

# 2015 Transportation Improvement Program



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# Record of Adoption and Amendments

## Transportation Improvement Program for 2015-2019

The preparation of this document was financed through grants from and disseminated under the sponsorship of the Federal Transit Administration and the Federal Highway Administration of the U.S. Department of Transportation. The United States Government assumes no liability for its contents or use thereof.

### Record of Adoption and Amendments:

XXXXXXXXX – TIP Adopted by HTMPO Policy Committee

### HTMPO Membership

Houma-Thibodaux Metropolitan Planning Organization Membership

#### Member Jurisdictions:

Assumption Parish

City of Thibodaux

Lafourche Parish

Terrebonne Parish Consolidated Government

Town of Lockport

Louisiana Department of Transportation and Development

#### Ex Officio Members:

Federal Highway Administration

Federal Transit Administration

#### Staff:

South Central Planning & Development Commission

5058 West Main Street

Houma, LA 70360

<http://www.htmpo.org>

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## Joint Certification

Joint Certification of the Metropolitan Planning Process for the Houma-Thibodaux Urbanized Area

The State of Louisiana and the Houma-Thibodaux Metropolitan Planning Organization hereby certifies that the transportation planning process is addressing the major issues facing the Houma-Thibodaux Urbanized Area and is being conducted in accordance with all applicable requirements of:

23 U.S.C. 134, 49 U.S.C. 5303

Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;

49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;

Section 1101(b) of the SAFETEA-LU (Pub. L. 109-59) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;

23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;

The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;

The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;

Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and

Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

Louisiana Department of Transportation & Development

Mr. Danny Babin, Chairman  
Houma-Thibodaux Metropolitan Planning Organization

XXXXXXXXXX

Insert Resolution Here

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## HTMPO Committees

The Houma-Thibodaux Metropolitan Planning Organization (MPO) is a consortium of governments responsible, in cooperation with the State, for the transportation planning process for the Houma-Thibodaux Urbanized Area. The MPO is comprised of two committees: the Policy Committee (PC), and the Technical Advisory Committee (TAC). The Policy Committee is the official decision making body, and the TAC advises the Policy Committee on technical matters of projects, plans, and programs.

### Policy Committee:

The Policy Committee serves as the official decision making body for the MPO. The Policy Committee oversees how federal transportation dollars are spent in the transportation study area. The Policy Committee's responsibilities include the review and approval of all plans, programs, and projects. It is comprised of elected officials from region within the MPO's study area.

The Policy Committee is composed of ten voting members and one non-voting member.

#### Voting Members:

Mr. Danny Babin, MPO Policy Committee Chairman – TPCG, Council member

Mr. Martin Triche, MPO Vice Chair - Assumption Parish, Police Jury President

Mr. Paul Champagne, Town of Lockport, Mayor

Mr. Michel Claudet – TPCG, Parish President

Mr. Tommy Eschette – City of Thibodaux, Mayor

Mr. Dirk Guidry – TPCG, Council member

Mr. Greg Hood – TPCG, Council member

Mr. Russell (Red) Hornsby, TPCG, Council member

Ms. Charlotte Randolph– Lafourche Parish, Parish President

Mr. Chris Morvant, District 02 Administrator – LA Dept. and Transportation & Development

#### Non-Voting Member:

Mr. Chandra Bondzie (non-voting member) – FHWA, Transportation Planner

### Technical Advisory Committee:

The Technical Advisory Committee reviews plans, programs, projects, studies, and reports and provides the Policy Committee with recommendations concerning them. The TAC is represented by all agencies involved in the transportation planning process. Participants on the TAC include municipalities, parishes, the Louisiana Department of Transportation and Development, the Federal Highway and Transit Administration and other selected transportation interests.

