Walk and Ride:

A Resource Guide to Funding Pedestrian, Bicycle + Complete Streets Projects in Louisiana

Using this guide

This guide is intended to promote community engagement in the transportation planning and investment decisions made by the Louisiana Department of Transportation + Development (DOTD) and Metropolitan Planning Organizations (MPOs) within the state. The guide aims to demystify the process through which communities can apply for federal funding that supports bicycle and pedestrian projects at the state and regional levels. The intent is to increase understanding of elected officials and advocates about these funding opportunities and about how the long-range transportation planning process works so that communities can get their projects included in long-term plans — and funded. The guide emphasizes the importance of a holistic approach and explains how projects fit into local and state plans as well as overall transportation priorities.

This guide focuses on the state, regional and local programs and funding sources that can be used to plan and implement pedestrian, bicycle and Complete Streets projects. The guide is intended to be a one-stop resource that consolidates and simplifies information needed to pursue funding for enhancing bicycle and pedestrian networks.

Photo: Hagen Hammons

Table of Contents

General Information

5 | The Case for Increased Investment

6 | Where does transportation funding come from?

7 | State Transportation Budget

8 | Coordinating Plans, Projects and Outcomes

9 | Collaboration + Partnerships

10 | Statewide and Local Funding Plans

Sample Projects

14 | Complete Streets + Streetscapes

16 | Complete Streets / Safety

18 | Safety

20 | Trails + Greenways

22 | Maps + Plans

24 | Miscellaneous Projects

Programs

26 | Project Eligibility

28 | Safe Routes to Schools (SRTS)

Programs (cont.)

29 | Transportation Alternatives Program (TAP)

30 | Recreational Trails Program (RTP)

31 | Highway Safety Improvement Program (HSIP)

32 | Local Road Safety Program (LRSP)

33 | Section 402: State + Community Highway Safety Grants

34 | Urban System Program

35 | Congestion Mitigation + Air Quality Improvement Program (CMAQ)

36 | Federal Lands Access Projects (FLAP)

Appendix

37 | Project Development Checklist

38 | Additional Tips

39 | Louisiana MPO Listing

40 | Additional Resources

Partners

The Center for Planning Excellence helps create highly functional, equitable communities throughout Louisiana that capitalize on their unique qualities through community-driven planning and implementation. CPEX brings community members and leaders together and provides guidance as they work toward a shared vision for growth and development.

www.cpex.org

The Louisiana Public Health Institute (LPHI) is a public health non-profit organization that coordinates and manages public health programs statewide and serves as a partner and convener to improve population-level health outcomes. For the past 10 years, LPHI's Active Environment Planning initiative has advised the City of New Orleans on the development of non-motorized facilities and policies.

www.lphi.org

OneVoice is an organization dedicated to fighting poverty in Louisiana. OneVoice works to add statewide capacity and community participation in formal and informal policy debates impacting a wide range of critical policy issues. By advancing a policy agenda that prioritizes equity in housing, economic development, education, health care, transit, criminal justice and environmental issues, OneVoice works to enhance the quality of life experienced by Louisiana's most vulnerable citizens.

www.uniteonevoice.org

This resource was made possible through a grant from Smart Growth America to encourage pedestrian and bicycle project implementation throughout the corridor comprising the Baton Rouge to New Orleans super region. Although the projects featured are primarily from these areas, the programs and applications can be used by communities across the state.

The Case for Increased Pedestrian + Bicycle Investment

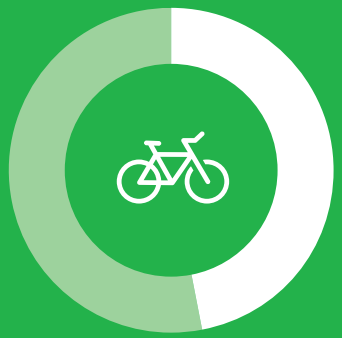
Growing **demand** leads to valuable **benefits**

Demand for safe routes for biking and walking is growing. The obesity epidemic, the ever-increasing costs of owning a car, concerns about the environment and air quality, and troubling numbers of bicyclist and pedestrian fatalities have contributed to a shift in thinking that emphasizes walkability and bikeability as important economic drivers and quality of life indicators.

In order to encourage transportation investments at the state, regional and local levels that accurately reflect these needs and preferences, residents, schools, churches, neighborhood businesses, elected officials and advocacy groups must participate in the processes described in this guide. By identifying needs, aligning projects with existing transportation plans, developing effective collaborations and competitive proposals, stakeholders can increase accessibility and safety for all residents and add value to their communities.

Pedestrian and bicycle projects have many benefits:

- More walkable, livable, bike-friendly communities
- Reduction in household transportation costs
- More equitable access to transit, jobs, and services
- Streets that are safer for all users
- Increased mobility for seniors, youth and disabled
- Reduced emissions, improved air quality
- Improved traffic flow for all users
- More options for outdoor activity and recreation
- Increased economic activity along streets and paths
- More transportation choices



47%

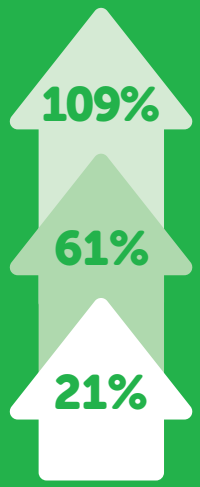
of Americans say they would like more bike facilities in their communities[1]

78%

prefer to live in walkable neighborhoods with more than half (55%) saying sidewalks are important[2]

19.7%

of fatalities on Louisiana's road system are pedestrians and bicyclists[3]



Increase in commuter biking in **New Orleans[4]**

Increase in commuter biking **nationwide[4]**

Increase in commuter biking in **Louisiana[5]**

Louisiana Pedestrian Fatality Rates

(National rankings, per 100,000 residents)

3rd highest
in child pedestrian fatalities[6]

5th highest
in overall pedestrian fatalities[7]

75% **of the increase in LA crash fatalities were pedestrians or bicyclists between 2011-2012[8]**

Sources: 1. National Highway Traffic Safety Administration, 2008 **2.** National Association of Realtors Poll of 800 residents across the New Orleans to Baton Rouge super-region, 2010 **3.** NHTSA FARS Data, 2012 **4.** US Census, 2000; ACS, 2012 **5.** US Census, 2000; ACS, 2009 **6.** Centers for Disease Control and Prevention Web-based Injury Statistics Query and Reporting System (WISQARS), 2003-2010 **7.** NHTSA FARS Data, 2003-2012 **8.** Louisiana Highway Traffic Safety Commission Traffic Records, 2012

Where does transportation funding come from?

