

Parishes Without Urban or Rural Transportation Systems

urban transportation systems are shown in the following 1,014,447 (2000 census). The parishes without rural or The total population in parishes without transit is of them are located in the northeast part of the state. are 29 parishes, primarily rural, without a system, many have both an urban and rural system). Currently, there urban and 29 rural systems (There are four parishes who of transit systems has declined to 39 (as of 2001): 10 to have a transit system by 2018. However, the number Public Transit: Vision 2020 calls for every parish

Sources: FAA Terminal Area Forecasts, FAA Aerospace Forecast, FY 2000-** US Total Enplanement data for 2020 and 2030 based on WSA growth

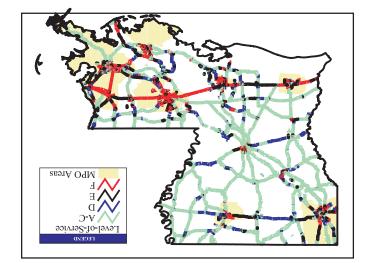
000'L0L	00 5 °L††	009'6LE	Shreveport
m 4.41	m £0.8	m 49.4	New Orleans
235,700	153,100	176,900	Monroe
230,700	138,300	006,28	Lake Charles
986,300	341,500	189,200	Lafayette
005,786	009'767	435,200	Baton Rouge
432,100	747,000	134,000	Alexandria
2030	2015	0007	Airport Name

Projected Enplanements

341,500 projected in 2030. period (3.9%), with 189,200 enplanements in 2000 and projected average annual growth rate over the 30-year Lafayette Regional Airport registered the next-highest this represents an average annual growth rate of 4.0%. 134,000 enplanements in 2000, and 432,100 in 2030, enplanements is Alexandria Regional Airport. With The airport projected to have the largest growth in

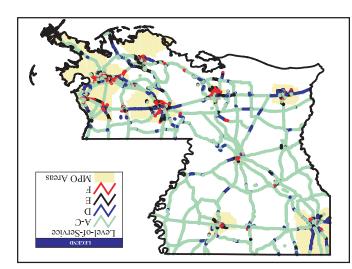
2030, this is expected to grow by an average of 1.5%, to enplanements in 2000, with just over 435,000. By

Regional Airport registered the next-highest number of increase of 3.6% over the 30-year period. Baton Rouge projected to grow to 14.4 million, an average annual enplanements in 2000. By 2030, this number is Orleans International, with nearly five million State's busiest commercial service airport is New Aviation: As shown in the following table, the



2030 Traffic Congestion Problems with TIMED Projects

well as key principal arterials rural interstate highway system will be congested as will be much worse than it is now. Further, much of the gallon fuel tax. In 2030, congestion in the urban areas (TIMED) projects funded by a dedicated four-cent per Infrastructure Model for Economic Development with the implementation of Transportation The figure below displays LOS in the Year 2030

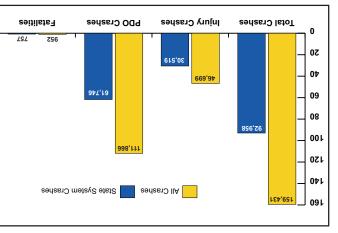


2000 Traffic Congestion Problems

exceeding highway capacity). are equal to or greater than 1.0 (traffic volumes problems are occurring in urban areas where v/c ratios rural highway system. The majority of capacity

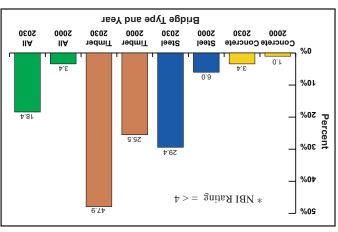
a LOS of D-F, which is considered unacceptable on the operation. However, segments of several highways have operating below capacity, resulting in acceptable traffic in the State have a LOS of A-C, meaning they are (2000) Level of Service. The majority of the highways Mobility: The following figure displays current

vehicle speeds tend to be higher. this is where the majority of travel occurs and where



2001 Crashes: Total vs. State System

particularly fatal crashes, occur on State highways since economy. The majority of traffic crashes, and issue, traffic crashes are a significant drain to the State's addition to humanitarian concerns surrounding this



