Metropolitan Transportation Plan 2043

South Tangipahoa Urbanized Area

FY 2014 – 2043

December 2013

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Tangipahoa Parish Urbanized Area

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INTRODUCTION

In accordance with the Moving Ahead for Progress in the 21st Century (MAP-21) Act, the Metropolitan Transportation Plan is prepared every five years for the Tangipahoa Parish Urbanized Area by the Regional Planning Commission (RPC) in cooperation with Tangipahoa Parish, the cities of Hammond and Ponchatoula, and the Louisiana Department of Transportation and Development (LADOTD). In 2010, the U.S. Census showed that this contiguous area's population had met the density and population threshold of a small urbanized area (population 50,000+).

As of 2013, the RPC functions as the Metropolitan Planning Organization (MPO) for the new urbanized area of Tangipahoa Parish. There are two complementary planning documents to meet the MPO responsibilities to prioritize projects in the urbanized area. The first is the Metropolitan Transportation Plan (MTP). 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. The second, the Transportation Improvement Program (TIP), details funding and programming for the first four years of the plan.

The MTP is a 30-year forecast of transportation improvements and projected funding in the MPO urbanized area. 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, are also carefully included when preparing the MTP. The MTP is fiscally constrained and therefore is revised every five years so that 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.

The Highway and Transit elements of the MTP are divided into three tiers that correspond to expected implementation dates. Tier I of the MTP is also the TIP for fiscal years 2014-2017. The TIP for the Tangipahoa Urbanized Area is therefore a biennial update of the first four years of the MTP. This provides an immediate map for upcoming projects and implementation phasing. It is a baseline, with emphasis on the first two years, while years three through four give an outline of projects in the pipeline. It is the opinion of the RPC that the inclusion of these future projects is warranted to best inform all stakeholders well in advance of potential start dates. No project will be accepted into the annual TIP unless it is in accordance with the policies, goals, objectives, strategies, or projects in the MTP.

Tier II projects are those longer range improvements that are in the planning and development stage between the fiscal years 2018-2027 that are expected to advance towards implementation based on funding availability. Tier III projects are longer-range projects, typically complex to implement (fiscally, environmentally, etc.) and “illustrative” projects that are deemed necessary but are as yet without an identified funding source.

It is often the case that local transportation priorities and projects correspond with regional transportation priorities. When this occurs the MPO actively engages with local governments to improve the implementation schedules for regionally significant projects. Generally, locally funded projects can be advanced towards implementation more easily than those requiring federal funds. Thus, it is paramount that the MPO and local governments interact cooperatively, engendering good relationships that help to advance high priority projects towards implementation. As always, all regionally significant projects are reflected in the TIP and MTP documents.

This document also takes into account the extensive efforts that went into the formation of the *Tangipahoa Parish Comprehensive Plan*, begun in 2007 and adopted by the Parish Council and Parish Planning Commission in 2008. This plan details the Parish’s vision and action plan for the next 20-25 years, and includes goals for guiding development, improving economic opportunity, and protecting natural resources. This MTP will work in concert with the stated goals and objectives of the Comprehensive Plan, particularly regarding maintenance and development of the Parish transportation network. Specific transportation projects identified in the Comprehensive Plan are included in the MTP to illustrate parish priorities, and to advise the reader of projects that may be incorporated into the formalized TIP/STIP process at a later date.

Transportation Goals

The RPC has adopted the following goals for its long-term project selection and development processes. They were developed through consultation with local, state, and federal officials, RPC staff, and the general public. The streamlined, performance-based, and multimodal approach outlined in MAP-21 is also a guiding factor in project selection, taking into account an emphasis on improving safety, maintaining infrastructure condition, reducing traffic congestion, improving efficiency of the system and freight movement, protecting the environment, and reducing delays in project delivery.

The goals outlined below are general guidelines that will guide the RPC's activities as it works with other agencies to develop transportation priorities and projects for Tangipahoa Parish. All attempts will be made to select, prioritize, and implement projects based on their ability to satisfy one or more of the goals.

- **Goal 1: Safety – Continually improve the safety of the regional transportation system for all users.**

  Safety is the first priority of any transportation planning, construction, or improvement process. It is the RPC's responsibility to the public to ensure that the transportation system is as safe as possible. The commission and its staff are committed to protecting the health and wellbeing of the region's residents and visitors.

  Transportation projects will only be advanced if they include all possible considerations for the maintenance or improvement of system safety, regardless of the purpose of the project. Moreover, the RPC will continue to implement projects with the explicit purpose of improving system safety.

- **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.**

  The transportation system is inextricably linked to community livability. It is the physical link through which people connect with each other, access work, recreation, and basic necessities. A seamless, easy-to-use transportation system improves community livability by

making everyday tasks easier to accomplish. Offering residents a range of transportation choices that can fit their specific needs contributes to their quality of life, and has an overall positive impact on the community.

Moreover, the physical infrastructure that makes up the transportation system forms a large, integral part of every community's public space. It has a direct and powerful impact on the physical appearance of a community, and more importantly the manner in which community members can interact with each other and their living environment. This important connection means that transportation infrastructure strongly impacts a community's dynamics, its sense of identity, and its residents' quality of life – all of which contribute to the overall concept of community livability.

Recognizing the impact that its work has on the community, the RPC will seek to implement projects that have a positive impact on community livability. Achieving this goal will require the consideration of project impacts beyond basic measures of mobility, such as accessibility and context-sensitive design. Improving livability may also require coordination with entities that have not traditionally been a part of the transportation planning process, including housing agencies, economic development organizations, and advocacy groups. Integrating the RPC's efforts with those of other, non-transportation related agencies is key to improving overall community livability.

- **Goal 3: State of Good Repair – Protect and maximize previous investments through comprehensive and timely infrastructure maintenance and modernization.**

  The transportation system in Tangipahoa Parish represents a massive public investment that provides the backbone for nearly all the activities that take place in the area. Given the significance of the system, its maintenance is one of the RPC's most important tasks. The RPC recognizes that system preservation does not simply extend the useful life of investments made in the past; it also prevents the need for expensive mitigation of the effects of deferred maintenance.

  A balance must also be struck between the construction of new infrastructure and more efficient use of the existing system. New infrastructure can take the burden off of parts of an aging system, but will in turn stretch maintenance resources even thinner. More efficient use and preservation of the existing system can be less expensive than new construction, but an overburdened system sacrifices functionality and requires more frequent and intensive maintenance. The RPC is mindful of this challenge and will continue to strive for a strategic balance between preservation and new construction.

In the past preservation projects such as overlaying or reconstructing roadways have been a substantial component of the RPC's work program, and they will remain so. The RPC will also continue to support the preservation of infrastructure critical to other modes, such as transit vehicles and sidewalks, by working with partner agencies and providing guidance and assistance where necessary.

- **Goal 4: Economic Competitiveness – Utilize the strong link between infrastructure and the economy to encourage economic development, growth, and resiliency.**

  Transportation infrastructure directly impacts the regional economy in a number of important ways. It provides a means for workers to access employment, and allows customers to access businesses. Businesses use it to deliver goods and services, and it is the means by which visitors reach the region. Finally, the shipment of goods to, from, and through the region via all freight modes is a significant source of employment and revenue.

  The transportation system also plays a critical role in future economic development. Business decisions are made in part based on the available transportation infrastructure because of the need to receive and send goods and services, and for customer access. Due to this relationship transportation investments can have a significant influence on the location of new development as well as the economic revitalization of existing areas. Providing better access to a neighborhood can support new and existing businesses, and the widening of a highway in an undeveloped area can draw new development. Alternatively, lack of access can contribute to loss of customers and economic decline in a neighborhood, or serve as a disincentive to new investment.

  The significant relationship between transportation and the economy means that the RPC's transportation decisions can have a substantial impact on the regional economy, as well as the development or revitalization of specific locations throughout the region. Individuals are also impacted in their ability to access jobs, affordable housing, and basic needs, an especially important consideration for traditionally disadvantaged or underserved populations. The RPC has a responsibility to not only recognize these impacts, but to strategically direct its transportation investments to those projects which will have the most positive impact on the strength and resiliency of the regional economy, both now and in the future.

- **Goal 5: Environmental Sustainability – Develop a transportation system that encourages travel behavior, energy consumption, and land use decisions that contribute to environmental sustainability.**

  An ever increasing awareness of the impact transportation has on the environment has led planners to give a greater consideration to environmental sustainability in their decisions and recommendations. The effects of fossil fuel use on air quality are well documented, as

are the impacts on water quality by urban runoff caused by non-point source polluters such as automobiles. These issues are particularly important in areas like Southeast Louisiana, which is both home to large swaths of sensitive wetlands and is predicted to experience significant negative consequences resulting from global climate change. Travel by Single Occupant Vehicle (SOV) has a particularly strong role in these impacts, and is a mode that RPC can have substantial influence over. However, most modes, including freight rail, transit, maritime and air, have some impact on environmental quality.

Transportation decisions also affect environmental sustainability through the relationship between transportation and land use patterns. New or improved transportation infrastructure can encourage new development or more intensive land uses, which have the potential to degrade the environment if not properly managed. In turn land use patterns that are largely dependent on automobile access can increase the demand for SOV travel, further contributing to environmental degradation.

Recognition of the potential for transportation decisions to affect development patterns, and consequently environmental quality, requires the RPC to closely consider and plan for the impacts of its implemented projects. In practice this can mean supporting the implementation of projects that encourage infill development, more intensive land uses in already developed areas, and more selective implementation of transportation projects that will induce greenfield development or increase demand for SOV travel. Considerations of environmental sustainability also indicate the need for increased transportation mode choice, giving travelers the ability to choose the mode that best meets their needs while also resulting in the least severe environmental impact. Such strategies are not intended to inhibit economic growth or eschew the land use and travel preferences of regional stakeholders. In fact, through more efficient and strategic land uses and transportation choices, both economic development and quality of life can be enhanced while also contributing to environmental sustainability.

PROJECT DEVELOPMENT PROCESS

Projects are selected for inclusion in the MTP through a comprehensive, coordinated, and continuing transportation planning process carried out by the RPC in cooperation with Tangipahoa Parish, the City of Hammond, the City of Ponchatoula, and LADOTD. This planning process identifies needs in the planning study area, tests alternative solutions, and proposes allocation of financial resources.

Needs are identified through ongoing data collection and analysis activities such as the LADOTD traffic count program and the RPC congestion management process surveillance program. Input on system deficiencies and other needs are also received from parish and municipal technical and professional staff, local policy makers, and the general public.

Alternative solutions are compared through feasibility studies and various transportation modeling and analysis techniques. The RPC in conjunction with LADOTD has developed and maintains a computerized long range transportation demand model, as well as micro-scale simulation models that can estimate the impacts that various projects or combinations of projects will have on the transportation system. From the comparative process, a set of proposed projects is put forth for consideration.

Allocation of financial resources is determined through a cooperative effort of the RPC, Tangipahoa Parish, and LADOTD. All three of these participants must agree on projects before they can be included in the MTP. However, in urbanized areas of under 200,000 such as that in Tangipahoa, the LADOTD is normally the lead agency in regard to these allocations. This is because LADOTD administers the statewide allocation of federal funds and the non-federal share for many projects comes from the Louisiana Transportation Trust Fund.

To aid the project selection and development process, the 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 the 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 – Public input into the planning process is critical in the development of policies and projects that effectively serve the region's population. To provide an opportunity for general public input on the metropolitan transportation planning process, the RPC has developed a Public Involvement Plan (PIP) and initiated multiple strategies for soliciting input. The PIP was developed in coordination with local officials, business and civic leaders, transit providers, elderly and handicapped advocacy groups, minority businesses, and neighborhood organizations.

Regional Livability Initiative – The RPC is currently developing a program that will attempt to enhance community livability by outlining regional goals for managing growth and development. The program is based on stakeholder input, and seeks a balance between the needs of transportation, land use, economic growth, and community livability. RPC staff is working with stakeholders region-wide to develop a consensus on basic principles for growth and development that will enhance livability while at the same time meeting the transportation and land use needs of businesses and individuals. The program represents RPC's incorporation of the *smart growth* concept into the regional planning process, and recognizes *smart growth* as an overarching philosophy and planning approach rather than a simple set of strategies or individual projects. Once the livability principles are agreed upon, a series of indicators will be developed to determine the extent to which development matches the principles. The indicators will in turn be used to develop policies and strategies that can direct the RPC's activities to encourage future development that enhances community livability.

Complete Streets Advisory Committee – The concept of *complete streets* is rapidly gaining acceptance nationwide, and encourages streets to be planned, designed, operated and maintained for all users and modes of transportation. Modest improvements such as sidewalks and bicycle paths can drastically improve the safety of non-motorized transportation, and encourage people to walk or bicycle more frequently. The Complete Streets Advisory Committee was established in 2010 as a means to incorporate pedestrian and bicycle considerations into the RPC's project development process. Committee members are asked to evaluate proposed projects for the potential inclusion of Complete Streets design features, and make project and policy recommendations to the RPC. Committee membership consists of citizens and advocacy groups from throughout the region. Technical advisors from various backgrounds also actively participate, providing expertise and recommendations to the Committee as necessary.

Greenhouse Gas Reduction Policy Plan – The RPC has sought expert and stakeholder input to develop a plan for reducing transportation-related greenhouse gas emissions in the region. Community policymakers, leaders, and experts were invited to attend workshops about the impacts of greenhouse gases on climate change and to solicit their input on strategies and policies for reducing emissions in the region. The primary goals are to achieve a consensus on greenhouse gas emission priorities and mitigation strategies. The *Metropolitan New Orleans*

Climate Change Policy Plan for Transportation was finalized in 2011 and contains policy and strategy recommendations that help the RPC select and implement projects that will reduce or mitigate greenhouse gas emissions.

Intermodal Freight Planning Initiative – The RPC seeks to fully incorporating the needs of freight operations into the metropolitan transportation planning process. Southeast Louisiana is one of the nation's busiest freight destinations, and the maritime, rail, air, and truck cargo operators have needs unique from individual travelers. They furthermore have a substantial impact on non-freight related transportation, particularly contributing to traffic congestion. The RPC has surveyed individual rail, maritime, and freight cargo terminal operators to determine their needs at both the policy and project-specific levels. Trucking interests are also being included via consultation with industry groups and individual carriers. The freight planning effort ultimately will inform regional project and policy recommendations.

Coordinated Public Transit – Human Services Transportation Plan – The purpose of the Coordinated Plan is to identify the transportation needs of individuals with disabilities, older adults, and those with low incomes or financial resources, or those who are otherwise transportation disadvantaged. Special needs transportation is defined as any type of transportation that is suited to meet the travel needs of the transportation disadvantaged population. Such transportation options are as diverse as the populations they serve and the needs those populations have. This includes standard public transit fixed-route service to specialized demand response paratransit, ridesharing, taxi vouchers, and reimbursed volunteer drivers. The travel need itself can vary from access to work, medical care, childcare, education, and entertainment. The Coordinated Public Transit-Human Services plan describes the challenges of efficiently and effectively providing public transport to the special needs, transportation disadvantaged populations within the New Orleans region, and provides potential strategies for confronting and overcoming these challenges. The Coordinated Plan therefore allows the RPC to consider the needs of the transportation disadvantaged within the larger planning process, and to implement needed programs when appropriate.

Congestion Management Process – The RPC's Congestion Management Process (CMP) attempts to identify and mitigate regional traffic congestion. The CMP was updated in 2010, and focuses on 4 main tasks: (1) Defining and Identifying Congestion, (2) Selecting Congestion Reduction Strategies, (3) Implementing Strategies, and (4) Monitoring and Evaluating Performance. The CMP is an ongoing attempt to identify projects and policies that will reduce traffic congestion region-wide, with a special focus on those routes identified as most significant to regional mobility and accessibility. Relying heavily on stakeholder input and an ever-expanding data collection program, the Process is an ongoing effort by the RPC to formally document its effort to maintain and improve the efficiency with which people and goods move throughout the region. The CMP Technical Advisory Committee (TAC) is charged with developing specific project and policy

recommendations for consideration by the RPC for inclusion in the MTP and TIP. Representatives from the state, parishes, and transit operators are invited to participate in the TAC, which is also responsible for identifying the locations of severe congestion and evaluating the success of implemented congestion mitigation strategies. Development and maintenance of a CMP is required of MPOs for urbanized areas with populations greater than 200,000. The New Orleans urbanized area meets this threshold, but the urbanized area in St. Tammany and Tangipahoa Parishes do not. Nonetheless, the RPC has chosen to extend the CMP to include these Parishes for several reasons. First, it is possible that in the future the urbanized areas of St. Tammany and Tangipahoa may reach the 200,000 person threshold, either due to merging of the existing urbanized areas or through population growth. Second, the north shore's rapid economic and population growth necessitate a systematic approach to proactively mitigating traffic congestion. Finally, traffic movements between the north shore and the New Orleans urbanized area are closely linked to congestion in both areas. Including them both in the CMP is a logical and responsible approach to alleviating regional congestion.

ADA Compliance and Transition Plans – The Americans with Disabilities Act and related regulations lay out a number of policies that direct transportation projects to be accessible for all users regardless of physical disabilities. During the project development process the RPC ensures that all of its projects will meet ADA requirements. It is also assisting member parishes and municipalities in the development of their Section 504 ADA Transition Plans. Local governments are required to develop plans that identify ADA deficiencies and outline a schedule and budget for addressing them. While MPO's are not required to develop Transition Plans, they are responsible for monitoring local governments' progress towards developing Transition Plans, setting priorities, and identifying funding commitments.

Title VI – Title VI of the civil Rights Act of 1964 prohibits discrimination on the basis of race, color, or national origin in programs and activities receiving federal financial assistance, including federal-aid highway funds, federal transit funds, and other transportation-related funds. The RPC's Title VI Plan designates a Title VI Coordinator, and lays out procedures for ensuring RPC's activities do not have disproportionate negative impacts on minorities, the poor, or other traditionally disadvantaged populations. The Coordinator is responsible for reviewing RPC's activities to ensure compliance with the law, and for managing Title VI complaints received by the Commission. Title VI considerations can have an impact on project selection and development by directing projects to have more equitable outcomes and minimize negative effects on disadvantaged populations.

