

1. Introduction

Louisiana has a vast interconnected system of roads, rails, airports, ports, and transit that touches every resident, visitor, business, and industry in the state. While the Louisiana Department of Transportation and Development (DOTD) operates and maintains parts of this system, much of it is operated and maintained by local governments and independent authorities. As the DOTD works to create a state transportation system that is safe and efficient today, it also is thinking ahead to 2044 and asking, *how can Louisiana invest in its transportation system to provide a high quality of life and strong economy in the future?*

The DOTD has prepared a 30-year investment and policy plan to create the well-connected, high-mobility, and community-friendly transportation system that the state needs to compete in the global economy and to provide a good quality of life for residents. The Statewide Transportation Plan, hereafter referred to as “the Plan,” is the result of vigorous discussions with public and private sector partners and communities throughout the state about what the State’s system needs to accomplish in the years ahead. It is also the result of in-depth analyses of Louisiana’s financial future and transportation system’s condition and performance. Out of these discussions and analyses, the Plan team developed important policies and key implementation strategies (recommendations) to meet the common objectives of the DOTD and its partner agencies.

1.1 Plan Highlights

30-Year Horizon Plan

- The Statewide Transportation Plan identifies funding needs and policies to accomplish ambitious but realistic goals and objectives over a 30-year time horizon.

Multimodal in Nature

- The Plan covers all modes including highways and bridges, freight and passenger rail, ports and waterways, aviation, trucking, public transportation, and non-motorized transportation.

\$56 Billion in Needs

- The Plan identifies roughly \$56 billion in transportation needs for all modes, with a heavy emphasis on state highway pavement and bridge preservation.

Four Funding Scenarios

- The Plan identifies four funding scenarios, ranging in value from \$16 billion to \$35 billion over 30 years.

FAST Act Compliant

- The Plan is federally compliant with the intent and provisions of *Fixing America's Surface Transportation Act (FAST Act)*, and fully accounts for federal guidance in statewide transportation planning processes.

DOTD Initiatives

- The Plan recognizes and furthers the DOTD's performance management initiatives.

1.2 Planning Context | Plan Development

This Plan is an update of Louisiana's prior Statewide Transportation Plan, an investment and policy plan completed in 2003. The 2015 Plan, a large, multi-year, multifaceted initiative, consisted of technical analyses, policy reviews, outreach, and consideration of regulatory requirements, such as the following:

Legal and Regulatory Requirements —

Federal law mandates that each state maintain an up-to-date, 20-year plus transportation plan that considers eight key planning process factors (see chart at right) and serves as the primary mechanism for performance and outcome-driven policy-making and cooperative transportation decision-making.

Strategic Direction — A critical first step in the Plan process was to establish a vision, goals, and objectives that articulate Louisiana's desired long-range direction.

Existing System Review — A comprehensive inventory of the state transportation system components (all modes) provided a starting point for consideration of investment needs.

MAP-21: State Planning Process Factors

- *Increase safety and security of the transportation system for users*
- *Emphasize preservation of the existing transportation system*
- *Increase accessibility and mobility of people and freight*
- *Enhance integration and connectivity of the system across modes for people and freight*
- *Support economic vitality of the nation, states, and metropolitan and non-metropolitan areas by enabling global competitiveness, productivity, and efficiency*
- *Promote consistency between transportation improvement and economic development patterns*
- *Protect and enhance the environment, promote energy conservation, and enhance quality of life*
- *Promote efficient system management and operation*

Needs Analysis — The Plan team estimated 30-year investment needs through a technical analysis of system deficiencies, which assessed maintenance, preservation, modernization, and expansion for state highways and bridges, freight and passenger rail, ports and waterways, aviation, trucking, public transportation, and non-motorized transportation.

