

South Central Regional Safety Coalition (SCRSC) Infrastructure & Operations Subcommittee Meeting

March 09, 2017

11:00 am to 12:00 pm



SCPDC Pelican Room – 5058 West Main Street, Houma, LA 70364

1. Action Step 1.1: Conduct RSA's and develop low-cost safety improvements intended to reduce crashes in the South Central Region -- **C. Parker**
 - a. LADOTD Highway Safety Section RSA for LA 631 (Old Spanish Road) St. Charles Parish scheduled for April 6, 2017.
2. Action Step 1.2: Encourage the stakeholders and the public to express their safety concerns by completing the "Safety Concern to Refer to DOTD" yellow sheets and collaborate with DOTD and parishes on addressing the concern. www.htmpo.org
 - a. LA Highway 20 Intersection from St. Patrick to LA Highway 307
 - b. Intersection of LA 24 & 659
 - c. LA 311 at Fletcher Community College
 - d. Lafourche Transportation Plan Concerns
 - e. LA 3040 (MLK) Terrebonne
3. Action Step 3.1 Collaborate with statewide ITS Team in forming alternative route development including infrastructure (arterial DMS's, traffic adaptive signals, black out signs, etc.) -- **C. Parker**
4. Action Step 4.1: Collaborate with local and state partners to update the South Central Regional Bicycle and Pedestrian Plan (Assumption, Lafourche, St. Charles, St. James, St. John the Baptist and Terrebonne) on a biennial basis to ensure all routes are identified. (Next update: 2017) -- **J. Manning/C. Parker/All**
5. Action Step 4.2: Partner with DOTD program coordinators to assist agencies in seeking resources to implement pedestrian safety improvement projects, such as; Safe Routes to Public Places and Transportation Alternative Program. -- **All**
 - a. Transportation Alternatives Program
 - b. Safe Routes to Public Places Program
 - c. Local Road Safety Program
6. Action Step 5.2 Provide regional workshops, lectures, trainings and meetings to subcommittee partners in an effort to keep abreast with best practices and new technologies in transportation world.
7. Past or Upcoming, Let us know if there are any trainings/workshops that you would like us to arrange for our region or that you wish to attend, email or call Cassie Parker at 985-851-2900 or cassie@scpd.org -- **All**
8. Next Steps/Adjournment
SC Regional Safety Coalition Meeting: TBA
SC Regional IO Subcommittee: June 8, 2017



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TRANSPORTATION ALTERNATIVES PROGRAM **Applications taken biennial (next round 2018)**

WHAT'S DIFFERENT?

With the passage of FAST Act, the Transportation Alternatives Program (TAP) was replaced with a set-aside of Surface Transportation Block Grant (STBG) program funding transportation alternatives (TA). For all intents and purposes, the LaDOTD will continue to refer to the state program as "DOTDTAP". The following list highlights what's new.

- **ELIGIBLE ACTIVITIES:** Generally, DOTDTAP eligibilities are the same as those under the prior DOTDTAP, except the FAST Act newly allows an urbanized area with a population of more than 200,000 to use up to 50% of its sub-allocated DOTDTAP funds for any STBG-eligible purpose (but still subject to the requirement for competitive selection of projects).
- **PROGRAM FEATURES:** The FAST Act newly requires States and metropolitan planning organizations (MPOs) to report annually to FHWA on project applications and projects that are awarded DOTDTAP funding (including the RTP set-aside). FHWA must make these reports available to the public.
- All consultants working on a DOTDTAP project selected through this application cycle will be rated through DOTD's Consultant Rating System.
- All entities submitting an application through this cycle will be required to complete the "Internal Control Questionnaire for Local Public Agencies and Not-For-Profit Organizations".
- LaDOTD has elected to fund a maximum of \$400,000 in state wide DOTDTAP funds to fund a scenic byway project selected through a competitive selection projects. Since the applications will come from any of the 18 designated scenic byways state-wide, the Eligibility Review Committee will prioritize the projects.

WHAT'S THE SAME?

The following list highlights what remains the same:

- Planning activities, right-of-way acquisition and construction can be at an **80 Federal/20 Local match share**. LaDOTD does not accept the cost of the design (engineering) as match.

