



APPENDIX A

LOUISIANA MEGAPROJECTS

Project ID	Facility	Location	From	To	Improvement Type (Modeled)	From # Lanes	To # Lanes	Length (miles)	Facility Type	Modeling Group	Total Capital Cost (\$m)	Unfunded Capital Cost (\$m)	Estimated Total Capital Cost / Mile (\$m)	Funding Priority Scenario	Scale of Modeling Impact
LSTP-020b	I-20	Monroe	LA 546	LA 594	WIDEN	4	6	16	Freeway	3	\$150	\$150	\$9	A	Statewide
LSTP-020c	I-10	SW LA	TX Line	Sulphur	WIDEN	4	6	21	Freeway	3	\$80	\$80	\$4	A	Statewide
LSTP-020d	I-10	Lake Charles	I-210	Ryan St	WIDEN	4	6	6	Freeway	3	\$200	\$200	\$33	A	Statewide
LSTP-020e	I-10	Lake Charles	US 171	US 165	WIDEN	4	6	11	Freeway	3	\$50	\$50	\$5	A	Statewide
LSTP-020f	I-10	Lafayette	LA 93	Louisiana Ave.	WIDEN / INTCHG IMP	4	6	8	Freeway	3	\$60	\$60	\$8	A	Statewide
LSTP-020g	I-10	Baton Rouge	I-110	I-12	WIDEN / INTCHG IMP	6	8	4	Freeway	3	\$250	\$250	\$63	A	Statewide
LSTP-020h	I-10	E. Baton Rouge, Ascension & St. James Parishes	I-12	LA 641	WIDEN / NEW INTCHG	4	6	23	Freeway	3	\$185	\$145	\$8	A	Statewide
LSTP-020i	I-12	Baton Rouge Metro	O'Neal	Denham Springs	WIDEN	4	6	3	Freeway	1	\$60	\$60	\$20	A	Statewide
LSTP-020j	I-10	New Orleans Metro	Williams Blvd.	Causeway Blvd.	WIDEN	6	8	5	Freeway	3	\$85	\$0	\$17	A	Statewide
LSTP-020k	I-10	New Orleans	Bullard Ave.	Elysian Fields Ave.	ADD HOV	6	7	20	Freeway	3	\$185	\$185	\$9	A	Statewide
LSTP-020l	I-12	Hammond	LA 16	I-55	WIDEN	4	6	28	Freeway	3	\$150	\$150	\$5	A	Statewide
LSTP-020m	I-10	Slidell	LA 21	I-10 / I-59	WIDEN	4	6	26	Freeway	3	\$150	\$150	\$6	A	Statewide
LSTP-021	US 165	Monroe - Lake Charles	I-20	I-10	UPGRADE	4	4	183	Freeway	2	\$1,000	\$1,000	\$5	D	Statewide
LSTP-022*	LA 1 (Tri-State Corridor)	Central LA	LA 173	AR Line	WIDEN	2	4	37	Arterial	3	\$40	\$40	\$4	C	Regional
											\$105	\$88		D	
LSTP-023	US 84	Central LA	Archie	Ferriday	WIDEN	2	4	27	Arterial	2	\$80	\$55	\$3	C	Regional
LSTP-024	US 167	S. Central LA	US 167	LA 82	BUILD	0	4	12	Arterial	1	\$15	\$15	\$2	B	Regional
			Abbeyville	Ester	UPGRADE	2	2				\$10	\$10			
LSTP-025	LA 408 (Hooper Road)	Baton Rouge Metro	LA 37	LA 16	BUILD	0	2	1	Arterial	3	\$35	\$35	\$35	D	Local
LSTP-026	LA 1 (Relocated)	S. Central LA / White Castle	US 90	LA 1	BUILD	0	4	51	Arterial	1	N/A	N/A	N/A	N/A	Regional
LSTP-027	LA 3040 (Houma) Tunnel	Houma Metro	N/A		BRIDGE	2	4	N/A	Arterial	3	\$50	\$50	N/A	C	Local
LSTP-028	LA 23 (Belle Chase) Tunnel	New Orleans Metro	N/A		BRIDGE	4	4	N/A	Arterial	3	\$50	\$50	N/A	A	Regional
LSTP-029	Chalmette Bridge and I-510 extension	New Orleans Metro	I-310	I-510	BUILD	0	4	43	Freeway	1	\$1,000	\$1,000	\$23	D	Regional
LSTP-030	LA 3234 extension (University Ave.)	Hammond	LA 1065	Hammond Municipal Airport	BUILD	0	2	2	Arterial	3	\$8	\$8	\$4	IMACC	Local
LSTP-031	US 61	SE LA	Thompson Creek	Bains	WIDEN	2	4	5	Arterial	3	\$40	\$20	\$8	A	Regional
LSTP-032	East Natchitoches Bypass	Central LA	LA 1	LA 6	BUILD	0	2	5	Arterial	2	\$20	\$20	\$4	D	Local
LSTP-033	LA 28 East	Central LA	Alexandria	Archie	WIDEN	2	4	32	Arterial	1	\$85	\$79	\$3	C	Regional
LSTP-034	US 61 (Airline Hwy.)	Baton Rouge Metro	Gonzales	US 190	WIDEN	4	6	18	Arterial	1	\$60	\$40	\$3	A	Regional
LSTP-035	Almonaster Bridge	New Orleans Metro	N/A		BRIDGE REPLCMT / WIDENING	2	4	1	Arterial	1	\$45	\$12	\$90	IMACC	Statewide
LSTP-037	LA 67 (Plank Rd)	SE LA	Baker	Clinton	WIDEN	2	4	22	Arterial	1	\$70	\$70	\$3	C	Regional

