

ALTERNATIVE FUNDING SCENARIOS

Revenues identified to be available to Louisiana for transportation are documented in Chapter 8, Financing, along with the underlying assumptions. As can be seen from that detailed analysis, specific assumptions are made concerning the rate of growth for Federal and State transportation revenues and the traditional expenses and “take-downs” to be deducted from the total available. These take-downs include continuation of the TIMED program, DOTD operations, and continuation of existing transfers to other agencies. The net revenue balance represents the amount of funding upon which decisions must be made. That is, based upon a certain set of assumptions, an estimated sum is expected to be available. The Plan outlines spending these revenues in a certain manner (what mode, what improvement types). Thus, the Plan provides its most basic guidance: how the State intends to target available revenues.

All revenues and expenditures in this discussion will ultimately be reduced to Base Year 2002 dollars for comparison. The term “gross dollars” is used to represent the total of all revenues/expenses; these are sometimes referred to as “real” or “current” dollars in transportation plans. For the purposes of this Plan, *gross dollars* are totals with no reduction or adjustment for inflation. In order to compare the real buying power of each scenario, all gross dollars are reduced to *Base Year 2002 dollars*, which is their present value and adjusts out the expected loss of buying power over 30 years. Thus, the transportation “needs” can be accurately compared to revenues in Base Year dollars. The reader needs to keep in mind that the gross amounts are much larger before inflation adjustments are factored in.

The financial Baseline, which will be referred to as **Scenario 1A**, is a status quo revenue/expenditure estimate that assumes some growth in revenues, expenses and inflation, but also assumes no other transportation revenues will be enacted over the life of the Plan period. It is from this Baseline that other financial scenarios have been developed, along with the programmatic decisions that formulate a Plan. It is widely believed that Scenario 1A is very unlikely, as legislative bodies have historically taken actions to provide new revenues at key points. However, the Scenario 1A Baseline identifies the “basement,” or lowest expected revenue availability over the 30-year Plan horizon.

Gross Federal and State highway funds expected to be available under Scenario 1A total \$21.54 billion, which is equivalent to \$12.96 billion in Base 2002 dollars. The Scenario 1A for highways targets these resources toward Pavement Preservation (\$6.55 billion), Bridge Preservation (\$3.46 billion), Safety (\$1.25 billion), and Operations (\$1.1 billion), leaving just \$870 million for Small Capacity projects (\$125 million per year for seven years, with none thereafter). This essentially reduces the DOTD to a maintenance agency, as virtually no revenues are available for modernization or expansion. This is in keeping with the preservation goal for infrastructure and recognizes the importance of preserving the transportation system.

With no increase in safety funding, no progress can be expected against reducing Louisiana’s fatality rate (third highest in the nation), and congestion would continue virtually unchecked. Although funding is continued to implement the TIMED program, the economy would certainly suffer as no revenues would be available to expand the transportation system in support of business and industry.

Scenario 1A makes no advances for the non-highway modes, though the Aviation and Port Priority Programs are continued at current levels. Thus, the State would not be able to finance



improvements to airports, railroads, public transportation, and water ports to accommodate the expected growth in tourism, trade, and the transit-dependent population. Louisiana can expect to lose market share in domestic and international trade to competing states and suffer from a decline in transportation services to the poor, elderly, and disabled.

The economic outlook under Scenario 1A is bleak, to say the least. Louisiana could not expect to achieve Top Ten State status with transportation investment at this level. Virtually none of the benchmarks identified under *Vision 2020* for transportation would be met.

Scenario 1B is a slightly more realistic view of the future, even assuming no significant increase in transportation revenues. Under Scenario 1B, it is assumed that adjustments would take place twice during the 30-year period that restore the lost buying power of transportation revenues. Thus, Scenario 1B assumes an infusion of new revenue in Years 11 and 21 that essentially “net out” the effects of inflation over the Plan period. The Base Year highway funding increases by nearly \$3 billion over the 30 years, which allows the State to implement some modest capacity improvements. Under Scenario 1B, the level of investment in preservation, operations, and safety is identical to Scenario 1A.

The increase in Small Capacity funding allows the DOTD to implement a \$125 million annual capacity expansion program for the first seven years, decreasing to about \$100 million annually thereafter. Thus, Scenario 1B approximates the current capital program and extends it for the 30-year period.

There is a host of no-cost recommendations that are to be implemented at the Scenario 1 level. They require little in the way of new money and are part of the individual Advisory Council reports.

Significant additional transportation revenues are assumed under **Scenario 2**. This increase amounts to \$250 million annually in State-generated revenues beginning in Year 1 and continuing throughout the period. Several examples of how such revenue could be raised are presented in Chapter 8. In addition, new revenues to offset inflation (lost buying power) are added to the revenue stream in Years 11 and 21, similar to Scenario 1B. The net effect of this assumption is to add \$6.6 billion (Base Year) to the revenue stream, with the following highlights:

- Increase pavement preservation to \$235 million annually; this 47 percent increase allows the DOTD to keep pace with pavement deterioration and improve all roadways in poor condition on the Interstate system and most on the NHS, and Statewide systems.
- Increase bridge preservation funding to \$119 million annually, allowing the DOTD to keep pace with bridge deterioration for both on-and off-system bridges.
- Increase the safety program to \$75 million annually – this nearly doubling of the safety effort will allow the state to make significant safety advances.
- Increase operations by \$9 million annually – enables more attention to flooding problems, traffic signal replacement, rest area rehabilitation, etc.
- Targets an additional \$70 million over ten years to increase the ITS program – allows implementation of the ITS Plan, which focuses on early action traffic flow and information programs.
- Creates a \$20 million/year Intermodal Connector program, which enables the DOTD to implement projects that improve access to ports, airports, etc.

