Unified Planning Work Program
Fiscal Year 2015

New Orleans,
Covington/Mandeville,
South Tangipahoa &
Slidell Urbanized Areas

Regional Planning Commission
Jefferson, Orleans, Plaquemines, St. Bernard, St. Tammany & South Tangipahoa Parishes
Table of Contents
Introduction ........................................................................................................................................ 2
Planning Prospectus ............................................................................................................................ 3
Description of the New Orleans MPO ............................................................................................... 8
RPC Staff Organization Chart .......................................................................................................... 9
Planning Factors .............................................................................................................................. 10
Funding Table 1 ............................................................................................................................... 11
Funding Table 2 ............................................................................................................................... 12
A Tasks ............................................................................................................................................... 13
  A-1.15 – Land Use / Comprehensive Planning ........................................................................... 13
  A-2.15 – Transportation Alternatives ......................................................................................... 20
  A-3.15 – Multi-Modal & Freight Systems Planning .................................................................. 24
  A-4.15 – Neighborhood Planning .............................................................................................. 28
  A-5.15 – Safety ............................................................................................................................ 32
  A-6.15 – Access Management / Complete Streets (Jefferson & St. Charles Parishes) ............ 36
  A-8.15 – Andrew Higgins Corridor EA .................................................................................... 38
B Tasks ............................................................................................................................................... 40
  B-1.15 – Socio-Economic Variables – Census Demography ...................................................... 40
  B-2.15 – Transportation System Surveillance .......................................................................... 45
  B-3.15 – Data Systems Development & Maintenance .............................................................. 50
  B-4.15 – Modeling – Traffic, Air Quality, & Land-Use ............................................................... 55
C Tasks ............................................................................................................................................... 59
  C-1.15 – Plan Refinement: TIP, MTP, & UPWP ......................................................................... 59
  C-2.15 – Transit Mobility & Human Services System Planning ........................................... 64
  C-3.15 – Air Quality & Environmental Planning .................................................................... 68
  C-4.15 – Congestion Management Process Planning ............................................................... 73
D Tasks ............................................................................................................................................... 77
  D-1.15 – Data Dissemination & Web Services ........................................................................... 77
  D-2.15 – Public Participation & Community Outreach ............................................................. 81
  D-3.15 – Title VI – Disadvantaged Community Inclusion ...................................................... 85
E Tasks ............................................................................................................................................... 89
  E-1.15 – Economic Development Coordination ....................................................................... 89
  E-2.15 – Environmental Initiatives ............................................................................................ 90
  E-3.15 – Emergency Response Initiatives ............................................................................... 92
Jefferson Parish Transit Tasks ........................................................................................................... 95
Regional Transit Authority Task ....................................................................................................... 107
Supplemental: US 61/Tulane Avenue Corridor ............................................................................... 110
Regional Safety Coalition ................................................................................................................ 114
Introduction

The fiscal year 2015 Unified Planning Work Program for Transportation Planning describes all federally funded transportation studies being conducted within the greater New Orleans Transportation Study Area during the period July 1, 2014 through June 30, 2015. This study area consists of four urbanized areas (UZAs) - New Orleans, Hammond, Slidell and Covington / Mandeville. The Unified Planning Work Program documents the federally funded planning activities being undertaken by the Regional Planning Commission, local transit providers, the state Department of Transportation, and local governmental units to maintain and improve the overall efficiency of the region’s highway, transit, aviation, maritime and rail systems. The Program also describes endeavors being undertaken by RPC in other spheres of activity such as economic development, brownfields reclamation, and aviation.

Under the provisions of the Moving Ahead for Progress in the 21st Century Act (MAP-21) emphasis will be placed on achieving goals in the following aspects of the nation’s transportation system: Safety, Infrastructure Condition, Congestion Reduction, System Reliability, Freight Movement and Economic Vitality, Environmental Sustainability, and Reduced Project Deliver Delays.

In addition to the provisions of MAP-21 emphasis will also be given to compliance with provisions of Title VI of the Civil Rights Act. All federal actions must be reviewed for their social equity and environmental justice impacts.

The Unified Planning Work Program is reviewed and endorsed annually by the Regional Planning Commission and the Transportation Policy Committee. The Unified Planning Work Program is also submitted annually to the various federal funding agencies for review and approval.

The UPWP process is designed to ensure that a continuing, comprehensive transportation planning program is carried out cooperatively by the Louisiana Department of Transportation and Development, the Regional Planning Commission Transportation Policy Committee (TPC), local governments, transit operators, and the citizens of the seven parishes represented on the Transportation Policy Committee. This effort is carried out through activities of a Technical Advisory Committee (parish planning directors and representatives of each transportation mode); public informational meetings; and through involvement with various business and citizen groups.

This region’s Transportation Policy Committee consists of the full RPC membership plus representatives from St. Charles and St. John Parishes, the City of Slidell, organizations involved in transportation including the Port of New Orleans, New Orleans International Airport, Louisiana Airport Authority, Union Passenger Terminal (rail), Louisiana Motor Transport Association (truck), Regional Transit Authority and the Jefferson Parish Transit Administration.

All tasks contained in the Unified Planning Work Program are undertaken in accordance with planning requirements and contractual obligations of the participating local, state, and federal agencies.
The Unified Work Program for Transportation Planning for Fiscal Year 2015 has been developed to meet the evolving requirements detailed in the Moving Ahead for Progress in the 21st Century Act (MAP-21). MAP-21 introduces national goals in seven areas: Safety, Infrastructure Condition, Congestion Reduction, System Reliability, Freight Movement and Economic Vitality, Environmental Sustainability, and Reduced Project Deliver Delays. To achieve these goals, MAP-21 emphasizes a streamlined, performance-based, and multi-modal approach to transportation planning and project implementation.

In order to demonstrate progress toward these national goals, this UPWP reflects MAP-21’s increased emphasis on performance management. To this end, the United States Department of Transportation, in consultation with states, MPOs, transit agencies, and other stakeholders, will develop a series of performance measures in FY 2015 for the following:

- Highway and bridge performance and condition
- Highway Safety
- Traffic Congestion and on-road mobile source emissions
- Freight Movement
- Transit Safety and state of good repair

The RPC will subsequently work with the Louisiana Department of Transportation and Development and our partner transit agencies to establish targets for these measures, and will incorporate them into the all planning efforts and documents. The FY 2015 UPWP tasks summarized below are designed to further progress toward these measurable targets once they have been instituted. This work will done in coordination with policy makers and stakeholders to insure that those national interests and goals contained in MAP-21 and local goals are merged into a comprehensive, cooperative, and continuing planning process.

The RPC’s program will address freight transport and access needs of motor and rail carriers, as well as facility issues related to intermodal terminals, airports and existing and future port facilities in the region (Task A-3). The program will involve continuing to work with the LADOTD and relevant stakeholders on
implementing policies, programs and data resources made available through the Statewide Intermodal Transportation Plan. Transportation planning activities expected to be advanced during fiscal year 2015 include plan follow-up for the results of the operational analysis of rail freight operations through the New Orleans gateway study completed in FY 05, continued study of land side access issues related to port improvements for the Port of New Orleans and the Port of South Louisiana, and continued investigation of the potential for high speed fixed guideway ground transportation such as high speed passenger rail or bus rapid transit.

Data systems efforts will be directed toward creation of user friendly, GIS data products derived from the 2000 and 2010 Census data, parish land use data, and local and national surveys. In order to continue the RPC role as an important community resource for organizing, disseminating, and analyzing comparative transportation data, the RPC is continuing its lead role in the region in the development of state of the art geographic information systems for the organization, analysis, storage, retrieval and safeguarding of this vital information. (Task B-1 and B-3). Pursuant to these tasks, significant coordination between RPC personnel and Local Offices of Emergency Preparedness or Management (OEP’s, OEM’s) is an ongoing priority.

Other efforts will focus on the use of Intelligent Transportation Systems technology (Task B-2) to address pressing problems in traffic congestion, incident management and system safety. The Metropolitan New Orleans Intelligent Transportation Systems Deployment Plan is being implemented on the ground. The completed construction of the Regional Traffic Management Center and the implementation of Information Technologies therein are examples of the commitment and collaborative efforts of the region to improve the operational efficiency of its roadways. Additional efforts will be made to explore the safety role ITS plays in making high profile events more manageable and significant infrastructure less vulnerable.

Combining its role in Incident Management and Safety and Emergency Evacuation under B-2 and the integration of land use and transportation planning under A-1, the RPC will continue to analyze critical public and private facilities and vulnerable components of the transportation infrastructure to determine what steps might be undertaken to develop response plans in the case of a security incident, accident, or weather related emergency. RPC emphasizes safety measures within all of its tasks and projects and in all modes of travel, and to this end, will coordinate the implementation of the Strategic Highway Safety Plan with LADOTD and transit providers. RPC also intends to analyze vehicle, bicycle, and pedestrian crash data to identify high accident intersections and corridors for further study and safety improvement implementation (A-5).

Efforts will also continue this year to examine ways to promote and safely implement an increasingly seamless multi-modal transportation system, with emphasis on regional transit, high-occupancy vehicles, pedestrians and bicycle facilities, and the integration of these alternative modes into the fabric of the community. The RPC recognizes that such efforts have multiple benefits, not the least of which are reducing the region’s reliability on fossil fuels and emissions of greenhouse gases, but also, ultimately, sustainable, place based communities in which our residents can live and work.
Extensive regional transit planning will continue, particularly in regard inter-parish transit connectivity, effective service delivery, safety, and the state of good repair of vehicles and equipment. Task C-2 will continue technical guidance to agency staff and liaison with transportation providers and the Federal Transit Administration to support customer oriented delivery of service in parishes with existing systems that are experiencing rapid ridership growth and the building of administrative and service capacity for newer systems. Efforts to expand on the findings and recommendations of the 2011-12 Comprehensive Operations Analysis will be a priority. Tasks conducted under C-2 will coordinate with land use studies and demographic analyses to ensure that development is compatible with mobility opportunities for all residents of the region, and that transit in turn encourages sustainable growth.

As part of continuing efforts to forward a vision of place based and people based communities, special attention will be given to examining existing and future local land use patterns in the region and the relationship between these land uses and transportation improvements (Task A-1). UPWP activities will be designed to promote and develop land use and transportation policies and projects that foster accessibility for all residents within livable and environmentally sustainable communities throughout the region. Emphasis on supporting parish and municipal comprehensive planning efforts will continue as these plans are finalized and approved. RPC has participated in and provided funding for land use planning in all of our member parishes. RPC has made significant inroads toward integrating disparate land use classifications into a more comprehensive and standardized system. RPC intends to continue this effort to better integrate land use and transportation planning during the coming year to further goals of sustainable development and transportation access.

RPC will work closely with the Louisiana Department of Transportation and Development (LADOTD) and member parishes on transportation and signalization studies of local problem intersections and roadway segments in need of traffic management and safety improvements. Continuing the comprehensive approach to congestion management systems planning, the RPC will identify problems and develop strategies for dealing with increasing suburban traffic congestion (Task C-4). Working through RPC’s Technical Advisory Committee, the staff will develop strategies for improving safety and operational performance in congested corridors that are based on improved traffic operations and travel demand management and not single occupancy lane improvements.

The potential impacts, particularly on air quality, of projects proposed for implementation through the Transportation Improvement Program (TIP) will be evaluated utilizing sophisticated transportation demand modeling techniques in conformity with federal and state requirements (Tasks B-4 and C-3). RPC has worked to expand the transportation demand model by incorporating St. Tammany, St. John, and South Tangipahoa into the New Orleans urbanized area model. This was done to ensure that the proposed long range transportation plan is effective in meeting the area’s transportation needs. The model will also be utilized to consider the effects of highway and transit projects on our transportation system to ensure conformity with the requirements of the Clear Air Act. The air quality impacts of projects being advanced through the Transportation Improvement Program (Tasks C-1 and C-3) toward implementation by placement in the TIP can be determined by subjection to conformity analysis in accord with federal and state requirements. While the New Orleans region is, as of this writing, currently in air quality conformity, the RPC continues to support development of voluntary measures to reduce
mobile source emissions by establishing air quality improvement working groups. The New Orleans region has been designated as a “Clean City” by the US Environmental Protection Agency due largely through coordination efforts of RPC staff over several years of effort.

In past years, RPC has worked with various groups and agencies in the region as well as LaDOTD to identify and develop Transportation Enhancement projects for funding under this very popular program. Such projects have multiple benefits, improving not only the livability of communities but also reducing emissions and fossil fuel use through provision of alternative transportation facilities. This year, RPC will continue its identification of new and advancement of already-approved transportation enhancement projects, now know under MAP-21 as Transportation Alternatives, from the planning stage through the TIP process toward final implementation (Task A-2). Examples from previous years include a landscape and planting design for the I-10 in New Orleans East, the principle highway access to New Orleans, and our increasingly successful efforts at incremental implementation of the Metropolitan Bike Path Plan.

Efforts will continue to refine and update the criteria used for project selection and prioritization in order to insure that the proposed transportation improvements are the most efficient and cost effective solution to the identified problems. Selection criteria will further ensure that projects meet regional goals, with emphasis on environmental sustainability, state of good repair among existing facilities, safety throughout the region’s transportation system, and livable communities. Project selection and all UPWP work efforts will be coordinated through a multi-parish Technical Advisory Committee (TAC). The TAC consists of local and regional representatives from local planning commissions and streets/public works departments, transit agencies, and maritime, airport, and railroad interests. State representatives on the TAC include the Department of Transportation and Development, Department of Environmental Quality. The TAC also has representation from national agencies such as the Department of Homeland Security, Federal Highway and Federal Transit Administrations, the Chamber of Commerce, the Economic Development Administration, and the Department of Housing and Urban Development.

In addition to the TAC, the RPC is also actively involved in seeking out and working with the various public and private stakeholders in the regional community to facilitate public discussion and provide for the coordinated development of an overall regional transportation plan. To this end, continuing and expanded opportunities will be afforded for public review and comment on the Long Range Transportation Plan and Transportation Improvement Program as well as on all planning analyses undertaken. The RPC will continue to implement its updated public information program to make it more proactive in terms of citizen review and input of plans and programs. Emphasis will be placed on continuing ongoing public forums established under previous work programs that have succeeded in integrating transportation issues into the broader planning process, particularly outreach to under-represented communities and populations (Task D-1 and D-2).

In all aspects of transportation planning undertaken under the Unified Planning Work Program, special attention will be given to creating a transportation plan that will function as the transportation element of a regional comprehensive plan. As such the metropolitan transportation plan must not only be more context sensitive to surrounding land use, but also designed to integrate with and support larger community goals related to economic development and global competitiveness, preservation of
environmental resources, responsible care for existing infrastructure, safety and security within the transportation system, equitable participation, and maintenance of the quality of life in the region. The 2015 Unified Work Program has been designed and will be carried out with these broader goals carefully in mind.
The Regional Planning Commission for Jefferson, Orleans, Plaquemines, St. Bernard, St. Tammany Parishes, and South Tangipahoa is a 30 member board of local elected officials and citizen members, appointed to represent you on regional issues. This board is supported by a staff of 24 professionals with broad experience, and doctorates or masters degrees, in a variety of areas including urban and regional planning, community development, economics, government, law, landscape architecture, transportation, geography and other disciplines.

As mandated by its enabling legislation, the RPC is the legal entity whose mission is to promote the general welfare and prosperity of the entire region by harmonizing the activities of federal, state, parish, municipal and other governmental agencies in the region.
## Planning Factors

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## Funding Table 1

### Table 1

**Tasks by Funding Sources**

**FY 2015 Unified Planning Work Program**

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<th>Task</th>
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## Funding Table 2

### Table 2

**Tasks by Recipients**

**FY 2015 Unified Planning Work Program – New Orleans Urbanized Area**

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Land Use / Comprehensive Planning

Goals

The purpose of this task is, through responsible land use and transportation planning, to foster livable communities within the New Orleans region wherein transportation, housing, and commercial development investment are to be coordinated and planned in ways that are place-based and environmentally sustainable.

Objectives

Actions undertaken through this task will inform, analyze, and encourage transportation decisions that have positive impacts on sustainable land use patterns, increased transportation system safety, responsible environmental stewardship, strong jobs and housing connections, and regional economic competitiveness. This objective will also require the creation and dissemination of data, map products, and technical expertise necessary to ensure that planning at all levels, from neighborhood to regional, meet these objectives. Such actions will include but are not limited to:

General Land Use/Transportation Planning

- Ensure regional coordination and communication with local planning efforts and the private development community in order to promote the goals of sustainability, livability, and economic competitiveness.
- Gather and inventory data while coordinating with local land use planning efforts in order to inform the region of the status of land use, mapping, and data that exists in each parish and the ability of these systems to work for regional scenario land use/transportation planning.
- Participate in GIS product, imagery, and technical expertise meetings in coordination with the work efforts of state and federal agencies. Ensure that the perspective of local governments and agencies are given consideration in the development of statewide initiatives and standards.

Comprehensive Planning

- Develop and maintain land use GIS applications that relate parish Comprehensive Plans and developing land uses with the transportation system.
- Evaluate the impact of transportation decisions on regional land use development, as well as the impact of land use decisions on transportation system development and the NEPA process. Such efforts are in support of a regional comprehensive planning effort.
• Develop and maintain policy objectives as they relate to the development of a comprehensive smart growth plan for the region.
• Work with parishes and environmental agencies in developing open space land-use plans that will be regionally integrated and become part of a comprehensive land use-transportation model for use in scenario planning

Coordination with Other Initiatives and Tasks

• Gather and utilize data to determine the degree to which current and future land uses integrate and relate to the existing and planned transportation network, particularly in regards to accessibility and mobility opportunities for low-income populations and proximity of land uses to multi-modal transportation options.
• Strengthen land use planning in support of bicycle, pedestrian, and transit friendly land uses. Encourage safety, accessibility, and sound complete street concepts to create areas that are attractive and accessible to non-motorized users.
• Compile, categorize and maintain an economic information database to assist with comprehensive and/or smart growth planning efforts for the purpose of mapping and projecting future land use as it relates to economic growth within the region.
• Assist member parishes, local planning and public works directors and staff by providing timely GIS products, imagery, and technical expertise to respective departments and agencies, with an emphasis on smart growth principals, sustainable development and public safety.

Previous Work

• Mapped existing and potential Brownfield sites in relation to land use and transportation networks to identify sites with the greatest potential for redevelopment utilizing existing resources and to recommend proposed reuses compatible with surrounding land uses.
• Developed initial coordination networks with non-profit/community organizations and resource agencies to assist in developing smart growth strategies for the region.
• Conducted outreach activities and meetings to educate parish and city governments, as well as public and private industry on Brownfields, Smart Growth principles, and sustainability.
• Provided parishes and cities access to the Brownfield USTriage software database model to catalog current and potential brownfield redevelopment sites and rank sites according to specified criteria including: surrounding land use, access to transportation network, and economic incentives.
• Coordination of the regional GIS Development Program
• Completion of integrated land use and transportation elements in the Jefferson and St. Tammany Parish comprehensive Plans
• Support of integrated land use and transportation planning in the City of New Orleans and in St. Bernard and Plaquemines Parishes
• A sub-area pilot project in the Metairie CBD to develop a multi-tier parcel based land use plan in coordination with transportation and economic development efforts.

• Coordinated land use database development and/or regional data integration for Gretna, Kenner Westwego, Slidell and Harahan according to APA LBCS standards to a scale adaptable for each area.

• Coordination and implementation of cluster mapping to assist with regional smart growth planning. Updated Cluster mapping and analysis over time for use in St. Bernard and Plaquemines land use vision plans.

• Completion of integrated land use and Transportation post-Katrina plans for both St. Bernard and Plaquemines Parishes.

• Coordinated updated & detailed land use, transportation, utility and site condition data for the proposed Medical District in downtown New Orleans.

• Provided post-Katrina high-resolution imagery to parishes and municipalities for accurate database development with annual imagery updates in a 7 to 10 parish area in 2006-2013.

• Worked with smaller municipalities such as Harahan and Gretna in developing land use data in GIS format and provided support to parish and municipal consultants to achieve consistent formatting in development of the data.

• Collected updated land use information in GIS format from 7 parishes and 6 municipalities. Recoded the land use to a standard LBCS extended Activity One categorization for input into the Index land use model.

• Working towards the data inputs of the Index land use model which will eventually coordinate with the travel demand model. Held regional future land use planning meeting series with local planning directors in order to produce our first future land use coarse resolution planning map.

• Procured and formatted updated economic data for use in clustering

• Updated the TIP, MTP and bike databases

• Coordinated with GOHSEP, USGS and NGA in contracting and gaining access to 2010 high resolution imagery for distribution to the parishes and municipalities. Aided LOSCO and GOHSEP in developing mosaic and compressed products through BP funding to be developed at LSU which will be shared with all government agencies.

• Coordinated with GOSHEP, USGS and the Corps of Engineers for a 2012 imagery update of the region.

• Worked with local governments in Orleans, St. Bernard, Jefferson and St. Tammany parishes on focused small area smart growth planning project initiatives in Old Arabi, Slidell, Covington, Kenner, Fat City, Leake Ave and Canal St.
Methodology

1. Continue to maintain contacts with parish planning commissions, GIS Departments, and other governmental agencies that require or are responsible for complete or partial land use planning. Through integration of GIS activities with those of the local parishes, continue to promote expanded coordination of transportation policy decisions with all applicable short and long range land use and other development plans.

2. Continue participation in local parish comprehensive planning efforts by providing staff and other in kind resources to support land use and transportation development, community visioning and goal setting particularly related to sustainable community concepts, such as smart growth initiatives. Study emphasis in FY-15 will be directed toward inter-parish land use coordination and redevelopment initiatives such as the Fat City, West End, and Main Street Commercial (Broad Street) place making and revitalization.

3. Incorporate context sensitive design and planning solutions into RPC’s regional land use and Metropolitan Transportation Plan development process.

4. Provide land-use and GIS database and mapping support to local agencies, faith based organizations, Main Street Commercial Revitalization, and private non-profits working on community revitalization efforts.

5. Assist parish agencies in implementing the APA land based classification system (LBCS) and determining the level of land use data aggregation required to create a useable existing and future land use database and maps for transportation and other planning purposes as input to their land use data collection and GIS development efforts.

6. Continue design, construction, and population of existing LCBS land use data sets including future land use by traffic zone for use in the transportation planning process.

7. Continue creation of a computerized geospatial land use database using ESRI ArcGIS software. Continue the evaluation and testing of computer land use, transportation and conservation models to integrate with TransCAD and ArcGIS.

8. Continue to design, develop, and prepare digital databases for use in the analysis of the existing, committed, and proposed land uses on the regional transportation system.

9. Coordinate efforts with the data collection, analysis, and forecasting efforts undertaken under Task B-1 to facilitate the development of tabular data and maps of existing and future land use including economic cluster and land conservation mapping. Assist parishes in obtaining current spatial data for an accurate GIS base.
10. Review existing and forecasted land uses and data for consistency with short and long-range transportation plans as well as local development goals.

Additionally, RPC will continue to assist local parishes with the coordination and implementation of design principles as they relate to Smart Growth and revitalization initiatives in transportation corridors.

11. Continue development of GIS and web-based applications to increase regional and local planning staff and public access to view, manipulate, and print land use data sets and maps for application to: (a) transportation planning, and (b) project and land use planning impacting the transportation system.

12. Provide an archive of data to assist parishes in demonstrating land use and transportation changes over time.

13. Procure and distribute latest aerial photography, satellite imagery, and other remote sensing and GIS products as they become available. Update and maintain an inventory of software and application tools adequate for state of the art spatial analysis, image re-projection, mosaic, and subset functions for imagery and other products at highest available resolution.

14. Coordinate with the Louisiana GIS Council (LAGIC) on data layers and other products that are available at the state level and coordinate value added cost sharing agreements to provide GIS data to local parishes at manageable cost. Coordinate with LAGIC in collaborative data procurement, determining data standards and best practices in contracting for geospatial data.

15. Coordinate with URISA (Urban and Regional Information Systems Association), NSGIC (National States Geographic Information Council) and USGS (United States Geological Survey) on data standards and conventions in aiding local government data development

Performance Measures

- A complete, up to date GIS database of current land uses and future land uses for the seven parishes, deriving from coordination with and input from local governments, with identification of regional growth areas.
- A complete, up to date GIS database of the both the current and the planned (TIP and MTP) highway, transit, and bicycle/pedestrian network, demonstrating the transportation network’s relationship to existing and future land use and to identified growth areas.
- An up-to-date economic information database

Products

A GIS database of land uses and projected future land uses by traffic zone in both graphic and non-graphic format that will relate Parish Comprehensive Plans and related developing land uses to the
transportation system. Said database will aid in evaluating the impact of transportation decisions on regional land use development and also the impact of land use decisions on transportation system development and the NEPA process. Continued progress in a comprehensive planning effort to create an integrated regional architecture for land use data collection, compilation and analysis in a regionally compatible format that will allow sub area data to be aggregated for regional planning purposes. Database capabilities existing in the parishes in order to inform the region of the status of land use, mapping, and data that exists in each parish and the ability of these systems to work in an integrated regional capacity which prevents duplication of effort. Determine the best methodology for developing land use planning scenarios within a model that can be used as a land use/transportation decision-making tool by both the RPC and local governments.

Milestones

1st Quarter: Continue development of Regional Land Use and Major Activity Center Database and Land Use Planning updates at the parish and/or municipal level. Provide an annual update of aerial photography databases and distribution parishes and municipalities.

2nd Quarter: Continue to document regional growth areas by traffic zone and update forecasted land-use to support UPWP planning efforts,

3rd Quarter: Obtain and test existing and canned land-use modeling software and determine data needs for comprehensive land-use modeling. Determine priorities for obtaining data needs.

4th Quarter: Coordinate the regional integration of land use database products and methodology.

1st – 4th Qtrs: Continue coordination of land use/transportation plan with local parish comprehensive plans.

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Transportation Alternatives

Goals

The goal of the transportation alternatives task is to allocate resources to projects that enhance a comprehensive multi-modal transportation network and, through preservation and implementation of visual and cultural resources, improve the quality of life in Metro New Orleans area. Projects that pursue transportation alternatives grants must link to the transportation system and qualify under FHWA/FTA listed activities. Activities include facilities as well as safety and educational activities for pedestrians and bicycles, landscaping and other site furnishings, preservation and rehabilitation, archeological planning, environmental mitigation, and general transportation site design and beautification.

Objectives

- Direct regional policy and funding that encourages, supports, and implements projects that promote fully integrated “Complete Streets”, with streetscapes and roadways that are safe and welcoming for pedestrians, cyclists, transit riders, and vehicular traffic.
- Increase the number of opportunities for pedestrian, bicycle, and transit travel throughout the region
- Implement landscaping, scenic beautification, and historic preservation projects within the region’s transportation infrastructure that enhance a community’s unique sense of place, promote economic vitality, and improve environmental health.
- Modify unsafe motorized and non-motorized behaviors by implementing programs that educate and inform the public and the law enforcement community, and identify programmatic and operational solutions to ameliorating unsafe conditions and improve livability and accessibility at these locations.
- Ensure that bicycle, pedestrian and landscaped facilities are maintained in a state of good repair in order to promote accessibility and livable standards for all members of the community.
- Provide assistance to citizen groups and local government with transportation alternative grant submittals, conceptual design, and project coordination.

Previous Work

- New Orleans Regional Bicycle and Pedestrian Master Plan 2005
- Annual support local government for transportation enhancement projects submissions and ongoing project coordination
• Bicycle and Pedestrian Safety Program

Methodology

1. Continue to assist local parishes with Transportation Alternatives Program and Louisiana Technical Assistance Program, Safe Routes to School, and Louisiana Roads Safety Program for local streets applications and project management.

2. Continue to implement projects that improve overall conditions for non-motorized travelers on existing thoroughfares:
   a. Encourage bicycle and pedestrian friendly design, striping, traffic control devices, shoulder upgrades, signage, bicycle friendly drainage grates, and other non-motorized traveler amenities
   b. Coordinate and facilitate dialog with the Corps of Engineers on improvement of bike paths on the Mississippi River levee and Jefferson Lakefront paths.

3. Provide technical assistance to DOTD, Orleans, and Jefferson Parish on development of alternative lighting concepts to enhance traffic safety, reduce operating costs, and improvement transportation aesthetics on the Mississippi River bridge crossings.

4. Continue to implement a system wide beautification program that enhances the aesthetic and scenic qualities of the region’s transportation network, and the quality of life of those that use it

5. RPC will continue to provide technical assistance to local parishes and municipalities in the form of conceptual design and feasibility analysis.

