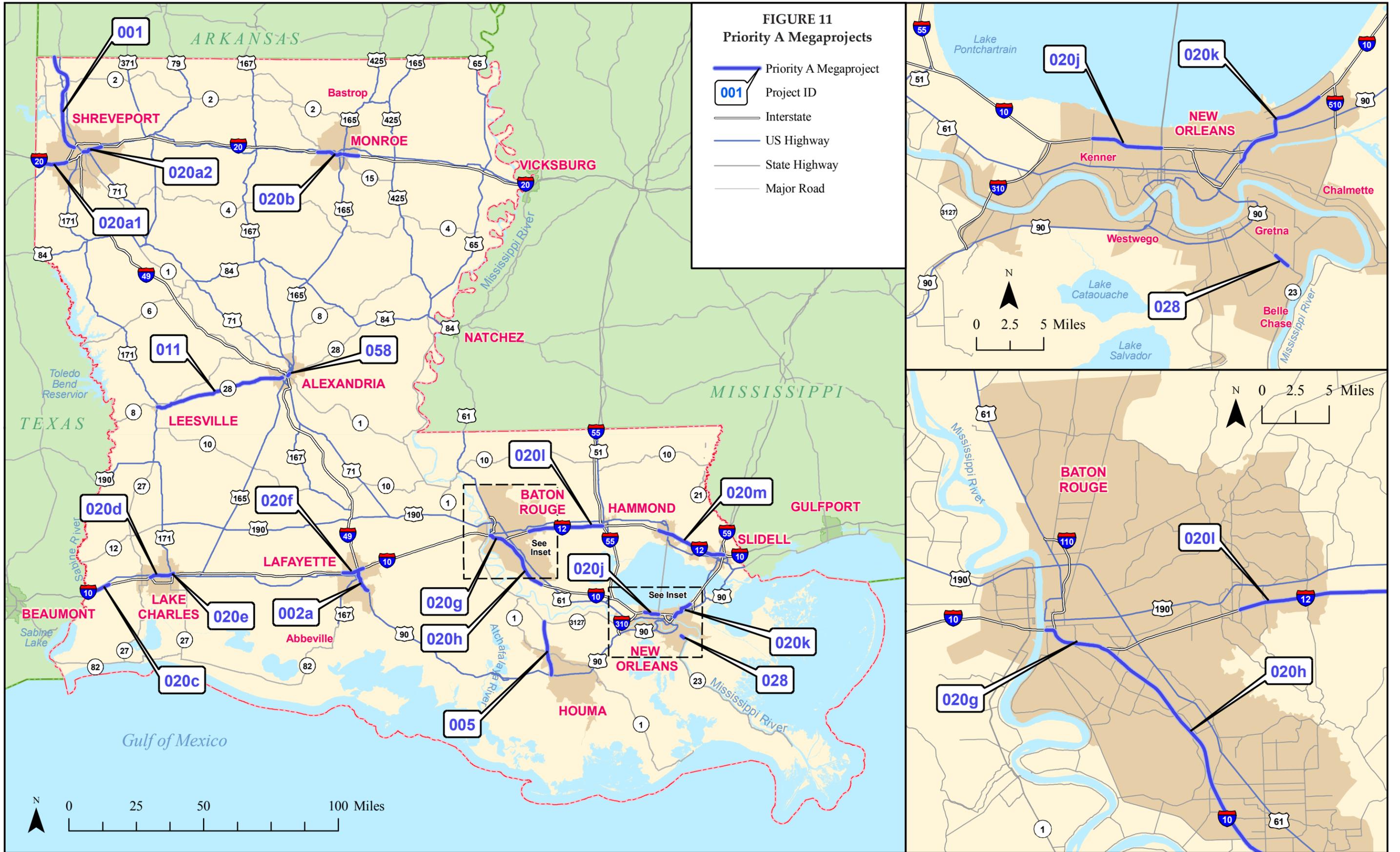
**TABLE 11
PRIORITY A MEGAPROJECTS (CONT.)**

