

RPC FEDERAL CERTIFICATION REVIEW



2010



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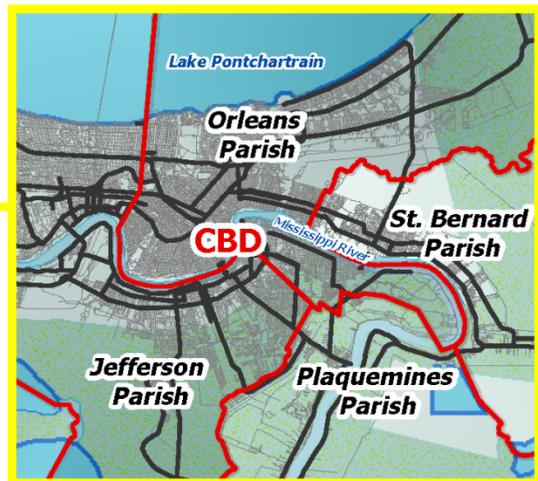
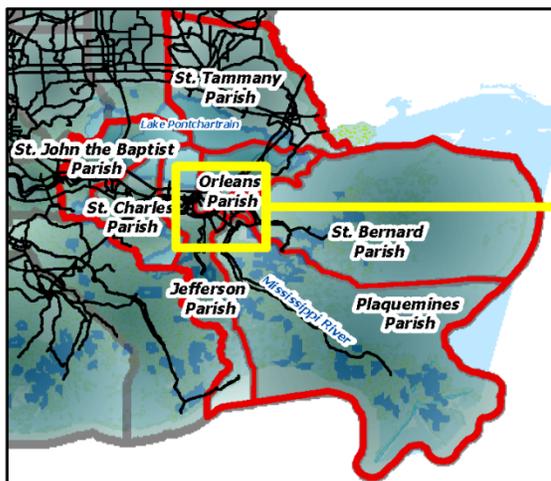
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Appendix A - Acronyms and Abbreviations



Vicinity of the New Orleans MSA within the Southern United States and within Louisiana

RPC Task: UP#P: C1.11



INTRODUCTION

The Louisiana Division Office of the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) Region VI will conduct a joint Certification Review of the planning process for the Regional Planning Commission for Jefferson, Orleans, Plaquemines, St. Bernard, and St. Tammany (RPC) in its capacity as the Metropolitan Planning Organization (MPO) for the New Orleans urbanized area (UZA). This review will be carried out in accordance with 23 CFR Part 450 and 49 CFR Part 613, and will include a site visit on November 3 – 5, of 2010.



The purpose of this joint Certification Review is to determine the extent of RPC compliance with Federal planning requirements, recognize our noteworthy practices, identify potential problem areas, and receive assistance and guidance from our federal partner agencies. The Certification Review is intended to encompass major transportation planning process components, and for RPC will focus on the following process areas:

MPO Structure & Current Bylaws	Transportation Improvement Program
MOUs	Travel Demand Model
Congestion Management	Unified Planning Work Program
Title VI/EJ	Project Selection
Public Participation	Obligated Projects
Metropolitan Transportation Plan	Previous Recommendations

Additional process areas have also been identified for discussion:

MPA Boundaries	Security
Self Certification	Freight
Consultation & Coordination	Bike and Pedestrian
Financial Planning	Transit
Land Use	Air Quality

This document is generally intended to assist RPC staff as they prepare for the 2010 FHWA/FTA joint Certification Review. Complete information about planning process components, compliance with federal regulations, and relevant related documentation is available through RPC and its staff.



SECTION 1: MPO STRUCTURE & BYLAWS

“Each MPO that serves a TMA, when designated or redesignated under this section, shall consist of local elected officials, officials of public agencies that administer or operate major modes of transportation in the metropolitan planning area, and appropriate State transportation officials.” 23 CFR § 450.310(d)

RPC compliance with Federal planning requirements

RPC committee structure meets federal organization requirements for MPOs.

A Metropolitan Planning Organization (MPO) is a federally-mandated and federally-funded transportation policy organization with a population of more than 50,000 people in its urbanized area. MPOs were created by Congress in 1962 to ensure that the expenditure of federal funds are made within a continuing, cooperative, and comprehensive planning process. It is the job of the MPO to facilitate the allocation of scarce federal resources for transportation investments; ensure that planning reflects a shared regional vision for the future; provide a comprehensive review of the region's investment alternatives; provide a venue for collaboration amongst local governments, citizens, and other parties interested in the planning process. Based on this planning process, the MPO in cooperation with the state transportation agency selects projects and sets priorities for federal transportation investments within urbanized areas.



The Regional Planning Commission (RPC) serves as the MPO for Jefferson, Orleans, Plaquemines, St. Bernard, St. Charles, St. John and St. Tammany Parishes. This regional body is comprised of a 26 voting member board with representation from each of the five core parishes and supported by a staff of planning professionals. This board, which consists of elected officials and citizen members, meets on a monthly basis to discuss issues that are regional in nature.

RPC is governed by a board comprised of local elected officials, citizen members from the parishes of Jefferson, Orleans, Plaquemines, St. Bernard and St. Tammany, as well as the Louisiana Secretary of Transportation. This group meets on a monthly basis to discuss issues that are regional in nature and approve the expenditure and programming of funds for our region's transportation needs. Guiding the decisions of the RPC's Board is the transportation policy committee. While the transportation policy committee does not have voting power, they provide significant input to the decision-making process.



RPC also hosts the Transportation Policy Committee (TPC) which provides input to the planning process for identifying and addressing the region’s transportation needs. RPC’s TPC is comprised of all members of RPC’s board (which includes elected officials and citizen members from Jefferson, Orleans, St. Bernard, and St. Tammany parishes in addition to the Louisiana Secretary of Transportation), as well as the following organizations:

Louisiana Motor Transport Association	Regional Transit Authority
Armstrong New Orleans International Airport	Jefferson Parish Transit
St. Charles Parish President	The Port of New Orleans
St. John Parish President	Louisiana Airport Authority
The Mayor of Slidell	New Orleans Public Belt Railroad
Greater New Orleans Expressway Commission	

For full RPC structure and bylaw information please reference the RPC Policies & Procedures Manual (2010), pg. 38, Appendix B, C, D, and E.



SECTION 2: MOUS

“The MPO, the State(s), and the public transportation operator(s) shall cooperatively determine their mutual responsibilities in carrying out the metropolitan transportation planning process. These responsibilities shall be clearly identified in written agreements among the MPO, the State(s), and the public transportation operator(s) serving the MPA.” 23 CFR § 450.314(a)

RPC compliance with Federal planning requirements

MOUs between RPC, local transit operators, and LADOTD are available, up to date, and in compliance with federal regulations.

RPC maintains Memorandums of Understanding (MOUs) with the region’s transit operators (or parishes, if transit is operated by the parish government) as well as with the Louisiana Department of Transportation and Development (LADOTD).



The MOUs define individual and mutual responsibilities of the agency or government and RPC, including how entities will contribute to the development of the Metropolitan Transportation Plan (MTP), Transportation Improvement Program (TIP), and Unified Planning Work Program (UPWP). Applicable planning responsibilities, data coordination and data sharing agreements, funding reimbursement, and fiscal contribution amounts are also defined in the MOUs.

Though a single agreement between all responsible parties does not currently exist, RPC understands the value of developing such a document and would be most open to FHWA/FTA guidance on this issue. The existing MOUs and their date of adoption are as follows:

Agency/Government	Date of Adoption
LADOTD	2006
Jefferson Parish	2009
Regional Transit Authority (Orleans Parish)	2006
River Parish Transit Authority (St. Charles, St. John the Baptist and St. James Parish)	2008
St. Bernard Parish	2006
St. Tammany Parish	2004

SECTION 3: CONGESTION MANAGEMENT PROCESS

“The transportation planning process in a TMA shall address congestion management through a process that provides for safe and effective integrated management and operation of the multimodal transportation system.” 23 CFR § 450.320(a)

RPC compliance with Federal planning requirements

The updated CMP reflects federal planning requirements and was developed to include the following: methods to monitor and evaluate performance; congestion management goals and objectives; a coordinated program for data collection; evaluation of the anticipated performance and expected benefits; an implementation schedule, implementation responsibilities, and possible funding sources; and, periodic assessment of strategies.

The passage of ISTEA in 1991 and subsequent legislation brought the concept of Congestion Management Systems (CMS) into the forefront of urban transportation planning. In its initial form, CMS was envisioned as a program of data collection and performance monitoring that led to the identification of congestion mitigation strategies. The primary goal was to identify projects for alleviating congestion that could be introduced into the long range transportation plan and TIP.



With the passage of SAFETEA-LU the Congestion Management System has been re-envisioned as a Congestion Management Process (CMP). With the change comes an emphasis on a more robust, ongoing approach to congestion management than was called for under CMS. In the intervening years between ISTEA and SAFETEA-LU it became apparent that congestion management cannot be accomplished through an isolated program of strategy identification. Rather, congestion management must be a process inherent within the larger metropolitan transportation planning process. This new approach places a heavier emphasis on operational management strategies and demand management strategies for congestion

reduction. Such strategies necessitate active, ongoing participation in congestion management by the MPO and other relevant agencies, as well as heightened collaboration and cooperation among agencies.

Federal CMP requirements can be summarized into the following categories, which will be used to guide the CMP update program:



1. **Defining and Measuring Congestion** - Define and measure the causes and extent of congestion, including any necessary data collection and performance monitoring activities.
2. **Strategy Selection** - Identify and evaluate the potential effectiveness of congestion management strategies, and select those strategies which are most appropriate.
3. **Implementation** - Establish implementation priorities, schedules, responsibilities, and funding sources for congestion management strategies.
4. **Evaluate Implemented Strategies** - Provide a process to continually evaluate the effectiveness of implemented strategies.

As the MPO for the greater New Orleans region, RPC has been involved in congestion management planning for nearly fifteen years. By evaluating its past work in light of new guidance, RPC was able to develop a CMP that fully complied with both the letter and the spirit of SAFETEA-LU. The Congestion Management Planning Process (CMPP) discusses the previous CMS as it relates to the above stated categories of requirements and offers recommendations for improvement in each category. Those recommendations are then incorporated into a framework for the new CMP. Both sections are structured to reflect the four primary requirements of 23 CFR 450.320 discussed above. The table below summarizes the recommendations for the CMP that were drawn from RPC’s previous CMS. Using federal regulations, guidance, and the previous CMS as a guide, the updated CMPP was completed and approved for implementation in August, 2010.



Federal CMP Requirement	Recommendation from CMS
Define and measure the causes and extent of congestion, including any necessary data collection and performance monitoring data	<ul style="list-style-type: none"> • Include clear policies for continual data collection and management that take into consideration the difficulty of such tasks. Develop methods for supplementing the CM Index’s congestion definition and performance monitoring objectives, giving special emphasis to stakeholder input. • Include methods for identifying the causes of congestion. Two potential sources of information about the causes of congestion are input from stakeholders and the regional Intelligent Transportation System (ITS). • The CM Network should be reevaluated, taking into account stakeholder input and any other available data. If the goal of the CMP is to address congestion at the regional level, St. Tammany must be included in the decision making process regardless of TMA boundaries.



<p>Identify and evaluate the potential effectiveness of congestion management strategies, and select those strategies which are most appropriate</p>	<ul style="list-style-type: none"> • Identify strategies that are appropriate for specific corridors as well as the region as a whole. • Involve stakeholders throughout the strategy selection process.
<p>Establish implementation priorities, schedules, responsibilities, and funding sources for congestion management strategies</p>	<ul style="list-style-type: none"> • Establish, to the extent possible, potential responsible parties, schedules, and funding sources. It is understood that this recommendation will be a preliminary step pursuant to final approval by RPC and inclusion in the TIP.
<p>Provide a process to continually evaluate the effectiveness of implemented strategies</p>	<ul style="list-style-type: none"> • Attempt to catalog the numerous congestion management strategies that have been implemented in recent years, and attempt to evaluate their performance. Establish a systematic, ongoing, and comprehensive method for evaluating the performance of newly implemented strategies.

Congestion Management Process Objectives and Framework

CMP Goals, Objectives, and Performance Measures

The CMP reflects RPC’s overarching regional transportation planning goals and objectives, as well as the guidance offered in federal legislation and publications. As such the overarching purpose of the CMP is:

The CMP will maintain or reduce congestion levels in the region while adhering to RPC’s commitment to improve safety, contribute to community livability, maintain existing infrastructure, strengthen the regional economy, and protect the natural environment.

FHWA and FTA have recently published An Interim Guidebook on the Congestion Management Process in Metropolitan Transportation Planning. While this guidebook does not constitute legislative mandates, it does offer recommendations for developing a robust Congestion



Management Process. A key theme of the guidebook is the need for a process that is “objectives-driven” and “performance-based.” The CMP follows these recommendations by developing clear objectives and closely monitoring system performance.

RPC staff have used previous experience, expertise, research, and input from other stakeholders to develop Goals and Objectives for the CMP that seek to measurably reduce congestion while also contributing to RPCs broader regional goals. The recommendations, strategies, and plans resulting



from the CMP will all attempt to achieve the objectives described below. Performance Measures for each Objective have been identified and are outlined below:

Goal	Objective*	Performance Measure
Goal 1: Improve operational effectiveness of the existing transportation system.	<u>1A</u> : Constrain the regional increase in congestion to less than 2% annually over the next 10 years.	Regional average of RPC's CM Index
	<u>1B</u> : Reduce accidents that cause non-recurring congestion by 10% by 2020.	Accident rate as measured by # of accidents per million passenger miles
	<u>1C</u> : Do not allow travel time to increase by more than 1% annually over the next 10 years.	Travel Time as measured by speed run data
Goal 2: Reduce Single Occupant Vehicle trips.	<u>2A</u> : Develop programs and strategies to increase vehicle occupancy rates over the next 5 years.	Number of programs and strategies
	<u>2B</u> : Increase region-wide unlinked transit boardings by 1% annually over the next 5 years.	Regional transit boardings
	<u>2C</u> : Increase walking and biking mode-share in Orleans Parish by 1% by 2015; increase walking and biking mode-share in Jefferson Parish by 0.5% by 2015.	<u>American Community Survey mode-share data</u> NOTE: ACS data on mode share is regularly only available in Jefferson and Orleans Parishes; however, these parishes are considered to have a greater potential for capturing non-motorized mode-share than others in the region. As such, Objective 2C focuses on Orleans and Jefferson rather than the entire region.
Goal 3: Selectively improve roadway capacity where other congestion mitigation measures will not meet travel demand.	<u>3A</u> : Ensure that less than 50% of CM corridors have a Volume to Capacity (V/C) ratio over 1.0 by 2020.	V/C Ratio

*NOTE: unless otherwise stated all objectives apply to cm corridors only, on a region-wide scale.

CMP Framework

The previously discussed summary categories for federal regulations regarding congestion management will be used to frame the CMP, and these categories lend themselves to a logical structure for decision-making that will allow for an ongoing process that results in comprehensive consideration of congestion management wherever possible. The requirements of federal legislation will be translated into 4 Primary Tasks for the CMP. These Tasks will frame future CM work. This structure is briefly summarized below:

Task 1 - Define and Measure Congestion: This task will be addressed through a combination of quantitative and qualitative measures. The primary quantitative measure is the CM Index. It will be supported by RPC's traffic database, and data collection and analysis efforts will be focused onto the CM Network. The extent and location of congestion will also be defined using stakeholder input via Technical Advisory Committees (TACs) for each parish.

Task 2 – Strategy Selection: The Strategy Selection component of the CMP sets forth policies for selecting and vetting potential CM strategies, as well as recommending them for implementation. Task 2 also establishes a mechanism for tracking strategies through the project development process.

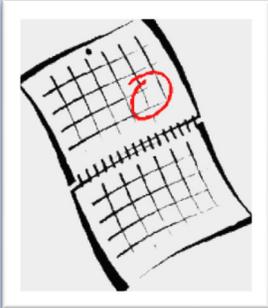
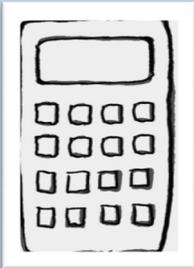
Task 3 – Strategy Implementation: In the implementation portion of the CMP, a distinction will be made between those preferred strategies which can or should be implemented as stand-alone projects, and those which can or should be included in other planning processes. Procedures will be developed to allow the second category of projects to be considered in future planning decisions whenever possible. Whenever a congestion management project is selected for implementation, the CMP will guide it into RPC's larger project implementation process via the MTP and/or TIP.

Task 4 – Evaluation & Performance Monitoring: After implementation, strategies will be evaluated for their effectiveness using the same performance measures utilized for Defining and Measuring Congestion. Quantitative and qualitative inputs, such as the CM Index and TACs, will be used to assess the performance of implemented strategies. In this manner, congestion management becomes a cyclical, ongoing process that can be seamlessly incorporated into RPC's overall planning program.

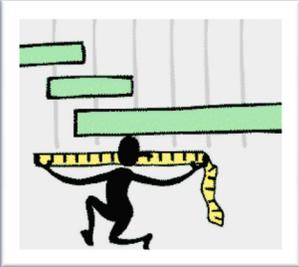


Implementation

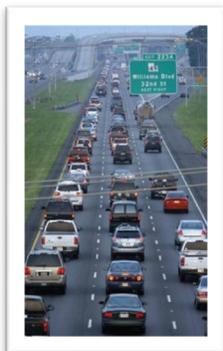
The CMP plan was completed and approved by RPC in August, 2010, and has now moved into implementation. RPC staff has developed a task list and timeline for ensuring the CMP remains an ongoing part of transportation planning in the region. The major tasks and their recurrence are listed below:

Task	Task	Recurrence
	<p>Technical Advisory Committee (TAC) Meetings: RPC is responsible for hosting Technical Advisory Committee Meetings. TAC input is used for identifying congestion, recommending and selecting congestion management strategies.</p>	<p><u>Recurrence:</u> Once annually</p> <p><u>Membership:</u> Traffic engineers and planners from each regional parish and each transit operator, as well as LADOTD & FHWA</p> <p><u>Follow-up Activities:</u> RPC will create meeting summaries for each TAC meeting. Summaries will be distributed to members. TAC recommendations will be noted in the appropriate section of the CMP, and strategy implementation will be pursued as necessary.</p>
	<p>Data Collection and Management: Qualitative data requirements of the CMP will be accomplished through RPC's overall data collection and management program.</p>	<p>Since traffic data is used for purposes beyond the CMP, policies and procedures for data collection and management are part of a separate, stand-alone program.</p>
	<p>CM Index Calculations: The CM Index is the CMP's quantitative measure of congestion. The Index is calculated with a formula including ADT, Speed, and Commercial Operated Vehicles. RPC is responsible for calculating the index.</p>	<p><u>Recurrence:</u> The Index will be recalculated for all CM routes once annually.</p>



	<p>CM Network Data Maintenance (Appendix A & Appendix E): Appendix A of the CMP report lists changes that have been made to the CM Network. Appendix E contains Corridor Summary Reports (CSR), which include basic information about each CM route.</p>	<p><u>Recurrence:</u> Appendix A will be updated when CM routes are changed and such changes have been approved by the TAC. Appendix E will be updated once annually to reflect available data.</p>
	<p>Planned CM Strategy Tracking (Appendix C): The CMP attempts to track planned programs and projects that are expected to reduce congestion. Appendix C lists planned projects.</p>	<p><u>Recurrence:</u> Appendix C will be updated once annually.</p>
	<p>Implemented CM Strategy Tracking (Appendix D): The CMP also tracks projects that have been implemented. Such projects are listed in Appendix D.</p>	<p><u>Recurrence:</u> Appendix D will be updated once annually.</p>
	<p>Objective and Performance Measure Tracking: The CMP includes several objectives meant to guide the strategy selection and performance measuring processes. These each involve the accomplishment of a measurable goal within a specific time frame.</p>	<p><u>Recurrence:</u> Performance Measures for each objective will be checked once annually. At the end of an objective's given timeframe, RPC will report results to the TAC.</p>

The CMP Going Forward



RPC has developed a comprehensive Congestion Management Process that draws upon its previous congestion management planning experience and also complies with the letter and spirit of SAFETEA-LU. The CMP has been structured to provide an ongoing mechanism for including congestion management in the larger transportation planning process. As the CMP moves into an implementation phase, it is expected that it will provide tangible results in the form of project and policy recommendations, and will allow RPC to monitor the effectiveness of its congestion mitigation strategies.



SECTION 4: TITLE VI AND ENVIRONMENTAL JUSTICE

"...the metropolitan transportation planning process is being carried out in accordance with all applicable requirements including... (3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21; (4) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;" 23 CFR § 450.320(a)

RPC compliance with Federal planning requirements

Federal regulations do not prescribe specific methods and processes for ensuring compliance with Title VI and environmental justice in transportation planning, however RPC uses analytical techniques and public involvement processes to integrate these considerations into its planning process.

Title VI of the Civil Rights Act of 1964 (Title VI) prohibits discrimination on the basis of race, color, or national origin in programs and activities receiving federal financial assistance. Specifically, Title VI provides that no person in the United States shall, on the grounds of race, color or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under and program or activity receiving federal financial assistance.



RPC understands the importance of Title VI and is committed to ensuring that all of its policies and programs comply with federal laws. RPC recently redeveloped its Title VI Plan; including goals and objectives for environmental justice (EJ) as well as Title VI provisions, and a formalized complaint process for those individuals who feel they have been adversely affected by any of RPC's transportation-related programs, policies, activities, or projects.

RPC is responsible for ensuring compliance with Title VI regulations regarding the planning of all transportation related projects it administers. In this regard, the goals of RPC are as follows:

- Identify and eliminate discrimination.
- Ensure that all aspects of the planning process comply with Title VI.
- Ensure that various social, economic, and ethnic interest groups are represented in the planning process.
- Maintain internal data requirements which are sufficient to aid in evaluating impacts of proposed transportation systems on minority and non-minority populations.

RPC also attempts to proactively address EJ issues and has implemented the following related programmatic goals:

- Protect environmental quality and human health in all conditions.
- Avoid disproportionate adverse impacts on minority and low income populations.
- Enhance the public involvement process and strengthen relationships with community organizations.
- Provide minority and low income populations with the opportunity to learn more about the transportation planning process.
- Improve the quality of transportation in all citizens' lives.
- Promote and protect community members' rights to participate meaningfully in decisions that may affect them.
- Make the process of filing environmental justice complaints easy for the public.

How does RPC Engage Minority Communities?

RPC has been proactive in engaging minority communities and involving them in the transportation planning process. Over a 6 month period RPC identified and mapped minority and low income communities with the help of Census and Department of Social Services data and used this information to determine these communities level of access to public transit and transportation projects. Once this analysis was complete, RPC contacted more than 40 neighborhood associations and made 20 presentations. The



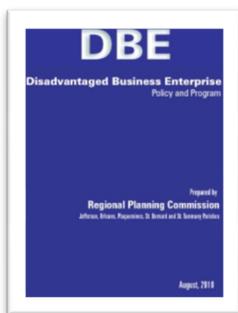
The purpose of these presentations was to educate the community about RPC's role, to solicit comments and suggestions from residents as to how transportation can be improved locally, and to administer a citizen survey to gauge their satisfaction with current transportation conditions in their area. The survey was also offered on RPC's website and collectively received over 300 responses. Survey results and comments are being used to help shape transportation planning documents.

Integration of Title VI and EJ in the Planning Process

In addition to formal recognition of Title VI and EJ legislation, RPC actively includes these issues in its planning process:



- RPC uses Census information and DSS data to map minority, LEP, and disadvantaged populations, and these maps are updated regularly.
- RPC has mapped all TIP projects, bus service routes, and RPC studies in relation to minority, LEP, and disadvantaged communities.
- RPC strives to provide interested parties multiple opportunities to meaningfully engage in the regional transportation planning process, and actively maintains a database and communicates with citizens that have requested notification of public meetings or a desire to engage in the planning process.
- RPC attempts to include groups with limited English proficiency in the planning process and has developed a Limited English Proficiency Plan which identifies methodologies for targeting LEP populations and translating materials into other languages.
- All RPC projects go through a Title VI/EJ checklist to insure these issues are considered and appropriate actions are followed.
- RPC makes Title VI/EJ complaint forms readily available on the Regional Planning Commission website and in RPC office. RPC also has a designated staff member as the Title VI/EJ Coordinator that is available for direct interaction with citizens.
- RPC maintains and updates a database of socioeconomic data such as income levels, racial and ethnic make-up, community boundaries, and travel habits of both minority and non-minority residents within the region.