6. Continue, through the collection and analysis of data, to track the progress of enhancements throughout the region to ensure that such projects increase in number and are equitably distributed. Data includes, though may not be limited to:
   a. total miles of bicycle and pedestrian routes in the region
   b. number and/or miles of corridor including landscaping and scenic improvements in the region

7. Continue to work with the Complete Streets Advisory Committee to help review plans for pedestrian, bicycle, and transit accessibility and safety. Incorporate best practices derived from research in regards to geometric design, signals, signs, pavement types, and site furnishings and landscapes.
   a. Work with parish and municipal governments to develop standard criteria for all bike and pedestrian plans in the region
Performance Measures

- A summary of transportation alternatives projects and new planning initiatives
- Number and name of RPC facilitated bicycle, landscaping, and pedestrian planning initiatives throughout the region
- Length of new bike pathways and on-street facilities, whether local streets, federal aid, or state owned corridors
- Number and name of transportation alternative applications written by RPC staff and amount approved
- Number of Complete Streets advisory committee meetings

Products

A progressively more robust and refined safety program using state-of-the-art media and marketing techniques and innovative law enforcement program development while addressing capital improvements to the bicycle and pedestrian system.

Improved safety and a more consistent environment for non-motorized travelers including transit options.

Milestones

1st Quarter: Layout and develop program schedule for next year. Assist with submittals

2nd Quarter: Share schedule, assemble local stakeholders, begin program research and creative development. Develop new safety programs.

3rd Quarter: Coordinate with state DOTD, local government, and other stakeholders to develop feasible projects.

4th Quarter: Continue refinement of regional policies and plans. Continue to work with local sponsors of TEP projects. Identify projects for inclusion in the TIP.

1st – 4th Qtrs: Take necessary steps to promote adoption of regional bike path and pedestrian path policies and plans. Provide coordination and understanding among state and federal agencies to accomplish local projects and goals. Ongoing technical assistance and project management as needed for member parishes.
### TASK A-2.15: TRANSPORTATION ALTERNATIVES

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Freight Plan Development

Goal

Creating a freight plan that coordinate and balances all freight, motorized, and non-motorized modal planning to allow access and mobility for each while insuring safety and supporting the elements of economic success in the regional community.

Objectives

- Develop a comprehensive freight planning program that is increasingly responsive to economic cluster, land uses, and job access and employment opportunities identified in the Regional Comprehensive Economic Development Strategy.

- Improve communication with modal stakeholders and foster collaborative decision making as regards multi-modal planning and implementation efforts.

Previous Work

- SE Louisiana Rail Committee/Recommendations
- Southern Rapid Rail Transit Commission/Ridership and Capacity Analysis
- E-W Corridor Study
- Plaquemines Parish Intermodal Plan
- RRC Master Bicycle and Pedestrian Plan 2005
- Portways Coordination Workshop
- RPC Trucking Analysis 2005
- Union Passenger Terminal Master Plan 2007/08
- Union Passenger Terminal Infrastructure Plan
- Rail Gateway Feasibility Analysis 2007 & EIS
- The UNOP Plans
- DOTD and Orleans Parish Complete Streets Working Group
Methodology

1. Continue to work with emerging and established organizational networks or initiatives that are concerned with developing effective, efficient, and safely integrated freight rail, passenger rail (inter and intra city), truck, marine (barge and blue-water), transit, highway, bicycle and pedestrian movements. These include all public modal agencies, the World Trade Center Transportation Committee, the University of New Orleans’ Maritime and Intermodal Transportation Center (MITC), Southern High-Speed Rail Commission, Millennium Port Authority, Corp of Engineers, Louisiana Association of Railroad Passengers, Sunset Marketing and Revitalization Team (SMART), Metro Bicycle Coalition, Louisiana Public Health Institute, six Class I railroads operating in New Orleans and the Public Belt Railroad, Seapoint, Port Association of Louisiana, and others. Work to inform and improve project selection criteria.

2. Work to establish a methodology for regular communication between the MPO and motorized and non-motorized entities to identify niche issues that can be addressed by the public sector. For freight interests, gain a better understanding of industry perspectives on efficiency, logistics, safety, and technical innovations. For non-motorized interests, gain a better understanding of the needs of each mode as they pertain to safety, accessibility, mobility, and security for a given trip. Use information to inform other programs and projects about designated bike routes, truck routes and areas of transportation overlap. Work to mitigate or equitably solve potential conflicts where modal equity is of concern. Employ Highway Capacity LOS Manual evaluation techniques.

3. Foster and proactively support a collaborative decision-making process to improve regional and national throughput by addressing highway and rail freight movement choke points, such as the Tchoupitoulas corridor, in the transportation system and improving connectivity between intermodal terminals. This effort includes planning for improvements to landside infrastructure by addressing points of congestion in highway and rail networks, information systems, system reliability, security, weight limitations, safety, hurricane evacuation and evacuation for national emergencies.

4. Coordinate freight efforts to leverage regional sustainability goals in areas of economic development, job access, and employment. Provide MPO feedback on Louisiana State Transportation Plan, policies, processes, and projects that influence multimodal planning and projects in the New Orleans region.

5. Continue to monitor industrial growth or decline and the related transportation impacts. Changes in land use will be monitored for increased freight volumes or changes in the distribution of freight (by truck or rail), automobiles and non-motorized vehicles in the post-Katrina environment. Analyze and incorporate known impacts related to location of new or proposed maritime activity such as the Napoleon St. container terminal, Millennium Port, and
Seapoint, and new and proposed rail facilities such as proposed in the Rail Gateway Feasibility Analysis. Monitor access improvements in growth corridors such as I-10 to US 61 in St. John Parish and between I-10 and Hwy 11 in St. Tammany Parish.

6. Participate in associated problem solving, data collection, and data distribution needed for major bridge, pump station, and levee reconstruction work.

7. Assist with multi-modal planning and coordination for critical corridors and nodes of recovery in the region through coordination with RPC congestion management, transit mobility, surveillance, and land-use planning tasks.

8. Undertake micro-scale traffic analyses of existing and proposed intermodal sites and their impact to traffic operations in cooperation with the affected Public Works departments and the intermodal facility operator. Assess NHS connectors as necessary.

9. Establish and advocate for sustainable modal strategies in state and federal policy including under MAP-21, potential future stimulus bills, and other national safety, environmental and sustainability acts.

Performance Measures

- Quarterly meetings of the Complete Streets Advisory Committee working group
- Number of projects in the TIP that include bicycle, pedestrian, or freight considerations
- Number of meetings with modal agencies (port, rail, truck, bike)

Products

- Improved data resources, planning analyses and input related to all modes in the Metropolitan New Orleans Area.
- An active technical congress of motorized and non-motorized transport stakeholders providing professional experience and insight to support the planning process in matters of issue identification and TIP and MTP project selection/prioritization and supporting technical analyses.
- A coordinated planning and design effort whereby individual modal accommodations achieve a successful balance with all other modes present, acknowledging the role, benefits and function of each mode in the overall transportation system.
Milestones

1st Quarter: Continuously identify stakeholders in each mode. Develop framework for an RPC freight and a RPC bicycle and pedestrian advisory input.

2nd Quarter: Actively participate in modal partnerships and establish active advisory input to facilitate the movement of goods and people and to address safety and equity among modal demand.

3rd Quarter: Incorporate findings to enhance project selection criteria for projects in the Transportation Improvement Program and Metropolitan Transportation Plan. Continue to collect information about evolving projects that enhance connectivity among modes and operational efficiencies in the region.

Participate in on-going analysis, data collection and coordination of projects responding to national and regional trends.

1st - 4th Qtrs: Support on-going multi-modal planning.

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Task A-4.15

Neighborhood Planning

Goal

The goal of this task is to assist communities in their planning efforts, through coordination with local planning and redevelopment agencies, in order to foster neighborhood-scale development that promotes environmental sustainability, livability, economic vitality, and safe, multi-modal mobility for all residents.

Objectives

- Assist areas in coordinating with redevelopment agencies. Work to provide communities and local planning districts with the resources, expertise, and administrative capacity as needed to help these neighborhoods in the development of community plans and strategies.
- Identify and assist in the implementation of innovative strategies and techniques that reduce energy use at the neighborhood scale, namely in the realm of transportation planning, and facility and infrastructure design.
- Assist neighborhoods in identifying opportunities and programs that will attract and/or foster economic generators that contribute to the vitality of neighborhoods while maintaining or enhancing their unique sense of place.
- Enhance mobility options across all modes and methods (auto, transit, pedestrian, bicycle) within a defined neighborhood or commercial area such that all mobility options are available to all residents.
- Identify a prototype series of improvements that has applicability beyond this immediate area that can be used to establish regional standards for mobility enhancements in developed and developing areas.

Previous Work

- FEMA ESF-14 Planning Process
- Louisiana Recovery Authority’s Louisiana Speaks initiative
- Urban Land Institute - Bring New Orleans Back initiative
- NOLA City Council Lambert Plan
- Unified New Orleans Plan
- Paris and Robert E. Lee Commercial and Residential Action Plan
- St. Roch/St. Claude Transportation and Recovery Plan
• Kenner Williams and Veteran’s Blvd. Transit Plan

Methodology

1. Direct data collection on existing generalized land use, travel demands through and within the project area including distribution of traffic, pedestrian movements, parking, transit facilities and demand centers. Identify sites within a project area where development is proposed or likely to occur within a provided timeline (5-10 years), and the potential impact on traffic, transit, bicycle, and pedestrian traffic demands.

2. Work to analyze the major issues including, but not limited to, connectivity between transportation modes (vehicle to transit, transit to pedestrian, etc.), safety of non-vehicular transportation alternatives, crash data history of area, accessibility of existing land uses/developed areas by vehicular and non-vehicular means, and accessibility opportunities as part of future development.

3. Work with other agencies such as the City of New Orleans (Mayor’s Office, City Planning Commission, Department of Public Works,) Parish governments, RTA, Universities, Neighborhood Development Foundations and Associations, and other community based stakeholders that have an interest in the project area to identify perceived mobility needs and opportunities that need to be documented and explored.

4. Conduct land use and transportation analyses for selected sub-areas in the region, including land use and transportation plans for neighborhoods in East New Orleans, the Orleans/Jefferson parish line along Airline Hwy/US 61, and the Vieux Carre. Coordinate RPC’s sub-area transportation analyses and improvement plans with other federal and private non-profit organizations sponsoring neighborhood revitalization efforts in these communities, i.e., the Main Street Neighborhood and Commercial Revitalization Programs, AARP, and the Advocacy Center.

5. Catalog existing planned improvements in project areas, with relationships drawn between their proposed impacts on and impediments to mobility. This analysis should include details on the potential negative impacts that these projects may create, including those strategies employed as part of the final design and implementation process to mitigate impacts, and/or where there are no feasible options or mitigation steps possible due to environmental or development constraints.

6. Communicate options for improving mobility to interested parties within the identified project areas. Review how recommendations for mobility improvements will or will not address issues as identified at the start of the process. Offer opportunities for prioritization of elements based
on community preferences. Work to identify how these priorities will or will not impact mobility within the project area.

7. Develop a priority plan for improvements to roads, key intersections, transit, bicycle and pedestrian linkages within project area which includes conceptual cost and design information of sufficient detail as to provide a starting point for pre-engineering design and analysis which may be made part of a future phase of work to be implemented by local governmental entities or the state.

8. Using Smart Growth principles as a guide, analyze the relationship between existing and proposed land use and the type(s) of transportation and infrastructure improvements under consideration. This task will be carried out in conjunction with community-based needs.

Performance Measures

A report on community-neighborhood based planning activities, summarizing:

- Names and descriptions of neighborhoods assisted
- Mapping products provided to community planning groups
- Collection of neighborhood boundary data for each parish in the MPO
- Neighborhood meetings facilitated or attended
- Identified priorities

Products

Identification of improved plan to address general mobility needs, documentation of the dialogue and coordination between area residents, elected officials, major trip and demand centers, and other stakeholders who will shape the region’s future.

Milestones

1st Quarter: Finalize Project Area definition, listing of community interest groups and definition of community participation process. Commence initial data collection and field review.

2nd Quarter: Commence analysis of existing and future conditions based on field review of project area. Identify and contact groups with interest in mobility needs and issues within project area. Coordinate RPC findings and recommendations with other initiatives in project area. Hold 1st Project Meeting.

3rd Quarter: Develop recommendations for presentation to project area community for input, review, and prioritization. Hold second project meeting.
### TASK A-4.15: Neighborhood Planning

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4th Quarter: Provide final report including applicable cost and design details. Introduce final program to community. Identify next steps and opportunities for implementation.
Safety

Goal

The goal of the Safety task is to reduce the human and economic toll on the region’s transportation system by identifying ways to reduce traffic related fatalities and injuries through a multidisciplinary approach that includes strategies from and coordination between engineering and operations, law enforcement, intelligent transportation systems, public education, and incident management.

Objectives

- Coordinate with DOTD and local stakeholders on the implementation of the Statewide Highway Safety Plan
- Reduce frequency and severity of all traffic incidents across all modes (motorized and non-motorized) on both selected study corridors and region-wide.
- Work to resolve issues surrounding traffic records including education, data collection, electronic and manual reporting, mobile equipment, and analysis.
- Emphasize and analyze safety related performance measures in all projects, and at a sub-area and region-wide scale, to determine progress toward a transportation network.
- Continue to collect data that identifies those corridors, intersection, or areas where abnormal amounts of incidents have occurred, in order to most efficiently utilize available resources at addressing safety issues.
- Incorporate safety conscious planning (SCP) early on and throughout the metropolitan planning process.

Previous Work

- Development of the local roads safety program, which lead to the application and award of two grants for pedestrian signals on high crash corridors (Canal St. and Poydras St.)
- Innovative RPC Pedestrian and Bicycle Program focused on crash reduction
- Support of the Motorized Assistance Patrol (MAP)
- Construction of the Regional Traffic Management Center
- Analysis of 10 intersections with highest incident levels in the region
- Coordination with DOTD and FHWA to obtain and analyze regional crash data
Methodology

1. Projects that demonstrate Safety Conscious Planning, or the potential for significant improvements to corridor or intersection safety, will be considered among the priorities when selecting projects for the Metropolitan Transportation Plan and the Transportation Improvement Plan.
   a. An emphasis on projects that promote safety among all modes will be reflected in standard project selection criteria.
   b. RPC staff will inform decision-makers as to the quantitative safety implications of planning decisions prior to incorporation into regional plans.

2. Continue to track the progress of safety improvements throughout the region through the collection and analysis of data to ensure that projects are effective and contribute to overall safety of transportation system. Data tracked should include:
   a. Total number and location of traffic incidents and fatalities
   b. Total number of bicycle and pedestrian incidents and fatalities

3. Continue to partner with other key Safety Conscious Planning stakeholders, including the Louisiana Highway Safety Commission, LaDOTD, and the Metropolitan Safety Council, among others, and ensure that regional safety priorities and objectives are in-line with those outlined in the State Highway Safety Plan.

4. Continue New Orleans Regional Pedestrian and Bicycle Safety program:
   a. Facilitate quarterly meetings of the RPC Complete Streets Advisory Committee and work with the CSAC to continue to review relevant projects in the TIP and Long-Range Plan for transit bicycle and pedestrian safety components and facilities.
   b. Refine and reproduce bicycle and pedestrian safety training programs for engineers, law enforcement agencies, and other relevant stakeholders
   c. Develop and distribute bicycle and pedestrian safety media and marketing materials
   d. CSAC will continue to review relevant projects in the TIP and Long-Range Plan for transit, bicycle and pedestrian safety components and facilities.
   e. Work to improve safe cycling through League Certified training and commuter education.
   f. Encourage local municipalities and parishes to accommodate pedestrian and bicycle safety facilities, such as countdown signals and on-street improvements
   g. Continue to facilitate improved dialogue among agencies that have a role in creating safer motorized and non-motorized transportation, such as the Dept. of Education, Dept. of Motorized Vehicles, LA Highway Safety Commission, DOTD, FHWA, LTAP, and Transit Agencies.
h. Identify hotspots using statistical analysis software tools to determine intersections that show significant repeat automobile, bicycle, and pedestrian incidents.

i. Based on highway crash data and analyses being conducted by DOTD and RPC, as well as safety concerns identified through RPC’s Public Information Program, initiate traffic safety studies for problem intersections throughout the region, working coordination with DOT and local public works departments.

j. Based on highway crash data and analyses being conducted by DOTD and RPC, as well as safety concerns identified through RPC’s Public Information Program, initiate traffic safety studies for problem intersection identified in the PSAP. Candidate locations for FY 15 may include Carrollton Ave., St. Claude Ave., Franklin Ave., Convention Center Blvd., and others.

5. Work with local law enforcement and other public safety agencies to coordinate ITS planning, deployment, and operations with the homeland security efforts to protect high profile events and significant infrastructure.
   a. Conduct a critical facilities assessment and develop a GIS data base of vulnerable transportation infrastructure and other public and private critical facilities including spatial reference data and other pertinent information that can be used in developing evacuation, mobilization and other plans to deal with security emergencies and natural disasters.

6. RPC will sponsor and participate in a series of regional forums to facilitate a dialogue among stakeholders, including planning, safety, research and other transportation modal professionals. The intent is to “jump start” the regional SCP process by initiating dialogue, review current planning processes, and identify challenges and resources needed to create a metropolitan-wide action plan.

7. Work with local law enforcement and other public safety agencies to coordinate ITS planning, deployment, and operations with the homeland security efforts to protect high profile events and significant infrastructure. Conduct a critical facilities assessment and develop a GIS data base of vulnerable transportation infrastructure and other public and private critical facilities including spatial reference data and other pertinent information that can be used in developing evacuation, mobilization and other plans to deal with security emergencies and natural disasters.

Performance Measures

A complete, up to date database of pedestrian, bicycle, and automobile crash data as obtainable from LaDOTD, formatted in a way usable for planning and geo-coding purposes.

Using the above data, identify the following:
• the top ten intersections with the highest frequency of motorized vehicle collisions in the region
• the top ten intersections with the highest frequency of pedestrian incidents in the region
• the top ten intersections with the highest frequency of bicycle incidents in the region

Number of local safety coalition meeting attended

Number of State Highway Safety meetings and conferences attended by staff

Products

Improved transportation facilities (alignments, signage, traffic calming) in areas with high frequencies of automobile crashes. Coordination with La. DOTD District and Headquarters personnel, local traffic engineering departments, Office of Homeland Security and FEMA personnel, the private sector, local transit agencies, emergency responders, local police jurisdictions, state highway patrol jurisdictions, and other stakeholders.

Milestones

1st - 4th Qtrs: Continue to scan and analyze crash data in order to identify potential intersection or corridor safety projects, or opportunities to integrate safety components into related projects. Coordinate with local and state stakeholders to further identify priorities for safety improvements.

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FY – 2015 Unified Planning Work Program
Access Management / Complete Streets

Goal

The purpose of this project is to identify access management and complete streets improvements in order to increase capacity, increase visual appeal, and enhance safety and usability for all users of LA 46/St. Claude Ave at the Inner Harbor Navigational Canal bridge crossing, as well as other identified corridors in the study area, such as David Drive from Veterans to Airline Highway.

Objectives

- Conceptual design and cost estimates for signalization and geometric or other physical improvements on identified corridors, consistent with DOTD Access Management and DOTD Complete Streets policies

Methodology

1. For each identified study corridor or area, Technical Advisory Committees will be convened that consist of local government engineering and public works agencies, the traffic engineering section of LADOTD, LADOTD District 02, RPC, and other local departments as appropriate. This group will also review all draft final products. Elected officials and other public stakeholders will be consulted when needed to assist in determining priorities and a course of action for the project.

2. Site visits will be conducted in order to gather and record information regarding the physical, engineering, land-use and environmental features of the site.

3. A traffic study will be conducted in order to obtain both existing and projected future volumes and turning movements at intersections, and to evaluate the feasibility of roundabout concepts.

4. Concept and alternative development and evaluation will be conducted, including the preparation of typical sections, analysis of safety, and opinion of estimated probability cost.

Products

Studies that propose complete streets and access management solutions to capacity, operational, and safety issues on identified corridors.
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Andrew Higgins Corridor EA

Goal

To develop and evaluate transit and site enhancement concepts on the Andrew Higgins corridor, providing mobility, walkability, business accessibility, and visual appeal between the World War II museum, the Riverfront, the Convention Center, and the Union Passenger Terminal.

Objectives

- Create a streetscape that emphasizes the cultural value of the corridor and maintains visual interest for pedestrians and other visitors
- Ensure appropriate storm water management techniques for drainage
- Connect significant activity generators in an accessible and safe urban corridor

Methodology

1. Socio-economic and environmental data will be collected. Data that should be included (but should be limited to) includes affected population data (income, race, housing), federal and state lands, locations of known hazardous and potentially hazardous sites, culturally sensitive resources, and surveys of utilities.

2. The traffic analysis will be conducted that evaluates existing and future traffic volumes, considering ADT counts at peak times, accident and safety data, and any projected changes due to future land use, and traffic flow between major attractors.

3. Alternatives will be developed and assessed that include urban design features, operational and geometric improvements, pedestrian mobility and safety features, drainage and utilities, and potential transit modes, including rubber tire and streetcar. These alternatives will include cost estimates and project phasing.

4. Standard NEPA requirements will be followed regarding Solicitation of Views, Public Participation, and coordination with pertinent federal and state agencies will be included in the project.
Products

An environmental document prepared and reviewed according to the NEPA process that evaluates alternatives for streetscape and transit mobility improvements on the Andrew Higgins corridor.

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Task B-1.15

Socio-Economic Variables – Census Demography

Goal

To compile, organize, and analyze socio-economic and environmental data for the region in order to supplement planning efforts with current and future year forecasts of the region’s demography and transportation demands.

Objectives

To compile and analyze socioeconomic data to support RPC program initiatives including but not limited to:

- Transportation modeling and forecasting activities
- Land use modeling activities
- Economic development activities as they relate to the eight planning factors
- Review and analyze 2010 Decennial Census data and associated data sets
- Title VI/ Environmental Justice analysis activities
- Data integration with other planning activities and with recovery coordination
- Specific projects requiring data to track change over time

Previous Work

RPC has compiled and analyzed demographic and economic data from the U.S. Department of Commerce and the U.S. Census Bureau producing in-house database collections, map products and comparative trend analysis studies. RPC has also acquired proprietary data from private vendors to ascertain social, economic, and transportation trends in the region. Data has been integrated into various models for display and analysis.

Examples of past sources are:

- Standard Files 1 and 3 of the United States Decennial Censuses of 1980, 1990 and 2000
- Census Transportation Planning Packages for the last two Censuses
- Census American Community Survey data
- Dun & Bradstreet and Info USA economic data
- ESRI Business Analyst 2008
Methodology

The compilation of social, economic and environmental data will be undertaken with the guiding principles of livability, safety, and environmental sustainability. The methodology employed for this task will therefore be undertaken pursuant to the following emphasis areas, as follows:

A. Data Base Development

In order to evaluate population trends with current emphasis upon the repopulation of areas devastated by Hurricane Katrina, RPC will continue to monitor data from disparate sources such as the Dept. of Health and Hospitals, 2000 and 2010 Decennial Census products, Brookings Institution, Woods & Poole, etc. Additional work will compile and organize these data into “user-friendly”, accessible products for internal research and for assistance to other agencies and the public (if the data is not restricted), including state and local home-land security offices. Particular emphasis will be coordination with the US Postal Service, Parish GIS departments, and 911 providers moving towards a standardized street name and address reference file. An update to current institutional, public and private locations of residents and employees is underway which involves the geospatial formatting of a datasets within local “Book of Lists”. These datasets are used as supplementary information to our existing datasets to improve their currency and quality.

B. Environmental/Socioeconomic Data Coordination

Economic and environmental data will be gathered from the US Department of Commerce, the Louisiana Dept. of Labor, the Louisiana Department of Social Services, the Louisiana Department of Environmental Quality, as well as other state and federal agencies and private sources. Particular emphasis will be placed on developing data exchange programs with local sources such as Homeland Security, local municipalities, and local economic development organizations. One particularly valuable source involves data from a private source on employment by number of employees and NAICS/SIC code provided by street address and updated as needed. This enables us to monitor the distribution of employment destinations on an ongoing basis.

C. Population Projections

The RPC, in cooperation with outside consultants, has developed and will continue to improve upon a methodology for performing long-term projections for the parishes of the State of Louisiana using the 2010 Census’ projection for the state’s population as a control total. These methods use a forecasting methodology similar to forecasts previously provided by the state. Subsequently, parish
projections provide control totals for forecasts for RPC's Traffic Analysis Zones. RPC will continue to refine and improve these procedures as more data becomes available.

D. **Journey to Work Data**

In the past, decennial census and Census Transportation Planning Package 2000 (CTPP) data and other long form data such as journey to work information was used to prepare data tables and supporting thematic and visual analysis charts and maps. Currently, public and private sources of data such as the Longitudinal Employer-Household Dynamic “OnTheMap” web/data interface program, and the American Community Survey are being used. Work will continue on collaborating with the FHWA and Department of Commerce on refining and correcting statistical geography, address matching, and traffic zone geography for use in planning and modeling efforts. RPC is currently integrating the results of Katrina recovery analyses (Items A and B) with the data in this planning element to provide a more current planning data platform.

E. **Projection of Variables**

Use data from private, state and local sources to evaluate the factors for dwelling units, occupancy rates, income, elderly age bracket and school enrollment location totals for each traffic zone and determine if any adjustments are appropriate, particularly as they pertain to VMT across TAZ boundaries.

F. **Model Inputs**

Apply forecast data by Traffic Zone for use in transportation modeling, systems planning, and major investment or other corridor level studies.

G. **Employment Data**

Purchase improved sources of employment data for the region and integrate with other data sources. This data requires rigorous and time-consuming quality control. Sub-task “D” above describes newly-acquired data on establishment-based employment.

H. **Time-Series Information**

Considerable effort will continue to be devoted to developing a database that includes time-series as well as cross-sectional data. The purpose being to illustrate historic trends in social, economic, and environmental data for important sub-areas within the region. Using the address reference files developed in the earlier subtask, characteristics of regional growth and migration will be monitored and shared with other public agencies. This analysis is particularly applicable to the determination of the success of recovery efforts. It will provide a barometer of the pre- and post-Katrina environment in the region.
I. Analysis of 2010 Census data

Datasets from the 2010 Census will be analyzed and incorporated into the RPC’s metropolitan planning process, including map production, modeling efforts, environmental justice analyses, corridor/neighborhood studies, and traffic/transit analyses. Socio-economic characteristics revealed by the 2010 census will be analyzed alongside 2000 census data to better understand migration patterns following the hurricane events and of late 2005 and the subsequent dispersal, relocation, and repopulation in the region. The RPC provides initial data compilation in formats that are more serviceable by local planning agencies as a service for our parishes and municipalities.

Products

Compilation, analysis and mapping of social, economic, and environmental trends in the region, including forecasts of the transportation planning variables. Improved data forecasting and data inventory procedures including integration of the socio-economic data analysis processes with the RPC GIS processes to provide value added graphic and non-graphic data products in both published and digital format.

Milestones

1st Quarter: Obtain and review disparate socio-economic data
2nd Quarter: Compare in-house social-economic data to outside sources such as RAND, Brooking’s, Louisiana Department of Health and Hospitals and local economic studies for consistency.
3rd Quarter: Prepare Transportation Planning Variables Forecast
4th Quarter: Coordinate with GIS and graphics staff to update RPC’s graphic database & computerized mapping, including growth cluster projections, and update traffic zone data and forecasts to assist with systems and corridor planning.

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Transportation System Surveillance - ITS

Goal

To identify where and how Intelligent Transportation Systems can be applied, and through ITS and other data collection methodologies, to monitor traffic and travel conditions on the region’s roadways and transit systems, with the goal of improving safety and efficiency of the New Orleans regional transportation network.

Objectives

- To continue incident management and ITS work efforts begun with the New Orleans Region ITS Strategic Plan, the New Orleans, Region Incident Management Program, and the Advanced Public Transit Intelligent Transportation Systems Plan.
- To continue the development and maintenance of the region’s ITS Architecture, as well as investigate ways to enable the integration of existing or legacy ITS systems into a regional ITS system, by supporting and facilitating coordination within the Regional Traffic Management Center between LaDOTD, FHWA, and the incident management/emergency response community.
- To ensure that ITS and the Regional Traffic Management Center is efficiently utilized in order to reduce significant delays and traffic incidents when non-recurring events occur, such as significant roadway accidents, sporting events and festivals, and evacuations.
- To continue assisting the region’s transit systems in the installation and implementation of ITS measures, as per the Advanced Public Transportation System plan, in order improve the efficiency of transit operations and ensure the safety of transit passengers and operators.
- To continue refining and implementing systematic procedures for the collection of data within the region’s major travel corridors, through ITS measures, collection in the field, and coordination with local agencies and LaDOTD. These procedures will be undertaken in order to best evaluate existing traffic conditions and identify transportation improvements and priorities in the region, particularly concerning preservation, state of good repair, and improved operations within the existing system.

Previous Work

- Development of the New Orleans Region ITS Early Deployment Strategic Plan, 2000
• Advanced Public Transportation System plan, integrating Transit related ITS with the overall ITS plan for the region, 2005, updated in 2010
• ITS Architecture Update for the New Orleans area (2007)
• Collection of Surveillance data in conjunction with CMS tasks (ongoing)

**Methodology**

1. Continue work efforts begun by earlier Incident Management and ITS studies with a variety of pre-implementation planning, programming, and development activities, including:

   • Coordinate IM/ITS activities with those of LADOTD, FHWA, motorist assistance patrol, law enforcement, emergency response, homeland security local public works and traffic departments, local transit agencies, and other relevant entities in order to deploy and utilize ITS measures effectively and to make the most efficient use of the new Regional Transportation Management Center.
   
