The SENATE COMMITTEE ON SMALL BUSINESS &

ENTREPRENEURSHIP, held before Janice P. LaFleur,

Certified Court Reporter, at the Lafayette Public

Library South Auditorium, 6101 Johnston Street,

Lafayette, Louisiana, on the 8th day June, 2015,

beginning at 11:33 a.m.


APPEARANCES:

     SENATOR DAVID VITTER

     CONGRESSMAN CHARLES BOUSTANY

     MR. DAVID KIM, Witness

     MR. TERRY BAUGH, Witness

     MR. KAM MOVASSAGHI, Witness

     MS. MISSY ROGERS, Witness


     GENERAL AUDIENCE MEMBERS

| | |
|---|---|
| 1 | FIELD HEARING |
| 2 | "Relieving Traffic Congestion and Increasing Small |
| 3 | Business Growth by Improving Our Roads and Bridges |
| 4 | at the State and Local Level" |
| 5 | SENATOR VITTER: |
| 6 | Today you will hear from Mr. David Kim, the |
| 7 | Associate Administrator for Policy and |
| 8 | Governmental Affairs for the Federal Highway |
| 9 | Administration, U. S. Department of |
| 10 | Transportation. |
| 11 | David spent five years with the Los Angeles |
| 12 | Metropolitan Transportation Authority as Deputy |
| 13 | Executive Director.  In this capacity, he led |
| 14 | their Federal relations and issues on behalf of |
| 15 | one of the largest transportation providers in |
| 16 | the country.  Thank you very much for joining |
| 17 | us, David.  Even more importantly, thanks for |
| 18 | your work.  We will turn over to you for your |
| 19 | five minutes of testimony and then we will have |
| 20 | an exchange after that, but welcome. |
| 21 | MR. KIM: |
| 22 | Thank you very much, Chairman Vitter and |
| 23 | Congressman Boustany.  It is wonderful to be |
| 24 | here.  I really appreciate the invitation to |
| 25 | join you today.  This is my second time in |

1       Louisiana, the first time in Lafayette, and it

2       is terrific to be here and to feel the warm

3       welcome.  It's just wonderful to be here.

4            This is a very important hearing Chairman

5       Vitter.  I really appreciate your leadership in

6       organizing the hearing.  It is a very timely

7       and important topic, and that is the Federal

8       Government's role in making sure that we have

9       proper investment in infrastructure.  At USDOT

10      and the Federal Highway Administration, it is

11      our view that we need to do so much more to

12      invest in our infrastructure and not simply

13      hold the line, and I will add that if we hold

14      the line, projects like I-49 South will be very

15      challenging to complete in a timely manner.

16      States and localities need the certainty of a

17      multi-year Federal program to move the ball

18      forward in terms of improving overall capacity

19      and quality, and also to keep people in terms

20      of work, building and repairing the nation's

21      roads and bridges.

22           The President has laid out his vision for

23      surface transportation through a piece of

24      legislation called the Grow America Act, which

25      was formally transmitted to Congress several

1    months ago.  It calls for robust funding, over

2    a six year period, across all modes of

3    transportation.  I will add that on the

4    highway, bridge and roadside, it is Three

5    Hundred and Seventeen (317,000,000,000) Billion

6    over six years.  That is a thirty percent (30%)

7    increase over the current program called MAP

8    21.  We believe it's a proposal that makes an

9    important contribution to the re-authorization

10   dialogue currently under way on Capitol Hill,

11   and we're very eager to work closely with this

12   Committee, Mr. Chairman, as well as others,

13   including the Ways and Means Committee to

14   develop a long-term plan that enables all

15   levels of government to address our current and

16   future transportation challenges in a

17   meaningful and thoughtful way.

18       Mr. Chairman and Congressman, the American

19   people and Louisianians are paying a very high

20   price as a result of inadequate structured

21   investment.  Sixty-five (65%) percent of our

22   roads are in less than good condition, and

23   twenty-five (25%) percent of our bridges need

24   significant repair, or cannot handle current

25   traffic demands.  This is an economic issue as

1       well as a safety issue.  Congested roadway are

2       also another result of under-investment.

3       American businesses pay an estimated Twenty-

4       Seven Billion (27,000,000,000) a year in extra

5       freight transportation costs, increasing

6       shipping delays and raising prices on everyday

7       products for American families; and, to put

8       this into perspective, right here in Louisiana

9       travelers in New Orleans spend over Nineteen

10      Million (19,000,000) hours in congestion delays

11      annually, and purchase an extra Nine Point Four

12      Million (9.4) gallons of fuel, resulting in a

13      cost of Four Hundred and Forty-One Million

14      (441,000,000).  In Baton Rouge, travelers spend

15      over Seventeen Million (17,000,000) hours in

16      congestion delays, and purchase an extra Ten

17      Point Two (10.2) million gallons of fuel,

18      resulting in a cost of Four Hundred and Twenty-

19      Four Million (424,000,000).  We do not have the

20      statistics for Lafayette, but I would venture

21      to guess they are not far behind that of Baton

22      Rouge and New Orleans.

23          On top of that, variation in travel time

24      from day to day impacts not only commuters, but

25      it's also a major concern for large and small

1 companies in all areas of the economy.  The

2 time that we spend on congested roads,

3 especially when it's unexpected, can lead to

4 missed job opportunities and lost income for

5 those who depend on reliable transportation

6 network to ship products, provide services, and

7 get to work.

8   So, what can we do about this right now?

9 At FHWA, we have a number of activities and

10 tools available to help states and cities and

11 parishes, address congestion, in both urban and

12 rural areas.  We are launching a performance

13 management approach to support the national

14 goals of reducing congestion and improving

15 system reliability.  We are also encouraging

16 state and local governments to adopt a variety

17 of operational strategies and I'd like to

18 mention just a few of them right here.  There

19 is something called Advanced Transportation

20 Demand Management, which includes public

21 transportation and non-motorized travel

22 solutions.  There's also Corridor Management,

23 which includes efficient coordinated use of

24 roads and transit services.  We also have

25 Freight Management and Operations for efficient

1 movement of goods, managed lanes, work zone

2 mobility, roadworker management, and management

3 of arterial streets including traffic signal

4 timing making sure that the signals are

5 properly timed.

