Louisiana Statewide Transportation Plan Update

Aviation Advisory Council Meeting – Round Three

_Baton Rouge, LA_
Agenda

Welcome/Introductions

Questions

Statewide Transportation Plan Update
  - Revenue Scenario Discussion
  - Policy Recommendations Discussion
  - Megaprojects
  - Plan Implementation Discussion
  - Wrap Up/Next Steps

Aviation System Plan Update
STATEWIDE TRANSPORTATION PLAN UPDATE
Revenue Scenario Discussion

- 4 Scenarios developed – 1B, 2B, 3B and 4B
- Funding allocation based on Needs, Goals and Objectives
- To be approved by Executive Council and Policy Committee
Revenue Scenario Discussion

Scenario 1B “Baseline”:
- Business as usual, no new revenues or adjustments.

Scenario 2B “Reduction”:
- Dramatic reduction in Federal funds (AASHTO, 2012), State funds remain unchanged.

Scenario 3B “Modest Increase”:
- Increase in Transportation Trust Fund due to State vehicle sales tax revenue infusion in 2020, Federal funds remain unchanged.

Scenario 4B “Aggressive Increase”:
- State vehicle sales tax revenue infusion in 2020 + increase in Federal funds in 2020.
Revenue Scenario Discussion

NEEDS = $47 Billion

Scenario 1B = $18.6 Billion
Scenario 2B = $16.1 Billion
Scenario 3B = $28.1 Billion
Scenario 4B = $35.1 Billion
# Revenue Scenario Discussion

<table>
<thead>
<tr>
<th>Mode</th>
<th>Scenario Revenue Levels [FY 2012 – 2044] Constant 2010 Dollars, in Billions</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>1B</td>
</tr>
<tr>
<td>Roadway &amp; Bridge</td>
<td>$15.6</td>
</tr>
<tr>
<td>Transit</td>
<td>$1.8</td>
</tr>
<tr>
<td>Port</td>
<td>$0.5</td>
</tr>
<tr>
<td>Aviation</td>
<td>$0.7</td>
</tr>
<tr>
<td>Rail</td>
<td>$0.0</td>
</tr>
<tr>
<td>Total (Billions)</td>
<td>$18.6</td>
</tr>
<tr>
<td>Annual Average</td>
<td>$0.56</td>
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</table>
Scenario 1B – “Baseline” Allocation

- Highway Operations: 9.1%
- Highway Safety: 10.2%
- Highway Expansion: 4.5%
- Non-Transportation: 1.4%
- Non-Highway/Other Transportation: 16.1%
- Highway Preservation: 58.8%
Scenario 2B – “Reduction” Allocation

- Highway Operations: 10.0%
- Highway Safety: 9.3%
- Highway Expansion: 2.6%
- Non-Transportation: 1.6%
- Non-Highway/Other Transportation: 17.9%
- Highway Preservation: 58.6%
Scenario 3B – “Moderate Increase” Allocation

- Highway Operations: 6.8%
- Highway Safety: 7.0%
- Highway Expansion: 15.9%
- Non-Transportation: 0.9%
- Non-Highway/Other Transportation: 18.3%
- Highway Preservation: 51.1%
Budget Line Items by AC

- 2012 Distribution
- Forecasted Revenue for FY 2022, 2032, and 2042
- Four Scenarios
- Line item descriptions
## Funding Gap