   • Developing agency agreements and related documents for execution by IM/ITS participating agencies, conducting IM/ITS studies to facilitate planning, steering committees, seminars, and related organizational meetings in order to improve interagency communication and improve coordinated responses to incidents and security threats.
   
   • Identifying implementable ITS early deployment projects for inclusion in the Transportation Improvement Program and Metropolitan Transportation Plan, with particular emphasis on projects that eliminate hazards and promote safety.
   
   • Conducting planning studies that will address IM/ITS opportunities in identified congested corridors, with emphasis on traffic efficiency and safety for motorists, bicyclists, and pedestrians.
   
   • Continue development of routines to upload and integrate Incident Management and ITS data into Center for Advanced Transportation Technology Laboratory (CATT Lab) to enhance planning strategies through the use of advance visualization tools.
   
   • Continued integration of on-going IM/ITS work with the efforts, objectives, and products of other RPC tasks, namely, Safety, Congestion Management, Public Transportation, Socio-economic Variables, Data System Development, and Public Participation, with the ultimate goal of seamless integration of ITS outputs into these initiatives (cf. number 3, below).
   
   • Develop calendar application on website to coordinate port, convention center, Superdome, and French Quarter activities to aid in state and highway event planning and patrolling.

2. Coordinate efforts with LADOTD and local law enforcements agencies to make the most efficient use of the new Regional Transportation Management Center. The center will be particularly valuable for congestion monitoring and incident management, as well as system evaluation.

3. Develop a program for the installation of vehicle video detection and classification cameras. These images and data are particularly critical to the evaluation of hurricane evacuation, both during and after the evacuation. They can also be utilized to expand monitoring of commercial
vehicle traffic and freight movements. Ultimately, a secure website will be developed to convert intersection, mid-block, or freeway video detection and classification systems into automated, virtual count stations that gather and distribute traffic data in real-time, continuously, without interruption. This traffic data management service will also archive the traffic data to allow the RPC to perform detailed and comprehensive traffic trend analysis.

4. Continue to refine RPC’s Traffic Counting Program. The RPC is adopting policies that standardize its data collection procedures, including traffic counts undertaken as part of consultant contracts and studies.

- All traffic data will be submitted to designated staff members in a standardized format, which will then be catalogued and archived in a transportation geodatabase.

- Interagency coordination between RPC, LaDOTD, and local agencies will ensure that no redundant or unnecessary data collection occurs, and will allow for the sharing of data between local and state traffic counting programs and those of RPC.

- Continue development of RPC’s website interface integrating traffic count data with google maps and additional website tools for the public to access traffic count data

Traffic data generated through these procedures will be used to monitor conditions, such long-term traffic patterns, changes in VMT, and air quality, on major roadway corridors within the region, including those on the congestion management system. The data will supplement RPC’s intermodal planning and transportation planning program and be used for travel demand model inputs and calibration.

5. Continue work on Travel Time and Delay Studies along the region’s major and minor arterial street system. The data will be utilized to profile existing travel corridors with regard to operating speeds, travel time, and length of delay to identify significant problem locations on major arterials that can be addressed through geometric or operational improvements to reduce delay. This data will also be used to evaluate the effectiveness of congestion mitigation projects implemented in the region.

6. Assist transit agencies in implementing ITS systems, and integrate and supplement their ITS activities with the facilities provided by the Regional Traffic Management Center, with the goals of:

- Improving the efficiency and efficacy of the region’s overall transit network, and ensuring the safety of transit riders and;

- Monitoring changes in the level of transit service and ridership for transit properties in the region for input into Land Use Planning (Task A-1.15), CMP (Task C-4.15), Transit & Human Services Transportation and Neighborhood Planning (Tasks C-2.15 and A-4.15) and Regional Air Quality Planning (Task C-3.15).
Performance Measures

- Report on ITS equipment and architecture installations in region
- Update to Regional ITS Architecture
- Staff Training on ITS Architecture development and project deployment
- Attendance at quarterly incident management meetings

Products

Through planning, stakeholder coordination, and equipment procurement, ensure the implementation of ITS/IM protocols for the enhancement of safety and security of the traveling public in the New Orleans Region.

An ongoing, comprehensive data collection effort that provides reports for selected routes and locations to be used in various planning and programming efforts by the RPC, and to supplement the efforts of other governmental partners.

Milestones

1st Quarter: Adopt and implement standard data collection policies. Upgrade GIS based database.

2nd Quarter: Select routes for targeted data collection and strategy development, and coordinate these priorities with relevant agencies.

Consult with LADOTD and local agencies to establish liaisons specifically knowledgeable about surveillance and data collection.

3rd Quarter: Begin targeted data collection effort

4th Quarter: Review and edit data, and assimilate them as appropriate

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Goal

The first goal of this task is to aid in the development and provision of high quality geographic information system (GIS) products and resources within an enterprise internal network for use in UPWP related corridor and systems planning. The second goal is to support local parish and municipal transportation and land use planning while coordinating data standards with emergency preparedness, economic development and environmental planning efforts in the region.

Objectives

- Promote regional compatibility and sharing in GIS processes, procedures, and products among the RPC, state and federal sponsors, and local jurisdictions in the transportation planning study area by housing, distributing, safeguarding and developing data as appropriate and feasible.
- Ensure that outcomes of local small area planning and comprehensive planning efforts can be compiled into regional GIS products to support improved integration of regional transportation planning with land use decision-making processes.
- Provide GIS/Imagery and database development support to planning departments and other local entities as needed (temporarily focusing upon the recovery process) in coordination with federal and state initiatives.
- Work with local government to increase data quality in terms of detail and accuracy (best available inputs) improving existing data, while promoting the integration of planning data development across agencies and across data development initiatives.
- Provide local data as needed for local, state, and federal transportation planning initiatives within a secure information technology system while maintaining data back-up integrity.
- Provide continuous system monitoring while establishing a plan for updating hardware and software as well as a means to archive data as appropriate.

Previous Work

- Implementation of the USGS Geocadastre program in the 1990’s has developed into a regional GIS housing highly accurate imagery and vector data including environmental inventories and economic databases for use in the UPWP program.
• The contracting of high resolution imagery since 2006 has evolved into contract management of non-traditional partners in an unprecedented coordination of federal, state, regional and local raster data initiatives. Continue networking of agencies and efforts of collaboration and non-duplication of efforts to produce a state-wide high resolution dataset.

• Data coordination through service on the Louisiana Geographic Information Council (representing planning and development districts since 2003) and accompanying committees resulted in the first LSDI (Louisiana Spatial Data Infrastructure Framework) to aid all government agencies in data organization and naming standards. Serve on committees to improve addressing and parcel level data at the parish level.

• Adopted best practices including map standards, data sharing agreements, appropriate citations and data disclaimers has become part of the RPC workflow.

• Enhanced and physically safeguarded data, data processing, and archiving capacity through improved information technology and equipment; to advance technical expertise necessary to ensure that planners at all levels, from neighborhood to federal, can avail themselves of applicable planning data and products.

• Worked with non-profits and universities representing citizen led efforts for public participation GIS to inventory recovery neighborhood conditions and infrastructure needs.

• Developed motor, bicycle, and pedestrian crash GIS database.

Methodology

Five Basic Task Areas have been established to manage our approach:

1. Support geospatial data base development
   • Continue to develop, update and maintain and safeguard a regional geographic information system to support transportation, land use, emergency preparedness, economic and environmental planning and modeling efforts in the New Orleans metropolitan statistical area with special attention to creating an integrated GIS architecture with a high level of compatibility with the GIS installations of our member jurisdictions and state and federal sponsors.
   • Coordinate activities under this task with those undertaken in associated UPWP tasks to fully integrate related RPC data collection and analysis activities into the GIS architecture.

2. Produce current quality data by entering into partnerships or contracts and participating with councils, commissions or groups setting data standards
   • Administer contractual financial sharing agreements as appropriate between federal, state, regional and local partners to reduce redundancy in regional data collection particularly in the area of highly expensive imagery products or whichever data needs arise.
• Coordinate with USGS, FHWA, DHS, FEMA, USACOE, the Louisiana GIS Council and other participating partners of the National Spatial Data Initiative (NSDI) to develop a strategy for incorporating data layer standards into the RPC regional GIS architecture.

• Work with URISA (Urban and Regional Information Systems Association), a non-profit professional and educational association in promoting the effective and ethical use of spatial information and information technologies for the understanding and management of urban and regional systems. Use URISA guidelines and practices in aiding education and data use in local government.

3. Acquire Data from partnering data producers

• Compile and update as needed and feasible an inventory of raster and vector files covering the New Orleans metropolitan statistical area using available geospatial digital data and imagery (including aerial photography, satellite imagery radar, and other sources) in cooperation with DOTD and other federal and state agencies.

• Work with state agencies and non-profit agencies in sharing environmental coastal loss and greenhouse gas inventory data for modeling and planning efforts.

• Aid local government in the creation and standardization of land use and other data while procuring the finished products for integration into a regional generalized land use database.

• Provide geo-spatially referenced information to support any National Environmental Policy Act (NEPA) activities undertaken in conjunction with major capital investments.

4. Map and Analyze Data

• Provide products and resources particularly critical to the evaluation of population and land use change as well as assist local governments in tracking recovery efforts from the devastation of Hurricane Katrina.

• Supply graphic products to aid in preliminary transportation planning and project prioritization throughout the UPWP Program.

• Aid planning directors in determining infrastructure, traffic and environmental effects resulting from land use changes.

5. Distribute Data and Products

• Provide cartographic products in hard copy (paper) and soft copy (digital PDF, WEB HTML, JPEG) formats to meet the specific demands of task and project activities of the Unified Planning Work Program whether being undertaken by RPC staff, contractors or local and state partners following established standards and best practices. Where feasible provide these products or best available products which meet licensing agreements and RPC best practices upon request to local governments and partnering agencies with accompanying citations, and signed data sharing agreements.

6. IT Maintenance and Surveillance
• Provide external advice to aid internal database administrators in planning for technology advances in hardware and software. Analyze and prioritize a systematic plan for IT needs. Provide alternative IT solutions where system surveillance determines vulnerability to current or future data storing and sharing processes.

Performance Measures

• Report on geodatabase data acquisition for internal use
• Best practices policy manual on map standards, data sharing agreements, citation format, and data disclaimers
• Safeguarded and secure data servers and maintained data archives with functioning backups accessible in times of emergency evacuation
• Training of staff members in appropriate software and data use

Products

A regional geographic information system incorporating best available data to support transportation, land use, emergency response, economic and environmental planning efforts in the New Orleans metropolitan statistical area with special attention to creating an integrated GIS architecture with a high level of compatibility with the GIS installations of our member jurisdictions and state and federal sponsors.

Milestones

1st – 4th Qtrs: Training and Expanded Utilization of GIS System
Update Selected RPC Transportation GIS products
GIS Support for UPWP Work Efforts
GIS architecture development and systems support

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Modeling – Traffic, Air Quality, and Land Use

Goal

To develop and use quantitative modeling tools that will provide accurate outputs to be used in transportation investment policy analysis. To continue to improve the quality and accuracy of the results provided by the Regional Travel Demand Model, Traffic Micro-simulation Models, Air Quality models, and Land Use models, and ensure that said outputs are given due consideration within the overall metropolitan planning process.

Objectives

- Refine, improve and streamline modeling processes, including addressing any identified modeling deficiencies.
- Quantify impacts resulting from investment and development decisions as they relate to infrastructure, mobility, and air quality.
- Provide a future year assignment on an annual basis to the highway and transit networks projected for a 25-year threshold to support long-range transportation planning efforts.
- Ensure that models are provided with relevant, up to date, and accurate data for use as inputs and calibration protocols.
- Ensure utilization of all available evaluation tools to analyze the air quality impacts associated with projects contained in the Metropolitan Transportation Plan and Transportation Improvement Program (both highway and transit).
- Ensure safeguarded data and data processing systems related to modeling and data inputs thereto
- Fully incorporate outputs of models with associated tasks in land use and transportation planning, in order to determine the congestion, land use, and air quality impacts of potential projects under consideration for inclusion in the Metropolitan Transportation Plan.

Previous Work

- Travel demand updated incrementally yearly
- Transition into a TransCad GIS based system.
- Updates to model and data inputs completed in 2000 and 2010
Methodology

1. In conjunction with transit providers, local parish governments, and LaDOTD, review and update highway and transit networks for future year improvements. Test regional highway and transit development alternatives as part of the ongoing Metropolitan Planning Process.

2. Continue to improve data input to the transportation, land use, and air quality models by:
   - Collecting available sub-area data on employment and other socioeconomic data, as they become available, particularly that provided through the work of the B-1.15 task
   - Working with local planning offices on coordination of the model forecasts with their comprehensive plans to improve land use estimates and identification of development patterns.
   - Using outputs from the transportation model for Air Quality analysis modeling using the latest version of EPA’s MOBILE model to be incorporated via PPSUITE software.

3. Continue the refinement and updating of the TransCad based model set for the New Orleans area, including a planned model expansion that will merge both the north and south shores of the region as well as incorporate updated demographic, freight, traffic count, origin-destination and special generator surveys. The updated model should provide a substantially more accurate view of travel patterns as they exist in the post-Katrina metropolitan area. Technical consultant services may be used in support of this task.

4. Continue refinement and update of TransCad GIS based networks with attention to compatibility with other RPC GIS bases, CMP network, and other GIS products produced by RPC, member parishes and other sources. Work with RPC GIS staff to integrate the data capabilities of the TransCad model with the data analysis and display tools available under the RPC GIS implementation.

5. Continue to provide, through an interactive process with RPC Air Quality planning staff, data necessary for production of mobile source emissions estimates to be used for air quality conformity analysis and other transportation air quality planning.

6. Continue development of a regional Smart Growth Model.

7. Maintain model readiness to participate in special projects.

8. Help local transit and other public agencies in testing of alternatives for possible inclusion in future year plans. Incorporate modeling of new transit corridor strategies, such as bus rapid transit.

9. Continue existing liaisons with the RTA, JeT, LaDOTD, and the Louisiana Planning Council of MPO’s in sharing user information and resources related to transportation demand modeling.
10. Continue staff training in order to enhance the RPC’s capabilities to use the Transportation Model, Land Use models, and Air Quality models as effective planning tools.

Performance Measures

- Metropolitan Transportation Travel Demand model outputs
- Measures of regional air quality and emissions, as derived from the travel demand model

Products

A powerful, accessible and useful GIS based travel demand model that can be used as an effective quantifying and predictive tool in the region’s long range transportation, air quality, and land use planning efforts and can be seamlessly integrated into other RPC GIS based product development.

Milestones

1st Quarter: Continue maintenance and refinement of transit and highway networks in TransCad model set; Continue working with consultant team on calibration of the model using demographic inputs from UPWP Task B-1.15; Work with stakeholders in developing revised travel forecasts consistent with MTP development

2nd Quarter: Cross-calibrate New Orleans Travel Demand Model within the TransCad software framework; Continue updates of model and integration into new TransCad software. Initiate Land use scenario planning tasks.

3rd Quarter: Refine travel demand model based on outputs and comparative review of observed data where applicable; Provide project support as requested; Continue staff training/ LPC user group support; Perform Model runs and Assignments

4th Quarter: Provide project support as requested; Continue staff training/ LPC user group support; Test alternatives (land use scenarios and corresponding transportation infrastructure) for plan inclusion; Provide input for initial VMT analysis based on travel demand and land use scenario planning
### TASK B-4.15: Modeling – Traffic, Air Quality, Land Use

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Plan Refinement: Transportation Improvement Program, Metropolitan Transportation Plan, and Unified Planning Work Program

Goal
To further refine and update the Metropolitan Transportation Plan, the Transportation Improvement Program, and the Unified Planning Work Program so that projects, programs initiatives conducted by the RPC advance our mission of fostering livable and sustainable communities and transportation systems within our region.

Objectives

• To provide policy guidance and technical assistance to the Transportation Policy Committee; promote inter-agency cooperation and coordination of the transportation planning process in the New Orleans region; to meet with and apprise local officials (located within as well as outside the urbanized area) on the status of the transportation planning process and program; and provide for the daily management of staff and consultants in the conduct of the overall Unified Planning Work Program.

• To further refine the Metropolitan Transportation Plan (MTP), the Transportation Improvement Program (TIP) and Unified Planning Work Program (UPWP) for the New Orleans region so that it can support sustainable community goals and function as one element of a regional comprehensive plan.

• These planning documents will be sensitive to neighborhood and community needs, are coordinated with local land use and economic development, and are responsive to preservation of environmental resources and the safety of the region’s residents.

• Continue the refinement and update the Fiscal Constraint elements of projects planned for the region. Continue to coordinate and advance implementation of the region’s fiscally constrained TIP.

• To review and improve the manner in which the MTP addresses issues related to mobile source emissions and the conformity of the plan to the revised State Implementation Plan (SIP) for Air Quality consistent with statutory guidelines.

• To meet the revised Federal requirements of MAP-21 that the MTP conform to all applicable planning and procedural regulation, as well as air quality, fiscal constraint, and public
participation guidelines. To proactively link land use, air quality and transportation needs in the development of the MTP.

Previous Work

- The production, conduct and administration of the Unified Planning Work Program and related federal grants and third party contracts
- MTP Update in 2010 and applicable between the fiscal years 2011-2040, deemed fiscally constrained and exceeded public participation goals established by the RPC’s Transportation Policy Committee.
- Annual development and administration of the TIP and the UPWP, ensuring consistency of the Highway and Transit elements therein with applicable guidance of ISTE A, TEA 21, SAFETEA-LU, and MAP-21 as they pertain to fiscal constraint and available funding.

Methodology

1. Provide for the management and coordination of work efforts among the various transit, highway and other modal agencies involved in the transportation planning process via the Unified Planning Work Program.

2. Coordinate MTP and TIP Development with ongoing local comprehensive planning efforts, particularly those regarding land-use, transit, economic development, and environmental elements.

3. Review recommendations of the Congestion Management Process Plan, Coordinated Public Transit Human Services Transportation Plan, ITS/Incident Management Strategic Plans, and Metropolitan New Orleans Bicycle and Pedestrian Plans, transit mobility planning, Safety initiatives, and other corridor and systems planning activities and evaluate them for consistency with the MTP and the TIP.

4. RPC staff will continue to participate in NEPA evaluation at the corridor or project level to determine, in conjunction with local transit, DOTD, and other cooperating agencies, whether such projects should be incorporated into the MTP.

5. Review in conjunction with RPC’s Technical Advisory Committee (TAC) the proposed Four-Year Element, identifying projects to be advanced as part of the MPO/State TIP.

6. Solicit from from the RPC TAC a list of projects to be proposed for inclusion in the annual elements of the TIP. Conduct Stage 0 Feasibility Studies on potential projects which have undergone initial screening by RPC staff for inclusion in the MTP.

7. In assessing the impact of transportation improvements contained in the TIP and MTP, identify any mitigation measures resulting from transit improvements, land use controls, ridesharing, or other actions that could reduce single occupant vehicle miles of travel pursuant to CMPP guidance.
8. RPC staff will continue to work with local transit agencies, LaDOTD, FHWA, FTA, local parishes and others to determine strategies, timelines and funding for undertaking pre-implementation steps such as beginning the NEPA process in corridors where such efforts are called for to maintain the implementation timeline identified in the MTP.

9. RPC staff will continue to work with local transit agencies, LaDOTD, FHWA, FTA, local Parishes and other identified stakeholders to evaluate additional projects, proposed for inclusion in the MTP for:
   - Consistency with the objectives of the MTP;
   - Consistency with planning regulation promulgated under SAFETEA-LU or MAP-21
   - Financial feasibility;
   - Impacts on ambient air quality;
   - Compatibility with regional energy conservation and Smart Growth objectives;
   - Environmental Justice, Title VI, and other equity issues; and
   - Proactive public participation

10. Evaluate the relationship between land use and transportation in existing or emerging development corridors in order to assist decision-makers in the pursuit of Smart Growth goals, such as limiting sprawl and encouraging more sustainable patterns of urban development. Transportation studies will be undertaken for areas experiencing major land use changes or development, i.e., the northshore, growth areas on the east and west bank of St. Charles Parish and St. John Parishes, and in areas still recovering from the effects of the 2005 hurricane season.

11. Incorporate air quality conformity analysis and other efforts to maintain ambient air quality into decision-making process concerning addition or deletion of projects particularly concerning projects with potential to mitigate mobile source emissions impacts of the MTP.

12. Continue to refine the RPC consultation process on long-range transportation plan and TIP development to broaden participation by federal, state and local agencies, the intermodal community, business, industry and the public at large, in order to provide opportunity for review and comment on:
   - Status of project
   - Technical studies to support project
   - Estimated project cost by phase
   - Proposed funding sources
   - If transit, conformance with the Americans with Disabilities Act and the proposer’s private provider policy.

13. Incorporate “values of concern” identified through TCSP and other public outreach activities into the transportation planning process by designing goals and objectives that address problems having high priority with the community. This effort includes consideration of factors important to local...
neighborhood communities including safety, landscaping, NEPA process findings, and context sensitive design and solutions.

14. Working with data from task B-1.15 that identifies spatial distributions of minority and low income populations and using analyses of major planning corridors performed, do an environmental justice profile of the long range plan in terms of proportional distribution of benefits, and opportunities for avoidance and/or mitigation of site impacts on Environmental Justice communities.

15. Coordinate with future UPWP planning activities to provide the planning necessary to assess the overall cost, technical feasibility, analysis of impacts, and compliance with revised planning mandates promulgated under MAP-21. Such studies would serve as the basis for advancing a project into the TIP at a later date, rejecting it, or modifying it.

16. Continue to refine and update project selection criteria so that projects in the TIP and MTP, and initiatives in the UPWP, can be measured in ways that demonstrate the degree of progress made in achieving the goals of livability, environmental sustainability, safety, state of good repair, and economic competiveness.

17. Working with the RPC TAC, review and update the highway functional classification system (federal-aid) system. Technical consultants may be used in support of this task.

Performance Measures

Updated versions of the MTP, UPWP, and TIP that meet all federal, state, and local requirements, and that have been approved by the RPC Board.

Products

A comprehensive, continuing and coordinated process for updating the region’s metropolitan transportation plan while maintaining consistent required management systems, air quality conformity, the NEPA process and environmental justice requirements.

An improved public involvement and consultation process that provides local transit and other participating agencies, stakeholder groups and the public with opportunities to understand and provide input, review, and comment on any proposed changes to the MTP.

TIP Annual Element and four-year element with documentation on financial capability, public participation process, air quality conformity findings and other required MAP-21 planning elements.

Annual update of the Unified Planning Work Program.

Milestones

1st Quarter: Develop Plan programs and projects from public input and recommendations of supporting planning activities.
2nd Quarter: Evaluate consistency of proposed transportation plan with comprehensive planning elements such as land use.

3rd Quarter: Analyze relationship between Land Use and Transportation within Growth Corridor; Analyze Plan for Air Quality Conformity; Modify Plan based on Conformity Findings

4th Quarter: Prepare Summary regarding Plan Update/Modifications

### TASK C-1.15: Plan Refinement: TIP, MTP, UPWP

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Transit Mobility and Human Services System Planning

Goal

To assist local transit providers in creating a regionally seamless transit system that connects potential workers to job opportunities, that contributes to the reduction of greenhouse emissions, fossil fuel consumption, and sprawl, and that enhances overall accessibility and mobility for all residents.

Objectives

- To assist local transit providers in developing a more seamless regional system that optimizes transit mobility throughout the metropolitan New Orleans Area so that it delivers safe, efficient, comfortable service in a way that jurisdictional boundaries and multiple operator characteristics are invisible to the passengers and the general public.
- To integrate transit system planning with neighborhood and community planning so that all residents, regardless of income or ability, have access to the rest of the region via a convenient and efficient transit system.
- To integrate the transit system with the bicycle and pedestrian network, as well as park and ride facilities, to ease and encourage transfers from mode to mode.
- To explore innovative ways to attract non-captive riders into the transit system by increasing its convenience, efficiency, and overall attractiveness to the public.
- To measure the overall effects of transit improvements through tracking its effects on increasing ridership, connecting low-income workers to job opportunities, reducing single occupancy vehicle travel, and reducing overall fossil fuel consumption and greenhouse gas emission in the region.
- To work with public and private non-profit transportation providers to address the transportation needs of individuals that may have difficulty accessing employment.
- To develop strategies for improving public transportation opportunities for disadvantaged populations, i.e., elderly, disabled, or low-income individuals, as identified in the Coordinated Public Transportation-Human Services plan.
- To continue development of a GIS based capability to better spatially analyze origins and destinations of work trips and intermediate trip chaining to support services in order to provide transportation providers with timely regional data on the needs of the developing work force.
- To ensure that the region’s existing transit system, including vehicles, transit stops and stations, park and ride facilities, guideways, and other transit related infrastructure, is maintained in a state of good repair.
Previous Work

- The development of an interim Coordinated Public Transit Human Services Transportation Plan in FY 2007, 2009, and 2012
- Title VI and job cluster analyses on behalf of regional transit providers
- A comprehensive operations analysis of JET and RTA services completed in 2012
- RPC awarded JARC and New Freedom grants from 2008-2012.
- RPC assisted River Parish Transit Authority in beginning operations in 2009.
- RPC is assisting RTA in the planning and construction of several miles of streetcar in New Orleans,
- RPC has assisted regional transit providers in the acquisition of newer, more energy efficient vehicles.

Methodology

1. Continue coordination, communication and planning efforts with RTA, JeT, CCCD, RPTA and SBURT to provide fixed route and demand response service that meets the mobility and accessibility needs of the community. Emphasis will be placed on addressing the issues associated with integrating JeT and RTA into a unified operating system. Testing the benefits of transit systems integration is under development. Technical advisory committee meetings with all transit providers in the region will continue to be held regularly.

2. Continue working with those parishes in the transportation study area with demand response and semi-rural transit systems:
   - Define strategies to improve mobility within their parishes through creative pilot programs such as leveraging of existing private service through public private partnerships.
   - Provide planning support and in kind staff resources to assist these parishes to build the capacity to develop and manage a public transportation strategy.
   - Using Section FTA 5307 funding to assist in the maintenance of ferry service in Plaquemines Parish.
   - Continue to study potential for implementing fixed route service in those areas currently providing demand response service.

3. Begin developing implementation strategies for the recommendations of 2012 Comprehensive Operations Audit (COA) regarding route re-structuring, fare integration, capital investment, and other cost-constrained methods for enhancing a regional public transit system. Continue the inter-parish transit coordination program that focuses on issues of transit connectivity and service delivery across jurisdictional boundaries, particularly coordination of fare structures (such as the one day ride pass) and route continuity and schedule coordination.
4. Work with transit agencies, public works/streets departments, planners, non-profit transportation providers, the elderly and disabled advocacy community, and other stakeholders in order to determine where deficiencies exist in providing accessible public transportation, and, through coordination with these stakeholders, undertake studies and develop strategies to overcome these deficiencies.

5. Continue to improve the RPC GIS capability to assist transit planning requirements. Analyze the relationship between the work force development target population, and currently available jobs matching the applicants’ skill and training, as part of RPC’s community audit process. Continue the use of GIS technology to provide Title VI mapping and demographic analysis support.

6. Work with major regional employers to understand their work force, scheduling, and transportation needs. Provide technical assistance through the Job Access planning effort in meeting employers’ transportation work force needs. Provide a regular venue for stakeholders for transit and human service agencies to contribute to updates of the Coordinated Human Services-Public Transit Plan.

7. Work with the parishes and local transit operators to expand ITS applications (consistent with Task B-2.15) and develop a program of improved traveler information for transit passengers including information about routes, schedules and special program and fare opportunities, as well as create a safer travel experience both for passengers and for operators. Identify opportunities for transit signal prioritization.

8. Study selected corridors for innovative transit capital improvements, such as bus rapid transit or otherwise enhanced service, that would ease use of the system along heavily traveled corridors and serve to connect major travel generators in an efficient and convenient manner.

9. Work with transit agencies to create a policy of regularly collecting measures of transit system performance in order to determine the effects of improvements to the transit network and the state of good repair of the system. Such measures may include general ridership, disabled and elderly ridership, headway performance, and travel times, among others. Effects of major transit improvements on regional air quality may also be estimated through use of the transportation demand model.

10. Develop cost-effective strategies and research innovative funding mechanisms in order to sustain and grow adequate service levels for all transit modes within the region, and connectivity of the systems and modes therein, including: fixed route bus, paratransit, human services transportation, light rail/street car demand response, and ferry service.