6   These are important strategies that can be

7 deployed right now in the type of mobility

8 challenges here in Lafayette and throughout the

9 State of Louisiana.  We can change or provide

10 best practices and pure changes to help the

11 state and local agencies reduce congestion and

12 improve system reliability.  In addition, we

13 are heavily focused on modernizing the way in

14 which projects are delivered, and we are

15 pushing technology and process innovations to

16 make sure that we get the most value for every

17 dollar.  This is a very important priority of

18 the Federal Highway Administration.  It's

19 called Every Day Counts, or EDC, and this is

20 all about delivering projects better, faster,

21 smarter and cheaper.

22   I am very happy to report that Louisiana is

23 actively using several of EDC initiatives to

24 save time and money, as well as improving

25 safety and reducing congestion.  For example,

1    there's something called Traffic Incident

2    Measurement Training, or TIM Training for

3    short, for first responders and this is being

4    widely used throughout Louisiana.  This is

5    really important because traffic incidents

6    account for twenty-five percent (25%) of

7    traffic delays.  You all see it yourself when

8    you are traveling on the roads.  When there's

9    an accident, that's going to tie up traffic in

10   a very big way, and not only do traffic

11   accidents result in delays, they put

12   responders' lives at risk and drivers' lives at

13   risk.  And so this TIM Training is focused on

14   response strategies that would protect motorist

15   and responders, while minimizing the impact on

16   traffic flow.  I also want to mention that

17   Colonel Michael Edmonson, the Superintendent of

18   the Louisiana State Police, is a huge champion

19   of the TIM Training, and he is a driving force

20   in terms of making sure that Louisiana first

21   responders are properly trained, and he's done

22   this not just in Louisiana, but throughout the

23   country, and he is one of the reasons why

24   Louisiana is Number Two in the nation when it

25   comes to the percentage of first responders who

1    have received TIM Training.

2         Another major EDC initiative that has been

3    heavily embraced by DOTD here is something

4    called warm mixed asphalt.  The State is

5    benefiting tremendously from the use of warm

6    mixed asphalt.  Everything from reduced paving

7    expenses, and extended paving season, and

8    better working conditions for construction

9    workers by reducing their exposure to fuel

10   emissions and fumes.  It's also worth

11   mentioning that DOTD is constructing the

12   marine, shell and creek bridges in Vermilion

13   Parish, and they are doing this using a method

14   called Geosynthetic Reinforced Soil-Integrated

15   Bridge System.  It's a very technical term, but

16   it's a technology that has a potential to

17   complete bridges in weeks instead of months,

18   especially as this method becomes mainstream

19   nationally.

20        And so, these are just a few examples of

21   how Louisiana is using EDC innovations

22   effectively in order to improve the way in

23   which products are delivered.  And so, Mr.

24   Chairman, I will simply conclude by saying that

25   the transportation challenges here in Louisiana

|    |                                               |
|----|-----------------------------------------------|
| 1  | and around the country are clear.  We all see |
| 2  | them every day.  You all see them every day,  |
| 3  | but through the next re-authorization bill, we |
| 4  | have a golden opportunity to make a meaningful |
| 5  | difference in terms of making robust          |
| 6  | investments that will improve mobility, reduce |
| 7  | congestion, bolster safety, and upgrade quality |
| 8  | of life for the American public and for       |
| 9  | Louisianians.  So, I really appreciate the    |
| 10 | opportunity to be with you today, and I'd be  |
| 11 | happy to answer any of the questions.         |
| 12 | SENATOR VITTER:                               |
| 13 | Thank you, David, very much.  Thanks for      |
| 14 | being here and for you work, and I'll turn over |
| 15 | to Charles to kick this off.                  |
| 16 | CONGRESSMAN BOUSTANY:                         |
| 17 | Thanks, David.  Just a couple of questions.   |
| 18 | First of all, thank you for coming, and welcome |
| 19 | to Lafayette.  I hope you had a good meal or  |
| 20 | two while you were here.                      |
| 21 | MR. KIM:                                      |
| 22 | Yes, indeed.  I did.                          |
| 23 | CONGRESSMAN BOUSTANY:                         |
| 24 | This community is a very welcoming            |
| 25 | community, so we are glad you are here today.  |

1    You got a pretty good snapshot in the

2    discussion that occurred just a little while

3    ago about I-49.  Its importance, no doubt, is

4    already on your radar screen, and you heard

5    locally how important this is.  What can we do?

6    How can we get this to completion?  Obviously

7    we got to get a five or six year bill revenue

8    stream in place to do it, but from your

9    position how do you see this as a priority for

10   this area, but also beyond the immediate area

11   nationally.  How do you see this as a national

12   problem?

13   MR. KIM:

14        Right.  Thanks for your question,

15   Congressman.  I-49, we recognize the importance

16   of the corridor and the project.  The cost to

17   complete I-49 from Lafayette to New Orleans is

18   Five Billion ($5,000,000,000) Dollars.  That is

19   beyond the means of any local government;

20   state, local, federal to pay for, and so I

21   think Senator Vitter outlined the proper

22   strategies in terms of looking at it piece by

23   piece, different segments, looking at the

24   public/private partnerships, innovative

25   financing involving the private sector,

1       identifying this as an energy corridor in the

2       next re-authorization bill.  There are a lot of

3       ways to do this.  It's going to take a little

4       bit of time, but at the very bottom of all of

5       this is making sure that we have a robust re-

6       authorization bill, and as I mentioned in the

7       testimony, if we hold the line at current MAP

8       21 spending levels, this project is going to

9       have a very difficult time to get there, but I

10      think it's going to take a multi-prong strategy

11      along the lines of what the Senator has

12      outlined.

13 CONGRESSMAN BOUSTANY:

14      From your position, do you favor having the

15      special designations, you know highway of

16      national significance, energy corridor, and so

17      forth, recognizing the importance of getting

18      this project done?

19 MR. KIM:

20      In the Grow America Act, which I mentioned

21      and which we transmitted to Capitol Hill, one

22      of the features of Grow America is a very

23      robust multi-mobile freight investment program,

24      and there's no question that I-49 South is an

25      important freight corridor in Louisiana and

1    throughout the country, and for the first time,

2    if this provision is enacted into law, there

3    would be a separate stand alone dedicated way

4    to pay for important freight investments like

5    I-49 South.  We would propose Eighteen Billion

6    ($18,000,000,000) Dollars over six years for

7    freight projects around the country.  Half of

8    that would come to states in the form of

9    formula dollars, and the other half would come

10    in the form of competitive grants, and so

11    having this kind of separate stand along

12    freight investment program would be a very

13    important step forward to help pay for I-49

14    South.

15  CONGRESSMAN BOUSTANY:

16    One last question, you mentioned a few

17    things about trade.  I know the President has

18    prioritized trade, expanding exports as a means

19    to grow the U.S. economy and create jobs.  I

20    threw a few statistics out there about the

21    importance of this area in meeting those goals.