Working with Disadvantaged Business Enterprises

RPC is working to engage more disadvantaged business enterprises (DBEs) in their consultant selection process. RPC recently hosted a listening session conducted by the U.S. Environmental Protection Agency (EPA) for DBEs in our region to voice their concerns and issues with being a part of federal contracts. Following the listening session, DBEs were invited to meet one-on-one with larger consulting firms in the region to discuss potential partnerships. Both the DBEs and the larger firms found the exercise useful, and EPA found the listening session to be very informative. RPC's Title VI Coordinator attended the listening session to help identify any issues that may relate to RPC consultant selection process.

RPC's Brownfield Redevelopment Program, funded by grants from EPA, follows EPA's six steps for involving DBEs. A database of consultants interested in responded to requests for qualifications for Brownfield projects is maintained which notes whether or not the firm is a DBE. Currently 25% of the firms listed are DBEs. As part of RPC's



new Brownfield funding, RPC anticipates building on its partnership with Progressive Church, an African-American church in a low- to middle-income area in Marrero. In 2008, the cleanup of asbestos in soil contamination at Progressive Church's 18-acre property in Marrero was completed. The environmental assessment was funded through RPC's Brownfield assessment grants, and the cleanup was funded through a loan from RPC's Brownfield Cleanup Revolving Loan Fund and a cleanup grant from EPA that RPC helped the Church secure. Progressive Church has agreed to help RPC connect with other similar churches involved in redevelopment of properties to make them aware of RPC's available Brownfield grant funding. Through this partnership, RPC connected with Mount Hermon Baptist Church in Avondale and is helping them access funding through the Louisiana Dept. of Environmental Quality's (LDEQ) Targeted Brownfield Assessment Program. RPC plans on expanding this partnership in the future to identify other potential redevelopment partnerships.



“No person in the United States shall, on the ground 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.”

-Title VI of the Civil Rights Act of 1964



SECTION 5: PUBLIC INVOLVEMENT PLAN

“The MPO shall develop and use a documented participation plan that defines a process for providing citizens, affected public agencies, representatives of public transportation employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with reasonable opportunities to be involved in the metropolitan transportation planning process.” 23 CFR § 450.316(a)

RPC compliance with Federal planning requirements

RPC utilizes a participation plan that was developed in consultation with all interested parties and which provides that all interested parties have reasonable opportunities to comment on and participate in the planning process. RPC employs visualization techniques to describe transportation plans and makes technical information available in accessible formats. RPC seeks input from all groups in its planning area and demonstrates explicit consideration and response to this input. RPC periodically reviews and updates its participation plan and process to ensure effectiveness.

RPC revised and adopted its Public Involvement Plan (PIP) in 2010. The newly adopted PIP sets forth the organization’s goals, objectives, strategies and various techniques for communication with the public. SAFETEA-LU mandates that MPOs develop and utilize public participation plans. It is required for public participation plans to be developed in consultation with all interested parties and provide reasonable opportunities for comment on the MTP and the TIP. The following outlines the elements that the public participation plan must address accompanied by an explanation of how the RPC carries out these duties.

Public Notice, Review and Comment



RPC follows all federal regulations regarding public comment review periods for key planning documents by providing 45-day review and comment periods for the MTP and PIP. RPC also strives to provide a 30-day public review and comment period for the TIP; however, in the event where the public has not had a full 30 days to review and comment, the RPC board may adopt the plan predicated upon the receipt of no additional comments. Currently, federal regulations do not specify official time durations for which public comment periods must be held for the adoption of either the CMP or the Coordinated Human Services Transportation Plan (CHSTP). However,

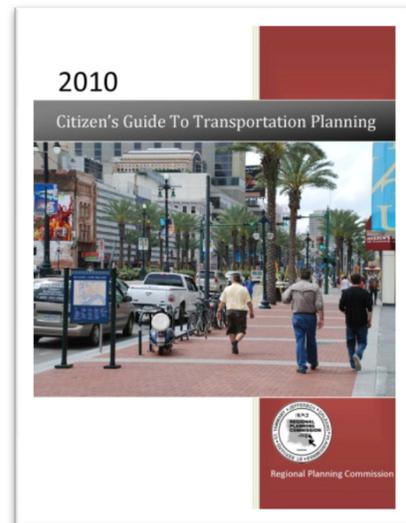
RPC does include interested parties in the development of these plans and is adopting a policy whereby the general public is granted the courtesy of a 30 day review and comment period prior to final adoption.

In addition to allowing adequate time for plan review by the public, RPC is mindful of its plan review notification methods. RPC makes all plans available to the public electronically through its website, places hard copies at libraries and posts legal notices in the local newspaper The Times-Picayune. Currently, electronic notification is distributed to 840 organizations and individuals who have expressed an interest in receiving communications from RPC.

Access to Transportation Information

RPC keeps the public and interested stakeholders abreast of transportation planning projects through a variety of means, which includes the posting of technical studies, plans, and documents on the organization's website, quarterly newsletters, press releases, as well as communication through public outreach liaisons and advisory councils. In addition, RPC also assembles study advisory committees to solicit input from stakeholders affected by the scope of either a project or plan. This frequently includes citizen representatives, non-profit organizations, business owners, developers, transit operators, freight shippers, local governments, and other resource agencies that lend knowledge to the project.

Enhancing RPC's ability to solicit input from the public and maintain communication about key transportation issues and processes is the agency's commitment to educate the public about RPC, including its functions and responsibilities. To create a more informed public, RPC frequently provides guest lecturers to associations, neighborhood organizations, students, and non-profits about our agency and its role in the transportation planning process. To aid the RPC in its mission to educate the citizenry, the agency has developed a citizens' guide to transportation planning, which articulates RPC's role as the MPO and outlines steps as to how citizens can become involved in the transportation planning process. Augmenting the citizens' guide is a "Frequently Asked Questions" flyer produced by RPC to answer commonly asked questions.

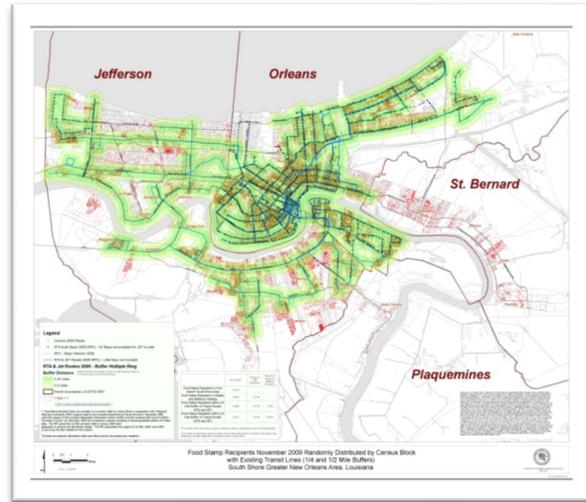


Visualization Techniques

RPC utilizes Geographic Information Systems (GIS) to map both the MTP as well as the TIP, providing a visual depiction of investments throughout the region. GIS is also used to perform spatial and data analysis for a wide range of projects. Frequently RPC demonstrates the relationships between transportation projects and other investments throughout the region, and performs analyses of neighborhood impacts. For example, RPC recently worked in collaboration with a consortium of nearly 40 representatives from non-profits, local governments, and universities to develop an application for submission to the HUD/DOT/EPA Sustainable Communities Grant Program. To assist in facilitating an informed discussion for the scope development, RPC produced a series of maps depicting the location of healthy food sources, sites of

affordable and public housing complexes, and proposed catalytic investments to “jump start” depressed neighborhoods in conjunction with accessibility of transit lines and roadway investments.

In addition to the spatial and data analyses work RPC performs, the agency also utilizes VISSIM to animate proposed roadway improvements. These realistic models provide RPC with a tool to more easily communicate the benefits of proposed changes with the public and decision-makers. VISSIM allows for animation to be customized thus reflecting the local built environment, which aides in making the simulation more “real.”

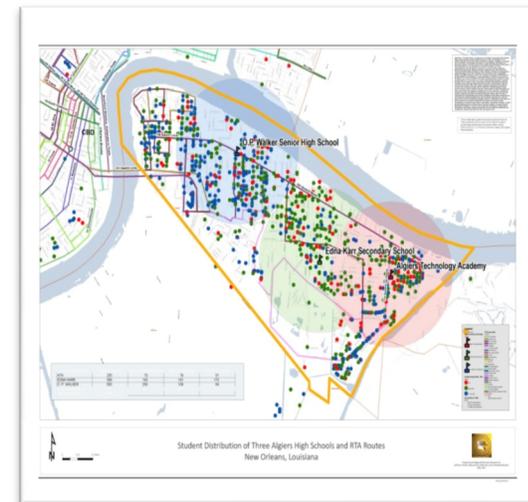


Finally, RPC is currently working to incorporate the use of INDEX, a scenario planning tool, which enables stakeholders and decision-makers to visualize alternative futures based upon transportation and development decisions. RPC intends to utilize this software in a series of digital charrettes where participants will choose indicators that reflect a set of regionally shared principles related to land use, transportation, urban design, and environment. Participants will assign weights to mutually chosen indicators based upon their ability to demonstrate applicability to the region’s principles. The presence of these indicators will be scored in a “base case scenario” of existing conditions which serves as a benchmark as to whether alternative scenarios developed by participants aid in reaching our region’s goals. The INDEX model quickly runs and scores alternative growth scenarios to inform

discussion about transportation and development decisions and their compatibility with regional principles and goals. RPC is currently in the process of populating the INDEX model with local land use, population, and employment data.

Accessible Formats

RPC recently redesigned its website to better reflect the agency’s vision and commitment to provide an organized, practical and friendly experience to its constituents. RPC utilizes the website as a communication tool to post technical reports, special presentations, and meeting notices. One of the new features is an easy to view calendar that allows all RPC staff members to post meeting notices and key dates, such as public comment deadlines. As documents are available for public review and comment or reports are completed, notices are sent to parties that have expressed



interest. In addition, the website provides a place where visitors can find PowerPoint documents accompanied by audio presentations made to the RPC board.

Convenient and Accessible Public Meetings

RPC recognizes that in order to truly gain meaningful input from the public, consideration to meeting times and locations must be made. For example, when RPC solicited input for the update of the Southshore and Northshore MTPs and PIPs, RPC proactively reached out to the public to



garner input by attending neighborhood meetings. RPC staff attended over 20 neighborhood and community meetings to brief the public about RPC and the planning process as well as solicit input from the community. RPC utilized a survey tool that allowed participants to provide input about their personal transportation, as well as preferred methods of communication. The decision to attend regularly scheduled neighborhood meetings was determined based upon the post-Katrina “planning fatigue” vocalized by citizens. However, RPC also held its own public

meeting at the Regional Transportation Management Center (RTMC) to discuss the Southshore MTP and solicit input. The RTMC is conveniently located on the border of Jefferson and Orleans parishes, with ample parking, and transit accessibility. The facility is ADA accessible.

Explicit Consideration and Response to Public Input

Upon receiving survey responses soliciting input to the MTP and the TIP, RPC considered how it was best able to allocate resources to community voiced issues. In some cases this meant direct inclusion in the MTP, in other cases the organization has decided to dedicate resources through the UPWP to begin further study of issues and ideas, and in other cases where RPC did not possess the authority to address an issue it passed the information along to most appropriate agency for review and comment.

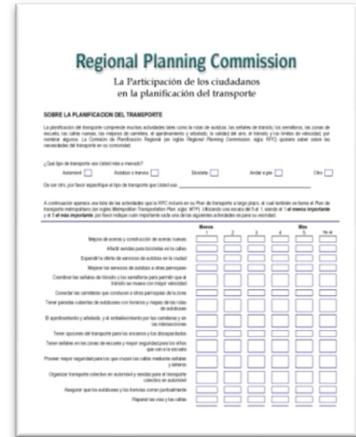
RPC also provided a letter formally thanking all participants in addition to specifically explaining how their comments were taken into consideration in the development of the MTP and TIP.

Considering the Needs of Traditionally Underserved Groups

RPC went to great lengths to solicit the input of traditionally underserved citizens in its most recent updates of the MTP, TIP, and PIP. Surveys soliciting input to the MTP were translated into both Spanish and Vietnamese and written at a 6th grade reading level to accommodate Limited English Proficient populations. With an estimated 5.23% of the region’s population reporting Spanish as the primary language spoken at home for populations 5 years of age and over, and significant concentrations of Vietnamese living in New Orleans East, RPC decided to translate materials to bolster input.



RPC utilized GIS mapping capabilities and information data sharing with the Department of Social Services to identify areas with significant impoverished populations. Addresses of households in receipt of food stamps served as an indicator of the geographic presence of low-income populations. American Community Survey at the block level pertaining to ethnicity and race was ascertained to determine the geographic location of minority communities. RPC mapped and analyzed these data to determine the location of traditionally underserved populations. Using this information, RPC developed a targeted outreach strategy whereby the agency worked directly with neighborhood and faith-based organizations as well as non-profits to reach the public and solicit input.

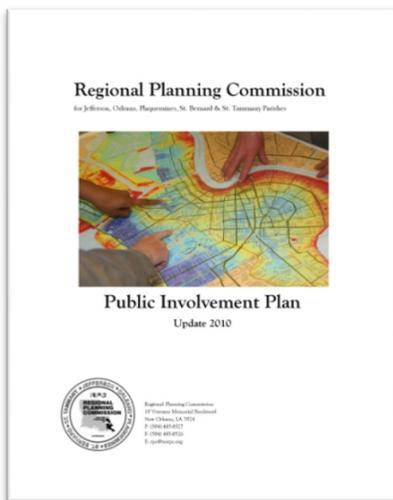


RPC has also translated its TIP and Title VI Plan into Spanish and Vietnamese, as well as cyclist safety materials to overcome language barriers amongst these populations.

Procedure for Enacting an Additional Public Comment Period

All public comments submitted to the RPC during the public comment period are shared with the TAC. Should the TAC determine that the final MTP or TIP differ substantially from those originally submitted to the public for review and comment and/or that new material issues are raised, then the TAC may require the RPC to invoke an additional review period. The TAC will be responsible for determining the appropriate length of time for which subsequent public review and comment will be accepted prior to plan adoption.

Public Involvement Going Forward



RPC’s Public Involvement Plan is a dynamic document which has one overarching goal: to allow the public opportunities to influence decisions throughout the planning process. RPC has established a range of objectives and strategies to achieve this goal. To ensure that RPC is succeeding in achieving its goals and objectives, it annually undertakes an evaluation of the PIP and its effectiveness in engaging the public. Measurable indicators of success for evaluation include records of invitations to speak at civic engagements, records of responses to citizens’ emails, attendance at events and records of press releases and news stories are used to assist in determining the strength of the PIP and determine where improvements can be made.

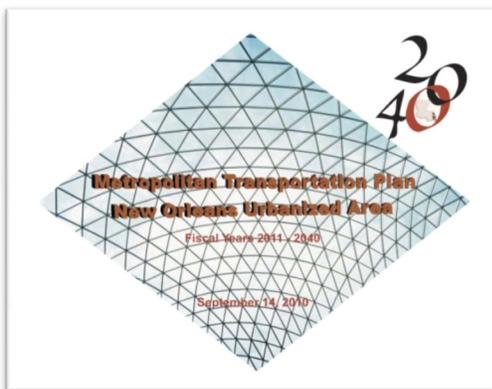
SECTION 6: METROPOLITAN TRANSPORTATION PLAN

“The metropolitan transportation planning process shall include the development of a transportation plan addressing no less than a 20-year planning horizon as of the effective date...; The transportation plan shall include both long-range and short-range strategies/actions that lead to the development of an integrated multimodal transportation system to facilitate the safe and efficient movement of people and goods in addressing current and future transportation demand.” 23 CFR § 450.322(a)(b)

RPC compliance with Federal planning requirements

The MTP complies with specific federal regulations, expresses local priorities, incorporates public input, and considers major urban transportation planning concerns such as: the environment & air quality, access to transportation, alternative transportation modes, the impact of land development, the extent of highway congestion, and maintenance of existing infrastructure.

The MTP is a 30-year forecast of transportation improvements and projected funding in the MPO urbanized area. It is the chief legal document reflecting the resources, the fundamental planning process, and the selection of projects for the region. The MTP describes the long-term transportation needs and goals over the next 30 years. It incorporates policy considerations and



related long term impacts. Discussions with parish officials and planning departments encompass land use changes, population growth and density patterns, and commercial and residential zoning questions. Any effects, achieved or desired, resulting from improved Transportation System Management (TSM), are also carefully included when writing the MTP. Being fiscally constrained, the MTP must be revised every four years so those incoming or newly identified projects can rotate on to the list if they are deemed a high priority. All regionally significant projects are identified in the

plan regardless of their funding source, and, in many cases, projects are funded with combinations of state, federal, and local funds.

Development Process

The Metropolitan Transportation Plan 2040 for the New Orleans Urbanized Area was recently completed and approved by RPC. It documents RPC’s planning process, regional priorities, and major projects. It was developed in consultation with appropriate regional stakeholders such as local governments, LADOTD, elected officials, advocacy groups, and members of the public.

Public Participation

Guided by its Public Involvement Plan, RPC has pursued multiple means to solicit public input on the development of the MTP. A transportation opinion survey was developed and distributed by RPC, in both paper form and online. The results of the survey have been compiled, statistically analyzed, and summarized for use in all of RPC's planning efforts. RPC staff has also conducted



several neighborhood-specific information sharing meetings with the dual purpose of informing residents of RPC's activities and to solicit opinions, advice, and concerns about future policies and projects. Finally, a region-wide public information meeting was held to offer an additional forum for the public to interact with RPC staff and provide input into the planning process. Among the highest priority issues identified by members of the public were: maintenance and preservation of roadways; improved traffic operations to relieve congestion; greater transit connectivity and reliability; increased transit options, especially streetcars; and improved pedestrian and bicycle facilities. The concerns and priorities voiced by members of the public are included in all parts of the MTP, and are considered throughout RPC's planning process. It should also be noted that RPC's dialogue with the public is an ongoing process which is more fully described in its PIP.

Inter-Agency Consultation

Federal, regional, state, and local stakeholder agencies also significantly influence the development the MTP, and will further be important partners in its implementation. RPC works extensively with FHWA, FTA, and other federal agencies on various programs and initiatives. This relationship allows for an ongoing conversation about the roles, responsibilities, and expectations of federal agencies in the metropolitan transportation planning process. Similarly, RPC maintains close ties with LADOTD, and has used that experience to shape the MTP. Perhaps most importantly, the region's member parishes, municipalities, and transit operators each have a strong influence on the long-term direction of RPC's planning efforts. Input from local stakeholders is one of the strongest determinants of RPC's activities at all levels – from broad-brush, long-term goals to project-specific implementation strategies.



Goals, Objectives, and Performance Measures

Recent federal guidance has increasingly emphasized an objectives-driven, performance-based planning process. In practice this means developing clear objectives for achieving stated goals, and monitoring progress through measurable performance measures. More specifically, guidance suggests that MPOs develop "SMART" objectives that are Specific, Measurable, Agreed upon, Realistic, and Time-bound. RPC has attempted to incorporate these recommendations in the Goals and Objectives in the MTP 2040. These Goals and Objectives will help direct RPC's planning,



decision-making, and priority-setting. They also reflect current best practices in planning as well as stakeholder input. The Goals and Objectives for MTP 2040 are summarized below:

Goal	Objective
<p>Goal 1 – Safety: Continually improve the safety of the regional transportation system for all users.</p>	<p><u>Objective 1A:</u> Reduce the number of motor vehicle crashes.</p>
	<p><u>Objective 1B:</u> Improve bicycle and pedestrian safety.</p>
	<p><u>Objective 1C:</u> Improve transit safety and security.</p>
<p>Goal 2 – Livable Communities: Coordinate transportation investments with other community needs to strategically foster more livable neighborhoods and an overall higher quality of life for the region.</p>	<p><u>Objective 2A:</u> Offer travelers greater mode choice by improving the quality, efficiency, and accessibility of public transit.</p>
	<p><u>Objective 2B:</u> Improve motor vehicle travel by reducing congestion.</p>
	<p><u>Objective 2C:</u> Ensure that walking and biking are convenient and safe modes of transportation within and between neighborhoods.</p>
	<p><u>Objective 2D:</u> Design and implement all projects in a manner that is sensitive to the social and environmental context of the affected communities, taking special care to positively impact traditionally disadvantaged or underserved populations.</p>
<p>Goal 3 – State of Good Repair: Protect and maximize previous investments through comprehensive and timely infrastructure maintenance and modernization.</p>	<p><u>Objective 3A:</u> Maintain an inventory of the major components of the regional transportation system and their conditions.</p>
	<p><u>Objective 3B:</u> Proactively identify upcoming preservation needs and ensure they are completed in a timely manner.</p>
	<p><u>Objective 3C:</u> Select and implement projects that minimize the need for construction of new infrastructure, while recognizing that new infrastructure is often necessary to prevent overburdening of the current system.</p>
<p>Goal 4 – Economic Competitiveness: Utilize the strong link between infrastructure and the economy to encourage economic development, growth, and resiliency.</p>	<p><u>Objective 4A:</u> Invest in projects that improve freight movements and improve the region’s competitiveness in global and domestic shipping markets, taking advantage of the region’s unique location along several major freight corridors.</p>



	<p><u>Objective 4B:</u> Use infrastructure investments to encourage economic growth, development, and revitalization in strategic locations.</p>
	<p><u>Objective 4C:</u> Ensure that the transportation system equitably serves all members of the community.</p>
	<p><u>Objective 4D:</u> Continue to support a regional transportation system that meets the mobility and accessibility needs of businesses and workers.</p>
<p>Goal 5 – Environmental Sustainability: Develop a transportation system that encourages travel behavior, energy consumption, and land use decisions that contribute to environmental sustainability.</p>	<p><u>Objective 5A:</u> Improve air quality through cleaner transportation choices.</p>
	<p><u>Objective 5B:</u> Encourage land uses that minimize adverse environmental impacts and do not induce unsustainable travel behaviors.</p>

Project Selection & Development

Project selection criteria or standards used by RPC to evaluate a particular solution (or alternative solutions) actually represent a process, not a quantifiable list of parameters. The criterion used is dependent on the problems presented. The original ISTEA helped to establish clear air quality and noise level performance standards, yet most criterion cannot be expressed easily in data points; i.e., improving the quality of life. Alternative solutions may also have different goals in mind. For example, one solution may promote economic development and potential job growth while another may benefit an at-risk population in the city. In other words, juxtaposed goals can influence the criteria used.

To aid the project selection and development process, RPC engages in several programs aimed at clarifying needs and developing project and policy recommendations. Some of these are required by law, while others have been initiated by RPC in recognition of local needs. In all cases, these programs are intended to identify the transportation needs of specific constituencies or interests that may not otherwise be brought to light during the project selection and development process. Together they ensure a metropolitan transportation planning process that takes a comprehensive view of the complex needs of the region. Several of the major programs that contribute to the project selection and development process are briefly described below:



- **Public Participation Policy:** Ensures that members of the public are included in all phases of the project selection and development process.
- **Regional Livability Initiative:** Will develop priorities and performance measures in consultation with regional stakeholders to encourage the inclusion of Smart Growth principles in the planning process.
- **Complete Streets Advisory Committee:** Makes recommendations for incorporating bike, pedestrian, and transit access considerations in RPC projects and policies.
- **Greenhouse Gas Reduction Policy Plan:** Will outline a plan for developing policies and projects that will reduce the region's greenhouse gas emissions.
- **Intermodal Freight Planning Initiative:** Incorporates freight considerations into the planning process through data analysis and inclusion of freight stakeholders.
- **Coordinated Public Transit:** Human Services Transportation Plan: Provides a mechanism for identifying projects and policies for improving transportation for those with special needs.
- **Congestion Management Process:** Defines and identifies congestion, recommends strategies for its reduction, and monitors progress.
- **ADA Compliance and Transition Plans:** RPC assists local governments in developing plans for adapting infrastructure to meet ADA standards.
- **Title VI:** Ensures the actions of RPC do not discriminate on the basis of race, color, or national origin.
- **NEPA:** Directs RPC to consider environmental and social impacts of its projects.
- **Project Ranking Scorecard:** A tool utilized by RPC to develop a quantitative ranking of a project's overall viability and conformity to major planning priorities.