If you are interested in pursuing funding for facilities such as sidewalks, crosswalks, pedestrian signals, bike lanes, trails, or streetscape improvements, it is helpful to understand how funding flows have changed at the federal, state and local levels. Passed by Congress in 2012, the Moving Ahead for Progress in the 21st Century Act (MAP-21) funds surface transportation programs for fiscal years 2013 and 2014, providing over $100 billion to the development, expansion, and maintenance of America's transportation networks.

MAP-21 represents one of the largest overhauls in transportation funding in decades. More than just a budget, MAP-21 contains a number of changes to how Federal programs operate, how funding and performance are measured, and how priorities are set from the Department of Transportation down to the state and local jurisdictions. MAP-21 is anticipated to be replaced with a new federal transportation law in 2015, but many of the changes will likely remain intact.

As part of these reforms, many decisions about funding that previously were determined at the Federal level are now handled by the state's Department of Transportation. Under MAP-21, DOTD has the ability to move up to 50% of any apportionment to another program. While this allows the department to be more responsive to the state's needs, it also means bicycle, pedestrian, and transit projects face new competition from other priorities.

Combined with a new emphasis on efficiency and outcome measures, MAP-21 compels local entities to have stronger, broader, more long-term plans.

The Flow of Federal Funding

1 Federal

Federal transportation funds are authorized and administered by the Federal Highway Administration

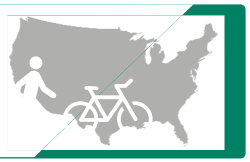
2 State DOTs

DOTs are ALWAYS the direct recipient of Federal Transportation Funding and are responsible for ensuring that ALL federal and state laws and regulations are followed

3 Local Public Agencies + Sub-Recipients

Receive funds from state DOT and must comply with all federal and state laws and regulations

Pedestrian and Bicycle projects under many federal funding pro one of the most important is ...



Transportation Alternatives Program

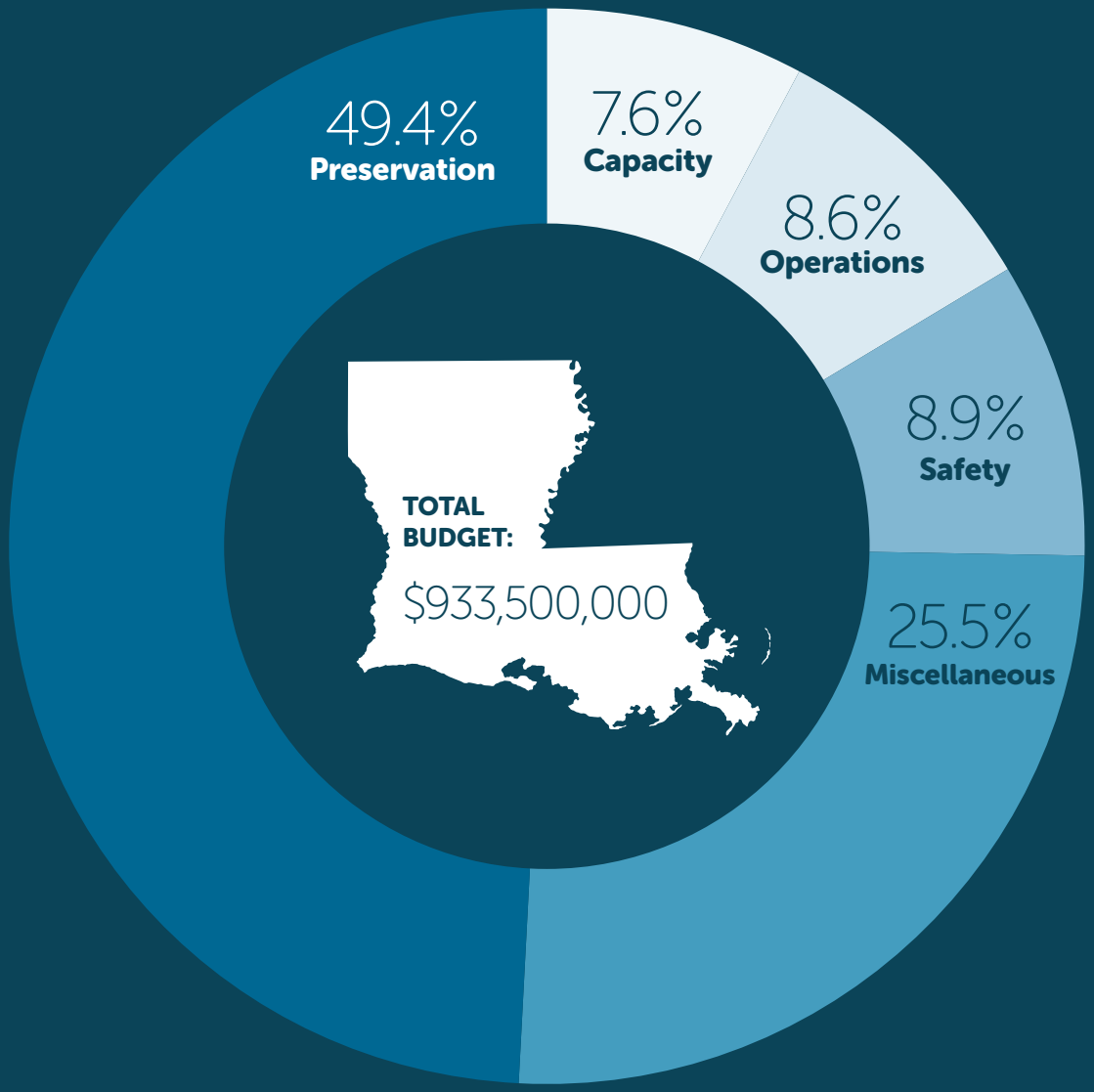
In MAP-21,Congress combined previous programs dedicated to biking and walking and put them into one, smaller fund called **Transportation Alternatives**

2011
PREVIOUS BILL
$1.2B
FOR NATIONWIDE BIKING/WALKING PROGRAMS

2013
CURRENT BILL
$809M
FOR NATIONWIDE TRANSPORTATION ALTERNATIVES

For fiscal year 2013-2014,
Louisiana's portion of the Transportation Alternatives Program is $11.7M

State Transportation Budget



MAP-21 funding levels for FY 2013-2014 were maintained at FY 2012 levels with minor adjustments for inflation. However, under the latest federal transportation laws, some funding programs were re-structured and funding allocations were either increased or reduced. For example, Louisiana saw a 33% reduction in funding for the Transportation Alternatives Program (TAP), which includes the former Safe Routes to School Program, Recreational Trails Program, and Transportation Enhancement Program. In contrast, funding to the Louisiana Highway Safety Improvement Program (HSIP) increased by 101%.