NEPA – All RPC projects using federal funds are developed in compliance with the National Environmental Policy Act (NEPA), which lays out requirements for identifying and mitigating project impacts on the natural and built environments. Projects are evaluated for their potential

impact during the development process per state and federal guidelines. When negative impacts are identified, the project is modified to mitigate or eliminate the potential impact to the extent possible.

Project Ranking Scorecard – In order to bring a greater level of objectivity to its project selection process, the RPC has developed a formal Project Ranking Scorecard. The Scorecard describes a project by quantitatively rating its potential impacts on a variety of factors, such as safety or congestion. Projects are ranked by a committee of RPC staff members on a variety of topics, resulting in a single composite score. The actual factors considered by the Scorecard are derived from the variety of federal, state, and regional policies that help define the RPC's overarching planning priorities. It is intended to help simplify decision-making by providing a single, standardized tool for comparing projects. Moreover, through using it planners can be assured that they have considered a comprehensive set of criteria in the project selection process. While the Scorecard brings a greater level of objectivity to the project selection process, it is acknowledged that there are multiple factors that may affect a project's eligibility for inclusion in the TIP that cannot be measured quantitatively. Despite the added level of sophistication that the Scorecard brings to the project selection process, highly rated projects may be made ineligible for TIP inclusion due to other considerations. Conversely, low rated projects may become desirable for implementation in light of information not included on the Scorecard. The Scorecard and a more detailed description are included in Appendix B.

Financial Constraint & Funding Sources

Both the MTP and the TIP have been financially constrained to reflect realistic and available levels of project funding. A review of the state's proposed construction program was carried out jointly by RPC and LADOTD. This effort resulted in the selection of a relatively small number of project priorities that were in a position to go forward and for which funding reasonably could be expected to be available in Tier I.

Other methods were also employed to establish financial constraint. This consisted of a review of the actual letting list of projects over the last ten years to establish a history of federal and state funding by project category. An average estimated amount of both federal and non-federal financial resources was thereby derived and used as a benchmark in the prioritization process.

LIST OF PROJECTS

The projects contained in the MTP reflect a 30-year forecast of transportation improvements based on projected funding in the urbanized area. 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, are also carefully included when developing the MTP. Being fiscally constrained, the MTP must be revised every five 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.

FFY 14 (Federal Fiscal Year 10/1/13 - 9/30/14)

Project Category: **Project Name:** US 190 (LA 443 - STPL) **Length:**

Sub-Category: **Type of Improvement:** Incr. Surface Friction/ Add Rumble Strips **STIP Line Item:**

Project No	MPO Area	Sponsor	State Route	Priority	Work Phase	Total Project Cost	Contingency	Federal Total	Non-Federal	Fund Source	Source Amount	Amendments
H.000482			US 190	1	C	$8,314,000	$9,145,400	$9,145,400		HSIP-PEN		

Project Category: **Project Name:** I-12 @ US 51 Bus Interchange Imp **Length:**

Sub-Category: **Type of Improvement:** Interchange Improvements **STIP Line Item:**

Project No	MPO Area	Sponsor	State Route	Priority	Work Phase	Total Project Cost	Contingency	Federal Total	Non-Federal	Fund Source	Source Amount	Amendments
H.003432			US 51-X, I-12	1,2,3	U	$200,000	$220,000	$220,000		HSIP		

FFY 14 (Federal Fiscal Year 10/1/13 - 9/30/14)

Project Category: **Project Name:** I-12 @ US 51 Bus Interchange Imp **Length:**

Sub-Category: **Type of Improvement:** Interchange Improvements **STIP Line Item:**

Project No	MPO Area	Sponsor	State Route	Priority	Work Phase	Total Project Cost	Contingency	Federal Total	Non-Federal	Fund Source	Source Amount	Amendments
H.003432			US 51-X, I-12	1,2,3	C	$4,400,000	$4,840,000	$4,840,000		HSIP		

Project Category: **Project Name:** I-12 @ US 51 Bus Interchange Imp **Length:**

Sub-Category: **Type of Improvement:** Interchange Improvements **STIP Line Item:**

Project No	MPO Area	Sponsor	State Route	Priority	Work Phase	Total Project Cost	Contingency	Federal Total	Non-Federal	Fund Source	Source Amount	Amendments
H.003432			US 51-X, I-12	1,2,3	E	$283,000	$311,300		$311,300	Local		

FFY 14 (Federal Fiscal Year 10/1/13 - 9/30/14)

Project Category: **Project Name:** **I-12: Baptist Weigh Station Spot Repairs** **Length:**

Sub-Category: **Type of Improvement:** **Maintenance/Restoration/Rehab** **STIP Line Item:**

Project No	MPO Area	Sponsor	State Route	Priority	Work Phase	Total Project Cost	Contingency	Federal Total	Non-Federal	Fund Source	Source Amount	Amendments
H.009599			I-12	1,3	C	$160,000	$176,000	$140,800	$35,200	NHPP		

Project Category: **Project Name:** **Tangipahoa Parish RR Safety Improvements** **Length:**

Sub-Category: **Type of Improvement:** **Public RR Xings** **STIP Line Item:**

Project No	MPO Area	Sponsor	State Route	Priority	Work Phase	Total Project Cost	Contingency	Federal Total	Non-Federal	Fund Source	Source Amount	Amendments
H.010210				1	E	$40,000	$44,000	$44,000		SATRANS		

FFY 14 (Federal Fiscal Year 10/1/13 - 9/30/14)

Project Category: **Project Name:** **Tangipahoa Parish RR Safety Improvements** **Length:**

Sub-Category: **Type of Improvement:** **Public RR Xings** **STIP Line Item:**

Project No	MPO Area	Sponsor	State Route	Priority	Work Phase	Total Project Cost	Contingency	Federal Total	Non-Federal	Fund Source	Source Amount	Amendments
H.010210				1	C	$140,000	$154,000	$154,000		SATRANS		

Project Category: **Project Name:** **LA 1064: US 190 - LA 443** **Length:**

Sub-Category: **Type of Improvement:** **Cold Plane, Base & Overlay** **STIP Line Item:**

Project No	MPO Area	Sponsor	State Route	Priority	Work Phase	Total Project Cost	Contingency	Federal Total	Non-Federal	Fund Source	Source Amount	Amendments
H.010374			LA 1064	1,3	C	$1,932,000	$2,125,200	$1,700,160	$425,040	STPFLEX		

FFY 14 (Federal Fiscal Year 10/1/13 - 9/30/14)

Project Category: **Project Name:** US 51 (N. Jct LA 10 - MSL) **Length:**

Sub-Category: **Type of Improvement:** Incr. Surface Friction/ Add Rumble Strips **STIP Line Item:**

Project No	MPO Area	Sponsor	State Route	Priority	Work Phase	Total Project Cost	Contingency	Federal Total	Non-Federal	Fund Source	Source Amount	Amendments
H.010386			US 51	1,3	C	$5,432,000	$5,975,200	$5,975,200		HSIP-PEN		

Project Category: **Project Name:** IC (Kentwood) LA 38 RR Xing in Kentwood **Length:**

Sub-Category: **Type of Improvement:** RR Signals and Surface Work **STIP Line Item:**

Project No	MPO Area	Sponsor	State Route	Priority	Work Phase	Total Project Cost	Contingency	Federal Total	Non-Federal	Fund Source	Source Amount	Amendments
H.010645				1,3	C	$300,000	$330,000	$330,000		Rail HE		

FFY 14 (Federal Fiscal Year 10/1/13 - 9/30/14)

Project Category: **Project Name:** IC Several RR Xings (Hammond) **Length:**

Sub-Category: **Type of Improvement:** Install F/L's& Gates at Several IC Xings **STIP Line Item:**

Project No	MPO Area	Sponsor	State Route	Priority	Work Phase	Total Project Cost	Contingency	Federal Total	Non-Federal	Fund Source	Source Amount	Amendments
H.010702				1,3	C	$700,000	$770,000	$616,000	$154,000	RR PD		

Project Category: **Project Name:** IC Several RR Spur Xings (Hammond) **Length:**

Sub-Category: **Type of Improvement:** Install F/L's at LA 443, CBA's @ others **STIP Line Item:**

Project No	MPO Area	Sponsor	State Route	Priority	Work Phase	Total Project Cost	Contingency	Federal Total	Non-Federal	Fund Source	Source Amount	Amendments
H.010703				1,3	C	$250,000	$275,000	$220,000	$55,000	RR PD		

FFY 14 (Federal Fiscal Year 10/1/13 - 9/30/14)

Project Category: **Project Name:** I-55 Grade Raising **Length:**

Sub-Category: **Type of Improvement:** Raise Grade of Interstate **STIP Line Item:**

Project No	MPO Area	Sponsor	State Route	Priority	Work Phase	Total Project Cost	Contingency	Federal Total	Non-Federal	Fund Source	Source Amount	Amendments
H.010710				1	C	$450,000	$495,000	$445,500	$49,500	NHPP		

Project Category: **Project Name:** I-55 CN R/R & I-12 US 51 Slope Failure **Length:**

Sub-Category: **Type of Improvement:** Embankment and Abutment Repair **STIP Line Item:**

Project No	MPO Area	Sponsor	State Route	Priority	Work Phase	Total Project Cost	Contingency	Federal Total	Non-Federal	Fund Source	Source Amount	Amendments
H.010790				1,3	E	$200,000	$200,000	$180,000	$20,000	NHPP		

FFY 14 (Federal Fiscal Year 10/1/13 - 9/30/14)

Project Category: | **Project Name:** I-55 CN R/R & I-12 US 51 Slope Failure | **Length:**

Sub-Category: | **Type of Improvement:** Embankment and Abutment Repair | **STIP Line Item:**

Project No	MPO Area	Sponsor	State Route	Priority	Work Phase	Total Project Cost	Contingency	Federal Total	Non-Federal	Fund Source	Source Amount	Amendments
H.010790				1,3	C	$1,750,000	$1,925,000	$1,732,500	$192,500	NHPP		

Project Category: | **Project Name:** US 51X: Right Turn @ LA 22 | **Length:**

Sub-Category: | **Type of Improvement:** Right Turn Lane @ W. Jct LA 22 | **STIP Line Item:**

Project No	MPO Area	Sponsor	State Route	Priority	Work Phase	Total Project Cost	Contingency	Federal Total	Non-Federal	Fund Source	Source Amount	Amendments
H.010981				1	C	$200,000	$220,000	$176,000	$44,000	STPFLEX		

FFY 14 (Federal Fiscal Year 10/1/13 - 9/30/14)

Project Category: | **Project Name:** LA 40, LA 440, LA 3179 Thin lift overlays | **Length:**

Sub-Category: | **Type of Improvement:** Contract Maintenance Overlay | **STIP Line Item:**

Project No	MPO Area	Sponsor	State Route	Priority	Work Phase	Total Project Cost	Contingency	Federal Total	Non-Federal	Fund Source	Source Amount	Amendments
H.011002				3	C	$621,000	$683,100	$546,480	$136,620	STPFLEX, FBROFF		

Project Category: | **Project Name:** LA 3026: LA 22 to end of Control | **Length:**

Sub-Category: | **Type of Improvement:** Cold Planing: Cement Treated Base Asphalt | **STIP Line Item:**

Project No	MPO Area	Sponsor	State Route	Priority	Work Phase	Total Project Cost	Contingency	Federal Total	Non-Federal	Fund Source	Source Amount	Amendments
H.011008				3	C	$1,700,000	$1,870,000	$1,496,000	$374,000	NFA		

FFY 15 (Federal Fiscal Year 10/1/14 - 9/30/15)

Project Category: **Project Name:** I-55: End of Elevated Rdwy - US 51 **Length:**

Sub-Category: **Type of Improvement:** Maintenance, Restoration, Rehab **STIP Line Item:**

Project No	MPO Area	Sponsor	State Route	Priority	Work Phase	Total Project Cost	Contingency	Federal Total	Non-Federal	Fund Source	Source Amount	Amendments
H.009598			I-55	1,3	C	$3,000,000	$3,300,000	$2,640,000	$660,000	NHPP		

Project Category: **Project Name:** N. River Rd. and Durbin Rd. Bridges **Length:**

Sub-Category: **Type of Improvement:** Bridge Replacement **STIP Line Item:**

Project No	MPO Area	Sponsor	State Route	Priority	Work Phase	Total Project Cost	Contingency	Federal Total	Non-Federal	Fund Source	Source Amount	Amendments
H.010061				1,3	E	$151,000	$166,100	$132,880	$33,220	FBROFF		

FFY 15 (Federal Fiscal Year 10/1/14 - 9/30/15)

Project Category: | **Project Name:** Weinberger & Jerusalem Ch. Rd. Bridges | **Length:**

Sub-Category: | **Type of Improvement:** Bridge Replacement | **STIP Line Item:**

Project No	MPO Area	Sponsor	State Route	Priority	Work Phase	Total Project Cost	Contingency	Federal Total	Non-Federal	Fund Source	Source Amount	Amendments
H.010062				1,3	E	$151,000	$166,100	$132,880	$33,220	FBROFF		

Project Category: | **Project Name:** Independence SRTS- Ph 2 | **Length:**

Sub-Category: | **Type of Improvement:** Sidewalk Improv. Crossing & Striping | **STIP Line Item:**

Project No	MPO Area	Sponsor	State Route	Priority	Work Phase	Total Project Cost	Contingency	Federal Total	Non-Federal	Fund Source	Source Amount	Amendments
H.010108				1,2	E	$30,000	$33,000	$26,400	$6,600	SRTS		

FFY 15 (Federal Fiscal Year 10/1/14 - 9/30/15)

Project Category: **Project Name:** LA 22 Roundabout Dunson/Ridgedell Rds. **Length:**

Sub-Category: **Type of Improvement:** Construct Roundabout **STIP Line Item:**

Project No	MPO Area	Sponsor	State Route	Priority	Work Phase	Total Project Cost	Contingency	Federal Total	Non-Federal	Fund Source	Source Amount	Amendments
H.010289			LA 22	1,2,3	C	$1,000,000	$1,100,000	$1,100,000		HSIP		

Project Category: **Project Name:** LA 22 Roundabout Dunson/Ridgedell Rds. **Length:**

Sub-Category: **Type of Improvement:** Construct Roundabout **STIP Line Item:**

Project No	MPO Area	Sponsor	State Route	Priority	Work Phase	Total Project Cost	Contingency	Federal Total	Non-Federal	Fund Source	Source Amount	Amendments
H.010289			LA 22	1,2,3	R/W	$250,000	$275,000	$275,000		HSIP		

FFY 15 (Federal Fiscal Year 10/1/14 - 9/30/15)

Project Category: **Project Name:** **I-12 & I-55 Median Cable Barrier** **Length:**

Sub-Category: **Type of Improvement:** **Install Median Cable Barrier** **STIP Line Item:**

Project No	MPO Area	Sponsor	State Route	Priority	Work Phase	Total Project Cost	Contingency	Federal Total	Non-Federal	Fund Source	Source Amount	Amendments
H.010683				1	C	$9,772,000	$10,749,200	$10,749,200		HSIPPEN		

Project Category: **Project Name:** **I-55 Ramp Widening- NB offramp @ LA 16** **Length:**

Sub-Category: **Type of Improvement:** **Ramp Widening, Additional Turn lane on exit** **STIP Line Item:**

Project No	MPO Area	Sponsor	State Route	Priority	Work Phase	Total Project Cost	Contingency	Federal Total	Non-Federal	Fund Source	Source Amount	Amendments
H.010983				1	C	$300,000	$330,000	$297,000	$33,000	NHPP		

FFY 16 (Federal Fiscal Year 10/1/15 - 9/30/16)

Project Category: **Project Name:** LA 16: Amite Drainage Improvements **Length:**

Sub-Category: **Type of Improvement:** Drainage Improvements **STIP Line Item:**

Project No	MPO Area	Sponsor	State Route	Priority	Work Phase	Total Project Cost	Contingency	Federal Total	Non-Federal	Fund Source	Source Amount	Amendments
H.009425			LA 16	1,2,3	C	$1,000,000	$1,100,000	$880,000	$220,000	STPFLEX		

Project Category: **Project Name:** LA 16: Amite Drainage Improvements **Length:**

Sub-Category: **Type of Improvement:** Drainage Improvements **STIP Line Item:**

Project No	MPO Area	Sponsor	State Route	Priority	Work Phase	Total Project Cost	Contingency	Federal Total	Non-Federal	Fund Source	Source Amount	Amendments
H.009425			LA 16	1,2,3	E	$311,000	$342,100	$273,680	$68,420	STPFLEX		

FFY 16 (Federal Fiscal Year 10/1/15 - 9/30/16)

Project Category: **Project Name:** **N. River Rd. and Durbin Rd. Bridges** **Length:**

Sub-Category: **Type of Improvement:** **Bridge Replacement** **STIP Line Item:**

Project No	MPO Area	Sponsor	State Route	Priority	Work Phase	Total Project Cost	Contingency	Federal Total	Non-Federal	Fund Source	Source Amount	Amendments
H.010061				1,3	C	$731,000	$804,100	$643,280	$160,820	FBROFF		

Project Category: **Project Name:** **Weinberger & Jerusalem Ch. Rd. Bridges** **Length:**

Sub-Category: **Type of Improvement:** **Bridge Replacement** **STIP Line Item:**

Project No	MPO Area	Sponsor	State Route	Priority	Work Phase	Total Project Cost	Contingency	Federal Total	Non-Federal	Fund Source	Source Amount	Amendments
H.010062				1,3	C	$878,000	$965,800	$772,640	$193,160	FBROFF		

FFY 16 (Federal Fiscal Year 10/1/15 - 9/30/16)

Project Category:

Project Name: Independence SRTS- Ph 2

Length:

Sub-Category:

Type of Improvement: Sidewalk Improv. Crossing & Striping

STIP Line Item:

Project No	MPO Area	Sponsor	State Route	Priority	Work Phase	Total Project Cost	Contingency	Federal Total	Non-Federal	Fund Source	Source Amount	Amendments
H.010108				1,2	C	$234,000	$257,400	$205,920	$51,480	SRTS		

FFY 17 (Federal Fiscal Year 10/1/16 - 9/30/17)

Project Category: | **Project Name:** LA 445: US 190 - S. Jct LA 40 | **Length:**

Sub-Category: | **Type of Improvement:** Maintenance, Restoration, Rehab | **STIP Line Item:**

Project No	MPO Area	Sponsor	State Route	Priority	Work Phase	Total Project Cost	Contingency	Federal Total	Non-Federal	Fund Source	Source Amount	Amendments
H.009547			LA 445	1,3	C	$3,515,000	$3,866,500	$3,093,200	$773,300	STPFLEX		

Project Category: | **Project Name:** I-12: Livingston Parish Line to I-55 | **Length:**

Sub-Category: | **Type of Improvement:** Mill, Overlay, Pavement Markings | **STIP Line Item:**

Project No	MPO Area	Sponsor	State Route	Priority	Work Phase	Total Project Cost	Contingency	Federal Total	Non-Federal	Fund Source	Source Amount	Amendments
H.010991				1,3	C	$7,000,000	$7,700,000	$6,930,000	$770,000	NHPP		

FFY 17 (Federal Fiscal Year 10/1/16 - 9/30/17)

Project Category:

Project Name: LA 40: Natalbany River to I-55

Length:

Sub-Category:

Type of Improvement: Additional Pipes, Catch Basins, and/or Asph.