Performance Measures

- Meetings with a regional Coordinated Public Transit-Human Services Transportation working group
- Meetings with the Transit Technical Advisory Committee
- Maps supporting Title VI and employment access analysis
• Report on significant regional transit projects

Products

A systemic strategy toward developing a seamless regional transit system that optimizes transit mobility throughout the metropolitan New Orleans Area and delivers safe, efficient, comfortable service in a way that jurisdictional boundaries and multiple operator characteristics are invisible to the passengers and the general public, while considering budget limitations and geographic locations of transit users and employment.

Milestones

1st Quarter: First Coordinated Advisory Group and Transit TAC meeting.

2-4th Quarter: Utilize RPC’s GIS capabilities to provide support data, linking available jobs and transportation with user population. Second Coordinated Advisory Group and Transit TAC meeting.

3rd Quarter: Third Coordinated Advisory Group and Transit TAC meeting.

4th Quarter: Fourth Coordinated Advisory Group and Transit TAC meeting.

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Task C-3.15

Air Quality & Environmental Planning

Goal

To analyze the air quality impacts of transportation projects contained in the New Orleans region’s Transportation Improvement Program and Metropolitan Transportation Plan. To explore and implement projects that mitigate and/or reduce greenhouse gas emissions and fossil fuel consumption within the region’s transportation network, that reduce energy usage in the region, and that preserve our natural resources.

Objectives

- To work cooperatively with LaDOTD and DEQ on the transportation portion of the State Implementation Plan and to establish procedures for monitoring and maintaining ambient air quality standards in the region.
- To solicit input from local transit properties, the private sector, environmental groups, the public, and other regional stakeholders on measures to reduce overall energy usage, reduce emissions and fossil fuel consumption, and preserve natural resources.
- To conduct studies, or include in related studies, an exploration of means to achieve reductions in energy use and greenhouse gas emissions, reduction in the consumption of fossil fuels, and the preservation of natural resources. Conduct research and analysis of future environmental trends, in coordination with state and federal activities in environmental planning. To further such initiatives, encourage partnerships and facilitate coordination among appropriate agencies, and work with neighborhood and advocacy groups in the development of studies and plans.
- To work with air quality models, such as EPA’s MOBILE, in order to estimate region wide emissions of NOx and PM10 in order to measure the performance of various air quality improvement measures.
- To take appropriate measures and make mandated programmatic changes should the region fall out of compliance with National Ambient Air Quality Standards.
- To develop strategies that reduce ground-level ozone formation as part of the Ozone Advance Program.
- To evaluate risk of current and planned transportation infrastructure based on specific climate change stressors, sea-level rise, and increased storm intensity.
Previous Work

- Conformity analyses on the Metropolitan Transportation Plan from 1994 to present and the development of Air Quality Conformity Consultation Procedures in conjunction with LaDOTD and LaDEQ.
- RPC has been designated as a Clean Cities Coalition by the US Department of Energy. This designation will assist in applying for grants to promote alternative fuels and related infrastructure in order to reduce dependence on foreign oil. RPC’s Clean Cities Coalition, the Southeast Louisiana Clean Fuel Partnership, organizes stakeholder meetings and outreach events to promote alternative fuels and facilitate partnerships between vehicle fleets and fuel/technology providers.
- RPC participated in the Statewide Ozone Steering Committee and their outreach efforts to inform the public about EPA’s new standard for ozone.
- RPC produced its first Transportation Greenhouse Gas Inventory for the Metro New Orleans area. Producing this baseline inventory was a primary suggestion from RPC’s Climate Policy Plan.

Methodology

1. Develop Analytical Tools
   - Test various alternatives to the Plan and TIP, including the identification of any mitigation measures resulting from transit improvements, land use controls, or other actions, that could reduce Vehicle Miles of Travel (VMT).
   - Ensure utilization of all available evaluation tools to analyze the air quality impacts associated with projects contained in the Metropolitan Transportation Plan and Transportation Improvement Program (both highway and transit).
   - Potentially utilize EPA’s latest MOBILE model (or successor) for use in estimating the emissions associated with any Metropolitan Transportation Plan and Transportation Improvement Program amendments, and testing alternatives that may in overall emissions reductions.
   - Work with the DOTD and DEQ to develop data inputs and processes best suited to the increased data demands of the EPA Mobile emissions model, or successor thereto

2. State Implementation Plan
   - Work with DEQ to develop regional data inputs, emissions inventories and milestone year emissions budgets for inclusion in the revision and update of the State Implementation Plan.
   - Establish improved procedures for informing the public and local elected officials regarding the status of the region’s air quality as well as their role in the development of the SIP including transportation control measures, non-attainment or maintenance boundaries and other factors.
3. **Provide Data and Technical Assistance**
   - Provide technical assistance to the Louisiana Air Control Division, Department of Environmental Quality. Such assistance will include: 1) the provision of socio-economic data on the region; 2) estimates of vehicle miles of travel within the region; 3) projected mode split between auto and transit trips.
   - In conjunction with the CMS efforts being undertaken in C-4.15, work with the RPC TAC, local transit and highway agencies, and the public to develop and evaluate feasible transportation demand strategies that have potential to reduce peak hour congestion and aid in maintaining air quality.

4. **Private Sector and Environmental Groups**
   - A coordination mechanism will be utilized for discussing regional air quality issues, policy options, maintenance of air quality standards, and strategies related to various transportation demand measures that could be used to reduce vehicle miles of travel or transportation control measures both mandated and voluntary that could be used to reduce mobile source emissions.
   - The business community and local and state environmental organizations will be contacted by RPC in order to solicit their input into the development of transportation and other measures designed to maintain attainment of national ambient air quality standards within the region.
   - Update earlier work regarding the development of a directory of environmental groups and organizations within the state and metro area for the purpose of networking and discussing air quality and transportation related issues.
   - Work with government, private and non-profit groups to explore the opportunities for air quality improvements through alternative fuel programs, air quality friendly land use policies, or other non-regulatory efforts to reduce emissions. Then quantify the potential emissions savings as per published federal guidelines. Through the efforts of the Southeast Louisiana Clean Fuel Partnership, RPC will also assist fleets in implementing the use of cleaner fuels and energy saving technologies for their vehicles.
   - Present the results of project level evaluations to the public, local elected officials and Transportation Policy Committee for review and discussion.

5. **Greenhouse Gas (GHG) Reduction Policy Plan**
   - RPC has initiated, and will continue, a dialogue with stakeholders and partner agencies concerning possible transportation sector GHG reduction strategies that are most appropriate for the region.
   - Determine stakeholder and partner agency consensus on most appropriate regional strategies and integrate these into a prioritization framework.
   - Develop a policy plan that best reflects the needs and ability of the region to reduce transportation sector GHG emissions. This will include proposed steps for implementation of the recommended policies.
Present the recommended policies and strategies to governmental decision makers, partner agencies and stakeholders to continue their education about GHG emissions and assist with policy implementation.

Performance Measures

- Completed annual VMT estimates up to 2034
- At least one meeting involving regional stakeholders from both the private and public sectors
- Draft strategy document for a Metropolitan New Orleans air quality improvement program

Products

Coordination with the State Air Control Division, La. DOTD, State Energy Office, local governments, the private sector, local transit agencies, and environmental groups to develop a Metropolitan New Orleans air quality improvement program to reduce mobile source emissions and to maintain this region’s attainment of the national ambient air quality standards by providing information and resources to facilitate conversion of local fleets to alternative fuels and by development of land use and transportation policies designed to reduce VMT by encouraging transit, bicycle and pedestrian travel.

Milestones

1st Quarter: Complete VMT estimates for 2000 – 2030; Run MOBILE 6.0 Test of Plan and TIP Projects.

2nd Quarter: Continue to Test “Best Fit” Alternatives; Complete Conformity Determination of Plan and TIP.

3rd Quarter: Investigate Emissions Benefits of TSM Measures to Improve Mobility.

4th Quarter: Investigate CMS and MIS Strategies against Air Quality Goals.

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Task C-4.15

Congestion Management Process Planning

Goal

The goal of the Congestion Management Planning Process is to implement a performance-based and inclusive planning process that quantifies congestion along selected corridors, and through coordination with relevant stakeholders, identify and implement means of improving conditions on these corridors and throughout the region’s roadway system, with special emphasis given to strategies that do not increase single occupancy vehicle (SOV) travel.

Objectives

- Implement systematic means of monitoring conditions on Congestion Management roadways in order to determine where recurring congestion is occurring or likely to occur given current trends, and where available resources can best be utilized to alleviate conditions.
- Emphasize solutions that focus on travel demand and operation management strategies over those that increase capacity. Projects that seek to improve livable communities and environmental sustainability through the reduction of SOV travel and the optimization of existing facilities will receive special emphasis.
- Implement the identified strategies for alleviating traffic congestion within the region’s major transportation corridors in coordination with the Technical Advisory Committee and LaDOTD.
- Move toward greater flexibility in use of transportation funds at all levels of government for facilities that enhance access and improve transportation mobility.

Previous Work

RPC Developed the Congestion Management System Plan for the New Orleans Transportation Management Area (TMA) in 1997. Since that time, RPC has used the CMS as a basis for prioritizing and implementing improvements throughout the region, and in 2009 an updated Congestion Management Process Plan (CMPP) was completed. The revised CMPP builds upon and refines the methodologies developed in the original CMS. Data collection is a critical component of the CMPP, and has improved via the use of Global Positioning Satellite (GPS) data collection and analysis programs. CMPP is also closely related to ITS initiatives in the region, and has been a major factor in the continued development of RPC’s regional traffic database. The CMPP also heavily relies on the input of local stakeholders for strategy development and prioritization.
Methodology

1. Participate in Technical Advisory Committees meetings to improve communications and cooperation among planning, transportation, emergency management and homeland security agencies across the region and identify opportunities for improved and coordinated actions on CM corridors.

2. Continue to carry out the Congestion Management Process Plan for the New Orleans region as developed by RPC in October 1997 and updated in 2009 while documenting program accomplishments and short-range improvement needs.

3. Work with LADOTD, local governments, local transit agencies, and regional stakeholders to identify and prioritize congested corridors and establish performance measures and targets.

4. In conjunction with DOTD, RTA, JeT, and other local planning agencies in the evaluation of transit operation strategies that can potentially benefit CMPP corridors.

5. Apply congestion management strategies and alternative solutions to selected congested corridors. Alternatives and strategies will be evaluated and analyzed until preferred solutions are developed for each selected congested corridor, with special emphasis on TDM and Operation Management projects. Transportation studies of congested travel corridors and problem intersections will be carried out in coordination with local public works departments, LADOTD District offices, and LADOTD Planning and Traffic Safety sections.

6. Stage “O” Feasibility Studies will be initiated for select locations on the NHS and CM networks and for problem or abnormal intersections as identified by RPC, local public works departments, LADOTD District offices, and LADOTD Planning and Traffic Safety sections. Working with the regional Incident Management and ITS Operations Task Force, various alternatives will be developed and evaluated for addressing the increasing congestion problem in this corridor. This task will be coordinated with related work efforts under Task B-2.15 (Incident Management and ITS Deployment) and Task C-2.15 (Model Development). Technical consultant services will be used for the Stage “O” Feasibility Study. It is anticipated that RPC will undertake follow-up environmental (EA or EIS) activities as part of the FY-15 UPWP.

7. Develop corridor and sub-area level strategies to enhance system effectiveness. Conduct traffic operations or other planning analysis studies of TSM and TDM strategies to mitigate congestion hotspots identified through the CMP process. Planning or conceptual level studies of the CM network will include data collection and analysis and transportation modeling. Selected projects will be placed in the TIP and submitted to LADOTD for advancement into design engineering.

8. Develop regional travel demand management strategies in coordination with B-3.15 (Data System Development) and C-2.15 (Transit Mobility and Human Services), and in cooperation with LADOTD.
9. Continue development of corridor simulation tools that will provide a means for assessing the potential benefits and impacts of proposed solutions to problems identified in the CMPP analysis. This effort will include the eventual expansion of simulation capability to the entire CMPP network and the use of the simulations to better integrate land use and transportation planning by providing CMPP analysis and simulation products for use as a resource by local planning agencies in their site evaluation and plan approval for proposed developments of regional significance.

10. Analyze congestion management solutions as to their conformity with the Clean Air Act and the financial capacity plan.

11. Continue to support development and maintenance of other management systems for the New Orleans urbanized area in coordination with LaDOTD, RTA, and RPC TAC including intermodal facilities, public transportation, pavement, and highway safety.

12. Support further standardization and organization of surveillance, historical data collection, and various consultant studies for transportation GIS and management systems use while continuing to work towards a fully integrated transportation geodatabase that archives, organizes and assists in analysis of regional traffic conditions.

13. Support the organization and integration of LADOTD crash data with the CMPP through identification and analysis of crash data on the CM network.

14. Work and coordinate with LADOTD and local governments to continue implementation of improved procedures and methodologies for carrying out the Congestion Management, Pavement Management, and other systems evaluation efforts developed under previous work programs.

15. Continue to work with the port authorities of the seven parish region in the study of intermodal connections between port facilities and the interstate highway system, identifying impediments to safety and access. Coordinate the CMPP with RPC’s efforts to improve its multi-modal freight planning program.

16. Continue to work with LADOTD on the development and refinement of a Performance Monitoring Plan for CMPP, based on identified needs and supplemental data collection.

17. Use CMPP planning analysis and project development to inform the TIP and MTP project selection and prioritization process being conducted under Task D-3.15.

18. In cooperation with LADOTD and local traffic departments, conduct traffic management and signal coordination studies at select locations and congested corridors to reduce travel delay and improve operational effectiveness.

19. In cooperation with LaDOTD and FHWA, review the MPO Functional Classification and Federal Aid system, and revise as necessary using updated US Census urbanized area data.
Performance Measures

- Updated CM Index values, Corridor Summary Reports, Planned Strategy List, and Implemented Strategy List

Products

An ongoing, comprehensive Congestion Management Process that provides strategy reports for selected routes and locations, updated system status reports and associated data collected during the execution of the plan.

Milestones

1st Quarter: Select subset of existing CMPP routes for targeted data collection.

2nd Quarter: Update CMPP database as appropriate and undertake comparative analysis with new data; Identify preferred congestion management strategies for priority corridors.

3rd Quarter: Initiate congestion mitigation measures for corridors under evaluation.

4th Quarter: Develop congestion mitigation projects and programs for inclusion into TIP; Undertake post-project evaluation of congestion mitigation

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Data Dissemination and Web Services

Goal

To use technology to streamline management, analysis, distribution, and presentation of data developed in the planning process in order to provide accurate and useful data to professional colleagues, government agencies, policy makers, and the public at large when appropriate.

Objectives

- Optimize the flow of information to technical and professional staffs, contractors of local jurisdictions, policy and decision makers, civic leaders, emergency management personnel, stakeholder groups and the public at large.
- Make data usable and accessible to the broadest segments of the community as possible in order to provide better understanding project and program impacts, and to cultivate a level of participation and input that will lead to an informed decision making process.
- To enhance and physically safeguard data, data processing, and archiving capacity through improved information technology and equipment; to advance technical expertise necessary to ensure that planners at all levels, from neighborhood to federal can avail themselves of applicable planning data and products.
- Continue development and utilization of the RPC website as a means for sharing information, work updates, event scheduling, and public outreach between the RPC, all levels of government, and the general public.
- Ensure responsiveness to the data and information needs of the community, with attention given to the unique needs of otherwise disadvantaged stakeholders and citizens, such as the disabled, low income, or those who do not speak English.

Previous Work

- Coordination of aerial photography of post-Hurricane Katrina Southeast Louisiana by and for numerous partner agencies, such as USACE, USGS, GOHSEP, LaDOTD, and individual parish planning offices. Since then, imagery has been flown for years 2006-2009.
- The development of numerous GIS products, such as flood depths; recovery data, such as high-resolution elevation grids along the levees and around the perimeter of Lake Pontchartrain; redevelopment data, such as the Louisiana Recovery Authority Road Home closings; as well as other generally crucial datasets like employment data and proposed development data for the region has been developed and disseminated for federal, state, and local agency use, as well as for contractor use.
• RPC personnel have produced hurricane evacuation mapping for use by the general public, as well as land use and infrastructure mapping to enhance public awareness of the problems wrought by the failure of the USACE hurricane protection system during Hurricane Katrina.

• The Regional Planning Commission created a web interface illustrating a set of seventy-five community indicators collected and graphed to be utilized by the internal staff, as well as other state and local agencies and the general public.

• The Regional Planning Commission undertook a total redesign/revamping of its website to provide a more up-to-date look and feel, improved navigation structure and enhanced functionality.

• The RPC personnel have worked in coordination with Governor’s Office of Homeland Security and Emergency Preparedness (GOHSEP) and Louisiana Oil Spill Coordinator’s Office (LOSCO) to distribute high resolution (3 – 6 pixel) imagery to local and regional government organizations and their consultants.

• The Regional Planning Commission created an interactive Traffic Count web interface integrated with Google maps. In addition to viewing data on a map, traffic count data can be downloaded from this site.

• The Regional Planning Commission created a web interface to distribute 2010 census data for our ten parishes in GIS shape file format. Block group, block and tract GIS data are available for each parish.

• Regional Planning Commission continued to publish a quarterly newsletter and distributed it electronically, through our website and through printed media.

Methodology

1. Continue development and maintenance of sub-area data. Example sub-areas would be the urbanized area, the transportation study area, the MSA, or the air quality non-attainment area.

2. Continue to investigate logical analysis units for data collection in addition to the traffic zones and census geography used in efforts under B-1.15. The focus should be on units such as neighborhoods or parish planning districts that allow for data aggregation for use by stakeholders to support community goals, promote context sensitive transportation system development, more careful consideration of environmental justice goals, economic development, or other sustainable community-based issues related to projects identified in the planning process.

3. Analyze historic data development and use in order to identify data items that can be included in standard electronic databases, data products and publications to provide more efficient data recovery and support consistent data analysis over time as required by the management systems regulations.

4. Inventory existing regional, local and national data sources to determine those most useful to developing a safe and secure transportation system and UPWP activities, including TCSP and
sustainable community objectives. Emphasis will be placed on hard-to-predict data items such as employment, poverty, and future land development projections.

5. Continue participation in the Census Data Affiliate program to provide value-added census data products that are more specifically tailored to UPWP activities such as transportation modeling and air quality conformity analysis, as well as to serve as an informational source for the public, the local business community, non-profit organizations, and other government agencies.

6. Continue development and utilization of the RPC Web site as a means for sharing information between the RPC, all levels of government and the public, and to provide information concerning RPC projects, activities and meetings.

7. Continue efforts to incorporate geographic information system development into the transportation planning process and establish linkages between transportation, land use, economic development, and RPC’s other GIS-based activities, including environmental and community assistance programs, and regional homeland security efforts.

8. Continue efforts to incorporate graphic imagery, site photography, and other data applications into RPC information products to enhance understanding and provide added information resources to the community dialogue. Utilize the latest software to develop visualization techniques that present the data developed by RPC to their audiences in the clearest, most concise means. Continue the use of the traffic simulation models that show before and after movements through interchanges or intersections.

9. Prepare Power Point presentations on critical decision points related to systems or corridor planning to summarize information developed in the planning process and help foster policy dialogue on the MTP, TIP and other UPWP activities.

10. Expand the distribution of the data developed by RPC by making it accessible, both from the standpoint of ease of understanding and by making it generally available. Encourage the media to use the data, and to inform the public of its availability. Staff will be available to make public presentations using visualization techniques.

11. Coordinate the activities outlined here with Task B.2-15 (Transportation System Surveillance and Preservation) to facilitate the archiving and dissemination of regional traffic data. Develop and adopt policies for ensuring regional traffic data is collected and stored in a way that best serves the transportation planning needs of the region.

12. Create GIS viewer for in-house use to plot and analyze motor, pedestrian, and non-motorized crash data for the region. In addition, allow overlaying of average speed data and average traffic count data for the region.
Performance Measures

- Fully and up-to-date functional website
- Updated traffic database that coordinates with Task B.2-15
- Up-to-date regional aerial imagery that is prepared for dissemination as necessary
- Secure FTP site for data distribution

Products

Streamlined management, analysis, distribution, and presentation of data developed in the planning process thereby optimizing the flow of information to technical and professional staffs, contractors of local jurisdictions, policy and decision makers, civic leaders, stakeholder groups and the public at large in order to provide better understanding of project and program impacts leading to informed decision making.

Milestones

1st Quarter: Identify and inventory existing and prospective data sources for support of the UPWP

2nd Quarter: Continue development of resource center database applications (i.e., products, library, data sources, etc.)

3rd Quarter: Network with and create data links to other information agencies, regional business organizations, educational institutions, community groups, and non-profits.

1st – 4th Qtrs: Continue dissemination of data and ongoing analysis of regional data needs.

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Public Participation and Community Outreach

Goal

The goal of this task is to ensure that outreach activities are available to the widest extent of the region’s population as possible, and to provide many opportunities for the public to provide input into RPC’s planning activities and program development.

Objectives

- To work to expand community outreach and participation efforts to a wider cross-section of the region’s population, ensure that all citizens have ample opportunity for input, comment, and information.
- To employ a breadth of communication tools to educate citizens as well as local government and elected officials about the agency’s function, projects and programs.
- To employ outreach and participation strategies that reach and include low-income, minority, and other traditionally underrepresented populations within the transportation planning process.
- To solicit and encourage public participation into the continued development and refinement of the Metropolitan Transportation Plan and the Transportation Improvement Program, as well as, when opportunities arise, specific project and program development.

Previous Work

- Produced and distributed newsletters highlighting projects and programs
- Responded to citizens’ requests via phone, e-mail and in-person visits
- Participated at summits, forums, meetings and other public events about the RPC projects and programs as invited
- Responded to media requests
- Documented participation of stakeholders through sign-in sheets at meetings
- Maintained website, with informational publications about projects available for download
- Produced and disseminated data for use by other agencies and non-profit groups for grant applications and planning purposes
- Developed a comprehensive database of stakeholders that includes environmental justice, neighborhood, business and economic development organizations
• Developed and maintained a comprehensive database of media contacts, including print, radio, and television
• Developed a citizens guide to explain the transportation planning process in lay terms
• Developed a survey for citizen input to the metropolitan planning process
• Speaker presentations from Commission meetings have been turned into audio/multimedia files for inclusion and distribution on the RPC website
• Had the Transportation Improvement Program, Title VI, and other important documents translated to Spanish and Vietnamese to accommodate Limited English Proficient (LEP) populations.
• Redeveloped methodology for conducting all RPC public meetings.

Methodology

1. Education & Outreach

• RPC will publish transportation related publications on its website, such as the Metropolitan Transportation Plan, the Transportation Improvement Program, the Unified Planning Work Program, Comprehensive Plans, and other commissioned reports.
• Participation at public meetings, forums, summits and other events. RPC will engage with environmental organizations, the business community, governmental agencies and citizen groups to educate the public about projects and programs.
• RPC will publish newsletters on a quarterly basis. Newsletters will be both physically and electronically mailed, in addition to being downloadable from RPC’s website. Newsletters will be written in layman’s terms to effectively communicate technical concepts with the general public. The newsletter will focus on the information related to RPC projects and programs, particularly the Metropolitan Transportation Planning Process, milestone achievements related to highway and transit project implementation, and summaries of commissioned studies.
• Speaker presentations from Commission meetings will be made available to the general public. PowerPoints and accompanying audio files will be made available for download on the RPC website in a movie format.
• The creation and distribution of press releases to media when appropriate to apprise the public of project and program milestones as well as RPC related public meetings of interest.
• The publication of data sets for use by the general public as they become available. Data sets will focus on changes in population, traffic patterns, and relocations of businesses and residents.
• Providing technical assistance and support to community-based comprehensive planning initiatives, particularly in the areas of land use, transportation and economic development.
• Producing visual graphics and designs that convey potential RPC projects or citizen ideas to be presented at community meetings and be used to gain effective feedback from citizens about potential transportation plans in conjunction with Task A-4.
• RPC will continue to expand its presence in the classroom and work towards bringing transportation planning education and awareness to local middle and high schools.

2. Expanding Citizen Participation

• RPC will continue to maintain and expand its database of stakeholders, including neighborhood groups, environmental organizations, the business community, etc.
• RPC will work to expand its outreach to the growing Vietnamese and Hispanic populations by identifying concentrations of residences and making materials available to them in their native language when feasible.
• RPC will develop tailored strategies to meet the nuanced needs of specific populations, such as the strategic placement of materials and notices, public meetings held at times appropriate to the target audience, etc.

3. Evaluation

• RPC will seek community input annually to modify and refine its Public Involvement Plan and communications strategy to ensure that it not only meets statutory requirements, but that the agency is utilizing the most appropriate mediums and formats to engage with the public. RPC will be employing Boomerang Surveys – an online email survey service – to solicit feedback regarding RPC’s current communication plan and how it can be refined to be more effective.

Performance Measures

• Publication and dissemination of the MTP, TIP, UPWP, and quarterly newsletter

Products

• FY- 15 Newsletters
• An annual list of reports and documents published
• Copies of Powerpoints and sign-in sheets (when available) from events at which RPC staff speak
• A compendium of presentation available for download
• Copies of press releases
• List of data sets
• Log of organizations to which technical assistance is provided
• Database of citizens and stakeholders to which RPC distributes its newsletter and consults with regarding projects and programs
• Maps depicting areas of concentration for Vietnamese and Hispanic populations and materials that may be produced in Vietnamese Spanish
• Documentation of advertising for online chat in newsletter and website
- A copy of the Boomerang Survey that will be used to evaluate and modify RPC’s Public Involvement Plan
- A copy of the RPC’s revised Public Involvement Plan
- A copy of RPC’s updated and expanded Citizen’s Guide
- A copy of RPC’s school book covers that displays basic transportation facts and information, and will be handed out to students at local schools.

Milestones

1st Quarter: Publication and distribution of newsletter
Presentations to the Commission being made publicly available via the RPC website in a movie format

2nd Quarter: Publication and distribution of newsletter
Completion of RPC communication strategy survey
Prepare Summary Activity report with supporting documentation

3rd Quarter: Publication and distribution of newsletter

4th Quarter: Publication and distribution of newsletter
Prepare Summary Activity report with supporting documentation

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FY – 2015 Unified Planning Work Program
Title VI – Disadvantaged Community Inclusion

Goal

The goal of this task is to ensure that provisions of Title VI of the Civil Rights act of 1964, the Civil Rights Restoration Act of 1987, and the Regional Planning Commission’s Title VI Plan are upheld, namely: that no person, on the grounds of race, color, sex, age, disability, or national origin, will be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity, regardless of the use of federal funds.

Objectives

- Ensure that all aspects of the planning process comply with Title VI requirements, and that various social, economic, and ethnic groups are represented in the planning process.
- Ensure that traditionally underrepresented populations and Disadvantaged Business Enterprises are given opportunities to participate in RPC hosted training and education workshops.
- In conjunction with Task D-2, employ outreach and participation strategies that reach and include low-income, minority, and other traditionally underrepresented populations within the transportation planning process.
- Follow established RPC policy and procedures for Disadvantaged Business Enterprise consultant selection, negotiation, and administration of consultant contracts.

Methodology

1. Distribution of the newly created “Citizens Guide to Transportation Planning” and update and distribute the “Public Involvement Plan”, documents that describe the purpose and mission of the RPC, and the means through which citizens can express transportation needs and have a meaningful impact on the transportation planning process.

2. Revise and adopt the updated RPC Disadvantaged Business Enterprise policy report, in order to ensure that RPC is meeting all established DBE goals and policies.

3. Develop and adopt RPC’s Small Business Plan to be included in the Disadvantaged Business Enterprise policy report.
4. Complete and adopt the RPC’s official Title VI report, in order to ensure that RPC is meeting all required laws as they pertain to the inclusion of race, color, sex, age, disability, or national origin in the planning process.

5. Update the Limited English Proficiency Plan, to ensure that RPC is meeting all goals and requirements as they pertain to outreach activities directed at those for whom English is not the primary language, or who have limited abilities at speaking, reading, writing, or understanding English.

6. Complete an annual Title VI Report to be sent to LADOTD and FHWA which outlines all Title VI achievements for the year and goals for the future.

7. RPC will actively engage in education & outreach activities, in coordination with tasks D-1 and D-2, designed specifically to engage and expand public participation in populations that are traditionally under-represented in the planning process. Mechanisms to ensure that such outreach takes place include, though may not be limited to:
   - Publication of a quarterly newsletter outlining and updating the public on the progress of current RPC activities
   - Updated website with presentations in digital form, as well as online surveys and needs solicitation and interactive information
   - Attend community meetings in minority and disadvantaged areas to solicit input for their transportation needs and inform them of the transportation planning process.
   - Build a presence in local middle and high school classrooms.

8. Update as necessary a database of community organizations and civic associations, and work with such organizations to determine ways in which to best reach the populations and citizens they represent.

9. Maintain geo-databases of completed, planned, or ongoing projects, in order to ensure that such projects are equitably distributed throughout the region, and are of benefit to otherwise underrepresented populations.