#### Members:

Assumption Parish, Parish Manager / Public Works Director

Federal Highway Administration

Lafourche Parish, Public Works Director

Lafourche Parish, Planning Department

Town of Lockport, Mayor

LADOTD, Maintenance Engineer, Dist 02

LADOTD, Traffic Engineer, Dist 02

LADOTD, Area Engineer, Dist 61

LADOTD, Office of Planning and Programming

LADOTD, Public Transportation Administrator

TPCG, Roads and Bridges Division, Operations Manager

TPCG, Engineering Department

TPCG, Director of Planning & Zoning

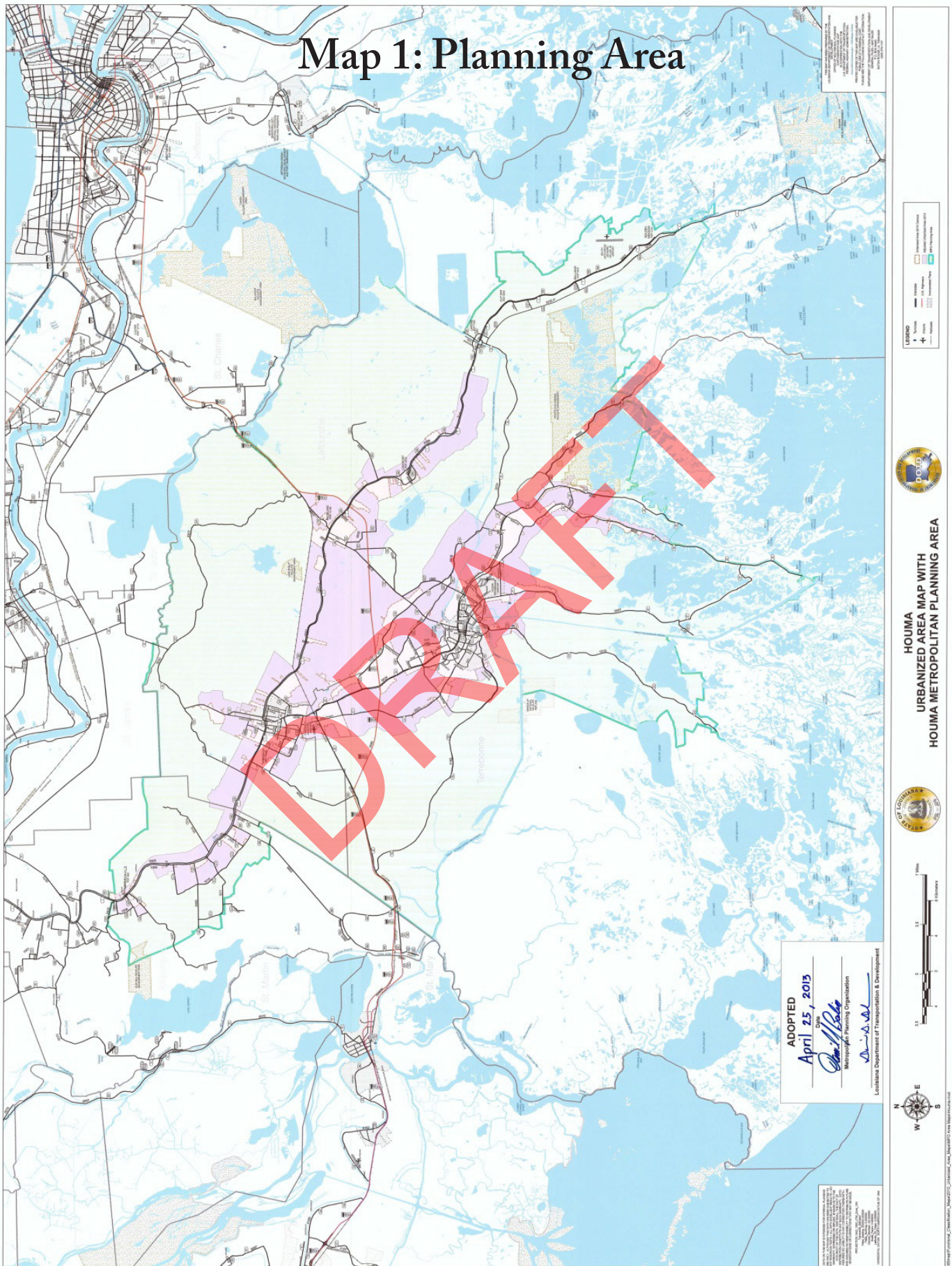
TPCG, Director of Public Works

TPCG, Public Transit Manager

City of Thibodaux, Public Works Director

City of Thibodaux, Grants Director





# Introduction to Metropolitan Transportation Planning

## Metropolitan Planning Organization (MPO)

MPOs, or Metropolitan Planning Organizations, are organizations designated by the federal government to be responsible for long-term urban transportation planning efforts. In other words, eligibility to spend federal money on transportation projects in certain local municipalities depends upon a functioning MPO. MPOs may be formed in areas with a population of at least 50,000 and meeting the minimum population density as defined by the Bureau of Census. They are created by an agreement between the Governor and local governments representing at least 75% of the population in an urban area. Typically, they are a consortium of governments and other bodies, such as transit agencies and citizen groups working together to carry out a cooperative, comprehensive, and continuous metropolitan transportation planning process.

### The Transportation Planning Objective

The Federal-Aid Highway Act of 1962 was the first piece of federal legislation to **mandate urban transportation planning** as a condition for receiving federal funds in metropolitan areas. The act stated:

*“It is in the national interest to encourage and promote the development of transportation systems embracing various modes of transportation in a manner which will efficiently maximize mobility of people and goods within and throughout urbanized areas and minimize transportation related fuel consumption and air pollution.”*

There are two significant features of the act. First, the act called for a planning process in urban areas rather than cities, setting the scale at the **regional level**. Second, the act called for the planning process to be conducted **cooperatively** with state and local communities.

### Products of the Transportation Planning Process

The key role of the MPO is the creation of the **Metropolitan Transportation Plan (MTP)**, a long-range planning document, and the creation of the **Transportation Improvement Program (TIP)**, a project programming document.

### The Houma-Thibodaux Metropolitan Transportation Plan (MTP)

The current Houma-Thibodaux Metropolitan Transportation Plan was adopted in 2010. The purpose of that plan is to develop both long-range and short-range strategies that lead to the development of an integrated, intermodal transportation system. That system, in turn, facilitates the efficient movement of people and goods.

The principle result of the plan is a **prioritized list of improvements** divided into **three stages of implementation**. The first stage of projects forms the basis for the development of the Transpor-

tion Improvement Program.

The MTP must be multimodal, maintain a 20-year planning horizon, and be updated every five years. In addition, the plan must be fiscally constrained, including only those projects for which funding can be expected from reasonable estimated sources.

■ Factors considered in development of the current MTP are:

- Support Economic Vitality
- Increase Accessibility and Mobility
- Protect the Environment
- Enhance Modal Integration
- Promote Efficient System Management
- Preserve the Existing Transportation System
- Increase Safety
- Increase Transportation Security
- Purpose of the Transportation Improvement Program

### The Transportation Improvement Program (TIP)

The Transportation Improvement Program (TIP) is a staged, multiyear program of projects proposed for funding by federal, state, and local sources within the Houma-Thibodaux Metropolitan Area. The TIP was developed by the Houma-Thibodaux Metropolitan Planning Organization in cooperation with Terrebonne Parish Consolidated Government, the City of Thibodaux, Lafourche Parish and the Louisiana Department of Transportation and Development in accordance with the metropolitan planning requirements set forth in the federal highway spending bill, MAP-21 (Moving Ahead for Progress in the 21st Century).

The TIP **identifies roadway and transit projects programmed for construction within the next five years** that implement the goals and objectives identified in the Houma-Thibodaux Metropolitan Area Transportation Plan.

### Procedures to Amend or Administratively Modify the Transportation Improvement Programs

The following procedures are applicable for processing amendments or modifications to the TIP. In accordance with the provisions of *23 CFR 450.216(b)*, the Statewide Transportation Improvement Plan (STIP) shall be developed in cooperation with the MPO designated for a metropolitan area. Each TIP shall be included, without change, in the STIP, directly or by reference, after approval of the TIP by the MPO and the Governor.

While every effort has been made to develop this document using the latest information available at the time, it is recognized that there are uncertainties in the development of projects, right-of-way acquisition, relocation of utilities, acquisition of permits, costs, funding availability, etc. Therefore, the Policy Committee has no objection to phases of projects moving within the TIP or STIP as necessitated by the situation, and gives its approval to the MPO staff to make those necessary administrative modifications without action by the Policy Committee. Staff has been directed to keep Policy Committee members informed of upcoming

administrative modifications.

An **Administrative Modification** is a minor revision to a long-range statewide or metropolitan transportation plan, TIP, or STIP that includes minor changes to the project, project phase costs, minor changes to funding sources of previously-included projects, and minor changes to project/project phase initiation dates. An administrative modification is a revision that does not require public review and comment, redemonstration of fiscal constraint, or conformity determination (in nonattainment and maintenance areas).

**Administrative Modification thresholds include:**

- Revisions to a project description without changing the project scope or which do not conflict with the pertinent environmental document;
- Minor changes to the project scope, project phase cost applying to right-of-way acquisitions, utility relocation, engineering, or constructions. These funding changes are limited to \$600,000 for projects less than \$3,000,000 and 20% for projects greater than \$3,000,000;
- Minor changes in funding sources of previously included projects that do not effect fiscal constrain of the STIP or the ability to complete the project as initially described;
- Minor changes to the project scope, project phase initiation dates as long as the project stays within the approved TIP time frame and does not affect fiscal constraint or the ability to complete the project as initially described;
- A change in the project implementing agency;
- A split or a combination of individually listed projects; as long as cost, schedule, and scope remain unchanged;
- The addition or deletion of projects from grouped project (line item) listings as long as the line item total funding amounts stay within the above guidelines.

Each MPO approved administrative modification shall be published online separately from TIP amendments and be forwarded to LA DOTD's Transportation Planning Section and Public Transportation Section for approval on behalf of the Governor. Any instance in which a LA DOTD project affected by an administrative modification that is located within the planning boundaries of the MPO, the MPO must first generate and/or accept the administrative modification in the TIP. Once approved by the MPO, the LA DOTD, on behalf of the Governor, can incorporate the administrative modification into the STIP. LA DOTD will immediately notify the MPO, FHWA, and FTA of any approved administrative modification(s).

An **Amendment** is a revision to a long-range statewide or metropolitan plan, TIP, or STIP that involves a major change to a project, including the addition or deletion of a project or a major change in project cost, project or project phase initiation dates, or a major change in design concept or design scope. Changes to projects that are included only for informational purposes do not require an amendment. An amendment is a revision that requires public review and comment, redemonstration of fiscal constraint, and/or a conformity determination (in nonattainment and maintenance areas).

If a project affected by an amendment is located within the planning boundaries of the MPO, it must first be amended in the TIP before it can be amended in the STIP. Once approved by LA DOTD, on behalf of the Governor, the amendment will be incorporated into the STIP. LA DOTD will immediately notify the MPO, FHWA, and FTA of any approved amendment(s).

**TIP Objectives**

The TIP for the Houma-Thibodaux Metropolitan Area was developed with the following local objectives:

- To identify transportation improvement projects as a result of a comprehensive, cooperative, and continuing regional transportation planning process.
- To identify the priorities by the Houma-Thibodaux Metropolitan Planning Organization, local governments and public transportation providers for transportation improvements.
- To use realistic, current estimates of costs for transportation improvement projects, balanced by reasonable estimates of available revenues.
- To demonstrate that energy, air quality, cost and mobility considerations are addressed in regional transportation planning and programming of projects.
- To develop the TIP consistent with the Houma-Thibodaux Metropolitan Area Transportation Plan in accordance with guidelines established in the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users.