Percentage of Deficient* Bridges by Type

safety problem in Louisiana cannot be overstated. In Highway Safety: The magnitude of the highway

bridges is \$80 million. to maintain current levels of service for on-system therefore the total required annual construction budget of replacement and cost of rehabilitation, is \$32 million; required to maintain current rating levels, including cost Indian function Addition function of 1991 to 2002 was \$48.3 million. Additional functional Average annual bridge construction funding from

condition, by type, follows. bridges. A summary of Louisiana bridges in poor development is limited to the over 7,000 State system State system. The analysis conducted during Plan streets are relatively small in comparison to those on the State highways. Most of those on parish roads and city bridges on public roads in Louisiana, with over half on Bridge Preservation: There are more than 13,000

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772 siem System	Interst
772 siem System	Nation
Savement Rehabilitation Needs \$219	

Louisiana's Pavement Preservation Needs

at a minimum acceptable condition over the 30-year costs associated with maintaining Louisiana pavements NHS, SHS, RHS). The amounts shown represent the for each of the four highway categories (i.e., Interstate, System. The results of this analysis are presented below conducted using the DOTD's Pavement Management state system pavement preservation needs was

Pavement Preservation: An extensive analysis of

2030. This represents an annual increase of 1.1 percent. 2,416,492 in the Year 2000 to 3,345,073 in the Year economy by the year 2030, increasing employment from

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7030	0007	7030	0007	
2,218,43	9 <i>tL</i> '80 <i>S</i> 'I	3,645,132	7,673,400	Arkansas
3,345,07	767'917'7	S+1,754,2	926'89†'†	Louisiana
7,139,20	1,512,021	\$6L'7L9'E	859'778'7	iqqississiM
78,87E,91	12,164,883	696'\$E0'7E	20,851,820	Техаѕ

Population and Employment Forecasts

900,000 jobs are expected to be added to the Louisiana of 0.6 percent. With regards to employment, over million in 2030. This represents an annual growth rate is expected to grow from 4.5 million in 2000 to 5.4 employment are shown below. Population in Louisiana projected growth rates. Projections for population and therefore were extrapolated to the Year 2030 based on projections were only available to the year 2025 and (parish) in the United States. Woods & Poole demographic regional projections for every county Poole Economics who develop long-term economic and utilized in this study were obtained from Woods & evaluate highway improvement options. Forecasts generation and traffic volumes for roadways and to demand model which is used to estimate future trip

forecasts serve as inputs into the statewide travel Population and Employment: Future year

analysis is provided below. improvements in the state. An overview of the system identifying future transportation needs and Forecasts were then made to provide a basis for were thoroughly reviewed to identify current needs. Existing conditions on the transportation system

Transportation System Analysis

important benchmarks. Plan's scenarios are crafted to implement these of the objectives established in *Vision 2020*, and the reviews this document. The DOTD was ever mindful identified in Vision 2020 are readily apparent as one

The transportation objectives and benchmarks

training and enabling all citizens to fully participate in transportation by providing access to education and job Even Goal I has implications for public

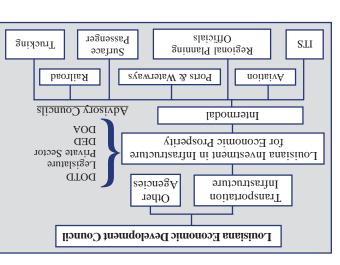
three safety-related benchmarks for transportation. 3.3 ("to have safe homes, schools, and streets ...) lists three benchmarks related to transportation. Objective information and telecommunications infrastructure, has Objective 2.4, development of the State's

water port performance. with active warning devices, airport performance, and public transportation system, rail/highway crossings Program to pavement/bridge condition, parishes with a extent, ranging from implementation of the TIMED separate benchmarks for infrastructure quality and waterways, ports, and rail." The objective contains 22 Louisiana's physical infrastructure, including highways, 2 and 3. Objective 2.3 states "To improve and sustain Transportation is an important component of both Goals Each goal has an identified set of objectives.

living for all citizens. • Top Ten State - elevating Louisiana's standard of thriving set of technology-driven industries. • Culture of Innovation - developing a diverse and opportunities for the pursuit of knowledge.

