Unified Planning Work Program

New Orleans, Mandeville-Covington, Slidell, and Tangipahoa Parish Urbanized Areas

ADDENDA

FY 2018

Unified Planning Work Program – Fiscal Year 2018

Urbanized Areas of New Orleans, Mandeville-Covington, Slidell, and Tangipahoa Parishes

ADDENDA

Prepared by:

Regional Planning Commission

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Addendum Task 1

LA 23 Belle Chasse Bridge & Tunnel Environmental Assessment
State Project No. H004791

Project Description

The project will be the preparation of a Stage 1 Environmental Assessment (EA) and other related documents to improve mobility and travel reliability along the existing LA Hwy 23 Belle Chasse tunnel and corridor, and to rehabilitate or replace aging infrastructure.

Methodology

A Stage 0 Feasibility Study completed in July 2009 identified three feasible bridge alternatives: a fixed high level bridge and two movable bridges, each with a different vertical clearance from the Gulf Intracoastal Waterway (GIWW). Through the National Environmental Policy Act process (NEPA), this project will further evaluate and refine the alternatives and ultimately result in a locally preferred alternative.

The Stage 1 Environmental Assessment will be conducted in accordance with the NEPA and FHWA regulations and guidelines. The EA will be prepared in accordance with FHWA's Technical Advisory T6640.8A, *Guidance for Preparing and Processing Environmental and Section 4(f) Documents.*

The EA will fully document the environmental process, including the early involvement of the public and interested agencies and other stakeholders, the alternatives considered, the criteria used to evaluate the alternatives, the reasons for elimination of alternatives from further consideration, the anticipated impacts both beneficial and negative associated with each alternative, a comparison of each build alternative with each other and with the no-build alternative, mitigation plan, cost, and potential impacts to the human and natural environment. RPC responsibilities will include project management and technical assistance.

Project management duties include regular supervision of the work effort and insurance of timely and satisfactory conduct of the project, preparation of project related advertisements and contracts, as well as the organization and oversight of project meetings with local elected officials, agencies, and with the public. Technical assistance duties include the provision of mapping products, map base layers, and aerial photography, outputs from the travel demand model for traffic forecast planning, and crash data for safety analyses. RPC will also provide technical review and comment on preliminary and final report documents, review and approve consultant invoices and supporting documentation, and prepare RPC progress reports summarizing staff activities.

TIMELINE **60 to 72 months**
Start Date: August 11, 2011
Percent Project Complete: 79.5%

BUDGET

Total:	**$1,703,660**
Funds Expended:	**$1,354,990**
Current Fund Balance:	**$348,670 (1/10/17)**

FUNDING **The project consists of $533,104 in federal-aid DEMO funds, $829,824 in attributable funds (STP > 200K) and $308,732 in non-federal match provided by DOTD and $32,000 in non-federal match provided by RPC.**

Staffing	Funding Requirement	Functional Agency Responsibility
RPC	$30,095 (1.8%)	
Consultant	$1,673,565 (98.2%)	RPC, DOTD
Total	$1,703,660	

Addendum Task 2

US 90/I-310 Interchange Interim Improvements for Safety and Efficiency, Stage 1- Environmental Assessment and Interchange State Project No. H.010753

Project Description

The project will be the preparation of a Stage 1 Environmental Assessment (EA) and Interchange Modification Report (IMR) in addition to other related and supporting documents in order to further the findings of a recent Louisiana Department of Transportation and Development study identifying interim and near term improvements for safety and efficiency in the US 90/I-310 Interchange area.

Methodology

The interchange of US 90 and I-310 on the west bank of St. Charles Parish has been a major traffic bottleneck for many years. This results primarily from high traffic volumes and the incomplete nature of the interchange, particularly for traffic traveling from the west to the north. Presently there are no directional ramps from eastbound US 90 to northbound I-310 or from southbound I-310 to eastbound US 90. Instead, two signalized intersections are operating along US 90 at the ramp junctions.

The eastbound US 90 to northbound I-310 movement causes considerable congestion with long queues often exceeding the length of the left turn storage lane on US 90 and spilling into the through travel lanes, often as far as Tiger Drive in Mosella which is over 4,000 feet to the west. This causes significant operational difficulties and a poor level of service on eastbound US 90 not only for left turning traffic but also through traffic. Similarly, there is no directional ramp to connect southbound I-310 to US 90 eastbound. This traffic movement is currently provided by turning left from the ramp to US 90 through a signalized intersection. However, because of the short distance between the end of the down-grade of the I-310 ramp and the US 90 intersection as well as uneven grades in the two directions of US 90, traffic flow and capacity are severely impeded.

The Stage 1 Environmental Assessment shall be completed in accordance with National Environmental Policy Act guidelines, as amended, along with the Federal Highway Administration (FHWA) regulations and guidelines. The EA shall be prepared in accordance with FHWA's Technical Advisory and shall contain the latest environmental checklist and summary of mitigation, permits, and commitment sheet. The IMR shall be completed with LADTOD guidance and in compliance with FHWA policy as outlined in the FHWA *Interchange System Access Informational Guide*.

The EA will fully document the environmental process, including the early involvement of the public and interested agencies and other stakeholders, the alternatives considered, the criteria

used to evaluate the alternatives, the reasons for elimination of alternatives from further consideration, the anticipated impacts both beneficial and negative associated with each alternative, a comparison of each build alternative with each other and with the no-build alternative, mitigation plan, cost, and potential impacts to the human and natural environment. The IMR will provide the necessary information related to access modification to the Interstate System in order to maintain operational integrity and safety.

This will be accomplished by (1) using a decision-making process that is based on information and analysis of the planning, environmental, design, safety and operational effects of the proposed change; (2) supporting the intended purpose of the Interstate System; (3) ensuring no adverse impact on the safety or operations of the Interstate System and connecting local roadway network or other elements of the transportation system; and, (4) designing to acceptable standards.

RPC responsibilities will include project management and technical assistance. Project management duties include regular supervision of the work effort and insurance of timely and satisfactory conduct of the project, preparation of project related advertisements and contracts, as well as the organization and oversight of project meetings with local elected officials, agencies, and with the public. Technical assistance duties include the provision of mapping products, map base layers, and aerial photography, outputs from the travel demand model for traffic forecast planning, and crash data for safety analyses. RPC will also provide technical review and comment on preliminary and final report documents, review and approve consultant invoices and supporting documentation, and prepare RPC progress reports summarizing staff activities.

TIMELINE **48 months**
Start Date: October 29, 2013
Percent Project Complete: 55.6% (1/10/17)

BUDGET **Total: $634,382**
Funds Expended: $352,582
Current Fund Balance: $281,800

FUNDING **The project consists of $507,505 in federal-aid attributable funds (STP > 200K) and $126,876 in non-federal match provided by DOTD.**

Staffing	Funding Requirement	Functional Agency Responsibility
RPC	$17,782 (2.8%)	RPC, DOTD
Consultant	$616,600 (97.2%)	
Total	$634,382	

Addendum Task 3

Woodland Highway / LA 406 Widening, Environmental Assessment State Project No. H.008220

Project Description

The project will be the preparation of a Stage 1 Environmental Assessment (EA) and other related documents to further the findings of the Stage 0 Feasibility Study for the Woodland Highway (LA406) Corridor.

Methodology

A Stage 0 Feasibility Study was completed in March 2004 to assess the project's feasibility and establish the requirements for widening LA 406/Woodland Highway to accommodate current and future traffic demands in the Belle Chasse area. The March 2004 planning study concluded that a five or four-lane highway would be needed sometime before 2025. Through the National Environmental Policy Act process (NEPA), this project will further evaluate and refine the alternatives and ultimately result in a locally preferred alternative.