**TIP Requirements**

While federal legislation dictates that the Transportation Improvement Program must cover at least four years. The TIP may be updated annually, but must be updated at least every four years.

The TIP must be financially reasonable or "constrained," with estimates of the total cost for programmed projects balanced against the revenues reasonably expected during the TIP period. The TIP includes both federally and non-federally funded projects. Inclusion of a project in the TIP is a condition for federal funding but does not guarantee it. Non-federally funded projects are included in the TIP for informational purposes in order to provide a more comprehensive picture of how the transportation capital and operating funds are spent in the region.

The TIP must be approved by the MPO and the Governor. Once approved, the TIP becomes, without modification, part of the Statewide Transportation Improvement Program (STIP).

## The Programming of Federal-Aid

Unlike most federal programs, highway funding does not depend upon the annual appropriations act for the authority to commit federal funds to a program or project. Such funding is traditionally authorized in a multi-year transportation authorization act, which establishes a maximum level of federal transportation funding per fiscal year. However, the establishment of this level of funding, which is referred to as an authorization, is

only the first step in the process.

Once the authorization level has been established, the United States Department of Transportation annually allocates such funding among states based upon various federal formulas. This allocation is referred to as an apportionment. This amount, or an estimate thereof, is the basis for the development of transportation improvement programs and MPO financial plans. This is not the end of the process, however, because the annual apportionment rarely represents the actual amount of federal funds which can be committed by a state.

Typically, an amount less than the apportionment is actually available, due to the imposition of obligation authority. Obligation authority constitutes a federally imposed limitation on the spending of apportioned funds in a given fiscal year. This limitation may be imposed in a multi-year authorization act, in the annual Appropriations Act, or in both, in which case the most recent enactment controls. Obligation authority is typically less than a state's apportionment; nevertheless, as mentioned earlier, because of scheduling requirements, a state's apportionment is the basis for the development of TIPs.

There are two important distinctions between apportionment and obligation authority. First, apportionment is allocated on a per-program basis, while obligation authority is generally allocated as a lump sum. Also, unused apportionment carries forward into successive fiscal years, but unused obligation authority does not. Unused apportionment that is carried forward is referred to as an unobligated balance. Although a state's unobligated balance can be used to increase the federal-aid programmed within a particular funding category in a given year, it cannot be used to increase the total amount of a state's highway apportionment.

Federal regulations require states to "provide MPO's with estimates of Federal and State funds which the MPOs shall utilize in developing financial plans."

## MAP-21 Programs

*Moving Ahead for Progress in the 21st Century* (MAP-21) became law on July 6, 2011 (Public Law 112-141). It authorized highway, transit, and other surface transportation programs for federal fiscal years 2012 through 2014. MAP-21, while not significantly altering total funding, consolidates many of the programs started under the previous authorization acts: SAFETEA-LU, ISTEA, and TEA-21. For the purpose of this document, the core programs are:

### The Congestion Mitigation and Air Quality Improvement Program (CMAQ)

CMAQ is a funding source for use in meeting the requirements of the Clean Air Act. Eligible activities include transit improvements, transportation demand management, and conversion of public fleets to cleaner fuels. CMAQ funding is available for use in areas that do not meet the National Ambient Air Quality Standards (nonattainment areas) and in former nonattainment areas that are currently in compliance (maintenance areas). Funds are distributed to states based upon a formula that considers population and severity of pollution. A State may transfer up to 50%

of its increase in CMAQ funds to other federal transportation programs; however, such funds must still be used in nonattainment and maintenance areas.

The Houma-Thibodaux MPO area is currently designated as an attainment area and is not eligible for CMAQ funds.

### The Surface Transportation Program (STP)

The Surface Transportation Program (STP) provides flexible funding that may be used by States and localities for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals.

### Highway Safety Improvement Program (HSIP)

Authorizes Federal-aid funding to achieve significant reduction in traffic fatalities and serious injuries on all public roads or publicly owned bicycle and pedestrian pathways or trails. States are required to have a Strategic Highway Safety Plan (SHSP) and certify that it has met its railway-highway crossing and infrastructure safety needs.

### Transportation Alternative Program (TAP)

MAP-21 establishes a new program to provide for a variety of alternative transportation projects, including many that were previously eligible activities under separately funded programs. The TAP replaces the funding from pre-MAP-21 programs including Transportation Enhancements, Recreational Trails, Safe Routes to School, and several other discretionary programs, wrapping them into a single funding source.

## Public Transportation

Similar to the highway program, MAP-21 maintains the nation's commitment to the primary public transportation programs established in previous transportation acts. The principle programs are:

### Section 5339 Bus and Bus Facilities

Provides capital funding to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities.

### Section 5309 Fixed-Guideway Capital Investment Grants

Provides grants for new and expanded rail, bus rapid transit, and ferry systems that reflect local priorities to improve transportation options in key corridors. This program defines a new category of eligible projects, known as core capacity projects, which expand capacity by at least 10% in existing fixed-guideway transit corridors that are already at or above capacity today, or are expected to be at or above capacity within five years. The program also includes provisions for streamlining aspects of the New Starts process to increase efficiency and reduce the time required to meet critical milestones.

### Section 5309 Flexible Funding Programs

The NHPP provides support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's asset management plan for the NHS. This is a new program under MAP-21.

The STP provides funding that may be used by States and localities for a wide range of projects to preserve and improve the conditions and performance of surface transportation, including highway, transit, intercity bus, bicycle and pedestrian projects.

The TAP program consolidates funding from FHWA's former Transportation Enhancements, Recreational Trails, and Safe Routes to School programs.

### Section 5310 Enhanced Mobility of Seniors & Individuals with Disabilities

This program is intended to enhance mobility for seniors and persons with disabilities by providing funds for programs to serve the special needs of transit-dependent populations beyond traditional public transportation services and Americans with Disabilities Act (ADA) complementary paratransit services.

### MAP-21 Planning Requirements

MAP-21 preserves most aspects of the previous legislation. However, changes to the MPO planning process are required. These changes must be reflected in the Metropolitan Transportation Plan (MTP) and Transportation Improvement Plan (TIP).

## Relevant Documents

#### Houma Metropolitan Area Transportation Plan

- LADOTD Project Number: 736-55-0004
- Federal Aid Project Number: SPR-010 (019)

The project is a major revision to the master transportation plan for the Houma Urbanized Area. The study assesses the current state of the area's transportation system, estimates future needs and resources, and provides a detailed program for preserving and expanding the system for a 25-year period.

The project includes a computer model (Travel Demand Model) to simulate traffic conditions for the current transportation system and test potential projects to determine a project's future effect (volume) upon the system.

The travel demand model will incorporate demographic information from the 2000 U.S. Census. The study was adopted by the Houma-Thibodaux MPO Policy committee May 2004. The study was conducted by Neel-Schaffer, Inc. of Baton Rouge, Louisiana.

#### Louisiana Statewide Transportation Plan

The Louisiana Department of Transportation completed a major revision to the State's long range master plan for all trans-

portation modes. The study analyzed the State's infrastructure and the document provides a vast amount of statistics to describe the use and condition of the various modes. The plan presents recommended improvements based upon several revenue scenarios. The update began in mid 2000 and a final report was completed December 2003.

#### Transit Sidewalk Improvement Plan

Prepared for the Good Earth Transit System by South Central Planning & Development Commission, the study documents current infrastructure available for patrons of the Good Earth Transit System which operates throughout the Houma-Thibodaux Urbanized Area. The system evaluates available sidewalks and provides a prioritized list of suggested sidewalk and other pedestrian improvements to increase ease of use and volume of transit service.