• Learning Enterprise - providing learning business." The plan is based upon three primary goals: states in the nation to live, work, visit, and do and a quality of life that places it among the top ten economy; a fully engaged, well-educated workforce; designed to develop Louisiana into a "vibrant, balanced 1999, Vision 2020 establishes specific benchmarks economic development strategy. Adopted in March Louisiana: Vision 2020 is the State's long-term

Relationship with Other Plans



the LIIEP Commission is illustrated below: The relationship among the Advisory Councils and

view that considers every perspective. experience and backgrounds, helping ensure a balanced comprised of 13 individuals from a wide range of final decision-maker in the planning process. It is with overseeing the plan development and serves as the Economic Prosperity (LIIEP) Commission is charged The Louisiana Investment in Infrastructure for

prioritizing a wide variety of inputs. charged with accepting or rejecting, revising, and recommendations from the other Councils, and was Council (IAC). The IAC is the receptor of Council's recommendations to the Intermodal Advisory and it is this chairperson that advanced the Advisory were considering. Each Council named its own chair, on several occasions to listen to what the other Councils Plan. Each met separately but also had the opportunity formulating recommendations for consideration in the The Councils are independent bodies charged with

Ports & Waterways • Intermodal Systems passenger rail, intercity bus) Transportation Surface Passenger (transit, • Intelligent Officials (highways) Freight Railroad • Kegional Planning

mode. The modes included in this planning effort are: Advisory Councils, each responsible for a particular The Department leaned heavily on a group of

Organizational Structure

articulated this point. DOTD hoped to build upon recent studies that role in moving both passengers and freight, and the model for how each transportation mode plays a vital update the State's transportation plan. Louisiana is a Development (DOTD) began an effort in mid-2000 to

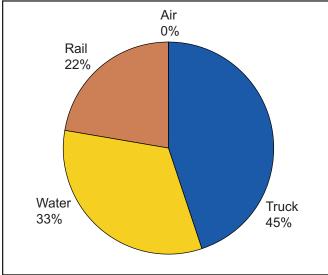
Louisiana's Department of Transportation and

Introduction

Freight Transportation

Transportation planning efforts have traditionally focused on the movement of people. While tourism, business trips, and personal travel are of the utmost importance, freight transportation is critical as well

Louisiana Domestic Tonnage by Mode



Source: TRANSEARCH 2000, DRI-WEFA

Forecasts of Louisiana Truck Tonnages by Traffic Type 2000 2030 Traffic Type Source: TRANSEARCH 2000, DRI-WEFA

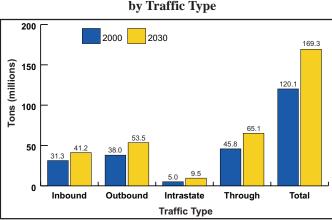
Air Cargo Tonnage Forecast

Airport Name	2000	2015	2030
Alexandria International	71	114	222
Baton Rouge Regional	3,106	4,972	9,707
Lafayette Regional	1,211	1,938	3,785
Lake Charles Regional	161	258	503
Monroe Regional	79	126	247
New Orleans International	85,815	138,337	270,245
Shreveport Regional	30,020	48,054	93,819
Total	120,463	193,799	378,528

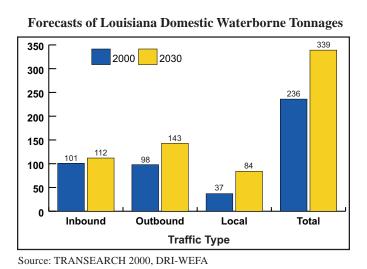
Sources: Airports Council International, airport management, WSA *AAGR = Average Annual Growth Rate

The distribution of freight among the modes in Louisiana, as well as forecasts for each mode, are shown in the various figures and table below.

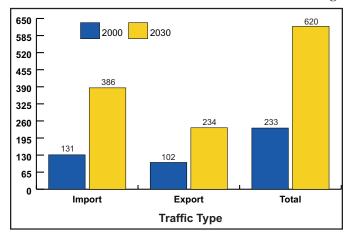
Forecasts of Louisiana Rail Tonnages



Source: TRANSEARCH 2000, DRI-WEFA



Forecasts of Louisiana International Waterborne Tonnages



Source: P.I.E.R.S. 2001, LATTS † †The international forecasts factors were taken from the Latin America

Trade and Transportation Study (LATTS)