Project ID	Facility	Location	From	To	Improvement Type (Modeled)	From # Lanes	To # Lanes	Length (miles)	Facility Type	Modeling Group	Total Capital Cost (\$m)	Unfunded Capital Cost (\$m)	Estimated Total Capital Cost / Mile (\$m)	Funding Priority Scenario	Scale of Modeling Impact
LSTP-038	LA 511 (Jimmie Davis Bridge)	NW LA / Shreveport	70th St.	Barksdale Blvd.	BRIDGE / WIDEN	2	4	1	Arterial	3	\$50	\$50	\$50	B	Regional
LSTP-039	Garrett Road (Monroe)	Monroe	I-20	Kansas Ln.	WIDEN / INTCHG. IMP.	2	4	1	Arterial	3	\$25	\$25	\$25	IMACC	Regional
LSTP-040	Port of Lake Charles access road	SW LA	Prien Lake Rd.	Marine St.	BUILD	0	4	1	Arterial	3	\$25	\$25	\$25	IMACC	Regional
LSTP-041**	Lake Ponchatrain Causeway & addition of transit improvements	SE LA	US 190	I-10	WIDEN	4	6	26	Freeway	1	\$425	\$425	\$16	B	Statewide
LSTP-042a	Port of South Louisiana - I-10 Connector	SE LA	LA 44	Airline Hwy.	BUILD	0	2	2	Arterial	2	\$10	\$10	\$5	IMACC	Regional
LSTP-042b			Airline Hwy.	I-10		0	4	3			\$25	\$25	\$8		
LSTP-043a	LA 3017 (Peters Rd.)	New Orleans Metro	Westbank Expressway	Engineer's Road	UPGRADE/WIDEN	2	3	6	Arterial	1	\$80	\$80	\$13	IMACC	Statewide
LSTP-043b	LA 3017 (Peters Rd.) extension (including bridge over ICWW)		Engineer's Road	LA 23	NEW BRIDGE	0	2								
LSTP-044	US 190	St. Tammany Parish	Lake Ponchatrain Causeway	US 11	WIDENING	2	4	21	Arterial	2	\$100	\$75	\$5	B	Regional
LSTP-045	Lafayette Beltway	S. Central LA	I-10	US 90	BUILD	0	4	36	Arterial	1	\$300	\$300	\$8	C	Regional
LSTP-046	I-10 - LA 1 Connector (including bridge over ICWW)	W. Baton Rouge Parish	I-10	LA 1	BUILD	0	4	5	Arterial	1	\$75	\$75	\$15	C	Regional
LSTP-047	I-10 Twin Span Bridge	SE LA	US 11	N. Shore - Lake Ponchatrain	WIDEN	4	6	6	Freeway	3	\$100	\$100	\$17	A	Statewide
LSTP-048a	Industrial Access Corridor	Baton Rouge Metro	I-10	LA 30	BUILD	0	4	5	Arterial	1	\$35	\$35	\$7	C	Local
LSTP-048b			LA 30	LA 942		0	4	3	Arterial		\$35	\$12	D		
LSTP-049	McArthur Drive	Alexandria Metro	I-49 (South of Alexandria)	I-49 (North of Alexandria)	UPGRADE	4	4	8	Freeway	3	\$60	\$60	\$8	C	Regional
LSTP-050	Donner Rd.	New Orleans Metro	Westbank Expressway	Peters Rd.	BUILD	0	4	5	Arterial	3	\$80	\$80	\$16	D	Local
LSTP-051	Northern Baton Rouge Bypass	Baton Rouge Metro	I-10	I-12	Build/Upgrade to 4-Lane Interstate Standards	0	4	30	Freeway	1	\$800	\$800	\$27	B	Statewide
LSTP-052	LA 137 / 133	Monroe	I-20	Bastrop	WIDEN	2	4	23	Arterial		\$100	\$100	\$4	D	
LSTP-053	I-49	Shreveport	I-20	I-220	BUILD	0	6	4	Freeway		\$150	\$150	\$38	C	
LSTP-054	LA 8	W. Central LA	TX	US 171	WIDEN	2	4	20	Arterial		\$65	\$65	\$4	C	
LSTP-055	I-12	New Orleans	I-55	LA 21	WIDEN	4	6	21	Freeway		\$125	\$125	\$6	C	
LSTP-056	US 190	W. of Baton Rouge	I-49	Baton Rouge Bypass	UPGRADE	4	4	50	Freeway		\$500	\$500	\$10	C	
LSTP-057	US 165 / US 190	NW of Lafayette	I-10 US 190	US 190 I-49	UPGRADE	4	4	33	Freeway		\$650	\$650	\$20	C	
										TOTAL	\$16,690	\$16,369			
* Magnitude of original proposed Megaproject modified, or separated into two separate funding scenarios.															
** Cost of LSTP 041 not included in total cost. This project is assumed to be totally financed by Toll Authority funds.															
Megaprojects listed in <i>red italics</i> denote those that were dropped from the evaluation process after subjective analysis															



PROJECT NEWSLETTERS



LOUISIANA STATEWIDE TRANSPORTATION PLAN UPDATE



■ Project Overview

The Louisiana Department of Transportation and Development (LDOTD) is committed to maintaining a current, viable transportation plan that helps guide the investment of public resources in Louisiana. The update to the 1996 *Statewide Intermodal Transportation Plan* (SITP) confirms this commitment.

In the summer of 2000, the LDOTD and a consultant team led by Wilbur Smith Associates embarked together on the 2½-year task of updating the transportation plan. The existing SITP is multimodal in its approach, establishes measurable goals, defines objectives to achieve those goals and was developed in concert with the citizens of Louisiana. The SITP has served the LDOTD well by establishing a foundation for planning Louisiana's transportation infrastructure as it enters the 21st century.

This legislation places more emphasis on accommodating freight movements, and using technology to make transportation systems more efficient. This is particularly important in Louisiana, where the efficiency of freight transport has a large bearing on the State's overall economic well being.

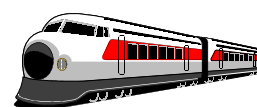
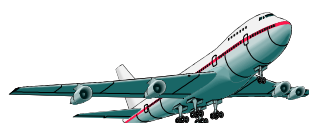
The link between a state's economy and good transportation has been firmly established, and

Louisiana wants to use transportation investments to improve the quality of life for its citizens. Federal funding was increased through TEA-21, but Louisiana wants to be assured that its level of infrastructure investment is sufficient to implement the goals set forth in the existing SITP and the *Louisiana Master Plan for Economic Development* (*Louisiana: Vision 2020*), a 20-year economic development and strategic plan.



However, as time passes, conditions affecting the transportation environment change, and even far-reaching, innovative planning documents must be updated. Since the adoption of the SITP, Congress passed the *Transportation Equity Act for the 21st Century* (TEA-21).

The *Statewide Transportation Plan Update* will continue developing the statewide transportation policy and planning framework so that these goals may be realized, today and over the next 30 years.



LDOTD OFFICIALS

Dr. Kam Movassaghi
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Blaise Carriere
Deputy Secretary

Highways
Bill Temple
Chief Engineer

Management & Finance
John Basilica
Undersecretary

Operations
Gordon Nelson
Assistant Secretary

Public Works & Intermodal Transportation
Curtis Patterson
Assistant Secretary

Planning & Programming
Ken Perret
Assistant Secretary

Dr. Movassaghi Addresses First Statewide Transportation Conference

Building upon the successful public involvement process implemented in developing the SITP, the LDOTD held a conference in New Orleans to initiate the *Louisiana Statewide Transportation Plan Update*. The purpose of the conference was to provide stakeholders an update / status report and give the LDOTD staff an opportunity to listen to its

tomers. The audience listened respectfully to the viewpoints of the speakers and enthusiastically weighed in on how, where, why and by how much the LDOTD could improve transportation. Dr. Kam K. Movassaghi, Secretary of the LDOTD, was a major player in the conference. He presided over the conference, delivered his personal comments on the state of transportation in Louisiana, attended breakout sessions, and made himself available to answer questions offered during the conference. His personal commitment to this update process was evident throughout.

Presenters at the First Statewide Conference:

Kevin E. Cunningham, Assistant Chief of Staff to the Governor

Mark S. Smith, Deputy Secretary, Louisiana Dept. of Culture, Recreation and Tourism

Harold Price, Assistant Secretary, Office of Commerce & Ind., Louisiana Dept. of Economic Development

William A. Sussman, Division Administrator, Federal Highway Administration

James J. Murphy, Ports & Environmental Officer, US Maritime Administration

Eric Kalivoda, Deputy Assistant Secretary, Office of Planning & Programming, LDOTD

Michael R. Conwell, Senior VP, Hibernia Bank

Arno Hart, Senior Economist, Wilbur Smith Associates

Ron Brinson, President & CEO, Port of New Orleans

Major Mark Oxley, Louisiana State Police

Dale A. Janik, Project Director, Wilbur Smith Associates

The Department wants input on major transportation issues facing Louisiana over the next 30 years, including how to use public investment to reshape the economy and improve the state's quality of life.

The conference was attended by more than 175 persons representing every transportation mode, state and local government, educators, officials, state agencies, shippers, operators, the business community, and other interest groups. The LDOTD arranged for presentations / comments from a group of speakers that provided a sound basis for discussing the future of transportation in Louisiana. (see left sidebar)

On behalf of the Department, Dr. Movassaghi sees this plan update as an opportunity to take advantage of the many economic opportunities offered by the global market and tourism so Louisiana's citizens can be the beneficiaries of sound government decisions.

The consultant team and LDOTD staff also facilitated breakout sessions that allowed a more focused evaluation, and specialized exchange of ideas concerning Louisiana's separate modal systems. The breakout sessions were organized according to six major areas of transportation planning (Air Transportation, Freight Railroad, Ports & Waterways, Regional Planning Officials, Surface Intercity Passenger, and Trucking).

Louisiana Airport System Plan

As part of the *Statewide Transportation Plan Update*, the *Louisiana Airport System Plan (LASP)* is being updated to reflect current conditions.