Fiscal Constraint & Financial Capacity



In accordance with the requirements of the Metropolitan Transportation Planning Process, the MTP must be financially viable. In developing the MTP, extensive consultation took place between RPC and LADOTD, especially with the federal aid urban and capital programming divisions. Emphasis was placed on the development of a single, agreed upon set of project priorities. Basically, the status of each individual project in the overall state program was reviewed as to its financial requirements and implementation status. Based on this review, selected projects were agreed upon for advancement, some were eliminated, and other local conforming priorities were added. In every case, careful attention was given to the financial capacity of the state or region to carry the projects through to completion. Under the urban program, it was agreed that \$20



million annually (consisting of \$16 million federal and \$4 million of local match) would be used for programming purposes.

An analysis of the region’s funding history demonstrates a gradual strengthening of its funding capacity due largely to an increase in federal-aid funding to Louisiana as a result of ISTEA, TEA 21, and SAFETEA-LU. The financial capacity of the MPO has been derived quantitatively based on actual transportation investments made in the region since the introduction of ISTEA, a period of nineteen years (10/1/91-9/30/10). RPC is using the nineteen year average of \$71.9 million as the level of transportation investment which RPC reasonably expects to be available for transportation planning and programming in the region over the course of the 2040 Plan.

Projects

The MTP 2040 attempts to provide a comprehensive listing of projects planned for study or implementation over the thirty-year planning period. Projects have been divided into the categories listed below, and the MTP goals addressed by each category are noted. Several major projects have also been described in detail in the plan due to their potentially high significance to the region. Finally, all projects are listed by the fiscal year in which they are expected to be let for construction. Tier 1 projects will be completed let in FY 2011-2014, and constitute the current TIP. Tier 2 projects are expected to be let in FY 2015-2024, and Tier 3 projects are planned to be let in FY 2025-2040. Projects in the near future can be described with greater detail and certainty than those farther in the future.

			Goal 1	Goal 2	Goal 3	Goal 4	Goal 5
Maintenance, Repair, and Preservation	Roadway Preservation	Overlay Projects on Major Roadways			✓	✓	
		Reconstruction / Rehabilitation Projects			✓	✓	
		Bridge Replacement / Inspection	✓	✓			
		Transportation System Preservation			✓	✓	
	Transit Preservation	Transit Bus Replacement Program		✓	✓	✓	✓
		Transit Preventative Maintenance		✓	✓	✓	✓
		Transit Capital Facility Investment		✓	✓	✓	✓
Capacity	New Roadway Construction / Capacity Increases			✓		✓	



	Non-motorized Capacity	✓	✓			✓
Safety	Highway Safety / Hazard Elimination	✓				
	Non-motorized Safety	✓	✓			✓
Operational Improvements	Computerized Traffic Signal Upgrade and Replacement	✓	✓	✓		
	Intelligent Transportation / Incident Management System Deployment	✓	✓			
	Advance Public Transportation Systems		✓	✓		
	Transportation Systems Management Projects	✓	✓			
	Transit Connectivity		✓		✓	✓
	Intermodal Facilities		✓		✓	
Transportation Support	Transportation Enhancements	✓	✓			✓
	Livable Communities Street Improvements		✓		✓	✓
	Environmental Studies		✓			✓
	Travel Demand Management		✓			✓

MTP Going Forward

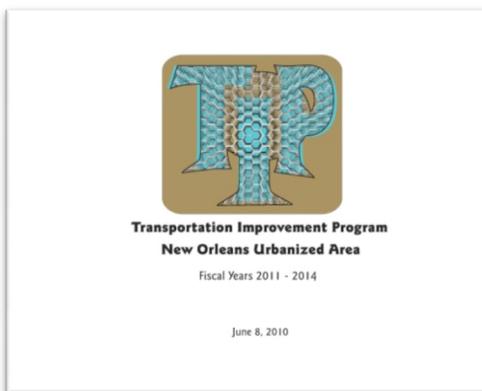
The Metropolitan Transportation Plan 2040 for the New Orleans urbanized area is a comprehensive document that not only complies with the letter and spirit of SAFETA-LU, but also outlines the broad transportation needs, priorities, and goals of the metropolitan New Orleans region. As RPC moves forward with implementing the plan, it will serve as a guide for improving the movement of all modes, facilitating the accomplishment of all five of the Plan’s goals: improved safety, more livable communities, preservation of the existing transportation system, enhanced economic competitiveness, and greater environmental sustainability.

SECTION 7: TRANSPORTATION IMPROVEMENT PROGRAM

“The MPO, in cooperation with the State(s) and any affected public transportation operator(s), shall develop a TIP for the metropolitan planning area. 23 CFR § 450.324(a)

RPC compliance with Federal planning requirements

The TIP complies with specific federal regulations by covering at least 4 years, demonstrating consistency with the MTP, containing each project which receives federal transportation funds, being financially constrained by year, and identifying responsible parties for project implementation.



The TIP consists of a priority list of projects, both highway and transit, which are being advanced toward construction and/or implementation over the immediate four year period. As such, the TIP represents the first four years, or Tier I, of the MTP, and is utilized as a management and financial planning tool for implementation of the MTP. The TIP contains all capital and non-capital surface transportation projects within the metropolitan planning areas that are planned for funding under 23 U.S.C. and 49 U.S.C. Chapter 53.

The RPC's TIP is updated every two years, in a cycle that corresponds with the State Transportation Improvement Program (STIP). It is reviewed annually, however, and intermittent amendments to its content are permitted pending certain procedures.

The following descriptive elements, when applicable, are included for each project listed in the TIP:

- Location and/or route on which the project is taking place
- Parish or parishes containing the project
- Project number
- Brief project description (i.e., overlay, turn lane, ITS, widening, etc.)

Phase of Work

The TIP contains an estimated project cost adjusted for inflation, with a break-out of the federal share and the funding source.

Fiscal Constraint

Projects in the TIP meet standards of fiscal constraint, with funding identified as reasonably expected to accrue over the identified time frame.

Development

Candidate projects for MTP and TIP consideration come from various sources, including RPC's public outreach initiatives, input from business, civic, and community organizations, state and local governmental entities, and other transportation stakeholders.

Projects considered for inclusion in the TIP are screened by RPC for technical merit and consistency with the region's adopted transportation goals and the eight planning factors which guide the development and implementation of the nation's transportation bill (SAFTEA-LU). Following this initial screening process, potential projects are accepted into the MTP for further



evaluation and refinement. During the planning phase, projects undergo a series of rigorous technical analyses to determine overall feasibility, environmental consequences, project costs, and potential funding sources before being advanced into the TIP for final design, project letting, and construction implementation.

The draft TIP is provided to both the TAC and TPC in advance of the scheduled meeting at which the TIP is to be voted upon. The TIP is first presented to the TAC for discussion and approval. Following TAC approval, and after the close of the public comment period, the TIP is then presented to the TPC for approval. Finally, the TIP is provided to LADOTD for inclusion into the STIP.

Public Involvement

Copies of the draft TIP are made available on RPC website, and at regional libraries throughout the Metropolitan Planning Area (MPA) for citizen review, input, and comment. The public is also afforded the opportunity to express their comments directly to the TPC prior to adoption of the TIP document.

The public is provided with the opportunity to review the draft TIP during a 30-day comment period. Notification and outreach for the comment period is guided by the RPC's PIP.

RPC staff accepts public comments in writing, via e-mail, in person or by phone. If comments necessitate a significant modification to the TIP, the matter is brought before the TAC and MPO board for discussion prior to TIP approval. Public comment periods of seven days are also provided in the TIP amendment process, as described below, wherein significant comments may necessitate a delay in amendment approval pending TAC review.

Amendments



RPC amends the TIP as needed, in conjunction with the regularly scheduled TPC meetings, which take place on the second Tuesday of each month and are open to the public. RPC's goal is to follow the formal process outlined below in making amendments to the TIP. However, on rare occasions, an administrative modification process is also used and, in extreme cases, an emergency amendment process is permitted.

A formal amendment is required to the MTP, TIP, or STIP for a major change involving the addition or deletion of a project or a major change in project cost, project/phase initiation dates, or a major change in design concept or scope (e.g., changing project termini or the number of through traffic lanes). Project screening and approval procedures are the same as those for standard project inclusion, as described above. Projects must follow fiscal constraint, and be consistent with the MTP. A seven day public comment period and a favorable review and concurrence by the TAC and TPC are also required for formal TIP amendments. All approved TIP amendments will be forwarded to LADOTD for inclusion into the STIP.

Because there are situations that necessitate minor modifications to projects or corrections to the TIP that do not require the formal amendment process and TAC review, there will be an opportunity to administratively modify the TIP, under certain circumstances. All administrative modifications must still conform to the current MTP. Any modification that may cause conflict with the established planning process will be considered only under formal amendment procedures.



SECTION 8: TRAVEL DEMAND MODEL

“The MPO, the State(s), and the public transportation operator(s) shall validate data utilized in preparing other existing modal plans for providing input to the transportation plan. In updating the transportation plan, the MPO shall base the update on the latest available estimates and assumptions for population, land use, travel, employment, congestion, and economic activity.” 23 CFR § 450.322(e)

RPC compliance with Federal planning requirements

There are no specific requirements for inclusion of travel demand modeling in the metropolitan transportation planning process, however RPC does so in order to ensure valid forecasts of future demand for transportation services.

The following tables present a brief synopsis of RPC travel model development:

Southshore Model (2004)	
Zones:	548
Externals:	14
Links:	8,585
Mileage:	3,767.2
Geographic Area:	3,547 Sq. Mi.
Estimated Regional VMT:	20,896,306

SELATRAM Model (2009)	
Zones:	1043
Externals:	34
Links:	12,200
Mileage:	5,635
Geographic Area:	6,476 Sq. Mi.
Estimated Regional VMT:	31,449,253

Current Model Updates

In 2009, LADOTD, via SPR funds, provided RPC \$225,000 to undertake a Phase 1 update to the New Orleans Travel Demand model. The update included a geographic expansion of the current five parish (Orleans, Jefferson, St. Bernard, Plaquemines and St. Charles) Southshore model to include St. John, St. Tammany (to complete coverage of the MSA), plus Tangipahoa and Washington Parishes. Although not part of the MSA, Tangipahoa and Washington Parishes have significant journey-to-work volumes entering and leaving the MSA on a daily basis, according to US Census estimates (LEHD). RPC believes it is important to account for this trip-making to and from the MSA, as well as to have the ability to assess long range planning initiatives that could directly impact St. Tammany Parish.

An expansion of the existing Southshore model was undertaken for several reasons. Among them, the Southshore model is a true four step, nested-logit model that accounts for transit, and allows for the testing of transit alternatives. The existing Northshore model does not. Post- Katrina, numerous fixed guideway proposals were promulgated that crossed Lake Pontchartrain, or involved longer distance commuter rail projects. In response to this, and to make the New Orleans model more state of the practice, new mode choice nests were developed and included in the model. This includes BRT, Light rail and Commuter Rail transit nests, and HOV/ HOT nests on the highway side.

Future Model Updates

At this time, Phase 1 of the model update is nearly complete. RPC is working closely with the model developer, Parsons Brinckerhoff (lead developer: Bill Davidson) to finish remaining issues on Phase 1, and to begin scoping Phase 2.

RPC believes it is important to undertake a new travel survey as a Phase 2 to this effort as the population diaspora that resulted from Hurricane Katrina has, by this time, likely stabilized enough to undertake a survey that can provide usable and credible results.



SECTION 9: UNIFIED PLANNING WORK PROGRAM

"...each MPO, in cooperation with the State(s) and public transportation operator(s), shall develop a UPWP that includes a discussion of the planning priorities facing the MPA. The UPWP shall identify work proposed for the next one- or two-year period by major activity and task in sufficient detail to indicate who will perform the work, the schedule for completing the work, the resulting products, the proposed funding by activity/task, and a summary of the total amounts and sources of Federal and matching funds." 23 CFR § 450.308(c)

RPC compliance with Federal planning requirements

The UPWP complies with specific federal regulations, is developed cooperatively with LADOTD and local transit providers and contains all necessary components.

The UPWP describes the planning activities funded under Title 23 and the Federal Transit Act that are being undertaken by RPC, local transit providers, LADOTD, and local government agencies within the New Orleans Transportation Study Area.

Planning Priorities

The UPWP describes each planning task to be completed by RPC in the coming fiscal year. The tasks reflect planning priorities identified by RPC and our partner stakeholders, and are consistent with and advance the objectives identified in the MTP. Each task includes the following elements:

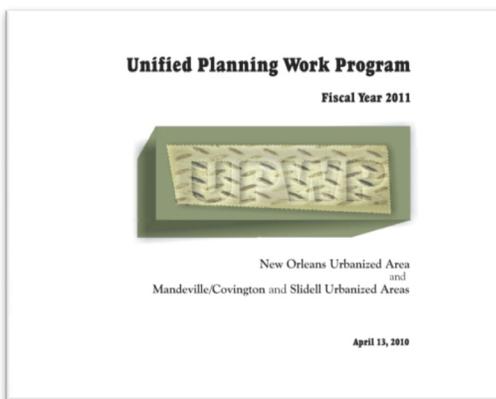
- A **goal statement** summarizing the purpose of the task, i.e., the broad planning priority that the actions contained in the task will be working toward
- **Objectives**, describing measurable efforts intended to advance the stated goal
- A **methodology** that details specific planning activities undertaken within a given task
- A description of quarterly milestones and an **illustrated timeline** that shows the expected beginning and end dates of work objectives
- **Performance measures** that indicate progress toward achieving goal and objectives
- A summary of **expected work products**
- A **budget table** that shows total cost and a summary of the total amounts and sources of federal and matching funds
- A summary of **agency responsibilities** in performing percentages of the work effort, i.e., transit operator, MPO, consultant, local government, etc.

Funding

The two main sources of funding in the UPWP are FHWA-PL funds and FTA 5303. FHWA Planning (PL) funds and FTA Section 5303 funds require a 20% local match. The local contribution is described in the UPWP budget tables.

While the majority of funding described fall within these categories, the UPWP also describes tasks undertaken through other funding programs, such as economic development and environmental initiatives.

Preparation and Approval



The UPWP is updated every fiscal year. The study area includes three urbanized areas: New Orleans, Mandeville-Covington, and Slidell.

Tasks, objectives, work products, methodologies, funding needs, and other relevant UPWP information are the product of year-long collaboration between RPC, LADOTD, local transit providers, and local government entities. This coordination takes place via technical advisory committees and through the congestion management process.

The UPWP document is prepared in the early months of each calendar year. In March, RPC submits the draft UPWP to the TPC, FHWA, LADOTD, FTA, and the public for review. Both RPC staff and an LADOTD designated approval coordinator receive comments on the draft.

Following any necessary revision of the draft UPWP, following the comment period, RPC staff submits a final version of the UPWP for adoption by the RPC Board in April. Pending approval, LADOTD enters into an annual funding agreement with the MPO for transportation planning services for the subsequent fiscal year, beginning on July 1. These preparation and approval procedures assure seamless transition of planning activities from one fiscal year to the next.

SECTION 10: PROJECT SELECTION

"In areas designated as TMAs, all 23 U.S.C. and 49 U.S.C. Chapter 53 funded projects (excluding projects on the National Highway System (NHS) and projects funded under the Bridge, Interstate Maintenance, and Federal Lands Highway programs) shall be selected by the MPO in consultation with the State and public transportation operator(s) from the approved TIP and in accordance with the priorities in the approved TIP." 23 CFR § 450.330(c)

RPC compliance with Federal planning requirements

RPC selects projects in consultation with LADOTD and local public transportation operators from the approved TIP and in accordance with the priorities of the approved TIP.

RPC Project Scorecard



In order to bring a greater level of objectivity to its project selection process, RPC has developed a formal Project Ranking Scorecard for use in screening projects prior to inclusion in the MTP and TIP. The Scorecard describes a project by quantitatively rating its potential impacts on a variety of factors, such as safety or congestion. The actual factors considered by the Scorecard are derived from a variety of federal, state, and regional policies that help define RPC's overarching planning priorities. The Scorecard system is intended to help simplify decision-making by providing a single, standardized tool for comparing projects. Moreover, through using the Scorecard, RPC can be assured that they have considered a comprehensive set of criteria in the project selection process. Following this initial screening, candidate projects formally enter the planning process and are analyzed as to their basic feasibility, benefits to costs, and potential community and environmental impacts.

Committee Review

A draft of the TIP document is prepared bi-annually by RPC in close consultation and cooperation with LADOTD. This document is widely distributed for public review and comment and is presented to the TAC for review, comment, and concurrence. In addition to local planning and public works professionals, the TAC consists of representatives from all modal agencies, including the port, airport, public transit and rail interests in the region.





Priority Based Process

RPC works very closely with LADOTD staff and local parish Departments of Public Works (DPW's)



to establish realistic project priorities, based on where the project actually rests in the implementation pipeline. Meetings are held at least quarterly with LADOTD to monitor the actual status of TIP projects and scheduled letting dates. This periodic review has helped the region to establish realistic project priorities rather than less achievable ones. This review takes into account important factors such as the status of environmental clearances, survey work, preliminary plans, right-of-way, utilities, advance check prints, and final plan preparation. When taken together, these criteria establish the relevant let date and, therefore, the priority order for implementation of TIP projects. The cost of the project, type of funding, and the availability of proposed funding are



also taken into account during priority setting. Project level information is made available to the TAC, TPC, and the general public upon request, and project work status is utilized extensively in establishing the priority program. The draft TIP, including public comments, is presented to the TPC for review and consideration prior to finalization of project priorities and formal adoption of the TIP document.



SECTION 11: OBLIGATED PROJECTS

“In metropolitan planning areas, on an annual basis, no later than 90 calendar days following the end of the program year, the State, public transportation operator(s), and the MPO shall cooperatively develop a listing of projects for which funds under 23 U.S.C. or 49 U.S.C. Chapter 53 were obligated in the preceding program year.” 23 CFR § 450.332(a)

RPC compliance with Federal planning requirements

RPC develops and publishes an annual listing of projects for which federal funds were obligated in the preceding program year.

In carrying out its transportation planning responsibilities under SAFETEA-LU, RPC prepares an Annual Listing of federally funded projects that were obligated in the preceding year. An obligation refers to the funding commitment made by the federal grantor agency (FHWA or FTA) to pay the federal share of a project’s capital or operating cost. RPC works cooperatively with LADOTD and the region’s transit providers in preparing the Annual Listing for fiscal year 2009 for the New Orleans MPA. The MPA consists of Jefferson, Orleans, Plaquemines, St. Bernard, St. Tammany, St. Charles and St. John the Baptist parishes.

The Annual Listing of Obligated Projects is organized by Parish and State Project Number. The sponsor is typically the LADOTD or the local parish or municipal government. Each project is described by specific street name or state route and the type of improvement (i.e., rehabilitation, reconstruction, patch and overlay, etc.) is noted. The funding source is identical to that shown in the TIP and is consistent with basic categories of federal -aid funding.

Annual Listing of Obligated Highway Projects
Fiscal Year 2009
Jefferson, Orleans, Plaquemines, St. Bernard, St. Tammany, St. Charles and St. John Parishes, Louisiana

Project No.	Route & Description	Sponsor	Improvement Type	Funding Source	Total Cost	Total Federal	Obligation Date
009-90-0086	US 90 (Industrial Canal Bridge)	DOTD	Misc. Electrical/Mech. Repairs	St. Cash ER100	823,000	823,000	May-09
704-36-0092	Downman Rd (Hayne Blvd - US 90)	Orleans	Rehab (Ph 1 SRP)	ER100	2,102,864	2,102,864	May-09
704-36-0070	Almonester Rd (Jourdan - Road)	Orleans	Rehab (Ph 1 SRP)	ER100	2,892,687	2,892,687	May-09
704-36-0075	Aval & Poland (St. Claude - Florida)	Orleans	Rehab (Ph 1 SRP)	ER100	2,290,535	2,290,535	May-09
704-36-0039	Franklin Ave (I-10 - LA 46)	Orleans	Rehab (Ph 1 SRP)	ER100	2,223,522	2,223,522	May-09
009-03-0055	US 90 (St. Claiborne Ave - Steinhilber)	Orleans	Sidewalk/Bike Path	STP ENH	1,819,880	1,728,888	Jun-09
009-03-0057	US 90 (N. Broad - W. End of Inner Harbor)	DOTD	C.P. and Overlay	NHS	3,456,039	2,784,831	Jun-09
450-90-0216	I-10 @ Metairie Rd Interchange	DOTD	Turnaround Improvements	St. Cash	102,434	N/A	Jun-09
737-62-0069	Detail Striping & Channelizing	DOTD	Striping & Channelizing Devices	St. Cash	200,250	N/A	Jun-09
742-36-0008	Earhart (Hamilton - Fern), Ph 1	Orleans	Reconstruction	ARRA	11,193,055	11,193,055	Jun-09
742-36-0110	Robert E. Lee (Plank - Pratt)	Orleans	Reconstruction	STP-200K	2,528,845	2,023,076	Jun-09
742-36-0117	Pape De La Blvd. (Vieuxans - 30th), Ph 2	Orleans	Reconstruction	ARRA	10,054,988	10,054,988	Jun-09
704-36-0050	Payette St (Carondelet - Camp), Ph 1 SRP	Orleans	Rehabilitation	ER100	107,666	107,666	Jun-09
704-36-0051	Laballe St (Hydras - Tulane Av.), Ph 1 SRP	Orleans	Rehabilitation, ADA Ramps/Bike Lane	ER100	1,028,671	1,028,671	Jun-09
704-36-0052	Greiner St (Loyola - St. Peters), Ph 1 SRP	Orleans	Rehabilitation, ADA Ramps/Bike Lane	ER100	703,865	703,865	Jun-09
704-36-0053	Common St (Loyola - St. Peters), Ph 1 SRP	Orleans	Rehabilitation, ADA Ramps/Bike Lane	ER100	2,080,347	2,080,347	Jun-09
704-36-0054	Grand St (Loyola - St. Peters), Ph 1 SRP	Orleans	Rehabilitation, ADA Ramps	ER100	915,391	915,391	Jun-09
704-36-0055	Magazine (Canal - US 90), Ph 1 SRP	Orleans	Rehabilitation, ADA Ramps/Shared Bike Lane	ER100	956,415	956,415	Jun-09
704-36-0056	Camp St (Canal - US 90), Ph 1 SRP	Orleans	Rehabilitation, ADA Ramps/Shared Bike Lane	ER100	1,389,080	1,389,080	Jun-09

The projects contained in the Annual Listing and maps depicting their locations can be found with the TIP documents which can be accessed through RPC’s website.