The Stage 1 Environmental Assessment will be conducted in accordance with the NEPA and FHWA regulations and guidelines. The EA will be prepared in accordance with FHWA's Technical Advisory T6640.8A, *Guidance for Preparing and Processing Environmental and Section 4(f) Documents.*

The EA will fully document the environmental process, including the early involvement of the public and interested agencies and other stakeholders, the alternatives considered, the criteria used to evaluate the alternatives, the reasons for elimination of alternatives from further consideration, the anticipated impacts both beneficial and negative associated with each alternative, a comparison of each build alternative with each other and with the no-build alternative, mitigation plan, cost, and potential impacts to the human and natural environment. RPC responsibilities will include project management and technical assistance.

Project management duties include regular supervision of the work effort and insurance of timely and satisfactory conduct of the project, preparation of project related advertisements and contracts, as well as the organization and oversight of project meetings with local elected officials, agencies, and with the public. Technical assistance duties include the provision of mapping products, map base layers, and aerial photography, outputs from the travel demand model for traffic forecast planning, and crash data for safety analyses. RPC will also provide technical review and comment on preliminary and final report documents, review and approve consultant invoices and supporting documentation, and prepare RPC progress reports summarizing staff activities.

TIMELINE **72 months**
Start Date: June 3, 2011
Percent Project Complete: 96.5%

BUDGET **Total: $264,984**
Funds Expended: $255,677
Current Fund Balance: $9,307 (1/10/17)

FUNDING **The project consists of $211,987 in federal-aid attributable funds (STP > 200K) and $52,997 in non-federal match provided by DOTD.**

Staffing	Funding Requirement	Functional Agency Responsibility
RPC	$7,799 (2.9%)	
Consultant	$257,185 (97.0%)	RPC, DOTD
Total	$264,984	

Addendum Task 4

LA 434 Environmental Assessment / Line and Grade Study
State Project No. H.004981

Project Description

The project will be the preparation of a Stage 1 Environmental Assessment (EA) and other related documents for improvements to LA 434 between the planned intersection of LA 434 and LA 3241 and LA 36.

Methodology

A Stage 0 for the corridor was completed in 2010. Through the National Environmental Policy Act process (NEPA), this project will update that document using current existing conditions and up-to-date stakeholder and agency participation. The effort will assess alternatives that include consideration of a median divided roadway. Alternatives will include complete streets and access management features.

The Stage 1 Environmental Assessment will be conducted in accordance with the NEPA and FHWA regulations and guidelines. The EA will be prepared in accordance with FHWA's Technical Advisory T6640.8A, *Guidance for Preparing and Processing Environmental and Section 4(f) Documents.*

The EA will fully document the environmental process, including the early involvement of the public and interested agencies and other stakeholders, the alternatives considered, the criteria used to evaluate the alternatives, the reasons for elimination of alternatives from further consideration, the anticipated impacts both beneficial and negative associated with each alternative, a comparison of each build alternative with each other and with the no-build alternative, mitigation plan, cost, and potential impacts to the human and natural environment. RPC responsibilities will include project management and technical assistance.

Project management duties include regular supervision of the work effort and insurance of timely and satisfactory conduct of the project, preparation of project related advertisements and contracts, as well as the organization and oversight of project meetings with local elected officials, agencies, and with the public.

Technical assistance duties include the provision of mapping products, map base layers, and aerial photography, outputs from the travel demand model for traffic forecast planning, and crash data for safety analyses. RPC will also provide technical review and comment on preliminary and final report documents, review and approve consultant invoices and supporting documentation, and prepare RPC progress reports summarizing staff activities.

TIMELINE **48 months**
Start Date: September 16, 2013
Percent Project Complete: 88.4%

BUDGET **Total: $ 335,178**
Funds Expended: $ 296,412
Current Fund Balance: $ 38,766 (1/10/17)

FUNDING **The project consists of $268,142 in federal-aid attributable funds (STP < 200K) and $33,518 in non-federal match provided by DOTD and $33,518 in non-federal match provided by the RPC.**

Staffing	Funding Requirement	Functional Agency Responsibility
RPC	$10,178 (3.1%)	
Consultant	$325,000 (96.9%)	RPC, DOTD
Total	$335,178	

Addendum Task 5

LA 52 (LA 18- US 90), Environmental Assessment
State Project No. H.004876

Project Description

This is a scope of services for the preparation of a Stage 1 Environmental Assessment (EA) and other related documents for the LA 52 (Paul Mallard Rd.) widening from LA 18 (River Road) to US 90 in St. Charles Parish, including a community-based complete streets concept for the corridor.

Methodology

The Stage 0 Feasibility Study which was completed in August, 2010, identified three feasible build alternatives for further evaluation in the EA process. The Stage 1 Environmental Assessment is being conducted in accordance with the National Environmental Policy Act (NEPA) and Federal Highway Administration (FHWA) regulations and guidelines. The EA is being prepared in accordance with FHWA's Technical Advisory T6640.8A, *Guidance for Preparing and Processing Environmental and Section 4(f) Documents*.

The EA will fully document the environmental process, including the early involvement of the public and interested agencies and other stakeholders, the alternatives considered, the criteria used to evaluate alternatives, the reasons for elimination of alternatives from further consideration, the anticipated impacts both beneficial and negative associated with each alternative, a comparison of each build alternative with each other and the no-build alternative, mitigation plan, costs, and impacts to the human, natural, and physical environment.

RPC responsibilities will include project management and technical assistance. Project management duties include regular supervision of the work effort and insurance of timely and satisfactory conduct of the project, preparation of project related advertisements and contracts, as well as the organization and oversight of project meetings with local elected officials, agencies, and with the public. Technical assistance duties include the provision of mapping products, map base layers, and aerial photography, outputs from the travel demand model for traffic forecast planning, and crash data for safety analyses. RPC will also provide technical review and comment on preliminary and final report documents, review and approve consultant invoices and supporting documentation, and prepare RPC progress reports summarizing staff activities.

TIMELINE **48 months**
Start Date: September 21, 2012
Percent Project Complete: 100%

BUDGET **Total: $304,500**
Funds Expended: $292,494
Current Fund Balance: $12,006 (for deobligation)

FUNDING **The project consists of $243,600 in attributable funds (STP > 200K), and $30,450 in non-federal match provided by DOTD and $30,450 in non-federal match provided by the RPC.**

Staffing	Funding Requirement	Functional Agency Responsibility
RPC	$6,500 (2.1%)	
Consultant	$298,000(97.9%)	RPC, DOTD
Total	$304,500	

Addendum Task 6

US Highway 11 Widening: Lake Pontchartrain to Spartan Drive Environmental Assessment State Project No. H.004983

Project Description

The project will be the preparation of a Stage 1 Environmental Assessment (EA) and other related documents for capacity improvement on US 190, between US 190B and LA Hwy 25.

Methodology

Through the National Environmental Policy Act process (NEPA), this project will analyze current and forecasted conditions and utilize up-to-date stakeholder, agency, and public participation in order to determine a locally preferred alternative for corridor improvements on US 11 between Lake Pontchartrain and Spartan Drive. The effort will assess alternatives to add operational capacity for the corridor, and to increase safety for motorized and non-motorized travelers through the installation of access management and complete streets features. Alternatives should include the addition of a median with turn lanes as well as bicycle and pedestrian facilities.