Phases of a DOTD Project	Federal Share	Local Share
Planning (if included in application)*	80%	20%
Environmental	0%	100%
Right of Way (if included in application)*	80%	20%
Utility Relocation	0%	100%
Design (Engineering)	0%	100%
Construction	80%	20%
Construction Engineering and Inspection	0%	100%

*If not included in application, 100% local share

- Other Federal Funds (such as HUD or CDBG) cannot be used as part of the Entity's match. The only Federal Funds that may be used is National Recreational Trails to reduce the required match.
- All project entities and their consultants will be required to take the core training to be qualified to participate in DOTDTAP. Registration for training is at <http://www.ltrc.lsu.edu/ltap/>



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BASIC ELIGIBILITY CRITERIA

The DOTDTAP differentiates itself from other transportation programs funded by the Federal Highway Administration (FHWA) due to its orientation toward non-traditional transportation projects. Determining eligibility refers to the requirements that a project must meet in order to be considered for funding. Eligibility criteria are separate from selection criteria.

Three basic federal eligibility criteria must be met before a project may be included in the DOTDTAP.

1. Does the proposed project fit into one of the 6 eligible activities?
2. Does the proposed project relate to surface transportation?
3. Does the project have an entity that complies with program guidelines?

Surface transportation means all elements of the intermodal transportation system, except aviation. For the purposes of DOTDTAP eligibility, surface transportation includes water as surface transportation and other eligible activities such as canals, lighthouses, and docks or piers connecting to ferry operations, as long as the proposed project otherwise meets the basic eligibility criteria.

To determine if the project relates to surface transportation, focus on the following questions:

1. In what way(s) is the project related through present or past use as a transportation resource?
2. Is there a direct connection to a person or event nationally significant in the development of surface transportation?
3. What is the extent of the relationship(s) to surface transportation?
4. What groups and individuals are affected by the relationship(s), when did the relationship(s) start and end or do the relationship(s) continue?
5. Will the relationship be substantial enough to justify the investment of transportation funds?
6. Does the project enhance the aesthetic, cultural, or historic aspects of the travel experience? How?
7. Is there more of a relationship to surface transportation than just proximity to a transportation facility?

The Entity must show the project's relationship to surface transportation in the application. Though the above questions can help establish the relationship, none of them will necessarily make the determination of the relationship "a sure thing". The ultimate decision will rest with LaDOTD with FHWA's concurrence. LaDOTD can impose stricter guidelines on project eligibilities than those put forth by FHWA; however, it cannot broaden the guidelines.



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ELIGIBLE ACTIVITIES

PEDESTRIAN AND BICYCLE FACILITIES

The intent of this activity is to provide facilities that make non-motorized transport safe, convenient, and appealing; as well as providing connections between where people live to where they want to go.

Examples of projects that may be considered eligible include:

- ☐ New or reconstruction sidewalks, walkways, or curb ramps
- ☐ Bike lane striping
- ☐ Wide paved shoulders
- ☐ New or reconstructed off-road trails
- ☐ Bike and pedestrian bridges and underpasses
- ☐ Bike parking and bus racks
- ☐ Pedestrian and bicycle signals (must be able to obtain warrant to show proof of need)

SAFE ROUTES FOR NON-DRIVERS

The intent of this activity is to allow for “infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs”. Please note DOTDTAP will only pay for the construction of such projects.

CONVERSION OF ABANDONED RAILWAY CORRIDORS TO TRAILS

The intent of this activity is to allow for the acquisition of abandoned railroad rights-of-way, as well as construction of multiuse trails and rail-with-trail projects. The acquisition of right-of-way can be a stand-alone project; however, there must be a planned trail use. Please note for DOTDTAP, planning and design costs are not eligible for reimbursement.

Examples of projects that may be considered eligible include:

- ☐ Purchasing unused railroad property for reuse as a trail
- ☐ Constructing multi-use trails along a railroad right-of-way
- ☐ Major reconstructions of multi-use trails along railroad right-of-way



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CONSTRUCTION OF SCENIC TURNOUTS, OVERLOOKS AND VIEWING AREAS

The intent of this activity is to provide for the construction of scenic turnouts, overlooks and viewing areas to allow for the visual enjoyment of significant scenic or historic view sheds. LaDOTD

will only fund this activity if the project is either along a corridor recognized in the Louisiana Scenic Byway Program or where the activity is a part of an off-system pedestrian/bicycle facility.