SECTION 12: PLANNING AREA BOUNDARIES

“The boundaries of a metropolitan planning area (MPA) shall be determined by agreement between the MPO and the Governor. At a minimum, the MPA boundaries shall encompass the entire existing urbanized area (as defined by the Bureau of the Census) plus the contiguous area expected to become urbanized within a 20-year forecast period for the metropolitan transportation plan.” 23 CFR § 450.312(a)

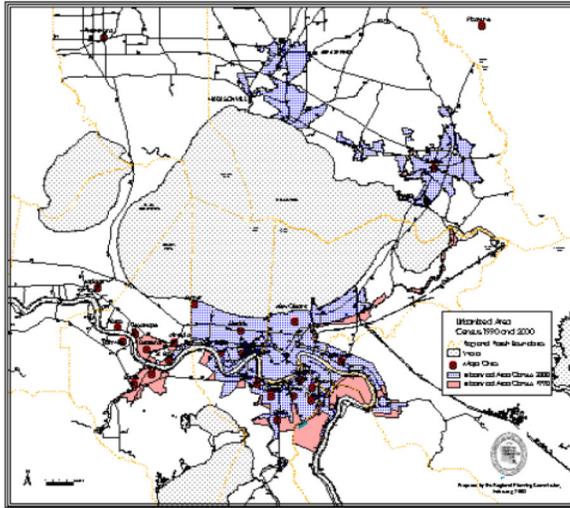
RPC compliance with Federal planning requirements

MPA boundaries are reviewed by RPC following each Census and current MPA boundaries are in compliance with federal regulations.

The 2000 census resulted in boundary changes for the Southshore TMA for the urbanized area of New Orleans, and also a new MPO area in St. Tammany (Covington/Mandeville). Census population density by block group and block is the main component in the selection of areas included in the Census ‘Urbanized Area’ geography. Place and city boundaries are not used. Census 2010 data is expected in January 2011.

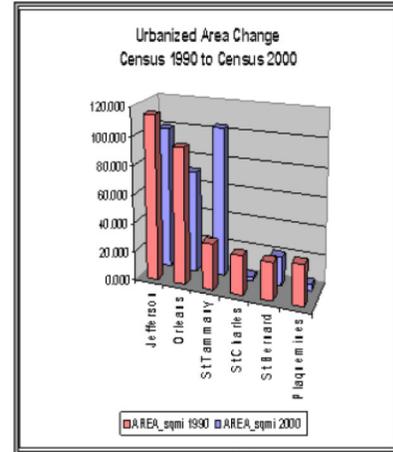
The basic criteria:

- Block groups or blocks which have an area ≤ 2 square miles, and contain a population density ≥ 1000 people per square mile; or have a population density ≥ 500 people per square mile.
- All contiguous block groups meeting the criteria of over 1000 people form the core. Those immediately adjacent block groups meeting the 500 people criteria that are geographically connected form the outer areas.
- On the Northshore in St. Tammany Parish the Covington/Mandeville area population increased to over 50,000 persons and became a new urban area joining Slidell.
- In Census 2000 ‘hop’, ‘hole’, and ‘jump’ criteria was established that allows gaps in the urbanized area. Overall, the geographic determination of the urbanized area became more restrictive. This has affected the urbanized area geographical coverage of the Southshore of Greater New Orleans. Note the large land area changes between 1990 and 2000 in St. Charles and Plaquemines parishes. This is not necessarily an indication of population loss, or a change in density, as much as it is an indication of the change in criteria from the U.S. Census in determining the urbanized area.



Urbanized Area Change
Census 1990 and Census
2000

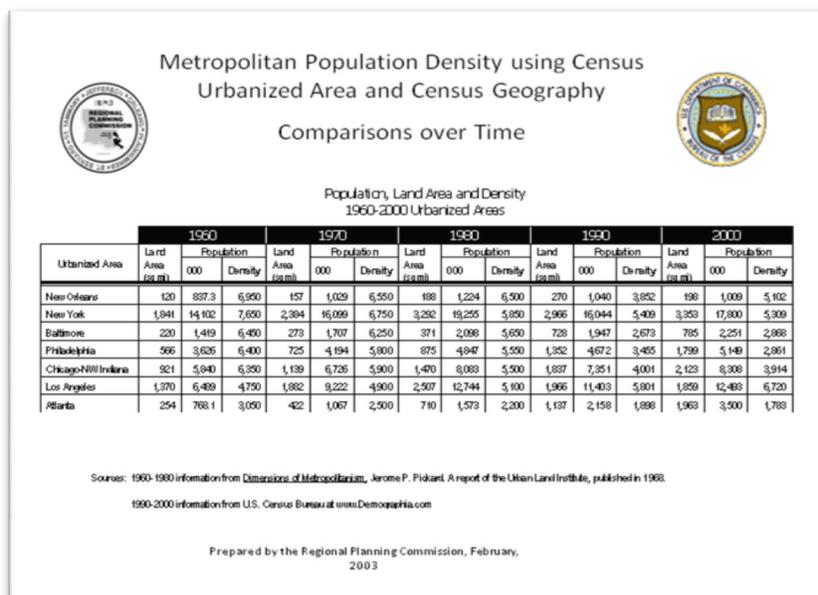
Prepared by the Regional Planning Commission, February,
2003



The Regional Planning Commission makes no warranty as to the accuracy of this data. The user assumes all responsibility for verifying the accuracy of any feature or dimension which may be critical to the intended use of this data.

Urban Area	Parish	Urban Area_sqmi 1990	Urban Area_sqmi 2000	Urban Area Pop 1990	Urban Area Pop 2000	Urban Density 1990	Urban Density 2000
New Orleans	Jefferson	11429	99432	441833	447897	3864	4503
New Orleans	Orleans	9432	7126	498738	481424	5267	6756
New Orleans	Plaquemines	2843	497	8512	8626	299	1716
New Orleans	St. Bernard	2624	20387	63863	64634	2427	3165
New Orleans	St. Charles	2746	2712	29754	6834	1084	2520
New Orleans Total		29072	198754	1040300	1,009,015.00	3578	5077
Sidell	St. Tammany	3208	5729	54086	79926	1686	1395
Mandeville/Cov	St. Tammany	N/A	4649	N/A	62886	N/A	1352
St. Tammany Total		3208	10377	54086	142792.00	1686	1376
6 Parish Totals		61352	90128	2,134,886	1,151,807	3479	2298

Population in general has been slightly declining in the MSA since the 1980's. New Orleans has high densities within its urbanized area comparable with Los Angeles and New York. See chart below:





The region's population has experienced significant changes during the last 50 years. The population increased dramatically during the decades of the 1960's and 1970's primarily due to the growth of the oil and gas industry and the oil bust in the early 1980's accounted for a significant population loss. The region maintained a steady population of approximately 1.3 million until Hurricanes Katrina and Rita devastated the area in 2005. The three parishes of Orleans, Plaquemines and St. Bernard experienced immediate post-storm population reduction due to storm destruction, but have been steadily rebuilding their populations since 2005. Jefferson and St. Tammany parishes have increased their populations post-storm resulting in the region sustaining a population of approximately 1.2 million.

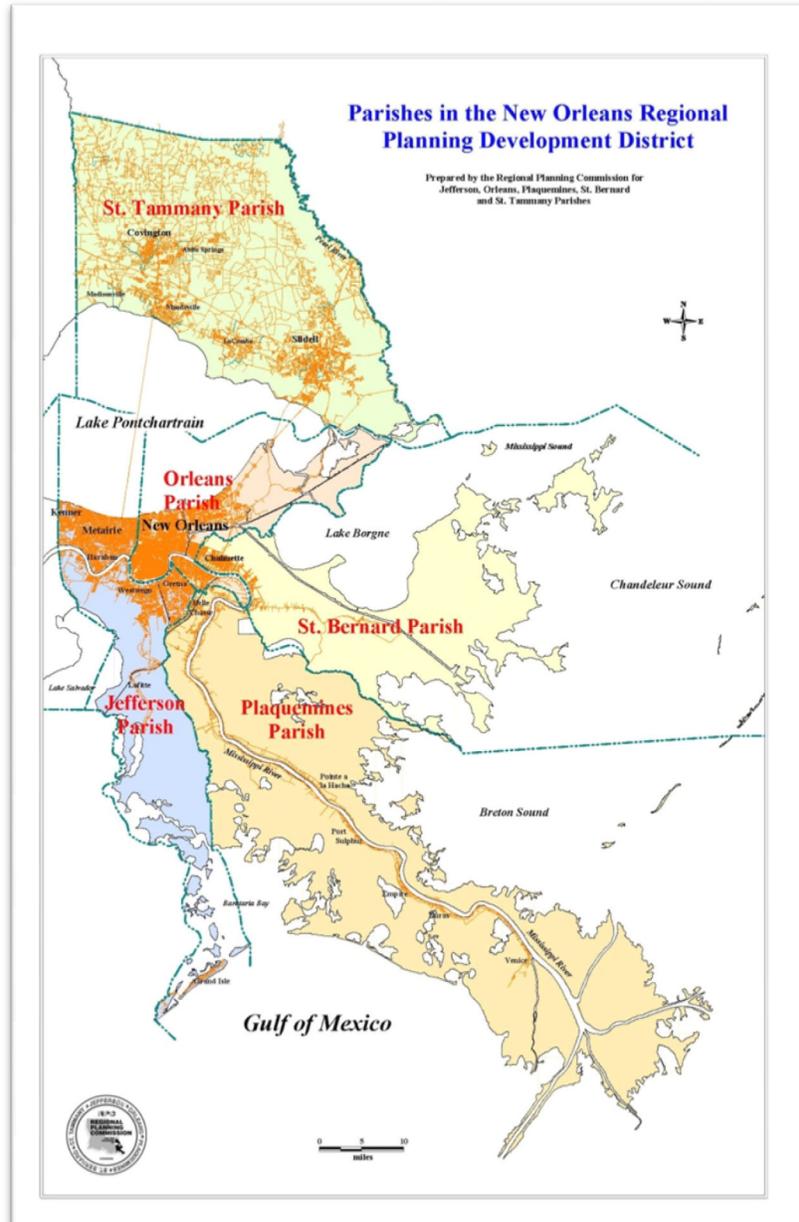
Estimates of Total Population for Parishes in the New Orleans Region

Parish	Population – 2000 Census	Population from the 2008 Parish Population – 2000 Census or 2006-08 ACS*
Jefferson	455,466	436,181
Orleans	484,674	311,853
Plaquemines*	26,757	21,494
St. Charles*	48,072	51,799
St. Bernard*	67,229	28,362
St. John the Baptist*	43,044	47,440
St. Tammany	191,258	228,456
Total	1,316,500	1,125,585

*The above figures show the most recent official U.S. Census population estimates for parishes in the New Orleans region prior to release of the results of the 2010 Census. These are presented in comparison to the findings of the 2000 Census. The estimates for the larger parishes (those with a total population of over 65,000) are taken from the 2008 American Community Survey (ACS.) The estimates for the parishes with a lower population (shown with an asterisk) are derived from the ACS surveys done in the years 2006-08.

Planning and Development District

RPC is the planning and development district (PDD) for the five parishes of southeast Louisiana: Jefferson, Orleans, Plaquemines, St. Bernard and St. Tammany. These state designated districts (LA Act 472) work to improve the physical and social needs of their multi-parish areas through regional planning and economic development programs.

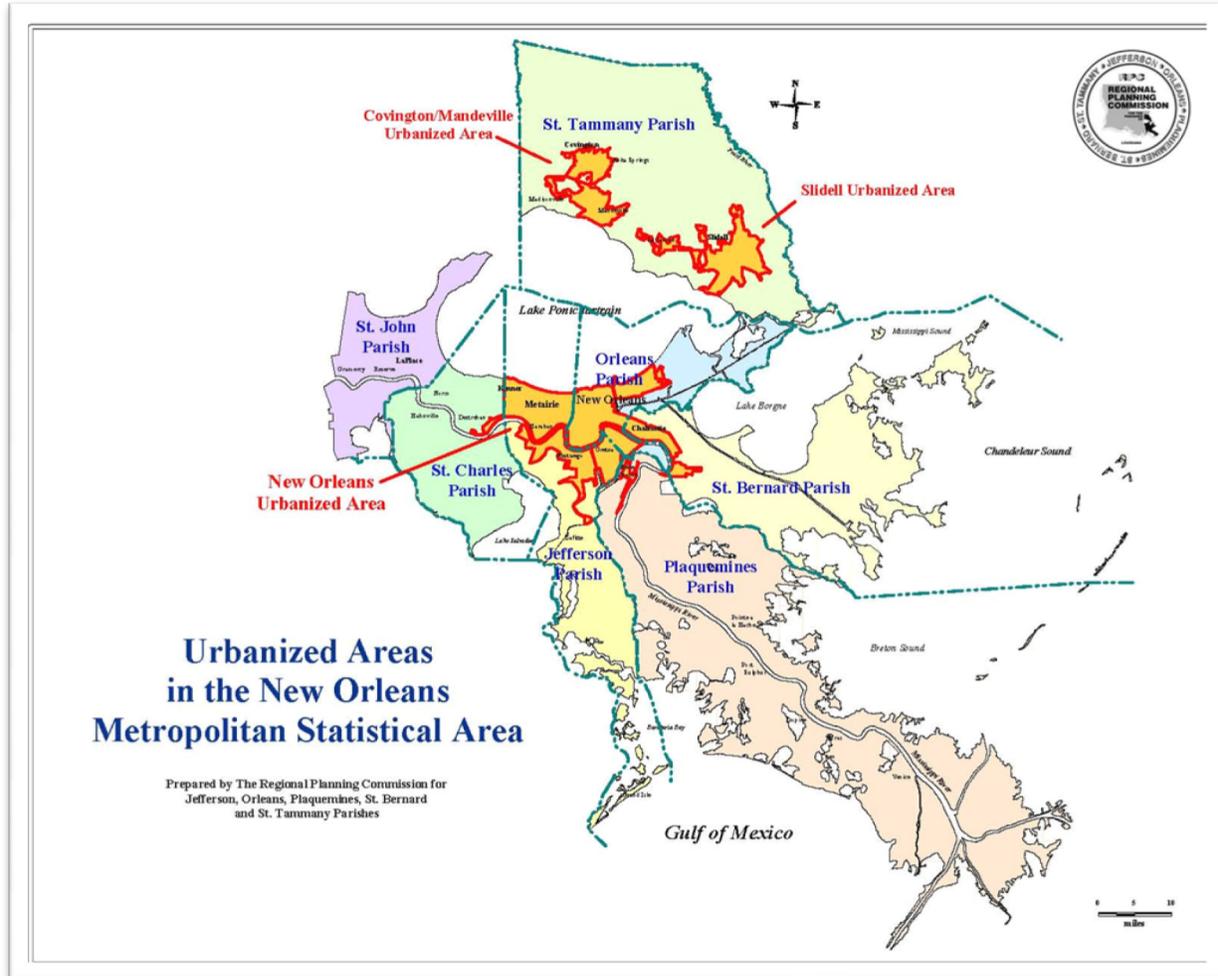


Metropolitan Planning Organization

RPC also serves as the MPO for three Census Bureau designated urbanized areas (UZA): The greater New Orleans TMA on the Southshore of Lake Pontchartrain, and the two urbanized areas of Covington/Mandeville and Slidell on the Northshore of Lake Pontchartrain. Urbanized areas by definition consist of a central core and adjacent densely settled territory that together contain at least 50,000 people, generally with an overall population density of at least 1,000 people per square mile. The Southshore TMA consists of a contiguous urbanized area with a population of over

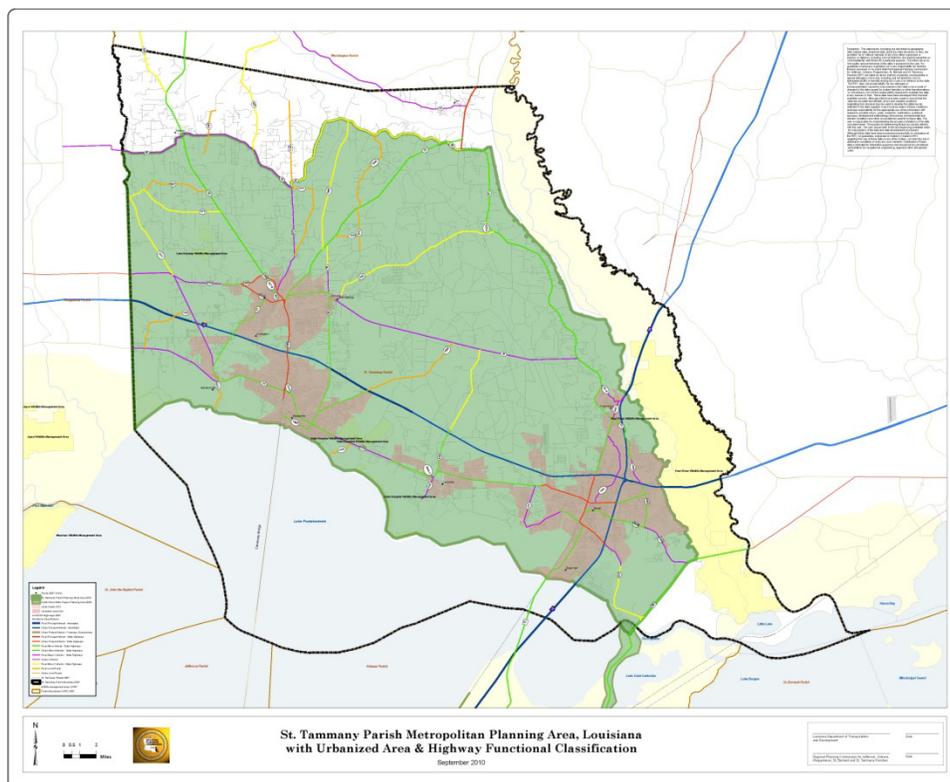
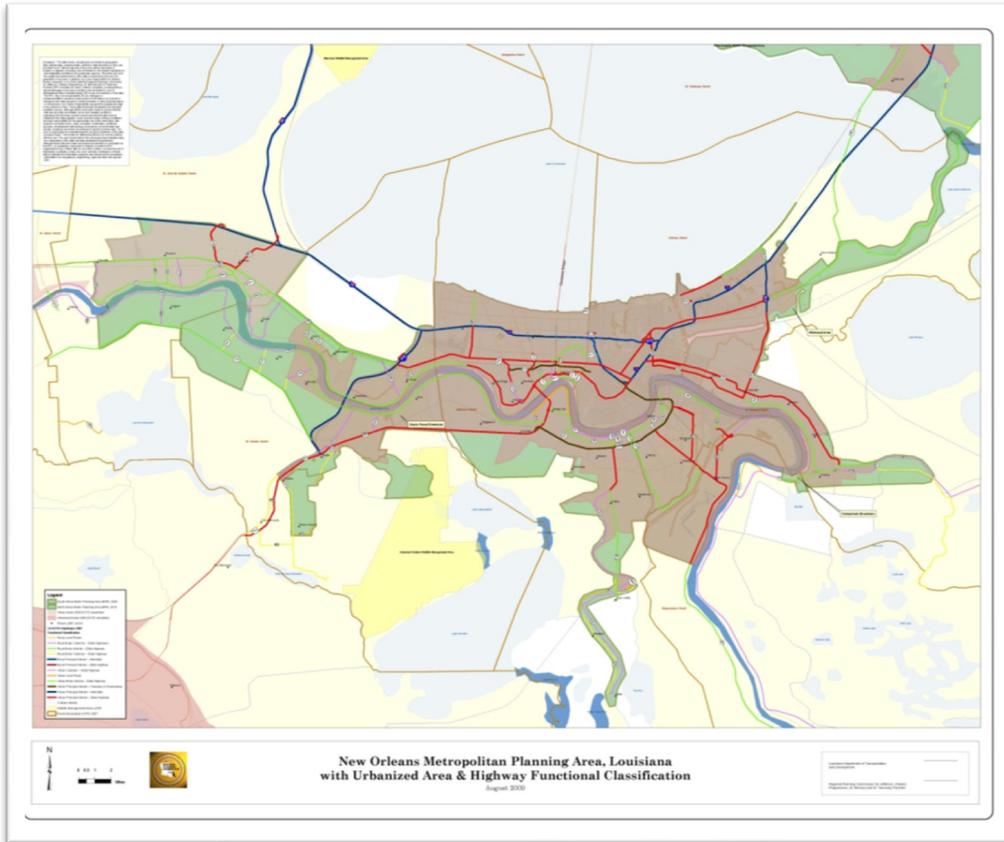


200,000 spreading across Jefferson, Orleans, Plaquemines, St. Bernard, St. Charles and St. John the Baptist parishes and is Louisiana's most populous metropolitan area.



Metropolitan Planning Study Area

The metropolitan planning process includes analysis of transportation alternatives to meet future system demands. The MPA includes all or portions of parishes, cities, towns and villages that are or are likely to become urbanized within a 30 year planning period. The MPA boundary is established after the Urbanized Area Boundary (UAB) is set by Census rules. RPC sets its MPA boundaries in coordination with local planning departments and LADOTD.





SECTION 13: SELF CERTIFICATION

“For all MPAs, concurrent with the submittal of the entire proposed TIP to the FHWA and the FTA as part of the STIP approval, the State and the MPO shall certify at least every four years that the metropolitan transportation planning process is being carried out in accordance with all applicable requirements...” **23 CFR § 450.334(a)**

RPC compliance with Federal planning requirements

RPC self-certifies, at least every four years, that their transportation planning process is addressing the major issues facing the New Orleans urbanized area and that it is being carried out in accordance with all applicable federal requirements.

MPOs must self-certify that the planning process is carried out in a way that meets federal regulations. MPOs must also maintain supporting documentation illustrating how their planning process meets these requirements. MPOs must self-certify to FHWA and FTA at least every four years as part of their TIP submittal that the planning process is being conducted in accordance with federal regulations, which include:

- **23 U.S.C. 134, 49 U.S.C. 5303**
- **Title Vi of the Civil Rights Act of 1964**, as amended (42 U.S.C. 2000D-1) AND 49 CFR Part 21
- **49 U.S.C. 5332**, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity
- Section 1101(b) of the **SAFETEA-LU** (Pub. L. 109-59) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects
- **23 CFR part 230**, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts
- The provisions of the **Americans with Disabilities Act of 1990** (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38
- The **Older Americans Act**, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving federal financial assistance
- **Section 324 of title 23 U.S.C.** regarding the prohibition of discrimination based on gender
- Section 504 of the **Rehabilitation Act of 1973** (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities
- In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the **Clean Air Act**, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93

Federal Planning Regulations



This document generally provides descriptions and details about RPC compliance with federal planning regulations, such as:

- RPC adopted the Metropolitan Transportation Plan 2040 (Long Range Plan) September 14, 2010 and effective September 16, 2010 at the close of the 45 day public comment period. The next update to the MTP is anticipated in 2014.
- RPC adopted the TIP 2011-2014 on June 8, 2010. Amendments occur frequently to the TIP during its 4 year cycle based on requests received from DOTD, FHWA, and MPO member agencies, following Technical Advisory Committee review as well as an opportunity for public comment. The New Orleans TIP is on a two year update cycle. The next full update for the TIP will begin in 2012 for the period 2013-2016.
- RPC developed and adopted its Public Involvement Plan on September 14, 2010, following a forty-five day public comment period. On an annual basis, the RPC undertakes an internal review of its public involvement plan's effectiveness of engaging the public, by examining criteria, such as: records of invitations to speak at civic engagements; records of response to citizen emails; sign-in sheets of event participation; and records of press releases and news stories. Annually, staff is asked to provide comments as to how the public involvement may be improved to increase public participation in the planning process. RPC actively solicits input to the public involvement plan and the most effective means of communication by working directly with communities to discuss the most appropriate means of disseminating information and garnering input to the process. RPC also provides the general public with a comment period of forty-five days prior to adoption of its revised public involvement plan.
- RPC, in cooperation with LADOTD, publishes a list of annual obligated projects for the MPO area. The Annual Listing is published on RPC's website and cross-referenced with the region's TIPs. A copy of the Annual Listing and associated maps may be viewed on RPC's website at www.norpc.org. A copy of the Listing is also inserted annually into the current TIP document. It is updated each year in the TIP prior to December 31st.
- RPC created the first iteration of the New Orleans Region Coordinated Public Transit-Human Services Transportation Plan along with transit providers and various human service and other stakeholders in April of 2007, with an update provided in July of 2009. The plan outlines a series of objectives aimed toward improving service for individuals with disabilities, the elderly, those with low incomes, or those who are otherwise transportation disadvantaged. The plan identifies the transportation needs of this population, and provides strategies for meeting these needs in an efficient, inter-agency coordinated framework. The RPC is currently working on the next update to the plan that will include a detailed program plan for implementation of these strategies. The plan update will be developed with the continuing involvement of the region's Public Transit-Human Services Transportation Plan Committee.

