

TECHNICAL REPORT

Plan Development

5



July 2020

Prepared by:



With consultation by:



Table of Contents

1.0 Introduction	1
2.0 Public and Stakeholder Involvement Phase 1	2
2.1 How We Engaged	2
2.2 Stakeholder Input.....	4
2.3 Public Meetings	8
2.4 Public Survey.....	13
3.0 Public and Stakeholder Involvement Phase 2	23
3.1 How We Engaged	23
4.0 Review of Existing Plans	24
5.0 Visioning and Strategies	44
5.1 Vision and Strategic Framework	44
5.2 Goals and Objectives	45
5.3 National Goals and Performance Measures	47
5.4 Strategies.....	51
6.0 Project Development	53
6.1 Project Identification.....	53
6.2 Estimating Project Costs.....	54
7.0 Environmental Analysis and Mitigation	56
7.1 Environmental Regulations	57
7.2 The Natural Environment.....	58
7.3 The Human Environment	64
7.4 Project Screening	75
8.0 Project Prioritization	79
8.1 Roadway Capacity Project Prioritization	79
8.2 Bicycle and Pedestrian Corridor Prioritization	84
9.0 Financial Plan	86
9.1 Roadway Funding	86

Table of Contents

9.2 Bicycle and Pedestrian Funding	90
9.3 Public Transit Funding.....	92
10.0 Implementation Plan	96
10.1 Fiscally Constrained Plan	96
10.2 Visionary (Unfunded) Projects	116
Appendix: Public/Stakeholder Outreach Record	119

List of Tables

Table 2.1: Phase 1 Public and Stakeholder Activity.....	4
Table 2.2: Top Public Survey Respondent Zip Codes.....	13
Table 2.3: Corridors Most in Need of Safety Improvements.....	18
Table 2.4: Intersections Most in Need of Safety Improvements.....	19
Table 2.5: Transit Ideas.....	20
Table 2.6: Bicycle and Pedestrian Ideas	21
Table 4.1: Plans Reviewed	24
Table 5.1: Relationship between Goals, Objectives, Performance Measures, and Federal Planning Factors.....	49
Table 6.1: Typical Roadway Costs by Improvement Type	54
Table 6.2: Typical Transit Capital Costs by Improvement Type.....	55
Table 7.1: Typical Environmental Resources Evaluated.....	56
Table 7.2 Species Identified under Endangered Species Act in the MPA Parishes	61
Table 8.1: Project Prioritization Methodology for Roadway Capacity Projects	80
Table 8.2: Project Prioritization Results for Roadway Capacity Projects.....	81
Table 8.3: Project Prioritization Methodology for Bicycle and Pedestrian Projects.....	85
Table 10.1: Travel Impacts of Fiscally Constrained Roadway Capacity Projects.....	96
Table 10.2: Stage II Projects (2026 – 2035).....	104
Table 10.3: Stage III Projects (2036 – 2045)	106
Table 10.4: Stage I Summary (2020-2025).....	108
Table 10.5: Stage II Summary (2026-2035)	108
Table 10.6: Stage III Summary (2036-2045)	108
Table 10.7: Stage I Detailed (2020-2025)	109
Table 10.8: Stage II Detailed (2026-2035).....	111
Table 10.9: Stage III Detailed (2036-2045)	113
Table 10.10: Visionary Roadway Capacity Projects	117

List of Figures

Figure 1.1: Metropolitan Transportation Planning Process	1
Figure 2.1: Stakeholder Strategy Rankings.....	4
Figure 2.2: Stakeholder Safety Strategy Rankings.....	5
Figure 2.3: Stakeholder Resiliency Strategy Rankings	5
Figure 2.4: Stakeholder Infrastructure Strategy Rankings.....	6
Figure 2.5: Stakeholder Bicycle & Pedestrian Strategy Rankings.....	6
Figure 2.6: Stakeholder Transit Strategy Rankings.....	7
Figure 2.7: Stakeholder Budget Allocation (Millions).....	8
Figure 2.8: Public Meeting Poll One Responses.....	9
Figure 2.9: Public Meeting Poll Two Responses.....	9
Figure 2.10: Public Meeting Poll Three Responses	10
Figure 2.11: Public Meeting Poll Four Response.....	10
Figure 2.12: Public Meeting Poll Four Responses.....	11
Figure 2.13: Public Meeting Responses, Areas of Improvement	12
Figure 2.14: Average Priority Ranking	14
Figure 2.15: Preferred Strategies	15
Figure 2.16: Highway Safety Strategy Rankings.....	15
Figure 2.17: Resiliency Strategy Rankings.....	16
Figure 2.18: Infrastructure Strategy Rankings	16
Figure 2.19: Bicycle & Pedestrian Strategy Rankings.....	17
Figure 2.20: Public Transit Strategy Rankings	17
Figure 2.21: Budget Allocation Results (Millions)	18
Figure 2.22: Public Meeting and Online Survey Areas of Improvement.....	22
Figure 5.1: Vision and Strategic Framework	44
Figure 7.1: Wetlands and Waterways	62
Figure 7.2: Critical Habitats.....	63
Figure 7.3: Historic and Recreational Resources	69
Figure 7.4: Prime Farmland.....	70

Table of Contents

Figure 7.5: Potentially Hazardous Sites.....	71
Figure 7.6: Block Group Demographics: People in Poverty.....	72
Figure 7.7: Block Group Demographics: Minority Population.....	73
Figure 7.8: Other Community Resources.....	74
Figure 7.9: Candidate Projects with Potentially High Concern for Environmental and Community Impacts.....	77
Figure 7.10: Candidate Projects with Potentially High Concern for Environmental Justice Impacts...	78
Figure 8.1: Project Prioritization Results for Roadway Capacity Projects.....	83
Figure 10.2: Stage II Roadway Projects.....	105
Figure 10.3: Stage III Roadway Projects.....	107
Figure 10.4: Visionary Roadway Capacity Projects.....	118

1.0 Introduction

This report describes how the Metropolitan Transportation Plan was developed and details the associated information and planning process that was used. It builds on other technical reports and addresses the following topics:

- Public and Stakeholder Involvement
- Existing Plans
- Visioning and Strategies
- Project Development
- Environmental Analysis and Mitigation
- Project Prioritization
- Financial Plan
- Implementation Plan

Figure 1.1: Metropolitan Transportation Planning Process



2.0 Public and Stakeholder Involvement Phase 1

The first phase of the planning process – Listening and Learning – was set up to hear about transportation priorities and ideas for improvement in the region. It was also an opportunity to meet with key stakeholders and learn about needs and upcoming plans.

Input in this phase was used to develop the vision, goals, and objectives and to identify potential projects to be included in the plan. Input on growth areas was also used in forecasting future socioeconomic data for the regional travel demand model.

2.1 How We Engaged

MTP Stakeholder Advisory Committee

Stakeholders were provided an opportunity to share valuable input through multiple avenues. Presentations were given during each of the Houma-Thibodaux Metropolitan Planning Organization's quarterly meetings of the Policy Committee and Technical Advisory Committee held June 2018 through January 23 2020. During this time, the committees were provided an opportunity to ask questions and provide input while also hearing comments from the public. In addition, stakeholders were encouraged to voice their opinions via an interactive survey from November 6, 2019 to January 2, 2020. Stakeholders consisted of federal, state and local partners: Parish Presidents, Mayors, Ports and Airports, Planners, Engineers, Law Enforcement, Council Members, Transit and Fixed Rail Operators, Tribal Leaders, Colleges and School Districts, Housing Authorities, Community Groups, Business, Industry, and Economic Development Groups, and Environmental Agencies among others.

Public Meetings

The public were invited to participate in the planning process through a series of five short, interactive public workshops, which were held throughout the MPA area to gather input for the LRTP:

- April 30, 2019 Terrebonne Parish Main Branch Library (Houma, LA) at 6 p.m.
- May 2, 2019 Terrebonne East Branch Library (Houma, LA) at 6 p.m.
- May 7, 2019 Thibodaux Branch Library (Thibodaux, LA) at 5 p.m.
- May 9, 2018 Mathews Government Complex (Mathews, LA) at 6 p.m.
- May 14, 2019 Assumption Parish Main Library (Napoleonville, LA) 2 p.m.

Public and Stakeholder Involvement



Each workshop was designed to provide planners with needed local knowledge pertaining to the area's transportation network. After signing in, attendees were greeted by staff who were readily available to discuss information at table top displays with information pertaining to the Metropolitan Planning Organization, the South Central Regional Safety Coalition, and the Regional Bicycle and Pedestrian Plan. The participants then sat through a series of brief presentations on Highways and Infrastructure, Bicycles and Pedestrians, and Transit. Participants were provided an opportunity between each of the presentations to participate in group discussions regarding transportation needs and potential projects.

Public Engagement Surveys

From March 30 through August 1, 2020, members of the public were able to provide their input through an online survey. A total of 696 people participated in the public online survey resulting in 23,695 data points and 1,245 total comments.

Public and Stakeholder Involvement

Table 2.1: Phase 1 Public and Stakeholder Activity

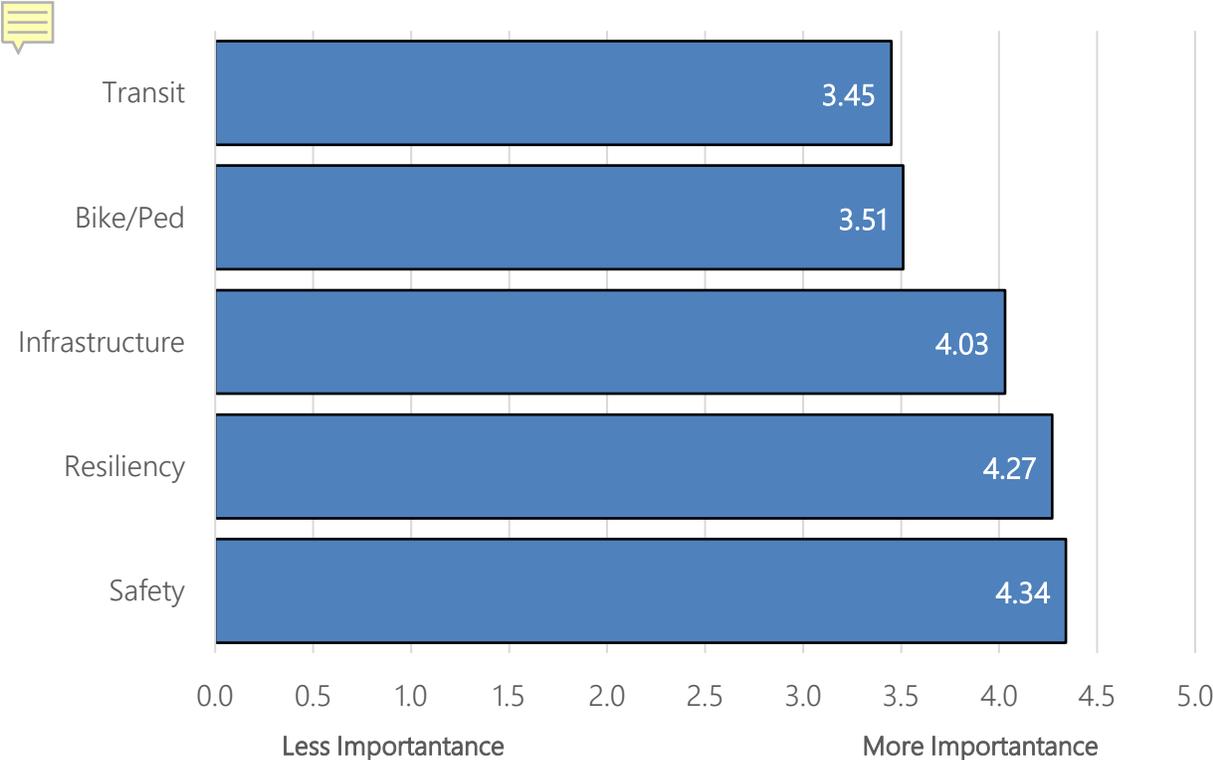
Activity	People Engaged
Policy Committee Meetings (7)*	69
Technical Advisory Committee Meetings (7)*	70
Public Meetings	26
Online Survey	696
Stakeholder Survey	16
Total	877

*Does not include committee membership or staff

2.2 Stakeholder Input

The interactive survey asked about stakeholders to rank transportation priorities from 0 to 5, with 0 being least important and 5 being most important. Overall, highway safety improvements were seen as most important with an average rating of 4.34 while transit improvements were seen as least important with an average rating of 3.45.

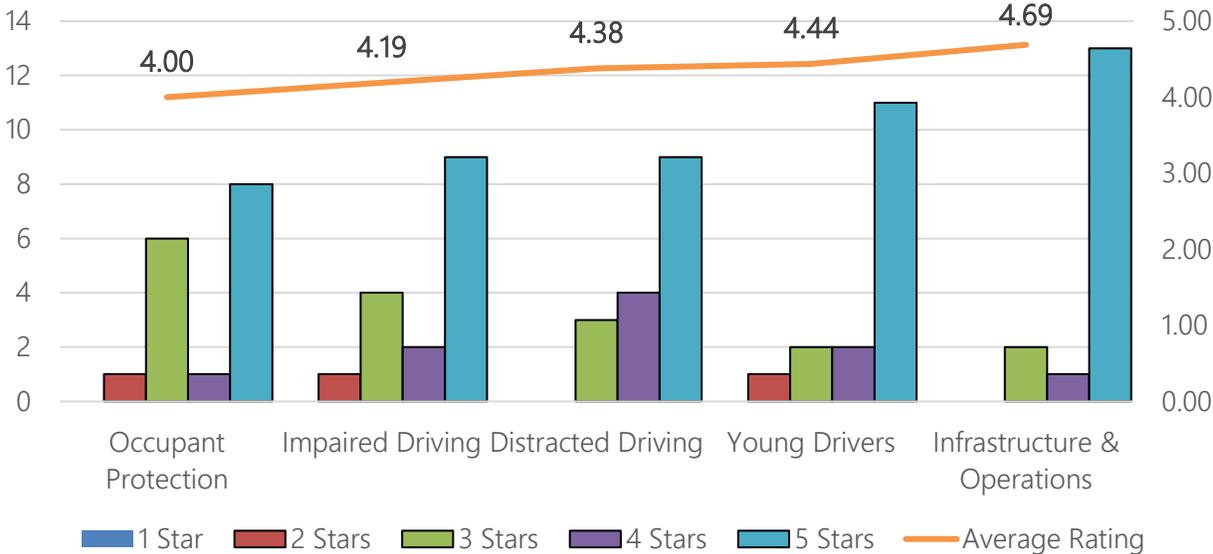
Figure 2.1: Stakeholder Strategy Rankings



Public and Stakeholder Involvement

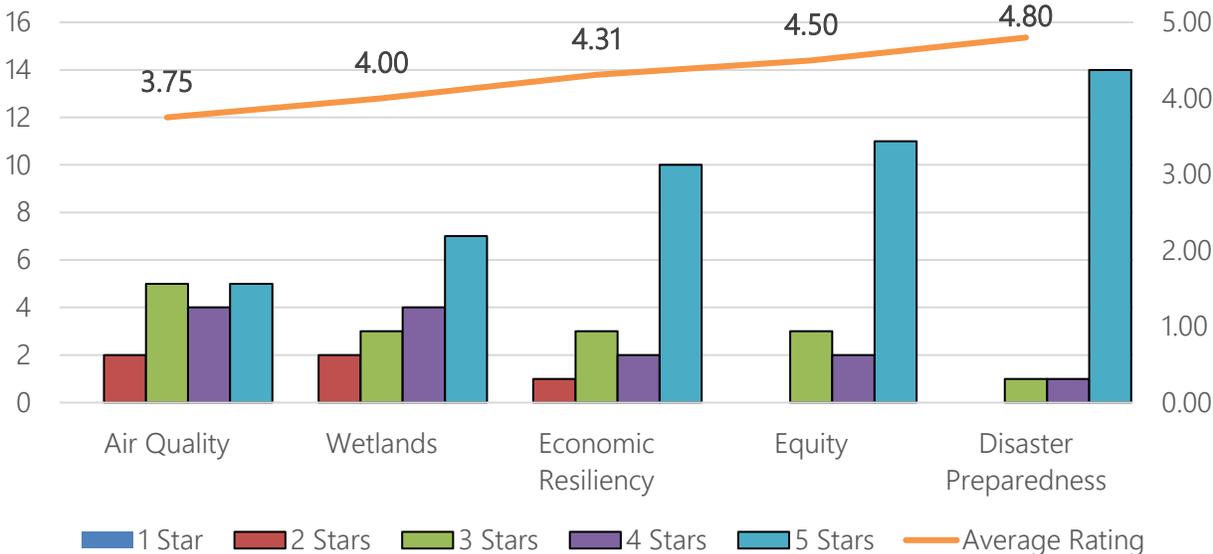
Improving safety was voted top transportation priority by stakeholders with a rating of 4.34 out of 5. Strategies focusing on the safety of the transportation system’s infrastructure and operations were given the highest rating. This is particularly insightful as roadway departure account for approximately 62 percent of traffic related fatalities statewide and regionally.

Figure 2.2: Stakeholder Safety Strategy Rankings



Stakeholders ranked Resiliency next in transportation priorities with a rating of 4.27 out of 5. Of the strategies, Disaster Preparedness led with a rating of 4.8. With the area’s vulnerabilities as discussed in Technical Report 4, it is not surprising that this strategy was listed as a high priority.

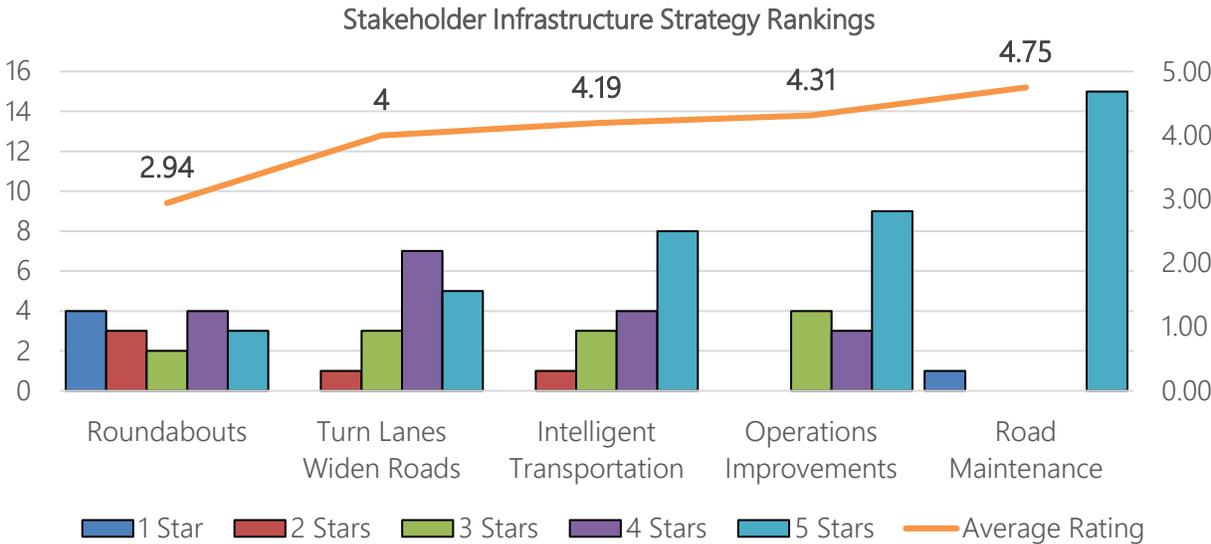
Figure 2.3: Stakeholder Resiliency Strategy Rankings



Public and Stakeholder Involvement

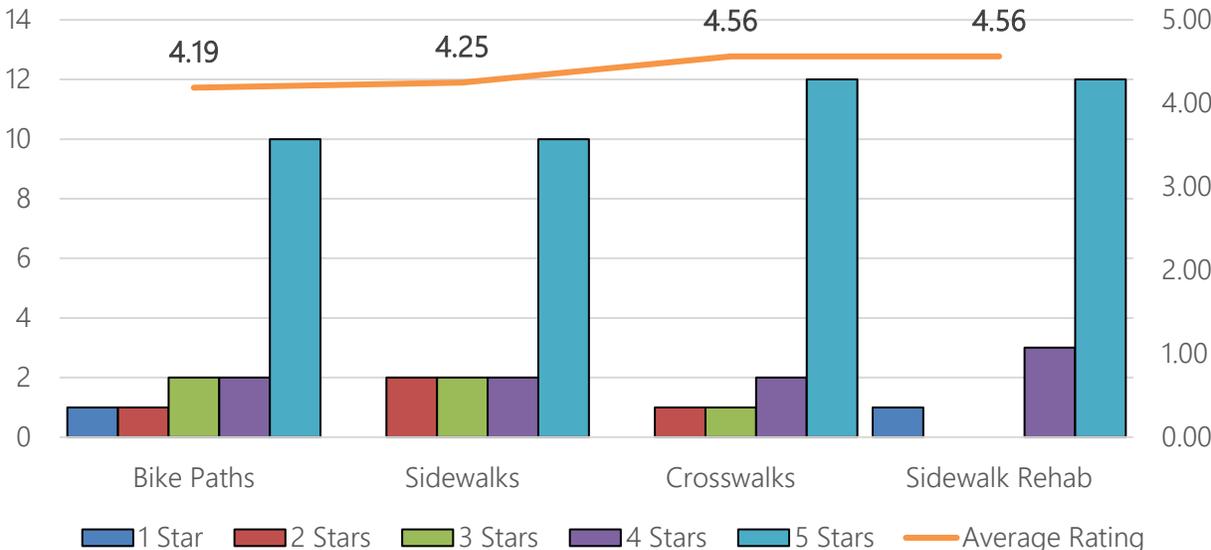
Closely following Resiliency, Infrastructure was given an average rating of 4.03 out of 5. Stakeholders indicated that maintaining current roadways and improving operations are top priorities with ratings of 4.75 and 4.31, respectively.

Figure 2.4: Stakeholder Infrastructure Strategy Rankings



Similar to Infrastructure, stakeholders expressed that sidewalk maintenance and rehabilitation, as well as improved crosswalks, should be top strategies for improving the network for non-motorized users giving both strategies ratings of 4.56.

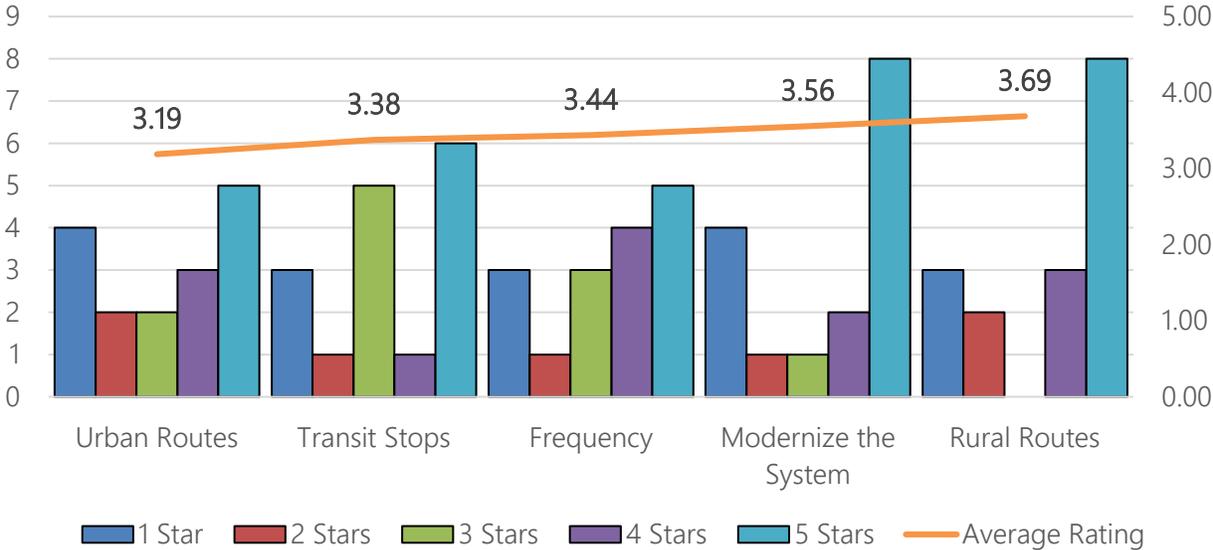
Figure 2.5: Stakeholder Bicycle & Pedestrian Strategy Rankings



Public and Stakeholder Involvement

Although ranked last, transit is an important part of our transportation system. Stakeholders felt that increasing routes in rural areas and modernizing the system should be areas of focus with ratings of 3.69 and 3.56, respectively.

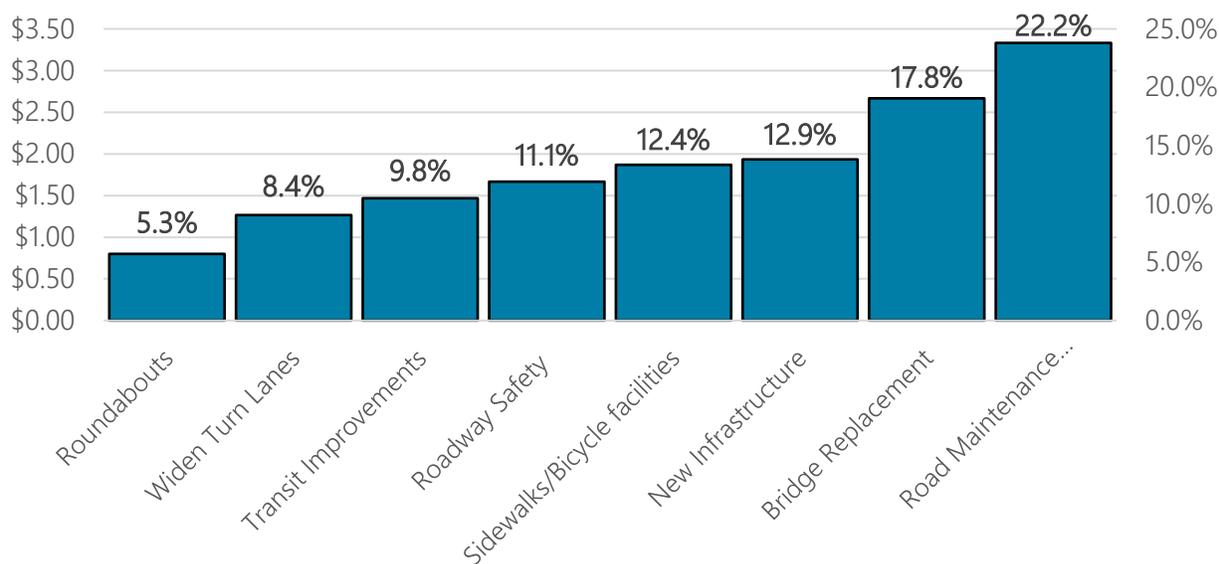
Figure 2.6: Stakeholder Transit Strategy Rankings



Stakeholders were then asked how they would choose to allocate \$15 million in the next five years. The highest allocation, 22.2 percent, went to roadway maintenance and the lowest allocation, 5.3 percent, went to roundabouts. Although Safety ranked the highest focus area and Bicycle and Pedestrian among the lowest, stakeholders felt that 12.4 percent of funds should be allocated to Bicycle and Pedestrian while only allocating 11.1 percent to Safety.

Public and Stakeholder Involvement

Figure 2.7: Stakeholder Budget Allocation (Millions)



2.3 Public Meetings

Five public meetings were held at various locations across the MPA. There were meetings at the Assumption Parish Library in Napoleonville, the Lafourche Parish Library in Thibodaux, the Terrebonne Parish Library Main Branch and East Side Branch in Houma, and the Lafourche Parish Government Center in Matthews.

The meeting was workshop style with alternating presentations and small group discussions. The topics ranged covered the following:

- **Roads and Highways** discussing congestions, highway safety, maintenance, and intersection improvements
- **Transit** discussing the types of improvements needed for the system
- **Bicycles and Pedestrians** discussing various destinations, safety improvements, and recreational opportunities

During the small group discussions, individuals were able to markup maps with project ideas. After the discussion, there was a poll given to participants allowing them to answer questions based on the topic.

All participants were also given information and encouraged to take the online public survey in order to add more information that perhaps wasn't covered during the limited time at the public meetings. The figures below display the results of these public meetings.

Public and Stakeholder Involvement

Figure 2.8: Public Meeting Poll One Responses

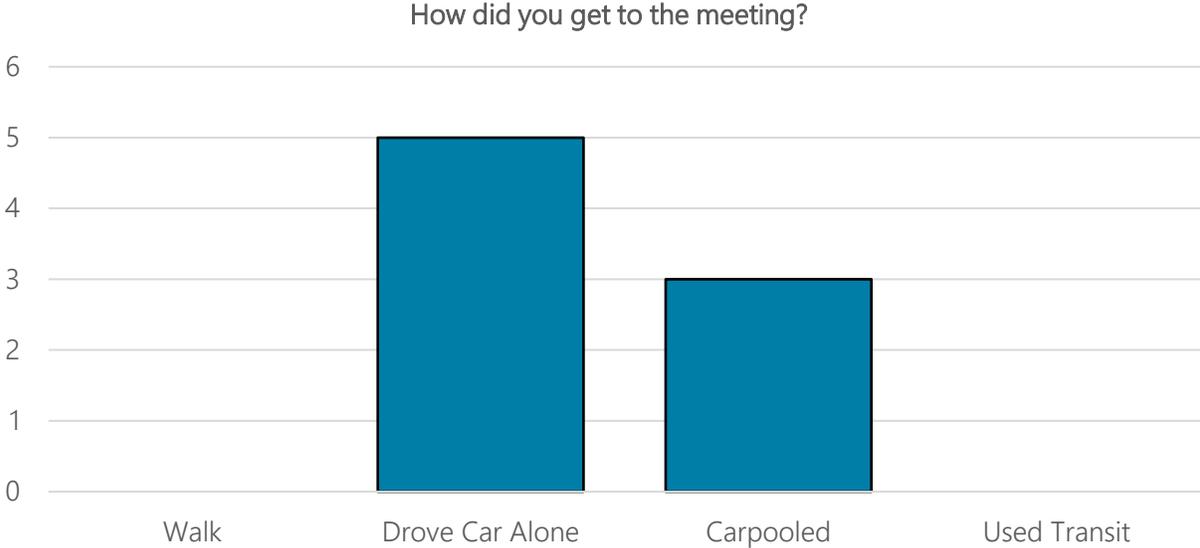
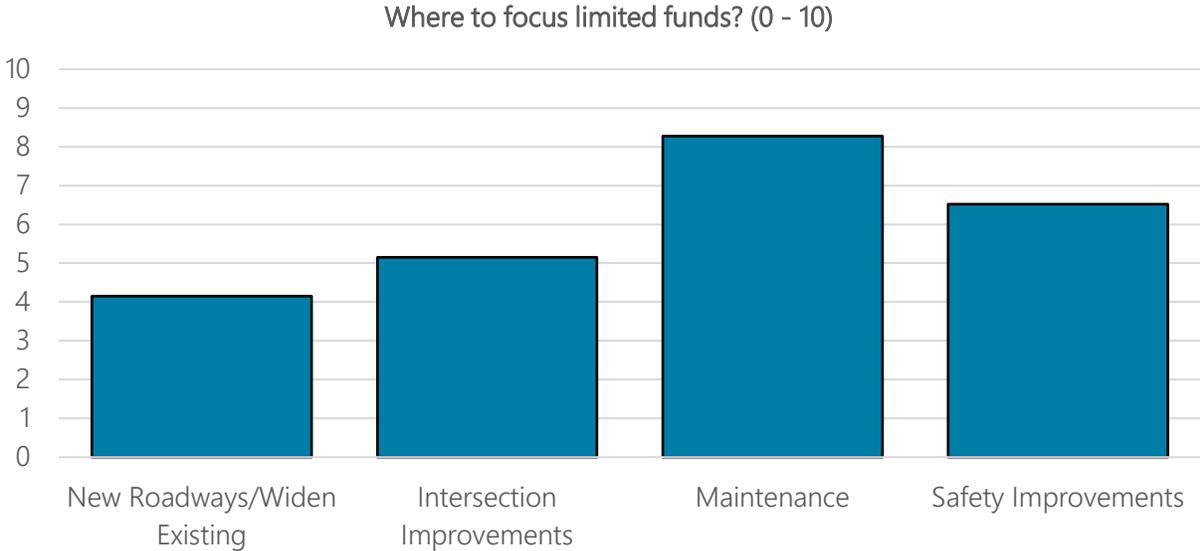