- Funds small capacity projects at \$125 million per year through 2010 and then \$85 million per year thereafter.
- Creates a Jurisdictional Transfer Program, which identifies highways that should logically be under local jurisdiction and provides resources for their continued maintenance once transferred off the State system.
- Implements Priority A “Mega” highway projects, which were selected through a process that considered future travel demand, as estimated by a Statewide Travel Demand Model, economic impacts, safety, etc. In this way, the most needed projects are implemented first.
- Provides \$1.6 billion over 30 years to enact the following programs and projects for other modes:
 - \$6 million annually to help local agencies match Federal Transit Authority funds, which represents 25 percent of the total cost, with the balance coming from federal and local sources.
 - \$175 million to help finance the proposed light rail connection between New Orleans International Airport and downtown New Orleans – this would be combined with \$200 million in Federal “New Starts” money and \$25 million from local agencies – the local agencies would operate and maintain the system once constructed.
 - Establish a One-Stop Truck Center in North Louisiana (\$20 million total – \$5 million construction and \$500,000 annual operating costs).
 - Provide \$5 million annually to establish State funding assistance for railroads – to address bottlenecks, “286,000 pound” improvements, upgrading lines to help with agricultural shipments, and circuitry upgrades, and to match federal passenger rail funding, if available.
 - \$5 million annually for grade separating highways and railroads at key crossing locations.
 - Increase Louisiana’s Port Priority Program by \$15.5 million annually – gradual increase to \$40 million annually by 2008, then protected from inflation.
 - Implement a Statewide Maritime Marketing Program (take-down from the Port Priority Program) – \$500,000 annually.
 - Implement new Aviation Marketing Program – \$2 million annually to attract additional air service to the State.
 - Increase State funding for the Aviation program by \$10 million annually
 - Provide State support for a new runway at New Orleans International Airport – \$100 million State, to be added to \$200 million Federal and \$150 million local funding.

Scenario 3 implements another layer of new revenues for transportation in Louisiana, assuming that more Federal funding will flow Louisiana’s way. This could happen through the implementation of new user fees at the federal level, increasing the overall level of transportation funding, Louisiana getting a larger share of federal funding through changes in apportionment formulas or a shift to help donor states, or a combination. Regardless of the mechanism, an additional \$150 million annually in federal highway funding, adjusted for inflation at Year 11 and



21, was assumed for Scenario 3. This results in an additional \$3.37 billion being available over the 30-year period, which is recommended to implement Priority B “Mega” highway projects.

RECOMMENDATIONS

The recommended transportation plan for Louisiana is identified below for each mode of transportation. Recommendations were based on input from the Advisory Councils and the needs analysis conducted as a part of this Plan and outlined in Chapter 7. For each recommendation, cost (where available) and its relationship to the Statewide Plan’s Goals and Objectives, the Vision 2020 Benchmarks and the TEA-21 planning variables were identified. Based on revenues and available funding, each recommendation was prioritized and grouped according to the four funding scenarios previously discussed: Scenario 1A (Baseline), Scenario 1B (Baseline with inflation adjustment), Scenario 2 (\$250 million State increase) and Scenario 3 (\$250 million State and \$150 million Federal increase).

Highways

Transportation improvements pertaining to highways are summarized in **Tables 9.1a, through 9.1c**. Many of the policy-related recommendations, including increasing funding for pavement and bridge preservation, highway safety and highway operations are identified in funding Scenarios 1A and 1B (**Table 9.1a**). The megaproject improvements are included in funding Scenarios 2 and 3. Priority A megaprojects (**Table 9.1b**) which scored and ranked high in both the quantitative (travel demand model results) and qualitative (plan goals and objectives) evaluation, were considered highest priority and included in funding Scenario 2. Priority B megaprojects (**Table 9.1c**), which scored and ranked high in either the quantitative or qualitative evaluation were included in funding Scenario 3. Priority C and D mega projects (**Tables 9.1d and 9.1e**) are included in the plan but are not included in funding Scenarios 1, 2, or 3.

