

Houma-Thibodaux Metropolitan Planning Organization

Unified Planning Work Program

SFY 2022/2023



Effective: July 1, 2022

FHWA: H.972422.1

FTA: PL80-55-22 | LA-2019-018



Prepared by:

South Central Planning and Development Commission
5058 W. Main Street
Houma, Louisiana 70360

Phone: (985) 851-2900 Fax: (985) 851-4472

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

In cooperation with:

Louisiana Department of Transportation
Federal Highway Administration
Federal Transit Administration

Funded by:

Federal Highway Administration
Federal Transit Administration
Louisiana Department of Transportation and Development

20.205 • Highway Planning and Construction • Department of Transportation Federal Highway Administration • A- Formula Grants, B – Project Grants

The preparation of this report has been financed in part through grant[s] from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the State Planning and Research Program, Section 505 [or Metropolitan Planning Program, Section 104(f)] of Title 23, U.S. Code. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation.



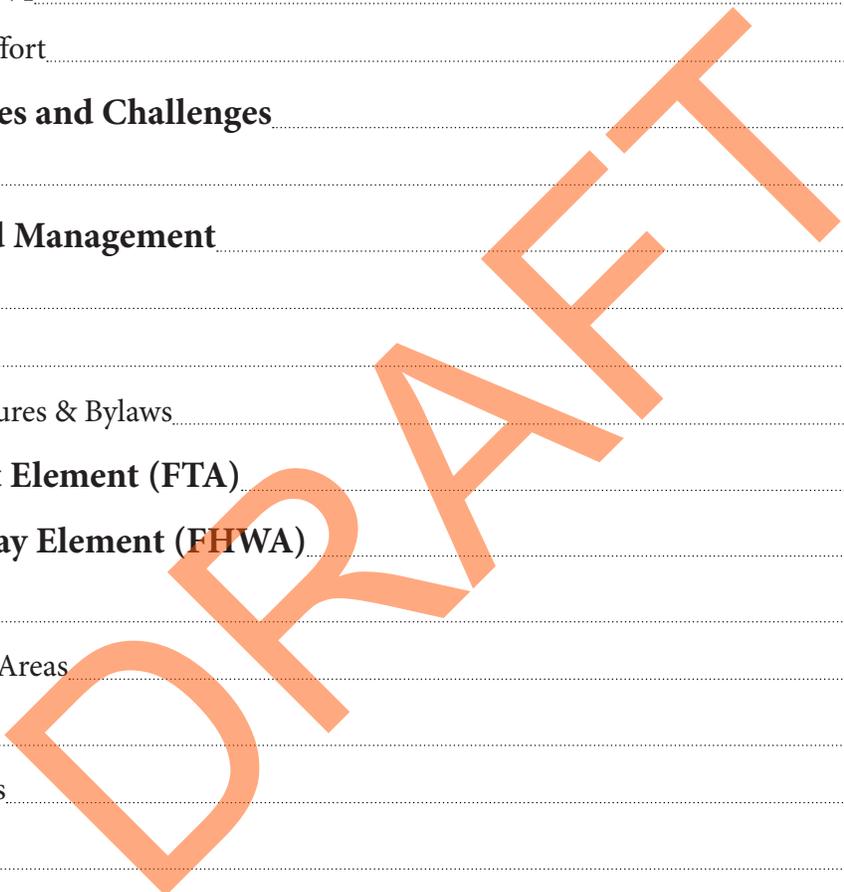
TITLE VI NOTICE

The South Central Planning and Development Commission (SCPDC) does fully comply with Title VI of the Civil Rights Act of 1964 and related statutes, executive orders, and regulations in all programs and activities. SCPDC operates without regard to race, color, national origin, income, gender, age, religion and disability. Any person who believes him/herself or any specific class of persons, to be subjected to discrimination prohibited by Title VI may by him/herself or by representative file a written complaint to the Chief Executive Officer of SCPDC. A copy of the complaint/grievance procedure is on file with the CEO's office and is contained in its Title VI Policy Statement. In addition any person may also file a complaint/grievance with the appropriate federal entity funding the specific program. A list of contacts may be provided by the SCPDC and may also be found on its website in its Title VI Policy Statement.

SCPDC meetings are conducted in accessible locations and materials can be provided in accessible formats and in languages other than English as reasonable and appropriate. For accessibility or language accommodation, please contact SCPDC and indicate the meeting/material needed at 985-851-2900 (voice), 985-851-4472 (facsimile). If you wish to attend a SCPDC function and require special accommodations, please give SCPDC three working days notice in advance in order to obtain the special accommodation.

Table of Contents

TITLE VI NOTICE.....	2
Acronyms and Abbreviations	5
Introduction	11
Purpose and Programs.....	11
Performance Measures.....	14
Public Review/Title VI.....	17
Level of Planning Effort.....	17
Planning Priorities and Challenges	17
Challenges.....	18
Organization and Management	20
Participants.....	20
Agreements.....	20
Operational Procedures & Bylaws.....	
Section 1: Transit Element (FTA)	24
Section 1: Highway Element (FHWA)	34
Appendix A	46
Planning Emphasis Areas.....	46
Appendix B	47
Performance Targets.....	47
Appendix C	48
Certifications and Assurances.....	48
Appendix D	52
Title VI Policy Statement.....	52
Appendix E	54
FY 2021 Meeting Dates.....	54



DRAFT

Acronyms and Abbreviations

Acronym	Full Name
ADA	Americans with Disabilities Act
AMPO	Association of Metropolitan Planning Organizations
APA	American Planning Association
CAA	Clean Air Act
CFR	Code of Federal Regulations
CHSTP	Coordinated Human Services Transportation Plan
DOTD	Louisiana Department of Transportation and Development
EPA	Environmental Protection Agency
FAST Act	Fixing America's Surface Transportation Act
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FY	Fiscal Year
GIS	Geographical Information System
GPC	General Planning Consulting Services
HTMPO	Houma-Thibodaux Metropolitan Planning Organization
ISTEA	Intermodal Surface Transportation Efficiency Act of 1991
ITS	Intelligent Transportation System
JARC	Jobs Access Reverse Commute
LAGIS	Louisiana GIS Council
LHSC	Louisiana Highway Safety Commission
LPC	Louisiana Planning Council
LS	Louisiana Statute
MAP-21	Moving Ahead for Progress in the 21st Century Act
MOVES	Motor Vehicle Emissions Simulator
MPO	Metropolitan Planning Organization
MTP	Metropolitan Transportation Plan
NAAQS	National Ambient Air Quality Standards
PC	Policy Committee
PDF	Portable Document Format
PEA	Planning Emphasis Area
PM	Particulate Matter
PPP	Public Participation Plan
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
SCPDC	South Central Planning and Development Commission
SCRSC	South Central Regional Safety Coalition
SCRTSP	South Central Regional Transportation Safety Plan
SFY	State Fiscal Year
SHSP	Strategic Highway Safety Plan
STIP	Statewide Transportation Improvement Plan
TAC	Technical Advisory Committee
TBD	To Be Determined
TDM	Travel Demand Management
TEA-21	Transportation Equity Act for the 21st Century
TIP	Transportation Improvement Program
TPCG	Terrebonne Parish Consolidated Government
UPWP	Unified Planning Work Program

DRAFT

Record of Adoption

Object 1: Record of Adoption

Number	Approval Date	Description
1	3/10/2022	UPWP draft recommended for adoption by Technical Advisory Committee
2	4/28/2022	UPWP adopted by the Policy Committee

DRAFT

DRAFT

Insert MPO Resolution to Adopt Here

DRAFT

DRAFT

Introduction

Purpose and Programs

The Unified Planning Work Program (UPWP) describes the coordinated transportation-planning program to be undertaken within the Houma-Thibodaux Urbanized Area. These planning activities are the joint responsibility of the Louisiana Department of Transportation and Development (DOTD) and the Houma-Thibodaux Urbanized Area Metropolitan Planning Organization (MPO), which is staffed by the South Central Planning and Development Commission (SCPDC).

Under Federal planning guidelines the MPO is required to submit a work program that highlights transportation planning projects into broadly categorized planning activities and that explains the funding for each activity for a fiscal year. This is done through a document called the UPWP. The funding is provided through the State of Louisiana (DOTD) from the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). FHWA funds are provided at an 80/20 match ratio, with 80% of the total funds provided by Federal funds and 20% provided by Local. The FTA funds are provided at an 80/20 ratio with 80% being Federal and 20% being Local.

The financial support for these planning activities is provided by the FHWA, the FTA, the DOTD, the Terrebonne Parish Consolidated Government (TPCG), the Lafourche Parish Government, the City of Thibodaux, the Assumption Parish Police Jury, and the Village of Napoleonville. The development and implementation of the UPWP is required under federal law 23 CFR 450.334 (a) and 23 CFR 450.308 (c) for urbanized areas with populations greater than 50,000.

Administration

MPO staff will continue to closely monitor legislative activities. The federal transportation bill - *Infrastructure Investment and Jobs Act* - was signed by President Biden on November 11, 2021. Guidelines identified in the act will be implemented into the MPO's planning process.