10. Obtain and maintain a database of statistical records of Environmental Justice issues.

Performance Measures

- Measure and publish the percentage of RPC publications translated into Spanish and Vietnamese
- Inclusion of disadvantaged populations considerations in the RPC’s updated Public Involvement Plan
Establishment of a DBE Goal and publication of a DBE report
Meeting or exceeding published DBE goal

Products

FY-15 Newsletters
An annual list of reports and documents published
Copies of Powerpoints and sign-in sheets (when available) from events at which RPC staff speak
Database of citizens and stakeholders to which RPC distributes its newsletter and consults with regarding projects and programs
Maps depicting areas of concentration for Vietnamese and Hispanic populations and materials that may be produced in Vietnamese Spanish
A copy of the RPC’s revised Public Involvement Plan
Annual Title VI Report

Milestones

1st Quarter: Distribution of “Citizens Guide To Transportation Planning”; Updated database of community organizations and civic associations; Adoption of Small Business Plan

2nd Quarter: Prepare Summary Activity report with supporting documentation

3rd Quarter: Updated website to include surveys, more interactive public information, and a solicitation of citizen’s comments and transportation needs; Data collected and published from previous transportation and citizen surveys

4th Quarter: Prepare Summary Activity report with supporting documentation; Revised Public Involvement Plan; DBE Report revised and updated, and DBE goal met

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Economic Development Coordination

Goal

Through its capacity as an Economic Development District, as designated by the U.S. Economic Development Administration, the RPC develops and coordinates the implementation of the region’s Comprehensive Economic Development Strategy with local stakeholders. Throughout this process, RPC seeks to coordinate economic development goals with transportation goals in order to achieve the highest possible economic benefit from investments and to lay the groundwork for long-term economic growth in the region.

Description

RPC is the designated Economic Development District (EDD) for Jefferson, Orleans, Plaquemines, St. Bernard, and St. Tammany Parishes by the U.S. Economic Development Administration. As the region’s EDD, RPC facilitates the development and implementation of the region’s Comprehensive Economic Development Strategy (CEDS). The CEDS analyses the regional economy, establishes regional goals and objectives, identifies clusters of significance, and sets forth investment priorities. The RPC receives an annual planning grant from the U.S. EDA to work towards the implementation of the CEDS.

Being both the designated MPO and EDD for the region places RPC in a dynamic position to follow-up its economic development planning with infrastructure investments where appropriate.

RPC will continue to work with key stakeholders throughout the region to identify key infrastructure projects necessary for economic growth.
Environmental Initiatives

Goal

Through its Brownfield Redevelopment Program, RPC will seek to coordinate with local communities and developers to assess and cleanup abandoned and underutilized properties within the urban areas of our region to promote infill development, limit sprawl, expand economic development opportunities, improve our environment, and better utilize existing infrastructure including our transportation system.

Description

As part of our commitment to sustainability including utilization of the existing transportation system, RPC coordinates a regional Brownfield Redevelopment Program, funded by competitively selected grants from EPA’s Brownfield and Land Revitalization Program. The Brownfield Redevelopment Program provides regional outreach to inform communities on Brownfields, grants for assessment and cleanup activities, and technical assistance to help developers (including for-profit companies, non-profit organizations, and governmental agencies) overcome the environmental obstacles that can prevent the redevelopment of abandoned or underutilized sites. RPC coordinates our efforts with other Brownfield grantees in our region (City of New Orleans, Jefferson Parish, and the City of Gretna), the Louisiana Department of Environmental Quality’s (LDEQ’s) Voluntary Remediation Program and Brownfield Initiative, and the Louisiana Brownfield Association (a state-wide non-profit).

Past successes for the RPC’s Brownfield Redevelopment Program include:

- RPC conducted a Phase I Environmental Site Assessment (ESA) of the Falstaff Brewery site in New Orleans which resulted in the cleanup of lead and asbestos contamination. The restored brewery complex in the heart of New Orleans is currently open as a mixed-use facility with 95% occupancy of the mixed-income housing units.
- RPC completed Phase I and II ESAs and cleanup of asbestos, heavy metal, and hydrocarbon contamination at the Progressive Church site in Marrero, LA, under LDEQ’s Voluntary Remediation Program. The cleanup of the 18-acre site, funded through RPC’s Brownfield Cleanup Revolving Loan Fund program and a cleanup grant from EPA, is complete and the site is ready for redevelopment. Progressive Church received a certificate of completion from LDEQ releasing the Church and future landowners from liability for past contamination.
- RPC worked with LDEQ and Plaquemines Parish to receive closure (a No Further Action Letter) for the Jefferson Lake Canal site. Plaquemines Parish is now in the process of revitalizing the boat launch.
• On behalf of St. Bernard Parish, RPC conducted a Phase I ESA on a portion of the former Kaiser Aluminum facility in Chalmette. RPC applied and was selected for EPA’s and DOE’s RE-Powering America’s Lands Renewable Energy Feasibility Study on Contaminated Properties which was completed in January 2013.

Moving forward, RPC will continue our outreach efforts to a variety of stakeholders involved with the redevelopment of commercial and industrial sites, including commercial realtors, developers, community development corporations, community leaders, local planning agencies, and associations and organizations involved with development such as Commercial Real Estate Women (CREW), local Main Street Programs, and the Urban Land Institute. RPC will also continue to provide funding for environmental assessments of eligible properties and technical assistance to help overcome the environmental hurdles to redeveloping underutilized brownfield properties.
Emergency Response Initiatives

Goal

Through its coordination with local, regional, state and federal homeland security and emergency response initiatives, RPC will seek to create, share and distribute the best available geospatial information relevant for response to natural and human-caused emergencies and disasters. Additionally, RPC will encourage greater engagement of the private (business) sector in the emergency preparedness planning process, especially in the area of community partnerships.

Description

As part of our commitment to information development and to aid in project development for the transportation system, RPC participates in the Louisiana Geographic Information Council representing all planning and development districts in Louisiana. This commitment has evolved into interagency work with Governor’s Office of Homeland Security (GOHSEP) Interoperability Initiatives and Urban Areas Security Initiatives (UASI) in developing a state-wide aerial imagery acquisition program. The aerial imagery program provides technical assistance to aid all local communities within the state in the procurement of baseline mapping ortho-imagery meeting federal standards. RPC coordinates its efforts with local parishes in our region, regional Homeland Security groups (UASI), GOHSEP, the United States Geological Survey (USGS), the National Geospatial Intelligence Agency (NGA) and the United States Army Corps of Engineers (USACOE) New Orleans District. Other cooperative endeavors include state-wide spatial data infrastructure framework (LSDI) development, GIS and cartographic services within the Emergency Operations Center during times of evacuation, and attending and hosting emergency response workshops. Participation in military base planning and federal flood protection initiatives also develop our relationships and extend our commitment within the homeland security and emergency response communities.

Past successes for the RPC’s Emergency Response Initiatives:

- RPC worked with UASI since its development in providing information for cataloging and mapping critical infrastructure in the region.
- RPC hosted an RFQ process to qualify aerial photography companies who wished to bid upon state aerial acquisitions and meet federal USGS and Army Corps of Engineers standards. This process took place in 2006 and again in 2008. The resulting contracts provided high resolution imagery to federal accuracy standards for metropolitan areas throughout Louisiana.
• RPC contracted aerial acquisitions for 2007, 2008 and 2009 in conjunction with USGS, NGA and the USACOE. Data was supplied to government agencies and primarily used in tracking recovery and infrastructure planning initiatives.

• RPC distributes aerial imagery to parish 911’s, parish or municipal planning, engineering and GIS departments. RPC also provides appropriate products to consultants working on government projects while recognizing the license restrictions of the digital information.

• The RPC participated as a member of the stakeholder committee in the USACOE Permanent Pump Station location strategy, crafting the interagency agreement highlighting a transparent process with open data exchange resulting in open public meetings and media coverage.

• The RPC participated as a conference presenter in the 2006 ESRI (GIS software) Homeland Security Conference in Denver, Colorado highlighting lessons learned from Hurricanes Katrina and Rita.

• The RPC held a seat on the Louisiana Digital Data Committee producing the first LSDI (Louisiana Spatial Data Infrastructure) accepted by the State GIS Council which incorporated federal homeland security data framework standards. The focus was to provide guidance for local and state government geospatial data naming and organization.

• The RPC provided cartographic and data management and analytic services to GOHSEP during Hurricanes Gustav and Ike of 2008 within the Emergency Operations Center in Baton Rouge at the request of GOHSEP Interoperability. The RPC presented at the USGS post-Gustav/Ike Lessons Learned workshop.

• The RPC provided a project manager (trained by USGS) for the International charter for Space and Major Disasters for Hurricanes Gustav and Ike in 2008.

• The RPC facilitates information exchange between the USACOE and the USGS through organizing workshops and providing presentations at the USACOE in New Orleans.

• The RPC provided technical assistance to GOHSEP in preparing a state request for proposals for 2010 high resolution aerial photography.

• The RPC hosted in December 2009 the All Hazards Workshop for Senior Officials that included a terrorist attack on key infrastructure that would have local, national and global implications. The workshop was cited as one of the top three of over 100 conducted throughout the U.S.

• In January 2010 the RPC participated in the U.S. Chamber of Commerce Business Civic Leadership Center annual disaster forum, that focused on Gulf Coast Recovery and National Resiliency. The RPC participated in a panel highlighting lessons learned from Hurricane Katrina.

• RPC participated in the National Evacuation Conference in February 2010, which addressed evacuation of special-needs populations. RPC recommended a dual-use of facilities concept that would assist in public sheltering.

• In 2011 RPC built sustainability into key industries along the Gulf Coast, especially seafood and tourism, by leveraging its assets with the Gulf Coast Alliance for Economic and Environmental Resilience, US Chamber of Commerce, National Oceanographic and Atmospheric Administration (NOAA), and the Gulf Coast Seafood Marketing Coalition.
Throughout 2011, RPC worked with the University of New Orleans (UNO), Save the Children, and the LA Dept of Education to better prepare children for disasters.

RPC leveraged its support with the Gulf Coast Alliance, in early 2011, to assist the Dept of Defense in introducing a new domestic seafood section in military commissaries that focused on Gulf seafood.

RPC provided input and guidance throughout 2011 in assisting New Orleans with its 5-year Hazardous Mitigation Plan.

In 2012, the RPC established its Emergency Preparedness Public-Private Partnership (PPP) to leverage private sector resources to support Emergency Management in Southeast Louisiana. Additionally, the partnership streamlines the flow of accurate information between the public and private sectors, while exchanging best practices and encouraging businesses to build resilience into their continuity plans.

Moving forward, RPC will continue our coordination efforts for a variety of homeland security and emergency response initiatives. The RPC intends to provide an even more hands on approach in aiding local governments in data development in coordination with GOHSEP and the Louisiana GIS Council. RPC plans to increase its partnership with major military planning initiatives in the region, and continue to encourage all levels of government to engage the private sector more effectively, especially in cost-saving and revenue-generating public safety initiatives.
Fixed Route Service Evaluation

Goal

- To maintain a high quality of fixed route transit service in Jefferson Parish that balances the needs of the riders for transit service with the constraints of the transit budget.
- To identify an acceptable level of service (fixed route and paratransit) that Jefferson Parish can provide if federal, state and/or local funding sources are reduced.
- To ensure that Jefferson Transit continues to comply with Title VI requirements and all other federal service requirements.
- To improve regional transit service and connectivity for JeT riders traveling to other parishes in the New Orleans region.

Previous Work

- One Day Ride Program for transit riders traveling between Jefferson Parish and New Orleans
- Ongoing coordination efforts between JeT and RTA
- Review of current levels of service and available funding
- Update of service standards for JeT fixed route service
- Route Analysis with new JeT Service Standards
- Implementation Plan for JeT Recommended Service Changes
- Review and analysis of the 2010 Detailed Census Data and the 2011 Regional Comprehensive Operational Analysis data.

Methodology

Continued Evaluation of JeT Service based on RPC’s Regional COA Recommendations and Funding Availability:

- Evaluate the COA recommendations that have been implemented by both Jefferson Transit and the Regional Transit Authority, and assess the remaining COA recommended service changes to see which can be made by working with Jefferson Parish Officials, RPC, JeT’s Transit Operator, RTA, and Orleans Parish Officials.
- Continue to develop an implementation schedule for JeT service changes to support regional transit based on the existing budget and availability of additional funding as needed.
- Continued evaluation of route performance of each JeT route where COA recommendations have been implemented to identify the success of the changes and make schedule and/or route changes if needed to ensure changes are beneficial to the riders and transit system.
- Continue to research additional funding sources to support the COA recommended changes and general fixed route operations.

FTA Compliance – Title VI, NTD:

- Conduct the annual Title VI Compliance review to check vehicle load counts, on-time performance, headways. Supplement with rider survey data as needed.
- Ensure that all existing and recommended service changes for each route continue to comply with Title VI requirements.
- Maintain and submit monthly, quarterly, and annual NTD reporting.

Monthly Performance Indicator Reports and All Other Reports Required for Jefferson Parish Department of Transit Administration as it pertains to the Ongoing Operations of JeT Fixed Route Service

- Prepare and submit monthly Performance Indicator Reports. On a quarterly basis provide route analysis using the approved JeT Service Standards. Prepare updated budget reports for existing level of service.
- Update route schedules and bus stop databases as needed into the new scheduling program purchased in 2013 with any route schedule changes implemented.

Product

The final product will include the following:

- Updated Implementation Plan for COA recommended service changes and a status report outlining the results of already implanted COA recommendations.
- Annual Title VI Compliance Review, NTD reports, Performance Indicator Reports, and Updated Budget Reports.
- Updated Scheduling Program to include service changes.

MILESTONES

1st Quarter: Prepare monthly performance indicator reports and complete quarterly route analysis of JeT service using approved service standards.

Review the current JeT schedules and routes, and work with the RPC to assess where other COA recommendations can be implemented to improve JeT service

Work with FTA, RPC, and LADOTD to identify funding through existing sources as well as new sources to ensure the ongoing operations of JeT fixed route and paratransit services.

2nd Quarter: Complete annual Title VI compliance review, and complete annual NTD report. Also maintain all other NTD reporting required, including monthly ridership reports and safety/security reports.
Prepare monthly performance indicator reports and complete quarterly route analysis of JeT service using approved service standards.

Work with the Operations Manager to develop a cost analysis of any proposed service changes and make final decisions on the changes that will be implemented.

3rd Quarter:
- Maintain all quarterly and monthly NTD reporting required, including monthly ridership reports and safety/security reports.
- Prepare monthly performance indicator reports and complete quarterly route analysis of JeT service using approved service standards.
- Submit Title VI of any proposed service changes as needed.

4th Quarter:
- Hold public meetings as needed to inform community of further service changes intended to improve transit service between parishes.
- Update scheduling program system as needed.
- Maintain all quarterly and monthly NTD reporting required, including monthly ridership reports and safety/security reports.
- Prepare monthly performance indicator reports and complete quarterly route analysis of JeT service using approved service standards.

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Objective

- To review and update the Long Range Financial Plan for fixed route and MITS paratransit services to address anticipated funding changes.
- To review and update the capital improvement program for transit (fixed route and MITS) based on new projected funding levels and changes to the capital needs of the transit system.
- To identify funding sources and the budget required to maintain a quality system for Jefferson Parish Transit.
- To review and update the Transit Security Plan in order to continue incorporating security improvements recommendations into the capital improvement plan.

Previous Work

- Financial Analyses of Jefferson Parish Transit & Review of funding alternatives
- Annual Financial analysis of Jefferson Transit revenues and expenditures.
- Long Range Capital Plan for Fixed Route and Paratransit Operations
- Transit Security Plan Development and Annual Updates

Methodology

- Update the Long Range Financial Plan for fixed route and MITS based on new MAP-21 allowance for operating assistance within federal grant apportionments.
- Review and update projected 10-year budget for operations and capital improvements for both fixed route and MITS paratransit services.
- Revise and update the capital improvement program based on the projected long range budget. Review and update the priority rating system for all capital projects.
- Update the Transit Security Plan and review the budget and funding sources established to address security improvements recommended in the updated Security Plan.

Product

- Revised, updated Long Range Financial Plan, reflecting known and anticipated funding changes.
- Revised, updated Capital Improvement Program based on Jefferson Transit’s current need and the updated Long Range Financial Plan.
• Revised, updated Transit Security Plan, including an updated budget and funding sources to address improvements recommended in the Transit Security Plan.

Milestones

1st Quarter: Identify projected funding levels based on the current and projected funding availability from all available sources and revise the 10-year projected budget for fixed route and paratransit operations.

2nd Quarter: Meet with Transit personnel to determine the changes to already established long range capital needs and priorities, including security capital improvements. Develop a strategy for coordinating security improvements with other transit capital needs to ensure implementation. Update the Transit Security Plan to reflect these changes and needs.

3rd Quarter: Revise the capital improvement program so that it accurately identifies the appropriate schedule and budget for replacing all critical capital items for the ongoing operations of Jefferson Transit, including the section within the capital improvement program that identifies annual security improvements to implement the Security Plan.

4th Quarter: Review the updated Capital Improvement Plan, the Long Range Financial Plan, and Transit Security Plan with Transit Administration for approval. Submit final, revised plan.

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JET Promotional Program

Objective

- To increase ridership by creating a greater awareness of Jefferson Parish Transit both online and at major business establishments in Jefferson Parish.
- To educate the public on any fare changes and route/schedule changes.
- To expand efforts to promote transit services within the Spanish-speaking and Vietnamese communities and ensure that JeT updates their Limited English Proficiency Program.
- To promote the JeT website among riders as a major source of current information on the Jefferson Transit system.
- To promote Jefferson Transit’s participation in Google Maps and its use to riders.
- To continue ongoing promotional activities, including Rider Appreciation Day, Senior Expo, and the Tour de Jefferson.
- To provide more promotional materials detailing the capital improvements made to passenger amenities at terminals, bus stops, and on buses and request feedback from riders on the capital improvements they would like to see.
- To promote individual transit routes and destinations along those routes to riders and the surrounding community.

Previous Work

- Transit Promotion among Spanish-Speaking and Vietnamese Communities
- Bilingual Spanish/English JeT System Booklet, MITS (paratransit Rider Guide, and Tri-lingual JeT website
- Trilingual Spanish/Vietnamese/Spanish Hurricane Evacuation Procedures
- Trilingual Spanish/Vietnamese/Spanish Transit Security Public Education Campaigns
- Website Overhaul
- Route promotion for newly added routes and their destinations and for changes to existing route and schedules.
- Google Maps participation
- Individual route maps with popular destinations

Methodology

Public Hearings

- Jefferson Transit will hold public hearings to present current conditions of fixed route and paratransit services in Jefferson Parish. Jefferson Transit will follow its official public hearing
procedures to present and discuss any fare changes and route/schedule changes to the community before final action is taken.

Special Outreach Activities to Special Target Groups to Promote Jefferson Transit

- Continue to identify major employers along JeT routes to promote the benefits of the use of Jefferson Transit for their employees and customers. Work with these businesses to help advertise Jefferson Transit's amenities.
- Outreach to Communities with limited English proficiency. Continue to meet with Hispanic and Vietnamese communities. Meet with community groups, faith-based groups that provide services in languages other than English, immigrant aid organizations, and non-English media outlets to identify most effective methods of providing transit information to these target groups.
- Continue to identify retailers along JeT routes that will sell passes for JeT riders in order to promote increased ridership on JeT.

JeT Website Improvements & Bus Schedule Updates

- Research other transit agencies for helpful tips and ideas to add to the website for riders concerning adding bus stop information and pointers on how to use transit in order to make it easier for riders to use the system.
- Continue to answer rider email requests for information on how to ride JeT.
- Continue to maintain current, up-to-date information on routes and schedules.
- Produce new JET schedule information and JET system map when JeT implements service changes to inform riders and the general public of all changes to be implemented.
- Continue to improve links to other transit systems in the New Orleans region in order to simplify and promote use of transit between parishes.

Annual JeT Promotional Events

- Implement annual transit promotional activities in conjunction with the following events: Dump the Pump Day, Senior Expo, and the Tour de Jefferson.

Product

The final product will include the following:

- Production of all required public hearing materials and facilitation of public hearings.
- Jefferson Transit outreach materials for groups with limited English proficiency, e.g., Spanish-speaking and Vietnamese communities.
- Improvements to the JeT website.
- Updated bus schedules, individual route maps, and JeT system map to reflect all JeT schedule/route changes and are easier for riders to read and understand.
- Production of all promotional materials needed for JeT annual promotional events.
Milestones

1st Quarter: Maintain current information on routes and schedules both in the Schedule Booklet and on the website. Respond to all email requests for JeT information.

Conduct at least one outreach activity with Spanish speaking/Vietnamese communities.

Hold annual public meeting. Produce all updated JeT materials on any changes in schedules and fares.

Review the current maps and schedules and work to improve their overall look and presentation to make them easier for riders to read and understand.

Contact major employers along the JeT routes to promote the benefits of JeT.

2nd Quarter: Maintain current information on routes and schedules both in the Schedule Booklet and on the website. Respond to all email requests for JeT information.

Conduct at least one outreach activity with Spanish speaking/Vietnamese communities.

Contact major employers along the JeT routes to promote the benefits of JeT.

3rd Quarter: Maintain current information on routes and schedules both in the Schedule Booklet and on the website. Respond to all email requests for JeT information.

Conduct at least one outreach activity with Spanish speaking/Vietnamese communities.

Contact major employers along the JeT routes to promote the benefits of JeT.

4th Quarter: Maintain current information on routes and schedules both in the Schedule Booklet and on the website. Respond to all email requests for JeT information.

Contact major employers along the JeT routes to promote the benefits of JeT.

Conduct the annual Bikes On Buses promotional activity in conjunction with the Tour de Jefferson Event to promote JeT in the community.

Conduct the annual outreach activity at the Senior Expo to inform the senior community of the Jefferson Transit MITS/Fixed Route services.

Conduct at least one outreach activity with Spanish speaking/Vietnamese communities.
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ADA Compliance and MITS Service Evaluation

Objectives

- To coordinate MITS paratransit service planning with Jefferson Transit fixed route service planning and paratransit service planning provided by other agencies within Jefferson Parish in order to improve the level of service and cost efficiency of the service.
- To ensure that Jefferson Transit continues to comply with the requirements of the Americans with Disabilities Act (ADA).
- To address the goals of the Coordinated Public Transit – Human Services Transportation Plan for the New Orleans Metropolitan Area.
- To educate MITS riders on how to use the Jefferson Transit fixed route service to reduce the demand for paratransit service.

Previous Work

- ADA Training and Disability Awareness Training for Fixed Route Operators
- Travel training program to encourage MITS riders to use fixed route transit
- Review and updates of all MITS promotional materials
- Coordination efforts with fixed route and other human service agencies
- Action Plan to coordinate MITS services with other special transportation service providers

Methodology

Coordinate MITS Service with Fixed Route and Other Human Service Agencies

- Review any recommended fixed route service changes to reduce impediments for persons with disabilities.
- Work with the agencies who participate in the Public Transit - Human Services Transportation Plan to develop strong relationships and identify changes that will benefit the entire region.
- Continue to compare MITS travel patterns with fixed route bus lines to determine whether there are opportunities to work with fixed route to improve the level of service without increasing service hours.
- Compare MITS travel patterns with service provided by other human service agencies to determine whether there are opportunities to work with those service agencies to improve the level of service without increasing service hours.
- Promote fixed route service to MITS riders who live near fixed route service, and offer travel training on fixed route transit.
- Continue to monitor coordination efforts to measure benefits in quality of service, as well as reduced per person costs.
• Assess whether Jefferson Transit can qualify for Non-Emergency Medical Transportation Funds.

Maintain ADA Compliance for the MITS Paratransit Service

• Continue to evaluate service requests denied or refused for MITS service both inside and outside the ¾ mile required ADA service area.
• Review any service change recommendations, the number of requests denied or reduced, and include them in the plan/schedule for implementing further changes as needed.
• Continue monthly record-keeping (monitoring operating statistics) to ensure ADA compliance.
• Recommend MITS service changes as needed to improve services and ensure ADA compliance.

Product

• Updated evaluation of MITS service demands both inside and outside the ¾ mile service area with recommendations for service changes to ensure compliance with ADA.
• Outreach to promote use of fixed route by MITS riders living near fixed route service.
• Recommendations for coordinated efforts with fixed route service and other human service agencies that could potentially reduce demand for and cost of MITS service.
• Updated action plan to coordinate paratransit services with any changes to fixed route service.
• MITS monthly Paratransit Performance Indicator Report demonstrating ADA compliance and measures taken to address any compliance issues.
• Evaluation of MITS ability to apply to receive Non-Emergency Medical Transportation funds.

Milestones

1st Quarter: Review any existing plans to coordinate MITS and other paratransit services. Evaluate successes achieved, and continue to assess coordination efforts that can still be achieved between MITS and other paratransit services in the region.

Contact the Louisiana Department of Health and Human Services to begin coordination of NEMT funds.

Review MITS operating statistics monthly, prepare performance indicator report and ensure that MITS continues to comply with ADA. Evaluate service requests denied or refused for MITS service.

Conduct outreach to promote use of fixed route by MITS riders living near fixed route service.

2nd Quarter: Evaluate service inside and outside the ADA required service area and recommend changes as needed to ensure compliance with ADA.
Review MITS operating statistics monthly, prepare performance indicator report and ensure that MITS continues to comply with ADA. Evaluate service requests denied or refused for MITS service.

Conduct outreach to promote use of fixed route by MITS riders living near fixed route service.

3rd Quarter: Identify opportunities to coordinate with fixed route and reduce service demands for MITS.

Review MITS operating statistics monthly, prepare performance indicator report and ensure that MITS continues to comply with ADA. Evaluate service requests denied or refused for MITS service.

Conduct outreach to promote use of fixed route by MITS riders living near fixed route service.

4th Quarter: Review MITS operating statistics monthly, prepare performance indicator report and ensure that MITS continues to comply with ADA. Evaluate service requests denied or refused for MITS service.

Finalize recommendations for any needed MITS service changes to ensure ADA compliance and to reduce denials and refusals

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Economic Impact of Public Transit Study

Goal

The study is intended to provide a quantitative analysis of the economic impact of public transit in New Orleans. Key factors to be examined in the report will include:

1. The immediate effect of investment in public transit relative to job and income creation directly resulting from construction, operation and maintenance activities;
2. The longer term effects which enable a variety of economic efficiency, land use and productivity impacts as a consequence of improvements in travel time and transit accessibility to commercial and industrial corridors;
3. Conclusions regarding public transit policy relative to economic impacts associated with investments in public transit.

The scope of the study will include an analysis of spending impact including direct, indirect and induced effects, where induced effects are limited to economic effects (not including the social and environmental impacts of a cost/benefit ratio analysis). The mix of capital and operations investments should also be examined relative to direct job creation and income impacts. This examination should quantify impacts by industry, occupation and wages. The research should be based on a peer-reviewed economic impact model.

The research should include the economic impact of public transit relative to public transit capacity, the cost of ridership and the impact of public transit use for employers and individual users. The analysis should determine the economic cost burden of transportation on workers in the regional industries and the extent to which reliable public transit improves the economic circumstances of workers. As well, the research should include the business productivity impact of reliable public transit and provide a benchmark for the RTA’s Board of Commissioners to examine the overall economic impact of changes in transit service relative to the cost.

Methodology

Task One: Develop Study Methodology

Prior to engaging the project the contractor will be required to develop a methodology for the study for review and approval by the RTA. The methodology should build on prior research as documented in peer-reviewed transit and/or transportation publications. The methodology should also include appropriate multipliers from the Bureau of Economic Analysis that will be used to calculate indirect and induced impacts. Relative to travel benefits and access
improvements, the methodology should examine both travel cost burden and reliability benefits for both passengers and industry.

Deliverables:
1. Three hard copies of the methodology for agency review
2. Input/output tables or tools for application of BEA multipliers
3. Schedule of data requirements from the agency relative to budgets, passenger counts, capital projects, etc.

Task Two - Economic Analysis of Spending

The study will include econometric analysis of the direct spending impacts including capital investment in equipment, facilities and infrastructure. As well, the study will determine direct spending impacts relative to operations including associated jobs (drivers, maintenance workers, administrative workers) as well as supplies needed for operations. This analysis would include both short-term (construction) and long-term (operations) job creation. This analysis would be based on data ascertained from RTA including both federal and non-federal spending.

Document analysis for Task One will include:
- Examination of annual budgets for a period of five-years
- Review of Capital Project spending
- Review of procurement activity and spending
- Review of payroll data
- Other documentation as required by the contractor for determination of direct spending impacts.

Based on the determination of total direct spending, the contractor will conduct an econometric analysis to determine indirect effects resulting from capital and operations purchases. As well, the induced effects resulting from wages of both construction and operations activity will be calculated using the BEA multipliers provided in the study methodology.

Finally, the Direct and Indirect spending report should note the impact of public transit on land values and Transit Oriented Development (TOD).

Deliverables:
1. Three hard copies and one electronic copy of the Direct and Indirect spending report
2. One Meeting with project team and Senior Management to reveal findings
3. One meeting with Riders Advisory Committee (if applicable) to reveal findings
4. Handout materials for meetings

Task Three – Traveler Impacts

Traveler impacts include parking and fuel cost savings for persons using public transit in lieu of personal automobiles. As well, travel impacts should provide information on the economic impact of improvements in public transit relative to time savings for existing and new
customers. Reliability benefits should also be factored in the analysis as a direct impact on travel time for the passenger and worker productivity for the employer.