STIP Line Item:

Project No	MPO Area	Sponsor	State Route	Priority	Work Phase	Total Project Cost	Contingency	Federal Total	Non-Federal	Fund Source	Source Amount	Amendments
H.011025				1,2,3	C	$50,000	$55,000	$44,000	$11,000	STPFLEX		

Tier II (Federal Fiscal Year 2018 - 2027)

Project Category:
Project Name: Kentwood Weigh Station Rehab
Length:
Sub-Category:
Type of Improvement: Demo., Const. and Pit Scale Rehab
STIP Line Item:

Project No	MPO Area	Sponsor	State Route	Priority	Work Phase	Total Project Cost	Contingency	Federal Total	Non-Federal	Fund Source	Source Amount	Amendments
H.003672				1,2,3	C	$2,901,000	$3,191,100	$2,552,880	$638,220	NHPP		

Project Category:
Project Name: Sign Improvement- Town of Kentwood
Length:
Sub-Category:
Type of Improvement: Sign Improvements
STIP Line Item:

Project No	MPO Area	Sponsor	State Route	Priority	Work Phase	Total Project Cost	Contingency	Federal Total	Non-Federal	Fund Source	Source Amount	Amendments
H.006604				2,3	C							

Tier II (Federal Fiscal Year 2018 - 2027)

Project Category: **Project Name:** US 51X: LA 22 to I-12 **Length:**

Sub-Category: **Type of Improvement:** Widen to 4 Lanes **STIP Line Item:**

Project No	MPO Area	Sponsor	State Route	Priority	Work Phase	Total Project Cost	Contingency	Federal Total	Non-Federal	Fund Source	Source Amount	Amendments
H.008399			US 51-X	1,2,3	R/W	$1,200,000	$1,320,000	$1,056,000	$264,000	STPFLEX		

Project Category: **Project Name:** US 51X: LA 22 to I-12 **Length:**

Sub-Category: **Type of Improvement:** Widen to 4 Lanes **STIP Line Item:**

Project No	MPO Area	Sponsor	State Route	Priority	Work Phase	Total Project Cost	Contingency	Federal Total	Non-Federal	Fund Source	Source Amount	Amendments
H.008399			US 51-X	1,2,3	U	$400,000	$440,000	$352,000	$88,000	STPFLEX		

Tier II (Federal Fiscal Year 2018 - 2027)

Project Category: **Project Name:** US 51X: LA 22 to I-12 **Length:**

Sub-Category: **Type of Improvement:** Widen to 4 Lanes **STIP Line Item:**

Project No	MPO Area	Sponsor	State Route	Priority	Work Phase	Total Project Cost	Contingency	Federal Total	Non-Federal	Fund Source	Source Amount	Amendments
H.008399			US 51-X	1,2,3	E	$400,000	$440,000	$352,000	$88,000	STPFLEX		

Project Category: **Project Name:** US 51X: LA 22 to I-12 **Length:**

Sub-Category: **Type of Improvement:** Widen to 4 Lanes **STIP Line Item:**

Project No	MPO Area	Sponsor	State Route	Priority	Work Phase	Total Project Cost	Contingency	Federal Total	Non-Federal	Fund Source	Source Amount	Amendments
H.008399			US 51-X	1,2,3	C	$13,100,000	$14,410,000	$11,528,000	$2,882,000	STPFLEX		

Tier II (Federal Fiscal Year 2018 - 2027)

Project Category: | **Project Name:** LA 3234 Ext. From LA 1065- Hammond Airport | **Length:**

Sub-Category: | **Type of Improvement:** Feasibility for Extension | **STIP Line Item:**

Project No	MPO Area	Sponsor	State Route	Priority	Work Phase	Total Project Cost	Contingency	Federal Total	Non-Federal	Fund Source	Source Amount	Amendments
H.008915				1,2,3	SDY	$350,000	$385,000	$308,000	$77,000	STPFLEX		

Project Category: | **Project Name:** N. Tangipahoa Parish Park Trails | **Length:**

Sub-Category: | **Type of Improvement:** Construction of 2900 ft of Trails | **STIP Line Item:**

Project No	MPO Area	Sponsor	State Route	Priority	Work Phase	Total Project Cost	Contingency	Federal Total	Non-Federal	Fund Source	Source Amount	Amendments
H.009977				2,4	C	$125,000	$137,500	$110,000	$27,500	RTP		

Tier II (Federal Fiscal Year 2018 - 2027)

Project Category: **Project Name:** LA 38 (US 51 -WPL) **Length:**

Sub-Category: **Type of Improvement:** Cold Plane & Overlay **STIP Line Item:**

Project No	MPO Area	Sponsor	State Route	Priority	Work Phase	Total Project Cost	Contingency	Federal Total	Non-Federal	Fund Source	Source Amount	Amendments
H.010378			LA 38	1,3	C	$6,487,000	$7,135,700	$5,708,560	$1,427,140	STPFLEX		

Project Category: **Project Name:** LA 40 (N. Jct LA 40 to STPL) **Length:**

Sub-Category: **Type of Improvement:** Cold Plane & Overlay **STIP Line Item:**

Project No	MPO Area	Sponsor	State Route	Priority	Work Phase	Total Project Cost	Contingency	Federal Total	Non-Federal	Fund Source	Source Amount	Amendments
H.010379			LA 40	1,3	C	$1,782,000	$1,960,200	$1,568,160	$392,040	STPFLEX		

Tier II (Federal Fiscal Year 2018 - 2027)

Project Category: | **Project Name:** US 51 (I-12 to Minnesota Park Rd.) | **Length:**

Sub-Category: | **Type of Improvement:** Access Mgt. Improvements | **STIP Line Item:**

Project No	MPO Area	Sponsor	State Route	Priority	Work Phase	Total Project Cost	Contingency	Federal Total	Non-Federal	Fund Source	Source Amount	Amendments
TPP/Tier 2				1,2	C							

Project Category: | **Project Name:** LA 3260 (Church St.) @ US 190 | **Length:**

Sub-Category: | **Type of Improvement:** Intersection Safety Impr. | **STIP Line Item:**

Project No	MPO Area	Sponsor	State Route	Priority	Work Phase	Total Project Cost	Contingency	Federal Total	Non-Federal	Fund Source	Source Amount	Amendments
TPP/Tier 2				1	C							

Tier II (Federal Fiscal Year 2018 - 2027)

Project Category: | **Project Name:** US 190 W. Morris (Mooney Ave. to ICRR) | **Length:**

Sub-Category: | **Type of Improvement:** Sidewalks | **STIP Line Item:**

Project No	MPO Area	Sponsor	State Route	Priority	Work Phase	Total Project Cost	Contingency	Federal Total	Non-Federal	Fund Source	Source Amount	Amendments
TPP/Tier 2				1,2	C							

Project Category: | **Project Name:** Wardline Rd. (State Section to Durban Rd. | **Length:**

Sub-Category: | **Type of Improvement:** Upgrade and Minor Widen | **STIP Line Item:**

Project No	MPO Area	Sponsor	State Route	Priority	Work Phase	Total Project Cost	Contingency	Federal Total	Non-Federal	Fund Source	Source Amount	Amendments
TPP/Tier 2				1,2,3	C							

Tier II (Federal Fiscal Year 2018 - 2027)

Project Category: | **Project Name:** Club Deluxe Rd. US 51B to US 51 (S. Morrison) | **Length:**

Sub-Category: | **Type of Improvement:** Upgrade/Minor Widen/Drainage | **STIP Line Item:**

Project No	MPO Area	Sponsor	State Route	Priority	Work Phase	Total Project Cost	Contingency	Federal Total	Non-Federal	Fund Source	Source Amount	Amendments
TPP/Tier 2				1,2,3	C							

Project Category: | **Project Name:** Range Rd. @ LA 1067 | **Length:**

Sub-Category: | **Type of Improvement:** Roundabout | **STIP Line Item:**

Project No	MPO Area	Sponsor	State Route	Priority	Work Phase	Total Project Cost	Contingency	Federal Total	Non-Federal	Fund Source	Source Amount	Amendments
TPP/Tier 2				1,3	C							

Tier II (Federal Fiscal Year 2018 - 2027)

Project Category: | **Project Name:** Happywoods Rd @ W. Hoffman | **Length:**

Sub-Category: | **Type of Improvement:** Intersection Safety Impr. | **STIP Line Item:**

Project No	MPO Area	Sponsor	State Route	Priority	Work Phase	Total Project Cost	Contingency	Federal Total	Non-Federal	Fund Source	Source Amount	Amendments
TPP/Tier 2				1,3	C							

Project Category: | **Project Name:** LA 22 (Dunson Rd. to Hoover) | **Length:**

Sub-Category: | **Type of Improvement:** Safety Improvements | **STIP Line Item:**

Project No	MPO Area	Sponsor	State Route	Priority	Work Phase	Total Project Cost	Contingency	Federal Total	Non-Federal	Fund Source	Source Amount	Amendments
TPP/Tier 2				1	C							

Tier II (Federal Fiscal Year 2018 - 2027)

Project Category: **Project Name:** LA 22 @ I-55 **Length:**

Sub-Category: **Type of Improvement:** I/C Improvements **STIP Line Item:**

Project No	MPO Area	Sponsor	State Route	Priority	Work Phase	Total Project Cost	Contingency	Federal Total	Non-Federal	Fund Source	Source Amount	Amendments
TPP/Tier 2				1,3	C							

Project Category: **Project Name:** US 51 (Wardline Rd to LA 1064) **Length:**

Sub-Category: **Type of Improvement:** 3 lane Section **STIP Line Item:**

Project No	MPO Area	Sponsor	State Route	Priority	Work Phase	Total Project Cost	Contingency	Federal Total	Non-Federal	Fund Source	Source Amount	Amendments
TPP/Tier 2				1,3	C							

Tier II (Federal Fiscal Year 2018 - 2027)

Project Category: **Project Name:** US 51 @ LA 442 **Length:**

Sub-Category: **Type of Improvement:** Intersection Offset Improve **STIP Line Item:**

Project No	MPO Area	Sponsor	State Route	Priority	Work Phase	Total Project Cost	Contingency	Federal Total	Non-Federal	Fund Source	Source Amount	Amendments
TPP/Tier 2				1,3	C							

Project Category: **Project Name:** US 190 (LA 443 to W. Pleasant Ridge Rd.) **Length:**

Sub-Category: **Type of Improvement:** 3 lane Section **STIP Line Item:**

Project No	MPO Area	Sponsor	State Route	Priority	Work Phase	Total Project Cost	Contingency	Federal Total	Non-Federal	Fund Source	Source Amount	Amendments
TPP/Tier 2				1,3	C							

Tier III (Federal Fiscal Year 2028 - 2043)

Project Category:

Project Name: I-12 @ Firetower Rd.

Length:

Sub-Category:

Type of Improvement: New Interchange

STIP Line Item:

Project No	MPO Area	Sponsor	State Route	Priority	Work Phase	Total Project Cost	Contingency	Federal Total	Non-Federal	Fund Source	Source Amount	Amendments
TPP/Tier 3				1,3	C							

Project Category:

Project Name: I-55 (US 190 to Wardline Rd)

Length:

Sub-Category:

Type of Improvement: Auxiliary Lanes (NB/SB)

STIP Line Item:

Project No	MPO Area	Sponsor	State Route	Priority	Work Phase	Total Project Cost	Contingency	Federal Total	Non-Federal	Fund Source	Source Amount	Amendments
TPP/Tier 3				1,3	C							

Tier III (Federal Fiscal Year 2028 - 2043)

Project Category: **Project Name:** I-55 at US 190 **Length:**

Sub-Category: **Type of Improvement:** I/C Improv. (On-ramp Extension) **STIP Line Item:**

Project No	MPO Area	Sponsor	State Route	Priority	Work Phase	Total Project Cost	Contingency	Federal Total	Non-Federal	Fund Source	Source Amount	Amendments
TPP/Tier 3				1,3	C							

Project Category: **Project Name:** I-55 at Wardline Rd. **Length:**

Sub-Category: **Type of Improvement:** I/C Improv. (NW Quadrant) **STIP Line Item:**

Project No	MPO Area	Sponsor	State Route	Priority	Work Phase	Total Project Cost	Contingency	Federal Total	Non-Federal	Fund Source	Source Amount	Amendments
TPP/Tier 3				1,3	C							

Metropolitan Transportation Plan - South Tangipahoa Urbanized Area
Transit Element - Financially Constrained

Fiscal Year 2014	Project	Cost ($1000's)	Section 5307	Section 5309	Section 5310	Section 5311	Total Federal	Local Match	Comments
	Urban Operating Assistance	$411.8	$205.9				$205.9	$205.9	
	New Buses (2)	$100.0	$80.0				$80.0	$20.0	
	New Bus Stop Shelters/Benches (5)	$20.0	$16.0				$16.0	$4.0	
	Rural Transportation	$240.2				$120.1	$120.1	$120.1	
	Total FY 13	**$772.0**	**$301.9**	**$0.0**	**$0.0**	**$120.1**	**$422.0**	**$350.0**	
	Total All	**$772.0**	**$301.9**	**$0.0**	**$0.0**	**$120.1**	**$422.0**	**$350.0**	

Metropolitan Transportation Plan - South Tangipahoa Urbanized Area
Transit Element - Financially Constrained

Fiscal Year 2015	Project	Cost ($1000's)	Section 5307	Section 5309	Section 5310	Section 5311	Total Federal	Local Match	Comments
	Urban Operating Assistance	$411.8	$205.9				$205.9	$205.9	
	New Buses (2)	$100.0	$80.0				$80.0	$20.0	
	New Bus Stop Shelters/Benches (5)	$20.0	$16.0				$16.0	$4.0	
	Rural Transportation	$240.2				$120.1	$120.1	$120.1	
	Total FY 13	**$772.0**	**$301.9**	**$0.0**	**$0.0**	**$120.1**	**$422.0**	**$350.0**	
	Total All	**$772.0**	**$301.9**	**$0.0**	**$0.0**	**$120.1**	**$422.0**	**$350.0**	

Metropolitan Transportation Plan - South Tangipahoa Urbanized Area
Transit Element - Financially Constrained

Fiscal Year 2016	Project	Cost ($1000's)	Section 5307	Section 5309	Section 5310	Section 5311	Total Federal	Local Match	Comments
	Urban Operating Assistance	$411.8	$205.9				$205.9	$205.9	
	New Buses (2)	$100.0	$80.0				$80.0	$20.0	
	New Bus Stop Shelters/Benches (5)	$20.0	$16.0				$16.0	$4.0	
	Rural Transportation	$240.2				$120.1	$120.1	$120.1	
	Total FY 13	**$772.0**	**$301.9**	**$0.0**	**$0.0**	**$120.1**	**$422.0**	**$350.0**	
	Total All	**$772.0**	**$301.9**	**$0.0**	**$0.0**	**$120.1**	**$422.0**	**$350.0**	

Metropolitan Transportation Plan - South Tangipahoa Urbanized Area
Transit Element - Financially Constrained

Fiscal Year 2017	Project	Cost ($1000's)	Section 5307	Section 5309	Section 5310	Section 5311	Total Federal	Local Match	Comments
	Urban Operating Assistance	$411.8	$205.9				$205.9	$205.9	
	New Buses (2)	$100.0	$80.0				$80.0	$20.0	
	New Bus Stop Shelters/Benches (5)	$20.0	$16.0				$16.0	$4.0	
	Rural Transportation	$240.2				$120.1	$120.1	$120.1	
	Total FY 13	**$772.0**	**$301.9**	**$0.0**	**$0.0**	**$120.1**	**$422.0**	**$350.0**	
	Total All	**$772.0**	**$301.9**	**$0.0**	**$0.0**	**$120.1**	**$422.0**	**$350.0**	

Tier 2 & 3 Metropolitan Transportation Plan - Tangipahoa Urbanized Area

Transit Element - Financially Constrained

TIER 2 - FY 2018 - 2027					
Project	**Cost ($1000s)**	**Section 5307**	**Section 5311**	**Total Federal**	**Total Local**
Operating Expenses - Urban Program	11,362.2	5,681.1		5,681.1	5,681.1
Operating Expenses - Rural Program	5,560.0		2,780.0	2,780.0	2,780.0
Preventive Maintenance	625.0	500.0		500.0	125.0
Capital Investments	1,562.3	1,250.0		1,250.0	312.3
TOTAL TIER 2	**19,109.5**	**7,431.1**	**2,780.0**	**10,211.1**	**8,898.4**

TIER 3 - FY 2028 - 2043					
Project	**Cost ($1000s)**	**Section 5307**	**Section 5309**	**Total Federal**	**Total Local**
Operating Expenses - Urban Program	17,043.0	8,521.5		8,521.5	8,521.5
Operating Expenses - Rural Program	8,340.0		4,170.0	4,170.0	4,170.0
Preventive Maintenance	937.5	750.0		750.0	187.5
Capital Investments	2,343.8	1,875.0		1,875.0	468.8
TOTAL TIER 3	**28,664.3**	**11,146.5**	**4,170.0**	**15,316.5**	**13,347.8**

Appendix A

The Eight Planning Factors

23 CFR 450.306 calls for the consideration of the following eight factors in the metropolitan transportation planning process.

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase the safety of the transportation system for motorized and non-motorized users;
3. Increase the security of the transportation system for motorized and non-motorized users;
4. Increase accessibility and mobility of people and freight;
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. Promote efficient system management and operation; and
8. Emphasize the preservation of the existing transportation system.