The Houma-Thibodaux Urbanized Area MPO will continue to promote regional coordination by participating in local, regional and state organizations. These

include the South Central Planning and Development Commission, Louisiana Planning Council, Louisiana Department of Transportation and Development, Federal Highways Administration, Federal Transit Administration, the Terrebonne Parish Consolidated Government, the Lafourche Parish Government, the City of Thibodaux, the Town of Lockport, the Assumption Parish Police Jury, the Village of Napoleonville, the American Planning Association, the Louisiana GIS Council, the Air Quality Coalition, the Regional Safety Coalition, and other agencies that discuss transportation issues.

Data

MPO staff will maintain the traffic count program. All traffic count data is made available on the SCPDC and MPO websites (direct link: <http://www.htmppo.org/traffic-count-data/>), allowing the viewer and staff to use updated technology that offers the ability to present the counts in an interactive format.

Transportation Improvement Program

MPO staff will continue to amend and develop the *Transportation Improvement Program* (TIP) for submission to the Louisiana Department of Transportation and the *Statewide Transportation Improvement Plan* (STIP). This document will be available in a PDF format on the MPO website. All amendments and administrative modifications to this document will be processed as necessary and posted to the website as well. The purpose of this guidance is to provide information on funding, project selection, eligible activities, and specific requirements.

Metropolitan Transportation Plan

The MPO adopted the *2045 Metropolitan Transportation Plan* (MTP) in May 2020. The plan will continue to be amended as needed. This document will be available in a PDF format on the MPO website. All amendments and administrative modifications to this document will be processed as necessary and posted to the website as well. The purpose of this guidance is to provide information on funding, project selection, eligible activities, and specific requirements.

Coordinated Human Services Transportation Plan

Since FY 2007, the FTA has required that projects se-

lected under the New Freedom (5317), Elderly Individuals and Individuals with Disabilities (5310), and Job Access Reverse Commute (JARC) (5316) programs be “derived from a locally developed, coordinated public transit-human services transportation plan.” In addition, FTA regulations on the Rural Transportation Program (5311) require that these projects also be selected from a coordinated plan. According to these regulations, the coordinated plan should be “developed through a process that includes representatives of public, private, and nonprofit transportation and human services providers and participation by the public.”

Since 2007, SCPDC, in coordination with the public and local service providers, has developed and maintained the *Coordinated Human Services Transportation Plan* (CHSTP). The MPO will continue to hold quarterly meetings with the CHSTP committee to facilitate a coordinated effort between the service providers.

The South Central Regional Highway Safety Plan

The MPO facilitates a multi-disciplinary regional safety coalition for Assumption, Lafourche, St. Charles, St. James, St. John the Baptist, and Terrebonne parishes. This coalition meets on a quarterly basis to develop, implement and evaluate its regional Strategic Highway Safety Plan. With a vision of Destination Zero Deaths, the plan is data-driven and highlights activities, programs and initiatives that are geared to reduce motor vehicle related fatalities and serious injuries by half by 2030 in the emphasis areas of Young Drivers, Impaired Driving, Distracted Driving, Occupant Protection and Infrastructure and Operations.

Air Quality Planning

The Houma-Thibodaux MPO is currently meeting ozone attainment readings. Ozone attainment status will continue to be monitored in FY 2022-2023. In April 2013, the MPO requested and was granted admittance to the EPA’s Ozone and PM 2.5 Advance Program. The MPO continues to update and implement the region’s *Path Forward* plan for the region which was submitted to EPA Region 6 in August 2013. In addition, the MPO will participate in any regional air quality coalition or similar type of environmental organizations focusing on improving the region’s air quality.

Public Involvement

Legislation such as the *Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA)*, the *Clean Air Act Amendments of 1990 (CAA)*, the *Americans with Disabilities Act (ADA)*, the *Transportation Equity Act for the 21 Century (TEA 21)*, *SAFETEA-LU*, *MAP-21* and the more recent *FAST Act* has not only placed new demands on local governments, but has also given them new vehicles for development. One vehicle is an enhanced community involvement role in the planning process. The nation’s MPOs have been charged with enriching the transportation planning process with greater public awareness and involvement.

For FY 2023, public involvement efforts will focus on continuing to administer and develop the MPO website and email list, and to follow the *Public Participation Plan* in all planning efforts.

Adopted by the Policy Committee in July 2021, the *Public Participation Plan* of the MPO will be used for the transportation planning activities for in the Urbanized Area. The program will provide opportunities for citizens to contribute ideas and voice opinions, early and often, during preparation of draft plans and programs. Of utmost importance to our *Public Participation Plan* is that it offers information, education and participation to the citizens affected by our planning efforts.

Because regional planning is enhanced by increased public involvement, a strong communication channel is necessary between the public and the decision-makers. Federal legislation such as the *FAST Act* underline the need for an increase in the public’s ability to affect what decisions are being made in their community. By increasing the dialogue between the decision-makers and the public, better plans, which include the citizens as stakeholders, will be produced. The MPO looks to enhance the public’s role as partners in transportation planning.

Systems Planning

FAST Act Compliance and Planning Factors

In 2021, the federal government enacted the *Infrastructure Investment and Jobs Act* legislation. The MPO will continue to monitor rulemaking of the latest bill while, in the meantime, ensuring compliance with

2015's *FAST Act*. The MPO will work cooperatively with FHWA, FTA and the DOTD to ensure all requirements of the these piece of legislation are being implemented and followed. As a whole, the FY 2022-2023 UPWP addresses all ten national planning factors; however, each task varies in the number of factors it addresses. Table 5 reflects the relationship between the tasks and the planning factors that are addressed.

The 2022-2023 UPWP addresses a number of interrelated transportation issues aimed at maintaining a continuing, cooperative, and comprehensive planning process in the MPO Planning Area. Of major emphasis is to provide states and local governments more flexibility in determining transportation solutions, whether transit or highways, and to provide enhanced planning and management system tools to guide them in the decision making process.

Factors Considered In The Planning Process

Under the *FAST Act*, the MPO has the continued responsibility of preparing and maintaining the MTP, the TIP, and the UPWP. This year's work program represents a continuation of the strategic planning process described in the work program of previous years. The focus continues to be on maintaining, improving, and

utilizing the information resources collected by the MPO in the day-to-day transportation decision-making process. The MPO shall annually certify to the FHWA and the FTA that the planning process is addressing the major issues facing the area and being conducted in accordance with applicable requirements described in 23 CFR 450.308 and 23 CFR 450 Part 334 (a). In addition, the UPWP will address the ten planning factors identified in the *FAST Act* that must be considered by MPOs in developing transportation plans and programs. These factors are outlined in **Object 2**.

Planning Emphasis Areas

In addition, FHWA and FTA have established three planning emphasis areas (PEA). These PEAs include:

- **MAP-21 Implementation:** Specifically, the transition to performance based planning and programming. This involves the development and implementation of a performance management approach to transportation planning and programming that supports the achievement of transportation system performance outcomes.
- **Models of Regional Planning Cooperation:** Promote cooperation and coordination across MPO

Object 2: Ten National Planning Factors

1. Support the economic vitality of the United States, the States, and metropolitan areas, 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 the accessibility and mobility of people and for 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 throughout the State, for people and freight.
7. Promote efficient system management and operation.
8. Emphasize the preservation of the existing transportation system.
9. Improve resiliency and reliability of the transportation system and reduce or mitigate storm-water impacts of surface transportation.
10. Enhance travel and tourism.

boundaries and across State boundaries where appropriate to ensure a regional approach to transportation planning. This is particularly important where more than one MPO or state serves an urbanized area or adjacent urbanized areas. This cooperation could occur through metropolitan planning agreements that identify how the planning process and planning products will be coordinated, through the development of joint planning products, and/or by other locally determined means. Coordination across MPO and across state boundaries includes the coordination of transportation plans and programs, corridor studies, and projections across adjacent MPO and state boundaries. It also includes collaboration among state DOT, MPOs, and operators of public transportation on activities such as: data collection, data storage and analysis, analytical tools, and performance based planning.

- **Ladders of Opportunity:** Access to essential services – as part of the transportation planning process, identify connectivity gaps in access to essential services. Essential services include housing, employment, health care, schools/education, and recreation. This emphasis area could include MPO and state performance measures and analytical methods to measure the transportation system's connectivity to essential services and the use of this information to identify gaps in transportation system connectivity that preclude access of the public, including traditionally under-served populations, to essential services. It could also involve the identification of solutions to address those gaps.

More detail on how the MPO will address these PEAs can be found in **Appendix A**.

Performance Measures

Federal legislation mandates that MPOs and state DOTs establish performance targets for each of the national goals listed in **Object 3**. The MPO has adopted targets in highway safety, pavement and bridge conditions, system performance, asset management, and transit asset management. Targets are listed in **Appendix B**.

