

APPENDIX D

Visioning Workshop Summary

VISIONING WORKSHOP SUMMARY

LOUISIANA STATEWIDE TRANSPORTATION PLAN UPDATE

PREPARED BY:

CDM SMITH

and

FENSTERMAKER & ASSOCIATES, LLC

PREPARED FOR:

DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT
BATON ROUGE, LA

FEBRUARY 2013

Table of Contents

Section 1. Workshop Purpose.....	1
Section 2. Workshop Participants.....	3
Section 3. Workshop Agenda	5
Section 4. Exercise 1.....	7
4.1 Land Use Scenarios	7
Land Use Scenario Background	7
Land Use Scenario Results	7
4.2 Economic Development Scenarios	11
Economic Development Scenario Background	11
Economic Development Scenario Results	13
4.3 Preferred Scenarios	15
Section 5. Exercise 2.....	17
5.1 Land Use Scenarios	17
5.2 Economic Development Scenarios	20
Section 6. Exercise 3.....	23
Section 7. Exercise 4.....	27

Section 1 • Workshop Purpose

Many long range transportation plans begin by looking back at how the transportation system has evolved and then consider, in a general sense, how it needs to evolve in the future to meet growing needs. The DOTD long-range transportation plan recruited a number of local and regional stakeholders from DOTD, MPOs, transportation providers, and economic development to help with this look back and look forward, in a visioning workshop.

The purpose of the Visioning Workshop held on November 14, 2012 in Baton Rouge was to obtain input from a variety of transportation stakeholders to shape a vision as well as goals and objectives to guide Plan development.

- The focus of the vision discussion was on what growth and development scenarios make sense for Louisiana in the future. The Consultant team worked with DOTD staff to define three scenarios associated with land use and economic development initiatives that are primary determinants of transportation needs.
- The goals and objectives exercise reviewed the current goals from the previous Statewide Transportation Plan to identify which were the most important for the future.

This Visioning Workshop Summary report documents the proceedings and results of the half-day meeting. Interpretation of results will be included in other documents such as the technical memorandum on Vision, Goals and Objectives. Presentations made during the workshop can be found on the Plan website at www.dotd.la.gov/study.

Section 2 • Workshop Participants

The invited participants included representatives from Department of Transportation and Development (DOTD), Federal Highway Administration (FHWA), Louisiana Metropolitan Planning Organizations (MPOs), Louisiana Economic Development (LED), the chairs of the Senate and House Transportation Committees, and the Advisory Council chairs. The Advisory Councils are a group of modal representatives that will assist in the development of the Statewide Transportation Plan Update. The table below identifies the 28 participants as well as the Consultant team members that facilitated the workshop.

WORKSHOP PARTICIPANTS	
NAME	AFFILIATION
Accardo, Joe	Ports Association of LA
Allen, Heath	Lake Charles Regional Airport
Brandt, Bradley	DOTD Aviation Section
Bridges, Michael	DOTD
Broussard, Dan	DOTD
Buckner, Brandon	FHWA
Bush, Grant	MPO: IMCAL (Lake Charles)
Clement, Kirt	DOTD
Cole, Chris	MPO: LCG (Lafayette)
Creed, David	MPO: Ouachita COG (Monroe)
Decker, Dennis	DOTD
Dugas, Huey	MPO: CRPC (Baton Rouge)
Johns, Matt	MPO: RAPC (Alexandria)
Jones, Phil	DOTD
Kalivoda, Eric	DOTD
Latino, Vince	DOTD
LeBas, Sherri	DOTD
Lyles, Sharon	for Sen. Robert Adley
Marretta, Leo	MPO: HTMPO (Houma)
Nickel, Tim	DOTD
Pierson, Donald	LED
Roesel, Jeff	MPO: NORPC (New Orleans Region)
Rogers, Kent	MPO: NLCOG (Shreveport/Bossier)
Romeo, Robin	DOTD Multimodal Section
Savoie, Richard	DOTD
Sholmire, Dawn	DOTD
Stringfellow, Mary	FHWA
Ventrcek, J.D.	Patriot Rail Corp

CONSULTANT TEAM	
NAME	AFFILIATION
Babineaux, Butch	CDM Smith
Carpenter, Linda	CDM Smith
Goodin, Krista	Fenstermaker
Hiemstra, Glen	Futurist
Janik, Dale	CDM Smith
Nagura, Mikeila	Fenstermaker
Vary, Donald	CDM Smith

Section 3 • Workshop Agenda

DOTD Deputy Secretary Eric Kalivoda welcomed participants to the meeting, and DOTD Secretary Sherri LeBas thanked the group for their participation in the Visioning Workshop. After introductions, the Consultant team presented the purpose and structure of both the Statewide Transportation Plan Update and the workshop. The four exercises were briefly described, indicating that the first two would use two breakout groups while the final two exercises would be the entire group back together. The introductory presentation also included review of results of the Legislative Questionnaire and Public telephone Survey conducted as part of the Plan Update.

There was a lunchtime presentation on the major themes for the new federal transportation bill Moving Ahead for Progress in the 21st Century (Map-21), changes in transportation programs based on this new legislation, performance based planning, and what these topics mean moving forward with the Statewide Transportation Plan Update.