$460.7M Preservation

$70.9M Capacity

$80.1M Operations

$83.1M Safety

LOCAL ROAD SAFETY PROGRAM | $3.3M
HIGHWAY SAFETY IMPROVEMENT PROGRAM | $63.7M
SAFE ROUTES TO SCHOOLS* | $2.8M
OTHER | $13.3M

$238.8M Miscellaneous

TRANSPORTATION ALTERNATIVES | $11.7M
RECREATIONAL TRAILS PROGRAM | $2.1M
MPO / URBAN SYSTEMS PROGRAM | $62.1M
CMAQ | $10.0M

* The SRTS programin Louisiana is not funded under TAP, but with federal safety funds
† Suballocated refers to funds that are apportioned to areas based on population
‡ Flexible refers to funds that are available to any area across the state
¶ The above figures are based on the Louisiana DOTD Budget Partition FY 2013-2014

Planning for a more connected tomorrow

Improving the pedestrian and bicycle experience and increasing safety for these transportation users are long-term goals. To achieve these goals, states, regions and municipalities need long-range plans that describe how these networks will be built over time. The goals and strategies included in long-range plans should be coordinated at the state, regional and local levels and aligned with fiscal realities. Funding can be leveraged across programs and incremental investments can build out the network over time, but only if it is planned from the start. Pedestrian and bicycle infrastructure is most valuable when it connects key destinations and amenities.

Coordinating plans, projects and outcomes

One of the important changes that MAP-21 brings to transportation funding is the planning requirement. Federal transportation law compels states to have coordinated plans in place with performance-based outcomes. The emphasis on coordination and performance measures provides an opportunity for multiplying the effect of transportation investments by prioritizing projects that, in addition to their immediate benefits, also improve one or more of the following:

Connectivity: The project ensures that pedestrians, bicyclists, and transit riders can safely connect to essential services, retail, schools, residential areas, and transit corridors. For example, connecting pedestrian access routes might include addressing gaps in the sidewalk network, providing safe crosswalks, and improving sidewalk connectivity to transit stops and other destinations.

Choices: The project increases the ease of using alternative modes such as walking, bicycling, or transit. These decisions can improve mode share, reduce congestion, and enhance community vitality.

Mobility: The project ensures that people with physical disabilities can move safely and conveniently.

Economic Development: The project encourages economic activity and development, elevates property values, and/or increases foot traffic and/or bicycling in commercial corridors.

Environment: The project reduces vehicle trips, reduces noise and air pollution, and minimizes negative impacts to green space and water resources.

Health: The project presents opportunities for mental and physical wellness and combats the effects of stress, obesity, asthma and heart disease.

Safety: The project is data-driven, has a strategic approach to improving highway safety on all public roads that focuses on performance.

Community Support: The planning process encourages full participation in public decisions and benefits by including community engagement, a commitment to fairness, and outreach to a broad cross-section of citizens. The resulting plans should reflect community input in an actionable way.

Planning: The project is consistent with local or regional plans and represents a critical opportunity for implementation of these plans.

Equity + Inclusion: Equity and inclusion are the principles at the heart of civic engagement in transportation decisions. Achieving equity requires thoughtful distribution of benefits and responsibilities, and policies and practices that account for the distinctive circumstances of low-income, minority and elderly citizens and neighborhoods. Inclusion means ample opportunity for diverse representation in dialogue and decision-making. Developing inclusive processes demands creative policies and adequate resources to meet people where they are and empower them to participate in important opportunities and decisions.

Collaboration + Partnerships: The key to successful projects

Transportation projects impact a wide range of stakeholders. Successful projects will result from collaborations and partnerships that include residents, community groups, nonprofit organizations, business interests, and government agencies. Most programs and funding sources described in this guide require that project proposals be submitted by government entities and, to a lesser extent, nonprofit organizations, so it is important to understand which partnerships will be necessary to advance your project. Successful project proposals will include recent data, so establishing relationships with organizations or entities that can provide this information is essential. Finally, community engagement is critical: residents and neighborhood organizations are valuable sources of input regarding community needs and possible solutions.

State Agencies

(LaDOTD, LHSC, or La. Office of Culture, Recreation, and Tourism depending on funding program)

Responsible for statewide planning, soliciting and incorporating public input, and allocating federal transportation funds to regional and local priorities

Metropolitan Planning Organizations (MPOs)

Local Governments

Responsible for developing comprehensive regional transportation plans, soliciting and incorporating public input on priorities, setting transportation priorities, and allocating funding for priority projects

Advocacy Groups

Civic Associations

Non-profits / Schools

Provide information,strategies, and organizing support to address community concerns, promote citizen engagement, and serve as community partner for certain types of projects

Residents

Businesses

Provide input on community needs and priorities, support projects, connect with civic organizations/nonprofits who can support community needs and priorities

Planning + Funding

STATEWIDE

Statewide Transportation Plan (Long-Range Plan)

The Statewide Transportation Plan (STP) provides a vision and framework for future transportation investments across Louisiana. It includes tiers for funding scenarios.

Transportation plans for the metropolitan area are generally included by reference in the Statewide Plan. The Statewide Transportation Plan is updated every five years and can be found at: **www.dotd.la.gov/study**

Responsible Agencies:
LaDOTD in consultation with MPOs and other planning organizations

Related Funding Opportunities:
National Highway Preservation Program (NHPP)
Surface Transportation Program (STP)
Congestion Mitigation Air Quality (CMAQ)
Transportation Alternatives (TA)
Bridge Replacement Program (BRP)
Highway Safety Improvement Program
Interstate Maintenance (IM)
Rail Crossing Safety (Section 130)

State Transportation Improvement Program (STIP)

The State Transportation Improvement Program (STIP) reflects state project priorities. Projects contained in the STIP are derived from the Statewide Transportation Plan and the MPO Transportation Improvement Plan (TIP) documents. It contains a detailed listing of projects and dedicated funds.

The STIP is a 4-year, short-term implementation plan of the STP. MPO-generated TIPs (detailed on the next page) are incorporated into the STIP unchanged.

State Strategic Highway Safety Plan

A Strategic Highway Safety Plan (SHSP) is a data-driven, multi-year comprehensive framework for reducing highway fatalities and serious injuries on all public roads. The SHSP is a major component and requirement of the Highway Safety Improvement Program (HSIP).

