

2019-2022 Transportation Improvement Program



Prepared by:

South Central Planning and Development Commission

5058 West Main Street
Houma, LA 70360

P.O. Box 1870
Gray, LA 70359

<http://www.scpdc.org>
<http://www.htmpo.org>

Contents

Record of Adoption and Amendments	1
Transportation Improvement Program for 2015-2019	1
Joint Certification	2
HTMPO Committees	4
Policy Committee:	4
Technical Advisory Committee:	4
Introduction to Metropolitan Transportation Planning	6
Metropolitan Planning Organization	6
Purpose of the Transportation Improvement Program	6
The Programming of Federal-Aid	9
FAST Act Programs	9
Public Transportation	10
Performance Measures	11
Public Review/Title VI	12
Relevant Documents	12
Progress from Prior TIP	14
Improvement Cost Estimates	14
Transportation Improvement Program	19
Transportation Improvement Program	29
FFY 2018 - 2019 (Oct. 2018 - Sept. 2019)	30
FFY 2019 - 2020 (Oct. 2019 - Sept. 2020)	31
FFY 2020 - 2021 (Oct. 2020 - Sept. 2021)	32
FFY 2021 - 2022 (Oct. 2021 - Sept. 2022)	33
Appendix A	35
Performance Targets	35

DRAFT

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:

April 26, 2018 – 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
- Village of Napoleonville
- Louisiana Department of Transportation and Development

Ex Officio Members:

- Federal Highway Administration
- Federal Transit Administration

Staff:

South Central Planning & Development Commission

DRAFT

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 certify 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 FAST Act 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. Dirk Guidry, Chairman
Houma-Thibodaux Metropolitan Planning Organization

April 27, 2017

Insert Resolution Here

DRAFT

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 as shown in **Map 1**. 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 twelve voting members and one non-voting member.

Voting Members:

- Mr. Dirk Guidry, MPO Policy Committee Chairman – TPCG, Council member
- Mr. Tommy Eschette, MPO Vice Chair – City of Thibodaux, Mayor
- Mr. Ron Animashaun – Village of Napoleonville, Mayor
- Mr. James Cantrelle – Lafourche Parish, Parish President
- Mr. Gordon Dove – TPCG, Parish President
- Ms. Christa Duplantis-Prather, TPCG, Council member
- Mr. Al Marmande – TPCG, Council member
- Mr. Chris Morvant – LA Dept. and Transportation & Development, District 02 Administrator
- Mr. Edward Reinhardt – Town of Lockport, Mayor
- Ms. Luci Sposito – Lafourche Parish, Council Member
- Mr. Martin Triche, - Assumption Parish, Police Jury President
- Ms. Arlanda Williams – TPCG, Council member

Non-Voting Member:

- Ms. Laura Phillips (non-voting member) – FHWA, Transportation Planner

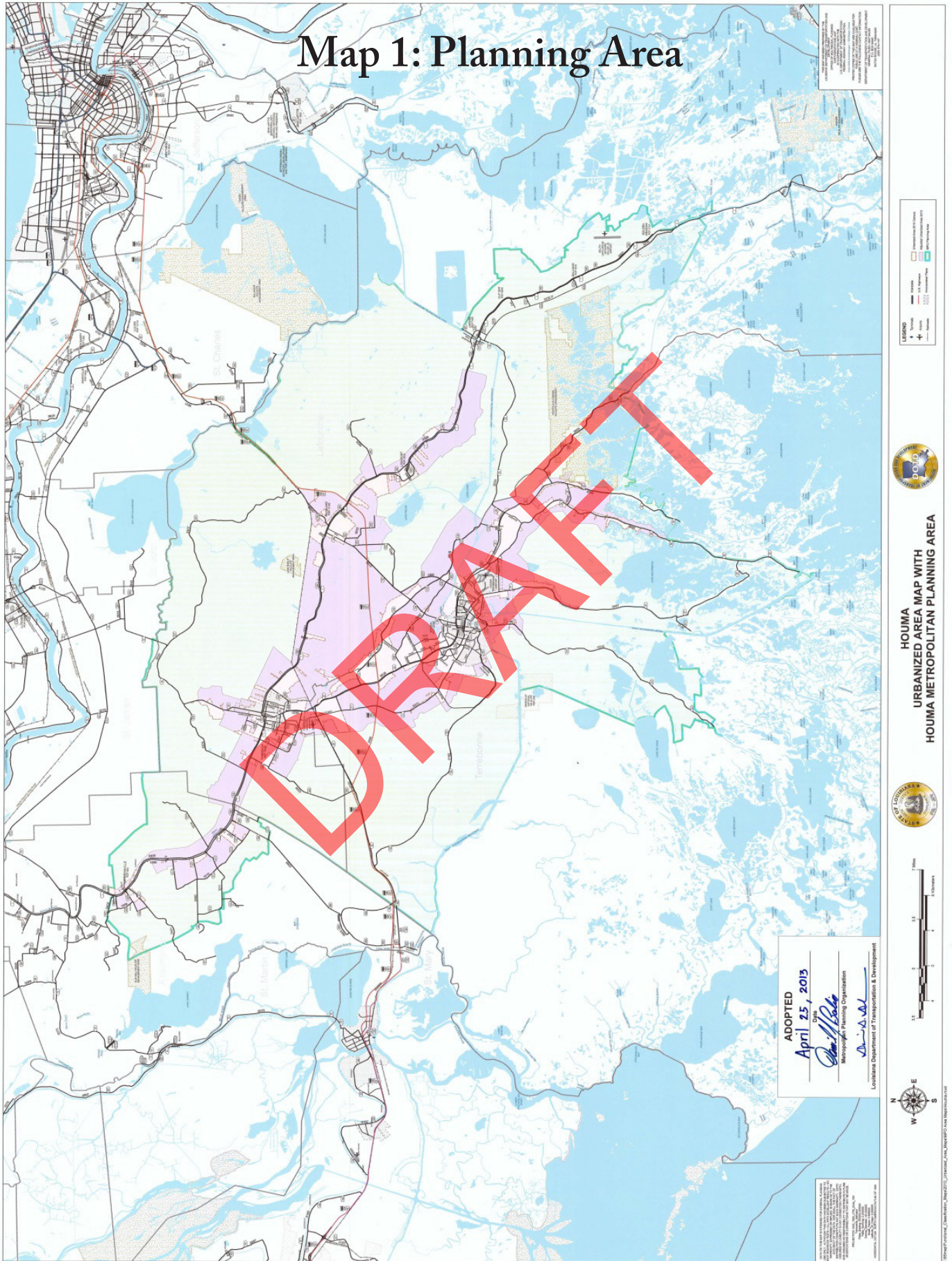
Technical Advisory Committee:

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
- City of Thibodaux, Grants Director
- City of Thibodaux, Public Works Director
- Federal Highway Administration
- LADOTD, Area Engineer, Dist. 61
- LADOTD, Maintenance Engineer, Dist. 02
- LADOTD, Office of Planning and Programming
- LADOTD, Public Transportation Administrator
- LADOTD, Traffic Engineer, Dist. 02
- Lafourche Parish, Chamber of Commerce
- Lafourche Parish, Grants Director
- Lafourche Parish, Planning Department
- Lafourche Parish, Public Works Director
- Terrebonne Economic Development Authority
- Terrebonne Parish, Chamber of Commerce
- Terrebonne Parish, Engineering Department
- Terrebonne Parish, Planning & Zoning Director
- Terrebonne Parish, Public Transit Manager
- Terrebonne Parish, Public Works Director
- Terrebonne Parish, Roads and Bridges Division, Operations Manager
- Town of Lockport, Mayor

Map 1: Planning Area



Introduction to Metropolitan Transportation Planning

Metropolitan Planning Organization

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.