Highway Safety

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

Pavement and Bridge Conditions

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

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

System Performance/Freight/CMAQ

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

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

Planning

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

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

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

Asset Management

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

Transit Asset Management

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

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

Public Transportation Safety

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

Object 3: National Goals

1. Safety - To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
2. Infrastructure condition - To maintain the highway infrastructure asset system in a state of good repair.
3. Congestion reduction - To achieve a significant reduction in congestion on the National Highway System.
4. System reliability - To improve the efficiency of the surface transportation system.
5. Freight movement and economic vitality - To improve the National Highway Freight Network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
6. Environmental sustainability - To enhance the performance of the transportation system while protecting and enhancing the natural environment.
7. Reduced project delivery delays - To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies’ work practices.

Object 4: MPO Management Process (Committees and Staff)

Policy Committee

Voting Members

John Amedee	Chairman	Councilman	Terrebonne Parish
Tommy Eschete	Vice Chairman	Mayor	City of Thibodaux
Archie Chaisson		President	Lafourche Parish
Chris Morvant		District 02 Administrator	LA DOTD
Daniel Babin		Councilman	Terrebonne Parish
Dirk Guidry		Councilman	Terrebonne Parish
Gerald Michel		Councilman	Terrebonne Parish
Gordon Dove		President	Terrebonne Parish
Michael Gros		Councilman	Lafourche Parish
Patrick Johnson		President	Assumption Parish Police Jury
Ron Animashaun		Mayor	Village of Napoleonville

Non-Voting Member

Laura Phillips			FHWA
----------------	--	--	------

Technical Advisory Committee

- Parish Manager / Assumption Parish
- Public Works Director / Assumption Parish
- Grants Director / City of Thibodaux
- Public Works Director / City of Thibodaux
- Transportation Planner / FHWA
- District Operations Engineer (Houma) / DOTD
- Planning and Programming / DOTD
- Public Transportation Administrator / DOTD
- Traffic Engineer (Houma) / DOTD
- Chamber of Commerce / Lafourche Parish
- Grants Director / Lafourche Parish
- Planning Department / Lafourche Parish
- Project Manager / Lafourche Parish
- Public Works Director / Lafourche Parish
- Chamber of Commerce / Terrebonne Parish
- Economic Development Authority / Terrebonne Parish
- Engineering / Terrebonne Parish
- Planning and Zoning / Terrebonne Parish
- Public Transit / Terrebonne Parish
- Public Works / Terrebonne Parish
- Roads and Bridges / Terrebonne Parish
- Louisiana Motor Transport Association

SCPDC Planning/MPO Staff

Kevin Belanger	CEO	Cassie Parker	Planner II	Emma Bergeron	Records Tech
Patrick Gordon, Sr.	CPO	LeaAnn Rucker	Planner I	Thomas Rhodes	Specialist
Joshua Manning	Planner IV	Nicholas Phillips	Planner I		
Lesley Long	Planner III	Shannon Edgerson	Planner I		

safety performance targets. The Public Transportation Agency Plan will need to be re-certified annually.

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

Public Review/Title VI

The UPWP draft was made available to the TAC on March 10, 2022 and to the Policy Committee on April 28, 2022. Draft documents of the UPWP were sent to area libraries and posted on the MPO website for review. The MPO agendas were distributed via email and posted on the MPO website for the public to review. Public comment was offered at the TAC and PC meetings, and via social media. Review copies were sent to the appropriate agencies and made available on the MPO website for easy public access and information. All comments received were addressed and revisions were made where appropriate. In general, all agency plans and programs comply with the public involvement provisions of Title VI which states:

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

The final UPWP was complete with its public involvement process and approved by the Policy Committee on

April 28, 2022.

Level of Planning Effort

The task projects outlined in this UPWP respond to Houma-Thibodaux Urbanized Area’s need for transportation planning that provide continuing, cooperative and comprehensive planning services. The objectives of the various local government comprehensive plans are considered and incorporated into the overall transportation system. Work products will be produced not only by MPO staff but through consultant services as needed and support from the Parish (county), local governments, DOTD, FHWA, FTA and other agencies.

Planning Priorities and Challenges

Due to limited fiscal resources, it is important for the MPO to prioritize the region’s transportation needs and develop funding strategies to achieving solutions to those needs. During the 2045 MTP development process, the following goals and objectives were established for the MPO.

Goal 1: 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 2: Improve Safety, Security, and 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 3: 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 4: 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 5: 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

Therefore, projects and planning tasks undertaken by the MPO should in some way be advancing these goals.

Challenges

A comprehensive listing of needs and challenges faced by the MPO are included in Technical Report 4 of the 2045 Metropolitan Transportation Plan. A summary of that document includes:

The MPO is geographically located in an area susceptible to flooding from storm event as well as seasonal backwater flooding from Atchafalaya river run off. As a coastal area, the regional faces challenges from loss of wetlands, coastal erosion, subsidence, and sea level rise.

Geography also leads to challenges for regional connectivity. The many various wetlands has resulted in a linear, as opposed to grid, development along the banks of the region's bayous and waterways. The region is divided also by the Gulf Intracoastal Waterway. Connectivity, therefore, is dependent upon a large number of bridges and movable bridges throughout the region. Many of these bridges are decades old and in need of repair. As of the writing of the 2025 MTP, 33 bridges in the planning area were considered to be in poor condition, 19 of which are located on the NHS.

Regional connectivity with outside communities continues to be a challenge. The Houma-Thibodaux metropolitan area remains the only urban area in the state with no Interstate connectivity. There is also very limited north-south connectivity in the region, with options limited to winding rural roads.

In highway safety, 5.18% of the regions crashes involved alcohol, yet 70% of crash fatalities involve alcohol. Thus, a focus on highway safety and strategies affecting behavioral change are a strategic priority for the region.

Based on available crash data, there are about 34 bicycle crashes per year in the planning area, with about 1 fatality a year. There are more pedestrian crashes per year (about 51) with about 6.5 pedestrian fatalities. These numbers have led to the MPA having one of the highest per-capita instances of pedestrian fatali-

ties in the state, second to Monroe. According to Smart Growth America, the MPA has a “Pedestrian Danger Index” of 237, with a state average of 125 and a national average of 55.3.

For transit, many individuals in the area do not have access to reliable transit options. Most of the urban area of Terrebonne and the City of Thibodaux are covered by fixed-route and para-transit service. The rural areas of Terrebonne and Assumption are covered by rural demand-response provided by the council on aging. However, in Lafourche Parish areas outside the City of Thibodaux have no transit service. The MPO continues to explore options for coordination among transit providers and look for options to supplement transit service through private providers and van-pool services.

Hurricane Ida

In addition to those challenges outlines in the 2045 MTP, the Houma-Thibodaux area experienced a cata-

strophic storm Hurricane Ida. The storm made landfall on August 29, 2021 at Port Fourchon, due south of the MPO planning area. From there the storm travelled up Bayou Lafourche totaling an estimated \$18 billion of insured losses in Louisiana.

In the immediate aftermath of the storm, the region’s transportation infrastructure was strained as access to fuel was limited, roadways were closed due to storm debris, and many bridges and roadways required emergency repairs. Long-term recovery efforts include a focus on housing and many residential units, including public housing facilities, took major damage.

In addition, public transit service remains strained. There was already a shortage of available drivers before the storm. This shortage has only increased as many individuals in the region deal with temporary housing and storm recovery efforts. This shortage is exacerbated by capacity restraints placed on buses due to the



COVID-19 pandemic.

Organization and Management

Participants

Policy Committee (PC): The MPO Policy Committee is comprised of representatives of the local affected governments, the Louisiana Department of Transportation and Development, Federal Transit Administration, and the Federal Highway Administration. This Committee serves as the policy decision-making board governing all aspects of the planning process, transportation plans and projects, and policy actions of the MPO. Membership of this committee is governed by agreement between the affected local governments and the Governor of Louisiana, and is reviewed periodically to ensure adequate representation of all parties. Members consist of an 11 member voting and 1 non-voting body with representation as illustrated in Object 4.

Technical Advisory Committee is comprised of local and state technical and professional personnel knowledgeable in the transportation field. This committee is responsible for providing guidance and recommendations to the Policy Committee on transportation plans, programs, and projects. Complete TAC membership is documented in Object 4.

Transit Technical Advisory Committee: Starting in 2021, the Regional Transit Committee which previously met on a quarterly basis to review transit coordination efforts was officially recognized by the Policy Committee at the Transit Technical Advisory Committee, or T-TAC. This committee advises the Policy Committee on all transit planning efforts. Membership includes the all local transit providers in Assumption, St. James, St. Mary, and Terrebonne parishes receiving fundings from the Federal Transit Administration for capital and/or operations in addition to representatives of the planning departments of Lafourche and Terrebonne parishes.