22    Interestingly the Wall Street Journal article,

23    when it ranked districts in terms of exports,

24    this district ranked eighth out of four hundred

25    and thirty-five (435), yet petroleum products

1      and export of petroleum products was excluded.

2      That's a whole new area that we are looking at

3      developing, whether it's liquified natural gas,

4      more refined products, and potentially even

5      crude oil exports.  If that's added in, this

6      area of the country, right here in South

7      Louisiana, is going to skyrocket, I think to

8      maybe the top exporting district, and so can

9      you put into perspective the importance of

10      surface transportation and having it in place

11      to meet those needs of working along with our

12      sea ports and so forth from your standpoint?

13   MR. KIM:

14      It is absolutely important that trade-

15      related infrastructure can play a huge role in

16      making sure that products made in Louisiana and

17      exported around the world can get to market,

18      and so I-49 South, and yet the other project

19      and that I don't think has been mentioned is

20      Louisiana Highway 1, in the southern part of

21      the state, which as we all know goes down to

22      all of the producers and manufacturers.

23   CONGRESSMAN BOUSTANY:

24      Right.

25   MR. KIM:

1        Louisiana Highway 1 received a TIFIA loan,

2     that's what it's called.  It is a Federal loan.

3     It received it several years ago, but it's a

4     low interest loan to help pay for important

5     investments like Louisiana Highway 1, and so

6     trade related infrastructure absolutely is

7     important and we have to fully slide a laser

8     beam on that.

9  CONGRESSMAN BOUSTANY:

10        David, one last followup.  You mentioned

11     some of the innovations to try to compress the

12     time line to getting these projects done.

13     Could you elaborate just a little bit more on

14     this.  I mean, obviously many of us are

15     frustrated with both elected officials,

16     federal, state and local, as well as concerned

17     citizens about the time that it takes to get

18     these projects done once the money has been

19     allocated.

20  MR. KIM:

21        Right.  We are focused heavily on efforts

22     within Federal Highway to use innovations and

23     innovative practices and technologies and

24     materials to shorten the time it takes to

25     deliver projects.  That is really important,

1    and on the environmental permitting side, same

2    thing.  We are focused on making sure that

3    concurrent reviews take place, so for example

4    if you have a bridge project it sometimes

5    requires approvals from not just the Federal

6    Highway Administration, but from the U.S. Coast

7    Guard, from the Corps of Engineers, from Fish

8    and Wildlife Service, from other Federal

9    Agencies that have to give permits under

10   Federal law.  So we are focused on making sure

11   that these reviews take place at the same time.

12   It's called concurrent review as opposed to

13   sequential, which is one agency at a time which

14   could take years and years and years, so that

15   is a practice that is being institutionalized

16   right now.  We have several tools to make sure

17   that our Federal Agency partners in other parts

18   of the government do this in a concurrent

19   manner so as to save time and make sure that we

20   can deliver projects faster.

21   CONGRESSMAN BOUSTANY:

22        Thank you very much.  Thanks, David.

23   SENATOR VITTER:

24        Yeah, David.  Thank you again for your

25   testimony.  I just have one question, and I'm

1    glad you mentioned freight.  As you know, the

2    last big highway bill required the Department

3    of Transportation to develop a National Freight

4    Network to identify that, and it listed

5    criteria, and a bunch of those criteria are

6    related to energy and multi-modal and other

7    things, really point to aspects of I-49 South

8    and yet in the draft National Primary Freight

9    Network that was released October, 2013, I-49

10    South is not part of that, and I just don't get

11    it because so many of those factors are at

12    issue.  Can you explain why it is not part of

13    that draft network, number one; and can you

14    commit to revisiting that and looking at the

15    metrics and the factors that Congress laid out?

16  MR. KIM:

17        Thanks for your question, Senator.  This

18    was a very challenging exercise to come up with

19    a draft Primary Freight Network, and it turns

20    out that twenty-five (25) miles of U.S. 90,

21    from Lafayette to St. Martin Parish, that small

22    part of U.S. 90 was included in the draft

23    Primary Freight Network, and also ten miles of

24    I-49 near Shreveport were also included, but

25    the challenge was in the statute, in MAP 21, we

1     were limited to twenty-seven thousand (27,000)

2     miles of highway, and so that posed significant

3     limitations on our ability to include as many

4     highway segments as we could in the Primary

5     Freight Network, but having said that I will

6     tell you that we are now engaged in an effort

7     to develop a Multi-Modal Freight Network, not

8     just highway but all modes of transportation,

9     rail as well.  Our plan right now is to

10    incorporate all aspects, all interstate

11    highways, into the Multi-Modal Freight Network,

12    and assuming we do that, that means all of I-49

13    would be incorporated into this Multi-Modal

14    Freight Network.

15  SENATOR VITTER:

16        Well, great.  I'm going to follow up with

17    you on that, but I'd also like for you to look

18    at I-49 in the context of the MAP-21 Freight

19    Network as well because it's fine to identify

20    twenty (20) miles or whatever you said in or

21    around St. Martin Parish, but that's not going

22    to get freight to where it needs to go from

23    ports to the heart of the country if we're just

24    focused on twenty (20) miles alone, and

25    obviously it needs to connect to the whole

1      system.

2 MR. KIM:

3      You have to understand that we will be

4      happy to followup with you.

5 SENATOR VITTER:

6      Great.  Thank you very much for your

7      testimony, and I appreciate it.  I'm now going

8      to invite our other witnesses to come up.  Our

9      second panel of witnesses, and I'm going to go

10      ahead and begin introducing them as they come

11      up to save time.  We are very honored to have

12      four distinguished witnesses.  Terry Baugh is

13      the Chief Financial Officer of D&J Construction

14      Company and Executive Vice President of

15      Ouachita Terminals, located in West Monroe,

16      Louisiana.  Over his twenty-five (25) year

17      career with D&J, he has become well-versed in

18      many transportation and infrastructure related

19      topics.

20      Dr. Kam Movassaghi is recently retired from

21      the Presidency of Fenstermaker, a consulting

22      civil engineering firm headquartered in

23      Lafayette.  During his ten year tenure the firm

24      experienced one hundred (100%) percent growth.

25      He's also former Secretary of the Louisiana

1           Department of Transportation and Development

2           where he was responsible for implementing a

3           Five Billion ($5,000,000,000) Dollar ten-year

4           program to expedite construction of five

5           hundred (500) miles of new highways and two

6           Mississippi River bridges.

7                Don Hargroder is the owner of Courtesy

8           Automotive which he founded.  Since founding

9           the company, he has expanded his business to

10          over ten dealerships across five parishes, so

11          Don understands, and lives every day, the

12          business impact aspect of this entire

13          transportation issue.