Appendix B

RPC Project Ranking Scorecard

The RPC's metropolitan planning process is firmly based in nationally recognized planning best practices, and consistently complies with both the letter and the spirit of federal transportation planning legislation. Projects are selected for inclusion in the Transportation Improvement Plan (TIP) or the Metropolitan Transportation Plan following an extensive vetting period that involves consultation with the public, elected officials, community leaders, relevant agencies, and RPC's own planning staff. The RPC Project Ranking Scorecard attempts to add another level of sophistication to that selection process by providing a systematic and quantitative process for selecting, ranking, and prioritizing projects. In addition, it serves as a tool for identifying projects that may disproportionately affect disadvantaged populations, and should therefore comply with the RPC's Title VI Plan.

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 the variety of federal, state, and regional policies that help define the RPC's overarching planning priorities. It is intended to help simplify decision-making by providing a single, standardized tool for comparing projects. Through using it planners can be assured that they have considered a comprehensive set of criteria in the project selection process.

Projects will be rated based on their conformity with the following criteria:

- The eight planning factors as defined by 23 CMP 450.306
- The RPC's Congestion Management Process (CMP)
- The State of Louisiana's Strategic Highway Safety Plan (SHSP)
- Smart Growth Practices
- The region's Complete Streets initiatives
- Potential environmental and cultural impacts, positive or negative
- Potential economic development impacts
- Perceived acceptability among the public and elected officials

For each, projects will be ranked on a scale of 1 to 5, with 1 being a very negative impact and 5 being a very positive impact. Projects with no identifiable impact on a particular issue will be noted as "Not Applicable." The mean of the individual project rankings will be used as a general priority ranking for each project. The score will indicate its compatibility with RPC's overarching planning goals, as well as its potential for successful implementation. **Projects with a rating of 3.5 or higher should be recommended for inclusion in the TIP.**

Regional Planning Commission
Project Ranking Scorecard

The project will be ranked based on its conformity to each of the topics below. For each section, assign a score of 1-5 based on its conformity. A score of 1 indicates a very negative potential impact, and a score of 5 indicates a very positive potential impact.

Project Title: _____

Score Summary:

Criteria	Score
Planning Factors	
Congestion Management	
Safety (SHSP)	
Smart Growth	
Complete Streets	
Environmental & Cultural	
Economic Development	
Public Support	
Total	
Average	

Recommended for Advancement (Y/N)? _____

Title VI Considerations (Y/N)? _____

Project Ranking Committee

_____ ***- RPC Director of Planning***

_____***- Transportation Planner***

_____***- Title VI Coordinator***

Ranking Date _____

Ranking Criteria:

1. <u>The Eight Planning Factors</u>

23 CMP 45.306 outlines eight planning factors that an MPO should consider in its transportation planning process. In the table below, indicate the planning factors to which this project is related.

Preservation of System	Management & Operations	Intermodal/Multimodal	Environment/Energy/Quality of Life/Planned Growth/Economic Development Patterns	Accessibility & Mobility	Security	Safety	Economic Vitality

Notes:

_____

_____

_____

Planning Factors Rank (1-5): _____

2. The Congestion Management Process

Rank the project according to its conformity with the priorities and strategies set forth in the RPC's Congestion Management Process Plan (CMP). Questions to Consider:

Does the project affect a Congestion Management route? If so, is the corridor identified by the CMP as a High Priority route?

Does the project include any strategies that have been identified as preferred strategies by the CMP, such as Transportation Demand Management (TDM), Incident Management, Access Management, or Operations improvement strategies?

Can the project be expected to help reduce congestion on the applicable corridors and/or region-wide?

Does the project aim to reduce congestion without increasing Single Occupant Vehicle (SOV) capacity?

Notes:

_____

_____

_____

Congestion Management Rank (1-5):_____

3. <u>The Louisiana Strategic Highway Safety Plan</u>

Rank the project according to its conformity with the policies set forth in the State of Louisiana's Strategic Highway Safety Plan (SHSP). Questions to Consider:

Will the project help to achieve any of the objectives outlined in the SHSP?

Does the project address any of the SHSP's Emphasis Areas?

Does the project include any of the strategies recommended by the SHSP?

Notes:

_____

_____

_____

SHSP Rank (1-5):_____

4. <u>Smart Growth</u>

Rank the project according to its conformity with the RPC's established Smart Growth Policies. Questions to consider:

How does the project link transportation and land use?

Will the project maintain or reduce the region's carbon footprint?

Does the project attempt to more efficiently use or maintain existing transportation infrastructure?

Will the project enhance community livability?

Notes:

_____

_____

_____

Smart Growth Rank (1-5):_____

5. <u>Complete Streets</u>

Rank the project based on its consideration of the needs of all users, including pedestrians, cyclists, and transit riders. Questions to consider:

Is the project consistent with local, regional, or state bicycle Master Plans?

Does the project add or upgrade bike or pedestrian facilities?

Does the project take adequate precautions to protect the safety of cyclists and pedestrians?

Does the project include provisions to maintain or improve access to transit facilities?

Notes:

_____

_____

_____

Complete Streets Rank (1-5):_____

6. <u>Environmental Sustainability & Cultural Impact</u>

Rank the project on its potential impact to environmental sustainability and culture, positive or negative. Questions to consider:

Will the project have an impact on vehicle emissions affecting air quality?

Will the project have an impact on fuel consumption?

Can the project be expected to improve transportation mode choice options?

Will the project improve mobility or accessibility without increasing VMT or ADT?

Will the project impact waterways or wetlands?

Are any culturally or historically significant sites impacted by the project?

Notes:

_____

_____

_____

Environmental Sustainability Rank (1-5):_____

7. <u>Economic Development</u>

Rank the project on its potential impact, positive or negative, on local economic development. Questions to consider:

Does the project help advance the economic development goals of the project area, region, state, or nation?

Will the project aid in business retention or job creation?

Can the project be expected to encourage investment in the project area or region?

Notes:

_____

_____

_____

Economic Development Rank (1-5):_____

8. <u>Public Support</u>

Rank the project according to its perceived support/popularity among the public and elected officials. Questions to consider:

Has the project been identified or supported by the RPC's Public Participation process?

Has the project been identified or supported by civic, community, neighborhood, or business groups?

Has the project been identified or supported by representatives or officials elected by the public?

Notes:

_____

_____

_____

Public Support Rank (1-5):_____

Title VI Considerations

The Regional Planning Commission complies with all federal Title VI regulations. Before a project can be approved the following Title VI responsibilities must be considered.

Does the project impact or affect a minority community?

Does the project impact or affect a disadvantaged population (i.e. low income, elderly, and /or disabled)?

Does the project impact a LEP (Limited English Proficiency) population?

If the answer is "yes" to any of these questions then the RPC will take appropriate actions as stated in our Title VI Plan.

Notes & Required Actions:

_____

_____

_____

Final Recommendation

Based on the project's score on this Scorecard the following recommendation is made regarding its inclusion in the Transportation Improvement Program (TIP):

____ Present project to Transportation Policy Committee for consideration

____ Do not advance project

Statement of Certification:

As the Regional Planning Commission's Director of Planning, I certify that the above recommendation indicates whether the project described on this Scorecard meets the quantitative criteria for inclusion in the regional Transportation Improvement Program (TIP). I also certify that efforts were made in good faith to objectively score the project, and acknowledge that considerations beyond the scope of this Scorecard may affect the project's eligibility for inclusion in the TIP.

_____

Jeffrey W. Roesel, Director of Planning

_____

Date

Appendix C

Funding Category Abbreviations

ARRA – American Reinvestment and Recovery Act

DEMO – Congressionally Earmarked Demonstration Project Direct Federal Appropriation

E-R – FHWA Emergency Relief Funds

FBR – Federal Bridge Replacement

FBR OFF – Federal Bridge Replacement, Route off state highway system

IM – Interstate Maintenance

NFI – No Funds Identified; Project is still in development phase

NHS – National Highway System

OLY – Overlay

State Bonds – Capital Outlay Bonding Program, La. Bond Debt

St. Gen. – State General Fund

STP – Surface Transportation Program Funds

STP<200K – Urban Area with population under 200,000 Formula Funds

STP ENH – Enhancements

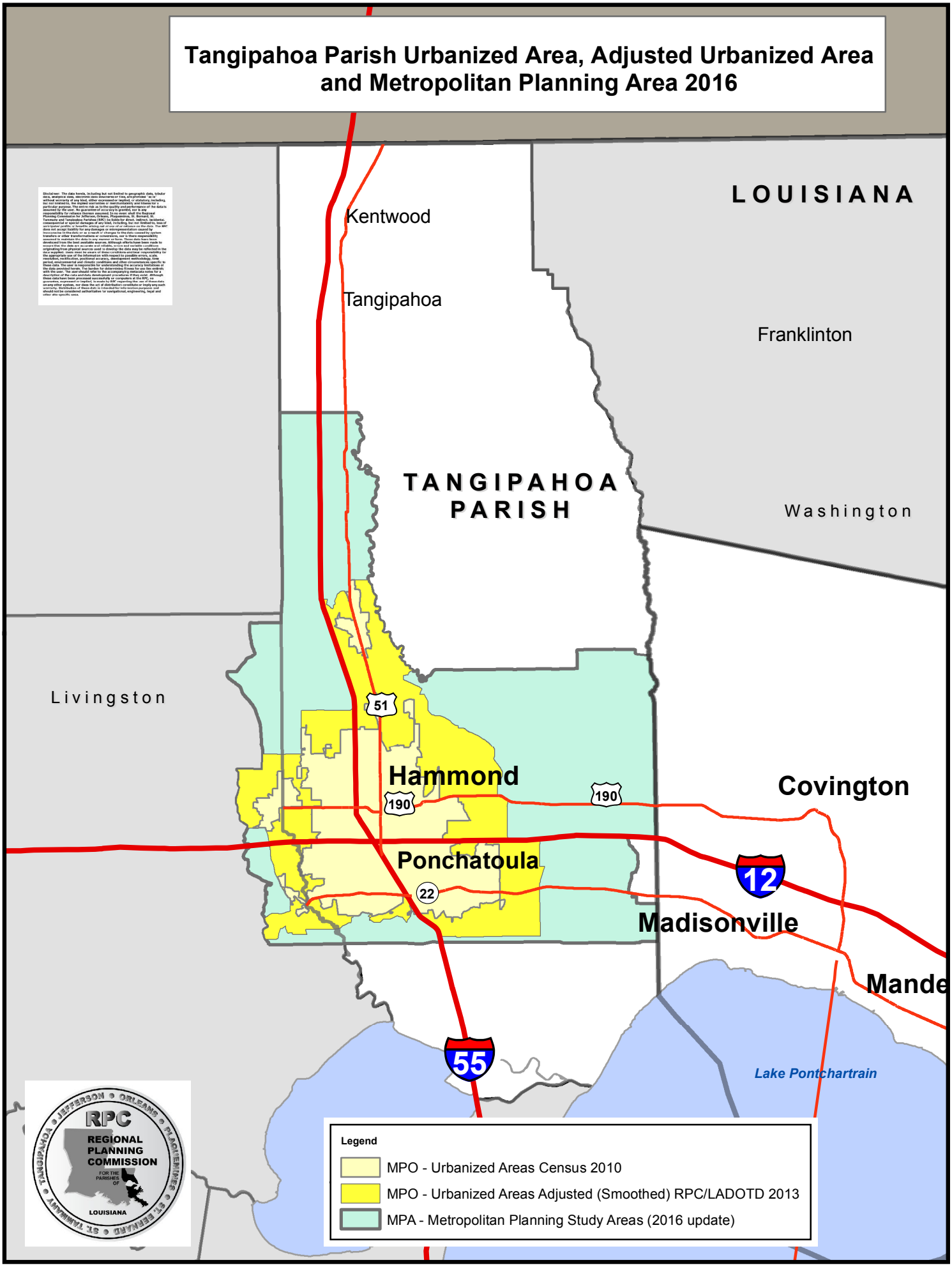
STP FLEX – Federal funds programmed statewide through DOTD needs assessment process

STP HAZ – Federal funds for hazard elimination and safety improvements

TIMED – Transportation Infrastructure Model for Economic Development (state gas tax funds)

Appendix D

Tangipahoa Parish Urbanized Area, Adjusted Urbanized Area and Metropolitan Planning Area 2016



RPC Task: UPWP: D2.14

Appendix E

ORIGINAL TRANSCRIPT

PUBLIC MEETING OF
REGIONAL PLANNING COMMISSION
ON NOVEMBER 14, 2013
AT PONCHATOULA CITY COUNCIL CHAMBERS
125 WEST HICKORY STREET
PONCHATOULA, LA 70454
AT 5:30 P.M.

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Northshore

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1 MR. ROESEL: I'd like to welcome everyone
2 here tonight. Thank you very much for coming. My
3 name is Jeff Roesel. I am the deputy director of
4 the Regional Planning Commission. We're based out
5 of Lakeview neighborhood in New Orleans, but we
6 work pretty much all over the metropolitan area.
7 And we have a brief slide about who we are. We
8 are a 31 member board, representing six parishes
9 as a commission, and then we take two other
10 parishes, St. Charles and St. John, when we do
11 transportation planning. So we're effectively an
12 eight parish organization, basically surrounding
13 Lake Pontchartrain and including Plaquemine
14 Parish. Our primary mission is to do
15 transportation planning for the region, for the
16 urbanized areas surrounding the New Orleans area,
17 which includes New Orleans, but also includes
18 Slidell, it includes Mandeville, Covington, and
19 now it includes Hammond.
20 As of August of this year, Tangipahoa has
21 joined our commission. And so we're very
22 fortunate. We're very glad that the parish has
23 joined us through the auspices by way of
24 essentially the Hammond, Ponchatoula areas
25 becoming urbanized effective of the 2010 census.

1 So broadly defined, the urbanized area has to meet
2 certain population thresholds and density per
3 square mile. In the 2010 census, Hammond and
4 Ponchatoula and actually points north all the way
5 to Independence were basically considered
6 urbanized. Now the urbanized area has a
7 population just in this south Tangipahoa region of
8 approximately 65,000 people, which puts us into
9 what they call a small urbanized category, which
10 in turn gives us access to certain transportation
11 funds and other funding to do transportation
12 improvements, construction, planning, et cetera.
13 So that's how we kind of got to this point where
14 Hammond and Ponchatoula as an urbanized area and
15 Tangipahoa as the parish has come aboard with the
16 Regional Planning Commission.
17 We're going to outline briefly about what we
18 do as a metropolitan planning organization, which
19 is the legal term for our organization and the
20 legal authority by which we work, where we work.
21 We're going to talk about the metropolitan
22 transportation plan, kind of the planning process,
23 and the types of projects that we do and current
24 issues that we have going on. And we'll be happy
25 to answer questions either as we go or if you

1 have -- we can wait until after the presentation,
2 and you can ask specific questions.
3 We're going to talk specifically about two
4 documents tonight, I handed to a couple of people.
5 The first is the Transportation Improvement
6 Program, and the other is the Metropolitan
7 Transportation Plan. For this region, they're not
8 very different. Basically the plan and the TIP at
9 this time, we're just starting. So we don't have
10 a lot of projects in the pipeline just yet. So as
11 we go along and this process kind of matures a
12 bit, we'll be developing projects and adding
13 projects into both the plan and the TIP, and we'll
14 be growing projects and hopefully getting them
15 implemented.
16 What we do as an MPO -- first off, MPO stands
17 for a metropolitan planning organization. So
18 consistent with federal law under Title 23, areas
19 that are over 50,000 or more are required to do
20 transportation planning in order to qualify for
21 federal highway and federal transit administration
22 funding. And that's for projects that are on the
23 state system, but also the local system,
24 locally-owned roads, roads that are in Ponchatoula
25 or in Hammond, in the parish, that are not state

1 owned, but they do in fact qualify for federal
2 funding. Now, to get to those funds and to do
3 those, it's a lengthy process. Any federal
4 program has lots of strings attached, and ours are
5 no exception. One of the things we have to do as
6 an MPO is develop the Metropolitan Transportation
7 Plan and the Transportation Improvement Program.
8 Broadly defined, we work with DOTD and
9 numerous other stake holders and the elected
10 leadership selecting projects and priorities for
11 the metropolitan -- the urbanized area. And it
12 also provides a platform for the local governments
13 to act and work collaboratively. And we do that
14 under the auspices of the transportation plan and
15 the metropolitan planning process.
16 So while our function is to specifically
17 address transportation, it also gives us a venue
18 to talk about other things that we have in the
19 past; we got drainage, hurricane protection, other
20 environmental. We have lots of other issues that
21 we discuss; regional transportation, land use,
22 economic and environmental issues. So we do a lot
23 under this kind of umbrella.
24 The decision-making process from this
25 graphic, it looks like a little convoluted, but

1 basically where we are is that we get input from a
2 lot of different ways. We get it directly from
3 the public, like in venues like this. We get it
4 from a technical advisory committee that's
5 assembled that consists of public works managers,
6 the planning managers, the managers of the
7 different modes. And we have a lot of
8 different -- we have the causeway commission. We
9 have the DOTD, the districts. We have the
10 airport, the transit providers. They're all on
11 technical advisor committee. And we have
12 different specific advisory councils that also
13 give us input to our plan and projects that we
14 should be undertaking or looking at; specifically
15 transits, freight, regional liveability and
16 complete streets advisory councils. A lot of
17 those are citizen councils that are assembled for
18 a specific purpose. So we act as kind of the
19 intermediary between these various committees, and
20 we report to the transportation policy committee.
21 And that committee is actually the board that
22 votes and accepts the TIP and has the legal
23 authority to make the decisions and to obligate
24 the funds.
25 So the legal authority, we as an agency of

1 the regional planning commission, our legislation,
2 it's a state-enabling legislation. It dates back
3 to the early 1960s. It was actually among the
4 first in the country that was actually passed to
5 do transportation planning in this type of venue.
6 We also work with the parishes under their local
7 ordinances and also the federal mandates specific
8 in law, its various titles in the federal
9 legislation. It's Title 23 United States Code
10 134. It's a lot of different -- and I won't get
11 into that. If you have a specific question about
12 the legal authority, we can talk about it offline.
13 But basically, among the things we also have
14 to do at this time is to -- our planning process
15 has to take a performance-based approach to
16 planning. So we are collecting a lot of data, and
17 we're analyzing a lot of data, traffic data,
18 pavement condition data, accident data. And we
19 are developing programs and projects that are
20 addressing specific needs that are based in data a
21 lot of time. And also those are almost always the
22 same projects that come up when a transportation
23 policy committee member comes to us and says, we
24 need you to look at this, this problem we're
25 having at this specific intersection or this