Technical Advisory Committee (TAC): The MPO **MPO Staff:** SCPDC serves as the professional, technical

Object 5: MPO Staff - Support Services for Administration of the Houma-Thibodaux MPO

<p>Transportation Planning</p> <ul style="list-style-type: none"> • Bike and Pedestrian Planning • Committee Coordination • Congestion Management • Feasibility Studies/Stage 0s • GIS/Mapping • Grant Applications • Metropolitan Transportation Plan • Public Involvement • Safety Planning • Traffic Counting • Traffic Modeling • Transportation Improvement Program • Web Design 	<p>Transit Planning</p> <ul style="list-style-type: none"> • Committee Coordination • Coordinated Human Services Transportation Plan • GIS/Mapping • Metropolitan Transportation Plan • Public Involvement • Transportation Improvement Program • Web Design
<p>Finance and Administration</p> <ul style="list-style-type: none"> • Annual Reports • Contract Administration • Office Administration • Public Involvement • Unified Planning Work Program • Web Design 	<p>Office/Clerical Services</p> <ul style="list-style-type: none"> • Committee Coordination • File Management • Mailings • Database Management • Meeting Agendas and Minutes • Public Involvement

nical staff of the MPO. Staff facilitates meetings, makes recommendations to the TAC and PC, prepares technical reports and planning documents, and gathers and analyzes data that assist the TAC and PC in the decision-making process. A summary of the support services SCPDC provides to the MPO is documented in Object 5.

Agreements

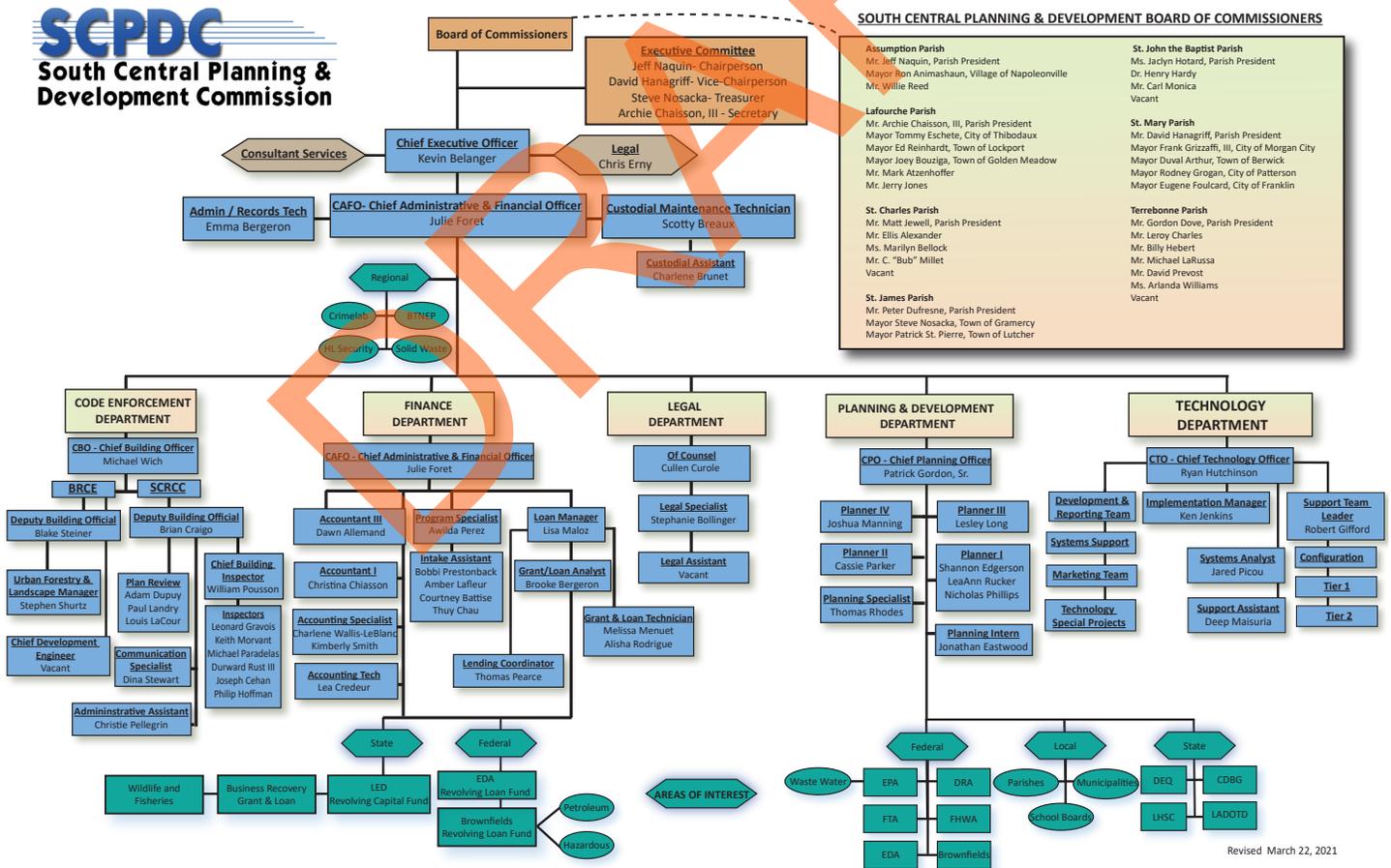
Planning and funding assistance is provided by the FHWA, the FTA and DOTD. The SCPDC Board of Directors provides local matching funds. The MPO has executed agreements with state and local government agencies to promote a comprehensive, continuous, coordinated planning process. Contracts have been au-

thorized by the MPO to provide services in support of MPO operations.

Operational Procedures & Bylaws

SCPDC was created by state legislation in 1978. This organization provides economic development planning services to the seven-parish area of Assumption, Lafourche, St. Charles, St. James, St. John the Baptist, St. Mary, and Terrebonne Parishes and the municipal governments included in those five parishes. SCPDC was also designated by the Governor as the MPO for the Houma-Thibodaux urbanized area. As such, by-laws governing the MPO were adopted on June 15, 2000 and have been amended several times since.

Object 6: SCPDC Organizational Chart



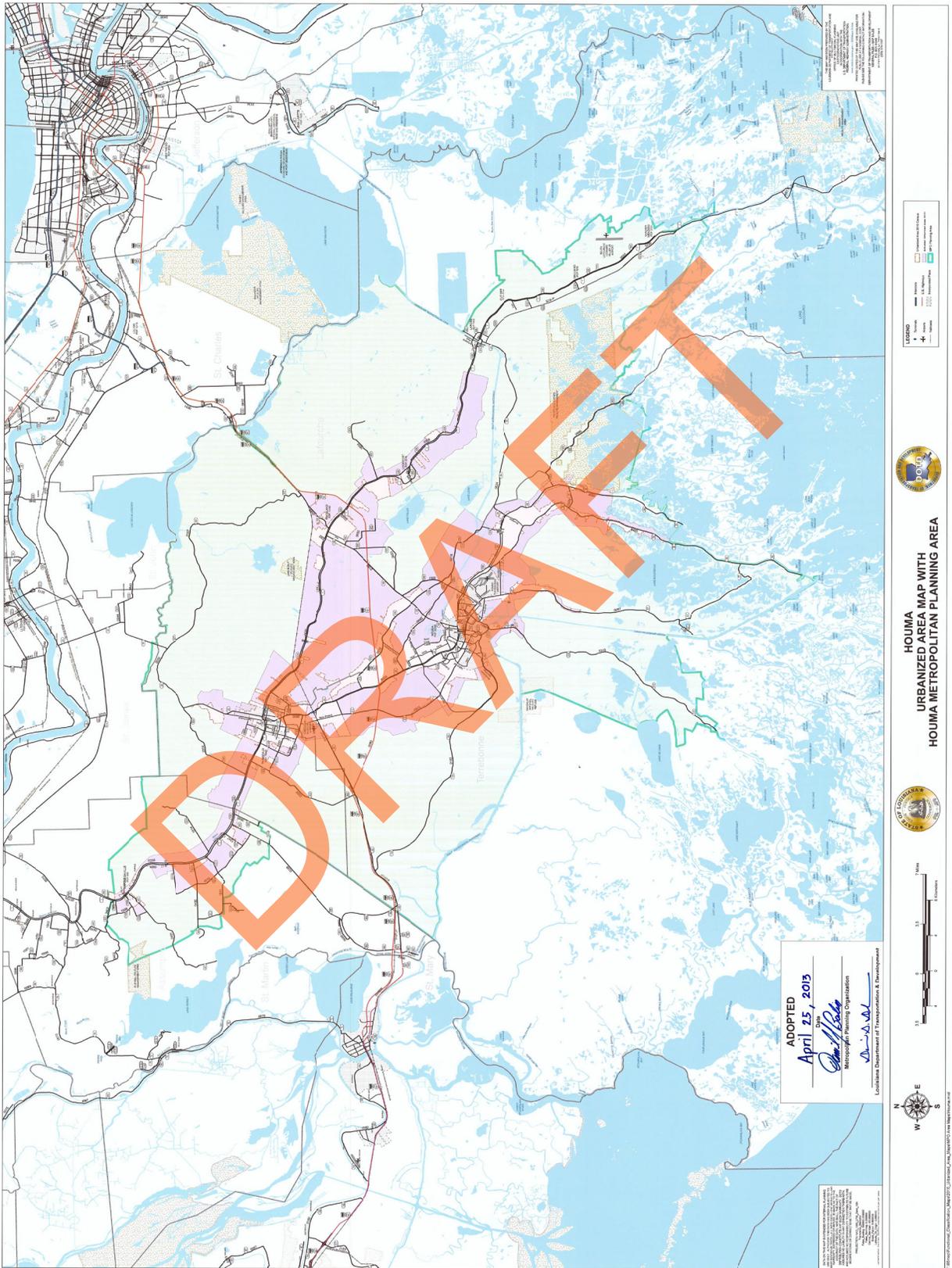
Object 7: Ten Planning Factors Cross-Referenced with UPWP Tasks