14              And last, but certainly not least, Missy

15          Rogers is the President of Noble Plastics where

16          she has served as President for over fifteen

17          (15) years.  She is tasked with the creation of

18          a manufacturing and design business providing

19          jobs to thirty-two (32) individuals servicing

20          clients in defense, energy, consumer goods,

21          automotive and the medical fields.

22              So thanks to all of you for being here.  We

23          really do appreciate it, and we will move from

24          Terry on down the table and as y'all know, you

25          have five minutes each for testimony, and then

1    Charles and I will followup with questions and

2    discussions.  Thank you very much for being

3    here.  Terry?

4  MR. BAUGH:

5          Chairman Vitter, Congressman Boustany,

6    thank you for the opportunity.  The story of

7    the current state of infrastructure across

8    America is a pretty embarrassing one.  To

9    support that statement, there's an extensive

10   body of undisputed proof, and while I'm tempted

11   to spend time laying out the case of need for

12   investment into our surface transportation

13   infrastructure, I believe the case was made

14   clearly by you in your opening presentation,

15   Chairman Vitter.  I'll just give some summary

16   bits of information.

17          Our surface transportation infrastructure,

18   including inland waterways, has been given the

19   following grades by the American Society of

20   Civil Engineers or ASCE in it's 2013 report

21   card for infrastructure, roads, D; the bridges,

22   C+; and inland waterways, D-.  Since Louisiana

23   is such a rural state as a whole, taking a

24   quick look at our rural areas specifically, the

25   Road Improvement Program, or TRIP, reports that

1    fifteen (15%) percent of our major rural roads

2    in America are in poor condition, while ten

3    (10%) percent of our rural bridges are

4    functionally obsolete.

5         A very telling statement of impact by Bob

6    Stallman, the President of American Farm Bureau

7    is, America's rural transportation network

8    plays a key role in the success and quality of

9    the life of U.S. farmers and ranchers.

10   Deteriorated and deficient rural roads and

11   bridges are hindering our nation's agricultural

12   goods from reaching markets at home and abroad.

13   As America has been moving backward, other

14   countries have been leapfrogging forward in the

15   development of their infrastructure systems,

16   and we cannot remain globally competitive with

17   the annual investment differentials between us

18   and our international competitors.

19        There is  great cost in money and time to

20   households and large and small business across

21   our great country.  The area that I believe

22   could be most impactful on American society,

23   including small businesses, is the issue of

24   congestion.  We all have so many things taking

25   place in our lives that time is the most

1     precious of all commodities to each of us.

2     Congestion eats our time on a personal level,

3     but also has substantial impact on the way our

4     small businesses have to account for time.

5     It's estimated that in 2010, six hundred thirty

6     million (630,000,000) vehicle hours traveled

7     were lost due to congestion, and under current

8     investment trends, that number is expected to

9     triple to one point (1.8) billion hours by

10    2020.

11          An area of keen interest to me is the

12    inland waterway system composed of over twelve

13    thousand (12,000) miles of inland and

14    intracoastal waterways, and about two hundred

15    and forty (240) lock chambers, over five

16    hundred and sixty-six (566) million tons travel

17    the inland system each year.  According to

18    information provided in their report failure to

19    act, the economic impact of the current

20    investment trends in air ports, inland

21    waterways and marine ports, a total of ninety

22    percent (90%) of our locks and dams on the U.S.

23    inland waterways system experience some type of

24    unscheduled delay in 2009.

25          The U.S. economy relies on low

1     transportation costs for its exports to offset

2     higher wage levels and cost of production when

3     compared with its competitors.  Greater costs

4     to export goods will affect the nation's

5     ability to compete in global markets for goods

6     produced in the U.S.  In addition, higher costs

7     will be incurred for imports, which will

8     increase costs of materials to businesses,

9     thereby increasing costs of production and for

10    consumer products sold to households, which

11    eventually erodes our disposable income.

12         It's necessary for our Federal Government

13    to find ways to assist states in meeting those

14    needs because of the over arching national

15    interests that are involved.  Historically,

16    Federal investment policy has been determined

17    through long term infrastructure legislation,

18    typically five to six years as we've discussed

19    earlier, and this allows for proper

20    coordination and planning, both at the Federal

21    level and between the Federal and State

22    agencies.  It allows the states to make long

23    term plans and set priorities by knowing the

24    funding levels, but also the policy that will

25    be in place in the foreseeable future.

1          The approach repeated short term extensions

2     since 2009, save the passage of MAP 21, has

3     left state and local governments and

4     contractors in a paralyzing situation for a

5     number of years now.  States cannot plan and

6     prioritize projects in an efficient and

7     consistent manner, especially long term, multi-

8     year projects like the ones we've been

9     discussing today.  Contractors are hesitant to

10    make significantly needed capital investment

11    for fear of crippling reductions in the coming

12    levels of work.  MAP 21, however, did include

13    several substantive positives brought about

14    through the policy issues addressed.

15          As we've already discussed, in my opinion

16    the area with great promise of direct positive

17    impact on small business is the focus in MAP 21

18    on the freight transportation network.

19    Although it's yet to be fully implemented, the

20    freight program will accomplish good things on

21    behalf of businesses.  It includes the

22    establishment of a National Freight Network,

23    along with the development of the National

24    Freight Strategic Plan and the designation of

25    freight corridors across the country.   From my

1    unique perspective, I can see this has the

2    potential to really move the country forward in

3    terms of the efficient and timely

4    transportation of freight which is clearly

5    crucial to our small business interest.  I

6    would hope, as we advance new Federal

7    transportation policy, many of these

8    improvements are continued and refined to bring

9    even more benefits to small businesses across

10   the country, including providing more focus on

11   the connectivity of inter-mobile systems and

12   increasing investment in our inland waterways

13   systems.

14        So, what is the answer to these needs?  I

15   think much of the solution lies in our approach

16   overall.  As a broad stroke I would initially

17   offer three key solutions that were put forth

18   in the ASCE report mentioned earlier.  Number

19   one, we have to increase leadership in

20   infrastructure renewal; number two, we have to

21   promote sustainability and resilience, and

22   number three, we have to develop and fund plans

23   to maintain and enhance America's

24   infrastructure.

25        First our country needs a bold champion

1    with a singular focus on improving

2    transportation infrastructure in America.