Mr. Rodney Braxton, Assistant Chief of Staff, Office of the Governor The Honorable Senator Joel Chaisson, Vice Chairman, Senate Transportation,

Highways, and Public Works Committee, The Senate of Louisiana
Mr. Thomas M. Clark, Business Development Manager, Aillet, Fenner, Jolly, and McClelland, Inc. Mr. Derrell D. Cohoon, Executive Vice President, Association of General

Ms. Angele Davis, Deputy Commissioner of Policy, Division of Administration The Honorable Senator John J. Hainkel, President of the Senate, The Senate of Louisiana The Honorable Senator J. Ken Hollis, Jr., Chairman, Senate Commerce

The Honorable Representative Roy Hopkins, State Representative, The Honorable Secretary Don J. Hutchinson, Secretary Louisiana Ms. Jennifer Marusak, Director of Legislative Affairs, Office of the Governor,

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Mr. Dale Walsh, Materials Flow Manager, Rubicon, Inc.

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Mr. John Broemmelsiek, Traffic Operations Engineer Mr. Dom Cali, Information Systems Director, LDOTD Mr. Blaise Carriere, Deputy Secretary, LDOTD Ms. Carol Cranshaw, Public Transportation Administrator, LDOTD Mr. Huey Dugas, Chief of Planning, Capital Region Planning Commission Mr. Stephen Glascock, ITS Engineer, LDOTD

Acknowledgments

Planning & Programming, LDOTD

Mr. Ingolf Partenheimer, Traffic Engineer, Traffic Engineering Division,

Mr. Steven Strength, District 02 Traffic Operations Engineer, LDOTD

Intermodal Advisory Council

Mr. F. E. Lauricella, General Partner, Lauricella Land Company (Chair Mr. W. S. App, Jr., President, J. W. Allen & Company, Inc. Mr. Louis Bangma, Louisiana Association of Railroad Passengers Mr. Carmack Blackmon, General Counsel & Legislative Repr

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Mr. Mike Walters, Terminal Manager, Greyhound Lines, Inc.

Ms. Debera Wetter, General Manager, Intercity Rail Service

Mr. Walter Boasso, Chief Executive Officer, Boasso America Corporation Major Joseph Booth, Command Inspector, Transportation & Environmental Safet

Mr. Ronnie Cline, Trucking Division Manager, Nichols Construction Company Mr. John Deris, Vice President, Acme Truck Line Mr. Gil Giddens, District Manager, Rollins Truck Rental Leasing Mr. Randy Guillot, President, Triple G Express, Inc. Ir. Patrick Hay, President, Hay Brothers, Inc.

Mr. Paul Lawrence, Public Affairs Manager, United Parcel Servic Mr. Roy Martin Jr. III. President, Roy O. Martin Lumber & Land Compar

Louisiana **Statewide Transportation Plan** Prepared for Louisiana Department of Transportation and Development Prepared by ENGINEERS PLANNERS ECONOMIST Wilbur Smith Associates December 2003

Megaprojects

For purposes of this planning effort, "megaproject" is defined as a high-cost project or a project of high significance when viewed from a statewide perspective.