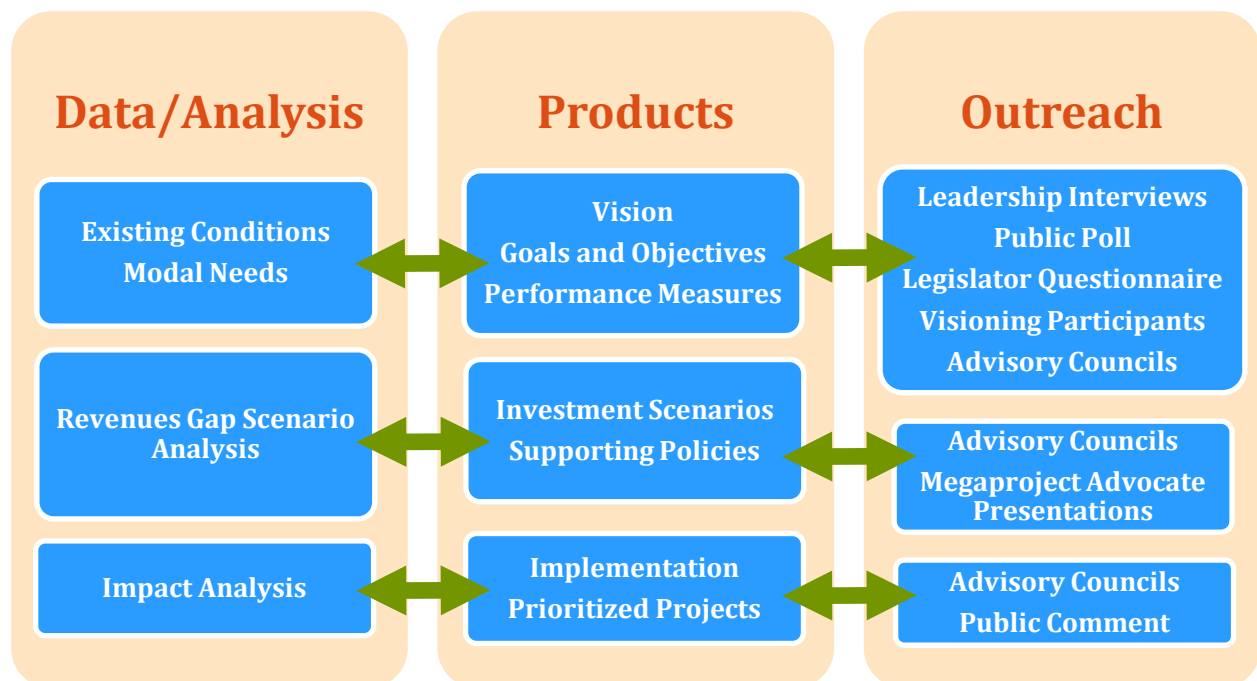
Statewide Travel Demand Model Development — The Plan team refreshed the 2003 statewide travel demand forecasting model with new model year highway networks and updated the model’s structure. The model produces estimates of auto and truck volumes on the highway system owned and maintained by the DOTD as well as several important non-state roadways. The model is designed to produce reliable estimates of regional and inter-regional travel within, from and to Louisiana, while complementing the intra-regional focus of the travel demand of metropolitan planning organizations (MPOs) models. The model informed the needs analysis and was used to assess the impacts of major capacity improvements and demographic trends in the future.

Public and Partner Outreach — The Plan team conducted a public involvement program with the goal of incorporating input from relevant agencies, key modal stakeholders, and the general public into the Plan.

Resource Forecasting — A comprehensive, yet conservative, 30-year estimate of Louisiana’s transportation revenues (based on existing sources) provided planners with a means to infuse "financial realities" into the planning process.

Development of Investment Scenarios — To inform the decision-making process, the Plan team created a series of investment scenarios based on revenue forecasts for the 30-year Plan horizon and varying allocations of resources between needs categories (e.g., expansion vs. system preservation).

Figure 1-1: Statewide Transportation Plan Development Process



1.3 Plan Implementation Since 2003

DOTD has identified an objective in its *Five-Year Strategic Plan, July 1, 2014 – June 30, 2019* to implement an average of 3 percent of the Plan each fiscal year for a cumulative total of 15 percent by June 30, 2019. As of June 30, 2014, DOTD had completed, implemented, or initiated the following projects since the 2003 plan was adopted:

- Completed 55 policy recommendations out of 103
- Built 15 priority A megaprojects out of 23
- Built four priority B megaprojects out of 14
- Bridge conditions are better than federal guidelines
- Local Road Transfer Program – 11.25 miles of state routes transferred and 61.06 miles of state routes have transfer agreements
- Adopted a Complete Streets Policy
- Developed and implemented an Intermodal Connector Program
- Adopted a Statewide Access Management Policy
- Adopted a Statewide Traffic Impact Policy
- Reorganized the Multimodal Planning Division
- Improved collaboration with Louisiana Economic Development (LED)