 Visioning Workshop Louisiana Statewide Transportation Plan Update November 14, 2012	
8:45 a.m.	Sign in
9:00 a.m.	Welcome and Opening Remarks – Setting the Stage for the Plan and for the Workshop
9:45 a.m.	Exercise 1: What will Louisiana Look Like in the Future?
10:45 a.m.	Break
11:00 a.m.	Exercise 2: How Can Transportation Help Louisiana Succeed?
Noon	Working Lunch (lunch provided): Implications of MAP-21 Presentation
12:30 p.m.	Exercise 3: Goals and Objectives to Guide the Future
1:15 p.m.	Exercise 4: What are the Critical Investment Priorities?
1:50 p.m.	Closing Remarks
2:00 p.m.	Adjourn

Section 4 • Exercise 1

The first exercise recognized the important linkage between land use/development and transportation needs. The exercise involved a discussion of the potential land use and economic development scenarios that may occur in the future and what these scenarios mean for Louisiana. Participants were divided into two prearranged breakout groups – one assigned land use and the other economic development. Each group discussed the scenarios in terms of:

- What Louisiana might gain if the scenario occurs?
- What Louisiana might lose if the scenario occurs?
- What events might make the scenario likely to happen?
- What events might make the scenario unlikely to happen?

Each group was provided a handout describing the three scenarios. A facilitator guided the discussion and results were recorded on a large-size sheet. Both groups reconvened together after the exercise to share key results.

4.1 Land Use Scenarios

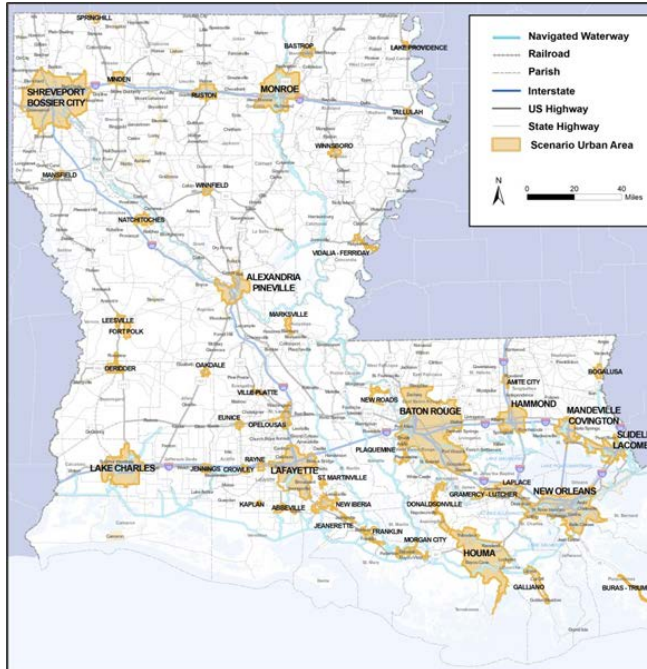
Land Use Scenario Background

The three land use scenarios were described in terms of development type, urban boundaries, and population density. The information was presented in a summary table as well as on large-scale maps.

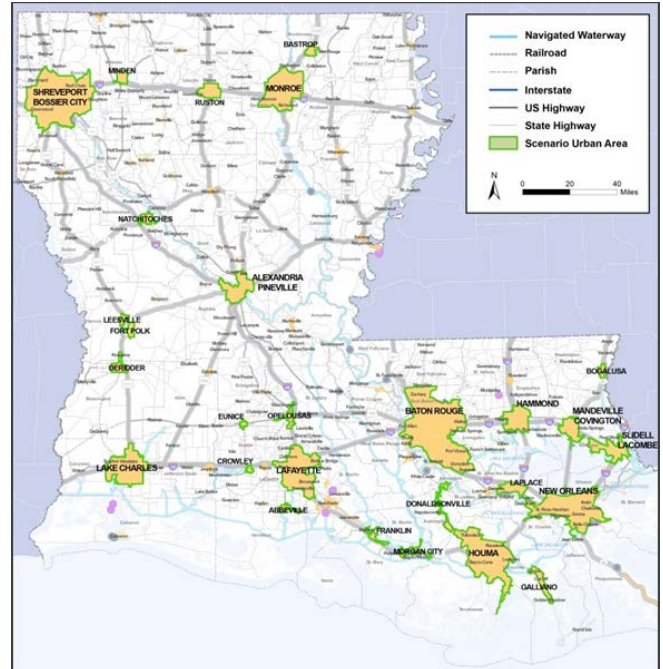
	1- Status Quo	2- Town Centers	3- Urban Centers
Development Type	More suburban development in many areas	More development within centers of areas (10K +)	Most development within largest urbanized areas (50K+)
Urban Boundary	Expands outward	Stays the same	Could decrease
Population Density	Lower density, overall	Increases slightly, overall	Increases more

