Unified Planning Work Program

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

FY 2016

Unified Planning Work Program – Fiscal Year 2016

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

Prepared by:

Regional Planning Commission

Jefferson, Orleans, Plaquemines, St. Bernard, St. Tammany, & Tangipahoa Parishes

10 Veterans Memorial Boulevard
New Orleans, Louisiana 70124

504-483-8500
504-483-8526
rpc@norpc.org
www.norpc.org

Federal Project Number: H972104
State Project Number: H.972104.1

May 12, 2015 (Amendments: September 8, 2015, November 10, 2015)

Catalog of Federal Domestic Assistance
Number 20.205 – Highway Planning and Construction Regional Planning Commission

Table of Contents

Introduction 1

Planning Prospectus 2

Planning Factors 6

Organizational Chart 7

New Orleans Urbanized Area 9

Funding Table 1 10

Funding Table 2 11

TASK A-1.16: Highway Planning 13

TASK A-2.16: Land Use and Livability 18

TASK A-3.16: Freight and Intermodal 22

TASK A-4.16: Metropolitan Planning and Project Coordination 25

TASK B-1.16: Geographic Information Systems and Data Management 28

TASK C-1.16: Public Transit and Human Services Transportation 32

TASK D-1.16: Public Outreach and Civil Rights 36

TASK E-1.16: Administration and Contract Management 39

TASK F-1.16: Economic Development Coordination 41

TASK F-2.16: Environmental Initiatives 42

TASK S-1.16: Downtown New Orleans Traffic Conditions Analysis 44

TASK S-2.16: US 61 / Tulane Corridor 47

Regional Transit Authority Tasks 51

Jefferson Parish Transit Tasks 60

Northshore Small Urbanized Areas 68

Funding Table 1 69

Funding Table 2 71

TASK MC-1.16: Highway and Freight Planning 71

TASK MC-2.16: Land-Use and Livability 78

TASK MC-3.16: Metropolitan Planning and Project Coordination 80

TASK MC-4.16: Geographic Information Systems and Data Managament 85

TASK MC-5.16: Administration and Public Outreach 89

TASK MC-6.16: Public Transit and Human Services Transportation 90

TASK MC-7.16: LA Hwy 21: 11th Street to Boston Street 93

TASK SL-1.16: Highway and Freight Planning 98

TASK SL-2.16: Land-Use and Livability 101
TASK SL-3.16: Metropolitan Planning and Project Coordination 107
TASK SL-4.16: Geographic Information Systems and Data Managament 110
TASK SL-5.16: Administration and Public Outreach 114
TASK SL-6.16: Public Transit and Human Services Transportation 117
TASK ST-1.16: Highway and Freight Planning 120
TASK ST-2.16: Land-Use and Livability 125
TASK ST-3.16: Metropolitan Planning and Project Coordination 129
TASK ST-4.16: Geographic Information Systems and Data Managament 132
TASK ST-5.16: Administration and Public Outreach 136
TASK ST-6.16: Public Transit and Human Services Transportation 139

Introduction

The fiscal year 2016 Unified Planning Work Program for Transportation Planning describes all federally funded transportation studies being conducted within the greater New Orleans Transportation Study Area during the period July 1, 2015 through June 30, 2016. This study area consists of four urbanized areas (UZAs) - New Orleans, Hammond, Slidell and Covington / Mandeville. The Unified Planning Work Program documents the federally funded planning activities being undertaken by the Regional Planning Commission, local transit providers, the state Department of Transportation, and local governmental units to maintain and improve the overall efficiency of the region's highway, transit, aviation, maritime and rail systems. The Program also describes endeavors being undertaken by RPC in other spheres of activity such as economic development, brownfields reclamation, and aviation.

Under the provisions of the Moving Ahead for Progress in the 21st Century Act (MAP-21) planning emphasis will be placed on implementation of the law, promoting cooperation across MPO boundaries, and creating ladders of opportunity, with an eye toward achieving performing goals in safety, infrastructure condition, congestion reduction, system reliability, freight movement/economic vitality, environmental sustainability, and reduced project delivery delays.

In addition to the provisions of MAP-21 emphasis will also be given to compliance with provisions of Title VI of the Civil Rights Act. All federal actions must be reviewed for their social equity and environmental justice impacts.

The Unified Planning Work Program is reviewed and endorsed annually by the Regional Planning Commission and the Transportation Policy Committee. The Unified Planning Work Program is also submitted annually to the various federal funding agencies for review and approval.

The UPWP process is designed to ensure that a continuing, comprehensive transportation planning program is carried out cooperatively by the Louisiana Department of Transportation and Development, the Regional Planning Commission Transportation Policy Committee (TPC), local governments, transit operators, and the citizens of the seven parishes represented on the Transportation Policy Committee. This effort is carried out through activities of a Technical Advisory Committee (parish planning directors, representatives from transportation modes, advocacy groups, etc.); public informational meetings; and through involvement with various business and citizen groups.

This region's Transportation Policy Committee consists of the full RPC membership plus representatives from St. Charles and St. John Parishes, the City of Slidell, organizations involved in transportation including the Port of New Orleans, New Orleans International Airport, Louisiana Airport Authority, Union Passenger Terminal (rail), Louisiana Motor Transport Association (truck), Regional Transit Authority and the Jefferson Parish Transit Administration.

All tasks contained in the Unified Planning Work Program are undertaken in accordance with planning requirements and contractual obligations of the participating local, state, and federal agencies.

Planning Prospectus

MAP-21 and FY 2016 Planning Emphasis Areas

The Unified Work Program for Transportation Planning for Fiscal Year 2016 has been developed to meet the requirements set forward in the Moving Ahead for Progress in the 21st Century Act (MAP-21). In a communication from the U.S. Department of Transportation, dated April 23, 2014, the office of the administrator specifically tasks the nation's Metropolitan Planning Agencies with the inclusion of three planning emphasis areas in their FY 2016 work programs:

- **MAP-21 Implementation:** Transitioning to a Performance Based Planning and Programming.
- **Models of Regional Planning Cooperation:** Promote cooperation and coordination across MPO boundaries and across state boundaries where appropriate, to ensure a regional approach to transportation planning.
- **Ladders of Opportunity:** As part of the transportation planning process, identify transportation connectivity gaps in access to essential services.

MAP-21 introduces national performance goals in seven areas: Safety, Infrastructure Condition, Congestion Reduction, System Reliability, Freight Movement and Economic Vitality, Environmental Sustainability, and Reduced Project Deliver Delays. To achieve these goals, MAP-21 emphasizes a streamlined, performance-based, and multi-modal approach to transportation planning and project implementation.

In order to demonstrate progress toward these national goals, this UPWP reflects MAP-21's increased emphasis on performance management. The United States Department of Transportation, in consultation with states, MPOs, transit agencies, and other stakeholders, will develop a series of performance measures for the following:

- **Highway and bridge performance and condition**
- **Highway Safety**
- **Traffic Congestion and on-road mobile source emissions**
- **Freight Movement**
- **Transit Safety and state of good repair**

The RPC will subsequently work with the Louisiana Department of Transportation and Development and our partner transit agencies to establish targets for these measures, and will incorporate them into the all planning efforts and documents. The FY 2016 UPWP is designed to further progress toward these measurable targets once they have been instituted.

This work program will also put continued emphasis on coordination with neighboring MPOs in Houma and Baton Rouge. Though this coordination is inherently present in every task, it is especially relevant in the joint development and sharing of data products that takes place in task B-1.16. RPC will also cooperate when appropriate with neighboring MPOs and with the state of Mississippi (namely in northern St. Tammany Parish and on the eastern I-10 corridor) on cross boundary corridor planning conducted under Task A-1.16. Efforts to connect New Orleans, Baton Rouge, and points between with effective passenger rail or bus service will continue under A-3.16 and C-1.16.

Finally, a primary focus of RPC's efforts will focus on identifying gaps in access to essential services, such as housing, healthcare, schools, and employment, and identifying transportation solutions to bridging those gaps and creating opportunities for residents, particularly those that are traditionally underserved. These activities will take place primarily under the data collection and analysis work conducted through B-1.16, the Title VI and public participation conducted in D-1.16, and the transit service planning analysis and assistance conducted in C-1.16.

This work will done in coordination with policy makers and stakeholders to ensure that the national interests and goals contained in MAP-21 and local goals are merged into a comprehensive, cooperative, and continuing planning process.

Summary of the FY 2016 Tasks

While activities are by necessity categorized as discrete tasks, RPC will continue to treat the region's transportation systems as an integrated system, and will accordingly conduct holistic planning efforts that utilize the best available practices, methods, and technologies.

Activities conducted under task A-1.16 include highway and road transportation planning functions, namely the development and upkeep of the Congestion Management Program, Incident Management planning, Transportation Systems state of good repair, and Regional Intelligent Transportation Systems Architecture. The potential impacts of projects in the TIP and MTP, particularly on air quality and corridor congestion, will be evaluated utilizing transportation demand modeling techniques in conformity with evolving federal and state requirements.

Efforts under task A-2.16 will examine ways to promote and safely implement pedestrian and bicycle facilities, to increase mode share for non-motorized travel, and to better integrate these modes into the fabric and land-use of the community. Such efforts will contribute toward a reduction of the region's reliability on fossil fuels and emissions of greenhouse gases as well as the creation of sustainable, place based communities in which our residents can live and work. As part of a continuing effort to advance a vision of place based and people based communities, special attention will be given to examining existing and future local land use patterns in the region and the relationship between these land uses and sustainable transportation improvements.

Through task A-3.16, RPC will address freight transport and access needs of motor and rail carriers, as well as facility issues related to intermodal terminals, airports and existing and future port facilities in the region. The program will involve continuing to work with the LADOTD and relevant stakeholders on

implementing policies, programs and data resources made available through the Statewide Intermodal Transportation Plan.

Efforts under task A-4.16 will consist of development of the Transportation Improvement Program (TIP), the Metropolitan Transportation Plan (MTP), and the Unified Planning Work Program (UPWP), and the activities required to select project priorities, and shepherd identified projects through local, state, and federal processes from inception to completion.

Task B-1.16 describes the data systems efforts that will primarily be directed toward the creation and upkeep of user friendly, geographic products derived from the 2000 and 2010 Census data, parish land use data, DOTD safety data, and local and national surveys. In order to continue the RPC role as an important community resource for organizing, disseminating, and analyzing comparative transportation data, the RPC is continuing its lead role in the region in the development of state of the art geographic information systems for the organization, analysis, storage, retrieval and safeguarding of this vital information.

Short and long-range regional transit planning will continue through Task C-1.16. Particular emphasis will be on ensuring compliance with FTA guidelines and promoting inter-parish transit connectivity, effective service delivery, safety, and the state of good repair of vehicles and equipment. RPC will continue technical guidance to agency staff and liaison with transportation providers and the Federal Transit Administration to support customer oriented delivery of service in parishes with existing systems that are experiencing rapid ridership growth and the building of administrative and service capacity for newer systems. Staff will also work with the region's human service transportation providers to work toward coordinated regional mobility management strategies.

Task D-1.16 describes public outreach and stakeholder outreach activities, as well as Title VI and Disadvantaged Business Enterprise compliance. Project selection and all UPWP work efforts will be coordinated and guided through a multi-parish Technical Advisory Committee. In addition to the TAC, the RPC is also actively involved in seeking out and working with the various public and private stakeholders in the regional community to facilitate public discussion and provide for the coordinated development of an overall regional transportation plan. The RPC will continue to implement its updated public information program to make it more proactive in terms of citizen review and input of plans and programs. Emphasis will be placed on previously used outreach methods that have succeeded in integrating transportation issues into the broader planning process, particularly those to under-represented communities and populations.

E-1.16 tasks encompass activities directed toward administering the day-to-day administrative, contract management, and financial planning activities that ensure that the MPO functions of the RPC staff and the commission itself conform to internal policy, as well as the policies and legal requirements the State of Louisiana, of the United States Department of Transportation, other federal regulatory agencies, and the tenets and obligations promulgated in MAP-21.

Tasks in the St. Tammany and Tangipahoa small urbanized areas (MC, SL, and ST) are very similar in nature to the New Orleans urbanized area tasks, though there is by necessity some consolidation given the difference in context and scale. Though there are several heavily travelled truck corridors on the

northshore, there are no major intermodal connectors, so freight mobility will be considered in conjunction with highway planning. Public Participation activities will take place under the Administration task.

All aspects of transportation planning taken herein will be conducted context sensitive to surrounding land use and integrated with and support larger community goals related to economic development and global competitiveness, preservation of environmental resources, responsible care for existing infrastructure, safety and security within the transportation system, equitable participation, and maintenance of the quality of life in the region. The 2016 Unified Work Program has been designed and will be carried out with these broader goals carefully in mind.

Planning Factors

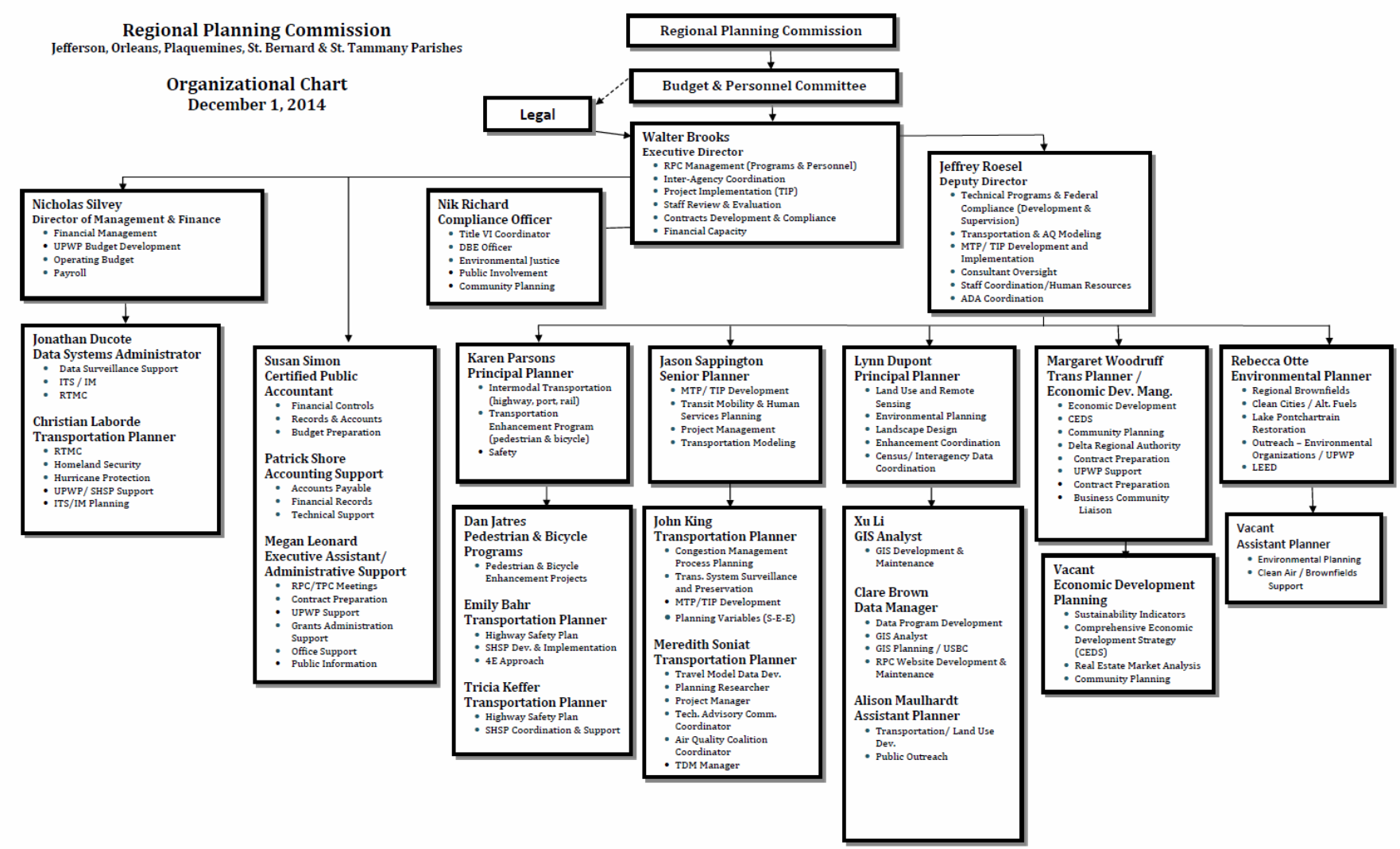
Moving Ahead for Progress in the 21st Century (MAP-21) continues to emphasize the eight planning factors for metropolitan transportation planning first introduced in SAFETEA-LU:

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 the accessibility and mobility of people and for freight.
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
6. Enhance the integration and connectivity of the transportation system, across and between modes, people and freight.
7. Promote efficient system management and operation.
8. Emphasize the preservation of the existing transportation system.

The tasks in the FY 2016 Unified Planning Work Program are designed to address these emphasis areas as described in the table below:

	Economic Vitality	Safety	Security	Freight Mobility	Environment	Intermodal Connectivity	Operations & Management	System Preservation
A-1 Highway Planning	X	X	X	X	X	X	X	X
A-2 Land Use & Livability	X	X			X	X	X	
A-3 Freight & Intermodal	X	X	X	X		X		
A-4 Metro Planning	X	X	X	X	X	X	X	X
B-1 GIS & Data	X	X	X	X	X	X	X	X
C-1 Public Transit	X	X	X		X	X	X	X
D-1 Public Participation	X	X	X	X	X	X	X	X
E-1 Administration	X	X	X	X	X	X	X	X

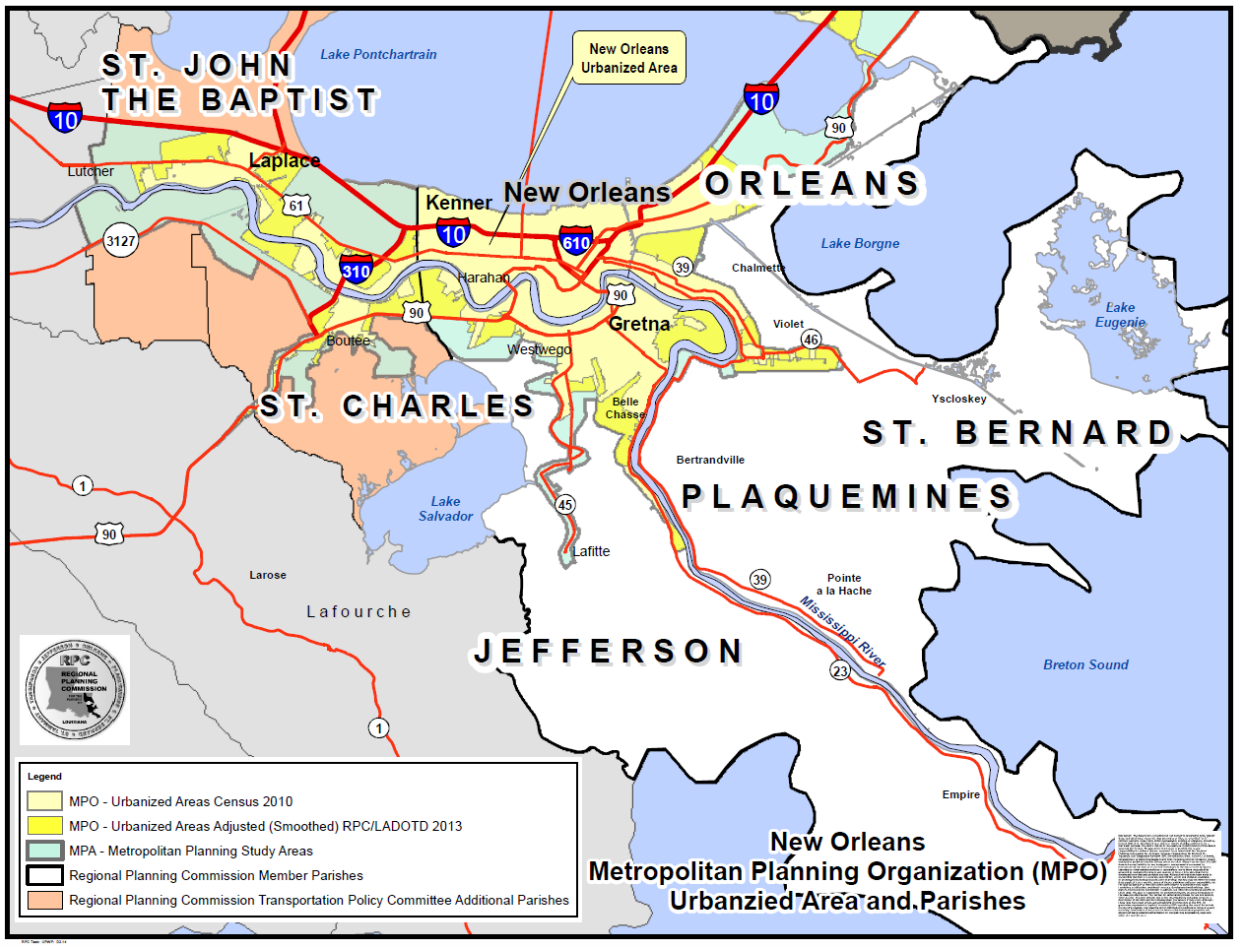
Organizational Chart



New Orleans Urbanized Area

The first section of this UPWP is for the New Orleans Transportation Management Area (TMA), a contiguous urbanized area defined by the United States Census, as well as the Metropolitan Planning Area (MPA), the larger boundary which is expected to become urbanized in the next 20 years.

The TMA is comprised of a historically significant central city surrounded by contemporary (20th century) suburban areas. It stretches as far upriver as St. Charles and St. John the Baptist Parishes, to the southern shores of Lake Pontchartrain in Jefferson and Orleans Parish, and downriver into St. Bernard and Plaquemines Parishes. The borders encompass part or all of these six parishes and, in 2010, had a total population of nearly 900,000 people.



In the New Orleans area there about 1,908 miles of Federal Aid eligible roadways. There are five transit providers that, in 2012, provided nearly 30 million trips to passengers. As of 2014, there over 160 miles of bikeways throughout the region. There are four seaports in the urbanized area connecting to six Class I railroads, thus giving them potential to access over 132,000 miles of track across North America. In addition, the New Orleans Public Belt Railroad serves as a terminal switching entity on 27 miles of track along the Mississippi River.

Funding Table 1

Tasks by Funding Sources

Task	Description	FHWA PL	PL Match	FHWA Total	FTA 5303	FTA Match	FTA Total	Total
A-1.16	Highway and Congestion Planning	382,440	95,610	478,050				**478,050**
A-2.16	Land Use and Livability Planning	257,000	64,250	321,250				**321,250**
A-3.16	Freight and Intermodal Planning	150,000	37,500	187,500				**187,500**
A-4.16	Metropolitan Planning	145,500	36,375	181,875				**181,875**
B-1.16	GIS and Data Management	235,000	58,750	293,750				**293,750**
C-1.16	Public Transit				288,475	72,119	360,594	**360,594**
D-1.16	Public Outreach and Civil Rights				152,643	38,161	190,804	**190,804**
E-1.16	Administration	157,315	39,329	196,644				**196,644**
S-1.16	Downtown NO Traffic Analysis	280,170	70,043	350,213				**350,213**
S-2.16	US 61 / Tulane Corridor	64,000	16,000	80,000				**80,000**
	TOTAL	**1,671,425**	**417,856**	**2,089,281**	**441,118**	**110,280**	**551,398**	**2,640,679**

Tasks	FHWA PL	PL Match	FTA 5303	FTA Match	Total
A	934,940	233,735			**1,168,675**
B	235,000	58,750			**293,750**
C			288,475	72,119	**360,594**
D			152,643	38,161	**190,804**
E	157,315	39,329			**196,644**
S	344,170	86,043			**430,213**
TOTAL	**1,671,425**	**417,856**	**441,118**	**107,975**	**2,640,679**

Funding Table 2

Tasks by Recipient

Task	Description	RPC	RPC Contractual Continuing (PL)	RPC Contractual New (PL)	Total
A-1.16	Highway and Congestion Planning	182,500	45,000 *	250,550	**478,050**
A-2.16	Land Use and Livability Planning	186,250	15,000**	120,000	**321,250**
A-3.16	Freight and Intermodal Planning	187,500			**187,500**
A-4.16	Metropolitan Planning	181,875			**181,875**
B-1.16	GIS and Data Management	203,750	45,000	45,000	**298,750**
C-1.16	Public Transit	360,594			**360,594**
D-1.16	Public Outreach and Civil Rights	190,804			**190,804**
E-1.16	Administration	196,644			**196,644**
S-1.16	Downtown NO Traffic Analysis	20,031		330,182	**350,213**
S-2.16	US 61/Tulane Corridor	10,000		70,000	**80,000**
	TOTAL	**1,719,947**	**105,000**	**815,732**	**2,640,679**

* Completion of Crash Analysis (A-1.15) and Lighting Feasibility (A-2.15)
** Completion of Broad Streetscaping (A-1.15)

Tasks	RPC	Continuing	New	Total
A	738,125	60,000	370,550	**1,168,675**
B	196,250	45,000	45,000	**279,250**
C	360,594			**360,594**
D	190,804			**190,804**
E	196,644			**196,644**
S	30,031		400,182	**430,213**
TOTAL	**1,719,947**	**105,000**	**815,732**	**2,640,679**

TASK A-1.16

Highway and Congestion Planning

Goal

The goal of this task is to conduct planning and analyses that lead toward roadways with less congestion and delay, a higher state of good repair, connectivity with minimal long term growth in total vehicle miles travelled, fewer negative impacts on air quality, and increased motorist safety.

Objectives

- Identify construction and transportation demand management projects and strategies that reduce congestion on the region's roads and highways, primarily guided by the regional Congestion Management Planning Process and the operation of the Travel Demand Model.
- Analyze air quality under existing and planned scenarios, and develop strategies to mitigate negative impacts from transportation sourced emissions.
- Identify projects and incident management strategies that will increase safety on the region's roads and highways and subsequently reduce the occurrence of motorist injuries and fatalities.
- Develop and implement Intelligent Transportation Systems projects and strategies that support the objectives of increased safety and reduced congestion on the region's roads and highways, primarily guided by the region's ITS Architecture.