The recommended improvements for Priority A, which include a total of 22 projects with an estimated total cost of \$3.1 billion, are shown in **Figure 9.1**. Projects in this scenario include improvements along I-49 North, I-49 South, I-10, I-20, US 61, LA 1, LA 23 and LA 28 West. The recommended improvements for Priority B, which include a total of 11 projects with an estimated total cost of \$2.9 billion, are shown in **Figure 9.2**. Projects included in this scenario include improvements along I-49 South, I-69, US 165/US 425 Bypass, US 167, US 190, LA 1 South, LA 511, LA 3139, the Pontchartrain Causeway and other improvements. **Note: Project ID Numbers are not assigned or listed in any order of priority.**

**Table 9.1a
Highway Policy Recommendations**

Funding Scenario	Recommendation	Cost (million)	Recommendation #
1A	Development and implement a Statewide Access Management Policy	\$0.20	H-1
1A	Develop and implement a Statewide Traffic Impact Policy	\$0.10	H-2
1A	Allow Local Option Gas Tax (exempt diesel)		H-10
1A, 1B, 2, 3	Support regional transportation planning initiatives in rural areas on a test basis	\$0.1/yr.	H-3

Funding Scenario	Recommendation	Cost (million)	Recommendation #
1A, 1B, 2, 3	Increase funding for Pavement Preservation	1A/B: \$218/yr., 2/3: \$235/yr.	H-4
1A, 1B, 2, 3	Increase funding for Bridge Preservation	1A/B: \$115/yr., 2/3: \$119/yr.	H-5
1A, 1B, 2, 3	Maintain regular capacity Enhancement Program through 2010	Existing Revenues	H-11
1B, 2, 3	Continue regular capacity Enhancement Program beyond 2010	\$85/yr - \$100/yr	H-12
2, 3	Increase funding for Highway Safety	\$75/yr.	H-6
2, 3	Increase funding for Highway Operations	\$35/yr.	H-7
2, 3	Implement the Statewide ITS Plan	\$17/yr. (for 10 yrs.), then 10/yr.	H-8
2, 3	Create Intermodal Connector Program to improve access to ports, airports, etc.	\$20/yr.	H-9
2, 3	Transfer 5,000 miles of state highways to local governments	\$35/yr*	H-10

*Takedown from Pavement Preservation funding.

**Table 9.1b
Priority A Megaprojects (Scenario 2)**

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



Project ID	Area	Highway	Limits	Improvement Type	Total Project Cost (\$m)	Unfunded Project Cost (\$m)
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 – 20l	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.

**Table 9.1c
Priority B Megaprojects (Scenario 3)**

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 I-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

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

**Table 9.1d
Priority “C” Megaprojects**

Project ID	Area	Highway	Limits	Improvement Type	Total Project Cost (\$m)	Unfunded Project Cost (\$m)
LSTP – 002c	New Orleans	I-49 South	New Orleans Urban (I-310 to W. Bank Expwy)	Upgrade to Freeway	\$750	\$750
LSTP – 003*	Shreveport	I-69	TX to I-49/I-20 to AR	Build 4-Lane Freeway	\$600	\$600
LSTP – 005*	Houma	N-S Hurricane Route & LA 3127	LA 70 to LA 641 US 90 to LA 3127	Widen 2 to 4 Lanes Add Other 2 Lanes	\$250	\$250
LSTP – 006*	New Orleans	LA 3139 (Earhart)	Hickory to I-310	Build New 6-Lane Freeway	\$300	\$300
LSTP – 8a	Baton Rouge	LA 1	LA 30	New Bridge	\$500	\$500
LSTP-010*	West Central LA	LA 6 / US 84	Prioritization Tier I Projects from the El Camino Corridor Masterplan	Widen 2 to 4 Lanes	\$100	\$100
LSTP – 017	SW Louisiana	US 190/LA 12	TX to Basile	Widen 2 to 4 Lanes	\$230	\$230
LSTP – 018*	W Central Louisiana	LA 117	LA 8 to Military Training Ground	Reconstruct 2 Lanes with Full Shoulders	\$20	\$20
LSTP – 019	Rustin/Grambling	LA 149 & Tarbutton Rd. Interchange (No Frontage Rds)		Interchange/Widen	\$30	\$30
LSTP – 022*	NW Louisiana	LA 1 (Tri-State Corridor)	LA 169 to LA 538	Widen 2 to 4/5 Lanes	\$40	\$40
LSTP – 023	E Central Louisiana	US 84	Archie to Ferriday	Widen 2 to 4 Lanes	\$80	\$55
LSTP – 027	Houma	LA 30/40	Houma Tunnel	Build 4-Lane Bridge	\$50	\$50
LSTP – 033	Central Louisiana	LA 28 East	Alexandria to Archie	Widen 2 to 4 Lanes	\$85	\$79
LSTP – 037	N of Baton Rouge	LA 67 (Plank Rd)	Baker to Clinton	Widen 2 to 4 Lanes	\$70	\$70
LSTP – 045	Lafayette	Lafayette Beltway	I-10 to US 90	Build 4-Lane	\$300	\$300
LSTP – 046	W Baton Rouge Parish	I-10 – LA 1 Connector	I-10 to LA 1	Build 4-Lane	\$75	\$75
LSTP – 048a	Gonzales	Industrial Access Corridor	I-10 to LA 30	Build 4-Lane	\$35	\$35
LSTP – 049	Alexandria	McArthur Drive	I-49N to I-49S	Upgrade to Freeway	\$60	\$60
LSTP-053	Shreveport	I-49	I-20 to I-220	New 6-Lane Freeway	\$150	\$150
LSTP-054	West Central LA	LA 8	TX to US 171	Widen 2 to 4 Lanes	\$65	\$65
LSTP-055	New Orleans	I-12	I-55 to LA 21	Widen 4 to 6 Lanes	\$125	\$125
LSTP-056	W. of Baton Rouge	US 190	I-49 to Baton Rouge Bypass	Upgrade to Freeway	\$500	\$500
LSTP-057	NW of Lafayette	US 165/US 190	I-10 to US 190 US 190 to I-49	Upgrade to Freeway	\$650	\$650
TOTAL COST					\$5,065	\$5,034