The SHSP is updated periodically with input from regional transportation safety coalitions. A copy of the plan can be found at: **www.destinationzerodeaths.com**

Responsible Agencies:
LaDOTD
Louisiana State Police (LSP)
Louisiana Highway Safety Commission (LHSC)

Related Funding Opportunities:
Highway Safety Improvement Program (HSIP)
Local Road Safety Program (LRSP)
Safe Routes to School Program (SRTS)
Section 402

Photo: Jennifer E. Ruley

LOCAL

Metropolitan Transportation Plan (MTP)

The MTP is a long-range (20+ year) strategy for regional transportation investments including streets, highways, technology for improved operations management and security, freight, transit, pedestrian, and bicycle projects for the Metropolitan Planning Organization (MPO) regions. The MTP is updated every four to five years and is financially constrained by the amount of funding the region reasonably expects to be available. Projects are listed in three Tiers which correspond to expected implementation dates. Tier I of the MTP is also the TIP.

Responsible Agencies:

MPOs in consultation with Parish Governments
Modal Agencies
LaDOTD

Related Funding Opportunities:

FHWA, FTA formula fund programs and other discretionary or selective funds when available or awarded (General fund, Bond, State Capital Outlay, Demonstration, HUD, EPA, EDA, Transportation Alternatives, Safe Routes to School, State Recreational Trails, Highway Safety Improvement Program and the Local Road Safety Program)

Transportation Improvement Plan (TIP)

The TIP contains a detailed listing of projects and the expected cost and funding source. It represents the first four years of the MTP.

Projects contained in the TIP are selected through a consultative process with the State DOTD, local transit operators, and the MPO's Transportation Policy Board.

Any project in an MPO area must be included in the TIP in order to be added to the STIP.

Unified Planning Work Program (UPWP)

The UPWP lists federally funded transportation planning activities including but not limited to feasibility studies, data collection and public outreach efforts for the MPO. Areas of work typically include but are not limited to land use, comprehensive planning, multi-modal planning, safety, transportation modeling, and citizen participation. The UPWP is updated annually and is managed by the 8 MPO offices that represent the 11 regions in the state. The listing of MPOs throughout Louisiana can be found on page 40.

Responsible Agencies:

MPO
Parish Governments

Related Funding Opportunities:

FHWA Metropolitan Planning (PL) Funds
FTA Section 5303
State and Local Share (SLS) match

Sample projects

The examples that follow illustrate some of the ways that federal transportation funding programs can create new and improve existing pedestrian and bicycle networks while enhancing the appearance of public spaces, expanding the range of transportation options, and improving the experience of users of all transportation modes. You will notice that several of the projects were funded by more than one federal program.

Pedestrian and bicycle projects eligible for federal funds generally fall into four categories:

COMPLETE STREETS + STREETSCAPES: Projects that balance the needs of motor vehicle users with the needs of pedestrians, bicyclists, and transit users through physical improvements such as sidewalks, crosswalks, bike lanes, bike parking, transit shelters, and street trees.

SAFETY: Projects that provide education, infrastructure, information, training or patrol that improve safety outcomes for pedestrians, bicyclists, and motorists.

TRAILS + GREENWAYS: Projects that provide connections for pedestrians and/or bicyclists that are not otherwise provided by the existing street network or otherwise enhance the connectivity of the existing street network. These projects are typically off-street path connections.

MAPS + PLANS: Mapping projects highlight transit, bicycling, or walking routes and intermodal connections for a specific geographic area such as a downtown neighborhood, parish, or region of the state. Local or regional plans coordinate and prioritize bike and pedestrian investments and set a series of goals culminating in improved safety, connectivity and access for all users over the long term.

1 | French Quarter Street Improvements

2 | Loyola Avenue Redesign

3 | Historic Downtown Parkerson Ave. Redevelopment

4 | Irma Blvd. Sidewalk and Bike Lane Improvements

5 | International Walk to School Day Promotional Events

6 | Napoleonville Safe Routes to School project

7 | Einstein Elementary Safe Routes to School project

8 | Greater New Orleans Pedestrian and Bicycle Safety Program

9 | *Let's Walk N' Roll to School!* Pedestrian and Bicycle Safety Program

10 | Mississippi River Levee Shared Use Path

11 | Atakapa-Ishak Trail

12 | Tammany Trace

13 | Downtown Baton Rouge Greenway

14 | Jefferson Parish Bicycle Master Plan

15 | Jefferson Parish ADA Transition Plan

16 | New Orleans Pedestrian Safety Action Plan

17 | Lafayette Travel Demand Management (TDM) Program

Additional Miscellaneous Projects

Photo: Tulane Prevention Research Center

Complete Streets + Streetscapes

1

French Quarter Street Improvements

LOCATION:
New Orleans

YEAR(S):
2012-2013

LOCAL SPONSOR:
City of New Orleans

FUNDING PROGRAM(S):
Surface Transportation Program, TAP (formerly TEP)

PROJECT DESCRIPTION:
Prior to the 2013 Superbowl, the City of New Orleans completed improvements to 8 streets in the French Quarter. Improvements included new asphalt paving, high visibility crosswalks, bike lanes, shared lanes, sidewalk improvements, pedestrian refuge islands, and street trees.

2

Loyola Avenue Redesign

LOCATION:
New Orleans

YEAR(S):
2010-2013

LOCAL SPONSOR(S):
City of New Orleans; New Orleans Regional Transit Authority

FUNDING PROGRAM(S):
FHWA Emergency Relief Program, TIGER, LRSP, ARRA

PROJECT DESCRIPTION:
In 2010, with funding from the FHWA Emergency Relief Program and ARRA, Loyola Avenue was resurfaced, sidewalks were improved and new curb ramps and street trees were added. TIGER funding supported a 1 mile extension of the streetcar line, new bike lanes, and high visibility crosswalks. A grant through the LRSP will fund future pedestrian signals with countdown displays along this corridor and on other streets in downtown New Orleans.

3

Historic Downtown Parkerson Ave. Redevelopment

LOCATION:
Crowley

YEAR(S):
2008-2010

LOCAL SPONSOR(S):
City of Crowley

FUNDING PROGRAM(S):
TAP (formerly TEP), Capital Outlay, Community System Preservation Funds (TCSP), local funds

PROJECT DESCRIPTION:
Historic Parkerson Avenue was completely rebuilt, and new curb ramps, sidewalk improvements, and street trees were added. Utilities were installed underground, with new cross walks, enlarged medians, new lighting, drainage, roadway, sidewalk bulb-outs, irrigation, various sewer repairs/replacements, and electrical connections.