Land Use Scenario Results

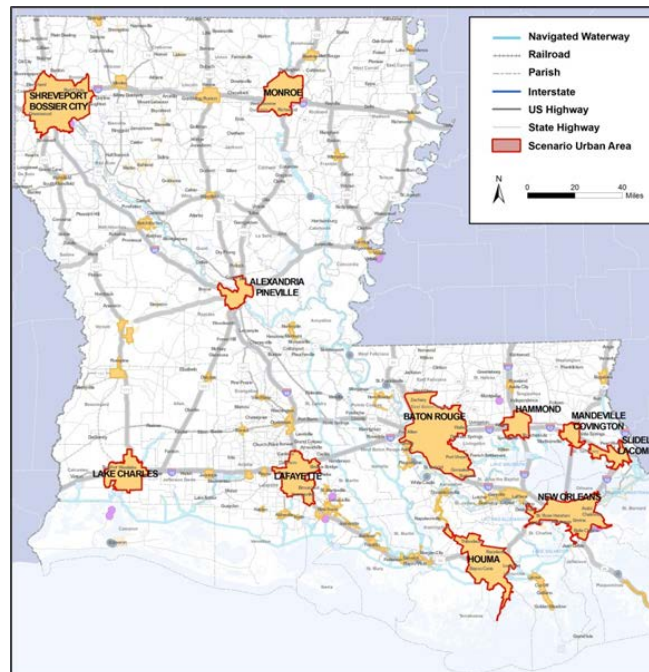
The summary tables of Exercise 1 Land Use results reflect the notes taken during the discussions of the potential implications of the three scenarios. A group participant was designated to highlight findings to the entire group and highlights of those are provided in narrative form.



Land Use Scenario 1 – Status Quo Development Pattern



Land Use Scenario 2 – Town Centers Development Pattern



Land Use Scenario 3 – Urban Centers Development Pattern

Scenario: STATUS QUO			
What Louisiana gains with scenario	What Louisiana loses with scenario	Occurrences making scenario likely	Occurrences making scenario unlikely
• It is what people are used to – what we have now • It would bring population/developments to fringe areas where it might not in other scenarios • Market driven response to land use • Initial lower cost of living/housing	• There will be longer commutes • More services required – hospital, police • Costs more • Does not lead to economic prosperity • It is unorganized, unbridled, haphazard • It does not support an aging population	• It is where we are headed unless something changes the course • The political structure is already in place	• Higher price of gas • Continued congestion • Some towns are dwindling – growth going around already urban areas

Scenario: TOWN CENTERS			
What Louisiana gains with scenario	What Louisiana loses with scenario	Occurrences making scenario likely	Occurrences making scenario unlikely
• It is what people want based on survey • Higher quality of life – lower crime, more sense of community • Benefits aging population • Still attracts big box stores • Maybe less long distance commuting • Provides support for rural areas	• Long distance commuting could increase if jobs aren't local	• It is what people want based on survey • Corridor focus could help • Improved ability to get from these areas to jobs in urban areas • Improved telecommunications	• Requires changing patterns to refocus growth • Requires more transit investments • Historically and anticipated trends – jobs aren't moving out to these areas • Current land use policy

Scenario: URBAN CENTERS			
What Louisiana gains with scenario	What Louisiana loses with scenario	Occurrences making scenario likely	Occurrences making scenario unlikely
• Easier to provide services • Less need for rural transit • Lower asset management costs, maintenance costs • Possibly lower transportation costs • Keeps young people • Supports use of technology • Easier to serve elderly, but will it be attractive for them	• Higher cost of housing • Loss to rural job corps – some of the biggest businesses in the state • Loss of rural character • “Big City” problems		• Need to invest in local infrastructure more, that isn’t happening now • Lots of local planning • Not market driven at moment • Requires more support structure for it to happen

Maintaining the **Status Quo** is the scenario that Louisianans have now, and will continue based on current trends and momentum. However, it will cost more to maintain the associated transportation system and it does not support the needs of an aging population.

The **Town Centers** scenario is what people want based on the public telephone survey. It would provide a higher quality of life with more sense of community and would support an aging population. Current land use policies would need to change in order for this scenario to work, and it would require more transit investments in small urban areas and refocused growth patterns.

New Orleans seems to be moving toward the **Urban Centers** scenario which attracts younger adults and possibly lowers transportation costs. This scenario may serve the elderly better, but will they want to live in this setting? It would also require more local infrastructure investment and local planning.

4.2 Economic Development Scenarios

Economic Development Scenario Background

The three economic development scenarios were described in terms of development type focus, relationship to population centers, and employment density. The information was presented in a summary table as well as on large-scale maps.