The Stage 1 Environmental Assessment will be conducted in accordance with the NEPA and FHWA regulations and guidelines. The EA will be prepared in accordance with FHWA's Technical Advisory T6640.8A, *Guidance for Preparing and Processing Environmental and Section 4(f) Documents.*

The EA will fully document the environmental process, including the early involvement of the public and interested agencies and other stakeholders, the alternatives considered, the criteria used to evaluate the alternatives, the reasons for elimination of alternatives from further consideration, the anticipated impacts both beneficial and negative associated with each alternative, a comparison of each build alternative with each other and with the no-build alternative, mitigation plan, cost, and potential impacts to the human and natural environment. RPC responsibilities will include project management and technical assistance.

Project management duties include regular supervision of the work effort and insurance of timely and satisfactory conduct of the project, preparation of project related advertisements and contracts, as well as the organization and oversight of project meetings with local elected officials, agencies, and with the public. Technical assistance duties include the provision of mapping products, map base layers, and aerial photography, outputs from the travel demand model for traffic forecast planning, and crash data for safety analyses. RPC will also provide technical review and comment on preliminary and final report documents, review and approve consultant invoices and supporting documentation, and prepare RPC progress reports summarizing staff activities.

TIMELINE **48-60 months**
Start Date: January 12, 2009
Percent Project Complete: 100%

BUDGET **Total: $392,540**
Funds Expended: $392,540
Current Fund Balance: $0

FUNDING **The project consists of $335,540 in federal-aid DEMO funds, $57,000 in non-federal match provided by RPC.**

Staffing	Funding Requirement	Functional Agency Responsibility
RPC	$12,000 (3.1%)	
Consultant	$380,540 (96.9%)	RPC, DOTD
Total	$392,540	

Addendum Task 7

US51B Widening, Club Deluxe Road to LA 22 – Environmental Assessment
State Project No. H008399

Project Description

The project will be the update of a Stage 1 Environmental Assessment (EA) and other related documents for the widening of US51B in Tangipahoa Parish, between Club Deluxe Road and LA Hwy 22.

Methodology

A Stage 1 Environmental Assessment was previously conducted by LADOTD for this project in 2003. Through the National Environmental Policy Act (NEPA) process, this project will update that document using current existing conditions and up-to-date stakeholder and agency participation. The effort will assess alternatives to add physical and operational capacity to the 2.6 mile corridor. This will include consideration of a four-lane median divided roadway with complete streets and access management features.

The update to the Stage 1 Environmental Assessment will be conducted in accordance with the NEPA and FHWA regulations and guidelines. The EA will be prepared in accordance with FHWA's Technical Advisory T6640.8A, *Guidance for Preparing and Processing Environmental and Section 4(f) Documents.*

The EA will fully document the environmental process, including the early involvement of the public and interested agencies and other stakeholders, the alternatives considered, the criteria used to evaluate the alternatives, the reasons for elimination of alternatives from further consideration, the anticipated impacts both beneficial and negative associated with each alternative, a comparison of each build alternative with each other and with the no-build alternative, mitigation plan, cost, and potential impacts to the human and natural environment. RPC responsibilities will include project management and technical assistance.

Project management duties include regular supervision of the work effort and insurance of timely and satisfactory conduct of the project, preparation of project related advertisements and contracts, as well as the organization and oversight of project meetings with local elected officials, agencies, and with the public.

Technical assistance duties include the provision of mapping products, map base layers, and aerial photography, outputs from the travel demand model for traffic forecast planning, and crash data for safety analyses. RPC will also provide technical review and comment on preliminary and final report documents, review and approve consultant invoices and supporting documentation, and prepare RPC progress reports summarizing staff activities.

TIMELINE **36 to 48 months**
Start Date: October 1, 2014
Percent Project Complete: 89.6%

BUDGET

Total:	**$ 756,000**
Funds Expended:	**$ 677,147**
Fund Balance:	**$ 78,853 (1/10/17)**

FUNDING **The project consists of $604,800 in attributable funds (STP < 200K) and $113,400 in non-federal match provided by DOTD and $37,800 in non-federal match provided by RPC.**

Staffing	Funding Requirement	Functional Agency Responsibility
RPC	$18,400 (2.4%)	
Consultant	$737,600 (97.6%)	RPC, DOTD
Total	$756,000	

Addendum Task 8

US 190 (Collins Boulevard) Corridor Environmental Assessment
State Project No. H004987

Project Description

The project will be the preparation of a Stage 1 Environmental Assessment (EA) and other related documents for capacity improvement on US 190, between US 190B and LA Hwy 25.

Methodology

Through the National Environmental Policy Act process (NEPA), this project will analyze current and forecasted conditions and utilize up-to-date stakeholder, agency, and public participation in order to determine a locally preferred alternative for corridor improvements. The effort will assess alternatives to add physical and operational capacity for the corridor, including the consideration roundabouts at major intersections, a median divided roadway, and complete streets and access management features.

The Stage 1 Environmental Assessment will be conducted in accordance with the NEPA and FHWA regulations and guidelines. The EA will be prepared in accordance with FHWA's Technical Advisory T6640.8A, *Guidance for Preparing and Processing Environmental and Section 4(f) Documents.*

The EA will fully document the environmental process, including the early involvement of the public and interested agencies and other stakeholders, the alternatives considered, the criteria used to evaluate the alternatives, the reasons for elimination of alternatives from further consideration, the anticipated impacts both beneficial and negative associated with each alternative, a comparison of each build alternative with each other and with the no-build alternative, mitigation plan, cost, and potential impacts to the human and natural environment. RPC responsibilities will include project management and technical assistance.

Project management duties include regular supervision of the work effort and insurance of timely and satisfactory conduct of the project, preparation of project related advertisements and contracts, as well as the organization and oversight of project meetings with local elected officials, agencies, and with the public.

Technical assistance duties include the provision of mapping products, map base layers, and aerial photography, outputs from the travel demand model for traffic forecast planning, and crash data for safety analyses. RPC will also provide technical review and comment on preliminary and final report documents, review and approve consultant invoices and supporting documentation, and prepare RPC progress reports summarizing staff activities.

TIMELINE **84 to 96 months**
Start Date: August 24, 2009
Percent Project Complete: 97.8%

BUDGET **Total: $643,080**
Funds Expended: $628,653
Current Fund Balance: $14,427 (1/10/17)

FUNDING **The project consists of $228,000 in federal-aid DEMO funds, 273,600 in federal aid attributable funds (STP < 200K), and $128,616 in non-federal match provided by RPC.**

Staffing	Funding Requirement	Functional Agency Responsibility
RPC	$20,979 (3.3%)	
Consultant	$622,101 (96.7%)	RPC, DOTD
Total	$643,080	

Addendum Task 9

Howard Avenue Extension – Supplemental Environmental Assessment State Project No. H.007272

Project Description

The project will be the update of a Stage 1 Environmental Assessment (EA) and other related documents for previously completed Howard Avenue Extension Project, taking into account changes that arose during the design phase of the project.

Methodology

In 2004 FHWA determined a Finding of No Significant Impact (FONSI) for the Howard Avenue EA. Through the National Environmental Policy Act process (NEPA), this project will update that document using current existing conditions and up-to-date stakeholder and agency participation. The effort will address the need to shift the roadway to the east to avoid existing Amtrak structures and railway facilities.

The update to the Stage 1 Environmental Assessment will be conducted in accordance with the NEPA and FHWA regulations and guidelines. The EA will be prepared in accordance with FHWA's Technical Advisory T6640.8A, *Guidance for Preparing and Processing Environmental and Section 4(f) Documents.*

The EA will fully document the environmental process, including the early involvement of the public and interested agencies and other stakeholders, the alternatives considered, the criteria used to evaluate the alternatives, the reasons for elimination of alternatives from further consideration, the anticipated impacts both beneficial and negative associated with each alternative, a comparison of each build alternative with each other and with the no-build alternative, mitigation plan, cost, and potential impacts to the human and natural environment. RPC responsibilities will include project management and technical assistance.