4

Irma Blvd. Sidewalk and Bike Lane Improvements

LOCATION:
Gonzales

YEAR(S):
2003

LOCAL SPONSOR(S):
City of Gonzales

FUNDING PROGRAM(S):
TAP (formerly TEP), City Match

PROJECT DESCRIPTION:
The City of Gonzales sponsored the enhancement of the streetscape along South Irma Boulevard for a half-mile stretch to include a bike lane and sidewalk on both sides of the roadway providing accessibility to the East Ascension High School and the Ascension Parish Library.

Photo: Jennifer E. Ruley 1

Photo: Jennifer E. Ruley 1

Photo: Jennifer E. Ruley 2

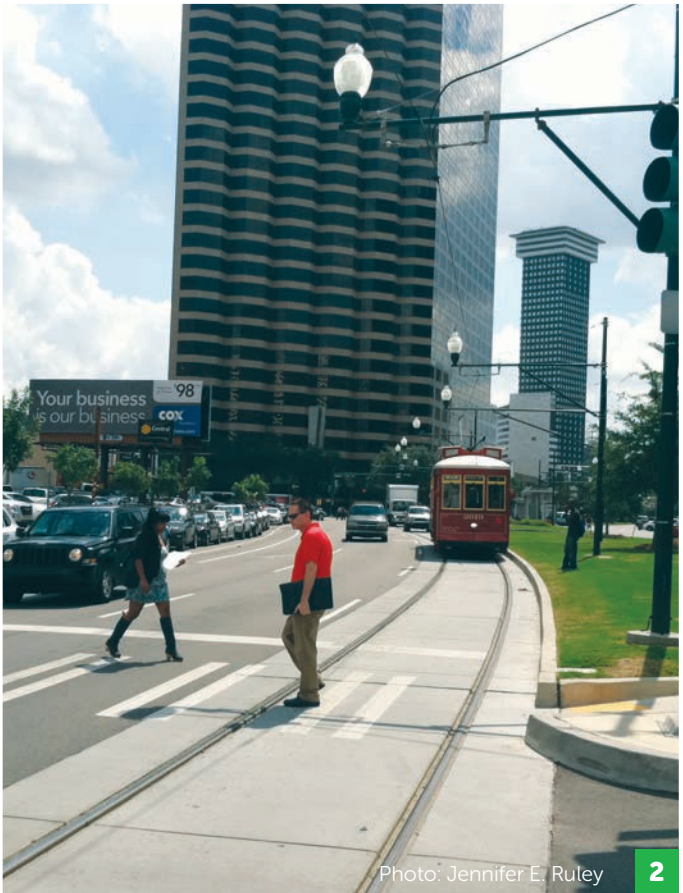


Photo: Jennifer E. Ruley 2

Photo: City of Crowley 3

Photo: Google 4

Complete Streets / Safety

5

International Walk to School Promotional Events

LOCATION:
New Orleans

YEAR(S):
2010

LOCAL SPONSOR:
International School of Louisiana (ISL), Arise Academy

FUNDING PROGRAM(S):
N/A

PROJECT DESCRIPTION:
International School of Louisiana joined schools worldwide by hosting International Walk to School Day. In September 2013, ISL hosted a "Safe Routes 5K Walk/Run" that featured activities intended to encourage students and others to walk or ride bikes to school, remain active, and eat healthy.

6

Napoleonville SRTS Project

LOCATION:
Napoleonville

YEAR(S):
2007

LOCAL SPONSOR(S):
Town of Napoleonville

FUNDING PROGRAM(S):
Safe Routes to School

PROJECT DESCRIPTION:
The Napoleonville School District applied to the SRTS program in 2007 to provide critical sidewalk linkages and install school zone speed display signs along two busy State highways, La 1 and 308. The grant also funded bicycle safety trainings and walk to school events.

7

Einstein Elementary School

LOCATION:
New Orleans

YEAR(S):
2011-2012

LOCAL SPONSOR(S):
Vietnamese Initiatives in Economic Training (VIET), City of New Orleans

FUNDING PROGRAM(S):
Safe Routes to Schools

PROJECT DESCRIPTION:
VIET successfully partnered with the City of New Orleans Department of Public Works to apply for two phases of funding for Einstein Elementary. Parents and volunteers from the local neighborhood association assisted in completing community audits of the walking and bicycling environment around the school. VIET also engaged parents through surveys to assess attitudes toward walking and bicycling and ways to improve routes to school. Phases 1 and 2 will fund activities of the school's Walking/Biking School Bus Club and critical infrastructure improvements such as crosswalks and walking paths.

The ISL SRTS committee determined the need to boost visibility of the SRTS message in a more impactful way through a Safe Routes Fun Run. The objectives of the event were to promote the SRTS message, encourage participation of the entire ISL community, and enlist outside community partners to help strengthen the event. Approximately 225 people participated in the race. 170 of the race participants were ISL students, teachers, and parents.

Mark Huber
International School of Louisiana

Photo: Tulane Prevention Research Center 5

Photo: Tulane Prevention Research Center 5

Photo: LA DOTD 6

Photo: LA DOTD 6

Photo: Jennifer E. Ruley 7

Safety

8

Greater New Orleans Pedestrian and Bicycle Safety Program

LOCATION:
New Orleans Metropolitan Area

YEAR(S):
2005-2014

LOCAL SPONSOR:
New Orleans Regional Planning Commission

FUNDING PROGRAM(S):
Highway Safety Improvement Program

PROJECT DESCRIPTION:
RPC launched the Greater New Orleans Pedestrian + Bicycle Program to address education and enforcement needs that were identified in the 2005 New Orleans Metropolitan Bicycle and Pedestrian Plan and to reduce the pedestrian and bicycle crash rates in the New Orleans region. This comprehensive program is managed by the RPC and includes the following components:

- **Design Workshop**
- **Law Enforcement Workshop**
- **Community Bicycle Workshops**
- **Media Campaign and Outreach**
- **Pedestrian Bicycle Resource Initiative (PBRI) Website**

9

Let's Walk N' Roll to School! Pedestrian and Bicycle Safety Program

LOCATION:
Orleans Parish

YEAR(S):
2013-2014

LOCAL SPONSOR(S):
Tulane University Prevention Research Center's KidsWalk Coalition

FUNDING PROGRAM(S):
Safe Routes to Schools

PROJECT DESCRIPTION:
KidsWalk Coalition's mission is to reverse childhood obesity in New Orleans through active built environment policy, infrastructure design, and program development that support and encourage walking and bicycling to school. Funding from the Federal Safe Routes to School (SRTS) program will be used to develop and instruct New Orleans' first walking and bicycling safety education curriculum and to facilitate a culminating walk and bike to school event at 10 Orleans Parish school sites. KidsWalk Coalition will also provide six schools that already have SRTS funding with the direct technical assistance needed to meet their education and encouragement activity goals. The SRTS funding will also allow KidsWalk Coalition to partner with the New Orleans Police Department to develop a non-police adult personnel school crossing guard manual for future implementation within Orleans Parish and throughout Louisiana.