Project ID	Area	Highway	Limits	Improvement Type	Total Cost (\$M)	Unfunded (\$M)
020e	Lake Charles	I-10	US 171 (Lake Charles) to I-210	Widen 4 to 6 lanes	\$7	\$7
			I-210 to US 165	Widen 4 to 6 lanes	Fully Funded	
020f	Lafayette	I-10	LA 93 to Louisiana Ave (Lafayette)	Widen 4 to 6 lanes	\$85	\$85
020g	Baton Rouge	I-10	I-110 to I-12 (Baton Rouge)	Widen 6 to 8 lanes	\$295	\$295
020h	Baton Rouge	I-10	I-12 (Baton Rouge) to LA 22	Widen 4 to 6 lanes & new interchange	\$235	\$170
020i	Baton Rouge	I-12	O'Neal Ln (Baton Rouge) to Denham Springs (LA 16)	Widen 4 to 6 lanes	Fully Funded	
020j	New Orleans	I-10	Williams Blvd. (LA 49) to Causeway Blvd (New Orleans)	Widen 6 to 8 lanes	\$140	\$75
020k	New Orleans	I-10	Bullard Ave. to Elysian Fields Ave (New Orleans)	Widen, implement ITS	\$210	\$210
020l	Hammond	I-12	LA 16 to I-55	Widen 4 to 6 lanes	\$200	\$183
020m	Slidell	I-12	LA 21 to I-10/I-59	Widen 4 to 6 lanes	\$195	\$160
028	New Orleans	LA 23	Belle Chase Tunnel (New Orleans)	Build 4-lane bridge	\$55	\$54
031	St. Francisville	US 61	Thompson Creek to Bains	Widen 2 to 4 lanes	Fully Funded (now TIMED)	
047	New Orleans	I-10 Twin Span	US 11 to North Shore (Lake Pontchartrain)	Widen 4 to 6 lanes	Fully Funded	
058	Alexandria	US 165	Ft. Buhlow Bridge	Replace bridge and approaches	\$150	\$60
059	Statewide	TIMED	Multiple projects statewide	4-Laning and major structures	Dedicated Funding Source: Financial Feasibility Being Re-evaluated	

Add To Next Update

Total **\$4,042** **\$3,347**

Fully Funded



Following is a listing of significant findings/recommendations regarding the Priority B Megaprojects (see **Table 12**):

- The cost of the 11 Priority B Megaprojects included in the 2003 Plan has increased to more than \$6.5 billion, of which \$4.4 billion is unfunded.
- Several Priority B Megaprojects can only be implemented if built as toll facilities: I-49 South (Lafayette to Raceland) and the Baton Rouge North Bypass. The *Plan Review and Status Report* identifies a continued state share (\$870 million) for these facilities and assumes \$800 million in costs are recovered from tolls.
- Two Priority B Megaprojects were moved to the Priority C list:
 - I-49 South (Raceland to I-310) – cost has escalated to \$1.8 billion;
 - I-69 (US 171 to I-20) – cost has escalated to \$622 million and will have marginal utility without adjacent sections in Texas and Arkansas; and,
- One project was divided into two parts and one was moved from the Priority B list. Phase 2 of LA 1 South (Leeville to Golden Meadow) remains in Priority B to be financed with special federal and state funding. Phases 3 and 4 of LA 1 South (Port Fourchon to US 90) were moved to the Priority D list with estimated costs totaling \$1.0 billion.
- The widening of the Pontchartrain Causeway should be re-evaluated. If still needed, the project would be funded with tolls.
- One project was moved from Priority A to Priority B: 034 - US 61 (Airline Highway in East Baton Rouge and Ascension Parishes) – total cost of \$80 million, \$60 million unfunded.

- Three projects are advanced from the Priority C list:
 - I-49 North (I-20 to I-220) – this is the “missing” section of I-49 North between I-20 and I-220 in Shreveport .
 - I-12 (I-55 to LA 21) – projected traffic volumes during 2003 suggested this section was of lower priority; however conditions now dictate that it be advanced.
 - US 84 (Archie to Ferriday) – considered essential to the continued development of Central Louisiana.