Since that time, the other various federal transportation bills, such as the Intermodal Surface Transportation Efficiency Act (ISTEA), the Transportation Equity Act of the 21st Century (TEA-21), the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), the Moving Ahead for Progress in the 21st Century Act (MAP-21), and the Fixing America’s Surface Transportation Act (FAST Act) have continued to expand and better define the transportation planning process.

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

The current Houma-Thibodaux Metropolitan Transportation

Plan was adopted in 2015. 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 Transportation 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.

Purpose of the Transportation Improvement Program

The Transportation Improvement Program

The 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 is 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, the *Fixing America’s Surface Transportation (FAST) Act*.

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

The TIP, as well as the MPO’s other planning products, are guided by a set of seven **national goals**, fifteen **regional goals**, and ten national *planning factors*. These goals and planning factors guide the various strategies, policies, and projects undertaken by the MPO. These goals and factors are listed on page 7 of this document.

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.

National Planning Goals

- Safety:** To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
- Infrastructure Condition:** To maintain the highway infrastructure asset system in a state of good repair.
- Congestion Reduction:** To achieve a significant reduction in congestion on the National Highway System.
- System Reliability:** To improve the efficiency of the surface transportation system.
- Freight Movement and Economic Vitality:** To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets and support regional economic development.
- Environmental Sustainability:** To enhance the performance of the transportation system while protecting and enhancing the natural environment.
- Reduce Project Delivery Delays:** To reduce project costs, promote jobs and the economy and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

Regional Goals Adopted in 2040 MTP

- Goal 1:** To maintain the infrastructure system in a state of good repair.
- Goal 2:** To improve the efficiency of the surface transportation system.
- Goal 3:** To achieve a significant reduction in congestion on the region's roadways.
- Goal 4:** To promote the use of bicycle and pedestrian facilities.
- Goal 5:** To improve safety for pedestrian and bicycle users.
- Goal 6:** To improve access for pedestrian and bicycle users.
- Goal 7:** To improve access to the region's transit network.
- Goal 8:** To improve the efficiency of the region's transit network.
- Goal 9:** To increase the coverage of the region's transit network.
- Goal 10:** To increase the ridership of the region's transit system.
- Goal 11:** To achieve a significant reduction in traffic fatalities and serious injuries on all public roads, as specified in the South Central Regional Highway Safety Plan.
- Goal 12:** To increase the security of the transportation system for motorized and non-motorized users by collaborating with various stakeholders, such as Emergency Preparedness, Homeland Security, EMS, DOTD, parish officials, transit providers, and law enforcement. The goal is to ensure consistency among emergency relief and disaster preparedness plans and strategies and policies that support homeland security (including awareness and response to potential terrorist activity, natural disasters, roadway incidents and closures, and environmental, technological and radiological hazards) and safeguard the personal security of all motorized and non-motorized users.
- Goal 13:** To enhance the performance of the transportation system while protecting and enhancing the natural environment.
- Goal 14:** To improve the region's freight network, strengthen the ability of the region to access national and international trade markets, and support local economic development.
- Goal 15:** To identify creative and alternative methods of funding local projects.

National Planning Factors

- Support the economic vitality of the United States, the States, and metropolitan areas, especially by enabling global competitiveness, productivity, and efficiency.
- Increase the safety of the transportation system for motorized and non-motorized users.
- Increase the security of the transportation system for motorized and non-motorized users.
- Increase the accessibility and mobility of people and for freight.
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and
- State and local planned growth and economic development patterns.
- Enhance the integration and connectivity of the transportation system, across and between modes throughout the State, for people and freight.
- Promote efficient system management and operation.
- Emphasize the preservation of the existing transportation system.
- Improve resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.
- Enhance travel and tourism.

Procedures to Amend or Administratively Modify the Transportation Improvement Programs

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 or project phase costs, minor changes to funding sources of previously-included projects, and minor changes to project or 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).

- 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

Federal legislation dictates that the TIP must cover at least four years. The TIP may be updated annually, but must be updated at least every four years. The HTMPO typically updates the TIP every other year (odd numbered 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 allo-

cated 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.”

FAST Act Programs

Fixing America’s Surface Transportation (FAST) Act became law on December 4, 2015 (Public Law 114-94). It authorized \$305 billion in highway, transit, and other surface transportation programs for federal fiscal years 2016 through 2020. The FAST Act maintains the focus on safety keeps intact the established structure of the various highway programs, continues efforts to streamline project delivery, and provides a dedicated source of federal dollars for freight projects. For the purpose of this document, the core programs are:

The Surface Transportation Block Grant Program

The Surface Transportation Block Grant Program (STBG), formally the Surface Transportation Program, authorizes an average of \$11.7 billion nation-wide each year. It 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.

The Houma-Thibodaux MPO is appropriated by formula approximately \$3.5 million of these funds each year. These are the only funds which the MPO are authorized to directly designate each year.

National Highway Performance Program

The FAST Act continues the National Highway Performance Program, which was established under MAP-21. The NHPP, which is authorized at an annual average of \$23.3 billion, 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.

Highway Safety Improvement Program

The Highway Safety Improvement Program (HSIP) authorizes an annual average of \$2.3 billion of 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 they have met any railway-highway crossing and infrastructure safety needs.

Transportation Alternative Program

MAP-21 established, and the FAST Act continued, 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.

National Highway Freight Program

This is a new program established by the *FAST Act*. It authorizes an average of \$1.2 billion nationwide. The purpose of the program is to improve the efficient movement of freight on the National Highway Freight Network (NHFN) and support several goals, including:

- Investing in infrastructure and operational improvements that strengthen economic competitiveness, reduce congestion, reduce the cost of freight transportation, improve reliability, and increase productivity;
- Improving the safety, security, efficiency, and resiliency of freight transportation in rural and urban areas;
- Improving the state of good repair of the NHFN;
- Using innovation and advanced technology to improve NHFN safety, efficiency, and reliability;
- Improving the efficiency and productivity of the NHFN;
- Improving State flexibility to support multi-State corridor planning and address highway freight connectivity; and,
- Reducing the environmental impacts of freight movement on the NHFN.

The Congestion Mitigation and Air Quality Improvement Program

The Congestion Mitigation and Air Quality improvement program (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 *FAST Act* has appropriated an average of \$2.4 billion nationwide each year to this program.