3    There's great need for an absolute and

4    unrelenting focus that's fueled by passion and

5    combined with willpower and the determination

6    to bring varying interests in the political

7    parties together to address the great gaping

8    problems that we've outlined above.

9        Secondly, there needs to be a multifaceted

10   approach to the furtherance of transportation

11   infrastructure.  Two major divisions must be

12   sustainability and maintenance and enhancement

13   and capacity increase.  We have to maintain and

14   preserve the infrastructure that's in place

15   otherwise the cost to replace will only go up

16   over time, but at the same time, we must

17   address the issue of constructing new roads and

18   bridges.

19       Congestion has a negative impact on the

20   environment, on the quality of life and family,

21   and on the productivity of businesses with a

22   relative greater impact on small businesses and

23   entrepreneurs, and finally, funding must be

24   addressed.  Yes, we can eliminate waste and we

25   can squeeze efficiencies from the system as we

1    are doing now and that's crucial.  We have to

2    restore the trust of the paying public, but

3    those approaches will not be adequate to

4    address the truly gargantuan problem that's

5    building across the U.S.  We must have the

6    resolve to address the current funding

7    mechanisms and to find more appropriate and

8    innovative approaches to the problem for the

9    future.

10        Just to dive into the weeds on a couple of

11   issues, it is very important that Federal

12   infrastructure investment should further the

13   national interests and benefit citizens across

14   the country in equal fashion.  For this to

15   happen, individual states need great autonomy

16   in the investment of Federally allocated

17   infrastructure investment.  This autonomy

18   should include variable pavement design,

19   specific program selection within the National

20   Highway System for Highways, optional transit

21   investment versus modes of individual

22   transportation, and project operational

23   specifications and innovative options for

24   providing matching public or private funds.

25        We are a great nation because of our

1    diversity and each state and region experiences

2    different infrastructure needs and design

3    requirements based on population, demographics,

4    climate and geology, and flexibility is needed

5    in order to address these appropriately.

6    Interstate freight movement is certainly a

7    national concern and we've had significant

8    discussion about that earlier, but I do believe

9    it's something that needs to be continued and

10   further refined in order to move freight into--

11   throughout and into our inland system.

12        Our inland waterways needs to be an

13   important part of that, including the benefits

14   that are addressed there which reduces highway

15   congestion, improves the environment and

16   increases highway safety, decreases the wear

17   and tear on highways and the mitigation of

18   current shortage of drivers in the trucking

19   sector.

20        While we must increase the motor fuels tax

21   initially, I think long term that's not the

22   answer to our problem.  So believing we'll

23   never be able to chase down the growing needs

24   in our system was what would prove to be never

25   ending increases in the fuels tax, I offer the

1    option of the Federal sales tax on motor

2    vehicles.  This is an area that I have explored

3    and I think could be a viable option for

4    funding in the future for these reasons.  It

5    eliminates the privacy concerns regarding

6    vehicle miles traveled approached to funding.

7    It's truly tied to usage of the system so it

8    becomes a user fee, much like the fuels tax has

9    historically been.  In a general way it ties

10   the impact on the system to the fees paid and

11   that larger, heavier, more expensive vehicles

12   tend to cause greater wear on the system than

13   lighter, less impactful, less expensive

14   vehicles.  It gives individuals a significant

15   amount of control over the amount they pay in

16   that each individual can chose the price range

17   of the vehicle they purchase.  It's not

18   regressive, and it importantly covers advances

19   in variety of power options; electric vehicles,

20   natural gas vehicle, and vehicles powered in

21   ways that we cannot currently project.

22        So in summary, I believe that following

23   comment from a recent editorial by

24   Representative Charles Rangel makes the point.

25   He says, our public investment in essentials

1        such as roads is lower today than it ever has

2        been in the past fifty (50) years, about ten

3        (10%) percent of what we allocated in the

4        1960's.  We must make certain that America

5        remains a leader on the world stage, and this

6        will happen when we take the necessary time and

7        money to advance our transportation system

8        which is an investment in our people and the

9        future of America.  I'd like to thank you,

10       Chairman Vitter, for the opportunity to provide

11       that testimony.

12   SENATOR VITTER:

13       Thank you very much, Terry.  And now, we'll

14       go to Dr. Kam Movassaghi.  Thank you, Kam.

15   DR. MOVASSAGHI:

16       Thank you, Senator.  Thank you, Congressman

17       Boustany.  Thank you for the opportunity to be

18       here.  I'm a civil engineer, and I've spent

19       most of my time in public service, in academia

20       and in private practice.  And many of you know

21       that I have been a promoter and supporter of

22       I-49 for many years.  Let me say today, I have

23       heard more commitment about building this road

24       than I've ever heard before, and I do mean that

25       very, very seriously.  Next slide.

1          I'm here to talk about the important role

2     that an efficient transportation system can

3     play in stimulating economic growth, especially

4     as it relates to day-to-day operation of small

5     businesses.  Next slide.

6          I live in South Louisiana, an area that is

7     a major producer of oil and gas.  Despite all

8     investment in alternative sources of fuel, oil

9     and gas will continue to be the major fuel that

10    we are going to depend on for many years to

11    come.  Next slide.

12         Louisiana is a major producer of oil and

13    natural gas, and South Louisiana plays a

14    critical role in that.  Almost thirty (30%)

15    percent of the energy consumption in this

16    country comes through Louisiana.  Next slide.

17         The picture says it all.  The pipelines

18    through Louisiana is the aorta of the United

19    States.  Next slide.

20         Lafayette Parish has the highest

21    concentration of oil and gas businesses, almost

22    eight hundred (800) businesses.  If other

23    related services, such as surveying,

24    engineering, equipment manufacturing, testing,

25    et cetera were also considered, then Lafayette

1    would have almost twelve hundred (1200) oil and

2    gas related businesses.  These businesses

3    include large companies such as Chevron, Shell,

4    Halliburton, Baker Hughes, Weatherford, Frank's

5    International, and many, many, many smaller

6    enterprises.  Next slide.

7        A great number of oil and gas businesses

8    are located along U.S. 90.  In addition, this

9    highway serves as a lifeline for the community

10   that it connects.  Almost one-half of the state

11   population uses this highway as an evacuation

12   route.  Next slide.

13       Allow me to cite just a couple of

14   statistics.  More than two thousand (2,000) oil

15   and gas companies operate within the corridor,

16   ranging from small businesses to companies with

17   three thousand (3,000) employees.  The energy

18   corridor is a home to seventy-two (72%) percent

19   of platform fabrication facilities in the Gulf

20   of Mexico.  More than eighty (80%) percent of

21   the main offshore support vehicle operation for

22   the Gulf of Mexico is located along the energy

23   corridor.  Next slide.

