



RESILIENT LOUISIANA COMMISSION

CO-CHAIR DON PIERSON

CO-CHAIR TERRIE STERLING

Transportation and Infrastructure Task Force

May 18, 2020

Meeting called to order at: 3:00 p.m.

Task Force Members Present:

- Greg Morrison
- Shawn Wilson
- Robert S. Boh
- Gerrelda Davis
- Steve Davison
- Randy Guilliot
- Bill Hogan
- Jaclyn Hotard
- Bryan Jones
- Renee Lapeyrolerie
- Robert Maness
- Mayor James E. Mayo
- Sandra McQuain
- Roger Ogden
- Tim Temple
- Drew Tessier
- Dinero' Washington

- Co-Chair Greg Morrison asked Joshua McNemar for the roll call.
 - Quorum obtained. Co-Chair Shawn Wilson joined at 3:24pm. Motion to approve the 5-8-2020 minutes were called by Brian Jones and seconded by Randy Guillot. None opposed.
- Modal Specific Update-Sandra McQuain Presentation
 - First, Secretary for Louisiana Economic Development Don Pierson is introduced to speak by Co-Chair Morrison. Commented that first mile marker has been reached against the Charge I which were the immediate elements impacting the state with COVID. The commission is moving forward anticipating adopting a framework on the next commission meeting tasking the T and I Task Force to present a formal document order before 6-12-2020.
 - Sandra McQuain presented a chart of the Percentage of Passenger Enplanements in Louisiana as compared to the same week last year. Most of this state's airports are doing better compared to national counterparts. Referencing AEX for the week ending 5-10-2020 which is 12% and nationally they are seeing 6.7%. With the exception of Lake Charles and New Orleans which are the outliers, most of the airports in the state are seeing 10 to 12% of their enplanements but are ahead of the national numbers. Lake Charles is showing the best numbers especially after the week of 5-10-2020 whose numbers are up 26% compared to the previous year numbers. However, New Orleans has stayed well below the national average.
 - Roger Ogden mentioned an issue that many airlines nationally had a “knee jerk” response to the COVID pandemic therefore many flights were cancelled across the country. Over the last several weeks, airlines are getting more sophisticated in adjusting their schedules instead of the initial reactive response. He also commented that international air service is virtually nonexistent. More importantly the TSA throughput trends are a more accurate way of tracking and are consistent with national trends. Although there has been a small increase in traffic of 1,000 daily, compared to 22,000 pre-COVID. Lastly, even with the reduced schedule of flights, the average load factor for April was 22% which is severely low. The expectation given by aviation industry experts and owners of airlines is 3 or 4 years to get back to pre-COVID levels based on previous experience with 9/11. The industry is primarily focused on presenting consistency in scheduling and creating safe environments at the airports in the TSA process, at the gates, at the check-ins and in the airplane, itself. This is to win back the confidence of the American flying public.
 - Ms. McQuain asked Mr. McNemar to share the spreadsheet with tabs that will give actual enplanement numbers from all the airports in Louisiana.
 - Ms. McQuain presents “Fly Safe Louisiana” with its purpose to return air service at all 7 commercial airports in Louisiana to their December 2019 levels by January 2022. It offers 4 core messages:
 - Prevention – spread of virus; keep flying public safe
 - Promotion – restore passenger confidence, demonstrate commitment to airlines
 - Consistency – standardize protocols
 - Recovery – streamline efforts to restore service, establish Louisiana as a market leader

- Co-Chair Morrison addressed the use of electronic billboards used by DOTD referencing the current message to call 211 for COVID-19 information. They can be used for PSAs about recommendations for masks or air travel placed strategically on the major freeways.
- Co-Chair Shawn Wilson joined the meeting (3:24pm) with comments to using digital communications and social media for aviation and for the use of TNCs. There are funds available to allow quick contracts in order to complete such.
- Modal Specific Update-Lyft and Uber
 - Carter Stern with Lyft was not available to comment with an update.
 - Christian Rhodes with Uber shares update about COVID impacts as relates to TNCs. Like most transportation providers, the outcome has been devastating especially in the southeastern markets being down about 70%. As a direct response to COVID, Uber has provided DOTD with a free code that provides travel assistance to direct healthcare workers, essential employees, or for those who provide service to the general public.
 - Co-Chair Wilson further discussed Uber partnering with United Way of Louisiana to offer regional-based codes available up to \$160,000 worth in rides to help the public get back using the service. His office is also working on other contracts to procure promotional monies for aviation including billboards.
 - Brian Jones asked about FTA funds made available to transit agencies in New Orleans, Baton Rouge, and Shreveport where routes have been cut back due to lower ridership and to protect their workforce to provide on-demand services for those who would typically use the bus route but are unable to do so given the reduced schedules of those agencies.
 - Co-Chair Wilson commented that given Mr. Jones' question may be asking if TNCs are working with transit agencies as on-demand services to fill the gaps of some lines that have been shortened or re-routed due to low ridership and will defer to Dinero Washington or Christian Rhodes to answer.
 - Mr. Rhodes commented that Uber is ready to work with any regional transit agency to provide transportation solutions.
 - Dinero Washington commented that in Shreveport they are looking forward to resuming normal service and partnering with Uber and Lyft.
 - Co-Chair Wilson answered a question Mr. Washington posed at the last meeting regarding PPE and Uber and Lyft and other TNC providers. The question was facilitating making a request for PPE for transit entities and the response is that should be put in as a web EOC request from your lead government agency which would be your mayor's office homeland security or emergency preparedness for Shreveport. Orleans parish should go through Go-SEP being specific looking for bulk provisions, hand sanitizer, masks, gloves, etc. Go through your local government to make those requests known.
 - Co-Chair Wilson recognized a question received on the chat that may be directed to Mr. Rhodes with Uber asking to provide any light on TNCs providing pandemic unemployment insurance for their drivers and are if there any issues that recognizes some of the challenges in terms of downsizing. Also, in terms of PPEs, how are you making them available for drivers or passengers that may want to use their service?
 - Mr. Rhodes addresses the latter part of the question saying that it is a requirement for the drivers and passengers to have a face mask when in an area that has passed Phase 1.

