



Louisiana Statewide Transportation Plan Update
Trucking
Advisory Council Meeting
October 1, 2013



AGENDA

9:00 a.m. to 9:30 a.m.

Opening Session

- Welcome
- Update of the Statewide Transportation Plan
 - Plan Status
 - Needs
 - Financial Forecast
 - Megaprojects
 - Gap and Revenue Scenarios
- Break Out Session Objectives

Eric Kalivoda, DOTD
Don Vary, CDM Smith

9:30 a.m. to 12:00 p.m.

Trucking Advisory Council Meeting

- Welcome/Introductions/Role of AC
- Questions Before Starting
- Presentation
- Issues Discussion
 - Handout – List of Issues
- Preliminary Recommendations Discussion
 - Handout – List of Recommendations from 2008 and Round 1 AC Meetings
 - Potential Additional Recommendations

12:00 p.m. to 1:30 p.m.

Lunch Break



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ISSUES

1. Need for improved Permitting/registration, electronic credentialing
2. Concern that industry increases in truck size and weight limits will impact roadway quality and compromise safety
3. Incident management is a priority to respond to increased congestion, safety issues during highway construction and impacts of vehicular accidents
4. Limited availability for truck parking and rest areas along major state highways
5. Overall condition & design of roadway infrastructure
 - a. Rough pavement
 - b. Tight turning radii
 - c. Narrow lane width
 - d. Short ramps, inadequate merging lanes
 - e. Lane restrictions
6. Need for improved connectivity to rail yards, water ports, airports
7. Need for additional transportation funding mechanisms for highway maintenance and construction



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PREVIOUS PLAN RECOMMENDATIONS

Rec #	Recommendation	Cost (\$millions)	2008 Status	Preliminary 2012 Status
T-2	Accelerate establishment of a virtual one-stop state truck center. Until then, physical presences in Baton Rouge and North Louisiana still needed.	\$1.0	No Progress	No Progress Update Cost
T-3	Clarify port zone permitting to address distance issue.		Ongoing	Ongoing Check Status
T-4	Automate weigh stations (WIM and AVI).		Complete	Complete
T-5	Pursue uniformity and efficiency in permitting and enforcement of overweight and oversize vehicles.		Ongoing	Ongoing
T-6	Create economic development incentives to encourage extended hours at truck terminals, including port facilities.		No Progress	No Progress
T-7	Develop model truck facility site access design standards.	\$0.1	No Progress	Complete
T-9	Re-establish Motor Carrier Advisory Committee.		New	No Progress
T-10	Relocate and/or redesign the weigh station along I-10 at the Texas Line.	\$13.0	New	No Progress Update Cost
T-12	Establish structured presence for private sector in MPO planning processes.		New	Complete

Additional possible recommendations

- **Commercial vehicle route needs: infrastructural designation and maintenance cycle revisions for highways within current, and potential, shale fields, e.g. Haynesville Shale Field, Tuscaloosa Marine Shale Field, North Louisiana Shale Field, Brown Dense Shale Play** Statewide commercial truck route network. This would need to be coordinated with MPOs.
 - Be prepared to identify Critical Rural Freight Corridors, per MAP-21. Note: USDOT should release the draft PFN (Primary Freight Network) soon, this fall.
 - Noted in interviews with LA and other industry experts
 - Roadways with previously intended for agricultural or general use, now significant routes for petro/NG movements
- **Statewide hazmat route network.** This would need to be coordinated with MPOs.
- **Identify critical freight connectors.** These include truck to rail yards, truck to water ports, rail to water ports and truck to commercial airports. Many do not have efficient ingress/egress routes and access.
- **Improved access to L/CNG fueling sites-stations via program incentives, e.g. compensatory and/or regulatory to promote private sector investment, state funded-lease back program (P3)**



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- Noted in listening sessions in other states and in interviews with LA industry experts
- Approximately \$2mln per site for LNG, cost increases with CNG
- Policy to enhance private sector conversion of diesel / gas to CNG/LNG, propane or other alternative fuels within the motor carrier industry.
- Review & modify state's disaster preparedness plan. Logistics & distribution during disasters are critical to saving lives. Without a solid plan, things fall apart immediately.
- Policy within DOTD which allows freight projects to be considered on par with all transportation projects. A caveat to that could be to have a certain amount reserved for Freight-related projects (all modes).
- Increased availability and improved siting of commercial vehicle overnight parking with potential P3 funding and innovative solutions, e.g. rural siting within two hours of metropolitan areas, state funded-lease back to private sector vendor, secured remote site parking
 - National concern
- AET (All Electronic Tolling) Toll-way introduction with provisions for dedicated funding of highway programs and projects, e.g. truck parking, L/CNG network development, new roadways, enhanced commercial vehicle-centric highway design-construction-maintenance programs
 - Industry endorsed requirement for tolling introduction
 - Precursor to expanded tolling practices, national and state
- Workforce development in the hourly logistics environment, e.g. CMV operators, dock workers, customs
 - A partnership discussion with Chamber and EDC
- Review for expansion or reduction of current over dimensional permitting process, e.g. methodology, execution, monetary
 - Permit fees equal to cost incurred through increased roadway wear
- Enforcement strategies for out of compliance carriers
 - Utilization practices and education of local law enforcement for compliance enforcement of OSW, safety, HOS
 - Shift to reliance on remote enforcement sites versus fixed stations to offset avoidance strategies by non-compliant carriers
 - Enhanced technologies to upgrade enforcement capacities and capabilities