24       Because of this importance, Congress

25   designated this highway as Priority Corridor 37

1    in 1995.  And subsequently, P-21 legislation

2    named I-49 as -- named this highway as future

3    I-49.  Then, next slide.

4          Then, in 2009, the Greater Lafayette

5    Chamber of Commerce named and registered this

6    highway as America's Energy Corridor, as it's

7    been known now.  Next slide.

8          The future I-49 also connects to Louisiana

9    1, that feeds Port Fourchon, an offshore oil

10   industry support port that serves ninety (90%)

11   percent of all deep water rigs and platforms in

12   the Gulf of Mexico. Port Fourchon is also host

13   to Louisiana Offshore Oil Port, better known as

14   LOOP.  Next slide.

15         Time will not allow me to go through every

16   part and every industry that is located along

17   this highway and intercoastal waterways that

18   parallel this.  Let me simply say that U.S. 90

19   is a major industrial corridor and deserves

20   better.  Next slide.

21         In 2012, the American Society of Civil

22   Engineers' Louisiana report card gave Louisiana

23   roads a grade of D, and our bridges a D+.  U.S.

24   90's current condition doesn't fare any better.

25   Every hour of the delay, due to congestion,

1      every broken windshield or busted tire, or

2      every crash due to poor road conditions affects

3      the bottom line of these businesses and the

4      lives of their employees.  Upgrade of this

5      highway as an interstate-class roadway must

6      become a high priority.  Next slide.

7            Obviously, as you have heard both

8      Congressman and Senator say, funding is a major

9      issue.  With the current disagreement in

10     Congress in passing the long term highway bill,

11     the issue has become more exasperating.  The

12     local agencies are unable to undertake long-

13     term planning and can only provide very short

14     term remedies.  We must pass a highway bill in

15     Washington soon.  I'm happy to see the

16     commitment on the part of the Congressman and

17     the Senator in getting it done.  Next slide.

18           I suggest that the new bill should also add

19     future I-49 to the list of National Freight

20     Corridor Network, with an appropriate funding

21     level, and this was also mentioned by many

22     testifying today, and I'm glad to hear that

23     that's a major priority.  This provision was

24     enacted in safety new legislation, creation of

25     the network.  Next slide.

1            At the local level, expenditure to develop

2       a Lafayette Regional Expressway Project as a

3       bypass to I-49 must be given a high priority.

4       This road can alleviate a great deal of

5       congestion within our area.  We must advance

6       construction of new bridges across the

7       Vermilion River to ease the current load of

8       existing three bridges that on a daily basis we

9       experience.  We must implement the plan for

10      intersection improvement at major intersections

11      in our city, such as Ambassador Caffery and

12      Johnston, and we must expedite the list of

13      roundabouts that have been developed by the NPO

14      and get it done as soon as possible, NPO -- I'm

15      sorry, the roundabouts are very, very efficient

16      to removing congestion.

17            At this point, I will stop and will try to

18      answer any questions that you may have.  Thank

19      you, very much for your attention.

20 SENATOR VITTER:

21            Thank you very much, Kam.  And now we'll

22      hear from our next witness, a businessman, Don

23      Hargroder.  Don, welcome.

24 MR. HARGRODER:

25            Thank you, David.  I didn't bring a bunch

1　　of stats.  I just bring here the actual act of

2　　doing business in this community and dealing

3　　with Highway 90.  I'm just currently starting

4　　up a new business there, on Highway 90.  I just

5　　spent about Ten Million ($10,000,000) Dollars

6　　putting a new facility, Shetler Cadillac, and

7　　just it seems like little things to a lot of

8　　people, but it's big things to business people

9　　like myself.  A simple thing like hauling

10　　someone that comes in for service, giving them

11　　a ride back home.  It used to be simple.

12　　Today, it's quite complicated with the traffic

13　　we have to deal with.  If that person leaves

14　　with a group of people, and we don't know when

15　　they are going to be back.  You know, you go

16　　down Ambassador at all like some of our people

17　　do, they find themselves waiting in line to go

18　　to Chic Filet without wanting to go Chic

19　　Filet!!

20　(Audience laughing)

21　　MR. HARGRODER:

22　　　I think that I-49 needs a lot of attention,

23　　and I witnessed the road, Highway 1, going down

24　　to Fourchon and even though it's a toll, it's

25　　way better than dealing with what we had to

1    deal with in the past.  It puts the cost of

2    using that road and tearing up that road on the

3    people that do the most of it, and I don't

4    think that just normal citizens, normal people

5    that are doing business locally, should bear

6    the brunt of the cost of that because these 18-

7    wheelers running up and down the roads tear the

8    roads up, and should pay a little bit more of

9    the cost that we do.

10       It's no secret to anybody here, when you

11    run down to New Iberia and witness some of the

12    roads between New Iberia, Franklin and Morgan

13    City, if you have a good vehicle, it can make

14    it a bad one quick, just dealing with the road

15    conditions, and we see a lot of people that

16    come in with problems they have with their

17    vehicles just because of that road.

18       Getting a guy to run across town to deliver

19    parts that were ordered by another dealer in

20    town, it used to be a few minutes, now it could

21    turn into a hour-and-a-half to two hours to get

22    across and get back from delivering parts.  You

23    want to talk about serious problems when you

24    got a bunch of people waiting for parts and we

25    can't get them to them because we just can't

1     hire that many guys, and afford to stay in

2     business.

3          These are just things we deal with every

4     day, and I agree that I-49, that we should do

5     something with it, and if it takes being a toll

6     to get it done, let's do it, but even with that

7     being done, being able to get from one side of

8     Lafayette to the other is the real problem, and

9     if you force everybody down I-49, that won't

10    help.  We need a loop around Lafayette.

11    Everybody knows we need a loop around

12    Lafayette; that's not been a secret for years

13    and years and years, and we still don't have a

14    loop around Lafayette.  Whether that needs to

15    be a toll or not, so be it.  I'd rather pay a

16    few extra dollars to get around the city and

17    save the money of fuel sitting there in line,

18    or the cost of that employee sitting there in

19    traffic.  I just think that all of the stats

20    have been given.  I can't go there.  I'm not

21    that good at doing that kind of stuff.  I'm

22    more into just running a day-to-day little

23    business, but there's a lot of people that know

24    what needs to be done.  I just can't figure out

25    why it hadn't been done to this point,

1        especially something so important to our

2        safety, also.

