

HTMPO

2023 ANNUAL REPORT

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Introduction

Welcome to the Houma-Thibodaux Metropolitan Planning Organization (MPO) Annual Report for 2023. This report encapsulates our efforts over the past year in advancing the regional transportation network, which is vital for economic growth, public safety, and enhancing the quality of life in South Louisiana. Our work aligns with the Vision Statement and Goals & Objectives from the 2045 Metropolitan Transportation Plan (MTP), focusing on reliable transportation, safety and security, system maintenance, supporting prosperity, and protecting our environment and communities.

This report is structured to provide a comprehensive overview of our activities and achievements, highlighting key metrics to assist officials and the public in evaluating the transportation system. It is organized into the following sections:

1. **Major Accomplishments:** A detailed review of the significant achievements and milestones reached by the MPO during 2023.
2. **Federal Funding:** An analysis of the federal highway and transit funding received and the major projects undertaken with these funds.
3. **Bicycle and Pedestrian Projects:** An overview of the efforts and projects focused on improving the bicycle and pedestrian network.
4. **Highway Safety Projects:** Information on projects aimed at enhancing highway safety in the region.
5. **Transit Agency Information:** A report on the performance and operations of regional transit agencies, including financial and operational data.
6. **Systems Operations and Maintenance:** Insights into travel delay, bottleneck locations, and user delay costs, along with strategies for system maintenance.
7. **Crash History:** Statistics and analysis of traffic crashes in the region, highlighting trends and areas of concern.
8. **Goals for 2024:** Outlining the objectives and focus areas for the upcoming year, setting the path for future transportation planning and development.

This report aims to present a clear and comprehensive picture of our efforts and the progress made in enhancing the transportation infrastructure and services in the Houma-Thibodaux metropolitan area.

Vision Statement, Goals & Objectives from 2045 MTP

VISION STATEMENT

All members of our community will be provided safe and visually attractive access to the transportation network. A sustainable, resilient network will be designed to enable people to efficiently get from home to jobs as well as to commercial and recreational opportunities via multiple modes, including car, transit, bicycle, and foot, and to facilitate the movement of goods in support of those activities.

GOALS & OBJECTIVES

- 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
- Improve safety and security
 - **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
- 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
- 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
- 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

2023 Major Accomplishments

Developed Smoothed Urban Boundaries and updated Planning Area Boundary: The Technical Advisory Committee has reviewed urban boundary and made recommendations to the Policy Committee to consider at the January 2023 meeting.

Use of drone to collect transportation planning information: Staff achieved drone pilot certification.

2050 Metropolitan Transportation Plan: Received \$440,000 contract for plan development (20% local match from member governments is required)

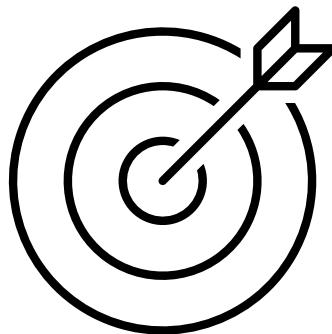
Bicycle and Pedestrian Plan: Contracted with Alliance Transportation Group for completion.

Technical Assistance: Provided technical assistance on:

- *Canal Blvd. Overlay Stage 0*
- *LA 1 Pedestrian Improvements Stage 0*
- *Lafourche School Zones Improvements Stage 0*
- *Tiger Drive Overlay Stage 0*

SS4A: Awarded \$400,000 in federal funding from Safe Streets for All program to develop a regional **safety action plan** (20% local match from member governments is required). The contract was awarded to Neel-Schaffer for consulting services.

PROTECT: Submitted application for new federal funding for the development of a **transportation resiliency plan** (no local match required).



Federal Funding

FEDERAL HIGHWAY FUNDING

In Federal Fiscal Year 2023 (October 1, 2022 to September 30, 2023) **\$85,499,342.14** was obligated on various roadway projects in the Houma-Thibodaux Metropolitan Area. Major projects costing over \$1 million are listed below. A complete listing of all projects is included online at <http://www.htmpo.org>.