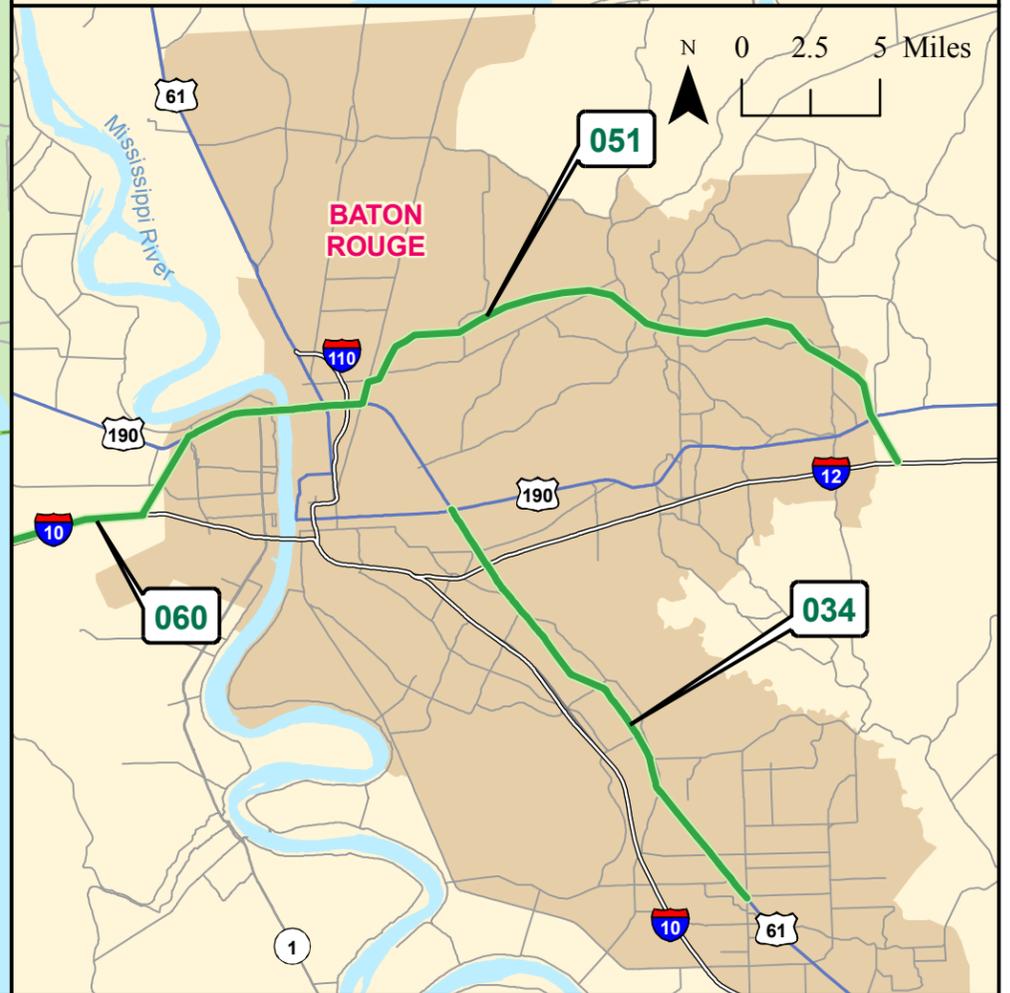
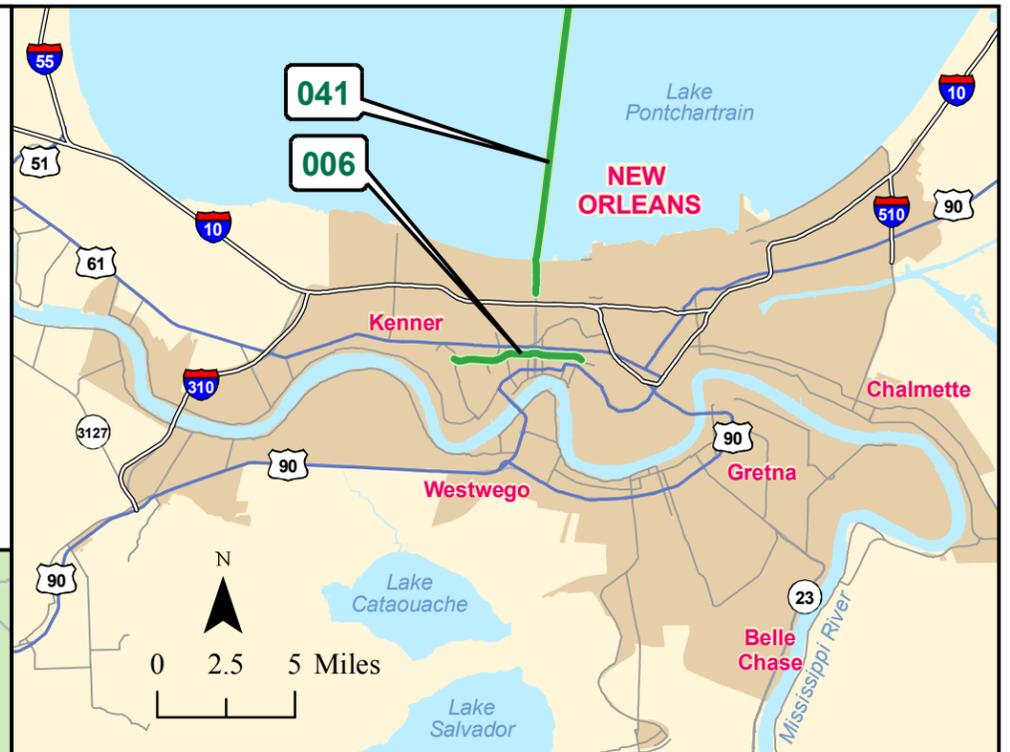
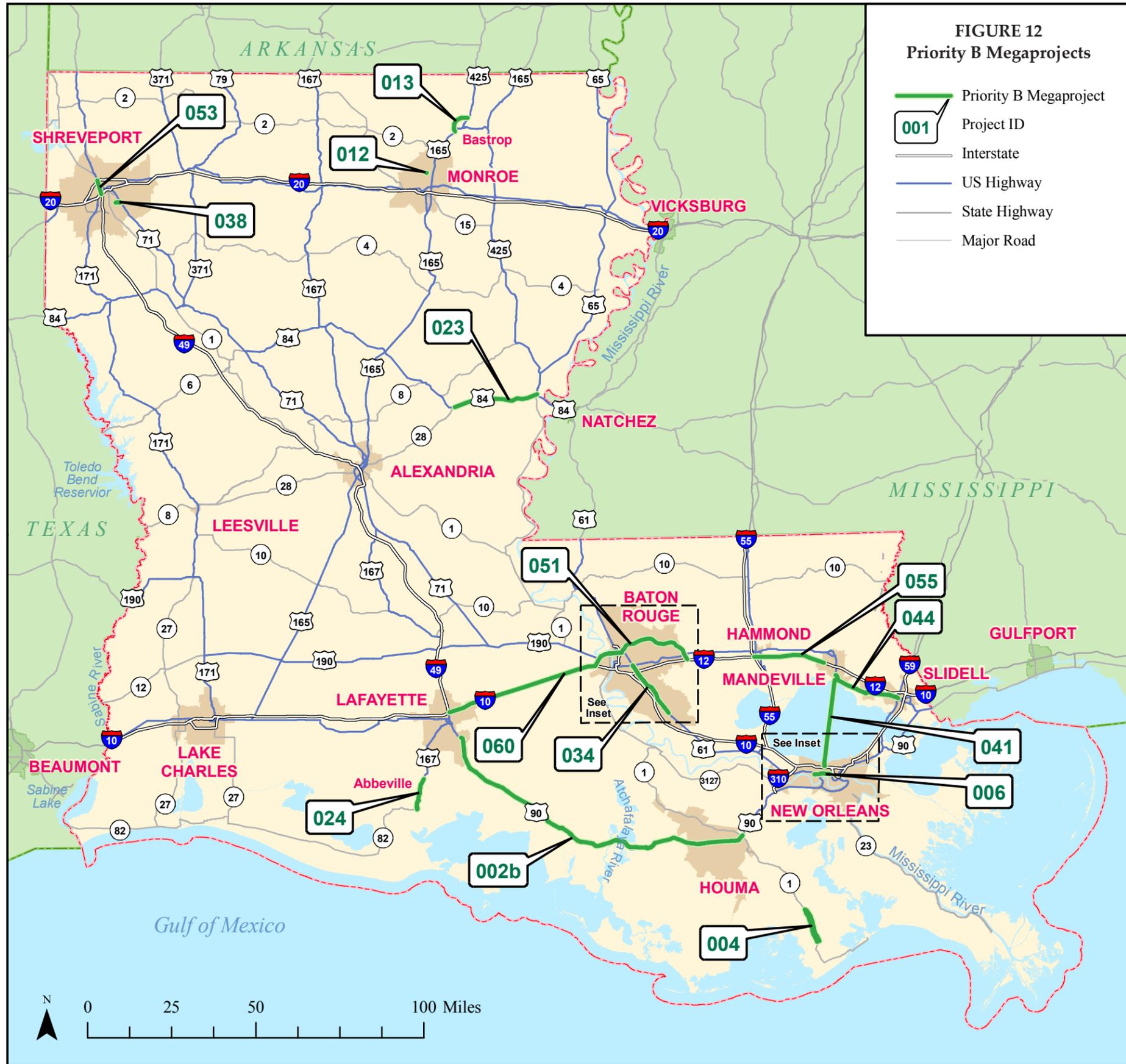
The resulting Priority B list includes 15 projects with a total cost (2007 dollars) of \$4.8 billion, with \$3.1 billion unfunded (with a potential of \$1.6 billion from tolls). The 15 Priority B Megaprojects are shown in **Figure 12**. These projects can be implemented only under Scenario 4. **Tables 13 and 14** list Priority C and D Megaprojects.