Figure 2.9: Public Meeting Poll Two Responses



Public and Stakeholder Involvement

Figure 2.10: Public Meeting Poll Three Responses

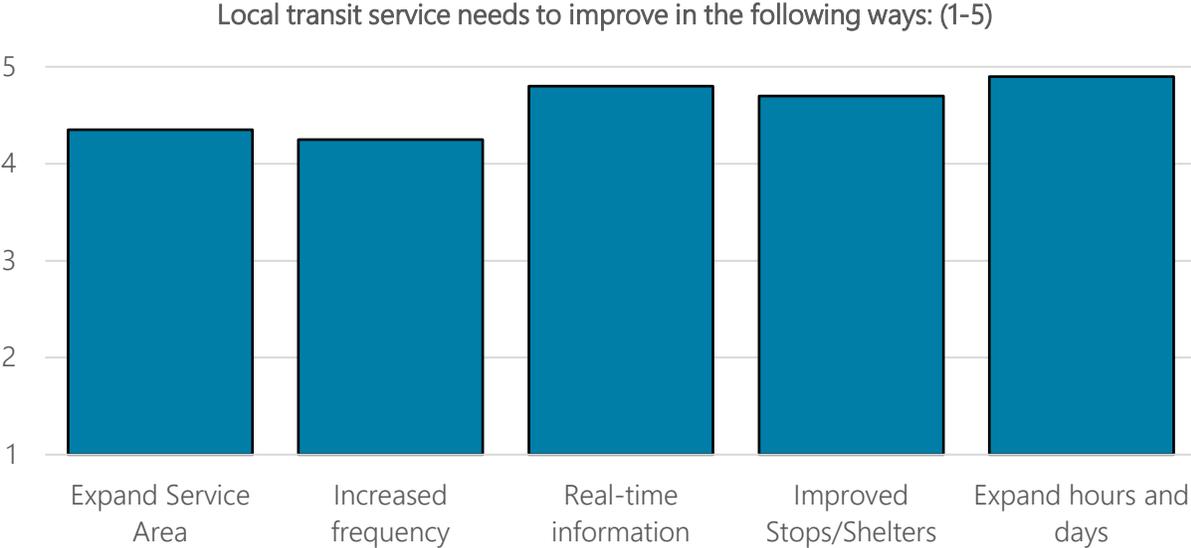


Figure 2.11: Public Meeting Poll Four Response

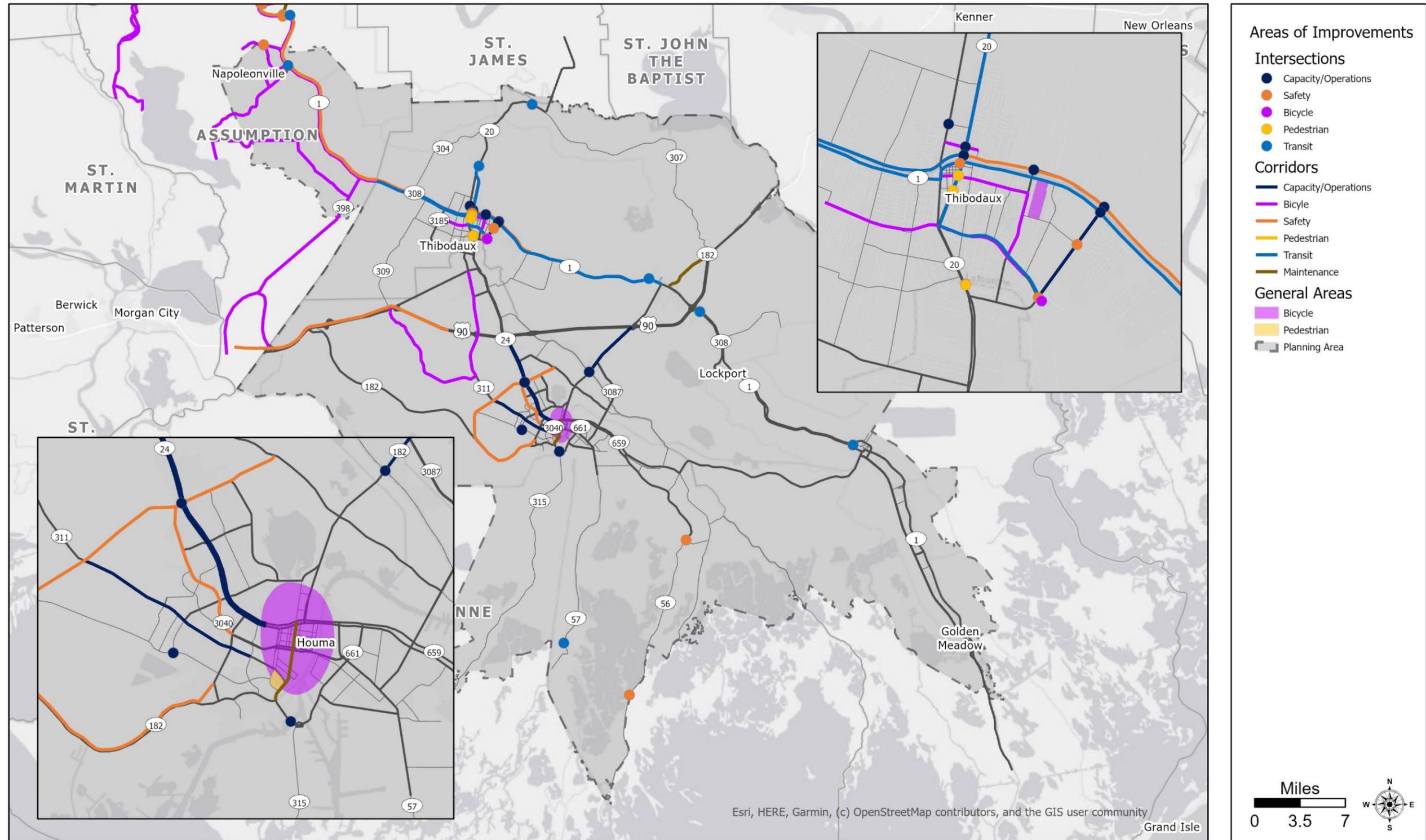
How do you feel about walking and biking in your community?
Dangerous; Not understood
Enjoyment; Exercise
Fun
Healthy; Fun
Love it
Necessary; Exercise
No place to walk
Safety
Scary

Public and Stakeholder Involvement

Figure 2.12: Public Meeting Poll Four Responses

What is something new you learned?
Driver license expense..that someone is actually keeping track of all these needs...and hopefully implement them
Everyone is a pedestrian. Everyone deserves non-life threatening infrastructure.
Fatalities and injuries of people using our transportation system. Need more understanding on how it affects everyone.
Grant funded Napoleonville is included in Houma/Thibodaux Urbanized Area. Resources to partner with including SCPDC to get things moving.
Information on how SCPDC is working to improve Assumption dealing with road, bicycle, and pedestrian safety. Learned they are funded by a grant.
Other people opinions
SCPDC is grant funded. Grants available and match money available for bike/ped safety.
The need for bike lanes / walking lanes
They were knowledgeable on different things that is going on. There were interested in how to make Assumption Parish better.

Figure 2.13: Public Meeting Responses, Areas of Improvement



Data Sources: HTMPO Travel Demand Model

Disclaimer: This map is for planning purposes only.

Public and Stakeholder Involvement Phase 1

2.4 Public Survey

The public meeting and online survey was divided into five slides and asked people to weigh-in on topics that would help planners better understand priorities and needs in the region.

- Slide one provided general information on the MPO and the MTP
- Slide two asked about general transportation priorities and strategies
- Slide three asked about budget allocation priorities
- Slide four allowed participants to use an interactive map to identify areas with perceived congestion and safety issues, as well as to comment on transportation needs for non-motorized and transit users
- Slide five collected anonymous demographic data on each participant

There was a total of 696 surveys completed. Survey participants were not required to answer all questions.

The table below shows how participation varied by zip code.

Table 2.2: Top Public Survey Respondent Zip Codes

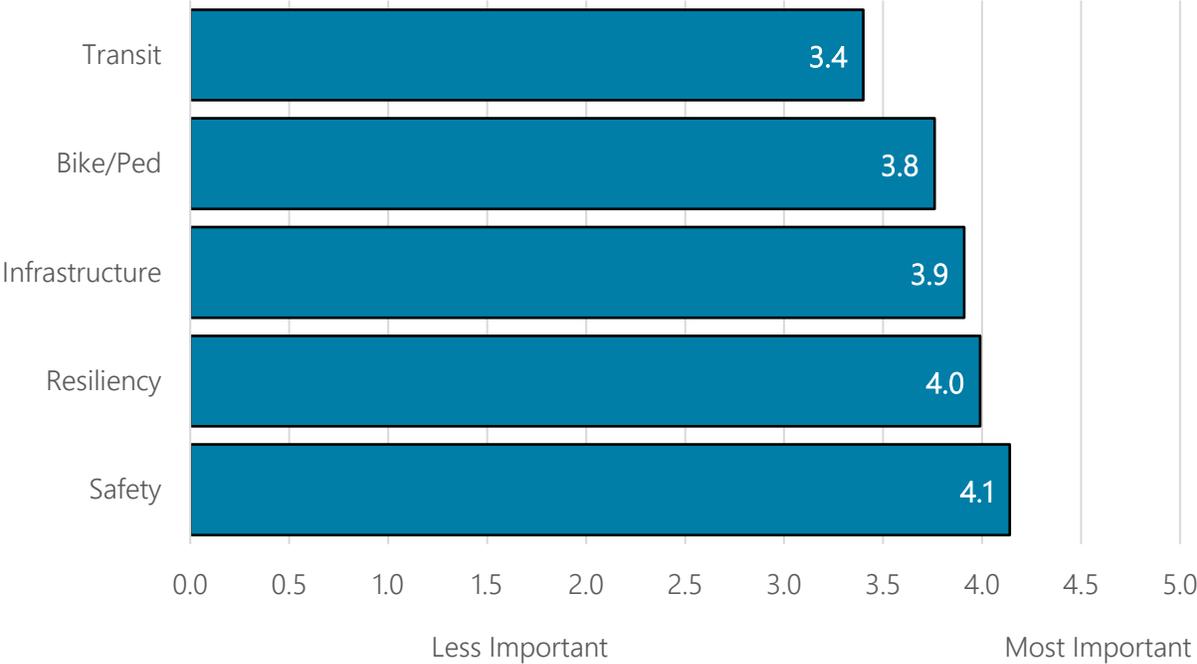
Zip Code	Area	Count
70301	Thibodaux, Chackbay, North Lafourche	179
70360	Houma (West), Bayou Cane, Bayou Black	112
70364	Houma (West), Bayou Cane, Bayou Blue	53
70390	Napoleonville	20
70395	Schriever	18
70363	Houma (East), Dularge, Grand Caillou	18
70359	Gray	12
70339	Pierre Part	9
70372	Labadieville	7
Total		428

Public and Stakeholder Involvement Phase 1

Public Priorities Exercise

Participants were asked to independently rank five transportation priorities from 0 to 5, with 0 being least important and 5 being most important.

Figure 2.14: Average Priority Ranking



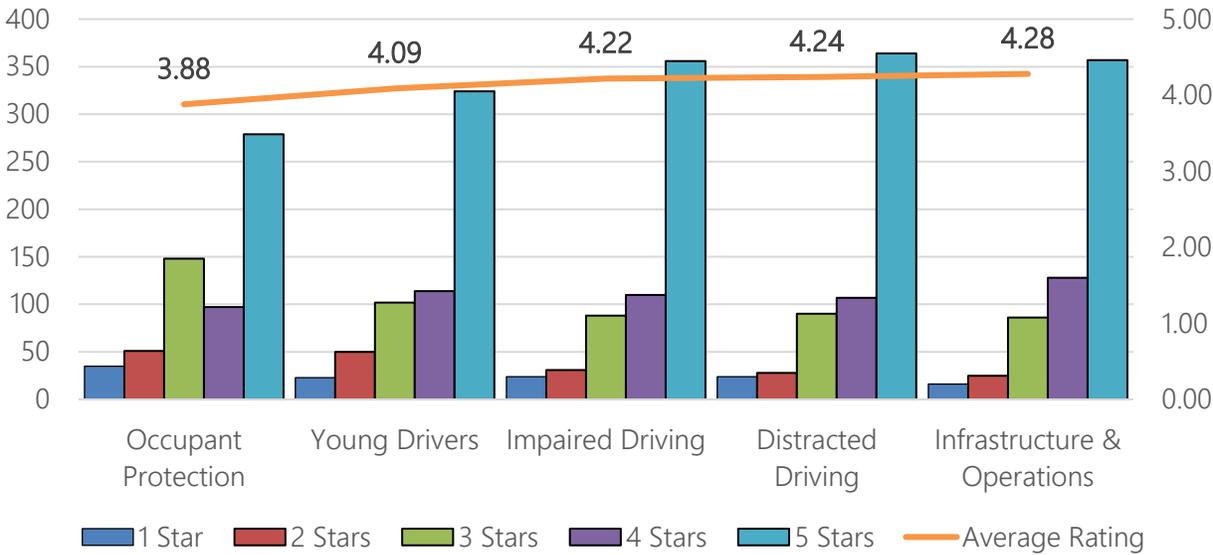
Highway safety, Resiliency and Infrastructure are the top three priorities based on data collected from the surveys. Figure 2.15 displays the public preferred strategies for each priority. The individual rankings for each strategy are displayed in figures 2.16 to 2.20.

Public and Stakeholder Involvement Phase 1

Figure 2.15: Preferred Strategies

Priority	Top Strategies
Highway Safety	Infrastructure & Operations
	Combat Distracted Driving
	Combat Impaired Driving
Resiliency	Disaster Preparedness
	Economic Resiliency
	Wetlands
Infrastructure	Roadway Maintenance
	Operations Improvements
	Intelligent Transportation

Figure 2.16: Highway Safety Strategy Rankings



Public and Stakeholder Involvement Phase 1

Figure 2.17: Resiliency Strategy Rankings

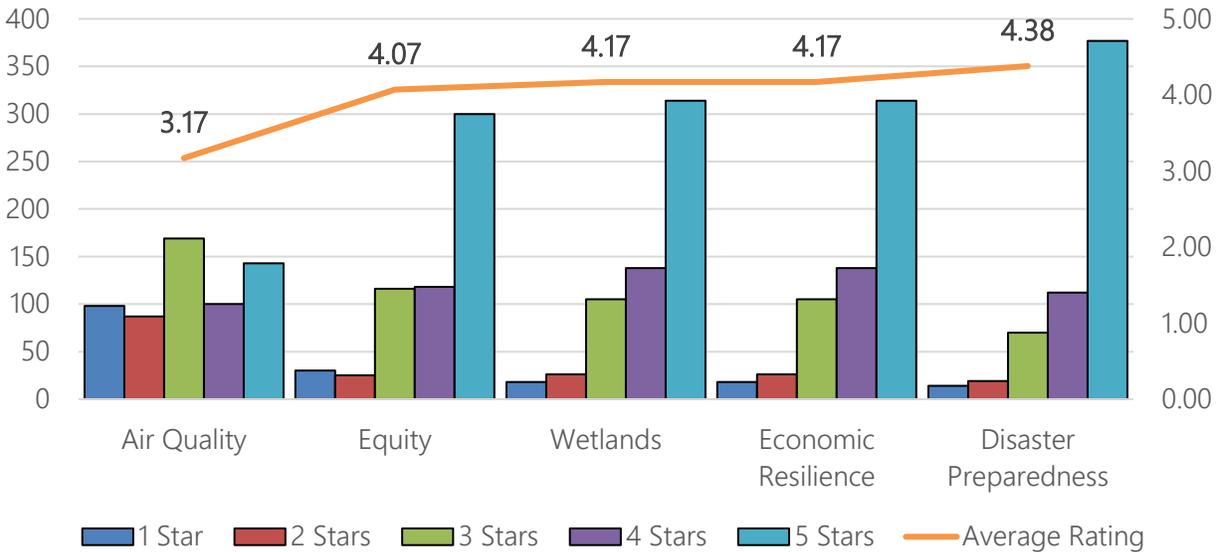
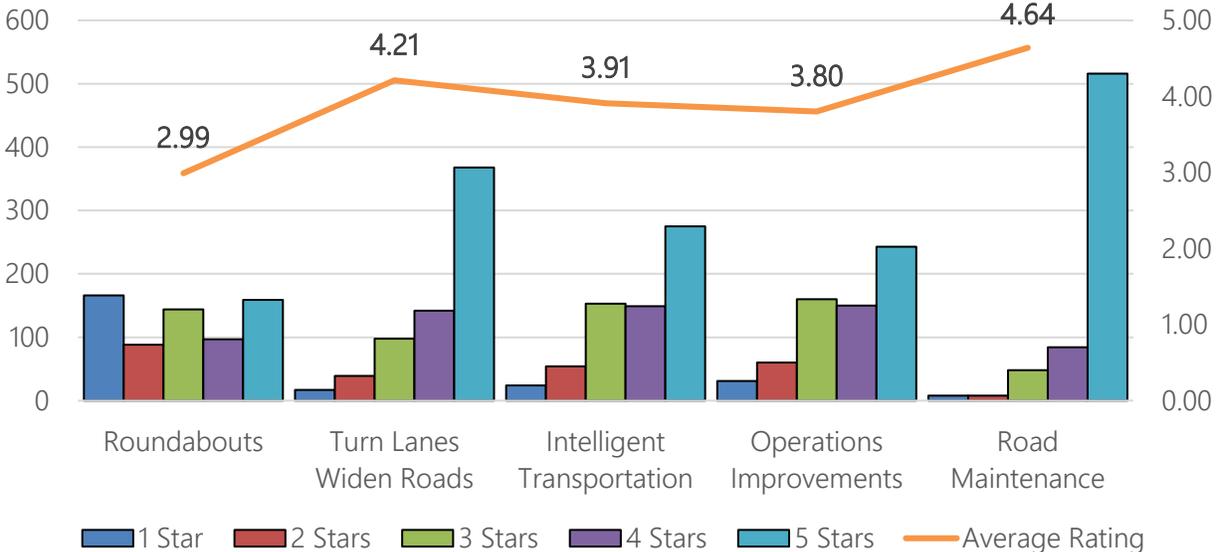
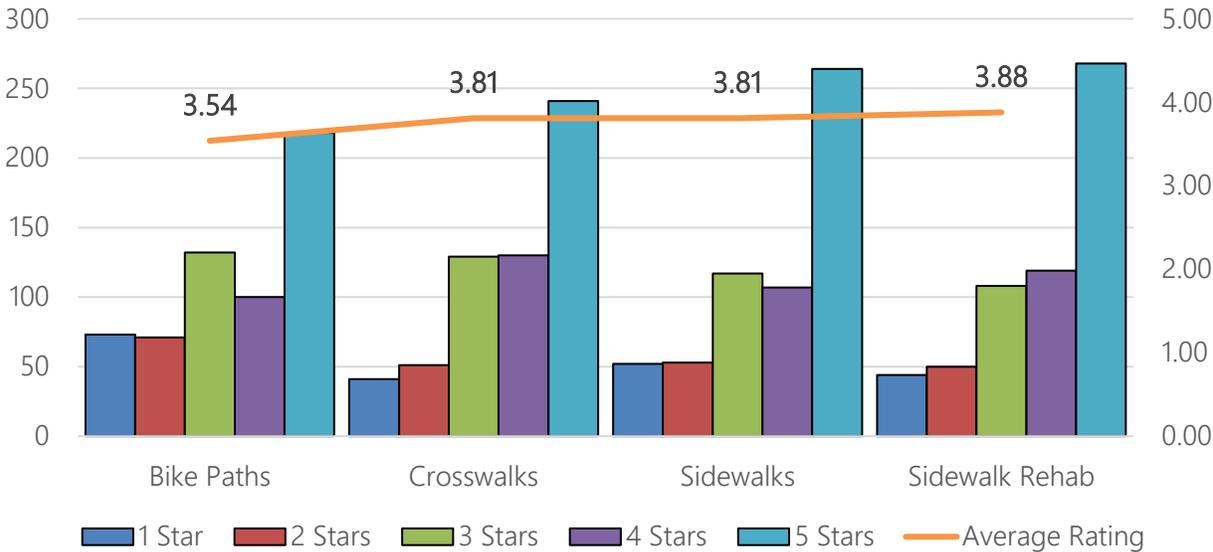


Figure 2.18: Infrastructure Strategy Rankings



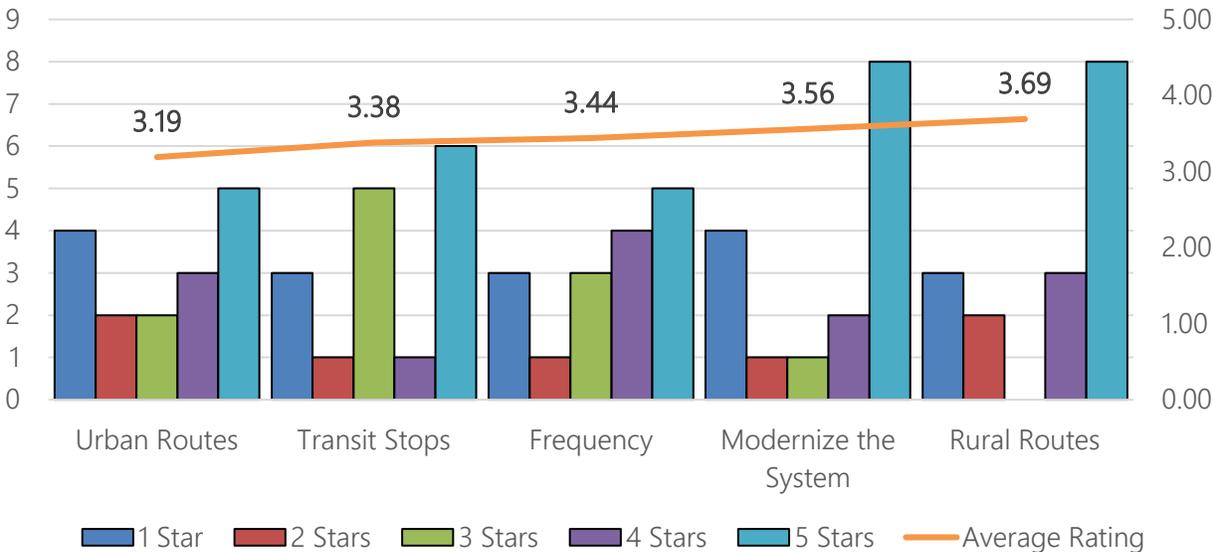
Public and Stakeholder Involvement Phase 1

Figure 2.19: Bicycle & Pedestrian Strategy Rankings



All strategies in the Bicycle and Pedestrian category rank about even, with slightly more participants giving preference to sidewalk rehabilitation.

Figure 2.20: Public Transit Strategy Rankings



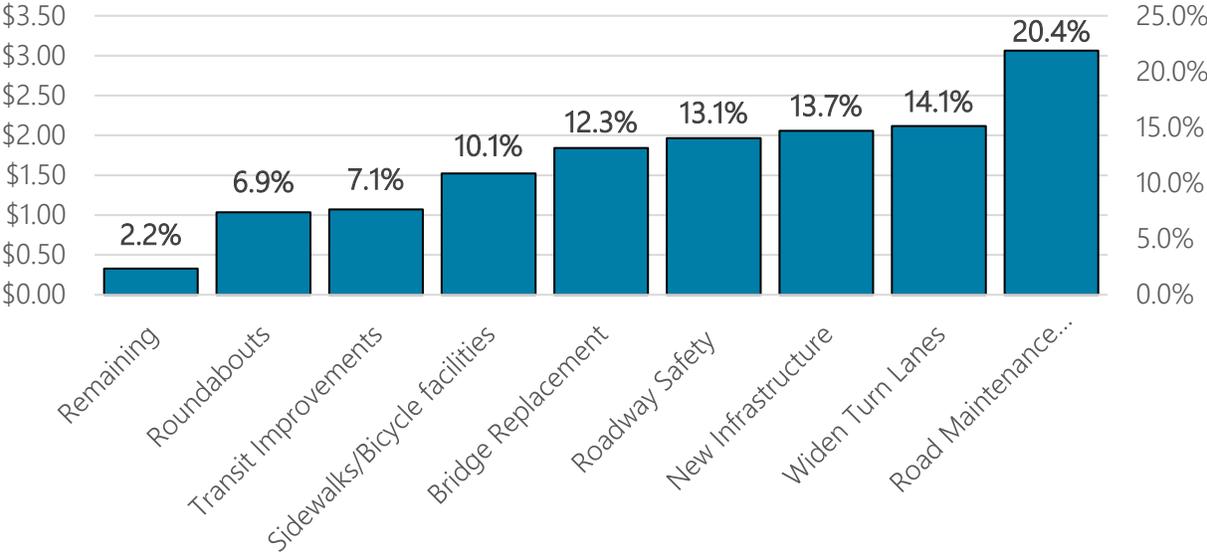
Modernizing the transit system is the highest rated transit strategy, with increasing the number of bus stops or the frequency of service among the lowest rated in the survey.

Public and Stakeholder Involvement Phase 1

Public Budget Allocation Exercise

Participants were asked to imagine they had \$15 million to spend on transportation projects over the next five years, and to allocate their money in increments of \$1 million among eight different categories.

Figure 2.21: Budget Allocation Results (Millions)



Roadway Safety Concerns Exercise

Respondents were able to identify intersections and corridors most in need of safety improvements.

Table 2.3: Corridors Most in Need of Safety Improvements

Corridor	Parish
LA 3040 (Martin Luther King Boulevard)	Terrebonne
Savanne Road	Terrebonne
LA 182 Southdown Mandalay Road	Terrebonne
US 90	Terrebonne
LA 308	Lafourche

Public and Stakeholder Involvement Phase 1

Table 2.4: Intersections Most in Need of Safety Improvements

Intersection	Parish
Percy Brown Road at Acadia Road	Lafourche
LA 3185 at LA 1	Lafourche

Roadway Congestion Concerns Exercise

During the public and stakeholder involvement process, respondents were asked to identify the roadways and intersections they felt were in need of safety improvements. The most often identified of these location types are described below.

Intersection Recommendations

The intersection of Percy Brown (LA 648) and Acadia Rd. is located to the southeast of Thibodaux near the Terrebonne Parish boundary. The intersection is currently controlled by a stop sign on Acadia Road. During the public involvement process, several comments were received that recommended a roundabout at this location. The MPO and the City of Thibodaux are currently developing a Stage 0 Feasibility Study at this location for intersection improvements, including the possibility of a roundabout.

The intersections of LA 3185 at LA 1 and LA 308 experienced a higher number of crashes from 2014 and 2018, totaling 132 with approximately 33% resulting in injury. While there were no fatalities involved in the crashes at these particular intersections, it is recommended that the MPO work with LADOTD to conduct a safety analysis in an effort to be proactive in developing location-specific countermeasures.

The intersection of Bayou Blue Road (LA 316) and Bayou Gardens opened in 2017. It is located in a low-density but highly traveled area. Since 2017 there have been 11 crashes at the intersection with no fatalities and 15 injuries. These crashes were rear-end (3), right-angle (3), left turn (3), non-collision (1) and other (1). Due to the number of comments and the high number of crashes since the intersection has been opened, it is recommended that the MPO work with LADOTD to conduct a safety analysis for this particular intersection to develop location-specific countermeasures.

Corridor Recommendations

Martin Luther King Blvd., LA 3040, was identified by the public as a top corridor with safety concerns. This four-lane road, divided by a continuous turn lane, is the MPA's heaviest-used roadway and one of Terrebonne Parish's major commercial corridor. Its heavy traffic volumes and high speeds, combined with multiple intersections, result in a high number of crashes, mostly at or near intersections. DOTD is currently conducting a corridor specific safety study for this route.

LA 308 throughout the study area was also identified during the public involvement process as a top corridor with safety concerns. This roadway travels northeast to southwest along the eastern bank of Bayou Lafourche, paralleling LA 1 on the western bank. While LA 1 has wider shoulders

Public and Stakeholder Involvement Phase 1

and travels through more developed areas such as downtown Napoleonville, downtown Thibodaux, Lockport, and Golden Meadow, LA 308 tends to be more rural in nature and does not have shoulders. In addition, as it follows Bayou Lafourche, it has many winding curves. The reconstruction of LA 308 to straighten and add shoulders has been a priority for the MPO for many years, though funding remains an issue. It is recommended that the MPO continues to work with LA DOTD to conduct safety analyses and identify areas for improvement along the roadway.

Transit Ideas

About 50 respondents commented on transit options in the region. Approximately 17 percent of respondents stated transit stops should have shelters and benches for users. Tied are individuals that commented on transit expansion and those that questioned transits' cost-effectiveness, approximately 30 percent of respondents stated transit should be expanded while another 30 percent stated the latter. Additional comments included designated lanes for passenger loading and the desire for a mobile app, so that users are informed of bus location in real-time.

Table 2.5: Transit Ideas

Idea
Provide a transit service that can cross parish boundary lines throughout the region
Provide transit along LA 20, from Thibodaux to Vacherie
Expand the LA 24 transit route to include the section from St. Bridgette Church to the Schriever Overpass
Provide transit that provides access for users to churches, shopping centers, recreational areas
Increase the number of routes in rural areas
Improve safety at transit stops (i.e. adequate lighting, vicinity to public places)
Expand Greyhound service area
Expand routes through the City of Thibodaux and add a loop providing service to Highway 308
Ensure all stops have adequate seating and shelters
Designated bus lane for passenger loading

Bicycle and Pedestrian Ideas

Approximately 80 respondents discussed improving bicycle and pedestrian for non-motorized users. The various responses are summarized below:

- Improve connectivity to parks and neighborhoods
- Provide education for all users of the road to increase safe bicycling and walking

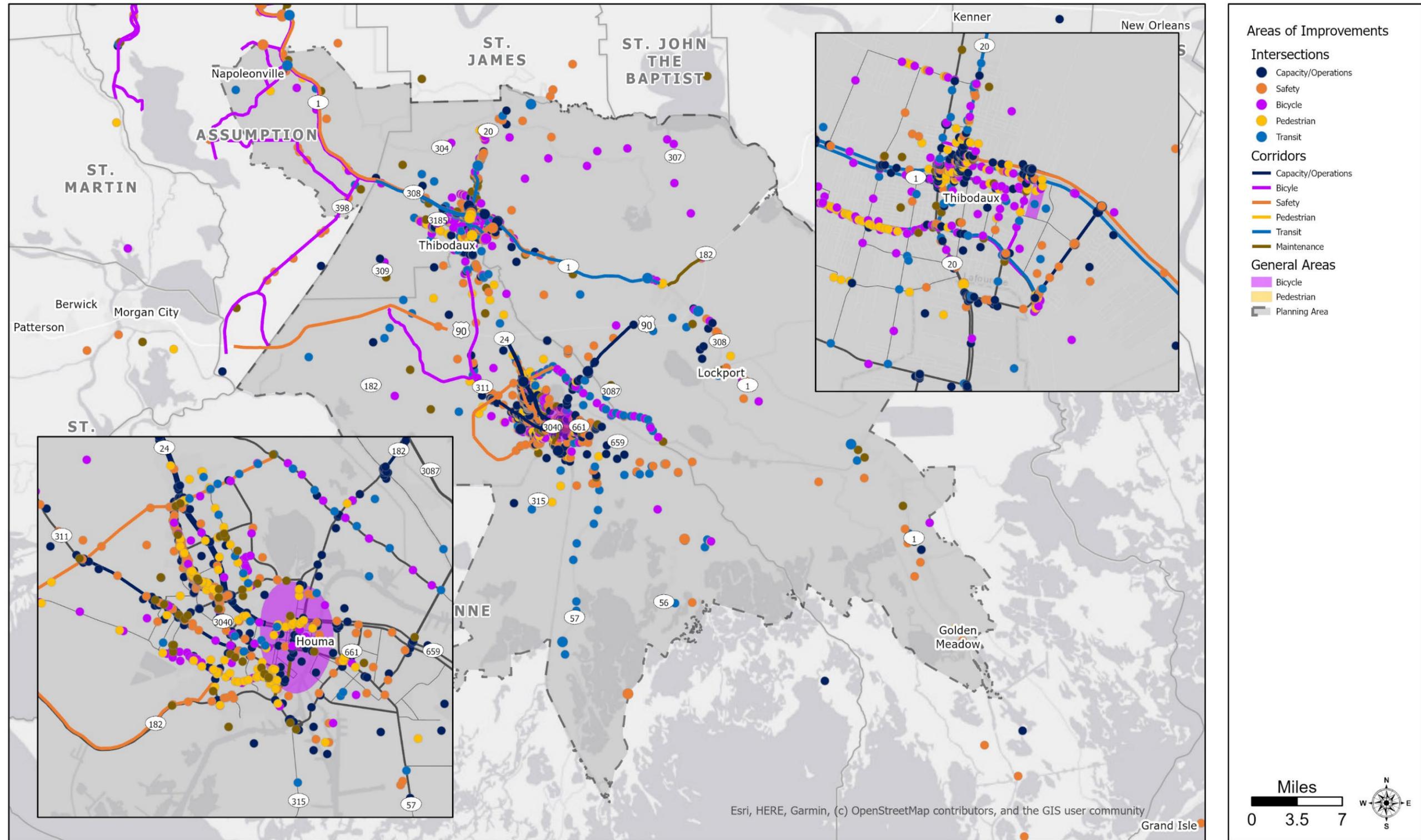
Public and Stakeholder Involvement Phase 1

- Improve safety along bicycle and pedestrian routes (i.e. adequate lighting, safe crossings, infrastructure)
- Improve maintenance of current bicycle and pedestrian facilities
- Ensure ADA compliance for all bicycle and pedestrian facilities
- Separate bike lane adjacent to the roadway

Table 2.6: Bicycle and Pedestrian Ideas

Idea
Provide bicycle path over the Intracoastal Canal (LA 24)
Improve the safety of the bicycle facilities along Valhi, separate the bike lane from the roadway.
Bicycle path connecting Nicholls State University, the hospital campus, downtown and expands throughout the town.
Enhance pedestrian and bicycle infrastructure in downtown Thibodaux
Ensure all road users are educated on the laws

Figure 2.22: Public Meeting and Online Survey Areas of Improvement



Data Sources: South Central Planning and Development Commission

Disclaimer: This map is for planning purposes only.