Deliverables:
1. Three hard copies and one electronic copy of the Travel Impact report
2. One Meeting with project team and Senior Management to reveal findings
3. One meeting with Riders Advisory Committee (if applicable) to reveal findings
4. Handout materials for meetings

Task Four – Public Outreach

The ability of the RTA to provide mobility, shape land use and development patterns, generate jobs and opportunities for business development, enable economic growth and support business and industry is key to the economic performance of the city and the region. As such, the Economic Impact Study is intended to inform public perception and understanding of public transit on the local and regional economy. Through the study the RTA intends to inform and educate transit stakeholders and the general public on the impacts of public transit investments on the lives of every citizen in every neighborhood.

Deliverables:
1. Three hard copies and one electronic copy of the full Economic Impact Report
2. One Meeting with project team and Senior Management to reveal findings
3. One meeting with Riders Advisory Committee (if applicable) to reveal findings
4. One stakeholder meeting including transportation agencies, local government and economic development entities.
5. Handout materials for all meetings

Product

A study examining short-term and long-term impacts of investment in public transit, and providing a quantitative framework for rating the potential return-on-investment of capital projects and operations.

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US 61/Tulane Avenue Corridor
Conceptual Landscape & Street Design

Project Description

The purpose of this study is to develop a detailed conceptual plan for landscaping and streetscape improvements to the Tulane Avenue Corridor between Carrollton Avenue and Claiborne Avenue. This is in accordance with the goals established in the US61/Tulane Avenue Corridor Improvements: Stage 0 Feasibility Report (February, 2011) and the more recent US61/Tulane Avenue Corridor Improvements: Draft Environmental Assessment (October, 2013). Both documents may be viewed on the RPC website at www.norpc.org. The Consultant will provide the planning, design, and public outreach services needed to develop a Green Infrastructure Plan for the corridor which the public and participating agencies can support and advance into final design by LADOTD and/or the City of New Orleans. Tasks to be performed by the Consultant include:

Methodology

TASK 1: PROJECT TIMELINE & KICK-OFF MEETING

The consultant will prepare a draft project schedule including major milestones (PMC meetings, site visits, draft reviews, final report submission, etc.). The timeline will be submitted at a project kick-off meeting that will include the consultant, all sub-consultants, and the RPC. Other attendees will be invited as necessary. The kick-off meeting will take place within two (2) weeks of the Notice to Proceed.

TASK 2: PROJECT MANAGEMENT COMMITTEE

The Consultant will assist RPC in establishing and supporting a Project Management Committee to guide the technical work effort and to review the Consultant’s work products. The PMC will include the RPC, City Planning Commission, City of New Orleans Public Works Department, DOTD Landscaping and District 02, Park & Parkways, Entergy, and representatives from the Mayor Office and other state or city officials as deemed appropriate. The Consultant will provide all necessary agendas, handouts and exhibits in advance of the PMC meetings for RPC review and approval and prepare summary minutes of the meetings.

The PMC will meet approximately three times during the course of the study effort. In addition, the Consultant will as necessary conduct meetings with elected officials and other local leaders and organizations in the area to discuss the project’s purpose and need and project-related
opportunities and concerns. The Consultant will receive prior approval from RPC prior to initiating these contacts and prepare summary meeting minutes for review and discussion with the PMC.

**TASK 3: SITE INVESTIGATION, DATA COLLECTION, & ANALYSIS**

Site visits will be conducted and data collected in order to gather and record information regarding the physical, engineering, land-use, and environmental features of the corridor. Such data and information will include but may not be limited to sidewalks, lighting, landscaping, utilities, and major transit stops and pedestrian crossings along the corridor.

**3.1 Sidewalk Conditions Inventory**
The Consultant will prepare a sidewalk conditions inventory, identifying gaps in pedestrian linkages, broken sections in need of repair, and accessibility at major transit stops. The gaps will be identified for use with RPC's GIS mapping system and estimated quantities and capital costs will be developed.

**3.2 Lighting Evaluation**
The existing lighting poles along the Tulane corridor will remain in place. However, the Consultant will work with the PMC and community organizations to review options, resulting in a preferred alternative, for enhanced period style fixtures with brighter and more energy efficient lighting. The lighting system will also be evaluated for ease of installing new fixtures, location of power feeds, and estimated quantities and installation costs.

**3.3 Storm Water Management**
Working in coordination with the PMC and community organizations, the Consultant will develop options for the integration of water management features into the streetscape and landscaping design plan. The new 16 foot wide median will be evaluated for potential water management use, including development of bio-retention options and suitable plant materials, taking into account DOTD and Park and Parkway maintenance capabilities.

The Consultant will work with the PMC and community organizations to develop more robust landscaping plans at major cross street median locations and at high density pedestrian “bump out” locations. Plans should reflect the incorporation of storm water management features based on a community maintenance concept approach.

**3.4 Landscaping and Maintenance**
The Consultant will work with the PMC and community organizations to develop an overall landscaping plan which will be attractive, affordable, and sustainable from a maintenance perspective. The median will be landscaped in a manner to facilitate water retention and with appropriate types of plant materials which are low maintenance and do not obstruct sight lines for turning vehicles. The Consultant will work closely with DOTD and Park and Parkways on the
plan development concept(s) and selection of plant materials. The Consultant will prepare visualizations to of tasks 3.1 thru 3.4 to assist in community meetings and briefing of public officials. Following the development of an agreed upon concept, the Consultant will prepare supporting quantities and costs.

**TASK 4: DEFINE BENEFITS OF GREEN INFRASTRUCTURE**

Based on input from the PMC and community organizations, the Consultant will develop one or two design options for evaluation and presentation to the public, particularly for the lighting alternative and storm water management concepts.

Based on direction from the PMC, the Consultant will prepare detailed conceptual plans and typical sections, identifying the full package of improvement measures, e.g., corridor lighting, sidewalk restoration, water management, streetscape and landscape improvements along the corridor and at key cross street intersections. The Consultant will quantify the environmental benefits associated with the incorporation of green infrastructure over standard types of improvements, i.e., use of energy efficient lighting and bio-swales for water retention and management.

The Consultant will develop quantities and unit cost estimates for each element of the conceptual design plan as well as future project design costs, recommended project phasing, and potential funding sources for project implementation.

**TASK 5: PUBLIC MEETINGS**

Two public informational meeting will be held during the course of the project. An initial meeting will be held with local officials and local business and community organization leadership to discuss project purpose and need, green infrastructure goals, project maintenance, and scope constraints. Following the development of the conceptual plan alternatives, a follow-up public meeting using open house format will be used to present the various design options and comparative evaluation, leading to a preferred design concept for further detailing in the draft report.

**TASK 5: DRAFT REVIEW**

A draft of the report with all documentation described above will be submitted to the RPC and LADOTD for review by, at the latest, 85% of project completion. The report will include conceptual layouts and descriptions of the proposed improvements in a format suitable for transmittal by RPC to LADOTD. DOTD Stage 0 and environmental checklists will be included in the draft report.
TASK 6: FINAL DELIVERABLES

Following review and approval of the draft submission, the Consultant will provide RPC with five (5) bound copies of the Final Stage 0 Feasibility Study Report and supporting plan packages. A pdf version of the final report and plan packages will also be provided to RPC on compact disc. The CD should also include any GIS shapefiles, CAD files, or other accessory documentation created during the course of the study.

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Project Description

Louisiana’s Strategic Highway Safety Plan (SHSP) is a plan to reduce traffic fatalities and injuries on Louisiana’s roadways through widespread collaboration and an integrated 4E approach: engineering, education, enforcement and emergency services. The vision of the SHSP is Destination Zero Deaths and the goal is to reduce the number of fatalities by half by the year 2030.

The development, implementation, and updating of the SHSP is mandated by the federal MAP-21 legislation for all the States. To obligate Louisiana’s Highway Safety Improvement Program (HSIP) funds, Louisiana must develop, implement and regularly update an SHSP that identifies and analyzes highway safety problems and opportunities and highway safety improvement projects must be consistent with the State’s SHSP. MAP-21 requires that the SHSP is developed after consultation with a broad range of safety stakeholders, which includes regional transportation planning organizations and metropolitan planning organizations, if applicable; State and local traffic enforcement officials; county/parish transportation officials; other major Federal, State, tribal, and local safety stakeholders, and; other stakeholders as outlined in 23 U.S.C. 148(a)(12). Depending on the SHSP safety priority areas and strategies, additional partners such as representatives from the public health, education, and medical professions may be involved.

Louisiana has established a two-pronged approach for implementation of the SHSP – statewide emphasis area teams that promote proven effective strategies through constantly evolving action plans and regional safety coalitions that implement those action plans at the local level. A regional safety coalition coordinator is a critical component of implementation of the SHSP at the local level.

In order to regionally implement and sustain the SHSP, it is necessary to provide funding for two regional safety coalition coordinators through the NORPC. The primary task of this sponsor/state agreement will be to implement and sustain the SHSP by bridging all gaps between DOTD District personnel, local governments, local law enforcement, the community, local civic organizations, emergency services/hospitals, school boards, and other safety partners within the region. The LADOTD Highway Safety Section does not have the T.O. or expertise at the regional and local level to accomplish these tasks.

Methodology

Task 1 – Plan Development, Implementation and Evaluation

Develop and sustain a data-driven plan and program to address the emphasis areas of the SHSP utilizing the 4 E approach. If emphasis areas or strategies in the plan are different than the emphasis areas or strategies in the statewide SHSP, justification through data shall be provided. Data sources shall include Louisiana State University’s Highway Safety Research Group, Louisiana’s official repository of crash data. If other data sources are used, the data source shall be provided. Participation on the Traffic Records Coordinating Committee is encouraged. Status reports shall be submitted to LADOTD on a monthly basis.
along with the invoices. Performance measures shall be established in accordance with MAP-21 and implementation progress shall be reported on a monthly basis.

**Task 2 – GIS**

Data compilation and analysis, DDACTS, crash data, liaison with state data office and MPO, local jurisdictions, and parishes; provide maps and graphics for the MPO, parishes, and local jurisdictions and agencies for problem identification, meetings, etc.

**Task 3 – Partnerships and Advocacy**

Develop partnerships with LADOTD, LHSC, LSP, local law enforcement agencies, the MPO, the parishes, emergency services, school board officials, elected officials, and other safety advocates to promote the SHSP and seek out safety related activities within the region.

**Task 4 – Marketing**

Participate in national campaigns developed by the National Highway Traffic Safety Administration. If applicable, participate in Louisiana’s Communication Coordinating Council. Brand the regional safety coalition with the Destination Zero Deaths logo.

**Task 5 – Education**

Conduct education outreach efforts to inform the public about safety, particularly in the SHSP emphasis areas. Participate in national transportation safety advertising campaigns, circulate public service announcements, and publish newspaper articles and online press releases within the region. Provide additional local outreach through collaboration with law enforcement and health agencies in promoting our activities within the SHSP emphasis areas using all forms of local media. Facilitate collaborative training sessions, webinars, or events on such transportation safety topics as passenger safety (i.e. Child Passenger Safety Training, Click It or Ticket Mobilization, etc.) and conduct public awareness campaigns that educate the public – pedestrians, bicyclists, motorists, and passengers about safety. Work closely with school boards to facilitate outreach and education of students within the SHSP emphasis areas.

**Task 6 – Meetings and Conferences**

Participate in the quarterly statewide emphasis area team meetings, incident management meetings, MPO, Parish and City Council meetings. Conduct regional safety coalition meetings on a regular basis and report progress at the bi-annual Implementation Team meeting.

**Task 7 – Complete Streets**

Conduct education outreach efforts for all road users, including pedestrians and bicyclists.

**Task 8 – Deliverables**

Performance measures shall be reported by the end of the federal fiscal year and an updated regional safety action plan shall be prepared annually. Documentation of the update process shall be provided and implementation progress shall be tracked and reported monthly with submitted invoices.
### Staffing Requirements and Financial Responsibility

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Fiscal Year 2015 – Unified Planning Work Program

Mandeville/Covington, Slidell, & South Tangipahoa Urbanized Areas

Prepared by:

Regional Planning Commission
Jefferson, Orleans, Plaquemines, St. Bernard & St. Tammany Parishes

10 Veterans Memorial Boulevard
New Orleans, LA 70124

phone: 504-483-8500
fax: 504-483-8526
email: rpc@norpc.org
website: www.norpc.org

Federal Project Number: H972035
State Project Number: H.972035.1

Catalog of Federal Domestic Assistance
Number 20.205 – Highway Planning and Construction Regional Planning Commission
Table of Contents

Planning Factors .................................................................................................................. 3

Funding Table 1 ...................................................................................................................... 4

Funding Table 2 ....................................................................................................................... 5

Mandeville – Covington Urbanized Area .................................................................................. 6
  MC-1.15 – Congestion Management Process Planning ......................................................... 6
  MC-2.15 – Transportation Alternatives ................................................................................ 10
  MC-3.15 – Transportation Safety ....................................................................................... 13
  MC-4.15 – Transportation Improvement Program .............................................................. 16
  MC-5.15 – Metropolitan Transportation Plan Refinement & Update .................................. 19
  MC-6.15 – Transportation System Surveillance .................................................................. 23

Slidell Urbanized Area .......................................................................................................... 26
  SL-1.15 – Congestion Management Process Planning ........................................................ 26
  SL-2.15 – Transportation Alternatives ............................................................................... 30
  SL-3.15 – Transportation Safety ....................................................................................... 33
  SL-4.15 – Transportation Improvement Program .............................................................. 36
  SL-5.15 – Metropolitan Transportation Plan Refinement & Update .................................. 43
  SL-6.15 – Transportation System Surveillance .................................................................. 46

South Tangipahoa Urbanized Area ....................................................................................... 46
  ST-1.15 – Congestion Management Process Planning ........................................................ 46
  ST-2.15 – Transportation Alternatives .............................................................................. 50
  ST-3.15 – Transportation Safety ....................................................................................... 53
  ST-4.15 – Transportation Improvement Program .............................................................. 56
  ST-5.15 – Metropolitan Transportation Plan Refinement & Update .................................. 58
  ST-6.15 – Transportation System Surveillance .................................................................. 62

Supplemental: LA 21, 11th Street to Boston Street ................................................................. 65
## Planning Factors

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Tasks by Funding Sources
FY 2015 Unified Planning Work Program – Mandeville / Covington Urbanized Area

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Table 1

Tasks by Funding Sources
FY 2015 Unified Planning Work Program – Slidell Urbanized Area

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Tasks by Recipients

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### Table 2
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Tasks by Recipients

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Title VI – Congestion Management Process Planning

Goal

The goal of the Congestion Management Process is to measure congestion along selected corridors in the Mandeville-Covington urbanized area, and through coordination with relevant stakeholders, identify and implement means of improving conditions on these corridors and throughout the region’s roadway system, with special emphasis given to strategies that do no increase single occupancy vehicle (SOV) travel.

Objectives

- Implement the defined strategies for alleviating traffic congestion within the Mandeville/Covington Urbanized Area’s major transportation corridors in coordination with the Technical Advisory Committee and LaDOTD.
- Emphasize solutions that focus on travel demand and operation management strategies over those that increase capacity. Projects that seek to improve livable communities and environmental sustainability through the reduction of SOV travel and the optimization of existing facilities will receive special emphasis.
- Move toward greater flexibility in use of transportation funds at all levels of government for facilities that enhance access and improve transportation mobility.
- Assist the Mandeville/Covington Urbanized Area and other regional stakeholders, particularly in regard to changed traffic patterns resulting from the Northshore’s rapid population growth.

Previous Work

Previous work undertaken in this task include the formation of the Regional Incident Management Task Force and the Mandeville / Covington Congestion Management Technical Advisory Committee. In FY 08-09 the south shore Congestion Management Process Plan (CMPP) was updated, a process that was extended to St. Tammany Parish in FY 09-10.

Methodology

1. Continue to carry out the Congestion Management Planning Process for the St. Tammany Parish and the Mandeville/Covington Urbanized Area as developed by RPC in conjunction with LaDOTD. Review Congestion Management Process work plan and reassess CMP routes.
2. Continue ongoing work with the State, local governments, and private transit agencies in further developing Congestion Management Goals and TSM strategies for addressing traffic congestion problems in identified corridors.

3. Work with regional stakeholders to prioritize corridors for congestion management, taking into consideration quantitative and qualitative performance indicators as well as anticipated changes in usage.

4. Study emphasis will be placed on the development of an integrated signal system and incident management plan for use by LaDOTD and Regional Incident Management Task Force. In coordination with District 62 and DOTD Planning and Safety Divisions, RPC will study highly congested and abnormal intersection locations to collect necessary evaluation data and to develop conceptual plan alternatives to reduce traffic congestion and increase traffic safety.

5. In conjunction with DOTD, local planning agencies, and private sector transportation providers, evaluate the progress toward successful implementation of the Congestion Management Plan and develop alternative strategies for any element of the plan that becomes infeasible.

6. Apply operations management strategies and alternative solutions, such as Travel Demand Management, to selected congested corridors. Alternatives and strategies will be evaluated and analyzed until preferred solutions are developed for each selected congested corridor.

7. Analyze congestion management solutions as to their conformity with the Clean Air Act and the financial capacity plan.

8. In conjunction with the ongoing development of RPC’s Traffic Database, further standardization and organization of surveillance data collected under various consultant studies for transportation GIS and Management Systems use and analysis.

9. Continue to work with LaDOTD on the development and refinement of a Performance Monitoring Plan for CMP, based on identified needs and supplemental data collection.

10. In coordination with LaDOTD, continue development of a system to support the data needs of the St. Tammany Congestion Management system. The goal is to develop a program which will provide the types of data needed for monitoring shifts in traffic over time for use not only in Congestion Management planning, but also long range planning and model calibration. Work to implement Congestion Management Planning Process guidelines as promulgated by FHWA under SAFETEA-LU and MAP-21. Coordinate those guidelines with the south shore’s CMPP.
11. Continue to refine RPC’s Traffic Counting Program. The results of this program will be used as an ongoing input to the St. Tammany Congestion Management Process plan. These efforts will be undertaken in cooperation with LaDOTD and local traffic departments for the provision of traffic data needed for monitoring long-term traffic patterns in the region, changes in VMT, etc. Traffic counts will also be taken in support of the defined regional traffic counting program.

12. Continue work on Travel Time and Delay Study along the region’s major and minor arterial street system. The data will be utilized to profile existing travel corridors with regard to operating speeds, travel time, and length of delay. These data will also be used to identify significant problem locations on major arterials that can be addressed through geometric or operational improvements to reduce delay. Assistance in data collection may be provided via the use of consultants.

13. Conduct data collection and traffic demand and analysis studies of congested intersections and route segments for input into CMP.


Products

Continued development of GIS graphic and non-graphic databases in support of Congestion Management planning, transportation modeling, Long Range Transportation Plan development, air quality planning and other UPWP planning activities. Collection of specified data within the transportation network.

Milestones

1st Quarter: Review and revise Congestion Management Process Plans for Mandeville / Covington. Select and prioritize congestion management routes. Coordinate C.M. policies with the south shore CMPP.

2nd Quarter: Select locations for data collection activities, and assess types of data to be collected.

3rd Quarter: Begin targeted data collection and strategy development. Continue coordination and identification of data needs for management systems.

4th Quarter: Select, prioritize, and implement congestion management strategies based on data collected and on stakeholder input.
## TASK MC-1.15: Congestion Management Process Planning

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Transportation Alternatives

Goals

Transportation alternatives, formerly known as transportation enhancements, includes projects and studies that seek to enhance a comprehensive multi-modal transportation network and, through preservation and implementation of visual and cultural resources, and improve the quality of life in St. Tammany Parish. Projects that pursue transportation enhancement grants must link to the transportation system and qualify under FHWA/FTA listed activities. Activities include facilities as well as safety and educational activities for pedestrians and bicycles, scenic easements and historic sites, landscaping and other site furnishings, historic preservation and rehabilitation, archeological planning, environmental mitigation, removal of outdoor advertising and operation of historic transportation facilities.

Objectives

- Direct regional policy and funding that encourages, supports, and implements projects that promote fully integrated streetscapes and roadways that are safe and welcoming for pedestrians, cyclists, transit riders, and vehicular traffic.
- Increase the number of opportunities for pedestrian, bicycle, and transit travel in St. Tammany Parish.
- Implement landscaping, scenic beautification, and historic preservation projects within the region’s transportation infrastructure that enhance a community’s unique sense of place, promote economic vitality, and improve environmental health.
- Modify unsafe motorized and non-motorized behaviors by implementing programs that educate and inform the public and the law enforcement community, and identify programmatic and operational solutions to ameliorating unsafe conditions and improve livability and accessibility at these locations.
- Ensure that bicycle, pedestrian and landscaped facilities are maintained in a state of good repair in order to promote accessibility and livable standards for all members of the community.
- Provide assistance to citizen groups and local government with transportation alternative grant submittals, conceptual design, and project coordination.
Previous Work

- Annual support local government for transportation enhancement projects submissions and ongoing project coordination

Methodology

1. Continue to assist local parishes with Transportation Enhancements/Alternatives Program and Louisiana Technical Assistance Program, Safe Routes to School, and Louisiana Roads Safety Program for local streets applications and project management.

2. Continue to implement projects that improve overall conditions for non-motorized travelers on existing thoroughfares:

3. Continue to implement a system wide beautification program that enhances the aesthetic and scenic qualities of the region’s transportation network, and the quality of life of those that use it

4. RPC will continue to provide technical assistance to local parishes and municipalities in the form of conceptual design and feasibility analysis.

5. Continue, through the collection and analysis of data, to track the progress of enhancements throughout the region to ensure that such projects increase in number and are equitably distributed. Data includes, though may not be limited to:
   a. total miles of bicycle and pedestrian routes in the region
   b. number and/or miles of corridor including landscaping and scenic improvements in the region

6. Continue to work with the Complete Streets Advisory Committee to help review plans for pedestrian, bicycle, and transit accessibility and safety. Incorporate best practices derived from research in regards to geometric design, signals, signs, pavement types, and site furnishings and landscapes.
   a. Work with parish and municipal governments to develop standard criteria for all bike and pedestrian plans in the region

Products

A progressively more robust and refined safety program using state-of-the-art media and marketing techniques and innovative law enforcement program development while addressing capital improvements to the bicycle and pedestrian system.

Improved safety and a more consistent environment for non-motorized travelers including transit options.
Milestones

1\textsuperscript{st} Quarter: Layout and develop program schedule for next year. Assist with submittals

2\textsuperscript{nd} Quarter: Share schedule, assemble local stakeholders, begin program research and creative development. Develop new safety programs.

3\textsuperscript{rd} Quarter: Coordinate with state DOTD, local government, and other stakeholders to develop feasible projects.

4\textsuperscript{th} Quarter: Continue refinement of regional policies and plans. Continue to work with local sponsors of TEP projects. Identify projects for inclusion in the TIP.

1\textsuperscript{st} – 4\textsuperscript{th} Qtrs: Take necessary steps to promote adoption of regional bike path and pedestrian path policies and plans. Provide coordination and understanding among state and federal agencies to accomplish local projects and goals. Ongoing technical assistance and project management as needed for member parishes.

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FY – 2015 Unified Planning Work Program
Safety

Goal

The goal of the Safety task is to reduce the human and economic toll in St. Tammany Parish’s transportation system by identifying ways to reduce traffic related fatalities and injuries through a multidisciplinary approach that includes strategies from and coordination between engineering and operations, law enforcement, intelligent transportation systems, public education, and incident management.

Objectives

- Reduce traffic related fatalities.
- Reduce frequency and severity of all traffic incidents across all modes (motorized and non-motorized) on both selected study corridors and region-wide.
- Work to resolve issues surrounding traffic records including education, data collection, electronic and manual reporting, mobile equipment, and analysis.
- Emphasize and analyze safety related performance measures in all projects, and at a sub-area and region-wide scale, to determine progress toward a transportation network.
- Continue to collect data that identifies those corridors, intersection, or areas where abnormal amounts of incidents have occurred, in order to most efficiently utilize available resources at addressing safety issues.
- Incorporate safety conscious planning (SCP) early on and throughout the metropolitan planning process.

Previous Work

- Construction of the Regional Traffic Management Center
- Analysis of intersections with highest incident levels in the region
- Coordination with DOTD and FHWA to obtain and analyze regional crash data

Methodology

1. Projects that demonstrate Safety Conscious Planning, or the potential for significant improvements to corridor or intersection safety, will be considered among the priorities when
selecting projects for the Metropolitan Transportation Plan and the Transportation Improvement Plan.
   a. An emphasis on projects that promote safety among all modes will be reflected in standard project selection criteria.
   b. RPC staff will inform decision-makers as to the quantitative safety implications of planning decisions prior to incorporation into regional plans.

2. Continue to track the progress of safety improvements throughout the region through the collection and analysis of data to ensure that projects are effective and contribute to overall safety of transportation system. Data tracked should include:
   a. Total number and location of traffic incidents and fatalities
   b. Total number of bicycle and pedestrian incidents and fatalities

3. Continue to partner with other key Safety Conscious Planning stakeholders, including the Louisiana Highway Safety Commission, LaDOTD, and the Metropolitan Safety Council, among others, and ensure that regional safety priorities and objectives are in-line with those outlined in the State Highway Safety Plan.

4. Work with local law enforcement and other public safety agencies to coordinate ITS planning, deployment, and operations with the homeland security efforts to protect high profile events and significant infrastructure.
   a. Conduct a critical facilities assessment and develop a GIS data base of vulnerable transportation infrastructure and other public and private critical facilities including spatial reference data and other pertinent information that can be used in developing evacuation, mobilization and other plans to deal with security emergencies and natural disasters.

5. RPC will sponsor and participate in a series of regional forums to facilitate a dialogue among stakeholders, including planning, safety, research and other transportation modal professionals. The intent is to “jump start” the regional SCP process by initiating dialogue, review current planning processes, and identify challenges and resources needed to create a metropolitan-wide action plan.

6. Work with local law enforcement and other public safety agencies to coordinate ITS planning, deployment, and operations with the homeland security efforts to protect high profile events and significant infrastructure. Conduct a critical facilities assessment and develop a GIS data base of vulnerable transportation infrastructure and other public and private critical facilities including spatial reference data and other pertinent information that can be used in developing evacuation, mobilization and other plans to deal with security emergencies and natural disasters.
Products

Coordination with La. DOTD District and Headquarters personnel, local traffic engineering departments, Office of Homeland Security and FEMA personnel, the private sector, local transit agencies, emergency responders, local police jurisdictions, state highway patrol jurisdictions, and other stakeholders.

Milestones

1st - 4th Qtrs: Continue to scan and analyze crash data in order to identify potential intersection or corridor safety projects, or opportunities to integrate safety components into related projects. Coordinate with local and state stakeholders to further identify priorities for safety improvements.

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Transportation Improvement Program

Goal
To work with the Cities of Covington, Mandeville, and St. Tammany Parish in the development of a comprehensive four-year Transportation Improvement Program for the St. Tammany Parish Transportation Planning Study Area.

Objectives

- Incorporate changes in the roadway network necessary to accommodate the growth of the Mandeville-Covington area while at the same time preserving the livability and environmental sustainability of the community.
- Work with St. Tammany Parish to implement improved transit service as well as other travel demand management strategies.

Previous Work
Development and administration of a St. Tammany Parish TIP highway and transit element that meets the requirements of MAP-21. Development of a Northshore Transit Study that explores transit opportunities in St. Tammany and neighboring Parishes, as well as planning support for existing demand response transit service.

Methodology

1. Continue on-going review and evaluation of projects, based on recent technical studies, for inclusion in the Transportation Improvement Program.
2. Based on TAC review and input, a list of projects will be proposed for inclusion in the TIP. This effort will be carried out in cooperation with LaDOTD.
3. The TIP will include roadway and transit projects intended to alleviate traffic congestion, encourage ridesharing, preserve the transportation infrastructure, and improve overall mobility within the St. Tammany Parish Transportation Planning Study Area.
4. In conjunction with the development and identification of project needs, a financial plan will be prepared identifying financial capabilities to undertake and complete the projects contained in the TIP.

5. Opportunities will be afforded to the public, local elected officials, private providers, and other interested stakeholders to comment on the proposed Transportation Improvement Program.

6. The Transportation Policy Committee will be afforded an opportunity to review and discuss the proposed Transportation Improvement Program and Program of Projects before endorsing said document and after the general public was afforded an opportunity to input and review the proposed plan of improvements.

7. Continue to refine and update project selection criteria pursuant to planning factors and program guidance promulgated in SAFETEA-LU and MAP-21.

Products

A fiscally constrained Transportation Improvement Program (Annual Element and Future Year Element) for the St. Tammany Parish Transportation Planning Study Area with associated public participation, technical documentation and policy review.

Milestones

1st Quarter: Preparation of Proposed TIP.