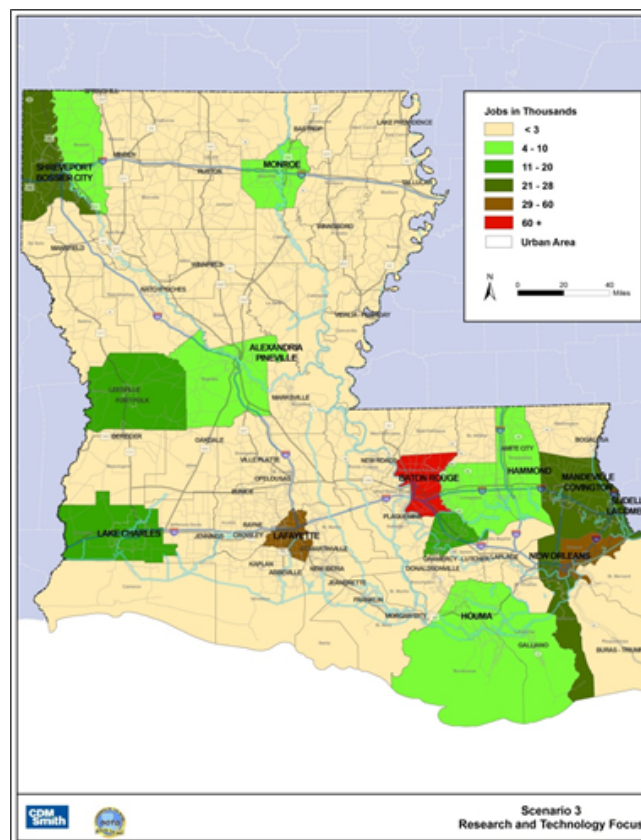
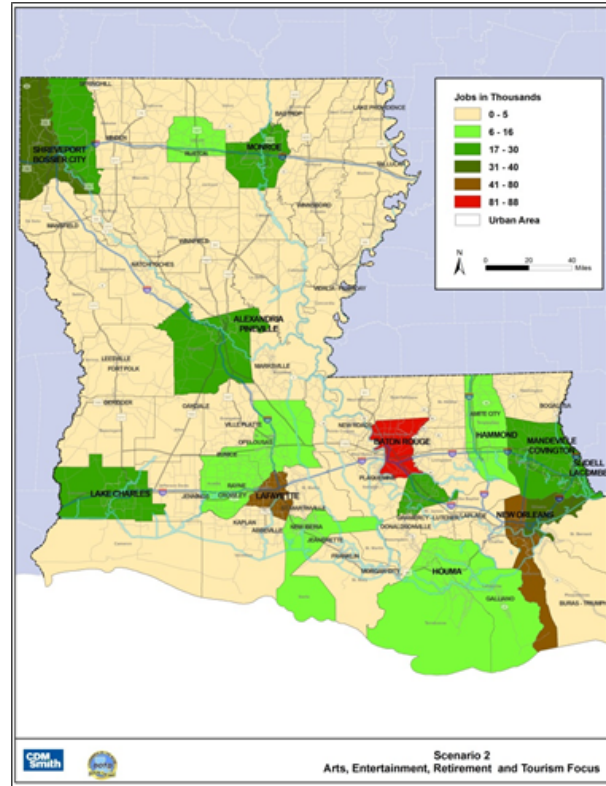
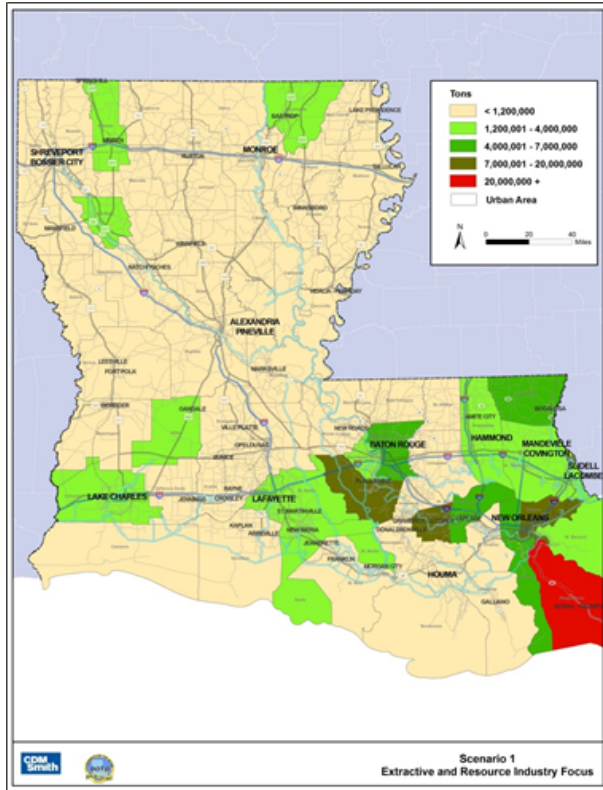
	1- Extractive and Resource Industry Focus	2- Arts, Entertainment, Retirement and Tourism Focus	3- Research and Technology Focus
Description	Oil, gas, agriculture development	Festivals, amenities for seniors, new tourism attractions	University-research, hi-tech, coastal management
Relationship to Population Centers	Mostly separated	Mostly integrated	Mix of integrated and separated
Employment Density	Lower density, overall	Increases slightly, overall	Increases more

Scenario 1: The extractive industries take off in Louisiana – driven by higher world oil and other commodity prices, some scarcity as emerging market economies continue to grow in Latin America and Asia, political instability in other parts of the world where competing export production is located. Continued low U.S. natural gas prices lead to increased petrochemical production and chemicals trade out of Louisiana. This situation creates lots of freight activity including agricultural related transport (crops and fertilizers) and freight in support of off-shore production and refining / processing activities onshore. This adds to demand from increases in volumes of bulk commodities and from and to the inland regions of the country. Oil, gas and chemicals, timber, grain, sugar cane - these Louisiana industries prosper.

Scenario 2: Louisiana initiates multiple campaigns to attract retirees, tourists and visitors. The state promotes art, culture and lower cost of living. Areas with attractive natural resources that are not industrialized and in more developed areas see growth in retirement communities. The health care industry in the state grows considerably. The state's natural beauty, as well as its opportunities for leisure pursuits such as golf and fishing and its cultural amenities, attract more people of all ages to the state.

An increasingly older driver population attracted to the state taxes traffic performance and increases demand for signage and increased traffic safety measures. An increased demand for retail goods for final consumption increases freight delivery volumes in retail areas. Several regional festivals attract large numbers of visitors, creating bottlenecks and parking issues.

Scenario 3: The state invests heavily in education and research. Firms interested in biotech/tech and marine/coastal research begin to locate there. There is a concentration of activity in one or more clusters near universities. This puts pressure on urban networks from employment growth and adds to aviation demand from the nature of tech industry travel demand.



Economic Development Scenario Results

The summary tables of Exercise 1 Economic Development results reflect the notes taken during the discussions of the potential implications of the three scenarios. A group participant was designated to highlight findings to the entire group and the highlights are provided in narrative form.