3.0 Public & Stakeholder Involvement Phase 2

During this phase, the public and stakeholders reviewed the draft plan and provided input to refine and finalize the plan.

3.1 How We Engaged

Due to the COVID-19 pandemic, the second phase of public outreach was quite different than originally planned. Stay at home orders issued on March 22, 2020 limiting gatherings of 10 or more people disrupted the ability of the MPO to host regularly scheduled quarterly public meetings allowing the public to make comment on the plan. In addition, public libraries were closed, thus documents were not able to be accessed at those locations. In addition, the COVID-19 pandemic lead to general uncertainty on how to include the public in outreach efforts.

In response, each element of the plan, then, was posted online to the MPO's website as it was completed. The MPO also used social media and its email list to solicit public and stakeholder comments. The MPO, after initially postponing public meetings, eventually held these meetings using web-based teleconferencing software (GoToMeeting) to allow for stakeholder and public comment.

Quarterly Public Meetings

On May 12, 2020, a Technical Advisory Committee web meeting was held via GoToMeeting from 9 A.M. to 9:45 P.M. Seventeen people attended. The purpose of this meeting was to review the draft plan and list of projects and recommend any changes before making a plan recommendation to the Policy Committee. Public and stakeholders were given opportunity to review and make comment on the plan at this meeting.

On May 12, 2020, a Policy Committee web meeting was held via GoToMeeting from 10 A.M. to 11 P.M. Seventeen people attended. Public and stakeholders were given opportunity to review and make comment on the plan at this meeting.

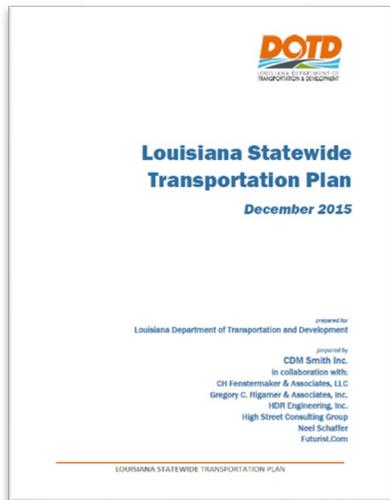
4.0 Review of Existing Plans

In preparing this document, relevant plans from the state, MPO, county, and municipal level were reviewed. Key takeaways regarding transportation are summarized on the following pages.

A consistent theme of planning for growth emerged across the various plans, as well as an increased interest in bicycle and pedestrian transportation and expanding transit.

Table 4.1: Plans Reviewed

Plan	Agency
Louisiana Statewide Transportation Plan (2015)	LADOTD
Louisiana Statewide Bicycle and Pedestrian Master Plan (2009)	LADOTD
Louisiana Freight Mobility Plan (2018)	LADOTD
Louisiana Crossing Safety Action Plan Report (2011)	LADOTD
Louisiana State Rail Plan (2015)	LADOTD
Louisiana Aviation System Plan (2015)	LADOTD
Louisiana’s Marine Transportation System (2016)	LADOTD
Coordinated Human Services Transportation Plan (2018)	SCPDC
Louisiana DOTD Statewide Transit Asset Management Group Plan (2018)	LADOTD
Transit Asset Management Plan for Good Earth Transit (2019)	Terrebonne Parish
The Lafourche Parish Transit Feasibility Study (2015)	SCPDC
The Road to 2040: The Metropolitan Transportation Plan for the Houma-Thibodaux Region (2015)	SCPDC
Houma Regional ITS Architecture (2015)	LADOTD
Terrebonne Parish Comprehensive Plan (2012)	Terrebonne Parish
The Lafourche Parish Transportation Plan (2017)	SCPDC
Lafourche Comprehensive Resiliency Plan (2014)	Lafourche Parish
Nicholls State University 25-Year Master Plan (2019)	Nicholls State University
Implementation Guide: Nature-based Solutions for Coastal Highway Resilience	FHWA
Bayou – River Region Comprehensive Economic Development Strategy 2016-2021 (2016)	SCPDC
Louisiana Strategic Highway Safety Plan (2017)	LADOTD



Louisiana Statewide Transportation Plan (2015)

The Louisiana Department of Transportation and Development’s 30-Year Plan identifies funding needs and policies to accomplish its set goals and objectives.

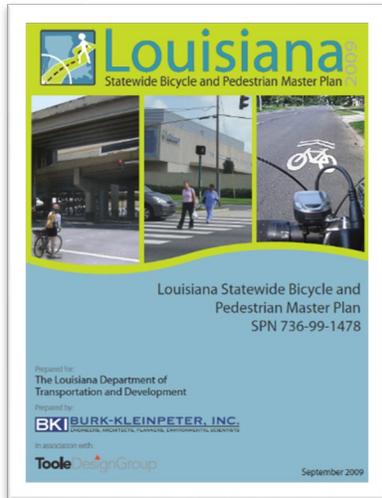
The Plan is multi-modal, examining highways and bridges, freight and passenger rail, ports and waterways, aviation, trucking, public transit, and non-motorized transportation including bicycle and pedestrian.

The Plan identifies approximately \$56 billion in needs for all modes and identifies four funding scenarios, from \$16 billion to \$35 billion over 30 years.

The Plan establishes five goals:

1. To preserve Louisiana’s multimodal infrastructure in a state-of-good repaired through timely maintenance of existing infrastructure.
2. To provide safe and secure travel conditions across all transportation modes through physical infrastructure improvements, operational controls, programs, and public education and awareness.
3. To provide a transportation system that fosters diverse economic growth, international and domestic commerce, and tourism.
4. To provide support for community transportation planning, infrastructure, and service.
5. To ensure transportation policies and investments are sensitive to Louisiana’s environment, history, and culture.

The plan identifies several “mega-projects” in the MPA, including the elevation of LA 1 from Port Fourchon to US 90; the completion of I-49; the Houma-Thibodaux North South Connection to LA 3127; and replacing the Houma Tunnel with a new 4-lane bridge.



Louisiana Statewide Bicycle and Pedestrian Master Plan (2009)

The Louisiana Bicycle and Pedestrian Master Plan as developed with a vision to enable people to regularly walk and bike safely and comfortably along and across Louisiana's roads to access schools, jobs, social services, shopping, and transit for health and recreation. The Plan establishes policies for DOTD to encourage a complete and multimodal transportation system for the state and has the following goals:

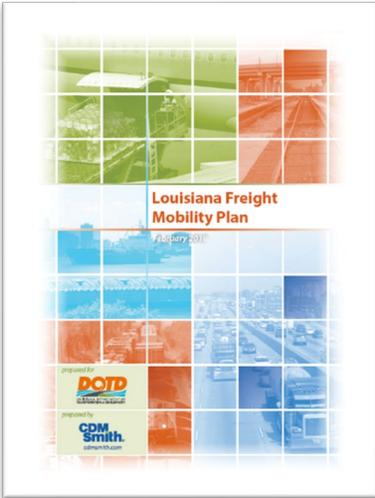
- Social Equity – Plan, design, and fund a transportation system that enables mobility and access for all residents

whether or not the individual has access to a motor vehicle.

- Personal Safety – Increase the safety of the walking and bicycling environment and reduce injuries and fatalities by providing a high level of care and consideration for these modes.
- Economic Development- Support Louisiana's economic development by planning and maintaining a transportation system that supports walkable and bikeable local shopping district, offers diversified travel options to visitors, and supports increased tourism and recreation opportunities.
- Public Health – Improve the health of Louisiana residents by increasing opportunities for combining physical activity with transportation and recreation.
- Environmental Stewardship – Preserve the health of the natural environment, improve air and water quality, and reduce energy consumption by increasing the rates of walking and bicycling.

The Plan does not make any project recommendations. Rather, it establishes various policies within DOTD's project development process to ensure that bicycle and pedestrian infrastructure are considered in the various stages of project development.

Review of Existing Plans



Louisiana Freight Mobility Plan (2018)

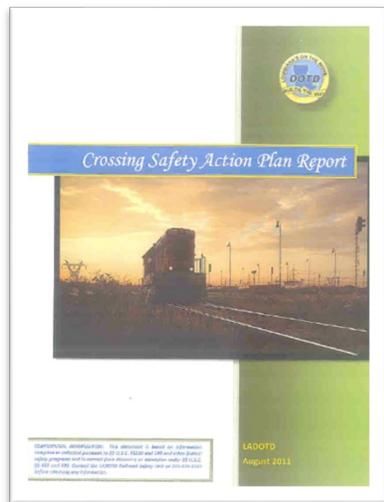
Louisiana DOTD's Freight Mobility Plan was completed in February 2018. The plan is a long-term, 25-year document designed to meet the requirements of the FAST Act. It recommends \$51,668,700 in freight network improvements.

The plan established several state-wide goals corresponding to the national freight goals:

- Economic Competitiveness and Efficiency: Improve the freight transportation system for better economic efficiency, productivity, and competitiveness.
- Safety and Security: Improve the safety, security, and resilience of the freight transportation system.
- Infrastructure Preservation and Maintenance: Improve and maintain the freight transportation system to ensure a state of good repair.
- Environmental Stewardship: Reduce adverse environmental and community impacts of the freight system.
- Performance and Accountability: Use advanced technology, performance management, innovation, competition, and accountability to assist with congestion mitigation, operations, and maintenance of the freight transportation system.

The plan also makes the following policy and program recommendations.

- Ensure freight representations and participation in the state planning process.
- Support collaboration between DOTD and the Louisiana Department of Economic Development (LED) in identifying transportation needs, issues, and impacts, and in recruiting industry and business to locate in Louisiana.
- Leverage public-private partnerships to fund transportation improvements.
- Update freight modal systems plans on a regular basis.
- Maintain and improve the designated Louisiana Freight Network to ensure the freight system continues to move toward achieving the transportation goals identified in the 2015 Louisiana Statewide Transportation Plan and the 2018 Louisiana Freight Mobility Plan.
- Use DOTD's freight project prioritization framework to help decision-makers prioritize future freight investments.
- Refine performance measures to track implementation progress.
- Develop a process to identify, monitor, and restore the condition of special truck routes that support the energy and mining industry.

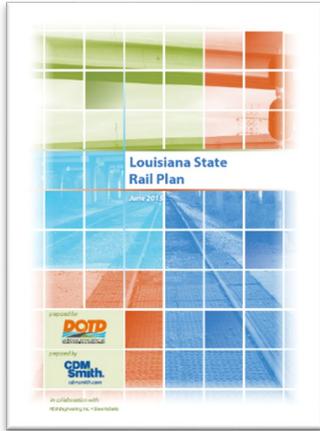


Louisiana Crossing Safety Action Plan Report (2011)

DOTD developed this plan for the Federal Railroad Administration as required by the Rail Safety Improvement Act of October 2008. The Plan is to be considered as a “living document.”

The Plan was developed to improve safety at highway railroad crossings by focusing on 1) mitigating collision at multiple-incident locations, 2) development of a crossing consolidation program, and 3) the initiation of a “Grade Separation Program.”

The Plan establishes detailed action items for the following areas: annual FRA report and data review, review of multi-collision locations, highway/rail safety program documentation, crossing inventory, grade crossing closure and consolidation policy and project list, crossing signal preemption, crossbuck assembly program, Operation Lifesaver enforcement education programming, outreach to local road authorities, railroad safety conference, creation of a statewide railroad operations coordinator position, field testing of innovative technology, and railroad grade separation program.



Louisiana State Rail Plan (2015)

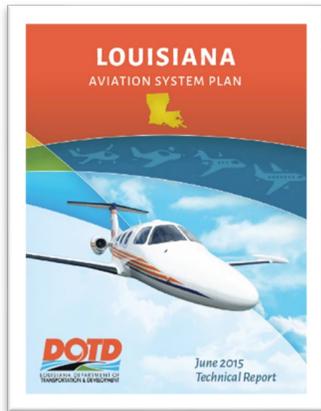
The 2015 Louisiana State Rail Plan was developed as part of the State Transportation Plan with the vision to *provide safe, reliable mobility for people and goods. In addition, it will contribute to a more balanced transportation system, economic growth, a better environment and energy conservation. The state's rail infrastructure and levels of service will expand to provide increased transportation efficiency, cost effectiveness, accessibility, capacity, and intermodal connectivity to meet market demands through a freight and passenger rail investment plan which includes public-private*

partnerships. To further this vision, the state will take a leadership role in planning rail service improvements.

It includes the following freight rail objectives:

- Improve the interchange of Class I rail traffic in New Orleans
- Increase the number of miles of track capable of 286,000-pound car weights on the state's short line³ railroads
- Minimize accidents, injuries, and fatalities at highway-rail grade crossings in Louisiana through crossing closures, safety improvements and grade separations
- Encourage economic development through investments in the rail system, e.g., improved access to marine and river ports, new intermodal facilities, and new industrial leads and spurs
- Establish a designated Rail Program empowered to assist in funding rail improvements, and
- Leverage public-private partnerships for funding rail improvements

The Plan provides description and data for rail lines within the MPA, including BNSF and LDRR. The Plan also reviews the passenger rail service and facilities in the state.



Louisiana Aviation System Plan (2015)

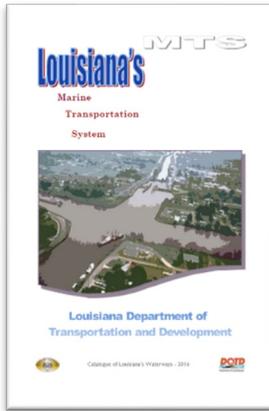
The 2015 Louisiana Airport System Plan was also updated as part of the Statewide Transportation Plan update. Louisiana seeks to incorporate all aspects of this plan to develop new DOTD processes, policies and procedures and implement revisions to the Louisiana Administrative Code for program development and administration. The Airport System Plan identifies performance criteria as broad conditions or goals that the state seeks to achieve so that its aviation system can perform as desired.

The following three performance criteria are discussed in the Airport System Plan:

Access: Louisiana seeks to provide adequate access by air to the state’s population for purposes of transportation, safety enhancement, and economic development.

Economic: Louisiana seeks to provide an aviation system that supports the local, regional, and state economies by enabling the rapid and efficient movement of people and products that rely on aviation.

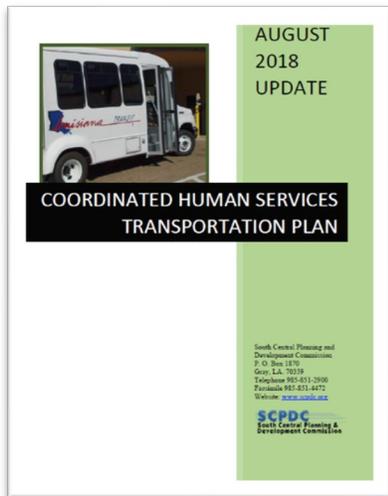
Physical: In order for the aviation system to function as intended, the DOTD will assist the individual airports that need certain physical facilities in sufficient quantities to be able to provide safe and secure services that meet the role the airport is intended to fulfill in the system.



Louisiana's Marine Transportation System (2016)

The 2016 Louisiana's Marine Transportation System booklet was developed by DOTD to catalogue the various ports and navigable waterways throughout the state.

Within the MPA, the report discusses the Gulf Intracoastal Waterway, Bayou Lafourche, and the Houma Navigational Canal. It also discusses the Port of Terrebonne, Port Fourchon, and the Louisiana Offshore Oil Port. Furthermore, the report discusses ongoing channel deepening studies, including the Houma Navigational Canal.



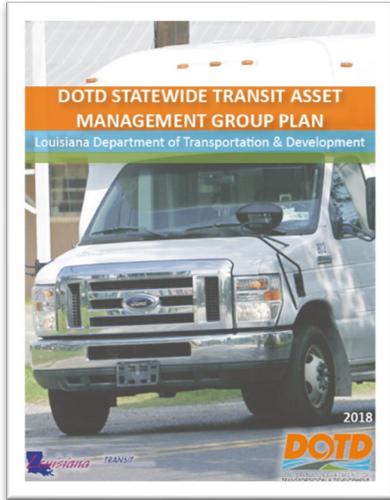
Coordinated Human Services Transportation Plan (2018)

The purpose of the *Coordinated Human Services Transportation Plan* is to identify the transportation needs of individuals with disabilities, older adults, and those with lower incomes, and to identify and prioritize strategies for meeting those needs. The primary reason for this is to promote transportation equity among those who may otherwise be transportation disadvantaged. In order for these populations to benefit from full participation in society enjoyed by the general population it is critical that they are provided transportation suited to their needs.

The *Coordinated Human Services Transportation Plan* for the parishes of Assumption, Lafourche, St. James, St. Mary, and Terrebonne is a “unified, comprehensive strategy for public transportation service delivery that identifies the transportation needs of Individuals with disabilities, older adults, and individuals with limited incomes, lays out strategies for meeting these needs, and prioritizes services for funding and implementation.”

The goals of the plan are as follows:

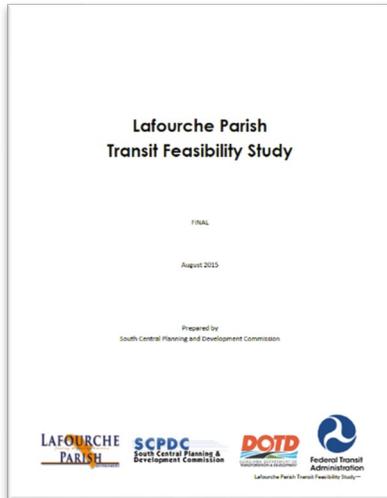
- To create a more cost-effective service delivery system;
- To increase capacity to serve unmet needs;
- To improve the quality of service provided;
- To make service more easily understood and accessible by riders; and
- To ensure that the coordination process is comprehensive and sustainable.



Transit Asset Management Plans

The Louisiana DOTD Statewide Transit Asset Management Group Plan (2018) and the Transit Asset Management Plan for Good Earth Transit (2019, updated annually) provide an inventory of transit assets and outline the need and timeline for updating or replacing those assets as their useful life come to an end.

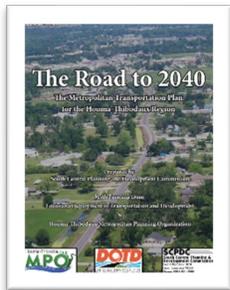
These plans establish the federally required performance targets for the various transit agencies within the MPA, including both fixed-route, para-transit, and demand-response providers.



The Lafourche Parish Transit Feasibility Study (2015)

This study was conducted by Lafourche Parish to determine the feasibility of implementing a parish-wide transit system. The goals of the study were as follows:

- To identify Lafourche Parish residents' unmet transportation needs through conversations with key stakeholders, conducting public outreach, examining demographic data, and reviewing existing transit services.
- To suggest transit solutions to address unmet transportation needs, along with approximate costs for providing such service, and identifying funding sources.
- To suggest a range of possible governance structures to support the implementation of transit service within Lafourche Parish.

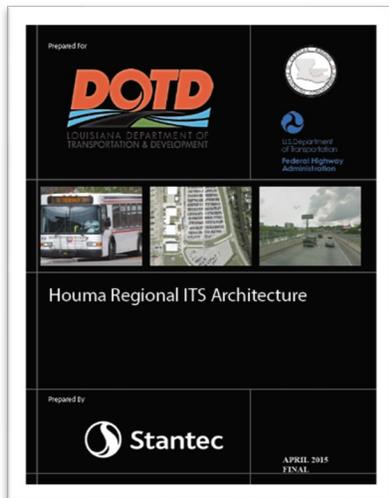


The Road to 2040: The Metropolitan Transportation Plan for the Houma-Thibodaux Region (2015)

The 2040 Metropolitan Transportation Plan for the Houma-Thibodaux MPO is a multi-modal Metropolitan Transportation Plan. It uses population and economic forecasts to determine future transportation needs. The vision for the Plan is *to provide all members of our community with safe and visually attractive access to the transportation network. A sustainable, resilient network should be designed to enable people to efficiently get from home to jobs as well as to commercial and recreational opportunities via multiple modes, including car, transit, bicycle, and foot, and to facilitate the movement of goods in support of those activities.*

The Plan established 15 goals in the areas of infrastructure, bicycle and pedestrian, transit, highway safety, highway security, environmental, freight and economic vitality, and alternative funding sources. The Plan also, for the first time, established performance targets in the areas of highway safety, pavement asset management, bridge asset management, travel-time reliability and truck travel-time reliability, and transit asset management.

All projects identified in the Plan, with the exception of any projects constructed since 2015, have been carried forward into current planning efforts.



Houma Regional ITS Architecture (2015)

This document describes the Intelligent Transportation System (ITS) architecture for the Houma-Thibodaux area. It was developed through a cooperative effort by the region’s transportation agencies, covering diverse modes and all major roads in the region. It represents a shared vision of how each agency’s systems will work together, sharing information and resources to provide a safer, more efficient, and more effective transportation system for travelers in the region.

The Architecture documents the regional ITS inventory and operations. It also discusses the needs and recommends ITS services that can be used to address those needs. Furthermore, it provides costs estimates and prioritizes future ITS investments.



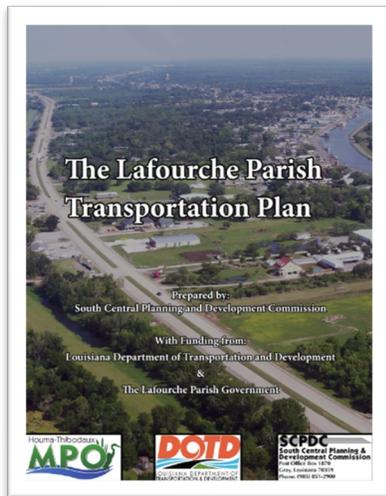
Terrebonne Parish Comprehensive Plan (2012)

The Terrebonne Parish Comprehensive Plan's vision is *by 2030, Terrebonne Parish will be a safe, secure, and resilient coastal community that is well-protected by a completed hurricane protection network; a community that provides expanded and diverse job opportunities in technologically-oriented industries supported by adequate infrastructure and an effective transportation system; a community that embraces and promotes its unique culture through efficient use of its land resources; a community that protects and sustains its physical environment through the effective enforcement of sensible regulations and a community filled with opportunity such that*

its youth will choose to remain in the parish to continue to build and enjoy the "Good Earth," preserving it for future generations.

The Plan goals, or guiding principles, of the plan include 1) Sense of Place and Connectedness; 2) Safe and Efficient Transportation System; 2) Efficient and Attractively Varied Land Uses; 4) A Sustainable Community through Avoidance of Hazards, Nuisances, and Environmental Degradation; 5) High-Quality Infill Projects and Redevelopment throughout the Parish; and 6) Effective Public Services and Facilities.

The Plan discusses the need for the transportation system to work for all users, not just for automobiles and drivers. It envisions transit expanding and capturing more "choice" riders, reducing the number of trips and vehicles on the road, and improving air quality. Transit is also key to the Plan's objective of increasing affordable housing throughout the Parish. It also discusses other policies potential strategies for implementation.



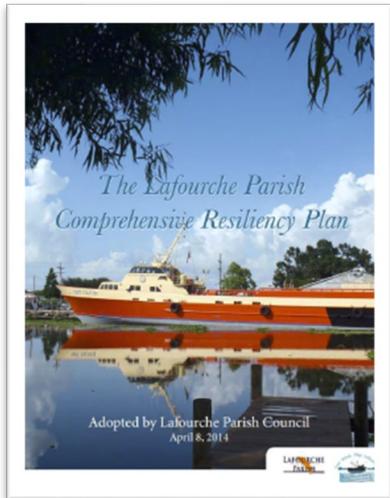
The Lafourche Parish Transportation Plan (2017)

This plan developed by the MPO for Lafourche Parish with the aim to align the Parish's Comprehensive Resiliency Plan and the MPO's 2040 Metropolitan Transportation Plan. The Plan used the same planning horizon and assumptions as the MTP.

The goals of the document were to 1) align with the Parish Comprehensive Resiliency Plan; 2) identify multi-modal transportation projects and potential funding sources for those projects, and 3) develop an action plan with policies and recommendations for adoption by the Lafourche Parish Government.

The Plan recommended a three pronged approach to meeting the transportation needs of the Parish:

1. Focus on Planning – Due to the limited funding available, a focus on planning needs to be a priority of the Parish, including adopting all or part of the recommended Policies, adoption of a Thoroughfare Plan, and implementation of the Comprehensive Resiliency Plan.
2. Prioritization of Transportation Improvements – The document identified \$1.9 billion of highway improvements and \$16.7 million in bicycle and pedestrian improvements. The Plan recommended the Parish focus its limited budget on projects that maintain existing infrastructure, improve safety and quality of life for citizens, and help the Parish compete economically in attracting new jobs and economic development.
3. Utilization of Available Funding Sources – The Plan recommended the Parish better utilize available funding sources for transportation projects including making regular application for TIGER and INFRA grants, making regular application for Recreational Trails, Safe Routes to Public Places, Transportation Alternatives, and Local Road Safety programs, as well as better utilize the MPO's STP <200K funds.



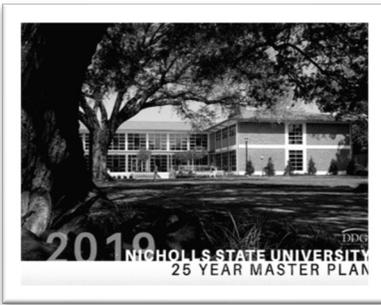
Lafourche Comprehensive Resiliency Plan (2014)

The Lafourche Parish Comprehensive Resiliency Plan, adopted by the Lafourche Parish government in 2014, is the guiding document for future land use and development in the Parish. The plan envisions Lafourche as a “safe and resilient community that celebrates its cultural heritage.” Among other recommendations, that plan called for the development of a parish-wide master transportation plan encompassing identified projects and recommended policies and regulations.

The comprehensive plan transportation goals included:

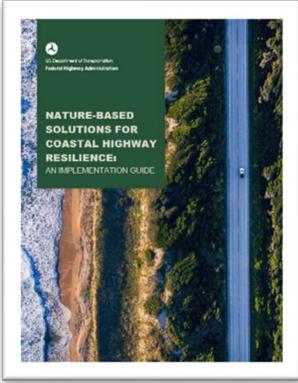
- Increase roadway capacity and improve safety.
- Improve the quality of the transportation system and expand transportation mode options, including a long-term rail strategy to serve Port Fourchon.

Nicholls State University 25-Year Master Plan (2019)



This plan is a comprehensive look at the existing conditions and future growth at the area’s university – Nicholls State. The plan addresses transportation improvements such as the need to improve vehicular and pedestrian circulation on campus. This includes the following strategies:

- Moving parking to the outside of areas of campus in an effort to make campus a “destination,” improving the pedestrian experience for both student and those individuals visiting campus. A streamlining of access to parking can also assist university officials with regulating parking and better controlling public access.
- Improving interior circulation by extending main thoroughfares such as Ellendale Drive and Leighton Drive through to the outskirts of campus, and constructing a series of localized streets that would serve the necessary functions of delivery and pickup of equipment and supplies.
- Utilization of roundabouts and mini-roundabouts, specifically at Bowie Road and Ardoyne Drive.
- Raised or alternative materials for pavement crossing to increase awareness of pedestrian zones.
- Campus-wide road diets.
- Redesign of the Leighton Drive Corridor.
- Ardoyne Drive Beautification.



Implementation Guide: Nature-based Solutions for Coastal Highway Resilience

This Implementation Guide is designed to help understand how and where nature-based and hybrid solutions can be used to improve the resilience of coastal roads and bridges. It summarizes the potential flood-reduction benefits and co-benefits of these strategies. The guide follows the steps in the project delivery process, providing guidance on how to consider nature-based solutions in the planning process, how to conduct a site assessment to determine whether nature-based solutions are appropriate, key engineering and ecological design considerations, permitting approaches, construction considerations, and monitoring and maintenance strategies. The guide was used in the MPO to identify options and characteristics in order to select projects that are most resilient and environmentally sustainable for the region.



Bayou – River Region Comprehensive Economic Development Strategy 2016-2021 (2016)

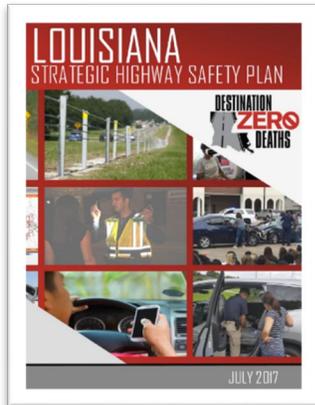
The Comprehensive Economic Development Strategy is a planning document for the parishes of Assumption, Lafourche, St. Charles, St. James, St. John the Baptist, St. Mary, and Terrebonne that analyzes the strengths, weaknesses, opportunities, and threats; establishes goals and objectives designed to maximize those strengths and

opportunities; and creates resiliency in the face of weaknesses and threats. The document is prepared by the South Central Planning and Development Commission which is a partner to the U.S. Economic Development Administration and the Delta Regional Authority.

The Plan’s goals recognize the importance a good transportation network plays in enhancing and sustaining the economy and providing an improved quality of life for residents. While this is in particular regard to the economic activity found at the many businesses and industries located at, dependent upon or serving the regions’ many maritime, air and freight ports and centers, it also speaks to access to jobs and training for the region’s workforce, and enhancement of recreational opportunities. In particular, the Plan’s goals speak to the following items:

- Employing a regional approach to resource and infrastructure development and management, including among other items attention to air quality and transportation infrastructure capacity.
- Increasing collaboration in state and regional transportation planning to ensure that critical transportation corridors are completed to accommodate ports and multi-modal transportation facilities.
- Expanding and diversifying housing stock in areas near employment, potential transit centers and existing infrastructure.
- Protecting and conserving the region’s natural resources and promoting more equitable use of these resources for business and recreation.
- Supporting efforts to develop and enhance transit systems within commuter communities to expand the educational and employment opportunities of the local workforce by increasing accessibility.

Review of Existing Plans



Louisiana Strategic Highway Safety Plan (2017)

The SHSP was developed by Department of Transportation and Development (DOTD), the Louisiana State Police (LSP), and the Louisiana Highway Safety Commission (LHSC) in collaboration with traffic safety partners statewide in 2006. With a vision of *Destination Zero Deaths*, the SHSP mission is to reduce the human and economic toll on Louisiana’s surface transportation system due to traffic crashes.

Louisiana has taken a unique and innovative approach to implementing this comprehensive, multidisciplinary, and data driven plan. Partnering with the state’s MPOs, the Louisiana Department of Transportation and Development forged nine multidisciplinary or 4E regional transportation safety coalitions throughout the state that are tasked with the implementation of the SHSP at the regional level. Setting a measurable goal to achieve 50% reduction in fatalities by 2030, the SHSP organization, along with hundreds of stakeholders, established objectives and performance measures for the data-driven SHSP high-priority emphasis areas:

Crashes Involving Young Drivers	Focuses on crashes involving a person 15-24 years of age.
Distracted Driving	Focuses on crashes involving a person actively engaged in any activity that diverts his/her attention away from the task of driving.
Impaired Driving	Focuses on alcohol and drugged related crashes.
Infrastructure & Operations	Focuses on crashes involving roadway departure, intersection related or non-motorized users.
Occupant Protection	Focuses on the proper restraint of adults, teens, children and infants.

In addition to the five core areas mentioned, two regions of the state have been identified by the Federal Highway Administration as non-motorized focus cities, Baton Rouge and New Orleans. Therefore, those regional transportation safety coalitions have adopted an additional Bicycle and Pedestrian emphasis area.

5.0 Visioning and Strategies

Using public and stakeholder input, a long-term vision was developed followed by supporting goals and objectives. These goals and objectives are consistent with national goals set forth in federal transportation legislation.

5.1 Vision and Strategic Framework

The graphic below shows the long-term vision, goals, and objectives for the Metropolitan Planning Area. These reflect local priorities as well as national transportation goals.

The graphic also illustrates the overall strategic framework and how the goals and objectives support the vision. Strategies and the implementation plan address the goals and objectives and are discussed later.

Figure 5.1: Vision and Strategic Framework



5.2 Goals and Objectives

For each goal, objectives were identified that clarify and expand upon the goal statement. These activity-based objectives are used later to identify specific strategies that help the MPO achieve its stated goals.



Goal: Provide Reliable Transportation Options

- TO.1** Reduce roadway congestion and delay
- TO.2** Make more areas in the region walkable and bikeable
- TO.3** Expand and improve transit to meet the needs of the region
- TO.4** Support convenient and affordable access to surrounding airports and regions



Goal: Improve Safety, Security, & Resiliency

- SS.1** Coordinate with local and state Strategic Highway Safety Plan partners to reduce the number and rate of highway-related crashes, fatalities and serious injuries
- SS.2** Redesign corridors and areas with existing safety and security needs
- SS.3** Establish truck operational plans for downtown areas
- SS.4** Encourage the use of Intelligent Transportation Systems and other technology during disruptive incidents, including evacuation events



Goal: Maintain and Maximize Our System



- MM.1** Maintain transportation infrastructure and assets in a good state of repair
- MM.2** Reduce demand for roadway expansion by using technology to efficiently and dynamically manage roadway capacity



Goal: Support Prosperity

- SP.1** Pursue transportation improvements that are consistent with local plans for growth and economic development
- SP.2** Support local businesses and industry by ensuring efficient movement of freight by truck, rail, and other modes
- SP.3** Address the unique needs of visitors to the region and the impacts of tourism
- SP.4** Promote context-sensitive transportation solutions that integrate land use and transportation planning and reflect community values



Goal: Protect Our Environment and Communities

- EC.1** Minimize or avoid adverse impacts from transportation improvements to the natural environment and the human environment (historic sites, recreational areas, environmental justice populations)
- EC.2** Encourage proven Green Infrastructure and other design approaches that effectively manage and mitigate stormwater runoff
- EC.3** Work with local and state stakeholders to meet the growing needs of electric and alternative fuel vehicles
- EC.4** Increase the percentage of workers commuting by carpooling, transit, walking, and biking

Relationship with Planning Factors

Federal legislation requires the Metropolitan Transportation Plan to consider the following ten planning factors:

- 1) Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- 2) Increase the safety of the transportation system for motorized and non-motorized users
- 3) Increase the security of the transportation system for motorized and non-motorized users;
- 4) Increase accessibility and mobility of people and freight;
- 5) 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;
- 6) Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- 7) Promote efficient system management and operation;
- 8) Emphasize the preservation of the existing transportation system;
- 9) Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
- 10) Enhance travel and tourism.