#### Hurricane Evacuation Corridor Study (U.S. 90 to the Gramercy Wallace Bridge-Interstate-10)

- LADOTD Project Number: 700-99-0132

Feasibility study to develop and evaluate alternatives to connect the "Bayou Region" with major hurricane evacuation routes by the construction of a new major controlled access highway from the Gramercy Wallace Bridge and U.S. Hwy. 90. Project is commonly referred to as the "North-South Corridor" project.

#### Replacement of Houma Tunnel Stage 0 Feasibility Study, October 2009

- LADOTD Project Number: 700-55-0118

Report documenting the need to provide an additional crossing of the Intracoastal Waterway to improve safety conditions and traffic capacity. The document was prepared by Shread-Kurkendall & Associates, Inc. in conjunction with Urban Systems, Inc. and was completed in October 2009.

#### Houma ITS Deployment Plan, June 2003

- LADOTD Project Number: 700-99-0235
- Federal Aid Project Number: ITS-9922 (001)

The plan documents the need for and staged deployment of ITS resources within the city of Houma. The document was prepared by PB Farradyne and was completed in June 2003.

#### State of Louisiana Strategic Highway Safety Plan, September 2006

Prepared by Cambridge Systematics, Inc. for the Louisiana Department of Transportation and Development. The document outlines the state's vision, goals, and performance measures as dealing with improving the safety on Louisiana state highways.

#### South Central Regional Transportation Safety Plan, October

**2011**

Prepared by Cambridge Systematics, Inc. for the Louisiana Department of Transportation and Development. The document outlines the south central’s regional vision, goals, and performance measures as dealing with improving the safety on Louisiana state highways. It addresses four areas emphasis: alcohol, seatbelts, young drivers, and infrastructure and operations.

**Progress from Prior TIP**

The following are the significant projects from the prior edition of the Houma-Thibodaux Metropolitan Planning Organization Transportation Improvement Program which have been let for construction or completed.

- Hollywood Road Widening Right of Way Acquisition
- Hollywood Road Widening Utility Relocation
- St. Anne Bridge Replacement
- ITS Network Extension
- Country Drive Widening Right of Way Acquisition

**Improvement Cost Estimates**

The Houma-Thibodaux MPO, with assistance from Neel-Schaffer, Inc., uses historical data to estimate future costs for projects proposed in this document. The estimates were prepared in consultation with the Louisiana Department of Transportation and Development. The results are an average cost per improvement type as listed below. All numbers are listed in 2008 dollars and reflect projects constructed in Lake Charles, Lafayette, Baton Rouge, and Houma.

Improvement:	Average Cost:	Per:
New 4 Lane Freeway	\$15,500,000	Mile
New 2 Lane Roadway	\$2,250,000	Mile
New 4 Lane Arterial	\$4,250,000	Mile
Interstate Widening	\$8,000,000	Mile
Interstate Rehab	\$900,000	Mile
Arterial Widening	\$4,000,000	Mile
One Way Couplet	\$3,500,000	Mile
Center Turn Lane	\$1,750,000	Mile
Reconstruction	\$2,250,000	Mile
Overlay	\$400,000	Mile
ITS	\$450,000	Mile
Intersection Improvement	\$750,000	Each
New Interchange	\$22,000,000	Each
Underpass	\$12,000,000	Each
RR Overpass	\$5,800,000	Each

The averages are general guidelines to estimate future improvement costs. Further refinement to a project’s estimated cost may be made through a detailed engineering study.

**Apportionment**—Federal-aid funds appropriated to each state over a multi-year period as a result of an act of Congress. Current funding is authorized by the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) which became law on August 10, 2005 (Public Law 109-59).

**Average Daily Traffic (ADT):** The average number of vehicles passing a given point on a roadway in a 24-hour day.

**Clean Air Act Amendments of 1990 (CAAA):** Legislation that identifies mobile sources as a major source of pollution and calls for stringent new requirements in metropolitan areas and states where attainment of the NAAQS is contested.

**Environmental Assessment (EA):** Class III action under the National Environmental Policy Act (NEPA) process. It is a concise public document that provides sufficient evidence for determining whether to prepare an Environmental Impact Statement (EIS) or to determine a Finding of No Significant Impact (FONSI).

**Environmental Protection Agency (EPA):** Federal agency created in the Environmental Protection Act of 1970 which is responsible for enforcing, monitoring, and maintaining Federal environmental laws.

**Federal Aid Urbanized Area:** An area which contains at least 50,000 people and has sufficient population density to be classified as urban by the Federal Highway Administration.

**Federal Highway Administration (FHWA):** An administrative division of the U.S. Department of Transportation responsible for roadway projects throughout the country.

**Federal Transit Administration (FTA):** Another branch of the U.S. Department of Transportation responsible for mass transportation projects throughout the country.

**Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA):** A major piece of Federal legislation that implements broad changes in the way transportation decisions are made. ISTEA emphasizes diversity and balance of modes and the preservation of existing systems. It imposes a series of environmental, social and energy factors that must be considered in planning, programming, and selection of projects. ISTEA increased the responsibility of the MPO.

**Intelligent Transportation System (ITS):** The development or application of technology to improve the efficiency and safety of surface transportation systems.

**Louisiana Department of Environmental Quality (LDEQ):** State of Louisiana Agency with jurisdiction over environmental regulation.

**Louisiana Department of Transportation and Development (LADOTD):** State of Louisiana agency with jurisdiction over transportation.

**Level of Service:** A measure of highway congestion ranging from free flow of traffic to forced flow on a scale of A to F.

**Metropolitan Area:** An area with a population of at least 50,000 as defined by the Bureau of Census.

**Glossary of Terms**

**Metropolitan Boundaries:** The area represented by the existing urbanized area and the contiguous area forecasted to be urbanized in a 20 year horizon for the region. The area may include the entire Metropolitan Statistical Area (MSA) as designated by the Bureau of Census or another area as agreed upon by the governor and the MPO.

**Metropolitan Planning Organization (MPO):** An organization designated by the Governor under provisions of the 1973 Federal-Aid Highway Act and units of local government which represent 75% of the affected population to carry out the transportation planning process as required in Section 134 of Title 23 of the United States Code as amended by ISTEA and TEA 21. The MPO shares responsibility with the State for developing long and short range transportation plans and programs. The MPO provides a forum for discussion and consensus on issues which transcend jurisdictional boundaries.

**National Ambient Air Quality Standards (NAAQS):** Federal standards that set allowable concentrations and exposure limits for various pollutants. The standards are developed by the Environmental Protection Agency in response to the requirements of the Clean Air Act and subsequent amendments.

**National Environmental Policy Act (1969) (NEPA):** Requires environmental impact considerations to be included in project planning along with technical and economic concerns to ensure balanced decision-making occurs in the total public interest.

**Nonattainment Area:** A geographic region of the United States that has been designated as not complying with the NAAQS by the EPA.

**Obligation Authority:** Each year during the budget process, Congress sets limits on the amount of Federal Apportionment that can be expended for projects. Usually it is less than amounts apportioned. Obligation Authority covers most of the funding categories established by SAFETEA-LU.

**Ozone (O3):** A secondary pollutant formed when hydrocarbons and oxides of nitrogen combine in sunlight. The ozone is associated with smog and haze conditions. Although the ozone in the upper atmosphere protects us from harmful ultraviolet sunlight, ground level ozone produces an unhealthy environment in which to live.

**Right-of-Way—Land (ROW):** usually in public ownership, through which a roadway passes, including the area for shoulders, sidewalks, and other cross section elements.

**The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU):** The most recent transportation act signed by the President on August 10, 2005. SAFETEA-LU provides guaranteed funding for highways, highway safety, and public transportation in the amount of \$244.1 billion.