Previous Work

- The current Congestion Management Plan, updated last in 2009, includes an identification of roadways in the region that carry the most vehicles and are therefore critical to mobility within the region, also known as the Congestion Management System (CMS).
- The New Orleans Transportation Model was first developed in 1982, and has since had incremental software and interface updates, as well as regular calibration using collected travel data and internally developed demographic and socio-economic projections (in coordination with Task B-1).
- In 2013 the RPC concluded a significant model update that most notably included an expansion of the travel network to the northshore, as well as substantial updates to model inputs.
- Support of the Motorized Assistance Patrol (MAP), development of the local roads safety program, ongoing coordination with law enforcement and incident management entities, and implementation RPC's innovative Pedestrian and Bicycle Program.
- Work with DOTD, FHWA, and law enforcement agencies to collect and standardize crash data. This data has been analyzed to identify problematic crash locations and develop operational and/or engineering solutions, thereby integrating safety conscious planning into all project studies.

- RPC has worked extensively with partner agencies, primarily DOTD and local parish departments of public works, as well as utilizing its own roadway condition surveys, to identify locations where the physical condition a primary roadway has become unacceptable or unsafe for regular travel and, when the need is demonstrated, prioritize locations for overlays and rehabilitations.
- RPC has developed and maintained the region's ITS Architecture, updated in 2007 and in 2013. The Advanced Public Transportation System Plan, which integrates ITS with transit operational and safety/security planning, was completed in 2005 and updated in 2010.

Methodology

Congestion Management Planning

- Coordination with relevant stakeholders in order to identify the level of roadway congestion on the congestion management system (CMS) that is acceptable to the community.
- Through coordination with the data collection activities in Task B-1, analysis of traffic conditions on the congestion management system
- Identification of regional and sub-area strategies and projects aimed at reducing congestion on the CMS. Such strategies should primarily include travel demand management and coordination with those activities identified through the transit task (Task T-1) and non-motorized transportation planning (Task A-2).
- Prioritization of funding for the implementation of these strategies
- Assessing the efficacy of projects implemented via the CMP through identified congestion performance measures

Travel Demand Modelling

- Coordinate with local parish governments, transit providers, and LADOTD, in order to review and update highway and transit networks to accurately reflect planned future year improvements in the model.
- Ensure that the latest, most accurate traffic, land use, socio-economic, and employment data inputs available are utilized in the model, through continual coordination with local governments, LADOTD, and through the activities described in Task B-1.
- Outputs from the travel demand model
- Continue staff training on the operation of the model

Air Quality

- Through coordination with local, state, and federal agencies, develop and implement transportation demand strategies and facilitate policy mechanisms that have the potential to aid in maintaining air quality through congestion reduction and limiting VMT growth. Identify and develop projects that are eligible under the FHWA Congestion Management Air Quality Program (CMAQ).

- Test various MTP and TIP scenarios, including alternative transit, land-use control, or other actions, that could reduce regional VMT. Utilize EPA's MOVES modelling system to assess the impacts of these scenarios on regional mobile point pollutant and emissions. Prepare for appropriate measures and programmatic changes should the region fall out of compliance with National Ambient Air Quality Standards.
- Coordinate with government agencies, transportation providers, and private, non-profit groups via venues such as the Ozone Advance Program, the Clean Air Coalition, and the Southeast Louisiana Clean Fuel Partnership, to discuss and advocate for opportunities for air quality improvements and fossil fuel conservation through alternative fuel use, air quality friendly land-use policies, and other regulatory and non-regulatory efforts. Quantify emissions savings via these efforts as per published federal guidelines.

Incident Management

- Regularly coordinate with local law enforcement, emergency response, and transportation operations agencies in order to maximize the incident management resources in the region, mainly through the regional Incident Management Team.
- Continue to support the Motorized Assistance Patrol program on the region's interstate highways.

Transportation System Preservation

- RPC will continue to work with partner agencies, particularly local DPWs and LaDOTD, to identify where roadway conditions merit consideration as rehabilitation priorities.
- RPC will coordinate with the LaDOTD and with local governments to establish a methodology for systematically and regularly conducting a roadway conditions inventory on the region's federal aid network. As per the objectives and performance measures established in the RPC Metropolitan Transportation Plan, RPC will endeavor to collect a conditions inventory on one quarter of the Congestion Management System in FY 2016.
- RPC will consider the incorporation of roadway rehabilitation in all projects.

Intelligent Transportation Systems

- Data collection on major roadways, including traffic counts and classification counts.
- Real time traveler information, such as dynamic message signs, that can direct travelers on to less congested routes or away from incidents.
- Incident management, allowing for rapid and appropriate transportation incident response directed from the Regional Transportation Management Center.

Proposed Studies

- Proposed study activities for FY-16 include the following: St. Charles Parish TSM Intersection Improvements Plan Update, Wayfinding Signage Plan in coordination with the Downtown Development District, and potential modification to the St. Claude Bridge to enhance bicycle and pedestrian safety, and other studies as approved by the Transportation

Policy Board. These planning studies will be coordinated with the respective governmental entities as well as other interested stakeholders, as appropriate.

Performance Benchmarks

- 4 quarterly Incident Management Team meetings Attended
- 4 quarterly Clean Air Coalition meetings attended

Products

- Calibrated Travel Demand Model ready for project and plan evaluation
- Annual roadway conditions report
- Annual CMP program

Progress Milestones

1st Quarter	Select priority routes for annual conditions inventory Ensure Travel Demand Model is calibrated and fully to date Evaluate any CMP measures implemented in previous fiscal year
2nd Quarter	Identification of CMP Priority Corridors
3rd Quarter	Identify and evaluate potential CMP strategies
4th Quarter	Prepare Report on MTP Performance Measures Program identified priority CMP measures
Quarterly	Clean Air Coalition Meetings New Orleans Area Incident Management Meetings

	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
Select Conditions Inventory Routes												
Travel Model Calibration												
Identify CMP Priorities												
Identify CMP Measures												
CMP Measure Programming												
CMP Measure Evaluation												
Clean Air Coalition meetings												
Incident Management meetings												

Funding

Staffing	Funding Requirement	Financial Responsibility		Functional Agency Responsibility
RPC Consultant Total	182,500 (38%) 295,550 (62%) 478,050	FHWA PL SLS	382,440 95,610	RPC

RPC Staffing

Executive Director	1
Deputy Director	1
Senior Planner	1
Transportation Planner	3
Assistant Planner	1

TASK A-2.16

Land-Use and Livability Planning

Goal

The goal of this task is to foster livable and environmentally sustainable communities through a coordinated approach to transportation, transportation related infrastructure, and land use planning, and through improving mobility, accessibility, and safety for non-motorized travelers.

Objectives

- An integrated approach to land use and transportation planning that promotes smart growth and associated sustainable transportation infrastructure.
- Transportation infrastructure that increases accessibility to economic development opportunities and employment.
- Planning that increases modal splits to non-motorized travel through expanding the region's pedestrian and bicycle networks and promoting design and law enforcement policies that increase traveler safety on these networks.
- Development of transportation related infrastructure that contributes to responsible stormwater management practices and general aesthetics of the transportation system.
- Incorporation of hazard prevention and mitigation best practices in the project prioritization and development process
- Facilitating, through coordination with local governments, land use plans and development patterns that discourage sprawl and greenfield development and encourage a wide variety of transportation choices and mixed uses with a strong sense of place and community.

Previous Work

Land Use and Smart Growth Planning

- Supporting comprehensive, corridor, and neighborhood scale integrated land use and transportation planning in member parishes and municipalities by providing coordinated parcel, utility, and transportation data collection, analysis, and mapping.
- Assisting with regional smart growth planning effort through mapping and land use data analysis compilation.
- Development of a generalized regional existing and future land use database analyzed in conjunction with the MTP.

Pedestrian and Bicycle Planning

- Developing the New Orleans Regional Bicycle and Master Plan (2005) and the Jefferson Parish Bicycle Master Plan (2014).
- Greater New Orleans Pedestrian and Bicycle Safety Program 2005-2008 and 2006-2009
- Supporting local governments in their annual preparation and submission of applications to FHWA's Transportation Alternatives Program (TAP), and ongoing support of awarded projects.
- Through the Greater New Orleans Pedestrian and Bicycle Program workshops and outreach, improving walking and bicycling conditions throughout the region by promoting safer design, better law enforcement, and more education among pedestrians and cyclists

Methodology

Land Use and Smart Growth Planning

- Evaluate the impact of transportation decisions on regional land use development, as well as the impact of land use decisions on transportation system development and the NEPA process. Such efforts are in support of a regional comprehensive planning effort.
- Work with local planning and public works departments in developing parish-wide and small area land-use plans that will be regionally integrated and become part of a comprehensive land use-transportation model for use in scenario planning. Provide planning support, GIS products, imagery, and technical expertise, with an emphasis on sustainable development, multi-modal access and mobility, and public safety.
- Maintain and promote policy objectives as they relate to the development of a comprehensive smart growth plan for the region, and conduct outreach activities and meetings to educate parish and city governments, as well as public and private industry on brownfields, smart growth principles, and sustainability.
- Continue work with local governments in developing and maintaining land use to American Planning Association Standards.
- Coordinate a generalized land use inventory at the regional level.
- Evaluate the risk of current and planned transportation infrastructure based on specific climate change stressors, sea-level rise, and increased storm intensity.
- Incorporate stormwater management and hazard mitigation measures into projects at the planning and implementation stages.

Pedestrian and Bicycle Planning

- Assist local parishes with Transportation Alternatives Program and Louisiana Technical Assistance Program, Safe Routes to School, and Louisiana Roads Safety Program for local streets applications and project management. Continue tracking progress of existing projects.

- Continue to implement a system wide beautification program that enhances the aesthetic and scenic qualities of the region's transportation network, and the quality of life of those that use it
- Analyze pedestrian and safety data developed through Task B-1, in order to identify clusters of recurring non-motorized accidents and to identify and prioritize design solutions.
- Conduct outreach and hold workshops that educate the public, public and private engineering and planning professionals and the law enforcement community as to current best practices that increase safety and comfort for non-motorized travelers.
- Plan and implement projects that improve overall conditions for non-motorized travelers on existing thoroughfares, and provide technical assistance to local governments in the form of conceptual design and feasibility analysis.
- Work with the Complete Streets Advisory Committee to help review plans for pedestrian, bicycle, and transit accessibility and safety. Incorporate best practices derived from research in regards to geometric design, signals, signs, pavement types, and site furnishings and landscapes.

Pedestrian and Bicycle Planning

- Work with the Complete Streets Advisory Committee to help review plans for pedestrian, bicycle, and transit accessibility and safety. Incorporate best practices derived from research in regards to geometric design, signals, signs, pavement types, and site furnishings and landscapes.

Performance Benchmarks

- Four Complete Streets Advisory Committee meetings
- Assistance with local submission TAP project applications

Products

- Support of locally submitted TAP applications and progress reports on ongoing projects.
- An updated database of current and planned future land uses for all member parishes and cities, with demonstrated relationship to the current and planned highway, transit, and bicycle/pedestrian transportation system.
- Identified priorities for pedestrian and bicycle planning efforts in FY 17.

Progress Milestones

1st Quarter	Annual update of land use and activity center database Annual update of aerial photography Assist with local TAP submittals
2nd Quarter	Document regional growth areas and forecasted land use Assemble local stakeholders to develop and assess regional ped/bike/TAP priorities
3rd Quarter	Conclude land use planning coordination and outreach with local governments

	Conclude Coordination with state and local government to identify feasible ped/bike/TAP projects
4th Quarter	Assess gaps in land use planning and determine FY 17 priorities Assess progress of local ongoing TAP projects
Quarterly	Complete Streets Advisory Committee meetings

	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
Land Use database and Imagery												
Regional Growth Forecast												
Outreach to local governments												
Determine Land Use data priorities												
Assist with TAP submittals												
Identify bike/ped/TAP priorities												
Identify bike/ped/TAP projects												
Assess TAP project progress												
Complete Streets meetings												

Funding

Staffing	Funding Requirement	Financial Responsibility		Functional Agency Responsibility
RPC Consultant Total	186,250 (58%) 135,000 (42%) 321,250	FHWA PL SLS	257,000 64,250	RPC

RPC Staffing

Executive Director	1
Deputy Director	1
Principal Planner	2
Transportation Planner	1
Assistant Planner	1
Data Manager	1
GIS Analyst	1
Data Systems Administrator	1

TASK A-3.16

Freight and Intermodal Planning

Goal

Creating a freight plan that coordinates and balances all freight, passenger rail, motorized, and non-motorized modal planning to allow access and mobility for each while insuring throughput and safety, and supporting the elements of economic success in the freight community.

Objectives

- A comprehensive freight planning program that is responsive to economic development clusters, land uses, and job access and employment opportunities identified in the Regional Comprehensive Economic Development Strategy.
- Improved movement of national and international freight rail, passenger rail, truck, and waterborne transport into and through the New Orleans region.
- Improved safety and decreased congestion through the removal and/or mitigation of conflicts between freight transportation and regular motorized or non-motorized traffic.
- Communication with modal stakeholders that fosters collaborative decision making regarding multi-modal planning and implementation efforts.

Previous Work

- National Highway System Connector Survey
- Southeast Louisiana Rail Committee Recommendations
- Southern Rapid Rail Transit Commission – Ridership and Capacity Analysis
- Portways Coordination Workshop
- RPC Trucking Analysis
- Union Passenger Terminal Master Plan and Infrastructure Plan
- Union Passenger Terminal Infrastructure Improvement Program
- Rail Gateway Feasibility and Environmental Impact Studies
- New Orleans Metropolitan Inland Waterway Container Transport Feasibility Study

Methodology

- Through the RPC freight roundtable and participation in existing freight related organizations, collaborate with emerging and established private and public organizational networks or initiatives that are concerned with developing effective, efficient, and safely integrated freight rail, passenger rail (inter and intra city), truck, and marine (barge and blue-water) movements,

in order to improve communication, identify joint issues, foster joint decision making, and better inform project selection and policy advocacy.

- Monitor industrial growth or decline and their related transportation impacts. Changes in land use will be monitored for increased freight volumes or changes in the distribution of freight (by truck or rail). Analyze and incorporate known impacts related to location of new or proposed rail, truck, and maritime activity.
- Identify geographic "choke points" that impede the ingress and egress of rail and truck freight into and out of the region, and collaborate with local, state, national, private, and public entities toward identifying design or policy solutions.
- Using safety data collected in task B-1, identify locations that present safety conflicts between freight traffic (rail and truck) and regular motorized and non-motorized traffic, and collaborate with local, state, private, and public entities toward design or enforcement solutions.
- Utilizing the freight modelling component of the travel demand model under task A-1, assess the movement of truck freight into, out of, and throughout the region, and its interactions with regular automotive traffic.

Performance Benchmarks

- Quarterly meetings of the RPC freight roundtable

Products

- Minutes and meeting summaries of the RPC Freight Roundtable
- Project priorities arising from analyses of freight choke points, safety conflicts, and the freight component of the travel demand model

Progress Milestones

1st Quarter	Identify new and update existing multimodal stakeholders and establish partnerships
2nd Quarter	Analysis of demand model and safety data and stakeholder input
3rd Quarter	Develop project selection criteria
4th Quarter	Establish project priorities
Quarterly	Meeting of RPC Freight Roundtable

	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
Identify new stakeholders												
Analysis of data and input												
Establish project criteria												
Select project priorities												
Freight Roundtable												

Funding

Staffing	Funding Requirement	Financial Responsibility		Functional Agency Responsibility
RPC Total	187,500 (100%) 187,500	FHWA PL SLS	150,000 37,500	RPC

RPC Staffing

Executive Director	1
Deputy Director	1
Principal Planner	1
Transportation Planner	3
Data Manager	1
GIS Analyst	1

TASK A-4.16

Metropolitan Planning and Project Coordination

Goal

To produce and maintain the Metropolitan Transportation (MTP), the Transportation Improvement Program (TIP), and the Unified Planning Work Program (UPWP), and to shepherd identified projects through local, state, and federal processes from inception to completion.

Objectives

- Develop and maintain the three primary planning documents (as described and mandated in MAP-21) for the New Orleans UZA MPO: the Transportation Improvement Program (TIP), the Long Range Transportation Plan (MTP), and the Unified Planning Work Program (UPWP).

Previous Work

- The TIP, MTP, and UPWP have been continually developed and administered at the required intervals, consistent with the mandated elements and procedures prescribed by the national transportation bill effective at the time. The current TIP is for the years 2015-2018. The current MTP is for the years 2015-2044.
- An annual listing of obligated projects, published on the RPC website and presented in GIS format.

Methodology

- Staff will ensure that RPC's planning and programming activities conform to the goals, objectives, and strategies identified in the MTP. Staff will regularly monitor and annually report on the MTP's performance measures.
- Staff will ensure that the TIP includes all regionally significant transportation projects, that the TIP is fiscally constrained, and that projects identified in the TIP are progressing toward implementation. TIP maintenance and conformity will be assured through the staff's ongoing consultation with federal, state, and local agencies and governments, as well as the general public and other associated transportation interests. The transit element of the TIP will be maintained in coordination with Task C-1.
- Should the TIP or MTP need to be amended, any such amendments must be approved by the RPC and the TPC. Staff will ensure that these amendments are conducted with the required outreach procedures described in task D-1 and in coordination with the upkeep of project database and mapping products described in task B-1.

- The FY-16 UPWP will be continually monitored for adherence to the tasks described therein and progress toward performance benchmarks and milestones.
- Staff will coordinate with DOTD, local elected officials, planners, and engineering/public works departments to incorporate eligible local project priorities into the metropolitan planning process, and work to secure funding sources for projects selected for potential inclusion into the TIP or MTP.
- Utilize the criteria and scorecard developed for project selection and prioritization in order to insure that the proposed transportation improvements are the most effective and cost efficient solution to the identified issues.
- Track the funding commitments of identified projects to ensure that progress is being made in securing funding and advancing local priorities toward implementation. Annual list of projects obligated in the last fiscal year will be created to show funding commitments. These projects will also be mapped through task B-1 to demonstrate geographical parity and categorized by type to ensure a reasonable distribution of project types and modal emphasis areas.

Performance Benchmarks

- A completed FY 2017 UPWP
- An-up to-date TIP reflecting local and regional priorities
- A complete list of projects obligated during the fiscal year

Products

- Annual progress reports on MTP performance measures
- Updated TIP and applicable amendments
- UPWP for FY 2017
- Annual obligated project list and map

Progress Milestones

2nd Quarter	Develop annual list of obligated projects
3rd Quarter	Complete FY 17 UPWP
4th Quarter	Complete report on MTP performance measures

	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
FY 17 UPWP Development												
MTP Performance Measure Report												
Annual Obligated Projects List												

Funding

Staffing	Funding Requirement	Financial Responsibility		Functional Agency Responsibility
RPC Total	181,875 (100%) 181,875	FHWA PL SLS	145,500 36,375	RPC

RPC Staffing

Executive Director	1
Deputy Director of Planning	1
Principal Planner	1
Senior Planner	1
Transportation Planner	1
GIS Analyst	1
Data Systems Administrator	1

TASK B-1.16

Geographic Information Systems and Data Management

Goal

Supporting internal work efforts and the work of partner stakeholders through the collection, storage, organization, analysis, and distribution of land use and transportation planning data, mapping, and imagery.

Objectives

- Compiled, up-to-date analysis of socio-economic and data that will support RPC travel and land-use modelling, economic development planning, and Title VI/Environmental Justice activities.
- Coordination with local and state agencies resulting in a comprehensive, up-to-date database of transportation related data for use in identifying projects, informing existing, projects, and in the development of the TIP, MTP, and Congestion Management Plan.
- Regional compatibility and sharing of transportation and land-use related Geographic Information Systems (GIS) processes, procedures, and products among local, state, and federal partners through the development, housing, and distribution of geographic data.
- Collaboration with local governments to increase their access to quality data and ensure that their planning efforts can be compiled into regionally consistent GIS products.
- Maintenance of the RPC's internal information technology systems and safeguarding of non-public or proprietary data.

Previous Work

Socio-Economic Variables and Census Demography

- Compiling and analyzing demographic and economic data from the U.S. Department of Commerce and the U.S. Census Bureau for the production of in-house database collections, map products and comparative trend analysis studies.
- Acquiring proprietary data from private vendors to ascertain social, economic, and transportation trends in the region, for integration into various models for display and analysis.

Data Systems Development and Management

- Development and maintenance of a regional GIS repository of vector data and high resolution imagery.

- Compiling, maintaining, and archiving transportation data (crash, volume, speed, etc.) and project geographies in an in-house database.
- Adoption of best practices including map standards, data sharing agreements, appropriate citations and data disclaimers.
- Enhancement of data safeguards, data processing, and archiving capacity through improved information technology and equipment.
- Advancement of technical expertise necessary to ensure that planners at all levels, from neighborhood to federal, can avail themselves of applicable planning data and products.
- Data coordination through service on the Louisiana Geographic Information Council and accompanying committees resulted in the first Louisiana Spatial Data Infrastructure Framework, to aid all government agencies in data organization and naming standards.

Data Dissemination

- Creation of web interfaces including community indicators, traffic count volumes by location, and census geographies with associated data.
- Coordination and distribution of high resolution imagery to local and regional government organizations and their consultants.
- Production of hurricane evacuation mapping for use by the general public.
- Development and distribution of numerous GIS and data products to federal, state, and local agency use, as well as for contractor use, including transportation conditions, demographic and employment data, disaster mitigation and recovery,

Methodology

- RPC will continue to coordinate the collection, development and calibration of various demographic, land-use, employment, and transportation (volume, safety, speed, etc.) datasets. This coordination will involve multiple, disparate partners, including local parishes, state agencies, the U.S. Census, the U.S. Chamber of Commerce, the U.S. Postal Service, and other government entities, as well as proprietary products from private sources.
- RPC will maintain partnerships and administer sharing agreements with data producing entities, councils, associations, and commissions, to ensure access to the most accurate available data and up-to-date knowledge of best practices.
- RPC will conduct outreach to regional stakeholders to disseminate data and mapping products for use in local planning activities, and to foster consistency of data formatting and standards.
- Analysis and geo-processing of datasets will add value by rendering them usable for internal project development and prioritization, emergency preparedness initiatives, environmental planning initiatives, local and regional land use planning, consultant activities, and presentation to stakeholders and to the public.

- Cross-sectional and time-series population, demographic, journey-to-work, and employment variables will be forecasted using best established practices to near and long-range planning horizons, for use in planning and travel and land use modelling activities.
- Geodatabase and enterprise architecture will be maintained that allow for state of the art geospatial analyses, as well as the production of presentation style cartographic products, to support internal planning activities as well as those of partner agencies.
- All data analysis, data collection, and mapping activities conducted by RPC staff or by consultants will be consistent with documented data management protocol, and will be submitted to RPC's data managers for quality assurance, organization, and storage.
- Datasets housed by RPC will be safeguarded from external manipulation, and backed up for recovery in the event of a local system failure or an evacuation event.
- RPC will continue the upkeep of internal IT systems, including personal computers, Audio/Video systems, and network connectivity.

Products

- Curated databases and associated mapping of social, economic, transportation, and environmental data in the region
- Forecasts of transportation planning variables for use in the region's travel demand and land use modelling
- An up-to-date best practices manual on mapping standards, data sharing agreements, citations, and disclaimers
- Safeguarded and secure data servers and maintained data archives with functioning backups accessible in times of emergency evacuation

Progress Milestones

1st Quarter	Review and refine (if needed) data policies Review data inventory and needs
2nd Quarter	Target data collection efforts
Quarterly	GIS Support on all associated UPWP and contractual Tasks Database architecture development Data collection, analysis, and quality assurance Technical support on RPC IT system Consultation with stakeholders

	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
Identify new stakeholders												
Review data inventory												
Target collection efforts												
GIS Support												
Database Development												
Data collection, analysis and QA												
Technical support												
Consultation with stakeholders												

Funding

Staffing	Funding Requirement	Financial Responsibility		Functional Agency Responsibility
RPC Consultant Total	203,750 90,000 293,750	FHWA PL SLS	235,000 58,750	RPC

RPC Staffing

Deputy Director	1
Principal Planner	1
Assistant Planner	1
Data Manager	1
GIS Analyst	1
Data Systems Administrator	1

TASK C-1.16

Public Transit & Human Services Transportation

Goal

To assist local transit providers in creating a regionally seamless transit system that connects potential workers to job opportunities, that contributes to the reduction of greenhouse emissions, fossil fuel consumption, and sprawl, and that enhances overall accessibility and mobility for all residents.

Objectives

- A seamless public transportation system that optimizes transit mobility throughout the region, delivering service in a way that jurisdictional boundaries and disparate operator characteristics are invisible to the riders and the general public.
- A public transportation system that serves as an economic engine and source of individual opportunity by efficiently connecting residents to jobs, education, healthcare, and other essential services.
- A measurement of the overall effects of FTA funded transit improvements through tracking their effects on increasing ridership, connecting low-income workers to job opportunities, reducing single occupancy vehicle travel, and reducing overall fossil fuel consumption and greenhouse gas emission in the region.
- Improved public transportation opportunities for disadvantaged populations, i.e., elderly, disabled, or low-income individuals through coordination with private non-profit providers and advocacy groups.
- A public transportation system that is safe and secure for riders, operators, and the general public.
- Public transportation vehicles and facilities that are maintained in a continual state of good repair.

Previous Work

- Annual title VI and job cluster analyses on behalf of regional transit providers
- Annual distribution of FTA capital and operating funds
- Comprehensive operations analysis of JET and RTA services completed in 2012
- RPC awarded JARC and New Freedom grants from 2008-2013.
- Assisting regional transit providers in the acquisition of newer, more energy efficient vehicles and refurbished facilities.
- The development of a Coordinated Public Transit Human Services Transportation Plan and subsequent updates in FY 2007, 2009, and 2012
- Assisting the transition of ferry operations from DOTD to RTA in 2014.