Table 5.1 shows how these planning factors are addressed by each goal area.

5.3 National Goals and Performance Measures

Following federal legislation and rulemaking, the Federal Highway Administration and Federal Transit Administration have moved to performance-based planning and have established national goals and performance measures. These national goals and performance measures are summarized below.

The MTP goals and objectives are consistent with these national goals and federal performance measures, as indicated in Table 5.1.

- **Safety** - To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
 - Number of fatalities
 - Rate of fatalities
 - Number of serious injuries
 - Rate of serious injuries
 - Number of non-motorized fatalities and serious injuries

- **Infrastructure Condition** - To maintain the highway infrastructure asset system in a state of good repair
 - Percentage of Interstate pavements in Good condition
 - Percentage of Interstate pavements in Poor condition
 - Percentage of non-Interstate NHS pavements in Good condition
 - Percentage of non-Interstate NHS pavements in Poor condition
 - Percentage of NHS bridges by deck area in Good condition
 - Percentage of NHS bridges by deck area in Poor condition

- **Congestion Reduction** - To achieve a significant reduction in congestion on the National Highway System
 - Annual hours of peak-hour excessive delay per capita*
 - Percent of non-single-occupant vehicle travel

- **System Reliability** - To improve the efficiency of the surface transportation system
 - Percent of the person-miles traveled on the Interstate that are reliable
 - Percent of the person-miles traveled on the non-Interstate NHS that are reliable

Visioning and Strategies

- **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.
 - Truck Travel Time Reliability (TTTR) Index
- **Environmental Sustainability** - To enhance the performance of the transportation system while protecting and enhancing the natural environment.
 - Total emissions reduction*
- **Transit Asset Management** - To maintain transit assets in a state of good repair.
 - Percentage of track segments that have performance restrictions
 - Percentage of revenue vehicles that exceed useful life benchmark
 - Percentage of non-revenue vehicles that exceed useful life benchmark
 - Percentage of facilities rated less than 3.0 on TERM Scale

**only required for areas designated as nonattainment or maintenance for certain pollutants*

Current Performance

The MPO adopted performance targets for the required federal performance measures and is monitoring performance for these measures over time. The graphic below summarizes how the MPO and region are performing today for these performance measures.

For more detailed information, see the Transportation Performance Management technical report.

Visioning and Strategies

Table 5.1: Relationship between Goals, Objectives, Performance Measures, and Federal Planning Factors

	Objectives	Performance Measures	Federal Planning Factors
<p>Goal 1: Provide Reliable Transportation Options</p>	<p>TO.1 Reduce roadway congestion and delay</p> <p>TO.2 Make more areas in the region walkable and bikeable</p> <p>TO.3 Expand and improve transit to meet the needs of the region</p> <p>TO.4 Support convenient and affordable access to surrounding airports and regions</p>	<p>NHS Travel Time Reliability</p> <ul style="list-style-type: none"> > Percent of the person-miles traveled on the Interstate that are reliable > Percent of the person-miles traveled on the non-Interstate NHS that are reliable <p>Freight Reliability</p> <ul style="list-style-type: none"> > Truck Travel Time Reliability (TTTR) Index 	<p>(1) Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency</p> <p>(4) Increase accessibility and mobility of people and freight</p> <p>(6) Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight</p> <p>(9) Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation</p>
<p>Goal 2: Improve Safety and Security</p>	<p>SS.1 Coordinate with local and state Strategic Highway Safety Plan partners to reduce the number and rate of highway-related crashes, fatalities and serious injuries</p> <p>SS.2 Redesign corridors and areas with existing safety and security needs</p> <p>SS.3 Establish truck operational plans for downtown areas</p> <p>SS.4 Encourage the use of Intelligent Transportation Systems and other technology during disruptive incidents, including evacuation events</p>	<p>Safety</p> <ul style="list-style-type: none"> > Number of fatalities > Rate of fatalities > Number of serious injuries > Rate of serious injuries > Number of non-motorized fatalities and serious injuries 	<p>(2) Increase the safety of the transportation system for motorized and non-motorized users</p> <p>(3) Increase the security of the transportation system for motorized and non-motorized users</p>
<p>Goal 3: Maintain and Maximize Our System</p>	<p>MM.1 Maintain transportation infrastructure and assets in a good state of repair</p> <p>MM.2 Reduce demand for roadway expansion by using technology to efficiently and dynamically manage roadway capacity</p>	<p>Bridge Conditions</p> <ul style="list-style-type: none"> > Percentage of NHS bridges by deck area in Good condition > Percentage of NHS bridges by deck area in Poor condition <p>Pavement Conditions</p> <ul style="list-style-type: none"> > Percentage of Interstate pavements in Good condition > Percentage of Interstate pavements in Poor condition > Percentage of non-Interstate NHS pavements in Good condition > Percentage of non-Interstate NHS pavements in Poor condition <p>Transit Asset Management</p> <ul style="list-style-type: none"> > Percentage of revenue vehicles that exceed useful life benchmark > Percentage of non-revenue vehicles that exceed useful life benchmark > Percentage of facilities rated less than 3.0 on TERM Scale 	<p>(7) Promote efficient system management and operation</p> <p>(8) Emphasize the preservation of the existing transportation system</p>

Visioning and Strategies

	Objectives	Performance Measures	Federal Planning Factors
Goal 4: Support Prosperity	<p>SP.1 Pursue transportation improvements that are consistent with local plans for growth and economic development</p> <p>SP.2 Support local businesses and industry by ensuring efficient movement of freight by truck, rail, and other modes</p> <p>SP.3 Address the unique needs of visitors to the region and the impacts of tourism</p> <p>SP.4 Promote context-sensitive transportation solutions that integrate land use and transportation planning and reflect community values</p>	These are process-related objectives and do not have any associated federal performance measures.	<p>(1) Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency</p> <p>(4) Increase accessibility and mobility of people and freight</p> <p>(5) 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</p> <p>(6) Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight</p> <p>(10) Enhance travel and tourism</p>
Goal 5: Protect Our Environment and Communities	<p>EC.1 Minimize or avoid adverse impacts from transportation improvements to the natural environment and the human environment (historic sites, recreational areas, environmental justice populations)</p> <p>EC.2 Encourage proven Green Infrastructure and other design approaches that effectively manage and mitigate stormwater runoff</p> <p>EC.3 Work with local and state stakeholders to meet the growing needs of electric and alternative fuel vehicles</p> <p>EC.4 Increase the percentage of workers commuting by carpooling, transit, walking, and biking</p>	These are process-related objectives and do not have any associated federal performance measures.	<p>(5) 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</p> <p>(9) Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation</p>

Visioning and Strategies

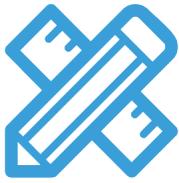
5.4 Strategies

These strategies, identified from a technical needs assessment and stakeholder and public input, will help the region achieve the transportation goals previously stated.



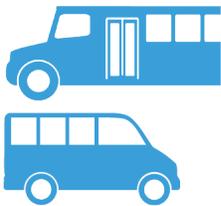
Responsibly Improve Roadway System

Funding for new roads and widening roads is limited. The MPO will prioritize roadway expansion projects that have a high benefit/cost ratio.



Redesign Key Corridors and Intersections

This plan has identified major corridors that should be redesigned to be safer, more efficient, and more accessible to bicyclists and pedestrians.



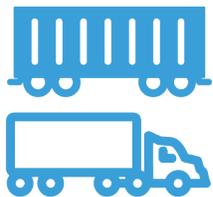
Improve and Expand Public Transportation

Modernize the transit system by making better use of technology and providing better rider information. Expand service into Lafourche parish with a mix of urban and rural grant funding. Use vanpools to cover gaps in system coverage.



Rapidly Expand Biking and Walking Infrastructure

The MPO should encourage more bicycle and pedestrian projects and encourage bicycle and pedestrian improvements as part of planned roadway projects. Priority should be given to areas not meeting ADA compliance and with a low bicycle LOS and high demand. The MPO should collect data along non-state highways on ADA compliance and bicycle LOS and level of demand to help prioritize investments on local roadways.



Address Freight Bottlenecks and Needs

The MPO should prioritize projects that reduce delay for freight vehicles to support local businesses and industry. The MPO should advocate for the completion of I-49 and a north-south corridor to improve access with outside regions. The MPO should work with local governments to develop truck operational plans for downtown areas.



Prioritize Maintenance

The MPO should proactively address pavement conditions, bridge conditions, and transit asset management. Additional studies may be worthwhile to collect maintenance data on roadways outside of the National Highway System.



Monitor Emerging Technology Options

Transportation technology is changing rapidly but much is still uncertain. The MPO should continue to monitor trends in emerging mobility options and consider partnerships with mobility companies and pilot programs as appropriate.

6.0 Project Development

This chapter summarizes how committed and potential transportation projects were identified and how cost estimates were developed for these projects.

6.1 Project Identification

Roadway Projects

A preliminary list of roadway projects was developed for both capacity and non-capacity roadway projects. Each list included the following:

- All projects included in the current Transportation Improvement Program (TIP)
- All projects from the 2040 MTP
- Projects addressing needs frequently cited in public input
- Projects identified in stakeholder consultation and in existing plans
- Projects that addressed any remaining needs identified in the Needs Assessment

The list of projects was refined with stakeholders and some projects were removed or modified in scale/scope based on feasibility assessments.

Bicycle and Pedestrian Projects

A preliminary list of roadway projects was developed for both capacity and non-capacity roadway projects. Each list included the following:

- All projects included in the current Transportation Improvement Program (TIP)
- All projects from the 2013 Regional Bicycle and Pedestrian Plan
- Projects that addressed any remaining needs identified in the Needs Assessment

In addition, the MPO will continue to work with its local agencies to identify and prioritize bicycle and pedestrian projects along high priority bicycle and pedestrian corridors. These corridors were identified based on existing plans and the Needs Assessment.

Furthermore, bicycle and pedestrian improvements must be part of the overall design phase of all projects and included unless restrictions apply, consistent with FHWA guidance.

Transit Projects

The MTP assumes that existing transit services will continue to operate at current levels and that vehicles will be kept in a good state of repair.

6.2 Estimating Project Costs

Roadway Project Cost Estimates

Cost estimates for some projects were available from existing studies or preliminary engineering work from local governments or LA DOTD. For the remaining projects, order-of-magnitude cost estimates were developed using LA DOTD’s Chart for Preliminary Cost Estimates. These typical construction cost estimates for various types of improvements are shown in Table 6.1.

Cost estimates for studies were based on similar projects. No cost estimates were made for maintenance projects such as bridge and pavement projects.

Table 6.1: Typical Roadway Costs by Improvement Type

Improvement Type	Average Cost (2019 dollars)	Unit
New 2 Lane Roadway Rural	\$4,883,977	Mile
New 2 Lane Roadway Urban	\$7,123,784	Mile
Interstate Widening (Add 2 lanes)	\$8,004,820	Mile
Arterial Widening (Add 2 lanes)	\$9,332,865	Mile
Arterial Widening (Add 2 lanes) LA DOTD	\$9,891,234	Mile
Turn Lane	\$3,042,985	Mile

Source: LA DOTD Chart for Preliminary Cost Estimates (October 2013)
Note: Assumes 1% inflation per year from 2013 costs.

Bicycle and Pedestrian Project Cost Estimates

Bicycle and pedestrian projects included in the TIP were incorporated into the MTP. Outside of these projects, no other stand-alone bicycle and pedestrian projects were identified. Instead, the MPO will continue to work with its local agencies to identify bicycle and pedestrian projects. High priority bicycle and pedestrian corridors are identified later and the MPO should encourage local agencies to implement projects along these corridors. Furthermore, Incidental bicycle and pedestrian improvements should be implemented alongside planned roadway projects as appropriate.

Transit Project Cost Estimates

The annual cost of operating public transit in the MPO was taken from the current levels of expenditures shown in the TIP. These costs were in 2019 dollars and an inflation factor of 1.5 percent was used for future years.

Project Development

Capital transit projects for FY 2018 were provided in the TIP and these were used as provided. Future capital costs were estimated by assuming that all vehicles will be replaced by 2022 and that after that, they will be replaced on a regular cycle based on FTA useful life benchmarks. Vehicle replacement costs were based on Good Earth Transit’s Transit Asset Management Plan and LADOTD’s Group-Sponsored Transit Asset Management Plan and are shown below

Table 6.2: Typical Transit Capital Costs by Improvement Type

Asset Class	Replacement Cost (2018 dollars)	FTA Useful Life Benchmark
Minivan (7 passengers)	\$28,000	8 years
Van/Maxivan (15 passengers)	\$20,000	8 years
Cutaway Bus (16 to 28 passengers)	\$42,000	10 years
Full Size HD Bus (35-45 passengers)	\$332,934	15 years

Source: Good Earth Transit Asset Management Plan, 2018; LADOTD Group-Sponsored Transit Asset Management Plan, 2018

7.0 Environmental Analysis and Mitigation

The Metropolitan Transportation Plan must consider the impacts of transportation on both the natural and human environment. By providing appropriate consideration of environmental impacts early in the planning process, the plan increases opportunities for inter-agency coordination, enables expedited project delivery, and promotes outcomes that are more environmentally sustainable.

Table 7.1 shows resources typically considered in environmental impact evaluations. This chapter will focus on these resources and their implications in the MPA.

Table 7.1: Typical Environmental Resources Evaluated

Resource	Importance
HAZMAT Sites	Health hazards, costs, delays, liability for both state and federal projects on either existing or acquired right-of-way
Streams and navigable waterways	Some bodies of water in the state are protected by the Louisiana Scenic Rivers Act
Significant Trees	LADOTD defines significant trees as a Live Oak, Red Oak, White Oak, Magnolia or Cypress that is considered aesthetically important, 18" or greater in diameter at breast height (4'-6" above the ground), and having a form that separates it from the surrounding vegetation or is considered historic
Wetlands	Flood control, wildlife habitat, water purification; applies to both state and federally funded projects
Threatened and Endangered Species	Loss of species can damage or destroy ecosystems, to include the human food chain
Farmlands	Ensure conversion compatibility with state and local farmland programs and policies
Recreation Areas	Quality of life; neighborhood cohesion
Historic Structures	Quality of life; preservation of the national heritage
Archaeological Sites	Quality of life; preservation of national and Native American heritage
Environmental Justice	To avoid, minimize, or mitigate disproportionately high impacts on minorities and low-income populations; basic American fairness
Community Elements	Projects should avoid or minimize impacts to cemeteries, churches, schools, public facilities, and community water wells or supply
Section 4(f) Areas	Projects should not negatively impact public recreation areas, public parks, wildlife refuges, or historic sites.

Source: LADOTD Stage 0 Environmental Checklist

7.1 Environmental Regulations

Planning Requirements

Federal regulations (23 C.F.R. §450) require the Metropolitan Transportation Plan to address environmental concerns by consulting with relevant stakeholder agencies and discussing potential environmental mitigation activities.

The plan should involve consultation with state and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation. This should include a comparison of the plan with State conservation plans or maps and inventories of natural or historic resources, if this information is available.

The plan must discuss types of potential environmental mitigation activities relating to the implementation of the plan, including potential areas for these activities to occur and activities which may have the greatest potential to mitigate the effects of the plan projects and strategies. Mitigation activities do not have to be project-specific and can instead focus on broader policies, programs, and strategies. The discussion must involve consultation with federal, state, and tribal land management, wildlife, and regulatory agencies.

Defining Mitigation

The National Environmental Policy Act (1969), or NEPA, established the basic framework for integrating environmental considerations into federal decision-making. Federal regulations relating to NEPA (40 C.F.R. 1508) define mitigation as:

- Avoiding the impact altogether by not taking a certain action or parts of an action.
- Minimizing impacts by limiting the degree or magnitude of the action and its implementation.
- Rectifying the impact by repairing, rehabilitating, or restoring the affected environment.
- Reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action.
- Compensating for the impact by replacing or providing substitute resources or environments.

7.2 The Natural Environment

Wetlands, Waterways, and Flooding

Transportation projects were evaluated for proximity to wetlands, impaired waters, flood zones, and navigable waters. While transportation projects should be sensitive to all bodies of water, these water bodies merit special attention for the following reasons:

- Wetlands have many environmental benefits, most notably water purification, flood protection, shoreline stabilization, groundwater recharge and streamflow maintenance, and fish and wildlife habitat. Wetlands are protected by the Clean Water Act.
- Impaired waters are already too polluted or otherwise degraded to meet the state water quality standards. Impaired waters are protected by the Clean Water Act.
- Encroaching on or changing the natural floodplain of a water course can result in catastrophic flooding of developed areas.
- Structures built across navigable waterways must be designed in consultation with the Coast Guard, as required by the Coast Guard Authorization Act of 1982.

Figure 7.1 displays the proposed MTP transportation projects along with the location of wetlands and impaired waters.

Mitigation

This early in the planning stage, there are not enough resources available to assess project level impacts to specific wetlands. As individual projects proceed through the LA DOTD project delivery process and NEPA process, it is anticipated that project sponsors will:

- Ensure that transportation facilities constructed in floodways will not increase flood heights
- Take steps to avoid wetland and flood zone impacts where practicable
- Consider strategies which minimize potential impacts to wetlands and flood zones
- Provide compensation for any remaining unavoidable impacts through activities to restore or create wetlands
- Projects near impaired waters should consider measures to improve the quality of these waters.

Spotlight: Stormwater Mitigation

In urban areas, unmanaged stormwater often leads to excessive flooding. This flooding can damage property and create environmental and public health hazards by introducing contaminants into new areas. Without proper drainage and stormwater mitigation efforts, new transportation projects have the potential to exacerbate existing stormwater issues.

Transportation Related Strategies

- During project design, minimize impervious surfaces and alterations to natural landscapes.
- Promote the use of “green infrastructure” and other low-impact development practices. Examples include the use of rain barrels, rain gardens, buffer strips, bioswales, and replacement of impervious surfaces on property with pervious materials such as gravel or permeable pavers.
- Adopt ordinances that include stormwater mitigation practices, including landscaping standards, tree preservation, and “green streets”.
- Develop a Standard Urban Stormwater Mitigation Plan at multiple levels; including state, region, and municipality. Efforts should be made to coordinate these plans, even though multiple agencies would have them in place.



Environmental Analysis and Mitigation

Wildlife

Transportation projects were evaluated for proximity to identified critical habitat areas for threatened and endangered species and wildlife refuges. The Endangered Species Act of 1973, as amended, was enacted to provide a program for the preservation of endangered and threatened species, and to provide protection for the ecosystems upon which these species depend for their survival. All federal agencies or projects utilizing federal funding are required to implement protection programs for designated species and to use their survival.

Furthermore, Section 4(f) of the Department of Transportation (DOT) Act of 1966 affords protection to wildlife or waterfowl refuges when USDOT funds are invested in a project.

An endangered species is a species in danger of extinction throughout all or a significant portion of its range. A threatened species is a species likely to become endangered within the foreseeable future throughout all or a significant portion of its range. Proposed species are those which have been formally submitted to Congress for official listing as threatened or endangered.

Species may be considered endangered or threatened when any of the five following criteria occurs:

- The current/imminent destruction, modification, or curtailment of their habitat or range
- Overuse of the species for commercial, recreational, scientific, or educational purposes
- Disease or predation
- The inadequacy of existing regulatory mechanisms
- Other natural or human-induced factors affect continued existence.

Table 7.2 lists species classified as endangered or threatened within the Metropolitan Planning Area. Figure 7.3 displays the proposed MTP transportation projects along with the location of identified critical habitat areas.

Mitigation

Preliminary planning undertaken within the context of development of the MTP does not include resources sufficient to assess project specific impacts to species habitats. As projects are carried forward through the LADOTD project delivery process, the NEPA process, design, and construction, projects will be developed in consultation with U.S. Fish and Wildlife Service and the Louisiana Department of Wildlife and Fisheries. To the extent practicable, actions which impact critical habitats will be avoided.

Environmental Analysis and Mitigation

Table 7.2 Species Identified under Endangered Species Act in the MPA Parishes

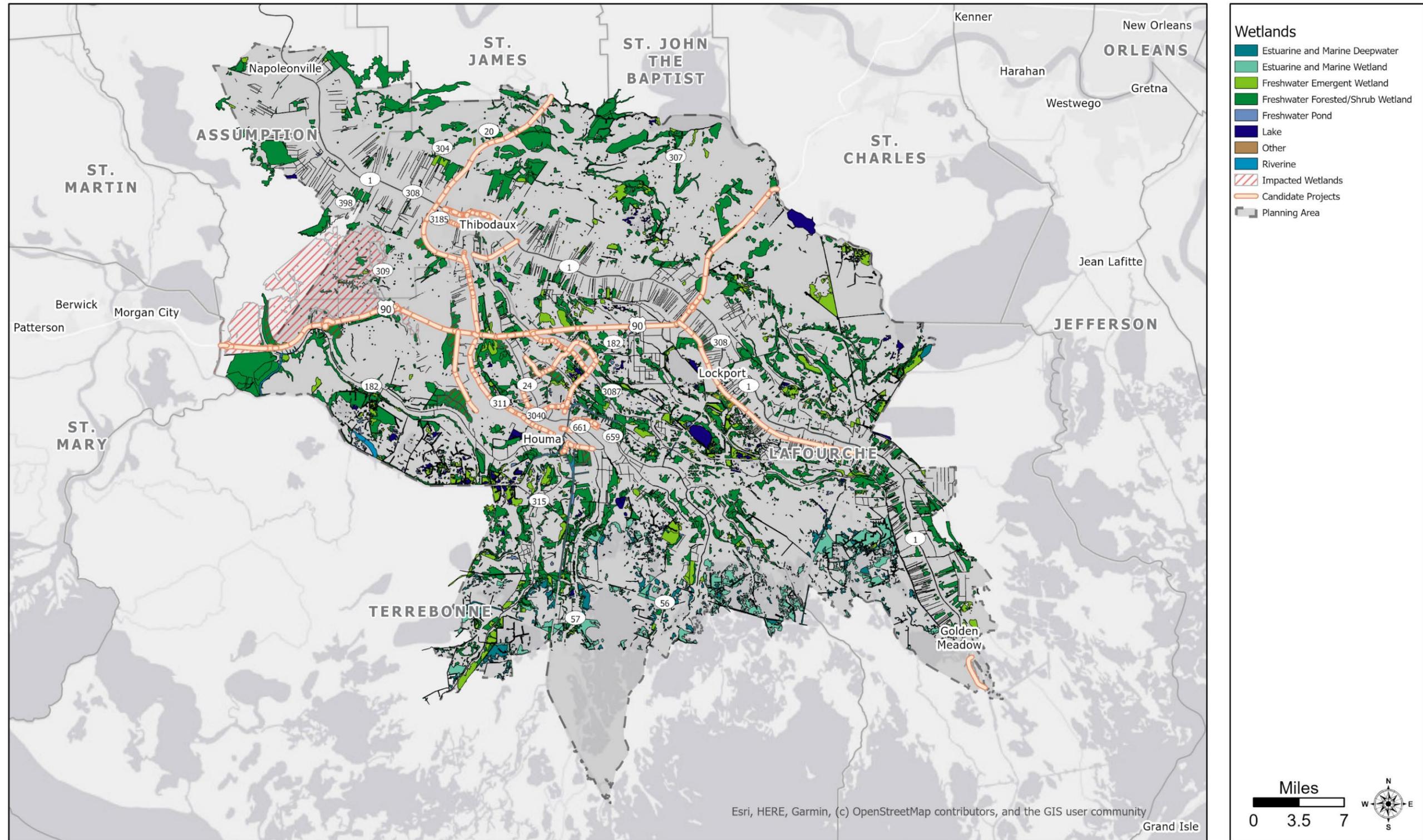
Group	Common Name	Scientific Name	Status
Birds	Brown pelican	<i>Pelecanus occidentalis</i>	Recovery
	Piping Plover	<i>Charadrius melodus</i>	Threatened
	Red knot	<i>Calidris canutus rufa</i>	Threatened
	Whooping crane	<i>Grus americana</i>	Experimental Population, Non-Essential
Fishes	Atlantic sturgeon (Gulf subspecies)	<i>Acipenser oxyrinchus (oxyrhyinchus) desotoi</i>	Threatened
	Saltmarsh topminnow	<i>Fundulus jenkinsi</i>	Under Review
Mammals	Louisiana black bear	<i>Ursus americanus luteolus</i>	Recovery
	West Indian Manatee	<i>Trichechus manatus</i>	Threatened
Reptiles	Hawksbill sea turtle	<i>Eretmochelys imbricata</i>	Endangered
	Kemp's ridley sea turtle	<i>Lepidochelys kempii</i>	Endangered
	Leatherback sea turtle	<i>Dermochelys coriacea</i>	Endangered
	Loggerhead sea turtle	<i>Caretta caretta</i>	Threatened

Source: U.S. Fish and Wildlife Service, Environmental Conservation Online System; National Marine Fisheries Service (NOAA Fisheries)



Environmental Analysis and Mitigation

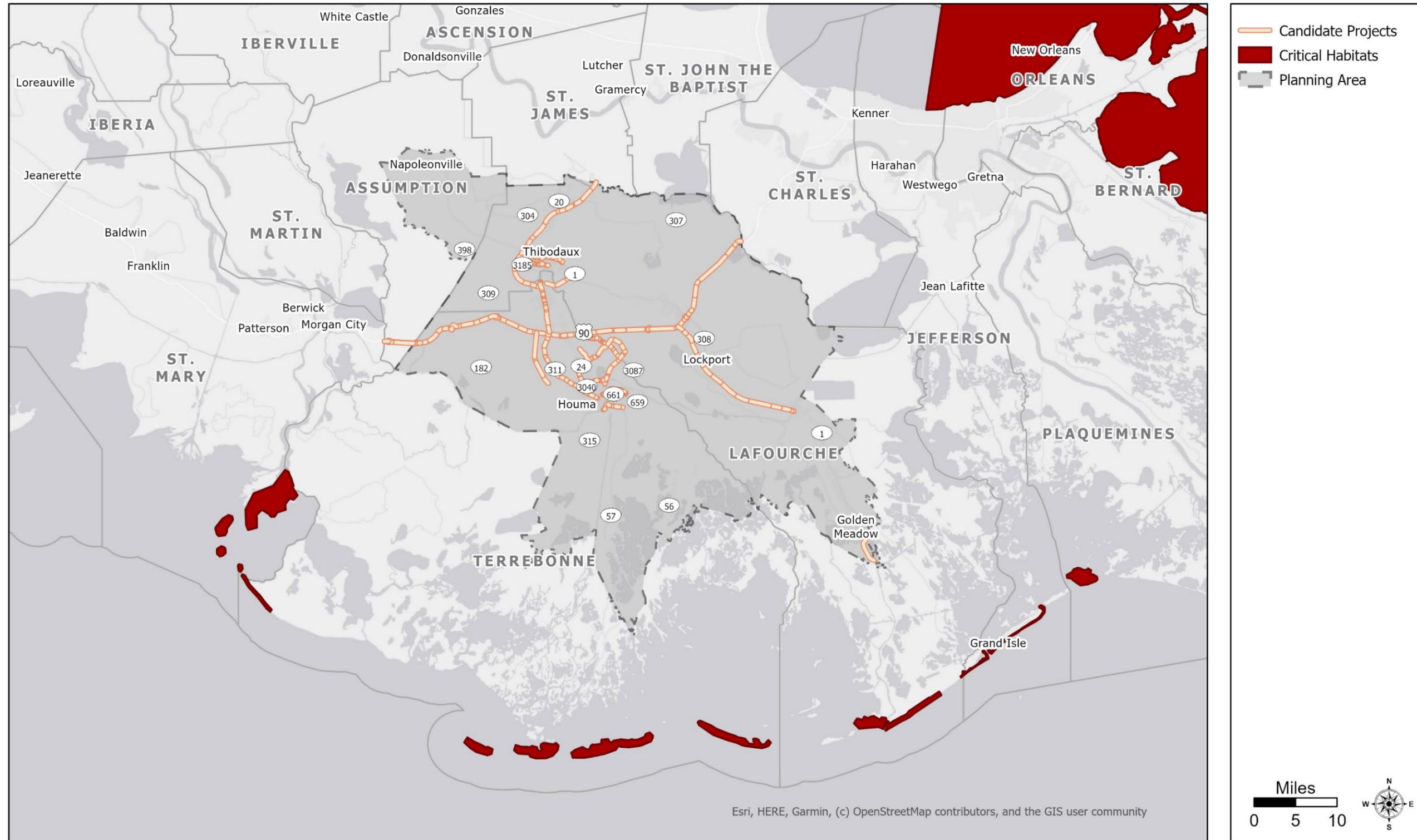
Figure 7.1: Wetlands and Waterways



Data Sources: U.S. Fish and Wildlife Services, U.S. Geological Survey

Disclaimer: This map is for planning purposes only.

Figure 7.2: Critical Habitats



Data Sources: U.S. Fish and Wildlife Services, U.S. Geological Survey

Disclaimer: This map is for planning purposes only.

Environmental Analysis and Mitigation

7.3 The Human Environment

Historic and Recreational Resources

Transportation Projects were evaluated for proximity to historic sites and publicly-owned recreational facilities. Section 4(f) of the Department of Transportation (DOT) Act of 1966 affords protection to publicly-owned parks and recreation areas and all historic sites listed or eligible for listing on the National Register of Historic Places when USDOT funds are invested in a project.

In order to be eligible for the National Register of Historic Places (NRHP), a district, site, building, structure, or object must possess integrity of location, design, setting, materials, workmanship, feeling, and association and generally must be at least 50 years old. It will also be evaluated by the following criteria:

- association with events that have made a significant contribution to the broad patterns of our history; or
- association with the lives of significant persons in or past; or
- embodiment of the distinctive characteristics of a type, period, or method of construction, or representative of the work of a master, or possession of high artistic values, or representative of a significant and distinguishable entity whose components may lack individual distinction; or
- provision or likelihood to provide information important in history or prehistory.

Figure 7.3 shows all historic sites listed on the National Register and State Register. It is important to note the State Register properties are not necessarily protected by 4(f) regulations unless they meet NRHP eligibility. Furthermore, there may be additional properties not listed on either register which are eligible for the NRHP. Figure 7.4 excludes all historic features deemed 'restricted' or 'sensitive', such as sensitive archaeological sites.

Figure 7.3 also shows all publicly-owned parks and recreation areas deemed significant by a review of public agency websites.

Mitigation

Projects will be developed in consultation with the State Historic Preservation Office (SHPO) and to the extent practicable, actions which adversely impact NRHP properties and publicly-owned recreation areas will be avoided. When historic properties are adversely affected, mitigation will include data recovery as appropriate to document the essential qualities of the historic resources. When publicly-owned recreation areas are adversely affected, appropriate compensation will be provided.

Environmental Analysis and Mitigation

Farmland

Farmland is a vital local and national resource but many communities have witnessed significant loss of this finite resource over the last century.

The Farmland Protection Policy Act (FPPA), enacted in 1981, is intended to minimize the impact Federal programs have on the unnecessary and irreversible conversion of farmland to nonagricultural uses. It assures that to the extent possible federal programs are administered to be compatible with state, local government, and private programs and policies to protect farmland.

For the purpose of FPPA, farmland includes prime farmland, unique farmland, and land of statewide or local importance. Farmland subject to FPPA requirements does not have to be currently used for cropland. It can be forest land, pastureland, cropland, or other land, but not water or urban built-up land.

Figure 7.4 shows prime farmland in the Metropolitan Planning Area. There is no farmland of local, statewide, or unique importance as defined by the Natural Resources Conservation Service.¹

Mitigation

Before farmland can be used for a federally-funded project, an assessment must be completed to determine if prime, unique, or statewide or locally important farmlands would be converted to non-agricultural uses.

If the assessment determines that the use of farmland is in excess of the parameters defined by the Natural Resources Conservation Service, then measures must be taken to minimize impacts to these farmlands.

¹ Soil Data Access (SDA) Prime and other Important Farmlands

Environmental Analysis and Mitigation

Potentially Hazardous Materials

Accidents, spills, leaks, and past improper disposal and handling of hazardous materials and wastes have resulted in contamination of many sites across the country.

The Comprehensive Environmental Response, Compensations, and Liability Act (CERCLA), commonly known as Superfund, was enacted in 1980 and established prohibitions and requirements concerning closed and abandoned hazardous waste sites, provided for liability of persons responsible for releases of hazardous waste at these sites; and established a trust fund to provide for cleanup when no responsible party could be identified. CERCLA also enabled the revision of the National Contingency Plan, which established the National Priorities List.

The National Priorities List (NPL) is the list of national priorities among the known releases or threatened releases of hazardous substances, pollutants, or contaminants throughout the United States and its territories. The NPL is intended primarily to guide the EPA in determining which sites warrant further investigation.