Major Transportation Projects, 2023

Project Name	Total Funds Obligated
LA 20 WIDEN: LA 307 - S. VACHERIE	22,783,422.15
US 90: 0.9 MI W LA 311 - MCMAHON CANAL	21,210,903.06
LA 56: ROBINSON CANAL BRIDGE	8,739,704.44
LA 1: LEEVILLE TO GOLDEN MEADOW (PHASE 2)	6,427,468.78
LA 661: LA 315 - LA 659	5,949,888.23
US 90 AT LA 182 IMPROVEMENTS	5,033,864.52
ACADIAN ROAD ROUNDABOUT	3,120,409.04
LA 56 & 57: BOUDREAUX C. & BYU DULAC MB RPRS	1,766,131.78
LA 308 & 3162 MB RPRS (GLDN MDW & GALL) (HBI)	1,274,733.44
LA 1, LA 182, LA 654, LA 655 MB RPRS (HBI)	1,147,561.63

Source: DOTD

Projects using STP<200K funds, sometimes referred to as “Urban Systems” or “MPO funds,” totaled **\$428,318.64** with \$156,782.76 returned to FHWA from previous years. Projects using these funds are listed below. Note, a negative number represents funds returned to FHWA from previous years.

Urban Systems Projects, 2023

Project Name	Total Funds Obligated
LA 24 SIDEWALK REHAB	224,073.50
BAYOU BLUE (LA 316) SIDEWALKS	204,245.14
CIVIC CENTER SIDEWALKS	-156,782.76

Source: DOTD

The Houma-Thibodaux MPO has placed an emphasis on improving the bicycle and pedestrian network over the last several years. Many urban system funds, MPO planning funds, and staff time have been directed towards identifying needed bicycle and pedestrian improvements and applying for grant funding in these areas. In fiscal year 2023, **\$353,461.96** was obligated on various projects in the region, listed below. Note, a negative number represents funds returned to FHWA from previous years.

Bicycle and Pedestrian Projects, 2023

Project Name	Total Funds Obligated
LA 24 SIDEWALK REHAB	224,073.50
BAYOU BLUE (LA 316) SIDEWALKS	204,245.14
LAFOURCHE-TERREBONNE SCENIC OVERLOOK	132,860.06
NAPOLEONVILLE MULTI-TRAIL CONNECTOR	112,989.44
VALHI BLVD SHARED-USE PATH (HOUMA)	-259.77
NSU BAYOUSIDE TRAILHEAD	-54,653.67
BAYOU TERREBONNE EAST SW PROJECT, PH 2	-109,009.98
CIVIC CENTER SIDEWALKS	-156,782.76

Source: DOTD

Another emphasis area for the MPO is Highway Safety, with the MPO housing the South Central Regional Safety Coalition. The Coalition is a multi-disciplinary team made up of law enforcement, area planners and engineers, educators, emergency response personnel, and other community partners to reduce highway related crashes and fatalities. Projects using these funds are listed below. Note, a negative number represents funds returned to FHWA from previous years.

Safety projects using HSIP or HSIPPEN funding totaled **\$30,911,225.73**.

Highway Safety Projects, 2023

Project Name	Total Funds Obligated
LA 20 WIDEN: LA 307 - S. VACHERIE	22,783,422.15
US 90 AT LA 182 IMPROVEMENTS	5,033,864.52
ACADIAN ROAD ROUNDABOUT	3,120,409.04
AUDUBON AVE & ARDOYNE DR MINI-ROUNDABOUT	10,153.69
LAFOURCHE PARISH SIGNING AND STRIPING	5,609.43
VALHI BLVD SHARED-USE PATH (HOUMA)	-259.77
INTERSECTION UPGRADE N CANAL & 7TH ST	-41,973.33

Source: DOTD

FEDERAL TRANSIT FUNDING

Regional transit funding is reported in National Transit Database by local agencies including the Assumption Council on Aging, the Terrebonne Council on Aging, and Good Earth Transit (Terrebonne Parish). The various councils on aging provide a mix of rural demand-response service and elderly/disabled paratransit services. Good Earth Transit provides fixed-route and para-transit service in Terrebonne Parish and the City of Thibodaux.