The development of a separate airport system plan is necessary for Louisiana to receive certain federal aviation funds. The *LASP* will examine the adequacy of Louisiana's current airport system as well as consider future aviation needs throughout the State. Deficiencies in the current and anticipated system will be identified and potential improvements for meeting those deficiencies will also be addressed.

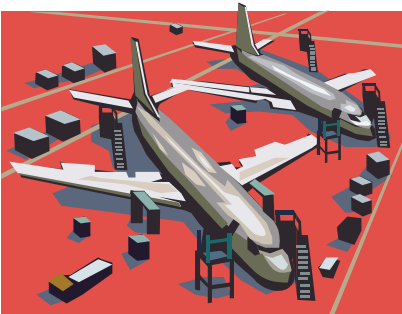
This plan will assist the Aviation Division in making future development decisions.

The *Louisiana Airport System Plan* will include the following elements:

- Performance criteria and benchmarks
- Inventory
- Forecasts of demand
- Adequacy and deficiencies analysis
- Identify/review options
- Recommended plan

At the conclusion of the study, a technical report will be prepared to document the study's process and findings.

In addition to the traditional airport system plan, an examination of issues regarding the proposed regional airport between Baton Rouge and New Orleans will be conducted. This examination will not be initiated until the current studies regarding the new airport and New Orleans International are completed. The primary focus of the examination will be to provide the Aviation Division of LDOTD with an objective, independent, and factual review of the issue to help the Aviation Division create a policy stance on a major transportation investment.





A Statewide Highway Travel Demand Model for Louisiana

A major element of the *Louisiana Statewide Transportation Plan Update* focuses on development of a "Statewide Traffic Model" capable of producing reliable and timely traffic volume forecasts for Louisiana's rural intercity highways. Traffic forecasts for Louisiana's rural intercity highways are critically important information that impact many aspects of LDOTD's core business activities, including:

- Roadway planning and finance,
- Project programming, design and construction, and
- Roadway maintenance.

The new traffic model will include all major roads on the rural State Highway System, as well as other critical State and local roads.

The model will forecast both local and long distance auto and truck traffic. Future year forecasts will be developed for 2005, 2010, 2020 and 2030.

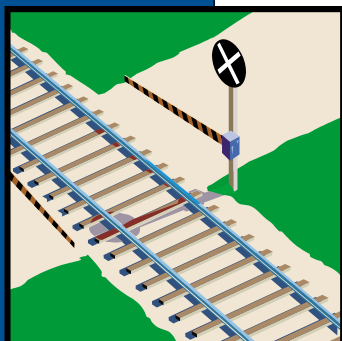
Development of a statewide traffic model is a complex and challenging undertaking. A series of three model design workshops are planned. The end result of these workshops will be a detailed blueprint for the new model. December, 2001 is the target date for completion of the model.

As part of the Statewide Traffic Model development process, the consultant team will also develop a Multimodal Commodity/Freight Database. This database will contain detailed information on existing and future commodity/freight movements to, from, within and through Louisiana. The database will include:

- Movements by truck, rail, water and air
- Information on international commodity/freight movements developed by Wilbur Smith Associates as part of the recently completed Latin American Trade & Transportation Study (LATS), and
- Parish-level data on domestic commodity/freight movements purchased from Reebe Associates.



The LDOTD will be able to use this database to identify the types and amounts of commodity/freight movements using the State's ports, railways and highways – information the LDOTD needs to address the many issues and infrastructure needs associated with existing and future commodity/freight movement.



Louisiana State Rail Plan

Just as a well-planned system of air infrastructure is important to Louisiana's economic well being, so is a well-planned state rail system. As part of the *Statewide Transportation Plan Update*, the *Louisiana Statewide Rail System Plan* is also being updated to reflect current conditions.

The *Rail System Plan Update* will include the following elements:

- Assessment of trends affecting rail service in Louisiana;
- Inventory of the state rail system, including:
 - ~ Railroads operating in the state;
 - ~ Size of the system, and its various components;
 - ~ Changes in the system from previous plans; and
 - ~ Intermodal facilities and operations.

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Louisiana State Rail Plan *(continued)*

- Analysis of freight traffic detailing the interstate, intrastate, and through tonnage flows of various commodities traveling over Louisiana's rail system.
- Analysis detailing the relative use of different components making up the state rail system.
- Update of the status of Louisiana's rail program:
 - ~ Goals and objectives;
 - ~ Role of the public; and
 - ~ Discussion of past, current, and future rail projects, including how these projects are to be funded, and any desired changes.

The *Statewide Rail System Plan Update* will conclude with a discussion of statewide and national issues that have bearing on rail operations in Louisiana.

As with the *Airport System Plan*, the development of a separate rail system plan is necessary for Louisiana to qualify for certain federal railroad funding.

Get Involved!

LDOTD welcomes your comments, and encourages you to follow developments of the Update to the *Statewide Transportation Plan*. Involvement of the general public, as well as public agencies, is key to the successful update of the *Plan* that defines the future of transportation in Louisiana.

- Visit our project website at www.lastateplan.org
- Look forward to our upcoming newsletters
- To offer comments, or be added to the project mailing list, write us at the following address:



Louisiana Department of Transportation and Development
Office of Planning and Programming
Attn: Statewide Plan Update
P.O. Box 94245
Baton Rouge, LA 70804



Louisiana Dept. Of Transportation
Office of Planning and Programming
Attn: Statewide Plan Update
P.O. Box 94245
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LOUISIANA STATEWIDE TRANSPORTATION PLAN UPDATE



■ PROJECT OVERVIEW

In the summer of 2000, the Louisiana Department of Transportation and Development (LDOTD) and a consultant team led by Wilbur Smith Associates embarked together on the 3 year task of updating the state's transportation plan. The purpose of the *Statewide Transportation Plan Update* is to develop a statewide transportation policy and planning framework, which will help achieve the plan's goals and objectives and guide public investment in Louisiana over the next 30 years. The plan is addressing all modes of transportation including highways, aviation, railroads, trucking, ports and waterways, surface passenger transportation, and bicycle/pedestrian.

Statewide Transportation Plan. Public involvement activities that have occurred thus far include meetings with the various transportation Advisory Councils, which are helping guide the process of updating the *Statewide Transportation Plan*. Additionally, a Statewide Conference was held in July/August, 2000 with the purpose of introducing stakeholders to the *Plan Update* and seeking input on major transportation issues throughout the state.



Numerous public outreach activities have occurred as part of the plan development process to involve the public and key agencies and stakeholders in updating the

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Gordon Nelson
Assistant Secretary

Public Works & Intermodal
Transportation
Ed Preau
Assistant Secretary

Planning & Programming
Ken Perret
Assistant Secretary

■ VALUES, GOALS & OBJECTIVES

Values, goals and objectives were developed to guide the update of the *Statewide Transportation Plan*. The goals and objectives are modifications of those presented in the state's first long-range transportation plan adopted in 1996. Goals and objectives were revised based on input received from the Statewide Conference held in July/August 2000, the first series of plan update meetings with the Advisory

Councils, the planning requirements from the Transportation Equity Act for the Twenty-First Century (TEA-21), and review by DOTD and consultant staff. Revised goals and objectives were adopted at the second Louisiana Investment in Infrastructure for Economic Prosperity (LIIEP) Commission meeting held in March, 2002.



