

8. Recommendations

The recommendations in the Plan are a combination of policy, funding, and programming-related initiatives for DOTD implementation, either with sole responsibility or in partnership with other entities. The recommendations seek to address transportation issues identified through the planning process and by each advisory council. The recommendations also support the achievement of each goal area described in **Chapter 1**.

Each recommendation is identified by the Plan goal area it is most closely aligned with. The goal areas are: infrastructure preservation and maintenance (INF), safety (S), economic competitiveness (EC), community development and enhancement (CDE), and environmental stewardship (ES).

The Plan recommendations were developed over the course of three rounds of advisory council meetings, further described in **Chapter 3**. The recommendations were presented to the Executive Advisory Council and to the Policy Committee for approval. The following sections describe the 2015 Plan recommendations in detail.

8.1 Highlights

83 Total Plan Recommendations

- Eighty three policy, funding, and programming-related recommendations were identified by six of the seven advisory councils. The RPO Advisory Council dealt with megaprojects discussed in detail in **Chapter 7**.
- These recommendations, together with the megaprojects, constitute the Plan.

15 Funding Recommendations

- Fifteen recommendations require new funding and are tied to DOTD's budgeted line items.

4 Funding Scenarios

- Four funding scenarios provide for different levels of expansion, modernization, and preservation investments.

8.2 Aviation

The aviation recommendations are primarily policy and programming-oriented initiatives. The Aviation Advisory Council identified 14 recommendations for improving the aviation system in Louisiana as shown in **Table 8-1**.

Table 8-1: Aviation Recommendations

ID	No.	Recommendation
CDE	1	Provide state support for commercial service airport capital development in accordance with approved master plans.
EC	1	Develop aviation marketing program, using General Fund monies, to attract additional air service, air cargo, and aerospace companies.
EC	2	Study challenges/opportunities of helicopter industry in support of Louisiana businesses and industries and economic growth.
EC	3	Update the Statewide Economic Impact of Aviation Study every 3 to 5 years.
INF	1	Upgrade General Aviation infrastructure identified in the Louisiana Airport System Plan to minimum standards.
INF	2	Re-establish program of land acquisition/aviation easements for obstruction removal.
INF	3	Support an ongoing annual appropriation to the General Aviation and Air Carrier Airport Maintenance Program.
INF	4	Support a reauthorization and appropriation of the Federal Airport Improvement Program that best benefits Louisiana aviation.
INF	5	Give priority to Louisiana airport system facilities for state-funded projects.
INF	6	Support federal funding of air traffic control towers (both federal and contract).
INF	7	Consider changing NPIAS airport designations based on Louisiana Airport System Plan (LASP) analysis and recommendations.
INF	8	Change state system airport designations based on LASP analysis and recommendations.
S	1	Define strategic roles of Louisiana aviation resources during natural disasters. [Nursing home evacuation plan.]
EC	4	Establish a comprehensive state policy that defines the application process and development of new airports/heliports to include the evaluation of impacts to existing airports and the ability of the new facilities to be self-sustaining.

Note: Recommendation ID numbers are not assigned or listed in any order of priority.

8.3 Community Development and Enhancement

The CDE recommendations include policy-oriented and funding initiatives aimed at improving public transportation and non-motorized transportation in Louisiana. The 16 recommendations developed by the Community Development and Enhancement Advisory Council are shown in **Table 8-2**.

Table 8-2: Community Development and Enhancement Recommendations

ID	No.	Recommendation
CDE	2	Educate public and elected officials about the need for, and benefits of, public transportation.
CDE	3	Coordinate implementation of federal funding sources for specialized transit. Develop a task force of state agencies using federal funds for human services transportation and public transportation. Regional coordination plans and a statewide coordination plan should be developed.
CDE	4	Encourage all MPOs to develop a comprehensive transit master plan.
CDE	5	Continue implementation of complete streets policy.