Title VI of the Civil Rights Act of 1964



Title VI of the Civil Rights Act of 1964 prohibits exclusion from participation, denial of benefits, and discrimination under federally assisted programs on grounds of race, color, or national origin. Title VI assurance regulations were also executed by each state, prohibiting discrimination on the basis of sex or disability. RPC complies with this law by:

- Adopting Title VI Plan on September 14, 2010.
- Complying with the public involvement and environmental justice requirements of the Federal and State regulations.
- Avoiding, minimizing or mitigating disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations.
- Providing specific opportunities for local citizens and citizen-based organizations to discuss their views and provide input on the subject areas addressed in plans, projects, or policies of the RPC as the MPO for the New Orleans MPA.
- Ensuring full and fair participation by all potentially affected communities in the transportation decision-making process.
- Informing and educating citizens and other interested parties about ongoing RPC planning activities, including opportunities to participate in these activities.

Nondiscrimination

MPOs are responsible for developing procedures to collect statistical data (race, color, religion, sex, and national origin) of participants in, and beneficiaries of state highway programs. RPC complies with this law by:

- Maintaining population statistics, minority statistics, low to moderate income levels by areas, and areas of dense transit ridership.
- Making public announcements beyond the local journal to advise specific groups as to project location and scope using TV, radio, and other publications.
- Making available a complaint form on the RPC website and available in the RPC office.

Disadvantaged Business Enterprises

The DBE program ensures equal opportunity in transportation contracting markets, addresses the effects of discrimination in transportation contracting, and promotes increased participation in federally funded contracts by small, socially and economically disadvantaged businesses, including minority and women owned enterprises. RPC complies with this law by:

- Using qualified DBE firms from the State's Unified Certification Program to satisfy RPC's annual DBE goal for conduct of professional services.
- Sponsoring DBE Informational Workshops (June 15, 2009) to inform DBE firms about the work of the RPC and contracting opportunities for participation in both RPC and DOTD programs.
- Coordinating with the Louisiana Department of Transportation and Development who manage, delegate, and assist this MPO with DBE programs in the New Orleans region.

Equal Employment Opportunity Program

RPC complies with this law by:

- Coordinating with the MPO member agencies and LADOTD who manage, delegate, and assist this MPO and the MPO member agencies with construction guidelines for projects in the urbanized area.

Americans with Disabilities Act of 1990

Programs and activities funded with federal dollars are prohibited from discrimination based on disability. Compliance with the applicable regulations is a condition of receiving federal financial assistance from the U.S. Department of Transportation. RPC complies with this law by:

- RPC's Title VI Plan adopted September 14, 2010, cites the MPO's compliance with the American Disabilities Act of 1990 by making accommodations for all public meetings and accessibility to planning efforts. In addition, the RTMC/RPC building which is located at 10 Veterans Memorial Boulevard complies with all ADA requirements. All meetings sponsored by the RPC and funded with Federal dollars are held in ADA compliant facilities.

Older Americans Act

These requirements protect older Americans and afford them significant opportunities to strengthen coordination of transportation services and/or ensure their inclusion in the planning and delivery of transportation services. RPC complies with this law by:



- Coordinating with human service agencies, advocacy groups and citizen members representing elderly individuals in the New Orleans community. In particular, the Coordinated Public Transit-Human Services Transportation Planning process and the Complete Streets Advisory Committee include stakeholders from such organizations as American Association of Retired Persons as well as the region's Councils on Aging.
- Working extensively with the region's transit and paratransit providers and with local government street and public works departments to promote equitable transportation opportunities for the aging members of the population.
- Ensuring that regional transit and highway project implementation works toward independent and dignified access by the elderly to vital community facilities as well as to economic and social opportunities.

Discrimination Based on Gender

No person shall on the ground of sex be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal assistance under this title or carried on under this title. This provision will be enforced through agency provisions and rules similar to those already established, with respect to racial and other discrimination, under title VI of the Civil Rights Act of 1964. RPC complies with this law by:

- Adopting Title VI Plan on September 14, 2010.
- Complying with the public involvement and environmental justice requirements of the Federal and State regulations.
- Providing specific opportunities for local citizens and citizen-based organizations to discuss their views and provide input on the subject areas addressed in plans, projects or policies of the RPC/MPO within the New Orleans Metropolitan Planning Area.
- Ensuring full and fair participation by all potentially affected communities in the transportation decision-making process.

Section 504 of the Rehabilitation Act of 1973

Section 504 of the Rehabilitation Act of 1973 is a national law that protects qualified individuals from discrimination based on their disability. Section 504 forbids organizations and employers from excluding or denying individuals with disabilities an equal opportunity to receive program benefits and services. It defines the rights of individuals with disabilities to participate in, and have access to, program benefits and services. RPC complies with this law by:

- Adopting Title VI Plan of September 14, 2010.
- Complying with the public involvement and environmental justice requirements of the Federal and State regulations.
- Providing specific opportunities for local citizens and citizen-based organizations to discuss their views and provide input on the subject areas addressed in plans, projects or polices of the RPC/MPO for the New Orleans Urbanized Area.
- Working with the mobility impaired community to enhance transportation access and remove physical barriers.
- Ensuring full and fair participation by all potentially affected communities in the transportation decision-making process.
- Identifying individuals with disabilities; evaluate those individuals and their needs; create a website, maps, and those documents to accommodate and better inform all segments of the public.

Clean Air Act

While this law applies to nonattainment and maintenance areas RPC recognizes its importance and complies by:

- Using the metropolitan transportation planning process as a means to support and further the objectives of the Clean Air Act.
- Engaging in the development of alternative fuels program as well as greenhouse gases (GHG) reduction strategies.
- Coordinating planning efforts with transportation and environmental organizations to achieve a measurable improvement in regional air quality.
- Reviewing with state agencies the data and operations of the region's extensive ambient air monitoring network.



SECTION 14: CONSULTATION & COORDINATION

"In developing metropolitan transportation plans and TIPs, the MPO should consult with agencies and officials responsible for other planning activities within the MPA that are affected by transportation (including State and local planned growth, economic development, environmental protection, airport operations, or freight movements) or coordinate its planning process (to the maximum extent practicable) with such planning activities." 23 CFR § 450.316(b)

RPC compliance with Federal planning requirements

RPC formally consults with agencies and officials responsible for planning activities within the MPA and also with State and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation concerning the development of the transportation plan. *(See also: Land Use, Transit, Freight, Bicycle & Pedestrian, Security, and Air Quality sections.)*

In addition to traditional MPO consultation and coordination activities, RPC coordinates its planning processes through the sharing of background information and the creation of geospatial data and through less traditional activities such as recovery planning.

The Louisiana Geographic Information Systems Council

"The Louisiana Geographic Information Systems Council (LGISC) was created by the state Legislature in 1995 to: "eliminate duplication of effort and unnecessary redundancy in data collections and systems and to provide for integration of geographically-related data bases to facilitate the policy and planning purposes of the state of Louisiana."

-La R.S. 49:1051-1057; Acts 1995, No.922 amended by Act 772 of 2001 and Act 68 of 2005

RPC GIS Coordinator is the Governor-appointed member to the Louisiana Geographic Information Council (LGISC) representing Louisiana Planning and Development Districts. Through associated GIS Council coordination, public GIS data is distributed through a web download site at Louisiana State University in Baton Rouge and also through a distributed media (CD, DVD) for use in times of emergency when internet access is unavailable. The GIS Council association has demanded close interaction with the development of state-wide GIS data sets, GIS data standards and conventions that have been of benefit to local governments across the state. Louisiana is one of the first states to produce state-wide high resolution ortho-imagery to federal standards (the background for local government geo-spatial data development), and at no cost to local government agencies. Louisiana was the second state to provide state-wide light detection and ranging (lidar) data which leads to

elevation mapping and the ability to produce 3D-coverages and updated digital flood mapping. The sharing of information, the development of cooperative funding mechanisms to produce data, and the oversight in data production to meet federal standards has benefited local governments by providing these needed data sets to them at little or no cost.

The LGISC consists of representatives of twenty-seven agencies and entities:

- The Division of Administration**
- The Governor's Office of Homeland Security and Emergency Preparedness**
- The Louisiana Assessors Association**
- The Louisiana Association of Planning and Development Districts**
- The Louisiana Department of Agriculture and Forestry**
- The Louisiana Department of Children and Family Services**
- The Louisiana Department of Culture, Recreation, and Tourism**
- The Louisiana Department of Economic Development**
- The Louisiana Department of Education**
- The Louisiana Department of Environmental Quality**
- The Louisiana Department of Health and Hospitals**
- The Louisiana Department of Justice**
- The Louisiana Department of Natural Resources**
- The Louisiana Department of Public Safety and Corrections**
- The Louisiana Department of Transportation and Development**
- The Louisiana Department of Wildlife and Fisheries**
- The Louisiana House of Representatives**
- The Louisiana Municipal Association**
- The Louisiana National Emergency Numbering Association**
- The Louisiana Senate represented by The Louisiana Oil Spill Coordinator's Office**
- The Louisiana Society of Professional Surveyors**
- The Louisiana State Senate**
- The Louisiana Workforce Commission**
- The Office of the Governor, Military Department**
- The Police Jury Association of Louisiana**
- The U. S. Geological Survey**
- The U.S. Department of Homeland Security, Federal Emergency Management Agency**



Economic and Development District

In addition to RPC's role as the MPO for the Greater New Orleans area, it is the designated Economic and Development District (EDD) for the parishes of Jefferson, Orleans, Plaquemines, St. Bernard and St. Tammany Parishes. As the designated EDD by the U.S. EDA RPC works with local economic development partner organizations to solicit input about the region's economic priorities, which are incorporated into the region's Comprehensive Economic Development Strategy (CEDS). In the CEDS, the region's top infrastructure needs to bolster the economic competitiveness are identified. Transportation infrastructure projects to support the region's "transportation and logistics" cluster as well as the mobility of workforce and enhancement projects which improve quality of life are all included. The strategy advisory committee of the Southeast Louisiana Economic Development board includes the following membership:

Department of Economic Development, City of New Orleans
Jefferson Economic Development Corporation
Plaquemines Association of Business & Industry
Parish of Jefferson, Economic Development
Parish of Plaquemines, Economic Development
Parish of St. Tammany, Economic Development
St. Bernard Economic Development Commission
St. Tammany Economic Development Foundation

Recovery Planning

Building upon extensive GIS data set development supporting land use decision making, RPC has been a proactive partner in nearly every aspect of recovery of the urban landscape since Hurricanes Katrina and Rita. Collaborative work plans and interagency coordination evolved between state and parish employees, non-profits and the RPC staff. Land use issues have extended to neighborhood water mitigation planning, eradication of blight, identification of new park space, commercial redevelopment and place making strategies. Sustainable land use has included planning for and interacting with groups whose focus is provision of housing for seniors, disabled and low income persons, social innovation, human ecology and urban design. While the region experienced a forced period of rapid change it has resulted in new social awareness and positive institutional adaptation.

Examples of this interaction include RPC partnering with the City Planning Commission to work with neighborhoods to confront competing transportation and land use goals along the Elysian Fields Corridor which were independently designated in the Unified New Orleans Master Plan. RPC has also participated in shaping parking and landscaping strategies in the City of New Orleans Comprehensive Zoning Ordinance that are more amenable to people and less focused on capacity.

Additionally, the University of New Orleans and RPC teamed up to create transferable redevelopment strategies for commercial and neighborhood revitalization which included analysis of, and new approaches to, flooded housing stock. RPC spearheaded Economic Development Administration grants for a variety of investments to stabilize and grow industry clusters, attract and retain talent, and seed plans and construction of medical research facilities. These are just a few efforts which RPC was involved in that benefitted from an expanded and proactive approach to coordination and consultation with non-traditional as well as traditional partners.

Other Non-Traditional Agreements

RPC has also partnered in data sharing agreements that require MOU's and secured data storage. Several of these agencies are the U.S. Army Corps of Engineers – New Orleans District, The National Geospatial Intelligence Agency, The Louisiana Recovery Authority, The Louisiana Department of Social Services, the Governor's Office of Homeland Security, the Louisiana Oil Spill Coordinator's Office and the New Orleans Sewerage and Water Board.

RPC's Clean Fuel Partnership (a USDOE Clean Cities Coalition) hosts regular workshops and meeting (at least quarterly) aimed at fleet managers and maintenance personnel but also open to public to provide information on cleaner transportation options.

Past attendants have included representatives from the freight industry, public agencies, public transportation agencies, and private transportation providers. RPC's Clean Fuel Partnership coordinator then meets one-on-one with fleets interested in cleaner transportation options and facilitates implementation of clean fleet projects.



SECTION 15: FINANCIAL PLANNING

“The metropolitan transportation planning process shall be continuous, cooperative, and comprehensive, and provide for consideration and implementation of projects, strategies, and services that will address the following factors... (7) Promote efficient system management and operation;” 23 CFR § 450.306(a)

RPC compliance with Federal planning requirements

RPC transportation planning is done with financial considerations and in cooperation with LADOTD and transit operators. RPC plans reflect existing revenues and historical trends, and include reasonable expectations of public and private funding sources. RPC plans are periodically updated and reviewed to ensure that estimates are accurate, and that plans remain fiscally constrained. All financial planning is documented by RPC.



In accordance with the requirements of the Metropolitan Transportation Planning Process, the MTP must be financially viable. In developing the MTP, extensive consultation took place between the New Orleans MPO and LADOTD, especially with the federal aid urban and capital programming divisions. Emphasis was placed on the development of a single, agreed upon set of project priorities. Basically, the status of each individual project in the overall state program was reviewed as to its financial requirements and implementation status. Based on this review, selected projects were agreed upon for advancement, some were eliminated, while other local conforming priorities were added. In every case, careful attention was given to the financial capacity of the state or region to carry the projects through to completion. Under the urban program, it was agreed that \$20 million annually (consisting of \$16 million federal and \$4 million of local match) would be used for programming purposes.

It was also recognized that some additional funding would be available from non-federal sources, including the Transportation Infrastructure Model for Economic Development (TIMED), the cash portion of the Transportation Trust Fund, toll extensions on Greater New Orleans #2 Bridge, State General Funds, and from state bond moneys. The ceiling imposed by the state Legislature on the bonding capacity of the state and the limited amount of cash made available for new construction under the Louisiana Highway Trust Fund was taken into account as part of this decision-making process.

An analysis of the region’s funding history demonstrates a gradual strengthening of its funding capacity due largely to an increase in federal-aid funding to Louisiana as a result of ISTEA and TEA



21. Prior to ISTEA, the New Orleans region received between \$34 - \$36 million annually for highway construction and about \$20 million annually for mass transit. Under the ISTEA program (1992-1997), the New Orleans urbanized area averaged \$40.9 million annually for highways and approximately \$30 million for transit.

As federal funding increased under TEA 21, the region’s implementation program expanded to approximately \$82.7 million annually for the six parish area of Jefferson, Orleans, Plaquemines, St. Bernard, St. Charles and St. John the Baptist. The funding experience over the entire ISTEA and TEA 21 period (1992-2004) resulted in an average annual construction expenditure of \$63.4 million.



Under the successor legislation of SAFETEA-LU (2005-2010), the level of transportation investment in the region increased dramatically to an average of \$351.2 million annually or \$2.1 billion over the course of six years (2005-2010). Traditional federal fund sources were augmented with FHWA Emergency Relief monies (\$501.7 million) for roadway restoration in the aftermath of Hurricane Katrina. Additional federal aid came from the American Recovery and Reinvestment Act (ARRA) or economic stimulus package (\$80.3 million). State funding in the form of the TIMED program (\$0.44 per gallon gas tax) was used to finance the rehabilitation and widening of the Huey P. Long rail-highway bridge crossing of the Mississippi River.

The level of transportation investment which has occurred in the region over the three most recent national transportation bills – ISTEA, TEA 21 and SAFETEA-LU is summarized below:

Transportation Investments New Orleans MPO Area (FY92 – FY10)		
Transportation Bill	Period	Amount Let to Construction
ISTEA	10/1/91 – 9/30/97	\$245,506,592
TEA 21	10/1/97 – 9/30/04	\$578,913,213
SAFETEA-LU	10/1/04 – 9/30/10	\$2,107,309,537
Total		\$2,931,729,342

As noted, the level of transportation investment in the New Orleans Metropolitan Planning Area over the 19 year period October 1, 1991 through September 30, 2010 was just over \$2.9 billion.

Non-Recurring Revenues

A number of major roadway and bridge rehabilitation projects were funded between FY05-FY10, including rebuilding of the I-10 bridges over Lake Pontchartrain; widening of the Huey P. Long Mississippi River Bridge (highway/rail facility) and restoration of state highways and arterials roadways damaged by Hurricane Katrina. As shown below, monies for these critical infrastructure repairs or improvements were tied to unique, non-recurring revenue sources.



Non-Recurring Revenues (FY05 – FY10)		
Program	Fund Source	Amount FY 05 – FY 10
TIMED	44/Gallon Gas Tax	\$981,793,150
FHWA E-R	Emergency Relief Funds	501,707,664
ARRA	Stimulus Program	80,370,109
Total		\$1,563,807,923

The amount of funding derived from non-recurring revenue sources in the period FY 05 through FY10 is about \$1.5 billion. In order to establish a more realistic baseline for the purpose of long-term economic planning and financial analysis, the non-recurring moneys were deducted from the total. The adjusted balance for the period FY05 – FY10 (SAFETEA-LU) is provided below:

Adjusted Fund Balance (FY05 – FY10)	
SAFETEA-LU Total	\$2,107,309,537
Less Non-Recurring Revenues	
- TIMED	\$981,793,150
- FHWA/ER	\$501,707,664
- ARRA	\$80,370,109
Adjusted Balanced	\$543,438,614
Average SAFETEA-LU Annual Investment	~\$90,500,000

Financial Capacity

The financial capacity of the New Orleans MPA has been derived quantitatively based on actual transportation investments made in the region over the past nineteen years (10/1/91 – 9/30/10). Summarized below is the history of transportation investments made in the region under the three national transportation bills.

Calculation of Financial Capacity - New Orleans Metropolitan Planning Area		
National Transportation Bill	Period	Amount of Investment
ISTEA	10/1/91 – 9/30/97	\$245,506,592
TEA 21	10/1/97 – 9/30/04	\$578,913,213
SAFETEA-LU	10/1/04 – 9/30/10	\$543,438,614 (adjusted)
Total Investment		\$1,365,858,419
Average Annual		\$71,992,548



The RPC is using the nineteen year average of \$71.9 million as the level of transportation investment which RPC reasonably expects to be available for transportation planning and programming in the region over the course of the 2040 Plan.

MTP Emphasis Areas

The MTP was approved August 2010 by the TPC and covers a 30 year planning horizon to the year 2040. As illustrated below, the core of the MTP remains focused on roadway and bridge rehabilitation and maintaining the existing transportation network in a state of good repair. The MTP is organized into three Tiers or planning periods. Tier I is the TIP and addresses those projects which are in advanced stages of planning and design and are being advanced towards project implementation for the period FY11 – FY14. Tier II covers the subsequent ten year period (FY15 – FY24) showing a continuing commitment to maintenance and preservation as well as capacity improvements which are presently undergoing environmental assessment or preliminary engineering.

Metropolitan Transportation Plan Classification of Projects by Improvement Type and Estimated Cost											
		Maintenance & Preservation		Added Capacity		Safety & Operations		Bicycle & Pedestrian		Total	
		<i>No.</i>	<i>Cost</i>	<i>No.</i>	<i>Cost</i>	<i>No.</i>	<i>Cost</i>	<i>No.</i>	<i>Cost</i>	<i>No.</i>	<i>Est. Cost</i>
Tier I	FY 11-FY 14	39	\$151.8 M	14	\$110.5 M	27	\$69.2 M	11	\$8.0 M	91	\$339.5 M
Tier II	FY 15 – FY 24	13	\$104.4 M	10	\$406.5 M	5	\$30.9 M	2	\$11.0 M	30	\$552.8 M
Tier III	FY 25 – FY 40	2	\$20.0 M	3	\$176.0 M	2	\$21.0 M	--	--	7	\$217.0 M
Total		54	\$276.2 M	27	\$693.0 M	34	\$121.1 M	13	\$19.0 M	128	\$1,109.3 M
<i>Percent of Total</i>		42%		21%		27%		10%		100%	

As shown in the previous table, system preservation and safety and operations account for 63% of all projects in the Plan. New capacity projects represent about 21% of all future projects while bicycle and pedestrian improvements are presently at 10%. We expect this percentage to increase somewhat as bicycle and pedestrian improvements are identified through RPC’s Complete Streets Committee and integrated into upcoming roadway rehabilitation projects.

Unfunded Needs

Tier III includes several mega projects (in excess of \$100 million each) which are listed for informational purposes, but for which no clear funding source has yet been identified. Examples of projects in this category include: New Orleans Freight Rail Gateway improvements; Port of South Louisiana connector roadway linking U.S. 61 to Interstate 10; and I-10 East widening and ITS improvements. These projects are shown for illustrative purposes; project advancement is

contingent upon successful completion of the environmental determination process and securing a firm funding source.

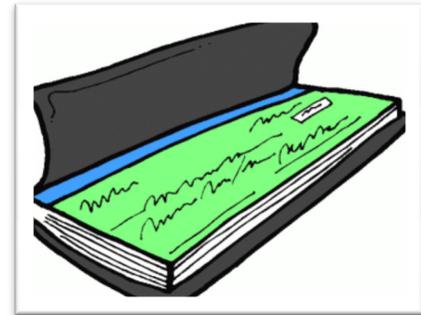
Alternative Funding Evaluation

In an effort to find new or alternative funding sources for the region's larger and more expensive projects, RPC has initiated a study to examine the potential for public-private partnership formation to financing some of the region's most needed and expensive transportation investments through use of the state's Transportation Mobility Fund legislation. Candidate projects include the Lapalco and Donner Corridor improvements, among others. Initial study findings with recommendations are expected to be released during the first quarter of 2011.

Fiscal Constraint

SAFETEA-LU, as well as predecessor legislation, has mandated that projects listed in the Metropolitan Transportation Plan be "fiscally constrained." FHWA defines the concept as "a demonstration of sufficient funds (federal, state, local and private) to implement proposed transportation system improvements, as well as to operate and maintain the entire system, through the comparison of revenues and costs."

As one can imagine, predicting costs and predicting federal funding levels twenty-five to thirty years into the future is more art than science. However, as a means of demonstrating fiscal constraint, RPC personnel have tracked funding for projects in the program since the inception of ISTEA (starting in FY 1992) through the second quarter of FY 10. A complete history of Financing Transportation Improvements in the New Orleans urbanized area is maintained by RPC.



The level of transportation investment in the region has been rising steadily at around 4.1% per year on average since ISTEA. Starting in FY 05 and into FY 10, however, transportation investment in the New Orleans area increased significantly with letting of the Huey P. Long Bridge widening. The Huey P. Long Bridge project is being funded entirely with money from the TIMED program of LADOTD, not with federal funds and is therefore considered an "outlier" for the purposes of this evaluation. In addition, FHWA Emergency Relief and ARRA (economic stimulus) moneys greatly enhanced the overall level of federal capital investment during this period.

Using the nineteen years of data (FY 92 – FY 10) and controlling for the above special investments, RPC has established a trend line of forecast funding through FY 2040.

RPC forecasts an average annual program of approximately \$65 million starting in FY 11 and ending with \$115 million in 2025 (Tier II). This is based on an average annual inflation rate of 4% per year. The amounts are expressed in nominal terms to reflect the year of expenditure dollars.