School administrators expressed the need for pedestrian and bicycle safety education and crossing guard programs as prerequisites for encouraging students to walk and bike to school. Developing these resources at no cost to the schools alleviates their already strained staff and budgets from having to produce materials or programs. Ultimately, we were able to create successful programs that are easy to adopt and implement in partner schools and communities.

Naomi Doerner
KidsWalk Coalition

BRAKE IT DOWN

STOP FOR PEDESTRIANS AT CROSSWALKS

IT'S THE LAW.

Photo: New Orleans Regional Planning Commission

Photo: Line 58

Photo: Tulane Prevention Research Center

Trails + Greenways

10

Mississippi River Shared Use Path

LOCATION:
Jefferson, Orleans, St. John the Baptist, and St. Charles Parishes

YEAR(S):
Various

LOCAL SPONSOR(S):
Various

FUNDING PROGRAM(S):
TAP (formerly TEP)

PROJECT DESCRIPTION:
This path stretches 31 miles along the east bank and 22 Miles along the west bank of the Mississippi River in Orleans, Jefferson, St. John the Baptist, and St. Charles Parishes. The path provides a unique view of the river and connects through urban and rural river communities.

11

Atakapa-Ishak Trail

LOCATION:
Lafayette

YEAR(S):
Various

LOCAL SPONSOR(S):
Lafayette Consolidated Government

FUNDING PROGRAM(S):
Recreational Trails Program

PROJECT DESCRIPTION:
The Atakapa-Ishak Trail is a multi-phased, multi-use trail that will ultimately connect the communities of Lafayette, Breaux Bridge and St. Martinville. Phases 1 and 2 of the trail have been funded through the Recreational Trails Program; the project included pavement markings, signage, bicycle loop detectors, and trailhead amenities including bike racks and informational kiosks. The local funding match was met through in-kind donations. These included in-kind services by the local government for project design; sign fabrication and installation; and trailhead installation. Trees were donated by the Apache Corporation and planted with the assistance of local volunteers to enhance the trail environment. The trails begin in downtown Lafayette and connect through the Freetown-Port Rico neighborhood, past a neighborhood gateway to Beaver Park via a combination of onstreet and off-street facilities. The trail then continues through Beaver Park to a trailhead at the National Park Services Jean Lafitte Acadian Cultural Center.

12

Tammany Trace

LOCATION:
St. Tammany Parish

YEAR(S):
1992-2010

LOCAL SPONSOR(S):
St. Tammany Parish

FUNDING PROGRAM(S):
TAP (formerly TEP), Rec Trails

PROJECT DESCRIPTION:
The Tammany Trace is a scenic recreational corridor composed of a main paved trail, a parallel equestrian trail and other recreational facilities. The 31-mile trail is also a wildlife conservation area and educational learning center for children. The trail makes its way through five historic communities, Covington, Abita Springs, Mandeville, Lacombe, and Slidell, linking various parks and connecting many residential communities along a former railroad corridor.

13

Downtown Greenway

LOCATION:
Baton Rouge

YEAR(S):
2010 - underway

LOCAL SPONSOR(S):
Downtown Development District

FUNDING PROGRAM(S):
TAP (formerly TEP), Recreational Trails Program, Transportation Community and System Preservation Program

PROJECT DESCRIPTION:
A 2.75 mile interconnected network of bicycle and pedestrian pathways connecting Baton Rouge's public parks and recreation facilities, core neighborhoods and cultural attractions through the use of greenways and linear parks. The planning process included extensive community outreach.

Photo: Jennifer E. Ruley 10

Photo: Lafayette Consolidated Government 11

Photo: Tammany Trace Foundation 12

Photo: Baton Rouge Downtown Development District 13

14

Jefferson Parish Bicycle Master Plan

LOCATION:
Jefferson Parish

YEAR(S):
2012-2013

LOCAL SPONSOR:
Jefferson Parish

FUNDING PROGRAM(S):
Metropolitan Planning Funds

PROJECT DESCRIPTION:
The Master Plan establishes priority bicycle routes, engineering standards for bicycle facilities such as bike paths and lanes, and recommends policies and programs to make bicycling safer and easier in Jefferson Parish. The planning process included extensive community outreach and public meetings.

15

Jefferson Parish ADA Transition Plan

LOCATION:
Jefferson Parish

YEAR(S):
2012-2013

LOCAL SPONSOR:
Jefferson Parish

FUNDING PROGRAM(S):
STP

PROJECT DESCRIPTION:
This Plan will assist Jefferson Parish in complying with the Americans with Disabilities Act (ADA) and includes an assessment and prioritization of accessibility deficiencies such as lack of curb ramps and transit stops along or adjacent to federal-aid eligible roadways. This project is being developed in close coordination with the Regional Planning Commission.

16

New Orleans Pedestrian Safety Action Plan

LOCATION:
City of New Orleans/ Orleans Parish

YEAR(S):
2013

LOCAL SPONSOR(S):
City of New Orleans

FUNDING PROGRAM(S):
Metropolitan Planning Funds

PROJECT DESCRIPTION:
As a FHWA designated Pedestrian Safety Focus City, this Plan will assist the City of New Orleans in assessing pedestrian crash data, evaluating effective engineering countermeasures, and developing funding priorities for future improvements. This project is being developed in close coordination with the Regional Planning Commission.

17

Lafayette Travel Demand Management (TDM) Program

LOCATION:
Lafayette

YEAR(S):
Various

LOCAL SPONSOR(S):
Lafayette Metropolitan Planning Organization

FUNDING PROGRAM(S):
CMAQ (Travel Demand Management Funding)

PROJECT DESCRIPTION:
The Lafayette TDM Program seeks to reduce peak travel trips by encouraging employers to adopt alternative work schedule and telecommuting policies; educating and encouraging employers on alternative travel modes (transit, ridesharing, cycling, walking); and developing a travel options website and marketing materials. The Program piloted an alternative work schedule for 26 staff members at the Lafayette Consolidated Government that resulted a 32% decrease in peak hour trips and a 55% decrease in peak 15 minute trips.

