



**LOUISIANA STATEWIDE TRANSPORTATION PLAN UPDATE
ADVISORY COUNCIL MEETINGS – ROUND TWO
COMMUNITY DEVELOPMENT AND ENHANCEMENT
ADVISORY COUNCIL MEETING SUMMARY**

October 1, 2013 • 9:00AM to 12:00PM

Marriott Hotel, Baton Rouge, LA

Last Name	First Name	Affiliation
Advisory Council Members		
Amdal	Jim	UNO Transportation Institute
DiResto	Rachel	Center for Planning Excellence
Elam	Ed	Burk-Kleinpeter, Inc.
Horton	Val	LA DOTD
Marousek	Kim	St. Charles Parish Planning Department
Mitchell	Mike	Lafayette Consolidated Government
Parsons	Brian	LA DOTD
Parsons	Karen	New Orleans Regional Planning Commission
Rogers (Chair)	Kent	Northwest Louisiana Council of Governments
Wills	Ann	LA DOTD
Other Attendees		
Kalivoda	Eric	LA DOTD
Sholmire	Dawn	LA DOTD
Buckner	Brandon	FHWA
Goodin (Facilitator)	Krista	CDM Smith
Babineaux	Butch	CDM Smith

PURPOSE

The purpose of the Second Round of Advisory Council meetings was to brief the Advisory Councils on the status of the Plan update, review previous issues and discuss newly proposed issues regarding each mode, and discuss policy recommendations and rank them according to high, medium or low priority.

Note: This meeting summary is a compilation of the input received from the advisory council members and reflects the views expressed.

HANDOUTS

- Agenda
- Community Development & Enhancement Issues
- Community Development & Enhancement Previous Policy Recommendations

MEETING SUMMARY

Opening Session

In the opening session, Advisory Council members received information about the status of the Plan update. Highlights of the presentation included:

- Plan Status
 - Draft aviation and rail plans are complete. Draft freight plan due Fall 2014.
 - Tasks to be completed:
 - Identify preferred revenue scenario
 - Allocate preferred revenue scenario dollar amounts by mode across preservation and expansion needs
 - Finalize supporting policies and implementation strategies
 - Prepare economic impact analysis
 - Hold Round Three Advisory Council Meetings
 - Plan completion scheduled for mid-2014
- Megaprojects
 - 102 projects were presented in August 2013 and sorted into Priorities A through D
 - A total of \$44.5B in projects were submitted including 27 new projects, 10 non-highway projects and 31 interstate projects
- Needs Assessment
 - Needs assessment is being finalized
 - A total of \$42.7M of state system needs were identified for FY 2012-2044 (constant 2010 dollars)
- Financial forecast
 - Scenario 1 (Baseline revenues) will generate \$18.9B by 2044
 - Scenario 2 (Reduction) will generate \$16.4B by 2044
 - Scenario 3 (Modest Increase) will generate \$28.3B by 2044
 - Scenario 4 (Aggressive Increase) will generate \$35.3B by 2044
- Gap and Revenue Scenarios
 - How do we address the funding gap between revenues and needs?
 - Average Annual shortfall per mode:
 - Roadway & Bridge: \$360M
 - Transit: \$164M
 - Freight & Passenger Rail: \$48M
 - Waterways & Ports: \$204M
 - Aviation: \$83.2M

Community Development and Enhancement Advisory Council Meeting

The agenda for the breakout Community Development and Enhancement Advisory Council meeting included:

- Introductions/Opening Remarks
- Recap of Community Development and Enhancement Issues and Needs

- Discussion of Community Development and Enhancement Policy Recommendations and Implementation Strategies
- Ranking of Recommendations

A copy of all materials will be posted on the web along with these meeting notes.

Introductions/Opening Remarks

Krista Goodin, CDM Smith facilitator, welcomed the group and Kent Rogers, AC Chair, led a round of introductions. Ms. Goodin gave a short presentation on the status of the needs assessment.

Community Development and Enhancement Needs Discussion

During the presentation, there was some discussion regarding the needs assessment. The highlights of the discussion are below:

- Add the Dallas to Shreveport Intercity Passenger Rail to the “Rail Needs” list.
- Need to confirm the cost of the New Orleans to Baton Rouge Intercity Passenger Rail. An updated study will be complete in late fall.
- The Statewide Plan should emphasize that “complete streets” needs to be institutionalized throughout LA DOTD and considered during all project development phases. It was noted LA DOTD is already considering “complete streets” in highway projects starting at Stage 0 (feasibility), LA DOTD has established an internal Complete Streets Committee, and provides federal training regarding incorporating the design of bicycle and pedestrian improvements in highway projects.
- Include a footnote on “Non-Motorized Needs” slide that states ROW acquisition costs are not included in the cost estimate.
- Need more formalized process where MPOs provide the LA DOTD with input regarding needed bicycle and pedestrian improvements that should be accommodated during reconstruction/maintenance of state highways. LA DOTD has developed new agreements to facilitate improved LA DOTD/MPO coordination of needed bicycle and pedestrian improvements.