Methodology

- Develop implementation strategies and cost-constrained methods for enhancing inter-parish connectivity of the public transit system. Focus will be on coordination of fare structures (such as the one day ride pass), route restructuring and continuity, and schedule coordination.
- Continually coordinate with the region's transit properties as needed, including a quarterly meeting with the transit Technical Advisory Committee, which will assist in establishing regional public transportation needs, inter-agency coordination, priorities, the annual distribution of FTA funds, and the development of the TIP's transit element.
- Conduct and assist transit agencies in their conduct of service planning, through demographic and geographic analysis in coordination with Task B-1.16, in order to better connect residents via public transit to regional employment opportunities, healthcare facilities, school, grocery stores, and other essential services.
- Ensure, through a strategic distribution of federal funds to local transit properties, that the region's public transportation vehicle and associated facilities are maintained in a state of good repair.
- Explore and assist transit agencies in investing in technologies and best practices that increase service reliability, including studying select high demand corridors for innovative transit capital improvements such as Bus Rapid Transit.
- Assist transit agencies in investing in technologies and best practices that make travel on public transportation safer and more secure for passengers and the general public.
- Work toward better identifying the transportation needs of and gaps in service to elderly, disabled, and low-income populations and, through the regional Coordinated Public Transit-Human Services transportation planning program, identify strategies to meet those needs, including through better coordination of private, for profit and non-profit transportation providers.
- Conduct the activities required of a designated recipient of transit funds including grant management, National Transit Database reporting, Disadvantaged Business Enterprise reporting and Title VI compliance, etc., in conjunction with Task D-1.16.
- Assist the region's transit properties in their own Title VI compliance activities, including the provision of appropriate mapping products and demographic analyses.
- Modelling of transit as part of the region's travel demand model, as described in Task A-1.16
- Coordination with travel demand management planning efforts conducted through Task A-1.16, to achieve more high-occupancy vehicle travel on the region's highways and subsequent reductions in congestion.
- Integration with bicycle and pedestrian planning under Task A-2.16 to achieve better intermodal connectivity and assist in resolving first mile/last mile roadblocks for existing and potential transit travelers.

Performance Benchmarks

- Quarterly meetings with a regional Coordinated Public Transit-Human Services Transportation working group and the Transit Technical Advisory Committee
- Quarterly meetings with the Transit Technical Advisory Committee
- FTA grant management requirements (certifications and assurances, NTD, TEAM progress reports, etc.)

Products

- Up-to-date transit element of the TIP
- Title VI mapping products

Progress Milestones

2nd Quarter	National Transit Database Reporting
3rd Quarter	FTA FY 17 Funding Distribution
Quarterly	Transit Technical Advisory Committee Meetings Coordinated Committee Meetings
2nd and 4th Quarter	DBE Reporting

	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
Transit TAC Meeting												
Coordinated Planning Meeting												
TEAM Reporting												
FY 17 Funding Distribution												
NTD Reporting												
DBE Reporting												

Funding

Staffing	Funding Requirement	Financial Responsibility		Functional Agency Responsibility
RPC Total	360,594 (100%) 360,594	FTA 5303 SLS	288,475 72,119	RPC

RPC Staffing

Executive Director	1
Deputy Director	1
Principal Planner	2
Senior Planner	1
Transportation Planner	4
Assistant Planner	1
Data Manager	1
GIS Analyst	1
Data Systems Administrator	1
Executive Assistant	1
Director of Finance	1

TASK D-1.16

Public Outreach and Civil Rights

Goal

To ensure that RPC's outreach activities are available to the widest extent of the region's population possible, so that all public voices have an opportunity to contribute to the planning process, particularly those that are traditionally underrepresented. Further, to ensure that no person, on the grounds of race, color, sex, age, disability, or national origin, is excluded from participation in, denied the benefits of, or be otherwise subjected to discrimination under any RPC program or activity.

Objectives

- To provide diverse and innovative community outreach techniques and participation efforts to a wide cross-section of the region's population, thereby ensuring that all citizens have ample opportunity for input to, comment on, and information about RPC's planning activities.
- Ensure that that outreach and participation strategies reach and include low-income, minority, and other traditionally underrepresented populations.
- Ensure that all aspects of the planning process comply with the requirements of the Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, and the RPC's own Title VI Plan.
- Follow established RPC policy and procedures for Disadvantaged Business Enterprise consultant selection, negotiation, and administration of consultant contracts, and provide DBEs ample opportunities to participate in RPC hosted training and educational workshops.
- Continue development and utilization of the RPC website as a means for sharing information, work updates, event scheduling, and public outreach between the RPC, all levels of government, and the general public.
- To gather input on planning and project priorities from the region's technical experts and advocacy community via the RPC Technical Advisory Committee.

Previous Work

- Produced and maintained a Public Involvement Plan (2015), a Title VI plan (2013), and a Citizens Guide to Transportation Planning (2013). The Public Involvement Plan and Title VI plan, along with the Transportation Improvement Program, have been translated to Spanish and Vietnamese.
- Created and distributed citizen surveys in 2013 and 2014, in paper and on the RPC website, to gather input on the RPC planning process and the development of the 2015 MTP update.
- Held a series of community meetings in 2014 to gather input and present information on the RPC planning process and the 2015 MTP update.

- Regional Planning Commission has published a quarterly newsletter and distributed it electronically, through its website and through printed media.
- The Regional Planning Commission undertook a total redesign/revamping of its website to provide a more up-to-date look and feel, improved navigation structure and enhanced functionality.

Methodology

- RPC will develop tailored strategies to meet the needs of specific populations, such as the strategic placement of materials and notices, public meetings held at times and places appropriate to the target audience, etc.
- Maintain a comprehensive database of stakeholders including neighborhood/civic organizations and community advocacy groups for general outreach about RPC activities and for input as to how best to reach their constituencies.
- Participation at public meetings, forums, summits and other events. RPC will engage with environmental organizations, the business community, governmental agencies and citizen groups to educate the public about projects and programs.
- Complete an annual Title VI Report to be sent to LADOTD and FHWA which outlines all Title VI achievements for the year and goals for the future, and conduct an update of the 2013 Title VI plan.
- Annual review of obligated projects and TIP/MTP projects, and weighted consideration in the project selection process, to ensure that investment in transportation improvements are not underrepresented or suffer disproportionately negative impacts in neighborhoods identified as low income and/or minority.
- Perform an internal review of DBE Methodology to determine and refine RPC policy and goals moving forward, and conduct an outreach forum to DBE and SBE firms.
- RPC will continue to utilize the website as a forum for information, education, and solicitation of public input. The website will include publications such as the MTP, TIP, and UPWP, completed studies reports, citizen guides and plans, survey materials, and information about upcoming events.
- Hold a quarterly Technical Advisory Committee meeting hosting representatives from the region's public works and planning departments, major modal stakeholders, DOTD, FHWA, and advocacy groups. The TAC meeting will serve as a venue for providing input on RPC's planning and project priorities, and a forum for local and national experts to present studies and best practices.

Performance Benchmarks

- Web-publication and dissemination of RPC planning documents and quarterly newsletter
- Update of the Title VI Plan and refinement of the Public Involvement Plan
- Review and refinement of the RPC DBE Methodology
- Four Technical Advisory Committee meetings

Products

- Quarterly RPC newsletters
- Updated Title VI Plan
- Updated DBE Methodology

Progress Milestones

1st Quarter	DBE Methodology
3rd Quarter	DBE Outreach
4th Quarter	Submit Title VI Plan
Quarterly	TAC meetings Newsletter

	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
TAC Meeting												
Newsletter												
DBE Methodology												
DBE Outreach												
Title VI Plan Update												

Funding

Staffing	Funding Requirement	Financial Responsibility		Functional Agency Responsibility
RPC Total	190,804 (100%) 190,804	FTA 5303 SLS	152,643 38,161	RPC

RPC Staffing

Executive Director	1
Deputy Director	1
Principal Planner	2
Transportation Planner	3
Assistant Planner	1
Data Manager	1
GIS Analyst	1
Data Systems Administrator	1
Executive Assistant	1

TASK E-1.16

Administration & Contract Management

Goal

Conduct the day to day administrative, contract management, and financial planning activities that ensure that the MPO functions of the RPC staff and the commission itself conform to internal policy, as well as the policies and legal requirements the State of Louisiana, of the United States Department of Transportation, other federal regulatory agencies, and the tenets and obligations promulgated in MAP-21.

Objectives

- Coordination of the Regional Planning Commission and all administrative and public requirements that are required for it to conduct its federal funding and policy making duties as the Metropolitan Planning Organization of the New Orleans urbanized area.
- Preparation and management of contracts and agreements that contain the necessary provisions to ensure that contracted work is completed appropriately, in a timely fashion, and within the legal requirements and conduct expectations set forward by RPC, the State of Louisiana, and the Federal government.
- Ensuring that RPC's metropolitan planning activities are carried out with a focus on fiscal responsibility and public financial transparency.
- Carrying out the human resources functions which are necessary to ensure that the agency and its staff has the wherewithal to conduct the everyday functions of the Metropolitan Planning Organization.

Previous Work

- The RPC has served as the MPO for the New Orleans Urbanized Area under the provisions of ISTEA, TEA-21, SAFETEA-LU, and MAP-21.
- The RPC hosts a meeting of commissioners and associated committees on a monthly basis.

Methodology

- Prepare and oversee contracts and intergovernmental agreements, ensuring that the necessary legal and contractual provisions (DBE, Department of Labor, subcontract management, etc.) are contained therein, and guarantee these provisions are followed through the lifetime of the contract or agreement.
- Coordinate with the local elected officials and citizen representatives, including those that make up the Commission, and conduct of the monthly commission meeting itself, including preparing agendas, minutes, meeting packets/material, scheduling guest speakers,

preparing budget and financial reports, making provisions for public participation, and preparing public notices announcing the meetings.

- Conduct the necessary activities to ensure timely processing of invoices, including coordination with DOTD and DOT financial sections.
- Track UPWP task assignments among RPC staff members and their monetary balances, and conducting internal financial planning, in order appropriately allocate staffing resources.
- Conduct the human resources tasks, such as managing retirement, health insurance, hiring, and payroll functions.

Performance Benchmarks

- Monthly meetings of the Regional Planning Commission

Products

- Agendas and Minutes for monthly commission meetings
- Record keeping of completed and underway contracts and intergovernmental agreements

Funding

Staffing	Funding Requirement	Financial Responsibility		Functional Agency Responsibility
RPC Total	196,644 (100%) 196,644	FHWA PL SLS	157,314 39,329	RPC

RPC Staffing

Executive Director	1
Director of Finance	1
Transportation Planner	1
Executive Assistant	1

TASK F-1.16

Economic Development Coordination

Goal

Through its capacity as an Economic Development District, as designated by the U.S. Economic Development Administration, the RPC develops and coordinates the implementation of the region's Comprehensive Economic Development Strategy with local stakeholders. Throughout this process, RPC seeks to coordinate economic development goals with transportation goals in order to achieve the highest possible economic benefit from investments and to lay the groundwork for long-term economic growth in the region.

Description

RPC is the designated Economic Development District (EDD) for Jefferson, Orleans, Plaquemines, St. Bernard, and St. Tammany Parishes by the U.S. Economic Development Administration. As the region's EDD, RPC facilitates the development and implementation of the region's Comprehensive Economic Development Strategy (CEDS). The CEDS analyses the regional economy, establishes regional goals and objectives, identifies clusters of significance, and sets forth investment priorities. The RPC receives an annual planning grant from the U.S. EDA to work towards the implementation of the CEDS.

Being both the designated MPO and EDD for the region places RPC in a dynamic position to follow-up its economic development planning with infrastructure investments where appropriate.

RPC will continue to work with key stakeholders throughout the region to identify key infrastructure projects necessary for economic growth.

TASK F-2.16

Environmental Initiatives

Goal

Through its Brownfield Redevelopment Program, RPC will seek to coordinate with local communities and developers to assess and cleanup abandoned and underutilized properties within the urban areas of our region to promote infill development, limit sprawl, expand economic development opportunities, improve our environment, and better utilize existing infrastructure including our transportation system.

Description

As part of our commitment to sustainability including utilization of the existing transportation system, RPC coordinates a regional Brownfield Redevelopment Program, funded by competitively selected grants from EPA's Brownfield and Land Revitalization Program. The Brownfield Redevelopment Program provides regional outreach to inform communities on Brownfields, grants for assessment and cleanup activities, and technical assistance to help developers (including for-profit companies, non-profit organizations, and governmental agencies) overcome the environmental obstacles that can prevent the redevelopment of abandoned or underutilized sites. RPC coordinates our efforts with other Brownfield grantees in our region (City of New Orleans, Jefferson Parish, and the City of Gretna), the Louisiana Department of Environmental Quality's (LDEQ's) Voluntary Remediation Program and Brownfield Initiative, and the Louisiana Brownfield Association (a state-wide non-profit).

Past successes for the RPC's Brownfield Redevelopment Program include:

- RPC conducted a Phase I Environmental Site Assessment (ESA) of the Falstaff Brewery site in New Orleans which resulted in the cleanup of lead and asbestos contamination. The restored brewery complex in the heart of New Orleans is currently open as a mixed-use facility with 95% occupancy of the mixed-income housing units.
- RPC completed Phase I and II ESAs and cleanup of asbestos, heavy metal, and hydrocarbon contamination at the Progressive Church site in Marrero, LA, under LDEQ's Voluntary Remediation Program. The cleanup of the 18-acre site, funded through RPC's Brownfield Cleanup Revolving Loan Fund program and a cleanup grant from EPA, is complete and the site is ready for redevelopment. Progressive Church received a certificate of completion from LDEQ releasing the Church and future landowners from liability for past contamination.
- RPC worked with LDEQ and Plaquemines Parish to receive closure (a No Further Action Letter) for the Jefferson Lake Canal site. Plaquemines Parish is now in the process of revitalizing the boat launch.
- On behalf of St. Bernard Parish, RPC conducted a Phase I ESA on a portion of the former Kaiser Aluminum facility in Chalmette. RPC applied and was selected for EPA's and DOE's RE-Powering

America's Lands Renewable Energy Feasibility Study on Contaminated Properties which was completed in January 2013.

Moving forward, RPC will continue our outreach efforts to a variety of stakeholders involved with the redevelopment of commercial and industrial sites, including commercial realtors, developers, community development corporations, community leaders, local planning agencies, and associations and organizations involved with development such as Commercial Real Estate Women (CREW), local Main Street Programs, and the Urban Land Institute. RPC will also continue to provide funding for environmental assessments of eligible properties and technical assistance to help overcome the environmental hurdles to redeveloping underutilized brownfield properties.

TASK S-1.16

Downtown New Orleans Traffic Conditions Analysis

Project Description

The purpose of this study will be to conduct an analysis of existing transportation infrastructure in an area including parts of the Central Business District (CBD) and Uptown areas of New Orleans, LA. The analysis will include an inventory of existing transportation facilities and characteristics, including roadway capacity, traffic, parking availability, pedestrian and bicycle accessibility, and public transit service. The study will examine existing and planned land uses, and forecasted growth in those land uses, in order to forecast impacts on local and regional travel. It will make recommendations toward improving accessibility and mobility for all modes of travel under identified development scenarios.

Methodology

TASK 1: PROJECT INITIATION, MANAGEMENT, AND LITERATURE REVIEW

The Project Sponsors Group and the consultant will meet monthly to receive project status updates, discuss project issues, and to track progress of a detailed work plan. The Project Sponsors Group will be chaired by the DPW Director or his designee and will be comprised of representatives from DPW, RPC, DDD, RTA, DOTD, the Port, and the Convention Center. The consultant will also compile a list of neighborhood and business stakeholders in order to provide project updates to the community. The consultant will obtain and review previously prepared plans, reports, and best practices, that are relevant to the study.

TASK 2: EXISTING CONDITIONS INVENTORY

The consultant, under guidance from the project sponsors group, will conduct the following activities in order to inventory existing transportation and associated conditions in the study area:

1) Traffic Volumes and Automobile Level of Service (LOS), including peak hour turning movements and traffic volumes,
2) Bicycle LOS, including volumes and speeds in travel lanes, heavy vehicle use, bicycle striping, on street parking characteristics, intersection conflicts, and other identified bicycle LOS best practices,

3) Pedestrian LOS, including accident analysis, walking path characteristics, adjacent traffic characteristics, wayfaring and comfort amenities, and other identified pedestrian LOS best practices,
4) Signals and signage, including accurate and comprehensive characteristic and location (GPS) data on traffic signals, signage, control boxes, and related street appurtenances,
5) Parking utilization, including collecting, synthesizing, and analyzing the technical and parking inventory data necessary to support a comprehensive set of parking strategies for both on and off-street parking,
6) Transit LOS, including the collection of existing ridership data and the creation of bus/streetcar stop profiles including physical and boarding/alighting characteristics,
7) Significant community resources in and adjacent to the French Quarter,
8) Transportation demand management opportunities, including a commuter demographic analysis and market demand survey targeted to transit riders, informal carpool users and non-ridesharers to understand current commute habits and motivating factors for behavior change.

TASK 3: ANALYSIS OF EXISTING AND FUTURE CONDITIONS

The consultant, under guidance from the project sponsors group, will conduct the following analyses of existing and future conditions:

1) Forecast of future traffic, pedestrian/bicycle, and parking conditions, utilizing growth rates and development patterns for housing units, commercial activity, and tourism,
2) Analysis of future conditions, assessing traffic simulation models and LOS findings and forecasting likely changes in traffic conditions over a 20 year planning horizon,
3) Identification of opportunities and deficiencies for each travel mode and for parking conditions, utilizing a S.W.O.T. analysis and a half day workshop with the project sponsors group,
4) Project Advisory Committee and stakeholder interviews, in order to target and refine the analysis completed by Consultant team,
5) Initial roadway recommendations, that specify improvements in each subarea of the study area, and consider sustainable project design and delivery, including traffic improvements, special events management, bicycle facilities, transit improvements, freight mobility, tour bus management, sidewalk improvements, street crossings, bicycle parking, transportation demand management, curb space for parking and passenger zones, special event and variable rate parking strategies, green infrastructure, and transit stalls/zones.

TASK 3: ANALYSIS OF EXISTING AND FUTURE CONDITIONS

The Draft and Final Report will be developed as the analyses are completed. The development of methods, findings summaries, and other work products will be, from the start, formatted in a way that enables them to later be combined with little rework. Stakeholder input, City input, and the Project Sponsors Group direction will already be incorporated into the Draft and Final

Report. The Report will also include a formal cover, citizens' summary, and an easy –to- use matrix of implementation strategies and steps.

Products

Deliverables produced both during and at the conclusion of the project will include, though may not be limited to (pending guidance from the project sponsor committee) literature and best practices reviews, transportation data, survey materials and results, meeting reports, presentations, model outputs, a draft report, a revised draft report, and a final report.

Progress Milestones

1st Quarter	Project Initiation Project Work Plan Literature Review Stakeholder List
2-3rd Quarter	Conditions Inventory Existing and Future Conditions Analysis Two Project Advisory Committee Meetings
4th Quarter	Draft Review and Final Deliverables Project Advisory Committee Meeting

	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
Project Initiation												
Project Work Plan												
Literature Review												
Stakeholder List												
Conditions Inventory												
Conditions Analysis												
Draft and Final Product												
Project Advisory Committee												

Funding

Staffing	Funding Requirement	Financial Responsibility		Functional Agency Responsibility
RPC Consultant Total	20,031 (6%) 330,182 (94%) 350,213	FHWA PL SLS	280,170 70,043	RPC

TASK S-2.16

US 61 / Tulane Avenue Corridor

Project Description

The purpose of this study is to develop a detailed conceptual plan for landscaping and streetscape improvements to the Tulane Avenue Corridor between Carrollton Avenue and Claiborne Avenue. This is in accordance with the goals established in the *US61/Tulane Avenue Corridor Improvements: Stage 0 Feasibility Report* (February, 2011) and the more recent *US61/Tulane Avenue Corridor Improvements: Draft Environmental Assessment* (October, 2013). Both documents may be viewed on the RPC website at *www.norpc.org*. The Consultant will provide the planning, design, and public outreach services needed to develop a Green Infrastructure Plan for the corridor which the public and participating agencies can support and advance into final design by LADOTD and/or the City of New Orleans.

Methodology

TASK 1: PROJECT TIMELINE & KICK-OFF MEETING

The consultant will prepare a draft project schedule including major milestones (PMC meetings, site visits, draft reviews, final report submission, etc.). The timeline will be submitted at a project kick-off meeting that will include the consultant, all sub-consultants, and the RPC. Other attendees will be invited as necessary. The kick-off meeting will take place within two (2) weeks of the Notice to Proceed.

TASK 2: PROJECT MANAGEMENT COMMITTEE

The Consultant will assist RPC in establishing and supporting a Project Management Committee to guide the technical work effort and to review the Consultant's work products. The PMC will include the RPC, City Planning Commission, City of New Orleans Public Works Department, DOTD Landscaping and District 02, Park & Parkways, Entergy, and representatives from the Mayor Office and other state or city officials as deemed appropriate. The Consultant will provide all necessary agendas, handouts and exhibits in advance of the PMC meetings for RPC review and approval and prepare summary minutes of the meetings.

The PMC will meet approximately three times during the course of the study effort. In addition, the Consultant will as necessary conduct meetings with elected officials and other local leaders and organizations in the area to discuss the project's purpose and need and project-related opportunities and concerns. The Consultant will receive prior approval from RPC prior to

initiating these contacts and prepare summary meeting minutes for review and discussion with the PMC.

TASK 3: SITE INVESTIGATION, DATA COLLECTION, & ANALYSIS

Site visits will be conducted and data collected in order to gather and record information regarding the physical, engineering, land-use, and environmental features of the corridor. Such data and information will include but may not be limited to sidewalks, lighting, landscaping, utilities, and major transit stops and pedestrian crossings along the corridor.

3.1 Sidewalk Conditions Inventory

The Consultant will prepare a sidewalk conditions inventory, identifying gaps in pedestrian linkages, broken sections in need of repair, and accessibility at major transit stops. The gaps will be identified for use with RPC's GIS mapping system and estimated quantities and capital costs will be developed.

3.2 Lighting Evaluation

The existing lighting poles along the Tulane corridor will remain in place. However, the Consultant will work with the PMC and community organizations to review options, resulting in a preferred alternative, for enhanced period style fixtures with brighter and more energy efficient lighting. The lighting system will also be evaluated for ease of installing new fixtures, location of power feeds, and estimated quantities and installation costs.

3.3 Storm Water Management

Working in coordination with the PMC and community organizations, the Consultant will develop options for the integration of water management features into the streetscape and landscaping design plan. The new 16 foot wide median will be evaluated for potential water management use, including development of bio-retention options and suitable plant materials, taking into account DOTD and Park and Parkway maintenance capabilities.

The Consultant will work with the PMC and community organizations to develop more robust landscaping plans at major cross street median locations and at high density pedestrian "bump out" locations. Plans should reflect the incorporation of storm water management features based on a community maintenance concept approach.

3.4 Landscaping and Maintenance

The Consultant will work with the PMC and community organizations to develop an overall landscaping plan which will be attractive, affordable, and sustainable from a maintenance perspective. The median will be landscaped in a manner to facilitate water retention and with appropriate types of plant materials which are low maintenance and do not obstruct sight lines for turning vehicles. The Consultant will work closely with DOTD and Park and Parkways on the plan development concept(s) and selection of plant materials. The Consultant will prepare visualizations to of tasks 3.1 thru 3.4 to assist in community meetings and briefing of public

officials. Following the development of an agreed upon concept, the Consultant will prepare supporting quantities and costs.

TASK 4: DEFINE BENEFITS OF GREEN INFRASTRUCTURE

Based on input from the PMC and community organizations, the Consultant will develop one or two design options for evaluation and presentation to the public, particularly for the lighting alternative and storm water management concepts.

Based on direction from the PMC, the Consultant will prepare detailed conceptual plans and typical sections, identifying the full package of improvement measures, e.g., corridor lighting, sidewalk restoration, water management, streetscape and landscape improvements along the corridor and at key cross street intersections. The Consultant will quantify the environmental benefits associated with the incorporation of green infrastructure over standard types of improvements, i.e., use of energy efficient lighting and bio-swales for water retention and management.

The Consultant will develop quantities and unit cost estimates for each element of the conceptual design plan as well as future project design costs, recommended project phasing, and potential funding sources for project implementation.

TASK 5: PUBLIC MEETINGS

Two public informational meeting will be held during the course of the project. An initial meeting will be held with local officials and local business and community organization leadership to discuss project purpose and need, green infrastructure goals, project maintenance, and scope constraints. Following the development of the conceptual plan alternatives, a follow-up public meeting using open house format will be used to present the various design options and comparative evaluation, leading to a preferred design concept for further detailing in the draft report.

TASK 5: DRAFT REVIEW

A draft of the report with all documentation described above will be submitted to the RPC and LADOTD for review by, at the latest, 85% of project completion. The report will include conceptual layouts and descriptions of the proposed improvements in a format suitable for transmittal by RPC to LADOTD. DOTD Stage 0 and environmental checklists will be included in the draft report.

Products

Following review and approval of the draft submission, the Consultant will provide RPC with five (5) bound copies of the Final Stage 0 Feasibility Study Report and supporting plan packages. A

pdf version of the final report and plan packages will also be provided to RPC on compact disc. The CD should also include any GIS shapefiles, CAD files, or other accessory documentation created during the course of the study.

Progress Milestones

1st Quarter	Project Kick-off Project Management Committee Public Meeting
2-3rd Quarter	Site Investigation Traffic Study
4th Quarter	Draft Review and Final Deliverables Public Meeting

	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
Project Kick-off												
Project Mgmt Committee												
Site Investigation												
Green Infrastructure Benefits												
Draft and Final Product												
Public Meetings												

Funding

Staffing	Funding Requirement	Financial Responsibility		Functional Agency Responsibility
RPC Consultant Total	10,000 (12%) 70,000 (88%) 80,000	FHWA PL SLS	64,000 16,000	RPC

REGIONAL TRANSIT AUTHORITY

Summary:

1.	Data Collection-NTD	$80,000
2.	Loyola Before and After Study	$60,000
3.	Annual Social Equity Analysis	$30,000
4.	Title VI Service Change Analysis and GIS Mapping	$30,000
5.	Economic Impact of Transit	$100,000
6.	Downtown Transit Center Alternatives Analysis	$250,000
TOTAL:		**$550,000**

NTD DATA COLLECTION

Objective:

Complete required NTD surveys for 2015 and other surveys as needed to support reliable transit service.