**State Implementation Plan (SIP):** A plan showing how the State will meet air quality standards as required by 1977 Clean Air

Act Amendments. Included are traffic control measures to reduce emissions from automobiles, a major contributor to carbon monoxide and photochemical oxidant pollution.

**Statewide Transportation Improvement Program (STIP):** A five year program of highway and transit projects for the state. It is a compilation of projects utilizing various federal and State funding programs, and includes highway projects on the state, city, and county highway systems, as well as projects in the national parks, national forests, and Indian reservations.

**Transportation Equity Act for the 21st Century (TEA-21):** The transportation act signed June, 1998. TEA-21 primarily continued the methods and procedures of transportation planning as established under ISTEA. TEA-21 enhanced and increased funding for many of ISTEA Federal-Aid funding programs.

**Transportation Improvement Program (TIP):** A eight year capital improvements program of highway and transit projects including operational and low cost projects to increase efficiency of the existing transportation network as well as capital intensive alternatives prescribed in the Long Range Transportation Plan.

**Transportation Plan:** A plan of recommended highway and transit facilities improvements to meet the immediate as well as the 20-year planning horizon to determine the transportation needs of the area. The Houma-Thibodaux Metropolitan Area Transportation Plan has both a Short and Long Range element.

**United States Department of Transportation (USDOT):** Includes FAA, FHWA, and FTA among others.

**Vehicle Miles Traveled (VMT):** Total motor vehicles miles traveled.

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# Transportation Improvement Program

Highway Element

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**FFY 2014-2015 (Oct. 2014-Sept. 2015)<sup>1</sup>**

Line	Project Number	Name - Limits or Location	Phase	Estimate	Contingency (10%)	Funding Source
1	H.009320	Acadian Road Roundabout	ROW/Utility	\$400,000	\$40,000	STP<200K
2		North Acadia Overlay	Asphalt Overlay	\$215,000	\$21,500	STP<200K
3		Civic Center Roundabout	Stage 0	\$20,000	\$2,000	STP<200K
4		Civic Center Sidewalks	Construction	\$350,000	\$35,000	STP<200K
5		LA 24 Sidewalk Rehabilitation	Construction	\$1,000,000	\$100,000	STP<200K
6		Menard Street Rehabilitation	Concrete Repair	\$418,000	\$41,800	STP<200K
7		LA 1 Corridor Study - US 90 to LA 654	Planning	\$250,000	\$25,000	STP<200K
8		Local Access Management Plan (Parishwide, Terrebonne)	Planning	\$250,000	\$25,000	STP<200K
9		Ridgefield Road Overlay	Asphalt Overlay	\$68,000	\$6,800	STP<200K
10		Prospect Street Sidewalks	Construction	\$250,000	\$25,000	STP<200K
11		St. Patrick Highway Overlay	Asphalt Overlay	\$272,000	\$27,200	STP<200K
16		Travel Demand Management	Planning	\$100,000	\$10,000	STPFlex
17	L.000044	District Maintenance - Operations	Construction	\$25,000	\$2,500	STPFlex
18	L.000046	Misc STP Enhancement Projects	Design	\$10,000	\$1,000	STPENH
19	L.000046	Misc STP Enhancement Projects	Construction	\$75,000	\$7,500	STPENH
20	L.000047	Misc National Trails Projects	Design	\$10,000	\$1,000	RTP
21	L.000047	Misc National Trails Projects	Construction	\$75,000	\$7,500	RTP
22	L.000053	Statewide Overlay Program	Construction	\$4,000,000	\$400,000	STPFlex, NHS, HSIP
23	L.000054	Road Preventive Maintenance Program	Construction	\$600,000	\$60,000	IM, NHS, STPFlex
24	L.000055	Railroad Crossing Improvements	Construction	\$200,000	\$20,000.00	STPFlex, STPRR
25	L.000056	Misc Hazard Elimination Projects	Construction	\$5,000	\$500	HSIP
26	L.000059	Safety Projects	Construction	\$100,000	\$10,000	HSIP
27	L.000060	Local Roads Safety Program	Right of Way	\$10,000	\$1,000	HRRR
28	L.000060	Local Roads Safety Program	Utilities	\$10,000	\$1,000	HRRR
29	L.000060	Local Roads Safety Program	Design	\$10,000	\$1,000	HRRR
30	L.000060	Local Roads Safety Program	Construction	\$30,000	\$3,000	HRRR
31	L.000061	Safe Routes to Schools Program	Design	\$8,000	\$800	SR2S
32	L.000061	Safe Routes to Schools Program	Construction	\$25,000	\$2,500	SR2S

<sup>1</sup> All STP<200K Projects require an 80/20 split between Federal and Local dollars

Line	Project Number	Name - Limits or Location	Phase	Estimate	Contingency (10%)	Funding Source
33	L.000065	ITS System (Statewide)	Construction	\$100,000	\$10,000	NHS, IM
34	L.000066	Roadway Flooding/Drainage Program	Construction	\$10,000	\$1,000	STPFlex
35	L.000072	Moveable Bridge Program (Elec/Mech)	Construction	\$75,000	\$7,500	STPFlex, FBR-ON/OFF
36	L.000073	Urgent Bridge Repair/Replacement	Construction	\$75,000	\$7,500	FBR-ON/OFF
37	L.000074	Bridge Preventive Maintenance Program	Construction	\$75,000	\$7,500	FBR-ON/OFF
38	L.000075	Bridge Painting Program	Construction	\$2,000	\$200	STPFlex
39	L.000078	Off-System Bridge Replacement Program	Construction	\$100,000	\$10,000	FBROFF
40	L.000081	Various DEMO Projects	Design	\$25,000	\$2,500	DEMO
41	L.000081	Various DEMO Projects	RW/Utility	\$25,000	\$2,500	DEMO
42	L.00082	Misc. Statewide TCSP Projects	Construction	\$10,000	\$1,000	FLH
		<b>Sub-Total FFY 2014-2015</b>		<b>\$9,283,000</b>	<b>\$928,300</b>	

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**FFY 2015-2016 (Oct. 2015-Sept. 2016)<sup>1</sup>**

Line	Project Number	Name - Limits or Location	Phase	Estimate	Contingency (10%)	Funding Source
1	H.007234	Acadian Road	Engineering	\$250,000	\$25,000	STP <200K
2	H.007234	Acadian Road	Environmental	\$250,000	\$25,000	STP <200K
3	L.000044	District Maintenance - Operations	Construction	\$25,000	\$2,500	STPFlex
4	L.000046	Misc STP Enhancement Projects	Design	\$10,000	\$1,000	STPENH
5	L.000046	Misc STP Enhancement Projects	Construction	\$75,000	\$7,500	STPENH
6	L.000047	Misc National Trails Projects	Design	\$10,000	\$1,000	RTP
7	L.000047	Misc National Trails Projects	Construction	\$75,000	\$7,500	RTP
8	L.000053	Statewide Overlay Program	Construction	\$4,000,000	\$400,000	STPFlex, NHS, HSIP
9	L.000054	Road Preventive Maintenance Program	Construction	\$600,000	\$60,000	IM, NHS, STPFlex
10	L.000055	Railroad Crossing Improvements	Construction	\$200,000	\$20,000	STPFlex, STPRR
11	L.000056	Misc Hazard Elimination Projects	Construction	\$5,000	\$500	HSIP
12	L.000059	Safety Projects	Construction	\$100,000	\$10,000	HSIP
13	L.000060	Local Roads Safety Program	Right of Way	\$10,000	\$1,000	HRRR
14	L.000060	Local Roads Safety Program	Utilities	\$10,000	\$1,000	HRRR
15	L.000060	Local Roads Safety Program	Design	\$10,000	\$1,000	HRRR
16	L.000060	Local Roads Safety Program	Construction	\$30,000	\$3,000	HRRR
17	L.000061	Safe Routes to Schools Program	Design	\$8,000	\$800	SR2S
18	L.000061	Safe Routes to Schools Program	Construction	\$25,000	\$2,500	SR2S
19	L.000065	ITS System (Statewide)	Construction	\$100,000	\$10,000	NHS, IM
20	L.000066	Roadway Flooding/Drainage Program	Construction	\$10,000	\$1,000	STPFlex
21	L.000072	Moveable Bridge Program (Elec/Mech)	Construction	\$75,000	\$7,500	STPFlex, FBR-ON/OFF
22	L.000073	Urgent Bridge Repair/Replacement	Construction	\$75,000	\$7,500	FBR-ON/OFF
23	L.000074	Bridge Preventive Maintenance Program	Construction	\$75,000	\$7,500	FBR-ON/OFF
24	L.000075	Bridge Painting Program	Construction	\$2,000	\$200	STPFlex
25	L.000078	Off-System Bridge Replacement Program	Construction	\$100,000	\$10,000	FBROFF
26	L.000081	Various DEMO Projects	Design	\$25,000	\$2,500	DEMO
27	L.000081	Various DEMO Projects	RW/Utility	\$25,000	\$2,500	DEMO
28	L.00082	Misc. Statewide TCSP Projects	Construction	\$10,000	\$1,000	FLH