1 specific place. A lot of times we'll crunch the
2 data, and, sure enough, the data are going to say
3 that it's a problem, and we need to look at it.
4 But anyway, we have different management
5 approaches; there's safety, there's congestion
6 reduction, environmental sustainability, and also
7 we're trying to reduce project delivery delays.
8 So we're trying to move projects in a faster
9 manner than we have in the past.
10 Again, where we work, this is the eight
11 parish region, which is basically surrounding Lake
12 Pontchartrain. The types of projects that we do
13 are limited, as I kind of alluded to earlier, what
14 we call the federal aid network. And basically
15 that network is the street network, the maps set
16 up, that are roadways that are functionally
17 classified as collective roadways, arterial
18 highways or U.S. highways and then interstate
19 highways. So they're basically major streets.
20 They're not minor streets. They're not
21 neighborhood streets or cul-de-sacs. They're
22 basically the major streets.
23 This is the functional class network or the
24 federal aid network for this region as it is right
25 this minute. This is going to change in the next

1 probably couple of weeks. We are meeting with
2 DOTD. They're in the process of updating
3 everybody's federal aid maps. So we're in the
4 process of scheduling the meetings to look at
5 updating this map. This map will look probably
6 more like this map at some point with the
7 additional roads and various other streets that
8 are both state owned and locally owned for
9 inclusion in the federal aid network.
10 The two primary documents we put together as
11 we go forward and go get projects identified and
12 move them through the implementation process are
13 the long-range transportation plan or
14 alternatively called the Metropolitan
15 Transportation Plan, they're the same basic
16 document, and then the Transportation Improvement
17 Program.
18 The TIP is basically the programming document
19 that's for projects coming within the next 3 to 5
20 years -- actually from, you know, from a month
21 away to about 3 or 4 years away. Those are
22 projects that are in the pipeline that are
23 designed and are well along towards the
24 implementation process.
25 The long-range plan has projects in it that

1 are kind of the more big vision projects. We
2 divide the long-range plan into different tiers of
3 implementation. Tier 1 is basically the TIP,
4 which is the nearer term. Tier 2 and tier 3 are
5 the longer-term projects. Tier 2 are kind of the
6 intermediate, the 10 to 15 year projects. The
7 tier 3 projects are usually the bigger kind of
8 mega projects that are out there that they take
9 longer to implement, but they -- and they're
10 typically very expensive, but they're there as a
11 transportation need, and that's something that we
12 work toward over the long run. So basically at
13 some point the project will migrate from a tier 2
14 or tier 3 in the long-range plan to a tier 1 in
15 the TIP in the programming documents. So as the
16 projects move along in their evolution toward
17 implementation, they move -- thank you.
18 So the ones up here are example specific.
19 The one on the left is St. Tammany. And on the
20 right -- actually, the upper is St. Tammany. And
21 the lower is the New Orleans. When we're
22 completed with this process, and it's finalized by
23 the board, the south Tangipahoa will have its own
24 TIP and plan too.
25 It's important to note that we're not in

1 competition funding-wise with New Orleans or
2 really for St. Tammany, for that matter. They
3 each have their own separate kind of funding pot,
4 as would Hammond. So actually, how it really
5 works is that the smaller urban -- it is a shared
6 pot, but it's really more consistent with smaller
7 cities in Louisiana. So Hammond is competing,
8 really, with Lake Charles, with Alexandria, with
9 Monroe and not with any of the large -- we're not
10 competing with Baton Rouge, not competing with New
11 Orleans or Shreveport. So we are working -- each
12 has their own kind of funding pot. So we're
13 working to -- and it's not a lot of money, I
14 should say.
15 What we're programming in the implementation
16 is about 3 and a half to $4 million a year for
17 total. So it's not a ton of money, but it is --
18 what's important about that is, we do have enough
19 to do a lot of smaller projects, but it also --
20 the real important part of this is that it allows
21 us to move a project towards implementation and
22 keep it in the program long enough for other funds
23 to become available, other DOTD funds especially,
24 to help us toward implementation. This is going
25 to be important for larger jobs.

1 Like in the program, I'm just going to use
2 this as an example, we are looking to widen 51
3 from 22 up to now Club Deluxe, with the new
4 interchange and the new roundabout coming off of
5 12. Okay. That's probably a very expensive job.
6 It's probably more than our region could handle
7 financially just with the little bit of
8 attributable money that we get. However, what
9 that does allow us to do, it allows us to get the
10 process going to do the final -- to do
11 environmental, to get us into engineering, to
12 final engineering. And once that happens, other
13 funding usually becomes available. We get safety
14 funds. A lot of times we get off-system bridge
15 funds or on-system bridge funds, bridge
16 replacement money, safety money. Other funding
17 starts to become available. So we look at the
18 attributable funds that we get here, it's kind of
19 seed money or catalyst for other money to
20 eventually come and get projects done. It's a
21 convoluted and sometimes lengthy process, but
22 ultimately we've been successful.
23 We've certainly been successful in
24 St. Tammany in getting fairly large projects done.
25 LA 21 specifically in Covington is a good example.

1 We're about to go into construction or we're about
2 to go January or February, LA 21, that's a
3 $26 million project that was started with just our
4 little bit of seed money that we got for the
5 urbanized area in Covington. But again, we were
6 able to get the program funds and move the project
7 along enough so other funding became available.
8 So this is what we hope to replicate here.
9 Let's talk about the metropolitan plan. The
10 planning regulations require us to look at various
11 factors. It's what's stated in the law. And I'll
12 go over them briefly. They have mostly to do with
13 supporting economic vitality, increasing safety,
14 increasing security in the transportation system,
15 increasing accessibility and mobility for people
16 in freight, kind of a generic catchall, but it's
17 protecting, enhance the environment, enhance the
18 integration and kind of activity of the
19 transportation system across and between modes,
20 promote efficient system management and operation
21 and emphasize the preservation of existing
22 transportation system. Now, a lot of this, there
23 are whole fields of endeavor with each of these
24 planning factors, but basically these are all our
25 planning process, and all the planning that we do

1 is all in support of those -- all have those
2 factors built into their planning.
3 The goals, our goals of the plan -- and
4 again, this also comes from US DOT -- have to
5 do -- this is the latest, but these are basically
6 reiterating safety liveable communities, state of
7 good repair, which is maintaining your existing
8 system, maintaining your -- enhancing economic
9 competitiveness and environmental sustainability.
10 So these are all -- again, a lot of these are kind
11 of overlapping, but it should be noted issues like
12 safety. Safety is built into pretty much
13 everything we do. So when we plan, we plan for
14 the latest and the best to the extent possible.
15 We work very closely with DOTD to make sure that
16 that's actually happening, that the latest safety
17 features are built into our construction projects.
18 This is also another requirement of the plan,
19 the MTP. It includes identification of
20 transportation facilities, including multimodal
21 and intermodal facilities, nonmotorized
22 transportation facilities like pedestrian pass,
23 bike lanes and intermodal connectors that function
24 as integrative metropolitan system, giving
25 emphasis to those facilities that serve important

1 national and local transportation funds. So not
2 only do we look at the local, but we have to look
3 at the national too. We look at the broader
4 implication of the plan and the projects that we
5 identify in that plan.
6 Okay. This is basically what we list out
7 specific projects in the plan. This is how
8 they're identified. They're basically identified
9 with a project number, if it's available, on the
10 state system or not, what the priority or the goal
11 was for that particular project, the total amount.
12 We have to build in a contingency amount, the
13 total federal dollars expended and then what
14 specific funding source.
15 Our plan has to be physically constrained.
16 So when I said that we have about 3 and a half to
17 $4 million a year program, that's just -- that's
18 attributable to this region. But then when we
19 look at DOT's money and other projects that DOT
20 has going on in this region, that climbs
21 significantly. And we have to be able to
22 identify, though, the source of funds that are
23 going to implement the project.
24 Okay. This is a pie chart of -- this is
25 really illustrative to demonstrate that we -- this

1 is actually for the southshore. This is for the
2 transportation investments in the 3 years, 2010
3 through 2012. That's the total dollar amount of
4 all the transportation projects that were done on
5 the southshore. We mentioned this, because we
6 track these dollars. So once they're expended and
7 once the Hammond, Ponchatoula area is the south
8 Tangipahoa MPO, this process matures, and we start
9 implementing projects, we're going to be -- they
10 fall into certain categories. So we're going to
11 be tracking how much was spent for new capacity,
12 how much was spent in maintenance and
13 preservation, safety and operations, bike lanes,
14 et cetera. So it's just illustrative of that.
15 Not only do we program the money, but we keep
16 track of what category it was spent with, where it
17 was spent specifically and whether or not at the
18 end of the day it made a difference and did an
19 improvement actually occur. That's the whole
20 point of the performance-based planning that we're
21 required to do.
22 And again, this is the annual investments.
23 This is on the southshore. And basically we
24 divvied out, and we will do the same for this once
25 this is passed, once we're out of the draft phase,

1 is allocate how much is spent on system
2 preservation, safety and operations, bike and
3 pedestrian and new capacity. This particular
4 graphic shows -- also this is again the
5 southshore, but we spent basically 21 percent --
6 we average about 240 million in round numbers
7 between '99 and now annually. That's just the
8 average. And then going forward on the highway
9 plan, how much we expect to spend, about 42
10 percent in system preservation, about 27 percent
11 in safety and operations, also a significant
12 amount on transit, a lot of which is related to
13 RTA, New Orleans, and street car system and things
14 like that.
15 Recurring issues and themes: Again, fixing
16 existing infrastructure and making it safer and
17 more operationally efficient is where the majority
18 of the funding goes. Places like St. Tammany and
19 here, Tangipahoa, where you've got a growing
20 population, you know, capacity is going to be more
21 important. So we're going to be looking at doing
22 capacity to the extent we can and to the extent we
23 can leverage resources to make that happen. But
24 again, consistent with the federal regulations and
25 the federal process is that we will be spending

1 also a lot on just maintaining our existing system
2 and making sure it's safe and operationally
3 effective.
4 Transit, you know, we service most of the
5 larger -- transit operation is on the southshore
6 between New Orleans and Jefferson Parish, but also
7 St. Tammany has a new transit system. And there's
8 an existing very good system here that's done by
9 the Council on Aging. So we'd be working to
10 support their efforts, that's Ms. Fleming and her
11 operations. We also do a lot of ADA planning and
12 human services transportation planning, again,
13 with the Councils on Aging and other service
14 providers.
15 Another big theme lately is bike and
16 pedestrian facilities and bike lanes and shared
17 use paths. We do a lot of planning for those.
18 Our primary goal, again, is, where those are going
19 in, we wish to reduce fatalities, looking for
20 places that have inordinate amounts of pedestrian
21 crashes or, you know, auto versus pedestrian,
22 creating safer bike, you know, venues for
23 bicycling and pedestrian activity, adding bikeways
24 where we can, enhance pedestrian crossings,
25 especially through ADA curb ramps and other

1 traffic signal improvements. And then we also do
2 a lot of different feasibility studies through our
3 unified planning work program to identify those
4 areas that need special assistance.
5 Now we're going to talk about some of the
6 things that we've participated in. If Alison
7 Schilling from District 62 were here, this is
8 Alison's project. So I want to go on record as
9 saying this is Alison Schilling's project. She
10 did a great job. This is LA 59 at LA 36. Again,
11 there's one at Airport Road that's in Hammond
12 right now. It's also another roundabout. We
13 participated in the lighting for this particular
14 project. But there are other projects, the one in
15 Slidell, there's one at Brownswitch that we did
16 that used our urban attributable money for the
17 Slidell area.
18 We do also streetscape projects. This one
19 happens to be in Covington on Boston Street. This
20 is another one in Covington that we just wrapped
21 up right by city hall in Covington on North
22 Jefferson. This is one in Slidell in old town,
23 trying to enhance access to Heritage Park from the
24 old town area. This is, again, at the behest of
25 the mayor, Mayor Drennan, in Slidell and their

1 council. This is a beautification project that we
2 did on I-10 east. We participated with District
3 02. This is a big stretch of roadway in New
4 Orleans east going basically from I-510 into the
5 city towards the highrise, about 3 miles in the
6 median.
7 We've also been undertaking a lot of ADA
8 improvements. And we've been helping areas with
9 their transition plans, their ADA transition
10 plans, as required by law. We've been
11 implementing projects in the submerged roads
12 program in the city of New Orleans. We've put in
13 about 5,000 ADA ramps since Katrina. We're
14 starting a similar program in Jefferson Parish.
15 We've got several efforts going on in St. Tammany
16 at this time concentrating on this. Working a lot
17 with the ADA community to identify problem areas
18 for access for them and helping them get or
19 enhance access for ADA -- for the ADA community on
20 sidewalks and just mobility in general.
21 That's about all I have tonight. If you get
22 a chance, I'd like to explain some of these maps.
23 Again, I mentioned this one. This is the federal
24 aid network as it exists today. Again, this map
25 is going to be changing in the near future. These

are the mapped project locations of the projects that are in the plan and in the TIP. And there's a small -- it's a table. Again, I don't want to talk about every single project, we'd be here all night. Most of these projects that are in the TIP actually come from the state's program. Those are projects that are in the pipeline now already. As this process matures and as we get projects going forward, there will be probably more locally-generated projects in the TIP, again, that would benefit specific areas in Ponchatoula, in Hammond, in Independence, and throughout unincorporated south Tangipahoa.

Now, here this last one is our congestion management map specific to Tangipahoa Parish. This is basically the larger roadways. It's I-12, it's I-55, it's U.S. 190 and LA 22 essentially. Those are the big mobility routes that go through and carry the most traffic in Tangipahoa Parish. So if you'd like, you can take a few minutes, and you can look at the maps, or if you have any questions for me. Otherwise, I throw the floor open and take questions. Yes, sir?

MR. BURGESS: Could we talk about a little bit about Hoover and Airport Road?

1 MR. ROESEL: Okay. In our earlier
2 discussions with President Burgess and Mayor
3 Zabbia and Mayor Foster in Hammond, they
4 identified to us Hoover is a big problem. So we
5 were able to dedicate some funding from our
6 unified planning work program to do an engineering
7 study on Hoover. Now, that project was just
8 initiated, it was about 3, 4 months ago. We've
9 got some tentative recommendations right now. The
10 project is going to wrap up in --
11 Jason's the project manager. Excuse me, I
12 failed to introduce other members of my staff.
13 This is Jason Sappington. He is the senior
14 planner on our staff. In the corner is John King,
15 who is also our transportation planner. These our
16 are key guys. So I was remiss in not introducing
17 them. Jason is the specific project manager for
18 Hoover.
19 We put out an RFQ, request for
20 qualifications, for consultant selection. We
21 chose Richard C. Lambert, who has done a lot of
22 work on the northshore. He's very conversant with
23 the conditions on the northshore, to undertake the
24 study. They are reviewing accident data. They're
25 looking at specific roadway conditions. And so we

1 are expecting a product, I want to say, the end of
2 the year.
3 MR. SAPPINGTON: We'll have a draft by the
4 end of the year.
5 MR. ROESEL: Have a draft, right. We'll also
6 be meeting with the district on Hoover
7 specifically and looking at what could be done to
8 improve traffic conditions really at I-12, but
9 also around 22. They do have a project in the
10 plan that calls for a roundabout at 22 and Hoover.
11 So I think they'll be significant relief at least
12 on that south half. Now, on the north half, I'm
13 not sure about yet. We're waiting recommendations
14 from the engineer. They'll provide us some
15 recommendations that we'll be moving forward with.
16 Again, once that's done and we get a dollar amount
17 from that study, that allows us to move more into
18 implementation, to define a project.
19 MR. BURGESS: I think we're on the bubble
20 right now because of -- I think Monday we're going
21 to do the ground breaking for the tower. So
22 that's going to enhance the airport, because we
23 have a lot of people that's coming in that's going
24 to be looking at this area. But the reason
25 they're not right now is because they don't want

1 to bring their planes in without a tower. So
2 that's in the works now.
3 MR. ROESEL: Right.
4 MR. BURGESS: So really what we have planned
5 here is really going to help Tangipahoa Parish
6 overall. It's going to take away some of the
7 dollars that we have to use to put into the rural
8 areas of our parish. We've got to bring those
9 folks into town, be sure that they have a safe
10 roadway to travel.
11 MR. ROESEL: Right. That's an excellent
12 point. That's exactly right. It would help free
13 up basically capital. The federal dollars at this
14 time are really 80/20. So you would get, you
15 know, 80 cents on the dollar paid for by the
16 federal government for roadways, on qualifying
17 roadways. So that's exactly right. That frees up
18 capital to go elsewhere in the parish to do
19 improvements that are nonqualifying. So yes,
20 that's an excellent point. Yes, sir?
21 MR. GRAVES: I hope they don't put a
22 roundabout at 22 and Hoover, because there's a lot
23 of school buses that run on 22 and Hoover going
24 east and west and north and south. And that's
25 going to be chaos.

1 MR. ROESEL: Go back to the Abita real quick.
2 If you see that truck, that's that log truck
3 that's making that roundabout. I think they can
4 be accommodated. If you look at that apron -- and
5 I'm not an engineer, so I can't argue the -- all I
6 can tell you is how they work and how I've seen
7 them work. But basically that apron, that's
8 brick, is actually for the truck to run over the
9 apron for the larger trucks. Same with the buses.
10 I think they -- there was a lot of trepidation in
11 St. Tammany, I can tell you, when they did that.
12 And it's worked out really well. I'm just saying.
13 MR. GRAVES: I was just going to say, you're
14 talking about 20, 30 buses going both ways every
15 day. And without the red light, that's going to
16 be a problem.
17 MR. ROESEL: Well, I should say the traffic
18 folks at DOTD, they have looked at this fairly
19 extensively. Now, I don't know where they are
20 towards implementation yet. That's what the plan
21 calls for. And I can follow up with them on what
22 specific solution they have, but I think it is a
23 roundabout. They've done a lot of analysis on it.
24 MR. GRAVES: Because the high school and the
25 elementary school is out past that.