3                I mean, living along the coast here, and

4        knowing that you are going to have a hurricane,

5        a serious one, at some point and not being able

6        to move and get around like we need to get out

7        of harm's way is another huge factor, but I'm

8        willing to do whatever we need to do to help

9        this project go forward, and I know the

10       importance of it.  Thank you guys for having

11       me.

12   SENATOR VITTER:

13               Thank you very much, Don.  I appreciate it.

14   (Applause from audience)

15   SENATOR VITTER:

16               And last, but certainly not least, we'll

17       hear from Missy Rogers.  Missy?

18   MS. ROGERS:

19               Thank you for inviting me to speak this

20       morning.  Infrastructure is a first impression

21       of your environment, and when I have potential

22       customers and I know that they are comparing my

23       facilities, this city, and our area.  They are

24       comparing us to Austin and Charlotte,

25       Birmingham, and Greenville.  They need

1    confidence in our site, and need to know that

2    we can reliably produce and deliver the

3    products, take care of their families and be an

4    efficient city of the future.  We have found

5    that businesses are concerned, not just with

6    what they see in the headlines, the evacuations

7    and concerns of storms, they see that they are

8    concerned with what our priorities are.

9        When we pick someone up from the airport,

10   we choose what routes to drive them on.  We

11   avoid the Thruway.  We will purposely take a

12   different path through town so we can show them

13   the areas we are proud of.  I'd like not to

14   have to make that detour.  I'd like to be able

15   to take someone anywhere in our community and

16   be proud of our ability to get there, and what

17   it looks like as we drive through.

18       We have raw material needs and finished

19   goods needs that need to get throughout the

20   country.  Pot holes, bad railroad crossings,

21   and slow interchanges affect all those things.

22   I've gotten to where I do a fair amount of

23   defense work, and the Department of Defense

24   primes require me to submit disaster and

25   hurricane preparedness plans so that they can

1  minimize the risk of doing business with me.

2       And then more to what Don was saying, I

3  think about my employees.  I'm in a rural area.

4  They need to be able to get to work in a car

5  that can be crippled by a pot hole, and that

6  can be the single biggest expense that sets

7  them back on their ability to provide for their

8  families.  We are not talking a major disaster.

9  We're not talking of fire.  We're not talking

10  of a child with cancer.  We're talking about

11  literally the wear and tear on your primary

12  vehicle preventing you from getting to work.

13  My staff needs to be able to depend on each

14  other.  They need to be able to depend on their

15  cars and the roadways that get them places.

16  Infrastructure is not just your first

17  impression of your environment; it's a direct

18  reflection of your priority.  It's important

19  that our priority not just be on the

20  interstates, but on local, state and rural

21  roads.  Thank you very much.

22  SENATOR VITTER:

23       Great.  Thank you very much, Missy.  Thank

24  you.  Thanks to all of you for being here.  Now

25  we will have some questions and exchange.  I'll

1      kick it off.  Kam, obviously we've talked about

2      I-49 a lot, appropriately so.  Do you -- and we

3      talked about many pieces of the puzzle being

4      necessary to come together, and one possible

5      piece being tolling.  I know this isn't an

6      exact science, but do you have a general sense

7      of what portion of the total costs we could

8      realistically expect from a reasonably set toll

9      for the project?

10  DR. MOVASSAGHI:

11      If I understand you correctly, Senator you

12      mean the (inaudible) to toll one portion of it?

13  SENATOR VITTER:

14      Well, all of I-49 South, if you have toll

15      running through most of that route, do you have

16      a very general sense?  It's obviously not going

17      to pay for the whole thing; do you have a very

18      general sense of what percentage of the whole

19      cost we might be able to cover that way?

20  DR. MOVASSAGHI:

21      Well, a study what was done a few years

22      back, that from Lafayette to approximately

23      Morgan City and the number that came for the

24      entire thing, the tolls could pay somewhere in

25      the neighborhood of sixty (60%) percent of the

1          total cost.  Understanding that from Morgan

2          City to Raceland is already done, and tolling

3          an existing highway is not easy, and then

4          obviously from Raceland to New Orleans, now

5          we're talking about a major portion of the

6          highway that is very expensive.  That in itself

7          probably will be about Two, Two-and-a-Half

8          Million Dollars(sic), just for that to be built

9          and getting through.     So obviously tolls are

10         related to the volumes that you have; more cars

11         you have, more tolls you generate.  If you look

12         at it between here and Morgan City, probably

13         the Lafayette area, Lafayette and Iberia

14         Parish, St. Mary Parish, but more so Lafayette

15         Parish creates more of the traffic, and

16         therefore more of the revenues.

17  SENATOR VITTER:

18         Okay.  That gives some sense of things.

19     Charles?

20  CONGRESSMAN BOUSTANY:

21         Well, I think all of you really gave us

22     some great comprehensive view of the problem

23     and some ideas about the solutions.  Let me

24     just kind of go one by one.  Terry, you covered

25     the entire pantheon of transportation problems,

1       the deplorable grades that we have been given

2       by the American Society of Engineering, and I

3       think you also rightly pointed out that the

4       gasoline tax is something that even short term,

5       if we were to raise it, it's just not a

6       sustainable source of funding because of

7       electric cars, natural gas usage and so forth,

8       so you offered a solution and I was intrigued

9       by that, you know, a Federal sales tax on

10      vehicles; right?  Is that it?

11  MR. BAUGH:

12      Yes, sir.  Yes, sir.

13  CONGRESSMAN BOUSTANY:

14      Have you -- have there been any

15      calculations on what those numbers would look

16      like?

17  MR. BAUGH:

18      No, sir.  It's just something that I've

19      considered.  I've talked to a few people.

20      Nobody else seems to have considered it at this

21      point, and so it would be my desire, through

22      some conversations, that we may be able to do

23      that.  I actually got to thinking about that

24      because of some legislation we passed here in

25      the State, back in 2008, to dedicate the motor

1            vehicle sales tax to our State Transportation

2            Trust Fund.  Unfortunately, that had a firewall

3            in it that's not yet kicked in, but as I

4            considered it, it seems to make a lot of sense

5            because there was so much push back on the

6            vehicle miles traveled because of privacy

7            concerns and other issues.  It just seemed to

8            me to be an extremely fair way to allocate the

9            usage of the system back to the users of the

10           system.

11 CONGRESSMAN BOUSTANY:

12               Do you have any other ideas with regard to

13           funding?  I know vehicle miles traveled is

14           controversial in many circles.