### Needs versus Revenue [FY 2012-2044] = Funding Gap, in Billions

<table>
<thead>
<tr>
<th>Mode</th>
<th>Needs</th>
<th>1B – “Baseline” Revenues</th>
<th>Funding Gap</th>
</tr>
</thead>
<tbody>
<tr>
<td>Roadway &amp; Bridge</td>
<td>$28.2</td>
<td>$15.6</td>
<td>$12.6</td>
</tr>
<tr>
<td>Transit</td>
<td>$7.2</td>
<td>$1.8</td>
<td>$5.4</td>
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<tr>
<td>Freight &amp; Passenger Rail</td>
<td>$2.0</td>
<td>$0.0</td>
<td>$2.0</td>
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<tr>
<td>Ports &amp; Waterways</td>
<td>$7.1</td>
<td>$0.5</td>
<td>$6.6</td>
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<tr>
<td>Aviation</td>
<td>$2.6</td>
<td>$0.7</td>
<td>$1.9</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$47.1</strong></td>
<td><strong>$18.6</strong></td>
<td><strong>$28.5</strong></td>
</tr>
<tr>
<td>Funding Options</td>
<td></td>
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<td>-------------------------</td>
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<td></td>
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<tr>
<td><strong>General Sales Tax:</strong></td>
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<tr>
<td>Replace the 20-cents-per-gallon motor fuel tax with an increase in the statewide sales tax on all items subject to the current Louisiana sales tax.</td>
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<tr>
<td><strong>Motor Fuels Sales Tax:</strong></td>
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<tr>
<td>Convert the 20-cents-per-gallon gasoline tax to a statewide percentage sales tax applied to the value of the motor fuel purchased (or add a smaller sales tax).</td>
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<td><strong>VMT Fee:</strong></td>
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<tr>
<td>Assess a mileage-based, direct user fee to all driving on all roads.</td>
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<tr>
<td><strong>Local Options:</strong></td>
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<tr>
<td>Local funding options such as local motor fuel taxes, local vehicle registration fees, property taxes, local option sales taxes, and local income taxes.</td>
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<tr>
<td><strong>Advanced Transportation District:</strong></td>
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<tr>
<td>Regional tax districts which may be established to fund transportation projects.</td>
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<tr>
<td><strong>Tolling:</strong></td>
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<tr>
<td>Fees directly imposed to utilize a specific facility.</td>
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<tr>
<td><strong>Indexing Motor Fuel Taxes:</strong></td>
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<tr>
<td>Ties motor fuel taxes to an inflation index (e.g., Cost of Living Index, Consumer Price Index,) allowing revenues to grow without legislative action.</td>
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<tr>
<td><strong>Project Specific Tax:</strong></td>
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<tr>
<td>A sales or motor fuels tax for a specified period to cover the cost of one or more projects (e.g., TIMED Program).</td>
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<td><strong>Registration Fees:</strong></td>
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<tr>
<td>Increase vehicle registration fees.</td>
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<td><strong>Violation Surcharge:</strong></td>
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<tr>
<td>A surcharge on certain traffic violations in addition to normal court-inflicted penalties with proceeds allocated to specific public programs (e.g., transportation).</td>
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<tr>
<td>Funding Option</td>
<td>Potential Yield</td>
<td>Sustainability</td>
<td></td>
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<tr>
<td>--------------------------------------------</td>
<td>-----------------</td>
<td>----------------</td>
<td></td>
</tr>
<tr>
<td>General Sales Tax</td>
<td>Moderate</td>
<td>High</td>
<td></td>
</tr>
<tr>
<td>Motor Fuels Sales Tax (% of Value)</td>
<td>Moderate</td>
<td>High</td>
<td></td>
</tr>
<tr>
<td>VMT Fee</td>
<td>High</td>
<td>High</td>
<td></td>
</tr>
<tr>
<td>Local Options</td>
<td>Moderate</td>
<td>Moderate</td>
<td></td>
</tr>
<tr>
<td>Advanced Transportation District</td>
<td>Low</td>
<td>Moderate</td>
<td></td>
</tr>
<tr>
<td>Tolling</td>
<td>Moderate</td>
<td>Moderate</td>
<td></td>
</tr>
<tr>
<td>Indexing</td>
<td>High</td>
<td>High</td>
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<td>Project Specific Tax</td>
<td>Low</td>
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<td>Moderate</td>
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<td>Violation Surcharge</td>
<td>Moderate</td>
<td>High</td>
<td></td>
</tr>
</tbody>
</table>

Source: CDM Smith, 2013
Revenue Scenario Activity

- Divide into 2 groups
- Review funding scenarios – choose most realistic scenario
- Discuss funding allocation and budgeted line items for chosen scenario
  - Would you re-allocate it? How?
- Review funding options to “fill the gap” – which ones do you think can be accomplished?
- Do you have other funding ideas?
- Report back to the group
Policy Recommendations

• Updated from October 2013 AC Meeting comments
• Organized by Goal area
• Added revenue scenarios
• Added budgeted line item if applicable
• Added cost category assumptions
Policy Recommendations

• Confirm ratings
• Confirm that the list of policies is complete
• Consider additional policy “topics”
## Aviation Megaproject ($Millions)

<table>
<thead>
<tr>
<th>Name</th>
<th>Limits</th>
<th>Priority</th>
<th>Total Cost</th>
<th>$ from DOTD</th>
</tr>
</thead>
<tbody>
<tr>
<td>Loyola Drive/I-10 Interchange</td>
<td>I-10 from I-310</td>
<td>B</td>
<td>$90</td>
<td>$80</td>
</tr>
</tbody>
</table>
Plan Implementation Discussion