1 MR. ROESEL: Right, to the west of that.
2 MR. GRAVES: Right.
3 MR. ROESEL: It's very heavily traveled. And
4 I think the accident data will prove that it's in
5 real need of improvement. And again, I'm not
6 conversing with the specific design, why they're
7 safer. And I understand your question and your
8 concern, and I'm not saying one way or another,
9 but I think the one on -- I'm not sure how the one
10 on Airport Road is functioning, but it seems to be
11 doing pretty well.
12 MR. BURGESS: It's a little tight, but it's
13 working.
14 MR. ROESEL: Right.
15 MR. BURGESS: Now, I think getting the people
16 accustomed to it. When I first saw it, I said, it
17 will never work.
18 MR. ROESEL: I should say that my own -- my
19 wife's cousin lives in Slidell. And they just did
20 one on Brownswitch at Robert in Slidell. And it
21 looks terrible, because they haven't finished it
22 yet. But the traffic backup that was being
23 suffered in Slidell from -- at peak hours, I can
24 tell you from 5:00, it was probably a half a mile
25 backup onto Robert Road in Slidell, was absolutely

1 terrible. And the day that opened for traffic,
2 that almost went away. It was just like a night
3 and day difference. And it's like -- it's still
4 not even done yet, but it's made such a difference
5 out there. I still get kudos for that, so I'm
6 milking that for all I can. But it's done a lot
7 out there. Yes, sir?
8 MR. DUFRECHE: What's the long-range project
9 on Hoover Road? I mean, we all know it's totally
10 crowded. It's got its problems. It's got no
11 shoulders. It's got very heavy traffic all during
12 the day, much more early in the morning and late
13 in the afternoon. We talked about the recreation
14 district and all the traffic dumping out after the
15 games, before the games. But just to get to the
16 bottom line, how long are we talking; 5 years, 3
17 years, is it even remotely on the table? You may
18 not be able to answer that maybe, but that's what
19 everybody is interested in.
20 MR. ROESEL: I understand. Everyone's
21 interested in specifics; like when is that going
22 to open and when can we drive on it. And
23 basically we're still doing the study. The study
24 is going to recommend a series of short-term
25 improvements that we can implement quickly to make

1 it at least safer and perhaps more operationally
2 efficient. It's also going to look at, in broad
3 terms, a capacity project of widening and get a
4 cost estimate for that.
5 Now, capacity projects are very expensive. I
6 mean, again, we're talking -- when we did the four
7 lane in Covington, that's a $26 million project.
8 So those are expensive. We would expect something
9 like U.S. 51 to be in that ballpark. It's going
10 to be that kind of money. And unfortunately with
11 Hoover Road, Hoover is not a state highway. So
12 the parish would have to -- the only federal funds
13 available to it would be from safety and from us,
14 from the attributable programs. So it would take
15 us a while to do a capacity project for Hoover.
16 So that's why we wanted to look at some measures
17 that --
18 MR. DUFRECHE: We all know and understand the
19 problems because of the infrastructure that's
20 there; the power lines, the water lines, the lines
21 across there, absolutely. And I don't know what
22 you could do, because there's no shoulders on the
23 road. It's ditch on both sides. I don't know
24 what a stopgap --
25 MR. SAPPINGTON: Stopgap is really going to

1 be looking at the intersections mostly, trying to
2 make the intersections operational. There might
3 be some striping that we could do to help with
4 night driving.
5 MR. ROESEL: Like some overlays with some
6 reflective.
7 MR. DUFRECHE: In the intersections, that's
8 great, but you got one intersection at 22 and one
9 on Sisters Road and probably, what, 2 miles in
10 between --
11 CITIZEN: One, maybe a mile and a quarter.
12 MR. DUFRECHE: 2 miles long. I mean, it's a
13 mile from 22 to Sisters and then a mile to the
14 interstate.
15 MR. ROESEL: Right.
16 MR. DUFRECHE: That's not a great distance as
17 opposed to a 3 or 4 mile road, but we understand
18 the heavy cost of relocating utilities and stuff.
19 Now, I guess -- I know it's not a fair question,
20 but 3 years, 5 years, 10 years, or can't even say?
21 MR. ROESEL: I can't even say, because,
22 again, a lot of it is going to have to depend on
23 the parish, because ultimately it's a parish road.
24 MR. BURGESS: On the one that we have on Club
25 Deluxe going to South Morrison, which is about a

1 mile and a 10th, we've been working on that 9
2 years. And we have hopefully -- contract in March
3 of '14. And with the curbing, guttering, we've
4 got a lot of utilities we've got to move. So it's
5 going to take a lot of time. I just hope that we
6 do it in the next 3 years, but we just don't know
7 yet.
8 MR. ROESEL: Well, exactly. And again,
9 especially Hoover, just driving it and looking at
10 the apparent right-of-way, it looks to be very
11 narrow. If you were to widen, you would need to
12 acquire a right-of-way, which is a very lengthy
13 and difficult process for anybody, for the state
14 or for the parish or for whoever. So it would be
15 difficult to hazard a guess, I'll just be honest.
16 MR. DUFRECHE: I knew that. I think we all
17 did.
18 MR. ROESEL: I know. I wish I had some
19 magic, but it's not a magic process. But again,
20 what it does help us do, though, is that it's a
21 tool that we can use to help move the thing
22 forward and to -- to be honest with you, I think a
23 lot of the north, south problems, especially
24 west -- and this is my own personal opinion -- a
25 lot of the roadways that are congested north,

1 south are probably traffic that should be on 51,
2 but it's not, because 51 is so messed up. So if
3 you can widen 51, if we can get that project
4 started and let the state start working what they
5 should be doing to get that capacity project, I
6 think we would find that a fair amount of traffic
7 would divert back to 51, where it should be,
8 instead of through local roads such as Hoover.
9 MR. BENNETT: That's not my opinion, and I
10 live on Hoover, and I travel it every day.
11 MR. ROESEL: Okay. It's all locally
12 generated?
13 MR. BENNETT: And whosever bright idea it
14 was, the study who did to put the stop signs out
15 there at I-12, wow. They need to come back and
16 look now at 5:00 in the evening and try to go
17 north when it's backed up halfway to Sisters Road.
18 MR. SAPPINGTON: They are. That's DOTD.
19 They're aware of that problem. In fact, we're
20 going to be talking about that in a meeting next
21 week.
22 MR. BENNETT: And a very simple solution --
23 well, maybe it's not very simple -- but a whole
24 lot simpler solution, southbound on Hoover Road in
25 the mornings with all the school traffic wouldn't

1 be a roundabout. It would be a right turn going
2 into Ponchatoula and maybe a left turn going
3 south. That would be a big help.
4 MR. ROESEL: We'll definitely pass that on.
5 MR. DUFRECHE: I think the problem is
6 basically -- and I think the mayor and everybody
7 here who lives here can tell you that the east
8 side of Ponchatoula is finally exploded, and the
9 population has moved there. And this is simply
10 traffic that's going on the east side. They won't
11 go 51, because if they go 51, they got to go all
12 this way and come back through town. They're
13 actually dumping out on the east side, because
14 that's where they live. I really think that's
15 why.
16 CITIZEN: Widening 51 would make more traffic
17 on Hoover. I mean, that's my opinion, especially
18 while it's being built. But the people that are
19 traveling on Hoover, they're not going on 51.
20 MR. ROESEL: Okay.
21 CITIZEN: They're staying on the east side.
22 MR. SAPPINGTON: That's helpful.
23 MR. ROESEL: Yes, it is. Yes, sir?
24 MR. GRAVES: The least congested parts of
25 Hoover is 22 at the red light and 190 at the red

1 light. The congested parts is Ponchatoula
2 Recreation Park, Sisters and Hoover, the I-12 and
3 Hoover and Hammond Recreation Park. That's the
4 congested part. The red lights get the traffic
5 through on both ends.
6 MR. ROESEL: All right. That's good to know.
7 MR. GRAVES: If we move the red lights, we
8 compounding on top of a problem that we already
9 have.
10 MR. ROESEL: That's good. We have to pass
11 that on too.
12 MR. SAPPINGTON: We're recording all this, by
13 the way.
14 MR. ROESEL: Let me also say that if you have
15 a specific comment that you'd like to make for the
16 record and as part of the document, we will be
17 putting that in for the document, so you could
18 talk to Mrs. Anna here.
19 MR. BURGESS: That's what this meeting is all
20 about.
21 MR. ROESEL: Right. Exactly. The point of
22 this is to gather actually your comments here, so
23 we know what your concerns are and try to, you
24 know, make something happen.
25 MR. KING: Jeff, for those in attendance,

1 would you tell them what's going on and what we've
2 discovered on Highway 51 on that project, the
3 plans that have partially been complete and where
4 we are and what the projected plan is there?
5 MR. ROESEL: For the capacity project?
6 MR. KING: Correct.
7 MR. ROESEL: Well, after several -- the state
8 had apparently done a -- well, the state had
9 apparently done a draft environmental assessment
10 to widen the road. And for whatever reason, it
11 never moved forward. That was done in 2003. In
12 2009, they came back and did what they call a
13 stage zero feasibility study for the section of 51
14 between just north of I-12 and Ponchatoula Creek.
15 And the result of that study was the construction
16 project that's going on now, that's about to
17 happen with the roundabouts on either side of I-12
18 at 51, at the interchange. What we're trying to
19 do, consistent with the federal process, in order
20 to move this into more advanced design, we have to
21 make sure we get an environmental assessment, or
22 what we call a FONSI, a finding of no significant
23 impact, for the capacity project. So the state's
24 already done one. We're hoping to basically take
25 theirs and update it and get the clearance. And

1 once we do that, we're allowed to go into final
2 design, so we can use some of the attributable
3 funds at the discretion of the board and basically
4 get that capacity project moving into final
5 design.
6 Once they're in final design, the chances are
7 generally pretty good that they'll get funded. We
8 have to get it completed, though, and really we
9 have to get it -- we have to get it through the
10 process. And the next big milestone for that
11 would be the finding of no significant impact. So
12 that's what we're working on now immediately.
13 MR. BURGESS: I think we have now got a tool
14 when we got the MPO, that we've got some help at
15 the federal level. As we have been dealing with
16 our local roadways, we're having problems with
17 getting to DC with it.
18 MR. ROESEL: Yes.
19 MR. BURGESS: And I think this is one thing
20 that's going to help us. It's not lobbying, but
21 it's helping us to get our major roadways
22 addressed.
23 MR. ROESEL: That's correct. And again, we
24 represent -- you know, we are now an eight parish
25 region. We represent about 1.5, almost 2 million

1 people. So there's strength in numbers,
2 especially in Washington, especially at the
3 federal level. So, right, we're looking forward
4 to trying to leverage that into something, you
5 know, positive. Do you have any other questions?
6 Let me go back. My contact information,
7 that's my actual name, but we didn't put my phone
8 number or e-mail address, but if you wish to
9 contact me, I have some business cards, and I'll
10 be happy to give you mine. Jason and John both
11 have theirs. If you wish to contact us offline or
12 if you wish to make a comment, feel free to do so.
13 Otherwise, I don't have anything else.
14 MR. KING: We have some sign-in sheets, if
15 you have not signed in, please do so.
16 MR. ROESEL: Again, our intent is to, once we
17 get finalized with this process and we get our
18 transcript back, we will make some adjustments to
19 the plan based on comments we've received tonight,
20 from Tuesday night in Hammond and from other
21 comments that we get, that we receive. We're
22 looking to have this approved by our board in
23 December, I think it's December 10th is the actual
24 date.
25 MR. BURGESS: Yes.

1 MR. ROESEL: So once that's finalized, we'll
2 have a board-approved plan and TIP. So then that
3 frees up -- that gets us cued up to actually get
4 money programmed and in the pipeline. So again,
5 if you have any other questions or comments, feel
6 free to let me know.
7 MR. KING: There are direct copies of the
8 documents available if anybody wants them, also on
9 the website. They have a lot of good information
10 generally about us and other information.
11 MR. ROESEL: This is our citizens outreach
12 document. We also have our latest newsletter.
13 This is also our unified work program, which is
14 the document that describes the work we will be
15 undertaking this fiscal year. And we print that
16 every year. So the projects that we will be --
17 basically we get a very small amount of money to
18 do planning. And so we program those funds for
19 staff time, for consultant work to do, you know,
20 to look at specific problems and issues. So the
21 programming document is in the unified planning
22 work program.
23 MR. BURGESS: Let me say, on behalf of the
24 parish, I appreciate all of you coming and having
25 some input, because without it, hey, we don't

1 know. So we certainly want you to feel free to do
2 whatever you feel like you need to make us aware
3 of. And that's the reason we're here.
4 MR. ROESEL: Thank you. Yes, exactly. I
5 wish to thank you guys for coming and letting us
6 know, especially the issues with Hoover. That's
7 very, very informative for us. That helps us
8 inform our --
9 MR. SAPPINGTON: We can go out and do traffic
10 counts and all that, but at the end of the day,
11 this is how we learn about these issues.
12 MR. DUFRECHE: Have they done a traffic count
13 on Hoover, or do you know what it is?
14 MR. SAPPINGTON: They're doing them out right
15 there right now. We don't have them in yet, I
16 don't think. I haven't seen them yet. We should
17 know that next week. I'm sure the state has it
18 down on 22.
19 MR. ROESEL: I know they have them on 22. I
20 know they've got them on Airport Road.
21 MR. DUFRECHE: The traffic count on Hoover
22 can be very, very deceptive.
23 MR. SAPPINGTON: They're doing them in
24 multiple locations.
25 MR. DUFRECHE: If you do it in the spring of

1 the year, there's going to be five nights that
2 they got 48 teams playing each night. If you do
3 it right now, you got about 20 little football
4 teams playing right now, finishing up. They
5 played Saturday. But I mean, the big deal is when
6 you got 1,300 kids playing in the program, they
7 have to have a sampling all year I guess to get a
8 true sample.
9 MR. BURGESS: Put that in your comments.
10 MR. ROESEL: Yes, please do.
11 MR. DUFRECHE: Hopefully the young lady has
12 got it.
13 MR. ROESEL: My kids have played ball in the
14 past. I know for every kid, there's mom, dad,
15 frequently coming from different places, there's
16 grandma, grandpa coming again from different
17 places, aunts, uncles.
18 MR. DUFRECHE: One car per child, it's
19 certainly not.
20 MR. ROESEL: It's multiple, exactly. They
21 draw a tremendous amount. We know that,
22 absolutely, my personal experience with that.
23 Again, thank you guys very much. If you have any
24 other questions or comments.
25 MR. GRAVES: Reverend Bruce Graves, and I'm a

1 school bus driver. What I wanted to put on the
2 record is that a circle at 22 and Hoover would be
3 total chaos, and it would make the problem worse,
4 because the red light at Hoover and 22 works
5 perfect, and the red light at 190 and Hoover works
6 perfect. In my opinion, the solution to all the
7 congestion on Hoover would be a red light at the
8 Ponchatoula Recreation Park, a red light at
9 Sisters and Hoover, a red light at I-12 and
10 Hoover, and a red light at the Hammond Recreation
11 Park and Hoover. But every day there's probably
12 30 buses going east and west on Highway 22 and
13 have to pass that intersection. If they put a
14 circle there, those buses would have to pass one
15 bus at a time. But with a red light there, you
16 can pass 8 or 10 buses at a time. And then
17 there's probably 12 or 15 buses that come north on
18 Hoover to 22 to that red light, and all flows good
19 through that red light. But a circle would be
20 like a four-way stop, basically, where one bus
21 would have to go through at a time. That's all.
22 (MEETING CONCLUDED)
23
24
25

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CONDENSED TRANSCRIPT

PUBLIC MEETING OF
REGIONAL PLANNING COMMISSION
ON NOVEMBER 14, 2013
AT PONCHATOULA CITY COUNCIL CHAMBERS
125 WEST HICKORY STREET
PONCHATOULA, LA 70454
AT 5:30 P.M.

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PUBLIC MEETING OF
REGIONAL PLANNING COMMISSION
ON NOVEMBER 14, 2013
AT PONCHATOULA CITY COUNCIL CHAMBERS
125 WEST HICKORY STREET
PONCHATOULA, LA 70454
AT 5:30 P.M.

MR. ROESEL: I'd like to welcome everyone here tonight. Thank you very much for coming. My name is Jeff Roesel. I am the deputy director of the Regional Planning Commission. We're based out of Lakeview neighborhood in New Orleans, but we work pretty much all over the metropolitan area. And we have a brief slide about who we are. We are a 31 member board, representing six parishes as a commission, and then we take two other parishes, St. Charles and St. John, when we do transportation planning. So we're effectively an eight parish organization, basically surrounding Lake Pontchartrain and including Plaquemine Parish. Our primary mission is to do transportation planning for the region, for the urbanized areas surrounding the New Orleans area, which includes New Orleans, but also includes Slidell, it includes Mandeville, Covington, and now it includes Hammond.

As of August of this year, Tangipahoa has joined our commission. And so we're very fortunate. We're very glad that the parish has joined us through the auspices by way of essentially the Hammond, Ponchatoula areas becoming urbanized effective of the 2010 census.

So broadly defined, the urbanized area has to meet certain population thresholds and density per square mile. In the 2010 census, Hammond and Ponchatoula and actually points north all the way to Independence were basically considered urbanized. Now the urbanized area has a population just in this south Tangipahoa region of approximately 65,000 people, which puts us into what they call a small urbanized category, which in turn gives us access to certain transportation funds and other funding to do transportation improvements, construction, planning, et cetera. So that's how we kind of got to this point where Hammond and Ponchatoula as an urbanized area and Tangipahoa as the parish has come aboard with the Regional Planning Commission.

We're going to outline briefly about what we do as a metropolitan planning organization, which is the legal term for our organization and the legal authority by which we work, where we work. We're going to talk about the metropolitan transportation plan, kind of the planning process, and the types of projects that we do and current issues that we have going on. And we'll be happy to answer questions either as we go or if you

have -- we can wait until after the presentation, and you can ask specific questions.