<sup>1</sup> All STP <200K Projects require an 80/20 split between Federal and Local dollars

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Line	Project Number	Name - Limits or Location	Phase	Estimate	Contingency (10%)	Funding Source
		Sub-Total FFY 2015-2016		\$6,190,000	\$619,000	

**FFY 2016-2017 (Oct. 2016-Sept. 2017)<sup>1</sup>**

Line	Project Number	Name - Limits or Location	Phase	Estimate	Contingency (10%)	Funding Source
1	H.009320	Acadian Road Roundabout	Construction	\$1,570,000	\$157,000	STP<200K
2		Roundabout Feasibility Study	Planning	\$100,000	\$10,000	STP<200K
3		Civic Center Roundabout	Engineering	\$150,000	\$15,000	STP<200K
4		Civic Center Roundabout	Environmental	\$150,000	\$15,000	STP<200K
5	L.000044	District Maintenance - Operations	Construction	\$25,000	\$2,500	STPFlex
6	L.000046	Misc STP Enhancement Projects	Design	\$10,000	\$1,000	STPENH
7	L.000046	Misc STP Enhancement Projects	Construction	\$75,000	\$7,500	STPENH
8	L.000047	Misc National Trails Projects	Design	\$10,000	\$1,000	RTP
9	L.000047	Misc National Trails Projects	Construction	\$75,000	\$7,500	RTP
10	L.000053	Statewide Overlay Program	Construction	\$4,000,000	\$400,000	STPFlex, NHS, HSIP
11	L.000054	Road Preventive Maintenance Program	Construction	\$600,000	\$60,000	IM, NHS, STPFlex
12	L.000055	Railroad Crossing Improvements	Construction	\$200,000	\$20,000	STPFlex, STPRR
13	L.000056	Misc Hazard Elimination Projects	Construction	\$5,000	\$500	HSIP
14	L.000059	Safety Projects	Construction	\$100,000	\$10,000	HSIP
15	L.000060	Local Roads Safety Program	Right of Way	\$10,000	\$1,000	HRRR
16	L.000060	Local Roads Safety Program	Utilities	\$10,000	\$1,000	HRRR
17	L.000060	Local Roads Safety Program	Design	\$10,000	\$1,000	HRRR
18	L.000060	Local Roads Safety Program	Construction	\$30,000	\$3,000	HRRR
19	L.000061	Safe Routes to Schools Program	Design	\$8,000	\$800	SR2S
20	L.000061	Safe Routes to Schools Program	Construction	\$25,000	\$2,500	SR2S
21	L.000065	ITS System (Statewide)	Construction	\$100,000	\$10,000	NHS, IM
22	L.000066	Roadway Flooding/Drainage Program	Construction	\$10,000	\$1,000	STPFlex
23	L.000072	Moveable Bridge Program (Elec/Mech)	Construction	\$75,000	\$7,500	STPFlex, FBR-ON/OFF
24	L.000073	Urgent Bridge Repair/Replacement	Construction	\$75,000	\$7,500	FBR-ON/OFF
25	L.000074	Bridge Preventive Maintenance Program	Construction	\$75,000	\$7,500	FBR-ON/OFF
26	L.000075	Bridge Painting Program	Construction	\$2,000	\$200	STPFlex
27	L.000078	Off-System Bridge Replacement Program	Construction	\$100,000	\$10,000	FBROFF
28	L.000081	Various DEMO Projects	Design	\$25,000	\$2,500	DEMO

<sup>1</sup> All STP<200K Projects require an 80/20 split between Federal and Local dollars

Line	Project Number	Name - Limits or Location	Phase	Estimate	Contingency (10%)	Funding Source
29	L.000081	Various DEMO Projects	RW/Utility	\$25,000	\$2,500	DEMO
30	L.000082	Misc. Statewide TCSP Projects	Construction	\$10,000	\$1,000	FLH
		<b>Sub-Total FFY 2016-2017</b>		<b>\$7,660,000</b>	<b>\$766,000</b>	

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## FFY 2017-2018 (Oct. 2017-Sept. 2018)<sup>1</sup>

Line	Project Number	Name - Limits or Location	Phase	Estimate	Contingency (10%)	Funding Source
1	H.007234	Acadian Road	Right of Way	\$3,500,000	\$350,000	STP <200K
2		Civic Center Roundabout	ROW	\$150,000	\$15,000	STP <200K
3	L.000044	District Maintenance - Operations	Construction	\$25,000	\$2,500	STPFlex
4	L.000046	Misc STP Enhancement Projects	Design	\$10,000	\$1,000	STPENH
5	L.000046	Misc STP Enhancement Projects	Construction	\$75,000	\$7,500	STPENH
6	L.000047	Misc National Trails Projects	Design	\$10,000	\$1,000	RTP
7	L.000047	Misc National Trails Projects	Construction	\$75,000	\$7,500	RTP
8	L.000053	Statewide Overlay Program	Construction	\$4,000,000	\$400,000	STPFlex, NHS, HSIP
9	L.000054	Road Preventive Maintenance Program	Construction	\$600,000	\$60,000	IM, NHS, STPFlex
10	L.000055	Railroad Crossing Improvements	Construction	\$200,000	\$20,000	STPFlex, STPRR
11	L.000056	Misc Hazard Elimination Projects	Construction	\$5,000	\$500	HSIP
12	L.000059	Safety Projects	Construction	\$100,000	\$10,000	HSIP
13	L.000060	Local Roads Safety Program	Right of Way	\$10,000	\$1,000	HRRR
14	L.000060	Local Roads Safety Program	Utilities	\$10,000	\$1,000	HRRR
15	L.000060	Local Roads Safety Program	Design	\$10,000	\$1,000	HRRR
16	L.000060	Local Roads Safety Program	Construction	\$30,000	\$3,000	HRRR
17	L.000061	Safe Routes to Schools Program	Design	\$8,000	\$800	SR2S
18	L.000061	Safe Routes to Schools Program	Construction	\$25,000	\$2,500	SR2S
19	L.000065	ITS System (Statewide)	Construction	\$100,000	\$10,000	NHS, IM
20	L.000066	Roadway Flooding/Drainage Program	Construction	\$10,000	\$1,000	STPFlex
21	L.000072	Moveable Bridge Program (Elec/Mech)	Construction	\$75,000	\$7,500	STPFlex, FBR-ON/OFF
22	L.000073	Urgent Bridge Repair/Replacement	Construction	\$75,000	\$7,500	FBR-ON/OFF
23	L.000074	Bridge Preventive Maintenance Program	Construction	\$75,000	\$7,500	FBR-ON/OFF
24	L.000075	Bridge Painting Program	Construction	\$2,000	\$200	STPFlex
25	L.000078	Off-System Bridge Replacement Program	Construction	\$100,000	\$10,000	FBROFF
26	L.000081	Various DEMO Projects	Design	\$25,000	\$2,500	DEMO
27	L.000081	Various DEMO Projects	RW/Utility	\$25,000	\$2,500	DEMO
28	L.000082	Misc. Statewide TCSP Projects	Construction	\$10,000	\$1,000	FLH