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

Table 9.1e
Priority “D” Megaprojects

Project ID	Area	Highway	Limits	Improvement Type	Total Project Cost (\$m)	Unfunded Project Cost (\$m)
LSTP – 007	New Orleans	Florida Ave. Expressway	I-10 to LA 47	Build 6-Lane Freeway	\$350	\$350
LSTP – 009	Alexandria/Bogalusa	Zachary Taylor Pkwy.	I-49 to I-59	Widen 2 to 4 Lanes	\$970	\$970
LSTP – 010*	West Central LA	LA 6/US 84 El Camino	TX to Archie	Widening 2 to 4 Lanes	\$384	\$384
LSTP – 012	Monroe	Ouachita Loop	I-20 to I-20	Build 2 Lanes	\$245	\$245
LSTP – 014	NW Louisiana	US 371 (Bi-State Corridor)	LA 6 to AR Line	Widen 2 to 4 Lanes	\$295	\$295
LSTP – 016	NE Louisiana	US 65	LA 15 to AR Line	Widen 2 to 4 Lanes	\$225	\$225
LSTP – 018*	W Central Louisiana	LA 117	LA 8 to LA 6	Widen 2 to 4 Lanes	\$130	\$130
LSTP – 021	Monroe/Lake Charles	US 165	I-20 to I-10	Upgrade to Freeway	\$1,000	\$1,000
LSTP – 022*	NW Louisiana	LA 1 (Tri-State Corridor)	LA 173 to AR Line	Widen 2 to 4 Lanes	\$105	\$88
LSTP – 025	Baton Rouge	LA 408 (Hooper Rd.)	LA 37 to LA 16	Build 2-Lane	\$35	\$35
LSTP – 029	New Orleans	Chalmette Bridge/I-510	MRGO to Westbank Expressway	Extend Fwy; build new Bridge	\$1,000	\$1,000
LSTP – 032	Natchitoches	East Bypass	LA 1 to LA 6	Build 2-Lane	\$20	\$20
LSTP – 048b	Gonzales	Industrial Access Corridor	LA 30 to LA 942	Build 4-Lane	\$35	\$35
LSTP – 050	New Orleans	Donner Rd.	Westbank Expwy. to Peters Rd.	Build 4-Lane	\$80	\$80
LSTP – 052	Monroe	LA 137/133	I-20 to Bastop	Widen 2 to 4 lanes	\$100	\$100
TOTAL COST					\$4,934	\$4,917

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

The projects listed below in **Table 9.1f** are projects that could be funded under the proposed Intermodal Access Connector Program.

Table 9.1f
Preliminary List of High Priority Projects to be Funded Under the Proposed Intermodal Access Connector Program

Project ID	Area	Highway	Limits	Improvement Type	Total Project Cost (\$m)	Unfunded Project Cost (\$m)
LSTP – 030	Hammond	LA 3234 (University Ave.)	LA 1065 to Hammond Airport	Build 2-Lane	\$8	\$8
LSTP - 035	New Orleans	Almonaster Br.		New Bridge	\$45	\$12
LSTP – 039	Monroe	Garrett Rd.	I-20 to Kansas Lane	Widen 2 to 4 Lanes	\$25	\$25
LSTP – 040	Lake Charles	Port Access Rd.	Prien Lake Rd. to Marine St.	Build 4 Lanes	\$25	\$25
LSTP – 042a	LaPlace	Port of S. LA Connector	LA 44 to Airline Hwy.	Build 2 Lanes	\$10	\$10
LSTP – 042b	LaPlace	Port of LA Connector	Airline Hwy. to I-10	Build 4 Lanes	\$25	\$25

Project ID	Area	Highway	Limits	Improvement Type	Total Project Cost (\$m)	Unfunded Project Cost (\$m)
LSTP – 043	New Orleans	LA 3017 (Peters Rd.)	Westbank Expwy. to LA 23	Widen/Build 2/0 to 3/2 Lanes	\$80	\$80
TOTAL COST					\$218	\$185

One project, LSTP-026, the relocation of LA 1 from US 90 to existing LA 1 in White Castle has been deleted from further consideration. The National Highway System (NHS) designation should therefore be removed from this proposed facility and reassigned to other existing and proposed routes included in this Plan.

Trucking

Table 9.2 identifies transportation improvements related to trucking. All trucking recommendations are included in the 1A and 1B funding scenarios with the exception of recommendation T-2, which involves establishing a one-stop state truck permitting/processing center in North Louisiana. This recommendation will involve an initial investment of \$5 million dollars and \$0.5 million annually, and is included in funding Scenario 2.