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

FASTLANE Grants

The “Fostering Advancements in Shipping and Transportation for the Long-term Achievement of National Efficiencies,” or FASTLANE, is a highly competitive program providing dedicated, discretionary funding for projects that address critical freight issues facing the nation’s highways and bridges. The *FAST Act* authorizes an average of \$900 million per year for the program. Eligible projects include the following:

- A highway freight project on the National Highway Freight Network;
- A highway or bridge project on the National Highway System, including:
 - A project to add capacity to the Interstate System to improve mobility; or
 - A project in a national scenic area;
- A freight project that is:
 - A freight intermodal or freight rail project; or
 - A project within the boundaries of a public or private freight rail, water (including ports), or intermodal facility and that is a surface transportation infrastructure project necessary to facilitate direct intermodal interchange, transfer, or access into or out of the facility,
 - Provided that the project will make a significant improvement to freight movements on the National Highway Freight Network, that the Federal share of non-highway portions of the project funds only elements of the project that provide public benefits, and that the total of Federal FASTLANE grants for non-highway portions of these projects does not exceed \$500 million for fiscal years 2016 through 2020; or
- A railway-highway grade crossing or grade separation project.

The FAST Act has rebranded the FASTLANE grants as INFRA grants - “Infrastructure For Rebuilding America.”

Public Transportation

Similar to the highway program, the *FAST Act* maintains the nation’s commitment to the primary public transportation programs established in previous transportation acts. The principle programs are:

Section 5307

The Urbanized Area Formula Funding program (49 U.S.C. 5307) makes Federal resources available to urbanized areas and to Governors for transit capital and operating assistance and for transportation related planning in urbanized areas. An urbanized area is an Census-designated area with a population of 50,000 or more as determined by the U.S. Department of Commerce, Bureau of the Census.

Funding is made available to designated recipients, which must be public bodies with the legal authority to receive and disperse Federal funds. Governors, responsible local officials and publicly

owned operators of transit services are required to designate a recipient to apply for, receive, and dispense funds for urbanized areas pursuant to 49 U.S.C. 5307(a)(2). The Governor or Governor's designee is the designated recipient for urbanized areas with populations between 50,000 and 200,000.

Eligible activities include planning, engineering, design and evaluation of transit projects and other technical transportation-related studies; capital investments in bus and bus-related activities such as replacement of buses, overhaul of buses, rebuilding of buses, crime prevention and security equipment and construction of maintenance and passenger facilities; and capital investments in new and existing fixed guideway systems including rolling stock, overhaul and rebuilding of vehicles, track, signals, communications, and computer hardware and software. All preventive maintenance and some Americans with Disabilities Act complementary paratransit service costs are considered capital costs. For urbanized areas with populations less than 200,000, operating assistance is an eligible expense.

For urbanized areas with 200,000 in population and over, funds are apportioned and flow directly to a designated recipient selected locally to apply for and receive Federal funds. For urbanized areas under 200,000 in population, the funds are apportioned to the Governor of each state for distribution.

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 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.

Section 5311

This program provides capital, planning, and operating assistance to states and federally recognized Indian tribes to support public transportation in rural areas with populations less than 50,000, where many residents often rely on public transit to reach their destinations. It also provides funding for state and national training and technical assistance through the Rural Transportation Assistance Program.

Section 5339 Bus and Bus Facilities

Provides capital funding to replace, rehabilitate and purchase

buses and related equipment and to construct bus-related facilities including technological changes or innovations to modify low or no emission vehicles or facilities.

Performance Measures

The *FAST Act*, like MAP-21 before it, mandated that MPOs and state DOTs establish performance targets in for the following performance measure areas. At the time of the adoption of this document, the MPO will have established targets in the area of highway safety. This document will be updated throughout the years as more measures are adopted. Targets are listed in **Appendix A**.

Highway Safety

The MPO must establish targets regarding the number of fatalities and serious injuries, the rate of fatalities and serious injuries, and the number of non-motorized fatalities and serious injuries. These targets must be based on 5-year rolling averages for all public roads.

Pavement and Bridge Conditions

The MPO must establish performance targets for **Interstate and non-Interstate NHS** in regards to the percentage of the system in good condition and the percentage of pavement in poor condition. These conditions are determined by considering the roughness, cracking, and rutting/faulting. Measures are to be aggregated by lane miles. MPOs are responsible for reporting on locally owned and maintained NHS roadways.

Similarly, the MPO must establish targets for **NHS bridge** conditions in regards to the percentage of the deck area in good condition, the percentage in fair condition, and the percentage in poor condition. MPOs must report on bridges on the NHS system not owned by the DOTD, but owned and maintained locally.

System Performance/Freight/CMAQ

MPOs must also establish targets relative to Interstate and non-Interstate travel time reliability. These targets must measure the percent of person-miles traveled on the Interstate and non-Interstate NHS that are considered reliable. In addition, targets must also be set based on the percentage of Interstate system mileage providing for reliable truck travel time. Areas in non-attainment must also set targets for on-road mobile source emissions.

The Houma-Thibodaux MPO does not have any Interstate mileage and is currently in attainment, thus will not need to set targets for freight and air quality.

Planning

The MPO, state, and the providers of public transportation shall jointly agree upon and develop specific written provisions for cooperatively developing and sharing information related to transportation performance data, the selection of performance targets, the reporting of performance targets, the reporting of

performance to be used in tracking progress towards attainment of critical outcomes for the region, and the collection of data for the State asset management plans for the NHS.

This formal documentation should be approved by the MPO Policy Committee and shall be documented as parts of the metropolitan planning agreements or documented in some other means outside of the metropolitan planning agreements as determined cooperatively by the MPO, state, and providers of public transportation.

Asset Management

The State is required to develop a risk-based asset management plan for the NHS with the goal of improving or preserving the condition of the assets and the performance of the system. These plans are to be performance driven and include strategies leading to a program of projects that would make progress towards achievement of the State's performance targets. At a minimum, plans should include a summary listing of the pavement and bridge assets, and their conditions, on the NHS; asset management objectives and measures; a performance gap identification; a lifecycle cost and risk management analysis; a financial plan; and investment strategies.

Transit Asset Management

Transit agencies are required also to develop asset management plans. These plans address rolling stock, or the percentage of revenue vehicles that exceed the useful life benchmark; equipment, or the percentage of non-revenue service vehicles that exceed the useful life benchmark; facilities, or the percentage of facilities that are rated less than 3.0 on the Transit Economic Requirement Model Scale; and infrastructure, or the percentage of track segments that have performance restrictions.

MPOs must establish targets specific to the MPO planning area for the same performance measures for all public transit providers in the MPO within 180 days of when the transit provider establishes its targets.

Public Transportation Safety

The National Public Transportation Safety Plan guides the national effort in managing the safety risks and safety hazards within our nation's public transportation systems. It establishes performance measures to improve the safety of public transportation systems that receive federal financial assistance. When the Public Transportation Agency Safety Plan Final Rule is complete, each transit agency or state DOT will have one year to establish and self-certify their Public Transportation Agency Plans. One of the required elements of that plan will be safety performance targets. The Public Transportation Agency Plan will need to be re-certified annually.

MPOs will have one year from the establishment of the transit agency safety targets to establish performance targets that address the performance measures or standards established under 23 CFR part 490 (where applicable), and 49 U.S.C. 5329(d) to use in tracking progress toward attainment of critical outcomes for the region of the metropolitan planning organization.