Methodology:

RTA is required to collect passenger survey data on buses and streetcars to meet the requirements for Federal Government's National Transit Database. This task would include required data collection for NTD and other data collection efforts as needed to support RTA's ability to provide reliable service. NTD sampling requirements will change in 2015 and may require consultant support to prepare a new sampling methodology.

Products:

- Complete required NTD surveys.
- Prepare methodology for NTD sampling
- Complete on-board surveys for on-time performance checks

Staffing	Funding Requirement	Financial Responsibility		Functional Agency Responsibility
RTA/Vendor	80,000 (100%)	FTA	64,000	
Total	80,000	SLS	16,000	RTA

LOYOLA AVENUE-UPT STREETCAR BEFORE AND AFTER STUDY

Objective:

Complete Before and After Study for the Loyola Avenue-UPT Streetcar line.

Methodology:

The Loyola Avenue-UPT Streetcar line started service on January 27, 2013. The Federal Transit Administration (FTA) requires a Before and After Study after a new fixed guideway line supported by federal funding has been in service for two years to evaluate its overall benefits and costs.

The Before and After Study will examine five key project characteristics of the Loyola Avenue-UPT Streetcar line: (1) physical scope; (2) service levels; (3) capital costs; (4) operation and maintenance (O&M) costs; and (5) ridership and revenues. Other factors that may be considered include changes in land use policies, land use patterns, transit funding, economic development, accessibility to jobs, and system operating efficiency.

FTA desires that each Before and After Study include information on the five (or more, at local discretion) project characteristics for three specific project milestones: (1) during planning and project development when the predictions were prepared, (2) immediately before implementation of the project, and (3) two years after the project opens to service. Each of the milestones are described as follows:

- Planning and Project Development Predictions - the forecasts of project characteristics available for decision making at three key points – the conclusion of alternatives analysis, the conclusion of preliminary engineering, and the signing of the FFGA;
- Before - the actual conditions that exist immediately before implementation of the project, either just before opening of the project to revenue service or, if construction is likely to introduce major disruptions of transit service and ridership patterns, just before that disruption occurs; and
- After/actual - the actual conditions that exist two years after the project has opened for revenue operation.

These three milestones support the two aforementioned major elements of the analysis:

1) Comparisons of actual conditions before and after project implementation to understand the impacts of the project; and
2) Comparisons of predicted and actual conditions to examine the reliability of the predictions.

Products:

- Prepare scope of work for consultant selection to complete the study.
- Complete required on-board passenger survey of the Loyola Avenue streetcar line

- Prepare study

Staffing	Funding Requirement	Financial Responsibility		Functional Agency Responsibility
RTA/Consultant Total	60,000 (100%) 60,000	FTA SLS	48,000 12,000	RPC

ANNUAL SOCIAL EQUITY ANALYSIS

Objective:

Prepare Annual Social Equity Analysis Report (SEA)

Methodology:

The annual SEA Report is prepared by the Regional Transit Authority (RTA) to comply with level of service monitoring as described in RTA's Title VI and Environmental Justice Policy Manual (March 18, 2013). The report analyze services annually to determine if adjustments to service are warranted based on comparison of minority- and low-income transit routes to non-minority or low-income routes (routes where less than 33% of revenue miles serve minority and low-income populations). The annual Level of Service Monitoring Report involves comparative analysis of low-income, minority, and non-minority routes relative to service standards for vehicle load, vehicle headway, on-time performance, and service accessibility. Additionally, a comparative analysis is required relative to policies for vehicle assignment and distribution of amenities. The methodology utilized by the RTA in development of the Level of Service Monitoring Report will involve the following analysis:

- Selection of a sample of minority, low-income and non-minority bus and streetcar routes;
- Assessment of the performance of each minority, low-income and non-minority route in the sample for each RTA service standard;
- Comparison of the services provided for each route;
- Determination if the minority and/or low-income routes in the sample fails to meet the service standard;
- Determination of the reason the route failed to meet the standard and development of a corrective action plan;
- Evaluation of the distribution of transit amenities to determine if amenities are distributed equitably throughout the system.

Products:

- Prepare scope of work for consultant selection to complete the study.

- Prepare demographic information in GIS to support analysis
- Prepare study

Staffing	Funding Requirement	Financial Responsibility		Functional Agency Responsibility
RTA/Consultant Total	30,000 (100%) 30,000	FTA SLS	24,000 6,000	RTA

TITLE VI SERVICE CHANGE ANALYSES AND GIS MAPPING

Objective:

Prepare Annual Social Equity Analysis Report (SEA)

Methodology:

Regional Transit Authority (RTA) adopted specific criteria in its Title VI and Environmental Justice Policy Manual (March 18, 2013) when it shall conduct a social equity analysis for all major service changes and all fare changes impacting minority- and low-income transit routes. Threshold for major service changes include:

- Any change of more than 25% of the revenue hours or route miles on a given transit route (bus or streetcar) or a branch of a route for an individual day (weekday, Saturday or Sunday) measured as happening at one time or within a single year. Route Branch is defined as one of the two or more route segments served by a single route.
- Any change to the span of service on a given transit route (bus or streetcar) of 2 hours or more for an individual day (weekday, Saturday or Sunday). A span of service is defined as the time from the start of the first trip to the start of the last trip on a given route.
- The introduction of any new transit route (bus or streetcar) with the exception of supplemental services designed to reduce potential overcrowding on regular (scheduled) transit routes.
- The discontinuation of a route or portion of a route with no alternative service within ¼ mile.

For all routes with proposed changes that meet the major service change threshold, RTA will conduct a social equity analysis to:

1) Determine the benefits to and potential negative impacts on minority and low-income populations;
2) Quantify expected effects (positive or negative); and
3) Determine the appropriate course of action to prevent, minimize or mitigate the impacts as warranted.

Products:

- Prepare reports as required documenting proposed changes to service.
- Purchase of GIS Mapping software to support SEA as needed.

Staffing	Funding Requirement	Financial Responsibility		Functional Agency Responsibility
RTA Total	30,000 (100%) 30,000	FTA SLS	24,000 6,000	RTA

Economic Impact of Public Transit Study

Goal

The study is intended to provide a quantitative analysis of the economic impact of public transit in New Orleans. Key factors to be examined in the report will include:

1. The immediate effect of investment in public transit relative to job and income creation directly resulting from construction, operation and maintenance activities;
2. The longer term effects which enable a variety of economic efficiency, land use and productivity impacts as a consequence of improvements in travel time and transit accessibility to commercial and industrial corridors;
3. Conclusions regarding public transit policy relative to economic impacts associated with investments in public transit.

The scope of the study will include an analysis of spending impact including direct, indirect and induced effects, where induced effects are limited to economic effects (not including the social and environmental impacts of a cost/benefit ratio analysis). The mix of capital and operations investments should also be examined relative to direct job creation and income impacts. This examination should quantify impacts by industry, occupation and wages. The research should be based on a peer-reviewed economic impact model.

The research should include the economic impact of public transit relative to public transit capacity, the cost of ridership and the impact of public transit use for employers and individual users. The analysis should determine the economic cost burden of transportation on workers in the regional industries and the extent to which reliable public transit improves the economic circumstances of workers. As well, the research should include the business productivity impact of reliable public transit and provide a benchmark for the RTA's Board of Commissioners to examine the overall economic impact of changes in transit service relative to the cost.

Methodology

<u>Task One: Develop Study Methodology</u>

Prior to engaging the project the contractor will be required to develop a methodology for the study for review and approval by the RTA. The methodology should build on prior research as documented in peer-reviewed transit and/or transportation publications. The methodology should also include appropriate multipliers from the Bureau of Economic Analysis that will be used to calculate indirect and induced impacts. Relative to travel benefits and access improvements, the methodology should examine both travel cost burden and reliability benefits for both passengers and industry.

Deliverables:
1. Three hard copies of the methodology for agency review
2. Input/output tables or tools for application of BEA multipliers
3. Schedule of data requirements from the agency relative to budgets, passenger counts, capital projects, etc.

Task Two - Economic Analysis of Spending

The study will include econometric analysis of the direct spending impacts including capital investment in equipment, facilities and infrastructure. As well, the study will determine direct spending impacts relative to operations including associated jobs (drivers, maintenance workers, administrative workers) as well as supplies needed for operations. This analysis would include both short-term (construction) and long-term (operations) job creation. This analysis would be based on data ascertained from RTA including both federal and non-federal spending.

Document analysis for Task One will include:
- Examination of annual budgets for a period of five-years
- Review of Capital Project spending
- Review of procurement activity and spending
- Review of payroll data
- Other documentation as required by the contractor for determination of direct spending impacts.

Based on the determination of total direct spending, the contractor will conduct an econometric analysis to determine indirect effects resulting from capital and operations purchases. As well, the induced effects resulting from wages of both construction and operations activity will be calculated using the BEA multipliers provided in the study methodology.

Finally, the Direct and Indirect spending report should note the impact of public transit on land values and Transit Oriented Development (TOD).

Deliverables:
1. Three hard copies and one electronic copy of the Direct and Indirect spending report
2. One Meeting with project team and Senior Management to reveal findings
3. One meeting with Riders Advisory Committee (if applicable) to reveal findings
4. Handout materials for meetings

Task Three – Traveler Impacts

Traveler impacts include parking and fuel cost savings for persons using public transit in lieu of personal automobiles. As well, travel impacts should provide information on the economic impact of improvements in public transit relative to time savings for existing and new customers. Reliability benefits should also be factored in the analysis as a direct impact on travel time for the passenger and worker productivity for the employer.

Deliverables:
1. Three hard copies and one electronic copy of the Travel Impact report
2. One Meeting with project team and Senior Management to reveal findings
3. One meeting with Riders Advisory Committee (if applicable) to reveal findings
4. Handout materials for meetings

Task Four – Public Outreach

The ability of the RTA to provide mobility, shape land use and development patterns, generate jobs and opportunities for business development, enable economic growth and support business and industry is key to the economic performance of the city and the region. As such, the Economic Impact Study is intended to inform public perception and understanding of public transit on the local and regional economy. Through the study the RTA intends to inform and educate transit stakeholders and the general public on the impacts of public transit investments on the lives of every citizen in every neighborhood.

Deliverables:
1. Three hard copies and one electronic copy of the full Economic Impact Report
2. One Meeting with project team and Senior Management to reveal findings
3. One meeting with Riders Advisory Committee (if applicable) to reveal findings
4. One stakeholder meeting including transportation agencies, local government and economic development entities.
5. Handout materials for all meetings

Product

A study examining short-term and long-term impacts of investment in public transit, and providing a quantitative framework for rating the potential return-on-investment of capital projects and operations.

Staffing	Funding Requirement	Financial Responsibility		Functional Agency Responsibility
RTA	$100,000	FTA 5307 RTA	$80,000 $20,000	RTA

Downtown Transit Center Alternatives Analysis

Goal

The purpose of this project is to recommend a feasible downtown transit center with possibly distributed sites in downtown New Orleans, which meets the Federal Transit Administration (FTA) requirements for future federal transit funding. More specifically, the project will require the preparation of a site selection study and NEPA Report that documents an Alternatives Analysis of potential transit center locations and recommends a downtown location for a transit center serving downtown New Orleans bus routes and streetcar lines. The recommended transit center could be one center or a combination of distributed sites utilizing a primary transit center and distributed sites or only distributed center in the downtown New Orleans area.

The downtown transit center'(s) principal purpose is to enable safe, comfortable and convenient connections between buses and streetcars serving New Orleans' central business district (CBD). Secondary goals include opportunities for joint development and supporting economic opportunities and community revitalization.

Methodology

Stakeholder and Community Engagement

The consultant will conduct stakeholder and community engagement activities in order to develop support for, and acceptance of a downtown transit center. They will also meet with, present information to, and get feedback from the RTA Special Transportation Services Committee, which meets periodically. The consultant shall provide minutes for all meetings for this project. This will include agenda, sign-in sheets and hand-outs.

Two public stakeholder meetings and two ridership workshops will be held during the course of the study, and Public meetings will follow RTA's Community Engagement Program documented in RTA's Title VI and Environmental Justice Policy. A review of similar transit centers and transit hub-type facilities will be conducted and visuals used and stakeholder and community engagement meetings to help facilitate conversations and determine preferences for New Orleans.

Technical Advisory Committee and Agency/Group Meetings

A Technical Advisory Committee (TAC) consisting of RTA staff, City of New Orleans and Downtown Development District staff will provide technical guidance to the consultant. The TAC will review draft deliverables and provide feedback during the project.

In addition to the Technical Advisory Committee (TAC) meetings, two (2) additional meetings will be held with other separate agencies or groups to provide information on the study and to solicit feedback. These meetings will be hosted at the New Orleans Regional Transit Authority offices.One meeting will serve as a Scoping Meeting per NEPA. This meeting will be held after the NOi is published it the Federal Register. Federal, state, and local agencies and stakeholders will be invited to the meeting.

Alternatives Analysis

a) Prepare a Purpose and Need Statement that identifies the needs for the study.
b) Prepare a No-Build Alternative that documents current situation, including route structure and ridership patterns.
c) Analyze existing On-Off surveys and conduct a transfer analysi.s
d) NEPA scoping will be initiated, including preparing a Notice of Intent for publication in the Federal Register.
e) Evaluation methodology and screening criteria will be developed in order to evaluate potential locations for the transit center.
f) Alternative Development will take place, including preparation of concept site plans.
g) The Alternative Analysis will be presented to the public and to other stakeholders.

Product

An Alternatives Analysis Report of potential transit center sites that conforms to Federal NEPA requirements.

Staffing	Funding Requirement	Financial Responsibility		Functional Agency Responsibility
RTA	$250,000	FTA 5307 RTA	$200,000 $50,000	RTA

JEFFERSON PARISH TRANSIT (JET)

Summary:

1.	Fixed Route Service Evaluation	$78,750
2.	Update Capital, Long Range, Security Plans	$78,750
3.	FY 2016 Promotional Program	$78,750
4.	ADA Compliance and MITS Evaluation	$78,750
TOTAL:		**$315,000**

Fixed Route Service Evaluation

Objectives:

- To maintain a high quality of fixed-route transit service in Jefferson Parish that balances the needs of the riders for transit service with the constraints of the transit budget.
- To define parameters of an acceptable level of service (fixed-route and paratransit) that Jefferson Parish can provide if federal, state and/or local funding sources are reduced.
- To ensure that Jefferson Transit continues to comply with Title VI guidelines and all other federal service requirements.
- To improve local transit service and regional connectivity for JeT riders traveling to other parishes in the New Orleans region.

Previous Work:

- One Day Ride Program for transit riders traveling between Jefferson Parish and New Orleans
- Ongoing coordination efforts between JeT and RTA
- Review of current levels of service and available funding
- Update of service standards for JeT fixed-route service
- Route Analysis with new JeT Service Standards
- Implementation Plan for JeT Recommended Service Changes
- Implementation of online tools to facilitate the trip-planning process for JeT transit users

Methodology:

Continued Evaluation of JeT Service based on RPC's Regional COA Recommendations and Funding Availability:

- Evaluate the performance of modified and added fixed-route service implemented in 2015, as well as connectivity of added and modified service with previously existing fixed-route service

- Evaluate the COA recommendations that have been implemented by both Jefferson Transit and the Regional Transit Authority, and assess the remaining COA recommended service changes to see which can be made by working with Jefferson Parish Officials, RPC, JeT's Transit Operator, RTA, and Orleans Parish Officials.
- Continue to develop an implementation schedule for JeT service changes to support regional transit based on the existing budget and availability of additional funding as needed.
- Continued evaluation of route performance of each JeT route where COA recommendations have been implemented to identify the success of the changes and make schedule and/or route changes if needed to ensure changes are beneficial to the riders and transit system.
- Continue to research additional funding sources to support the COA recommended changes and general fixed-route operations.

FTA Compliance – Title VI, NTD:

- Conduct the annual Title VI Compliance review to check vehicle load counts, on-time performance, headways. Supplement with rider survey data as needed.
- Ensure that all existing and recommended service changes for each route continue to comply with Title VI requirements.
- Maintain and submit monthly, quarterly, and annual NTD reporting.

Monthly Performance Reports (and All Other Reports Required for Jefferson Parish Department of Transit Administration) pertaining to the Ongoing Operations of JeT Fixed-route Service:

- Prepare and submit monthly Performance Indicator reports. On a quarterly basis provide route analysis using the approved JeT Service Standards.
- Prepare updated budget reports for existing level of service.
- Update route schedules and bus stop databases as needed into the new scheduling program purchased in 2013 with JeT's most recent service changes implemented.

Products:

- Evaluation of performance and connectivity of fixed-route service modified and added in 2015 with previously existing fixed-route service
- Status report outlining the outcomes of action items implemented as per the COA recommendations.
- Annual Title VI Compliance Review, NTD reports, Performance Indicator Reports, and Updated Budget Reports.
- Updated Scheduling Program to include service changes.

Progress Milestones

1st Quarter	Review schedules and routes, assess effectiveness Identify funding resources
2nd Quarter	Title VI compliance review and annual NTD report Assess service change impacts
3rd Quarter	Submit Title VI review of any proposed service changes

4th Quarter	Hold public meetings on proposed service changes Update scheduling program system as needed
Quarterly	Quarterly and monthly NTD reporting Regular performance indicator reports and route analysis

Staffing	Funding Requirement	Financial Responsibility		Functional Agency Responsibility
Grants Management Contractor	$78,750	FTA SLS	63,000 15,750	Consultant

Review and Update Capital Plan, Long Range Financial Plan, and Security Plan

Objectives:

- To review and update the Long Range Financial Plan for fixed-route and MITS paratransit services to address anticipated funding changes.
- To review and update the capital improvement program for transit (fixed-route and MITS) based on new projected funding levels and changes to the capital needs of the transit system.
- To identify funding sources and the budget required to maintain a quality system for Jefferson Parish Transit.
- To assess the strength and efficacy of current security measures in place under JeT's purview in order to determine whether an update the Transit Security Plan is necessary.
- To carry out all JeT projects prescribed by and approved in the capital outlay scope.

Previous Work:

- Financial Analyses of Jefferson Parish Transit & Review of funding alternatives
- Long Range Financial Plan for Jefferson Transit Fixed-route Operations
- Annual Financial analysis of Jefferson Transit revenues and expenditures.
- Long Range Capital Plan for Fixed-route and Paratransit Operations
- Transit Security Plan Development and Annual Updates

Methodology:

- Update the Long Range Financial Plan for fixed-route and MITS based on federal allowance for operating assistance within federal grant apportionments.
- Review and update projected 10-year budget for operations and capital improvements for both fixed-route and MITS paratransit services.
- Revise and update the capital improvement program based on the projected long range budget. Review and update the priority rating system for all capital projects.

- Review the Transit Security Plan along with the budget and funding sources established to address potential security improvements.

Products:

- Revised, updated Long Range Financial Plan in accordance with current funding availability and anticipated funding levels.
- Revised, updated Capital Improvement Program based on recently implemented improvements and Jefferson Transit's updated Long Range Financial Plan.
- Ratify recommended changes, if any, to the updated Transit Security Plan, including an updated budget and funding sources to address improvements recommended in the plan.

Progress Milestones

1st Quarter	Identify projected funding levels
2nd Quarter	Determine changes to long range priorities Update Transit Security Plan
3rd Quarter	Revise Capital Improvement Program
4th Quarter	Review updated plans Submit plans to FTA

Staffing	Funding Requirement	Financial Responsibility		Functional Agency Responsibility
Grants Management Contractor	$78,750	FTA SLS	63,000 15,750	Consultant

FY 2016 Promotional Program

Objectives:

- To increase ridership by creating a greater awareness of Jefferson Parish Transit service online and at major business establishments in Jefferson Parish.
- To educate the public on any fare changes and route/schedule changes.
- To expand efforts to promote transit services within the Spanish-speaking and Vietnamese communities and ensure that JeT updates their Limited English Proficiency Program.
- To promote the JeT website among riders as a primary source of current information on the Jefferson Transit system, and as a resource for fare payment.
- To update and continue to promote Jefferson Transit's integration with Google Maps and encourage use among riders.

- To continue recurring promotional activities, including Rider Appreciation Day, Senior Expo, and the Tour de Jefferson.
- To provide more promotional information online regarding capital improvements at terminals and bus stops, and on buses
- To employ the JeT website as a forum to request feedback from riders on the capital improvements they would like to see.
- To promote individual transit routes and destinations along those routes to riders and the surrounding community.
- To update the JeT system booklet to facilitate greater ease-of-use.

Previous Work:

- Transit Promotion among Spanish-Speaking and Vietnamese Communities
- Bilingual Spanish/English JeT System Booklet, MITS (paratransit Rider Guide, and Tri-lingual JeT website
- Trilingual Spanish/Vietnamese/Spanish Hurricane Evacuation Procedures
- Trilingual Spanish/Vietnamese/Spanish Transit Security Public Education Campaigns
- Website Overhaul
- Route promotion for newly added routes and their destinations and for changes to existing route and schedules.
- Google Maps participation
- Individual route maps with popular destinations

Methodology:

Public Hearings

- JeT will hold public hearings to present current conditions of fixed-route and paratransit activities. JeT will follow its official public hearing procuedures to present and discuss any fare changes and route/schedule changes to the community before final action is taken.

Special Outreach Activities to Target Groups to Promote Jefferson Transit

- Continue to identify major employers along JeT routes to promote the benefits of the use of Jefferson Transit for their employees and customers. Work with these businesses to help advertise Jefferson Transit's amenities.
- Outreach to Communities with limited English proficiency. Continue to meet with Hispanic and Vietnamese communities. Meet with community groups, faith-based groups that provide services in languages other than English, immigrant aid organizations, and non-English media outlets to identify most effective methods of providing transit information to these target groups.
- Continue to identify retailers along JeT routes that will sell passes for JeT riders in order to promote increased ridership.

Website Improvements and Bus Schedule Updates

- Assess the viability of expanding JeT fare pass options to include three-, 10- and 45-day passes
- Continue to promote and maintain the real-time bus tracking system on the JeT website in order to ensure accuracy of public information regarding bus arrival times.

- Continue to facilitate personal trip-planning upon request and respond to email requests for information on the JeT system.
- Continue to maintain current, up-to-date information on routes, schedules and travel advisories
- Produce new JeT schedule information and JeT system map when JeT implements service changes to inform riders and the general public of all changes to be implemented.
- Continue to improve links to other transit systems in the New Orleans region in order to simplify and promote use of transit between parishes.

Annual Promotional Events

- Implement annual transit promotional activities in conjunction with the following events: Dump the Pump Day, Senior Expo, and the Tour de Jefferson.

Products:

- Production of all required public hearing materials and facilitation of public hearings.
- Jefferson Transit outreach materials for groups with limited English proficiency, e.g., Spanish-speaking and Vietnamese communities.
- Improvements to the JeT website and maintenance of interactive information tools.
- Updated bus schedules, individual route maps, and JeT system map to reflect all JeT schedule/route changes and are easier for riders to read and understand.
- Production of all promotional materials needed for JeT annual promotional events.
- Recommendations for expanding fare payment options.
- Reformatted JeT system booklet for distribution to current and potential transit users.

Progress Milestones

1st Quarter	Hold annual public meeting Review current maps and schedules
4th Quarter	Bikes on Buses promotional activity Senior Exp
Quarterly	Maintain route and schedule information, respond to email requests Conduct at least one Spanish/Vietnamese outreach Contact major employers along JeT routes Conduct public outreach to assess demand

Staffing	Funding Requirement	Financial Responsibility		Functional Agency Responsibility
Grants Management Contractor	$78,750	FTA SLS	63,000 15,750	Consultant

ADA Compliance and MITS Service Evaluation

Objectives:

- To coordinate MITS paratransit service planning with Jefferson Transit fixed-route service planning and paratransit service planning provided by other agencies within Jefferson Parish in order to improve the level of service and cost efficiency of the service.
- To ensure that Jefferson Transit continues to comply with the requirements of the Americans with Disabilities Act (ADA).
- To address the goals of the Coordinated Public Transit – Human Services Transportation Plan for the New Orleans Metropolitan Area.
- To educate MITS riders on how to use the Jefferson Transit fixed-route service to reduce the demand for paratransit service.

Previous Work

- ADA Training and Disability Awareness Training for Fixed-route Operators
- Travel training program to encourage MITS riders to use fixed-route transit
- Review and updates of all MITS promotional materials
- Coordination efforts with fixed-route and other human service agencies
- Action Plan to coordinate MITS services with other special transportation service providers

Methodology

Coordinate MITS Service with Fixed-route and Other Human Service Agencies

- Review any recommended fixed-route service changes to reduce impediments for persons with disabilities.
- Work with the agencies who participate in the Public Transit - Human Services Transportation Plan to develop strong relationships and identify changes that will benefit the entire region.
- Continue to compare MITS travel patterns with fixed-route bus lines to determine whether there are opportunities to work with fixed-route to improve the level of service without increasing service hours.
- Compare MITS travel patterns with service provided by other human service agencies to determine whether there are opportunities to work with those service agencies to improve the level of service without increasing service hours.
- Promote fixed-route service to MITS riders who live near fixed-route service, and offer travel training on fixed-route transit.
- Continue to monitor coordination efforts to measure benefits in quality of service, as well as reduced per person costs.
- Conduct assessment of JeT fixed-route bus stops to evaluate rates of ADA non-compliance
- Assess whether Jefferson Transit can qualify for Non-Emergency Medical Transportation Funds.