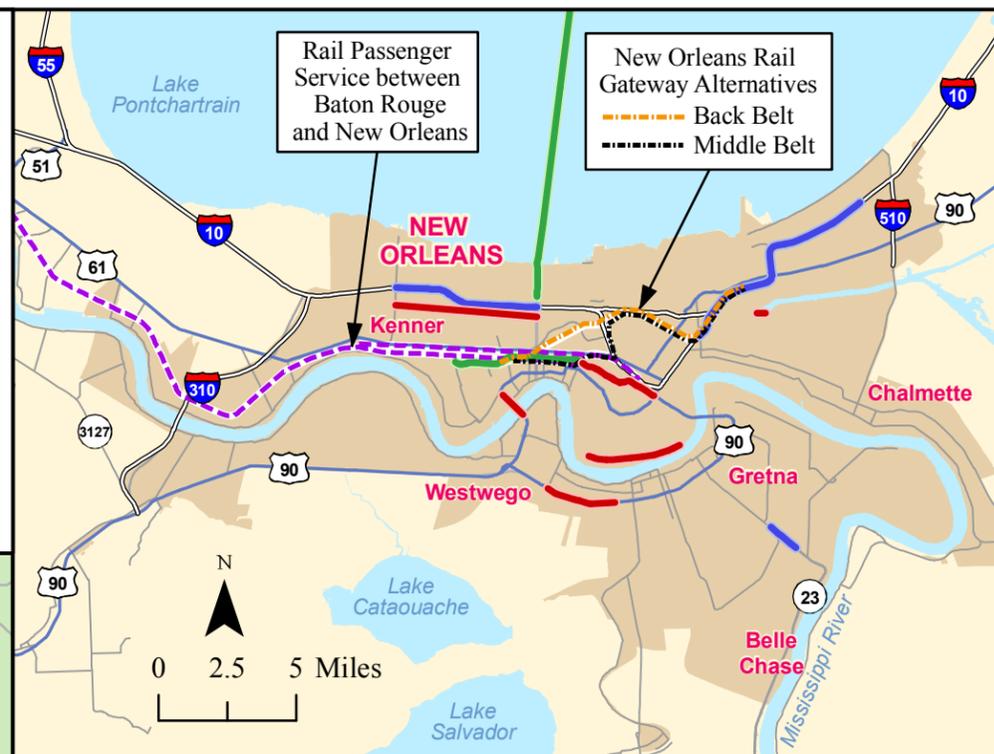
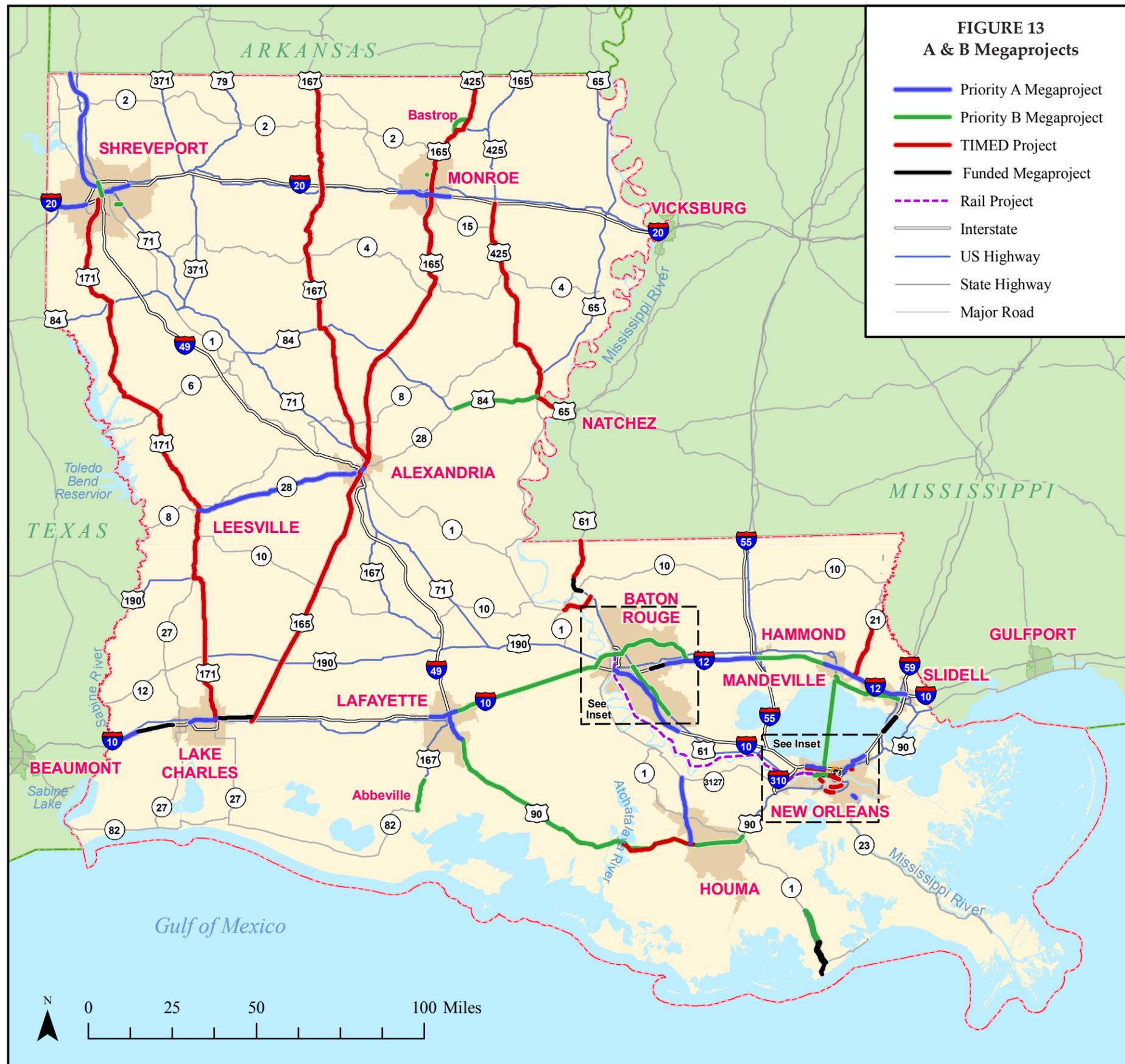
The *Plan Review and Status Report* includes Priority C and D Megaprojects as part of the Plan – but are not funded under any scenarios.