Community Development and Enhancement Issues Discussion

The group discussed the following issues:

- Need to identify how LA DOTD will determine amount of dedicated funds to non-motorized transportation improvements based on benchmarks, performance measures, etc.
- Issue No. 6 – add “identify and transfer of responsibility”.
- Consider giving local governments more responsibility in implementing bicycle/pedestrian improvements (related to transfer of state highways).
- LA DOTD and local governments should identify bridge chokepoints and constraints at interstate entrance/exit ramps so bicycle/pedestrian improvements can be accommodated during future highway improvements.
- There is a lack of local planning for bicycle/pedestrian improvements in some parts of the state especially in rural areas. LA DOTD should establish uniform standards for preparing

bicycle/pedestrian plans and consider providing funding with a required local match to encourage the development of plans.

- Non-motorized transportation improvements should be required as part of MPO Transportation Plans.

Community Development and Enhancement Policy Recommendations

The members reviewed the policy recommendations and implementation strategies and discussed any changes, deletions or additions to them. The members then ranked the recommendations according to high, medium or low priority. The results of the rankings are included below:

High Priority Recommendations

- SP-1: Educate elected officials on public transportation.
- SP-2: Implement BR to NOLA Passenger Rail.
- SP-10: Coordinate planning of federal funding sources for specialized transit. Develop Task Force of Statewide agencies using federal funds for human services transportation and public transportation. Regional coordination plans and a statewide coordination plan should be developed. (Ed Elam and Karen Parsons will rewrite this to include the top 3 recommendations from the Human Services Transportation Coordination Work Group.)
- SP-22: All MPOs develop a comprehensive transit master plan.
- BP-1: (Combined BP-1, BP-4 and BP-5) Planning, administration, design and implementation of Complete Streets policy.
- BP-3: Develop and implement statewide bicycle goals map.

High Priority New Recommendations

- Conduct environmental study for the Baton Rouge to New Orleans Passenger Rail Corridor (\$2M) – including individual projects along the corridor - independent utility.
- Continue to fund transportation demand management (\$100K/year to MPOs).
- Evaluate emerging issue of connection of rural & urban transit and job access.
- Combined BP-1, BP-4 and BP-5 to Planning, administration, design and implementation of Complete Streets policy.
- Work with congressional delegation to create wetland mitigation credits for preserving existing wetlands.
- Preserve buffers, preferably as wetlands mitigation, to provide separation or appearance of separation between adjacent communities.
- Establish a program to fund local comprehensive plans to include land use, public buildings/facilities, public infrastructure including stormwater management, transportation, drainage, utilities, etc.
- State agencies should convene annually to identify, coordinate, and prioritize state infrastructure investments including Louisiana Department of Economic Development (LED), LA DOTD, Louisiana Housing Corporation (LHC), Louisiana Department of Environmental Quality (DEQ), Louisiana Department of Homeland Security (DHS), Louisiana Department of Children and Family Services (DCFS), Louisiana Department of Natural

Resources (DNR), Louisiana Department of Culture, Recreation and Tourism (CRT), and Louisiana Department of Administration (DOA).

Medium Priority Recommendations

- R-6: Financially support passenger rail studies by the Southern Rail Commission.
- R-7: Continue to study passenger rail corridors.
- SP-3: Market/promote public transportation illustrating support from the LA DOTD.
- SP-8: Promote and develop connectivity between public transportation systems and other transportation modes.
- SP-14: Continue to financially support the Southern Rail Commission expense.
- SP-16: Re-evaluate the feasibility of an Airport to New Orleans CBD bus rapid transit or fixed-route transit).
- SP-24: Support the re-establishment of the Amtrak Sunset Limited route.
- BP-2: Continue to update/maintain statewide bicycle suitability map.

Medium Priority New Recommendations

- Implement Dallas to Shreveport Passenger Rail.
- Identify abandoned rail corridors for potential conversion to recreational trails.
- Define, designate and implement the AASHTO national bike route system through Louisiana – US Bicycle Routes 90, US 45 and US 51.

Low Priority Recommendations

- SP-5: Develop programs to enhance public transportation systems through ITS. Statewide ITS Plan should include statewide goals for linkages among transit agencies and in the development of regional call centers.
- SP-13: Promote national passenger rail system (Amtrak long distance lines).
- SP-19: Conduct an assessment of publicly-supported statewide intercity bus needs and establish task force for study.
- SP-23: Promote urban transit. Increase urban transit share of Parish Transportation Fund to its historical level of 15% (\$5M annual capital funds).

Deleted Recommendations

- SP-4: Conduct a study to determine the economic impact of Baton Rouge - New Orleans intercity passenger rail service, with regards to Transit Oriented Development potential.
- SP-25: Provide seed funding for research and development of low-cost, fixed guideway transit.

Need more information

- SP-7: Provide \$8.5M per year for rural transit operating expenses to meet the current and future expansion needs.