2nd Quarter: Opportunity for Public Input and Comment; Final TIP Preparation & TPC Endorsement.

3rd Quarter: Completion of Financial Plan Assessment.

4th Quarter: Documentation of Citizen Participation Mechanism; Continued Monitoring and Advancement of TIP Projects.

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Goal

To further refine the Metropolitan Transportation Plan (MTP) for the St. Tammany Parish Transportation Planning Study Area so that it can support sustainable community goals and function as an integral element of the St. Tammany comprehensive plan that is sensitive to neighborhood and community needs, coordinated with local land use and economic planning, and responsive to preservation of environmental resources.

Objectives

- Refine the MTP to incorporate new projects or updated information about current projects arising from corridor and systems planning activities related to congestion management, transit provision, ITS deployment, pedestrian, bicycle and transit mobility, environmental justice, and the NEPA process.
- Provide the public with an opportunity to input, review, and comment on the transportation plan, to publish technical memoranda describing the updated MTP (Year 2030) highway and transit elements for the St. Tammany Parish Transportation Planning Study Area and to continue to improve the plan document itself to improve readability, understandability and availability for the general public.
- Incorporate long-term changes in the transportation network necessary to accommodate the growth of the Mandeville-Covington area.

Previous Work

Previous work in this task includes the development of the Metropolitan Transportation Plan for the Mandeville/Covington Urbanized Area since 2000. Other work related to this task includes participation in numerous St. Tammany Comprehensive Planning initiatives such as New Directions 2025, and the St. Tammany Infrastructure Plan, 2010.
Methodology

1. System Planning and Corridor Analysis

Continue working with the New Directions 2025 initiative and other products derived thereof, to identify growth corridor areas and develop proactive strategies to encourage appropriate land use policies. Support the ND 2025 effort to further refine transportation and land use proposals for sub-area planning districts and conduct data and planning analysis at the sub-area level to make the planning process more accessible and relevant to the public. Provide information produced by management systems for the development of system planning and planned corridor overlay designations.

2. Transportation and Community System Preservation

As part of RPC’s comprehensive planning initiative, land use and transportation problems are continuing to be addressed as part of RPC’s on-going Transportation and Community System Preservation (TCSP) program. RPC will focus its FY-15 efforts on working with St. Tammany Parish and municipalities on developing planning tools and conceptual plans that more effectively integrate land use and transportation with land conservation and neighborhood sustainability goals.

3. Bicycle and Pedestrian Element

Continue coordination with the state and local planning agencies to facilitate incorporation of local bicycle plans into the overall state plan, including new or improved lanes, paths, or shoulders for use by bicycles, traffic control devices, shelters, and parking facilities for bicycles.

Proposed transportation improvements will be reviewed for potential transportation enhancement activities in coordination with task MC-2.15. These include the provision of facilities for pedestrians and bicycles, landscaping, preservation of abandoned railway corridors, control and removal of outdoor advertising, archeological planning and research, transportation museums, highway runoff mitigation, wildlife crossings, and acquisition of scenic easements and scenic or historic sites.

4. Public Participation/ Community Outreach

Work with neighborhood associations, business groups, property owners and developers, and other stakeholder organizations to strengthen public input into the transportation planning process.

Incorporate “values of concern” identified through TCSP and other public outreach activities into the transportation planning process by designing goals and objectives that address problems having high priority with the community.

5. Landscaping Element and Greenspace Planning

In coordination with elements “d” and “e” above and with task MC-2.15 RPC will work with LaDOTD, St. Tammany Parish, and Municipalities in development of urban corridor landscaping and
beautification plans. Plan development will also include landscaping concept design and plan development for selected interchanges on I-12 East through Slidell and at other selected major interchanges. These plans will continue to be carried out in coordination with the local municipalities, St. Tammany Parish and LaDOTD as input and potential candidate projects under LaDOTD’s Transportation Enhancement Program.

6. Functional Classification

A system wide review and update of the federal aid network will be conducted in coordination with DOTD, Parishes, and municipalities. FHWA’s manual on Functional Classification will be used to guide this evaluation process in conjunction with existing and proposed land use information and traffic data.

7. Environmental Justice

Identify spatial distributions of minority and low-income populations and using analyses of major planning corridors performed in task MC-6.15. With this data, perform an environmental justice profile of the long-range plan in terms of proportional distribution of benefits, mitigation of site impacts on Environmental Justice communities, and identification of circumstances in which overriding urbanized area needs and priorities outweighed Environmental Justice considerations.

8. Financial Feasibility

Review the financial feasibility of proposed amendments and or additions to the Metropolitan Transportation Plan, and work with DOTD to secure appropriate funding from the various small urban funding sources.

9. Implementation of Planning Initiatives

Continue to assist in the implementation of the Land Use/Transportation Elements of the St. Tammany Parish Comprehensive plan.

Products

Refinement and implementation of the MTP that meets all federal, state, and local requirements, and that has been approved by the RPC Board.

Milestones

1st Quarter: Develop Plan programs and projects from public input and recommendations of supporting planning activities.

2nd Quarter: Evaluate consistency of proposed transportation plan with comprehensive planning elements such as land use.
3rd Quarter: Analyze Plan for consistency with CMS, Bicycle-Pedestrian and other special study area plans; modify Plan based on input from management systems and other planning efforts.

4th Quarter: Prepare Summary regarding Plan update/modification.

### TASK MC-5.15: Metropolitan Transportation Plan

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Transportation System Surveillance

Goal

To identify where and how Intelligent Transportation Systems can be applied, and through ITS and other data collection methodologies, to monitor traffic and travel conditions on the region’s roadways and transit systems, with the goal of improving safety and efficiency of the Mandeville/Covington transportation network.

Objectives

- To continue the development and updating of the RPC’s transportation databases, with special emphasis on the use of this data in the urbanized area’s Transportation Management Systems.
- To continue incident management and ITS work efforts begun with the New Orleans Region ITS Strategic Plan, the New Orleans, Region Incident Management Program, and the Advanced Public Transit Intelligent Transportation Systems Plan.
- To develop in coordination with LaDOTD and RPC’s Technical Advisory Committee systematic procedures for the collection of data within the transportation planning study area’s major travel corridors for the purpose of evaluating existing traffic conditions and identifying transportation improvements and priorities particularly in regard to preservation and maintenance of the existing system.
- To ensure that ITS and the Regional Traffic Management Center is efficiently utilized in order to reduce significant delays and traffic incidents when non-recurring events occur, such as significant roadway accidents, sporting events and festivals, and evacuations.
- To document observed changes in the roadway network traffic volumes.

Previous Work

Previous work includes the collection of spot traffic counts by RPC, as well as count data from LaDOTD on the state highway network.
Methodology

1. Gather and compile surveillance data with specific emphasis on the relevance of the data to SAFETEA-LU’s eight planning policies and MAP-21.

2. In coordination with LaDOTD, continue development of a system to support the data needs of the Congestion Management Process. The goal is to develop a program that will provide the types of data needed for monitoring shifts in traffic over time for use not only in Congestion Management planning, but also long-range planning, model calibration, and air quality analysis. Monitor traffic conditions on primary arterials that have seen a significant increase in traffic due to the relocation of southshore residents to St. Tammany.

3. Work with DOTD and the Parish in the development of a comprehensive traffic counting program for the purpose of providing current and reliable traffic data over time for planning, model calibration, programming, and design purposes.

4. Conduct Travel Time & Delay runs along the area’s major arterial street system. The data will be used as inputs to the Traffic Congestion Management Process plan. It will be utilized to profile existing travel corridors with regard to operating speeds, travel time, and length of delay. These data will also be used to identify significant problem locations on major arterials that can be addressed through geometric or operational improvements to reduce delay.

5. RPC will continue its program of providing turning movement and traffic volume counts at selected intersections along the federal aid network in support of RPC and local parish traffic engineering projects.

6. Continue to develop a computerized database integrated with the RPC’s GIS system for recording surveillance information. Data from previous studies will be integrated into the database, providing a basis for comparing changes in travel time, length of delay, and operating speeds over time along the arterial street network.

7. With the cooperation of local private transit and vanpool operators, track transit and high occupancy vehicle usage in the area for evaluation of transit, ride sharing, and park and ride demand.

8. In coordination with Task B-2 and MC-3, RPC will provide technical assistance to St. Tammany Parish in the areas of Incident Management and Intelligent Transportation System development. As part of RPC’s continuing assistance in developing a regionally integrated emergency management program, RPC will work with the parish and DOTD in addressing transportation-related emergency management and evacuation issues, including transportation bottleneck
locations and roadway capacity deficiencies that seriously impede evacuation and emergency response.

Products

- Report on ITS equipment and architecture installations in region
- Attendance at quarterly incident management meetings

Milestones

1st – 4th Qtrs: Assist DOTD with Traffic & Turning Volume Counts.

- Identify other conditions inventory needs.
- Continue coordination of identification of data needs for management systems.
- Continue collecting and preparing transit and rideshare data.
- Continue integration of St. Tammany Parish into ITS surveillance

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Goal

The goal of the Congestion Management Process is to measure congestion along selected corridors in the Slidell urbanized area, and through coordination with relevant stakeholders, identify and implement means of improving conditions on these corridors and throughout the region’s roadway system, with special emphasis given to strategies that do no increase single occupancy vehicle (SOV) travel.

Objectives

- Implement the defined strategies for alleviating traffic congestion within the Slidell Urbanized Area’s major transportation corridors in coordination with the Technical Advisory Committee and LaDOTD.
- Emphasize solutions that focus on travel demand and operation management strategies over those that increase capacity. Projects that seek to improve livable communities and environmental sustainability through the reduction of SOV travel and the optimization of existing facilities will receive special emphasis.
- Move toward greater flexibility in use of transportation funds at all levels of government for facilities that enhance access and improve transportation mobility.
- Assist the Mandeville/Covington Urbanized Area and other regional stakeholders, particularly in regard to changed traffic patterns resulting from the Northshore’s rapid population growth.

Previous Work

Previous work undertaken in this task include the formation of the Regional Incident Management Task Force. In FY 08-09 the south shore Congestion Management Process Plan (CMPP) was updated, a process that was extended to the northshore in FY 10.

Methodology

1. Continue to carry out the Congestion Management Planning Process for the St. Tammany Parish and the Mandeville/Covington Urbanized Area as developed by RPC in conjunction with LaDOTD. Review Congestion Management Process work plan and reassess CMP routes.

2. Continue ongoing work with the State, local governments, and private transit agencies in further developing Congestion Management Goals and TSM strategies for addressing traffic congestion problems in identified corridors.
3. Work with regional stakeholders to prioritize corridors for congestion management, taking into consideration quantitative and qualitative performance indicators as well as anticipated changes in usage.

4. Study emphasis will be placed on the development of an integrated signal system and incident management plan for use by LaDOTD and Regional Incident Management Task Force. In coordination with District 62 and DOTD Planning and Safety Divisions, RPC will study highly congested and abnormal intersection locations to collect necessary evaluation data and to develop conceptual plan alternatives to reduce traffic congestion and increase traffic safety.

5. In conjunction with DOTD, local planning agencies, and private sector transportation providers, evaluate the progress toward successful implementation of the Congestion Management Plan and develop alternative strategies for any element of the plan that becomes infeasible.

6. Apply operations management strategies and alternative solutions, such as Travel Demand Management, to selected congested corridors. Alternatives and strategies will be evaluated and analyzed until preferred solutions are developed for each selected congested corridor.

7. Analyze congestion management solutions as to their conformity with the Clean Air Act and the financial capacity plan.

8. In conjunction with the ongoing development of RPC’s Traffic Database, further standardization and organization of surveillance data collected under various consultant studies for transportation GIS and Management Systems use and analysis.

9. Continue to work with LaDOTD on the development and refinement of a Performance Monitoring Plan for CMP, based on identified needs and supplemental data collection.

10. In coordination with LaDOTD, continue development of a system to support the data needs of the St. Tammany Congestion Management system. The goal is to develop a program which will provide the types of data needed for monitoring shifts in traffic over time for use not only in Congestion Management planning, but also long range planning and model calibration. Work to implement Congestion Management Planning Process guidelines as promulgated by FHWA under SAFETEA-LU and MAP-21. Coordinate those guidelines with the south shore’s CMPP.

11. Continue to refine RPC’s Traffic Counting Program. The results of this program will be used as an ongoing input to the St. Tammany Congestion Management Process plan. These efforts will be undertaken in cooperation with LaDOTD and local traffic departments for the provision of traffic data needed for monitoring long-term traffic patterns in the region, changes in VMT, etc. Traffic counts will also be taken in support of the defined regional traffic counting program.
12. Continue work on Travel Time and Delay Study along the region’s major and minor arterial street system. The data will be utilized to profile existing travel corridors with regard to operating speeds, travel time, and length of delay. These data will also be used to identify significant problem locations on major arterials that can be addressed through geometric or operational improvements to reduce delay. Assistance in data collection may be provided via the use of consultants.

13. Conduct data collection and traffic demand and analysis studies of congested intersections and route segments for input into CMP.


Performance Measures

- Development of baseline assessments for Performance Measures outlined in CMPP
- Updated CM Index values, Corridor Summary Reports, Planned Strategy List, and Implemented Strategy List
- At least 1 full CMP TAC meeting and at least one additional one-on-one interview with each TAC member

Products

Continued development of GIS-T graphic and non-graphic databases in support of Congestion Management planning, transportation modeling, Long Range Transportation Plan development, air quality planning and other UWP planning activities. Collection of specified data within the transportation network.

Milestones

1st Quarter: Review and revise Congestion Management Process Plans for Slidell. Select and prioritize congestion management routes. Coordinate C.M. policies with the south shore CMPP.

2nd Quarter: Select locations for data collection activities, and assess types of data to be collected.

3rd Quarter: Begin targeted data collection and strategy development. Continue coordination and identification of data needs for management systems.

4th Quarter: Select, prioritize, and implement congestion management strategies based on data collected and on stakeholder input.
**TASK SL-1.15: Congestion Management Process Planning**

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*FY – 2015 Unified Planning Work Program*
Transportation Alternatives

Goals

Transportation alternatives, formerly known as transportation enhancements, includes projects and studies that seek to enhance a comprehensive multi-modal transportation network and, through preservation and implementation of visual and cultural resources, and improve the quality of life in St. Tammany Parish. Projects that pursue transportation enhancement grants must link to the transportation system and qualify under FHWA/FTA listed activities. Activities include facilities as well as safety and educational activities for pedestrians and bicycles, scenic easements and historic sites, landscaping and other site furnishings, historic preservation and rehabilitation, archeological planning, environmental mitigation, removal of outdoor advertising and operation of historic transportation facilities.

Objectives

- Direct regional policy and funding that encourages, supports, and implements projects that promote fully integrated streetscapes and roadways that are safe and welcoming for pedestrians, cyclists, transit riders, and vehicular traffic.
- Increase the number of opportunities for pedestrian, bicycle, and transit travel in St. Tammany Parish.
- Implement landscaping, scenic beautification, and historic preservation projects within the region’s transportation infrastructure that enhance a community’s unique sense of place, promote economic vitality, and improve environmental health.
- Modify unsafe motorized and non-motorized behaviors by implementing programs that educate and inform the public and the law enforcement community, and identify programmatic and operational solutions to ameliorating unsafe conditions and improve livability and accessibility at these locations.
- Ensure that bicycle, pedestrian and landscaped facilities are maintained in a state of good repair in order to promote accessibility and livable standards for all members of the community.
- Provide assistance to citizen groups and local government with transportation alternative grant submittals, conceptual design, and project coordination.
Previous Work

- Annual support local government for transportation enhancement projects submissions and ongoing project coordination

Methodology

1. Continue to assist local parishes with Transportation Enhancements/Alternatives Program and Louisiana Technical Assistance Program, Safe Routes to School, and Louisiana Roads Safety Program for local streets applications and project management.

2. Continue to implement projects that improve overall conditions for non-motorized travelers on existing thoroughfares:

3. Continue to implement a system wide beautification program that enhances the aesthetic and scenic qualities of the region’s transportation network, and the quality of life of those that use it

4. RPC will continue to provide technical assistance to local parishes and municipalities in the form of conceptual design and feasibility analysis.

5. Continue, through the collection and analysis of data, to track the progress of enhancements throughout the region to ensure that such projects increase in number and are equitably distributed. Data includes, though may not be limited to:
   a. total miles of bicycle and pedestrian routes in the region
   b. number and/or miles of corridor including landscaping and scenic improvements in the region

6. Continue to work with the Complete Streets Advisory Committee to help review plans for pedestrian, bicycle, and transit accessibility and safety. Incorporate best practices derived from research in regards to geometric design, signals, signs, pavement types, and site furnishings and landscapes.
   a. Work with parish and municipal governments to develop standard criteria for all bike and pedestrian plans in the region

Products

A progressively more robust and refined safety program using state-of-the-art media and marketing techniques and innovative law enforcement program development while addressing capital improvements to the bicycle and pedestrian system.

Improved safety and a more consistent environment for non-motorized travelers including transit options.
Milestones

1st Quarter: Layout and develop program schedule for next year. Assist with submittals

2nd Quarter: Share schedule, assemble local stakeholders, begin program research and creative development. Develop new safety programs.

3rd Quarter: Coordinate with state DOTD, local government, and other stakeholders to develop feasible projects.

4th Quarter: Continue refinement of regional policies and plans. Continue to work with local sponsors of TEP projects. Identify projects for inclusion in the TIP.

1st – 4th Qtrs: Take necessary steps to promote adoption of regional bike path and pedestrian path policies and plans. Provide coordination and understanding among state and federal agencies to accomplish local projects and goals. Ongoing technical assistance and project management as needed for member parishes.

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The goal of the Safety task is to reduce the human and economic toll in St. Tammany Parish’s transportation system by identifying ways to reduce traffic related fatalities and injuries through a multidisciplinary approach that includes strategies from and coordination between engineering and operations, law enforcement, intelligent transportation systems, public education, and incident management.

Objectives

- Reduce traffic related fatalities.
- Reduce frequency and severity of all traffic incidents across all modes (motorized and non-motorized) on both selected study corridors and region-wide.
- Work to resolve issues surrounding traffic records including education, data collection, electronic and manual reporting, mobile equipment, and analysis.
- Emphasize and analyze safety related performance measures in all projects, and at a sub-area and region-wide scale, to determine progress toward a transportation network.
- Continue to collect data that identifies those corridors, intersection, or areas where abnormal amounts of incidents have occurred, in order to most efficiently utilize available resources at addressing safety issues.
- Incorporate safety conscious planning (SCP) early on and throughout the metropolitan planning process.

Previous Work

- Construction of the Regional Traffic Management Center
- Analysis of intersections with highest incident levels in the region
- Coordination with DOTD and FHWA to obtain and analyze regional crash data

Methodology

1. Projects that demonstrate Safety Conscious Planning, or the potential for significant improvements to corridor or intersection safety, will be considered among the priorities when
selecting projects for the Metropolitan Transportation Plan and the Transportation Improvement Plan.

c. An emphasis on projects that promote safety among all modes will be reflected in standard project selection criteria.
d. RPC staff will inform decision-makers as to the quantitative safety implications of planning decisions prior to incorporation into regional plans.

2. Continue to track the progress of safety improvements throughout the region through the collection and analysis of data to ensure that projects are effective and contribute to overall safety of transportation system. Data tracked should include:
   a. Total number and location of traffic incidents and fatalities
   b. Total number of bicycle and pedestrian incidents and fatalities

3. Continue to partner with other key Safety Conscious Planning stakeholders, including the Louisiana Highway Safety Commission, LaDOTD, and the Metropolitan Safety Council, among others, and ensure that regional safety priorities and objectives are in-line with those outlined in the State Highway Safety Plan.

4. Work with local law enforcement and other public safety agencies to coordinate ITS planning, deployment, and operations with the homeland security efforts to protect high profile events and significant infrastructure.
   a. Conduct a critical facilities assessment and develop a GIS data base of vulnerable transportation infrastructure and other public and private critical facilities including spatial reference data and other pertinent information that can be used in developing evacuation, mobilization and other plans to deal with security emergencies and natural disasters.

5. RPC will sponsor and participate in a series of regional forums to facilitate a dialogue among stakeholders, including planning, safety, research and other transportation modal professionals. The intent is to “jump start” the regional SCP process by initiating dialogue, review current planning processes, and identify challenges and resources needed to create a metropolitan-wide action plan.

6. Work with local law enforcement and other public safety agencies to coordinate ITS planning, deployment, and operations with the homeland security efforts to protect high profile events and significant infrastructure. Conduct a critical facilities assessment and develop a GIS data base of vulnerable transportation infrastructure and other public and private critical facilities including spatial reference data and other pertinent information that can be used in developing evacuation, mobilization and other plans to deal with security emergencies and natural disasters.
Products

Coordination with La. DOTD District and Headquarters personnel, local traffic engineering departments, Office of Homeland Security and FEMA personnel, the private sector, local transit agencies, emergency responders, local police jurisdictions, state highway patrol jurisdictions, and other stakeholders.

Milestones

1st - 4th Qtrs: Continue to scan and analyze crash data in order to identify potential intersection or corridor safety projects, or opportunities to integrate safety components into related projects. Coordinate with local and state stakeholders to further identify priorities for safety improvements.

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Goal

To work with the City of Slidell and St. Tammany Parish in the development of a comprehensive four-year Transportation Improvement Program for the St. Tammany Parish Transportation Planning Study Area.

Objectives

- Incorporate changes in the roadway network necessary to accommodate the growth of the Slidell area while at the same time preserving the livability and environmental sustainability of the community.
- Work with St. Tammany Parish to implement improved transit service as well as other travel demand management strategies.

Previous Work

Development and Administration of a St. Tammany Parish TIP highway and transit element that meets the requirements of ISTEA and TEA 21, and SAFETEA-LU. Development of a Northshore Transit Study that explores transit opportunities in St. Tammany and neighboring Parishes, as well as planning support for existing demand response transit service.

Methodology

1. Continue on-going review and evaluation of projects, based on recent technical studies, for inclusion in the Transportation Improvement Program.

2. Based on TAC review and input, a list of projects will be proposed for inclusion in the TIP. This effort will be carried out in cooperation with LaDOTD.

3. The TIP will include roadway and transit projects intended to alleviate traffic congestion, encourage ridesharing, preserve the transportation infrastructure, and improve overall mobility within the St. Tammany Parish Transportation Planning Study Area.
4. In conjunction with the development and identification of project needs, a financial plan will be prepared identifying financial capabilities to undertake and complete the projects contained in the TIP.

5. Opportunities will be afforded to the public, local elected officials, private providers, and other interested stakeholders to comment on the proposed Transportation Improvement Program.

6. The Transportation Policy Committee will be afforded an opportunity to review and discuss the proposed Transportation Improvement Program and Program of Projects before endorsing said document and after the general public was afforded an opportunity to input and review the proposed plan of improvements.

7. Continue to refine and update project selection criteria pursuant to planning factors and program guidance promulgated in SAFETEA-LU and MAP-21.

**Products**

A fiscally constrained Transportation Improvement Program (Annual Element and Future Year Element) for the St. Tammany Parish Transportation Planning Study Area with associated public participation, technical documentation and policy review.

**Milestones**

**1st Quarter:** Preparation of Proposed TIP.

**2nd Quarter:** Opportunity for Public Input and Comment; Final TIP Preparation & TPC Endorsement.

**3rd Quarter:** Completion of Financial Plan Assessment.

**4th Quarter:** Documentation of Citizen Participation Mechanism; Continued Monitoring and Advancement of TIP Projects.

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Metropolitan Transportation Plan Refinement & Update

Goal

To further refine the Metropolitan Transportation Plan (MTP) for the St. Tammany Parish Transportation Planning Study Area so that it can support sustainable community goals and function as an integral element of the St. Tammany comprehensive plan that is sensitive to neighborhood and community needs, coordinated with local land use and economic planning, and responsive to preservation of environmental resources.

Objectives

- Refine the MTP to incorporate new projects or updated information about current projects arising from corridor and systems planning activities related to congestion management, transit provision, ITS deployment, pedestrian, bicycle and transit mobility, environmental justice, and the NEPA process.

- Provide the public with an opportunity to input, review, and comment on the transportation plan, to publish technical memoranda describing the updated MTP (Year 2030) highway and transit elements for the St. Tammany Parish Transportation Planning Study Area and to continue to improve the plan document itself to improve readability, understandability and availability for the general public.

- Incorporate long-term changes in the transportation network necessary to accommodate the growth of the Slidell area.

Previous Work

Previous work in this task includes the development of the Metropolitan Transportation Plan for the Slidell Urbanized Area since 2000. Other work related to this task includes participation in numerous St. Tammany Comprehensive Planning initiatives such as New Directions 2025, and the St. Tammany Infrastructure Plan, 2010.
Methodology

1. System Planning and Corridor Analysis

Continue working with the New Directions 2025 initiative and other products derived thereof, to identify growth corridor areas and develop proactive strategies to encourage appropriate land use policies. Support the ND 2025 effort to further refine transportation and land use proposals for sub-area planning districts and conduct data and planning analysis at the sub-area level to make the planning process more accessible and relevant to the public. Provide information produced by management systems for the development of system planning and planned corridor overlay designations.

2. Transportation and Community System Preservation

As part of RPC’s comprehensive planning initiative, land use and transportation problems are continuing to be addressed as part of RPC’s on-going Transportation and Community System Preservation (TCSP) program. RPC will focus its FY-15 efforts on working with St. Tammany Parish and municipalities on developing planning tools and conceptual plans that more effectively integrate land use and transportation with land conservation and neighborhood sustainability goals.

3. Bicycle and Pedestrian Element

Continue coordination with the state and local planning agencies to facilitate incorporation of local bicycle plans into the overall state plan, including new or improved lanes, paths, or shoulders for use by bicycles, traffic control devices, shelters, and parking facilities for bicycles.

Proposed transportation improvements will be reviewed for potential transportation enhancement activities in coordination with task SL-2.15. These include the provision of facilities for pedestrians and bicycles, landscaping, preservation of abandoned railway corridors, control and removal of outdoor advertising, archeological planning and research, transportation museums, highway runoff mitigation, wildlife crossings, and acquisition of scenic easements and scenic or historic sites.

4. Public Participation/ Community Outreach

Work with neighborhood associations, business groups, property owners and developers, and other stakeholder organizations to strengthen public input into the transportation planning process.

Incorporate “values of concern” identified through TCSP and other public outreach activities into the transportation planning process by designing goals and objectives that address problems having high priority with the community.

5. Landscaping Element and Greenspace Planning

In coordination with elements “d” and “e” above and with task SL-2.15 RPC will work with LaDOTD, St. Tammany Parish, and Municipalities in development of urban corridor landscaping and
beautification plans. Plan development will also include landscaping concept design and plan development for selected interchanges on I-12 East through Slidell and at other selected major interchanges. These plans will continue to be carried out in coordination with the local municipalities, St. Tammany Parish and LaDOTD as input and potential candidate projects under LaDOTD’s Transportation Enhancement Program.

6. Functional Classification

A system wide review and update of the federal aid network will be conducted in coordination with DOTD, Parishes, and municipalities. FHWA’s manual on Functional Classification will be used to guide this evaluation process in conjunction with existing and proposed land use information and traffic data.

7. Environmental Justice

Identify spatial distributions of minority and low-income populations and using analyses of major planning corridors performed in task SL -6.15. With this data, perform an environmental justice profile of the long-range plan in terms of proportional distribution of benefits, mitigation of site impacts on Environmental Justice communities, and identification of circumstances in which overriding urbanized area needs and priorities outweighed Environmental Justice considerations.

8. Financial Feasibility

Review the financial feasibility of proposed amendments and or additions to the Metropolitan Transportation Plan, and work with DOTD to secure appropriate funding from the various small urban funding sources.

9. Implementation of Planning Initiatives

Continue to assist in the implementation of the Land Use/Transportation Elements of the St. Tammany Parish Comprehensive plan.

Products

Refinement and implementation of the MTP that meets all federal, state, and local requirements, and that has been approved by the RPC Board.

Milestones

1st Quarter: Develop Plan programs and projects from public input and recommendations of supporting planning activities.

2nd Quarter: Evaluate consistency of proposed transportation plan with comprehensive planning elements such as land use.
3rd Quarter: Analyze Plan for consistency with CMS, Bicycle-Pedestrian and other special study area plans; modify Plan based on input from management systems and other planning efforts.

4th Quarter: Prepare Summary regarding Plan update/modification.

### TASK SL-5.15: Metropolitan Transportation Plan

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**Transportation System Surveillance**

**Goal**

To identify where and how Intelligent Transportation Systems can be applied, and through ITS and other data collection methodologies, to monitor traffic and travel conditions on the region’s roadways and transit systems, with the goal of improving safety and efficiency of the Slidell transportation network.