**TABLE 12
PRIORITY B MEGAPROJECTS**

Project ID	Area	Highway	Limits	Improvement Type	Total Cost (\$M)	Unfunded (\$M)
002b	Lafayette/New Orleans	I-49 South	Lafayette to Raceland	Upgrade to freeway	\$810	\$810 (with 67% from Tolls)
004	S. Central LA	LA 1 South	Leeville to Golden Meadow (Phase 2)	New 2-lane elevated roadway	\$300	\$298 (with 100% from special source)
006	New Orleans	LA 3139 (Earhart Expwy)	Hickory Ave/ Orleans Parish Line	Add ramps to Airline Highway (US 61)	\$235	\$235
012	Monroe	New Bridge	Ouachita River in Monroe	New bridge & connections	\$200	\$200
013	Bastrop	US 165/US 425 Bypass	US 425 to US 165 (Bastrop)	Build 2 lanes (4-lane RW)	\$30	\$30
023	E. Central Louisiana	US 84	Archie to Ferriday (El Camino)	Widen 2 to 4 lanes	\$70	\$64
024	Abbeville/Esther	US 167/LA 82	Abbeville to Esther	Build/upgrade 0/2 to 4/2 lanes	\$35	\$35
034	Baton Rouge	US 61 (Airline)	Gonzales to US 190 (Florida Ave) in Baton Rouge	Widen 4 to 6 lanes	\$80	\$60
038	Shreveport/ Bossier City	LA 511 (J. Davis Bridge)	70th St.to Barksdale Blvd (Shreveport)	Replace 2-lane bridge w/4-lane bridge	\$100	\$100
041	New Orleans	Pontchartrain Causeway	US 190 to I-10	Widen 4 to 6 lanes, accommodate transit	\$800	\$800 (with 100% from Tolls)
044	St. Tammany Parish	US 190	Pontchartrain Causeway to US 11	Widen 2 to 4 lanes	\$165	\$115
051	Baton Rouge	North Bypass	I-10 to I-12 (Baton Rouge)	Build/upgrade to 4-lane freeway	\$860	\$860 (with 30% from Tolls)
053	Shreveport	I-49 North	I-20 to I-220 N Shreveport	New 4-lane freeway	\$350	\$350
055	North Shore	I-12	I-55 to LA 21	Widen 4 to 6 lanes	\$150	\$150
060	Lafayette/ Baton Rouge	I-10	Lafayette to west of Baton Rouge	Widen 4 to 6 lanes	\$875	\$875
Total					\$4,760	\$3,083

Moved from Priority C Megaprojects Table.





NON-HIGHWAY MEGAPROJECTS

The 2003 Plan included funding for several non-highway Megaprojects; the Advisory Councils, Intermodal Advisory Council, and DOTD Policy Committee have reviewed these proposals and made the following recommendations as part of the *Plan Review and Status Report*:

The Plan includes specific recommendations for several key Non-Highway Megaprojects.

New Orleans Light Rail – the 2003 Plan included \$175 million of state revenue, in combination with \$200 million in federal New Starts funding and \$25

million from local agencies, to build a light rail line connecting the New Orleans International Airport and downtown New Orleans. In view of the Katrina-induced population displacements, the feasibility of this project is uncertain. The *Plan Review and Status Report* includes \$250,000 to re-evaluate the need for this facility.

- **New Orleans International Airport additional runway** – the 2003 Plan included \$100 million of state money, in addition to \$200 million federal and \$150 million local, to construct an additional runway at New Orleans International Airport. The *Plan Review and Status Report* calls for studying the need for this project in light of the decline in air traffic at the Airport following the 2005 hurricanes.
- **New Orleans Gateway** – the *Plan Review and Status Report* identifies \$150 million of state money, in addition to \$275 million from other public and private sources, to implement the Gateway project, which would facilitate rail freight movements through New Orleans. The two possible routes are shown in **Figure 13**.
- **Baton Rouge to New Orleans Passenger Rail** – the *Plan Review and Status Report* includes \$290 million to finance capital costs and partial operating expenses for passenger rail service between Baton Rouge and New Orleans as shown in **Figure 13**. The state's LA Swift Bus Service would continue to operate until the rail service is implemented, then cease thereafter.
- **Maritime Transportation System Projects** – the project list in the right column of this page was adopted from the *Louisiana Marine Transportation System (MTS) Plan*. Projects will be implemented on a case by case basis, but will use General Fund Revenues as match for federal funds in most cases.