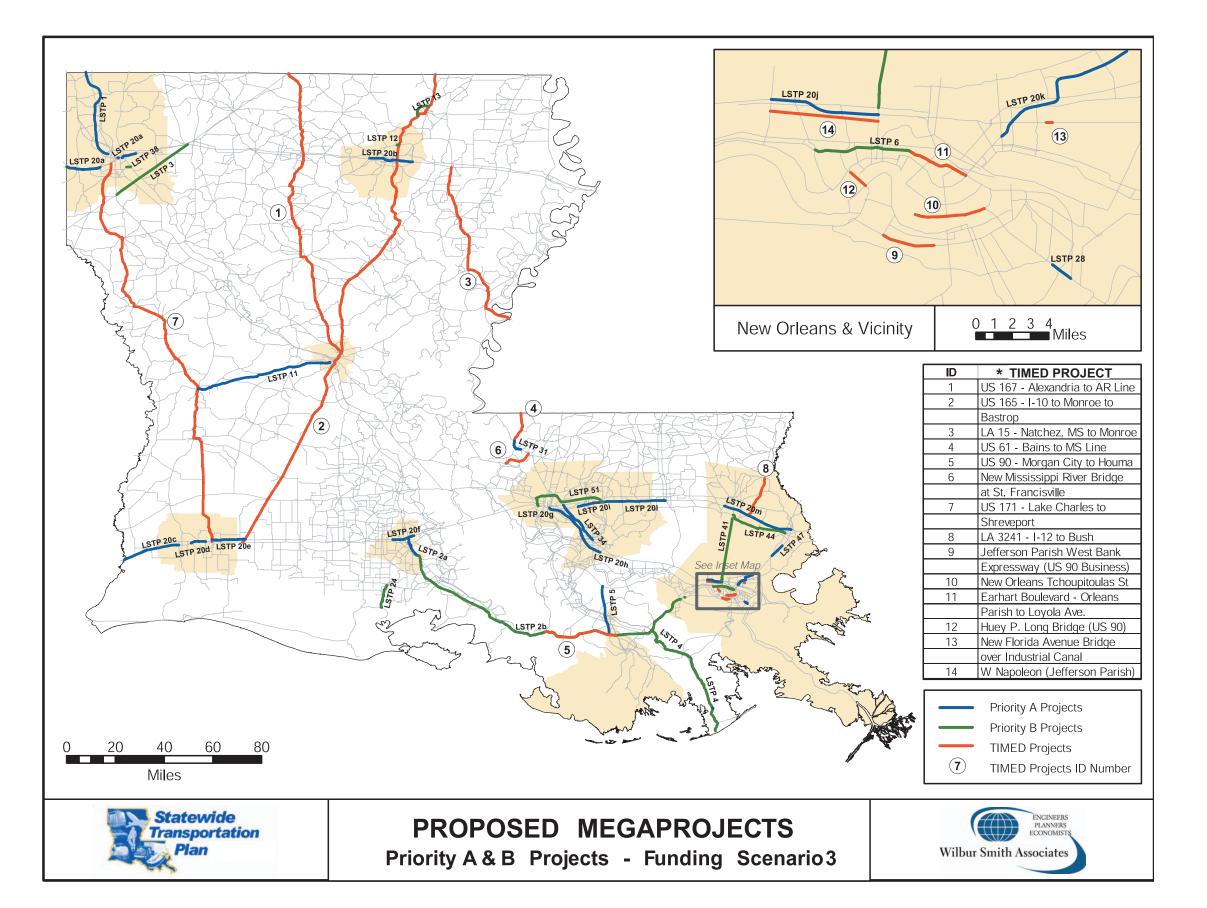
As part of this planning effort, advocates of Louisiana's "megaprojects" were given the opportunity to present to the Regional Planning Officials Advisory Council reasons why their highway improvement project should be included in the updated Plan. Project sponsors provided and presented specific information regarding their proposed project including its description, purpose, benefits, cost, importance to the State, potential funding sources, and other related information.

A total of 57 "megaprojects" have been identified, and include the widening of portions of Interstates 10, 20, and 12; widening of portions of US Highways 61, and 190; construction of I-49 north and south extension and I-69; and other highway improvements throughout the State. The total cost of the 57 megaprojects is approximately \$16.7 billion. Projects were identified as having a statewide, regional, or local impact, with the majority of projects having either a statewide or regional impact.

Traffic impacts of these highway improvements were evaluated using the statewide travel demand model created as part of the Plan. Technical criteria used in evaluating the projects included change in level of service, as well as traffic utilization. Additionally, a qualitative evaluation of the proposed highway improvements was performed by the consultant team and DOTD, which took into consideration the projects based on the goals and objectives of the Plan through the following criteria: transportation efficiency, economic development impacts, environmental impacts, and potential improvements to traffic and community safety.

Initially, megaprojects that scored and ranked high in both the quantitative (travel demand model results) and qualitative (plan goals and objectives) evaluation were considered to be the highest priority (Priority A). Megaprojects that scored and ranked high in either the quantitative or qualitative evaluation were considered to be the second highest priority (Priority B). The remaining megaprojects were included in Priorities C and D. The priorities were further refined by the Regional Planning Officials Advisory Council based on available revenue

The recommended improvements included in Priorities A and B are shown at right, and summarized in the tables below. Megaproject alignments depicted on the map are illustrative in nature, and are not final representations of project alignments. (Note: Project ID numbers are not assigned or listed in any order of priority).