The latest data available on the NTD is from 2022. Full reports on each agency can be found at www.transit.dot.gov/ntd.

In total, the region reported annual operating expenses of **\$2,172,690** and **\$4,529,934** of capital expenses. These efforts went to providing approximately 75,180 trips in 2022.

Transit Agency Information, 2022

Agency	Operating	Capital	Trips Provided	Vehicle Revenue Miles	Vehicle Revenue Hours	# Vehicles	Ave. Fleet Age
Assumption Parish Council on Aging	\$209,988.00	\$0.00	4,808	76,384	4,344	10	6
Terrebonne Council on Aging	\$437,496.00	\$0.00	27,907	284,068	21,892	19	6
Good Earth Transit	\$1,525,206.00	\$4,529,934.00	42,465	218,552	10,916	20	1
Totals	\$2,172,690.00	\$4,529,934.00	75,180	579,004	37,152	49	4

Source: National Transit Database

Revenue miles and hours of service are significantly down 43% and 42% respectively since the pre-COVID benchmark. This is due to a variety of factors including decreased ridership during COVID pandemic; continued effects from Hurricane Ida on travel patterns and displaced housing; and an inability to hire and retain bus drivers. These factors have limited the ability to return to pre-2019 level of service. Trips continue to be down 66%

A positive takeaway is that the fleet is younger with a significant investment by GET in new vehicles. It is hoped that new fleet branding and the upcoming release of a smart phone app will make the service more attractive to riders; however, this does not address the underlying issues of lack of service hours and bus drivers. Many studies show that the most reliable way to increase transit ridership is to increase the level of service by increasing trip frequency and reliability, and by reducing headways.