Scenario: EXTRACTIVE AND RESOURCE INDUSTRY FOCUS			
What Louisiana gains with scenario	What Louisiana loses with scenario	Occurrences making scenario likely	Occurrences making scenario unlikely
• Lower power/energy costs • Foreign investment • Improved port business • Economic development	• Negative environmental impacts • Coastline erosion • Too many eggs in one basket	• Shale exploration in NW LA • Pipeline inventory/expansion • Coastal port location • Natural gas plants • Wood pellet exports (forestry) • Petrochemical expansion • Compressed natural gas increases	• Competition • Regulations • Air attainment impacts • Pipeline conflicts

Scenario: ARTS, ENTERTAINMENT, RETIREMENT, AND TOURISM FOCUS			
What Louisiana gains with scenario	What Louisiana loses with scenario	Occurrences making scenario likely	Occurrences making scenario unlikely
• Contributes to economic development • French cultural heritage		• Makes it attractive for retirement population • Mandeville North Shore area • Large military population (Ft. Polk, Barksdale AFB) • Medical business • Gaming	• State income tax • High crime • Tax structure • Gaming approved in TX • Not retaining young adults

Scenario: RESEARCH AND TECHNOLOGY FOCUS			
What Louisiana gains with scenario	What Louisiana loses with scenario	Occurrences making scenario likely	Occurrences making scenario unlikely
• Cutting edge technology • Leads to more industry	• Does money stay in state or leave? • Risky	• Medical research and expansion in NO • Attractiveness/Development in NO and Lafayette • State is unique	• Losing young adults to other states (competition) • Research in N LA in Ruston not in Shreveport/Bossier where population is • Not effective in selling ourselves • Move all research to Baton Rouge and privatization

It was generally agreed by participants that a combination of the following scenarios is beneficial for Louisiana, rather than relying on one focus over another.

The **Extractive and Resource Industry** focus may lower power/energy costs and improve port business and economic development, but it erodes the coastline and leads to other negative environmental impacts. There are actions making this scenario likely, however, including Louisiana's coastal port locations, expansion of pipelines inventory, and shale exploration in the northwest portion of the state.

Focusing on **Arts, Entertainment, Retirement, and Tourism** highlights Louisiana's French cultural heritage, contributes to economic development, and is attractive for retirement populations. High crime in certain parts of the State, income tax, and tax structure may be obstacles in developing this scenario.

Research and Technology leads to more industry and cutting-edge technology, and may help keep young adults from leaving Louisiana. The increase in medical research is promising, as well as development in larger cities such as New Orleans and Lafayette, making the state attractive economically; however, Louisiana has not done a good job in selling itself in this area and it is a risky scenario.

4.3 Preferred Scenarios

After all the participants reconvened to hear the results of the individual breakout groups, two questions were posed “Which scenario is most likely to happen? Which scenario is preferred?” Responses were by show of hands.

- The most likely land use scenario to happen is the Status Quo (Scenario 1) but the preferred is the Town Centers (Scenario 2).
- The most likely economic development scenario is the Extractive and Resource Focus (Scenario 1) but the preferred is a combination of all three scenarios.

Discussion about the exercise after this review yielded the following comments:

- While the preferred land use is Town Centers (Scenario 2), there is interest in the Urban Centers concept (Scenario 3) for New Orleans.
- To achieve the preferred land use and economic development scenarios will require changes in public policy and state/federal/local cooperation.

Section 5 • Exercise 2

The second exercise built off the first by asking what the critical transportation needs were for each scenario. The needs were to be described in terms of:

- Generalized location (statewide, regional or local)
- Type Need (mode, policy change, specific project, etc)
- DOTD role for each need (and if DOTD is not in lead as owner-operator, who is)
 - Owner-Operator: responsibility for maintaining, operating and enhancing infrastructure
 - Partner: responsibility to partner with a role in funding and decision-making
 - Advocate: responsibility to partner with public and private partners by providing complementary and opportunistic funding

Each group used the Exercise 1 handout describing the three scenarios as well as the results of Exercise 1 to guide discussion. A facilitator recorded comments on a large-size sheet. Both groups reconvened together after the exercise to share key results.

5.1 Land Use Scenarios

The discussion on transportation need of the three land use scenarios and DOTD's role revealed key differences in the scenarios.

In order to maintain the **Status Quo**, there will need to be continued statewide highway expansion and maintenance, an increase in commercial airports, rural and parish transit, local highway expansion and maintenance, and funding across the board. DOTD has a larger role as owner-operator to play in this scenario.

The **Town Centers** scenario would require preserving mobility statewide and enhancing smaller airports, regional plans to guide investment, land use policy changes and funding policies on a local level, and Complete Streets implementation statewide, regionally, and locally. The focus of responsibility shifts to regional and local entities in this scenario and DOTD has extensive partner/advocate responsibilities.

The **Urban Centers** scenario calls for air service connecting major urban centers, emphasis on local ground transportation, and considerable urban transit improvements and Complete Streets focus on the local level. Implementation is largely a local responsibility.