<sup>1</sup> All STP <200K Projects require an 80/20 split between Federal and Local dollars



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Line	Project Number	Name - Limits or Location	Phase	Estimate	Contingency (10%)	Funding Source
		Sub-Total FFY 2017-2018		\$9,340,000	\$934,000	

**FFY 2018-2019 (Oct. 2018-Sept. 2019)<sup>1</sup>**

Line	Project Number	Name - Limits or Location	Phase	Estimate	Contingency (10%)	Funding Source
1	H.007234	Acadian Road	Utility Reloc.	\$1,000,000.00	\$100,000	STP<200K
2	L.000044	District Maintenance - Operations	Construction	\$25,000	\$2,500	STPFlex
3	L.000046	Misc STP Enhancement Projects	Design	\$10,000	\$1,000	STPENH
4	L.000046	Misc STP Enhancement Projects	Construction	\$75,000	\$7,500	STPENH
5	L.000047	Misc National Trails Projects	Design	\$10,000	\$1,000	RTP
6	L.000047	Misc National Trails Projects	Construction	\$75,000	\$7,500	RTP
7	L.000053	Statewide Overlay Program	Construction	\$4,000,000	\$400,000	STPFlex, NHS, HSIP
8	L.000054	Road Preventive Maintenance Program	Construction	\$600,000	\$60,000	IM, NHS, STPFlex
9	L.000055	Railroad Crossing Improvements	Construction	\$200,000	\$20,000	STPFlex, STPRR
10	L.000056	Misc Hazard Elimination Projects	Construction	\$5,000	\$500	HSIP
11	L.000059	Safety Projects	Construction	\$100,000	\$10,000	HSIP
12	L.000060	Local Roads Safety Program	Right of Way	\$10,000	\$1,000	HRRR
13	L.000060	Local Roads Safety Program	Utilities	\$10,000	\$1,000	HRRR
14	L.000060	Local Roads Safety Program	Design	\$10,000	\$1,000	HRRR
15	L.000060	Local Roads Safety Program	Construction	\$30,000	\$3,000	HRRR
16	L.000061	Safe Routes to Schools Program	Design	\$8,000	\$800	SR2S
17	L.000061	Safe Routes to Schools Program	Construction	\$25,000	\$2,500	SR2S
18	L.000065	ITS System (Statewide)	Construction	\$100,000	\$10,000	NHS, IM
19	L.000066	Roadway Flooding/Drainage Program	Construction	\$10,000	\$1,000	STPFlex
20	L.000072	Moveable Bridge Program (Elec/Mech)	Construction	\$75,000	\$7,500	STPFlex, FBR-ON/OFF
21	L.000073	Urgent Bridge Repair/Replacement	Construction	\$75,000	\$7,500	FBR-ON/OFF
22	L.000074	Bridge Preventive Maintenance Program	Construction	\$75,000	\$7,500	FBR-ON/OFF
23	L.000075	Bridge Painting Program	Construction	\$2,000	\$200	STPFlex
24	L.000078	Off-System Bridge Replacement Program	Construction	\$100,000	\$10,000	FBROFF
25	L.000081	Various DEMO Projects	Design	\$25,000	\$2,500	DEMO
26	L.000081	Various DEMO Projects	RW/Utility	\$25,000	\$2,500	DEMO
27	L.000082	Misc. Statewide TCSP Projects	Construction	\$10,000	\$1,000	FLH

<sup>1</sup> All STP<200K Projects require an 80/20 split between Federal and Local dollars

Line	Project Number	Name - Limits or Location	Phase	Estimate	Contingency (10%)	Funding Source
		Sub-Total FFY 2018-2019		\$6,690,000	\$669,000	

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## FFY 2018-2019 (Oct. 2018-Sept. 2019)<sup>1</sup>

Line	Project Number	Name - Limits or Location	Phase	Estimate	Contingency (10%)	Funding Source
1	H.007234	Acadian Road	Utility Reloc.	\$1,000,000.00	\$100,000	STP<200K
2	L.000044	District Maintenance - Operations	Construction	\$25,000	\$2,500	STPFllex
3	L.000046	Misc STP Enhancement Projects	Design	\$10,000	\$1,000	STPENH
4	L.000046	Misc STP Enhancement Projects	Construction	\$75,000	\$7,500	STPENH
5	L.000047	Misc National Trails Projects	Design	\$10,000	\$1,000	RTP
6	L.000047	Misc National Trails Projects	Construction	\$75,000	\$7,500	RTP
7	L.000053	Statewide Overlay Program	Construction	\$4,000,000	\$400,000	STPFllex, NHS, HSIP
8	L.000054	Road Preventive Maintenance Program	Construction	\$600,000	\$60,000	IM, NHS, STPFllex
9	L.000055	Railroad Crossing Improvements	Construction	\$200,000	\$20,000	STPFllex, STPRR
10	L.000056	Misc Hazard Elimination Projects	Construction	\$5,000	\$500	HSIP
11	L.000059	Safety Projects	Construction	\$100,000	\$10,000	HSIP
12	L.000060	Local Roads Safety Program	Right of Way	\$10,000	\$1,000	HRRR
13	L.000060	Local Roads Safety Program	Utilities	\$10,000	\$1,000	HRRR
14	L.000060	Local Roads Safety Program	Design	\$10,000	\$1,000	HRRR
15	L.000060	Local Roads Safety Program	Construction	\$30,000	\$3,000	HRRR
16	L.000061	Safe Routes to Schools Program	Design	\$8,000	\$800	SR2S
17	L.000061	Safe Routes to Schools Program	Construction	\$25,000	\$2,500	SR2S
18	L.000065	ITS System (Statewide)	Construction	\$100,000	\$10,000	NHS, IM
19	L.000066	Roadway Flooding/Drainage Program	Construction	\$10,000	\$1,000	STPFllex
20	L.000072	Moveable Bridge Program (Elec/Mech)	Construction	\$75,000	\$7,500	STPFllex, FBR-ON/OFF
21	L.000073	Urgent Bridge Repair/Replacement	Construction	\$75,000	\$7,500	FBR-ON/OFF
22	L.000074	Bridge Preventive Maintenance Program	Construction	\$75,000	\$7,500	FBR-ON/OFF
23	L.000075	Bridge Painting Program	Construction	\$2,000	\$200	STPFllex
24	L.000078	Off-System Bridge Replacement Program	Construction	\$100,000	\$10,000	FBROFF
25	L.000081	Various DEMO Projects	Design	\$25,000	\$2,500	DEMO
26	L.000081	Various DEMO Projects	RW/Utility	\$25,000	\$2,500	DEMO
27	L.000082	Misc. Statewide TCSP Projects	Construction	\$10,000	\$1,000	FLH

<sup>1</sup> All STP<200K Projects require an 80/20 split between Federal and Local dollars

Line	Project Number	Name - Limits or Location	Phase	Estimate	Contingency (10%)	Funding Source
		Sub-Total FFY 2018-2019		\$6,690,000	\$669,000	

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# Transportation Improvement Program

Transit Element

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**FFY 2014 - 2015 (Oct. 2014 - Sept. 2015)**

