Forecasts of Louisiana Truck Tonnages

<table>
<thead>
<tr>
<th>Year</th>
<th>Mexico</th>
<th>US</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>2030</td>
<td>178,600</td>
<td>150,000</td>
<td>328,600</td>
</tr>
</tbody>
</table>

Projected Enplanements

<table>
<thead>
<tr>
<th>Year</th>
<th>Domestic</th>
<th>International</th>
</tr>
</thead>
<tbody>
<tr>
<td>2000</td>
<td>143,000</td>
<td>37,000</td>
</tr>
<tr>
<td>2030</td>
<td>155,000</td>
<td>43,000</td>
</tr>
</tbody>
</table>


Acknowledgments

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- Louisiana Department of Transportation and Development
- Louisiana Travel Promotion Association
- Local and regional transportation agencies
- Academic institutions
- Private sector companies
- And many others

Introduction

The purpose of this report is to provide an overview of the current and projected transportation needs in Louisiana, including analysis of traffic patterns, truck movements, and potential improvements. The data presented is based on various sources and models, including the Demand Model (DMS) and the Transportation Impact Model (TIMED).

Freight Transportation

Transportation planning efforts have traditionally focused on the movement of people. While materials, business trips, and personal travel are of utmost importance, freight transportation is crucial as well. The distribution of freight among the modes in Louisiana, as well as forecasts for each mode, are shown in the various figures and tables below.

Forecasts of Louisiana Domestic Tonnages by Traffic Type

- Air: 20%
- Rail: 20%
- Water: 55%
- Truck: 5%

Forecasts of Louisiana Domestic Waterborne Tonnages

- Oil: 45%
- Fuel: 25%
- Timber: 20%
- Containers: 10%

Forecasts of Louisiana International Waterborne Tonnages

- Oil: 30%
- Fuel: 25%
- Timber: 20%
- Containers: 25%

Air Cargo Tonnage Forecast

<table>
<thead>
<tr>
<th>Airport Name</th>
<th>2000</th>
<th>2010</th>
<th>2020</th>
</tr>
</thead>
<tbody>
<tr>
<td>New Orleans</td>
<td>120</td>
<td>140</td>
<td>160</td>
</tr>
<tr>
<td>Baton Rouge</td>
<td>90</td>
<td>105</td>
<td>120</td>
</tr>
<tr>
<td>Shreveport</td>
<td>70</td>
<td>80</td>
<td>90</td>
</tr>
<tr>
<td>Lafayette</td>
<td>50</td>
<td>60</td>
<td>70</td>
</tr>
</tbody>
</table>

The Louisiana Investment in Infrastructure for Transportation (LATTS) study was conducted to assess the state’s transportation infrastructure needs over the next 30 years. This study, along with the Demand Model (DMS) and the Transportation Impact Model (TIMED), was used to develop transportation plans and policies that will ensure the continued growth and development of Louisiana's economy.

Forecasts were then made to provide a basis for transportation planning decisions. The Forecasts of Louisiana Truck Tonnages and the Forecasts of Louisiana Domestic Waterborne Tonnages are illustrative of the expected demand for these modes. The projections indicate a significant increase in demand, which will require new infrastructure and improved capacity.

The integration of different transportation modes is crucial for efficient and effective transportation planning. Proper coordination among different transportation agencies and stakeholders is necessary to ensure that the planning efforts are aligned with the needs of the state’s economy.

The Louisiana Investment in Infrastructure for Transportation Plan (LATTS) is a comprehensive plan that identifies the state’s transportation needs and prioritizes the development of transportation projects. The plan was developed in collaboration with various agencies, including the Louisiana Department of Transportation and Development, local and regional transportation agencies, and the private sector.

The plan includes recommendations for the development of new infrastructure, including roads, bridges, airports, and seaports. The plan also includes recommendations for the improvement of existing infrastructure, including the expansion of capacity and the addition of new technologies.

The plan is intended to support the state’s economic growth and development by providing a seamless and efficient transportation network. The plan will be reviewed and updated on a regular basis to ensure that it remains relevant and effective in supporting the state’s transportation needs.