Examples of projects that may be considered eligible include:

- ☐ Turnouts with historical markers along a Louisiana Byway
- ☐ Overlook with observation deck along a levee bike path with interpretive displays

COMMUNITY IMPROVEMENT ACTIVITIES

For the purposes of this program, LaDOTD is electing to limit the scope and type of activities allowed under this item.

OUTDOOR ADVERTISING MANAGEMENT

This activity allows communities to preserve the scenic character of their roads by removing illegal and non-conforming billboards. Non-conforming signs are those signs that were lawfully erected but do not now comply with the Highway Beautification Act of 1965.

Examples of projects that may be considered eligible include:

- ☐ Billboard inventories, including those done with GIS/GPS
- ☐ Removal of illegal and non-conforming billboards.

HISTORIC PRESERVATION & REHAB OF HISTORIC TRANSPORTATION FACILITIES

As the name of the activity states the intent is to allow communities to rehabilitate and restore transportation facilities significant to the history of transportation in America. These rehabilitated facilities would help to educate the public and to give communities a unique sense of character that attracts tourists and generates a vibrant economic life.



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For the purposes of this activity, three eligibility criteria must be met to be considered for funding:

1. The facility must be directly and strongly related to surface transportation. A facility is not necessarily a building. (Example: Railroad depot, lighthouse, lockhouse, rail trestles, tunnels, bridges, canals, etc.)
2. The facility must be included in or eligible for listing in the National Register of Historic Places as determined by SHPO.
3. The facility, at the end of the project, must be used for a current transportation purpose. (Example: An historic train depot could be repurposed for use as a bus station.)

Examples of projects that may be considered eligible include:

- ☐ Restoration and reuse of historic buildings with strong link to transportation history
- ☐ Preservation/Rehabilitation of rail trestles, tunnels, bridges, and canals
- ☐ Restoration of an historic bridge with repurposing from vehicular to pedestrian only use

VEGETATION MANAGEMENT

This activity includes stand-alone projects using vegetation management to improve roadway safety, to prevent the spread of invasive species or to provide erosion control. Routine maintenance (such as mowing) and stand-alone projects for aesthetic reasons are not eligible for funding. Traditional scenic, landscaping, or streetscape type project components may be eligible if they directly contribute to the advancement of a TAP eligible activity, such as bicycle and pedestrian facilities or rehabilitation of a historic transportation facility.

ARCHAEOLOGICAL ACTIVITIES

This activity is limited to research on sites related to impacts from the implementation of a transportation construction project eligible under United States Code of Federal Regulations Title 23- Highways. This category is not for routine excavations. This includes research, preservation planning, and interpretation, developing interpretive signs, exhibits



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and guides; and inventories and surveys.

Examples of projects that may be considered eligible include:

- ☐ Research, preservation planning, and interpretation;
- ☐ Developing interpretive signs, exhibits, and guides;
- ☐ Preparation and cataloguing of artifacts for exhibition;
- ☐ Inventories and surveys.

ENVIRONMENTAL MITIGATION ACTIVITIES

For the purposes of this program, LaDOTD is electing to limit the scope and type of activities allowed under this item.

STORMWATER MITIGATION

This activity is to address water pollution prevention related to highway construction or due to highway runoff or pollution prevention and abatement activities to address storm water management. Only permanent and long term solutions or methodologies will be considered as eligible for this activity. The proposed project must also go above and beyond environmental mitigation required in law for federal-aid highway projects.

Examples of projects that may be considered eligible include:

- ☐ Detention and sediment basins;
- ☐ Stream channel stabilization;

WILDLIFE MANAGEMENT

This activity is to be used to reduce vehicle-caused wildlife mortality while maintaining habitat connectivity. This activity can only be used for three wildlife types: 1) endangered species, 2) threatened species, or 3) large animals that can cause severe injuries when struck by a vehicle (examples: feral hogs, deer or bear).