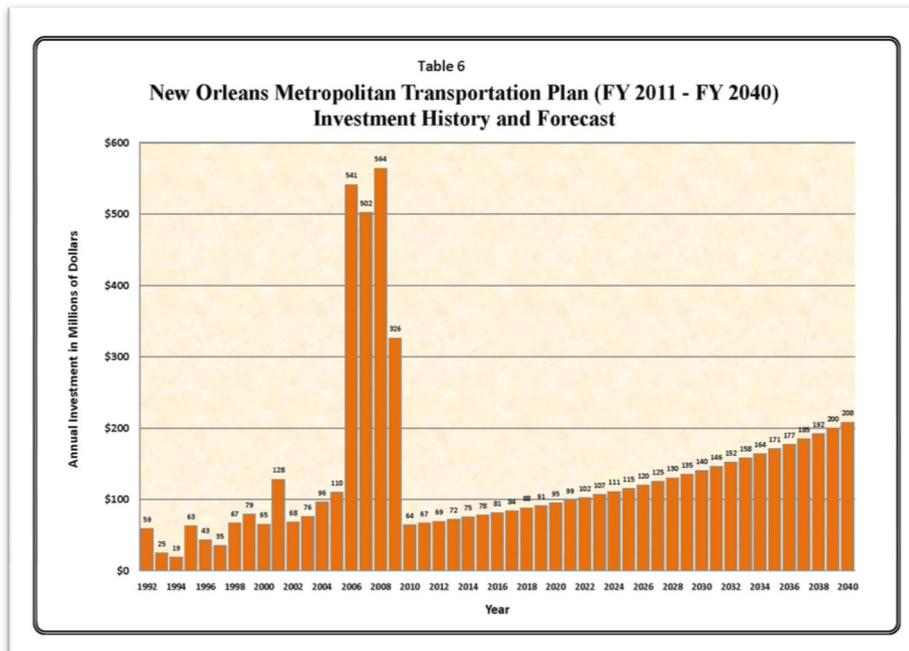


Nearly 80% of the projects scheduled during this period (FY 11 through FY 25) are for system preservation, safety and operations, and bicycle and pedestrian improvements. These projects account for about 42% of capital funding. About 20% of all projects scheduled in Tier I and II are capacity-related. These projects would account for 58% of all moneys.

Larger scale projects are anticipated starting in FY 25 through the horizon year of 2040 (Tier III). Again, a 4% forecast growth, the program only nominally keeps up with inflation. As such, very few large scale projects are actually identified for funding in Tier III. Projects which are expected to be advanced include the last phase of I-10 West widening between Veterans Boulevard and Williams Boulevard; ramp connectors between the Earhart Expressway and US 61; and widening of Lapalco Boulevard between Segnette Boulevard and Tanglewood.

Tier III also includes for informational purposes several mega projects (> than \$100 million), but these projects are shown only for illustrative purposes. It is anticipated that other, non-federal funding mechanisms would be required in combination with state and federal funds to help implement these projects, such as the New Orleans Rail Gateway program and the proposed Port of South Louisiana Connector Road.

In making funding projections for the 2040 Plan, the RPC assumed that there would be very few, if any, new funding sources available. The program, therefore, is limited to what could reasonably be funded given historical funding levels from federal, state and local sources. A full effort was made to identify funding sources (federal, state or local) and/or categories for funding (STP FLEX, STP>200K, STP Enhancement, Federal Bridge Replacement, etc.) for each project in the MTP in order to provide the public with as much accurate information as possible.



SECTION 16: SECURITY

“The metropolitan transportation planning process shall be continuous, cooperative, and comprehensive, and provide for consideration and implementation of projects, strategies, and services that will address the following factors... (3) Increase the security of the transportation system for motorized and non-motorized users;” 23 CFR § 450.306(a)

RPC compliance with Federal planning requirements

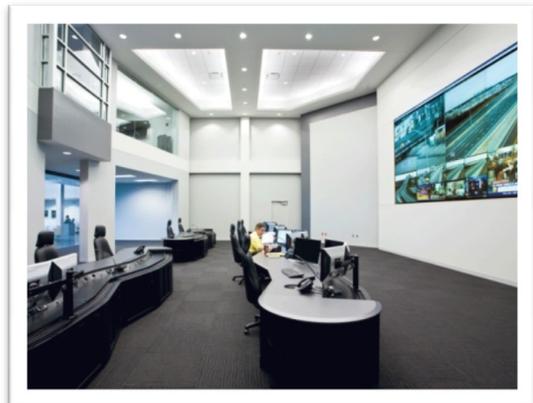
RPC recognizes the benefits of security collaboration and coordination in the transportation planning process; it has therefore developed several key activity areas, including ITS, Incident Management, economic resilience, as well as technical services, to increase security for motorized and non-motorized users of the transportation system.

Intelligent Transportation Systems

RPC works closely with LADOTD in efforts to maximize the benefits of Intelligent Transportation Systems (ITS) in our region. Our focus has concentrated on ways we can effectively link our RTMC with other key agencies via fiber optic cables. This linkage will allow the RTMC Control Room, which has access to nearly one hundred cameras around Lake Pontchartrain, to share what it sees with similar control rooms at key agencies in the region. Those agencies include the Louisiana State Police (District B offices), the St Tammany Parish Office of Homeland Security and Emergency Preparedness, the Greater New Orleans Expressway Commission (Causeway), and ultimately with the Urban Area Security Initiative (UASI), our regional emergency preparedness coordination team for the metro area.

Additionally, RPC has approached private sector entities that have agreed to share their electronic billboard space to alert motorists in times of major incidents. Examples include closure of the interstate due to an accident, and closure of the Causeway due to weather. It should be noted that the Causeway consists of two parallel bridges crossing Lake Pontchartrain, and this crossing of a body of water is the longest in the world. This use of “community partners” is a means of overcoming public tax revenue shortages to address a need.

Also, RPC has encouraged, and is working with, the LADOTD to consider private sector sponsorship of its Motorist Assistance Program, which would allow the MAP to expand with private sector

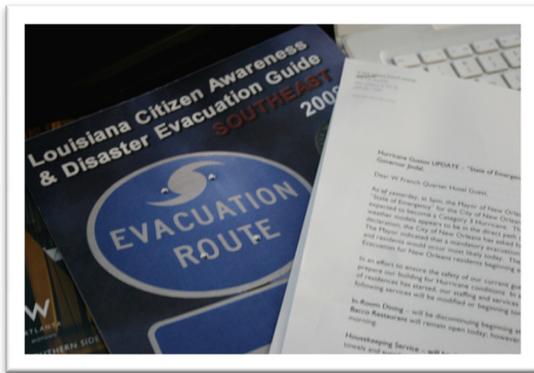


dollars. This innovative approach of using private sector dollars to offset tax revenue shortages is looked on favorably by FHWA.

Incident Management

RPC has established a public-private partnership that focuses on utilizing key public and private sector resources to ensure the resilience of our community. Public sector participants include: the Urban Area Security Initiative (UASI), which is comprised of parish and other key emergency preparedness officials in the metro area; the Governor's Office of Homeland Security & Emergency Preparedness (GOHSEP); and the Protective Security Advisor, representing the U.S. Department of Homeland Security.

Private Sector partners include: parish chambers of commerce and economic development organizations (EDOs); the World Trade Center, the Hispanic Chamber of Commerce and the Asia-Pacific American Society, all representing the international community; also, the hospitality industry (representing hotels, restaurants and tourism); the homebuilders and mechanical contractors associations, representing key components of the construction industry; the LA Bankers Association; and the Southeast Louisiana Association of Contingency Planners.



The public-private sector partnership conducts meetings on a quarterly basis, with the intent of exchanging updates, while ensuring an effective dialogue among all stakeholders. During the recent

oil spill disaster, the UASI's Regional Coordinating Center, held daily conference calls (seven days a week, for a period of time) to coordinate an effective response among parishes during the disaster.

The partnership is also encouraging businesses to register with their local OEPs and-or with the Louisiana Business Emergency Operations Center. Through this registration process, business resources (i.e.; products, services and skilled labor) are matched with local and state needs for use prior to, during and following a disaster.

Gulf Coast Alliance for Economic and Environmental Resilience

RPC took the lead with other key organizations along the Gulf Coast to create this alliance. The alliance, comprised of chambers of commerce and other business and community support organizations, includes the states of Louisiana, Mississippi, Alabama and Florida. It was created as a direct result of the Deepwater Horizon oil spill in the Gulf of Mexico, a disaster which included the loss of 11 lives and the flow of oil and release of gas for three months in the Gulf. The alliance eventually expanded its mission three-fold, to address not only the spill, but to include the associated storm season and the federal government imposed drilling moratorium.



The purpose of the alliance is to ensure the economic and environmental resilience of the four states, including the restoration of viable business along the Coast. A weekly conference call is hosted for the 70-person alliance, to share best practices, and to learn of opportunities to address recovery. Additionally, a recap of the call is sent to the stakeholders to keep all aware of the latest.

The Gulf Coast Alliance has attracted national attention, including interest of the U.S. Chamber of Commerce Business Civic Leadership Center (BCLC). The BCLC and RPC are establishing a working relationship whereby RPC is becoming the Northern Gulf Coast representative for the center. BCLC provides the basis for national companies and foundations to channel their resources in recovery efforts both here and abroad. BCLC has been involved in domestic disasters, such as the fires out West, flooding in the Midwest, and hurricanes and oil spill recovery along the Gulf Coast. Additionally, BCLC has been involved in overseas disasters, including Haiti, Chile and Pakistan.

Companies and foundations that are looking for ways to assist in disaster recovery efforts can utilize BCLC to match their resources with community needs. Those resources might include core competencies, such as skilled volunteers and needed products and services, as well as cash contributions. As the representative for BCLC along the Gulf Coast, RPC will play a key role in the BCLC mission on the Gulf Coast.

Technical Services

RPC directly supports GOHSEP in information technologies. Background imagery contracts state-wide, data creation and data standards and areas of importance to GOHSEP where RPC has had direct involvement. In the past when an evacuation was order for the New Orleans area, RPC's GIS department relocates within the Emergency Operations Center in Baton Rouge per invitation from GOHSEP and works in tandem with the Emergency Operations Center. Main responsibilities beyond search and rescue mapping have been to fulfill the role of liaison to the USGS International Space and Natural Disaster Program and to FEMA geospatial mapping.

When there is not an impending disaster RPC works with GOHSEP in development of the data layers for the Virtual Louisiana web interface which serves all emergency responders on a daily basis. This was also used in coordination with LOSCO for the oil spills in 2008 and 2010. Background imagery, data organization, sharing and contract oversight in imagery collections have been RPC functions in past oil spills. RPC works closely with FEMA, USGS, the US Corps of Engineers, UASI and GOHSEP in emergency response data accessibility and development.



SECTION 17: FREIGHT

“The metropolitan transportation planning process shall be continuous, cooperative, and comprehensive, and provide for consideration and implementation of projects, strategies, and services that will address the following factors... (4) Increase accessibility and mobility of people and freight; (6) Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;” 23 CFR § 450.306(a)

RPC compliance with Federal planning requirements

RPC considers and incorporates freight throughout the transportation planning process in order to relieve vehicular congestion and maximize the safety of people and goods while preserving the existing and projected future metropolitan transportation infrastructure.

Freight planning within the MPO process became a substantial new area of concern with ISTEA legislation when freight mobility and access were recognized as important to the economy and congestion, including motor carrier movements, was confronted through a new requirement for MPOs to create a CMP. TEA-21 and SAFETEA-LU legislation continued to highlight the need to address freight movement within the MPO planning process by providing additional guidance to enhance integration and connectivity of the transportation system across and between modes, for people and freight.

New Orleans Freight



Freight movements have grown in the New Orleans Region in proportion to national growth trends. Forecasts for freight growth over the next 40 years anticipate that the region will outstrip the ability to accommodate freight on the present track and roadway infrastructure despite the current dip in the economy. Truck freight movements comprise a major and important element of total moves in the New Orleans region due the presence of the Mississippi River and the Huey P. Long rail bridge which serve respectively, multiple ports (Port of New Orleans, Port of St. Bernard, and Port of South Louisiana) and six intermodal rail terminals (CSX Transportation, Union Pacific, Norfolk Southern, Burlington Northern Santa Fe, Kansas City Southern and the Illinois Central). Truck interaction at and between rail and port terminals include a large number of drayed containers as well as line-haul truck moves. Airplanes carry smaller and lighter weight packages resulting in smaller commercial truck movement within the region to and from the Louis Armstrong International Airport. The service industry on the Southshore and manufacturing growth and related jobs burgeoning on the Northshore are also producing numerous truck



movements. The rail network is expected to see rising volumes and continued rail congestion over the local single track system due to significant growth nationally and bringing with it, a market share for the New Orleans region.

Federal Regulations for MPO Freight Planning

CFR 450.316 and 450.322 directs the MPO to account for freight in the planning process in numerous ways. These include:

- Develop and document a participation plan and include freight providers and shippers
- Consult with agencies and officials responsible for other planning activities affected by transportation including State and local planned growth, economic Development, environmental protection, airport operations, or freight movements
- Assess current and future transportation demand including existing and proposed transportation facilities including major roadways, multimodal and intermodal facilities and intermodal connectors.
- Evaluate operations and management to relieve vehicular congestion and maximize the safety of people and goods
- Provide for multimodal capacity increases based on regional priorities and needs -assess capital investment and other strategies to preserve the existing and projected future metropolitan transportation infrastructure
- The metropolitan transportation plan may consider projects and strategies that address areas or corridors where current or projected congestion threatens the efficient functioning of key elements of the metropolitan area's transportation system
- The MPO must evaluate population, land use, employment, congestion and economic activity in relation to all transportation planning and projects

Freight Post-Katrina

The RPC Freight Program continues to be proactive in order to achieve an integrated multimodal transportation system in the post-Katrina environment. Since the setback of Hurricane Katrina in late 2005 the freight program and particularly a formalized public input structure has undergone reconstruction. This is largely due to the heavy interaction with business and industry that is needed to accomplish a regular public participation venue for freight. Business and industry was impeded and the magnitude of rebirth was unsure in 2006. This uncertainty delayed and caused new problems for public, quasi-public and private freight providers and shippers. As the region fought to rebalance, all vehicle movements, including freight, decreased due to the loss of

population and business enterprise while truck movements associated with reconstruction of the levees, homes and business were dramatically increased on the interstates, major arterials and to some degree the local street network. RPC dealt with this new demand in various ways.

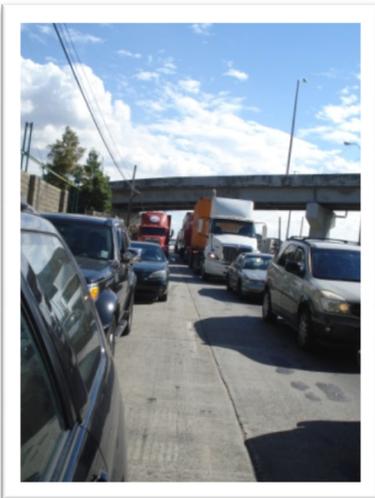
Submerged Roads Program

During 2006 the fears that damage to the sub-base layer of the street network, caused by standing floodwaters of Hurricanes Katrina and Rita, came to pass. The constant weight of heavy trucks trips moving debris exacerbated the damage over the coming months. RPC worked with the LADOTD and local parishes to establish the level of damage and petitioned the Federal Highway Administration to acknowledge the long-term effect of the inundation and heavy truck trips



on the condition of the roadway. In response, 100% Federal Emergency Relief Funds were made available to make repairs to approximately 60 miles of roadway in Orleans, Jefferson, and St. Bernard Parishes. RPC continues to facilitate coordination between parishes and relevant utility and technical agencies to forge cooperation and coordinate implementation, particularly where additional funds are needed for an expanded project beyond FEMA eligibility.

Congestion Management and Freight



The congestion management program at the RPC has been the overarching mechanism for assessing the roadway network environment for freight. RPC updated and adopted a comprehensive CMP in August 2010 and prior to the recent update, followed the guidance of the RPC Congestion Management Plan. Federal CMP requires the RPC establish a traffic database and a performance monitoring process that defines and measures the causes and extent of congestion. Traffic data collection is systematically collected for all vehicles on the designated CM network and includes the percent commercial vehicle traffic, average daily traffic, and speed. These inputs provide the basis for the CM Index Calculation which is a quantitative measure of congestion on the major roadways. This data informs decision making to prioritize projects in the TIP and

MTP, projects that in part, assist mobility and access of freight in the region. Also, regular meetings of the TAC help identify congestion and recommendations for congestion management strategies are identified in this forum.

ITS and Freight

ITS essentially improves operations and management of the roadway network, increasing on-time performance of freight by enabling minimum response time to incidents, providing real time traffic information, and improving emergency vehicle routing. It is planned that the ITS network will one day be able to improve upon tube counting technology currently in use to conduct commercial vehicle counts using real time video counting. As part of the regional ITS Architecture Plan the region has deployed 93 cameras around Lake Pontchartrain on I-10 and I-12. RPC staff participates in scheduled ITS meetings to plan for deployment and operations of the ITS network. Monthly IM meetings are also attended where state and local police, traffic engineers and planners, toll facility operators and others work together to leverage information about upcoming events that may cause congestion, road maintenance schedules and Motorist Assistance efforts to improve safety and communications across the entire network to serve people and freight.

Security and Freight

The New Orleans Metropolitan Region defines Security as comprehensive preparedness for threats of natural and manmade disaster. These include major storms or hurricanes and the potential for terrorists targeting critical infrastructure. RPC has established public and private partnerships with local, state, federal and private sector agencies and organizations to be a part of or build on existing emergency preparedness programs. RPC works with the State of Louisiana Governor's Office of Homeland Security and Emergency Preparedness (GOHSEP), the LA GIS Council and the USGS to map and update critical infrastructure needed for the movement freight when under threat of disaster and to plan for protection of costly infrastructure. The Ports, New Orleans International Airport, the oil and gas service and supply industry, the chambers of commerce, Economic Development Organizations (EDO's), the homebuilders association the hospitality industry, and others partner in this initiative which helps secure all modal infrastructure for freight movements.



NHS Intermodal Connectors and Freight

A NHS Intermodal Connector condition survey was conducted by RPC in 1999 for LADOTD. In 2010 the RPC resurveyed the designated connectors to assess the condition and any changes in use. In particular, the closing of the Mississippi River Gulf Outlet has been the impetus for a major shift in Port related containerized movements away from the France Road terminal as operations moved to the Napoleon Wharf on the Mississippi River. The NHS Intermodal Connector Condition Survey includes photographs, mapping and the standardized assessment tool used in 1999. This information will help inform regional recommendations for updating the NHS Intermodal

Connectors in the next Federal Transportation legislation and in determining the funding priorities locally.

Air Quality and Freight



RPC acknowledges the difficulty of simultaneously meeting the growing demand for freight while improving environmental outcomes. RPC has made tremendous strides over the last 3 years by working in partnership with EPA and USDOE to assist transportation fleets implement cleaner fuels and cleaner vehicles, and by supporting activities, policies and technologies to reduce the amount of fuel used. For freight these include idle reduction, repowering, alternative fuels and energy efficiency technologies. USDOE has also supplied a fleet contact database for

the region that will be useful in outreach efforts to identify concerns and prioritize projects in the TIP. RPC completed a Clean Cities Program Plan and was designated as the 86th Clean Cities Coalition by the USDOE in March 2008, establishing the Southeast Louisiana Clean Fuel Partnership. Recently RPC's Clean Fuel Partnership worked with CSX to receive an EPA Clean Diesel Grant to repower one CSXT switcher locomotive with GENSET technology, replacing an old engine with a new one that meets all the of latest emissions control regulations.

Coordination of Freight Planning

Participation in freight planning and selection of projects in the TIP and MTP is accomplished in many different venues. The RPC TPC has a representative for each mode which includes the Louise Armstrong New Orleans International Airport (aviation), the New Orleans Public Belt Railroad (rail), the Port of New Orleans (maritime) and the Louisiana Motor Transport Association (motor carrier). In addition to input provided at MTP meetings, the RPC conducts individual interviews with the major terminal operators and administrators. Over the last year this included the Port of New Orleans, the Louis Armstrong New Orleans International Airport, the Union Pacific, Norfolk Southern and CSX railroad terminal managers. The meetings are to identify problems, highest priority concerns and develop a rapport so that strong lines of communication are continued as high turnover is common, particularly within railroads. In addition, the RPC is a member of the World Trade Center Transportation Committee which focuses largely on maritime initiatives and includes shippers, export assistance, the Corp of Engineers, Coast Guard, all ports in SE Louisiana, the LADOTD, river pilots and others.

RPC has a strong relationship with the LADOTD intermodal planning efforts. RPC attended the LADOTD Freight Summit in to help shape state freight policy and programs, and partnered with LADOTD in conducting the New Orleans Rail Gateway Infrastructure and Feasibility Analysis Report published in December 2007. In addition, RPC managed the Southern High-Speed Rail Commission from 2002 to 2009, which evaluated rail capacity for both freight and passenger trains

in order to increase passenger train speeds on the designated Gulf Coast High Speed Rail network within Alabama, Louisiana and Mississippi.

RPC is working with the Louisiana Motor Transport Association to set up a motor carrier outreach venue and blend it with a larger Freight Advisory Committee effort. An on-line survey tool to identify the worst problems for truckers was introduced on the new RPC website in October 2010. With the support of the LMTA, the survey tool was reviewed, approved and using their communication network, members were notified about the survey and encouraged to participate. The USDOE Fleet Seek contact list assists with identifying motor carriers for this effort.

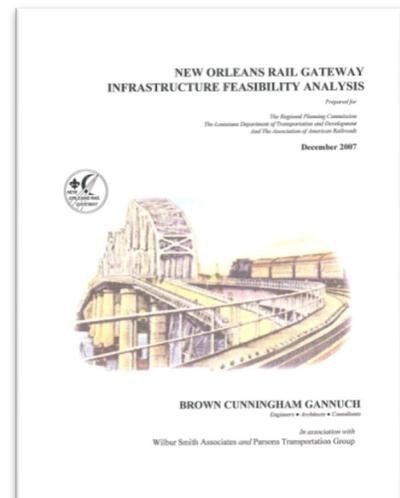
RPC's Clean Fuel Partnership conducts regular outreach through a quarterly newsletter, workshops and stakeholder meetings. Stakeholders include private and public fleets, transit organizations, fuel and vehicle distributors, utility companies, trade associations, economic development organizations, elected officials and local, state and federal government. RPC is building relationships and trust with fleets through air quality program outreach

Freight Related Planning and Projects

The major analysis of track, operations and capacity of the regional rail network referenced above - the New Orleans Rail Gateway Infrastructure and Feasibility Analysis Report - was a result of all six class I railroads, essentially competitors, working together to gain a level of consensus about a program of projects that would ease track congestion and increase track capacity. As a private sector entity they are concerned about safety and the ability of each to return savings to their stockholders. RPC was liaison to local parish stakeholders to anticipate impacts on local communities and identify mitigation measures while gauging the need to accommodate freight rail growth and its multiple benefits. Proposed projects include new track, new sidings, crossing closures, bridge upgrades, and new track signalization. An EIS is planned to review the impacts of all proposed projects identified.

In addition, a study is underway to review the fundamental landside and waterside characteristics of successful barge-to-land container systems and identify the applicability of using such a system on the Southeast Louisiana Mississippi River network. RPC is conducting this evaluation in partnership with the University Of New Orleans Transportation Institute, to be finished by June 2011. It is called the New Orleans Metropolitan Inland Waterway Container-On-Barge Feasibility Study.

Numerous projects in the TIP have incorporated the needs of freight providers and users. Staff estimates that approximately 205 projects, either directly or indirectly, support freight movements based on capacity and geometric design improvements, management and operational





improvements such as upgraded signalization and ITS related work, or safety upgrades. This estimate of freight related projects exclude maintenance and preservation endeavors.



SECTION 18: BIKE & PEDESTRIAN

"... the MPO designated for each urbanized area is to carry out a continuing, cooperative, and comprehensive multimodal transportation planning process, including the development of a metropolitan transportation plan and a transportation improvement program (TIP), that encourages and promotes the safe and efficient development, management, and operation of surface transportation systems to serve the mobility needs of people and freight (including accessible pedestrian walkways and bicycle transportation facilities) and foster economic growth and development, while minimizing transportation-related fuel consumption and air pollution;" 23 CFR § 450.300(a)

RPC compliance with Federal planning requirements

RPC incorporates pedestrian and bicycle planning into its overall transportation planning process and understands it is a key strategy for achieving the overall goals of the metropolitan planning program.