* The Transportation Infrastructure Model for Economic Development is a program enacted in 1989 that includes extensive improvements to the highway system. TIMED projects are funded by a dedicated four-cent per gallon fuel tax.

Priority A Megaprojects

Project ID	Area	Highway	Limits	Improvement Type	Total Project Cost (\$m)	Unfunded Project Cost (\$m)
LSTP - 001	Shreveport	I-49 North	I-220 to AR Line	New 4-lane Freeway	\$363	\$363
LSTP – 002a	I-49 Lafayette	I-49 South	Lafayette Urban	Upgrade to Freeway	\$350	\$350
LSTP - 004*	Lafourche Parish	LA 1 South	Port Fourchon to US 90	Phase 1 (Leeville Bridge)	\$125	\$115
LSTP - 005*	Houma	N-S Hurricane Route	US 90 to LA 3127	Build New 2 Lanes	\$150	\$150
LSTP - 011	Leeville/ Alexandria	LA 28 West	US 171 to Alexandria	Widen 2 to 4 Lanes	\$80	\$40
LSTP – 020a	Shreveport	I-20	TX Line to I-220 W, Red River Bridge, LA 3 to I-220 E	Widen 4 to 6 Lanes	\$175	\$175
LSTP - 020b	Monroe	I-20	LA 546 to LA 594	Widen 4 to 6 Lanes	\$150	\$150
LSTP – 020c	Sulphur/Lake Charles	I-10	TX Line to Sulphur	Widen 4 to 6 Lanes	\$80	\$80
LSTP – 020d	Lake Charles	I-10	I-210W to Ryan St.	Replace Bridge/ Widen Road	\$200	\$200
LSTP - 020e	Lake Charles/Iowa	I-10	US 171 to US 165	Widen 4 to 6 Lanes	\$50	\$50
LSTP – 020f	Lafayette	I-10	LA 93 to Louisiana Ave.	Widen 4 to 6 Lanes	\$60	\$60
LSTP – 020g	Baton Rouge	I-10	I-110 to I-12	Widen 6 to 8 Lanes	\$250	\$250
LSTP – 020h	Baton Rouge	I-10	I-12 to LA 22 (includes new interchange between LA 42 and LA 73)	Widen 4 to 6 Lanes	\$185	\$145
LSTP – 020i	Baton Rouge	I-12	O'Neal to Denham Springs	Widen 4 to 6 Lanes	\$60	\$60
LSTP – 020j	New Orleans	I-10	Williams Blvd. to Causeway Blvd.	Widen 6 to 8 Lanes	\$85	\$0
LSTP – 020k	New Orleans	I-10	Bullard Ave. to Elysian Fields Ave.	Widen; implement ITS	\$185	\$185
LSTP - 201	Hammond	I-12	LA 16 to I-55	Widen 4 to 6 Lanes	\$150	\$150
LSTP – 20m	Slidell	I-12	LA 21 to I-10/I-59	Widen 4 to 6 Lanes	\$150	\$150
LSTP - 028	New Orleans	LA 23	Belle Chase Tunnel	Build 4-Lane Bridge	\$50	\$50
LSTP - 031	St. Francisville	US 61	Thompson Creek to Baines	Widen 2 to 4 Lanes	\$40	\$20
LSTP - 034	Baton Rouge	US 61(Airline)	Gonzales to US 190 (Florida Blvd)	Widen 4 to 6 Lanes	\$60	\$40
LSTP - 047	New Orleans	I-10 Twin Span	US 11 to North Shore – Lake Pontchartrain	Widen 4 to 6 Lanes	\$100	\$100
TOTAL COST					\$3,098	\$2,883

^{*} Magnitude of original proposed Megaproject modified, or separated into two separate funding scenarios.