Examples of projects that may be considered eligible include:

- ☐ Wetlands acquisition and restoration to improve existing habitat resources in cases where wildlife crossings are not feasible
- ☐ Wildlife under or overpasses, including bridge extensions to provide or improve



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wildlife passage and habitat connectivity;

- ☐ Monitoring and data collection on habitat fragmentation and vehicle-caused wildlife mortality.

PROJECT RELATIONSHIP TO SURFACE TRANSPORTATION

The project must have a direct relationship to surface transportation (excluding aviation) as exhibited by one or more of the following linkages:

1. FUNCTION – The project serves a purpose relating to the existing transportation system. Facilities that serve recreational uses only are not appropriate for this program.
2. IMPACT – The project substantiates the relation to the surface transportation system in that it creates a beneficial effect on the existing transportation system.

Please note that since DOTDTAP projects must have a direct relationship to transportation, **park** improvements such as park benches, park landscaping and pure recreational trail loops are not eligible, although the same elements would be eligible in a streetscape setting. DOTDTAP projects that may provide an ancillary recreational experience may be eligible as bicycle or pedestrian facilities if the projects also provide through access from one point to another.

Applications are taken biennially, next round taking place 2018.

http://wwwsp.dotd.la.gov/Inside_LaDOTD/Divisions/Engineering/Project_Management/TAP/Pages/default.aspx



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Safe Routes Safe Routes to Public Places



Safe Routes to Public Places Program (SRTPPP)

SRTPPP is part of the overall Highway Safety Improvement Program (HSIP) and falls under the umbrella of the Louisiana Strategic Highway Safety Plan (SHSP). The vision for the SHSP is Destination Zero Deaths and the HSIP is the core federal-aid program that aims to implement the SHSP's mission to achieve a significant reduction in fatalities and serious injuries on all public roads. To address the need to reduce pedestrian and bicyclist fatalities and injuries, HSIP funds are eligible to be spent on projects to improve safety for pedestrians and bicyclists on all public roads (state-owned and locally-owned).

Funding

Federal funds for the project are provided for 100% of project costs with no required local match within the limits of the DOTD's project funding commitment and eligibility requirements.

Eligibility

Any public agency is eligible to submit a project application.

Public agencies may apply to fund projects for the purpose of facilitating the development and implementation of projects that will improve safety for pedestrians, bicyclists, and transit users of all ages and abilities.

Eligible projects include improving pedestrian and bicycle facilities to schools, libraries, governmental buildings, hospitals, transit facilities, public parks, and other public places.

All public roads, state and locally owned, are eligible under the SRTPPP.

What's New

Application Process Timeline

Our next application cycle will open February 2, 2017 with a deadline of March 31, 2017.

Applications are taken annually.

http://www.sp.dotd.la.gov/Inside_LaDOTD/Divisions/Multimodal/Highway_Safety/SRTPPP/Pages/default.aspx



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Louisiana LTAP works closely with **Louisiana Department of Transportation and Development (DOTD) Highway Safety Section** in administering the Local Road Safety Program (LRSP). The LRSP Team at LTAP conducts outreach to **Local Public Agencies (LPA)** and facilitates the submission and review of LRSP project applications.

What is the Local Road Safety Program?

In an effort to increase local community participation in highway safety, approximately \$5 million dollars is allocated annually for local road safety improvements in Louisiana. LRSP is one of DOTD's LPA programs that provides an opportunity for local governments to utilize federal-aid funds for safety improvements on locally owned and maintained roads. Click here to learn more information about DOTD's LPA Program.

Further, the LRSP is a mechanism used to implement the infrastructure component of the DOTD's statewide Strategic Highway Safety Plan (SHSP) at the local level. The SHSP's mission is Destination Zero Deaths. Visit the DZD website.

Who is eligible to apply?

Consider the **Nine Proven Safety Countermeasures** when developing a project to address your local safety issues.

A Parish or municipality is eligible to apply for safety-related improvement projects that are located only on locally owned roads. LRSP Projects may be funded up to 100%, when eligible. However, LPAs must provide funding upfront as this is a cost disbursement program.