**Table 9.2
Trucking Recommendations**

Funding Scenario	Recommendation	Cost (millions)	Recommendation #
1A, 1B, 2, 3	Establish Regional "Operations" Advisory Councils		T-1
1A, 1B, 2, 3	Modify port zone permitting to address distance issue		T-3
1A, 1B, 2, 3	Automate weigh stations (WIM and AVI)	Incorporated in existing capital budget for Operations/ Motorist Services	T-4
1A, 1B, 2, 3	Pursue uniformity in permitting and enforcement of overweight and oversize vehicles		T-5
1A, 1B, 2, 3	Create economic development incentives to encourage extended hours at truck terminals, including public port facilities		T-6
1A, 1B, 2, 3	Develop model truck facility site access design standards		T-7
2, 3	Establish one-stop state truck permitting/processing center in North Louisiana	\$5 one time & \$0.5 annually	T-2

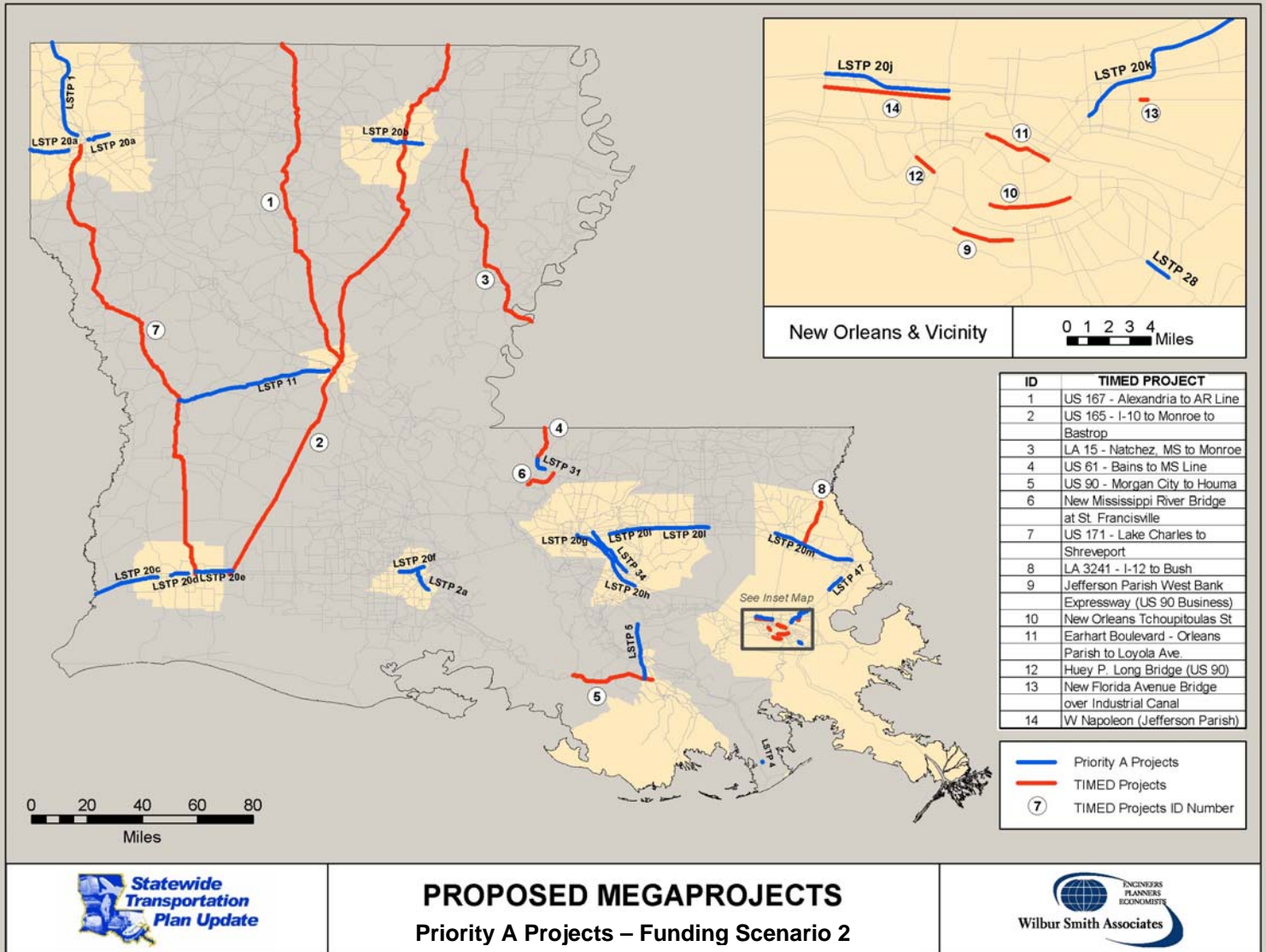


Figure 9.1
Priority ‘A’ Projects (Funding Scenario 2) Developed for the Louisiana Statewide Transportation Plan