Public Review/Title VI

For the development of this UPWP, timely coordination and solicitation from other agencies and the public were included. The UPWP draft was made available to the TAC on December 15, 2016 and March 9, 2017 and to the Policy Committee on January 26, 2017 and April 27, 2017. The MPO drafts and agendas were distributed via email and posted on the MPO website for the public to review. The MPO meetings were held in a public venue. Public comment was offered at the TAC and PC meetings. Review copies were sent to the appropriate agencies and made available on the MPO website for easy public access and information. All comments received were addressed and revisions were made where appropriate. In general, all agency plans and programs comply with the public involvement provisions of Title VI which states:

"No persons in the United States shall, on grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance."

The final TIP was complete with its public involvement process and approved by the Policy Committee on April 26, 2017.

Relevant Documents

Assumption Parish Comprehensive Plan

The Assumption Parish Comprehensive Plan was completed in 2009 by the South Central Planning and Development Commission. The plan reviews the strengths, weaknesses, opportunities, and threats to the parish. It also outlines goals, objectives, and strategies for the parish for a 20 year period.

Coordinated Human Services Transportation Plan

Developed by SCPDC in 2007 to facilitate coordinated efforts by representatives of public, private, non-profit transportation and human service providers, and the public. The plan is currently being updated.

Houma ITS Deployment Plan, April 2015

- State Project Number: 4400001465

The plan documents the need for and staged deployment of ITS resources within the MPO Planning area. The document was prepared by Stantec and was completed in April 2015.

Houma-Thibodaux to LA 3127 Connection Draft Environmental Impact Statement

- State Project Number: H.005257

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. This project is commonly referred to as the "North-South Corridor" project. The

document was prepared by Buchart-Horn, Inc. and completed in July 2015.

The Road to 2040: The Metropolitan Transportation Plan for the Houma-Thibodaux Region

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 upon the system.

The study was adopted by the Houma-Thibodaux MPO Policy committee May 2015.

Lafourche Parish Comprehensive Resiliency Plan

The plan, adopted by the Lafourche Council in April 2014, is designed to guide economic development, transportation, and land use investment in the parish over a 20 year period. The plan also addresses issues pertaining to natural disasters and resiliency.

Lafourche Parish Master Transportation Plan (in development)

This plan is currently being developed by SCPDC. The plan will discuss goals and strategies to assist Lafourche Parish in implementing the MPO's long range plan.

Lafourche Parish Multiuse Path Master Plan and Feasibility Study

Developed by Alta and Duplantis Design Group, this document provides data and casts the vision for a multiuse path along Bayou Lafourche in between Raceland and Lockport.

Louisiana Freight Mobility Plan (Draft)

The plan, developed in consultation with the State's Freight Advisory Council, reviews the various freight needs across the state. While the draft plan was developed to be *MAP-21* compliant, it is currently being revised to comply with new *FAST Act* requirements. The draft plan was completed in October 2015.

Louisiana Statewide Transportation Plan

The plan analyzes 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 latest version was completed in December 2015.

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, seat belts, young drivers, and infrastructure and operations.

South Central Regional Bicycle and Pedestrian Plan

The Bike and Pedestrian Plan was developed by SCPDC in conjunction with the Active Transportation Committee. The plan reviews existing and potential bike and pedestrian projections throughout the region. It also identifies funding sources and includes educational information. The document was completed in April 2013.

Terrebonne Comprehensive Master Plan

The Comprehensive Master Plan Vision 2030 was adopted by the Houma-Terrebonne Regional Planning Commission in November 2012 and accepted by the Parish Council in February 2013. The master plan update provides a framework for the sustainable growth, development and protection of Terrebonne Parish and the quality of life for its residents.

Town of Lockport Comprehensive Plan

The Town's comprehensive plan was last updated by Gulf South Engineers in 1998. The document serves primarily as a zoning plan, though it touches on capital improvement needs, housing, transportation, and economic issues as well.

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.

Replacement of Houma Tunnel Stage 0 Feasibility Study

- State 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.

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.

- Acadis Rd: Audubon-Cardinal Ped Paths
- Civic Center Blvd. @ Valhi Blvd. Intersection Study (Stage 0 for Roundabout)
- Country Drive Widening
- Thibodaux Overlays

Improvement Cost Estimates

In order to develop a Transportation Improvement Program consistent with the financial constraints imposed by the projected availability of funding implementation costs were projected for all proposed improvements. Cost estimates for most projects were available from either LADOTD or local public agencies. However, in some instances it is necessary to develop new estimates. These estimates began, when possible, with cost estimates obtained from LADOTD's Office of Planning and Programming in its documents "Highway Program" and "Delivery Schedule." When construction estimates were not available, the team prepared order-of-magnitude cost estimates in 2013 dollars based on projects in the historic funding database. The typical construction cost estimates for the latter improvements are located in Table 1.

These estimates are for construction costs only. The typical cost calculated for each project could be factored up by as much as 35% to include engineering design, construction management, right-of-way and utilities.

Table 1: Typical Project Cost by Improvement Type (2013 Dollars)

Improvement Type	Avg. Cost	Unit
New Interstate	\$16,000,000	Mile
New 4 Lane Arterial	\$9,000,000	Mile
New 2 Lane Arterial	\$4,000,000	Mile
Arterial Widening	\$5,000,000	Mile
Center Turn Lane	\$2,000,000	Mile
Reconstruction	\$1,250,000	Mile
Overlay	\$500,000	Mile
Sidewalks	\$500,000	Mile
One Way Couplet	\$3,800,000	Mile
ITS	\$700,000	Mile
New Interchange	\$15,000,000	Each
Interchange Improvement	\$7,000,000	Each
Intersection Improvement	\$750,000	Each
Railroad Overpass	\$3,000,000	Each
Bridges		
2 Lane Fixed	\$925,000	Each
4 Lane Fixed	\$2,175,000	Each
2 Lane Swing Span	\$5,200,000	Each
2 Lane Lift Span	\$5,700,000	Each
4 Lane Lift Span	\$25,000,000	Each
4 Lane High Rise	\$27,200,000	Each

Source: LADOTD Historic Project Lettings 1990-2008, NSI 2014, HTMPO

Glossary of Terms

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.

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.