LATEST NEWS

As of January 4, 2016, the LRSP is administered back at LTAP. The program guidelines and policies are being revised. New guidance document will be available soon.

Portable changeable message signs are no longer eligible for funding. Please check back for more details.

LRSP Funding Changes: DOTD issues memo on Local Road Safety Program changes.

2015 Local Road Safety Peer Exchange: Local stakeholders exchange best practices, discuss innovations at road safety peer exchange. [Read More](#)

Funding:

LRSP Applications Accepted Year-Round

Proposals submitted by the following cutoff dates will be given priority for quarterly project selection:

- December 31, 2015
- March 31, 2016
- June 30, 2016
- September 30, 2016

Application Documents

- [Project Application \(Rev. Jan 2016\) - PDF](#)
- [Project Application \(Rev. Jan 2016\) - Word](#)
- [Program Guidelines & Policies 2015](#) (Rev. Dec 2014) Revised 2016 document coming soon!
- [Sample Funding Commitment Letter](#)
- [Responsible Charge Form](#)
- [Quarterly Status Reporting Form](#)

Safety Improvement Resources

- [LRSP Intersection Standard Plans](#)
- [LRSP Roadway Departure Standard Plans](#)
- [MUTCD Sign Height Requirement](#)

Applications accepted on a quarterly basis. <http://www.ltrc.lsu.edu/ltap/lrsp.html>



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Local Road Safety Program Crash Data Workshop at SCPDC, February 21, 2017



South Central Regional Safety Coalition Crash Data Workshop Feb. 21, 2017						
<small>Please confirm info & initial</small>	First	Last	Company	Title	Email	Phone Number
PL	Pat	Gordon	SCPDC	Planning Director	pat@scpsc.org	(985)851-2900
	Cassie	Parker	SCPDC	Regional Transportation Safety Planner	cassie@scpsc.org	(985)851-2900
✓ JC	Josh	Manning	SCPDC	Planner II	josh@scpsc.org	(985)851-2900
	Arianna	Choudhuri	SCPDC	Planner II	arianna@scpsc.org	(985)851-2900
MB	Madeleine	Bodin	Terrebonne Parish Consolidated Government	Engineer-In-Training	mbodin@tpcg.org	(985)873-6720
WB	Nia	Bowens	Terrebonne Parish Consolidated Government	Engineer In Training	npicou@tpcg.org	(985)873-6720
	David	Rome	Terrebonne Parish Consolidated Government	Roads & Bridges Superintendent	drome@tpcg.org	(985)873-6720
✓	Alissa	Brown-Smith	Terrebonne Parish Consolidated Government	Operations Supervisor/ Safety Team Leader	absmith@tpcg.org	(985)873-6711
TA	Thad	Angelloz	City of Thibodaux	Grants and Communications Director	tangeloz@ci.thibodaux.la.us	(985)446-7606
JH	Jacob	Hoffpauir	Thibodaux Police Department	Administrative Sergeant	jacobh@ci.thibodaux.la.us	(985)446-7293
DM	David	Melancon	Thibodaux Police Department	Public Information Officer	davidm@ci.thibodaux.la.us	(985)448-5860
	DLaun	Oubre	St James Parish	Grants Officer	dlaun.oubre@stjamesla.com	(225)562-2454
Michelle	Michelle	Octave	St James Parish	CAO	michelle.octave@stjamesla.com	(225)562-2260
	Annette	Knobloch	Our Lady of the Lake College	Associate Professor	abdk@charter.net	(985)513-8874
JG	John	Gisclair	Special Education District #1	Maintenance Supervisor	johng@sed1laf.com	(985)632-5671

Charlene Rodriguez	Lafourche COA	latcoordinator@viscom.net	(985)532-0457
Linda Perreault	Lafourche COA	transport@viscom.net	985-532-0457
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Tracy Wang	LA DOTD	tracy.wang@LA.Gov	985-858-2433
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RJ St Pierre	Town of Litcher	st.pierre.7352@BellSouth.net	985-206-2125
Josh Manning	SCPDC		
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Alissa Smith	Baton Rouge		
Alissa Smith	Terrebonne Parish	alissa_brown@tpcg.org	985-873-6734
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