ID	No.	Recommendation
CDE	6	Develop and implement a statewide bicycle goals map.
CDE	7	Continue to fund local transportation plans but expand scope to include land use, public buildings/facilities, public infrastructure including stormwater management, transportation, drainage, utilities, etc.
CDE	8	Support rail compacts in their effort to develop intercity passenger rail corridors where ridership levels justify service.
CDE	9	Promote and develop connectivity between public transportation systems and other transportation modes.
CDE	10	Evaluate the feasibility of an airport to New Orleans central business district bus rapid transit.
CDE	11	Continue to update/maintain statewide bicycle suitability map.
CDE	12	Support local efforts to convert abandoned rail corridors to recreational trails.
CDE	13	Provide funding for a portion of rural transit operating expenses to meet the current and future expansion needs.
CDE	14	Develop a state-administered Local Assistance Program to rehabilitate/reconstruct locally-owned roads. A local match may be required that will vary according to transportation planning criteria.
CDE	15	Continue to fund transportation demand management for MPOs.
ES	1	Work with a congressional delegation to create wetland mitigation credits for preserving existing wetlands.
ES	2	Preserve buffers, preferably as wetlands mitigation, to provide separation or appearance of separation between adjacent communities.

Note: Recommendation ID numbers are not assigned or listed in any order of priority.

8.4 Freight Rail

Recommendations for freight rail improvements are listed in **Table 8-3**. The nine recommendations were developed by members of the Freight Rail Advisory Council, which consists of representatives from freight railroad owners and operators in Louisiana. The policy- and funding-related initiatives are in alignment with the recently completed Louisiana Rail System Plan.

Table 8-3: Freight Rail Recommendations

ID	No.	Recommendation
EC	17	Conduct economic impact analysis of freight rail in Louisiana in coordination with LED.
EC	18	Educate the state legislature and congressional delegation on the need for state and federal legislation to support funding for the State's freight railroads.
EC	19	Maintain a minimum balance of \$25 million in Priority 2 of the State Capital Outlay Program for navigation and port related freight rail capital projects in accordance with a priority program developed by DOTD and approved by the Joint Transportation Committee.
INF	25	Assist freight railroads in securing grants and loans from existing and future federal assistance programs.
INF	26	Support the establishment of a state-funded Rail Retention and Infrastructure Program and provide statewide funding for short line rail program.
S	8	Fund a highway/rail grade separation program.
S	9	Research incentive programs for closures of public and private grade crossings.
S	10	Continue funding for active warning devices at rail/highway crossings.
CDE	17	Support rail compacts in their effort to develop intercity passenger rail corridors where ridership levels justify service.

Note: Recommendation ID numbers are not assigned or listed in any order of priority.

8.5 Ports and Waterways

Table 8-4 lists 10 ports and waterways recommendations developed by the Ports and Waterways Advisory Council. The funding and policy-related initiatives seek to improve Louisiana’s economic competitiveness.

Table 8-4: Ports and Waterways Recommendations

ID	No.	Recommendation
EC	20	Establish a statewide maritime marketing program.
EC	21	Study the economic competitiveness of Louisiana ports.
EC	22	Support multi-state coordination of infrastructure improvements along the Mississippi River corridor and tributaries.
EC	23	Continue partnerships to increase funding for and utilization of the inland waterway system and of coastal ports.
EC	24	Support the development of major container terminals and distribution centers through individual port authorities.
EC	25	Support P3s for maritime facility investment, including distribution centers, through tax credits and other tax incentives.
EC	26	Implement the recommendations of the Louisiana Marine Transportation Systems Plan.
INF	27	Support the full appropriation in the Harbor Maintenance Trust Fund for maintenance of navigation channels.
EC	27	Increase funding for the Port Priority Program.
EC	19	Maintain a minimum balance of \$25 million in priority 2 of the State Capital Outlay Program for navigation and port-related freight rail capital projects, in accordance with a priority program developed by DOTD and approved by the Joint Transportation Committee.

Note: Recommendation ID numbers are not assigned or listed in any order of priority.

8.6 State Highway Operations and Maintenance

Table 8-5 lists highway operations and maintenance transportation improvement initiatives. The 19 recommendations were developed by the State Highway Operations and Maintenance Advisory Council and include funding and policy-related initiatives for achieving the INF goal and other goals.