While there are no sites listed on the National Priorities List in the MPA, there are a few cleanup sites identified by the EPA, as illustrated in Figure 7.5.

These cleanup sites were identified using the EPA's Cleanups in My Community database. This database includes cleanup sites, facilities and properties for which EPA collects information by law, or voluntarily via grants.

Mitigation

At this stage in project development, not enough information is available to determine impacts and mitigation. However, transportation projects affected by or affecting potentially hazardous properties will be evaluated during the LA DOTD project delivery process, the NEPA process, design, and construction.

Environmental Analysis and Mitigation

Environmental Justice Populations

Executive Order 12898: Federal Actions to Address Environmental Justice in Minority Populations and Low Income Populations, was signed by President Clinton in 1994. It seeks to reaffirm the intent of Title VI of the Civil Rights Act of 1964, NEPA, and other federal laws, regulations, and policies by establishing the following Environmental Justice (EJ) principles for all federal agencies and agencies receiving federal funds, such as MPOs:

- To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations.
- To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.
- To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

Figure 7.6 shows areas in the Metropolitan Planning Area where low-income households make up a greater share of the overall population.

Similarly, Figure 7.7 shows areas in the Metropolitan Planning Area where people of color, or minority populations, make up a greater share of the overall population.

Mitigation

In an attempt to prevent disproportionately high and adverse effects on minority or low-income populations early in the planning process, the MPO should encourage high community and stakeholder engagement in the design phase of projects. This is especially important for projects that are located in areas with a disproportionately high minority and/or low-income population. These projects are flagged later in this chapter.

Other Community Impacts

In addition to the community impacts already discussed, a transportation project may produce various impacts to public spaces, residences, and businesses. These impacts may relate to property, air quality, noise, or other issues and many will not be well understood until a project is substantially advanced.

Figure 7.8 shows the location of some other community resources that should be considered early in the planning process. Proximity to schools and colleges/universities should be carefully considered for many reasons, including the high volume of pedestrians and presence of recreational facilities. Projects should also be careful to avoid or mitigate impacts to cemeteries.

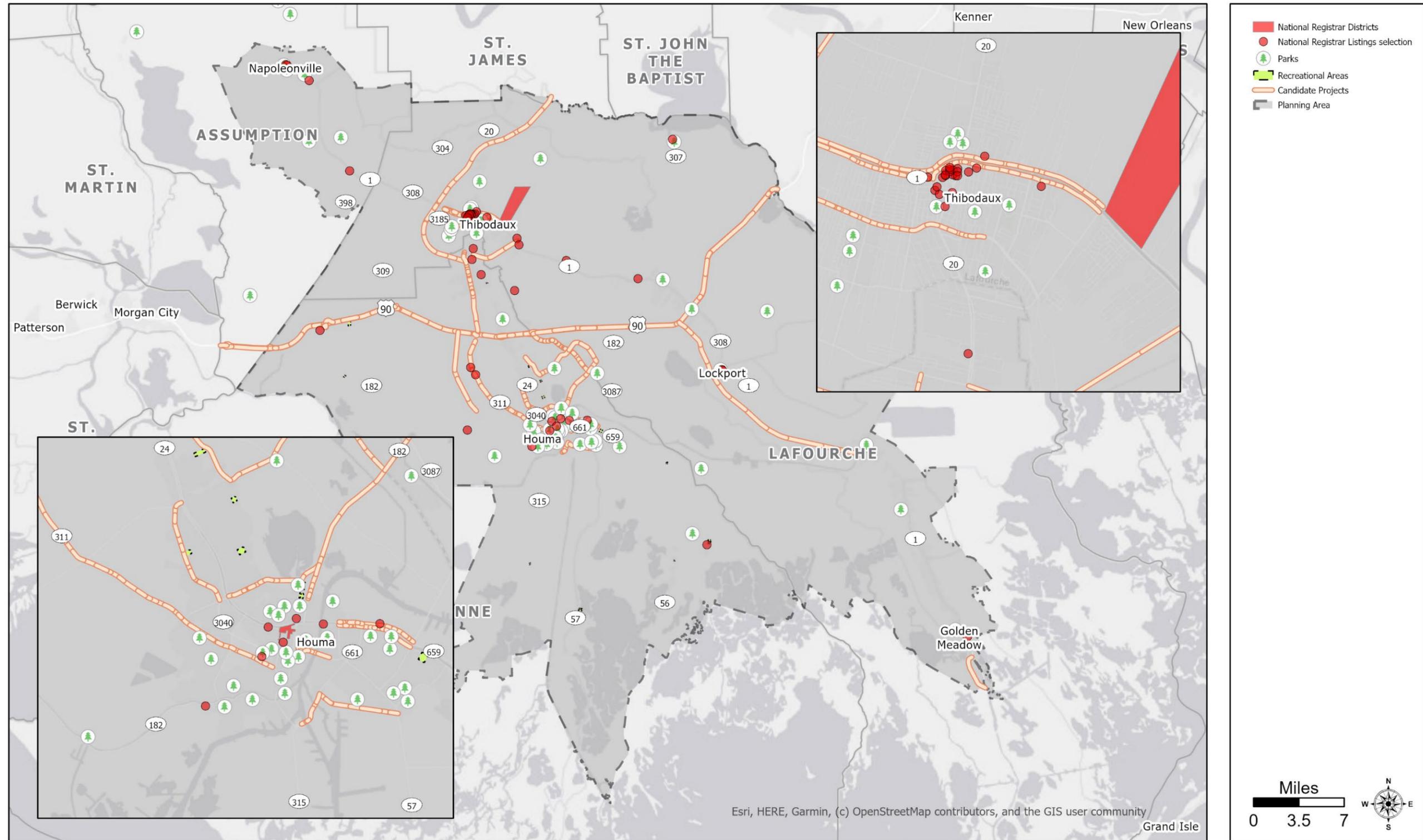
Mitigation

Impacts associated with specific projects will be assessed in conformance with local, state, and federal regulations, NEPA guidance, and the LA DOTD project delivery process.

Certain impacts, such as those associated with an increase in traffic related noise, can potentially be mitigated. Also, to the extent practicable, projects should be developed using Context Sensitive Solutions.

Environmental Analysis and Mitigation

Figure 7.3: Historic and Recreational Resources

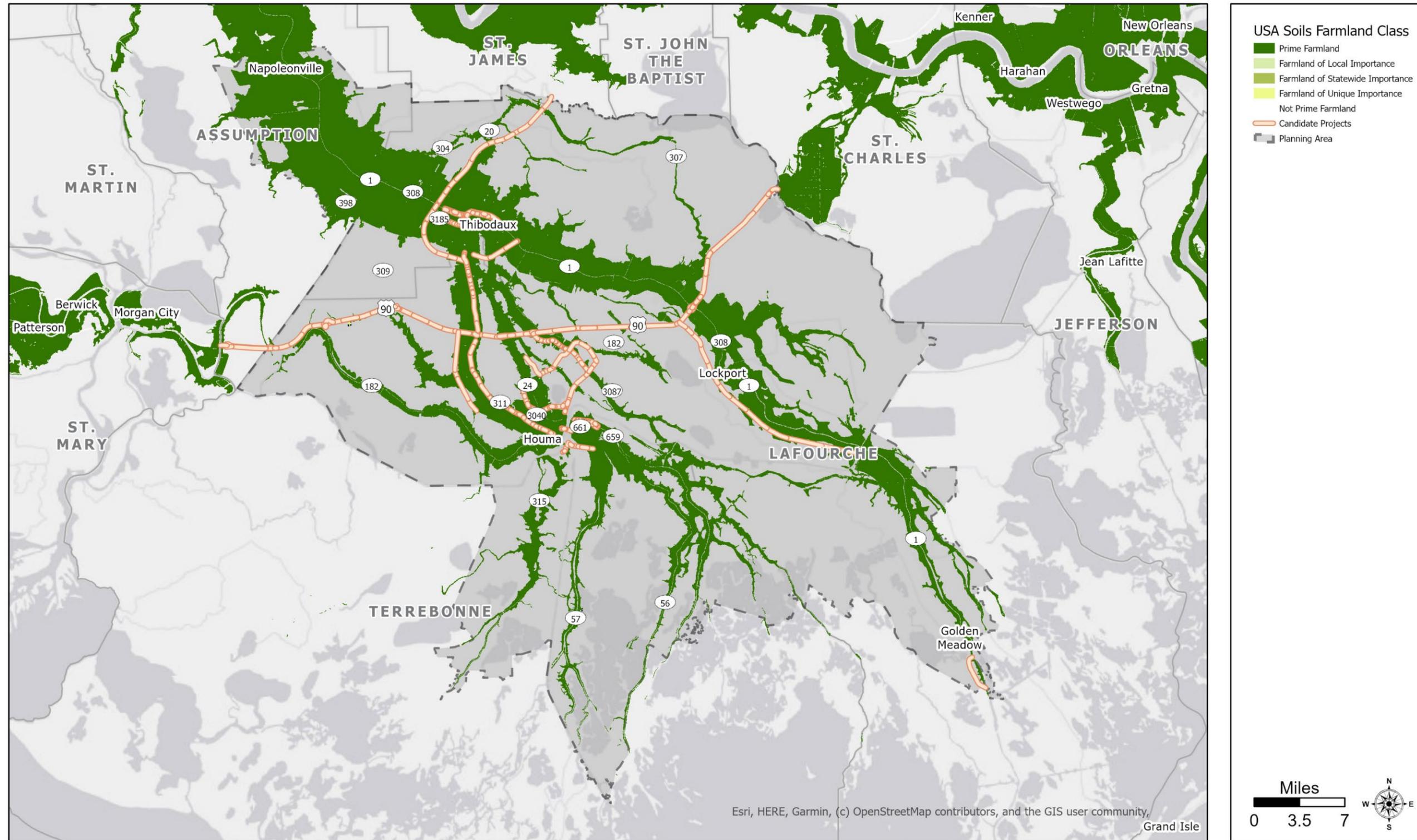


Data Sources: LA Dept. of Culture, Recreation, and Tourism, National Registrar of Historic Places, Terrebonne Parish Consolidated Government, South Central Planning and Development Commission

Disclaimer: This map is for planning purposes only.

Environmental Analysis and Mitigation

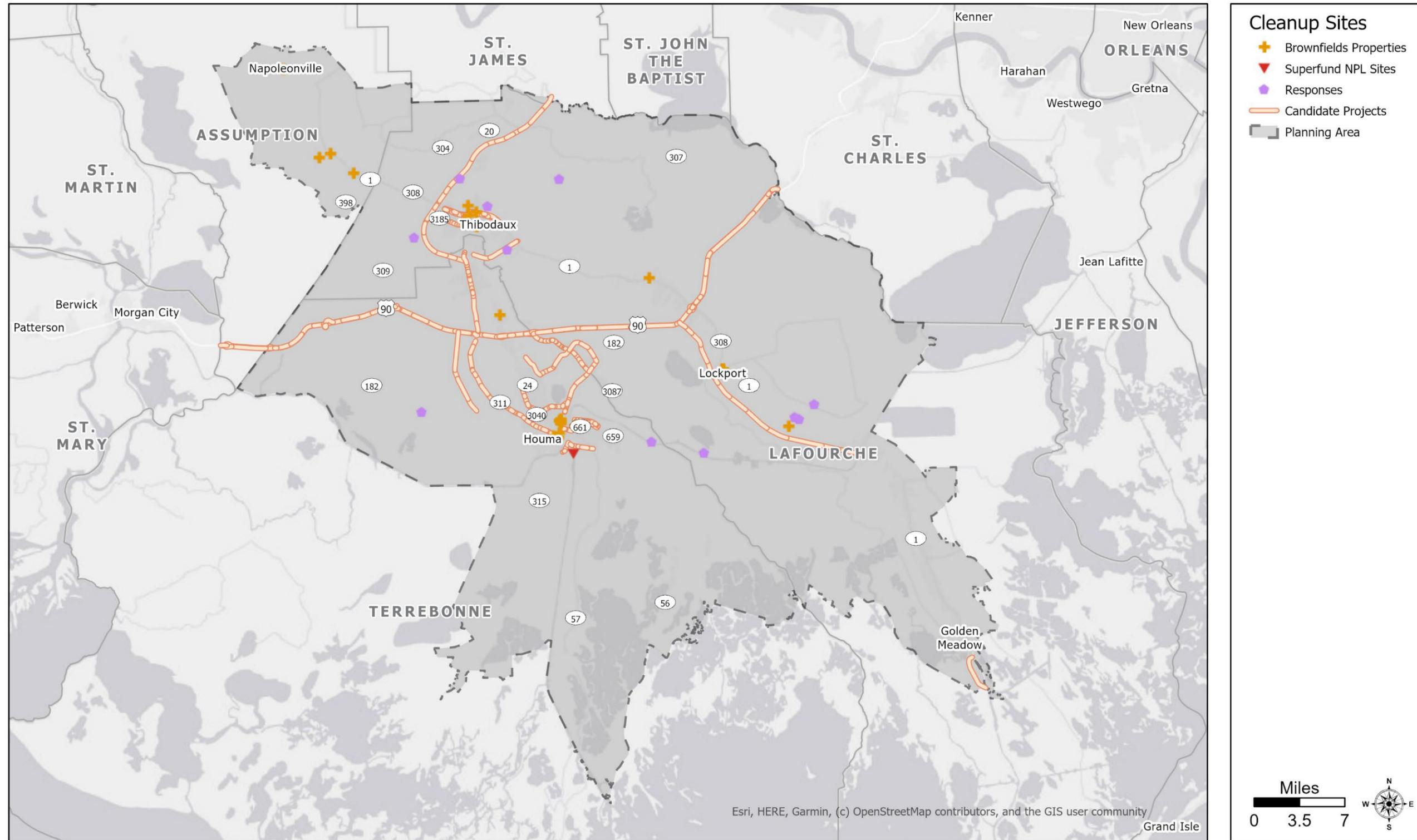
Figure 7.4: Prime Farmland



Data Sources: USDA NRCS, Esri

Disclaimer: This map is for planning purposes only.

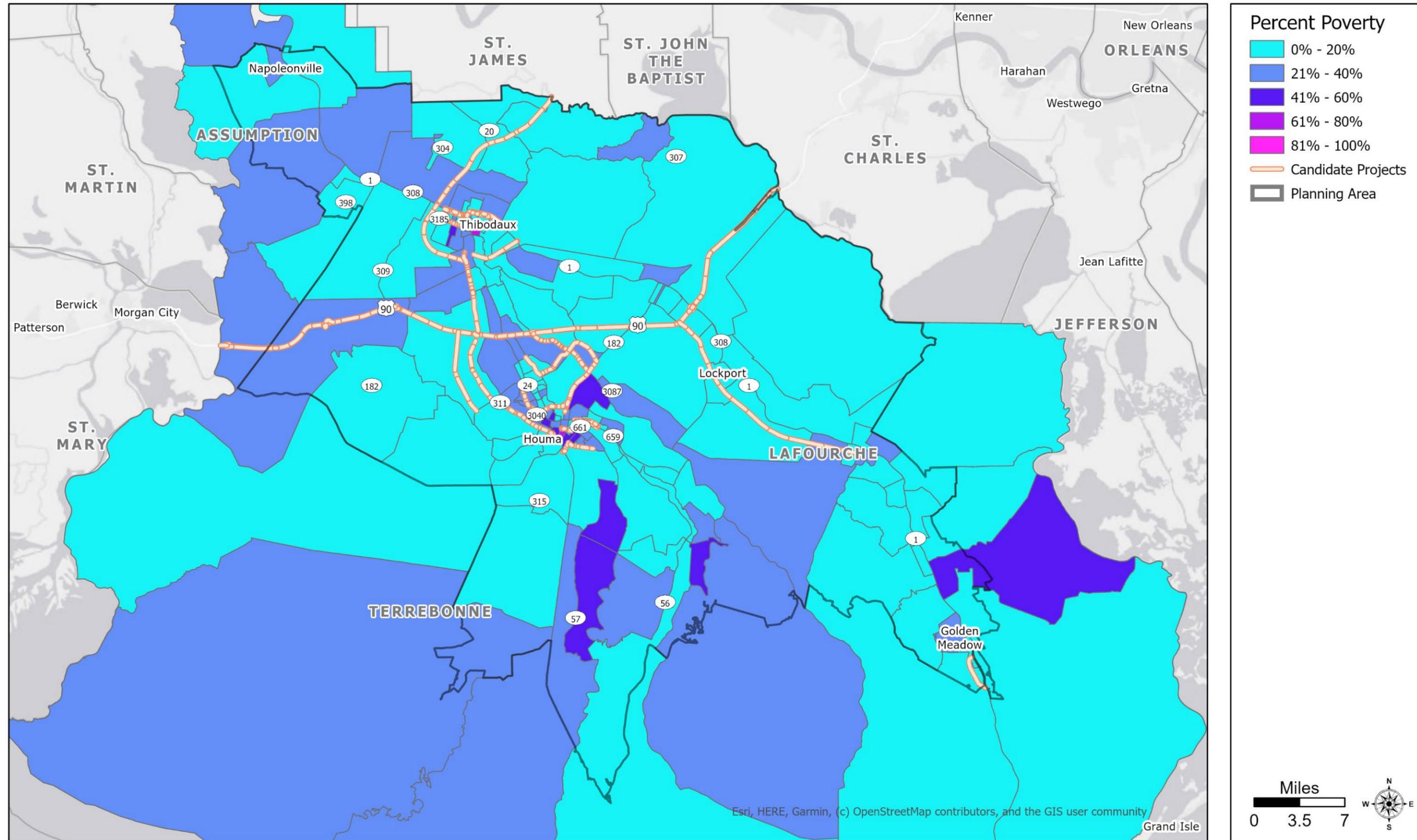
Figure 7.5: Potentially Hazardous Sites



Data Sources: Environmental Protection Agency

Disclaimer: This map is for planning purposes only.

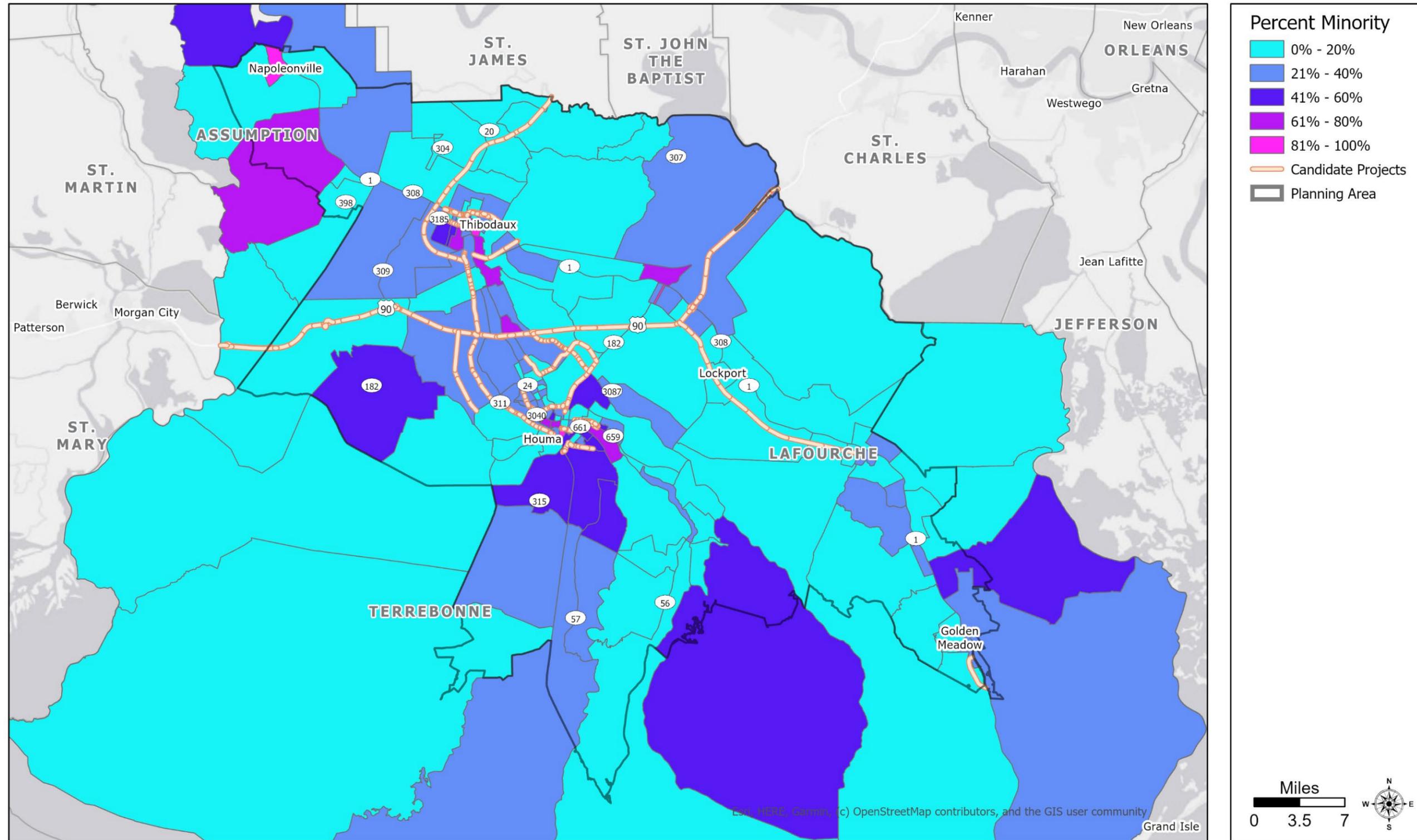
Figure 7.6: Block Group Demographics: People in Poverty



Data Source: U.S. Census Bureau, American Community Survey, 2018 5-Year Estimates

Disclaimer: This map is for planning purposes only.

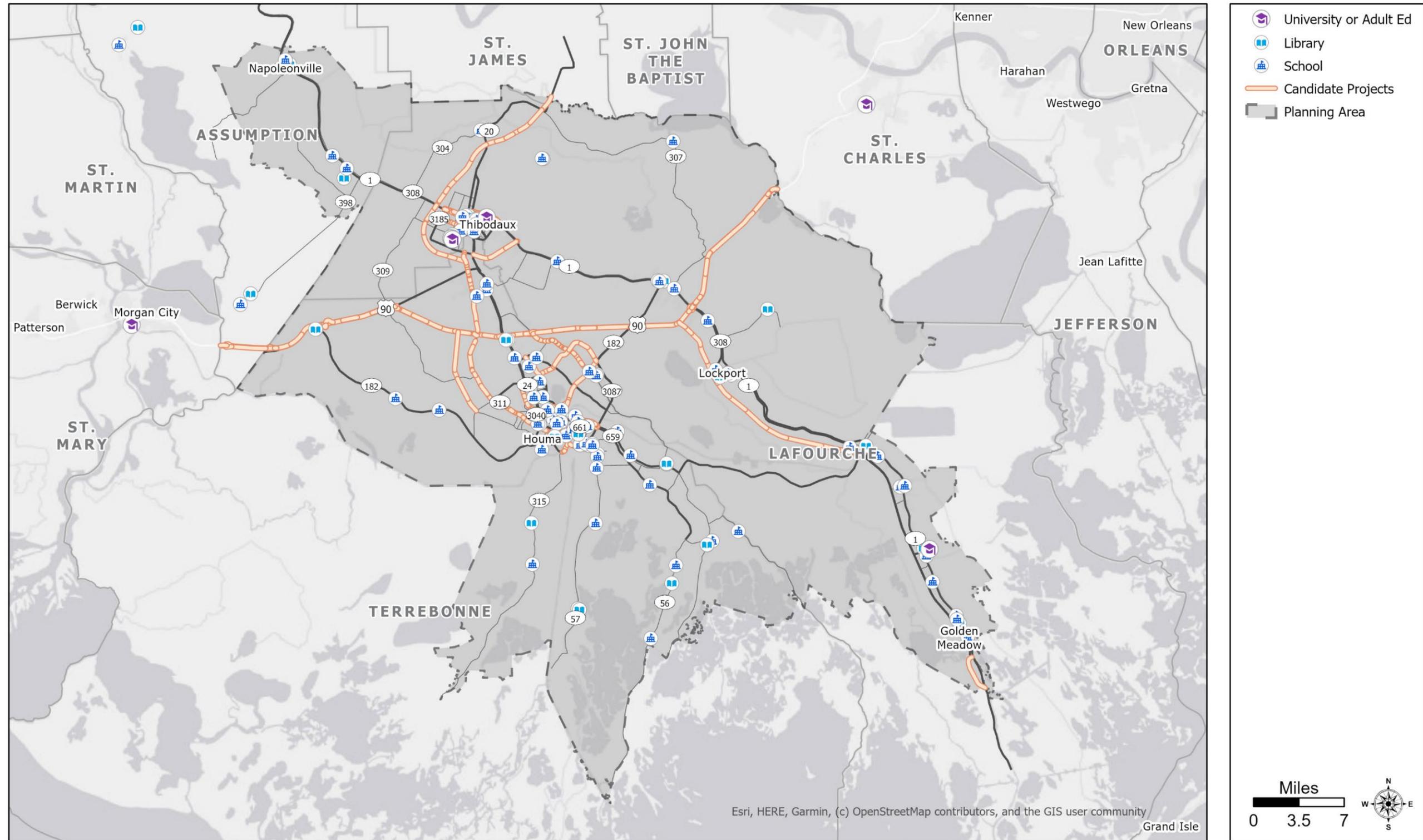
Figure 7.7: Block Group Demographics: Minority Population



Data Source: U.S. Census Bureau, American Community Survey, 2018 5-Year Estimates

Disclaimer: This map is for planning purposes only.

Figure 7.8: Other Community Resources



Data Source: South Central Planning and Development Commission

Disclaimer: This map is for planning purposes only.

7.4 Project Screening

The Metropolitan Transportation Plan uses an environmental screening process to evaluate the likelihood of significant environmental impacts for all considered transportation projects. More detailed environmental analyses are conducted for each project if it is selected for implementation.

Potential for Natural and Community Impacts

All transportation projects considered in the Metropolitan Transportation Plan were evaluated for proximity to the following natural and community resources:

- Natural Resources
 - Critical Habitats
 - Wetlands
- Community Resources
 - Historic sites
 - Parks and recreation centers
 - Schools and college/university campuses
 - Libraries

Projects with “High Concern for Environmental and Community Impacts” were defined as projects that potentially impact 4 or more resources total or 2 resources per project corridor mile. The potential for impacts was determined by proximity. For point-level resource data, a buffer of ¼ mile was applied and for polygon-based resource data, a buffer of 250 feet was applied. In addition, there are several projects, such as corridor redesign, that may be within the ¼ radius but are not considered as having potential environmental concerns as the project is not anticipated to exceed the current roadway right-of-way.

Figure 7.9 shows the projects with “High Concern for Environmental and Community Impacts.”

Potential for Environmental Justice Impacts

All transportation projects considered in the Metropolitan Transportation Plan were evaluated for disproportionately high concentrations of the following environmental justice populations:

- Low-income
- People of color (minorities)

Projects with “High Concern for Environmental Justice Impacts” were defined as projects where people nearby are at least 1.5 times more likely than the Metropolitan Planning Area average to be a person of color. The Metropolitan Planning Area average was 26.2% for people of color.

Environmental Analysis and Mitigation

Low income households were determined at half of the median income. In Terrebonne Parish the median income was \$52,829 and in Lafourche the median income was \$50,296.

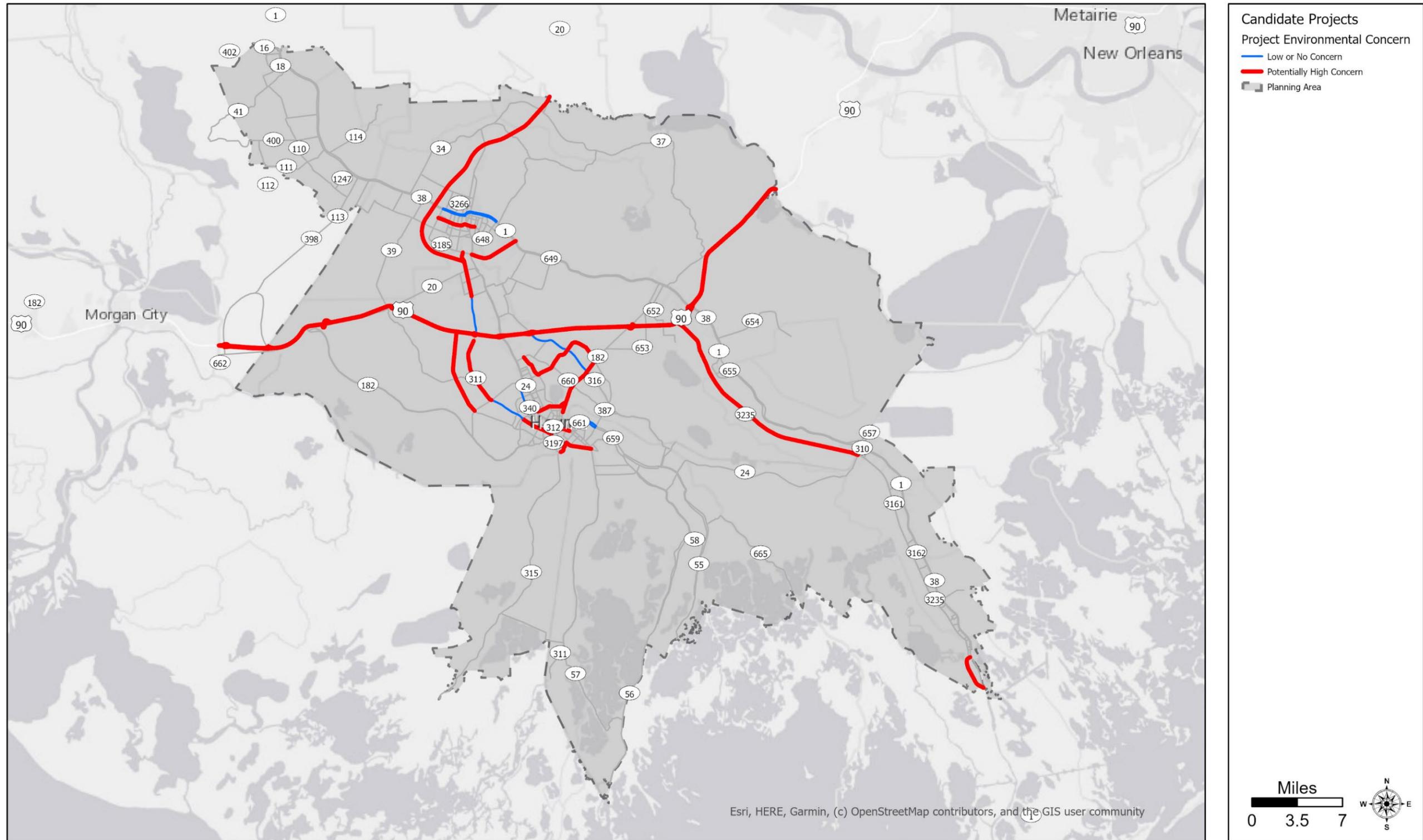
To estimate the socioeconomic composition of project areas, projects were buffered by a half mile and tract-level data was compiled.  This tract-level data used 2018 ACS data at the Census Tract level.

Figure 7.10 shows the projects with “High Concern for Environmental Justice Impacts.”

Mitigating Potential Impacts

Projects with high concern for environmental impacts warrant unique design considerations. For these projects, project sponsors should carefully coordinate with stakeholders and communities impacted, especially during preliminary engineering/design. Doing so will promote outcomes that are more environmentally sustainable and equitable.