- What are the key items DOTD should focus on to implement the Statewide Transportation Plan?
- How should this plan be measured for success?
- How should DOTD and its partners (you) use this plan?
Wrap Up/Next Steps

- Megaprojects – Executive Council/Policy Committee Approval
- Policy Recommendations – Executive Council/Policy Committee Approval
- Draft Final Plan – Spring 2014
  - Advisory Council Review
- Final Plan – Summer 2014
AVIATION SYSTEM
PLAN UPDATE
Aviation System Plan Update

- Changes to recommendations based on feedback from October 1st meeting
- Finalizing system plan document
- Finalizing economic impact report
- Drafting executive summaries
- Drafting individual airport brochures
Changes to Long Range Transportation Plan Recommendations (See handout)

- Removed recommendation on additional air carrier runway at MSY (A-11)
- Revised limiting funding to only airports in state system plan (A-19)
- Added recommendation on pavement management system (A-26)
- Added recommendations from LAMA and AOPA
- Added recommendation on Met towers
Changes to LASP System Recommendations

- Remove from NPIAS
  - Byerley (0M8)
  - Le Gros Memorial (3R2)
  - Thibodaux Municipal (L83)

- Remove from state system
  - Thibodaux Municipal (L83)
  - Byerley (0M8)
  - Olla (L47)
  - Pollock (L66)
  - Welsh (6R1)
LASP Recommendations

- NPIAS airport redundancies
  - Byerley and Kelly
  - Remove Byerley from NPIAS and state system
    - 4 based aircraft
    - 3,196’ runway
    - Displaced thresholds
    - Development constraints
    - Overlapping markets
    - 20 miles from Kelly
LASP Recommendations

- NPIAS airport redundancies
  - Jennings and Le Gros
  - Keep Le Gros in LA system
  - Remove Le Gros from NPIAS based on:
    - 10 based aircraft
    - 4,304’ runway
    - Funding issues
    - Overlapping markets
    - 14 miles from Jennings
LASP Recommendations

- System airport issues
  - Thibodaux
  - Remove from NPIAS
    - 8 based aircraft
    - 2,999’ runway
    - Ownership issues
    - Leased by city
    - Lease expires 2034
    - Private land
  - Keep in LA system
    - Look into ways of supporting airport without obligations
LASP Recommendations

• System airport redundancies
  – Jennings and Welsh
  – Remove Welsh from LA system based on:
    • 15 based aircraft
    • 2,700’ runway
    • Not in NPIAS
    • Funding issues
    • Overlapping markets
    • 11 miles from Jennings
LASP Recommendations

• System airport redundancies
  – Pollock Municipal
  – Not in NPIAS
  – Remove from LA system:
    • No based aircraft
    • 4,499’ runway
    • 1,000’ unusable
    • Funding issues
    • Overlapping markets
    • 11 miles from Esler
LASP Recommendations

- System airport redundancies
  - Olla Municipal
  - Not in NPIAS
  - Remove from LA system:
    - 1 based aircraft
    - 3,010’ runway
    - Maintenance issues
    - Overlapping markets
    - 19 miles from Columbia
    - 23 miles to Jena
NPIAS Addition Recommendations

• Add Columbia (F86)
• NPIAS Airport Count in Louisiana
  – Current count: 55 airports
  – Removal of 2 airports: 53 airports
  – Add Columbia: 54 airports
• If all recommendations implemented, 1 NPIAS slot available
• Under Consideration:
  – Livingston (new airport)
  – Plaquemines (new airport)
  – Jackson (existing airport)
LASP Options

- Additions to NPIAS
  - Columbia Airport
  - Currently LASP airport
  - Aviation issues:
    - 12 based aircraft
    - 3,501’ runway
    - Counters Olla designation to non system airport
    - Fills geographic gap
LASP Options

- Additions to LA airport system
  - Livingston Parish
  - Potential NPIAS airport
- Aviation issues:
  - Site selection study completed
  - 26 projected based aircraft
  - 5,000’ runway
  - Growing market area
LASP Options

• Additions to LA airport system
  – Plaquemines Parish
  – Potential NPIAS airport
  – Aviation issues:
    • Site selection study completed 2009
    • 25 projected based aircraft
    • 4,200’ runway
    • Support oil and gas development
    • Coastal erosion issues
LASP Options

- Additions to LA airport system
  - Jackson Airport
  - Not in NPIAS or LASP
  - Aviation issues:
    - 1 based aircraft
    - 3,000’ runway
LASP Next Steps

- Finalize Tech Report(s)
- Draft Summary Brochures
- Draft Individual Airport Brochures
Thank you!

http://www.dotd.la.gov/study/

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