Table 8-5: State Highway Operations and Maintenance Recommendations

ID	No.	Recommendation
INF	9	Utilize federal funds for preservation repairs by DOTD work forces.
INF	10	Support the implementation of the CVISN plan.
INF	11	Transfer 5,000 miles of state highways to local governments through an incentive program.
INF	12	Implement a statewide ITS plan and integrate use of cost-effective ITS elements into other projects.
INF	13	Increase the cost threshold for DOTD constructed projects when determined to be cost-effective.
INF	14	Coordinate with local governments to identify and study alternative local funding sources.
INF	15	Support the interoperability of ITS technologies for trucks.
EC	5	Allow mobility funds to be used on priority A and B megaprojects without tolling.
INF	16	Increase amount for DOTD letter bids from \$500,000 to \$1 million.
INF	17	Increase funding for pavement preservation to meet established goals.
INF	18	Increase funding for bridge preservation to meet established goals.
INF	19	Increase funding for highway operations.

ID	No.	Recommendation
INF	20	Increase funding for district operations and contract maintenance.
EC	6	Implement highway megaprojects in priority A and B.
INF	21	Continue regular small capacity program.
ES	3	Convert public vehicle fleets to alternative fuels.
S	2	Evaluate emergency preparedness for the DOTD and determine opportunities for improvement.
S	3	Increase funding for highway safety.
INF	22	Provide a minimum of \$70 million in state TTF annually to match federal funds for the preservation of state highway pavements and bridges.

Note: Recommendation ID numbers are not assigned or listed in any order of priority.

8.7 Trucking

Transportation improvements related to trucking are included in **Table 8-6**. The 17 recommendations were developed by Louisiana trucking industry representatives on the Trucking Advisory Council.

Table 8-6: Trucking Recommendations

ID	No.	Recommendation
CDE	16	Ensure trucking representation and participation by the private sector in MPO planning processes.
EC	7	Develop seamless electronic credentialing; one-stop shop for permitting, registrations, license plates, etc.
EC	8	Work with LED and others to address peak hour congestion by extending hours of port operations.
EC	9	Improve quality of connectivity to ports and rail yards.
EC	10	Re-establish the Motor Carrier Advisory Committee.
EC	11	Develop a process to identify, monitor, and restore condition of special truck routes that support the energy and mining industry.
EC	12	Improve access to liquefied natural gas (LNG), compressed natural gas (CNG), propane, and other alternative fuels to support commercial transportation.
EC	13	Create a policy to enhance private sector conversion from diesel/gasoline to LNG/CNG, propane, or other alternative fuels to support transportation.
EC	14	Improve regional consistency and uniformity in oversized/overweight truck permitting.
EC	15	Construct weigh station on I-49 at the Arkansas state line.
EC	16	Enhance DOTD and LED collaboration on identifying transportation needs, issues, and impacts when recruiting industry/business into the state.
INF	23	Oppose federal weight limits increases.
INF	24	Increase funding for roadway maintenance and construction.
S	4	Improve incident management.
S	5	Increase supply of truck parking.
S	6	Revise/improve roadway designs and accommodations for large trucks at intersections and roundabouts.
S	7	Relocate and/or redesign the weigh station along I-10 at the Texas state line.

Note: Recommendation ID numbers are not assigned or listed in any order of priority.

8.8 Budget Allocation 2012 compared to 2022 and 2042

Part of the 2015 Plan includes forecasting budget allocations for DOTD’s program line items by funding scenario for fiscal years 2022 and 2042 compared to a baseline budget from 2012 (**Table 8-7**). The four scenarios are further described in **Chapter 6**. Working with DOTD’s executive staff, the advisory councils provided input on the budgeted line items that then received approval from the Policy Committee. The budget allocation was developed for planning purposes and will serve as a guide for DOTD programming, depending on how the DOTD’s budget grows relative to the funding scenarios.

The Plan team did not recommend that a single budget scenario be selected as a preferred scenario. The scenarios represent alternative funding outcomes based on prospective state and federal legislative actions and external events over which the DOTD has little or no control. However, the Plan team described funding Scenario 3 as the most likely scenario. The Plan team estimated that additional state revenues will begin flowing to transportation in 2020.