**Objectives**

- To continue the development and updating of the RPC’s transportation databases, with special emphasis on the use of this data in the urbanized area’s Transportation Management Systems.
- To continue incident management and ITS work efforts begun with the New Orleans Region ITS Strategic Plan, the New Orleans Region Incident Management Program, and the Advanced Public Transit Intelligent Transportation Systems Plan.
- To develop in coordination with LaDOTD and RPC’s Technical Advisory Committee systematic procedures for the collection of data within the transportation planning study area’s major travel corridors for the purpose of evaluating existing traffic conditions and identifying transportation improvements and priorities particularly in regard to preservation and maintenance of the existing system.
- To ensure that ITS and the Regional Traffic Management Center is efficiently utilized in order to reduce significant delays and traffic incidents when non-recurring events occur, such as significant roadway accidents, sporting events and festivals, and evacuations.
- To document observed changes in the roadway network traffic volumes.

**Previous Work**

Previous work includes the collection of spot traffic counts by RPC, as well as count data from LaDOTD on the state highway network.

**Methodology**

1. Gather and compile surveillance data.

2. In coordination with LaDOTD, continue development of a system to support the data needs of the Congestion Management Process. The goal is to develop a program that will provide the
types of data needed for monitoring shifts in traffic over time for use not only in Congestion Management planning, but also long-range planning, model calibration, and air quality analysis. Monitor traffic conditions on primary arterials that have seen a significant increase in traffic do to the relocation of southshore residents to St. Tammany.

3. Work with DOTD and the Parish in the development of a comprehensive traffic counting program for the purpose of providing current and reliable traffic data over time for planning, model calibration, programming, and design purposes.

4. Conduct Travel Time & Delay runs along the area’s major arterial street system. The data will be used as inputs to the Traffic Congestion Management Process plan. It will be utilized to profile existing travel corridors with regard to operating speeds, travel time, and length of delay. These data will also be used to identify significant problem locations on major arterials that can be addressed through geometric or operational improvements to reduce delay.

5. RPC will continue its program of providing turning movement and traffic volume counts at selected intersections along the federal aid network in support of RPC and local parish traffic engineering projects.

6. Continue to develop a computerized database integrated with the RPC’s GIS system for recording surveillance information. Data from previous studies will be integrated into the data base, providing a basis for comparing changes in travel time, length of delay, and operating speeds over time along the arterial street network.

7. With the cooperation of local private transit and vanpool operators, track transit and high occupancy vehicle usage in the area for evaluation of transit, ride sharing, and park and ride demand.

8. In coordination with Task B-2 and SL-3, RPC will provide technical assistance to St. Tammany Parish in the areas of Incident Management and Intelligent Transportation System development. As part of RPC’s continuing assistance in developing a regionally integrated emergency management program, RPC will work with the parish and DOTD in addressing transportation-related emergency management and evacuation issues, including transportation bottleneck locations and roadway capacity deficiencies that seriously impede evacuation and emergency response.

Products

- Report on ITS equipment and architecture installations in region
- Attendance at quarterly incident management meetings

Milestones
**1st – 4th Qtrs:** Assist DOTD with Traffic & Turning Volume Counts.

Identify other conditions inventory needs.

Continue coordination of identification of data needs for management systems.

Continue collecting and preparing transit and rideshare data.

Continue integration of St. Tammany Parish into ITS surveillance

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### TASK SL-6.15: Transportation Surveillance

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*RPC, FHWA PL, FTA, SLS*
Goal

The goal of the Congestion Management Process is to measure congestion along selected corridors in the South Tangipahoa urbanized area, and through coordination with relevant stakeholders, identify and implement means of improving conditions on these corridors and throughout the region’s roadway system, with special emphasis given to strategies that do no increase single occupancy vehicle (SOV) travel.

Objectives

- Implement the defined strategies for alleviating traffic congestion within the South Tangipahoa Urbanized Area’s major transportation corridors in coordination with the Technical Advisory Committee and LaDOTD.
- Emphasize solutions that focus on travel demand and operation management strategies over those that increase capacity. Projects that seek to improve livable communities and environmental sustainability through the reduction of SOV travel and the optimization of existing facilities will receive special emphasis.
- Move toward greater flexibility in use of transportation funds at all levels of government for facilities that enhance access and improve transportation mobility.
- Assist the South Tangipahoa Urbanized Area and other regional stakeholders, particularly in regard to changed traffic patterns resulting from the Northshore’s rapid population growth.

Methodology

1. Carry out the Congestion Management Planning Process for the South Tangipahoa Urbanized Area as developed by RPC in conjunction with LaDOTD. Review Congestion Management Process work plan and reassess CMP routes.

2. Work with the State, local governments, and private transit agencies in further developing Congestion Management Goals and TSM strategies for addressing traffic congestion problems in identified corridors.

3. Work with regional stakeholders to prioritize corridors for congestion management, taking into consideration quantitative and qualitative performance indicators as well as anticipated changes in usage.
4. Study emphasis will be placed on the development of an integrated signal system and incident management plan for use by LaDOTD and Regional Incident Management Task Force. In coordination with District 62 and DOTD Planning and Safety Divisions, RPC will study highly congested and abnormal intersection locations to collect necessary evaluation data and to develop conceptual plan alternatives to reduce traffic congestion and increase traffic safety.

5. In conjunction with DOTD, local planning agencies, and private sector transportation providers, evaluate the progress toward successful implementation of the Congestion Management Plan and develop alternative strategies for any element of the plan that becomes infeasible.

6. Apply operations management strategies and alternative solutions, such as Travel Demand Management, to selected congested corridors. Alternatives and strategies will be evaluated and analyzed until preferred solutions are developed for each selected congested corridor.

7. Analyze congestion management solutions as to their conformity with the Clean Air Act and the financial capacity plan.

8. In conjunction with the ongoing development of RPC’s Traffic Database, further standardization and organization of surveillance data collected under various consultant studies for transportation GIS and Management Systems use and analysis.

9. Work with LaDOTD on the development and refinement of a Performance Monitoring Plan for CMP, based on identified needs and supplemental data collection.

10. In coordination with LaDOTD, implement a system to support the data needs of Tangipahoa Parish’s Congestion Management system. The goal is to develop a program which will provide the types of data needed for monitoring shifts in traffic over time for use not only in Congestion Management planning, but also long range planning and model calibration. Work to implement Congestion Management Planning Process guidelines as promulgated by FHWA under SAFETEA-LU and MAP-21. Coordinate those guidelines with the south shore’s CMPP.

11. Refine RPC’s Traffic Counting Program. The results of this program will be used as an ongoing input to the Tangipahoa Congestion Management Process plan. These efforts will be undertaken in cooperation with LaDOTD and local traffic departments for the provision of traffic data needed for monitoring long-term traffic patterns in the region, changes in VMT, etc. Traffic counts will also be taken in support of the defined regional traffic counting program.

12. Work on Travel Time and Delay Study along the region's major and minor arterial street system. The data will be utilized to profile existing travel corridors with regard to operating speeds, travel time, and length of delay. These data will also be used to identify significant problem locations on major arterials that can be addressed through geometric or operational
improvements to reduce delay. Assistance in data collection may be provided via the use of consultants.

13. Conduct data collection and traffic demand and analysis studies of congested intersections and route segments for input into CMP.


Performance Measures

- Development of baseline assessments for Performance Measures outlined in CMPP
- Updated CM Index values, Corridor Summary Reports, Planned Strategy List, and Implemented Strategy List
- At least 1 full CMP TAC meeting and at least one additional one-on-one interview with each TAC member

Products

Development of GIS-T graphic and non-graphic databases in support of Congestion Management planning, transportation modeling, Long Range Transportation Plan development, air quality planning and other UPW planning activities. Collection of specified data within the transportation network.

Milestones

1st Quarter: Review and revise Congestion Management Process Plans for South Tangipahoa. Select and prioritize congestion management routes. Coordinate C.M. policies with the south shore CMPP.

2nd Quarter: Select locations for data collection activities, and assess types of data to be collected.

3rd Quarter: Begin targeted data collection and strategy development. Coordination and identification of data needs for management systems.

4th Quarter: Select, prioritize, and implement congestion management strategies based on data collected and on stakeholder input.
### TASK ST-1.15: Congestion Management Process Planning

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Functional Agency Responsibility: RPC
Transportation Alternatives

Goals

Transportation alternatives, formerly known as transportation enhancements, includes projects and studies that seek to enhance a comprehensive multi-modal transportation network and, through preservation and implementation of visual and cultural resources, and improve the quality of life in South Tangipahoa Parish. Projects that pursue transportation enhancement grants must link to the transportation system and qualify under FHWA/FTA listed activities. Activities include facilities as well as safety and educational activities for pedestrians and bicycles, scenic easements and historic sites, landscaping and other site furnishings, historic preservation and rehabilitation, archeological planning, environmental mitigation, removal of outdoor advertising and operation of historic transportation facilities.

Objectives

- Direct regional policy and funding that encourages, supports, and implements projects that promote fully integrated streetscapes and roadways that are safe and welcoming for pedestrians, cyclists, transit riders, and vehicular traffic.
- Increase the number of opportunities for pedestrian, bicycle, and transit travel in Tangipahoa Parish.
- Implement landscaping, scenic beautification, and historic preservation projects within the region’s transportation infrastructure that enhance a community’s unique sense of place, promote economic vitality, and improve environmental health.
- Modify unsafe motorized and non-motorized behaviors by implementing programs that educate and inform the public and the law enforcement community, and identify programmatic and operational solutions to ameliorating unsafe conditions and improve livability and accessibility at these locations.
- Ensure that bicycle, pedestrian and landscaped facilities are maintained in a state of good repair in order to promote accessibility and livable standards for all members of the community.
- Provide assistance to citizen groups and local government with transportation alternative grant submittals, conceptual design, and project coordination.
Methodology

1. Assist local parishes with Transportation Enhancements/Alternatives Program and Louisiana Technical Assistance Program, Safe Routes to School, and Louisiana Roads Safety Program for local streets applications and project management.

2. Implement projects that improve overall conditions for non-motorized travelers on existing thoroughfares:

3. Implement a system wide beautification program that enhances the aesthetic and scenic qualities of the region’s transportation network, and the quality of life of those that use it.

4. RPC will provide technical assistance to local parishes and municipalities in the form of conceptual design and feasibility analysis.

5. Through the collection and analysis of data, track the progress of enhancements throughout the region to ensure that such projects increase in number and are equitably distributed. Data includes, though may not be limited to:
   a. total miles of bicycle and pedestrian routes in the region
   b. number and/or miles of corridor including landscaping and scenic improvements in the region

6. Work with the Complete Streets Advisory Committee to help review plans for pedestrian, bicycle, and transit accessibility and safety. Incorporate best practices derived from research in regards to geometric design, signals, signs, pavement types, and site furnishings and landscapes.
   a. Work with parish and municipal governments to develop standard criteria for all bike and pedestrian plans in the region

Products

A progressively more robust and refined safety program using state-of-the-art media and marketing techniques and innovative law enforcement program development while addressing capital improvements to the bicycle and pedestrian system.

Improved safety and a more consistent environment for non-motorized travelers including transit options.

Milestones

1st Quarter: Layout and develop program schedule for next year. Assist with submittals
2nd Quarter: Share schedule, assemble local stakeholders, begin program research and creative
development. Develop new safety programs.

3rd Quarter: Coordinate with state DOTD, local government, and other stakeholders to develop
feasible projects.

4th Quarter: Refinement of regional policies and plans. Work with local sponsors of TEP projects.
Identify projects for inclusion in the TIP.

1st – 4th Qtrs: Take necessary steps to promote adoption of regional bike path and pedestrian path
policies and plans. Provide coordination and understanding among state and federal
agencies to accomplish local projects and goals. Technical assistance and project
management as needed for member parishes.

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FY – 2015 Unified Planning Work Program
Safety

Goal

The goal of the Safety task is to reduce the human and economic toll in Tangipahoa Parish’s transportation system by identifying ways to reduce traffic related fatalities and injuries through a multidisciplinary approach that includes strategies from and coordination between engineering and operations, law enforcement, intelligent transportation systems, public education, and incident management.

Objectives

- Reduce traffic related fatalities.
- Reduce frequency and severity of all traffic incidents across all modes (motorized and non-motorized) on both selected study corridors and region-wide.
- Work to resolve issues surrounding traffic records including education, data collection, electronic and manual reporting, mobile equipment, and analysis.
- Emphasize and analyze safety related performance measures in all projects, and at a sub-area and region-wide scale, to determine progress toward a transportation network.
- Collect data that identifies those corridors, intersection, or areas where abnormal amounts of incidents have occurred, in order to most efficiently utilize available resources at addressing safety issues.
- Incorporate safety conscious planning (SCP) early on and throughout the metropolitan planning process.

Methodology

1. Projects that demonstrate Safety Conscious Planning, or the potential for significant improvements to corridor or intersection safety, will be considered among the priorities when selecting projects for the Metropolitan Transportation Plan and the Transportation Improvement Plan.
   e. An emphasis on projects that promote safety among all modes will be reflected in standard project selection criteria.
   f. RPC staff will inform decision-makers as to the quantitative safety implications of planning decisions prior to incorporation into regional plans.
2. Track the progress of safety improvements throughout the region through the collection and analysis of data to ensure that projects are effective and contribute to overall safety of transportation system. Data tracked should include:
   a. Total number and location of traffic incidents and fatalities
   b. Total number of bicycle and pedestrian incidents and fatalities

3. Partner with other key Safety Conscious Planning stakeholders, including the Louisiana Highway Safety Commission, LaDOTD, and the Metropolitan Safety Council, among others, and ensure that regional safety priorities and objectives are in-line with those outlined in the State Highway Safety Plan.

4. Work with local law enforcement and other public safety agencies to coordinate ITS planning, deployment, and operations with the homeland security efforts to protect high profile events and significant infrastructure.
   a. Conduct a critical facilities assessment and develop a GIS data base of vulnerable transportation infrastructure and other public and private critical facilities including spatial reference data and other pertinent information that can be used in developing evacuation, mobilization and other plans to deal with security emergencies and natural disasters.

5. RPC will sponsor and participate in a series of regional forums to facilitate a dialogue among stakeholders, including planning, safety, research and other transportation modal professionals. The intent is to “jump start” the regional SCP process by initiating dialogue, review current planning processes, and identify challenges and resources needed to create a metropolitan-wide action plan.

6. Work with local law enforcement and other public safety agencies to coordinate ITS planning, deployment, and operations with the homeland security efforts to protect high profile events and significant infrastructure. Conduct a critical facilities assessment and develop a GIS data base of vulnerable transportation infrastructure and other public and private critical facilities including spatial reference data and other pertinent information that can be used in developing evacuation, mobilization and other plans to deal with security emergencies and natural disasters.

Products

Coordination with La. DOTD District and Headquarters personnel, local traffic engineering departments, Office of Homeland Security and FEMA personnel, the private sector, local transit agencies, emergency responders, local police jurisdictions, state highway patrol jurisdictions, and other stakeholders.
Milestones

1st – 4th Qtrs: Scan and analyze crash data in order to identify potential intersection or corridor safety projects, or opportunities to integrate safety components into related projects. Coordinate with local and state stakeholders to further identify priorities for safety improvements.

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Goal

To work with the Tangipahoa Parish and the urbanized area therein in the development of a comprehensive four-year Transportation Improvement Program for the South Tangipahoa Transportation Planning Study Area.

Objectives

- Incorporate changes in the roadway network necessary to accommodate the growth of the Slidell area while at the same time preserving the livability and environmental sustainability of the community.
- Work with Tangipahoa Parish to implement improved transit service as well as other travel demand management strategies.

Methodology

1. On-going review and evaluation of projects, based on recent technical studies, for inclusion in the Transportation Improvement Program.

2. Based on TAC review and input, a list of projects will be proposed for inclusion in the TIP. This effort will be carried out in cooperation with LaDOTD.

3. The TIP will include roadway and transit projects intended to alleviate traffic congestion, encourage ridesharing, preserve the transportation infrastructure, and improve overall mobility within the South Tangipahoa Parish Transportation Planning Study Area.

4. In conjunction with the development and identification of project needs, a financial plan will be prepared identifying financial capabilities to undertake and complete the projects contained in the TIP.

5. Opportunities will be afforded to the public, local elected officials, private providers, and other interested stakeholders to comment on the proposed Transportation Improvement Program.

6. The Transportation Policy Committee will be afforded an opportunity to review and discuss the proposed Transportation Improvement Program and Program of Projects before endorsing said...
document and after the general public was afforded an opportunity to input and review the proposed plan of improvements.

7. Refine and update project selection criteria pursuant to planning factors and program guidance promulgated in SAFETEA-LU and MAP-21.

**Products**

A fiscally constrained Transportation Improvement Program (Annual Element and Future Year Element) for the South Tangipahoa Parish Transportation Planning Study Area with associated public participation, technical documentation and policy review.

**Milestones**

**1st Quarter:** Preparation of Proposed TIP.

**2nd Quarter:** Opportunity for Public Input and Comment; Final TIP Preparation & TPC Endorsement.

**3rd Quarter:** Completion of Financial Plan Assessment.

**4th Quarter:** Documentation of Citizen Participation Mechanism; Continued Monitoring and Advancement of TIP Projects.

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Metropolitan Transportation Plan Refinement & Update

Goal

To refine the Metropolitan Transportation Plan (MTP) for the South Tangipahoa Transportation Planning Study Area so that it can support sustainable community goals and function as an integral element of Tangipahoa comprehensive planning efforts that is sensitive to neighborhood and community needs, coordinated with local land use and economic planning, and responsive to preservation of environmental resources.

Objectives

- Refine the MTP to incorporate new projects or updated information about current projects arising from corridor and systems planning activities related to congestion management, transit provision, ITS deployment, pedestrian, bicycle and transit mobility, environmental justice, and the NEPA process.

- Provide the public with an opportunity to input, review, and comment on the transportation plan, to publish technical memoranda describing the updated MTP highway and transit elements for the Tangipahoa Parish Transportation Planning Study Area and to improve the plan document itself to increase readability, understandability and availability for the general public.

- Incorporate long-term changes in the transportation network necessary to accommodate the growth of the Tangipahoa urbanized area.

Methodology

1. System Planning and Corridor Analysis

Refine transportation and land use proposals for sub-area planning districts and conduct data and planning analysis at the sub-area level to make the planning process more accessible and relevant to the public. Provide information produced by management systems for the development of system planning and planned corridor overlay designations.

2. Transportation and Community System Preservation
As part of RPC’s comprehensive planning initiative, land use and transportation problems are continuing to be addressed as part of RPC’s on-going Transportation and Community System Preservation (TCSP) program. RPC will focus its FY-15 efforts on working with Tangipahoa Parish and municipalities on developing planning tools and conceptual plans that more effectively integrate land use and transportation with land conservation and neighborhood sustainability goals.

3. Bicycle and Pedestrian Element

Coordination with the state and local planning agencies to facilitate incorporation of local bicycle plans into the overall state plan, including new or improved lanes, paths, or shoulders for use by bicycles, traffic control devices, shelters, and parking facilities for bicycles.

Proposed transportation improvements will be reviewed for potential transportation enhancement activities in coordination with task ST-2.15. These include the provision of facilities for pedestrians and bicycles, landscaping, preservation of abandoned railway corridors, control and removal of outdoor advertising, archeological planning and research, transportation museums, highway runoff mitigation, wildlife crossings, and acquisition of scenic easements and scenic or historic sites.

4. Public Participation/ Community Outreach

Work with neighborhood associations, business groups, property owners and developers, and other stakeholder organizations to strengthen public input into the transportation planning process.

Incorporate “values of concern” identified through TCSP and other public outreach activities into the transportation planning process by designing goals and objectives that address problems having high priority with the community.

5. Landscaping Element and Greenspace Planning

In coordination with elements above and with task ST-2.15 RPC will work with LaDOTD, Tangipahoa Parish, and Municipalities in development of urban corridor landscaping and beautification plans. These plans will be carried out in coordination with the local municipalities, Tangipahoa Parish and LaDOTD as input and potential candidate projects under LaDOTD’s Transportation Enhancement Program.

6. Functional Classification

A system wide review and update of the federal aid network will be conducted in coordination with DOTD, Parishes, and municipalities. FHWA’s manual on Functional Classification will be used to guide this evaluation process in conjunction with existing and proposed land use information and traffic data.

7. Environmental Justice

Identify spatial distributions of minority and low-income populations and using analyses of major planning corridors performed in task ST -6.15. With this data, perform an environmental justice
profile of the long-range plan in terms of proportional distribution of benefits, mitigation of site impacts on Environmental Justice communities, and identification of circumstances in which overriding urbanized area needs and priorities outweighed Environmental Justice considerations.

8. Financial Feasibility

Review the financial feasibility of proposed amendments and or additions to the Metropolitan Transportation Plan, and work with DOTD to secure appropriate funding from the various small urban funding sources.

9. Implementation of Planning Initiatives

Assist in the implementation of the Land Use/Transportation Elements of any existing local Comprehensive plans.

Products

Refinement and implementation of the MTP that meets all federal, state, and local requirements, and that has been approved by the RPC Board.

Milestones

**1st Quarter:** Develop Plan programs and projects from public input and recommendations of supporting planning activities.

**2nd Quarter:** Evaluate consistency of proposed transportation plan with comprehensive planning elements such as land use.

**3rd Quarter:** Analyze Plan for consistency with CMS, Bicycle-Pedestrian and other special study area plans; modify Plan based on input from management systems and other planning efforts.

**4th Quarter:** Prepare Summary regarding Plan update/modification.

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RPC
**Goal**

To identify where and how Intelligent Transportation Systems can be applied, and through ITS and other data collection methodologies, to monitor traffic and travel conditions on the region’s roadways and transit systems, with the goal of improving safety and efficiency of the Tangipahoa transportation network.

**Objectives**

- To advance the development and updating of the RPC’s transportation databases, with special emphasis on the use of this data in the urbanized area’s Transportation Management Systems.
- To advance incident management and ITS work efforts begun with the New Orleans Region ITS Strategic Plan, the New Orleans, Region Incident Management Program, and the Advanced Public Transit Intelligent Transportation Systems Plan.
- To develop in coordination with LaDOTD and RPC’s Technical Advisory Committee systematic procedures for the collection of data within the transportation planning study area’s major travel corridors for the purpose of evaluating existing traffic conditions and identifying transportation improvements and priorities particularly in regard to preservation and maintenance of the existing system.
- To ensure that ITS and the Regional Traffic Management Center is efficiently utilized in order to reduce significant delays and traffic incidents when non-recurring events occur, such as significant roadway accidents, sporting events and festivals, and evacuations.
- To document observed changes in the roadway network traffic volumes.

**Methodology**

1. Gather and compile surveillance data.

2. In coordination with LaDOTD, development of a system to support the data needs of the Congestion Management Process. The goal is to develop a program that will provide the types of data needed for monitoring shifts in traffic over time for use not only in Congestion Management planning, but also long-range planning, model calibration, and air quality analysis.
Monitor traffic conditions on primary arterials that have seen a significant increase in traffic due to the relocation of southshore residents to Tangipahoa Parish.

3. Work with DOTD and the Parish in the development of a comprehensive traffic counting program for the purpose of providing current and reliable traffic data over time for planning, model calibration, programming, and design purposes.

4. Conduct Travel Time & Delay runs along the area’s major arterial street system. The data will be used as inputs to the Traffic Congestion Management Process plan. It will be utilized to profile existing travel corridors with regard to operating speeds, travel time, and length of delay. These data will also be used to identify significant problem locations on major arterials that can be addressed through geometric or operational improvements to reduce delay.

5. RPC will provide turning movement and traffic volume counts at selected intersections along the federal aid network in support of RPC and local parish traffic engineering projects.

6. Develop a computerized database integrated with the RPC’s GIS system for recording surveillance information. Data from previous studies will be integrated into the database, providing a basis for comparing changes in travel time, length of delay, and operating speeds over time along the arterial street network.

7. With the cooperation of local private transit and vanpool operators, track transit and high occupancy vehicle usage in the area for evaluation of transit, ride sharing, and park and ride demand.

8. In coordination with Task B-2 and ST-3, RPC will provide technical assistance to Tangipahoa Parish in the areas of Incident Management and Intelligent Transportation System development. As part of RPC’s continuing assistance in developing a regionally integrated emergency management program, RPC will work with the parish and DOTD in addressing transportation-related emergency management and evacuation issues, including transportation bottleneck locations and roadway capacity deficiencies that seriously impede evacuation and emergency response.

Products

- Report on ITS equipment and architecture installations in region
- Attendance at quarterly incident management meetings

Milestones
1st - 4th Qtrs: Assist DOTD with Traffic & Turning Volume Counts.

Identify other conditions inventory needs.

Coordination of identification of data needs for management systems.

Collecting and preparing transit and rideshare data.

Integration of Tangipahoa Parish into ITS surveillance

### TASK ST-6.15: Transportation Surveillance

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Louisiana Highway 21, 11th Street to Boston Street

Project Description

The purpose of this study will be to evaluate and make recommendations for improving operational capacity and safety in a highly congested corridor in downtown Covington: LA 21 (Tyler St) from 11th Street to Boston Street (21st Ave.). The project will review exiting traffic conditions, driveway locations and analyze crash history along the corridor and make recommendations for improvements. Options for review will include but not limited to a three-lane section between 11th street and 21st Avenue, minor widening and installation of subsurface drainage, or access management features that can be implemented expeditiously. The Consultant will provide the planning, public outreach, and engineering services to develop a concept for the corridor that the public and participating agencies can support and be carried forward into a Stage 1 environmental document. Tasks to be performed by the Consultant include:

Methodology

TASK 1: PROJECT TIMELINE & KICK-OFF MEETING

The consultant will prepare a draft project schedule including major milestones (PMC meetings, site visits, draft reviews, final report submission, etc.). The timeline will be submitted at a project kick-off meeting that will include the consultant, all sub-consultants, and the RPC. Other attendees will be invited as necessary. The kick-off meeting will take place within two (2) weeks of the Notice to Proceed.

TASK 2: PROJECT MANAGEMENT COMMITTEE

The Consultant will assist RPC in establishing and supporting a Project Management Committee to guide the technical work effort and to review the Consultant’s work products. The PMC will include the RPC, the City of Covington Public Works Departments, DOTD Planning and District 62, and representatives from the Mayor of Covington’s office or other city/parish officials as deemed appropriate. The Consultant will provide all necessary agendas, handouts and exhibits in advance of the PMC meetings for RPC review and approval and prepare summary minutes of the meetings.

The PMC will meet approximately four times during the course of the study effort. In addition, the Consultant will as necessary conduct meetings with elected officials and other local leaders and organizations in the area to discuss the project’s purpose and need and project-related
opportunities and concerns. The Consultant will receive prior approval from RPC prior to initiating these contacts and prepare summary meeting minutes for review and discussion with the PMC.

TASK 3: SITE INVESTIGATION, DATA COLLECTION, & ANALYSIS

Site visits will be conducted and data collected in order to gather and record information regarding the physical, engineering, land-use, and environmental features of the site. Such data and information will include but may not be limited to traffic and turning counts, traffic signal inventories, signage inventories, utility types, and adjacent land use and driveway conditions.

At a minimum, peak hour turning movements will be undertaken at the following intersections:

- LA 21 at W. 11th Street
- LA 21 at W. 15th Street
- LA 21 at W. 19th Street
- Counts at 21st and Tyler Street have been conducted in a recent, different analysis and will be made available to the consultant.

Additionally and in consultation with the TAC, turning movements into private driveways along the corridor will be conducted. A minimum of 20 such counts along the project corridor will be undertaken for a duration of 15 minutes. The specific driveways and times will be determined in concert with the TAC.

TASK 4: TRAFFIC STUDY, CONCEPT DEVELOPMENT, AND EVALUATION

Upon completion of general research, a traffic study will be conducted in order to develop design alternatives and evaluate their feasibility.

The Consultant will prepare detailed conceptual plans and typical sections, identifying measures to enhance traffic safety, capacity, and operations on the corridor. The study should demonstrate the costs and feasibility of subsurface drainage. Recommendations should also include potential complete streets and access management measures, including driveway modifications, controlled turning movements, crosswalks, pedestrian signals, signage, lighting, and other elements that would reduce traffic conflicts and enhance motorized and non-motorized safety. The report will identify utilities, environmental constraints or other issues that could influence the concept’s feasibility, timing, and impact on the physical, natural and human environment.
The Consultant will develop quantities and unit cost estimates for each element of the conceptual design plan as well as future project design costs, recommended project phasing, and potential funding sources for project implementation.

**TASK 5: DRAFT REVIEW**

A draft of the report with all documentation described above will be submitted to the RPC and LADOTD for review by, at the latest, 75% of project completion. The report will include conceptual layouts and descriptions of the proposed improvements in a format suitable for transmittal by RPC to LADOTD. DOTD Stage 0 and environmental checklists will be included in the draft report.

**TASK 6: FINAL DELIVERABLES**

Following review and approval of the draft submission, the Consultant will provide RPC with five (5) bound copies of the Final Stage 0 Feasibility Study Report and supporting plan packages. A pdf version of the final report and plan packages will also be provided to RPC on compact disc. The CD should also include any GIS shapefiles, CAD files, or other accessory documentation created during the course of the study.

**TIMELINE**

Eight Months

**Budget**

$70,000