Task	Factor 1	Factor 2	Factor 3	Factor 4	Factor 5	Factor 6	Factor 7	Factor 8	Factor 9	Factor 10
FTA 1	•	•	•	•	•	•	•	•	•	•
FTA 2	•	•	•	•	•	•	•	•	•	•
FTA 3	•	•	•	•	•	•	•	•	•	•
FTA 4	•	•	•	•	•	•	•	•	•	•
FTA 5	•	•	•	•	•	•	•	•	•	•
FTA 6	•	•	•	•	•	•	•	•	•	•
FTA 7	•	•	•	•	•	•	•	•	•	•
FHWA 1	•	•	•	•	•	•	•	•	•	•
FHWA 2	•	•	•	•	•	•	•	•	•	•
FHWA 3	•	•	•	•	•	•	•	•	•	•
FHWA 4	•	•	•	•	•	•	•	•	•	•
FHWA 5	•	•	•	•	•	•	•	•	•	•
FHWA 6	•	•	•	•	•	•	•	•	•	•
FHWA 7	•	•	•	•	•	•	•	•	•	•
FHWA 8	•	•	•	•	•	•	•	•	•	•
FHWA 9	•	•	•	•	•	•	•	•	•	•
FHWA 10	•	•	•	•	•	•	•	•	•	•

Planning Factor Descriptions

Factor 1: Economic Development	Support the economic vitality of the metropolitan areas, especially by enabling global competitiveness, productivity, and efficiency
Factor 2: Safety	Increase the safety of the transportation system for motorized and non-motorized users
Factor 3: Security	Increase the security of the transportation system for motorized and non-motorized users
Factor 4: Accessibility/Mobility	Increase the accessibility and mobility of people and freight
Factor 5: Quality of Life	Protect/enhance the environment/quality of life/promote consistency between transportation improvement and growth
Factor 6: Connectivity	Enhance the integration and connectivity of the transportation system across and between modes for people and freight throughout the State
Factor 7: Operations	Promote efficient system management and operation
Factor 8: System Preservation	Emphasize the preservation of the existing transportation system
Factor 9: Resiliency and Reliability	Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation
Factor 10: Tourism	Enhance tourism and travel

Object 8: MPO Boundary Map



Section 1: Transit Element (FTA)

This section described the tasks to be completed in order to achieve the MPO’s transit planning goals as defined in the *The Road to 2040: The Metropolitan Transportation Plan for the Houma-Thibodaux Region*. FTA tasks also comply with the nationally mandated planning factors as described in **Object 6**.

A summary of federal, state, and local expenditures on the identified FTA tasks are located in **Object 8**. The following pages document the purpose, methodology and work product of each task

Object 9: Summary of Federal Transit Administration Expenditures

Task	Description	FTA	Local Match	State	Total
1	Program Support and Administration	\$8,175	\$2,044		\$10,218
2	Long-Range System Level Planning	\$5,031	\$1,258		\$6,288
3	Long-Range Project Level Planning	\$5,031	\$1,258		\$6,288
4	Short-Range Transit Planning	\$5,031	\$1,258		\$6,288
5	Transportation Improvement Program	\$8,175	\$2,044		\$10,218
6	CHSTP	-	-	\$15,000	\$15,000
	Total	\$31,441	\$7,860	\$15,000	\$54,301

Good Earth Transit Planning Funds

Task	Description	CARES Act	FTA	Local	Total
7	Program Support Administration	\$184,399	-	-	\$184,399
	Total	\$184,399	-	-	\$184,399

* FTA funds are provided at an 80/20 ratio with 80% being Federal and 20% being Local.

FTA Task 1: Program Support and Financial Administration

FTA Task 1		Funding Sources:												
Task Title: Program Support and Financial Administration		FY 22-23										Total		
	FTA	\$8,175										\$8,175		
	DOTD	-										-		
	Responsible Agency: SCPDC	Local	\$2,044										\$2,044	
	Total	\$10,218										\$10,218		
Work Task Schedule	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun		
	2022						2023							

Purpose

To provide efficient administration of the planning and work program with regards to operations of the public transportation systems within the MPO area. To provide a well trained staff to perform the services required of the MPO. Expansion of staff abilities through training seminars and workshops.

Previous Work

Prepared the UPWP, preparation and management of Coordinated Human Services Transportation Plan, preparation of monthly financial reports, requisitions, and progress reports; attendance at state and federally-sponsored workshops; coordination of the Technical Advisory and Policy Committee meetings; general administrative duties resulting in the orderly continuation of the transit planning process.

Methodology/Activities

- **General program assistance.** Grant administration, fiscal management, personnel management, and audit requirements.
- **Comply with FTA/LADOTD contract.** Assist in the preparation of certifications and reports, including financial status reports and the triennial review process.
- **Prepare the UPWP.** Prepare and submit the Certifications and Assurances documentation to insure compliance with all Applicable Federal statutes, regulations, executive orders, and Federal requirements.
- **Staff training and education.** Staff attends various federal and state meetings and travels to related training opportunities, including but not limited to the Louisiana Public Transit Conference and the Rural Transit Conference.
- **Coordinating and hosting public meetings** related to public transportation
- **Agency Coordination** with FTA, LADOTD, and local officials to discuss planning program and activities.
- **Public outreach.** Meeting with civic organizations, non-profits, individuals, and anyone else that expresses interest in learning more about the process and specific projects
- Attendance at associated conferences, workshops, and training sessions hosted by the FTA, Louisiana Public Transit Association, or similar agencies.

Work Product

An administrative process to carry out the work program in a timely and efficient manner; a planning process, including UPWP, MTP and TIP, which meet the requirements of Section 134 (Title 23, U.S. Code) and Section 5303 (Title 49, U.S. Code).

FTA Task 2: Long-Range System Planning

FTA Task 2		Funding Sources:											
Task Title: Long-Range System Planning Responsible Agency: SCPDC		FY 22-23						Total					
	FTA	\$5,031						\$5,031					
	DOTD	-						-					
	Local	\$1,258						\$1,258					
	Total	\$6,288						\$6,288					
Work Task Schedule	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	
	2022						2023						

Purpose

Provide assistance with comprehensive, long-range system level planning to project and measure future demand for public transportation

Previous Work

Developed long-range planning variables to assist in future decision-making.

Methodology/Activities

- Identification of population centers requiring additional transportation.
- Demographic and employment forecasts
- Investigate the potential for transit alternatives within the planning area.
- Research and develop innovative transit products such as ITS improvements, smart phone apps, etc.
- Encourage transit providers to implement smart phone apps that could potentially increase choice ridership.
- Encouraging transit providers to increase the number of bus shelters.
- Improve the utilization of the existing transit system.
- Investigate potential for lowering region's emissions via transit service.
- Adoption of various transit performance measures and targets, including the Transit Asset Management Plan

Work Product

Locally derived information base, including detailed studies, indicating the direction of growth most suitable for the transit system.

FTA Task 3: Long-Range Project Level Planning

FTA Task 3		Funding Sources:											
Task Title: Long-Range Project Level Planning		FY 22-23										Total	
	FTA	\$5,031										\$5,031	
	DOTD	-										-	
	Local	\$1,258										\$1,258	
	Total	\$6,288										\$6,288	
Responsible Agency: SCPDC		Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
		2022						2023					
Work Task Schedule													

Purpose

To provide the comprehensive long-range planning of facility and capital equipment purchases for the transit system. To ensure adequate capital equipment and facilities necessary to operate the system at projected demand levels.

Previous Work

Listing and proper budgeting of capital projects in the TIP. Identified capital equipment and facilities required and identified alternatives.

Methodology/Activities

- Identification of capital equipment and facilities required and identify alternatives
- Ensure capital requirements are budgeted and included in the Transportation Improvement Program
- Ensure capital requirements are budgeted and included in the Metropolitan Transportation Plan
- Conduct Sidewalk and Accessibility Inventories and prepare analysis and recommendations especially as related to existing bus stops.