Priority B Megaprojects

Project ID	Area	Highway	Limits	Improvement Type	Total Project Cost (\$m)	Unfunded Project Cost (\$m)
LSTP – 002b	Lafayette/New Orleans	I-49 South	Lafayette to I-310	Upgrade to Freeway	\$865	\$865
LSTP - 003*	Shreveport	I-69	US 171 to 1-20	New 4-Lane Freeway	\$380	\$380
LSTP - 004*	Lafourche Parish	LA 1 South	Port Fourchon to US 90	Phase 2 (Four-Lane)	\$545	\$545
LSTP – 006*	New Orleans	LA 3139 (Earhart)	Hickory, Orleans Parish Line	Add Ramps at Each Limit to Airline Hwy. (US 61)	\$125	\$125
LSTP - 012*	Monroe	New Bridge	Ouachita River in Monroe Metro area	New Bridge	\$50	\$50
LSTP – 013	Bastrop	US 165/US 425 Bypass	US 425 to US 165	Build 4 Lanes	\$20	\$20
LSTP – 024	Abbeville/Esther	US 167	Abbeville to Esther	Build/Upgrade 0/2 to 4/2 Lanes	\$25	\$25
LSTP – 038	Shreveport/ Bossier City	LA 511 (Jimmie Davis Bridge)	70th St. to Barksdale Blvd.	Replace 2 lane Bridge with 4 lane Bridge	\$50	\$50
LSTP – 041**	New Orleans	Pontchartrain Causeway	US 190 to I-10	Widen 4 to 6 Lanes/Transit	\$425	\$425
LSTP – 044	St. Tammany Parish	US 190	Pontchartrain Causeway to US 11	Widen 2 to 4 Lanes	\$100	\$75
LSTP – 051	Baton Rouge	North Bypass	I-10 to I-12	Build/Upgrade to 4-Lane Interstate Standards	\$800	\$800
TOTAL COST					\$2,960	\$2,935

^{*} Magnitude of original proposed Megaproject modified, or separated into two separate funding scenarios

What's at stake?

The policies, programs, and projects in the Louisiana Statewide Transportation Plan are intended to:

- Support the wealth-building industries and employment that we already have.
- Strengthen our foundation for economic growth.
- Take advantage of opportunities in international trade.
- Enhance the quality of life for Louisiana citizens.
- Send the message that our state is progressive.

Funding Scenarios

Another important aspect of transportation planning is to array priorities in line with the revenues that can reasonably be expected. In that way, the capital program does not become over-subscribed and, subsequently, irrelevant. All states face the issue of over-programming — it's okay to identify some additional projects that the DOTD would undertake with additional money or if some projects become delayed (many often do), but this must be a manageable number. Many states are unable to control their overprogramming because of political pressure to add projects that they cannot afford. When this occurs, the Plan and capital program become irrelevant, as they cannot realistically be delivered. People's expectations rise ("well, the project is in the Plan"), only to be dashed when reality sets in.

Sound fiscal constraint was used as the foundation of this Plan. Four scenarios were developed, with allocations from programmatic categories identified for each. However, two of the four scenarios involve generating additional transportation revenues, and the DOTD has made it clear that it cannot proceed to implement these scenarios unless additional revenues are made available.

The four scenarios advanced in this Plan:

- Scenario 1A (baseline) no additional revenues, but all current funding stays in place at existing levels. Some growth is assumed in each of the revenue types, which differentiates this scenario from a "Status quo" scenario that would assume no growth. However, no adjustments for inflation are assumed to occur during the 30-year planning period.
- **Scenario 1B** (baseline with adjustment) this scenario is exactly the same as 1A except that inflation adjustments are made in the revenue stream in year 11 and again in year 21 of the 30year planning period. This assumes the Louisiana Legislature, Congress, or both will take some unspecified action in the future to stabilize the buying power of the transportation program, as has happened historically. The Plan assumptions at year 11 and 21 restore lost buying power due to assumed inflation, resulting in about \$2.9 billion (Base 2002 dollars) in additional revenues over 1A.
- Scenario 2 (\$250 million increase) Scenario 2 assumes \$250 million in new revenues in year 1 from state sources. The revenues in this scenario are also adjusted for inflation in years 11 and 21 (restore buying power), resulting in about \$5 billion additional 2002 dollars for highways over Scenario

- 1B, and \$1.6 billion (base 2002 dollars) for nonhighway modes
- Scenario 3 (\$150 million increase) Scenario 3 adds \$150 million in federal highway aid to Scenario 2 revenues, which is also adjusted for inflation. This generates \$3.4 billion in increased revenues over Scenario 2. An increase of approximately \$90 million in federal transit aid is also included under this scenario.