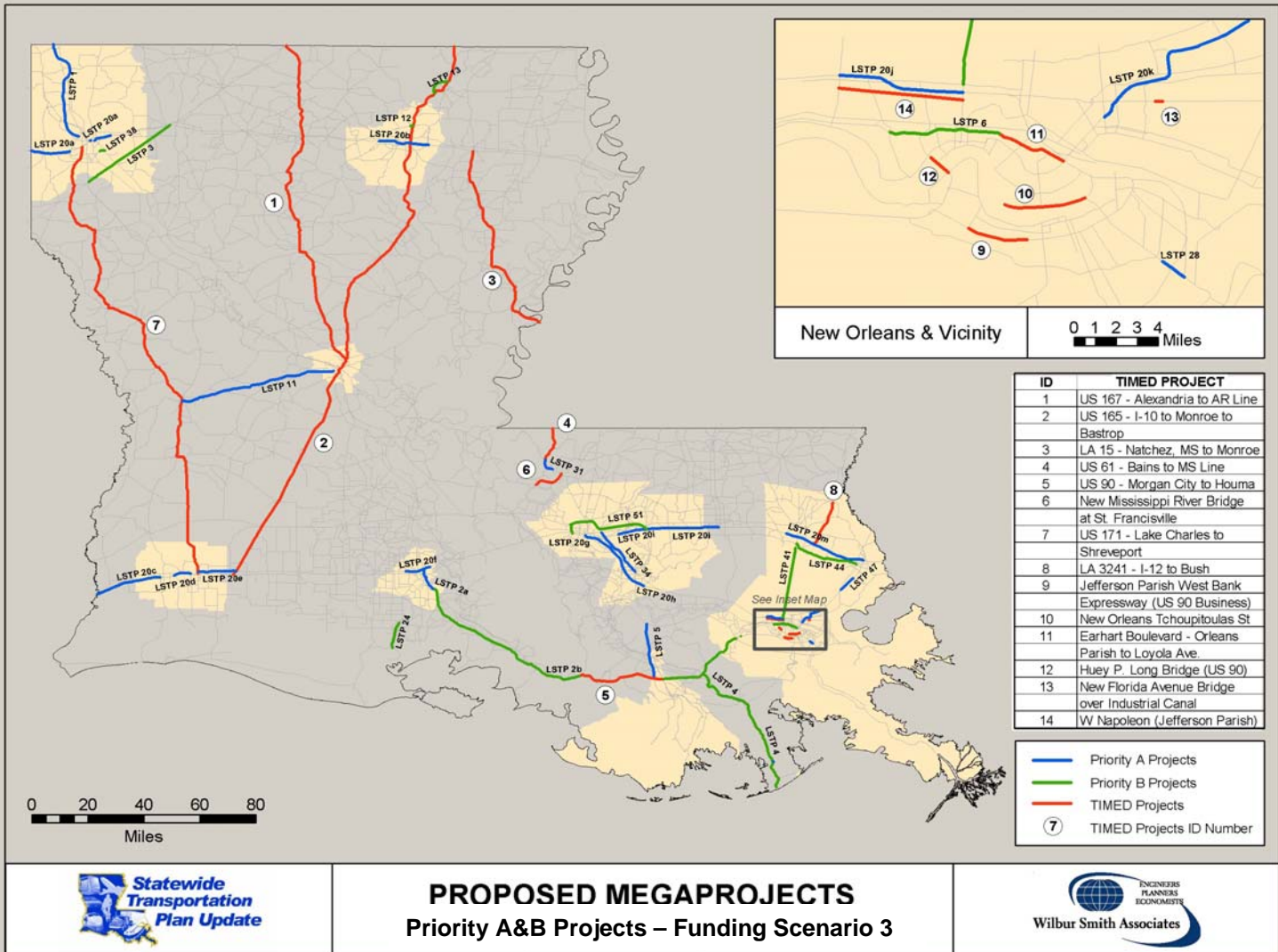


Figure 9.2
Priority ‘A’ and ‘B’ Projects (Funding Scenario 3) Developed for the Louisiana Statewide Transportation Plan *

* The alignments shown for LSTP-3, LSTP-51 and other “Build” projects are for illustrative purposes only and will likely change as the project(s) proceed through the initial engineering and environmental evaluation processes.



Aviation

Recommended aviation improvements are identified in **Table 9.3**. Major aviation initiatives in funding Scenarios 2 and 3 include an aviation marketing program (\$2 million/year), airfield and terminal capacity improvements, a new runway at New Orleans International Airport (\$450 million) and an increase in State support for aviation.

**Table 9.3
Aviation Recommendations**

Funding Scenario	Recommendation	Cost (millions)	Recommendation #
1A, 1B, 2, 3	Rehabilitate infrastructure deficiencies identified in the Louisiana Airport System Plan to minimum standards*	\$97.6	A-4
1A, 1B, 2, 3	Continue program of land acquisition/aviation easements for obstruction removal	\$3.0	A-6
1A, 1B, 2, 3	Update intrastate air service study to reflect current conditions in airline industry	\$0.1	A-7
1A, 1B, 2, 3	Study feasibility and role of vertical take off aircraft in Louisiana aviation	\$0.25	A-8
1A, 1B, 2, 3	Support the private development of a new air cargo airport and intermodal transportation center in southeast Louisiana		A-9
1A, 1B, 2, 3	Support an ongoing annual appropriation from the general fund to support the General Aviation and Reliever Airport Maintenance Program	\$0.2	A-14
1A, 1B, 2, 3	Support reauthorization of the Federal Airport Improvement Program		A-15
1A, 1B, 2, 3	Support continued development of passenger and air cargo facilities at all commercial service airports		A-16
1A, 1B, 2, 3	Fund airfield and passenger terminal capacity improvements statewide**	\$1,000	A-10
2, 3	Market aviation program to attract additional air service	\$2.0 per year	A-5
2, 3	Participate in the funding of an additional air carrier runway at New Orleans International Airport (Total Cost = \$450M)	\$100 State Share	A-11

