



**LOUISIANA STATEWIDE TRANSPORTATION PLAN UPDATE
ADVISORY COUNCIL MEETINGS – ROUND ONE
TRUCKING ADVISORY COUNCIL MEETING SUMMARY**

*March 21, 2013 • 9:00AM to 12:00PM
LA DOTD, Baton Rouge, LA*

Last Name	First Name	Affiliation
Advisory Council Members		
Dupre (Chair)	Reggie	Dupre Transport, LLC
Gautreaux	Cathy	Louisiana Motor Transport Assoc., Inc.
Guillot	Glen	Southeastern Motor Freight
Jackson	Fertano	Louisiana State Police – Headquarters
Other Attendees		
Kalivoda	Eric	DOTD
Romeo	Robin	DOTD
Stringfellow	Mary	FHWA
Bucklew (Facilitator)	Keith	CDM Smith
Vary	Don	CDM Smith
Goodin	Krista	Fenstermaker

PURPOSE

The purpose of the First Round of Advisory Council meetings was to give the Advisory Councils a briefing on the status of the Plan update and to allow each Council to discuss issues regarding their mode. Attendees also received the Draft Vision, Goals, Objectives and Performance Measures to review and provide feedback, as well as the previous Policy Recommendations to consider for the next round of meetings.

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

HANDOUTS

- Agenda
- Opening PowerPoint Presentation
- Trucking Advisory Council PowerPoint Presentation
- Initial Trucking Issues
- Draft Vision, Goals, Objectives, and Performance Measures
- Trucking Policy Recommendations from 2008 Review and Status Report

MEETING SUMMARY

Opening Session

In the opening session, the Trucking and Freight Rail Advisory Council members heard information about the status of the plan and an initial overview of conditions and issues, presented by Don Vary of CDM Smith. Highlights included:

- Plan Status
 - Draft vision, goals, objectives, and performance measures based on input from DOTD leadership interviews, state legislator questionnaire, public telephone survey, and a visioning workshop as well as initial technical analyses of conditions
 - Round One Advisory Council meetings are focusing on issues and a review of the vision, goals, objectives, and performance measures
 - Plan completion scheduled for mid-2014
- Initial Overview of Issues
 - Overall Issues, regardless of mode include:
 - Asset Management: maintaining what exists in good condition
 - Mobility: to support and encourage economic growth and quality of life
 - Governance: more cooperation and collaboration, especially relative to land use and transportation
 - Safety: developing programs and practices that deal with changing times – more elderly, more trucks, etc.
 - Revenue: developing sustainable funding options
 - The individual Advisory Councils will be discussing issues related to their particular mode/topic area

Trucking Advisory Council Meeting

The agenda for the breakout Trucking Advisory Council meeting included:

- Introductions/Opening Remarks
- Trucking Issue Discussion
- Review of Vision, Goals, Objectives, and Performance Measures
- Handout of Previous Plan Policy Recommendations

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

Introductions/Opening Remarks

Keith Bucklew, CDM Smith Task Leader for the Trucking mode, introduced the Chair, Reggie Dupre, and then there were self introductions by all attendees.

Trucking Issue Discussion

An initial list of trucking issues was developed to guide discussion by the group on key issues that should be addressed. This initial list included:

- Truck size and weight
 - Increasing federal limits
 - Allowing use of double and triples on all Interstates and other selected routes
 - Adding more routes for oversize and overweight loads
 - Legal changes to allow maximizing weight on containers
 - Legal changes to permit additional weight for seasonal agriculture products

- Congestion, truck bottlenecks – add capacity, use IT and ITS solutions
- Truck parking
- Overall condition & design of roadway infrastructure
 - Rough pavement
 - Tight turning radii
 - Narrow lane width
 - Short ramps, inadequate merging lanes
 - Lane restrictions
- Weigh stations – any issues?
- Connectivity to rail yards, water ports, airports

The following are key points noted during the group discussion. Note that not all issues were discussed.