Advisory Council Chairs:

Regional Planning Officials

Mr. Kenneth A. Perret
Assistant Secretary
Office of Planning &
Programming
LDOTD

Trucking

Mr. Glen Guillot
President
Louisiana Motor Transport
Association

Aviation

Mr. Roy Miller
Director
Shreveport Regional Airport

Rail

Mr. Carmack M. Blackmon
General Counsel and Legislative
Representative
Louisiana Railroads

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Ms. Sherri McConnell
Executive Director
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Surface Passenger Transportation

Mr. Patrick Judge
President
Louisiana Public Transit Association

Intelligent Transportation Systems (ITS)

Mr. Tony Trammel
Director
Traffic and Transportation
Department
Lafayette Consolidated
Government

Intermodal

Mr. F. E. "Hank" Lauricella
General Partner
Lauricella Land Company

■ ADVISORY COUNCILS

Eight transportation Advisory Councils (Intelligent Transportation Systems, Intermodal, Aviation, Ports & Waterways, Rail, Surface Passenger Transportation, Regional Planning Officials and Trucking) were reactivated for the *Statewide Transportation Plan Update* to allow a more focused evaluation of modal activities and specialized exchange of ideas. Advisory councils consist of 20 to 30 members and include major stakeholders from key agencies and the private sector. Four meetings with the Advisory Councils will be held throughout the course of this study, with the purpose of seeking input and building consensus

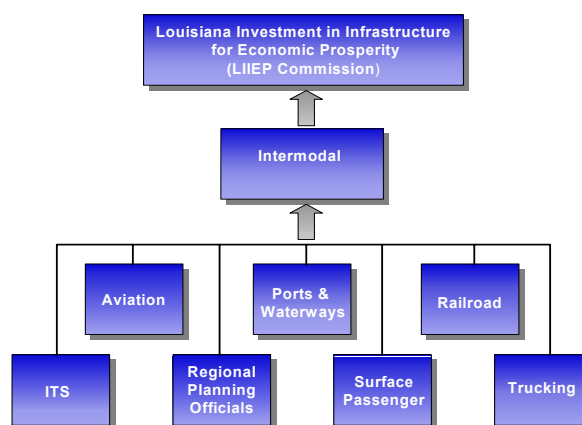
on facilities, services, policies and regulations for the various modes of transportation. The first round of Advisory Council meetings was held in April, 2001. The purpose of these meetings was to provide Advisory Council members with an overview of the *Plan Update* and to discuss issues and suggested changes to the overall goals and objectives. The second round of Advisory Council meetings was held in March/April, 2002. The purpose of the second round of meetings was to update members on the current status of the plan and discuss issues pertinent to each mode.

■ LIIEP COMMISSION

Created by the Louisiana Legislature, the Louisiana Investment in Infrastructure for Economic Prosperity (LIIEP) Commission is serving as a policy committee for the update of the *Statewide Transportation Plan*. The role of the LIIEP Commission is to serve as the advocate for transportation infrastructure and services critical to economic growth in Louisiana and to oversee and guide the implementation of

the plan. The first LIIEP Commission meeting was held on February 5, 2002 with the purpose of discussing the LIIEP Commission's role in the statewide plan and reviewing the revised goals and objectives. The second meeting was held on March 4, 2002 with the purpose of reviewing the state's budget and funding sources for infrastructure improvements.

Relationship of Advisory Councils



The seven modal Advisory Councils report to the Intermodal Advisory Council, who is responsible for the overall review of each element and for identifying financing issues related to the funding of infrastructure improvements. The Intermodal Council reports to the LIIEP Commission who will oversee and guide the implementation of the updated Plan.

■ MODAL UPDATES

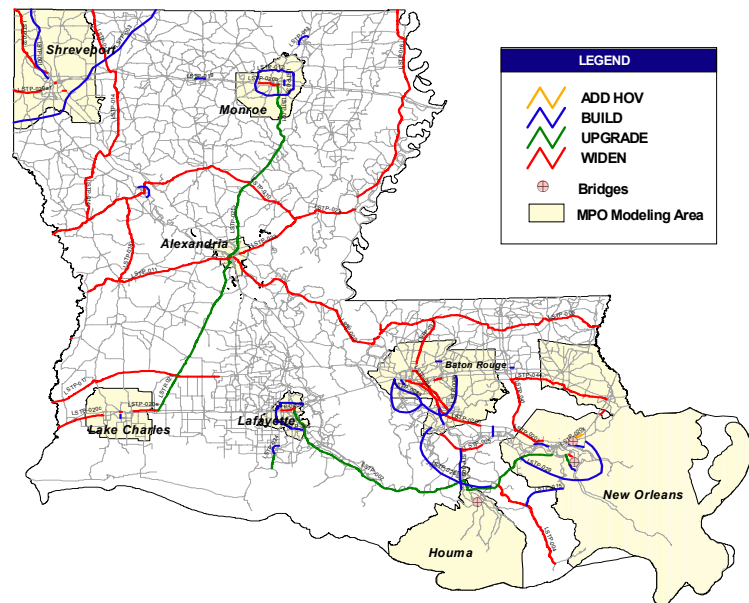
Highways

Between February and April, 2002, a total of six Regional Planning Officials (RPO) Advisory Council meetings were held to allow proponents/sponsors of large scale highway improvements (“megaprojects”) to present the statewide impacts and benefits of their projects, as well as justification of why they should be included in the *Statewide Transportation Plan Update*. A total of 63 such projects have been identified and include the widening of portions of Interstates 10, 20 and 12; widening of portions of US Highways 61, 65, 84 and 190; construction of I-49 and I-69; and other highway improvements throughout the state.

Traffic impacts of these highway improvements will be evaluated using the statewide travel demand model being developed as part of this *Plan Update*. Additionally, evaluation of the proposed highway improvements will consider LDOTD’s highway and bridge needs programs and a qualitative evaluation being performed by the consultant team and LDOTD, which

evaluated the projects based on the following major criteria: Transportation Economics, Economic Development, Environment, and Safety.

Louisiana “Megaprojects”



Statewide Highway Travel Demand Model

The Statewide Travel Demand Model element of the Statewide Transportation Plan Update is nearing completion. The development stages of this task have included three successful model design workshops in which both members of the consultant team and the LDOTD model development steering committee discussed and resolved statewide modeling issues and options. Since the workshops, the consultant team has been working to complete this complex and challenging task of developing and calibrating a statewide transportation model.

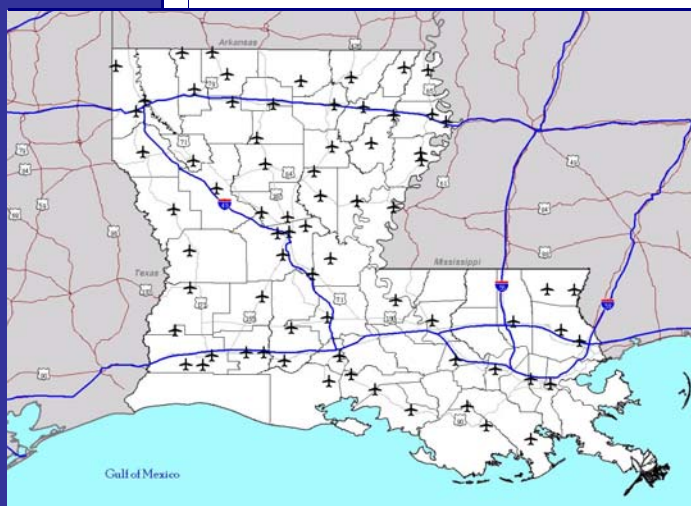
The consultant team has completed the development of the travel demand model using TransCAD transportation planning software by Caliper Corporation. An interactive system for updating roadway characteristics from the State's Surface Type Log and Highway Needs Inventory within the GIS environment has been developed for future use of the model by LDOTD planning staff. This will allow LDOTD planners to use the model to analyze transportation alternatives even after changes and improvements have been made to the existing highway network.

Aviation

The first five of the seven elements of the separate *Louisiana Airport System Plan* are in draft form and are under review by LDOTD Aviation Division staff as well as the Aviation Advisory Council. These elements include the following:

- ◆ Performance criteria and benchmarks
- ◆ Inventory
- ◆ Trends
- ◆ Forecasts
- ◆ Adequacy and deficiency analysis
- ◆ Identify/review options
- ◆ Recommended plan

Airport Locations



The next step is to identify and review options available to LDOTD Aviation Division staff to improve the airport system in the state. Deficiencies in the airport system will be addressed and ways to correct them will be presented. At the conclusion of the study, a recommended plan will provide guidelines to implementing these changes. Issues typically addressed in the recommendations include runway length, taxiway design, navigational aids, runway lighting, aircraft storage, and other airport facility issues.