Over the past 10 years, the Regional Planning Commission has taken a key leadership role in promoting and developing pedestrian and bicycle transportation in the New Orleans region. This effort has resulted in raised awareness of relevant laws, increased mileage of the regional bicycle network, and integration of complete streets practices. The RPC's Pedestrian and Bicycle Program, in conjunction with the Louisiana Department of Transportation and Development, has set out to develop programs within the framework of the metropolitan transportation process that can be easily re-crafted for use throughout Louisiana.

RPC is Leading the Way

With RPC's leadership, the New Orleans region has made incremental progress on improving the pedestrian and bicycle environment over the past 15 years. This progress has increased since Hurricane Katrina for a variety of reasons. Hurricane recovery projects have presented opportunities to improve and add pedestrian and bicycle features to roadways, there is renewed interest in improving the quality of life and awareness has increased amongst elected officials and transportation officials that walking and bicycling are key components of a balanced transportation network.



In this leadership role, RPC has been a partner in the Louisiana Bicycle and Pedestrian Master Plan, the New Orleans 2030 Plan and represented all Louisiana MPOs on the Complete Streets Work

Group to name just a few. Additionally, the day to day efforts of the Pedestrian & Bicycle Program to develop and implement has made a significant impact in the New Orleans region. National best practices have been introduced to planners and engineers, police officers have learned about the actions that lead to a majority of pedestrian and bicycle crashes and general awareness amongst the public has increased due to continued media outreach.

These efforts have lead to very tangible results. On-street bicycle facilities have begun appearing around New Orleans while the off-street trail network continues to grow. There are now 114 miles of completed bicycle routes in the 7-parish region, with another 56.5 miles funded. The State Legislature has passed new and updated bicycle and pedestrian laws in both 2009 and 2010. The RPC has helped secure over \$40 million for pedestrian and bicycle projects since ISTEA including millions of dollars of stimulus funds. Finally, the bicycle mode share for New Orleans has increased 113% since 2000 and now ranks 6th in the nation.

Federal Regulations for MPO Pedestrian & Bicycle Planning

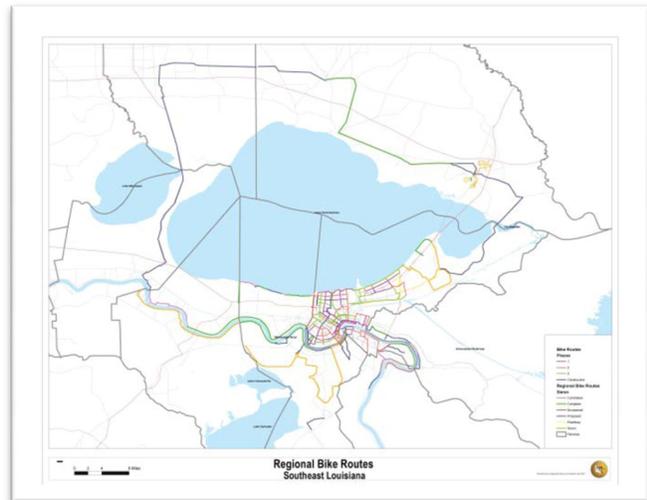
A number of federal regulations provide guidance regarding pedestrian and bicycle transportation within the context of metropolitan transportation planning. These regulations provide the broad framework in which the Pedestrian & Bicycle Program operates. Examples include:

- “...increase the safety of the transportation system for motorized and non-motorized users.”
- “...increase accessibility and mobility of people and freight...”
- “...protect and enhance the environment, promote energy conservation, improve the quality of life...”
- “...enhance the integration and connectivity of the transportation system, across and between modes, for people and freight...”
- “...emphasize the preservation of the existing transportation system.”
- “...develop and use a documented participation plan that defines a process for providing... representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities... with reasonable opportunities to be involved in the metropolitan transportation planning process.”
- “...the transportation plan shall include both long-range and short-range strategies/actions that lead to the development of an integrated multimodal transportation system to facilitate the safe and efficient movement of people and goods...”

Regional Bicycle Mapping

RPC has updated its GIS databases and developed new comprehensive files to track and map existing routes, funded routes and projected routes. These files are maintained by the Pedestrian & Bicycle Program in partnership with various departments in our member parishes. As the parishes move towards more comprehensive pedestrian and bicycle master plans, the regional database will be crucial to the tracking of these efforts and to ensure well planned and interconnected of a multi-parish network.

The regional bicycle map is regularly used in RPC's citizen participation and planning processes. The maps are published online to keep citizens informed of upcoming projects, particularly in Orleans Parish which has significantly increased its bicycle network in the past several years.



Internally, staff uses the regional data to identify potential complete street features for existing projects in the TIP and MTP in order to maximize the potential of projects and further build out the interconnected network. The route data also informs the pedestrian and bicycle data collection and analysis conducted by the RPC's partners at the University of New Orleans and the Tulane Prevention Research Center.

Program Challenges

The RPC's Pedestrian & Bicycle Program expanded its efforts significantly in July 2005 with funding support from LADOTD to develop and implement programs that could be used across Louisiana. As RPC resumed its normal operations, the Pedestrian & Bicycle Program set out to regain momentum. As with so many areas following Katrina, there have been challenges and opportunities for the program to confront. Many of the programs education workshops targeted audiences with increased time constraints: planners, engineers and law enforcement. The data collection and analysis process was severely disrupted by the population shifts, making tracking of the program's impact more difficult.

As the program continued forward some elements continued to encounter unexpected delays and barriers, such as the Commuter Workshop which is currently working to overcome the lack of League Certified Instructors in the New Orleans region, by training a sizable number of people as LCIs. Other program elements, such as the Design Workshop which is now occurring semi-annually in New Orleans and another rotating city in Louisiana, have matured into strong and stable programs.

Elements of RPC Initiatives

The efforts and goals of the Pedestrian & Bicycle Program are tied to many of the goals of other RPC initiatives and represent a key strategy for achieving the overall goals of the RPC's metropolitan planning program.

Congestion Management

Providing transportation options that allow people to choose the mode of transportation best suited for a particular trip is one of the attractors of improving pedestrian and bicycle transportation. Several of the Pedestrian & Bicycle Program's elements aim to create an environment that is more favorable to walking and bicycling in order to provide the public with these transportation options and shift trips away from single-occupant vehicles.



In order to achieve this mode shift, an attractive and hospitable walking and bicycling environment must be established. The Design Workshop and Law Enforcement Workshop are intended to create just such an environment. The "Designing Streets for Pedestrian & Bicycle Safety" Workshop provides engineers, planners and other transportation professionals the opportunity to learn design guidelines and best practices from around the nation. Upon completion, the workshop participants will have the knowledge to begin incorporating these design

features into projects and creating a physical environment that is inviting and conducive to pedestrian and bicycle activity.

The "Enforcement for Pedestrian & Bicycle Safety" Workshop addresses the soft side of the walking and bicycling environment by seeking to ensure safe and legal interactions between the various modes of transportation. This workshop is targeted at law enforcement professionals and while it serves as an education opportunity for the officers, it also targets enforcement issues on the street. Providing officers with information on common crash types and their causes, they are empowered to proactively enforce the laws and behaviors that will contribute most to improving and promoting safety on Louisiana roadways.



Beyond improving the walking and bicycling environment from an engineering and enforcement perspective, a third component of the Pedestrian & Bicycle Program works to provide transportation options: the Bicycle Commuter Workshop. The intent of the workshop is to help people use bicycles as a means of transportation whether for their commute to work, running errands or

taking their children to school. This provides people with the skills and confidence to begin shifting their transportation mode. Together, these three programs are working towards RPC's overall Congestion Management goals by fostering a more balanced transportation system that provides options to users.

Air Quality

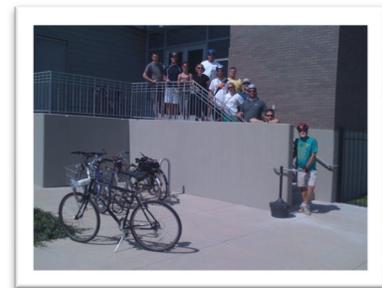


Maintaining and improving air quality is essential for the health and quality of life for any region. As a major source of air pollution, the transportation sector most work to minimize its adverse impacts on air quality. Just as the promotion of walking and bicycling for transportation helps achieve the goals of the Congestion Management Program, these modes play a role in attaining air quality standards. The improvements to the pedestrian and bicycle environment offered by the Design Workshop, Enforcement Workshop and Commuter Workshop promote increased walking and bicycling.

The Design and Commuter Workshops also discuss the advantages of combining these modes with public transit as a means to extend your range and options of transport. Taken together, all of these workshops promote a diversity of modes of transportation with an emphasis on low impact modes produce little to no air pollution per passenger mile.

Coordinated Bicycle and Pedestrian Planning

Integrating citizen participation and input into the metropolitan transportation planning process helps to build community consensus on projects. The recently created RPC Complete Streets Advisory Committee brings this greater level of public input into the pedestrian and bicycle planning process. With representatives from the 7 parish metro area, the Committee works with RPC staff to incorporate LADOTD's Complete Streets policy at the project and policy level.



As the Committee has taken shape over the last several months, its members and RPC staff have established a joint project and policy approach to facilitate the implementation and integrating of Complete Streets concepts into the RPC planning process. Additionally, the work of the committee is in conjunction with LADOTD headquarters and district staff as RPC is leveraging its extensive experience in pedestrian and bicycle planning to guide statewide integration of Complete Streets.

Safety

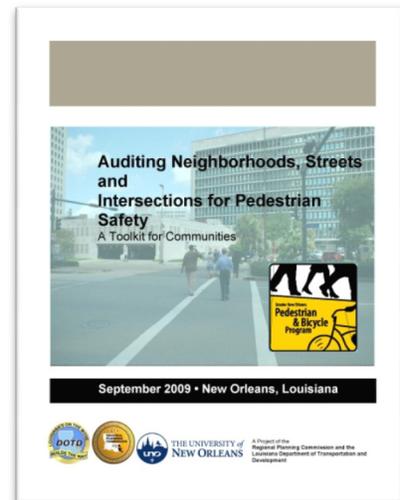
Providing a safe transportation network is perhaps the most important goal of transportation planning. Since the beginning, the defining core of the Pedestrian & Bicycle Program is safety; identifying and mitigating safety concerns, addressing awareness of safety and ultimately reducing the number of crashes and fatalities.

The Pedestrian Bicycle Resource Initiative at the University of New Orleans (UNO) was established with the support of the RPC to serve as a clearinghouse for pedestrian and bicycle research and best practices for all of Louisiana. The evaluation efforts of RPC and UNO initially began in crash data analysis. This work identified high crash intersections, corridors and hot spots of statistical significance to help guide planning efforts and projects to areas with identified crash histories.

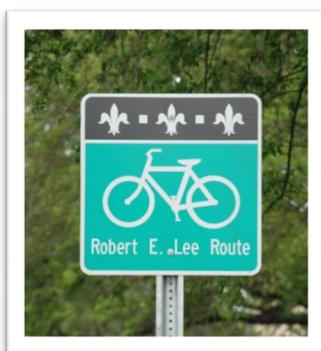
This work expanded to include the development of a pedestrian audit tool that collects data necessary for fact based planning decisions but also simple enough for engaged citizens to utilize. This effort resulted in the creation of 4 separate audit tools to analysis block segments, signalized intersections, major un-signalized intersections and minor un-signalized intersections.

The “Enforcement for Pedestrian & Bicycle Safety” Workshop also plays a key role in promoting the RPC’s safety goals. As previously described, this workshop provides law enforcement officers with information on common crash types and their causes. This information enables officers to proactively enforce the laws and behaviors that will contribute most to improving and promoting safety on Louisiana roadways.

The safety effort of the Pedestrian & Bicycle Program also targets the general public through a variety of initiatives. The most visible component is the annual media campaign consisting of radio and print ads. These campaigns run every spring for approximately 3 months and have alternated year to year between a bicycle/motorist and a pedestrian/motorist focus. The driving philosophy behind the campaign has been to send a clear and concise message to roadway users to improve safety and increase awareness. Based on the market research, the recent 2010 campaign has been very successful in fulfilling this goal. The success has lead to the campaign messaging being reused in the Baton Rouge area in late 2010 and establishing the design philosophy for future pedestrian and bicycle media campaigns.



Sample TIP Projects



Pedestrian and bicycle improvements can be found throughout the projects included in the TIP and are typical one of two types of projects. First, there are the standalone pedestrian and bicycle projects which have historically been funded through a variety of funding sources such as the Transportation Enhancements Program, Safe Routes to School Program, Recreational Trails Program, Local Roads Safety Program and recently the Stimulus Program.

Stand along projects have lead to some of the region’s hallmark pedestrian and bicycle infrastructure such the Tammany Trace and Mississippi River Trail. Similar projects currently in the TIP will continue to improve the regional pedestrian and bicycle environment. For example, the St. Charles Westbank Mississippi River Trail

(MRT) Phase 3 (SP # 744-45-0010) will utilize Transportation Enhancements funding to complete a 3.5 mile gap in the Westbank MRT at a cost of approximately \$930,000. This project will link two existing trail segments and provide a continuous 17 mile, multi-parish trail from Luling to Avondale.

The second type of TIP projects impacting the pedestrian and bicycle environment are road construction and reconstruction projects which incorporate new improved amenities for pedestrians and bicycles. RPC has been increasing the frequency of these projects over the last several years on projects such as Robert E. Lee Blvd and St. Claude Ave. These projects often come about through the coordination of RPC, LADOTD and local staff in order to identify the appropriate method for implementing the pedestrian and bicycle improvements. An upcoming project following this model is Broad St (US 90) from Orleans Ave to Gentilly Ave (SP# 006-03-0056). This overlay project will provide a new smooth road surface for all users, install modern ADA compliant curb ramps at all intersections and adjust the roadway cross section to allow for bike lanes in both directions. These new facilities will not only support the Main Street Program along Broad, but will connect to the existing Gentilly Ave bike lanes and upcoming bicycle facilities on Orleans Ave.

With LADOTD's Complete Streets Policy now in place, RPC will be working closely with LADOTD Headquarters and District staff to develop procedures for implementing the policy into all TIP projects. All projects will be reviewed for appropriate pedestrian and bicycle features and policies will be developed and adopted to ensure wide implementation across the TIP.

Pedestrian and Bicycle Planning Going Forward



The New Orleans region has the potential to be a national leader in walking and bicycling due to our geography, climate and urban design. Our achievements since 2005 are impressive, but the RPC remains committed to realizing the full potential of the region. Through our continuing efforts with LADOTD and our member Parishes, RPC will continue to improve and promote the use of walking and bicycle in order to create a more balanced and sustainable transportation network.



SECTION 19: TRANSIT

“The metropolitan transportation planning process shall be continuous, cooperative, and comprehensive, and provide for consideration and implementation of projects, strategies, and services that will address the following factors... (6) Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;” 23 CFR § 450.306(a)

RPC compliance with Federal planning requirements

RPC coordinates with local transit operators to enhance the connectivity of the transportation system and ensure the trip needs of the planning area are being met.

RPC Commission plays a primary role in providing planning assistance to numerous large and small transit providers throughout the region. The purpose of this role is to guarantee that operator plans and capital investment programs conform to the goals of the MTP, and that the effectiveness of the region’s transportation system is continually improved.

Assistance generally comes in the form of facilitating coordination among the region’s operators. There are multiple transit providers with distinct but often overlapping geographical jurisdictions and service populations. Coordination is therefore imperative to ensure that transit increasingly serves the diverse transportation needs of the region in a seamless, cost efficient, safe, and passenger friendly manner.

Major Transit Operators	
 	<p>Regional Transit Authority and Jefferson Transit are the region’s two largest operators, both of which provide fixed-route and ADA paratransit service in and between, respectively, Orleans Parish and Jefferson Parish.</p>
	<p>Saint Bernard Urban Rapid Transit provides service in St. Bernard Parish, primarily fixed along the Judge Perez Drive and St. Bernard Highway corridors with deviations as requested.</p>
 	<p>There are two major rural/small urban operators in the region: River Parish Transit Authority, which operates demand response service in St. John and St. Charles Parish, and GO-STAT, which provides demand response service in St. Tammany Parish.</p>



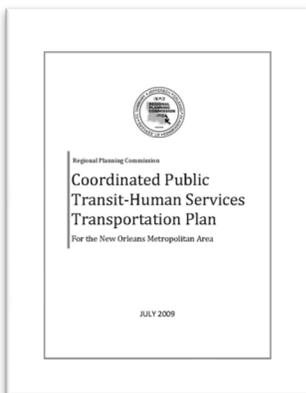
In addition to regular bus and van service, there are two ferry service providers in the region which offer pedestrian and vehicular crossings of the Mississippi River: Crescent City Connection Division of the LADOTD and Plaquemines Parish.

Planning Assistance

Regular meetings of the Transit Technical Advisory Committee and transit providers allow RPC to coordinate the development of their annual program of projects and disbursement of FTA program funds for capital investment projects for the TIP, STIP, and MTP; as well as the development of proposed planning studies for inclusion in the UPWP.

RPC also provides technical assistance to transit providers when needed, including mapping and data services, to assist in their individual planning efforts. The transit properties provide to RPC, when requested, ridership and operating data, and other material as needed to maintain modeling software, to inform and update the UPWP, the CMP, and the MTP, and to generally assist in analyzing and conducting regional transportation system planning efforts. These mutual responsibilities are defined and agreed upon in Memorandums of Understanding that are maintained with each transit provider or parish.

Coordinated Public Transit-Human Services Transportation Planning



Federal Transit Law requires that projects selected for funding under the Elderly Individuals and Individuals with Disabilities (Section 5310), Job Access Reverse Commute (JARC – Section 5316), and New Freedom (Section 5317) programs be derived from a locally developed, coordinated public transit-human services transportation plan, and that the plan be developed through a process that includes representatives of public, private, and non-profit transportation and human services providers and participation by the public.

RPC, as a designated recipient of JARC and New Freedom funds for the New Orleans urbanized area, created the Coordinated Plan in 2007 and updated it in 2009. Created through extensive stakeholder participation, the plan identifies the transportation needs of individuals with disabilities, the elderly, those with low incomes, or those who are otherwise transportation disadvantaged or underserved. It then seeks to identify strategies for meeting these needs, and prioritizing transportation services for funding and implementation.

One of the primary outcomes of this process has been an increased willingness to implement strategies that further coordinate the efforts of the region's transit providers. To this end, RPC is currently working on creating detailed program plan for implementation of these strategies,



including those that improve consistency of transit provider data sets, expand the list of participating stakeholders, increase outreach to the public, and establish procedures for regularly updating the plan and integrating into RPC's broader transit planning programs.



ARABI TO POYDRAS BUS SCHEDULE (DEPARTING)

SE CLARK ST	2 PONDY	3 PONDY	4 PONDY	5 PONDY	6 PONDY	7 PONDY	8 PONDY	9 PONDY	10 PONDY	11 PONDY	12 PONDY	1 PONDY	2 PONDY	3 PONDY	4 PONDY	5 PONDY	6 PONDY	7 PONDY	8 PONDY	9 PONDY	10 PONDY	11 PONDY	12 PONDY	
5:50																								
6:35	6:40	6:44	6:48	6:50	6:55	6:58	7:03	7:10	7:12	7:19	7:21	7:26	7:30	7:32	7:38	7:40	7:42	7:45	7:47	7:52	7:55	7:58	8:04	
7:15	7:20	7:23	7:27	7:30	7:35	7:38	7:42	7:48	7:50	7:57	8:00	8:05	8:08	8:10	8:15	8:18	8:20	8:23	8:25	8:30	8:33	8:36	8:42	
8:00	8:05	8:08	8:12	8:15	8:20	8:24	8:28	8:34	8:35	8:42	8:45	8:51	8:54	8:58	9:01	9:06	9:08	9:10	9:15	9:18	9:21	9:24	9:30	
8:40	8:45	8:48	8:52	8:55	9:00	9:04	9:08	9:14	9:15	9:22	9:25	9:30	9:34	9:38	9:41	9:46	9:48	9:50	9:55	9:58	10:01	10:04	10:10	
9:15	9:20	9:23	9:27	9:30	9:35	9:39	9:43	9:49	9:50	9:57	10:00	10:04	10:08	10:11	10:14	10:19	10:21	10:23	10:28	10:31	10:34	10:37	10:43	
10:00	10:05	10:08	10:12	10:15	10:20	10:24	10:28	10:34	10:35	10:42	10:45	10:49	10:54	10:58	11:01	11:04	11:08	11:10	11:15	11:18	11:21	11:24	11:30	
10:40	10:45	10:48	10:52	10:55	11:00	11:04	11:08	11:14	11:15	11:22	11:25	11:29	11:34	11:38	11:41	11:44	11:48	11:50	11:55	11:58	12:01	12:04	12:10	
11:20	11:25	11:28	11:32	11:35	11:40	11:44	11:48	11:52	11:53	12:00	12:03	12:07	12:11	12:14	12:18	12:21	12:24	12:28	12:30	12:35	12:38	12:41	12:47	
12:00	12:05	12:08	12:12	12:15	12:20	12:24	12:28	12:34	12:35	12:42	12:45	12:49	12:54	12:58	13:01	13:04	13:08	13:10	13:15	13:18	13:21	13:24	13:30	
12:40	12:45	12:48	12:52	12:55	1:00	1:04	1:08	1:14	1:15	1:22	1:25	1:29	1:34	1:38	1:41	1:44	1:48	1:50	1:55	1:58	2:01	2:04	2:10	
1:20	1:25	1:28	1:32	1:35	1:40	1:44	1:48	1:54	1:55	2:02	2:05	2:09	2:14	2:18	2:21	2:24	2:28	2:30	2:35	2:38	2:41	2:44	2:50	
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3:20	3:25	3:28	3:32	3:35	3:40	3:44	3:48	3:54	4:00	4:07	4:10	4:14	4:19	4:23	4:26	4:29	4:33	4:35	4:40	4:43	4:46	4:49	4:55	
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4:40	4:45	4:48	4:52	4:55	5:00	5:04	5:08	5:14	5:20	5:27	5:30	5:34	5:39	5:43	5:46	5:49	5:53	5:55	6:00	6:03	6:06	6:09	6:15	
5:20	5:25	5:28	5:32	5:35	5:40	5:44	5:48	5:54	6:00	6:07	6:10	6:14	6:19	6:23	6:26	6:29	6:33	6:35	6:40	6:43	6:46	6:49	6:55	
6:00	6:05	6:08	6:12	6:15	6:20	6:24	6:28	6:34	6:40	6:47	6:50	6:54	6:59	7:03	7:06	7:09	7:13	7:15	7:20	7:23	7:26	7:29	7:35	
6:40	6:45	6:48	6:52	6:55	7:00	7:04	7:08	7:14	7:20	7:27	7:30	7:34	7:39	7:43	7:46	7:49	7:53	7:55	8:00	8:03	8:06	8:09	8:15	
7:15	7:20	7:23	7:27	7:30	7:35	7:39	7:43	7:49																

SCHEDULED TIMES ARE APPROXIMATE



SECTION 20: AIR QUALITY

“The metropolitan transportation planning process shall be continuous, cooperative, and comprehensive, and provide for consideration and implementation of projects, strategies, and services that will address the following factors... (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;” 23 CFR § 450.306(a)

RPC compliance with Federal planning requirements

The New Orleans region is currently in conformity with all requirements under the Clean Air Act and is classified as an attainment area.

In 2005, the New Orleans region came into compliance with all conformity requirements under the Clean Air Act and was reclassified as an attainment area. However, due to an upcoming significant revision of the National Ambient Air Quality Standards and a subsequent lowering of the eight hour ozone standard from 85 parts per billion to as low as 60 ppb, RPC anticipates the possibility of nonattainment status if and when these changes take place.

