



Louisiana Demographic Information:	
Total Population:	4.65 million
Growth Rate (since 2001):	1.5%
Largest Populated Parishes:	
East Baton Rouge Parish	446,042
Jefferson Parish	435,716
Orleans Parish	384,320
Caddo Parish	252,603
Square Miles:	52,271
College Degree (Bachelors or higher):	21.8%
Economic Indicators:	
Total Civilian Labor Force:	2.06 million
Current Unemployment:	6.6%
State GDP (nominal):	222 billion (2014)
Latest GDP Growth Estimate:	1.28%
% of U.S. GDP:	1.43%
GDP Per Capita:	\$47,997
Income Per Capita:	\$24,800

EPA Non-Attainment Parishes:

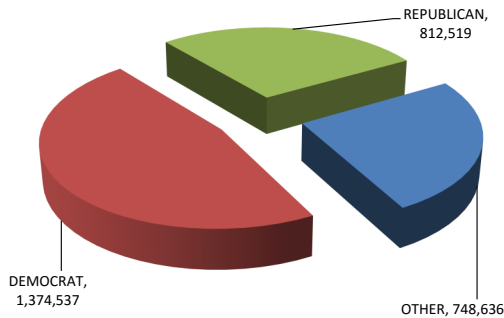
Ascension, East Baton Rouge, Iberville, Livingston, St Bernard, West Baton Rouge

Louisiana CMAQ Funding:

\$ 11,402,016

Louisiana Political Landscape:

Registered Voters by Party Affiliation - 2014
<https://voterportal.sos.la.gov>



State Governor:	John Bel Edwards (D)
Majority Leader—Senate:	Danny Martiny (R)
Majority Leader—House:	Walt Leger, III (D)
Senate President:	John Alario (R)
House Speaker:	Taylor F. Barras (R)

U.S. Senators:	
David Vitter (R)	Bill Cassidy (R)
U.S. Representatives by District:	
Steve Scalise (R) - 1st	Cedric Richmond (D) - 2nd
Charles Boustany (R) - 3rd	John Fleming (R) - 4th
Ralph Abraham (R) - 5th	Garret Graves (R) - 6th

Louisiana Transportation Research Center:	
Director:	Sam Cooper

Committees of Note:	
Resources & Environment:	Stuart J. Bishop (R) H Norbert N. Chabert (R) S
Transportation:	Kenneth E. Havard (R) H Page Cortez (R) S
Ways and Means:	Neil C. Abramson (D) H Eric LaFleur (D) S

Louisiana Transportation:	
Secretary:	Shawn Wilson

Louisiana Offshore Terminal:	
Executive Director:	Robert Adley

Louisiana Legislative Landscape:

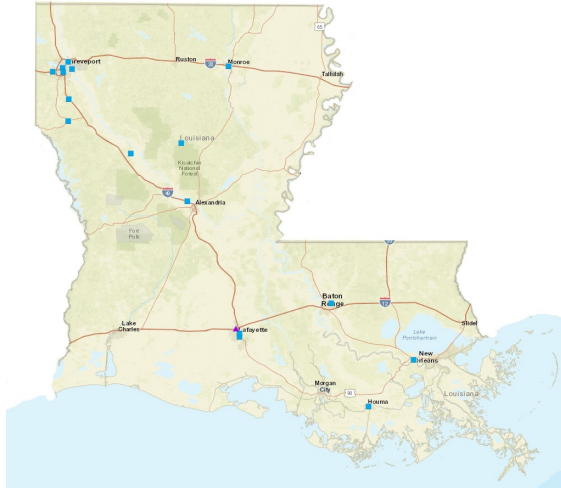
- ◆ Louisiana Legislators convened a three week Special Session to address the \$760 million shortfall for the current year and a shortfall of up to \$1.9 billion for FY 2017 are partly due to the price of oil.
- ◆ After years of preparation, Cheniere Energy Partners completed loading its first tanker with liquefied natural gas for export at a Louisiana terminal in late February.
- ◆ Two companies are planning to build a large pipeline across much of North Louisiana to carry natural gas from the Haynesville Shale. The 150-mile pipeline, which would be called the Haynesville Connector, would run from the west side of DeSoto Parish to Delhi in northeast Louisiana,
- ◆ Louisiana LNG Energy, LLC, a subsidiary of Parallax Enterprises LLC, is developing a liquefied natural gas (LNG) export terminal on the east bank of the Mississippi River in Plaquemines Parish, Louisiana. The company anticipates submitting the formal application with FERC in early 2016.

16 AFV Bills Proposed in 2015 (3 Passed)	
HB-629 —Modifies existing tax credits to reduce cost; includes change in the alternative fuel vehicle credit from 50% to 40% of the cost.	
HB-749 —Requires legislature to review tax credits and recommend repeal or extension.	
SB-271 —Provides for equivalency of the special fuels tax with the gasoline tax on motor vehicles that operate on the highways using liquefied natural gas, liquefied petroleum gas, or compressed natural gas.	