Products:

- Updated evaluation of MITS service demands both inside and outside the $^3/_4$ mile service area with recommendations for service changes to ensure compliance with ADA.
- Outreach to promote use of fixed-route by MITS riders living near fixed-route service.
- Recommendations for coordinated efforts with fixed-route service and other human service agencies that could potentially reduce demand for and cost of MITS service.
- Updated action plan to coordinate paratransit services with any changes to fixed-route service.
- MITS monthly Paratransit Performance Indicator Report demonstrating ADA compliance and measures taken to address any compliance issues.
- Evaluation of MITS ability to apply to receive Non-Emergency Medical Transportation funds.

Progress Milestones

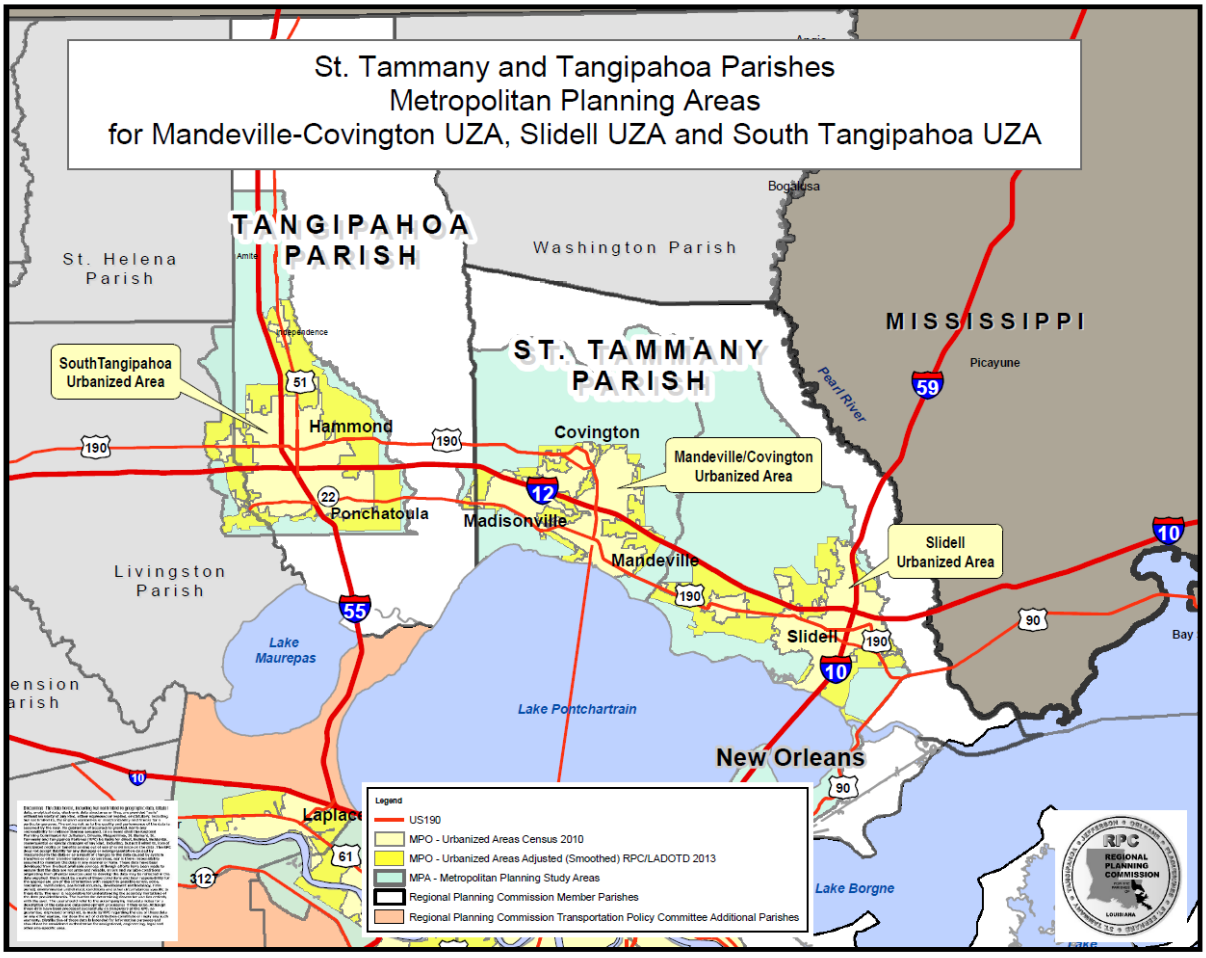
1st Quarter	Review and assess plans to coordinated MITS and other paratransit Contact DHH regarding NEMT funding Identify fixed route stops proximate to high MITS ridership
2nd Quarter	Evaluate service inside and outside ADA service area, recommend needed changes
3rd Quarter	Identify opportunities to coordinate MITS with fixed route service
4th Quarter	Finalize MITS recommendations to ensure ADA compliance
Quarterly	Conduct outreach to promote use of fixed route by appropriate MITS riders Review MITS statistics, prepare indicator reports, and evaluate service requests

Staffing	Funding Requirement	Financial Responsibility		Functional Agency Responsibility
Grants Management Contractor	$78,750	FTA SLS	63,000 15,750	Consultant

Northshore Small Urbanized Areas

Mandeville-Covington, Slidell, and Hammond-Ponchatoula

The second section of this UPWP is for the small urbanized areas of Mandeville-Covington, Slidell, and Hammond-Ponchatoula as well as their respective Metropolitan Planning Areas (MPAs), the larger boundary to which they are expected to become urbanized in the next 20 years. The United States Census defines a small urbanized area as a contiguously urbanized area with a population of between 50,000 and 200,000.



Funding Table 1

Tasks by Funding Sources

Mandeville-Covington

Task	Description	FHWA PL	PL Match	FHWA Total	FTA 5303	FTA Match	FTA Total	Total
MC-1.16	Highway and Freight Planning	63,553	15,888	79,441				**79,441**
MC-2.16	Land Use and Livability Planning	63,728	15,932	79,660				**79,660**
MC-3.16	Metropolitan Planning	10,677	2,669	13,346				**13,346**
MC-4.16	GIS and Data Management	11,470	2,868	14,338				**14,338**
MC-5.16	Administration and Public Outreach	14,286	3,571	17,857				**17,857**
MC-6.16	Public Transportation				37,239	9,310	46,549	**46,549**
MC-7.16	LA Hwy 21, 11th St to Boston St	56,000	14,000	70,000				**70,000**
	TOTAL	**219,714**	**54,928**	**274,642**	**37,239**	**9,310**	**46,549**	**321,191**

Slidell

Task	Description	FHWA PL	PL Match	FHWA Total	FTA 5303	FTA Match	FTA Total	Total
SL-1.16	Highway and Freight Planning	49,392	12,348	61,740				**61,740**
SL-2.16	Land Use and Livability Planning	69,128	17,282	86,410				**86,410**
SL-3.16	Metropolitan Planning	9,673	2,418	12,091				**12,091**
SL-4.16	GIS and Data Management	13,272	3,318	16,590				**16,590**
SL-5.16	Administration and Public Outreach	11,246	2,812	14,057				**14,057**
SL-6.16	Public Transportation				37,674	9,418	47,092	**47,092**
	TOTAL	**152,711**	**38,178**	**190,888**	**37,674**	**9,418**	**47,092**	**237,980**

Hammond-Ponchatoula

Task	Description	FHWA PL	PL Match	FHWA Total	FTA 5303	FTA Match	FTA Total	Total
ST-1.16	Highway and Freight Planning	43,445	10,861	54,306				**54,306**
ST-2.16	Land Use and Livability Planning	55,183	13,796	68,979				**68,979**
ST-3.16	Metropolitan Planning	4,578	1,145	5,723				**5,723**
ST-4.16	GIS and Data Management	9,210	2,303	11,513				**11,513**
ST-5.16	Administration and Public Outreach	8,629	2,156	10,785				**10,785**
ST-6.16	Public Transportation				33,110	8,278	41,388	**41,388**
	TOTAL	**121,045**	**30,261**	**151,306**	**33,110**	**8,278**	**41,388**	**192,694**

Funding Table 2

Tasks by Recipients

Mandeville-Covington

Task	Description	RPC	RPC Contractual Continuing (PL)	RPC Contractual New (PL)	Total
MC-1.16	Highway and Freight Planning	19,441	15,000	45,000	**79,441**
MC-2.16	Land Use and Livability Planning	22,248		57,412	**79,660**
MC-3.16	Metropolitan Planning	13,346			**13,346**
MC-4.16	GIS and Data Management	14,338			**14,338**
MC-5.16	Administration and Public Outreach	17,857			**17,857**
MC-6.16	Public Transportation	46,549			**46,549**
MC-7.16	LA Hwy 21, 11th St. to Boston St.	10,000		60,000	**70,000**
	TOTAL	**143,779**	**15,000**	**162,412**	**321,191**

Slidell

Task	Description	RPC	RPC Contractual Continuing (PL)	RPC Contractual New (PL)	Total
SL-1.16	Highway and Freight Planning	21,740		40,000	**61,740**
SL-2.16	Land Use and Livability Planning	26,410	20,000	40,000	**86,410**
SL-3.16	Metropolitan Planning	12,091			**12,091**
SL-4.16	GIS and Data Management	16,590			**16,590**
SL-5.16	Administration and Public Outreach	14,057			**14,057**
SL-6.16	Public Transportation	47,092			**47,092**
	TOTAL	**137,980**	**20,000**	**80,000**	**237,980**

Hammond-Ponchatoula

Task	Description	RPC	RPC Contractual Continuing (PL)	RPC Contractual New (PL)	Total
ST-1.16	Highway and Freight Planning	14,306		40,000	**54,306**
ST-2.16	Land Use and Livability Planning	18,979	20,000	30,000	**68,979**
ST-3.16	Metropolitan Planning	5,723			**5,723**
ST-4.16	GIS and Data Management	11,513			**11,513**
ST-5.16	Administration and Public Outreach	10,785			**10,785**
ST-6.16	Public Transportation	41,388			**41,388**
	TOTAL	**103,694**	**20,000**	**70,000**	**193,694**

TASK MC-1.16

Highway and Freight Planning

Goal

The goal of this task is to conduct planning, analyses that lead toward roadways with less congestion and delay, a higher state of good repair, connectivity with minimal long term growth in total vehicle miles travelled, fewer negative impacts on air quality, and increased motorist safety.

Objectives

- Identify construction and transportation demand management projects and strategies that reduce congestion on the region's roads and highways, primarily guided by the regional Congestion Management Planning Process and the operation of the Travel Demand Model.
- Analyze air quality under existing and planned scenarios, and develop strategies to mitigate negative impacts from transportation sourced emissions.
- Identify projects and incident management strategies that will increase safety on the region's roads and highways and subsequently reduce the occurrence of motorist injuries and fatalities.
- Develop and implement Intelligent Transportation Systems projects and strategies that support the objectives of increased safety and reduced congestion on the region's roads and highways, primarily guided by the region's ITS Architecture.
- Improved movement of national and international freight rail, passenger rail, and truck transport into and through St. Tammany Parish.
- Improved safety and decreased congestion through the removal and/or mitigation of conflicts between freight transportation and regular motorized or non-motorized traffic.

Previous Work

- The Congestion Management Plan was extended to the northshore in 2010. Like the southshore plan, it includes an identification of roadways in the region that carry the most vehicles and are therefore critical to mobility within the region, also known as the Congestion Management System (CMS).
- In 2011 the RPC concluded a significant model update that included an expansion of the travel network to the northshore, as well as substantial updates to model inputs.
- Supporting the installation of fiber connected traffic cameras on the US 190, I-10, I-12, and I-55 corridors in St. Tammany and Tangipahoa Parishes, to monitor travel conditions and assist in incident response and emergency management.
- RPC has continually worked with DOTD, FHWA, and law enforcement agencies to collect and standardize crash data. This data has been analyzed to identify problematic crash locations and develop operational and/or engineering solutions, thereby integrating safety conscious planning into all project studies.

- RPC has worked extensively with partner agencies, primarily DOTD and local parish departments of public works, as well as utilizing its own roadway condition surveys, to identify locations where the physical condition a primary roadway has become unacceptable or unsafe for regular travel and, when the need is demonstrated, prioritize locations for overlays and rehabilitations.
- RPC has developed and maintained the region's ITS Architecture, updated in 2007 and in 2013.

Methodology

Congestion Management Planning

- Coordination with relevant stakeholders in order to identify the level of roadway congestion on the congestion management system (CMS) that is acceptable to the community.
- Through coordination with the data collection activities in Task MC-4, conduct surveillance of conditions on the congestion management system
- Identification of regional and sub-area strategies and projects aimed at reducing congestion on the CMS. Such strategies should primarily include travel demand management and coordination with those activities identified through the livability task (MC-2).
- Prioritization of funding for the implementation of these strategies
- Assessing the efficacy of projects implemented via the CMP through identified congestion performance measures

Travel Demand Modelling

- Coordination with local parish governments, transit providers, and LADOTD, in order to review and update highway to accurately reflect planned future year improvements in the model.
- Ensure that the latest, most accurate traffic, land use, socio-economic, and employment data inputs available are utilized in the model, through continual coordination with local governments, LADOTD, and through the activities described in Task MC-4.
- Outputs from the travel demand model
- Continue staff training on the operation of the model

Air Quality

- Through coordination with local, state, and federal agencies, develop and implement transportation demand strategies and facilitate policy mechanisms that have the potential to aid in maintaining air quality through congestion reduction and limiting VMT growth. Identify and develop projects that are eligible under the FHWA Congestion Management Air Quality Program (CMAQ).
- Test various MTP and TIP scenarios, including alternative transit, land-use control, or other actions, that could reduce regional VMT. Utilize EPA's MOVES modelling system to assess

the impacts of these scenarios on regional mobile point pollutant and emissions. Prepare for appropriate measures and programmatic changes should the region fall out of compliance with National Ambient Air Quality Standards.

- Coordinate with government agencies, transportation providers, and private, non-profit groups via venues such as the Ozone Advance Program, the Clean Air Coalition, and the Southeast Louisiana Clean Fuel Partnership, to discuss and advocate for opportunities for air quality improvements and fossil fuel conservation through alternative fuel use, air quality friendly land-use policies, and other regulatory and non-regulatory efforts. Quantify emissions savings via these efforts as per published federal guidelines.

Incident Management

- Regularly coordinate with local law enforcement, emergency response, and transportation operations agencies in order to maximize the incident management resources in the region, mainly through the regional Incident Management Team.

Transportation System Preservation

- RPC will continue to work with partner agencies, particularly local DPWs and LaDOTD, to identify where roadway conditions merit consideration as rehabilitation priorities.
- RPC will coordinate with the LaDOTD and with local governments to establish a methodology for systematically and regularly conducting a roadway conditions inventory on the region's federal aid network. As per the objectives and performance measures established in the RPC Metropolitan Transportation Plan, RPC will endeavor to collect a conditions inventory on one quarter of the Congestion Management System in FY 2016.
- RPC will consider the incorporation of roadway rehabilitation in all projects.

Intelligent Transportation Systems

- Data collection on major roadways, including traffic counts and classification counts.
- Real time traveler information, such as dynamic message signs, that can direct travelers on to less congested routes or away from incidents.
- Incident management, allowing for rapid and appropriate transportation incident response directed from the Regional Transportation Management Center.

Transportation System Preservation

- Monitor industrial growth or decline and their related transportation impacts. Changes in land use will be monitored for increased freight volumes or changes in the distribution of freight (by truck or rail). Analyze and incorporate known impacts related to location of new or proposed rail or truck activity.
- Locate geographic "choke points" and utilize the Travel Demand Model truck component to identify factors impede the ingress and egress of truck freight into and out of the region, and collaborate with local, state, national, private, and public entities toward identifying design or policy solutions.

- Using safety data collected in task MC-4, identify locations that present safety conflicts between freight traffic (rail and truck) and regular motorized and non-motorized traffic, and collaborate with local, state, private, and public entities toward design or enforcement solutions.

Performance Benchmarks

- 4 quarterly Incident Management Team meetings Attended
- 4 quarterly Clean Air Coalition meetings attended

Products

- Calibrated Travel Demand Model ready for project and plan evaluation
- Annual roadway conditions report
- Annual CMP program

Progress Milestones

1st Quarter	Select priority routes for annual conditions inventory Ensure Travel Demand Model is calibrated and fully to date Evaluate any CMP measures implemented in previous fiscal year
2nd Quarter	Identification of CMP Priority Corridors
3rd Quarter	Identify and evaluate potential CMP strategies
4th Quarter	Prepare Report on MTP Performance Measures Program identified priority CMP measures
Quarterly	Clean Air Coalition Meetings Incident Management Meetings

	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
Select Conditions Inventory Routes												
Travel Model Calibration												
Identify CMP Priorities												
Identify CMP Measures												
CMP Measure Programming												
CMP Measure Evaluation												
Clean Air Coalition meetings												
Incident Management meetings												

Funding

Staffing	Funding Requirement	Financial Responsibility		Functional Agency Responsibility
RPC Consultant Total	19,441 (25%) 60,000 (75%) 79,441	FHWA PL SLS	63,553 15,888	RPC

RPC Staffing

Executive Director	1
Deputy Director	1
Senior Planner	1
Transportation Planner	3
Executive Assistant	1

TASK MC-2.16

Land Use and Livability

Goal

The goal of this task is to foster livable and environmentally sustainable communities through a coordinated approach to transportation, transportation related infrastructure, and land use planning, and through improving mobility, accessibility, and safety for non-motorized travelers and public transit riders.

Objectives

- An integrated approach to land use and transportation planning that promotes smart growth and associated sustainable transportation infrastructure.
- Transportation infrastructure that increases accessibility to economic development opportunities and employment.
- Planning that increases modal splits to non-motorized travel through expanding St. Tammany Parish's pedestrian and bicycle networks and promoting design and law enforcement policies that increase traveler safety on these networks.
- Development of transportation related infrastructure that contributes to responsible stormwater management practices and general aesthetics of the transportation system.
- Incorporation of hazard prevention and mitigation best practices in the project prioritization and development process
- Facilitating, through coordination with local governments, land use plans and development patterns that discourage sprawl and greenfield development and encourage a wide variety of transportation choices and mixed uses with a strong sense of place and community.

Previous Work

Land Use and Smart Growth Planning

- Supporting comprehensive, corridor, and neighborhood scale integrated land use and transportation planning in St. Tammany Parish and Mandeville-Covington by providing coordinated parcel, utility, and transportation data collection, analysis, and mapping.
- Assisting the parish with smart growth planning effort through mapping and land use data analysis compilation.
- Development of a generalized regional existing and future land use database analyzed in conjunction with the St. Tammany Parish MTP.

Pedestrian and Bicycle Planning

- Supporting local governments in their annual preparation and submission of applications to FHWA's Transportation Alternatives Program (TAP), and ongoing support of awarded projects.
- Through the Greater New Orleans Pedestrian and Bicycle Program workshops and outreach, improving walking and bicycling conditions throughout the region by promoting safer design, better law enforcement, and more education among pedestrians and cyclists

Methodology

Land Use and Smart Growth Planning

- Evaluate the impact of transportation decisions on regional land use development, as well as the impact of land use decisions on transportation system development and the NEPA process. Such efforts are in support of a regional comprehensive planning effort.
- Work with local planning and public works departments in developing parish-wide and small area land-use plans that will be regionally integrated and become part of a comprehensive land use-transportation model for use in scenario planning. Provide planning support, GIS products, imagery, and technical expertise, with an emphasis on sustainable development, multi-modal access and mobility, and public safety.
- Maintain and promote policy objectives as they relate to the development of a comprehensive smart growth plan for the region, and conduct outreach activities and meetings to educate parish and city governments, as well as public and private industry on brownfields, smart growth principles, and sustainability.
- Continue work with local governments in developing and maintaining land use to American Planning Association Standards.
- Coordinate a generalized land use inventory at the regional level.
- Evaluate the risk of current and planned transportation infrastructure based on specific climate change stressors, sea-level rise, and increased storm intensity.
- Incorporate stormwater management and hazard mitigation measures into projects at the planning and implementation stages.

Pedestrian and Bicycle Planning

- Assist local parishes with Transportation Alternatives Program and Louisiana Technical Assistance Program, Safe Routes to School, and Louisiana Roads Safety Program for local streets applications and project management. Continue tracking progress of existing projects.
- Continue to implement a system wide beautification program that enhances the aesthetic and scenic qualities of the region's transportation network, and the quality of life of those that use it

- Analyze pedestrian and safety data developed through Task MC-4, in order to identify clusters of recurring non-motorized accidents and to identify and prioritize design solutions.
- Conduct outreach and hold workshops that educate the public, public and private engineering and planning professionals and the law enforcement community as to current best practices that increase safety and comfort for non-motorized travelers.
- Plan and implement projects that improve overall conditions for non-motorized travelers on existing thoroughfares, and provide technical assistance to local governments in the form of conceptual design and feasibility analysis.
- Work with the Complete Streets Advisory Committee to help review plans for pedestrian, bicycle, and transit accessibility and safety. Incorporate best practices derived from research in regards to geometric design, signals, signs, pavement types, and site furnishings and landscapes.

Performance Benchmarks

- Four Complete Streets Advisory Committee meetings
- Assistance with local submission TAP project applications

Products

- Support of locally submitted TAP applications and progress reports on ongoing projects.
- An updated database of current and planned future land uses for Mandeville-Covington, with demonstrated relationship to the current and planned highway, transit, and bicycle/pedestrian transportation system.
- Identified priorities for pedestrian and bicycle planning efforts in FY 17.

Progress Milestones

1st Quarter	Annual update of land use and activity center database Annual update of aerial photography Assist with local TAP submittals
2nd Quarter	Document regional growth areas and forecasted land use Assemble local stakeholders to develop and assess regional ped/bike/TAP priorities
3rd Quarter	Conclude land use planning coordination and outreach with local governments Conclude Coordination with state and local government to identify feasible ped/bike/TAP projects
4th Quarter	Assess gaps in land use planning and determine FY 17 priorities Assess progress of local ongoing TAP projects
Quarterly	Complete Streets Advisory Committee meetings

	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
Land Use database and Imagery												
Regional Growth Forecast												
Outreach to local governments												
Determine Land Use data priorities												
Assist with TAP submittals												
Identify bike/ped/TAP priorities												
Identify bike/ped/TAP projects												
Assess TAP project progress												
Complete Streets meetings												

Funding

Staffing	Funding Requirement	Financial Responsibility		Functional Agency Responsibility
RPC	22,248 (28%)	FHWA PL	63,728	
Consultant	57,412 (32%)	SLS	15,932	RPC
Total	79,660			

RPC Staffing

Deputy Director	1
Principal Planner	2
Transportation Planner	1
Assistant Planner	1
Data Manager	1
GIS Analyst	1

TASK MC-3.16

Metropolitan Planning and Project Coordination

Goal

To produce and maintain the Metropolitan Transportation (MTP), the Transportation Improvement Program (TIP), and the Unified Planning Work Program (UPWP), and to shepherd identified projects through local, state, and federal processes from inception to completion.

Objectives

- Develop and maintain the three primary planning documents (as described and mandated in MAP-21) for the Mandeville-Covington UZA MPO: the Transportation Improvement Program (TIP), the St. Tammany Metropolitan Transportation Plan (MTP), and the Unified Planning Work Program (UPWP).

Previous Work

- The TIP, MTP, and UPWP have been continually developed and administered at the required intervals, consistent with the mandated elements and procedures prescribed by the national transportation bill effective at the time. The current St. Tammany TIP is for the years 2015-2018. The current St. Tammany MTP is for the years 2015-2044.
- An annual listing of obligated projects, published on the RPC website and presented in GIS format.

Methodology

- Staff will ensure that RPC's planning and programming activities conform to the goals, objectives, and strategies identified in the MTP. Staff will regularly monitor and annually report on the MTP's performance measures.
- Staff will ensure that the TIP includes all regionally significant transportation projects, that the TIP is fiscally constrained, and that projects identified in the TIP are progressing toward implementation. TIP maintenance and conformity will be assured through the staff's ongoing consultation with federal, state, and local agencies and governments, as well as the general public and other associated transportation interests. The transit element of the TIP will be maintained in coordination with Task MC-2.
- Should the TIP or MTP need to be amended, any such amendments must be approved by the RPC and the TPC. Staff will ensure that these amendments are conducted with the

required outreach procedures described in task MC-5 and in coordination with the upkeep of project database and mapping products described in task MC-4.

- The FY-16 UPWP will be continually monitored for adherence to the tasks described therein and progress toward performance benchmarks and milestones.
- Staff will coordinate with DOTD, local elected officials, planners, and engineering/public works departments to incorporate eligible local project priorities into the metropolitan planning process, and work to secure funding sources for projects selected for potential inclusion into the TIP or MTP.
- Track the funding commitments of identified projects to ensure that progress is being made in securing funding and advancing local priorities. Annual list of projects obligated in the last fiscal year will be created to show funding commitments. These projects will also be mapped through task MC-4 to demonstrate geographical parity and categorized by type to ensure a reasonable distribution of project types and modal emphasis areas.

Performance Benchmarks

- A completed FY 2017 UPWP
- An-up to-date TIP reflecting local and regional priorities
- A complete list of projects obligated during the fiscal year.

Products

- Annual progress reports on MTP performance measures
- Updated TIP and applicable amendments
- UPWP for FY 2017
- Annual obligated project list and map

Progress Milestones

2nd Quarter	Develop annual list of obligated projects
3rd Quarter	Complete FY 17 UPWP
4th Quarter	Complete report on MTP performance measures

	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
FY 17 UPWP Development												
MTP Performance Measure Report												
Annual Obligated Projects List												

Funding

Staffing	Funding Requirement	Financial Responsibility		Functional Agency Responsibility
RPC Total	13,346 (100%) 13,346	FHWA PL SLS	10,677 2,669	RPC

RPC Staffing

Executive Director	1
Deputy Director of Planning	1
Senior Transportation Planner	1
Transportation Planner	1

TASK MC-4.16

Geographic Information Systems and Data Management

Goal

Supporting internal work efforts and the work of partner stakeholders through the collection, storage, organization, analysis, and distribution of land use and transportation planning data, mapping, and imagery.