DRAFT

DRAFT

Transportation Improvement Program

Highway Element

DRAFT

FFY 2018-2019 (Oct. 2018 - Sept. 2019)¹

Project #	Name - Limits or Location	Phase	Estimate	Contingency (10%)	Funding Source
1	Civic Center Sidewalks	Construction	\$350,000	\$35,000	STP<200K
2	LA 24 Sidewalk Rehabilitation	Construction	\$1,000,000	\$100,000	STP<200K
3	Prospect Street Sidewalks	Construction	\$250,000	\$25,000	STP<200K
4	Larose Multi-Use Path	Design/PE	\$30,000		STP<200K
5	Audubon Ave Ovlv: LA 1 to Terrebonne P/L	Design/PE	\$69,320		STP<200K
6	LA 20 Ovlv: Percy Brown Rd - Jackson St	Design/PE	\$123,700		STP<200K
7	Canal Street Bridge Replacement	Design/PE	\$584,000		STP<200K
8	Canal Street Bridge Replacement	Environmental	\$32,000		STP<200K
9	Chackbay Sidewalk Repair and Ped Improvements	Design/PE	\$7,500		STP<200K
10	Cut Off Sidewalk Repair and Improvements	Design/PE	\$10,000		STP<200K
11	Raceland Sidewalk Repair and Improvements	Design/PE	\$10,000		STP<200K
12	Valhi Multi-use Sidewalk Path	Design/PE	\$99,700		STP<200K
13	Bayou Blue Sidewalks	Design/PE	\$37,378		STP<200K
14	Napoleonville Sidewalks - Washington Street	Design/PE	\$7,976		STP<200K
15	Lockport Community Center Safety Improvements and Pedestrian Upgrades	Design/PE	\$45,000		STP<200K
16	Downtown Thibodaux Sidewalk Rehab	Construction	\$193,200	\$19,320	STP<200K
17	Acadian Road Roundabout	Construction	\$1,570,000	\$157,000	HSIP
18	Civic Center Roundabout	Engineering	\$150,000		STP<200K
19	Civic Center Roundabout	Environmental	\$150,000		STP<200K
20	Civic Center Roundabout	ROW	\$150,000		STP<200K
21	District Maintenance - Operations	Construction	\$25,000	\$2,500	STPFlex
22	Misc Transportation Alternatives Projects	Design	\$10,000		TAP<200K
23	Misc Transportation Alternatives Projects	Construction	\$75,000	\$7,500	TAP<200K
24	Misc National Trails Projects	Design	\$10,000		RTP
25	Misc National Trails Projects	Construction	\$75,000	\$7,500	RTP
26	Statewide Overlay Program	Construction	\$4,000,000	\$400,000	STPFlex, NHS, HSIP

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

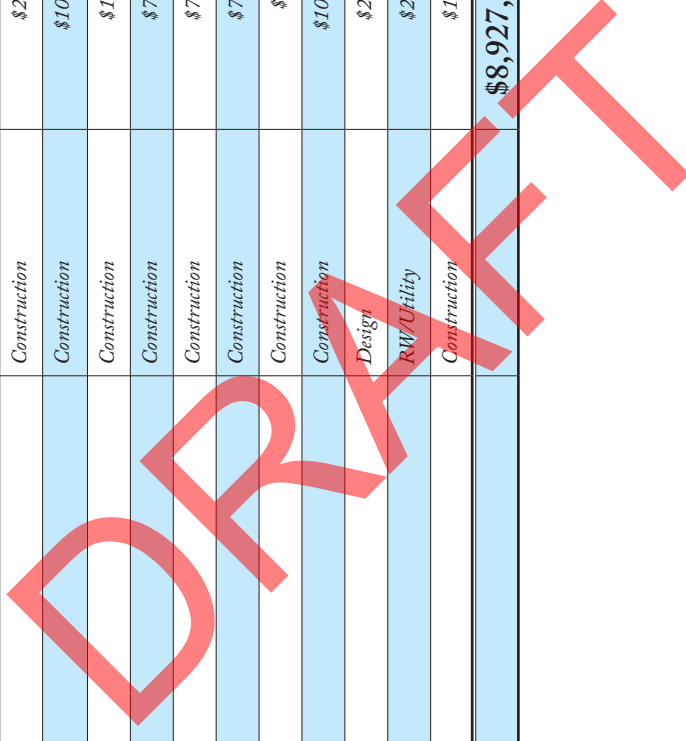
Project #	Name - Limits or Location	Phase	Estimate	Contingency (10%)		Funding Source
27	L.000054 Road Preventive Maintenance Program	Construction	\$600,000	\$60,000		IM, NHS, STPFlex
28	L.000055 Railroad Crossing Improvements	Construction	\$200,000	\$20,000		STPFlex, STPRR
29	L.000056 Misc Hazard Elimination Projects	Construction	\$5,000	\$500		HSIP
30	L.000059 Safety Projects	Construction	\$100,000	\$10,000		HSIP
31	L.000060 Local Roads Safety Program	Right of Way	\$10,000			HRRR
32	L.000060 Local Roads Safety Program	Utilities	\$10,000			HRRR
33	L.000060 Local Roads Safety Program	Design	\$10,000			HRRR
34	L.000060 Local Roads Safety Program	Construction	\$30,000	\$3,000		HRRR
35	L.000061 Safe Routes to Schools Program	Design	\$8,000			SR2S
36	L.000061 Safe Routes to Schools Program	Construction	\$25,000	\$2,500		SR2S
37	L.000065 ITS System (State-wide)	Construction	\$100,000	\$10,000		NHS, IM
38	L.000066 Roadway Flooding/Drainage Program	Construction	\$10,000	\$1,000		STPFlex
39	L.000072 Moveable Bridge Program (Elec/Mech)	Construction	\$75,000	\$7,500		STPFlex, FBR-ON/OFF
40	L.000073 Urgent Bridge Repair/Replacement	Construction	\$75,000	\$7,500		FBR-ON/OFF
41	L.000074 Bridge Preventive Maintenance Program	Construction	\$75,000	\$7,500		FBR-ON/OFF
42	L.000075 Bridge Painting Program	Construction	\$2,000	\$200		STPFlex
43	L.000078 Off-System Bridge Replacement Program	Construction	\$100,000	\$10,000		FBROFF
44	L.000081 Various DEMO Projects	Design	\$25,000			DEMO
45	L.000081 Various DEMO Projects	RW/Utility	\$25,000			DEMO
46	L.000082 Misc. Statewide TCSP Projects	Construction	\$10,000	\$1,000		FLH
Sub-Total FFY 2018-2019			\$10,559,774	\$894,520		