Work Product

- An up-to-date Transportation Improvement Program that identifies necessary capital improvements
- An up-to-date Metropolitan Transportation Plan that identifies necessary capital improvements
- Database of needed capital improvements near transit stops

FTA Task 4: Short-Range Transit Planning

FTA Task 4		Funding Sources:												
Task Title: Short-Range Project Transit Planning												FY 22-23	Total	
												FTA	\$5,031	\$5,031
												DOTD	-	-
	Responsible Agency: SCPDC											Local	\$1,258	\$1,258
											Total	\$6,288	\$6,288	
Work Task Schedule	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun		
	2022						2023							

Purpose

To respond to immediate needs in route development and changes to service.

Previous Work

Assisted with system and route performance monitoring. Provided recommendations to transit management.

Methodology/Activities

- Assist with system and route **performance monitoring**.
- GIS analyses of potential ridership in a designated area
- **Provide recommendations** to transit management in response to observed performance and/or requests for service alterations and expansion.

Work Product

- An up-to-date Transportation Improvement Program that identifies necessary capital improvements
- An up-to-date Metropolitan Transportation Plan that identifies necessary capital improvements
- Database of needed capital improvements near transit stops

FTA Task 5: Transportation Improvement Plan

FTA Task 5		Funding Sources:											
Task Title: Transportation Improvement Plan Responsible Agency: SCPDC		FY 22-23										Total	
	FTA	\$8,175										\$8,175	
	DOTD	-										-	
	Local	\$2,044										\$2,044	
	Total	\$10,218										\$10,218	
Work Task Schedule	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	
	2022						2023						

Purpose

To ensure the obligation of federal funds and to continue the operation of the transit system. To provide project development for future implementation

Previous Work

Continued transit element update of the TIP for operations and capital expenditures.

Methodology/Activities

- Develop transit elements of the TIP for approval by the Technical Advisory and Policy Committees.
- Provide administrative duties necessary to change the TIP when new or changing financial decisions are made at the local level.
- Coordinate with DOTD to facilitate subsequent updates to keep the STIP current and accurate.

Work Product

Implementation of the transit system operations without disruption. Compliance with applicable federal requirements for financial accountability.

FTA Task 6: Coordinated Human Services Transportation Plan

FTA Task 6		Funding Sources:											
Task Title: Coordinated Human Services Transportation Plan		FY 22-23										Total	
	FTA	-										-	
	DOTD	\$15,000										\$15,000	
	Local	-										-	
	Total	\$15,000										\$15,000	
Responsible Agency: SCPDC													
Work Task Schedule	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	
	2022						2023						

Purpose

To identify the transportation needs of individuals with disabilities, older adults, and individuals with limited incomes, lays out strategies for meeting these needs, and prioritize services for funding and implementation

Previous Work

Developed the CHSTP, held quarterly meetings with human services agencies and transit providers, collected information on transportation services offered in the region, and provided input to FTA funding for certain funding sources.

Methodology/Activities

- Hold quarterly meetings with the human service agencies that provide or have clients that need transportation services in the region
- Collect information on the transportation system in the region.
- Maintain and update the region's CHSTP
- Provide input to the statewide selection process for 5310, 5311, 5316, and 5317 funding

Work Product

- A well maintained Coordinated Human Services Transportation Plan
- Four quarterly meetings

FTA Task 7: Program Support Administration (44.21.00)

FTA Task 7		Funding Sources:											
Task Title: Program Support Administration		FY 22-23						Total					
	CARES Act	\$184,399						\$184,399					
Responsible Agency: Good Earth Transit	FTA	-						-					
	DOTD	-						-					
	Local	-						-					
	Total	\$184,399						\$184,399					
Work Task Schedule	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	
	2022						2023						

Purpose

To provide efficient administration of the planning and work program with regards to operations of the Good Earth Transit system within the urbanized area. To provide a well trained staff to perform the services required for the public transit system. Enhance the expansion of staff abilities by attending trainings, seminars, and workshops.

Previous Work

Prepared the Program of Projects, preparation and management of public transit grants, preparation of monthly and quarterly milestone progress reports and financial allocations, National Transit Database, DBE and other reports, monitor expenses, plan procurements; attendance at state and federally-sponsored meetings and workshops; general administrative duties resulting in the orderly continuation of the public transit bus system.

Methodology/Activities

- **General program assistance.** Grant administration, fiscal management, personnel management, and audit requirements.
- **Comply with FTA/LADOTD contract.** Prepare certifications and reports, including financial status reports, program of projects and the triennial review process.
- **Prepare required documentation.** Prepare and submit the Certifications and Assurances documentation to insure compliance with all Applicable Federal statutes, regulations, executive orders, and Federal requirements.
- **Staff training and education.** Staff attends various federal and state meetings and travels to related training opportunities, including the Louisiana Public Transit Conference.
- **Attend Agency Coordination** with FTA, LADOTD, and local officials to discuss planning program and activities

Work Product

- An administrative process to carry out the work program in a timely and efficient manner and a planning process that includes the development of the Program of Project and other required Program Plans and documents.

Section 2: Highway Element (FHWA)

This section described the tasks to be completed in order to achieve the MPO’s planning goals as defined in the 2045 Metropolitan Transportation Plan. FHWA tasks also comply with the nationally mandated planning factors as described in Object 6.

A summary of federal, state, and local expenditures on the identified FHWA tasks are located in Object 10. The following pages document the purpose, methodology and work product of each task

Object 10: Summary of Federal Highway Administration Expenditures

Task	Description	FHWA PL (80%)	FHWA Other (100%)	Local Match (20%)	FHWA HSIPPEN (100%)	Total
1	Public Outreach	\$54,294		\$13,574		\$67,868
2	Document Preparation	\$36,196		\$9,049		\$45,245
3	Data Compilation and Analysis	\$79,632		\$19,908		\$99,540
4	Local Technical Assistance	\$36,196		\$9,049		\$45,245
5	Regional Coordination	\$54,294		\$13,574		\$67,868
6	Training	\$28,957		\$7,239		\$36,196
7	Grant Administration	\$72,392		\$18,098		\$90,491
8	Safety Program				\$155,000	\$155,000
9	Travel Demand Management Program		\$100,000 (STPFLEX)			\$100,000
10	Local Road Safety Plans				\$65,000	\$65,000
11	Regional Bicycle & Pedestrian Safety Plan	\$60,000		\$15,000	\$75,000	\$150,000
	Total	\$421,961	\$100,000	\$105,491	\$295,000	\$922,453

Note on FHWA funding rates: FHWA PL funds requires an 80/20 match between FHWA and the local governments. STP<200K funds used for a Stage 0 are also provided at an 80/20 match. The STPFLEX funds for the Travel Demand Management Program and HSIPPEN for the Safety Program use 100% federal funds.

FHWA Task 1: Public Outreach

FHWA Task 1		Funding Sources:											
Task Title: Administration		FY 22-23						Total					
	FHWA-PL (80%)	\$54,294						\$54,294					
Responsible Agency: SCPDC	DOTD	-						-					
	Local (20%)	\$13,574						\$13,574					
	Total	\$67,868						\$67,868					
		Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
		2022						2023					

Purpose

To allow the public opportunity to comment, review, and give input on the planning process. To collect ideas and identify transportation needs throughout the planning area. To ensure the MPO complies with the *Public Participation Plan*.

Previous Work

Quarterly public meetings related to MPO activities. Public review of planning documents, including the UPWP, the TIP, and the MTP. Community meetings and outside speaking engagements. A functional website and social media accounts with up-to-date information. Providing maps and other data to the public.

Methodology/Activities

- Quarterly Policy Committee meetings and administrative support for those meetings
- Quarterly Technical Advisory Committee meetings and administrative support for those meetings
- Regular meetings with freight stakeholders
- Public review process for the adoption and amendment of the UPWP, TIP, and MTP
- Presentations to local governments and elected officials
- Presentations to community and industry groups
- Community meetings
- Maintaining an active web presence including website and social media
- Providing maps and other data to the public
- Travel, lodging, and meals associated with this task
- Applicable equipment and software associated with this task

Work Product

Quarterly public meetings related to MPO activities. Public review of planning documents, including the UPWP, the TIP, and the MTP. Community meetings and outside speaking engagements. A functional website and social media accounts with up-to-date information. Providing maps and other data to the public.

FHWA Task 2: Document Preparation

FHWA Task 2		Funding Sources:												
Task Title: Document Preparation								FY 22-23			Total			
		FHWA-PL (80%)						\$36,196			\$36,196			
		DOTD						-			-			
	Responsible Agency: SCPDC		Local (20%)						\$9,049			\$9,049		
			Total						\$45,245			\$45,245		
Work Task Schedule		Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	
		2022						2023						

Purpose

To ensure that quality, readable, visually attractive, and informative documentation is created on MPO planning activities.

Previous Work

Developed the UPWP, TIP, and MTP. Developed documents related to other transportation activities including technical memorandum and reports.