State Legislators with a Stake: (Have introduced AFV bills)	
Bryan Adams [R] H	Marcus Hunter [D]
Ledricka Thierry [D] H	Katrina Jackson [D] H
Stuart Bishop [R] H	Karen St Germain [D] H
Roy Burrell [D] H	Dan Claitor [R] S
Stephen Ortego [D] H	Regina Barrow [D] S
Eugene Reynolds [D] H	Fred Mills [R] S
Walt Leger [D] H	Mack White [R] S
Julie Stokes [R] H	

Louisiana Department of Natural Resources:	
Secretary:	Thomas Harris
Technology Assessment Division (State Energy Office):	Director —Vacant / Assistant Director —Paul Miller
Office of Conservation (Oil & Gas):	Geological Oil & Gas:
Richard Leyoub	David Elfert—Geological Division Director

Louisiana Transportation Profile:



2011 Louisiana Public Road Length (61,427 miles):

Interstate Highways:	926	Collectors:	9,972
Arterials:	5,685	Local:	44,844

Fueling Stations:

	Louisiana	Total U.S.
Gasoline:	2,462	156,065
CNG/LNG: (Public stations in Blue)	23/2	1,672
Diesel	1,230	

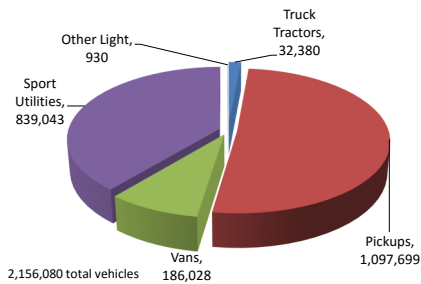
Louisiana Freight Statistics (Trucking—2012):

	Value (\$M)	Within State	From Other	To Other
Domestic:	\$84,807	42.52%	\$44,671	33.74%
Import:	\$2,602	5.54%	\$9,796	27.85%
Export:	\$2,155	19.85%	\$2,078	9.23%
	Weight (kt)	Within State	From Other	To Other
Domestic:	179,430	45.12%	49,607	25.78%
Import:	8,680	8.19%	13,760	26.41%
Export:	6,707	16.01%	1,222	19.42%

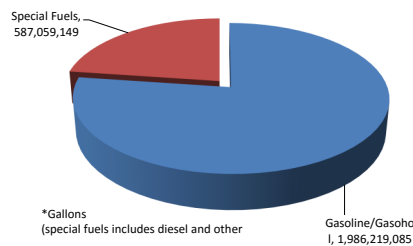
Louisiana Vehicles and Markets:

Offers Incentives for NGVs / Stations:	Energy Equivalency Excise Tax:	DGE and GGE Definitions:	Weight Limit Exemptions for NGVs:
Yes	Yes	Yes	No
AFV Incentives:	Tax Credits, Infrastructure Loans		
AFV Use in Government:	Acquisition Requirements		
Market Potential:			

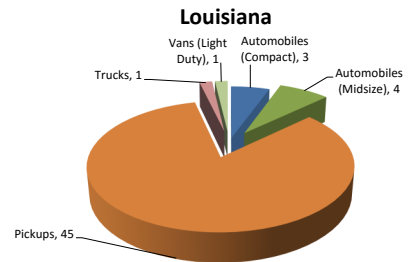
Louisiana Truck Registrations 2013



Louisiana Motor Fuel Use* - 2014



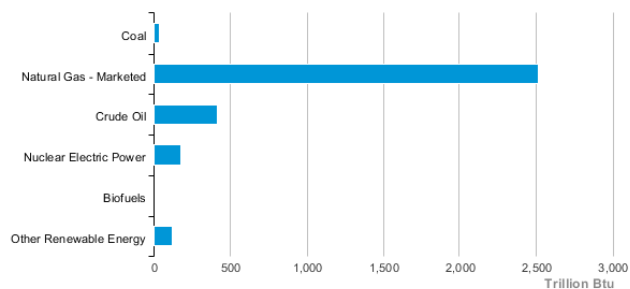
Fleet-Based Natural Gas Vehicles in Louisiana



- ◆ 606,000 Class 3-8 Truck Sales in the United States in 2013—Louisiana registered 32,380 truck tractors in 2013
- ◆ 2013 Fleet-based Natural Gas Vehicles in Louisiana—54
- ◆ 2013 Natural Gas Consumption—Vehicle Fuel—23 (Thousand GEG)

Louisiana Energy Production:

Louisiana Energy Production Estimates, 2013



Source: Energy Information Administration, State Energy Data System

Louisiana's Energy Production Facts:

- ◆ The Henry Hub in Erath, Louisiana, is the interconnect for nine interstate and four intrastate pipelines that provide access to major markets throughout the country; Henry Hub is as the pricing benchmark for natural gas futures trading on the New York Mercantile Exchange.
- ◆ With 19 operating petroleum refineries, Louisiana is second only to Texas as of January 2014 in both total and operating refinery capacity.
- ◆ The Louisiana Offshore Oil Port (LOOP) is the only port in the United States capable of berthing Ultra Large Crude Carriers, the largest ocean-going crude oil tankers.
- ◆ The U.S. Strategic Petroleum Reserve's two Louisiana facilities consist of 19 salt caverns capable of holding almost 300 million barrels of crude oil.
- ◆ In 2013, Louisiana ranked second among the states in total energy consumption per capita, primarily because of the state's industrial sector, which includes many refineries and petrochemical plants.