FFY 2019-2020 (Oct. 2019 - Sept. 2020)¹

Project #	Name - Limits or Location	Phase	Estimate	Contingency (10%)	Funding Source
1	Larose Multi-Use Path	Environmental	\$15,000		STP<200K
2	Audubon Ave Ovly: LA 1 to Terrebonne P/L	Construction	\$469,380	\$46,938	STP<200K
3	LA 20 Ovly: Percy Brown Rd - Jackson St	Construction	\$987,750	\$98,775	STP<200K
4	Canal Street Bridge Replacement	ROW	\$110,000		STP<200K
5	Chackbay Sidewalk Repair and Ped Improvements	Construction	\$37,620	\$3,762	STP<200K
6	Cut Off Sidewalk Repair and Improvements	Construction	\$46,450	\$4,645	STP<200K
7	Central Lafourche LA 1 Multi-Use Trail Phase I, Matthews to Lockport	Construction	\$141,500	\$14,150	STP<200K
8	Central Lafourche LA 1 Multi-Use Trail Phase II, Race-land to Matthews	Construction	\$213,115	\$21,312	STP<200K
9	Raceland Sidewalk Repair and Improvements	Construction	\$45,810	\$4,581	STP<200K
10	Valhi Multi-use Sidewalk Path, Phase I	Construction	\$465,608	\$46,561	STP<200K
11	Valhi Multi-use Sidewalk Path, Phase II	Construction	\$507,412	\$50,741	STP<200K
12	Bayou Blue Sidewalks	ROW	\$83,160		STP<200K
13	Napoleonville Sidewalks - Washington Street	Construction	\$79,757	\$7,976	STP<200K
14	Napoleonville Sidewalks - Dr. Martin Luther King, ph. 1	Design	\$9,634		STP<200K
15	Lockport Community Center Safety Improvements and Pedestrian Upgrades	Environmental	\$25,000		STP<200K
16	<i>Distrit Maintenance - Operations</i>	<i>Construction</i>	<i>\$25,000</i>	<i>\$2,500</i>	<i>STPflex</i>
17	<i>Misc Transportation Alternatives Projects</i>	<i>Design</i>	<i>\$10,000</i>		<i>TAP<200K</i>
18	<i>Misc Transportation Alternatives Projects</i>	<i>Construction</i>	<i>\$75,000</i>	<i>\$7,500</i>	<i>TAP<200K</i>
19	<i>Misc National Trails Projects</i>	<i>Design</i>	<i>\$10,000</i>		<i>RTP</i>
20	<i>Misc National Trails Projects</i>	<i>Construction</i>	<i>\$75,000</i>	<i>\$7,500</i>	<i>RTP</i>
21	<i>Statewide Overlay Program</i>	<i>Construction</i>	<i>\$4,000,000</i>	<i>\$400,000</i>	<i>STPflex, NHS, HSIP</i>
22	<i>Road Preventive Maintenance Program</i>	<i>Construction</i>	<i>\$600,000</i>	<i>\$60,000</i>	<i>IM, NHS, STPflex</i>
23	<i>Railroad Crossing Improvements</i>	<i>Construction</i>	<i>\$200,000</i>	<i>\$20,000</i>	<i>STPflex, STPRR</i>
24	<i>Misc Hazard Elimination Projects</i>	<i>Construction</i>	<i>\$5,000</i>	<i>\$500</i>	<i>HSIP</i>

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

Project #	Name - Limits or Location	Phase	Estimate	Contingency (10%)	Funding Source
25	Safety Projects	Construction	\$100,000	\$10,000	HSIP
26	Local Roads Safety Program	Right of Way	\$10,000		HRRR
27	Local Roads Safety Program	Utilities	\$10,000		HRRR
28	Local Roads Safety Program	Design	\$10,000		HRRR
29	Local Roads Safety Program	Construction	\$30,000	\$3,000	HRRR
30	Safe Routes to Schools Program	Design	\$8,000		SR2S
31	Safe Routes to Schools Program	Construction	\$25,000	\$2,500	SR2S
32	ITS System (Statewide)	Construction	\$100,000	\$10,000	NHS, IM
33	Roadway Flooding/Drainage Program	Construction	\$10,000	\$1,000	STPFlex
34	Moveable Bridge Program (Elec/Mech)	Construction	\$75,000	\$7,500	STPFlex, FBR-ON/OFF
35	Urgent Bridge Repair/Replacement	Construction	\$75,000	\$7,500	FBR-ON/OFF
36	Bridge Preventive Maintenance Program	Construction	\$75,000	\$7,500	FBR-ON/OFF
37	Bridge Painting Program	Construction	\$2,000	\$200	STPFlex
38	Off-System Bridge Replacement Program	Construction	\$100,000	\$10,000	FBROFF
39	Various DEMO Projects	Design	\$25,000		DEMO
40	Various DEMO Projects	RW/Utility	\$25,000		DEMO
41	Misc. Statewide TCSP Projects	Construction	\$10,000	\$1,000	FLH
	Sub-Total FFY 2019-2020		\$8,927,197	\$857,640	



FFY 2020-2021 (Oct. 2020 - Sept. 2021)¹

Project #	Name - Limits or Location	Phase	Estimate	Contingency (10%)	Funding Source
1	Airport Connector Road and Bridge	Construction	\$30,960,000	\$3,096,000	Local
2	Bayou Blue Sidewalks	Construction	\$124,592	\$12,459.2	STP<200K
3	Larose Multi-Use Path	Construction	\$145,000	\$14,500.0	STP<200K
4	Lockport Community Center Safety Improvements and Pedestrian Upgrades	Construction	\$220,000	\$22,000.0	STP<200K
5	Napoleonville Sidewalks - Dr. Martin Luther King, ph. 1	Construction	\$96,344	\$9,634.4	STP<200K
6	Napoleonville Sidewalks - Dr. Martin Luther King, ph. 2	Design	\$9,634		STP<200K
7	District Maintenance - Operations	Construction	\$25,000	\$2,500	STPFlex
8	Misc Transportation Alternatives Projects	Design	\$10,000		TAP<200K
9	Misc Transportation Alternatives Projects	Construction	\$75,000	\$7,500	TAP<200K
10	Misc National Trails Projects	Design	\$10,000		RTP
11	Misc National Trails Projects	Construction	\$75,000	\$7,500	RTP
12	Statewide Overlay Program	Construction	\$4,000,000	\$400,000	STPFlex, NHS, HSIP
13	Road Preventive Maintenance Program	Construction	\$600,000	\$60,000	IM, NHS, STPFlex
14	Railroad Crossing Improvements	Construction	\$200,000	\$20,000.00	STPFlex, STPRR
15	Misc Hazard Elimination Projects	Construction	\$5,000	\$500	HSIP
16	Safety Projects	Construction	\$100,000	\$10,000	HSIP
17	Local Roads Safety Program	Right of Way	\$10,000		HRRR
18	Local Roads Safety Program	Utilities	\$10,000		HRRR
19	Local Roads Safety Program	Design	\$10,000		HRRR
20	Local Roads Safety Program	Construction	\$30,000	\$3,000	HRRR
21	Safe Routes to Schools Program	Design	\$8,000		SR2S
22	Safe Routes to Schools Program	Construction	\$25,000	\$2,500	SR2S
23	ITS System (Statewide)	Construction	\$100,000	\$10,000	NHS, IM
24	Roadway Flooding/Drainage Program	Construction	\$10,000	\$1,000	STPFlex
25	Movable Bridge Program (Elec/Mech)	Construction	\$75,000	\$7,500	STPFlex, FBR-ON/OFF
26	Urgent Bridge Repair/Replacement	Construction	\$75,000	\$7,500	FBR-ON/OFF

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

Project #	Name - Limits or Location	Phase	Estimate	Contingency (10%)	Funding Source
27	L.000074 <i>Bridge Preventive Maintenance Program</i>	Construction	\$75,000	\$7,500	FBR-ON/OFF
28	L.000075 <i>Bridge Painting Program</i>	Construction	\$2,000	\$200	STPFlex
29	L.000078 <i>Off-System Bridge Replacement Program</i>	Construction	\$100,000	\$10,000	FBROFF
30	L.000081 <i>Various DEMO Projects</i>	Design	\$25,000		DEMO
31	L.000081 <i>Various DEMO Projects</i>	RW/Utility	\$25,000		DEMO
32	L.000082 <i>Misc. Statewide TCSP Projects</i>	Construction	\$10,000	\$1,000	FLH
	Sub-Total FFY 2020-2021		\$37,245,571	\$3,712,794	