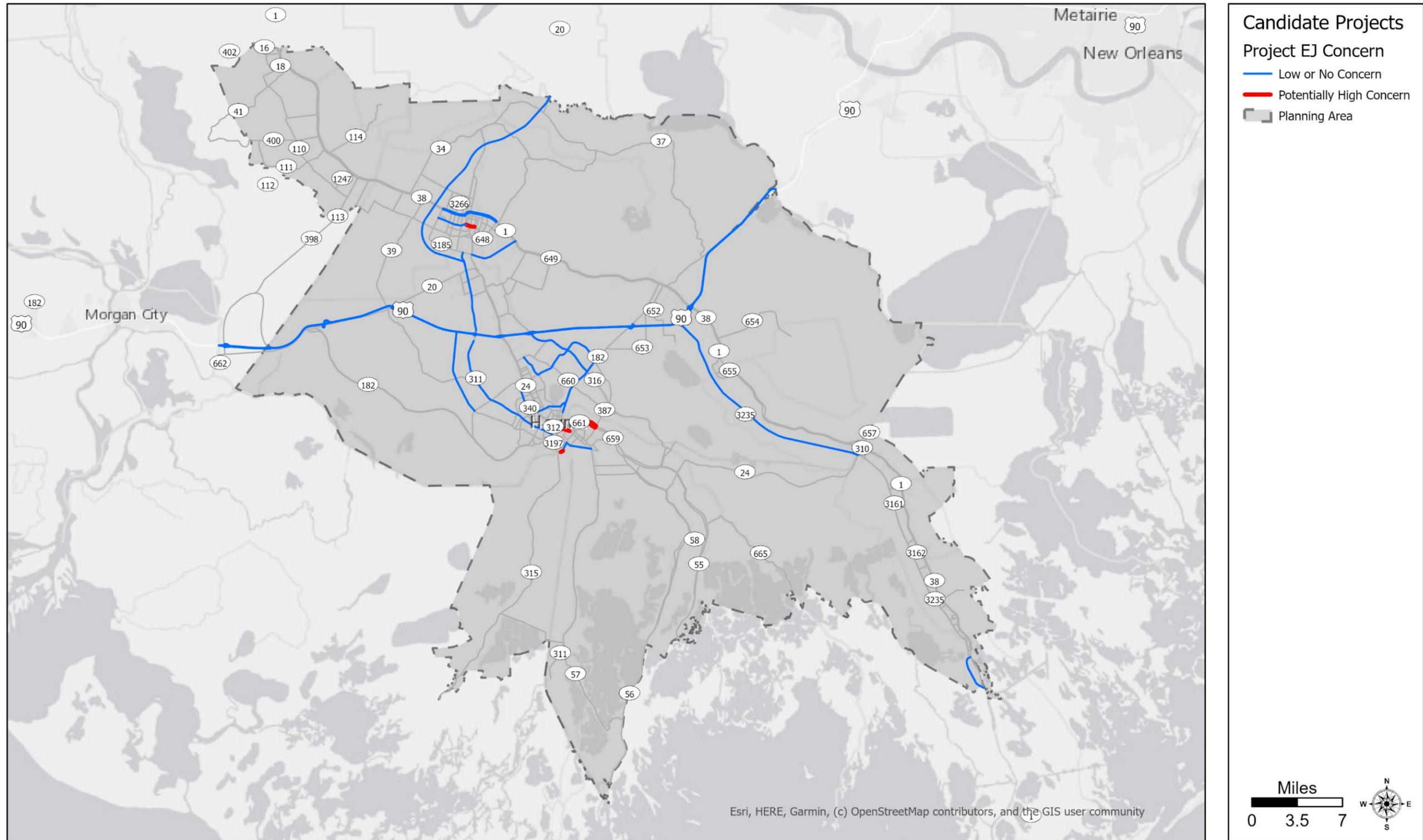
Figure 7.9: Candidate Projects with Potentially High Concern for Environmental and Community Impacts



Data Source: South Central Planning and Development Commission

Disclaimer: This map is for planning purposes only.

Figure 7.10: Candidate Projects with Potentially High Concern for Environmental Justice Impacts



Data Source: South Central Planning and Development Commission

Disclaimer: This map is for planning purposes only.

8.0 Project Prioritization

Roadway capacity projects and bicycle and pedestrian corridors were prioritized based on the goals and objectives stated earlier in this MTP. Non-capacity roadway projects, such as safety and maintenance projects, were not prioritized. Instead, the MPO will continue to identify and prioritize these projects on a regular basis with local governments.

8.1 Roadway Capacity Project Prioritization

To maximize the amount of limited funding available within the MPA, roadway capacity projects were prioritized. Table 8.1 shows the criteria and weights that were utilized to prioritize the identified roadway capacity projects. This methodology is intended to support the previously stated goals and objectives.

The results of this prioritization exercise are shown in Table 8.2 and illustrated in Figure 8.1.

Project Prioritization

Table 8.1: Project Prioritization Methodology for Roadway Capacity Projects

Criterion	Rationale	Measure	Scoring Scale (Points Possible)				
			0	5	10	15	20
Congestion Reduction	Prioritize projects that reduce congestion.	Reduction in Vehicle Hours of Delay from baseline conditions (Existing + Committed Network)	Points awarded in increments of 5 based upon relative breaks in the data				
Benefit Cost Ratio	Prioritize projects with congestion reduction benefits exceeding construction costs and maximize limited federal funds.	Benefit/Cost Ratio: annual dollars saved from delay reduction divided by project cost.	Points awarded in increments of 5 based upon relative breaks in the data				
Safety Benefits	Prioritize projects that will improve safety conditions.	Is included on High PSI list (state highway) or "Top 10" roadway in Parish Safety Plan (local road).	Project receive full allotment of points if criteria is met.				
Bicycle and Pedestrian Benefits	Prioritize projects that will allow for incidental bike/ped improvements.	Existing Roadway: BLOS and Existing Demand, ADA Non-Compliant Roadway (State Highway). Bicycle or Pedestrian Demand (Local Road). New Roadway: Bicycle and Pedestrian Demand (only roadways that do not restrict bike/ped activity)	No existing need identified	Poor BLOS and Low Demand or Ave. BLOS and Low Demand (state highway). Tier 2 Demand (local road).	Ave. BLOS & High or Medium Demand (State Highway). Tier 3 demand (local road).	Poor BLOS & High or Medium Demand or ADA Non-Compliant Sidewalk (State Highway). Tier 4 or 5 (local road).	
Freight Benefits	Prioritize projects that benefit the movement of goods.	Project improvement on a roadway that is included on the State's Tiered Freight Network.	Not on Freight Network	Tier 3	Tier 2	Tier 1	

Project Prioritization

Table 8.2: Project Prioritization Results for Roadway Capacity Projects

Project ID	Sponsor/ Jurisdiction	Location	Limits	Length (miles)	Improvement	Project Scoring (Points Awarded)					Total Score
						Congestion Reduction	Benefit Cost Ratio ¹	Safety Benefits	Bike/Ped Benefits	Freight Benefits	
107	DOTD	LA 182	LA 24 to LA 3087	4.1	Widen to 4 lanes	20	20	15	10	5	70
114	DOTD	LA 316	US 90 to LA 182	4.92	Widen to 4 lanes	20	20	15	15	0	70
111	DOTD	LA 311	US 90 to Savanne Rd	4.53	Widen to 4 lanes	20	20	0	10	5	55
122	DOTD	LA 1 / LA 308	LA 3185 to LA 648	7.76	Convert to Couplet	15	0	15	15	0	45
102	City of Thibodaux	Acadian Road West	LA 3185 to LA 20	1.97	New 4-lane roadway	10	0	15	15	0	40
108	DOTD	LA 24	LA 57 to LA 3087	3.37	Convert to Couplet	5	0	15	15	5	40
103	Terrebonne Parish	Bayou Gardens Blvd	St. Louis Canal to LA 660	1.09	Widen to 4 lanes	5	0	15	15	0	35
109	DOTD	LA 3040	LA 24 to Hollywood Rd	2.49	Add median, convert to divided	10	0	15	10	0	35
112	DOTD	LA 311	Savanne to Hollywood Rd	2.50	Widen to 4 lanes	20	0	0	10	5	35
116	Terrebonne Parish	Main Project Rd	LA 311 to LA 3185	3.04	Widen to 4 lanes	10	0	15	10	0	35
105	Terrebonne Parish	Industrial Blvd	LA 661 to LA 57	1.76	Widen to 4 lanes	15	0	15	0	0	30
113	DOTD	LA 311	Hollywood Rd to Barataria Ave	2.15	Widen to 4 lanes	15	0	0	10	5	30
123	Lafourche Parish	East Thibodaux Bypass	LA 20 to LA 1	3.32	New 4-lane roadway	20	0	0	5	0	25
201	Terrebonne Parish	Bayou Gardens Blvd	LA 660 to LA 315	1.59	Widen to 4 lanes	0	0	15	10	0	25
117	Terrebonne Parish	North Hollywood Rd	LA 24 to Williams Blvd	1.65	Widen to 4 lanes	5	0	0	15	0	20
202	Terrebonne Parish	North Hollywood Rd	Williams to LA 182	0.50	Widen to 4 lanes	0	0	15	5	0	20
104	DOTD	LA 661 Bridge	Houma Navigational Canal	0.18	Widen to 4 lanes	10	0	0	5	0	15
106	DOTD	LA 1	LA 3235 to LA 1	2.6	New 2-lane roadway	10	0	0	0	5	15
110	DOTD	LA 311	Main Project to US 90	2.32	Widen to 4 lanes	15	0	0	0	0	15
120 ²	DOTD	Houma Tunnel	GICW	0.94	Replace with 4-lane Facility	0	0	0	15	0	15
121	Terrebonne Parish	St. Louis Canal Ext	Bayou Gardens to LA 660	1.55	New 4-lane roadway	5	0	0	10	0	15
125	Terrebonne Parish	Valhi Blvd Ext	Savanne to US 90	5.69	New 2-lane roadway	0	0	15	0	0	15
126	DOTD	LA 661	Houma Nav Bridge to Industrial Blvd	0.60	Widen to 4 lanes	15	0	0	0	0	15
101	City of Thibodaux	Acadian Road East	LA 20 to Cardinal Drive	0.61	Widen to 4 lanes	5	0	0	0	0	5
119	Lafourche Parish	Bayou Gardens Ext	LA 315 to LA 182	2.67	New 4-lane roadway	0	0	0	5	0	5
115 ²	DOTD	LA 3235	US 90 to LA 3235	16.45	New 4-lane roadway	0	0	0	0	0	0

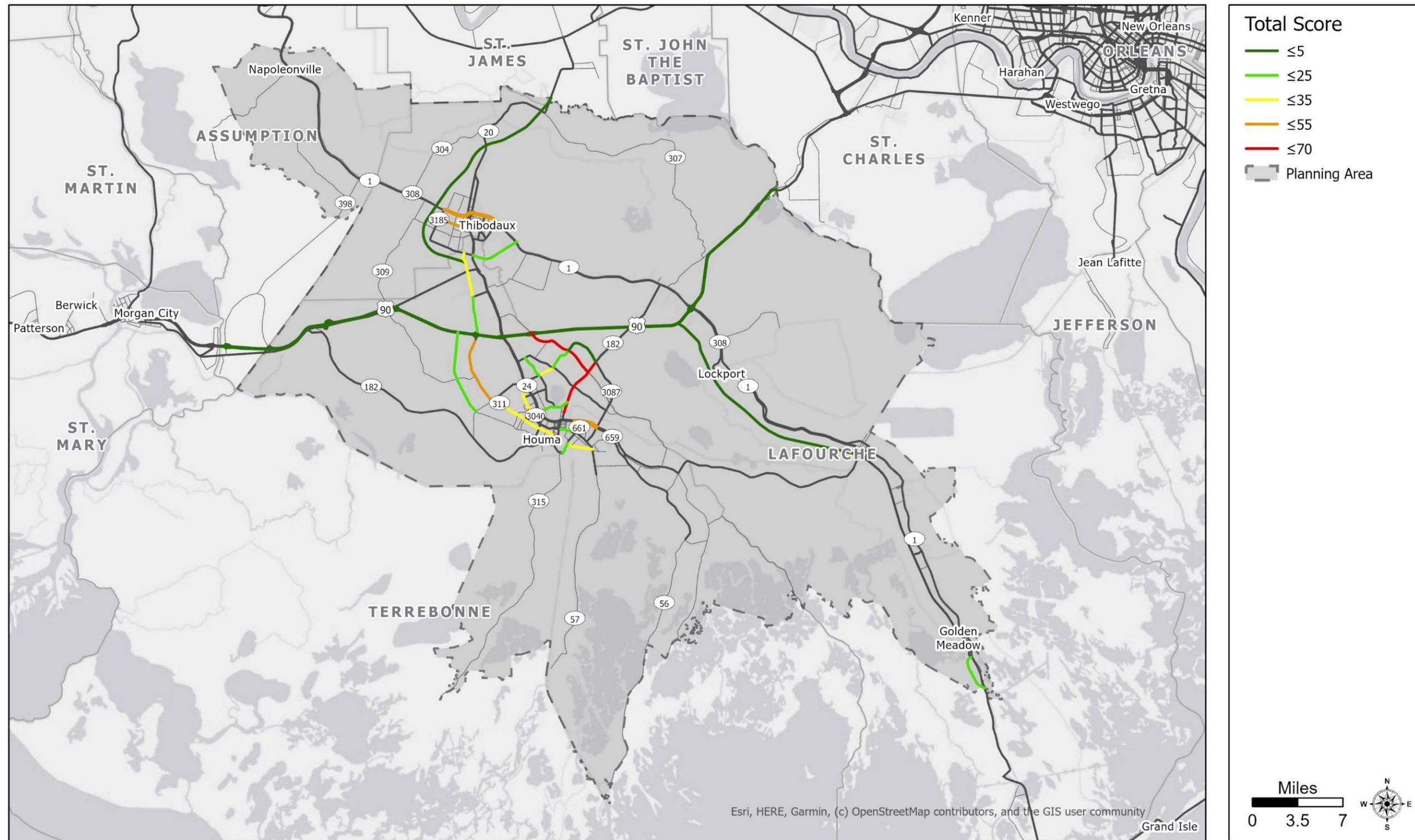
Project Prioritization

118 ²	Various	N-S Corridor	Main Project to LA 20	16.73	New 4-lane roadway	0	0	0	0	0	0
124 ²	DOTD	US 90	Through study area	101.20	Upgrade to I-49	0	0	0	0	0	0

¹ Project not evaluated for reduction in vehicle delay due to fiscal constraints.

Project Prioritization

Figure 8.1: Project Prioritization Results for Roadway Capacity Projects



Data Source: South Central Planning and Development Commission

Disclaimer: This map is for planning purposes only.

8.2 Bicycle and Pedestrian Corridor Prioritization

Given the high number of bicycle and pedestrian needs throughout the MPA and the ongoing development of a regional bicycle and pedestrian safety plan (due in 2021), a list of prioritized projects are not included in this plan. Rather, a recommended methodology is included in table 8.3 to identify high-priority corridors in said plan.

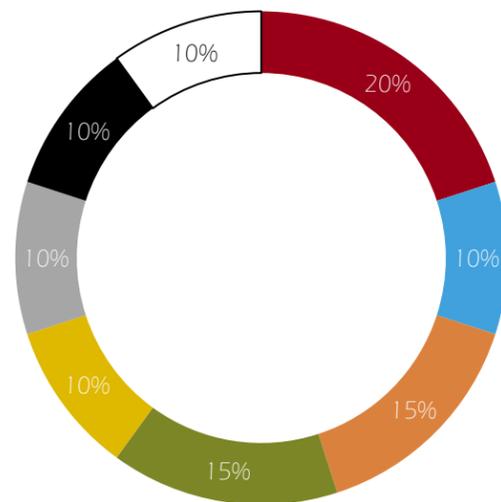
It is also recommended that pedestrian improvements be prioritized to upgrade existing sidewalks that are not ADA compliant and that bicycle improvements are prioritized to include facilities in areas of low BLOS and high to medium demand. Further recommendations are included in the Implementation Plan of this document.

Project Prioritization

Table 8.3: Project Prioritization Methodology for Bicycle and Pedestrian Projects

	Criterion	Measure	Scoring Scale (Points Possible)				
			0	5	10	15	20
Land Use	Population Density	Persons per acre	0 to 1 persons per acre	1 to 2.5 persons per acre	2.5 to 5 persons per acre	5 to 10 persons per acre	10 or more persons per acre
	Employment Density	Jobs per acre	0 to 0.5 jobs per acre	0.5 to 4 jobs per acre	4 or more jobs per acre		
	Popular Destinations Nearby	Number of Popular Destinations per mile ¹	0 to 0.01 destinations per mile	0.01 to 0.05 destinations per mile	0.05 to 0.10 destinations per mile	0.10 or more destinations per mile	
Demographic	Low-Income and Carless Households	Households receiving food stamps or lacking at least one vehicle per acre	0 to 0.17 households per acre	0.17 to 0.33 households per acre	0.33 to 0.67 households per acre	0.67 or more households per acre	
	Limited Mobility Age Groups	Population aged 15 or under and 65 or older per acre	0 to 0.45 persons per acre	0.45 to 0.90 persons per acre	0.90 or more persons per acre		
Travel Environment	System Connectivity	Connectivity to existing sidewalks, bike facilities, and bicycle and pedestrian-friendly streets. For pedestrian projects, ratio of sidewalk to roadway. For bike projects, bike facility connections per mile. For bike/ped project, combined score, maxing out at 10.	Sidewalk ratio of 0 to 0.10. 0 to 1 bike connection per mile	Sidewalk ratio of 0.1 to 1.00. 1 to 2 bike connection per mile	Sidewalk ratio of 1 or more. 2 or more bike connection per mile		
	Street Connectivity	Percentage of intersections that are four-way or more	0% to 15%	15% to 30%	30% or more		
	Safety	Ratio of unsafe roadway miles to project miles (unsafe roadway = posted speed above 25 MPH or either a multi-lane roadway or a Volume to Capacity ratio above 0.75)	0 to 0.50	0.50 to 1.00	1.00 or more		

¹ Popular destinations include parks, major recreation centers, schools, libraries, hospitals, grocery stores, pharmacies, convenience stores, and eating and drinking places. Universities were weighted 10x, other schools and hospitals were weighted 5x and grocery stores, pharmacies, and convenience stores and parks/rec centers were weighted 2x.



Project Scoring Breakdown

- Population Density
- Employment Density
- Popular Destinations Nearby
- Low-Income and Carless Households
- Limited Mobility Age Groups
- System Connectivity
- Street Connectivity
- Safety

9.0 Financial Plan

Metropolitan Transportation Plans are required by federal legislation to be fiscally constrained. In order to demonstrate fiscal constraint, the costs of programmed projects must not exceed the amount of funding that is reasonably expected to be available.

This chapter reviews available funding sources and forecasts the amount of funding that can reasonably be anticipated to be available for transportation projects and programs in the MPA through 2045. Forecasts used in this chapter are for planning purposes only and do not commit any jurisdiction or agency to provide a specific level of funding.

9.1 Roadway Funding

Federal Funding Sources

Federal funding for transportation is authorized through the current transportation bill (FAST Act) and includes several major “formula” programs and discretionary programs. While “formula” programs may change somewhat in future transportation bills, they have been relatively stable over time.

National Highway Performance Program (NHPP)

Overview: 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.

Eligible Activities: Projects or programs supporting progress toward the achievement of national performance goals for improving infrastructure condition, safety, congestion reduction, system reliability, or freight movement on the NHS.

Federal Share: 90 percent for most projects on the Interstate System and 80 percent elsewhere.

Surface Transportation Block Grant Program (STBG)

Overview: The Surface Transportation Block Grant (STBG) provides flexible funding that may be used for just about any type of transportation-related project. FAST Act continues the regulation that 50 percent of a state's STBG apportionment is sub-allocated to areas based on their relative share of the total state population, with the other 50 percent available for use in any area of the state. These sub-allocations to the urban areas are called attributable funds.

Financial Plan

Eligible Activities: Most transportation projects are eligible for STBG funding. See 23 U.S.C. 133(b)(15) for details.

Federal Share: 90 percent for most projects on the Interstate System and 80 percent elsewhere.

Highway Safety Improvement Program (HSIP)

Overview: The HSIP seeks to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned public roads and roads on tribal lands. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads that focuses on performance.

Eligible Activities: Safety projects that are consistent with the State's strategic highway safety plan (SHSP) and that correct or improve a hazardous road location or feature or address a highway safety problem.

Federal Share: 90 percent except as provided in 23 U.S.C. 120 and 130.

Congestion Mitigation and Air Quality Improvement Program (CMAQ)

Overview: The CMAQ program provides a flexible funding source to State and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act. Funding is available to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter (nonattainment areas) and for former nonattainment areas that are now in compliance (maintenance areas).

Note: The Auburn-Opelika MPO currently does not qualify for CMAQ funds because it is in attainment of air quality standards. However, should that change in the future, the MPO would become eligible for CMAQ funding.

Eligible Activities: Projects or programs that are likely to contribute to the attainment or maintenance of a national ambient air quality standard, with a high level of effectiveness in reducing air pollution.

Federal Share: 90 percent for most projects on the Interstate System and 80 percent elsewhere.

National Highway Freight Program (NHFP)

Overview: The NHFP seeks to improve the efficient movement of freight on the National Highway Freight Network (NHFN) and support national freight related goals.

Financial Plan

Eligible Activities: Generally, NHFP funds must contribute to the efficient movement of freight on the NHFN and be identified in a freight investment plan included in the State's freight plan.

Federal Share: 90 percent for most projects on the Interstate System and 80 percent elsewhere.

State and Local Funding Sources

State Funding

State transportation revenues come from motor fuel taxes and fees and vehicles taxes and fees. The gasoline excise tax in particular is the state's largest funding source for roadway projects.

Property, Sales, and Income Taxes

Taxation contributes the most revenue to local governments in the United States. Property taxes, sales taxes, and income taxes are the most common and biggest sources of local government tax revenue. Taxes may be levied by states, counties, municipalities, or other authorities.

User Fees

User fees are fees collected from those who utilize a service or facility. The fees are collected to pay for the cost of a facility, finance the cost of operations, and/or generate revenue for other uses. User fees are commonly charged for public parks, water and sewer services, transit systems, and solid waste facilities. The theory behind the user fee is that those who directly benefit from these public services pay for the costs.

Special Assessments

Special assessment is a method of generating funds for public improvements, whereby the cost of a public improvement is collected from those who directly benefit from the improvement. In some instances, new streets are financed by special assessment. The owners of property located adjacent to the new streets are assessed a portion of the cost of the new streets, based on the amount of frontage they own along the new streets.

Special assessments have also been used to generate funds for general improvements within special districts, such as central business districts. These assessments may be paid over a period of time rather than as a lump sum payment.

Financial Plan

Impact Fees

New developments create increased traffic volumes on the streets around them. Development impact fees are a way of attempting to place a portion of the burden of funding improvements on developers who are creating or adding to the need for improvements.

Bond Issues

Property tax and sales tax funds can be used on a pay-as-you-go basis, or the revenues from them can be used to pay off general obligation or revenue bonds. These bonds are issued by local governments upon approval of the voting public.

Forecasting Available Funds

The MPO forecasted the amount of federal funding that it can reasonably expect to be available for roadway projects over the next 25 years. These forecasts account for inflation and were provided for four categories: capacity projects, operations and maintenance projects, enhancements, and safety.

Using the assumptions above, the amount of federal funding reasonably expected to available for roadway projects in the MPO through 2045 is as follows:

- Capacity Projects
 - Stage 1 (2019-2025) - \$70,036,859
 - Stage 2 (2026-2035) - \$113,604,229
 - Stage 3 (2036-2045) - \$131,842,346
- Operations and Maintenance Projects
 - Stage 1 (2019-2025) - \$128,990,832
 - Stage 2 (2026-2035) - \$209,231,313
 - Stage 3 (2036-2045) - \$242,821,481
- Transportation Alternatives
 - Stage 1 (2019-2025) - \$1,315,530
 - Stage 2 (2026-2035) - \$2,133,874
 - Stage 3 (2036-2045) - \$2,476,447
- Safety
 - Stage 1 (2019-2025) - \$2,109,479
 - Stage 2 (2026-2035) - \$3,421,709
 - Stage 3 (2036-2045) - \$3,971,033

9.2 Bicycle and Pedestrian Funding

This section addresses funding for independent, or stand-alone bicycle and pedestrian projects. Funding for bicycle and pedestrian improvements that are part of other projects (roadway, transit, etc.) are addressed in other sections.

Federal Funding Sources

Transportation Alternatives (TA) Set-Aside

Overview: This set-aside program within the Surface Transportation Block Grant (STBG) program includes all projects and activities previously eligible under the Transportation Alternatives Program (TAP). This program is administered by the State.

Eligible Activities: Pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity.

Federal Share: 90 percent for most projects on the Interstate System and 80 percent elsewhere.

"Flex" Funding

Other federal roadway and public transit funding sources are also flexible enough to fund construction of bicycle and pedestrian facilities. Still, most funding from these sources do not go to bicycle and pedestrian projects.

State and Local Funding Sources

State and local funding sources for bicycle and pedestrian projects are the same as those listed for roadways.

Forecasting Available Funds

Funding forecasts for independent bicycle and pedestrian projects are based on the Transportation Alternatives (TA) set-aside. TA funding for the MPO was forecast based on the following assumptions:

- Future State allocations will generally correlate with population. At a minimum, 50 percent of a state's TA apportionment (after deducting the set-aside for the Recreational Trails Program) must be sub-allocated to urban and rural areas based on their relative share of the total state population.
- The MPO will receive an amount of funding from the State that is proportionate to its Metropolitan Planning Area's share of the state population

Financial Plan

- TAP revenue will increase 0.5 percent annually.

Using the assumptions above, the amount of federal TA funding reasonably expected to available for bicycle and pedestrian projects in the MPO through 2045 is as follows:

- Stage 1 (2019-2025) - \$1,315,530
- Stage 2 (2026-2035) - \$2,133,874
- Stage 3 (2036-2045) - \$2,476,447

9.3 Public Transit Funding

Federal Funding Sources

There are many federal funding sources for public transit. Most of these sources are programs funded by the Federal Transit Administration (FTA) and administered by the State.

Urbanized Area Formula Grants (Section 5307)

Overview: This formula-based funding program provides funds for capital and operating assistance for transit service in urbanized areas with populations greater than 50,000 and for transportation-related planning.

Eligible Activities: Funds can be used for 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; computer hardware/software; and operating assistance in urbanized areas under 200,000 in population or with 100 or fewer fixed-route buses operating in peak hours. Activities eligible under the former Job Access and Reverse Commute (JARC) program, which provided services to low-income individuals to access jobs, are now eligible under the Urbanized Area Formula program.

Federal Share: 80 percent for capital projects, 50 percent for operating assistance, and 80 percent for ADA non-fixed route paratransit service.

Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310)

Overview: Grants are made by the State to private non-profit organizations (and certain public bodies) to increase the mobility of seniors and persons with disabilities. The former New Freedom program (Section 5317) is folded into this program.

Eligible Activities: Projects must be included in a coordinated human service transportation plan. Funds can be used for buses and vans; wheelchair lifts, ramps, and securement devices; transit-related information technology systems; mobility management programs; acquisition of transportation services under a contract, lease, or other arrangement; travel training; volunteer driver programs; building an accessible path to a bus stop; and incremental cost of providing same day service or door-to-door service.

Federal Share: 80 percent for capital projects, 50 percent for operating assistance.

Financial Plan

Rural Area Formula Grants (Section 5311)

Overview: This formula-based funding program provides administration, capital, planning, and operating assistance to support public transportation in rural areas, defined as areas with fewer than 50,000 residents.

Eligible Activities: Planning, capital, operating, job access and reverse commute projects, and the acquisition of public transportation services. Activities eligible under the former JARC program, which provided services to low-income individuals to access jobs, are now eligible under the Rural Area Formula program.

Federal Share: 80 percent for capital projects, 50 percent for operating assistance, and 80 percent for ADA non-fixed route paratransit service.

Bus and Bus Facilities Formula Grants (Section 5339a)

Overview: This program provides funds to replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities.

Eligible Activities: Capital projects to replace, rehabilitate and purchase buses, vans, and related equipment, and to construct bus-related facilities, including technological changes or innovations to modify low or no emission vehicles or facilities.

Federal Share: 80 percent for capital projects.

Other FTA Grant Programs

The FTA has several other funding sources that each address specific issues. Most of these are more limited in funding and are competitive programs, meaning that applicants must compete for funding based on the merits of their project.

More details can be found at <https://www.transit.dot.gov/grants>

Flexible, Non-FTA Funds

Surface Transportation Block Grant Program (STBG): 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.

National Highway Performance Program (NHPP): Funds may only be used for the construction of a public transportation project that supports progress toward the achievement of national

Financial Plan

performance goals for improving infrastructure condition, safety, mobility, or freight movement on the NHS and which is eligible for assistance under chapter 53 of title 49, if: the project is in the same corridor as, and in proximity to, a fully access-controlled NHS route; the construction is more cost-effective (as determined by a benefit-cost analysis) than a NHS improvement; and the project will reduce delays or produce travel time savings on the NHS, as well as improve regional traffic flow. Local match requirement varies.

Congestion Mitigation and Air Quality Program (CMAQ): Provides funding to areas in nonattainment or maintenance for ozone, carbon monoxide, and/or particulate matter. States that have no nonattainment or maintenance areas still receive a minimum apportionment of CMAQ funding for either air quality projects or other elements of flexible spending. Funds may be used for any transit capital expenditures otherwise eligible for FTA funding as long as they have an air quality benefit.

State and Local Funding Sources

State and local funding sources include the same potential sources as those outlined for roadways. Fare revenue and advertising revenue are also important local funding sources but are relatively small.

Forecasting Available Funds

For operation costs, an examination of the National Transit Database was conducted to determine the 2014-2018 reported operations expenditures. Each agency's average was used to project future years using a 1.5% inflation rate. A 50-50 federal-local split is assumed in future years.

The costs for future capital purchases were projected by reviewing each agency's Transit Asset Management (TAM) Plan. These plans list the inventory of each agency as well as the useful life benchmark (ULB) and estimated replacement costs. The proposed amendment assumes each agency will replace vehicles as they reach the end of the ULB, meeting the goal of the TAM plans. The amendment assumes the vehicles will be replaced with vehicles having similar, but inflated costs at a rate of 1.5% annually. An 85-15 federal-local split is assumed in future years.

This includes the Assumption Council on Aging, the Lafourche Council on Aging, the Terrebonne Council on Aging, and Good Earth Transit, which provides service in Terrebonne Parish and the City of Thibodaux. These are the only local agencies included in the National Transit database and required by FTA to develop transit asset management plans. The Assumption, Lafourche, and Terrebonne Councils on Aging are included in the state's group transit asset management plan. Other local para-transit service providers are not included in these forecasts as data is not available.

CARES Act/COVID-19 Impacts

The CARES Act passed by Congress and signed by President Trump in the spring of 2020 provides 100% federal funds to transit operators to assist with COVID-19 impacts. It is assumed that Good Earth Transit's CARES Act funding will be allocated for the 3-4 years of operations costs.

Based on the assumptions, the following levels of federal funding for public transit in the MPO can be expected through 2045:

- Stage 1 (2020-2025) - \$20,456,665 for operating and capital projects
- Stage 2 (2026-2035) - \$41,253,046 for operating and capital projects
- Stage 3 (2036-2045) - \$52,388,547 for operating and capital projects

10.0 Implementation Plan

Based on the amount of funding anticipated in the financial plan, this section presents the recommended Implementation Plan. This plan advances the strategies previously outlined and incorporates the results of the project prioritization process.

10.1 Fiscally Constrained Plan

The fiscally constrained plan is the list of transportation projects that best address the needs of the region with the limited funding available. All other projects are “unfunded” and are listed later as visionary projects.

Roadways

Over the next 25 years, the MPO plans to implement a variety of roadway capacity projects (adding lanes or new roadways) and roadway non-capacity projects.

The MPO receives funding from many federal sources and provides local funding in addition to federal funding. Based on projections, approximately \$912 million in federal funds will be available to the MPO for roadway projects from 2020 to 2045.

Table 10.2 list all roadway projects in Stage 2 and Table 10.3 lists all roadway projects in Stage 3. These projects are mapped in Figure 10.4 and Figure 10.5 respectively.

As shown in Table 10.1, the fiscally constrained capacity projects will reduce vehicle hours of delay by over 5% when compared to only implementing projects that are currently funded.

Table 10.1: Travel Impacts of Fiscally Constrained Roadway Capacity Projects

	2045 Existing and Committed	2045 Fiscally Constrained Roadway Capacity Projects	Difference	Percent Difference
Vehicle Miles Traveled	8,326,355	8,358,519	32,164	0.39%
Vehicle Hours Traveled	223,478	222,140	-1,338	-0.60
Vehicle Hours of Delay	40,761	38,617	-2,144	-5.26

Source: Houma-Thibodaux Regional Travel Demand Model; SCPDC

Implementation Plan

Bicycle and Pedestrian Implementation Plan

The MPO has established a set of strategic goals and strategies to improve the transportation network for non-motorized users.

Goal 1: Improve safety by expanding the pedestrian and cycling infrastructure

The most frequently cited benefit of the addition of pedestrian and cycling infrastructure is an improvement in user safety. While higher numbers of incidents involving pedestrians and cyclists tend to occur in cities, safety is a concern for rural and suburban communities as well. Pedestrian and bicycle safety is enhanced by the provision of sidewalks, bicycle lanes, pedestrian islands (medians), high-visibility crosswalks and ADA-compliant treatments to accommodate pedestrians with physical disabilities. These measures help reduce vehicle speeds, which can serve to significantly reduce the incidence of crashes involving two or more vehicles, as well as crashes involving bicyclists and pedestrians.

Several strategies can be used to improve safety by expanding infrastructure:

- **Strategy 1:** Create and implement a complete streets policy. Bicycle and pedestrian infrastructure should be included in original project designs.
- **Strategy 2:** Special emphasis should be given to ensuring proper infrastructure is in place for school traffic.
- **Strategy 3:** Steps should be taken to identify the locations of high pedestrian and bicycle usage. Proper signage and lane markings need to be applied in these locations.

Goal 2: Improve mobility by expanding the pedestrian and cycling infrastructure

Mobility is defined as the ability to move freely and easily. An individual's mobility may be limited by streets which are uncomfortable or unsafe for walking or biking. This is particularly true of individuals who do not own a motor vehicle and may need to rely more heavily on non-motorized forms of transportation. Expanding pedestrian and cycling infrastructure ensures that more people can safely and efficiently walk or bike to their destinations, thereby increasing their mobility.

Several strategies can be used to improve the mobility of pedestrians and cyclists in the MPA:

- Create and implement a complete streets policy. Bicycle and pedestrian infrastructure need to be included in original project designs.
- An inventory of existing sidewalks should be taken for roads classified as collector and above. This inventory should determine both the location and condition of all sidewalks in the region.