Project management duties include regular supervision of the work effort and insurance of timely and satisfactory conduct of the project, preparation of project related advertisements and contracts, as well as the organization and oversight of project meetings with local elected officials, agencies, and with the public.

Technical assistance duties include the provision of mapping products, map base layers, and aerial photography, outputs from the travel demand model for traffic forecast planning, and crash data for safety analyses. RPC will also provide technical review and comment on preliminary and final report documents, review and approve consultant invoices and supporting documentation, and prepare RPC progress reports summarizing staff activities.

TIMELINE **24 to 30 months**
Start Date: September 16, 2012
Percent Project Complete: 100%

BUDGET **Total: $ 63,366**
Funds Expended: $ 63,467
Current Fund Balance: $ $102 (12/31/16)

FUNDING **The project consists of $42,084 in federal-aid DEMO funds and $10,521 in non-federal match provided by the RPC.**

Staffing	Funding Requirement	Functional Agency Responsibility
RPC	$3,403 (5.4%)	
Consultant	$59,963 (94.6%)	RPC, DOTD
Total	$63,366	

Addendum Task 10

Transportation Demand Management, Phase 2
State Project No. H.0044746

Project Description

The project will be the development and maintenance of a Web-based rideshare matching program. The program will consist of a website customized to the New Orleans metropolitan region that will allow users to share information about their commutes and communicate with each other to set up rideshare arrangements.

Methodology

Travel Demand Management (TDM) strategies seek to improve roadway congestion by reducing trips by single occupant vehicles, especially at peak travel times. Even small reductions in Vehicle Miles Travelled can have substantial positive impacts on congestion, and many TDM strategies have the potential to reduce VMT in a relatively low-cost, easily-implemented manner. Ridesharing programs (carpooling and vanpooling) offer a way to quickly reduce single occupant vehicle trips within a region. This project will provide the RPC with rideshare matching software that features a publicly available web interface. It is expected that the program will improve travelers' ability to organize and participate in ridesharing arrangements.

Activities

The consultant will provide site design and hosting services, as well as ongoing technical support. RPC staff will provide general project management services, including such activities as: meeting coordination and documentation, data collection and dissemination, marketing and branding guidance, stakeholder education and outreach, in addition to attending training sessions, webinars, and other program support activities.

TIMELINE **84 months (PH1,2)**
Start Date: April 21, 2010
Percent Project Complete: 54.4%

BUDGET **Estimated: $300,000**
Funds Expended: $163,338
Current Fund Balance: $136,662 (1/10/2017)

FUNDING **The project consists of $100,000 in federal CMAQ (100%) funds and $200,000 in STPFLEX (100%).**

Staffing	Funding Requirement	Functional Agency Responsibility
RPC	$195,000 (65%)	
Consultant	$105,000 (35%)	RPC, DOTD
Total	$300,000	

Addendum Task 11

Smart Growth Education and Outreach
State Project No. H.010170

Project Description

The project builds upon previous federal investments with in the New Orleans metropolitan region in land use and transportation planning related to smart growth. Through this project, the RPC will work with the University of New Orleans (UNO) to equip local and regional planning staff with the necessary tools and techniques to properly utilize smart growth principles and to utilize these techniques in planning for specific sites in the region. The goal of this project is to identify proposed land use trends and to ensure that the transportation system serves the needs of future land uses.

Methodology

Between 2010 and 2011 RPC consolidated all existing local GIS land use data for input into a land use scenario planning GIS model that worked with outputs from the travel demand model for general planning project use. The regional generalization of this data was completed by RPC in 2010 and used in coordination with RPC population projections and employment data and input into a 40 acre grid file deemed appropriate for the region and created by RPC.

Through this project, small area future land use modeling projects of sub-area sites of significance – chosen by the parishes – will test land use scenarios at a finer detail than previous work efforts. Educational opportunities for the professional community on topics relevant to smart growth will also be a part of this project.

RPC and UNO responsibilities will include project management, coordination, report preparation, and technical assistance. Project management duties include regular supervision of the work effort and insurance of timely and satisfactory conduct of the project, preparation of project related advertisements and contracts, as well as the organization and oversight of project meetings with local elected officials, agencies, and with the public.

Technical assistance duties include the provision of mapping products, map base layers, and aerial photography, outputs from the travel demand model for traffic forecast planning, and crash data for safety analyses. RPC and UNO will also provide planning and coordination relative to the educational opportunities. For reports not prepared by the RPC, RPC will provide technical review and comment on preliminary and final report documents, review and approve consultant invoices and supporting documentation, and prepare RPC progress reports summarizing staff activities.

TIMELINE **48 to 60 months**
Start Date: January 7, 2013
Percent Project Complete: 81.1%

BUDGET

Total:	**$1,115,745**
Funds Expended:	**$904,800**
Current Fund Balance:	**$210,945 (1/10/17)**

FUNDING **The project consists of $892,596 in federal-aid DEMO funds and $123,149 in non-federal match provided by DOTD and $32,000 in non-federal match provided by RPC and $100,000 in non-federal UNO matching funds.**

Staffing	Funding Requirement	Functional Agency Responsibility
RPC	$280,745 (25.2%)	
UNO	$500,000 (44.8%)	
Consultant	$335,000 (30%)	RPC, UNO
Total	$1,115,745	

Addendum Task 12

New Orleans Regional Bicycle & Pedestrian Safety Healthy Community Educational Program, Phase 6
State Project No. H.012776

Project Description

The RPC Bike/Pedestrian Safety Program works to reduce fatalities and severe injuries of non-motorized users through multiple program tasks designed to target essential components of safety. The goals and activities of the program are integrated with the Louisiana Strategic Highway Safety Plan/Regional Safety Action Plan, Pedestrian and Bicycle Emphasis Area.

Methodology

Beginning in 2005 RPC developed and continues to build upon programs, campaigns and materials to educate, train and leverage a wide range of stakeholders and messaging that contribute to pedestrian and bicycle safety. This includes training for public and private sector employees in non-motorized transportation planning and design, encouragement of non-motorized transportation, and promoting policy and planning initiatives in support of Complete Streets. Activities included in Phase 4 both continue and expand upon past activities from Phases 1 through 3.

Activities

Program activities include a series of training workshops hosted in the New Orleans region and elsewhere in Louisiana, including a facility design workshop for engineers and planners, a pedestrian accessibility workshop focused on ADA compliance, a Complete Streets Workshop series to support DOTD's complete streets policy at the local level, and a law enforcement training workshop and instructor training program addressing Louisiana traffic laws. Public outreach and education efforts are accomplished through social marketing/behavior change media campaigns via radio, print and internet. Additionally, resources on laws and safety issues have been developed in print (including multiple languages) and video to increase public awareness around pedestrian and bicycle safety. Research and analysis of crash data and count data is conducted to inform decision making processes at the policy and project level. And finally, program coordination and technical assistance efforts including preparing project scopes, managing consultant contracts, reviewing and editing consultant reports, coordinating the RPC Complete Streets Advisory Committee, assisting staff with incorporating pedestrian and bicycle features in projects, and working with member parishes at the project and policy level.