Table 8-7: Forecast Funding Scenarios* | FYs 2012, 2022, & 2042 | Budget Line Items (\$M, in Year of Expenditure Dollars)

Budget Line Item	2012 Budget	FY 2022 Scenarios				FY 2042 Scenarios			
		1	2	3	4	1	2	3	4
Highway Preservation									
Non-Interstate Pavement (NHS)	27.7	55.0	55.0	55.0	55.0	80.0	75.0	80.0	80.0
Non-Interstate Pavement (SHS)	98.4	100.0	80.0	110.0	110.0	110.0	83.0	165.0	165.0
Non-Interstate Pavement (RHS)	43.2	50.0	45.0	60.0	60.0	50.0	45.0	90.0	90.0
Interstate Pavement	80.0	85.0	65.0	85.0	85.0	90.0	70.0	125.0	125.0
Bridge Preservation (on)	165.5	169.4	144.4	255.0	415.0	168.8	153.8	280.0	510.0
Bridge Preservation (off)	20.4	12.0	12.0	48.0	48.0	12.0	12.0	48.0	72.0
SUBTOTAL	435.2	471.4	401.4	613.0	773.0	510.8	438.8	788.0	1,042.0
Highway Operations									
ITS	13.0	15.0	15.0	15.0	15.0	15.0	15.0	18.0	18.0
Traffic Control Devices	16.0	19.0	19.0	25.0	25.0	19.0	19.0	29.0	29.0
Interstate Lighting	3.0	3.5	3.5	6.0	6.0	3.5	3.5	10.0	10.0
TSM	8.0	8.0	8.0	9.0	9.0	10.0	10.0	10.0	10.0
Roadway Flooding	4.0	4.5	4.5	4.5	6.0	5.0	5.0	7.0	7.5
Weigh Stations	2.1	3.0	3.0	3.0	3.0	3.0	3.0	3.5	3.5
Rest Areas	12.0	4.0	4.0	4.0	4.0	4.0	4.0	5.0	5.0
Ferries	0.7	1.5	1.5	1.5	1.5	2.0	2.0	2.0	2.0
Moveable Bridges	2.1	2.5	2.5	10.0	10.0	3.6	3.6	11.0	11.0
Major Repairs/ Generators/Pump Stations	2.8	4.0	4.0	4.5	5.0	5.0	5.0	6.0	7.0
SUBTOTAL	63.7	65.0	65.0	82.5	84.5	70.1	70.1	101.5	103.0
Highway Safety									
Roadway Safety	50.9	50.0	36.0	60.0	70.0	60.0	40.0	70.0	80.0

Budget Line Item	2012 Budget	FY 2022 Scenarios				FY 2042 Scenarios			
		1	2	3	4	1	2	3	4
Rail/Highway Crossings Devices	9.0	10.0	10.0	10.0	12.0	10.0	10.0	12.0	12.0
Rail/Grade Separations	1.0	10.0	10.0	10.0	12.0	10.0	10.0	12.0	15.0
SUBTOTAL	60.9	70.0	56.0	80.0	94.0	80.0	60.0	94.0	107.0
Megaprojects	0.0	0.0	0.0	105.5	217.2	0.0	0.0	170.5	405.2
SUBTOTAL	0.0	0.0	0.0	105.5	217.2	0.0	0.0	170.5	405.2
Regular Capacity	51.4	0.0	0.0	35.0	50.0	0.0	0.0	55.0	55.0
SUBTOTAL	51.4	0.0	0.0	35.0	50.0	0.0	0.0	55.0	55.0
Non-Highway									
Rural Transit	0.0	0.0	0.0	10.0	10.0	0.0	0.0	10.0	13.0
Urban Transit	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	7.0
CMAQ	8.6	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Freight Rail	0.0	0.0	0.0	3.0	3.0	0.0	0.0	5.0	5.0
Ports Program	19.7	20.0	20.0	51.1	51.1	20.0	20.0	70.9	70.9
Aviation Program	28.5	28.5	28.5	28.9	28.9	31.9	31.9	31.9	31.9
SUBTOTAL	61.8	59.0	59.0	103.5	103.5	62.4	62.4	128.3	133.3
Other Transportation									
Intermodal Connectors	10.0	10.0	10.0	10.0	12.0	10.0	10.0	12.0	15.0
Additional for DOTD Equip.	0.0	0.0	0.0	10.0	10.0	0.0	0.0	12.0	12.0
Additional for District Supplies	0.0	0.0	0.0	27.0	27.0	0.0	0.0	30.0	30.0
Additional for District Contract Maintenance	0.0	0.0	0.0	10.0	10.0	0.0	0.0	12.0	12.0
Access Management	4.0	10.0	10.0	15.0	15.0	10.0	10.0	18.0	18.0
Road Transfer Fund	9.8	25.0	25.0	25.0	25.0	25.0	25.0	30.0	30.0
Travel Demand Management	1.0	1.4	1.4	1.4	1.4	2.0	2.0	2.0	2.0
Urban Systems Match	0.0	7.0	6.0	7.0	7.0	7.0	6.0	7.0	7.0
Increased Local Assistance (local road rehab program)	0.0	0.0	0.0	30.0	30.0	0.0	0.0	30.0	30.0
Misc.	13.7	5.6	5.6	5.6	5.6	6.2	6.2	6.2	6.2
SUBTOTAL	38.5	59.0	58.0	141.0	143.0	60.2	59.2	159.2	162.2
Local Programs**									
Urban Systems	60.7	61.3	61.3	61.3	61.3	65.0	65.0	65.0	65.0
Local Road Safety	3.0	3.0	3.0	3.0	3.0	3.0	3.0	7.0	7.0
Transp. Alternatives Program	11.2	11.7	11.7	11.7	11.7	13.0	13.0	13.0	13.0
Parish Transportation Fund	46.4	46.4	46.4	55.0	55.0	46.4	46.4	55.0	61.0
SUBTOTAL	121.3	122.4	122.4	131.0	131.0	127.4	127.4	140.0	146.0
Capital Outlay Dedication for Navigation	0.0	25.0	25.0	25.0	25.0	25.0	25.0	25.0	25.0
GRAND TOTAL	832.8	846.8	761.8	1,291.5	1,596.2	910.9	817.9	1,636.5	2,153.7