Implementation Plan

- Older sidewalks, particularly those in downtown areas, need to be reconstructed to ensure ADA compliance.
- Steps should be taken to ensure appropriate bicycle and pedestrian infrastructure in areas of high employment.
- Special emphasis should be taken to ensure proper infrastructure in place for school traffic.
- Special emphasis should be placed on improving the bicycle and pedestrian facilities around the region's four-year university, Nicholls State.
- Increase recreational and long-distance trails.
- Steps should be taken to ensure appropriate bicycle and pedestrian infrastructure is in place for existing and future parks and recreational areas.
- The region should consider taking advantage of the Rails-to-Trails program if abandoned rights-of-way should become available.

Goal 3: Promote the use of bicycle and pedestrian facilities

Because the region and community are highly auto-oriented, it is important to educate and promote different modes of transportation. This is especially true, because, while these modes are easy to access, many users may not follow or even be aware of established laws pertaining to their use on the road. Given these concerns, the following strategies may be useful in beginning the education process.

- Establish a bicycle and pedestrian advisory committee that meets regularly to discuss issues related to safety, rules of the road, and other relevant topics.
- Consult with bicycle clubs to learn more about their routes, and assist them in promoting cycling.
- Develop educational and promotional materials to be distributed at various government offices and public places and events.
- Organize and host annual bicycle rodeos throughout the region to help educate and train riders.

Policy Recommendations

The following are Policy and Planning recommendations:

- Competition and adoption of the Regional Bicycle and Pedestrian Safety Plan, due for completion in 2021.
- Better data collection in the area. Develop a sidewalk inventory along all functional classification roadways. This inventory should include ADA Compliance.

Implementation Plan

- Prioritize ADA Rehabilitation of existing sidewalks in areas with high pedestrian demand before constructing new sidewalks.
- Prioritize developing bike projects along DOTD roadways with a poor to average BLOS and a high or medium demand. This same analysis should be performed on all locally-owned functional class roadways.

Major Project Recommendations

The MPO recommends implementation of DOTD's recommended bicycle facility types from the 2009 statewide plan. In addition, the MPO recommends rehabilitating existing sidewalks to comply with ADA standards. Based on these factors and using of historic crash data to help prioritize improvements, the following are recommended.

- **LA 24 Bicycle Improvements.** DOTD recommends a separated bike lane between St. Charles Street and LA 3040 and a buffered bike lane along LA 24 between St. Charles Street and LA 182. Many of the crashes in the MPO area are along this stretch of the highway and it has a Poor to Average BLOS and Moderate Demand. There were 35 bicycle related crashes along this stretch between 2013-2017 with 30 injuries. Consideration could also be given to a multi-use trail where appropriate to also handle needed pedestrian improvements.
- **LA 57 Pedestrian Improvements.** The existing sidewalks along Grand Caillou Blvd. are not ADA compliant according to DOTD's analysis. Meanwhile there have been 13 pedestrian related crashes between LA 24 and Prospect Street between 2013 and 2017, with one fatality and 14 injuries. Sections of this highway are five lanes, two in each direction with a center turn lane. There are no marked pedestrian crossings and no areas of pedestrian refuge in the center turn lane. Improvements on this roadway should include rehabilitating the sidewalks and measures for safe pedestrian crossings, including crosswalks and pedestrian beacons.
- **LA 24 Pedestrian Improvements.** The existing sidewalks from St. Charles Street to Lafayette Street are not ADA compliant. Meanwhile, there were 8 pedestrian related crashes with 8 injuries along this stretch of roadway from 2013 to 2017. Terrebonne High School is located along this segment of highway. Terrebonne Parish is currently working on rehabilitating sidewalks along LA 24 along downtown Main Street, and the rest of this corridor should also be rehabilitated as well, inclusive of pedestrian street crossings where appropriate.
- **Raceland Pedestrian Improvements.** From 2013 to 2017 there were 9 pedestrian-related crashes with 10 injuries (one severe) reported in the neighborhood in and around Morristown. There are no sidewalks in the neighborhood. The streets are narrow and

Implementation Plan

ditches are located on both sides of the roadway making it difficult for pedestrians to maneuver safely. There also appears to be frequent on-street parking that can obscure visibility. Sidewalks are currently being constructed along LA 1 and LA 308 near the neighborhood as part of a Safe Routes to School project. Improvements should be made in the neighborhood ensuring anyone utilizing the LA 1 and LA 308 sidewalks can do so safely.

- **West Thibodaux Pedestrian Improvements.** From 2013 to 2017 there were 8 pedestrian-related crashes with 7 injuries (one severe) reported in the area bounded by Ridgefield Road, Parish Road St. Bernard Street, and Talbot Drive. Thibodaux High School, W.S. Lafargue Elementary School, the Thibodaux Housing Authority, and the Louisiana Department of Health and Hospitals Health Clinic are located in this neighborhood.
- **Regional Bicycle Improvements.** Improvements to bicycle facilities should be made on all roadways the DOTD has determined to have a low BLOS and a high demand. Different solutions are recommended for different segments of the various roadways. A map of these locations is included elsewhere in this document.

Public Transit Implementation Plan

The MPO has established a set of strategic goals and strategies to improve the transit system.

Goal 1: Increase coverage of the region's network

- **Expansion of Service into Lafourche Parish:** In 2015, the MPO completed a feasibility study for Lafourche Parish identifying transit needs throughout the parish and cost estimates for various options of implementing a service. The study recommended a deviated fixed-route service model funded by a mix of urban (5307) and rural (5310) grant funding. As part of the goal of increasing coverage throughout the area, the MPO will continue to work with the Lafourche administration in implementing all or parts of the feasibility study.
- **Van-pooling and travel demand management:** With funds provided by DOTD, the MPO undertook steps to promote Ride Sharing. The initial work involved development of marketing tools and information that could be presented to the public and on the agency website. In the coming year, the MPO will attempt to initiate a vanpooling pilot program to gauge the potential effectiveness of vanpooling in the region and work with area workforce interests to identify a potential pilot vanpool program. The program will involve contracting with a private vanpool provider to set up a pilot vanpool program. The vanpool will be geared toward filling gaps in getting people to job sites and training programs. Data regarding costs, usage and problems/successes will be documented in order to promote other similar programs.

Implementation Plan

- **Waterways as transit:** Stakeholders identified the region's abundant bayous and waterways as an untapped resource for transportation and recreation. While there appears to be regional interest in waterborne transportation, further study is needed to determine if the region's waterways can be a viable form of transit, both fiscally and environmentally.
- **Identification of Park and Ride Locations:** Identification of potential park and ride locations at existing public facilities will help promote and sustain vanpool and carpool programs. In addition to these, public transit can effectively use these locations to transport riders to various commercial and industrial areas. At this time, there is only one official Park and Ride lot in the planning area. The lot is located at the Lafourche Central Market in Raceland and is in the Hwy. 90/LA Hwy. 1 right of way.

Goal 2: Improving the existing transit network

The MTP study team also identified the three goals of *improving access to the region's transit network*, *improving the efficiency of the region's transit network*, and *increasing the ridership of the region's transit system*. Due to the similarity of the strategies, the three goals have been combined in this section.

Cost Effective Improvements

There are many strategies that can increase the effectiveness of a transit system, many were articulated by stakeholders during the MTP update consultation process. A 2011 study entitled "Increasing Bus Ridership through Technological and Aesthetic Innovations" analyzed various improvements to a transit network by its capital costs, operational costs, roll-out capacity, improvement in trip quality, and ability to increase ridership and ranked them in order of effectiveness. The study found that the most effective improvements are:

- **Phone App / SMS Messaging:** Ranked as the most useful improvement to a transit system. Buses equipped with GPS tracking devices can provide real time information to riders via smart phone apps or SMS messaging, making transit more enjoyable and convenient.
- **Social Media:** Social media such as Facebook, Instagram and Twitter provide easy, low or no cost ways for transit providers to advertise services and update riders with real time route information. Social media is also an excellent tool for soliciting input from riders. The caveat, however, is that poorly maintained social media sites can be more of a liability than none at all. A Facebook page which is not maintained promotes an image of an organization which is "uncool," or unreliable.
- **Bus Shelter Sponsorships:** Since bus shelter modernization or beautification may be cost prohibitive, business sponsorships are a potential solution. Businesses can use

Implementation Plan

shelters to creatively market their goods while supplying riders with shelter amenities, such as seating, lighting or real time information, at little or no cost to the agency.

- **Transit Map Redesign:** Transit maps are an important tool in educating riders about the services offered, yet riders are often confused by substandard designs. Maps which require readers to flip back and forth, time table schedules which make arrival and departure times hard to understand, and map scaling which makes distances difficult to gauge are common concerns. Well-designed, user friendly maps have been shown to increase ridership.

Additional Strategies

- **Better information at transit stops / signage:** Lack of rider education was cited as a concern in the study area; many riders were unfamiliar with routes and schedules. Transit stops currently provide no information about the network but could be redesigned to better educate riders about the services offered. In particular, there is possible opportunity to do this at bus shelters. While the State of Louisiana has been reluctant to allow posters, etc., in public rights of way in the past, they may allow information on the transit system if it is placed in a way not to obscure visibility.
- **Additional shelters:** Of the 366 stops on Good Earth routes, less than 30 are covered, leaving riders exposed to wind and rain while they wait. DOTD has prevented the placement of shelters at some locations along state highways due to line of sight impairment for automobile drivers.
- **Better sidewalk access / ADA compliance:** A 2015 survey by the MPO looked at 355 bus stops. Of these, 151 stops were reported to have no wheelchair mobility limits at the stop, 76 were located at curb and gutter locations either without a sidewalk or with no curb cut to the sidewalk, 82 locations were obstructed by grass, ditches, gravel or uneven shoulders, and the remaining 46 had some sort of other obstruction or debris along the pathway. Since transit stops are most often accessed on foot, pedestrian infrastructure goes hand in hand with great transit service. Transit stops should be connected to nearby streets and sidewalks. Further information regarding ADA regulations for transit projects can be found in Section 810 of the ADA Standards for Transportation Facilities.
- **Transit Art / Design:** As stated in the MTP vision statement, “visually attractive access to the network” is a priority. Well-designed transit stops that can incorporate artwork, local elements, or cultural flare can beautify neighborhoods and be a point of pride for the transit agency as well as the community. Aesthetically attractive bus shelters make riding transit appear more acceptable and breaks up the homogeny and utilitarian nature of common shelters. However, such efforts must be closely coordinated with DOTD to avoid concerns about impairing driver lines of sight.

Implementation Plan

- **Service Frequency and Headways:** Good Earth Transit provides bus service in Houma from approximately 5:00 a.m. to 7:00 p.m. on weekdays, and 8 a.m. to 5:00 p.m. on weekends. The Thibodaux Loop operates from 6:00 a.m. to 6:00 p.m. on weekdays and does not run on weekends. With peak headways at approximately 40 minutes, the existing transit lines currently do not provide frequent enough service to make transit a viable mode of transportation for many potential users. Riders find the travel time from one edge of the system to another makes getting to jobs and training difficult at best. The system currently has few, if any, choice riders. Increasing ridership without increasing frequency may be very difficult.
- **Land Use Regulations:** Mass transit works better in some areas than in others. Two factors which have the greatest impact on the viability of transit is the population density and job density within walking distance of a transit stop. Walking distance is generally defined as $\frac{1}{4}$ of a mile. Clustering development around transit stops allows people to easily access home, work, shopping and other needs via transit. Conversely, low-density development puts people and their destinations far from walking distance of transit stops, forcing them to rely solely on an automobile. Land use regulations which encourage higher-density, walkable development near transit stops is one of the most critical components of a successful mass transit network.

Implementation Plan

Table 10.2: Stage II Projects (2026 – 2035)

MTP ID	Roadway	Limits	Length (Miles)	Type	Description	Sponsor	Total Cost (2018\$)	Federal Cost (2019\$)	Total Cost (2030\$)	Federal Cost (2030\$)	Design Considerations
102	Acadian Road West	LA 3185 to LA 20	1.97	●	New 4-lane roadway	City of Thibodaux	\$16,575,000	\$13,260,000	\$19,558,500	\$15,646,800.0	EC
109	LA 3040	LA 24 to Hollywood Rd	2.49	●	Add median, convert to divided	DOTD	\$5,000,000	\$4,000,000	\$5,900,000	\$4,720,000.0	
107	LA 182	LA 24 to LA 3087	4.10	●	Widen to 4 lanes	DOTD	\$41,613,750	\$33,291,000	\$49,104,225	\$39,283,380.0	EC
108	LA 24	LA 57 to LA 3087	3.37	●	Convert to Couplet	DOTD	\$20,180,000	\$16,144,000	\$23,812,400	\$19,049,920.0	EJ
103	Bayou Gardens Blvd	St. Louis Canal to LA 660	1.09	●	Widen to 4 lanes	Terrebonne	\$11,036,250	\$8,829,000	\$13,022,775	\$10,418,220.0	EC
Non- Capacity / Line Items											
	Misc. Bike-Ped. Improvements					Various			\$2,206,329	\$1,765,063	
	Operations & Maintenance								\$209,231,313	\$167,385,050	
	Transportation Alternatives								\$2,133,874	\$1,707,099	
	Safety								\$3,421,709	\$3,421,709	

Note 1: YOE (Year of Expenditure) costs assume a 1.5% annual inflation rate.

Note 2: Bicycle and pedestrian improvements must be part of the overall design phase of all projects and included unless restrictions apply consistent with FHWA guidance.

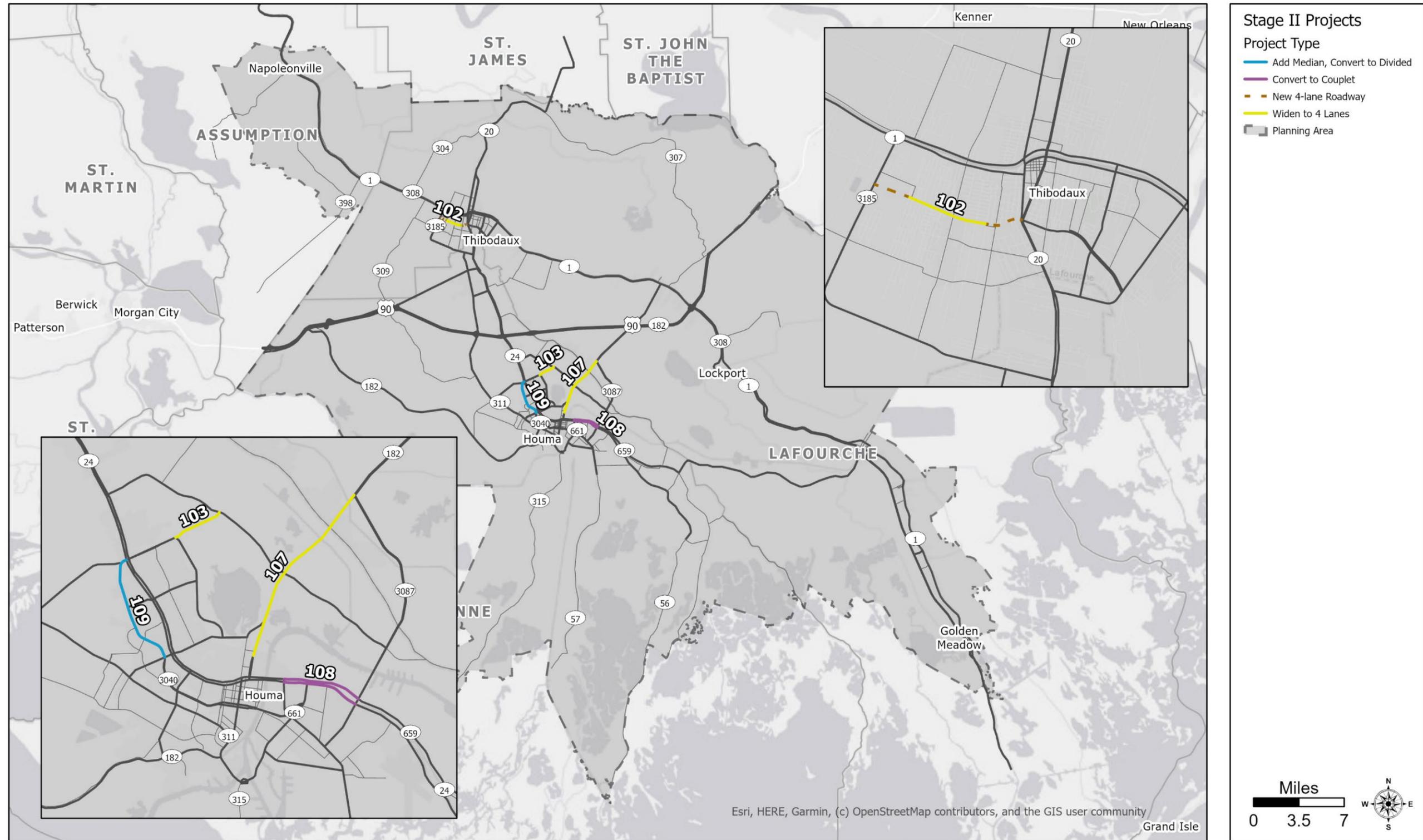
Note 3: Misc. Bike-Ped Improvements represents funding from available capacity dollars not dedicated to any particular project. Does not include additional Transportation Alternatives funding.

Improvement Type: ● New Roadway ● Widening ● Turning Lane ● Corridor/Redesign

Design Considerations: EJ – High Concern for Environmental Justice Impacts EC – High Concern for Environmental and Community Impacts

Implementation Plan

Figure 10.2: Stage II Roadway Projects



Data Source: South Central Planning and Development Commission

Disclaimer: This map is for planning purposes only.

Implementation Plan

Table 10.3: Stage III Projects (2036 – 2045)

MTP ID	Roadway	Limits	Length (Miles)	Type	Description	Sponsor	Total Cost (2018\$)	Federal Cost (2019\$)	Total Cost (2040\$)	Federal Cost (2040\$)	Design Considerations
112	LA 311	Savanne to Hollywood Rd	2.50	●	Widen to 4 lanes	DOTD	\$25,413,750	\$20,331,000	\$33,800,288	\$27,040,230	
111	LA 311	US 90 to Savanne Rd	4.53	●	Widen to 4 lanes	DOTD	\$45,765,000	\$36,612,000	\$35,282,450	\$28,225,960	EC
114	LA 316	US 90 to LA 182	4.92	●	Widen to 4 lanes	DOTD	\$49,815,000	\$39,852,000	\$27,475,200	\$21,980,160	
105	Industrial Blvd	LA 661 to LA 57	1.76	●	Widen to 4 lanes	Terrebonne	\$17,820,000	\$14,256,000	\$23,700,600	\$18,960,480	EC
101	Acadian Road East	LA 20 to Cardinal Drive	0.61	●	Widen to 4 lanes	Thibodaux	\$6,176,250	\$4,941,000	\$8,214,413	\$6,571,530	EC EJ
Non- Capacity / Line Items											
	Misc. Bike-Ped. Improvements					Various			\$3,369,396	\$2,695,517	
	Operations & Maintenance								\$242,821,481	\$194,257,185	
	Transportation Alternatives								\$2,476,447	\$1,981,158	
	Safety								\$3,971,033	\$3,971,033	

Note 1: YOE (Year of Expenditure) costs assume a 1.5% annual inflation rate.

Note 2: Bicycle and pedestrian improvements must be part of the overall design phase of all projects and included unless restrictions apply consistent with FHWA guidance.

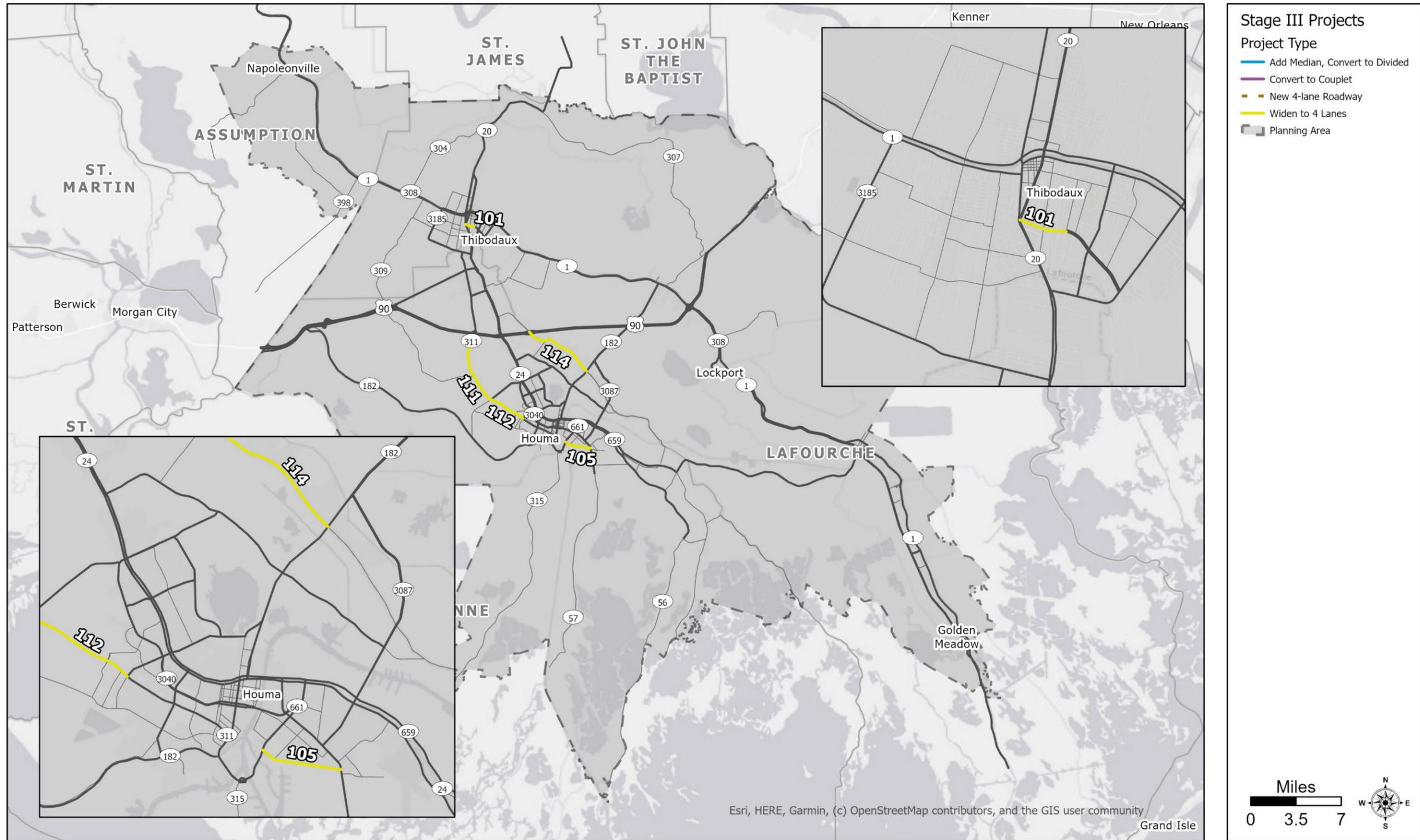
Note 3: Misc. Bike-Ped Improvements represents funding from available capacity dollars not dedicated to any particular project. Does not include additional Transportation Alternatives funding.

Improvement Type: ● New Roadway ● Widening ● Turning Lane ● Corridor/Redesign

Design Considerations: EJ – High Concern for Environmental Justice Impacts EC – High Concern for Environmental and Community Impacts

Implementation Plan

Figure 10.3: Stage III Roadway Projects



Data Source: South Central Planning and Development Commission

Disclaimer: This map is for planning purposes only.

Implementation Plan

Table 10.4: Stage I Summary (2020-2025)

Stage 1 (2020-2025)		Total	FTA	Match	Program
Good Earth Transit	Capital	\$4,399,571	\$3,739,635	\$659,936	5307
	Operations	\$12,014,907	\$8,944,110	\$3,070,798	CARES/5307
Assumption COA	Capital	\$258,054	\$219,346	\$38,708	5310/5311
	Operations	\$2,628,798	\$1,314,399	\$1,314,399	5310/5311
Lafourche COA	Capital	\$308,108	\$261,892	\$46,216	5310
Terrebonne COA	Capital	\$847,227	\$720,143	\$127,084	5310/5311
	Operations	\$5,638,521	\$2,819,260	\$2,819,260	5310/5311
Total		\$20,456,665	\$15,199,525	\$5,257,141	

Table 10.5: Stage II Summary (2026-2035)

Stage 2 (2026-2035)		Total	FTA	Match	Program
Good Earth Transit	Capital	\$775,093	\$658,829	\$116,264	5307
	Operations	\$22,571,175	\$11,285,587	\$11,285,587	5307
Assumption COA	Capital	\$551,830	\$469,056	\$82,775	5310/5311
	Operations	\$4,938,454	\$2,469,227	\$2,469,227	5310/5311
Lafourche COA	Capital	\$501,671	\$426,420	\$75,251	5310
Terrebonne COA	Capital	\$1,322,312	\$1,123,965	\$198,347	5310/5311
	Operations	\$10,592,511	\$5,296,256	\$5,296,256	5310/5311
Total		\$41,253,046	\$21,729,340	\$19,523,706	

Table 10.6: Stage III Summary (2036-2045)

Stage 3 (2036-2045)		Total	FTA	Match	Program
Good Earth Transit	Capital	\$5,966,982	\$5,071,934	\$895,047	5307
	Operations	\$26,194,770	\$13,097,385	\$13,097,385	5307
Assumption COA	Capital	\$697,952	\$593,259	\$104,693	5310/5311
	Operations	\$5,118,995	\$2,559,498	\$2,559,498	5310/5311
Lafourche COA	Capital	\$582,210	\$494,878	\$87,331	5310
Terrebonne COA	Capital	\$1,534,597	\$1,304,407	\$230,190	5310/5311
	Operations	\$12,293,042	\$6,146,521	\$6,146,521	5310/5311
Total		\$52,388,547	\$29,267,883	\$23,120,665	

Implementation Plan

Table 10.7: Stage I Detailed (2020-2025)

Operations

Assumption Council on Aging					
Year	Total Ops	FTA	Match	Source	
2020	\$421,988	\$210,994.20	\$210,994.20	5310/5311	
2021	\$428,318	\$214,159.11	\$214,159.11	5310/5311	
2022	\$434,743	\$217,371.50	\$217,371.50	5310/5311	
2023	\$441,264	\$220,632.07	\$220,632.07	5310/5311	
2024	\$447,883	\$223,941.55	\$223,941.55	5310/5311	
2025	\$454,601	\$227,300.68	\$227,300.68	5310/5311	
Terrebonne Council on Aging					
2020	\$905,125	\$452,562.39	\$452,562.39	5310/5311	
2021	\$918,702	\$459,350.82	\$459,350.82	5310/5311	
2022	\$932,482	\$466,241.09	\$466,241.09	5310/5311	
2023	\$946,469	\$473,234.70	\$473,234.70	5310/5311	
2024	\$960,666	\$480,333.22	\$480,333.22	5310/5311	
2025	\$975,076	\$487,538.22	\$487,538.22	5310/5311	
Good Earth Transit					
2020	\$1,928,696	\$1,928,696	\$0.00	CARES	
2021	\$1,957,626	\$1,957,626	\$0.00	CARES	
2022	\$1,986,990	\$1,986,990	\$0.00	CARES	
2023	\$2,016,795	\$1,008,398	\$1,008,398	5307	
2024	\$2,047,047	\$1,023,524	\$1,023,524	5307	
2025	\$2,077,753	\$1,038,876	\$1,038,876	5307	

Capital

Assumption Council on Aging					
Asset	Year	Total	FTA	Match	Program
Cutaway	2020	\$43,269	\$36,779	\$6,490	5310/5311
Cutaway	2023	\$45,246	\$38,459	\$6,787	5310/5311
Minivan	2024	\$30,616	\$26,024	\$4,592	5310/5311
Minivan	2024	\$30,616	\$26,024	\$4,592	5310/5311
Minivan	2024	\$30,616	\$26,024	\$4,592	5310/5311
Cutaway	2025	\$46,613	\$39,621	\$6,992	5310/5311
Minivan	2025	\$31,076	\$26,414	\$4,661	5310/5311
Lafourche Council on Aging					
Cutaway	2020	\$43,269	\$36,779	\$6,490	5310
Cutaway	2021	\$43,918	\$37,331	\$6,588	5310
Cutaway	2021	\$43,918	\$37,331	\$6,588	5310

Implementation Plan

Cutaway	2021	\$43,918	\$37,331	\$6,588	5310
Cutaway	2021	\$43,918	\$37,331	\$6,588	5310
Cutaway	2021	\$43,918	\$37,331	\$6,588	5310
Cutaway	2023	\$45,246	\$38,459	\$6,787	5310
Terrebonne Council on Aging					
Cutaway	2020	\$43,269	\$36,779	\$6,490	5310/5311
Cutaway	2020	\$43,269	\$36,779	\$6,490	5310/5311
Cutaway	2021	\$43,918	\$37,331	\$6,588	5310/5311
Cutaway	2021	\$43,918	\$37,331	\$6,588	5310/5311
Cutaway	2021	\$43,918	\$37,331	\$6,588	5310/5311
Cutaway	2021	\$43,918	\$37,331	\$6,588	5310/5311
Cutaway	2021	\$43,918	\$37,331	\$6,588	5310/5311
Cutaway	2021	\$43,918	\$37,331	\$6,588	5310/5311
Cutaway	2021	\$43,918	\$37,331	\$6,588	5310/5311
Cutaway	2021	\$43,918	\$37,331	\$6,588	5310/5311
Cutaway	2021	\$43,918	\$37,331	\$6,588	5310/5311
Cutaway	2022	\$44,577	\$37,891	\$6,687	5310/5311
Cutaway	2022	\$44,577	\$37,891	\$6,687	5310/5311
Cutaway	2022	\$44,577	\$37,891	\$6,687	5310/5311
Cutaway	2022	\$44,577	\$37,891	\$6,687	5310/5311
Cutaway	2022	\$44,577	\$37,891	\$6,687	5310/5311
Cutaway	2022	\$44,577	\$37,891	\$6,687	5310/5311
Cutaway	2025	\$46,613	\$39,621	\$6,992	5310/5311
Cutaway	2025	\$46,613	\$39,621	\$6,992	5310/5311
Cutaway	2025	\$46,613	\$39,621	\$6,992	5310/5311
Cutaway	2025	\$46,613	\$39,621	\$6,992	5310/5311
Good Earth Transit					
HD Bus	2022	\$321,899	\$273,614	\$48,285	5307
HD Bus	2022	\$321,899	\$273,614	\$48,285	5307
HD Bus	2022	\$321,899	\$273,614	\$48,285	5307
HD Bus	2022	\$321,899	\$273,614	\$48,285	5307
HD Bus	2022	\$321,899	\$273,614	\$48,285	5307
HD Bus	2022	\$321,899	\$273,614	\$48,285	5307
HD Bus	2022	\$321,899	\$273,614	\$48,285	5307
HD Bus	2022	\$321,899	\$273,614	\$48,285	5307
HD Bus	2022	\$321,899	\$273,614	\$48,285	5307
12-2 Bus	2022	\$69,272	\$58,881	\$10,391	5307
12-2 Bus	2022	\$69,272	\$58,881	\$10,391	5307
12-2 Bus	2022	\$69,272	\$58,881	\$10,391	5307
12-2 Bus	2022	\$69,272	\$58,881	\$10,391	5307
12-2 Bus	2022	\$69,272	\$58,881	\$10,391	5307
HD Bus	2025	\$369,505	\$314,079	\$55,426	5307
HD Bus	2025	\$369,505	\$314,079	\$55,426	5307
HD Bus	2025	\$369,505	\$314,079	\$55,426	5307
HD Bus	2025	\$369,505	\$314,079	\$55,426	5307

Implementation Plan

Table 10.8: Stage II Detailed (2026-2035)

Operations

Assumption Council on Aging				
Year	Total Ops	FTA	Match	Source
2026	\$461,420	\$230,710	\$230,710	5310/5311
2027	\$468,342	\$234,171	\$234,171	5310/5311
2028	\$475,367	\$237,683	\$237,683	5310/5311
2029	\$482,497	\$241,249	\$241,249	5310/5311
2030	\$489,735	\$244,867	\$244,867	5310/5311
2031	\$497,081	\$248,540	\$248,540	5310/5311
2032	\$504,537	\$252,269	\$252,269	5310/5311
2033	\$512,105	\$256,053	\$256,053	5310/5311
2034	\$519,787	\$259,893	\$259,893	5310/5311
2035	\$527,583	\$263,792	\$263,792	5310/5311
Terrebonne Council on Aging				
2026	\$989,703	\$494,851	\$494,851	5310/5311
2027	\$1,004,548	\$502,274	\$502,274	5310/5311
2028	\$1,019,616	\$509,808	\$509,808	5310/5311
2029	\$1,034,911	\$517,455	\$517,455	5310/5311
2030	\$1,050,434	\$525,217	\$525,217	5310/5311
2031	\$1,066,191	\$533,095	\$533,095	5310/5311
2032	\$1,082,184	\$541,092	\$541,092	5310/5311
2033	\$1,098,416	\$549,208	\$549,208	5310/5311
2034	\$1,114,893	\$557,446	\$557,446	5310/5311
2035	\$1,131,616	\$565,808	\$565,808	5310/5311
Good Earth Transit				
2026	\$2,108,919	\$1,054,459.58	\$1,054,459.58	5307
2027	\$2,140,553	\$1,070,276.48	\$1,070,276.48	5307
2028	\$2,172,661	\$1,086,330.62	\$1,086,330.62	5307
2029	\$2,205,251	\$1,102,625.58	\$1,102,625.58	5307
2030	\$2,238,330	\$1,119,164.97	\$1,119,164.97	5307
2031	\$2,271,905	\$1,135,952.44	\$1,135,952.44	5307
2032	\$2,305,983	\$1,152,991.73	\$1,152,991.73	5307
2033	\$2,340,573	\$1,170,286.60	\$1,170,286.60	5307
2034	\$2,375,682	\$1,187,840.90	\$1,187,840.90	5307
2035	\$2,411,317	\$1,205,658.51	\$1,205,658.51	5307