Rail

The purpose of the separate *Louisiana State Rail Plan* is to describe the state's rail system, the use of that system, the key issues in rail transportation, the needs of short lines, and potential corridors for passenger rail service. The plan's survey of Louisiana short lines and terminal railroads identified unmet capital needs totaling \$103 million. Shippers reported rail bottlenecks in New Orleans, Shreveport and Baton Rouge that delay their traffic. Also, the plan's analysis indicated that there is sizable personal travel occurring in several corridors across the state that could potentially become viable passenger corridors.

The draft *Rail Plan* has been completed and includes numerous recommendations. One was to staff the LDOTD Rail Division appropriately to handle the numerous tasks it is called upon to do. (At

the present time the Division has one employee.) Another was to expand the Freight Rail Advisory Council to advise and guide state rail policy on a continuing basis. A third recommendation was to establish state funding to help cover the unfunded capital needs of the state's short lines and terminal railroads. Two others were to continue the study of potential passenger rail corridors, and to provide additional funding for LDOTD's Highway-Rail At-Grade Crossing Improvement Program.



Trucking

The examination of characteristics associated with the transportation of freight in Louisiana makes up a major component of the *Statewide Transportation Plan Update*. Several transport modes account for some share of the freight moved into, out of, or through the state. However, trucks traveling on Louisiana roadways are the dominant carrier of domestic and international freight, accounting for the majority (53%, or 527 million tons) of total tonnage moved. This represents almost double the tonnage carried by the next highest mode - water transport (28% or 281 million tons).

In addition to providing an overview of the trucking environment in Louisiana (weight and size considerations, rest stop availability, designated truck route loca-

tions), state-specific trucking issues are being examined in the *Plan Update*. These include the impact of opening the U.S. border to Mexican trucks on Louisiana roadways and traveling public, as well as the effect on the state's highway network of exempting sugarcane-hauling heavy trucks from weight limit requirements.

A detailed analysis of freight movements by truck is conducted as part of the *Plan Update*. Tonnages of inbound, outbound, intrastate and through movements, by commodity type, make up part of this analysis. Additionally, the origin and destination locations for these movements are identified.



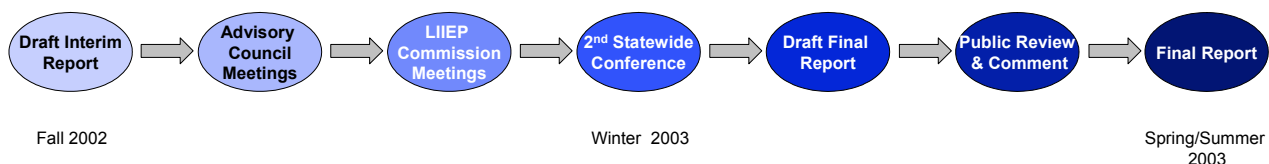
Ports & Waterways

UNO National Ports and Waterways Institute has completed evaluation of the existing maritime transportation infrastructure in Louisiana. A preliminary assessment of maritime infrastructure capacity needs to accommodate projected cargo volumes has been conducted. A variety of measures necessary to increase the competitiveness of this industry have been identified. It has been concluded that significant efforts must be initiated to increase the efficiency of the existing facilities and improve their responsiveness to customers' needs. The Institute has also completed a review of safety issues related to the Louisiana maritime industry. An assessment of the state ports and water-

ways related marketing efforts has been completed. An impact of federal funding and navigation projects on the Louisiana maritime sector has also been completed. Recommendations on the federal government involvement in maintaining and increasing capacities of the Louisiana waterways as a critical element of the national transportation system have been developed, and the related funding needs have been identified.

Current efforts are focused on developing final recommendations on priorities and funding necessary for further expansion and enhancement of Louisiana ports and waterways.

Remaining Schedule





Freight Analysis

An analysis of freight movement over Louisiana's transportation systems is currently being prepared. The freight evaluation will include an analysis of freight flows into, out of, and within Louisiana, including forecasts to the year 2030.

This freight flow analysis will describe:

- ◆ Louisiana's trading partners
- ◆ The types of commodities
- ◆ The preferred modes of travel
- ◆ Growth in freight traffic in Louisiana

Issues, constraints, and opportunities regarding the way freight moves in Louisiana will be documented in the Plan report, and will also include:

- ◆ An overview of Louisiana freight flows
- ◆ Geographical analysis of Louisiana freight
 - Internal freight flows (within LA)
 - External freight flows
- ◆ Modal analysis of Louisiana freight
 - Truck
 - Rail
 - Water
 - Air
- ◆ Commodity Analysis of Louisiana freight
- ◆ Freight forecasts for 2030
- ◆ Data sources

Surface Passenger Transportation

The Surface Passenger element of the *Statewide Transportation Plan Update* addresses passenger rail, local transit systems and intercity bus provided by the private sector in Louisiana. LDOTD is working both with users and providers of the existing surface passenger transportation system to develop a comprehensive and equitable transportation service delivery network that addresses this important component of the state's overall transportation infrastructure. Issues regarding the reauthorization of TEA-21 next year are also being addressed in this element.



Currently the state is served by three long distance Amtrak trains, centered around New Orleans. The funding of Amtrak is currently a hot topic; Amtrak has stated that if it does not receive a \$1.2 B investment into the system it will suspend portions of, if not all of the national system effective October 2002.

Transit systems in the state include urban, rural and specialized systems. Urban systems include fixed route, bus, streetcar (Orleans Parish only), and demand response services. There are four private intercity motorcoach carriers, which operate fixed route intercity operations: Greyhound Lines Inc., Delta Bus Lines, Inc., Kerrville Bus Company, Inc. and Flag Enterprises Inc. Among these four companies service is provided to 71 terminals located throughout the state. Improvement of the connectivity between private and public providers is one of the issues which needs to be addressed in the future.

Bicycle/Pedestrian

LDOTD recognizes the importance of providing for adequate bicycle and pedestrian facilities in the statewide transportation planning process. In 1998, the *Louisiana Statewide Bicycle and Pedestrian Master Plan* was completed. The Plan provides comprehensive analysis of non-motorized travel in Louisiana through:

- ◆ Specification of goals, objectives, performance measures and critical success factors.
- ◆ Providing detailed planning and design guidelines for the bicycle and pedestrian modes.
- ◆ Development of an implementation plan that markets bicycle and pedestrian travel through promotional and public education campaigns. Certain enforcement activities are also described.

Supplementing these efforts, the *Plan Update* will make the following recommendations concerning bicycle and pedestrian infrastructure:

- ◆ LDOTD should recognize and formalize the circumstances in which bicycle and pedestrian facilities will not be required in all transportation projects.
- ◆ LDOTD should develop and adopt new typical highway and street sections that incorporate the designs presented for bicycle and pedestrian facilities in the Statewide Bicycle and Pedestrian Plan.
- ◆ Initiation of an intensive re-tooling of LDOTD planning functions whereby all transportation planners and engineers are made conversant with the new information required to accommodate bicyclists and pedestrians.

ITS

LDOTD has a well-established process for planning and implementing ITS improvements. Beginning with the ITS/CVO Business Plan in 1998, and then the ITS Business Plan in 2000, LDOTD has developed goals for the state ITS infrastructure that will serve as the foundation for measuring the benefits that it can provide:

- ◆ Improve overall safety of the transportation network
- ◆ Improve traffic management
- ◆ Reduce non-recurring delays
- ◆ Effectively disseminate traffic information to the public
- ◆ Improve emergency management
- ◆ Promote more efficient modal utilization
- ◆ Improve administrative efficiency, safety and productivity of commercial vehicle operations (CVO)

With this last goal in mind, LDOTD developed the Commercial Vehicle Information Systems and Networks (CVISN) plan, which was adopted in December, 2001. The plan commits LDOTD to achieve CVISN Level 1 deployment by September 30, 2003. Level 1 projects include:

- ◆ Automated safety assurance
- ◆ Automated credentialing
- ◆ Electronic screening

Post Level 1 projects will include automated oversize/overweight permitting and automated accident reporting.