- Permitting/registration, electronic credentialing
 - The One-Stop Truck Center is decrepit – need to move to online services. We still need the One-Stop Truck Center especially for smaller carriers but the implementation of electronic credentialing should be a top priority.
 - Can we tie Pre-Pass to Permitting? Can we do it electronically? Oversize and Overweight trucks should be able to get a permit for the excessive size/weight via an on-line means. However, even with the permit, these OS/OW trucks must pull into a weigh station to be checked & verified. Most trucks are operating within the federal/state size and weight limits. Those that have pre-pass, routinely are waived by the scales.
 - The LA Motor Transport Association receives many complaints about the service at IRP since it's been privatized.
- Ports & terminals
 - Trucks run 24/7 yet most ports have limited hours, usually 7am to 4pm. Trucks try to operate during off peak traffic hours and are forced to wait outside port terminals until they open. Would like to see state owned ports to extend operating hours to allow for shift of truck traffic to non-peak times.
 - Does Houston, Gulfport, Mobile ports have extended hours? This is an economic competitiveness issue. Other ports seem to be growing faster than Louisiana's ports.
 - Port properties – i.e., manufacturing facilities, distribution facilities, container yards, etc. that impact infrastructure capacity who want more tax breaks; should consider negotiating expanding operating hours in exchange.
- Funding mechanisms
 - In 2020, when the general fund is expected be the same amount as in 2008, revenue from vehicle sales tax will go back to the Transportation Trust Fund (TTF). The state should consider changing legislation to have it moved up prior to 2020.
 - How will we deal with the expected increase in electric/hybrid vehicles and decrease in fuel consumption? We need a sustainable funding mechanism to take care of highway

system that is dedicated transportation. Each penny increase in sales tax generates approximately \$30M.

- We need to have an open mind on user fees, VMT tax, tolls, raising truck and automobile registration fees. The administrative component for truck and automobile registration is already in place. All vehicles should be subject to any registration fee increase.
- Concern for possible legislation to move State Police funding from TTF and require it to be revenue self-generating. LSP funding needs to stay in the TTF.
- Truck Size/Weight
 - There is a driver shortage and congestion has driven the industry to allowing triple/double trucks. Louisiana's road bed can't handle higher weights and larger trucks. The members of the AC present from the private sector are opposed to increasing truck size and weight.
- Congestion/Safety
 - There is a problem with congestion in Baton Rouge along I-10 and I-12. Incident management is a priority.
 - There has been extensive training on incident management across the state for agencies yet it isn't being implemented. There is a need for after action reviews/lessons learned following any significant incident on an interstate highway or major highway. The state should consider developing a statewide review team.
 - There is a safety concern with some local and parish speed enforcement on some interstates where law enforcement will block lanes to conduct the speed enforcement.
 - Future construction projects on interstates and major highways need to incorporate larger shoulders and roadway designs that accommodate larger vehicles' limited ability to maneuver safely through temporary work zones.
 - Consider extending Earhart to Leake Avenue to the Port of New Orleans to relieve truck traffic on I-10 through Metairie. The Audubon Zoo has concerns but these can be mitigated.
 - Widen I-12 between Hammond and Covington. This is a highly congested area and LSP responds to many crashes along this section.
 - Need funding for the weigh station at I-10/LaPlace. Since there is a problem with Louisiana motor carriers' ability to obtain "clean" inspections for the CSA compliance, the state should consider putting MCSAP inspection stations at weigh stations and rest areas. Expanding the real estate in these areas would help LSP conduct inspections.
 - There is an issue with the Texas Border weigh station due to its close proximity to the rest area.
 - Changes to I-10 Claiborne Corridor and potential impacts to truck traffic.
 - Concerns with Roundabouts along major truck routes and that the designs are too tight for trucks to utilize safely and efficiently. Can they work with oversize, extended length "super loads"?
- Truck Parking
 - Trucks are lining up at port facilities waiting for them to open and the port facilities want to restrict parking on their property. Shoulders are too small. Hours of service creates a demand for parking.

- There is a lack of availability for parking along interstates; truck parking spaces at the rest areas are limited. Truck stops allow parking but charge a fee.

Mega Projects

The following are potential mega projects that were discussed:

- Three lane I-10 across the state.
- Three lane I-12 throughout the state.
- Address egress and ingress through Baton Rouge on I-10/I-12.
- Extend Leake Avenue to Port of New Orleans
- Extend Earhart Expressway to I-10
- Complete I-49 throughout state.

Draft Vision, Goals, Objectives, and Performance Measures

Time did not permit any discussion on this, but the group was provided with a handout of the draft vision, goals, objectives, and performance measures and asked to review these in terms of trucking and provide any comments by April 15 to Dan Broussard (his email was provided).

Previous Plan Policy Recommendations

The group received a handout of the recommendations from the previous statewide plan effort and was asked to familiarize themselves with it and talk to colleagues about changes that would be needed to address the issues discussed on March 21. This will be the subject of the next round of Advisory Council meetings in the summer of 2013.