Scenario: STATUS QUO					
Statewide Need	DOTD Role (if DOTD not owner-operator, then who is in lead)	Regional Needs	DOTD Role (if DOTD not owner-operator, then who is in lead)	Local Needs	DOTD Role (if DOTD not owner-operator, then who is in lead)
Continued Hwy expansion maintenance needs	Owner-operator			Local Hwy expansion	Municipalities, Parishes
Continued maintenance responsibility	Owner-operator			Increased local maintenance needs	
State funding for match for federal transit funds	Partner	Funding, Rural transit, Parish transit	Local/regional to become more autonomous, local transit agencies, DOTD partner	Funding	Local/regional to become more autonomous
Commercial airports	Partner		Airport Authorities	Infrastructure Maintenance	Airport Authority
Scenario: TOWN CENTERS					
Statewide Need	DOTD Role (if DOTD not owner-operator, then who is in lead)	Regional Needs	DOTD Role (if DOTD not owner-operator, then who is in lead)	Local Needs	DOTD Role (if DOTD not owner-operator, then who is in lead)
Preserving mobility in corridor	Owner-operator, partner RE land use	Complete Streets	Partner – regional/local lead	Quality of Life attractions, Complete Streets	Partner – local lead
Complete Streets	Partner – regional/local lead	Need regional plans to guide investment	Partner – regional lead	Schools, other attractions in smaller towns	
Enhancement of smaller airports	Partner			Demand-response transit	Partner – local lead
				Land use policy change	Advocate (DOTD could do same w/ existing program – local lead)
				Funding policies	Advocate – local lead

Scenario: URBAN CENTER (possibly focus for New Orleans)					
Statewide Need	DOTD Role (if DOTD not owner-operator, then who is in lead)	Regional Needs	DOTD Role (if DOTD not owner-operator, then who is in lead)	Local Needs	DOTD Role (if DOTD not owner-operator, then who is in lead)
Air service connecting major urban centers	This could be state or regional issue				
				Own funding mechanisms for transit, TOD, etc.	Partner, advocate – local lead
				Local road reconstruction and complete streets focus	Partner – local lead
				General transit improvements	

5.2 Economic Development Scenarios

The **Extractive and Resource Industry Focus** reveals many statewide needs including maintenance for shale truck impacts, waterway maintenance and dredging, highway access and highway improvements to ports, bridge upgrades and replacements, and completion of I-49 and I-69.

Focusing on **Arts, Entertainment, Retirement, and Tourism Focus** will require better regional and local public transportation and improvements to the I-10 corridor statewide.

Research and Technology Focus needs will include statewide focus on metro areas, better connectivity among those areas, improvement to I-20 corridor, and improved aviation connections. Transit services need to be improved both regionally and locally, including a Baton Rouge to New Orleans connection.

Scenario: EXTRACTIVE AND RESOURCE INDUSTRY FOCUS					
Statewide Need	DOTD Role (if DOTD not owner-operator, then who is in lead)	Regional Needs	DOTD Role (if DOTD not owner-operator, then who is in lead)	Local Needs	DOTD Role (if DOTD not owner-operator, then who is in lead)
Shale truck impacts (roads weren't built to accommodate trucks)	Maintenance	Environmental impacts (industry needs to pay fair share)			
Waterway maintenance and deepening	Dredging (lack of funding)				
Panama Canal impacts					
Short-Line Railroads					
Hwy access to Ports					
Bridge upgrades and replacements					
I-49 completion in Shreveport, Lafayette, and to NO					
LA 1 improvements to Port Fourchon					
I-69 completion					
Map 21 requires Freight Plan (helps with funding)					

Scenario: ARTS, ENTERTAINMENT, RETIREMENT, AND TOURISM FOCUS					
Statewide Need	DOTD Role (if DOTD not owner-operator, then who is in lead)	Regional Needs	DOTD Role (if DOTD not owner-operator, then who is in lead)	Local Needs	DOTD Role (if DOTD not owner-operator, then who is in lead)
I-10 corridor (for all scenarios)	Managing traffic during construction eliminate choke points, help w/ matching funds	With aging public population transportation is struggling (lack of funding)		Local match	
Low density in State (population is spread out) = connectivity and operability		Partner w/ adjacent communities			
		Pots of money			

Scenario: RESEARCH AND TECHNOLOGY FOCUS					
Statewide Need	DOTD Role (if DOTD not owner-operator, then who is in lead)	Regional Needs	DOTD Role (if DOTD not owner-operator, then who is in lead)	Local Needs	DOTD Role (if DOTD not owner-operator, then who is in lead)
Consolidate interests		Loops (BR)		BR Green Light Program good	
I-20 Corridor		Baton Rouge to NO Connection		Transit service	
Metro areas		Transit service			
Good connectivity w/ I-49 completion					
Improved aviation connections (more non-stop flights)	Need subsidies				
Connectivity between cities					

APPENDIX D

Section 6 • Exercise 3

The third exercise challenged participants to review the current goals and objectives and to identify the top three goals and the top two objectives for those three goals that are most important for providing the transportation system in the future discussed in Exercises 1 and 2. Each existing goal and the relevant objectives were available on wall-size sheets and participants were given dots to put by their choices.

The tables starting on the next page identify the top goals, and then the top objectives for those goals. Four of the existing seven goals stood apart as being more relevant and important to the vision for the future. They are:

- Goal 1 that focuses on providing a balanced, equitable and integrated transportation system;
- Goal 3 that addresses transportation's role in supporting economic growth;
- Goal 5 that relates to both safety and infrastructure preservation and maintenance; and
- Goal 7 that pertains to transportation financing.