It is anticipated that ITS improvements to Louisiana's transportation infrastructure will significantly improve Louisiana's competitive position as a national gateway for commerce and goods movement.

Second Statewide Conference

As part of the extensive public involvement efforts for this Plan Update, LDOTD will be holding a second statewide conference in early 2003. The purpose of this conference will be to present the draft *Statewide Transportation Plan Update* to stakeholders and gain support and consensus on its recommendations. Input and comments received at this conference will be incorporated into the final report.



■ Get Involved!

LDOTD welcomes your comments and encourages you to follow the development of the *Statewide Transportation Plan Update*. Involvement of the general public, as well as public agencies, is key to the successful update of the Plan that defines the future of transportation in Louisiana.

- ◆ Visit our project website at www.lastateplan.org or access it through the LDOTD's website at www.dotd.state.la.us
- ◆ Look forward to our upcoming newsletters
- ◆ To offer comments, or be added to the project mailing list, write us at the following address:

Louisiana Department of Transportation and Development
Office of Planning and Programming
Attn: Statewide Plan Update
P.O. Box 94245
Baton Rouge, LA 70804



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July 2003



LOUISIANA STATEWIDE TRANSPORTATION PLAN



LDOTD OFFICIALS

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Deputy Secretary

Highways
Bill Temple
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Management & Finance
John Basilica
Undersecretary

Operations
Gordon Nelson
Assistant Secretary

**Public Works & Intermodal
Transportation**
Ed Preau
Assistant Secretary

Planning & Programming
Ken Perret
Assistant Secretary

LIIEP COMMISSION ADOPTS PLAN

On March 28, 2003, the Louisiana Investment in Infrastructure for Economic Prosperity (LIIEP) Commission adopted the Louisiana Statewide Transportation Plan (LSTP) as the official transportation plan for the State. The Plan is the result of the coordinated efforts and involvement, for over the past two years of the DOTD staff, Wilbur Smith Associates Consultant Team, Advisory Councils and LIIEP Commission.



The Louisiana Statewide Transportation Plan builds upon the State's previous 1996 plan and important transportation activities, trends and issues that have taken place in recent years. The Plan identifies needed transportation improvements and will be used in determining how the state should invest in transportation through the year 2030.

The Statewide Transportation Plan identifies policies, programs and large "mega" projects needed to improve transportation facilities and services throughout Louisiana, as well as strengthen the state's economy, enhance international trade and improve the quality of life for Louisiana citizens. The Plan addresses the movement of passengers and freight across all modes of transportation and includes an overview of existing transportation conditions, an analysis of future needs, results of the statewide travel demand model for the highway network in the year 2030, recommendations for each mode of transportation, and fiscally constrained revenue scenarios with specific program elements.



■ PUBLIC INVOLVEMENT

Public involvement was instrumental in the preparation of the Plan and included extensive activities to involve public agencies and stakeholders throughout the plan development process. Public involvement activities included two statewide transportation conferences, nine regional public meetings in the state's

metropolitan areas, meetings with the eight transportation advisory councils, distribution of the draft Plan to public libraries throughout the state, several newsletters and a website. The LIIEP Commission served as the policy committee for the Plan and guided the overall planning process.

Second Statewide Conference

The second Statewide Conference, which was held on January 9 and 10th 2003, served as part of the extensive public outreach program with the purpose of presenting the draft Plan. The conference allowed stakeholders and key agencies to view the draft Statewide Transportation Plan and provide comments on the Plan's recommendations. The conference also served as

the formal kick-off of the public comment period for the Plan.



Formal Public Review Period

The formal 45-day public review period for the Louisiana Statewide Transportation Plan began on February 3, 2003. As required by DOTD regulations, copies of the draft Plan were made available at key federal and state agencies, each DOTD District Office and at the main and branch libraries in each parish, as well as state libraries. Notices of the availability of the document were published twice in the official Parish Journal in each parish and the *Baton Rouge Advocate*, which indicated the location where the document could be reviewed, a brief description of the document, the deadline for comments and the address where comments should be sent for consideration. The DOTD received comments from elected officials, consultants, citi-

zens, chambers of commerce and regional planning commissions during the 45-day comment period which ended on March 21, 2003.

**PUBLIC MEETING
ON THE
DRAFT LOUISIANA STATEWIDE TRANSPORTATION PLAN**

The Louisiana Department of Transportation and Development (DOTD) will hold Public Meetings on the Draft Louisiana Statewide Transportation Plan. The purpose of these meetings is to provide information about the plan and to obtain input from interested parties. The Public Meetings have been scheduled for the dates, times and locations stated below.

1:00 P.M. – 5:00 P.M. <i>Tuesday, February 18, 2003</i> East Bank Jefferson Parish Library Meeting Room A 4747 West Napoleon Avenue Metairie, Louisiana 70001	1:00 P.M. – 5:00 P.M. <i>Thursday, February 20, 2003</i> DOTD Maintenance Unit Office 5056 West Main Street Houma, Louisiana 70360
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Following the presentation, representatives of DOTD will be available to receive comments and answer questions related to the plan. The public is invited and encouraged to attend.

Copies of the Draft Louisiana Statewide Transportation Plan are available for review at the DOTD District 02 Administrator's office, 1440 US Hwy 90, Bridge City, LA, 70094, at the District Maintenance Unit office at 5058 West Main Street, Houma, LA, at the main and branch parish libraries, and on our website at www.lastateplanning.com. Comments on the plan may be sent for consideration to the address below. All comments must be received by Friday, March 21, 2003.

If you require special assistance due to a disability in order to participate at these Public Meetings, please contact DOTD by mail at the address below or by telephone at (225) 248-4190 at least five working days prior to the Public Meeting date.

Environmental Engineer Administrator
Louisiana Department of Transportation and Development
P.O. Box 94245
Baton Rouge, Louisiana 70804-9245

Regional Public Meetings

Regional public meetings were also held to present the draft LSTP and to provide local and regional governmental agencies and stakeholders throughout the state an opportunity to comment on the recommendations included in the draft Plan. Regional public meetings were conducted in the

state's nine metropolitan areas during the month of February 2003. The table below displays the number of attendees and comments received during the Second Statewide Conference and Regional Public Meetings.

Second Statewide Conference & Regional Public Meetings Summary

Location	Number of Attendees	Number of Comments
Second Statewide Conference	190	9
Regional Public Meetings	343	42
Lafayette	40	7
Pineville	32	9
Mandeville	26	4
Metairie	22	3
Lake Charles	30	5
Gray/Houma	40	4
Baton Rouge	78	6
Monroe	27	2
Shreveport	48	2

■ PLAN RECOMMENDATIONS

Recommendations are provided for each mode of transportation. The recommendations were based on input from the public involvement process and the technical analysis conducted as part of the Plan. Based on estimated

revenues and available funding, each recommendation was prioritized and grouped according to the four funding scenarios described in the table below.

Funding Scenarios

Scenario 1A	Scenario 1B	Scenario 2	Scenario 3
Baseline - do nothing	Existing Revenues	Add \$250 million in Year 1 (State)	Add \$150 million (Federal Highway) plus proportionate increase in Federal Transit in Year 1
Existing revenues, no inflation adjustments	Inflation adjustments in Years 11 and 12	Adjust for inflation in Years 11 & 21	Add \$250 million (state) in Year 1 Adjust for inflation in Years 11 & 21





Highway

Scenario 1A:

- ◆ Increase pavement preservation to \$235 M/yr after Year 7
- ◆ Increase bridge funding to \$119 M/yr after Year 7
- ◆ Implement access management policy
- ◆ Implement statewide traffic impact policy
- ◆ Virtually no "Small Capacity" projects after Year 7
- ◆ No "Mega" Projects
- ◆ Allow local option gas tax (exempt diesel)

Scenario 1B

- ◆ Same as Scenario 1 except continue small capacity projects

Scenario 2

- ◆ Increase pavement preservation in

Year 1 to \$235 M /yr.