LINK IT. LIVE IT. LOVE IT.
JEFFERSON PARISH
BICYCLE MASTER PLAN

www.JeffParishBikePlan.org

Photo: NORPC 14

Photo: Jennifer E. Ruley 16

14

Photo: Lafayette Consolidated Government 17

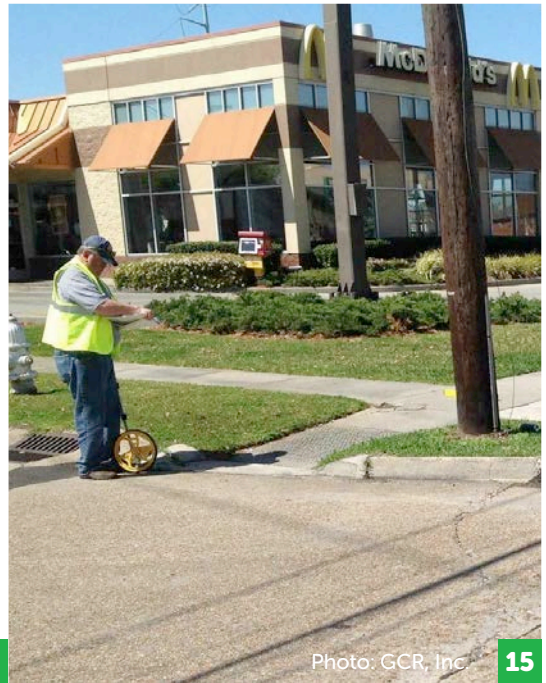


Photo: GCR, Inc. 15

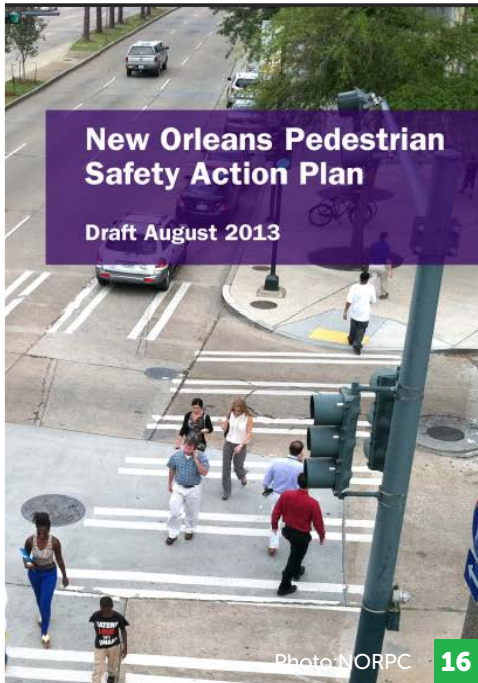


Photo: NORPC 16

Miscellaneous Projects

These page features sample projects from around Louisiana that are potentially eligible for federal transportation funding.

A: **High-intensity Activated Crosswalk (HAWK) Pedestrian Signal**
Marrero

B: **Chimes Street Pedestrian Access Improvements including Pedestrian Signal with Countdown Display**
Baton Rouge

C: **Oak Street Curb Extensions**
New Orleans

D: **Transit Shelter and Map**
New Orleans

E: **Pedestrian Access on LA-1**
Grand Isle

F: **Canal Street Trees and Brick Sidewalk**
New Orleans

G: **City Park Shared Use Trail**
New Orleans

H: **Complete Streets Demonstration with temporary Bike Lane/Street Trees**
Baton Rouge

I: **On-street Bike Corral**
New Orleans

Photo: Jennifer E. Ruley A

Photo: Jennifer E. Ruley B

Photo: Jennifer E. Ruley C

Photo: Jennifer E. Ruley D

Photo: Jennifer E. Ruley **E**

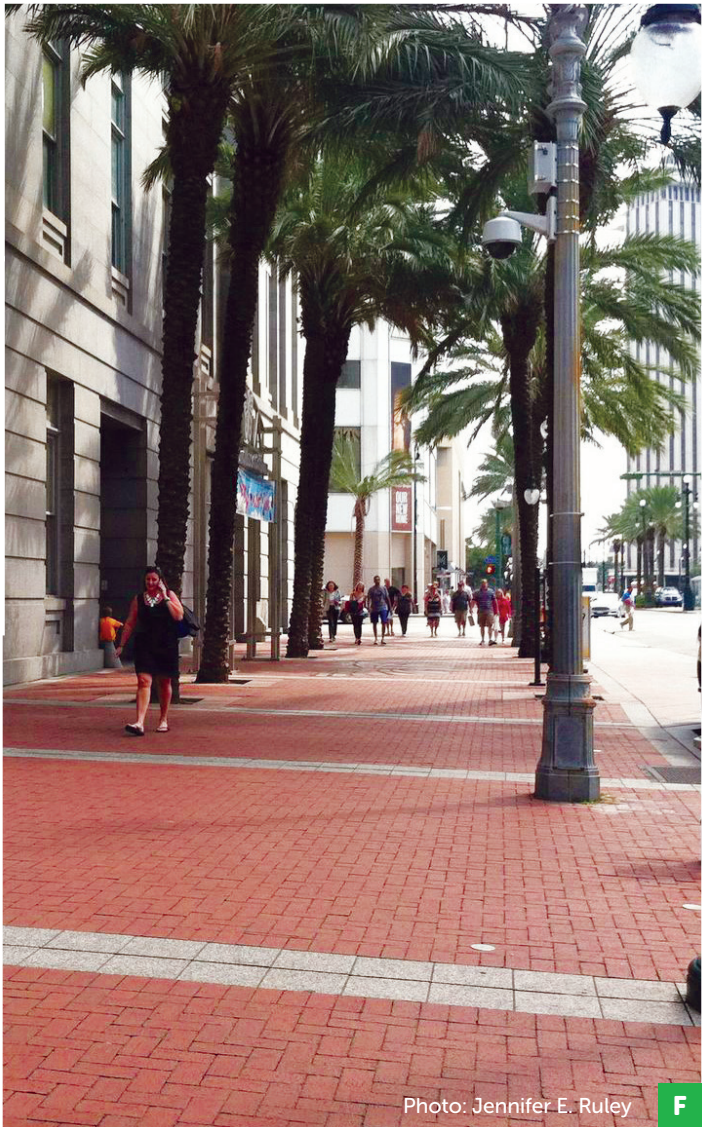


Photo: Jennifer E. Ruley **F**

Photo: Jennifer E. Ruley **G**

Photo: Center for Planning Excellence **H**

Photo: Jennifer E. Ruley **I**

Because MAP-21 paved the way for state transportation dollars to be shifted from bicycle and pedestrian projects to highway projects, the work of community advocates to preserve limited resources for alternative transportation is more important than ever before."