The objectives identified as most relevant for these goals include:

- Goal 1 Key Objectives:
 - Develop Statewide Transportation Plan and use it to guide policy and investment decisions
 - Provide connectivity among state, local, and private transportation facilities and services
- Goal 3 key Objectives:
 - Develop Statewide transportation Plan consistent with statewide economic goals
 - Improve level of service of freight and passenger transportation
- Goal 5 Key Objectives:
 - Design and implement Pavement and Bridge Management Systems
 - Design and implement a Safety Management System
- Goal 7 Key Objectives:
 - Initiate comprehensive review of tax and fiscal reform
 - Support public investment that complements private investment and vice-versa

The group was asked on any observations or comments on the results of the exercise. Those offered included:

- Streamline the goals – not necessary to have everything reflected; goals should be reasonable and be implementable
- Look for the best “bang for the buck” or return on investment
- There is so much more data available now for monitoring – objectives should be data-driven
- Financing might not be a goal but an objective under each goal
- Reliability and redundancy needs to be reflected somewhere

GOALS	VOTES	%
Goal 1: To develop and maintain an innovative, balanced, safe, equitable, integrated system of transportation facilities and services.	16	20%
Goal 2: To provide essential passenger-transportation services at reasonable public expense, meeting the diverse needs of the people of Louisiana regardless of their geographic location, physical condition, economic status or service requirements.	3	4%
Goal 3: To provide a transportation system that fosters diverse economic and job growth, international and domestic commerce, and tourism through prudent investment in facilities and services that improve mobility and access. The system should be responsive to free markets, to user needs and expectations, through flexibility and choice, in a competitive, multimodal environment.	18	23%
Goal 4: To provide a regulatory and comprehensive policy framework that promotes partnerships, coordination, and cooperation among transportation users and providers in a competitive multimodal environment.	3	4%
Goal 5: To improve safety in all transportation modes through timely maintenance of existing infrastructure, development of new infrastructure, enhancement of operational controls of both passenger and freight movements, and through expanded public education and awareness.	19	24%
Goal 6: To develop an efficient transportation system that improves air, water and noise indices to acceptable levels as defined by regulatory standards, reduces dependency on foreign energy sources, preserves historic, cultural, and environmentally sensitive sites, promotes the natural beauty of the State, raises the quality of life for Louisiana's citizens, use land resources efficiently by incorporating smart growth development principles, and promote and implement the context sensitive design of transportation infrastructure.	2	3%
Goal 7: To develop stable but flexible transportation financing that provides adequate funds for both the preservation of existing and the construction/implementation of new facilities and services.	17	22%

GOAL 1 OBJECTIVES:	VOTES	%
Develop a multimodal Statewide Transportation Plan which can be used to guide statewide transportation policy and investment decisions.	9	33%
Promote the coordinated and efficient use of available and future modes of transportation.	3	11%
Promote a balanced spatial distribution of activity and equitable opportunities for all groups.	1	4%
Develop innovative management practices, new intelligent transportation system (ITS) technologies, and other techniques to improve transportation facilities and services.	4	15%
Develop intermodal connections to facilitate transfers among transportation modes.	4	15%
Identify underutilized facilities and services to avoid redundant investments.	1	4%
Provide connectivity among state, local, and private transportation facilities and services.	5	18%

GOAL 3 OBJECTIVES:	VOTES	%
Develop a multimodal Statewide Transportation Plan consistent with statewide economic goals.	12	32%
Ensure public investment is consistent with, and does not degrade, market-driven private investment.	4	11%
Improve the level of service of freight and passenger transportation throughout the State.	7	19%
Develop and implement programs to improve access to intermodal facilities and the efficiency of intermodal transfers.	3	8%
Improve access to major existing industrial, commercial, agricultural, and recreational facilities.	3	8%
Open new areas for industrial use, commercial use, tourist and other productive uses.	1	3%
Where feasible, provide a meaningful choice of travel modes for freight and passengers.	1	3%
Provide resources necessary for Louisiana to promote itself as a gateway for Latin American Trade.	2	5%
Recognize and promote the strategic importance of Louisiana's intermodal transportation system to the nation's energy supply, and secure and provide the resources necessary to support and enhance that role.	4	11%

GOAL 5 OBJECTIVES:	VOTES	%
Design and implement Pavement and Bridge Management Systems to address pavement and bridge maintenance and rehabilitation in a timely manner.	10	27%
Design and implement a Safety Management System that will assist the State in reducing injury and property damage accidents.	10	27%
Design and implement a Congestion Management System for selected metropolitan areas to manage the efficiency of the existing transportation system and minimize the need for investment in new infrastructure.	5	13%
Review safety awareness, education, and training programs in order to improve their effectiveness and to achieve increased cooperation among state and local governments, and private organizations. Develop and implement new programs where necessary.	4	11%
Enhance transportation operations control and communications systems to improve safety, convenience and efficiency.	8	22%

GOAL 7 OBJECTIVES:	VOTES	%
Support fair and equitable treatment of public and private transportation modes in terms of public subsidies and taxation.	0	0%
Support public investment that complements private investment, and vice-versa.	6	18%
Encourage focused private-sector investments in Louisiana's transportation infrastructure and services by creating financial incentives.	1	3%
Identify and utilize non-traditional public funding sources to improve transportation facilities and services.	3	9%
Identify and eliminate regulatory barriers to financing intermodal facilities.	0	0%
Designate a portion of transportation revenues exclusively for preservation of existing facilities and services	3	9%
Limit new facilities and services to those economically justified based on user benefits and true economic development. Recognize the intangible social benefits in the economic valuation of public transportation facilities and services.	3	9%
Develop a cross-modal evaluation capability to establish priorities among competing projects.	0	0%
Initiate a comprehensive review of innovative financing options, such as toll financing, local option taxes, private financing, tax increment financing, and local state infrastructure/land banks.	3	9%
Initiate a comprehensive review of tax and fiscal reform.	14	42%
Create/advocate creation of a State toll authority.	0	0%

Section 7 • Exercise 4

The fourth and final exercise related all the discussions about the transportation needs, goals and objectives into priorities. Participants were asked to write on three separate cards what they thought the number one, number two and number three priorities should be pertaining to transportation in Louisiana. The priorities could be policies, processes, or specific investments. To help set the stage the participants were told, “Imagine you are in charge of transportation for Louisiana – what would be on the top of your to do list?”