Methodology/Activities

- Topical research
- Data analysis associated with the completion of the document
- Writing, graphic design, and document layout
- Printing, binding, and the mailing or delivery of the document to stakeholders and area libraries
- Development and maintenance of the UPWP
- Development and maintenance of the TIP
- Development and maintenance of the PPP
- Maintenance of the MTP
- Development of the MPO’s Annual Report / ALOP
- Other planning work as needed related to complete streets, active modes, freight, resilience, environment, or other.
- Travel, lodging, and meals associated with this task
- Applicable equipment and software associated with this task

Work Product

Task primarily results in a completed UPWP, TIP, MTP, and PPP. Other documents may be completed as needed including, but not limited to, documentation of bicycle and pedestrian, environmental, or freight related studies. Documentation may also be in the form of technical memorandums and reports.

FHWA Task 3: Data Collection, Management, and Analysis

FHWA Task 3		Funding Sources:											
Task Title: Data Compilation and Analysis		FY 22-23						Total					
	FHWA-PL (80%)	\$79,632						\$79,632					
	DOTD	-						-					
	Responsible Agency: SCPDC	Local (20%)						\$19,908					
	Total	\$99,540						\$99,540					
Work Task Schedule	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	
	2022						2023						

Purpose

To collect, clean, and analyze various data that can be used to inform the transportation decision-making process.

Previous Work

Collection and analysis of relevant and useful transportation and land-use data.

Methodology/Activities

- Data collection and cleaning
- Collection of traffic counts and turning movements
- Projection of population and socio-economic activity
- Travel demand and land-use modeling
- GIS analysis
- Census data, including urban boundaries
- Socio-economic data, traffic counts, land use, employment, environmental conditions
- Collection and research of freight trends and movements
- Roadway networks, functional classification
- Collection of building permits and other land-use data
- Collection of crash reports
- Interaction with local addressing database process for use in conjunction with land-use and housing analysis
- Attendance at meetings pertaining to data sources
- Transportation Performance Management (TPM) & Performance Based Planning and Programming (PBPP)
- Travel, lodging, and meals associated with this task
- Applicable equipment and software associated with this task

Work Product

Up-to-date informational databases of relevant and useful transportation planning data.

FHWA Task 4: Local Technical Assistance

FHWA Task 4		Funding Sources:											
Task Title: Local Technical Assistance								FY 22-23			Total		
		FHWA-PL (80%)						\$36,196			\$36,196		
		DOTD						-			-		
	Responsible Agency: SCPDC	Local (20%)						\$9,049			\$9,049		
		Total						\$45,245			\$45,245		
Work Task Schedule		Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
		2022						2023					

Purpose

To assist jurisdictions with project-level planning and implementation. To provide technical assistance to local jurisdictions in regards to basic data collection and analysis, recommendations for the proper use of traffic control devices on roadways and intersections, improving safety on area roadways by the provision of traffic engineering services, and to improve understanding and compliance with current traffic engineering principles.

Previous Work

Provided reports to responsible government agencies with recommendations for the proper use of traffic control devices on roadways and intersections. Provided assistance to local governments to improve understanding and compliance with current traffic engineering principles. Completion of Stage 0 documentation. Completion of scopes for planning studies.

Methodology/Activities

- Preparation of reports
- Data, GIS, and travel demand modeling analyses
- Meeting with local government officials
- Securing funding for and obtain federal and state permissions required to contract for traffic engineering services in order to respond to specific needs within the MPO on a case by case basis.
- Grant applications
- Feasibility studies (Stage 0)
- Developing project scopes
- Project management such as attendance at specific project related meetings, kick-off meetings, environmental and other project stages
- Travel, lodging, and meals associated with this task
- Applicable equipment and software associated with this task

Work Product

- Written reports and analysis to responsible government agencies
- Completed grant applications
- Completed feasibility studies
- Completed project scopes

FHWA Task 5: Regional Coordination

FHWA Task 5		Funding Sources:												
Task Title: Regional Coordination								FY 22-23			Total			
		FHWA-PL (80%)						\$54,294			\$54,294			
		DOTD						-			-			
	Responsible Agency: SCPDC		Local (20%)						\$13,574			\$13,574		
			Total						\$67,868			\$67,868		
Work Task Schedule		Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	
		2022						2023						

Purpose

To coordinate with other regional, statewide, and, in some cases, nationwide planning and transportation-related professional associations, councils, and work groups. To keep the MPO apprised of ongoing trends and to coordinate across regions in order to better planning efforts.

Previous Work

Involvement with regional and statewide professional associations, councils, and work groups including, but not limited to the LPC and the regional safety coalition.

Methodology/Activities

- Participation with the Louisiana Planning Council,
- Participation with the American Planning Association
- Participation with the Association of Metropolitan Planning Organizations
- Participation with the regional safety coalition
- Participation with local air quality work groups
- Participation with the Louisiana GIS Council
- Participation with regional GIS coordination efforts
- Participation with the Louisiana’s Freight Advisory Council
- Participation with Incident Management work group
- Participation with various freight stakeholder groups
- Participation with passenger rail stakeholder groups
- Participation with other related regional coordination efforts not mentioned
- Travel, lodging, and meals associated with this task
- Applicable equipment and software associated with this task

Work Product

Involvement with regional and statewide professional associations, councils, and work groups including, but not limited to the LPC, LAGIS, the freight advisory council, and the regional safety coalition.

FHWA Task 6: Training

FHWA Task 6		Funding Sources:												
Task Title: Training								FY 22-23			Total			
		FHWA-PL (80%)						\$28,957			\$28,957			
		DOTD						-			-			
	Responsible Agency: SCPDC		Local (20%)						\$7,239			\$7,239		
			Total						\$36,196			\$36,196		
Work Task Schedule		Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	
		2022						2023						

Purpose

To provide a well trained staff to perform the services required of the MPO. Expansion of staff abilities through training seminars and workshops.

Previous Work

Attendance at training seminars and workshops.

Methodology/Activities

- Attendance at FHWA, DOTD, and LPC conferences and workshops
- Attendance at LA GIS conference and workshops
- Attendance at Gulf Region ITS conference and workshops
- Attendance at conferences and workshops offered by the American Planning Association (APA and LA APA)
- Attendance at AMPO conferences and workshops
- Attendance at conferences and workshops offered by the Center for Planning Excellence
- Attendance at conferences and workshops hosted by the Louisiana Municipal Association and/or the Local Technical Assistance Program
- Participation in relevant webinars and online training courses
- Hosting various workshops
- Travel, lodging, and meals associated with this task
- Applicable equipment and software associated with this task

Work Product

Attendance at training seminars and workshops.

FHWA Task 7: Grant Administration

FHWA Task 7		Funding Sources:												
Task Title: Grant Administration		FY 22-23						Total						
	FHWA-PL (80%)	\$72,392						\$72,392						
	DOTD	-						-						
	Responsible Agency: SCPDC	Local (20%)	\$18,098						\$18,098					
		Total	\$90,491						\$90,491					
Work Task Schedule		Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	
		2022						2023						

Purpose

To provide efficient administration of the planning and work program.

Previous Work

Efficient and effective program and financial administration.

Methodology/Activities

- Administrative tasks related to billing and grant management
- Purchasing, including gathering quotes
- Compliance, audits, and reviews
- Public records request
- Time record maintenance
- Development of both internal and external status and progress reports
- Management of MPO business and activities
- Development and listing of the annual listing of obligated projects
- Travel, lodging, and meals associated with this task
- Applicable equipment and software associated with this task

Work Product

An efficient and certified planning program that meets the requirements of all federal, state, and local planning regulations.

FHWA Task 8: South Central Regional Safety Coalition

FHWA Task 8		Funding Sources:											
Task Title: Safety Program Responsible Agency: SCPDC		FY 22-23						Total					
	FHWA-PL	-						-					
	FHWA-HSIPPEN (100%)	\$155,000						\$155,000					
	Local	-						-					
	Total	\$155,000						\$155,000					
Work Task Schedule	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	
	2022						2023						

Purpose

To develop and maintain a transportation safety plan that integrates the 4E's (education, enforcement, engineering and emergency medical services) to address behavioral and infrastructure safety issues.

Previous Work

The South Central Safe Community Partnership, since renamed the South Central Regional Safety Coalition, was established in October 1999 through the Louisiana Highway Safety Commission's Safe Communities Program. Since then, this program has been maintained to establish a yearly action plan designed to address the highway safety needs of the urbanized and rural areas.

Methodology/Activities

- Data Program
- GIS analysis
- Team-building
- Marketing
- Education
- Attendance at all safety-related meetings
- Safety assessment program
- Partner or participate in safe routes to public places, transportation enhancements, the local road safety program, the implementation of the Louisiana's complete streets policy, recreational trails and other bicycle/pedestrian programs
- General account reporting and clerical
- Travel, lodging, and meals associated with this task
- Applicable equipment and software associated with this task

Work Product

- Implementation of the *South Central Regional Transportation Safety Plan*
- Increasing coalition membership, expanding advocacy-marketing-education efforts, and implementing state-wide safety initiatives

FHWA Task 9: Travel Demand Management Program

FHWA Task 9		Funding Sources:											
Task Title: Travel Demand Management Program		FY 22-23						Total					
	FHWA-STPFLEX (100%)	\$100,000						\$100,000					
	DOTD	-						-					
	Local	-						-					
	Total	\$100,000						\$100,000					
Responsible Agency: SCPDC													
Work Task Schedule		Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
		2022						2023					

Purpose

To research, develop, and coordinate a Travel Demand Management program for the urbanized area.