Line	Project Number	Project Name	Phase	Total Cost	Federal Funds	Local Share	Funding Source
1	LA90Xhouma15	Good Earth Transit - Urban Operating Regular Assistance	Operating 50/50	\$1,559,130.21	\$779,565.11	\$779,565.11	Section 5307
2	LA90Xhouma15	Good Earth Transit - Urban Planning Assistance	Planning 80/20	\$112,398.94	\$89,919.15	\$22,479.79	Section 5307
3	LA90Xhouma15	Good Earth Transit - Urban Capital Operating Assistance (Maintenance)	Capital 80/20	\$548,057.51	\$438,446.01	\$109,611.50	Section 5307
4		Terrebonne Council on Aging - Capital, Rolling Stock	Capital 80/20	\$139,112.89	\$111,290.31	\$27,822.58	Section 5310
5		Terrebone ARC, Capital Rolling Stock	Capital 80/20	\$253,881.02	\$203,104.82	\$50,776.20	Section 5310
6		Lafourche Council on Aging - Capital, Rolling Stock	Capital 80/20	\$136,590.88	\$109,272.70	\$27,318.18	Section 5310
7		Lafourche ARC - Capital, Rolling Stock	Capital 80/20	\$117,052.92	\$93,642.33	\$23,410.58	Section 5310
8		Special Education District No. 1 of Lafourche - Capital, Rolling Stock	Capital 80/20	\$46,370.96	\$37,096.77	\$9,274.19	Section 5310
9		Assumption ARC - Capital, Rolling Stock	Capital 80/20	\$46,370.96	\$37,096.77	\$9,274.19	Section 5310
10		Assumption COA - Capital, Rolling Stock	Capital 80/20	\$46,370.96	\$37,096.77	\$9,274.19	Section 5311
		<b>Total FFY 2014-2015</b>		<b>\$2,958,966.29</b>	<b>\$1,899,433.97</b>	<b>\$1,059,532.32</b>	





## FFY 2015 - 2016 (Oct. 2013 - Sept. 2014)

Line	Project Number	Project Name	Phase	Total Cost	Federal Funds	Local Share	Funding Source
1	LA90Xhouma16	Good Earth Transit - Urban Operating Regular Assistance	Operating 50/50	\$1,605,904.12	\$802,952.06	\$802,952.06	Section 5307
2	LA90Xhouma16	Good Earth Transit - Urban Planning Assistance	Planning 80/20	\$115,770.91	\$92,616.73	\$23,154.18	Section 5307
3	LA90Xhouma16	Good Earth Transit - Urban Capital Operating Assistance (Maintenance)	Capital 80/20	\$564,499.24	\$451,599.39	\$112,899.85	Section 5307
4		Terrebonne Council on Aging - Capital, Rolling Stock	Capital 80/20	\$143,286.28	\$114,629.02	\$28,657.26	Section 5310
5		Terrebonne ARC, Capital Rolling Stock	Capital 80/20	\$261,497.45	\$209,197.96	\$52,299.49	Section 5310
6		Lafourche Council on Aging - Capital, Rolling Stock	Capital 80/20	\$140,688.60	\$112,550.88	\$28,137.72	Section 5310
7		Lafourche ARC - Capital, Rolling Stock	Capital 80/20	\$120,564.50	\$96,451.60	\$24,112.90	Section 5310
8		Special Education District No. 1 of Lafourche - Capital, Rolling Stock	Capital 80/20	\$47,762.09	\$38,209.67	\$9,552.42	Section 5310
9		Assumption ARC - Capital, Rolling Stock	Capital 80/20	\$47,762.09	\$38,209.67	\$9,552.42	Section 5310
10		Assumption COA - Capital, Rolling Stock	Capital 80/20	\$47,762.09	\$38,209.67	\$9,552.42	Section 5311
		<b>Total FFY 2015-2016</b>		<b>\$3,095,497.37</b>	<b>\$1,956,416.99</b>	<b>\$1,091,318.29</b>	

**FFY 2016 - 2017 (Oct. 2016 - Sept. 2017)**

Line	Project Number	Project Name	Phase	Total Cost	Federal Funds	Local Share	Funding Source
1	LA90Xhouma17	Good Earth Transit - Urban Operating Regular Assistance	Operating 50/50	\$1,654,081.24	\$827,040.62	\$827,040.62	Section 5307
2	LA90Xhouma17	Good Earth Transit - Urban Planning Assistance	Planning 80/20	\$119,244.03	\$95,395.23	\$23,848.81	Section 5307
3	LA90Xhouma17	Good Earth Transit - Urban Capital Operating Assistance (Maintenance)	Capital 80/20	\$581,434.22	\$465,147.37	\$116,286.84	Section 5307
4		Terrebonne Council on Aging - Capital, Rolling Stock	Capital 80/20	\$147,584.86	\$118,067.89	\$29,516.97	Section 5310
5		Terrebonne ARC, Capital Rolling Stock	Capital 80/20	\$269,342.37	\$215,473.90	\$53,868.47	Section 5310
6		Lafourche Council on Aging - Capital, Rolling Stock	Capital 80/20	\$144,909.26	\$115,927.41	\$28,981.85	Section 5310
7		Lafourche ARC - Capital, Rolling Stock	Capital 80/20	\$124,181.44	\$99,345.15	\$24,836.29	Section 5310
8		Special Education District No. 1 of Lafourche - Capital, Rolling Stock	Capital 80/20	\$49,194.95	\$39,355.96	\$9,838.99	Section 5310
9		Assumption ARC - Capital, Rolling Stock	Capital 80/20	\$49,194.95	\$39,355.96	\$9,838.99	Section 5310
10		Assumption COA - Capital, Rolling Stock	Capital 80/20	\$49,194.95	\$39,355.96	\$9,838.99	Section 5311
		<b>Total FFY 2016-2017</b>		<b>\$3,188,362.29</b>	<b>\$2,015,109.50</b>	<b>\$1,124,057.84</b>	

## FFY 2017 - 2018 (Oct. 2017 - Sept. 2018)

Line	Project Number	Project Name	Phase	Total Cost	Federal Funds	Local Share	Funding Source
1	LA90Xhouma18	Good Earth Transit - Urban Operating Regular Assistance	Operating 50/50	\$1,703,703.68	\$851,851.84	\$851,851.84	Section 5307
2	LA90Xhouma18	Good Earth Transit - Urban Planning Assistance	Planning 80/20	\$122,821.36	\$98,257.08	\$24,564.27	Section 5307
3	LA90Xhouma18	Good Earth Transit - Urban Capital Operating Assistance (Maintenance)	Capital 80/20	\$598,877.24	\$479,101.79	\$119,775.45	Section 5307
4		Terrebonne Council on Aging - Capital, Rolling Stock	Capital 80/20	\$152,012.41	\$121,609.93	\$30,402.48	Section 5310
5		Terrebonne ARC, Capital Rolling Stock	Capital 80/20	\$277,422.64	\$221,938.12	\$55,484.53	Section 5310
6		Lafourche Council on Aging - Capital, Rolling Stock	Capital 80/20	\$149,256.54	\$119,405.23	\$29,851.31	Section 5310
7		Lafourche ARC - Capital, Rolling Stock	Capital 80/20	\$127,906.88	\$102,325.51	\$25,581.38	Section 5310
8		Special Education District No. 1 of Lafourche - Capital, Rolling Stock	Capital 80/20	\$50,670.80	\$40,536.64	\$10,134.16	Section 5310
9		Assumption ARC - Capital, Rolling Stock	Capital 80/20	\$50,670.80	\$40,536.64	\$10,134.16	Section 5310
10		Assumption COA - Capital, Rolling Stock	Capital 80/20	\$50,670.80	\$40,536.64	\$10,134.16	Section 5311
		<b>Total FFY 2017-2018</b>		<b>\$3,284,013.16</b>	<b>\$2,075,562.78</b>	<b>\$1,157,779.58</b>	