*The forecasted revenue scenarios and budgeted line items are in nominal dollars and are for planning purposes only.

**Local program funding is federal funding that is administered by DOTD to local or regional agencies.

Line Item Descriptions:

- Highway preservation
 - Non-interstate pavement – overlays, rehabilitation
 - Interstate pavement – overlays, rehabilitation
 - Bridge preservation (on/off) – rehabilitation, reconstruction
- Highway operations
 - ITS – DMS, motor assistance patrols, CCTV, maintenance
 - Traffic control devices – signs, signals, striping
 - Interstate lighting – construction of high mast towers and lighting systems
 - TSM – turn lanes, other minor traffic flow and safety items
 - Roadway flooding – drainage improvements, culvert addition/replacement to prevent roadway flooding
 - Weigh stations – capital improvements, building construction, weigh in motion
 - Rest areas – construction, maintenance, rehabilitation
 - Ferries – dry docking, major repairs
 - Moveable bridges – repair projects to electrical & mechanical components
 - Major repairs/generators/pump stations – rehabilitation, replacement, repair
- Highway safety
 - Roadway safety – roundabouts, cable barrier, striping, curve realignment
 - Rail/highway crossings devices – flashing signals, signs, gates
 - Rail/grade separations – new overpasses over railroad
- Megaprojects – large projects requiring additional funding
- Regular capacity – new roads/additional traffic lanes
- Non-highway
 - Rural transit – operating and capital assistance to rural transit agencies
 - Urban transit – capital assistance to urban transit agencies
 - CMAQ – air quality improvement projects
 - Freight rail – assisting short line railroads
 - Ports Priority Program – port projects
 - Aviation program – participation in capital projects, maintenance program
- Other transportation
 - Intermodal connectors – highway connectors to rail yards, airports, ports and transit terminals
 - DOTD equipment – heavy equipment, fleet replacement
 - District supplies/contract maintenance – hot mix, herbicide, mowing, guardrail repairs, cable barrier repairs, signal agreements
 - Access management – projects to manage public street and driveway access to state highways
 - Road Transfer Fund – funding to local agencies to take over state roads
 - Travel demand management – support for ride matching, van pooling
 - Urban systems match – federal match for urban system projects on state highways
 - Increased local assistance – state-administered program to rehabilitate/reconstruct parish and municipal roads & streets local programs (federal funds)
 - Misc. – budget reserved to address unforeseen needs
- Local programs (federal funds)
 - Urban systems – new construction, rehabilitation, projects
 - Local road safety – striping, roundabouts, safety training
 - Transportation Alternatives Program – enhancement projects, bike paths, etc.
 - Parish Transportation Fund – parish operations and maintenance