Objectives

- Compiled, up-to-date analysis of socio-economic and data that will support RPC travel and land-use modelling, economic development planning, and Title VI/Environmental Justice activities.
- Coordination with local and state agencies resulting in a comprehensive, up-to-date database of transportation related data for use in identifying projects, informing existing, projects, and in the development of the TIP, MTP, and Congestion Management Plan.
- Regional compatibility and sharing of transportation and land-use related Geographic Information Systems (GIS) processes, procedures, and products among local, state, and federal partners through the development, housing, and distribution of geographic data.
- Collaboration with local governments to increase their access to quality data and ensure that their planning efforts can be compiled into regionally consistent GIS products.
- Maintenance of the RPC's internal information technology systems and safeguarding of non-public or proprietary data.

Previous Work

Socio-Economic Variables and Census Demography

- Compiling and analyzing demographic and economic data from the U.S. Department of Commerce and the U.S. Census Bureau for the production of in-house database collections, map products and comparative trend analysis studies.
- Acquiring proprietary data from private vendors to ascertain social, economic, and transportation trends in the region, for integration into various models for display and analysis.

Data Systems Development and Management

- Development and maintenance of a regional GIS repository of vector data and high resolution imagery.

- Compiling, maintaining, and archiving transportation data (crash, volume, speed, etc.) and project geographies in an in-house database.
- Adoption of best practices including map standards, data sharing agreements, appropriate citations and data disclaimers.
- Enhancement of data safeguards, data processing, and archiving capacity through improved information technology and equipment.
- Advancement of technical expertise necessary to ensure that planners at all levels, from neighborhood to federal, can avail themselves of applicable planning data and products.
- Data coordination through service on the Louisiana Geographic Information Council and accompanying committees resulted in the first Louisiana Spatial Data Infrastructure Framework, to aid all government agencies in data organization and naming standards.

Data Dissemination

- Creation of web interfaces including community indicators, traffic count volumes by location, and census geographies with associated data.
- Coordination and distribution of high resolution imagery to local and regional government organizations and their consultants.
- Production of hurricane evacuation mapping for use by the general public.
- Development and distribution of numerous GIS and data products to federal, state, and local agency use, as well as for contractor use, including transportation conditions, demographic and employment data, disaster mitigation and recovery,

Methodology

- RPC will continue to coordinate the collection, development and calibration of various demographic, land-use, employment, and transportation (volume, safety, speed, etc.) datasets. This coordination will involve multiple, disparate partners, including local parishes, state agencies, the U.S. Census, the U.S. Chamber of Commerce, the U.S. Postal Service, and other government entities, as well as proprietary products from private sources.
- RPC will maintain partnerships and administer sharing agreements with data producing entities, councils, associations, and commissions, to ensure access to the most accurate available data and up-to-date knowledge of best practices.
- RPC will conduct outreach to regional stakeholders to disseminate data and mapping products for use in local planning activities, and to foster consistency of data formatting and standards.
- Analysis and geo-processing of datasets will add value by rendering them usable for internal project development and prioritization, emergency preparedness initiatives, environmental planning initiatives, local and regional land use planning, consultant activities, and presentation to stakeholders and to the public.

- Cross-sectional and time-series population, demographic, journey-to-work, and employment variables will be forecasted using best established practices to near and long-range planning horizons, for use in planning and travel and land use modelling activities.
- Geodatabase and enterprise architecture will be maintained that allow for state of the art geospatial analyses, as well as the production of presentation style cartographic products, to support internal planning activities as well as those of partner agencies.
- All data analysis, data collection, and mapping activities conducted by RPC staff or by consultants will be consistent with documented data management protocol, and will be submitted to RPC's data managers for quality assurance, organization, and storage.
- Datasets housed by RPC will be safeguarded from external manipulation, and backed up for recovery in the event of a local system failure or an evacuation event.
- RPC will continue the upkeep of internal IT systems, including personal computers, Audio/Video systems, and network connectivity.

Products

- Curated databases and associated mapping of social, economic, transportation, and environmental data in the region
- Forecasts of transportation planning variables for use in the region's travel demand and land use modelling
- An up-to-date best practices manual on mapping standards, data sharing agreements, citations, and disclaimers
- Safeguarded and secure data servers and maintained data archives with functioning backups accessible in times of emergency evacuation

Progress Milestones

1st Quarter	Review and refine (if needed) data policies Review data inventory and needs
2nd Quarter	Target data collection efforts
Quarterly	GIS Support on all associated UPWP and contractual Tasks Database architecture development Data collection, analysis, and quality assurance Technical support on RPC IT system Consultation with stakeholders

	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
Identify new stakeholders												
Review data inventory												
Target collection efforts												
GIS Support												
Database Development												
Data collection, analysis and QA												
Technical support												
Consultation with stakeholders												

Funding

Staffing	Funding Requirement	Financial Responsibility		Functional Agency Responsibility
RPC Total	14,338 (100%) 14,338	FHWA PL SLS	11,470 2,868	RPC

RPC Staffing

Principal Planner	1
Assistant Planner	1
Data Manager	1
GIS Analyst	1
Data Systems Administrator	1

TASK MC-5.16

Administration and Public Outreach

Goal

Conduct the day to day administrative, contract management, and financial planning activities that ensure that the MPO functions of the RPC staff and the commission itself conform to internal policy, as well as the policies and legal requirements the State of Louisiana, of the United States Department of Transportation, other federal regulatory agencies, and the tenets and obligations promulgated in MAP-21.

Also, to ensure that all public voices have an opportunity to contribute to the planning process, particularly those that are traditionally underrepresented, and guarantee that no person, on the grounds of race, color, sex, age, disability, or national origin, is excluded from participation in, denied the benefits of, or be otherwise subjected to discrimination under any RPC program or activity.

Objectives

- Coordination of the Regional Planning Commission and all administrative and public requirements that are required for it to conduct its federal funding and policy making duties as the Metropolitan Planning Organization of St. Tammany Parish's urbanized areas.
- Preparation and management of contracts and agreements that contain the necessary provisions to ensure that contracted work is completed appropriately, in a timely fashion, and within the legal requirements and conduct expectations set forward by RPC, the State of Louisiana, and the Federal government.
- Ensuring that RPC's metropolitan planning activities are carried out with a focus on fiscal responsibility and public financial transparency.
- Carrying out the human resources functions which are necessary to ensure that the agency and its staff has the wherewithal to conduct the everyday functions of the Metropolitan Planning Organization.
- To provide diverse and innovative community outreach techniques and participation efforts to a wide cross-section of the region's population, thereby ensuring that all citizens have ample opportunity for input to, comment on, and information about RPC's planning activities.
- Ensure that all aspects of the planning process comply with the requirements of the Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, and the RPC's own Title VI Plan.
- Follow established RPC policy and procedures for Disadvantaged Business Enterprise consultant selection, negotiation, and administration of consultant contracts, and provide DBEs ample opportunities to participate in RPC hosted training and educational workshops.

- To gather input on planning and project priorities from the region's technical experts and advocacy community via the RPC Technical Advisory Committee.

Previous Work

- The RPC has served as the MPO for the New Orleans Urbanized Area under the provisions of ISTEA, TEA-21, SAFETEA-LU, and MAP-21.
- The RPC hosts a meeting of commissioners and associated committees on a monthly basis.
- Produced and maintained a public Public Involvement Plan (2015), a Title VI plan (2013), and a Citizens Guide to Transportation Planning (2013). The Public Involvement Plan and Title VI plan, along with the Transportation Improvement Program, have been translated to Spanish and Vietnamese.
- Created and distributed citizen surveys in 2013 and 2014, in paper and on the RPC website, and held public meetings in Slidell and Mandeville, to gather input on the RPC planning process and the development of the 2015 MTP update.
- Regional Planning Commission has published a quarterly newsletter and distributed it electronically, through its website and through printed media.

Methodology

- Prepare and oversee contracts and intergovernmental agreements, ensuring that the necessary legal and contractual provisions (DBE, Department of Labor, subcontract management, etc.) are contained therein, and guarantee these provisions are followed through the lifetime of the contract or agreement.
- Coordinate with the local elected officials and citizen representatives, including those that make up the Commission, and conduct of the monthly commission meeting itself, including preparing agendas, minutes, meeting packets/material, scheduling guest speakers, preparing budget and financial reports, making provisions for public participation, and preparing public notices announcing the meetings.
- Conduct the necessary activities to ensure timely processing of invoices, including coordination with DOTD and DOT financial sections.
- Track UPWP task assignments among RPC staff members and their monetary balances, and conducting internal financial planning, in order appropriately allocate staffing resources.
- Conduct the human resources tasks, such as managing retirement, health insurance, hiring, and payroll functions.
- RPC will develop tailored strategies to meet the nuanced needs of specific populations, such as the strategic placement of materials and notices, public meetings held at times and places appropriate to the target audience, etc.
- Complete an annual Title VI Report to be sent to LADOTD and FHWA which outlines all Title VI achievements for the year and goals for the future, and conduct an update of the 2013 Title VI plan.
- Annual review of obligated projects and TIP/MTP projects, and weighted consideration in the project selection process, to ensure that investment in transportation improvements are

not underrepresented or suffer disproportionately negative impacts in neighborhoods identified as low income and/or minority.

- Perform an internal review of DBE Methodology to determine and refine RPC policy and goals moving forward, and conduct an outreach forum to DBE and SBE firms.
- Hold a quarterly Technical Advisory Committee meeting hosting representatives from the region's public works and planning departments, major modal stakeholders, DOTD, FHWA, and advocacy groups.

Performance Benchmarks

- Monthly meetings of the Regional Planning Commission
- Quarterly publication of the RPC newsletter
- Review and refinement of the RPC DBE Methodology and Title VI Plan
- Four Technical Advisory Committee meetings

Products

- Agendas and Minutes for monthly commission meetings
- Record keeping of completed and underway contracts and intergovernmental agreements
- Update of the Title VI Plan and refinement of the Public Involvement Plan
- Review and refinement of the RPC DBE Methodology

Funding

Staffing	Funding Requirement	Financial Responsibility		Functional Agency Responsibility
RPC Total	17,857 (100%) 17,857	FHWA PL SLS	14,286 3,571	RPC

RPC Staffing

Executive Director	1
Director of Finance	1
Transportation Planner	1
Data Manager	1
Executive Assistant	1

TASK MC-6.16

Public Transit and Human Services Transportation

Goal

To assist St. Tammany Parish in providing a transit system connects potential workers to job opportunities, and provides a connection to vital services for residents who do not have regular access to private automobile.

Objectives

- A public transportation system that serves as an economic engine and source of individual opportunity by efficiently connecting residents to jobs, education, healthcare, and other essential services.
- A measurement of the overall effects of FTA funded transit improvements through tracking their effects on increasing ridership, connecting low-income workers to job opportunities, reducing single occupancy vehicle travel, and reducing overall fossil fuel consumption and greenhouse gas emission in the region.
- Improved public transportation opportunities for disadvantaged populations, i.e., elderly, disabled, or low-income individuals through coordination with private non-profit providers and advocacy groups.
- A public transportation system that is safe and secure for riders, operators, and the general public.
- Public transportation vehicles and facilities that are maintained in a continual state of good repair.

Previous Work

- Assisted St. Tammany Parish Transit (GOSTAT) in beginning its services in 2006.
- Annual title VI and job cluster analyses on behalf of regional transit providers
- Annual distribution of FTA capital and operating funds
- Assisting regional transit providers in the acquisition of newer, more energy efficient vehicles and refurbished facilities.
- Assisted St. Tammany in the construction and maintenance of its park and ride lots.
- The development of a Coordinated Public Transit Human Services Transportation Plan and subsequent updates in FY 2007, 2009, and 2012

Methodology

- Develop implementation strategies and cost-constrained methods for enhancing potential inter-parish connectivity of the northshore public transit system.
- Continually coordinate with the region's transit properties as needed, including a quarterly meeting with the transit Technical Advisory Committee, which will assist in establishing regional public transportation needs, inter-agency coordination, priorities, the annual distribution of FTA funds, and the development of the TIP's transit element.
- Assist St. Tammany Parish in their conduct of service planning, through demographic and geographic analysis, in order to better connect residents via public transit to regional employment opportunities, healthcare facilities, school, grocery stores, and other essential services.
- Ensure, through a strategic distribution of federal funds to local transit properties, that St. Tammany's public transportation vehicles and facilities are maintained in a state of good repair.
- Explore and assist transit agencies in investing in technologies and best practices that increase service reliability, including studying select high demand corridors for innovative transit capital improvements such as Bus Rapid Transit.
- Assist transit agencies in investing in technologies and best practices that make travel on public transportation safer and more secure for passengers and the general public.
- Work toward better identifying the transportation needs of and gaps in service to elderly, disabled, and low-income populations and, through the regional Coordinated Public Transit-Human Services transportation planning program, identify strategies to meet those needs, including through better coordination of private, for profit and non-profit transportation providers.
- Assist the region's transit properties in their own Title VI compliance activities, including the provision of mapping products and demographic analyses.

Performance Benchmarks

- Quarterly meetings with a regional Coordinated Public Transit-Human Services Transportation working group and the Transit Technical Advisory Committee
- Quarterly meetings with the Transit Technical Advisory Committee

Products

- Up-to-date transit element of the TIP
- Title VI mapping products

Progress Milestones

3rd Quarter	FTA FY 17 Funding Distribution
Quarterly	Transit Technical Advisory Committee Meetings Coordinated Committee Meetings

	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
Transit TAC Meeting												
Coordinated Planning Meeting												
FY 17 Funding Distribution												

Funding

Staffing	Funding Requirement	Financial Responsibility		Functional Agency Responsibility
RPC Total	46,549 (100%) 46,549	FTA 5303 SLS	37,239 9,310	RPC

RPC Staffing

Executive Director	1
Deputy Director	1
Principal Planner	1
Senior Planner	1
Transportation Planner	2
Assistant Planner	1
Data Manager	1
GIS Analyst	1
Executive Assistant	1

TASK MC-7.16

LA Hwy 21: 11th Street to Boston Street

Project Description

The purpose of this study will be to evaluate and make recommendations for improving operational capacity and safety in a highly congested corridor in downtown Covington: LA 21 (Tyler St) from 11th Street to Boston Street (21st Ave.). The project will review exiting traffic conditions, driveway locations and analyze crash history along the corridor and make recommendations for improvements. Options for review will include but not limited to a three-lane section between 11th street and 21st Avenue, minor widening and installation of subsurface drainage, or access management features that can be implemented expeditiously. The Consultant will provide the planning, public outreach, and engineering services to develop a concept for the corridor that the public and participating agencies can support and be carried forward into a Stage 1 environmental document. Tasks to be performed by the Consultant include:

Methodology

TASK 1: PROJECT TIMELINE & KICK-OFF MEETING

The consultant will prepare a draft project schedule including major milestones (PMC meetings, site visits, draft reviews, final report submission, etc.). The timeline will be submitted at a project kick-off meeting that will include the consultant, all sub-consultants, and the RPC. Other attendees will be invited as necessary. The kick-off meeting will take place within two (2) weeks of the Notice to Proceed.

TASK 2: PROJECT MANAGEMENT COMMITTEE

The Consultant will assist RPC in establishing and supporting a Project Management Committee to guide the technical work effort and to review the Consultant's work products. The PMC will include the RPC, the City of Covington Public Works Departments, DOTD Planning and District 62, and representatives from the Mayor of Covington's office or other city/parish officials as deemed appropriate. The Consultant will provide all necessary agendas, handouts and exhibits in advance of the PMC meetings for RPC review and approval and prepare summary minutes of the meetings.

The PMC will meet approximately four times during the course of the study effort. In addition, the Consultant will as necessary conduct meetings with elected officials and other local leaders and organizations in the area to discuss the project's purpose and need and project-related opportunities and concerns. The Consultant will receive prior approval from RPC prior to

initiating these contacts and prepare summary meeting minutes for review and discussion with the PMC.

TASK 3: SITE INVESTIGATION, DATA COLLECTION, & ANALYSIS

Site visits will be conducted and data collected in order to gather and record information regarding the physical, engineering, land-use, and environmental features of the site. Such data and information will include but may not be limited to traffic and turning counts, traffic signal inventories, signage inventories, utility types, and adjacent land use and driveway conditions.

At a minimum, peak hour turning movements will be undertaken at the following intersections:

- LA 21 at W. 11th Street
- LA 21 at W. 15th Street
- LA 21 at W. 19th Street
- Counts at 21st and Tyler Street have been conducted in a recent, different analysis and will be made available to the consultant.

Additionally and in consultation with the TAC, turning movements into private driveways along the corridor will be conducted. A minimum of 20 such counts along the project corridor will be undertaken for a duration of 15 minutes. The specific driveways and times will be determined in concert with the TAC.

TASK 4: TRAFFIC STUDY, CONCEPT DEVELOPMENT, AND EVALUATION

Upon completion of general research, a traffic study will be conducted in order to develop design alternatives and evaluate their feasibility.

The Consultant will prepare detailed conceptual plans and typical sections, identifying measures to enhance traffic safety, capacity, and operations on the corridor. The study should demonstrate the costs and feasibility of subsurface drainage. Recommendations should also include potential complete streets and access management measures, including driveway modifications, controlled turning movements, crosswalks, pedestrian signals, signage, lighting, and other elements that would reduce traffic conflicts and enhance motorized and non-motorized safety. The report will identify utilities, environmental constraints or other issues that could influence the concept's feasibility, timing, and impact on the physical, natural and human environment.

The Consultant will develop quantities and unit cost estimates for each element of the conceptual design plan as well as future project design costs, recommended project phasing, and potential funding sources for project implementation.

TASK 5: DRAFT REVIEW

A draft of the report with all documentation described above will be submitted to the RPC and LADOTD for review by, at the latest, 75% of project completion. The report will include conceptual layouts and descriptions of the proposed improvements in a format suitable for transmittal by RPC to LADOTD. DOTD Stage 0 and environmental checklists will be included in the draft report.

Products

Following review and approval of the draft submission, the Consultant will provide RPC with five (5) bound copies of the Final Stage 0 Feasibility Study Report and supporting plan packages. A pdf version of the final report and plan packages will also be provided to RPC on compact disc. The CD should also include any GIS shapefiles, CAD files, or other accessory documentation created during the course of the study.

Progress Milestones

1st Quarter	Project Kick-off Project Management Committee
2-3rd Quarter	Site Investigation Traffic Study
4th Quarter	Draft Review and Final Deliverables

	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
Project Kick-off												
Project Mgmt Committee												
Site Investigation												
Traffic Study												
Draft and Final Product												

Funding

Staffing	Funding Requirement	Financial Responsibility		Functional Agency Responsibility
RPC (14%) Consultant (86%) Total (100%)	10,000 60,000 70,000	FHWA PL SLS	56,000 14,000	RPC

TASK SL-1.16

Highway and Freight Planning

Goal

The goal of this task is to conduct planning, analyses that lead toward roadways with less congestion and delay, a higher state of good repair, connectivity with minimal long term growth in total vehicle miles travelled, fewer negative impacts on air quality, and increased motorist safety.

Objectives

- Identify construction and transportation demand management projects and strategies that reduce congestion on the region's roads and highways, primarily guided by the regional Congestion Management Planning Process and the operation of the Travel Demand Model.
- Analyze air quality under existing and planned scenarios, and develop strategies to mitigate negative impacts from transportation sourced emissions.
- Identify projects and incident management strategies that will increase safety on the region's roads and highways and subsequently reduce the occurrence of motorist injuries and fatalities.
- Develop and implement Intelligent Transportation Systems projects and strategies that support the objectives of increased safety and reduced congestion on the region's roads and highways, primarily guided by the region's ITS Architecture.
- Improved movement of national and international freight rail, passenger rail, and truck transport into and through St. Tammany Parish.
- Improved safety and decreased congestion through the removal and/or mitigation of conflicts between freight transportation and regular motorized or non-motorized traffic.

Previous Work

- The Congestion Management Plan was extended to the northshore in 2010. Like the southshore plan, it includes an identification of roadways in the region that carry the most vehicles and are therefore critical to mobility within the region, also known as the Congestion Management System (CMS).
- In 2011 the RPC concluded a significant model update that included an expansion of the travel network to the northshore, as well as substantial updates to model inputs.
- Supporting the installation of fiber connected traffic cameras on the US 190, I-10, I-12, and I-55 corridors in St. Tammany and Tangipahoa Parishes, to monitor travel conditions and assist in incident response and emergency management.
- RPC has continually worked with DOTD, FHWA, and law enforcement agencies to collect and standardize crash data. This data has been analyzed to identify problematic crash locations and develop operational and/or engineering solutions, thereby integrating safety conscious planning into all project studies.

- RPC has worked extensively with partner agencies, primarily DOTD and local parish departments of public works, as well as utilizing its own roadway condition surveys, to identify locations where the physical condition a primary roadway has become unacceptable or unsafe for regular travel and, when the need is demonstrated, prioritize locations for overlays and rehabilitations.
- RPC has developed and maintained the region's ITS Architecture, updated in 2007 and in 2013.

Methodology

Congestion Management Planning

- Coordination with relevant stakeholders in order to identify the level of roadway congestion on the congestion management system (CMS) that is acceptable to the community.
- Through coordination with the data collection activities in Task MC-4, conduct surveillance of conditions on the congestion management system
- Identification of regional and sub-area strategies and projects aimed at reducing congestion on the CMS. Such strategies should primarily include travel demand management and coordination with those activities identified through the livability task (MC-2).
- Prioritization of funding for the implementation of these strategies
- Assessing the efficacy of projects implemented via the CMP through identified congestion performance measures

Travel Demand Modelling

- Coordination with local parish governments, transit providers, and LADOTD, in order to review and update highway to accurately reflect planned future year improvements in the model.
- Ensure that the latest, most accurate traffic, land use, socio-economic, and employment data inputs available are utilized in the model, through continual coordination with local governments, LADOTD, and through the activities described in Task MC-4.
- Outputs from the travel demand model
- Continue staff training on the operation of the model

Air Quality

- Through coordination with local, state, and federal agencies, develop and implement transportation demand strategies and facilitate policy mechanisms that have the potential to aid in maintaining air quality through congestion reduction and limiting VMT growth. Identify and develop projects that are eligible under the FHWA Congestion Management Air Quality Program (CMAQ).
- Test various MTP and TIP scenarios, including alternative transit, land-use control, or other actions, that could reduce regional VMT. Utilize EPA's MOVES modelling system to assess the impacts of these scenarios on regional mobile point pollutant and emissions. Prepare

for appropriate measures and programmatic changes should the region fall out of compliance with National Ambient Air Quality Standards.

- Coordinate with government agencies, transportation providers, and private, non-profit groups via venues such as the Ozone Advance Program, the Clean Air Coalition, and the Southeast Louisiana Clean Fuel Partnership, to discuss and advocate for opportunities for air quality improvements and fossil fuel conservation through alternative fuel use, air quality friendly land-use policies, and other regulatory and non-regulatory efforts. Quantify emissions savings via these efforts as per published federal guidelines.

Incident Management

- Regularly coordinate with local law enforcement, emergency response, and transportation operations agencies in order to maximize the incident management resources in the region, mainly through the regional Incident Management Team.

Transportation System Preservation

- RPC will continue to work with partner agencies, particularly local DPWs and LaDOTD, to identify where roadway conditions merit consideration as rehabilitation priorities.
- RPC will coordinate with the LaDOTD and with local governments to establish a methodology for systematically and regularly conducting a roadway conditions inventory on the region's federal aid network. As per the objectives and performance measures established in the RPC Metropolitan Transportation Plan, RPC will endeavor to collect a conditions inventory on one quarter of the Congestion Management System in FY 2016.
- RPC will consider the incorporation of roadway rehabilitation in all projects.

Intelligent Transportation Systems

- Data collection on major roadways, including traffic counts and classification counts.
- Real time traveler information, such as dynamic message signs, that can direct travelers on to less congested routes or away from incidents.
- Incident management, allowing for rapid and appropriate transportation incident response directed from the Regional Transportation Management Center.

Transportation System Preservation

- Monitor industrial growth or decline and their related transportation impacts. Changes in land use will be monitored for increased freight volumes or changes in the distribution of freight (by truck or rail). Analyze and incorporate known impacts related to location of new or proposed rail or truck activity.
- Locate geographic "choke points" and utilize the Travel Demand Model truck component to identify factors impede the ingress and egress of truck freight into and out of the region, and collaborate with local, state, national, private, and public entities toward identifying design or policy solutions.

- Using safety data collected in task MC-4, identify locations that present safety conflicts between freight traffic (rail and truck) and regular motorized and non-motorized traffic, and collaborate with local, state, private, and public entities toward design or enforcement solutions.

Performance Benchmarks

- 4 quarterly Incident Management Team meetings Attended
- 4 quarterly Clean Air Coalition meetings attended

Products

- Calibrated Travel Demand Model ready for project and plan evaluation
- Annual roadway conditions report
- Annual CMP program

Progress Milestones

1st Quarter	Select priority routes for annual conditions inventory Ensure Travel Demand Model is calibrated and fully to date Evaluate any CMP measures implemented in previous fiscal year
2nd Quarter	Identification of CMP Priority Corridors
3rd Quarter	Identify and evaluate potential CMP strategies
4th Quarter	Prepare Report on MTP Performance Measures Program identified priority CMP measures
Quarterly	Clean Air Coalition Meetings Incident Management Meetings

	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
Select Conditions Inventory Routes												
Travel Model Calibration												
Identify CMP Priorities												
Identify CMP Measures												
CMP Measure Programming												
CMP Measure Evaluation												
Clean Air Coalition meetings												
Incident Management meetings												

Funding

Staffing	Funding Requirement	Financial Responsibility		Functional Agency Responsibility
RPC Consultant	21,740 (35%) 40,000 (65%) 61,740	FHWA PL SLS	49,392 12,348	RPC

RPC Staffing

Executive Director	1
Deputy Director	1
Senior Planner	1
Transportation Planner	3
Executive Assistant	1

TASK SL-2.16

Land Use, Livability, and Transit Planning

Goal

The goal of this task is to foster livable and environmentally sustainable communities through a coordinated approach to transportation, transportation related infrastructure, and land use planning, and through improving mobility, accessibility, and safety for non-motorized travelers and public transit riders.