The responses were grouped into one of nine areas as shown in the table below. The top three responses relate to:

- Funding and financing;
- Planning activities such as rewriting goals, improving organizational structure, educating the public on need for transportation, etc.; and
- Preservation and maintenance of current assets.

Code	Priority Group	Votes		
		First	Second	Third
F	Funding/financing related topics	13	6	2
PL	Planning activities (rewrite goals, organizational structure, public education, etc)	2	5	8
P	Preservation and maintenance of current assets	3	1	0
S	Safety	1	2	1
EC	Economic focus	1	2	1
FR	Freight-related improvements	0	2	3
TC	Traffic congestion relief	1	0	2
A	Aviation investments	1	0	0
EN	Environmental focus	0	1	1

Specific responses by priority ranking (first, second, or third) are reflected in the tables that follow.

Group Code	Individual Priority Number One Remarks
TC	Promoting access management
F	Funding
F	Obvious for reform is needed to: Keep money meant for transportation in highway trust fund; allow for new money to go into HTF via project specific taxes, etc.
F	Identify funding needed to implement statewide plan
S	Safety
F	Initiate local options
F	Allow more private investing in major projects (freight terminals)
F	Financial transportation infrastructure
F	Develop stable but flexible transportation financing that provides adequate funding for all modes of transportation both for the preservation of existing and the construction/implementation of new facilities and services
F	Money: seek out new sources; educate public about funding levels and what is realistic
F	We need additional revenue to support transportation program
P	To fund the preservation and maintenance of the existing infrastructure
PL	Create a central office for coordinating public transportation
F	significantly increase funding for transportation - all modes, all geographic areas
P	Focus investment of state revenues heavily on preservation of state infrastructure
P	Preserve the infrastructure we already have across all modes
EC	Promote the most efficient use of local, state, and federal funds (economic)
F	Funding sufficient to improve the system
F	Financial independence for state projects needed through creative financing (i.e. increase gas tax, tolls, etc.)
A	Assist airports with maintenance and operations cost to keep airport rates and charges low thereby reducing costs to airlines and aircraft operators which would help maintain and increase air service
F	Provide an adequate financial framework to fund transportation needs
PL	All the goals need to be rewritten into more meaningful, simple wording - all are way too wordy - so they can be measured

Group Code	Individual Priority Number Two Remarks
S	Safety goals and enhancements to roadways and users
FR	Focus on integrating all transportation modes
F	We need policy reform through the legislature to allow locals to generate money for road projects, or other transportation initiatives
PL	Promote cooperation between modes rather than competition for funds
F	Stable funding
EC	Develop a transportation plan consistent with statewide economic goals
F	Minimize/remove state regulatory items that prohibit or limit investment opportunities
F	Financing transportation infrastructure
EC	To provide a transportation system that fosters diverse economic and job growth, international and domestic commerce, and tourism and services that improve mobility and access
PL	We need a vision of transportation goals that speaks to the public
PL	Ensure coordination between state, regional, local and private sectors
FR	Develop a state rail program to facilitate improvements to RR
EN	Green investment approach to infrastructure development
S	Improve safety across all modes
F	Promote public and private partnerships
F	Money
PL	Incentives from state to locals for STP projects to adhere to design of local projects to include multi use roads
P	Preserve the system
PL	Put Goal #2 under Goal #3; coordination of land use policy, transportation and economic needs to be a major goal; all tied together

Group Code	Individual Priority Number Three Remarks
TC	I-49 connector through Lafayette urbanized area
TC	Relieve traffic congestion
PL	If what the public wants now leads to results they don't want later, they need to be educated and informed
PL	Develop performance management plans and actually use the plan to target funding
FR	Development of freight corridors
S	Safety awareness and education
PL	Educate the population on the pros/cons of transportation infrastructure growth/changes
F	Financing transportation infrastructure
PL	To develop and maintain an innovative, balanced, safe, equitable, integrated system of transportation facilities and services
PL	Implement a true asset management program so that we can better determine where funding goes
FR	Put emphasis on a statewide plan for the use of ports and navigation
PL	Policies and regulations with recipients reevaluated for better end result services (i.e. transit, project time performance, etc.)
EC	Invest in infrastructure that will sustain and grow the state economy (not more people and retail from one area to another in Louisiana)
EN	Develop transportation plans that do the most to protect the environment
F	Encourage/support/prioritize public/private partnership investment
FR	Intermodal connections
PL	Understand that there are projects that are bigger and broader than normal funding can support; all earmarks are not bad as long as they support a bigger picture
PL	Goal #1 could be the vision of the plan; Goal #7 (financing and funding) should be in all goals as an objective for state, regional, and local levels