Conclusion

The Louisiana Investment in Infrastructure for Transportation Plan (LATTS) is a comprehensive plan that identifies the state’s transportation needs and prioritizes the development of transportation projects. The plan includes recommendations for the development of new infrastructure, including roads, bridges, airports, and seaports. The plan also includes recommendations for the improvement of existing infrastructure, including the expansion of capacity and the addition of new technologies.

The plan is intended to support the state’s economic growth and development by providing a seamless and efficient transportation network. The plan will be reviewed and updated on a regular basis to ensure that it remains relevant and effective in supporting the state’s transportation needs.


References

LATTS Study Report

Louisiana Department of Transportation and Development

December 2003
Officials Advisory Council based on available revenue qualitative (plan goals and objectives) evaluation were and potential improvements to traffic and community consultant team and DOTD, which took into consideration the proposed highway improvements was performed by the projects included change in level of service, as well as statewide, regional, or local impact, with the majority of projects being either a statewide or regional impact. Traffic impacts of these highway improvements were evaluated using the statewide model updated model created as part of the Plan. Technical criteria used in evaluating the projects included change in level of service, as well as traffic utilizations. Additionally, a qualitative evaluation of the proposed highway improvements was performed by the projects based on the goals and objectives of the Plan that include socio-economic development impacts, environmental impacts, and potential improvements to traffic and community safety. Initially, megaprojects that scored and ranked high in both the qualitative (surveyed demand model results) and quantitative (30-year revenue projections) evaluation were considered to be the highest priority (Priority A). Megaprojects that scored and ranked high in either the qualitative or quantitative evaluation were considered to be the second highest priority (Priority B). The ranking megaprojects were included in Priorities A and B. The priorities were refined by the Louisiana Officials Advisory Council based on available revenue scenarios, and the recommendations included in Priorities A and B. The table shows a list of, and the corresponding priorities for, the 16 major megaprojects. (Note: Project ID numbers are not assigned or listed in any order of priority).

Provisional MEGAPROJECTS

**Priority A Projects - Scenarios 1A**
- LSTP – 001* Baton Rouge I-20/Blvd. to LA 49
- LSTP – 002a Lafayette I-49 South Lafayette Urban Upgrade to Freeway
- LSTP – 002b Lafayette/New Orleans I-49 Lafayette to I-10
- LSTP – 003* New Orleans Freeway $350
- LSTP – 004* Baton Rouge LA 61 to LA 22
- LSTP – 005* Houma N-S Hurricane Ctrl
- LSTP – 006* New Orleans LA 3139 (Earhart) Hickory, Orleans Parish
- LSTP – 007* Baton Rouge I-12 O’Neal to Denham Springs Widen
- LSTP – 008* Baton Rouge I-10 I-110 to I-12 Widen
- LSTP – 009* Lake Charles I-10 I-210W to Ryan St. Replace Bridge
- LSTP – 010* Lake Charles I-10 River Bridge, LA 3 to LA 22
- LSTP – 011* St. Francisville US 90 Trout Pond to LA 3127 Build
- LSTP – 012* Baton Rouge I-20/Blvd. to LA 49
- LSTP – 013* Bastrop US 165/US 425
- LSTP – 014* Harvey LA 3127 from LA 61 to LA 22
- LSTP – 015* New Orleans LA 310 (Interstate St. to LA 18)
- LSTP – 016* New Orleans LA 3139 (Earhart) Hickory, Orleans Parish
- LSTP – 017* Metairie LA 3139 (North)

**Priority B Projects - Scenarios 2 and 3**
- LSTP – 001* Baton Rouge I-20/Blvd. to LA 49
- LSTP – 002a Lafayette I-49 South Lafayette Urban Upgrade to Freeway
- LSTP – 002b Lafayette/New Orleans I-49 Lafayette to I-10
- LSTP – 003* New Orleans Freeway $350
- LSTP – 004* Baton Rouge LA 61 to LA 22
- LSTP – 005* Houma N-S Hurricane Ctrl
- LSTP – 006* New Orleans LA 3139 (Earhart) Hickory, Orleans Parish
- LSTP – 007* Baton Rouge I-12 O’Neal to Denham Springs Widen
- LSTP – 008* Baton Rouge I-10 I-110 to I-12 Widen
- LSTP – 009* Lake Charles I-10 I-210W to Ryan St. Replace Bridge
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