TIMELINE **12 months**
Start Date: November 9, 2016
Percent Project Complete: 1.2%

BUDGET **Estimated: $218,000**
Funds Expended: $2,632
Current Fund Balance: $215,368 (1/10/17)

FUNDING **The project consists of $218,000 (100%) in DOTD Highway Safety Funds.**

Staffing	Funding Requirement	Functional Agency Responsibility
RPC Consultant Total	$101,737 (46.7%) $116,263 (53.3%) $218,000	RPC, DOTD

Addendum Task 13

US61 to I-10 Connector Road EIS
State Project No. H.004891

Project Description

This project will be the preparation of a Stage 1 Environmental Impact Statement (EIS) and other related documents for enhanced commercial interstate access between US 61 (Airline Hwy) in Laplace (St. John the Baptist Parish) and I-10. Various alternatives are being studied including a new two-lane facility consisting of at-grade and elevated sections to provide more efficient access between the Port of South Louisiana and I-10 between US 61/Airline Hwy and I-10.

Methodology

The Stage 1 Environmental Assessment will be conducted in accordance with the NEPA and FHWA regulations and guidelines. The EA will be prepared in accordance with FHWA's Technical Advisory T6640.8A, *Guidance for Preparing and Processing Environmental and Section 4(f) Documents.*

The EA will fully document the environmental process, including the early involvement of the public and interested agencies and other stakeholders, the alternatives considered, the criteria used to evaluate the alternatives, the reasons for elimination of alternatives from further consideration, the anticipated impacts both beneficial and negative associated with each alternative, a comparison of each build alternative with each other and with the no-build alternative, mitigation plan, cost, and potential impacts to the human and natural environment.

Activities

RPC responsibilities will include project management and technical assistance. Project management duties include regular supervision of the work effort and insurance of timely and satisfactory conduct of the project, preparation of project related advertisements and contracts, as well as the organization and oversight of project meetings with local elected officials, agencies, and with the public. Technical assistance duties include the provision of mapping products, map base layers, and aerial photography, outputs from the travel demand model for traffic forecast planning, and crash data for safety analyses. RPC will also provide technical review and comment on preliminary and final report documents, review and approve consultant invoices and supporting documentation, and prepare RPC progress reports summarizing staff activities.

TIMELINE **84 to 96 months**
Start Date: February 2, 2009
Percent Project Complete: 95.7%

BUDGET **Estimated: $653,747**
Funds Expended: $625,839
Current Fund Balance: $27,908 (1/10/17) (Remaining funds in contractual services)

FUNDING **The project consists of $522,997 in federal-aid DEMO funds and $130,750 in non-federal match provided by RPC.**

Staffing	Funding Requirement	Functional Agency Responsibility
RPC Consultant Total	$25,000 (3.8%) $628,747 (96.2%) $653,747	RPC, DOTD

Addendum Task 14

Regional Transportation Safety Coalition
H.972111

Project Description

Two RPC employees serve as regional transportation safety coordinators for the New Orleans Regional and North Shore Traffic Safety Coalitions, two of nine similar bodies across the state formed to implement and sustain Louisiana's Strategic Highway Safety Plan by bridging gaps between the Louisiana Department of Transportation and Development, local governments, law enforcement, public health representatives, education leaders, civic organizations and other safety stakeholders working in Jefferson, Orleans, Plaquemines, St. Bernard, St. Helena, St. Tammany, Tangipahoa, and Washington parishes. Their work in New Orleans

Methodology

Multidisciplinary regional coalitions working in New Orleans and on the North Shore have developed local strategic highway safety plans that identify strategies and action steps related to engineering, education, law enforcement, and emergency services targeted toward four emphasis areas: Impaired driving; young drivers; occupant protection; and infrastructure and operations. The New Orleans region has also developed a pedestrian and bicycle safety plan based on higher-than-average numbers of fatalities and serious injuries involving those road users. The regional coordinators aid in developing, refining and implementing these plans.

Activities

These include planning and hosting monthly meetings; organizing safety summits, webinars, training sessions and related activities; identifying and coordinating among stakeholders; producing quarterly newsletters; developing marketing strategies; identifying and bringing awareness to safety-related gains and challenges; serving as liaisons between federal, state and local safety agencies working in transportation safety; attending and representing the regions at relevant meetings including LADOTD State Highway Safety Plan meetings.

TIMELINE **July 1, 2016 – June 30, 2017**

BUDGET **$230,836**
Funds Expended: $152,631 (est. at 6/30/17)
Fund Balance: $78,205 (7/1/17-10/31/17)
New Agreement: $1,115,911 (5 years, through FY 22)*

FUNDING **The project consists of federal-aid Safety (100%) funds.**

Staffing	Funding Requirement	Functional Agency Responsibility
RPC Consultant Total	$230,836 (100%) $0 $230,836	RPC, DOTD

*** Detailed man hours and costs spreadsheets under development with submission to DOTD.**

Addendum Task 15

Alternative Fuel Vehicles and Idle Reduction Technologies H.010744

Project Description

The project will consist of the procurement of new vehicles fueled by an alternative fuel, materials necessary to convert existing vehicles to an alternative fuel, and idle reduction technologies for existing or new vehicles.

Methodology

RPC will manage the Congestion Mitigation Air Quality (CMAQ) funds provided under this program. The participating municipal, law enforcement, and other public entity fleets will be responsible for the actual procurement of vehicles/conversion kits/technologies and, as applicable, their installation. RPC will ensure that the agreement conditions are met and facilitate the federal reimbursement process.
RPC shall submit to DOTD the documentation of the alternative fuel vehicles purchased, vehicles converted to an alternative fuel, and idle-reduction equipment installed including: fleet name and contact, number of vehicles, type of vehicle (make and model), VIN, type of activity (new purchase, conversion, idle reduction), annual VMT, project emissions savings, project costs and match documentation.
The participating municipality, law enforcement agency, or other public entity will assume all ownership, operation and maintenance or other recurring costs associated with the subject procurement.

Timeline	**36 to 42 months**	
	Start Date: September 15, 2015	
	Percent Project Complete: 0%	
BUDGET	**Total:**	**$1,136,500 (capital projects only)**
	Funds Expended:	**$0**
	Current Fund Balance:	**$1,136,500 (initial grant awards pending)**
FUNDING	**The project consists of $909,200 in federal-aid CMAQ funds (80%) and $227,300 (20%) in non-federal match provided by participating public entities.**	

Addendum Task 16

Public Education, Outreach, and Planning
H.011625

Project Description

The RPC will work with large employers in CMAQ eligible parishes, including the ports, their tenants, marine vessel operators and energy production facilities, to reduce air emissions and foster fuel savings by facilitating fleet conversions, idle reduction technologies, and employer sponsored rideshare programs. The grant will fund a public education and outreach process 9Years 1-2) and planning activities for specific project(s) identified during the outreach process (Years 3-4).

Methodology

The project responds to several dynamics at work in the regional economy, including: economic growth in the energy corridor, freight movement and facility expansion on the river, job growth and workforce development, jobs accessible to underserved populations, and proactive involvement in preparing for air quality standard changes (new EPA ozone standards).

This project leverages several initiatives already underway at the RPC, i.e., ozone advance, economic development, clean cities program, GreenRide Carpool matching service, and RPC's Freight Roundtable. The public education and outreach will build upon the work of the New Orleans Clean Air Coalition and foster the on-going working relationship with industry to encourage voluntary and proactive emissions reduction policies, procedures, practices.

This public education and outreach work will lay the necessary groundwork to identify pilot or demonstration projects to be planned in years 3-4 of this CMAQ initiative and implemented in later years.