We're going to talk specifically about two documents tonight, I handed to a couple of people. The first is the Transportation Improvement Program, and the other is the Metropolitan Transportation Plan. For this region, they're not very different. Basically the plan and the TIP at this time, we're just starting. So we don't have a lot of projects in the pipeline just yet. So as we go along and this process kind of matures a bit, we'll be developing projects and adding projects into both the plan and the TIP, and we'll be growing projects and hopefully getting them implemented.

What we do as an MPO -- first off, MPO stands for a metropolitan planning organization. So consistent with federal law under Title 23, areas that are over 50,000 or more are required to do transportation planning in order to qualify for federal highway and federal transit administration funding. And that's for projects that are on the state system, but also the local system, locally-owned roads, roads that are in Ponchatoula or in Hammond, in the parish, that are not state

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1 owned, but they do in fact qualify for federal
2 funding. Now, to get to those funds and to do
3 those, it's a lengthy process. Any federal
4 program has lots of strings attached, and ours are
5 no exception. One of the things we have to do as
6 an MPO is develop the Metropolitan Transportation
7 Plan and the Transportation Improvement Program.
8 Broadly defined, we work with DOTD and
9 numerous other stake holders and the elected
10 leadership selecting projects and priorities for
11 the metropolitan -- the urbanized area. And it
12 also provides a platform for the local governments
13 to act and work collaboratively. And we do that
14 under the auspices of the transportation plan and
15 the metropolitan planning process.
16 So while our function is to specifically
17 address transportation, it also gives us a venue
18 to talk about other things that we have in the
19 past; we got drainage, hurricane protection, other
20 environmental. We have lots of other issues that
21 we discuss; regional transportation, land use,
22 economic and environmental issues. So we do a lot
23 under this kind of umbrella.
24 The decision-making process from this
25 graphic, it looks like a little convoluted, but

1 basically where we are is that we get input from a
2 lot of different ways. We get it directly from
3 the public, like in venues like this. We get it
4 from a technical advisory committee that's
5 assembled that consists of public works managers,
6 the planning managers, the managers of the
7 different modes. And we have a lot of
8 different -- we have the causeway commission. We
9 have the DOTD, the districts. We have the
10 airport, the transit providers. They're all on
11 technical advisor committee. And we have
12 different specific advisory councils that also
13 give us input to our plan and projects that we
14 should be undertaking or looking at; specifically
15 transits, freight, regional liveability and
16 complete streets advisory councils. A lot of
17 those are citizen councils that are assembled for
18 a specific purpose. So we act as kind of the
19 intermediary between these various committees, and
20 we report to the transportation policy committee.
21 And that committee is actually the board that
22 votes and accepts the TIP and has the legal
23 authority to make the decisions and to obligate
24 the funds.
25 So the legal authority, we as an agency of

1 the regional planning commission, our legislation,
2 it's a state-enabling legislation. It dates back
3 to the early 1960s. It was actually among the
4 first in the country that was actually passed to
5 do transportation planning in this type of venue.
6 We also work with the parishes under their local
7 ordinances and also the federal mandates specific
8 in law, its various titles in the federal
9 legislation. It's Title 23 United States Code
10 134. It's a lot of different -- and I won't get
11 into that. If you have a specific question about
12 the legal authority, we can talk about it offline.
13 But basically, among the things we also have
14 to do at this time is to -- our planning process
15 has to take a performance-based approach to
16 planning. So we are collecting a lot of data, and
17 we're analyzing a lot of data, traffic data,
18 pavement condition data, accident data. And we
19 are developing programs and projects that are
20 addressing specific needs that are based in data a
21 lot of time. And also those are almost always the
22 same projects that come up when a transportation
23 policy committee member comes to us and says, we
24 need you to look at this, this problem we're
25 having at this specific intersection or this

1 specific place. A lot of times we'll crunch the
2 data, and, sure enough, the data are going to say
3 that it's a problem, and we need to look at it.
4 But anyway, we have different management
5 approaches; there's safety, there's congestion
6 reduction, environmental sustainability, and also
7 we're trying to reduce project delivery delays.
8 So we're trying to move projects in a faster
9 manner than we have in the past.
10 Again, where we work, this is the eight
11 parish region, which is basically surrounding Lake
12 Pontchartrain. The types of projects that we do
13 are limited, as I kind of alluded to earlier, what
14 we call the federal aid network. And basically
15 that network is the street network, the maps set
16 up, that are roadways that are functionally
17 classified as collective roadways, arterial
18 highways or U.S. highways and then interstate
19 highways. So they're basically major streets.
20 They're not minor streets. They're not
21 neighborhood streets or cul-de-sacs. They're
22 basically the major streets.
23 This is the functional class network or the
24 federal aid network for this region as it is right
25 this minute. This is going to change in the next

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1 probably couple of weeks. We are meeting with
2 DOTD. They're in the process of updating
3 everybody's federal aid maps. So we're in the
4 process of scheduling the meetings to look at
5 updating this map. This map will look probably
6 more like this map at some point with the
7 additional roads and various other streets that
8 are both state owned and locally owned for
9 inclusion in the federal aid network.
10 The two primary documents we put together as
11 we go forward and go get projects identified and
12 move them through the implementation process are
13 the long-range transportation plan or
14 alternatively called the Metropolitan
15 Transportation Plan, they're the same basic
16 document, and then the Transportation Improvement
17 Program.
18 The TIP is basically the programming document
19 that's for projects coming within the next 3 to 5
20 years -- actually from, you know, from a month
21 away to about 3 or 4 years away. Those are
22 projects that are in the pipeline that are
23 designed and are well along towards the
24 implementation process.
25 The long-range plan has projects in it that

1 are kind of the more big vision projects. We
2 divide the long-range plan into different tiers of
3 implementation. Tier 1 is basically the TIP,
4 which is the nearer term. Tier 2 and tier 3 are
5 the longer-term projects. Tier 2 are kind of the
6 intermediate, the 10 to 15 year projects. The
7 tier 3 projects are usually the bigger kind of
8 mega projects that are out there that they take
9 longer to implement, but they -- and they're
10 typically very expensive, but they're there as a
11 transportation need, and that's something that we
12 work toward over the long run. So basically at
13 some point the project will migrate from a tier 2
14 or tier 3 in the long-range plan to a tier 1 in
15 the TIP in the programming documents. So as the
16 projects move along in their evolution toward
17 implementation, they move -- thank you.
18 So the ones up here are example specific.
19 The one on the left is St. Tammany. And on the
20 right -- actually, the upper is St. Tammany. And
21 the lower is the New Orleans. When we're
22 completed with this process, and it's finalized by
23 the board, the south Tangipahoa will have its own
24 TIP and plan too.
25 It's important to note that we're not in

1 competition funding-wise with New Orleans or
2 really for St. Tammany, for that matter. They
3 each have their own separate kind of funding pot,
4 as would Hammond. So actually, how it really
5 works is that the smaller urban -- it is a shared
6 pot, but it's really more consistent with smaller
7 cities in Louisiana. So Hammond is competing,
8 really, with Lake Charles, with Alexandria, with
9 Monroe and not with any of the large -- we're not
10 competing with Baton Rouge, not competing with New
11 Orleans or Shreveport. So we are working -- each
12 has their own kind of funding pot. So we're
13 working to -- and it's not a lot of money, I
14 should say.
15 What we're programming in the implementation
16 is about 3 and a half to $4 million a year for
17 total. So it's not a ton of money, but it is --
18 what's important about that is, we do have enough
19 to do a lot of smaller projects, but it also --
20 the real important part of this is that it allows
21 us to move a project towards implementation and
22 keep it in the program long enough for other funds
23 to become available, other DOTD funds especially,
24 to help us toward implementation. This is going
25 to be important for larger jobs.

1 Like in the program, I'm just going to use
2 this as an example, we are looking to widen 51
3 from 22 up to now Club Deluxe, with the new
4 interchange and the new roundabout coming off of
5 12. Okay. That's probably a very expensive job.
6 It's probably more than our region could handle
7 financially just with the little bit of
8 attributable money that we get. However, what
9 that does allow us to do, it allows us to get the
10 process going to do the final -- to do
11 environmental, to get us into engineering, to
12 final engineering. And once that happens, other
13 funding usually becomes available. We get safety
14 funds. A lot of times we get off-system bridge
15 funds or on-system bridge funds, bridge
16 replacement money, safety money. Other funding
17 starts to become available. So we look at the
18 attributable funds that we get here, it's kind of
19 seed money or catalyst for other money to
20 eventually come and get projects done. It's a
21 convoluted and sometimes lengthy process, but
22 ultimately we've been successful.
23 We've certainly been successful in
24 St. Tammany in getting fairly large projects done.
25 LA 21 specifically in Covington is a good example.

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1 We're about to go into construction or we're about
2 to go January or February, LA 21, that's a
3 $26 million project that was started with just our
4 little bit of seed money that we got for the
5 urbanized area in Covington. But again, we were
6 able to get the program funds and move the project
7 along enough so other funding became available.
8 So this is what we hope to replicate here.
9 Let's talk about the metropolitan plan. The
10 planning regulations require us to look at various
11 factors. It's what's stated in the law. And I'll
12 go over them briefly. They have mostly to do with
13 supporting economic vitality, increasing safety,
14 increasing security in the transportation system,
15 increasing accessibility and mobility for people
16 in freight, kind of a generic catchall, but it's
17 protecting, enhance the environment, enhance the
18 integration and kind of activity of the
19 transportation system across and between modes,
20 promote efficient system management and operation
21 and emphasize the preservation of existing
22 transportation system. Now, a lot of this, there
23 are whole fields of endeavor with each of these
24 planning factors, but basically these are all our
25 planning process, and all the planning that we do

1 is all in support of those -- all have those
2 factors built into their planning.
3 The goals, our goals of the plan -- and
4 again, this also comes from US DOT -- have to
5 do -- this is the latest, but these are basically
6 reiterating safety liveable communities, state of
7 good repair, which is maintaining your existing
8 system, maintaining your -- enhancing economic
9 competitiveness and environmental sustainability.
10 So these are all -- again, a lot of these are kind
11 of overlapping, but it should be noted issues like
12 safety. Safety is built into pretty much
13 everything we do. So when we plan, we plan for
14 the latest and the best to the extent possible.
15 We work very closely with DOTD to make sure that
16 that's actually happening, that the latest safety
17 features are built into our construction projects.
18 This is also another requirement of the plan,
19 the MTP. It includes identification of
20 transportation facilities, including multimodal
21 and intermodal facilities, nonmotorized
22 transportation facilities like pedestrian pass,
23 bike lanes and intermodal connectors that function
24 as integrative metropolitan system, giving
25 emphasis to those facilities that serve important

1 national and local transportation funds. So not
2 only do we look at the local, but we have to look
3 at the national too. We look at the broader
4 implication of the plan and the projects that we
5 identify in that plan.
6 Okay. This is basically what we list out
7 specific projects in the plan. This is how
8 they're identified. They're basically identified
9 with a project number, if it's available, on the
10 state system or not, what the priority or the goal
11 was for that particular project, the total amount.
12 We have to build in a contingency amount, the
13 total federal dollars expended and then what
14 specific funding source.
15 Our plan has to be physically constrained.
16 So when I said that we have about 3 and a half to
17 $4 million a year program, that's just -- that's
18 attributable to this region. But then when we
19 look at DOT's money and other projects that DOT
20 has going on in this region, that climbs
21 significantly. And we have to be able to
22 identify, though, the source of funds that are
23 going to implement the project.
24 Okay. This is a pie chart of -- this is
25 really illustrative to demonstrate that we -- this

1 is actually for the southshore. This is for the
2 transportation investments in the 3 years, 2010
3 through 2012. That's the total dollar amount of
4 all the transportation projects that were done on
5 the southshore. We mentioned this, because we
6 track these dollars. So once they're expended and
7 once the Hammond, Ponchatoula area is the south
8 Tangipahoa MPO, this process matures, and we start
9 implementing projects, we're going to be -- they
10 fall into certain categories. So we're going to
11 be tracking how much was spent for new capacity,
12 how much was spent in maintenance and
13 preservation, safety and operations, bike lanes,
14 et cetera. So it's just illustrative of that.
15 Not only do we program the money, but we keep
16 track of what category it was spent with, where it
17 was spent specifically and whether or not at the
18 end of the day it made a difference and did an
19 improvement actually occur. That's the whole
20 point of the performance-based planning that we're
21 required to do.
22 And again, this is the annual investments.
23 This is on the southshore. And basically we
24 divvied out, and we will do the same for this once
25 this is passed, once we're out of the draft phase,

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is allocate how much is spent on system preservation, safety and operations, bike and pedestrian and new capacity. This particular graphic shows -- also this is again the southshore, but we spent basically 21 percent -- we average about 240 million in round numbers between '99 and now annually. That's just the average. And then going forward on the highway plan, how much we expect to spend, about 42 percent in system preservation, about 27 percent in safety and operations, also a significant amount on transit, a lot of which is related to RTA, New Orleans, and street car system and things like that.

Recurring issues and themes: Again, fixing existing infrastructure and making it safer and more operationally efficient is where the majority of the funding goes. Places like St. Tammany and here, Tangipahoa, where you've got a growing population, you know, capacity is going to be more important. So we're going to be looking at doing capacity to the extent we can and to the extent we can leverage resources to make that happen. But again, consistent with the federal regulations and the federal process is that we will be spending

also a lot on just maintaining our existing system and making sure it's safe and operationally effective.

Transit, you know, we service most of the larger -- transit operation is on the southshore between New Orleans and Jefferson Parish, but also St. Tammany has a new transit system. And there's an existing very good system here that's done by the Council on Aging. So we'd be working to support their efforts, that's Ms. Fleming and her operations. We also do a lot of ADA planning and human services transportation planning, again, with the Councils on Aging and other service providers.

Another big theme lately is bike and pedestrian facilities and bike lanes and shared use paths. We do a lot of planning for those. Our primary goal, again, is, where those are going in, we wish to reduce fatalities, looking for places that have inordinate amounts of pedestrian crashes or, you know, auto versus pedestrian, creating safer bike, you know, venues for bicycling and pedestrian activity, adding bikeways where we can, enhance pedestrian crossings, especially through ADA curb ramps and other

traffic signal improvements. And then we also do a lot of different feasibility studies through our unified planning work program to identify those areas that need special assistance.

Now we're going to talk about some of the things that we've participated in. If Alison Schilling from District 62 were here, this is Alison's project. So I want to go on record as saying this is Alison Schilling's project. She did a great job. This is LA 59 at LA 36. Again, there's one at Airport Road that's in Hammond right now. It's also another roundabout. We participated in the lighting for this particular project. But there are other projects, the one in Slidell, there's one at Brownswitch that we did that used our urban attributable money for the Slidell area.

We do also streetscape projects. This one happens to be in Covington on Boston Street. This is another one in Covington that we just wrapped up right by city hall in Covington on North Jefferson. This is one in Slidell in old town, trying to enhance access to Heritage Park from the old town area. This is, again, at the behest of the mayor, Mayor Drennan, in Slidell and their

council. This is a beautification project that we did on I-10 east. We participated with District 02. This is a big stretch of roadway in New Orleans east going basically from I-510 into the city towards the highrise, about 3 miles in the median.

We've also been undertaking a lot of ADA improvements. And we've been helping areas with their transition plans, their ADA transition plans, as required by law. We've been implementing projects in the submerged roads program in the city of New Orleans. We've put in about 5,000 ADA ramps since Katrina. We're starting a similar program in Jefferson Parish. We've got several efforts going on in St. Tammany at this time concentrating on this. Working a lot with the ADA community to identify problem areas for access for them and helping them get or enhance access for ADA -- for the ADA community on sidewalks and just mobility in general.

That's about all I have tonight. If you get a chance, I'd like to explain some of these maps. Again, I mentioned this one. This is the federal aid network as it exists today. Again, this map is going to be changing in the near future. These

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are the mapped project locations of the projects that are in the plan and in the TIP. And there's a small -- it's a table. Again, I don't want to talk about every single project, we'd be here all night. Most of these projects that are in the TIP actually come from the state's program. Those are projects that are in the pipeline now already. As this process matures and as we get projects going forward, there will be probably more locally-generated projects in the TIP, again, that would benefit specific areas in Ponchatoula, in Hammond, in Independence, and throughout unincorporated south Tangipahoa.

Now, here this last one is our congestion management map specific to Tangipahoa Parish. This is basically the larger roadways. It's I-12, it's I-55, it's U.S. 190 and LA 22 essentially. Those are the big mobility routes that go through and carry the most traffic in Tangipahoa Parish. So if you'd like, you can take a few minutes, and you can look at the maps, or if you have any questions for me. Otherwise, I throw the floor open and take questions. Yes, sir?

MR. BURGESS: Could we talk about a little bit about Hoover and Airport Road?

MR. ROESEL: Okay. In our earlier discussions with President Burgess and Mayor Zabbia and Mayor Foster in Hammond, they identified to us Hoover is a big problem. So we were able to dedicate some funding from our unified planning work program to do an engineering study on Hoover. Now, that project was just initiated, it was about 3, 4 months ago. We've got some tentative recommendations right now. The project is going to wrap up in --

Jason's the project manager. Excuse me, I failed to introduce other members of my staff. This is Jason Sappington. He is the senior planner on our staff. In the corner is John King, who is also our transportation planner. These our are key guys. So I was remiss in not introducing them. Jason is the specific project manager for Hoover.

We put out an RFQ, request for qualifications, for consultant selection. We chose Richard C. Lambert, who has done a lot of work on the northshore. He's very conversant with the conditions on the northshore, to undertake the study. They are reviewing accident data. They're looking at specific roadway conditions. And so we

are expecting a product, I want to say, the end of the year.

MR. SAPPINGTON: We'll have a draft by the end of the year.

MR. ROESEL: Have a draft, right. We'll also be meeting with the district on Hoover specifically and looking at what could be done to improve traffic conditions really at I-12, but also around 22. They do have a project in the plan that calls for a roundabout at 22 and Hoover. So I think they'll be significant relief at least on that south half. Now, on the north half, I'm not sure about yet. We're waiting recommendations from the engineer. They'll provide us some recommendations that we'll be moving forward with. Again, once that's done and we get a dollar amount from that study, that allows us to move more into implementation, to define a project.

MR. BURGESS: I think we're on the bubble right now because of -- I think Monday we're going to do the ground breaking for the tower. So that's going to enhance the airport, because we have a lot of people that's coming in that's going to be looking at this area. But the reason they're not right now is because they don't want

to bring their planes in without a tower. So that's in the works now.