- ◆ Increase bridge funding in Year 1 to \$119 M /yr.
- ◆ Increase safety program to \$75 M /yr.
- ◆ Increase Operations (+\$9 M /yr.)
- ◆ Increase ITS by \$7M for 10 years
- ◆ Create Intermodal Connector Program (\$20 M /yr.)
- ◆ Small Capacity projects @ \$90 M /yr. average
- ◆ Priority "A" Mega Projects (\$2.8 Billion) - See Map Page 5
- ◆ Jurisdiction Transfer Program (5,000 miles, \$35 M /year)

Scenario 3

- ◆ Scenario 2 plus
- ◆ Priority "B" Mega Projects (\$3.0 Billion) - See Map Page 5

Maritime

Scenarios 1A and 1B

- ◆ Continue Port Priority Program - (\$24.5 M/year)
- ◆ Support improvements for Federal waterways – GRF
- ◆ Continue to work through the Gulf Rivers Intermodal Partnership (GRIP) to increase utilization of the inland waterway system and of coastal shipping
- ◆ Support development of the "Millennium Port" through public / private partnership

Scenarios 2 and 3

- ◆ Increase Port Priority Program
 - Gradual increase to \$40M/year
 - Protect from inflation thereafter
- ◆ Statewide Maritime Marketing Program (\$0.5 M/year takedown from Port Priority Program)

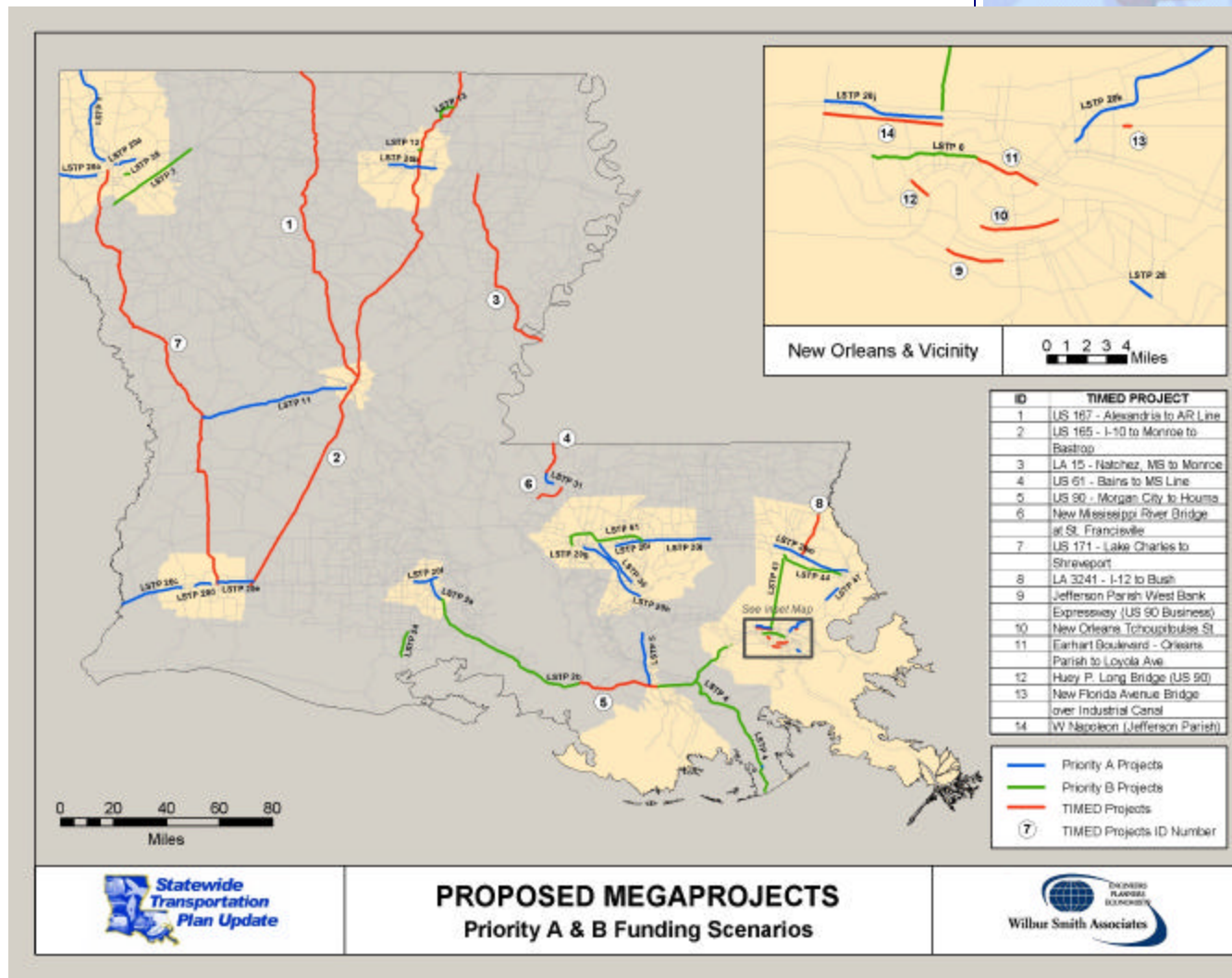


Source: www.portno.com



Source: www.portno.com

Proposed “Mega” Projects—Priority A&B Funding Scenarios



Priority A “mega” projects, which scored and ranked high in both the quantitative and qualitative evaluation were considered highest priority and included in funding Scenario 2. Priority B “mega” projects, which scored and ranked high in either the quantitative or qualitative evaluation were included in funding Scenario 3.

Freight Rail

Scenarios 1A and 1B

- ◆ Support interests of shippers and small railroads
- ◆ Help railroads secure federal grants and loans
- ◆ Add staff to LDOTD Rail Division
- ◆ Research incentive programs for rail / highway crossing closures, both public and private

Scenarios 2 and 3

- ◆ Establish State funding for railroads
 - “286,000#” improvements
 - Circuitry Upgrades
 - Agricultural shipments
- ◆ Increased support for rail / highway grade crossings - \$5 M/year



Trucking

Scenarios 1A and 1B

- ◆ Establish Regional Operations Advisory Council
- ◆ Modify port zone permitting
- ◆ Automate weigh stations – Part of ITS
- ◆ Uniformity in permitting oversize/overweight vehicles
- ◆ Create economic development incentives for extended hours at terminals
- ◆ Develop model truck access design standards

Scenarios 2 and 3

- ◆ Establish One-Stop Center in North Louisiana- \$20 million



Surface Passenger

Scenarios 1A and 1B

- ◆ Market / promote public transportation
- ◆ Enhance safety / security – through ITS
- ◆ Promote / develop regional connectivity
- ◆ Develop alternatives to rural transit systems
- ◆ Coordinate planning for Specialized Transit
- ◆ Utilize Transit-Oriented ITS Applications
- ◆ Implement Transit Oriented Development initiatives
- ◆ Promote public transit connections with centers of higher learning
- ◆ Promote National Passenger Rail System
 - Support improvements to increase passenger rail ridership and farebox recovery
 - Continue study of passenger rail corridors
- ◆ Provide continued financial support in DOTD budget for South-

ern Rapid Rail Transit Commission

- ◆ Create Intercity Bus Task Force
- ◆ Develop statewide intercity bus needs assessment
- ◆ Support pending federal legislation for essential bus service
- ◆ Continue to partner with USDOT (FRA) to develop Maglev technologies