Systems Operations and Maintenance

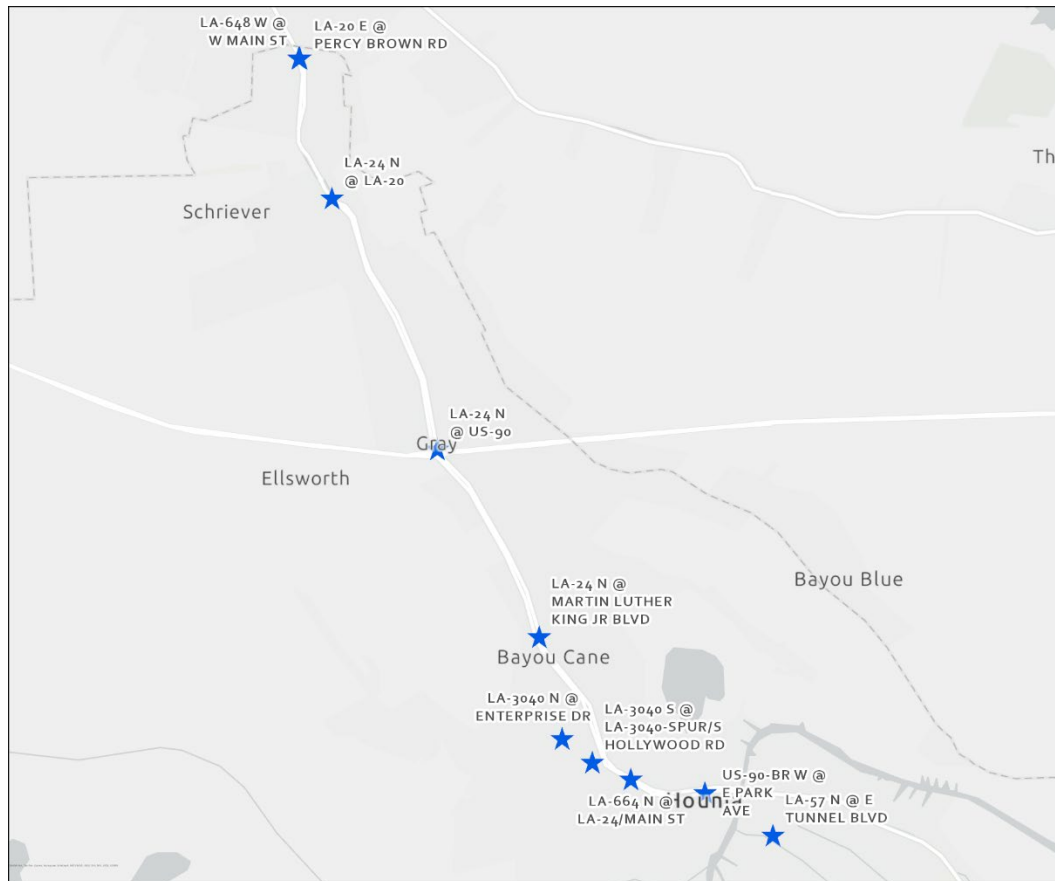
TRAVEL DELAY

Travel delay had an annual cost of approximately **\$138 million** to drivers in the region in 2023. This is a reduction of nearly \$300,000 in delay from 2022. The top ten bottleneck locations affecting travel delay in the MPO area are listed below. These ten locations are all within Terrebonne Parish.

Top Ten Bottleneck Locations for 2023

Rank	Location	Ave. Max Length (mi)	Avg. Daily Duration	Total Duration
1	LA-3040 S @ LA-3040-SPUR/S HOLLYWOOD RD	0.12	12 h 55 m	196 d 16 h 24 m
2	LA-24 N @ LA-20	4.99	24 m	6 d 7 h 28 m
3	LA-24 N @ US-90	0.34	3 h 50 m	58 d 7 h 50 m
4	US-90-BR W @ E PARK AVE	0.24	3 h 32 m	53 d 18 h 31 m
5	LA-57 N @ E TUNNEL BLVD	0.13	4 h 35 m	69 d 18 h 11 m
6	LA-3040 N @ ENTERPRISE DR	0.6	25 m	6 d 12 h 5 m
7	LA-20 E @ PERCY BROWN RD	1.23	16 m	4 d 4 h 11 m
8	LA-648 W @ W MAIN ST	0.04	12 h 24 m	188 d 17 h 50 m
9	LA-664 N @ LA-24/MAIN ST	0.07	9 h 28 m	144 d 2 h 54 m
10	LA-24 N @ MARTIN LUTHER KING JR BLVD	2.32	13 m	3 d 12 h 6 m

Source: RITIS



User Delay Costs in Assumption, Lafourche, and Terrebonne Parishes

Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Total
2023	\$11.60	\$11.80	\$13.10	\$12.60	\$13.30	\$10	\$9.30	\$10.70	\$10.80	\$11.60	\$11.30	11.9	\$138.0 M
2022	\$11.40	\$12.50	\$12.60	\$11.60	\$11.80	\$10.30	\$10	\$10.20	\$11.10	\$11.80	\$12.10	\$12.80	\$138.3 M
2021	\$9.80	\$9	\$12.80	\$11.40	\$11.40	\$10.60	\$9.80	\$10.90	\$19.10	\$15.40	\$14	\$13.90	\$148.2 M
2020	\$9.10	\$8.90	\$8.30	\$4.90	\$6.30	\$7	\$6.90	\$7.30	\$8	\$8	\$8.60	\$7.70	\$91.0 M