MR. ROESEL: Right.

MR. BURGESS: So really what we have planned here is really going to help Tangipahoa Parish overall. It's going to take away some of the dollars that we have to use to put into the rural areas of our parish. We've got to bring those folks into town, be sure that they have a safe roadway to travel.

MR. ROESEL: Right. That's an excellent point. That's exactly right. It would help free up basically capital. The federal dollars at this time are really 80/20. So you would get, you know, 80 cents on the dollar paid for by the federal government for roadways, on qualifying roadways. So that's exactly right. That frees up capital to go elsewhere in the parish to do improvements that are nonqualifying. So yes, that's an excellent point. Yes, sir?

MR. GRAVES: I hope they don't put a roundabout at 22 and Hoover, because there's a lot of school buses that run on 22 and Hoover going east and west and north and south. And that's going to be chaos.

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MR. ROESEL: Go back to the Abita real quick. If you see that truck, that's that log truck that's making that roundabout. I think they can be accommodated. If you look at that apron -- and I'm not an engineer, so I can't argue the -- all I can tell you is how they work and how I've seen them work. But basically that apron, that's brick, is actually for the truck to run over the apron for the larger trucks. Same with the buses. I think they -- there was a lot of trepidation in St. Tammany, I can tell you, when they did that. And it's worked out really well. I'm just saying.

MR. GRAVES: I was just going to say, you're talking about 20, 30 buses going both ways every day. And without the red light, that's going to be a problem.

MR. ROESEL: Well, I should say the traffic folks at DOTD, they have looked at this fairly extensively. Now, I don't know where they are towards implementation yet. That's what the plan calls for. And I can follow up with them on what specific solution they have, but I think it is a roundabout. They've done a lot of analysis on it.

MR. GRAVES: Because the high school and the elementary school is out past that.

MR. ROESEL: Right, to the west of that.

MR. GRAVES: Right.

MR. ROESEL: It's very heavily traveled. And I think the accident data will prove that it's in real need of improvement. And again, I'm not conversing with the specific design, why they're safer. And I understand your question and your concern, and I'm not saying one way or another, but I think the one on -- I'm not sure how the one on Airport Road is functioning, but it seems to be doing pretty well.

MR. BURGESS: It's a little tight, but it's working.

MR. ROESEL: Right.

MR. BURGESS: Now, I think getting the people accustomed to it. When I first saw it, I said, it will never work.

MR. ROESEL: I should say that my own -- my wife's cousin lives in Slidell. And they just did one on Brownswitch at Robert in Slidell. And it looks terrible, because they haven't finished it yet. But the traffic backup that was being suffered in Slidell from -- at peak hours, I can tell you from 5:00, it was probably a half a mile backup onto Robert Road in Slidell, was absolutely

terrible. And the day that opened for traffic, that almost went away. It was just like a night and day difference. And it's like -- it's still not even done yet, but it's made such a difference out there. I still get kudos for that, so I'm milking that for all I can. But it's done a lot out there. Yes, sir?

MR. DUFRECHE: What's the long-range project on Hoover Road? I mean, we all know it's totally crowded. It's got its problems. It's got no shoulders. It's got very heavy traffic all during the day, much more early in the morning and late in the afternoon. We talked about the recreation district and all the traffic dumping out after the games, before the games. But just to get to the bottom line, how long are we talking; 5 years, 3 years, is it even remotely on the table? You may not be able to answer that maybe, but that's what everybody is interested in.

MR. ROESEL: I understand. Everyone's interested in specifics; like when is that going to open and when can we drive on it. And basically we're still doing the study. The study is going to recommend a series of short-term improvements that we can implement quickly to make

it at least safer and perhaps more operationally efficient. It's also going to look at, in broad terms, a capacity project of widening and get a cost estimate for that.

Now, capacity projects are very expensive. I mean, again, we're talking -- when we did the four lane in Covington, that's a $26 million project. So those are expensive. We would expect something like U.S. 51 to be in that ballpark. It's going to be that kind of money. And unfortunately with Hoover Road, Hoover is not a state highway. So the parish would have to -- the only federal funds available to it would be from safety and from us, from the attributable programs. So it would take us a while to do a capacity project for Hoover. So that's why we wanted to look at some measures that --

MR. DUFRECHE: We all know and understand the problems because of the infrastructure that's there; the power lines, the water lines, the lines across there, absolutely. And I don't know what you could do, because there's no shoulders on the road. It's ditch on both sides. I don't know what a stopgap --

MR. SAPPINGTON: Stopgap is really going to

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be looking at the intersections mostly, trying to make the intersections operational. There might be some striping that we could do to help with night driving.

MR. ROESEL: Like some overlays with some reflective.

MR. DUFRECHE: In the intersections, that's great, but you got one intersection at 22 and one on Sisters Road and probably, what, 2 miles in between --

CITIZEN: One, maybe a mile and a quarter.

MR. DUFRECHE: 2 miles long. I mean, it's a mile from 22 to Sisters and then a mile to the interstate.

MR. ROESEL: Right.

MR. DUFRECHE: That's not a great distance as opposed to a 3 or 4 mile road, but we understand the heavy cost of relocating utilities and stuff. Now, I guess -- I know it's not a fair question, but 3 years, 5 years, 10 years, or can't even say?

MR. ROESEL: I can't even say, because, again, a lot of it is going to have to depend on the parish, because ultimately it's a parish road.

MR. BURGESS: On the one that we have on Club Deluxe going to South Morrison, which is about a

mile and a 10th, we've been working on that 9 years. And we have hopefully -- contract in March of '14. And with the curbing, guttering, we've got a lot of utilities we've got to move. So it's going to take a lot of time. I just hope that we do it in the next 3 years, but we just don't know yet.

MR. ROESEL: Well, exactly. And again, especially Hoover, just driving it and looking at the apparent right-of-way, it looks to be very narrow. If you were to widen, you would need to acquire a right-of-way, which is a very lengthy and difficult process for anybody, for the state or for the parish or for whoever. So it would be difficult to hazard a guess, I'll just be honest.

MR. DUFRECHE: I knew that. I think we all did.

MR. ROESEL: I know. I wish I had some magic, but it's not a magic process. But again, what it does help us do, though, is that it's a tool that we can use to help move the thing forward and to -- to be honest with you, I think a lot of the north, south problems, especially west -- and this is my own personal opinion -- a lot of the roadways that are congested north,

south are probably traffic that should be on 51, but it's not, because 51 is so messed up. So if you can widen 51, if we can get that project started and let the state start working what they should be doing to get that capacity project, I think we would find that a fair amount of traffic would divert back to 51, where it should be, instead of through local roads such as Hoover.

MR. BENNETT: That's not my opinion, and I live on Hoover, and I travel it every day.

MR. ROESEL: Okay. It's all locally generated?

MR. BENNETT: And whosever bright idea it was, the study who did to put the stop signs out there at I-12, wow. They need to come back and look now at 5:00 in the evening and try to go north when it's backed up halfway to Sisters Road.

MR. SAPPINGTON: They are. That's DOTD. They're aware of that problem. In fact, we're going to be talking about that in a meeting next week.

MR. BENNETT: And a very simple solution -- well, maybe it's not very simple -- but a whole lot simpler solution, southbound on Hoover Road in the mornings with all the school traffic wouldn't

be a roundabout. It would be a right turn going into Ponchatoula and maybe a left turn going south. That would be a big help.

MR. ROESEL: We'll definitely pass that on.

MR. DUFRECHE: I think the problem is basically -- and I think the mayor and everybody here who lives here can tell you that the east side of Ponchatoula is finally exploded, and the population has moved there. And this is simply traffic that's going on the east side. They won't go 51, because if they go 51, they got to go all this way and come back through town. They're actually dumping out on the east side, because that's where they live. I really think that's why.

CITIZEN: Widening 51 would make more traffic on Hoover. I mean, that's my opinion, especially while it's being built. But the people that are traveling on Hoover, they're not going on 51.

MR. ROESEL: Okay.

CITIZEN: They're staying on the east side.

MR. SAPPINGTON: That's helpful.

MR. ROESEL: Yes, it is. Yes, sir?

MR. GRAVES: The least congested parts of Hoover is 22 at the red light and 190 at the red

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1 light. The congested parts is Ponchatoula
2 Recreation Park, Sisters and Hoover, the I-12 and
3 Hoover and Hammond Recreation Park. That's the
4 congested part. The red lights get the traffic
5 through on both ends.
6 MR. ROESEL: All right. That's good to know.
7 MR. GRAVES: If we move the red lights, we
8 compounding on top of a problem that we already
9 have.
10 MR. ROESEL: That's good. We have to pass
11 that on too.
12 MR. SAPPINGTON: We're recording all this, by
13 the way.
14 MR. ROESEL: Let me also say that if you have
15 a specific comment that you'd like to make for the
16 record and as part of the document, we will be
17 putting that in for the document, so you could
18 talk to Mrs. Anna here.
19 MR. BURGESS: That's what this meeting is all
20 about.
21 MR. ROESEL: Right. Exactly. The point of
22 this is to gather actually your comments here, so
23 we know what your concerns are and try to, you
24 know, make something happen.
25 MR. KING: Jeff, for those in attendance,

1 would you tell them what's going on and what we've
2 discovered on Highway 51 on that project, the
3 plans that have partially been complete and where
4 we are and what the projected plan is there?
5 MR. ROESEL: For the capacity project?
6 MR. KING: Correct.
7 MR. ROESEL: Well, after several -- the state
8 had apparently done a -- well, the state had
9 apparently done a draft environmental assessment
10 to widen the road. And for whatever reason, it
11 never moved forward. That was done in 2003. In
12 2009, they came back and did what they call a
13 stage zero feasibility study for the section of 51
14 between just north of I-12 and Ponchatoula Creek.
15 And the result of that study was the construction
16 project that's going on now, that's about to
17 happen with the roundabouts on either side of I-12
18 at 51, at the interchange. What we're trying to
19 do, consistent with the federal process, in order
20 to move this into more advanced design, we have to
21 make sure we get an environmental assessment, or
22 what we call a FONSI, a finding of no significant
23 impact, for the capacity project. So the state's
24 already done one. We're hoping to basically take
25 theirs and update it and get the clearance. And

1 once we do that, we're allowed to go into final
2 design, so we can use some of the attributable
3 funds at the discretion of the board and basically
4 get that capacity project moving into final
5 design.
6 Once they're in final design, the chances are
7 generally pretty good that they'll get funded. We
8 have to get it completed, though, and really we
9 have to get it -- we have to get it through the
10 process. And the next big milestone for that
11 would be the finding of no significant impact. So
12 that's what we're working on now immediately.
13 MR. BURGESS: I think we have now got a tool
14 when we got the MPO, that we've got some help at
15 the federal level. As we have been dealing with
16 our local roadways, we're having problems with
17 getting to DC with it.
18 MR. ROESEL: Yes.
19 MR. BURGESS: And I think this is one thing
20 that's going to help us. It's not lobbying, but
21 it's helping us to get our major roadways
22 addressed.
23 MR. ROESEL: That's correct. And again, we
24 represent -- you know, we are now an eight parish
25 region. We represent about 1.5, almost 2 million

1 people. So there's strength in numbers,
2 especially in Washington, especially at the
3 federal level. So, right, we're looking forward
4 to trying to leverage that into something, you
5 know, positive. Do you have any other questions?
6 Let me go back. My contact information,
7 that's my actual name, but we didn't put my phone
8 number or e-mail address, but if you wish to
9 contact me, I have some business cards, and I'll
10 be happy to give you mine. Jason and John both
11 have theirs. If you wish to contact us offline or
12 if you wish to make a comment, feel free to do so.
13 Otherwise, I don't have anything else.
14 MR. KING: We have some sign-in sheets, if
15 you have not signed in, please do so.
16 MR. ROESEL: Again, our intent is to, once we
17 get finalized with this process and we get our
18 transcript back, we will make some adjustments to
19 the plan based on comments we've received tonight,
20 from Tuesday night in Hammond and from other
21 comments that we get, that we receive. We're
22 looking to have this approved by our board in
23 December, I think it's December 10th is the actual
24 date.
25 MR. BURGESS: Yes.

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MR. ROESEL: So once that's finalized, we'll have a board-approved plan and TIP. So then that frees up -- that gets us cued up to actually get money programmed and in the pipeline. So again, if you have any other questions or comments, feel free to let me know.

MR. KING: There are direct copies of the documents available if anybody wants them, also on the website. They have a lot of good information generally about us and other information.

MR. ROESEL: This is our citizens outreach document. We also have our latest newsletter. This is also our unified work program, which is the document that describes the work we will be undertaking this fiscal year. And we print that every year. So the projects that we will be -- basically we get a very small amount of money to do planning. And so we program those funds for staff time, for consultant work to do, you know, to look at specific problems and issues. So the programming document is in the unified planning work program.

MR. BURGESS: Let me say, on behalf of the parish, I appreciate all of you coming and having some input, because without it, hey, we don't

know. So we certainly want you to feel free to do whatever you feel like you need to make us aware of. And that's the reason we're here.

MR. ROESEL: Thank you. Yes, exactly. I wish to thank you guys for coming and letting us know, especially the issues with Hoover. That's very, very informative for us. That helps us inform our --

MR. SAPPINGTON: We can go out and do traffic counts and all that, but at the end of the day, this is how we learn about these issues.

MR. DUFRECHE: Have they done a traffic count on Hoover, or do you know what it is?

MR. SAPPINGTON: They're doing them out right there right now. We don't have them in yet, I don't think. I haven't seen them yet. We should know that next week. I'm sure the state has it down on 22.

MR. ROESEL: I know they have them on 22. I know they've got them on Airport Road.

MR. DUFRECHE: The traffic count on Hoover can be very, very deceptive.

MR. SAPPINGTON: They're doing them in multiple locations.

MR. DUFRECHE: If you do it in the spring of

the year, there's going to be five nights that they got 48 teams playing each night. If you do it right now, you got about 20 little football teams playing right now, finishing up. They played Saturday. But I mean, the big deal is when you got 1,300 kids playing in the program, they have to have a sampling all year I guess to get a true sample.

MR. BURGESS: Put that in your comments.

MR. ROESEL: Yes, please do.

MR. DUFRECHE: Hopefully the young lady has got it.

MR. ROESEL: My kids have played ball in the past. I know for every kid, there's mom, dad, frequently coming from different places, there's grandma, grandpa coming again from different places, aunts, uncles.

MR. DUFRECHE: One car per child, it's certainly not.

MR. ROESEL: It's multiple, exactly. They draw a tremendous amount. We know that, absolutely, my personal experience with that. Again, thank you guys very much. If you have any other questions or comments.

MR. GRAVES: Reverend Bruce Graves, and I'm a

school bus driver. What I wanted to put on the record is that a circle at 22 and Hoover would be total chaos, and it would make the problem worse, because the red light at Hoover and 22 works perfect, and the red light at 190 and Hoover works perfect. In my opinion, the solution to all the congestion on Hoover would be a red light at the Ponchatoula Recreation Park, a red light at Sisters and Hoover, a red light at I-12 and Hoover, and a red light at the Hammond Recreation Park and Hoover. But every day there's probably 30 buses going east and west on Highway 22 and have to pass that intersection. If they put a circle there, those buses would have to pass one bus at a time. But with a red light there, you can pass 8 or 10 buses at a time. And then there's probably 12 or 15 buses that come north on Hoover to 22 to that red light, and all flows good through that red light. But a circle would be like a four-way stop, basically, where one bus would have to go through at a time. That's all.

(MEETING CONCLUDED)

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PUBLIC NOTICE

The Regional Planning Commission for Jefferson, Orleans, Plaquemines, St. Bernard, St. Tammany, and Tangipahoa Parishes (RPC) is currently developing the Metropolitan Transportation Plan (MTP) and Transportation Improvement Program (TIP) for the urbanized area of Tangipahoa Parish. These are corresponding planning documents which help to prioritize transportation projects in the urbanized area. The MTP is the chief legal document reflecting the resources, fundamental planning process, selection of projects, and long-term transportation needs and goals for the next 30 years. The TIP details funding and programming for the first tier of the MTP, federal fiscal years 2014 – 2017.

The RPC will be holding two Public Forums to provide information and receive comments on the MTP and TIP. These will be held:

November 12, 2013
Hammond City Council Chambers
312 East Charles St.
6:00 PM – 8:00 PM

November 14, 2013
Ponchatoula City Council Chambers
125 West Hickory St.
5:30 PM – 7:30 PM

Draft MTP and TIP documents are currently available to view and public comments can be submitted via the RPC website at www.norpc.org. Copies of the draft documents are available at Tangipahoa Parish Library branches and the following locations:

Regional Planning Commission
10 Veterans Blvd.
New Orleans, LA 70124

Tangipahoa Parish Planning Department
42271 South Morrison Blvd.
Hammond, LA 70403

Public comments received by December 2, 2013 will be incorporated in the final versions of the documents. All other comments will be addressed by RPC staff as they are received.

For additional information please contact Ms. Maggie Woodruff at 504-483-8502 or rpc@norpc.org.

REGIONAL PLANNING COMMISSION
TANGIPAHOA PARISH PUBLIC HEARING – NOVEMBER 12 & 14, 2013
TRANSPORTATION IMPROVEMENT PROGRAM & METROPOLITAN TRANSPORTATION PLAN

Meeting Attended (Please Circle): Hammond Ponchatoula

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REGIONAL PLANNING COMMISSION
TANGIPAHOA PARISH PUBLIC HEARING
TRANSPORTATION IMPROVEMENT PROGRAM & METROPOLITAN TRANSPORTATION PLAN

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South Tangipahoa

2014-2043 Metropolitan Transportation Plan

2014-2017 Transportation Improvement Plan

November 12, 2013

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South Tangipahoa

2014-2043 Metropolitan Transportation Plan
2014-2017 Transportation Improvement Plan

November 14, 2013

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Gordon Burg	Tangi Pub Res.	985 748 3211	
Margaret Burger	Interested citizen	"	
Sonny Bennett	Interested citizen	985-386-0173	
DANNY DUFRECHE	PON. AREA REC DIST. (P.A.R.D)	985-969-4725	
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South Tangipahoa

2014-2043 Metropolitan Transportation Plan
2014-2017 Transportation Improvement Plan

November 14, 2013

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