Scenario 2 - Enhanced State Funding

- Increase pavement preservation (i.e., overlays, etc.) funding from \$160 to \$235 million annually.
- Increase bridge preservation (i.e., rehabilitation or replacement) funding from \$100 to \$120 million/
- Increase highway safety funding from \$45 to \$75 million annually (includes \$9 million/year for highway/railroad crossings).
- Increase highway operations funding by \$9 million/
- Increase ITS funding by \$7 million/year for 10
- Maintain program for small highway capacity projects at an average of \$90 million annually.
- Establish a program for improving connections to
- ports, airports, etc., at \$20 million annually. • Construct Priority A "Mega" highway projects (see
- list) \$2.83 billion. • Construct light rail line, New Orleans Airport to
- CBD, state share = \$175 million.
- Establish statewide rural public transit program, state share = \$6 million annually. • Establish one-stop truck center in north Louisiana -
- \$20 million (\$5 million construction plus \$500 k annually for operation).
- Establish short-line railroad program at \$5 million/
- Establish a highway-railroad grade separation program at \$5 million annually.
- Increase Port Priority Program funding from \$24.5 to \$40 million/year with a \$500 k annual takedown for marketing Louisiana ports.
- Establish a marketing program to attract additional air service (passenger and cargo) to Louisiana airports at \$2 million annually.
- Construct an additional air carrier runway at New Orleans International Airport, state share = \$100
- Increase State Aviation Program from \$5 to \$15 million/year.

Scenario 3 - Enhanced State and Federal Funding

• Construct Priority B "Mega" highway projects (see list) - \$2.94 billion in addition to Scenario 2 programs and projects.

Finance

Comparison of User Fees in the United

A national comparison of taxes and fees paid by automobile users was prepared by Wilbur Smith Associates. Louisiana ranks 46th in the nation in fees and taxes paid by automobile users in 2000. This ranking has declined from 1990, when Louisiana ranked 36th in the nation.

Purchasing Power

When looking at revenues estimated into the future, particularly 30-years into the future, it can appear that a significant amount of revenue will be available. However, it is important to remember that future dollars do not have the same value as dollars today.

The chart below shows the erosion of the purchasing power of the motor fuels tax due to inflation. Using constant 2002 dollars, over time, the 16-cent motor fuels tax only provides revenue that is equivalent to a 5.7-cent motor fuels tax by 2032.

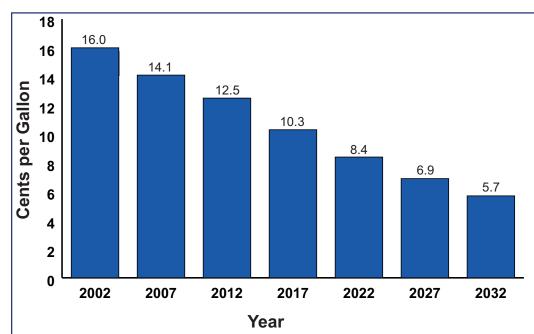
Consequently, it is important to consider the time value of money when considering the sufficiency of the 30-year revenue projections. To do that, the projected loss of purchasing power was analyzed by taking into

consideration inflation rates. A review of available inflation rate projections indicated that most projections were for a much shorter period than the 30-year period under consideration in this planning effort. However, a review of inflation rates found that the "Budget of the United States Government for Fiscal Year 2003" projected an inflation rate of 2.3 percent through 2012. The Congressional Budget Office in their "Budget and Economic Outlook, An Update" projected 2.5 percent through 2012. Roger Ibbotson, Professor in the Practice of Finance, Yale School of Management, in a paper entitled "Predictions of the Past and Forecasts for the future: 1976 – 2025 forecasts an inflation rate of 3.1

Because inflation has been at historic low rates, it is likely that future inflation will increase beyond the low rates currently forecasted. Using this reasoning, an inflation rate of 2.5 percent per year through 2012 was assumed. From 2013 to 2032, an inflation rate of four percent per year was assumed.

The results of the analysis of the loss of purchasing power can be seen in the chart presented below. Even though the 30-year revenue projections for the Transportation Trust Fund grow 108.6 percent from 2003 to 2032, the cumulative purchasing power of the increase and the base year funds declines by 40 percent.

Projected Loss of Purchasing Power With No Revenue Increase



^{**} Cost of LSTP 041 not included in total cost. This project is assumed to be totally financed by Toll Authority funds