Legend

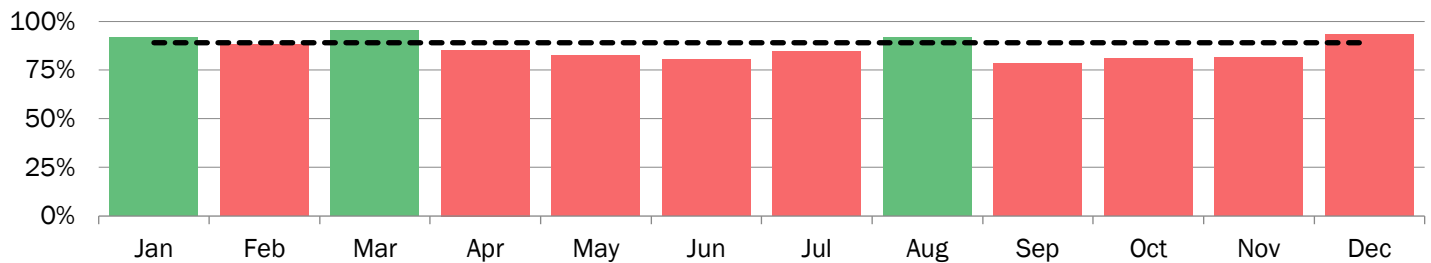


Lowest Cost

Highest Cost

Data source: NPMRDS from INRIX (Trucks and passenger vehicles) expanded to the full TMC network

Percent of the Person-Miles Traveled on the Non-Interstate NHS That Are Reliable



Data source: NPMRDS INRIX

Delay was greatest during September with only 78.3% of person-miles traveled being considered reliable. Delay was lowest in March, where the reliability factor was 95.2%. Year-to-date- reliability according to the NPMRDS was 95.4%, which exceeds the MPO target of 89.1%.

CRASH HISTORY

In total there were 2,198 fatal and injury crashes within the three-parish region in 2023. Lafourche had the higher number of fatalities at 16 and Terrebonne the higher number of injury crashes at 1,202. Of special note, there were 38 pedestrian fatalities or injuries and 33 bicyclist fatalities or injuries.



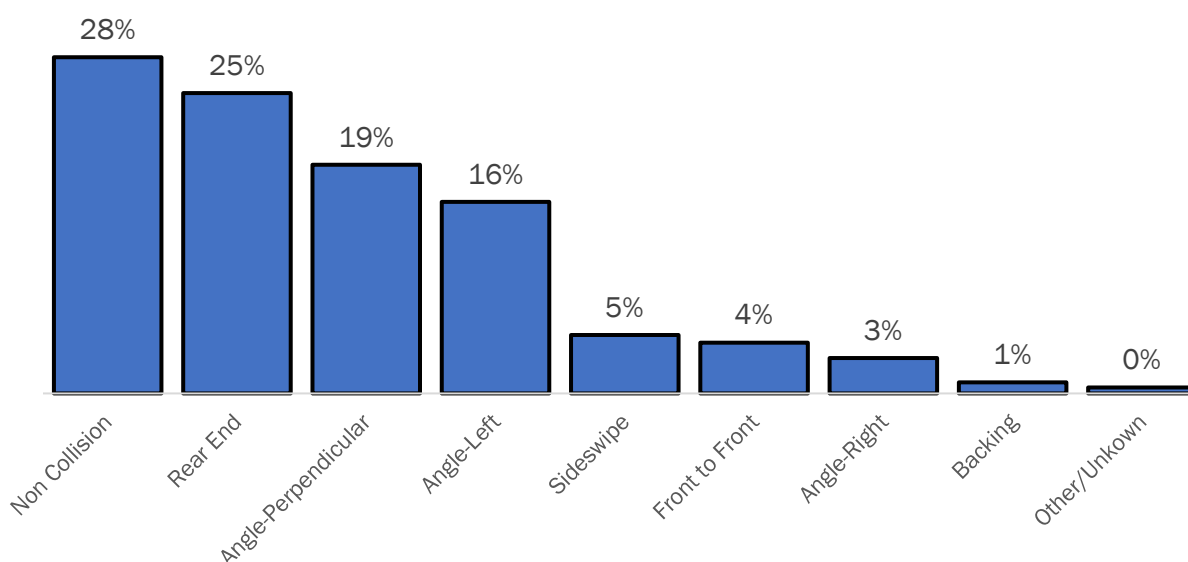
Fatalities by Parish 2023					
Parish	Driver	Passenger	Pedestrian	Bicyclist	Total
Assumption	3	0	1	0	4
Lafourche	10	3	1	2	16
Terrebonne	6	2	5	0	13
Totals	19	5	7	2	33