- Rail and Maritime
 - Drew Tessier addresses the group on rail and maritime discussing that nationally carloads have steadied out with a 20-25% decrease as compared to last year. Union Pacific is going back to work on June 1 and are looking at a tiered approach.
 - Co-Chair Wilson commented on the commercial rail perspective recognizing Amtrak has a well put together position and response in terms of how they are handling passengers, PPE, etc. in the form of a news release which will go out to the members of the task force. It reflects how their travelers are getting the proper guidance and there are no issues with how they are rolling that out.
- Cruise and Port-Cargo Industry
 - Matt Gresham presentation: “COVID-19 Impacts to Lower Mississippi River Ports”
 - Five Louisiana port authorities make up one of the largest port complexes in the world and allows unparalleled access to 30-plus major inland hubs such as Memphis, Chicago and Canada. They are Port of Greater Baton Rouge, Port of South Louisiana, Port of New Orleans, St. Bernard Port, Harbor and Terminal District, and Plaquemines Port, Harbor and Terminal District.
 - The presentation highlights Economic Impact, Uninterrupted Service Throughout Pandemic, Lower Mississippi River COVID-19 Impacts on container volumes, break-bulk business, bulk volumes and industrial and hospitality leases, Lower Mississippi Cruise Line, and Lower Mississippi River Ship Call Impact.
 - Randy Guillot asks a question about container vessel omissions referencing the High River and pandemic at this time. What is the percentage of vessel omissions compared to other ports around the country and also the notifications as far as the omissions itself being problematic? Mr. Gresham answered that we have not been impacted as much as others have.
- Financial Update
 - Co-Chair Wilson discusses PPEs around Charge I have rendered good results and good information to submit to the overall RLC by Friday. Transitioning to the next phase which is a more pro-active discussion. On the federal level, there is a 3 trillion-dollar bill that the House has passed but may not pass in its format but there is a 500-billion-dollar allocation in that bill for state and local governments that relate to states having some flexibility around some of the funding which was part of the NGA’s request. In terms of the backstop AASHTO requested, they funded about 15 billion of the 49 billion that was asked for which gives us a start in those discussions as it moves to the Senate and they have included some additional dollars for transit. At a very high level, those are some of the things that made it into that bill. Will monitor and report back.
 - Regarding the budget, Co-Chair Wilson discusses the 115 million dollars that Governor Edwards put into the surplus bill will be divided the following ways: 15 million to dredging the Mississippi River, and 100 million dollars to close the gap and help meet our match. The 100 million dollars was taken out of the appropriations to DOTD today and will be used for debt defeasance and a rainy-day fund, therefore presenting a major reduction of about 75 to 80 million dollars of what was expected to get in the TTF. In summary, the reductions will take about a 780 million program and reduce it by about 250 million dollars over 12 months. There is a meeting later today with Stuart Bishop who is the Chairman of Ways and Means

- of which moving the 100 million back to DOTD may be discussed in order to meet our full program and complete the distribution done in August.
- Co-Chair Wilson presents slides representing construction that has been achieved during the corona virus pandemic. First slide highlights highways and bridges put in place which reflects a significant amount of money while trying to accomplish a record year for highways. It shows the value of highway and bridge construction put in place in March. There is a map that shows states that have delayed or cut projects already. The slides also reflect revenue declines. The last slide talks about real estate, local government, and highway program expenditures showing infusions every 5 to 10 years. Given this pattern, we are probably in line for another course correction.
 - Robert Boh asks have we ever failed to match available federal dollars. Co-Chair Wilson answers never in the history of Louisiana DOTD and every year since he has been Secretary we have earned record numbers of extra money because we have been able to take advantage of the August redistribution and in order to qualify for August redistribution, you have to complete your entire program. For the first time, we will not complete our entire program because we will not get 50 million dollars until October. Essentially, we are losing 200 million starting July 1st.
 - Mayor Jamie Mayo asks a question referencing the financial update given mentioning 3 trillion dollars passed by the House and some members of the Senate not going to pass it. He asks to confirm the 500 billion to be given to state and local governments to use to cover the impacts of COVID other than the immediate COVID response. Secretary Wilson confirms the amount.
 - Brian Jones asks Secretary Wilson to clarify a comment made this morning at appropriations referencing a couple of million dollars in escrow for projects. Secretary Wilson answers that the comment may be referring to projects that are fully funded sit in escrow and it is withdrawn on as needed.
- Public Comment
 - Ken Naquin asked about Secretary Wilson getting about 50 million dollars in October; would that be from the sale of bonds? Secretary Wilson answered that is correct.
 - Brian Jones posed the question that how would this effect HB578 projects from last session? There would be no effect answered Secretary Wilson.
 - Secretary Wilson commented to the members that we will be shifting to Charge II and will be sending questions to the members by week's end.
 - Adjournment
 - Mr. Morrison asked for a motion to adjourn, Secretary Wilson moved and Randy Guillot seconded.

Acknowledgement and adjournment at 4:31 p.m.