1.4 Plan Coordination and Incorporation of Other Plans

The Plan is multimodal and recommends policies and transportation investments to achieve a positive strategic outcome for the State. During the Plan’s development, the team incorporated several existing transportation plans as integral elements of the overall “umbrella” plan. A brief description of these plans follows:

Louisiana Transportation Asset Management Plan (2015) – The MAP-21 legislation enacted by the U.S. Congress in 2012 requires each state department of transportation (DOT) to develop a Transportation Asset Management Plan (TAMP). The Federal Highway Administration (FHWA) selected and assisted the DOTD in



developing a TAMP as a model for other states. The TAMP is an important tool that incorporates a comprehensive asset management process, properly focused on long-term performance at the lowest cost, into the long-range planning process.

Louisiana State Rail Plan (2015) – This plan was updated concurrently during the development of the Plan. It guides the State’s rail freight and passenger transportation planning activities and project development plans over the next 20 years.

Louisiana Aviation System Plan (2015) – This plan was updated concurrently during the development of the Plan. It identifies and analyzes the aviation assets and needs of the State to assure that aviation continues to perform its role to support Louisiana’s economy and its citizens. It also provides continued guidance for development of a system of airports that meets existing and future air transportation needs.

Louisiana Marine Transportation System Plan (2007) – This system plan provides an inventory and analysis of Louisiana’s current waterway transportation system, including its physical aspects, existing waterborne commerce (e.g., cargo, oil and gas, etc.), and economic components over a 25-year period.

Louisiana Statewide Bicycle and Pedestrian Plan (2009) – This plan guides decision-making on accommodating walking and bicycling on and along Louisiana’s roads.

Strategic Highway Safety Plan (2011) – The Strategic Highway Safety Plan (SHSP) focuses on reducing motor vehicle deaths and injuries through engineering, enforcement, education, and emergency response. The SHSP was updated in 2011.

Louisiana Freight Mobility Plan (2015) – As part of MAP-21 guidance, states are encouraged to develop freight plans to assist the United States Department of Transportation (USDOT) with improving the efficiency of the national freight transportation network. Covering all modes of freight movement, the plan includes policies, strategies, recommendations, and capital investments to improve the freight transportation network in Louisiana.

Metropolitan Planning Organization Long-Range Plans – Each Metropolitan Planning Organization (MPO) prepares a fiscally-constrained long-range metropolitan transportation plan that describes highway and public transportation investments. The plans developed by the respective MPOs for each of the 11 metropolitan areas in Louisiana are incorporated into the Plan without modification.

1.5 Modal Analysis

The Plan is multimodal, encompassing state highways and bridges, freight and passenger rail, ports and waterways, aviation, trucking, public transportation, and non-motorized transportation. The Plan was developed in close cooperation with eight transportation advisory councils. The advisory councils are composed of 20 to 30 individuals each, with many representatives from the private sector:

1. Aviation
2. Community Development & Enhancement (transit, passenger rail, bicycle, and pedestrian)
3. Freight Rail
4. Ports and Waterways

5. Regional Planning Officials (RPO)
6. State Highway Maintenance and Operations (state highways and bridges)
7. Trucking
8. Executive (DOTD Executive Staff and Advisory Council Chairs)

During the Plan’s development, each advisory council conducted sessions to identify issues important to, but not limited to, its core transportation interest and expertise. Each council began its deliberations with an examination of the Plan’s goals and objectives, followed by an identification of issues. These issues ranged from statewide policy declarations, to DOTD initiatives, to capital investment recommendations. Each council advanced its recommendations to the Plan’s Executive Advisory Council. The Executive Advisory Council reviewed the recommendations, heard testimony from the various council chairs, and then formulated a draft plan. Once the Executive Advisory Council finalized the draft plan, DOTD presented it to the Policy Committee.

The Policy Committee served as the final decision-making body for the Plan. In addition, their duties were to establish priorities among transportation-related economic development projects and/or services and to advise other members of the legislature, local elected officials, public and private agencies, groups, and individuals on transportation issues pertaining to policies, regulations, programs, projects, and funding.

The final Plan reflects input from the Policy Committee, as well as input from a formal public review and comment process. The Plan is built from the input of the public and of individuals with unique perspectives on the State’s transportation needs and priorities. The Plan, as it evolved through this deliberative process, became a vision of the advisory councils that shaped it.

Figure 1-3: Statewide Transportation Plan Decision-Making Process