DRAFT

FFY 2021-2022 (Oct. 2021 - Sept. 2022)¹

Project #	Name - Limits or Location	Phase	Estimate	Contingency (10%)	Funding Source
1	Napoleonville Sidewalks - Dr. Martin Luther King, ph. 2	Construction	\$96,344	\$9,634.4	STP<200K
2	Napoleonville Sidewalks - Franklin St, ph. 1	Design	\$9,857		STP<200K
3	District Maintenance - Operations	Construction	\$25,000	\$2,500	STPFlex
4	Misc Transportation Alternatives Projects	Design	\$10,000		TAP<200K
5	Misc Transportation Alternatives Projects	Construction	\$75,000	\$7,500	TAP<200K
6	Misc National Trails Projects	Design	\$10,000		RTP
7	Misc National Trails Projects	Construction	\$75,000	\$7,500	RTP
8	Statewide Overlay Program	Construction	\$4,000,000	\$400,000	STPFlex, NHS, HSIP
9	Road Preventive Maintenance Program	Construction	\$600,000	\$60,000	IM, NHS, STPFlex
10	Railroad Crossing Improvements	Construction	\$200,000	\$20,000	STPFlex, STPRR
11	Misc Hazard Elimination Projects	Construction	\$5,000	\$500	HSIP
12	Safety Projects	Construction	\$100,000	\$10,000	HSIP
13	Local Roads Safety Program	Right of Way	\$10,000		HRRR
14	Local Roads Safety Program	Utilities	\$10,000		HRRR
15	Local Roads Safety Program	Design	\$10,000		HRRR
16	Local Roads Safety Program	Construction	\$30,000	\$3,000	HRRR
17	Saf'e Routes to Schools Program	Design	\$8,000		SR2S
18	Saf'e Routes to Schools Program	Construction	\$25,000	\$2,500	SR2S
19	ITS System (Statewide)	Construction	\$100,000	\$10,000	NHS, IM
20	Roadway Flooding/Drainage Program	Construction	\$10,000	\$1,000	STPFlex
21	Moveable Bridge Program (Elec/Mech)	Construction	\$75,000	\$7,500	STPFlex, FBR-ON/OFF
22	Urgent Bridge Repair/Replacement	Construction	\$75,000	\$7,500	FBR-ON/OFF
23	Bridge Preventive Maintenance Program	Construction	\$75,000	\$7,500	FBR-ON/OFF
24	Bridge Painting Program	Construction	\$2,000	\$200	STPFlex
25	Off-System Bridge Replacement Program	Construction	\$100,000	\$10,000	FBROFF
26	Various DEMO Projects	Design	\$25,000		DEMO
27	Various DEMO Projects	RW/Utility	\$25,000		DEMO

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

Project #	Name - Limits or Location	Phase	Estimate	Contingency (10%)	Funding Source
28	L.00082 <i>Misc. Statewide TCSP Projects</i>	<i>Construction</i>	\$10,000	\$1,000	FLH
	Sub-Total FFY 2021-2022		\$5,796,201	\$567,834	

DRAFT

DRAFT

Transportation Improvement Program

Transit Element

DRAFT

FFY 2018 - 2019 (Oct. 2018 - Sept. 2019)

Project Number	Project Name	Phase	Total Cost	Federal Funds	Local Share	Funding Source
1	LA90Xhouma19 Good Earth Transit - Urban Operating Regular Assistance	Operating 50/50	\$1,165,810	\$582,905	\$582,905	Section 5307
2	LA90Xhouma19 Good Earth Transit - Urban Planning Assistance	Planning 80/20	\$193,988	\$155,190	\$38,798	Section 5307
3	LA90Xhouma19 Good Earth Transit - Urban Capital Op Ast (Maintenance)	Capital 80/20	\$727,250	\$581,800	\$145,450	Section 5307
4	LA90Xhouma19 Good Earth Transit - Urban Capital, Rolling Stock	Capital 80/20	\$1,000,000	\$800,000	\$200,000	Section 5307
5	Assumption ARC - Capital, Rolling Stock	Capital 80/20	\$52,191	\$41,753	\$10,438	Section 5310
6	Assumption COA - Capital, Rolling Stock	Capital 80/20	\$41,702	\$33,361	\$8,340	Section 5311
7	Assumption COA - Operating Assistance	Operating 50/50	\$284,846	\$142,423	\$142,423	Section 5311
8	Greyhound - Operating Assistance	Operating 50/50	\$1,915,475	\$957,738	\$957,738	Section 5310
9	Lafourche ARC - Capital, Rolling Stock	Capital 80/20	\$41,702	\$33,361	\$8,340	Section 5310
10	Lafourche ARC - Operating Assistance	Operating 50/50	\$155,210	\$77,605	\$77,605	Section 5310
11	Lafourche Council on Aging - Capital, Rolling Stock	Capital 80/20	\$116,525	\$93,220	\$23,305	Section 5310
12	Special Education District No. 1 of Lafourche - Capital, Rolling Stock	Capital 80/20	\$20,851	\$16,681	\$4,170	Section 5310
13	Terrebonne ARC - Capital Rolling Stock	Capital 80/20	\$285,745	\$228,596	\$57,149	Section 5310
14	Terrebonne ARC - Operating Assistance	Operating 50/50	\$285,745	\$142,873	\$142,873	Section 5310
15	Terrebonne Council on Aging - Capital, Rolling Stock	Capital 80/20	\$156,573	\$125,258	\$31,315	Section 5310
16	Terrebonne Council on Aging - Operating Assistance	Operating 50/50	\$398,307	\$199,154	\$199,154	Section 5310
17	Terrebonne Council on Aging - Operating Assistance	Operating 50/50	\$345,544	\$172,772	\$172,772	Section 5311
	Total FFY 2018-2019		\$7,187,464	\$4,384,690	\$2,802,774	

FFY 2019 - 2020 (Oct. 2019 - Sept. 2020)

Project Number	Project Name	Phase	Total Cost	Federal Funds	Local Share	Funding Source
01	LA90Xhouma20 Good Earth Transit - Urban Operating Regular Assistance	Operating 50/50	\$1,200,785	\$600,392	\$600,392	Section 5307
02	LA90Xhouma20 Good Earth Transit - Urban Planning Assistance	Planning 80/20	\$199,807	\$159,846	\$39,961	Section 5307
03	LA90Xhouma20 Good Earth Transit - Urban Capital Op Ast (Maintenance)	Capital 80/20	\$749,068	\$599,254	\$149,814	Section 5307
04	Assumption ARC - Capital, Rolling Stock	Capital 80/20	\$53,757	\$43,005	\$10,751	Section 5310
05	Assumption COA - Capital, Rolling Stock	Capital 80/20	\$42,953	\$34,362	\$8,591	Section 5311
06	Assumption COA - Operating Assistance	Operating 50/50	\$293,392	\$146,696	\$146,696	Section 5311
07	Greyhound - Operating Assistance	Operating 50/50	\$1,972,939	\$986,470	\$986,470	Section 5310
08	Lafourche ARC - Capital, Rolling Stock	Capital 80/20	\$42,953	\$34,362	\$8,591	Section 5310
09	Lafourche ARC - Operating Assistance	Operating 50/50	\$159,866	\$79,933	\$79,933	Section 5310
10	Lafourche Council on Aging - Capital, Rolling Stock	Capital 80/20	\$120,021	\$96,017	\$24,004	Section 5310
11	Special Education District No. 1 of Lafourche - Capital, Rolling Stock	Capital 80/20	\$21,476	\$17,181	\$4,295	Section 5310
12	Terrebonne ARC - Capital Rolling Stock	Capital 80/20	\$294,318	\$235,454	\$58,864	Section 5310
13	Terrebonne ARC - Operating Assistance	Operating 50/50	\$294,318	\$147,159	\$147,159	Section 5310
14	Terrebonne Council on Aging - Capital, Rolling Stock	Capital 80/20	\$161,270	\$129,016	\$32,254	Section 5310
15	Terrebonne Council on Aging - Operating Assistance	Operating 50/50	\$410,257	\$205,128	\$205,128	Section 5310
16	Terrebonne Council on Aging - Operating Assistance	Operating 50/50	\$355,910	\$177,955	\$177,955	Section 5311
	Total FFY 2019-2020		\$6,161,787	\$3,567,526	\$2,594,261	