Source: Center for Analytics & Research in Transportation Safety

Injuries by Parish 2023						
Parish	Driver	Passenger	Pedestrian	Bicyclist	Other	Total
Assumption	140	52	5		1	198
Lafourche	549	193	12	11	0	765
Terrebonne	815	352	14	20	1	1,202
Totals	1,504	597	31	31	2	2,165

Source: Center for Analytics & Research in Transportation Safety

Fatal & Injury Crashes by Manner of Collision 2023



Source: Center for Analytics & Research in Transportation Safety

In 2023, over 50% of fatal and injury crashes are non-collision (28%) and rear-end crashes (25%). This indicates the region continues to have a high instance of run-off-road crashes as well as a growth in distracted driving crashes. Data show that 39% of all fatal crashes and 7% of injury crashes involved a distracted driver.

Distracted Driving		
	Fatal	Injury
Assumption	1	15
Lafourche	7	38
Terrebonne	5	94
Total	13	147

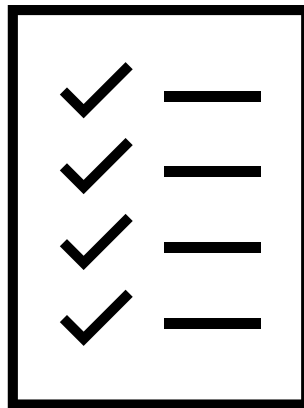
Source: Center for Analytics & Research in Transportation Safety

Alcohol-related crashes as well continue to play a large role in fatal and injury crashes. However, the region has done better recently than other areas of the state. While 2023 data for alcohol-related crashes is not yet finalized, 2022 data indicates that Assumption and Lafourche Parish are higher than the state rates in alcohol related fatalities.

Alcohol Related Rate per 100,000 Licensed Drivers 2022		
	Fatal	Injury
Assumption	15.32	53.61
Lafourche	26.93	53.86
Terrebonne	9.23	67.22
State Rate	9.45	92.28

Goals for 2024

- **Transition to an eTIP:** The Houma-Thibodaux MPO has received approval from DOTD to act as a pilot for an “eTIP” document that will eventually replace paper-based TIPs.
- **SS4A Action Plan and Implementation:** The Safe Streets for All Action Plan should wrap up in the first half of 2024. The MPO will work with DOTD and local stakeholders to identify a local match and develop an application for an infrastructure project the next round of SS4A funding.
- **Develop infrastructure projects:** MPO staff should work with DOTD and local stakeholders to develop projects that address the top bottleneck locations.
- **Develop Smoothed Urban Boundaries and updated Planning Area Boundary:** The MPO will continue to review the new Census-defined urban boundaries and work in coordination with DOTD and local stakeholders to smooth the boundary, examine the MPO Planning Area, and designate the Functional Classification roadways.
- **Bicycle and Pedestrian Plan:** A draft document should be ready for Policy Committee to review in the first half of 2024.
- **2050 Metropolitan Transportation Plan:** The MPO will acquire a consultant to develop the 2050 MTP.
- **Technical Assistance:** Continued technical assistance to parish/municipal staff on grant applications for Local Road Safety Program, Transportation Alternatives Program, Recreational Trails and other grant or funding applications that support the implementation of the Goals identified in the 2045 MTP.



Conclusion

As we conclude the 2023 Annual Report, we reflect on a year marked by progress and innovation in transportation planning and development. The Houma-Thibodaux MPO remains dedicated to its mission of providing reliable, safe, and efficient transportation options for our region. Our achievements this year, ranging from securing critical funding for safety and infrastructure projects to advancing our regional bicycle and pedestrian safety plan, demonstrate our commitment to enhancing the mobility and quality of life for all members of our community. Looking ahead, we are excited to continue this journey, addressing emerging challenges and embracing new opportunities. Our goals for 2024 set the stage for further development and collaboration, ensuring that our transportation network remains a cornerstone of regional growth and sustainability. We extend our gratitude to all our partners and stakeholders for their invaluable support and look forward to another year of shared success and innovation.