Funding Scenario	Recommendation	Cost (millions)	Recommendation #
2, 3	Increase the level of funding from \$5 million to \$15 million annually for Louisiana's aviation program to reflect the current contribution of taxes to the State from the sale of aviation fuel	\$10/ Year	A-13

* Long-term goal as part of DOTD annual budget process

** Total for all LASP deficiencies and short-term projects (5-10 years) for all airports in the State, including New Orleans International, is estimated at \$1.4 billion

Freight Railroad

Recommended improvements for freight rail are identified in **Table 9.4**. Major freight rail initiatives are included in funding Scenarios 2 and 3 and include establishing state funding for railroads (\$150 million) and increased support for rail/highway grade crossings (\$150 million).

Table 9.4
Freight Rail Recommendations

Funding Scenario	Recommendation	Cost (millions)	Recommendation #
1A, 1B, 2, 3	Educate the state's Congressional delegation on the need for federal funding for the State's 11 small railroads		R-1
1A, 1B, 2, 3	Continue and expand Louisiana's Freight Rail Advisory Council	\$0.01 per year	R-2
1A, 1B, 2, 3	Support the interests of rail shippers and small railroads		R-3
1A, 1B, 2, 3	Help small railroads secure grants and loans from existing and future federal assistance programs		R-4
1A, 1B, 2, 3	Add three positions to the Rail Section of DOTD, including a Rail Safety Compliance Officer and two program managers	\$0.3 per year	R-11
1A, 1B, 2, 3	Monitor, study and potentially fund ongoing rail-related projects that may be important to the economic competitiveness of Louisiana, including the Millennium Port project, North Shore Freight Distribution Rail Shuttle, Rail Connectivity to the proposed LA Transportation Center, and rail connectivity to sugar cane mills		R-10
2, 3	Establish state funding for railroads	\$5 per year	R-5
2, 3	Establish highway / rail grade separation program	\$5 per year	R-8



Funding Scenario	Recommendation	Cost (millions)	Recommendation #
2, 3	Research incentive programs for closures of public and private grade crossings	\$0.3	R-13

Ports & Waterways

Table 9.5 identifies ports and waterways recommendations. Major initiatives in funding Scenarios 2 and 3 include increasing the State’s Port Priority Program contribution, and dedicating \$0.5 million/year to the development of a statewide maritime marketing program. Recommendations related to improving intermodal connectors are included in funding Scenario 2 for highways.

**Table 9.5
Ports and Waterways Recommendations**

Funding Scenario	Recommendation	Cost (million)	Recommendation #
1A, 1B, 2, 3	Address the backlog in improvements to Federally-maintained waterways	\$250-\$300M, 2003-07 (from State capital outlay bonds)	M-5
1A, 1B, 2, 3	Continue to work through the Gulf Rivers Intermodal Partnership (GRIP) to increase utilization of the inland waterway system and of coastal shipping		M-8
1A, 1B, 2, 3	Support development of the "Millennium Port" through public/private partnership		M-9
2, 3	Grow combined public and private investments in port facility expansion to accommodate expected growth in demand to \$535 million/year by 2007. Increase the State's Port Priority Program contribution to these improvements by \$5 million/year, resulting in contributions of \$40 million/yr by 2008.	Increase to \$40 million/yr by 2008 and sustain thereafter	M-1
2,3	Dedicate \$0.5 million/year to the development of a Statewide Maritime Marketing Program (take-down from Port Priority Program)	\$0.5 million/year (included in recommendation M-1)	M-4

Surface Passenger

Table 9.6 identifies surface passenger recommendations. Most of the recommendations in funding Scenarios 1A and 1B are policy oriented initiatives including promoting the National Passenger Rail System, supporting the Southern Rapid Rail Transit Commission, creating an Intercity Bus Task Force and other initiatives. Major initiatives included in funding Scenarios 2

and 3 include increasing the availability of rural public transportation services (\$24 million/yr.), which addresses Vision 2020 Benchmark 2.3.7 with regards to increasing the number of parishes with a public transportation system, and supporting the Airport to New Orleans CBD light rail link (\$175 state contribution).