Objectives

- An integrated approach to land use and transportation planning that promotes smart growth and associated sustainable transportation infrastructure.
- Transportation infrastructure that increases accessibility to economic development opportunities and employment.
- Planning that increases modal splits to non-motorized travel through expanding St. Tammany Parish's pedestrian and bicycle networks and promoting design and law enforcement policies that increase traveler safety on these networks.
- Development of transportation related infrastructure that contributes to responsible stormwater management practices and general aesthetics of the transportation system.
- Incorporation of hazard prevention and mitigation best practices in the project prioritization and development process
- Facilitating, through coordination with local governments, land use plans and development patterns that discourage sprawl and greenfield development and encourage a wide variety of transportation choices and mixed uses with a strong sense of place and community.

Previous Work

Land Use and Smart Growth Planning

- Supporting comprehensive, corridor, and neighborhood scale integrated land use and transportation planning in St. Tammany Parish and Slidell by providing coordinated parcel, utility, and transportation data collection, analysis, and mapping.
- Assisting the parish with smart growth planning effort through mapping and land use data analysis compilation.
- Development of a generalized regional existing and future land use database analyzed in conjunction with the St. Tammany Parish MTP.

Pedestrian and Bicycle Planning

- Supporting local governments in their annual preparation and submission of applications to FHWA's Transportation Alternatives Program (TAP), and ongoing support of awarded projects.
- Through the Greater New Orleans Pedestrian and Bicycle Program workshops and outreach, improving walking and bicycling conditions throughout the region by promoting safer design, better law enforcement, and more education among pedestrians and cyclists

Methodology

Land Use and Smart Growth Planning

- Evaluate the impact of transportation decisions on regional land use development, as well as the impact of land use decisions on transportation system development and the NEPA process. Such efforts are in support of a regional comprehensive planning effort.
- Work with local planning and public works departments in developing parish-wide and small area land-use plans that will be regionally integrated and become part of a comprehensive land use-transportation model for use in scenario planning. Provide planning support, GIS products, imagery, and technical expertise, with an emphasis on sustainable development, multi-modal access and mobility, and public safety.
- Maintain and promote policy objectives as they relate to the development of a comprehensive smart growth plan for the region, and conduct outreach activities and meetings to educate parish and city governments, as well as public and private industry on brownfields, smart growth principles, and sustainability.
- Continue work with local governments in developing and maintaining land use to American Planning Association Standards.
- Coordinate a generalized land use inventory at the regional level.
- Evaluate the risk of current and planned transportation infrastructure based on specific climate change stressors, sea-level rise, and increased storm intensity.
- Incorporate stormwater management and hazard mitigation measures into projects at the planning and implementation stages.

Pedestrian and Bicycle Planning

- Assist local parishes with Transportation Alternatives Program and Louisiana Technical Assistance Program, Safe Routes to School, and Louisiana Roads Safety Program for local streets applications and project management. Continue tracking progress of existing projects.
- Continue to implement a system wide beautification program that enhances the aesthetic and scenic qualities of the region's transportation network, and the quality of life of those that use it

- Analyze pedestrian and safety data developed through Task MC-4, in order to identify clusters of recurring non-motorized accidents and to identify and prioritize design solutions.
- Conduct outreach and hold workshops that educate the public, public and private engineering and planning professionals and the law enforcement community as to current best practices that increase safety and comfort for non-motorized travelers.
- Plan and implement projects that improve overall conditions for non-motorized travelers on existing thoroughfares, and provide technical assistance to local governments in the form of conceptual design and feasibility analysis.
- Work with the Complete Streets Advisory Committee to help review plans for pedestrian, bicycle, and transit accessibility and safety. Incorporate best practices derived from research in regards to geometric design, signals, signs, pavement types, and site furnishings and landscapes.

Performance Benchmarks

- Four Complete Streets Advisory Committee meetings
- Assistance with local submission TAP project applications

Products

- Support of locally submitted TAP applications and progress reports on ongoing projects.
- An updated database of current and planned future land uses for Mandeville-Covington, with demonstrated relationship to the current and planned highway, transit, and bicycle/pedestrian transportation system.
- Identified priorities for pedestrian and bicycle planning efforts in FY 17.

Progress Milestones

1st Quarter	Annual update of land use and activity center database Annual update of aerial photography Assist with local TAP submittals
2nd Quarter	Document regional growth areas and forecasted land use Assemble local stakeholders to develop and assess regional ped/bike/TAP priorities
3rd Quarter	Conclude land use planning coordination and outreach with local governments Conclude Coordination with state and local government to identify feasible ped/bike/TAP projects
4th Quarter	Assess gaps in land use planning and determine FY 17 priorities Assess progress of local ongoing TAP projects
Quarterly	Complete Streets Advisory Committee meetings

	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
Land Use database and Imagery												
Regional Growth Forecast												
Outreach to local governments												
Determine Land Use data priorities												
Assist with TAP submittals												
Identify bike/ped/TAP priorities												
Identify bike/ped/TAP projects												
Assess TAP project progress												
Complete Streets meetings												

Funding

Staffing	Funding Requirement	Financial Responsibility		Functional Agency Responsibility
RPC Consultant Total	26,410 (31%) 60,000 (69%) 86,410	FHWA PL SLS	69,128 17,282	RPC

RPC Staffing

Executive Director	1
Principal Planner	2
Transportation Planner	2
Assistant Planner	1
Data Manager	1
GIS Analyst	1

TASK SL-3.16

Metropolitan Planning and Project Coordination

Goal

To produce and maintain the Metropolitan Transportation (MTP), the Transportation Improvement Program (TIP), and the Unified Planning Work Program (UPWP), and to shepherd identified projects through local, state, and federal processes from inception to completion.

Objectives

- Develop and maintain the three primary planning documents (as described and mandated in MAP-21) for the Slidell small UZA MPO: the Transportation Improvement Program (TIP), the St. Tammany Parish Metropolitan Transportation Plan (MTP), and the Unified Planning Work Program (UPWP).

Previous Work

- The TIP, MTP, and UPWP have been continually developed and administered at the required intervals, consistent with the mandated elements and procedures prescribed by the national transportation bill effective at the time. The current St. Tammany TIP is for the years 2015-2018. The current St. Tammany MTP is for the years 2015-2044.
- An annual listing of obligated projects, published on the RPC website and presented in GIS format.

Methodology

- Staff will ensure that RPC's planning and programming activities conform to the goals, objectives, and strategies identified in the MTP. Staff will regularly monitor and annually report on the MTP's performance measures.
- Staff will ensure that the TIP includes all regionally significant transportation projects, that the TIP is fiscally constrained, and that projects identified in the TIP are progressing toward implementation. TIP maintenance and conformity will be assured through the staff's ongoing consultation with federal, state, and local agencies and governments, as well as the general public and other associated transportation interests. The transit element of the TIP will be maintained in coordination with Task SL-2.
- Should the TIP or MTP need to be amended, any such amendments must be approved by the RPC and the TPC. Staff will ensure that these amendments are conducted with the

required outreach procedures described in task SL-5 and in coordination with the upkeep of project database and mapping products described in task SL-4.

- The FY-16 UPWP will be continually monitored for adherence to the tasks described therein and progress toward performance benchmarks and milestones.
- Staff will coordinate with DOTD, local elected officials, planners, and engineering/public works departments to incorporate eligible local project priorities into the metropolitan planning process, and work to secure funding sources for projects selected for potential inclusion into the TIP or MTP.
- Track the funding commitments of identified projects to ensure that progress is being made in securing funding and advancing local priorities. Annual list of projects obligated in the last fiscal year will be created to show funding commitments. These projects will also be mapped through task SL-4 to demonstrate geographical parity and categorized by type to ensure a reasonable distribution of project types and modal emphasis areas.

Performance Benchmarks

- A completed FY 2017 UPWP
- An-up to-date TIP reflecting local and regional priorities
- A complete list of projects obligated during the fiscal year.

Products

- Annual progress reports on MTP performance measures
- Updated TIP and applicable amendments
- UPWP for FY 2017
- Annual obligated project list and map

Progress Milestones

2nd Quarter	Develop annual list of obligated projects
3rd Quarter	Complete FY 17 UPWP
4th Quarter	Complete report on MTP performance measures

	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
FY 17 UPWP Development												
MTP Performance Measure Report												
Annual Obligated Projects List												

Funding

Staffing	Funding Requirement	Financial Responsibility		Functional Agency Responsibility
RPC Total	12,091 (100%) 12,091	FHWA PL SLS	9,673 2,418	RPC

RPC Staffing

Executive Director	1
Deputy Director of Planning	1
Senior Transportation Planner	1
Transportation Planner	1

TASK SL-4.16

Geographic Information Systems and Data Management

Goal

Supporting internal work efforts and the work of partner stakeholders through the collection, storage, organization, analysis, and distribution of land use and transportation planning data, mapping, and imagery.

Objectives

- Compiled, up-to-date analysis of socio-economic and data that will support RPC travel and land-use modelling, economic development planning, and Title VI/Environmental Justice activities.
- Coordination with local and state agencies resulting in a comprehensive, up-to-date database of transportation related data for use in identifying projects, informing existing, projects, and in the development of the TIP, MTP, and Congestion Management Plan.
- Regional compatibility and sharing of transportation and land-use related Geographic Information Systems (GIS) processes, procedures, and products among local, state, and federal partners through the development, housing, and distribution of geographic data.
- Collaboration with local governments to increase their access to quality data and ensure that their planning efforts can be compiled into regionally consistent GIS products.
- Maintenance of the RPC's internal information technology systems and safeguarding of non-public or proprietary data.

Previous Work

Socio-Economic Variables and Census Demography

- Compiling and analyzing demographic and economic data from the U.S. Department of Commerce and the U.S. Census Bureau for the production of in-house database collections, map products and comparative trend analysis studies.
- Acquiring proprietary data from private vendors to ascertain social, economic, and transportation trends in the region, for integration into various models for display and analysis.

Data Systems Development and Management

- Development and maintenance of a regional GIS repository of vector data and high resolution imagery.

- Compiling, maintaining, and archiving transportation data (crash, volume, speed, etc.) and project geographies in an in-house database.
- Adoption of best practices including map standards, data sharing agreements, appropriate citations and data disclaimers.
- Enhancement of data safeguards, data processing, and archiving capacity through improved information technology and equipment.
- Advancement of technical expertise necessary to ensure that planners at all levels, from neighborhood to federal, can avail themselves of applicable planning data and products.
- Data coordination through service on the Louisiana Geographic Information Council and accompanying committees resulted in the first Louisiana Spatial Data Infrastructure Framework, to aid all government agencies in data organization and naming standards.

Data Dissemination

- Creation of web interfaces including community indicators, traffic count volumes by location, and census geographies with associated data.
- Coordination and distribution of high resolution imagery to local and regional government organizations and their consultants.
- Production of hurricane evacuation mapping for use by the general public.
- Development and distribution of numerous GIS and data products to federal, state, and local agency use, as well as for contractor use, including transportation conditions, demographic and employment data, disaster mitigation and recovery,

Methodology

- RPC will continue to coordinate the collection, development and calibration of various demographic, land-use, employment, and transportation (volume, safety, speed, etc.) datasets. This coordination will involve multiple, disparate partners, including local parishes, state agencies, the U.S. Census, the U.S. Chamber of Commerce, the U.S. Postal Service, and other government entities, as well as proprietary products from private sources.
- RPC will maintain partnerships and administer sharing agreements with data producing entities, councils, associations, and commissions, to ensure access to the most accurate available data and up-to-date knowledge of best practices.
- RPC will conduct outreach to regional stakeholders to disseminate data and mapping products for use in local planning activities, and to foster consistency of data formatting and standards.
- Analysis and geo-processing of datasets will add value by rendering them usable for internal project development and prioritization, emergency preparedness initiatives, environmental planning initiatives, local and regional land use planning, consultant activities, and presentation to stakeholders and to the public.

- Cross-sectional and time-series population, demographic, journey-to-work, and employment variables will be forecasted using best established practices to near and long-range planning horizons, for use in planning and travel and land use modelling activities.
- Geodatabase and enterprise architecture will be maintained that allow for state of the art geospatial analyses, as well as the production of presentation style cartographic products, to support internal planning activities as well as those of partner agencies.
- All data analysis, data collection, and mapping activities conducted by RPC staff or by consultants will be consistent with documented data management protocol, and will be submitted to RPC's data managers for quality assurance, organization, and storage.
- Datasets housed by RPC will be safeguarded from external manipulation, and backed up for recovery in the event of a local system failure or an evacuation event.
- RPC will continue the upkeep of internal IT systems, including personal computers, Audio/Video systems, and network connectivity.

Products

- Curated databases and associated mapping of social, economic, transportation, and environmental data in the region
- Forecasts of transportation planning variables for use in the region's travel demand and land use modelling
- An up-to-date best practices manual on mapping standards, data sharing agreements, citations, and disclaimers
- Safeguarded and secure data servers and maintained data archives with functioning backups accessible in times of emergency evacuation

Progress Milestones

1st Quarter	Review and refine (if needed) data policies Review data inventory and needs
2nd Quarter	Target data collection efforts
Quarterly	GIS Support on all associated UPWP and contractual Tasks Database architecture development Data collection, analysis, and quality assurance Technical support on RPC IT system Consultation with stakeholders

	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
Identify new stakeholders												
Review data inventory												
Target collection efforts												
GIS Support												
Database Development												
Data collection, analysis and QA												
Technical support												
Consultation with stakeholders												

Funding

Staffing	Funding Requirement	Financial Responsibility		Functional Agency Responsibility
RPC Total	16,590 (100%) 16,590	FHWA PL SLS	13,272 3,318	RPC

RPC Staffing

Principal Planner	1
Assistant Planner	1
Data Manager	1
GIS Analyst	1
Data Systems Administrator	1

TASK SL-5.16

Administration and Public Outreach

Goal

Conduct the day to day administrative, contract management, and financial planning activities that ensure that the MPO functions of the RPC staff and the commission itself conform to internal policy, as well as the policies and legal requirements the State of Louisiana, of the United States Department of Transportation, other federal regulatory agencies, and the tenets and obligations promulgated in MAP-21.

Also, to ensure that all public voices have an opportunity to contribute to the planning process, particularly those that are traditionally underrepresented, and guarantee that no person, on the grounds of race, color, sex, age, disability, or national origin, is excluded from participation in, denied the benefits of, or be otherwise subjected to discrimination under any RPC program or activity.

Objectives

- Coordination of the Regional Planning Commission and all administrative and public requirements that are required for it to conduct its federal funding and policy making duties as the Metropolitan Planning Organization of St. Tammany's urbanized areas.
- Preparation and management of contracts and agreements that contain the necessary provisions to ensure that contracted work is completed appropriately, in a timely fashion, and within the legal requirements and conduct expectations set forward by RPC, the State of Louisiana, and the Federal government.
- Ensuring that RPC's metropolitan planning activities are carried out with a focus on fiscal responsibility and public financial transparency.
- Carrying out the human resources functions which are necessary to ensure that the agency and its staff has the wherewithal to conduct the everyday functions of the Metropolitan Planning Organization.
- To provide diverse and innovative community outreach techniques and participation efforts to a wide cross-section of the region's population, thereby ensuring that all citizens have ample opportunity for input to, comment on, and information about RPC's planning activities.
- Ensure that all aspects of the planning process comply with the requirements of the Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, and the RPC's own Title VI Plan.
- Follow established RPC policy and procedures for Disadvantaged Business Enterprise consultant selection, negotiation, and administration of consultant contracts, and provide DBEs ample opportunities to participate in RPC hosted training and educational workshops.

- To gather input on planning and project priorities from the region's technical experts and advocacy community via the RPC Technical Advisory Committee.

Previous Work

- The RPC has served as the MPO for the St. Tammany urbanized areas under the provisions of ISTEA, TEA-21, SAFETEA-LU, and MAP-21.
- The RPC hosts a meeting of commissioners and associated committees on a monthly basis.
- Produced and maintained a Public Involvement Plan (2015), a Title VI plan (2013), and a Citizens Guide to Transportation Planning (2013). The Public Involvement Plan and Title VI plan, along with the Transportation Improvement Program, have been translated to Spanish and Vietnamese.
- Created and distributed citizen surveys in 2013 and 2014, in paper and on the RPC website, and held public meetings in Slidell and Mandeville, to gather input on the RPC planning process and the development of the 2015 MTP update.
- Regional Planning Commission has published a quarterly newsletter and distributed it electronically, through its website and through printed media.

Methodology

- Prepare and oversee contracts and intergovernmental agreements, ensuring that the necessary legal and contractual provisions (DBE, Department of Labor, subcontract management, etc.) are contained therein, and guarantee these provisions are followed through the lifetime of the contract or agreement.
- Coordinate with the local elected officials and citizen representatives, including those that make up the Commission, and conduct of the monthly commission meeting itself, including preparing agendas, minutes, meeting packets/material, scheduling guest speakers, preparing budget and financial reports, making provisions for public participation, and preparing public notices announcing the meetings.
- Conduct the necessary activities to ensure timely processing of invoices, including coordination with DOTD and DOT financial sections.
- Track UPWP task assignments among RPC staff members and their monetary balances, and conducting internal financial planning, in order appropriately allocate staffing resources.
- Conduct the human resources tasks, such as managing retirement, health insurance, hiring, and payroll functions.
- RPC will develop tailored strategies to meet the nuanced needs of specific populations, such as the strategic placement of materials and notices, public meetings held at times and places appropriate to the target audience, etc.
- Complete an annual Title VI Report to be sent to LADOTD and FHWA which outlines all Title VI achievements for the year and goals for the future, and conduct an update of the 2013 Title VI plan.
- Annual review of obligated projects and TIP/MTP projects, and weighted consideration in the project selection process, to ensure that investment in transportation improvements are

not underrepresented or suffer disproportionately negative impacts in neighborhoods identified as low income and/or minority.

- Perform an internal review of DBE methodology to determine and refine RPC policy and goals moving forward, and conduct an outreach forum to DBE and SBE firms.
- Hold a quarterly Technical Advisory Committee meeting hosting representatives from the region's public works and planning departments, major modal stakeholders, DOTD, FHWA, and advocacy groups.

Performance Benchmarks

- Monthly meetings of the Regional Planning Commission
- Quarterly publication of the RPC newsletter
- Review and refinement of the RPC DBE Methodology and Title VI Plan
- Four Technical Advisory Committee meetings

Products

- Agendas and Minutes for monthly commission meetings
- Record keeping of completed and underway contracts and intergovernmental agreements
- Update of the Title VI Plan and refinement of the Public Involvement Plan
- Review and refinement of the RPC DBE Methodology

Funding

Staffing	Funding Requirement	Financial Responsibility		Functional Agency Responsibility
RPC Total	14,057 (100%) 14,057	FHWA PL SLS	11,246 2,812	RPC

RPC Staffing

Executive Director	1
Data Manager	1
Administrative Specialist	1
Transportation Planner	1

TASK SL-6.16

Public Transit and Human Services Transportation

Goal

To assist St. Tammany Parish in providing a transit system that connects potential workers to job opportunities, and provides a connection to vital services for residents who do not have regular access to private automobile.

Objectives

- A public transportation system that serves as an economic engine and source of individual opportunity by efficiently connecting residents to jobs, education, healthcare, and other essential services.
- A measurement of the overall effects of FTA funded transit improvements through tracking their effects on increasing ridership, connecting low-income workers to job opportunities, reducing single occupancy vehicle travel, and reducing overall fossil fuel consumption and greenhouse gas emission in the region.
- Improved public transportation opportunities for disadvantaged populations, i.e., elderly, disabled, or low-income individuals through coordination with private non-profit providers and advocacy groups.
- A public transportation system that is safe and secure for riders, operators, and the general public.
- Public transportation vehicles and facilities that are maintained in a continual state of good repair.

Previous Work

- Assisted St. Tammany Parish Transit (GOSTAT) in beginning its services in 2006.
- Annual title VI and job cluster analyses on behalf of regional transit providers
- Annual distribution of FTA capital and operating funds
- Assisting regional transit providers in the acquisition of newer, more energy efficient vehicles and refurbished facilities.
- Assisted St. Tammany in the construction and maintenance of its park and ride lots.
- The development of a Coordinated Public Transit Human Services Transportation Plan and subsequent updates in FY 2007, 2009, and 2012

Methodology

- Develop implementation strategies and cost-constrained methods for enhancing potential inter-parish connectivity of the northshore public transit system.
- Continually coordinate with the region's transit properties as needed, including a quarterly meeting with the transit Technical Advisory Committee, which will assist in establishing regional public transportation needs, inter-agency coordination, priorities, the annual distribution of FTA funds, and the development of the TIP's transit element.
- Conduct and assist transit agencies in their conduct of service planning, through demographic and geographic analysis, in order to better connect residents via public transit to regional employment opportunities, healthcare facilities, school, grocery stores, and other essential services.
- Ensure, through a strategic distribution of federal funds to local transit properties, that St. Tammany's public transportation vehicles and facilities are maintained in a state of good repair.
- Explore and assist transit agencies in investing in technologies and best practices that increase service reliability, including studying select high demand corridors for innovative transit capital improvements such as Bus Rapid Transit.
- Assist transit agencies in investing in technologies and best practices that make travel on public transportation safer and more secure for passengers and the general public.
- Work toward better identifying the transportation needs of and gaps in service to elderly, disabled, and low-income populations and, through the regional Coordinated Public Transit-Human Services transportation planning program, identify strategies to meet those needs, including through better coordination of private, for profit and non-profit transportation providers.
- Assist the region's transit properties in their own Title VI compliance activities, including the provision of mapping products and demographic analyses.

Performance Benchmarks

- Quarterly meetings with a regional Coordinated Public Transit-Human Services Transportation working group and the Transit Technical Advisory Committee
- Quarterly meetings with the Transit Technical Advisory Committee

Products

- Up-to-date transit element of the TIP
- Title VI mapping products

Progress Milestones

3rd Quarter	FTA FY 17 Funding Distribution
Quarterly	Transit Technical Advisory Committee Meetings Coordinated Committee Meetings

	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
Transit TAC Meeting												
Coordinated Planning Meeting												
FY 17 Funding Distribution												

Funding

Staffing	Funding Requirement	Financial Responsibility		Functional Agency Responsibility
RPC Total	47,092 (100%) 47,092	FTA 5303 SLS	37,674 9,418	RPC

RPC Staffing

Executive Director	1
Deputy Director	1
Principal Planner	1
Senior Transportation Planner	1
Transportation Planner	1
Assistant Planner	1
Data Manager	1
GIS Analyst	1
Executive Assistant	1

TASK ST-1.16

Highway and Freight Planning

Goal

The goal of this task is to conduct planning, analyses that lead toward roadways with less congestion and delay, a higher state of good repair, connectivity with minimal long term growth in total vehicle miles travelled, fewer negative impacts on air quality, and increased motorist safety.

Objectives

- Identify construction and transportation demand management projects and strategies that reduce congestion on the region's roads and highways, primarily guided by the regional Congestion Management Planning Process and the operation of the Travel Demand Model.
- Analyze air quality under existing and planned scenarios, and develop strategies to mitigate negative impacts from transportation sourced emissions.
- Identify projects and incident management strategies that will increase safety on the region's roads and highways and subsequently reduce the occurrence of motorist injuries and fatalities.
- Develop and implement Intelligent Transportation Systems projects and strategies that support the objectives of increased safety and reduced congestion on the region's roads and highways, primarily guided by the region's ITS Architecture.
- Improved movement of national and international freight rail, passenger rail, and truck transport into and through Tangipahoa Parish.
- Improved safety and decreased congestion through the removal and/or mitigation of conflicts between freight transportation and regular motorized or non-motorized traffic.

Previous Work

- The Congestion Management Plan was extended to the northshore in 2010, though the CMS for Tangipahoa has not yet been identified.
- In 2011 the RPC concluded a significant model update that included an expansion of the travel network to the northshore, as well as substantial updates to model inputs.
- Supporting the installation of fiber connected traffic cameras on the US 190, I-10, I-12, and I-55 corridors in St. Tammany and Tangipahoa Parishes, to monitor travel conditions and assist in incident response and emergency management.
- RPC has continually worked with DOTD, FHWA, and law enforcement agencies to collect and standardize crash data. This data has been analyzed to identify problematic crash locations and develop operational and/or engineering solutions, thereby integrating safety conscious planning into all project studies.

- RPC has worked extensively with partner agencies, primarily DOTD and local parish departments of public works, as well as utilizing its own roadway condition surveys, to identify locations where the physical condition a primary roadway has become unacceptable or unsafe for regular travel and, when the need is demonstrated, prioritize locations for overlays and rehabilitations.
- RPC has developed and maintained the region's ITS Architecture, updated in 2007 and in 2013.

Methodology

Congestion Management Planning

- Begin work with Tangipahoa Parish, Hammond, and Ponchatoula government officials, as well as DOTD District 62, and conduct assessment of existing traffic data, in order to identify the Congestion Management System for the south Tangipahoa urbanized area.

Travel Demand Modelling

- Coordination with local parish governments, transit providers, and LADOTD, in order to review and update highway to accurately reflect planned future year improvements in the model.
- Ensure that the latest, most accurate traffic, land use, socio-economic, and employment data inputs available are utilized in the model, through continual coordination with local governments, LADOTD, and through the activities described in Task ST-4.
- Outputs from the travel demand model
- Continue staff training on the operation of the model

Air Quality

- Through coordination with local, state, and federal agencies, develop and implement transportation demand strategies and facilitate policy mechanisms that have the potential to aid in maintaining air quality through congestion reduction and limiting VMT growth. Identify and develop projects that are eligible under the FHWA Congestion Management Air Quality Program (CMAQ).
- Test various MTP and TIP scenarios, including alternative transit, land-use control, or other actions, that could reduce regional VMT. Utilize EPA's MOVES modelling system to assess the impacts of these scenarios on regional mobile point pollutant and emissions. Prepare for appropriate measures and programmatic changes should the region fall out of compliance with National Ambient Air Quality Standards.
- Coordinate with government agencies, transportation providers, and private, non-profit groups via venues such as the Ozone Advance Program, the Clean Air Coalition, and the Southeast Louisiana Clean Fuel Partnership, to discuss and advocate for opportunities for air quality improvements and fossil fuel conservation through alternative fuel use, air quality

friendly land-use policies, and other regulatory and non-regulatory efforts. Quantify emissions savings via these efforts as per published federal guidelines.