In the event the New Orleans area is reclassified as nonattainment, it would take EPA about a year to complete Quality Assurance of the data and publish a Federal Register notice of nonattainment designation for selected parishes within the New Orleans MSA. Under this scenario, the RPC would have one additional year to produce a detailed conformity analysis of the MTP and TIP, as well as some additional changes to the MTP policies as described in this document. Projects listed in the MTP will need to be evaluated prior to being adopted, approved and accepted in any **quality** nonattainment or maintenance areas.

Air Quality Monitoring



The Louisiana Department of Environmental Quality (LDEQ), continuously monitors local air quality at regional stations. LDEQ submits a State Implementation Plan every three years to EPA describing the intended air quality goals or air quality budget for each urbanized area of the state. The conformity analysis requires the estimation of total mobile source emissions. Of particular interest to New Orleans are smog precursors of hydrocarbon (a proxy for VOC) and oxides of nitrogen (NO_x).

The Clean Air Act (CAA) of 1990 identifies actions to be taken by States and MPOs to reduce transportation-related emissions. The MPO's role in air quality planning is to assess the impact of 11 planned transportation projects on regional air quality and to identify programs and action measures that will help reduce emissions.

The general process for determining air quality conformity is initiated with the generation of travel forecasts (in particular, vehicle miles of travel) for the nonattainment area(s), and the subsequent application of per-vehicle emissions rates (as estimated by the latest-generation air quality model promulgated by the U.S. EPA) to derive regional emissions forecasts. In a nonattainment scenario, the development of the MTP must be done in coordination with the process of developing transportation control measures in the SIP. The SIP mobile source budget comes from LADEQ and LADOTD with U.S. EPA approval.



Air Quality Analysis

One role of computer modeling in the formation of the MTP (and, by extension, the TIP) is the development of the Air Quality Conformity Analysis. In the Conformity Analysis, cumulative mobile source emissions impacts of all projects proposed for inclusion in the MTP are analyzed based on their expected opening date and regardless of funding source.



The CAA mandates that each urbanized area demonstrate a reduction in mobile source emissions, however small, in order to be in compliance. Ultimately, non-compliance may affect the amount of federal transportation funding received.

Once the Air Quality Analysis is accepted and approved by the RPC Policy Board, it is reviewed by the FHWA, FTA, and EPA who have 30 days to make a determination on whether the conformity requirements have been met. A critical point regarding air quality conformity is that any proposed amendment to the MTP involving regionally significant or capacity projects will trigger a new conformity analysis and finding. Additionally, the effective date of the MTP will be the date of conformity determination issued by FHWA and FTA, as opposed to the date of RPC adoption.

Air Quality Going Forward

In the event that parishes in the RPC planning area are found to be in nonattainment, the appropriate measures to MTP and TIP development and refinement will be adjusted according to the regulations and procedures described above.

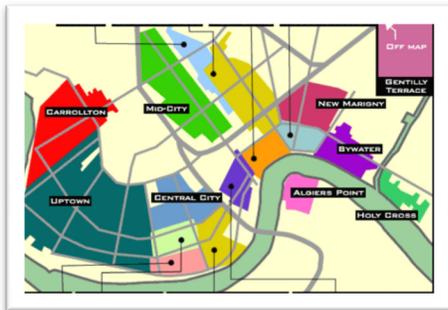


SECTION 21: LAND USE

“The metropolitan transportation planning process shall be continuous, cooperative, and comprehensive, and provide for consideration and implementation of projects, strategies, and services that will address the following factors... (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;” 23 CFR § 450.306(a)

RPC compliance with Federal planning requirements

Since 2001 RPC has partnered with its parish and municipal planning departments in developing transportation land use plans



From the beginning RPC worked with the earliest versions of the APA Land Based Coding Standards to bring structure and a common operating picture across the region in land use coding of existing and proposed land use development. Jefferson Parish through its Metairie CBD Plan and later through the land use and transportation elements of its comprehensive plan has been at the forefront in using the system in its most detailed elements (activity, function, structure, development). Local agencies in the region do

not have full access to assessor data, nor the power to regulate the development of ownership data into GIS format.

Consolidation of GIS Land Use Data

In 2003 RPC consolidated all existing GIS land use data for input into the travel demand model and for general planning project use. RPC developed overall Land Use codes in cooperation with local planning agencies in 2003 using the “Activity” element and the following codes:

Code	2003 Activity Element
1000	Residential Activities
1110	Single Family Residential
1120	Multi-Family Residential
1200	Transient, Institutional Residential
2000	Shopping, Business or Trade Activities



2300	Shopping, Business or Trace – Offices
3000	Industrial, Manufacture and Waster-related Activities
4000	Social, Institutional or Infrastructure Related Activities
5000	Travel or Movement Activities
6000	Mass Assembly of people
7000	Leisure Activities
8000	Natural Resources Related Activities
9000	No Human Activity or Unclassified
0	Site Data not acquired

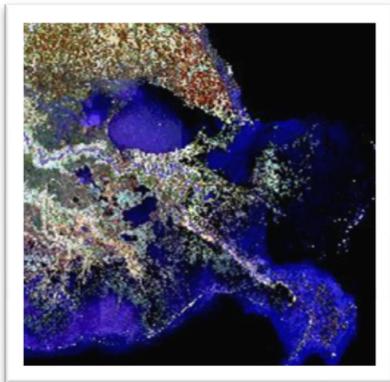
This process was updated and edited in 2010 in preparation for use in the Index land use model. Further refinement has resulted in some edits to the overall list and several cities were able to add data to the latest version. The intent of the Index model is to host open conversations concerning land use development in an open regional forum at first with planning departments and their neighboring planning departments and then with the general public. All local land use plans have hosted open public involvement elements. The first step in using Index is for each local entity to view its own local land use decisions and accompanying impacts in a regional context.

Code	2010 Activity Element
1110	Single Family Residential
1120	Multi-Family Residential 2 or more
1200	Transient Residences – hotel, motels, inns
1300	Institutional Group Living – dorms, barracks, retirement, mobile home parks
2000	General Commercial
2100	Commercial – Shopping or Restaurant
2300	Commercial – Offices
2900	Mixed Use
3000	Industrial & Manufacturing
4000	Social, Institutional or Infrastructure Related Activities
4100	School or Library
4500	Medical Facility



4600	Cemetery
5000	Travel or Movement Activities
6000	Mass Assembly of People
7100	Leisure Sports Areas
7200	Passive Recreation & Land Conservation Areas, Wildlife Refuges
8000	Agricultural Related
9000	No Human Activity or Unclassifiable
0	Site Data not Acquired

The regional generalization of this data was recently completed by RPC and forwarded to the modeling consultant along with RPC population projections, TAZ geography, employment data and a geographic grid file deemed appropriate for the region and created by RPC. All public planning agencies have been included in the process and will be trained in use of the software and its transparent modeling elements as the process progresses.



Effects of the 2005 Hurricanes

Land use patterns, population patterns and employment areas were affected greatly by the 2005 Hurricanes. The general population for the region has reached its pre-storm overall number, but patterns have been shifting as devastated areas rebuild. For RPC, the storms have contributed a massive amount of work since traditional Census data (2000) has not been relevant. Great efforts have been made in collecting valuable data sources using utility data, postal data, IRS migration data, building permit data, food stamp data, etc. to effectively understand post-storm development patterns and to use valid data in planning projects. Land use plans for the parishes of St. Bernard, Plaquemines and Orleans had to be totally revised following the 2005 storms. Jefferson and St. Tammany both experienced their existing plans being expedited.

SECTION 22: PREVIOUS RECOMMENDATIONS

"In TMAs, the FHWA and the FTA jointly shall review and evaluate the transportation planning process for each TMA no less than once every four years to determine if the process meets the requirements of applicable provisions of Federal law and this subpart." 23 CFR § 450.334(b)



In preparing for the 2010 FHWA/FTA joint Certification Review, RPC has revisited the recommendations from the 2006 FHWA/FTA joint Certification Review. RPC staff has briefly addressed the specific recommendations from the previous review, with the understanding that additional information will be provided to our federal partners as it is needed.

Recommendations for the Unified Plan Working Program

The UPWP must "capture" and describe all the activities RPC is undertaking with federal planning funds (and other federal funds, if used), particularly those items to support regional and local efforts to recover and rebuild after Katrina. Any gaps between what RPC includes in the UPWP and what the MPO (and its planning partners) are actually doing must be resolved in any subsequent new UPWP or UPWP amendment (that requires US DOT approval).

- ✓ **RPC has revamped the UPWP to reflect planning efforts being undertaken with EDA, EPA, and other federal funding sources. This information is located in the "E" task section of the 2011 UPWP.**

The MPO with its planning partners need to assess how to update the planning process/documents to come into compliance with SAFETEA as soon as possible (and preferably by July 7, 2007). These activities to "close the gap" should be described/funded in the UPWP.

- ✓ **RPC has revamped the UPWP to reflect SAFETEA compliant planning documents and processes. In addition to the revamped UPWP, documents in this vein include: the "Policies and Procedures Manual", the "Consolidated Human Services Transportation Plan", the "Citizens Guide to Transportation Planning", the "Congestion Management Plan", etc.**

It is recommended that RPC, as an MPO, have a standing task in the UPWP to update the Regional ITS Architecture.

- ✓ **RPC has created a standing task in the UPWP that addresses ITS and Regional ITS Architecture: Task B-2.11 in the FY 11 UPWP.**



As a condition for receiving formula funding under FTA programs (1) Special Needs of Elderly Individuals and Individuals with Disabilities, (2) JARC, (3) New Freedom, proposed projects must be derived from a locally developed public transit-human services plan and the plan must be developed with input from public, private, non-profit transit providers, and the public. In addition, transit service providers seeking assistance under these programs should ensure full coordination with the applicable metropolitan and statewide planning processes.

- ✓ **RPC has developed, maintained, and updated the Consolidated Human Services Transportation Plan. RPC has a well documented participation process that meets all requirements, and has garnered input from the required organizations and members of the community.**

The work program needs to include an assessment of what RPC has undertaken previously to consider planned growth and economic development and what can and should be done for developing the long range plan and undertaking other planning studies.

- ✓ **The UPWP includes tasks A-1.11 (Land Use Studies) and E-1.11 (Economic Development Coordination). Outputs of those efforts are included in MTP development in task C-1.11 (Methodology Item #2) as well as for other studies as appropriate.**

RPC and its planning partners should increase the security of motorized & non-motorized users through design strategies such as ITS, and coordination with emergency responders and other appropriate organizations.

- ✓ **RPC has demonstrated a programmatic commitment to working with Emergency preparedness entities (GOHSEP, Local OEM's) under task E-3.11, as well as a fiscal commitment with the use of RPC controlled funds to build and maintain the Regional Transportation Management Center (RTMC), per task C-1.11.**

Recommendations for the Metropolitan Transportation Plan

The MTP must include a discussion of types of potential environmental mitigation activities, to be developed in consultation with Federal, State and Tribal wildlife land management, and regulatory agencies. RPC should identify and contact these agencies during development of the MTP.

- ✓ **MTP Goal 5 addresses environmental sustainability via the transportation planning process. Alternatives to mitigation are sought, mostly avoidance, through collaborative land use planning efforts, Regional Livability Initiative (Smart Growth), and providing transportation options.**

RPC must consult "as appropriate" with "State and local agencies responsible for land use management, natural resources, environmental protection, and historic preservation" in development of the MTP. RPC should identify and contact these agencies during development of the MTP.

- ✓ **Per MTP Goal 5, RPC partners with transportation providers, local land use permitting agencies, State and federal agencies with jurisdictional interest in the coordination of plans and initiatives in the MTP. Close coordination is also undertaken in project implementation per NEPA Process.**

RPC should look at how they will conduct financial estimates for operations and maintenance for projects in the MTP

- ✓ **Maintenance and State of Good Repair issues are discussed at length in MTP, starting on Page 47. RPC coordinates closely with transit grantees, parish DPW's and LADOTD district personnel. RPC follows LADOTD methodology for determining costs for roadway maintenance and tracks expenditures of same.**

Recommendations for the Transportation Improvement Program

The TIP cycle must be compatible with STIP development and approval process.

- ✓ **RPC has been in same cycle as LADOTD since 2008.**

RPC must employ visualization techniques (charts, graphs, maps, artist renderings, photos, etc.) prior to the adoption of metropolitan transportation plans and metropolitan TIPs.

- ✓ **RPC has employed numerous techniques to meet this requirement, and continues to invest in many tools to assist us get better.**

The TIP must be updated at least every four years and contain at least four years of projects and strategies.



- ✓ **The current TIP cycle is FY 11 - FY 14, a total of four fiscal years.**

RPC should expand their outreach efforts to engage “interested parties”: citizens, affected public agencies, public transportation employees, freight shippers, providers of freight transportation services, private transportation providers, users of public transportation, users of bicycle and pedestrian facilities, disabled persons, and other interested parties.

- ✓ **RPC has proactively solicited input from each of these groups, often from multiple venues, such as various TACs, and specific planning and outreach efforts such as RPC’s Clean Fuel Partnership (a USDOE Clean Cities Coalition).**

RPC shall publish or make the TIP readily available for public review, including electronic formats.

- ✓ **Nearly all RPC documents and planning work products are now available on RPC’s website.**

The TIP must include federally supported capital and non-capital surface transportation projects within the MPA.

- ✓ **Both Southshore and Northshore TIPs include federally supported capital and non-capital surface transportation projects within the MPA.**

The TIP must contain all regionally significant projects requiring action by the FHWA/FTA whether or not the projects are to be funded under title 23 or title 49, as well as all regionally significant projects to be funded with other Federal funds and non-federal funds.

- ✓ **Both Southshore and Northshore TIPs contain all regionally significant projects requiring action by the FHWA/FTA whether or not the projects are to be funded under title 23 or title 49, as well as all regionally significant projects to be funded with other Federal funds and non-federal funds.**

RPC must develop a “Participation Plan” in consultation with all interested parties & this plan must be in place prior to the adoption of transportation plans & TIPs.

- ✓ **RPC has updated and implemented their public participation plan in compliance with federal regulations.**

The annual listing of projects must include pedestrian walkways & bicycle transportation facility project categories.

- ✓ **Both Southshore and Northshore TIPs include pedestrian walkways & bicycle transportation facility project categories, when applicable.**

Recommendations for Public Involvement

RPC should improve public involvement opportunities at meetings.

- ✓ **RPC provides a time for public comment at all board meetings. RPC conducts meetings specifically to listen to issues from the public in development of the MTP.**

RPC public participation process must be in compliance with the provisions of SAFETEA-LU, including a review of the federal statute, and ensuring that interested parties have a 45-day public review and comment period before adoption of participation plan.

- ✓ **RPC in developing its Public Involvement Plan ensured interested parties had a 45-day public review and comment period before adoption of the plan.**

RPC should periodically review its website and it should expand and enhance the way it provides information to the public.

- ✓ **RPC has recently updated its website to include a better organized and more accessible presentation format in addition to providing more information about specific initiatives.**

Recommendations for Title VI & EJ

RPC should conduct a benefits and burdens analysis of the Title VI and Environmental Justice populations for the MTP.

- ✓ **RPC uses geospatial databases and other analysis tools to objectively analyze the impacts of transportation improvements and investments on low income and minority populations throughout the region. RPC has undertaken extensive analyses in this area, and have worked closely with advocacy groups and communities to ensure that all voices are heard in the planning process.**



Recommendations for the Congestion Management System

RPC should update the CMS on cycle as defined or change cycle.

- ✓ **RPC has changed the update cycle in concert with a conversion of CMS to CMPP.**

RPC should convert the CMS to a Congestion Management Process (CMP).

- ✓ **RPC has converted the CMS to a CMP and received Board concurrence of the CMPP on September 14, 2010.**

Recommendations for the Intelligent Transportation System

RPC ITS Architecture shall be updated and include a plan for maintaining the Regional Architecture.

- ✓ **RPC produced an update to ITS Architecture in December 2008 and submitted this to LADOTD for review. To date no action has been taken by LADOTD.**

RPC should submit a revised Regional ITS Architecture and maintenance plan to LADOTD & FHWA for review by Sept 2007.

- ✓ **RPC submitted a revised Regional ITS Architecture and maintenance plan draft to LADOTD for review in December, 2008.**

The final revisions to the Regional ITS Architecture and maintenance plan need to be submitted to FHWA by Dec 2007.

- **RPC awaits disposition of updated architecture by LADOTD. Once this is done, final revisions will be submitted to FHWA. (RPC was informally advised that LADOTD will assist MPO's statewide in the updating their regional architecture though RPC has seen no movement on this effort to date.)**

ITS subcommittee to be formalized & expanded to include regional stakeholders and should have normal elements such as meetings, charter, rosters, etc.

- **RPC awaits disposition of updated architecture by LADOTD. Once this is done, an ITS subcommittee can be fully explored.**

ITS Implementation Plan updated on a staggered schedule from the regional ITS architecture.

- ✓ **RPC has had discussions with LADOTD's ITS section about issues related to the regional architecture. RPC was advised that LADOTD would undertake the ITS architecture.. To that end, LADOTD has hired a consulting engineer, and has set a date for the kickoff meeting with the MPO for October 25, 2010.**

Formalize an incident management process within the metropolitan planning area.

- ✓ **There is a formal incident management process within the metro area and RPC is an active participant in the LADOTD sponsored IM working group for the New Orleans and St. Tammany urbanized areas, in LADOTD Districts 02 and 062; State Police Troops B and L.**

Develop formal, clear region-wide performance measures for ITS systems & components, which can be associated with CMS but should be distinct.

- ✓ **RPC awaits disposition of updated architecture by LADOTD.**

Recommendations for Freight Planning

RPC should document activities in the freight arena, to bolster freight planning within the larger transportation planning process.

- ✓ **RPC is a leader in the development of freight planning efforts and our efforts are well documented.**

Recommendations for Transportation Safety Planning

RPC & LADOTD should move forward with Access Management studies & policy.

- ✓ **RPC has worked closely with LADOTD to include access management, complete streets, and other best practices initiatives into all Stage 0 studies undertaken by RPC, as well as PE efforts in NEPA documents.**

RPC should identify safety goals for the region in the MTP & UPWP.



- ✓ **Goals and objectives for Safety are listed in Task A-4.11 in the UPWP, and on Page 65 of the MTP.**

RPC should consider a TAC Safety subcommittee & Safety Traffic Operations subgroup.

- ✓ **RPC participates in the traffic safety working group of the Metropolitan Safety Council, the officially recognized Safety Working group in the New Orleans area.**

Work with DOTD to implement strategies outlined in Strategic Highway Safety Plan (SHSP).

- ✓ **RPC has worked closely with LADOTD to implement a SHSP, safe routes to school, and numerous other safety initiatives around the region.**

Recommendations for Bicycle & Pedestrian Transportation Planning

RPC should develop regional bicycle system maps showing current & projected routes and facilities.

- ✓ **RPC maintains a GIS databases to track and map existing routes, funded routes and projected routes in the region. A regional bicycle map has been developed and is regularly used in RPC's planning processes in addition to being available on its website.**

Recommendations for Transit Planning

RPC should continue to work with transit systems to ensure consistency in their financial outlooks.

- ✓ **RPC continues to work closely with transit grantees to ensure their financial outlooks are consistent with projected federal appropriations, per the TIP.**

Transit operators should work with LADOTD to develop SHSP by measuring:

- *How fencing, lighting, cameras, and transit police impact rider safety*
- *Passenger-based transit crash rates by vehicle miles, total crashes, average occupancy for each transit mode*
- *Relative safety performance of each transit mode including rail, bus, and paratransit*



- ✓ RPC has assisted area Grantees to use Sec. 5307 funds to procure and implement safety and security items. RPC has furthered this effort by coordinating a shared use agreement between RTA Operations personnel and the RTMC to monitor bus operations in the region.

RPC and transit operators should work together to promote & coordinate transit service as a regional transportation priority.

- ✓ RPC works closely with transit grantees and local governmental entities throughout the region to coordinate services to the extent possible.

Recommendations for the TDM & VMT Forecasts

RPC and state agencies should work together and share data on a regular basis.

- ✓ RPC works collaboratively with LADOTD on data sharing.

LADOTD should provide RPC with seasonal adjustment factor for counts on an annual basis beginning June 2007.

- ✓ LADOTD has provided seasonal adjustment factors to RPC with the latest received dated August 27, 2010.



APPENDIX A

Acronyms and Abbreviations

ADA - Americans with Disabilities Act: Federal law designed to help provide transportation services for the elderly and handicapped.

CFR - Code of Federal Regulations: a codification of the rules and guidance published in the Federal Register by the Executive departments and agencies of the Federal Government.

CHSTP - Coordinated Human Services Transportation Plan

CMP - Congestion Management Process: required management system in TMAs that addresses congestion on the highway system.

CMPP - Congestion Management Planning Process

CMS - Congestion Management System

DBE - Disadvantaged Business Enterprise

DPW - Department of Public Works

EDO - Economic Development Organization

EJ - Environmental Justice: effort to assure that the planning and decision-making process does not have a disproportional high impact on minority and low-income populations.

EPA - U.S. Environmental Protection Agency

FHWA - Federal Highway Administration

FTA - Federal Transit Administration

GIS - Geographic Information System

GOHSEP - Governor's Office of Homeland Security & Emergency Preparedness

ISTEA - Intermodal Surface Transportation Efficiency Act of 1991: federal law passed by Congress covering federally funded highway and transit programs for the period 1992-1997.

ITS - Intelligent Transportation System: Development and use of technology to enhance ground travel, to improve safety and the environment. This includes the gathering and dissemination of traveler information, traffic management and vehicle management in an overall manner.

JARC - Job Access Reverse Commute: FTA grant program that assists states and localities in developing new or expanded transportation services that connect welfare recipients and other low income persons to jobs and other employment related services.

JET - Jefferson Parish Transit

LADOTD - Louisiana Department of Transportation and Development

LEP - Limited English Proficiency

LGISC - Louisiana Geographic Information Council

MPA - Metropolitan Planning Area: Federally approved transportation planning boundary of a MPO; the MAB covers the area presently urbanized and that area expected to be urbanized during the next 20 years.

**MPO - Metropolitan Planning**

Organization: Federally mandated organization of coordinating transportation planning. Each urbanized area with a population of over 50,000 must have an MPO.

MSA - Metropolitan Statistical Area: a core area containing a substantial population nucleus, together with adjacent communities having a high degree of social and economic integration with that core.

MTP - Metropolitan Transportation Plan

NEPA - National Environmental Policy Act of 1969

PIP - Public Involvement Plan

PL - Metropolitan Planning Funds: a category of FHWA funds established specifically for metropolitan transportation planning purposes.

RPC - Regional Planning Commission

RTA - New Orleans Regional Transit Authority

RTMC - Regional Transportation Management Center

SAFETEA-LU - Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for User: Federal law passed by Congress covering federally funded highway and transit programs for the period FFY 2005-2009.

SHSP - Strategic Highway Safety Plan

STIP - State Transportation Improvement Program

STP - Surface Transportation Program: a category of FHWA funds.

TAC - RPC Technical Advisory Committee

TAZ - Traffic Analysis Zone: The smallest geographical unit used in the travel-demand forecasting model.

TDM - Travel Demand Model

TEA-21 - Transportation Equity Act for the 21st Century: Federal legislation June 1998; authorizes the Federal surface transportation programs for highways, highway safety, and transit for the six-year period 1998-2003.

TIP - Transportation Improvement Program

TITLE VI - Title VI of the Civil Rights Act of 1964

TMA - Transportation Management Area: An urbanized area that contains over 200,000 population according to the Bureau of the Census.

TPC - RPC Transportation Policy Committee

TSM - Transportation System Management: strategies to improve travel through low-cost techniques such as signalization and channelization.

UAB - Urbanized Area Boundary: sometimes called the FHWA UAB. Boundary resulting from an MPO's smoothing/adjusting of the Census UAZ.

UASI - Urban Area Security Initiative**UPWP - Unified Planning Work Program****USDOE - U.S. Department of Energy**

UZA - Urbanized Area Boundary: urbanized area boundary according to the Bureau of the Census.

VMT - Vehicle Miles of Travel