15 MR. BAUGH:

16               Right.  You know, a lot of states, I think

17           nineteen (19) states over the past eight to

18           twelve (8 to 12) months have addressed their

19           issues in different ways all the way from a

20           processing tax at the wellhead for petroleum

21           based products but I haven't really, as I

22           thought through most of those, other than the

23           vehicle miles traveled, I haven't really found

24           one that's most fairly allocated by the degree

25           of degradation on the system.  Obviously an 18-

1         wheeler is going to cost, you know, well over a

2         Hundred Thousand ($100,000) Dollars.  Your

3         sales tax on that is going to generate a lot

4         more than somebody who buys, you know, a Ford

5         Focus or something.

6    CONGRESSMAN BOUSTANY:

7         Yes.  A compact.  Kam, you've been a strong

8         advocate of I-49 and our infrastructure needs

9         in general over time, so I want to thank you

10        for that.  I know both in your public service

11        and your other roles that you have played, that

12        you pushed for this, and right now I think the

13        way that the Department of Transportation in

14        the state is doing this, we have I-49 divided

15        into four sections, the middle two being

16        supposedly the least costly, and I think that's

17        where a lot of the effort is being made right

18        now, and of course the connector here in

19        Lafayette and the part East toward New Orleans

20        are both going to be more expensive to build.

21        Do you agree with that approach?  Should we, I

22        mean a lot of the money we have gotten is sort

23        of focused in this middle sectors.  What can we

24        do to move the connector along faster?  I mean,

25        I understand the funding issue is our

1     challenge.  What other issues are out there

2     that we need to consider in terms of trying to

3     get the connector through Lafayette done,

4     'cause this is obviously a critical piece.

5  DR. MOVASSAGHI:

6           Congressman, I am happy to say that at this

7     point, the Department of Transportation is in

8     the process, at the last stages of signing a

9     contract with a consulting firm to start

10    designing the connector portion.  The challenge

11    that this consulting firm will have is design

12    this highway from I-10 all the way to the

13    airport in a manner that it would have segments

14    of independent utility as Senator pointed out.

15    If it has segments of independent utility, that

16    means that little segment can be built by

17    itself, and will not affect anything else.

18    Now, it may or it may not be possible because

19    the connector portion is through the urban area

20    and with what's going on with regard to

21    businesses and economics and so forth and so

22    on, it may not be able to do that, but that's

23    the challenge.  If that happens, then certainly

24    we can build bits and pieces of it, portions of

25    it, put it into use and then get the benefit

1    from it.  If we can find a Seven Hundred

2    Million ($700,000,00) Dollar in one

3    (inaudible), that's fine; then we can use the

4    Seven Hundred Million ($700,000,000) Dollars

5    and build the whole thing; but then let me also

6    say that in the last couple of years, the

7    Department of Transportation has done a great

8    job in improving safety along the road from the

9    airport all the way down by building those

10    J-turns, by widening the highway into three

11    lanes into Broussard, and then the construction

12    that is going on right now in the Broussard

13    area over the railroad track which will

14    certainly add more to the safety, so they are

15    doing bits and pieces, except that the project

16    is so massive, so costly, that these little

17    pieces, you don't see the effect of these

18    little pieces unless you start tackling the

19    whole thing and start addressing the major

20    parts of it.

21  CONGRESSMAN BOUSTANY:

22    Yes.  I'm glad you were able to lay it out.

23    David mentioned that, but I wanted to make sure

24    that the folks here in the audience understood

25    what that all meant in terms of the self-

1    contained utility segments of it.  I think it's

2    quite important, because that's going to be a

3    challenge.  I appreciate that.  And for Don and

4    Missy, thank you for what you're doing in our

5    community, and I think what you did was really

6    bring it home for us, what the impact is day to

7    day, in trying to run a business, in trying to

8    provide efficient service.  Both of you have

9    been pillars in our community doing what you do

10    each day, but you pointed out that connection

11    between our limitations with infrastructure and

12    what it does to you and the kind of service

13    that you can provide, so I really appreciate

14    you raising those things.  It's really

15    important, and I think three of you raised the

16    importance of a loop.  This is something I

17    think we are going to have to look at, and

18    earlier in my comments when we talked about

19    coordinating our efforts, Federal, State and

20    local, and with the business community

21    obviously and concerned citizens, we need to

22    come up with hopefully -- I know it's a lot of

23    work.

24         Elaine Abell is here.  She's done a lot of

25    work trying to come up with a plan.  I think

1    we're going to have to really put our heads

2    together to solidity a plan that gets us where

3    we need to be.  It will be long range and then

4    we will have to come up with how you fund it

5    and how it's broken down.  So, to fall back,

6    David that's all.

7  SENATOR VITTER:

8        We are going to start to wrap up.  Thanks

9    to everyone for coming, and why don't we all

10    joint together to thank our great witnesses.

11    We appreciate your comments.

12  (Audience applauds)

13  SENATOR VITTER:

14        Thank you very much.  This is a very

15    important topic and so we are going to continue

16    to work on this and to exchange ideas.  I don't

17    want this to be an isolated visit, so please

18    keep the handout you should have, and that

19    includes all of my contact information.  Please

20    keep that handy as we can continue to work on

21    these very, very important issues together.

22    With that, our Field Hearing is adjourned.

23

24

25  MEETING CONCLUDED AT 12:12 P.M.

1                    CERTIFICATE

2

3      This certification is valid only for a

4 transcript accompanied by my signature and seal on

5 this certificate.

6      I, Janice P. LaFleur, Certified Court Reporter

7 in and for the State of Louisiana, as the officer

8 before whom this proceeding was held, do hereby

9 certify the transcript of the Small Business

10 Committee Field Hearing and Town Hall Meeting held

11 on the 8th  day of June, 2015, at Lafayette,

12 Louisiana, as herinbefore set forth in the foregoing

13 51 pages; that this proceeding was reported by me in

14 the stenomask voice recording method, was prepared

15 and transcribed by me or under my personal direction

16 and supervision, and is true and correct to the best

17 of my ability and understanding; that this

18 transcript has been prepared in compliance with the

19 transcript format guidelines required by statute and

20 rules of the board, that I have acted in compliance

21 with the prohibition on contractual relationships,

22 as defined by Louisiana Code of Civil Procedure

23 Article 1434 and the rules of the board; that I am

24 not related to any of the parties hereto, I am in no

25 manner associated with any of the interested parties

1 hereto, and I am in no way concerned with the

2 outcome thereof.

3      This 19th  day of June, 2015, Lafayette,

4 Louisiana.

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