GROUP I - CONSTRUCTION PROJECTS FOR IMMEDIATE PHYSICAL AND INFRASTRUCTURE IMPROVEMENTS:

Simmesport Railroad Bridge Alteration - \$47M.

Bayou Sorrel Lock Replacement - \$15M.

Inner Harbor Navigation Canal Lock Replacement - \$804M.

GROUP II - CONSTRUCTION PROJECTS FOR FUTURE PHYSICAL AND INFRASTRUCTURE IMPROVEMENTS:

Atchafalaya River (Morgan City to the Gulf) - channel deepening to 35 feet and alignment stability.

American Pass - channel deepening and sediment traps.

GIWW/Commercial Canal/Port of Iberia Channel Deepening (AGMAC) - channel deepening to 16 feet.

GIWW/Port of West St. Mary - channel deepening to 16 feet.

Calcasieu Ship Channel - widening to an optimally efficient dimension.

Red River (Old River Lock to Shreveport) - channel deepening to 12 feet.

Houma Navigation Canal (HNC) - channel deepening to 20 feet from Houma to the Gulf of Mexico.

Baptiste Collette - channel deepening to accommodate oil and gas industry traffic.

GIWW Locks - replacement of three locks.

Bayou Lafourche - channel deepening to 50 feet (local request) from Port Fourchon to Belle Pass. (Needs additional justification).

Red River - extension of the navigable channel north of Shreveport into Arkansas. (Needs additional justification).

Beneficial Use of Dredged Material (Calcasieu Ship Channel) - develop management plan and potential uses (wetland rehab) because of limited disposal sites.

Louisiana Marine Transportation System Plan – Shaw Environmental and Infrastructure, Inc. (9/2007)

**TABLE 13
PRIORITY C MEGAPROJECTS**

Project ID	Area	Highway	Limits	Improvement Type	Total Cost (\$M)	Unfunded (\$M)
002b	Lafayette-New Orleans	I-49 South	Raceland to I-310	Upgrade to freeway	\$1,800	\$1,800*
002c	Lafayette-New Orleans	I-49 South	I-310 to West Bank Expwy	Upgrade to freeway	\$1,800	\$1,800*
003	NW LA	I-69	TX SL to US 171/I-20 to AR SL	Build 4-lane freeway	\$1,600	\$1,600*
003	NW LA	I-69	US 171 to I-20 @ Shreveport	New 4-lane freeway	\$622	\$622*
005	S. Central LA	NS Hurricane	LA 70 to LA 641 & US 90 LA 3127	Widen 2 to 4 lanes; add other 2 lanes	\$313	\$313
008a	Baton Rouge	South Bypass	I-10 to I-12 (Baton Rouge)	New 4-lane freeway	\$2,000	\$2,000*
010	Central LA	LA 6 / US 84	El Camino projects (Priority I)	Widen 2 to 4 lanes	\$200	\$194
017	SW LA	US 190 / LA 12	TX SL to Basile	Widen 2 to 4 lanes	\$560	\$560
018	W. Central LA	LA 117	LA 8 to Military Training Ground	Reconstruct 2 lanes with full shoulders	\$25	\$25
019	N. Central LA	LA 149 / Tarbutton Rd	I-20 to US 80	interchange (no frontage roads)	\$38	\$38
022	NW LA	LA 1	LA 173 to LA 538	Widen 2 to 4/5 lanes	\$50	\$50
025	Baton Rouge Metro	LA 408 (Hooper)	LA 37 to LA 16	Build 2-lane	\$50	\$50
027	Houma Metro	LA 3040	Houma Tunnel	Build 4-lane bridge	\$63	\$63
033	Central LA	LA 28 East	Alexandria to Archie	Widen 2 to 4 lanes	\$250	\$250
037	SE LA	LA 67 (Plank Rd)	Baker to Clinton	Widen 2 to 4 lanes	\$120	\$120
045	S. Central LA	Lafayette Beltway	I-10 to US 90	Build 4-lane	\$375	\$375
046	W. Baton Rouge Parish	LA 1 Connector	I-10 to LA 1	Build 4-lane	\$100	\$100
048a	Baton Rouge Metro	Industrial Access	I-10 to LA 30	Build 4-lane	\$50	\$50
049	Alexandria Metro	McArthur Drive	I-49N to I-49S	Upgrade to freeway	\$75	\$75

*Tolls could partially finance

Moved from Priority B Megaprojects Table.

Moved from Priority D Megaprojects Table.