Timeline
48 months
Start Date: October 9, 2015
Percent Project Complete: 4.1%

BUDGET

Total:	**$705,119**
Funds Expended:	**$29,281**
Current Fund Balance:	**$675,838 (1/10/17)**

FUNDING **The project consists of $474,095 in federal-aid CMAQ funds (67.2%), $81,024 (11.5%) in non-federal matching funds from RPC, and $150,000 (21.3%) in non-federal matching funds from private sector partners.**

Staffing	Funding Requirement	Functional Agency Responsibility
RPC Consultant Total	$205,119 (29.1%) $500,000 (70.9%) $705,119	RPC, DOTD

Addendum Task 17

Veterans Boulevard Corridor Study
State Project No. H.011849

Project Description

The RPC transportation planning process provides for the establishment and use of a performance-based approach to transportation decision-making to support national and regional goals that serve the mobility needs of people and freight and that fosters economic growth while minimizing transportation-related fuel consumption and air pollution. This traffic project is being carried out by RPC as part of this agency's FAST Act responsibilities and in coordination with the region's Ozone Advance Program.

Methodology

The project will develop and analyze traffic signal timing strategies to reduce delays, lower emissions, improve fuel consumption, and maximize the progressive movement of traffic through the Veterans Boulevard corridor. Another goal of the project is to reduce traffic fatalities and severe injuries by producing smoother traffic flows and fewer stops.
An inventory of the existing system will be conducted to identify geometric conditions and other pertinent information that impacts current traffic flow and operations. For this purpose, the study team will collect traffic and bike/ped data at the thirty signalized intersections within the Veterans Boulevard Corridor. Work elements include: gathering of field data and updates of Traffic Signal Inventory data, turning movement counts, speed studies, analysis of existing conditions, development and testing of new signal timing plans, and post-project evaluation, and benefit to cost evaluation.

Timeline **12 -15 months**
Start Date: September 23, 2015
Percent Project Complete: 100% (2/15/17)

BUDGET

Total:	**$196,122**
Funds Expended:	**$196,122**
Current Fund Balance:	**$0**

FUNDING **The project consists of $156,897in federal-aid attributable funds (STP>200K) and $39,225 in non-federal match provided by RPC.**

Staffing	Funding Requirement	Functional Agency Responsibility
RPC Consultant Total	$11,122 (5.7%) $185,000 (94.3%) $196,122	RPC, DOTD

Addendum Task 18

LA 23 Rail Relocation
FRA Project No. FR-RLD-0032-14-01-00

Project Description

The RPC has entered into a Cooperative Endeavor Agreement with the Federal Railroad Administration to conduct and prepare an environmental document for the relocation of the New Orleans Gulf Coast Railway (NOGC) that serves Jefferson and Plaquemines Parishes in the New Orleans region. Work performed under this grant is a programmatic FRA action. Work is being undertaken with the reasonable intent of an Environmental Assessment resulting in a finding of No Significant Impact (FONSI). The general objective of this project will be to identify and develop a preferred alternative to the current NOGC railway alignment, or to identify transportation systems safety improvements along the existing NOGC rail corridor that could be implemented to address existing transportation, safety and quality of life needs.

Methodology

The RPC and its technical consultant will develop a scoping process to identify the affected public and agency concerns and define the issues and alternatives that will be examined. The consultant will prepare a Purpose and Need statement that forms the basis against which the alternatives are evaluated, including the “no build” option.

A baseline scenario will be developed for existing rail, vehicular, and marine transportation operating within the study area. The study team will work with DOTD, the Coast Guard, NOGC and other agencies to collect existing data on the number and characteristics of existing modal operations, including growth rates, rail data, vehicular traffic counts, marine traffic on the Gulf Intracoastal Waterway, and vehicle delay at key grade crossing locations for use in analyzing both the “no build” and build alternative(s).

A project-based Geographic Information System will be used throughout the project to help identify physical and environmental constraints, evaluate potential environmental impacts, and to clearly present findings for stakeholder review and comment in the development and comparison of alternatives. All data will be provided for all alternatives considered. This study phase concludes with a recommendation of a preferred alternative.

After authorization from FRA, the environmental document will be made available to the public, and a Public Hearing will be scheduled. The Public Hearing will be conducted by staff from the RPC and the consultant. All comments received during the commenting period on the document will be addressed in the final environmental document by the consultant. This will be submitted to FRA. If FRA determines that an EIS is not required, the consultant will prepare a Draft FONSI in accordance with section 10€ of the FRA Environmental Procedures.

Timeline **24-36 months**
Start Date: January 16, 2015
Percent Project Complete: 92.1% (1/10/17)

BUDGET **Total: $800,000**
Funds Expended: $736,865
Current Fund Balance: $63,134

Staffing	Funding Requirement	Functional Agency Responsibility
RPC Consultant Total	$60,000 (7.5%) $740,000 (92.5%) $800,000	RPC, DOTD

Addendum Task 19

I-10/Loyola Interchange Feasibility Study, Interchange Modification Report, and Environmental Assessment
State Project No. H.011670

Project Description

The project will be the preparation of a Stage 0 Feasibility Study, a Stage 1 Environmental Assessment (EA), and an Interchange Modification Report (IMR) in addition to other related and supporting documents in order to design improvements for at the Loyola Drive-I-10 Interchange area in Kenner, LA.

Methodology

The purpose of the study will be to investigate and design interchange improvements in order to accommodate traffic movements necessitated by the upcoming construction of the north terminal at the Louis Armstrong International Airport in Kenner, LA. The Feasibility Study and Stage 1 Environmental Assessment shall be completed in accordance with National Environmental Policy Act guidelines, as amended, along with the Federal Highway Administration (FHWA) regulations and guidelines.

The EA shall be prepared in accordance with FHWA's Technical Advisory and shall contain the latest environmental checklist and summary of mitigation, permits, and commitment sheet. The IMR shall be completed with LADTOD guidance and in compliance with FHWA policy as outlined in the FHWA *Interchange System Access Informational Guide*.

The EA will fully document the environmental process, including the early involvement of the public and interested agencies and other stakeholders, the alternatives considered, the criteria used to evaluate the alternatives, the reasons for elimination of alternatives from further consideration, the anticipated impacts both beneficial and negative associated with each alternative, a comparison of each build alternative with each other and with the no-build alternative, mitigation plan, cost, and potential impacts to the human and natural environment.

The IMR will provide the necessary information related to access modification to the Interstate System in order to maintain operational integrity and safety. This will be accomplished by (1) using a decision-making process that is based on information and analysis of the planning, environmental, design, safety and operational effects of the proposed change; (2) supporting the intended purpose of the Interstate System; (3) ensuring no adverse impact on the safety or operations of the Interstate System and connecting local roadway network or other elements of the transportation system; and, (4) designing to acceptable standards.

RPC responsibilities will include project management and technical assistance. Project management duties include regular supervision of the work effort and insurance of timely and

satisfactory conduct of the project, preparation of project related advertisements and contracts, as well as the organization and oversight of project meetings with local elected officials, agencies, and with the public. Technical assistance duties include the provision of mapping products, map base layers, and aerial photography, outputs from the travel demand model for traffic forecast planning, and crash data for safety analyses. RPC will also provide technical review and comment on preliminary and final report documents, review and approve consultant invoices and supporting documentation, and prepare RPC progress reports summarizing staff activities.

TIMELINE **24-36 months**
Start Date: March 14, 2016
Percent Project Complete: 38.9%

BUDGET **Total: $980,556**
Funds Expended: $382,237
Current Fund Balance: $598,319

FUNDING **The project consists of $980,556 (100%) in DOTD Capital Outlay.**

Staffing	Funding Requirement	Functional Agency Responsibility
Consultant	$980,556 (100%)	DOTD, LPAs
Total	$980,556	

Addendum Task 20

St. Charles Parish Comprehensive Pedestrian & Bicycle Master Plan
State Project No. H.012462

Project Description

The proposed project will address existing deficiencies and assess further expansion of walking and bicycling infrastructure making St. Charles Parish a safer place for these activities. Over the past several years, the region has worked steadfastly to improve cycling conditions through policy changes as well as driver, cyclist, law enforcement, and professional road design education. The development of a detailed bicycle plan for St. Charles Parish will be the second to be completed for a suburban parish in our region, and as such it will be a template for smaller suburban parishes in Louisiana. Outreach and safety education will be key elements of the plan's development throughout the planning process.