Incident Management

- Regularly coordinate with local law enforcement, emergency response, and transportation operations agencies in order to maximize the incident management resources in the region, mainly through the regional Incident Management Team.

Transportation System Preservation

- RPC will continue to work with partner agencies, particularly local DPWs and LaDOTD, to identify where roadway conditions merit consideration as rehabilitation priorities.
- RPC will coordinate with the LaDOTD and with local governments to establish a methodology for systematically and regularly conducting a roadway conditions inventory on the region's federal aid network. As per the objectives and performance measures established in the RPC Metropolitan Transportation Plan, RPC will endeavor to collect a conditions inventory on one quarter of the Congestion Management System in FY 2016.
- RPC will consider the incorporation of roadway rehabilitation in all projects.

Intelligent Transportation Systems

- Data collection on major roadways, including traffic counts and classification counts.
- Real time traveler information, such as dynamic message signs, that can direct travelers on to less congested routes or away from incidents.
- Incident management, allowing for rapid and appropriate transportation incident response directed from the Regional Transportation Management Center.

Transportation System Preservation

- Monitor industrial growth or decline and their related transportation impacts. Changes in land use will be monitored for increased freight volumes or changes in the distribution of freight (by truck or rail). Analyze and incorporate known impacts related to location of new or proposed rail or truck activity.
- Locate geographic "choke points" and utilize the Travel Demand Model truck component to identify factors impede the ingress and egress of truck freight into and out of the region, and collaborate with local, state, national, private, and public entities toward identifying design or policy solutions.
- Using safety data collected in task ST-4, identify locations that present safety conflicts between freight traffic (rail and truck) and regular motorized and non-motorized traffic, and collaborate with local, state, private, and public entities toward design or enforcement solutions.

Performance Benchmarks

- 4 quarterly Incident Management Team meetings Attended
- 4 quarterly Clean Air Coalition meetings attended

Products

- Calibrated Travel Demand Model ready for project and plan evaluation
- Annual roadway conditions report
- Annual CMP program

Progress Milestones

1st Quarter	Select priority routes for annual conditions inventory Ensure Travel Demand Model is calibrated and fully to date Evaluate any CMP measures implemented in previous fiscal year
2nd Quarter	Identification of CMP Priority Corridors
3rd Quarter	Identify and evaluate potential CMP strategies
4th Quarter	Prepare Report on MTP Performance Measures Program identified priority CMP measures
Quarterly	Clean Air Coalition Meetings Incident Management Meetings

	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
Select Conditions Inventory Routes												
Travel Model Calibration												
Identify CMP Priorities												
Identify CMP Measures												
CMP Measure Programming												
CMP Measure Evaluation												
Clean Air Coalition meetings												
Incident Management meetings												

Funding

Staffing	Funding Requirement	Financial Responsibility		Functional Agency Responsibility
RPC Consultant Total	14,306 (26%) 40,000 (74%) 54,306	FHWA PL SLS	43,445 10,861	RPC

RPC Staffing

Executive Director	1
Deputy Director	1
Senior Planner	1
Transportation Planner	3
Executive Assistant	1

TASK ST-2.16

Land Use and Livability Planning

Goal

The goal of this task is to foster livable and environmentally sustainable communities through a coordinated approach to transportation, transportation related infrastructure, and land use planning, and through improving mobility, accessibility, and safety for non-motorized travelers.

Objectives

- An integrated approach to land use and transportation planning that promotes smart growth and associated sustainable transportation infrastructure.
- Transportation infrastructure that increases accessibility to economic development opportunities and employment.
- Planning that increases modal splits to non-motorized travel through expanding Tangipahoa Parish's pedestrian and bicycle networks and promoting design and law enforcement policies that increase traveler safety on these networks.
- Development of transportation related infrastructure that contributes to responsible stormwater management practices and general aesthetics of the transportation system.
- Incorporation of hazard prevention and mitigation best practices in the project prioritization and development process
- Facilitating, through coordination with local governments, land use plans and development patterns that discourage sprawl and greenfield development and encourage a wide variety of transportation choices and mixed uses with a strong sense of place and community.

Previous Work

Land Use and Smart Growth Planning

- Supporting comprehensive, corridor, and neighborhood scale integrated land use and transportation planning in Tangipahoa Parish by providing coordinated parcel, utility, and transportation data collection, analysis, and mapping.
- Assisting the parish with smart growth planning effort through mapping and land use data analysis compilation.
- Development of a generalized regional existing and future land use database analyzed in conjunction with the Tangipahoa Parish MTP.

Pedestrian and Bicycle Planning

- Supporting local governments in their annual preparation and submission of applications to FHWA's Transportation Alternatives Program (TAP), and ongoing support of awarded projects.
- Through the Greater New Orleans Pedestrian and Bicycle Program workshops and outreach, improving walking and bicycling conditions throughout the region by promoting safer design, better law enforcement, and more education among pedestrians and cyclists

Methodology

Land Use and Smart Growth Planning

- Evaluate the impact of transportation decisions on regional land use development, as well as the impact of land use decisions on transportation system development and the NEPA process. Such efforts are in support of a regional comprehensive planning effort.
- Work with local planning and public works departments in developing parish-wide and small area land-use plans that will be regionally integrated and become part of a comprehensive land use-transportation model for use in scenario planning. Provide planning support, GIS products, imagery, and technical expertise, with an emphasis on sustainable development, multi-modal access and mobility, and public safety.
- Maintain and promote policy objectives as they relate to the development of a comprehensive smart growth plan for the region, and conduct outreach activities and meetings to educate parish and city governments, as well as public and private industry on brownfields, smart growth principles, and sustainability.
- Continue work with local governments in developing and maintaining land use to American Planning Association Standards.
- Coordinate a generalized land use inventory at the regional level.
- Evaluate the risk of current and planned transportation infrastructure based on specific climate change stressors, sea-level rise, and increased storm intensity.
- Incorporate stormwater management and hazard mitigation measures into projects at the planning and implementation stages.

Pedestrian and Bicycle Planning

- Assist local parishes with Transportation Alternatives Program and Louisiana Technical Assistance Program, Safe Routes to School, and Louisiana Roads Safety Program for local streets applications and project management. Continue tracking progress of existing projects.
- Continue to implement a system wide beautification program that enhances the aesthetic and scenic qualities of the region's transportation network, and the quality of life of those that use it

- Analyze pedestrian and safety data developed through Task ST-4, in order to identify clusters of recurring non-motorized accidents and to identify and prioritize design solutions.
- Conduct outreach and hold workshops that educate the public, public and private engineering and planning professionals and the law enforcement community as to current best practices that increase safety and comfort for non-motorized travelers.
- Plan and implement projects that improve overall conditions for non-motorized travelers on existing thoroughfares, and provide technical assistance to local governments in the form of conceptual design and feasibility analysis.
- Work with the Complete Streets Advisory Committee to help review plans for pedestrian, bicycle, and transit accessibility and safety. Incorporate best practices derived from research in regards to geometric design, signals, signs, pavement types, and site furnishings and landscapes.

Performance Benchmarks

- Four Complete Streets Advisory Committee meetings
- Assistance with local submission TAP project applications

Products

- Support of locally submitted TAP applications and progress reports on ongoing projects.
- An updated database of current and planned future land uses for Tangipahoa Parish, with demonstrated relationship to the current and planned highway, transit, and bicycle/pedestrian transportation system.
- Identified priorities for pedestrian and bicycle planning efforts in FY 17.

Progress Milestones

1st Quarter	Annual update of land use and activity center database Annual update of aerial photography Assist with local TAP submittals
2nd Quarter	Document regional growth areas and forecasted land use Assemble local stakeholders to develop and assess regional ped/bike/TAP priorities
3rd Quarter	Conclude land use planning coordination and outreach with local governments Conclude Coordination with state and local government to identify feasible ped/bike/TAP projects
4th Quarter	Assess gaps in land use planning and determine FY 17 priorities Assess progress of local ongoing TAP projects
Quarterly	Complete Streets Advisory Committee meetings

	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
Land Use database and Imagery												
Regional Growth Forecast												
Outreach to local governments												
Determine Land Use data priorities												
Assist with TAP submittals												
Identify bike/ped/TAP priorities												
Identify bike/ped/TAP projects												
Assess TAP project progress												
Complete Streets meetings												

Funding

Staffing	Funding Requirement	Financial Responsibility		Functional Agency Responsibility
RPC Consultant Total	18,979 (28%) 50,000 (72%) 68,979	FHWA PL SLS	55,183 13,796	RPC

RPC Staffing

Deputy Director	1
Principal Planner	2
Assistant Planner	1
Data Manager	1
GIS Analyst	1

TASK ST-3.16

Metropolitan Planning and Project Coordination

Goal

To produce and maintain the Metropolitan Transportation (MTP), the Transportation Improvement Program (TIP), and the Unified Planning Work Program (UPWP), and to shepherd identified projects through local, state, and federal processes from inception to completion.

Objectives

- Develop and maintain the three primary planning documents (as described and mandated in MAP-21) for the Tangipahoa small UZA MPO: the Transportation Improvement Program (TIP), the South Tangipahoa Parish Metropolitan Transportation Plan (MTP), and the Unified Planning Work Program (UPWP).

Previous Work

- The TIP, MTP, and UPWP have been continually developed and administered at the required intervals, consistent with the mandated elements and procedures prescribed by the national transportation bill effective at the time. The current St. Tammany TIP is for the years 2015-2018. The current St. Tammany MTP is for the years 2015-2044.
- An annual listing of obligated projects, published on the RPC website and presented in GIS format.

Methodology

- Staff will ensure that RPC's planning and programming activities conform to the goals, objectives, and strategies identified in the MTP. Staff will regularly monitor and annually report on the MTP's performance measures.
- Staff will ensure that the TIP includes all regionally significant transportation projects, that the TIP is fiscally constrained, and that projects identified in the TIP are progressing toward implementation. TIP maintenance and conformity will be assured through the staff's ongoing consultation with federal, state, and local agencies and governments, as well as the general public and other associated transportation interests. The transit element of the TIP will be maintained in coordination with Task ST-2.
- Should the TIP or MTP need to be amended, any such amendments must be approved by the RPC and the TPC. Staff will ensure that these amendments are conducted with the

required outreach procedures described in task ST-5 and in coordination with the upkeep of project database and mapping products described in task ST-4.

- The FY-16 UPWP will be continually monitored for adherence to the tasks described therein and progress toward performance benchmarks and milestones.
- Staff will coordinate with DOTD, local elected officials, planners, and engineering/public works departments to incorporate eligible local project priorities into the metropolitan planning process, and work to secure funding sources for projects selected for potential inclusion into the TIP or MTP.
- Track the funding commitments of identified projects to ensure that progress is being made in securing funding and advancing local priorities. Annual list of projects obligated in the last fiscal year will be created to show funding commitments. These projects will also be mapped through task SL-4 to demonstrate geographical parity and categorized by type to ensure a reasonable distribution of project types and modal emphasis areas.

Performance Benchmarks

- A completed FY 2017 UPWP
- An-up to-date TIP reflecting local and regional priorities
- A complete list of projects obligated during the fiscal year.

Products

- Annual progress reports on MTP performance measures
- Updated TIP and applicable amendments
- UPWP for FY 2017
- Annual obligated project list and map

Progress Milestones

2nd Quarter	Develop annual list of obligated projects
3rd Quarter	Complete FY 17 UPWP
4th Quarter	Complete report on MTP performance measures

	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
FY 17 UPWP Development												
MTP Performance Measure Report												
Annual Obligated Projects List												

Funding

Staffing	Funding Requirement	Financial Responsibility		Functional Agency Responsibility
RPC Total	5,723 (100%) 5,723	FHWA PL SLS	4,578 1,145	RPC

RPC Staffing

Executive Director	1
Deputy Director	1

TASK ST-4.16

Geographic Information Systems and Data Management

Goal

Supporting internal work efforts and the work of partner stakeholders through the collection, storage, organization, analysis, and distribution of land use and transportation planning data, mapping, and imagery.

Objectives

- Compiled, up-to-date analysis of socio-economic and data that will support RPC travel and land-use modelling, economic development planning, and Title VI/Environmental Justice activities.
- Coordination with local and state agencies resulting in a comprehensive, up-to-date database of transportation related data for use in identifying projects, informing existing, projects, and in the development of the TIP, MTP, and Congestion Management Plan.
- Regional compatibility and sharing of transportation and land-use related Geographic Information Systems (GIS) processes, procedures, and products among local, state, and federal partners through the development, housing, and distribution of geographic data.
- Collaboration with local governments to increase their access to quality data and ensure that their planning efforts can be compiled into regionally consistent GIS products.
- Maintenance of the RPC's internal information technology systems and safeguarding of non-public or proprietary data.

Previous Work

Socio-Economic Variables and Census Demography

- Compiling and analyzing demographic and economic data from the U.S. Department of Commerce and the U.S. Census Bureau for the production of in-house database collections, map products and comparative trend analysis studies.
- Acquiring proprietary data from private vendors to ascertain social, economic, and transportation trends in the region, for integration into various models for display and analysis.

Data Systems Development and Management

- Development and maintenance of a regional GIS repository of vector data and high resolution imagery.

- Compiling, maintaining, and archiving transportation data (crash, volume, speed, etc.) and project geographies in an in-house database.
- Adoption of best practices including map standards, data sharing agreements, appropriate citations and data disclaimers.
- Enhancement of data safeguards, data processing, and archiving capacity through improved information technology and equipment.
- Advancement of technical expertise necessary to ensure that planners at all levels, from neighborhood to federal, can avail themselves of applicable planning data and products.
- Data coordination through service on the Louisiana Geographic Information Council and accompanying committees resulted in the first Louisiana Spatial Data Infrastructure Framework, to aid all government agencies in data organization and naming standards.

Data Dissemination

- Creation of web interfaces including community indicators, traffic count volumes by location, and census geographies with associated data.
- Coordination and distribution of high resolution imagery to local and regional government organizations and their consultants.
- Production of hurricane evacuation mapping for use by the general public.
- Development and distribution of numerous GIS and data products to federal, state, and local agency use, as well as for contractor use, including transportation conditions, demographic and employment data, disaster mitigation and recovery,

Methodology

- RPC will continue to coordinate the collection, development and calibration of various demographic, land-use, employment, and transportation (volume, safety, speed, etc.) datasets. This coordination will involve multiple, disparate partners, including local parishes, state agencies, the U.S. Census, the U.S. Chamber of Commerce, the U.S. Postal Service, and other government entities, as well as proprietary products from private sources.
- RPC will maintain partnerships and administer sharing agreements with data producing entities, councils, associations, and commissions, to ensure access to the most accurate available data and up-to-date knowledge of best practices.
- RPC will conduct outreach to regional stakeholders to disseminate data and mapping products for use in local planning activities, and to foster consistency of data formatting and standards.
- Analysis and geo-processing of datasets will add value by rendering them usable for internal project development and prioritization, emergency preparedness initiatives, environmental planning initiatives, local and regional land use planning, consultant activities, and presentation to stakeholders and to the public.

- Cross-sectional and time-series population, demographic, journey-to-work, and employment variables will be forecasted using best established practices to near and long-range planning horizons, for use in planning and travel and land use modelling activities.
- Geodatabase and enterprise architecture will be maintained that allow for state of the art geospatial analyses, as well as the production of presentation style cartographic products, to support internal planning activities as well as those of partner agencies.
- All data analysis, data collection, and mapping activities conducted by RPC staff or by consultants will be consistent with documented data management protocol, and will be submitted to RPC's data managers for quality assurance, organization, and storage.
- Datasets housed by RPC will be safeguarded from external manipulation, and backed up for recovery in the event of a local system failure or an evacuation event.
- RPC will continue the upkeep of internal IT systems, including personal computers, Audio/Video systems, and network connectivity.

Products

- Curated databases and associated mapping of social, economic, transportation, and environmental data in the region
- Forecasts of transportation planning variables for use in the region's travel demand and land use modelling
- An up-to-date best practices manual on mapping standards, data sharing agreements, citations, and disclaimers
- Safeguarded and secure data servers and maintained data archives with functioning backups accessible in times of emergency evacuation

Progress Milestones

1st Quarter	Review and refine (if needed) data policies Review data inventory and needs
2nd Quarter	Target data collection efforts
Quarterly	GIS Support on all associated UPWP and contractual Tasks Database architecture development Data collection, analysis, and quality assurance Technical support on RPC IT system Consultation with stakeholders

	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
Identify new stakeholders												
Review data inventory												
Target collection efforts												
GIS Support												
Database Development												
Data collection, analysis and QA												
Technical support												
Consultation with stakeholders												

Funding

Staffing	Funding Requirement	Financial Responsibility		Functional Agency Responsibility
RPC Total	11,513 (100%) 11,513	FHWA PL SLS	9,210 2,303	RPC

RPC Staffing

Principal Planner	1
Assistant Planner	1
Data Manager	1
GIS Analyst	1
Data Systems Administrator	1

TASK ST-5.16

Administration and Public Outreach

Goal

Conduct the day to day administrative, contract management, and financial planning activities that ensure that the MPO functions of the RPC staff and the commission itself conform to internal policy, as well as the policies and legal requirements the State of Louisiana, of the United States Department of Transportation, other federal regulatory agencies, and the tenets and obligations promulgated in MAP-21.

Also, to ensure that all public voices have an opportunity to contribute to the planning process, particularly those that are traditionally underrepresented, and guarantee that no person, on the grounds of race, color, sex, age, disability, or national origin, is excluded from participation in, denied the benefits of, or be otherwise subjected to discrimination under any RPC program or activity.

Objectives

- Coordination of the Regional Planning Commission and all administrative and public requirements that are required for it to conduct its federal funding and policy making duties as the Metropolitan Planning Organization of Tangipahoa Parish's urbanized areas.
- Preparation and management of contracts and agreements that contain the necessary provisions to ensure that contracted work is completed appropriately, in a timely fashion, and within the legal requirements and conduct expectations set forward by RPC, the State of Louisiana, and the Federal government.
- Ensuring that RPC's metropolitan planning activities are carried out with a focus on fiscal responsibility and public financial transparency.
- Carrying out the human resources functions which are necessary to ensure that the agency and its staff has the wherewithal to conduct the everyday functions of the Metropolitan Planning Organization.
- To provide diverse and innovative community outreach techniques and participation efforts to a wide cross-section of the region's population, thereby ensuring that all citizens have ample opportunity for input to, comment on, and information about RPC's planning activities.
- Ensure that all aspects of the planning process comply with the requirements of the Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, and the RPC's own Title VI Plan.
- Follow established RPC policy and procedures for Disadvantaged Business Enterprise consultant selection, negotiation, and administration of consultant contracts, and provide DBEs ample opportunities to participate in RPC hosted training and educational workshops.

- To gather input on planning and project priorities from the region's technical experts and advocacy community via the RPC Technical Advisory Committee.

Previous Work

- The RPC has served as the MPO for the Tangipahoa urbanized area since 2012.
- The RPC hosts a meeting of commissioners and associated committees on a monthly basis.
- Produced and maintained a public Public Involvement Plan (2015), a Title VI plan (2013), and a Citizens Guide to Transportation Planning (2013). The Public Involvement Plan and Title VI plan, along with the Transportation Improvement Program, have been translated to Spanish and Vietnamese.
- Held public meetings in Hammond and Ponchatoula, to gather input on the RPC planning process and the development of the 2014 MTP update.
- Regional Planning Commission has published a quarterly newsletter and distributed it electronically, through its website and through printed media.

Methodology

- Prepare and oversee contracts and intergovernmental agreements, ensuring that the necessary legal and contractual provisions (DBE, Department of Labor, subcontract management, etc.) are contained therein, and guarantee these provisions are followed through the lifetime of the contract or agreement.
- Coordinate with the local elected officials and citizen representatives, including those that make up the Commission, and conduct of the monthly commission meeting itself, including preparing agendas, minutes, meeting packets/material, scheduling guest speakers, preparing budget and financial reports, making provisions for public participation, and preparing public notices announcing the meetings.
- Conduct the necessary activities to ensure timely processing of invoices, including coordination with DOTD and DOT financial sections.
- Track UPWP task assignments among RPC staff members and their monetary balances, and conducting internal financial planning, in order appropriately allocate staffing resources.
- Conduct the human resources tasks, such as managing retirement, health insurance, hiring, and payroll functions.
- RPC will develop tailored strategies to meet the nuanced needs of specific populations, such as the strategic placement of materials and notices, public meetings held at times and places appropriate to the target audience, etc.
- Complete an annual Title VI Report to be sent to LADOTD and FHWA which outlines all Title VI achievements for the year and goals for the future, and conduct an update of the 2013 Title VI plan.
- Annual review of obligated projects and TIP/MTP projects, and weighted consideration in the project selection process, to ensure that investment in transportation improvements are not underrepresented or suffer disproportionately negative impacts in neighborhoods identified as low income and/or minority.

- Perform an internal review of DBE methodology to determine and refine RPC policy and goals moving forward, and conduct an outreach forum to DBE and SBE firms.
- Hold a quarterly Technical Advisory Committee meeting hosting representatives from the region's public works and planning departments, major modal stakeholders, DOTD, FHWA, and advocacy groups.

Performance Benchmarks

- Monthly meetings of the Regional Planning Commission
- Quarterly publication of the RPC newsletter
- Review and refinement of the RPC DBE Methodology and Title VI Plan
- Four Technical Advisory Committee meetings

Products

- Agendas and Minutes for monthly commission meetings
- Record keeping of completed and underway contracts and intergovernmental agreements
- Update of the Title VI Plan and refinement of the Public Involvement Plan
- Review and refinement of the RPC DBE Methodology

Funding

Staffing	Funding Requirement	Financial Responsibility		Functional Agency Responsibility
RPC Total	10,785 (100%) 10,785	FHWA PL SLS	8,629 2,156	RPC

RPC Staffing

Executive Director	1
Transportation Planner	2
Administrative Specialist	1

TASK ST-6.16

Public Transit and Human Services Transportation

Goal

To assist Tangipahoa Parish and its provider, Tangipahoa Council on Aging, in providing a transit system that connects potential workers to job opportunities, and provides a connection to vital services for residents who do not have regular access to private automobile.

Objectives

- A public transportation system that serves as an economic engine and source of individual opportunity by efficiently connecting residents to jobs, education, healthcare, and other essential services.
- A measurement of the overall effects of FTA funded transit improvements through tracking their effects on increasing ridership, connecting low-income workers to job opportunities, reducing single occupancy vehicle travel, and reducing overall fossil fuel consumption and greenhouse gas emission in the region.
- Improved public transportation opportunities for disadvantaged populations, i.e., elderly, disabled, or low-income individuals through coordination with private non-profit providers and advocacy groups.
- A public transportation system that is safe and secure for riders, operators, and the general public.
- Public transportation vehicles and facilities that are maintained in a continual state of good repair.

Previous Work

- Assisted Tangipahoa Parish in transitioning to a 5307 recipient (small urbanized area) in 2012.
- Annual title VI and job cluster analyses on behalf of regional transit providers
- Annual distribution of FTA capital and operating funds
- Assisting regional transit providers in the acquisition of newer, more energy efficient vehicles and refurbished facilities.
- The development of a Coordinated Public Transit Human Services Transportation Plan and subsequent updates in FY 2007, 2009, and 2012

Methodology

- Develop implementation strategies and cost-constrained methods for enhancing potential inter-parish connectivity of the northshore's public transit systems.
- Continually coordinate with the region's transit properties as needed, including a quarterly meeting with the transit Technical Advisory Committee, which will assist in establishing regional public transportation needs, inter-agency coordination, priorities, the annual distribution of FTA funds, and the development of the TIP's transit element.
- Conduct and assist transit agencies in their conduct of service planning, through demographic and geographic analysis, in order to better connect residents via public transit to regional employment opportunities, healthcare facilities, school, grocery stores, and other essential services.
- Assist in the coordination of Tangipahoa Parish with the cities of Hammond and Ponchatoula.
- Ensure, through a strategic distribution of federal funds to local transit properties, that Tangipahoa's public transportation vehicles and facilities are maintained in a state of good repair.
- Explore and assist transit agencies in investing in technologies and best practices that increase service reliability, including studying select high demand corridors for innovative transit capital improvements such as Bus Rapid Transit.
- Assist transit agencies in investing in technologies and best practices that make travel on public transportation safer and more secure for passengers and the general public.
- Work toward better identifying the transportation needs of and gaps in service to elderly, disabled, and low-income populations and, through the regional Coordinated Public Transit-Human Services transportation planning program, identify strategies to meet those needs, including through better coordination of private, for profit and non-profit transportation providers.
- Assist the region's transit properties in their own Title VI compliance activities, including the provision of mapping products and demographic analyses.

Performance Benchmarks

- Quarterly meetings with a regional Coordinated Public Transit-Human Services Transportation working group and the Transit Technical Advisory Committee
- Quarterly meetings with the Transit Technical Advisory Committee

Products

- Up-to-date transit element of the TIP
- Title VI mapping products

Progress Milestones

3rd Quarter	FTA FY 17 Funding Distribution
Quarterly	Transit Technical Advisory Committee Meetings Coordinated Committee Meetings

	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
Transit TAC Meeting												
Coordinated Planning Meeting												
FY 17 Funding Distribution												

Funding

Staffing	Funding Requirement	Financial Responsibility		Functional Agency Responsibility
RPC Total	41,388 (100%) 41,388	FTA 5303 SLS	33,110 8,278	RPC

RPC Staffing

Deputy Director of Planning	1
Principal Planner	1
Senior Transportation Planner	1
Transportation Planner	1
Assistant Planner	1
Data Manager	1
GIS Manager	1
Executive Assistant	1