**TABLE 13
PRIORITY C MEGAPROJECTS (CONT.)**

Project ID	Area	Highway	Limits	Improvement Type	Total Cost (\$M)	Unfunded (\$M)
054	W. Central LA	LA 8	TX SL to US 171	Widen 2 to 4 lanes	\$160	\$160
061	Lafayette	Lafayette Loop	I-10E to I-49N to I-10W to I-49S	Build 4-lane	\$1,500	\$1,500*
062	New Orleans	Clearview Parkway	over Airline (New Orleans)	New Overpass	\$50	\$50
063	Mandeville/Covington	LA 25	Covington to Folsom	4-lane	\$125	\$125
064	Lake Charles	I-210	I-10 to I-10	Corridor Upgrade	\$150	\$150
065	Monroe	US 165	Monroe Metro	Widen/access control	\$150	\$150
066	SW LA	US 171	US 171 to US 171	4-lane Bypass, DeRidder, LA	\$60	\$60
067	NW LA	US 371	US 71 to AR SL	Construct passing lanes	\$40	\$40
Total					\$12,325	\$12,319*

*Tolls could partially finance

Add to next update

**TABLE 14
PRIORITY D MEGAPROJECTS**

Project ID	Area	Highway	Limits	Improvement Type	Total Cost (\$M)	Unfunded (\$M)
004	S. Central LA	LA 1 South	Port Fourchon to US 90 (Phases 3 & 4)	4-lane	\$1,000	\$1,000
006	New Orleans	LA 3139	Hickory to I-310	Build 6-lane freeway	\$600	\$600
007	New Orleans	Florida Ave. Expwy	I-10 to Florida Ave. Bridge	Build 4-lane freeway	\$400	\$400
009	E. Central LA	Z. Taylor Parkway	I-49 to I-59	Widen 2 to 4 lanes	\$1,600	\$1,600
010	W. Central LA	LA 6 / US 84 (El Camino)	TX SL to Archie	Widen 2 to 4 lanes	\$850	\$850
012	Monroe	Ouachita Loop	I-20 to I-20	Build 2 lanes	\$400	\$400
014	NW LA	US 371	LA 6 to AR SL	Widen 2 to 4 lanes	\$600	\$600
016	NE LA / Clayton	US 65	LA 15 to AR SL	Widen 2 to 4 lanes	\$800	\$800
018	W. Central LA	LA 117	LA 8 to LA 6	Widen 2 to 4 lanes	\$350	\$350
021	Lake Charles-Monroe	US 165	I-10 to I-20	Upgrade to freeway	\$2,500	\$2,500
022	NW LA	LA 1 (Tri-State)	LA 538 to AR SL	Widen 2 to 4 lanes	\$200	\$200
029	New Orleans Metro	Chalmette Bridge/ I-510	Almonaster Blvd to Westbank Expwy	Extend freeway, build new bridge	\$1,250	\$1,250
032	Central LA	East Bypass, Natchitoches, LA	LA 1 to LA 6	Build 2-lane roadway	\$60	\$60
048b	Baton Rouge Metro	Industrial Accss	LA 30 to LA 492	Build 4-lane roadway	\$45	\$45
050	New Orleans Metro	Donner Rd.	Westbank Expwy to Peters Rd	Build 4-lane roadway	\$100	\$100
052	Monroe	LA 137/133	I-20 to Bastrop	Widen 2 to 4 lanes	\$240	\$240
056	W. of Baton Rouge	US 190	I-49 to BR Bypass	Upgrade to freeway	\$1,800	\$1,800
057	South Central LA	US 165/190	U.S. 165, I-10 to U.S. 90; US 190, US 165 to I-49	Upgrade to freeway	\$990	\$990

Moved from Priority C Megaprojects Table.

Add to next update

Moved from Priority B Megaprojects Table.

TABLE 14
PRIORITY D MEGAPROJECTS (CONT.)

Project ID	Area	Highway	Limits	Improvement Type	Total Cost (\$M)	Unfunded (\$M)	
068	New Orleans	West Side Hwy	I-310 (St. Charles Parish) to I-10 (WBR Parish)	Build new 4-lane highway	\$800	\$800	
069	Alexandria/Pineville	Alexandria/Pineville	Loop	Build new 4-lane highway	\$1,500	\$1,500	
070	NE LA	I-69 Spur	I-20 to AR SL	Build new 4-lane highway	\$650	\$650	
071	River Region	LaPlace	Connection between I-10EB with I-55NB	Build new freeway connection	\$100	\$100	
072	North Shore	LA 25	Folsom to Mississippi	4-lane	\$230	\$230	
Add to next update					Total	\$17,065	\$17,065

SUMMARY

In summary, of the 114 elements identified in the 2003 Plan, 33 are highway Megaprojects (Priority A & B). Of the remaining 81 elements, five have been completed or fully funded, implementation of 47 is under way, nine are recommended to be deleted or combined with other elements, and the remaining 21 have had little or no progress regarding implementation. The *Plan Review and Status Report* includes 38 new policy recommendations, including the new FC/WR/HP policies and numerous Megaproject revisions.

With adequate financial resources and legislative/institutional support, the implementation of the Plan elements will continue. Of the 120 Non-Megaproject recommendations in the Plan, 22 are dependent upon new funding, as are all of the Megaprojects.

Louisiana's economic future may well depend upon whether swift, decisive action is taken to address the issues articulated in this document.