Implementation Plan

Capital

Assumption Council on Aging					
Asset	Year	Total	FTA	Match	Program
Bus	2026	\$230,931	\$196,291	v34,640	5310/5311
Cutaway	2026	\$47,313	\$40,216	\$7,097	5310/5311
Minivan	2026	\$31,542	\$26,811	\$4,731	5310/5311
Cutaway	2030	\$50,216	\$42,684	\$7,532	5310/5311
Cutaway	2030	\$50,216	\$42,684	\$7,532	5310/5311
Cutaway	2033	\$52,510	\$44,633	\$7,876	5310/5311
Minivan	2033	\$35,006	\$29,756	\$5,251	5310/5311
Cutaway	2035	\$54,097	\$45,982	\$8,115	5310/5311
Lafourche Council on Aging					
Cutaway	2026	\$47,313	\$40,216	\$7,097	5310
Cutaway	2026	\$47,313	\$40,216	\$7,097	5310
Cutaway	2029	\$49,474	\$42,053	\$7,421	5310
Cutaway	2030	\$50,216	\$42,684	\$7,532	5310
Cutaway	2031	\$50,969	\$43,324	\$7,645	5310
Cutaway	2031	\$50,969	\$43,324	\$7,645	5310
Cutaway	2031	\$50,969	\$43,324	\$7,645	5310
Cutaway	2031	\$50,969	\$43,324	\$7,645	5310
Cutaway	2031	\$50,969	\$43,324	\$7,645	5310
Cutaway	2033	\$52,510	\$44,633	\$7,876	5310
Terrebonne Council on Aging					
Cutaway	2026	\$47,313	\$40,216	\$7,097	5310/5311
Cutaway	2026	\$47,313	\$40,216	\$7,097	5310/5311
Cutaway	2028	\$48,743	\$41,431	\$7,311	5310/5311
Cutaway	2028	\$48,743	\$41,431	\$7,311	5310/5311
Cutaway	2028	\$48,743	\$41,431	\$7,311	5310/5311
Cutaway	2028	\$48,743	\$41,431	\$7,311	5310/5311
Cutaway	2029	\$49,474	\$42,053	\$7,421	5310/5311
Cutaway	2030	\$50,216	\$42,684	\$7,532	5310/5311
Cutaway	2030	\$50,216	\$42,684	\$7,532	5310/5311
Cutaway	2031	\$50,969	\$43,324	\$7,645	5310/5311
Cutaway	2031	\$50,969	\$43,324	\$7,645	5310/5311
Cutaway	2031	\$50,969	\$43,324	\$7,645	5310/5311
Cutaway	2031	\$50,969	\$43,324	\$7,645	5310/5311
Cutaway	2031	\$50,969	\$43,324	\$7,645	5310/5311
Cutaway	2031	\$50,969	\$43,324	\$7,645	5310/5311
Cutaway	2031	\$50,969	\$43,324	\$7,645	5310/5311
Cutaway	2031	\$50,969	\$43,324	\$7,645	5310/5311
Cutaway	2031	\$50,969	\$43,324	\$7,645	5310/5311
Cutaway	2032	\$51,734	\$43,974	\$7,760	5310/5311
Cutaway	2032	\$51,734	\$43,974	\$7,760	5310/5311

Implementation Plan

Cutaway	2032	\$51,734	\$43,974	\$7,760	5310/5311
Cutaway	2032	\$51,734	\$43,974	\$7,760	5310/5311
Cutaway	2032	\$51,734	\$43,974	\$7,760	5310/5311
Cutaway	2035	\$54,097	\$45,982	\$8,115	5310/5311
Cutaway	2035	\$54,097	\$45,982	\$8,115	5310/5311
Cutaway	2035	\$54,097	\$45,982	\$8,115	5310/5311
Cutaway	2035	\$54,097	\$45,982	\$8,115	5310/5311
Good Earth Transit					
12-2 Bus	2027	\$74,626	\$63,432	\$11,194	5307
12-2 Bus	2027	\$74,626	\$63,432	\$11,194	5307
12-2 Bus	2027	\$74,626	\$63,432	\$11,194	5307
12-2 Bus	2027	\$74,626	\$63,432	\$11,194	5307
12-2 Bus	2027	\$74,626	\$63,432	\$11,194	5307
12-2 Bus	2032	\$80,393	\$68,334	\$12,059	5307
12-2 Bus	2032	\$80,393	\$68,334	\$12,059	5307
12-2 Bus	2032	\$80,393	\$68,334	\$12,059	5307
12-2 Bus	2032	\$80,393	\$68,334	\$12,059	5307
12-2 Bus	2032	\$80,393	\$68,334	\$12,059	5307

Table 10.9: Stage III Detailed (2036-2045)

Operations

Assumption Council on Aging					
Year	Total Ops	FTA	Match	Source	
2036	\$535,497	\$267,748.59	\$267,748.59	2036	
2037	\$543,530	\$271,764.82	\$271,764.82	2037	
2038	\$551,683	\$275,841.29	\$275,841.29	2038	
2039	\$559,958	\$279,978.91	\$279,978.91	2039	
2040	\$568,357	\$284,178.60	\$284,178.60	2040	
2041	\$576,883	\$288,441.27	\$288,441.27	2041	
2042	\$585,536	\$292,767.89	\$292,767.89	2042	
2043	\$594,319	\$297,159.41	\$297,159.41	2043	
2044	\$603,234	\$301,616.80	\$301,616.80	2044	
2045	\$612,282	\$306,141.06	\$306,141.06	2045	
Terrebonne Council on Aging					
2036	\$1,148,590	\$574,295.13	\$574,295.13	2036	
2037	\$1,165,819	\$582,909.56	\$582,909.56	2037	
2038	\$1,183,306	\$591,653.20	\$591,653.20	2038	
2039	\$1,201,056	\$600,528.00	\$600,528.00	2039	
2040	\$1,219,072	\$609,535.92	\$609,535.92	2040	
2041	\$1,237,358	\$618,678.96	\$618,678.96	2041	
2042	\$1,255,918	\$627,959.14	\$627,959.14	2042	
2043	\$1,274,757	\$637,378.53	\$637,378.53	2043	

Implementation Plan

2044	\$1,293,878	\$646,939.21	\$646,939.21	2044
2045	\$1,313,287	\$656,643.30	\$656,643.30	2045
Good Earth Transit				
2036	\$2,447,487	\$1,223,743.39	\$1,223,743.39	2036
2037	\$2,484,199	\$1,242,099.54	\$1,242,099.54	2037
2038	\$2,521,462	\$1,260,731.04	\$1,260,731.04	2038
2039	\$2,559,284	\$1,279,642.00	\$1,279,642.00	2039
2040	\$2,597,673	\$1,298,836.63	\$1,298,836.63	2040
2041	\$2,636,638	\$1,318,319.18	\$1,318,319.18	2041
2042	\$2,676,188	\$1,338,093.97	\$1,338,093.97	2042
2043	\$2,716,331	\$1,358,165.38	\$1,358,165.38	2043
2044	\$2,757,076	\$1,378,537.86	\$1,378,537.86	2044
2045	\$2,798,432	\$1,399,215.93	\$1,399,215.93	2045

Capital

Assumption Council on Aging					
Cutaway	2036	\$54,908	\$46,672	\$8,236	5310/5311
Bus	2040	\$284,451	\$241,783	\$42,668	5310/5311
Cutaway	2040	\$58,278	\$49,536	\$8,742	5310/5311
Minivan	2040	\$38,852	\$33,024	\$5,828	5310/5311
Minivan	2040	\$38,852	\$33,024	\$5,828	5310/5311
Minivan	2040	\$38,852	\$33,024	\$5,828	5310/5311
Minivan	2042	\$60,039	\$51,033	\$9,006	5310/5311
Cutaway	2043	\$60,940	\$51,799	\$9,141	5310/5311
Cutaway	2045	\$62,782	\$53,364	\$9,417	5310/5311
Lafourche Council on Aging					
Cutaway	2036	\$54,908	\$46,672	\$8,236	5310
Cutaway	2036	\$54,908	\$46,672	\$8,236	5310
Cutaway	2039	\$57,416	\$48,804	\$8,612	5310
Cutaway	2040	\$58,278	\$49,536	\$8,742	5310
Cutaway	2041	\$59,152	\$50,279	\$8,873	5310
Cutaway	2041	\$59,152	\$50,279	\$8,873	5310
Cutaway	2041	\$59,152	\$50,279	\$8,873	5310
Cutaway	2041	\$59,152	\$50,279	\$8,873	5310
Cutaway	2041	\$59,152	\$50,279	\$8,873	5310
Cutaway	2041	\$59,152	\$50,279	\$8,873	5310
Cutaway	2043	\$60,940	\$51,799	\$9,141	5310
Terrebonne Council on Aging					
Cutaway	2036	\$54,908	\$46,672	\$8,236	5310/5311
Cutaway	2036	\$54,908	\$46,672	\$8,236	5310/5311
Cutaway	2038	\$56,568	\$48,083	\$8,485	5310/5311
Cutaway	2038	\$56,568	\$48,083	\$8,485	5310/5311
Cutaway	2038	\$56,568	\$48,083	\$8,485	5310/5311
Cutaway	2038	\$56,568	\$48,083	\$8,485	5310/5311

Implementation Plan

Cutaway	2039	\$57,416	\$48,804	\$8,612	5310/5311
Cutaway	2040	\$58,278	\$49,536	\$8,742	5310/5311
Cutaway	2040	\$58,278	\$49,536	\$8,742	5310/5311
Cutaway	2041	\$59,152	\$50,279	\$8,873	5310/5311
Cutaway	2041	\$59,152	\$50,279	\$8,873	5310/5311
Cutaway	2041	\$59,152	\$50,279	\$8,873	5310/5311
Cutaway	2041	\$59,152	\$50,279	\$8,873	5310/5311
Cutaway	2041	\$59,152	\$50,279	\$8,873	5310/5311
Cutaway	2041	\$59,152	\$50,279	\$8,873	5310/5311
Cutaway	2041	\$59,152	\$50,279	\$8,873	5310/5311
Cutaway	2041	\$59,152	\$50,279	\$8,873	5310/5311
Cutaway	2041	\$59,152	\$50,279	\$8,873	5310/5311
Cutaway	2042	\$60,039	\$51,033	\$9,006	5310/5311
Cutaway	2042	\$60,039	\$51,033	\$9,006	5310/5311
Cutaway	2042	\$60,039	\$51,033	\$9,006	5310/5311
Cutaway	2042	\$60,039	\$51,033	\$9,006	5310/5311
Cutaway	2042	\$60,039	\$51,033	\$9,006	5310/5311
Cutaway	2042	\$60,039	\$51,033	\$9,006	5310/5311
Cutaway	2045	\$62,782	\$53,364	\$9,417	5310/5311
Cutaway	2045	\$62,782	\$53,364	\$9,417	5310/5311
Cutaway	2045	\$62,782	\$53,364	\$9,417	5310/5311
Cutaway	2045	\$62,782	\$53,364	\$9,417	5310/5311
Good Earth Transit					
HD Bus	2037	\$402,448	\$342,081	\$60,367	5307
HD Bus	2037	\$402,448	\$342,081	\$60,367	5307
HD Bus	2037	\$402,448	\$342,081	\$60,367	5307
HD Bus	2037	\$402,448	\$342,081	\$60,367	5307
HD Bus	2037	\$402,448	\$342,081	\$60,367	5307
HD Bus	2037	\$402,448	\$342,081	\$60,367	5307
HD Bus	2037	\$402,448	\$342,081	\$60,367	5307
HD Bus	2037	\$402,448	\$342,081	\$60,367	5307
HD Bus	2037	\$402,448	\$342,081	\$60,367	5307
12-2 Bus	2037	\$86,606	\$73,615	\$12,991	5307
12-2 Bus	2037	\$86,606	\$73,615	\$12,991	5307
12-2 Bus	2037	\$86,606	\$73,615	\$12,991	5307
12-2 Bus	2037	\$86,606	\$73,615	\$12,991	5307
12-2 Bus	2037	\$86,606	\$73,615	\$12,991	5307
HD Bus	2040	\$461,967	\$392,672	\$69,295	5307
HD Bus	2040	\$461,967	\$392,672	\$69,295	5307
HD Bus	2040	\$461,967	\$392,672	\$69,295	5307
HD Bus	2040	\$461,967	\$392,672	\$69,295	5307
12-2 Bus	2042	\$93,299	\$79,304	\$13,995	5307
12-2 Bus	2042	\$93,299	\$79,304	\$13,995	5307
12-2 Bus	2042	\$93,299	\$79,304	\$13,995	5307
12-2 Bus	2042	\$93,299	\$79,304	\$13,995	5307
12-2 Bus	2042	\$93,299	\$79,304	\$13,995	5307

Implementation Plan

10.2 Visionary (Unfunded) Projects

Visionary projects are identified projects that are unfunded or unprogrammed in the fiscally constrained list of projects.

Visionary Roadway Capacity Projects

Unfunded projects that that could become funded with additional funding or if the fiscally constrained plan is changed.

Unfunded roadway capacity projects are not necessarily less important or effective; they just cannot be accommodated within the fiscally constrained budget. This may be due to project costs or overall feasibility.

Table 10.10 shows the list of visionary roadway projects and Figure 10.4 maps these projects.

Implementation Plan

Table 10.10: Visionary Roadway Capacity Projects

MTP ID	Roadway	Limits	Length (Miles)	Type	Description	Sponsor	Total Cost (2019\$)	Federal Cost (2019\$)	Design Considerations
104	LA 661 Bridge	Houma Navigational Canal	0.18	●	Widen to 4 lanes	DOTD	\$13,500,000	\$10,800,000	EJ EC
106	LA 1	LA 3235 to LA 1	2.60	●	New 2-lane roadway	DOTD	\$80,600,000	\$64,480,000	EC
110	LA 311	Main Project to US 90	2.32	●	Widen to 4 lanes	DOTD	\$23,490,000	\$18,792,000	
113	LA 311	Hollywood Rd to Barataria Ave	2.15	●	Widen to 4 lanes	DOTD	\$21,768,750	\$17,415,000	EC
115	LA 3235	US 90 to LA 3235	16.45	●	New 4-lane roadway	DOTD	\$172,240,000	\$137,792,000	EC
116	Main Project Rd	LA 311 to LA 3185	3.04	●	Widen to 4 lanes	Terrebonne Parish	\$30,071,250	\$24,057,000	EC
117	North Hollywood Rd	LA 24 to Williams Blvd	1.65	●	Widen to 4 lanes	Terrebonne Parish	\$16,605,000	\$13,284,000	EC
118	Houma-Thibodaux to LA 3127 Connector Ph 1	Main Project to LA 20	5.50	●	New 4-lane roadway	Various	\$97,101,000	\$77,680,800	EC
118	Houma-Thibodaux to LA 3127 Connector Ph 2	Main Project to LA 20	4.47	●	New 4-lane roadway	Various	\$100,443,000	\$80,354,400	EC
118	Houma-Thibodaux to LA 3127 Connector Ph 3	Main Project to LA 20	4.31	●	New 4-lane roadway	Various	\$57,881,000	\$46,304,800	EC
118	Houma-Thibodaux to LA 3127 Connector Ph 4	Main Project to LA 20	6.34	●	New 4-lane roadway	Various	\$169,672,000	\$135,737,600	EC
118	Houma-Thibodaux to LA 3127 Connector Ph 5	Main Project to LA 20	5.28	●	New 4-lane roadway	Various	\$128,812,000	\$103,049,600	EC
118	Houma-Thibodaux to LA 3127 Connector Ph 6	Main Project to LA 20	8.22	●	New 4-lane roadway	Various	\$174,027,000	\$139,221,600	EC
119	Bayou Gardens Ext	LA 315 to LA 182	2.67	●	New 4-lane roadway	Lafourche Parish	\$27,033,750	\$21,627,000	EC
120	Houma Tunnel	GICW	0.94	●	Replace with 4-lane Facility	DOTD	\$110,000,000	\$88,000,000	EJ EC
121	St. Louis Canal Ext	Bayou Gardens to LA 660	1.55	●	New 4-lane roadway	Terrebonne Parish	\$10,075,000	\$8,060,000	EC
122	LA 1 / LA 308	LA 3185 to LA 648	7.76	●	Convert to Couplet	DOTD	\$15,560,000	\$12,448,000	
123	East Thibodaux Bypass	LA 20 to LA 1	3.32	●	New 4-lane roadway	Lafourche Parish	\$21,515,000	\$17,212,000	EC
124	US 90	Through study area	101.20	●	Upgrade to I-49	DOTD	\$252,000,000	\$201,600,000	EC
125	Valhi Blvd Ext	Savanne to US 90	5.69	●	New 2-lane roadway	Terrebonne Parish	\$59,875,000	\$47,900,000	EC
126	LA 661	Houma Nav Bridge to Industrial Blvd	0.60	●	Widen to 4 lanes	DOTD	\$6,176,250	\$4,941,000	EC
201	Bayou Gardens Blvd	LA 660 to LA 315	1.59	●	Widen to 4 lanes	Terrebonne Parish	\$16,098,750	\$12,879,000	EC
202	North Hollywood Rd	Williams to LA 182	0.50	●	Widen to 4 lanes	Terrebonne Parish	\$5,062,500	\$4,050,000	EC
	Canal Boulevard Bridge Replacement	LA 1 to LA 308	0.10	●	Replacement of bridge; no new capacity	City of Thibodaux	\$7,000,000	\$5,600,000	

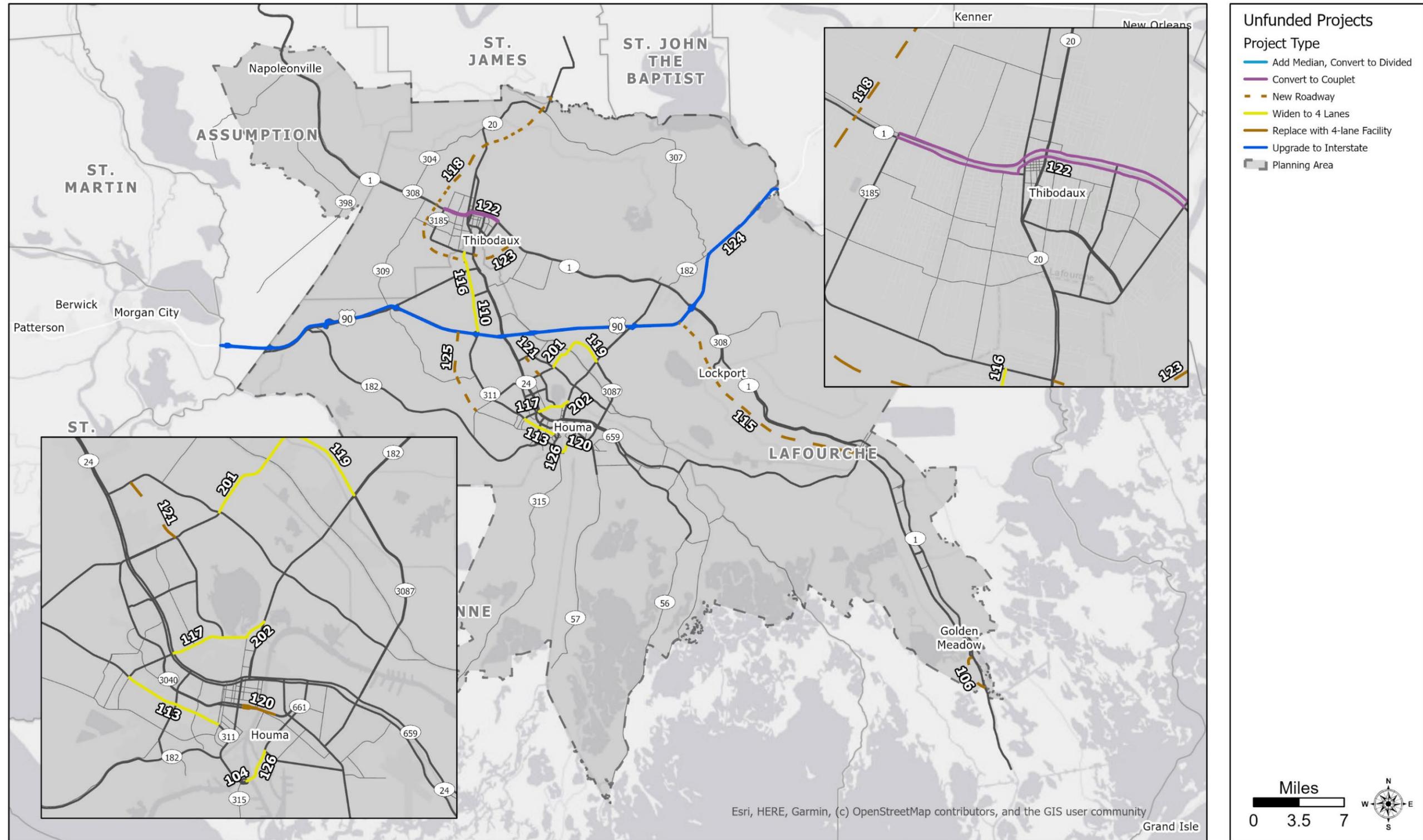
Note: Bicycle and pedestrian improvements must be part of the overall design phase of all projects and included unless restrictions apply consistent with FHWA guidance.

Improvement Type: ● New Roadway ● Widening ● Turning Lane ● Other/Multiple

Design Considerations: EJ – High Concern for Environmental Justice Impacts EC – High Concern for Environmental and Community Impacts

Implementation Plan

Figure 10.4: Visionary Roadway Capacity Projects



Data Source: South Central Planning and Development Commission

Disclaimer: This map is for planning purposes only.

Appendix: Public/Stakeholder Outreach Record

Planning organization conducting road, pedestrian surveys - News - Hou... <https://www.houmatoday.com/news/20190413/planning-organization-co...>



Planning organization conducting road, pedestrian surveys

By Julia Arenstam / Staff Writer

Posted Apr 13, 2019 at 5:08 PM

Updated Apr 13, 2019 at 5:08 PM

The planning organization for the Houma-Thibodaux area is seeking public input for long-term transportation and bicycle/pedestrian safety plans.

The Houma-Thibodaux Metropolitan Planning Organization works with local, state and federal officials to create a road plan for the region.

The long-term road plan, called the Metropolitan Transportation Plan, is a 25-year schedule of what road projects the area wants to undertake.

To help update the plan according to public needs and wants, the Metropolitan Planning Organization and the South Central Planning and Development Commission have launched new online public surveys.

"Community input is vital to our planning process. Residents are the end users and beneficiaries of our plans. With their input we can shape a resilient, safe and responsive transportation network to meet the needs of our residents and businesses and enhance our quality of life," South Central planner II Stephanie Brtning said.

The plan includes project cost estimates and financing sources. It's updated every five years. This next plan will focus on projects through 2045.

Some of the goals and problems identified for Lafourche Parish in the current plan include linking the South Lafourche Airport with La. 3235, extending La. 3235 to create a direct connection to U.S. 90, improving road and rail connections to Port Fourchon, adding transit services to increase access to jobs and medical care, and address bicycle and pedestrian needs as well as the lack of shoulders on state highways.

Public/Stakeholder Outreach Record

Planning organization conducting road, pedestrian surveys - News - Hou... <https://www.houmatoday.com/news/20190413/planning-organization-co...>

The Greater Lafourche Port Commission was recently awarded a \$16 million grant to connect the South Lafourche Airport with La. 3235 in accordance with the current transportation plan.

In Terrebonne Parish, current goals include the concentration of development along waterways and the expensive challenges they pose to link roads, improving facilities for bicyclists and pedestrians, addressing the conflict of commercial and urban uses of La. 24 in downtown Houma, reducing congestion through roundabouts, connecting public transit with other parishes and adding more bus shelters, improving the safety of La. 3040 and making better use of the Amtrak train station in Schriever.

The plan also includes specific needs and problems within each municipality in the parishes. A copy of the current plan and the surveys are available on the organization's website, www.htmpo.org.

Area residents can fill out the online surveys of what projects they would like to see included in the plan. The surveys will be online through July 31 and can be taken with any type of smartphone, tablet or computer.

The organization will also be holding a series of public meetings on the upcoming plan in Assumption, Lafourche and Terrebonne parishes.

The second survey involves bicycle and pedestrian plans and safety needs.

Working with the Metropolitan Planning Organization, the South Central is creating a three-year bicycle and pedestrian safety regional plan.

"This is our first year and we are currently focused on gathering public input, reviewing our current infrastructure and researching best practices," Brüning said. "Our goal is the adoption of the Regional Bicycle and Pedestrian Safety Plan by each of our seven parishes."

From 2014 to 2017, South Central recorded 257 bicycle crashes in the area, with 13 deaths and 10 serious injuries. In the same time period, the organization recorded 530 pedestrian crashes, 63 deaths and 39 serious injuries.

—Staff Writer Julia Arenstam can be reached at 448-7636 or julia.arenstam@houmatoday.com. Follow her on Twitter at [@JuliaArenstam](https://twitter.com/JuliaArenstam).

Public/Stakeholder Outreach Record

Planning group to hold public workshops for new transportation plan - ... <https://www.houmatoday.com/news/20190422/planning-group-to-hold-p...>



Planning group to hold public workshops for new transportation plan

Posted at 11:39 AM

The South Central Planning and Development Commission is holding a series of public workshops on local transportation and safety plans.

The commission is looking for public input on the Houma-Thibodaux Metropolitan Transportation Plan and the South Central Regional Bicycle and Pedestrian Safety Plan. Information on both plans is online at www.scpdc.org.

Participants will be given an opportunity to identify areas of congestion, unsafe segments of roadways, and potential solutions to those problems.

Workshops will be held at the following dates:

April 30, 6 p.m. at the Terrebonne Parish Main Branch Library, 151 Library Drive, Houma.

May 2, 6 p.m. at the Terrebonne East Branch Library, 778 Grand Caillou Road, Houma.

May 7, 5 p.m. at the Thibodaux Branch Library, 3154 705 W 5th Street.

May 9, 6 p.m. at the Mathews Government Complex, Training Room, 4876 La. 1.

May 14, 2 p.m. at the Assumption Parish Main Library, 293 Napoleon Ave.

The same information will be presented at each workshop.

Online surveys are also open for the two projects. They can be found at www.scpdc.org or www.htmppo.org.

Group holds first Houma-Thibodaux transportation workshop

By **Julia Arenstam**
Staff Writer

About half a dozen people attended the first public Houma-Thibodaux Transportation Workshop Tuesday at the Houma Library.

Planners with South Central Planning and Development Commission and the Houma-Thibodaux Metropolitan Planning Organization hosted the event to garner public input on the Road to 2045 transportation plan and a new bike and pedestrian safety plan.

The meeting was the first in a series of public workshops scheduled through May.

The 25-year transportation plan is updated every five years

according to public feedback, South Central Planner Joshua Manning said.

"This really helps us out. We do live here and work here, but we can get pigeon holed into one area," Manning said.

The public workshops allow the public to provide a variety of ideas and solutions and gives planners a change to prioritize projects according to public demands.

Public needs and demands for transportation also change over time. Two decades ago, residents prioritized major infrastructure projects like the Hollywood and Country roads widening.

Five years ago, residents wanted more bicycle and

pedestrian improvements, Manning said.

Many of those projects are just now getting under construction, he said.

Once the plan is finalized, it is used to determine how federal and state dollars will be spent in Terrebonne and Lafourche parishes with approval from the Houma-Thibodaux Metropolitan Planning Organization.

After a brief presentation on some of the data South Central Planning has collected, including traffic and accident counts for the parishes' major roadways, workshop attendees are asked to highlight problems areas on a large table map.

The workshops aims to identify possible projects for major infrastructure projects like road widening or extension, short term projects like adding turn lanes, and safety concerns.

South Central Planning also has two online surveys running through July 31.

Residents can find the transportation survey and the bicycle and pedestrian safety survey online at www.scpdc.org or www.hmpo.org.

"Everyone complains in the Facebook comments," Manning said. "But what's in The Courier's Facebook comments doesn't go into the plan."

He encouraged the public to use the online surveys as the best way to have their concerns heard

and included in the new plans.

The remaining public workshops will be held at the following dates:

- Thursday, 6 p.m. at the Terrebonne East Branch Library, 778 Grand Caillou Road, Houma.

- May 7, 5 p.m. at the Thibodaux Branch Library, 3154 705 W 5th Street.

- May 9, 6 p.m. at the Mathews Government Complex, Training Room, 4876 La. 1.

- May 14, 2 p.m. at the Assumption Parish Main Library, 293 Napoleon Ave.

Staff Writer Julia Arenstam can be reached at 448-7636 or julia.arenstam@houmatoday.com. Follow her on Twitter at [@juliaArenstam](https://twitter.com/juliaArenstam).

Public/Stakeholder Outreach Record



5058 W. Main St., Houma, LA 70360-4900 • P.O. Box 1870, Gray, LA 70359
Phone: (985) 851-2900 • Fax: (985) 851-4472

Parishes: Assumption - Lafourche - St. Charles - St. James - St. Mary - St. John - Terrebonne
Municipalities: Baldwin - Berwick - Franklin - Golden Meadow - Gramercy -
Lockport - Lusher - Morgan City - Napoleonville - Patterson - Thibodaux

May 5, 2020

Due to the inability to meet quorum requirements in person, the Houma-Thibodaux Metropolitan Planning Organization's Technical Advisory Committee will meet on Tuesday, May 12, 2020 at 9 a.m. via video conference call in direct response to Governor Edward's proclamation (JBE-2020-27 Section 5) allowing softened open meeting considerations amidst the declared COVID 19 "Stay Home Order and Business Closure."

Anyone requiring reasonable accommodations is requested to contact South Central Planning and Development three days in advance of the meeting at (985) 851-2900 or by email at josh@scpd.org.

If a member of the public would like to issue public comment on any agenda item, please do the following:

- 1) Send an email, prior to the meeting, to josh@scpd.org stating the agenda item you want to submit a comment upon, along with your full name, address, and your written comments which will be read into the record of the meeting.
- 2) Join the teleconference using the following information. You will be allowed to comment during the Public Comment period of the meeting and on any agenda item requiring a vote.

HTMPO Technical Advisory Committee Meeting
Tue, May 12, 2020 8:30 AM - 10:00 AM (CDT)

Please join my meeting from your computer, tablet or smartphone.
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Agenda:

- 1) Call meeting to order
- 2) Roll Call
- 3) Public Comment
- 4) Review of 2020 Unified Planning Work Program changes since March 2020 TAC meeting
- 5) Review of 2045 Metropolitan Transportation Plan
- 6) Adjournment

Copies of all items for review may be found online at <http://www.htmppo.org>.

Jeff Naquin
Chairman
Police Jury President
Assumption Parish

David Hanagriff
Vice-Chairman
Parish President
St. Mary Parish Council

Steve Nosacka
Treasurer
Mayor
Town Of Gramercy

Archie Chaisson
Secretary
Parish President
Lafourche Parish Council

Kevin Belanger
CHIEF EXECUTIVE
OFFICER

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Municipalities: Baldwin • Berwick • Franklin • Golden Meadow • Gramercy •
Lockport • Lusher • Morgan City • Napoleonville • Patterson • Thibodaux

May 5, 2020

Due to the inability to meet quorum requirements in person, the Houma-Thibodaux Metropolitan Planning Organization's Policy Committee will meet on Tuesday, May 12, 2020 at 10 a.m. via video conference call in direct response to Governor Edward's proclamation (JBE-2020-27 Section 5) allowing softened open meeting considerations amidst the declared COVID 19 "Stay Home Order and Business Closure."

Anyone requiring reasonable accommodations is requested to contact South Central Planning and Development three days in advance of the meeting at (985) 851-2900 or by email at josh@scpd.org.

If a member of the public would like to issue public comment on any agenda item, please do the following:

- 1) Send an email, prior to the meeting, to josh@scpd.org stating the agenda item you want to submit a comment upon, along with your full name, address, and your written comments which will be read into the record of the meeting.
- 2) Join the teleconference using the following information. You will be allowed to comment during the Public Comment period of the meeting and on any agenda item requiring a vote.

HTMPO Policy Committee Meeting
Tue, May 12, 2020 10:00 AM - 11:30 AM (CDT)

Please join my meeting from your computer, tablet or smartphone.
<https://global.gotomeeting.com/join/187247389>

You can also dial in using your phone.
United States (Toll Free): [1 877 309 2073](tel:18773092073)
United States: [+1 \(312\) 757-3129](tel:+13127573129)

Access Code: 187-247-389

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Agenda:

- 1) Call meeting to order
- 2) Roll Call
- 3) Public Comment
- 4) Review and adoption of 2021 Unified Planning Work Program
- 5) Review and adoption of 2045 Metropolitan Transportation Plan
- 6) Adjournment

Copies of all items for review may be found online at <http://www.htmppo.org>.

Jeff Naquin Chairman Police Jury President Assumption Parish	David Hanagriff Vice-Chairman Parish President St. Mary Parish Council	Steve Nosacka Treasurer Mayor Town Of Gramercy	Archie Chaisson Secretary Parish President Lafourche Parish Council	Kevin Belanger CHIEF EXECUTIVE OFFICER
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