FFY 2020 - 2021 (Oct. 2020 - Sept. 2021)

Project Number	Project Name	Phase	Total Cost	Federal Funds	Local Share	Funding Source
1	LA90Xhouma21 Good Earth Transit - Urban Operating Regular Assistance	Operating 50/50	\$1,236,808	\$618,404	\$618,404	Section 5307
2	LA90Xhouma21 Good Earth Transit - Urban Planning Assistance	Planning 80/20	\$205,802	\$164,641	\$41,160	Section 5307
3	LA90Xhouma21 Good Earth Transit - Urban Capital Op Ast (Maintenance)	Capital 80/20	\$771,540	\$617,232	\$154,308	Section 5307
4	Assumption ARC - Capital, Rolling Stock	Capital 80/20	\$55,369	\$44,295	\$11,074	Section 5310
5	Assumption COA - Capital, Rolling Stock	Capital 80/20	\$44,242	\$35,393	\$8,848	Section 5311
6	Assumption COA - Operating Assistance	Operating 50/50	\$302,193	\$151,097	\$151,097	Section 5311
7	Greyhound - Operating Assistance	Operating 50/50	\$2,032,128	\$1,016,064	\$1,016,064	Section 5310
8	Lafourche ARC - Capital, Rolling Stock	Capital 80/20	\$44,242	\$35,393	\$8,848	Section 5310
9	Lafourche ARC - Operating Assistance	Operating 50/50	\$164,662	\$82,331	\$82,331	Section 5310
10	Lafourche Council on Aging - Capital, Rolling Stock	Capital 80/20	\$123,621	\$98,897	\$24,724	Section 5310
11	Special Education District No. 1 of Lafourche - Capital, Rolling Stock	Capital 80/20	\$22,121	\$17,697	\$4,424	Section 5310
12	Terrebonne ARC - Capital Rolling Stock	Capital 80/20	\$303,147	\$242,518	\$60,629	Section 5310
13	Terrebonne ARC - Operating Assistance	Operating 50/50	\$303,147	\$151,574	\$151,574	Section 5310
14	Terrebonne Council on Aging - Capital, Rolling Stock	Capital 80/20	\$166,108	\$132,886	\$33,222	Section 5310
15	Terrebonne Council on Aging - Operating Assistance	Operating 50/50	\$422,564	\$211,282	\$211,282	Section 5310
16	Terrebonne Council on Aging - Operating Assistance	Operating 50/50	\$366,587	\$183,294	\$183,294	Section 5311
17	Terrebonne Council on Aging - Operating Assistance	Operating 50/50	\$345,544	\$172,772	\$172,772	Section 5311
	Total FFY 2020-2021		\$6,564,281	\$3,802,998	\$2,761,283	

FFY 2021 - 2022 (Oct. 2021 - Sept. 2022)

Project Number	Project Name	Phase	Total Cost	Federal Funds	Local Share	Funding Source
1	LA90Xhouma22 Good Earth Transit - Urban Operating Regular Assistance	Operating 50/50	\$1,273,912	\$636,956	\$636,956	Section 5307
2	LA90Xhouma22 Good Earth Transit - Urban Planning Assistance	Planning 80/20	\$211,976	\$169,580	\$42,395	Section 5307
3	LA90Xhouma22 Good Earth Transit - Urban Capital Op Ast (Maintenance)	Capital 80/20	\$794,686	\$635,749	\$158,937	Section 5307
4	Assumption ARC - Capital, Rolling Stock	Capital 80/20	\$57,030	\$45,624	\$11,406	Section 5310
5	Assumption COA - Capital, Rolling Stock	Capital 80/20	\$45,569	\$36,455	\$9,114	Section 5311
6	Assumption COA - Operating Assistance	Operating 50/50	\$311,259	\$155,630	\$155,630	Section 5311
7	Greyhound - Operating Assistance	Operating 50/50	\$2,093,091	\$1,046,546	\$1,046,546	Section 5310
8	Lafourche ARC - Capital, Rolling Stock	Capital 80/20	\$45,569	\$36,455	\$9,114	Section 5310
9	Lafourche ARC - Operating Assistance	Operating 50/50	\$169,602	\$84,801	\$84,801	Section 5310
10	Lafourche Council on Aging - Capital, Rolling Stock	Capital 80/20	\$127,330	\$101,864	\$25,466	Section 5310
11	Special Education District No. 1 of Lafourche - Capital, Rolling Stock	Capital 80/20	\$22,784	\$18,227	\$4,557	Section 5310
12	Terrebonne ARC - Capital Rolling Stock	Capital 80/20	\$312,242	\$249,793	\$62,448	Section 5310
13	Terrebonne ARC - Operating Assistance	Operating 50/50	\$312,242	\$156,121	\$156,121	Section 5310
14	Terrebonne Council on Aging - Capital, Rolling Stock	Capital 80/20	\$171,091	\$136,873	\$34,218	Section 5310
15	Terrebonne Council on Aging - Operating Assistance	Operating 50/50	\$435,241	\$217,621	\$217,621	Section 5310
16	Terrebonne Council on Aging - Operating Assistance	Operating 50/50	\$377,585	\$188,792	\$188,792	Section 5311
17	Terrebonne Council on Aging - Operating Assistance	Operating 50/50	\$345,544	\$172,772	\$172,772	Section 5311
	Total FFY 2021-2022		\$6,761,209	\$3,917,088	\$2,844,122	

DRAFT

Appendix A

Performance Targets

Safety Performance Targets

- 2.5% reduction in fatalities from a 2016 baseline of 43 to a target of 42 in 2018
- 2.5% reduction in serious injuries from a 2016 baseline of 28 to a target of 27 in 2018
- 2.5% reduction in fatality rate from a 2016 baseline of 2.06 to a target of 2.01 in 2018
- 2.5% reduction in serious injury rate from a 2016 baseline of 1.34 to a target of 1.31 in 2018
- 5% reduction in non-motorized fatalities and serious injuries from a 2016 baseline of 14 to a target of 13 in 2018

DRAFT

DRAFT

DRAFT