Previous Work

The MPO has done substantial research and conducted outreach to various employers and other stakeholders in the region. A 2019 report was submitted to DOTD discussing the results of those efforts.

Methodology/Activities

- Development of a Travel Demand Management committee or subcommittee
- Conduct general research on TDM information and best practices
- Development of marketing materials
- Employer outreach
- Project identification
- Project implementation and implementation assistance
- Reporting and documentation
- Travel, lodging, and meals associated with this task
- Applicable equipment and software associated with this task

Work Product

- Report to DOTD and posted to website with all documentation, research and recommendations
- An active Travel Demand Management program

FHWA Task 10: Local Road Safety Plans

FHWA Task 10		Funding Sources:											
Task Title: Local Road Safety Plans Responsible Agency: SCPDC		FY 22-23						Total					
	FHWA-PL	-						-					
	FHWA-HSIPPEN (100%)	\$65,000						\$65,000					
	Local	-						-					
	Total	\$65,000						\$65,000					
Work Task Schedule		Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
		2022						2023					

Purpose

To help identify and prioritize safety improvements on local roads. These plans will coordinate with the Houma-Thibodaux MPO’s *Metropolitan Transportation Plan*, the region’s *Regional Highway Safety Plan*, and various local plans, including the parish comprehensive master plan. The Local Road Safety Plans build on DOTD’s and LRSP’s parish profile by including multi-disciplinary stakeholder outreach and coordination, developing a system of data-driven project prioritization, identifying potential funding sources, and assisting the parishes with ongoing project application submittals.

Previous Work

In previous years the MPO has worked with Lafourche and Terrebonne Parish to identify the top roadways with a high potential for safety improvements. Staff has also conducted a series of road safety assessments with Terrebonne Parish.

Methodology/Activities

- Task 1: Project Identification
- Task 2: Site Visits and Road Safety Assessments
- Task 3: Identify Preferred Safety Countermeasures
- Task 4: Develop Method of Prioritization
- Task 5: Identify funding sources
- Task 6: Development of Staged Implementation Plan
- Task 7: Create an Evaluation Methodology
- Task 8: Project Administration
- Task 9: Travel and Supplies
- Task 10: Report Documents

Work Product

- Following review and approval of the draft submission, SCPDC will provide the I/O subcommittee with copies of the Final Report, documenting the information and analysis described in the various tasks above.

FHWA Task 11: Regional Bicycle and Pedestrian Safety Plan

FHWA Task 12		Funding Sources:											
Task Title: Regional Bicycle and Pedestrian Plan		FY 22-23						Total					
	FHWA-PL	\$60,000.00						\$60,000.00					
	FHWA-HSIPPEN	\$75,000.00						\$75,000.00					
	Responsible Agency: SCPDC	Local						\$15,000.00					
	Total	\$150,000.00						\$150,000.00					
Work Task Schedule	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	
	2022						2023						
	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	
	2023						2024						

Purpose

To develop an up-to-date regional plan for “active transportation” inclusive of bicycling, walking, and all other relevant forms of non-motorized transportation. This plan will focus on safety-countermeasures.

Previous Work

Conducted research, outreach efforts, data collection, and analysis.

Methodology/Activities

- Meetings with various stakeholders
- Development of a project management committee
- Site investigation, data collection, and analysis
- Consultations with Parish and Local Governments
- Public Outreach
- Developing a GIS Layer of Projects
- Identification of Potential Funding Sources and Opinion of Probable Cost
- Identification of Priority Areas
- Report documentation
- Ongoing plan maintenance
- Plan Implementation Assistance
- Travel, lodging, and meals associated with this task
- Applicable equipment and software associated with this task

Work Product

- Completed Regional Bicycle and Pedestrian Plan

Appendix A

Planning Emphasis Areas

As mentioned earlier in this document, the FHWA and FTA have established three planning emphasis areas (PEA). The PEAs are planning topical areas that the US DOT has directed MPOs to begin developing into their work programs. These PEAs include:

MAP-21/FAST Act Implementation

Specifically, the transition to performance based planning and programming. This involves the development and implementation of a performance management approach to transportation planning and programming that supports the achievement of transportation system performance outcomes.

The MPO has begun the process of establishing performance targets. As of the adoption of this document, targets relative to the Safety program have been adopted. This document and other MPO plans will be amended as other targets are adopted.

The MPO's MTP has begun the shift towards including performance measures. While the plan includes no measures per say, the plan is a shift from a simple listing of projects to a strategic plan that includes goals and strategies. Eventually, these strategies will be assigned performance measures.

In anticipation of these measures, the MPO has inserted the goals established in the 2040 MTP planning process into this UPWP and has attempted to tie each task to at least one specific goal. In the future, performance measures will be set that determine how or if each task is successful in achieving those goals.

In addition, the MPO participates in a region-wide highway safety coalition. This coalition has adopted a strategic highway safety plan that includes the use of performance measures to measure its success.

Models of Regional Planning Cooperation

Promote cooperation and coordination across MPO boundaries and across State boundaries where appropriate to ensure a regional approach to transportation planning. This is particularly important where more

than one MPO or state serves an urbanized area or adjacent urbanized areas. This cooperation could occur through metropolitan planning agreements that identify how the planning process and planning products will be coordinated, through the development of joint planning products, and/or by other locally determined means. Coordination across MPO and across state boundaries includes the coordination of transportation plans and programs, corridor studies, and projections across adjacent MPO and state boundaries. It also includes collaboration among state DOT, MPOs, and operators of public transportation on activities such as: data collection, data storage and analysis, analytical tools, and performance based planning.

The MPO boundaries do not cross state boundaries, nor are they directly adjacent to another urban area. While not directly adjacent, both the Houma-Thibodaux urban area and the New Orleans urban area extend into Lafourche Parish.

The MPO is involved in the Louisiana Planning Council (LPC), which is an organization made up of all the MPOs in the state of Louisiana. The LPC meets regularly, giving MPOs the opportunity to coordinate on issues of regional significance.

The MPO participates in a region-wide highway safety coalition. This coalition is made up of members from Lafourche, St. John the Baptist and St. Charles parishes, which are located within the New Orleans urban area.

Ladders of Opportunity

Access to essential services – as part of the transportation planning process, identify connectivity gaps in access to essential services. Essential services include housing, employment, health care, schools/education, and recreation. This emphasis are could include MPO and state performance measures and analytical methods to measure the transportation system's connectivity to essential services and the use of this information to identify gaps in transportation system connectivity that preclude access of the public, including traditionally under-served populations, to essential services. It could also involve the identification of solutions to address those gaps.

The MPO facilitates a Coordinated Human Services Transportation committee. One of the primary missions of this committee is to identify gaps in service to the identified areas.

Appendix B

Performance Targets

Safety Performance Targets

The HTMPO support the targets set by DOTD for safety. In the Houma-Thibodaux region these targets are as follows:

- 1% reduction in fatalities from a 2019 5-year moving average baseline of 36 to a target of 35 in 2021
- 1% reduction in serious injuries from a 2019 5-year moving average baseline of 20 to a target of 20 in 2021
- 1% reduction in fatality rate from a 2019 5-year moving average baseline of 1.844 to a target of 1.807 in 2021
- 1% reduction in serious injury rate from a 2019 5-year moving average baseline of 1.019 to a target of .99 in 2021
- 1% reduction in non-motorized fatalities and serious injuries from a 2019 5-year moving average baseline of 10 to a target of 10 in 2021

Asset Management Plan Pavement Targets

The HTMPO supports the targets set by DOTD for non-interstate NHS. The targets are as follows:

- 2-Year Targets: 20% of the NHS in Good condition, 20% in Poor condition
- 4-Year Targets: 20% of the NHS in Good condition, 20% in Poor condition

Asset Management Plan Bridge Targets

The HTMPO supports the targets set by DOTD for non-interstate NHS. The targets are as follows:

- 2-Year Targets: 35% of the NHS (including local bridges) in Good condition, 9.9% in Poor condition

- 4-Year Targets: 30% of the NHS (including local bridges) in Good condition, 9.9% in Poor condition

Truck Travel-Time Reliability Index and Level of Travel-Time Reliability Targets

The HTMPO supports the targets and index methodology set by DOTD for non-interstate NHS.

Transit Asset Management Plans

The HTMPO supports the targets and index methodology set by Good Earth Transit in its Asset Management Plan.

- Achieve 100% reliability of equipment and facilities

Appendix C

Certifications and Assurances

DRAFT

Insert FTA certs & assurances here.

DRAFT

DRAFT

DRAFT

Appendix D

Title VI Policy Statement

Insert Kevin's signed 2021 Title VI policy statement here.

DRAFT

DRAFT

Appendix E

FY 2021 Meeting Dates

DRAFT

DRAFT

DRAFT

DRAFT

DRAFT