Methodology

The CPBP will improve safety for walking and bicycling in St. Charles Parish for residents and visitors. The plan will become the foundation for establishing a network of infrastructure that produces a safe solution for walking and bicycling within the Parish, identifying prioritized implementation strategies for funding and constructing the improvements. Strategies for enforcement, public outreach campaigns, and safety education will be included so that people walking, bicycling, and driving are educated on safely sharing the roadways.

Performance measures will be applied in the development of the CPBP, including the following: 1)number of members of the public engaged; 2) percentage of Parish residents within ¼ mile of a proposed bicycling facility/route; 3) percentage of Parish residents with ¼ mile of proposed walking facility/route; 4) number of locations identified for short-term countermeasures; 5) number of CPBP implementation Performance Measures developed.

TIMELINE **16 to 18 months**
Start Date:
Percent Project Complete: 0.7%

BUDGET **Total: $245,174**
Funds Expended: $1,662
Current Fund Balance: $243,512 (1/10/17)

FUNDING **The project consists of federal-aid highway safety (HSIPPEN) 100% funds**

Staffing	Funding Requirement	Functional Agency Responsibility
RPC Consultant Total	$25,174 (10.3%) $220,000 (89.7) $245,174	RPC, DOTD

Addendum Task 21

Safe Streets for Everyone – Orleans Parish
State Project No. H.012461

Project Description

Within the South Shore Safety Coalition area, Orleans Parish experiences the vast majority of pedestrian and bicycle fatalities and serious injury crashes. The purpose of this safety initiative is to engage a wider group of stakeholders, including low income and racially diverse communities, in the community participation process in order to educate the public and especially at risk populations (Latino and African American) about safe travel practices and laws governing motoring, cycling, and pedestrian safety.

Methodology

The Mayor's Transportation Safety Summit will bring together a broad cross-section of New Orleans' racially diverse business and neighborhood organizations with representatives from law enforcement, municipal courts, automobile and trucking industries, insurance representatives, advocacy groups, and other stakeholder organizations to review data and formulate strategies and implementation counter-measures.

The goal is to raise safety awareness among all modes of transportation and to reduce the number of pedestrian and bicycle crash fatalities and serious injuries. Crash data will be analyzed and a detailed filed review will be made within the study area to identify existing or missing infrastructure improvements, i.e., signage, striping, pedestrian signals and other TSM measures which can be programmed in the TIP for implementation to address safety "hot spots" and infrastructure needs.

TIMELINE **16 to 18 months**
Start Date:
Percent Project Complete: 0.4%

BUDGET **Total: $612,700**
Funds Expended: $2,152
Current Fund Balance: $610,548 (1/10/17)

FUNDING **The project consists of federal-aid highway safety (SATRANS) 100% funds.**

Staffing	Funding Requirement	Functional Agency Responsibility
RPC	$47,600 (7.8%)	
Consultant	565,100 (92.2%)	RPC, DOTD
Total	$612,700	

Addendum Task 22

Mississippi River Trail Extension – St. John the Baptist Parish
State Project No. H.011136

Project Description

The purpose of this project is to conduct a Stage 0 – Feasibility Study for the further development And extension of the pedestrian and bicycle facilities on the Westbank Mississippi River Trail In St. John the Baptist Parish. The study limits extend from 13th. Street in Lucy to Graugnard Court in Edgard, a distance of approximately four (4) miles.

Methodology

The Feasibility Study and conceptual development plans will be prepared in accordance with DOTD study requirements, including preparation of the Stage 0 Report and Environmental Checklist. Conceptual plans will be developed in a format that fosters public understanding of the conceptual design and is consistent with DOTD plan development guidelines. The conceptual layout will be based on the latest approved USACE design concept for levee improvements in the area.

Conceptual plans will be developed for each reach along with estimated quantities and costs, including MRT access ramps and any trailhead facilities as requested by the Parish. Cost estimates will be based on a standard bike/pedestrian facility, i.e., a ten-foot wide, four-inch thick asphaltic concrete surface with a six inch or appropriate based course. The design concept will be based on an ADA compliant facility including access ramps and parking and trailhead facilities.

TIMELINE **12 to 18 months**
Start Date: November 16, 2016
Percent Project Complete: 0%

BUDGET **Total: $104,865**
Funds Expended: $0
Current Fund Balance: $104,865 (1/10/17)

FUNDING

Staffing	Funding Requirement	Functional Agency Responsibility
RPC	$9,665 (9.2%)	
Consultant	$95,200 (90.8%)	RPC, DOTD
Total	$104,865	

Addendum Task 23

US 90 Sub-Area Analysis – Jefferson Parish
State Project No. H.012523

Project Description

The purpose of this project is to identify transportation safety and operational improvements needed to support and facilitate the expansion of the Ocshner Medical Center campus. The study area is bound by Earhart to the North, River Road to the South, Causeway to the West, Montecello to the East and LA 611 (River Road) between Causeway Boulevard and the Jefferson/Orleans Parish Line which includes the US 90 Corridor.

Methodology

The objective is to increase transportation modal efficiency and enhance safety for all users of the roadway along the 1.75 mile section of existing US 90 and LA 611 (River Road) from Causeway Boulevard to the Jefferson/Orleans Parish Line. The existing US 90 roadway section is a six lane roadway with a median that varies between 28 and 36 feet in width. The existing LA 611 roadway section is a two lane undivided roadway approximately 26 feet in width. The study shall consist of conceptual design and cost estimates for geometric, traffic signalization, or other proposed physical improvements, consistent with the latest DOTD Access Management and Complete Streets policies. Additionally, the study will take into account other major transportation improvement projects that are currently being planned or under design by either the Parish of Jefferson or DOTD.

Specific access management features to be examined will include modifications to Jefferson Highway/Causeway Interchange and upgrades to Deckbar, the appropriateness of a six-lane, median divided section along the length of the corridor with “J-turns” at appropriate locations, median U-turns, signalization of intersections, and/or a corridor of roundabouts. Also, existing and projected (based on expansion plans) pedestrian circulation patterns will be analyzed to determine locations and designs of pedestrian facilities, including walkways and crosswalks.

TIMELINE **12 to 24 months**
Start Date: October 24, 2016
Percent Project Complete: 0.3%

BUDGET **Total: $325,000**
Funds Expended: $995
Current Fund Balance: $324,005

FUNDING **The project consists of $260,000 in federal-aid attributable funds (STP>200K) and $65,000 in non-federal match provided by RPC.**

Staffing	Funding Requirement	Functional Agency Responsibility
RPC Consultant Total	$35,000 (10.8%) $290,000 (89.2%) $325,000	RPC, DOTD

Addendum Task 24

I-10 Port Access Improvements
Orleans Parish
State Project No. H.012837.1

Project Description

The purpose of this project is to create a plan or program of projects that will make operational and capital improvements to the I-10 corridor at its junction with US90B (aka I-910) to address severe congestion on the corridor. Particular emphasis will be given to heavy truck movements coming into and out of the Port of New Orleans via the Tchoupitoulas/Annunication Street ramps, and their access to the eastbound and westbound I-10 in the New Orleans CBD.