Scenarios 2&3

- ◆ Increase availability of basic public transportation services
 - \$12 M/year Federal
 - \$6 M/year State
 - \$6 M/year Local
- ◆ New Orleans Rail – CBD to Airport
 - \$200 M Federal “New Starts” Grant
 - \$25 M Local
 - \$175 M State
 - Locals operate and maintain

Aviation

Scenarios 1A and 1B

- ◆ Address infrastructure deficiencies for existing airports
- ◆ Acquire easements for obstruction removal
- ◆ Update intrastate air service study
- ◆ Study vertical take off aircraft role
- ◆ Support continued development of passenger & air cargo facilities at all existing commercial service airports
- ◆ Support the private development of a new air cargo / intermodal center in SE Louisiana
- ◆ Fund airfield & terminal capacity improvements statewide
- ◆ Support GA and Reliever Maintenance Program (GRF)
- ◆ Support reauthorization of Federal Airport Improvement Program



Scenarios 2 and 3

- ◆ Aviation Marketing Program for additional service - \$2 M/year
- ◆ Fund airfield & terminal capacity improvements
- ◆ New Orleans International:
 - New runway
 - \$200 M Federal
 - \$150 M Local
 - \$100 M State
 - \$450 M Total
- ◆ Increase State support for aviation
 - \$10 M/year increase in 2003, (from \$5 M/yr to \$15 M/yr)



Bicycle and Pedestrian

- ◆ Develop Statewide bike suitability map
- ◆ Develop Statewide bicycle goals map
- ◆ Provide for "routine accommodation" of bicycle / pedestrian needs in DOTD planning & design process

Multimodal

- ◆ Educate / inform Louisiana's Congressional Delegation
 - Louisiana's transportation needs
 - Louisiana's transportation priorities
 - Advance special federal funding requests
- ◆ Continue / expand the various Advisory Councils
- ◆ Identify Strategic Freight Transportation System for Louisiana





■ IMPLEMENTATION

The Statewide Transportation Plan sets the framework for transportation planning and improvements in Louisiana. The Plan identifies and prioritizes improvements for each mode of transportation and directs transportation investment in the state until the Year 2030. The recommendations outlined in the Plan are intended to foster a safe, efficient and well maintained transportation system that will promote economic growth in the state and improve the quality of life of its residents. With the completion of the Plan, implementation and monitoring of the plan's recommendations and policies is the next critical step of the transportation planning process. The LIIEP Commission will serve as the body overseeing and guiding the implementation and monitoring of the plan ensuring its recommendations are realized. The eight Advisory Councils will also continue to meet, to allow for a more focused monitoring of the Plan and to ensure the Plan's recommendations and policies continue to address the transportation needs of Louisiana.

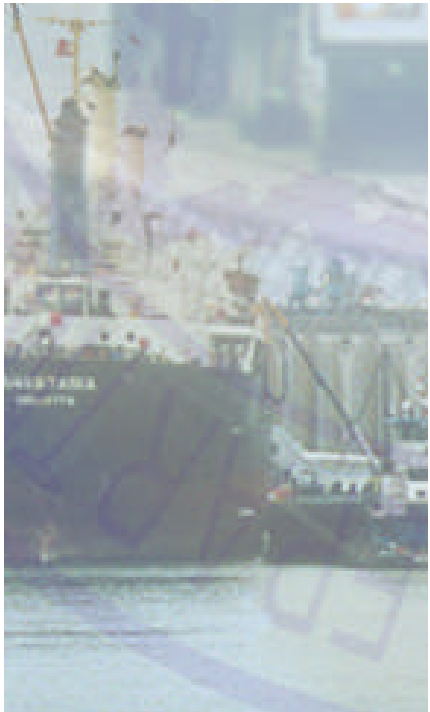
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- State libraries
- Project website – www.lastateplan.org



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SUMMARY OF WRITTEN COMMENTS

Public Review Period

The 45-day public comment period for the Louisiana Statewide Transportation Plan began on February 3, 2003. As required by DOTD regulations, copies of the draft plan were made available at key federal and state agencies, each DOTD District Office and at the main and branch libraries in each parish, as well as state libraries. Notices of the availability of the document were published twice in the official Parish Journal in each parish and the Baton Rouge Advocate, which indicated the location where the document could be reviewed, a brief description of the document, the deadline for comments and the address where comments could be sent for consideration.

Written Public Comments

The DOTD received a total of 11 letters/emails during the 45-day comment period which ended on March 21, 2003. Comments were received from elected officials, consultants, citizens, chamber of commerce and Regional Planning Commissions. Written comments received during the 45-day public review period are summarized below:

Projects related to “mega” highway improvements include:

- The four-laning of LA 137 from I-20 to LA 133, LA 133 from LA 137 to US 165, and US 165 to Bastrop should be included in the plan
- The plan should recognize the use of non-traditional funding sources for the construction of some mega projects
- Move the I-10-LA 1 Connector (LSTP-046) from Priority C to Priority A or B “mega” projects
- Move LA 408 from LA 37 to LA 16 (LSTP-025) from Priority D to Priority A or B “mega” projects
- Break out I-10 from I-110 to I-12 (LSTP 020g) to Priority A and B
 - Priority A – interchange at foot of Interstate Mississippi River Bridge
 - Priority B – widen 4 to 6 lanes
- Break out the Baton Rouge North Bypass from I-10 to I-12 (LSTP-051) to Priority A and B
 - Priority A – new Interstate I-12 from I-10 west of LA 415 to US 190 and bridge rehabilitation to Airline Highway, stop at Plank Road interchange. Move project from Priority B to Priority A “mega” projects.
 - Priority B – Plank Road interchange to I-12, build/upgrade to 4-lane interstate standards
- Recommendation for using the Comite River diversion right-of-way for the Baton Rouge Northern Loop

Other non-highway recommendations include:

- Include Baton Rouge's New Capital Area Regional Bus Rapid Transit project in Scenario 2 funding
- Include Baton Rouge's Capitol Complex Shuttle project in Scenario 2 funding
- Comments on the Transit Issues section of the Surface Passenger element of the plan included the following:
 - With ridership statistics show how local, federal and state funding levels have changed, TEA-21 projects and transit spending levels, capital expenditures for vehicles, support facilities, etc., required to maintain current level of service
 - The report highlights lack of coordination between Jefferson Transit (JeT) and the Regional Transit Authority (RTA). JeT and RTA are beginning to coordinate services
 - Add a section to identify transit needs to maintain current service levels and increase service levels
 - Add a section to identify goals with current spending levels statewide and increased spending statewide
- Recommendations for the completion of the following roadways as key strategic linkages for the military in Louisiana:
 - LA 28 (connecting Ft. Polk with Alexandria)
 - I-49 (linking New Orleans with the LA-AR state line)
 - LA 3017 (Peters Road, linking the Naval Air Station Joint Reserve Base with the West Bank Expressway, and eventually I-49)
- \$5 million per year to establish a highway/rail grade separation program is inadequate, however \$5 million in non-federal funds can make available an incentive program to entice local jurisdictions into closing unsafe crossings and/or building service roads to remaining crossings
- Several letters were received by the DOTD with regards to the need for further addressing pedestrian and bicycle issues in the Plan including the following:
 - Bicycle and pedestrian issues should stand-alone in a category called Non-Motorized Surface Passenger Transportation
 - State involvement should be targeted at policy development
 - DOTD should take the lead to initiate multiple partnerships to develop a comprehensive policy for cycling with the Department of Education, State Police and local Law Enforcement, Department of Motor Vehicles, Department of Health and Hospitals
 - Implement the suggestions for improving roads for cycling as identified in the current Bicycle and Pedestrian Master Plan
 - Minimum paved shoulder width should be a required standard for Louisiana roadways not a guideline
 - Address the concern of installing rumble strips on rural roads that currently have narrow paved shoulders