**Table 9.6
Surface Passenger Recommendations**

Funding Scenario	Recommendation	Cost (millions)	Recommendation #
1A, 1B, 2, 3	Educate elected officials about the need for, and benefits of, public transportation		SP-1
1A, 1B, 2, 3	Create new funding sources for public transportation		SP-2
1A, 1B, 2, 3	Market/promote public transportation		SP-3
1A, 1B, 2, 3	Promote and implement Transit Oriented Developments		SP-4
1A, 1B, 2, 3	Develop programs to enhance the safety and security of public transportation systems through ITS		SP-5
1A, 1B, 2, 3	Support improvements to increase passenger rail ridership and fare box recovery ratios		R-6
1A, 1B, 2, 3	Continue to study existing and potential passenger rail corridors where ridership levels can be sustained or increased	\$0.2 per year	R-7
1A, 1B, 2, 3	Promote and develop connectivity between public transportation systems		SP-8
1A, 1B, 2, 3	Develop alternatives to traditional rural transit systems		SP-9
1A, 1B, 2, 3	Coordinate planning of federal funding sources for specialized transit		SP-10
1A, 1B, 2, 3	Utilize Intelligent Transportation Systems		SP-11
1A, 1B, 2, 3	Promote public transportation service with centers of higher learning		SP-12
1A, 1B, 2, 3	Promote the National Passenger Rail System		SP-13
1A, 1B, 2, 3	Continue financial support for the activities of the Southern Rapid Rail Transit Commission (SRRTC)	\$0.07	SP-14
1A, 1B, 2, 3	Create an intercity bus task force		SP-18
1A, 1B, 2, 3	Develop a statewide intercity bus needs assessment	\$0.125	SP-19



Funding Scenario	Recommendation	Cost (millions)	Recommendation #
1A, 1B, 2, 3	Support pending federal legislation to fund essential bus service		SP-20
1A, 1B, 2, 3	Continue to partner with FRA to develop Maglev technologies		SP-21
1A, 1B, 2, 3	Develop comprehensive transit master plan for the entire Baton Rouge metropolitan area	\$0.5	SP-22
2, 3	Increase availability of basic public transportation services; State share @ 25% (balance from federal & local sources)	\$6 per yr.	SP-7
2,3	Construct the Airport - New Orleans CBD light rail line	\$175 (state contribution)	SP-16

Intelligent Transportation Systems

Intelligent Transportation System (ITS) recommendations are shown in **Table 9.7**. ITS recommendations include implementing the Statewide ITS Plan, implementing the LA Commercial Vehicle Information and Systems Network (CVISN) plan, and other policy related initiatives.

**Table 9.7
ITS Recommendations**

Funding Scenario	Recommendation	Cost (millions)	Recommendation #
1A, 1B, 2, 3	Incorporate ITS projects that support the ability of rural transit systems to respond to users and improve safety into the Statewide ITS Implementation Plan		ITS-4
1A, 1B, 2, 3	Support the standardization of ITS Technologies being implemented at ports in Louisiana		ITS-5
1A, 1B, 2, 3	Amend the policy on Management and Operations of TMCs to address the issues of “collection and archiving of ITS data		ITS-6
1A, 1B, 2, 3	Include user representatives on the regional ITS Policy Committees		ITS-1
2, 3	Support the implementation of the Statewide ITS Plan	Additional \$7M per year for 10 years	ITS-2
2, 3	Support the implementation of the LA Commercial Vehicle Information and Systems Network (CVISN) plan	\$12M over 5 years (included in ITS-2)	ITS-3

Table 9.8 presents the bicycle and pedestrian recommendations formulated as part of the Louisiana Statewide Transportation Plan. These recommendations represent LDOTD’s commitment to providing the planning and infrastructure necessary to make non-motorized modes a viable transportation option for Louisiana’s citizens.

**Table 9.8
Bicycle/Pedestrian**

Funding Scenario	Recommendation	Cost (millions)	Recommendation #
1A, 1B, 2, 3	Develop a comprehensive policy for non-motorized transportation		BP-1
1A, 1B, 2, 3	Develop statewide bicycle suitability map		BP-2
1A, 1B, 2, 3	Develop statewide bicycle goals map		BP-3
1A, 1B, 2, 3	Provide for “routine accommodation” of bicycle/pedestrian needs in DOTD planning and design processes		BP-4
1A, 1B, 2, 3	Support incorporation of bicycle and pedestrian improvements in transportation planning and in highway and transit projects		BP-5 (initially SP-6)

Multimodal Recommendations

The Advisory Councils developed several recommendations that applied “across the board” in a multimodal sense. These recommendations have been extracted from the individual Advisory Councils and listed here to apply to each mode:

- Educate/inform Louisiana’s Congressional Delegation concerning the status of transportation in the State, especially concerning:
 - Louisiana’s transportation needs, including the extent, shortfall, and funding needed to maintain existing performance levels and improve performance.
 - 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.
 - 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.
- Continue/expand the various Advisory Councils – the forum they provide is



beneficial to transportation in Louisiana.

- Identify Strategic Freight Transportation System – in recognition of the importance of freight, identify the multimodal system of greatest importance to the state's economy.

Coordination with Metropolitan Planning Organizations

This Transportation Plan focuses primarily on statewide transportation corridors, facilities, programs and initiatives. However, it should be noted that the fiscally constrained long-range metropolitan transportation plans, developed by the respective MPOs for each of the nine metropolitan areas in Louisiana, are incorporated into this Plan by reference, and without modification. As a result of the 2000 Census, a tenth metropolitan area (Mandeville-Covington) has been designated. A fiscally constrained long-range plan will be developed for this new metropolitan area and upon its completion, will be incorporated into this Plan.