Methodology

To address the relative lack of Interstate planning efforts specifically focused on commercial vehicle traffic, this Master Plan will analyze the impact of freight movements on I-10/910 in and near the New Orleans CBD, inclusive of the following corridor segments:

- I-10 Eastbound from the Carrollton Avenue on-ramp to the Basin street off-ramp
- I-10 Westbound from the Orleans Avenue on-ramp to the Carrollton Avenue / US 61 off-ramp
- I-910 (US90B) Riverbound from the I-10 merge to the Tchoupitoulas Street off-ramp
- I-910 (US 90B) Lakebound from the Tchoupitoulas Street on-ramp to the I-10 merge
- All on and off ramps within the above-stated corridor segments
- I-910 (US 90B) service road(s) at Calliope Street
- Eastbank seghments of the I-910 (US 90B) HOV lane, including access ramps at Convention Center Boulevard and Magnolia Street.

Particular attention will be given to Port-generated traffic, especially near the Tchoupitoulas and Annunication Street ramps. It is anticipated that this freight-focused Plan, in conjunction with other passenger-focused planning efforts, will result in strategic recommendations that together will contribute to the more efficient movement of people and goods on I-10/910.

TIMELINE **15 to 24 months**
Start Date: NTP Pending
Percent Project Complete: 0%

BUDGET **Total: $367,387**
Funds Expended: $0
Current Fund Balance: $367,387

FUNDING **The project consists of $293,910 in federal-aid DEMO funds and $73,477 in non-federal match provided by PONO through RPC.**

Staffing	Funding Requirement	Functional Agency Responsibility
RPC Consultant Total	$28,721 (7.8%) $338,666 (92.2%) $367,387	RPC, DOTD

Addendum Task 25

NOPB Rail Shuttle Evaluation: PONO to France Road – Orleans Parish State Project No. Pending

Project Description

The Regional Planning Commission, the Louisiana DOTD, the City Department of Public Works and the Port of New Orleans have attempted to mitigate increasing congestion between the Interstate and the Port of New Orleans' uptown facilities (the last mile) by working on a series of roadway upgrades and operational improvements near the Port of New Orleans. These include the installation of seven ramp meters, retrofit of west bound Interstate striping from two lanes to three through lanes near the Superdome, the repair of a signal loop detector at the entrance to the Port, implementation of signage and striping improvements on Tchoupitoulas corridor, and an evaluation of traffic conditions to broadly assess roadway circulation and the impact of a proposed large scale project abutting the Port of New Orleans. Thus far, the roadway projects have only partially addressed current Port congestion and will not necessarily mitigate long term growth in traffic.

Methodology

To further address Port related congestion, and to mitigate ozone formation, the RPC in coordination with the Greater New Orleans Clean Air Coalition, RPC Freight Roundtable, Port of New Orleans, and New Orleans Public Belt Railroad propose a multi-modal study to evaluate the potential of increasing rail movements (mainly intermodal containers) between the Port's uptown facilities and its France Road Terminal property on the Inner Harbor Navigation Canal as well as other non-Port properties along the IHNC to supplement current truck drayage movements. This study will evaluate the feasibility of using the New Orleans Public Belt Railroad services to establish a stronger secondary freight movement alternate to remove containers from the highway network.

TIMELINE **15 to 24 months**
Start Date: Application to DOTD Pending
Percent Project Complete:

BUDGET **Total: $275,000**
Funds Expended: $0
Current Fund Balance: $0

FUNDING **The project consists of $145,000 in attributable funds (STP>200K) and $65,000 in non-federal match provided by NOPB and $65,000 in non-federal match provided by PONO.**

Staffing	Funding Requirement	Functional Agency Responsibility
RPC	$25,000 (9.1%)	
Consultant	$250,000 (90.9%)	RPC, DOTD
Total	$275,000	

Addendum Task 26

East Lacombe: Land Use and Transportation Scenario Planning Study

Project Description

The Regional Planning Commission in cooperation with St. Tammany Parish is conducting a Land Use and Transportation Study for the greater Lacombe area. The study will involve scenario planning for alternative land use and will be coordinated with the Parish's on-going Transportation Master Plan update.

Methodology

Much of the study area is undeveloped at this time. However, this area is poised for significant growth consistent with parish comprehensive land use planning efforts. Working with the Project Management Committee, three land use and transportation scenarios will be developed for the study area. The land use scenarios will include 1) low density suburban residential and commercial mix; 2) medium density consisting of single and multi-family residential with economic clusters; and 3) high density land use scenario with mixed residential, commercial, and industrial site(s) development.

Working with the Project Management Committee, RPC will establish a 2044 Existing + Committed roadway network. This network will be used as the "no build" network for comparative analysis, and will be run with existing 2044 Traffic Analysis Zone (TAZ) socio-economic inputs to the travel model. Using the above described scenarios, the technical consultant will develop input data to modify study area TAZ attribute data for the year 2044 in the travel model. The template for this modification will be provided to the consultant by RPC. There will be approximately 14 zones that will be modified to some degree, dependent on the scenario. Criteria will be established to compare the relative benefits, impacts, and costs associated with each development scenario and presented to the PMC for review and comment. Based on the results of the comparative evaluation, the consultant will recommend a preferred development scenario for further consideration and refinement by the Parish.

TIMELINE **10 to 15 months**
Start Date: Contract Award Pending
Percent Project Complete:

BUDGET **Total: $200,000**
Funds Expended: $0
Current Fund Balance: $0

FUNDING **The project consists of $160,000 in attributable funds (STP<200K) and $40,000 in non-federal match provided by RPC.**

Staffing	Funding Requirement	Functional Agency Responsibility
RPC Consultant Total	$25,000 (12.5%) $175,000 (87.5) $200,000	RPC, DOTD

Addendum Task 27

Jefferson Parish Transit Plan

Project Description

Jefferson Parish Transit (JET) proposes to undertake a strategic planning effort that will focus on improving bus services by better aligning them with the needs of existing and potential riders. The effort will include a stakeholder and data driven approach toward defining the goals and objectives of a five to ten year service plan. This process will inform the development of alternative service provision scenarios for the five to ten year planning horizon.

Methodology

In order to ensure public and agency buy-in from the onset of the planning process, the consultant will develop a program that describes the engagement process through which input will be gathered from key stakeholders and the general public.

Through engagement with the stakeholder group and with input from the public, as per the Outreach Program, the plan will establish overall policy goals and strategic objectives. These should consider such factors as coverage, service frequency, productivity, revenue, capital investment, and regional service integration. Performance metrics that relate toward the objectives should be developed. These metrics will be used in the evaluation of alternative scenarios.

The plan will include a report describing existing conditions and needs. The content of this report will derive from public and stakeholder outreach as well as from data and material provided to the consultant by JET and RPC. The plan will also include a review of best practices in transit visioning and strategic planning. Inclusion should be limited to peer agencies' with one or more analogous circumstances, i.e., inner-ring suburban land uses, adjacency to a larger urban transit agency, reliance on millage as primary revenue stream, limited expectation of budgetary growth, comparable existing and projected demographics, and general challenges faced. Particular attention should be given to agencies that have successfully implemented transit regionalization (fare and/or route integration) and other innovative measures.

The consultant will develop at least three stakeholder and data supported alternative scenarios for the five to ten year planning horizon of Jefferson Transit. All alternatives will be restrained by sound technical and budgetary considerations, but flexibility is encouraged in presenting different ways in which the goals and objectives of the plan may be reached.

These alternatives will be vetted through the stakeholder process in order to propose service recommendations for local decision makers. The vetting process should present each alternative in the context of its capacity to meet policy goals and strategic objectives. The result of this process will be the development of a five to ten year service plan for Jefferson Transit.

TIMELINE **12 months**

Start Date: Contract Award Pending
Percent Project Complete: 0%

BUDGET **Total: To be determined**