



**LOUISIANA STATEWIDE TRANSPORTATION PLAN UPDATE
ADVISORY COUNCIL MEETINGS – ROUND TWO
TRUCKING 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		
Gautreaux	Cathy	Louisiana Motor Transport Association, Inc.
Guillot	Glen	Southeastern Motor Freight
Other Attendees		
Romeo	Robin	LA DOTD
Bucklew (Facilitator)	Keith	CDM Smith
Vary	Don	CDM Smith
Nelson	Gordon	Fenstermaker

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
- Trucking Issues
- Trucking Previous Policy Recommendations

MEETING SUMMARY

Opening Session

In the opening session, the 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

Trucking Advisory Council Meeting

The agenda for the breakout Trucking Advisory Council meeting included:

- Introductions/Opening Remarks
- Recap of Trucking Issues and Needs
- Discussion of Trucking 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

Keith Bucklew, CDM Smith facilitator, welcomed the group and led a round of introductions.

Trucking Issues Discussion

The group discussed the issues list and identified that each of them is a high priority for the trucking industry. No new issues were added.

Trucking 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

- T-2: Develop seamless electronic credentialing; one-stop shop for permitting, registrations, license plates, etc.
- T-6: Work with LED to address peak hour congestion by providing incentives for extending hours of port operations.
- T-12: Ensure trucking representation and participation by private sector in MPO planning processes.

High Priority New Recommendations

- Voice concern over increasing Federal weight limits.
- Improve quality of incident management at local level.
- Increase supply of truck parking.
- Revise/improve roadway design and accommodations for large trucks at intersections and roundabouts.
- Improve quality of connectivity to ports and rail yards.
- Increase funding for roadway maintenance and construction.
- Create a policy within DOTD which allows freight projects to be considered on par with all transportation projects.

Medium Priority Recommendations

- T-9: Re-establish Motor Carrier Advisory Committee.

Medium Priority New Recommendations

- Develop a process to identify and monitor special trucks routes that support the energy and mining industry. The uses of special trucks includes shale field development, renewable energy farms, and other unforeseen business segments which require heavy use of trucks on routes not designed for such high volume business ventures.
- Improve access to LNG/CNG, propane and other alternative fuels to support commercial transportation.
- Create a policy to enhance private sector conversion from diesel/gas to LNG/CNG, propane, or other alternative fuels to support transportation.
- Improve regional consistency & uniformity in permitting. Possibly inter regional reciprocity among states, standardize over-weight limit categories for OS/OW, interstate routing connectivity, and other collaboration among adjacent states in the region.

Low Priority Recommendations

- T-3: Clarify port zone permitting to address distance issue.

- T-5: Pursue uniformity and efficiency in permitting and enforcement of overweight and oversize vehicles.
- T-10: Relocate and/or redesign the weigh station along I-10 at the Texas State Line.

Low Priority New Recommendations

- Construct weigh station at I-49 at the Arkansas State Line.