Rachel Heiligman
Ride New Orleans

Eligibility for pedestrian and bicycle projects

The following table indicates the potential eligibility for pedestrian and bicycle projects under funding programs, but specific program requirements must be met, and eligibility must be determined on a case-by-case basis. **Project selection is a competitive process and application does not guarantee funding.**

Program abbreviations:

SRTS	Safe Routes to School
TAP	Transportation Alternatives Program
RTP	Recreational Trails Program
HSIP	Highway Safety Improvement Program
LRSP	Local Roads Safety Program
402	Section 402 Funds
STP	Surface Transportation Program
CMAQ	Congestion Mitigation & Air Quality Program
FLAP	Federal Lands Access Program

	SRTS	TAP	RTP*	HSIP	LRSP	402	STP	CMAQ	FLAP
SAFETY									
Safety Education	✓	✓		✓		✓	✓	✓	
Police Patrol	✓	✓		✓		✓			
Helmet Promotion	✓			✓		✓	✓		
Safety Brochure/Book	✓		✓	✓		✓	✓	✓	
Training	✓		✓	✓		✓	✓	✓	
Safety Campaign	✓	✓		✓		✓	✓	✓	
TRAILS + GREENWAYS									
Shared-Use Path	✓	✓	✓	✓	✓		✓	✓	✓
Trail/Highway Intersection	✓	✓	✓	✓	✓		✓	✓	✓
COMPLETE STREETS*									
Bicycle Lanes on Roadway	✓	✓		✓	✓		✓	✓	✓
Paved Shoulders	✓	✓		✓	✓		✓	✓	✓
Signing + Striping	✓	✓		✓	✓		✓	✓	✓
Bike Racks on Buses		✓					✓	✓	✓
Bicycle Parking Facilities	✓	✓			✓		✓	✓	✓
Bicycle Storage/Services	✓	✓			✓		✓	✓	✓
Sidewalks — New or Retrofit	✓	✓		✓	✓		✓	✓	✓
Crosswalks — New or Retrofit	✓	✓		✓	✓		✓	✓	✓
Traffic/Pedestrian Signal Improvement	✓	✓		✓	✓		✓	✓	✓
Curbcuts + Ramps	✓	✓		✓	✓		✓	✓	✓
Traffic Calming		✓		✓	✓		✓		✓
MAPS + PLANS									
Pedestrian bicycle Plans	✓			✓			✓	✓	
Maps	✓			✓		✓	✓	✓	

* Some Complete Streets elements may be eligible for funding under RTP on a case-by-case basis.

Safe Routes to Schools (SRTS)

Summary

The Safe Routes to School Program has two main goals:
- Make it safer for kids to walk and ride their bikes to school
- Encourage more kids to walk and ride their bikes to school

Project types

Infrastructure projects involve activities that improve the built environment around schools. These activities include planning, design, and construction of infrastructure-related projects that will substantially improve the ability of students to walk and bicycle to school.

Non infrastructure projects include activities that educate and encourage school children and all stakeholders about child pedestrian and bicycle safety from all angles. These projects also aim to develop and support enforcement and evaluation activities at elementary and middle schools. Non infrastructure projects play an important role in advancing the effectiveness of Safe Routes to School projects and the safety of kids who walk and ride their bikes to and from school.

Who can apply?

The applicant can generally be any organization such as a school, school board, PTOs, etc. that has an interest in applying for the program and will do the necessary coordination to complete the application.

In most cases, the Sponsor must be a public agency such as local public works, MPOs, school boards, parish or state agencies that will be responsible for managing and maintaining the project. The Sponsor must have the manpower to manage the project and the financial resources to absorb the cost of the project until reimbursement.

Deadline

The annual call for projects begins May 1, 2014. The deadline for 2014 will be June 28, 2014. The application period is subject to change. Contact the Program Coordinator for details.

Contact

Ms. Shalanda Cole, MBA
shalanda.cole@la.gov
(504) 234-6261

Application Process

1. Contact a Louisiana SRTS Coordinator and visit website for more information on the SRTS program requirements.
2. Form a Safe Routes to School Team that might include a school administrator, school staff person, a parent, a police officer, and a community representative.
3. Conduct a parent survey to assess attitudes toward and current status of walking, bicycling, driving, and riding bus to school.
4. Obtain letters of endorsement from the appropriate Metropolitan Planning Organization (MPO) and contact the local DOTD District office to discuss your plans if the proposed project involves a state highway.

Maximum Funding

Infrastructure projects can be funded up to **$250,000** total with no local match required for eligible costs and **non-infrastructure projects** can be funded up to **$50,000** for local projects; **$150,000** for regional projects; or **$200,000** for statewide projects

Projects are funded on a reimbursable basis. Sponsors must be able to carry costs until they are reimbursed.

Transportation Alternatives Program (TAP)

Summary

The Transportation Alternatives Program (TAP), formerly the Transportation Enhancements Program (TEP), functions as the main funding source for general pedestrian and bicycling infrastructure projects. Because MAP-21 established the new Transportation Alternatives Program to provide for a variety of alternative transportation projects, including TEP, Recreational Trails, and Safe Routes to School, the TEP program is being revised in 2013. In general, TAP/TEP will likely continue to fund most "alternative transportation" projects not specifically related to recreational trails or Safe Routes to School.

Project types

The LA DOTD is continuing to develop its standards for TEP under new transportation law. However, general Transportation Alternatives guidelines suggest the following project types will likely be eligible:

- Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation
- Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs
- Conversion and use of abandoned railroad corridors as trails for pedestrians, bicyclists, or other nonmotorized transportation users
- Construction of turnouts, overlooks, and viewing areas
- Community improvement activities, including outdoor advertising control, historic preservation and rehabilitation of transportation facilities
- Any environmental mitigation activity, including pollution prevention, pollution abatement, highway-related stormwater management and water pollution prevention, reduction of vehicle-caused wildlife mortality, and habitat connectivity
- Workforce development, training, and education activities

Who can apply?

Only public entities are authorized to receive Transportation Alternatives funding. Non-profits may not receive direct grants, but may partner with public agencies to apply for grants

Deadline

Likely mid-2014, followed by a two-year application cycle in even-numbered years

Contact

Ms. Val Horton
val.horton@la.gov
(225) 379-1585

Application Process

1. **Contact the Louisiana TAP program manager and visit website for more information on the program.**
2. **Consult with your local MPO on how the proposed project relates to and is supported by the Metropolitan Transportation Plan and the Transportation Improvement Program.**

Maximum Funding

No maximum grant amount is currently specified.

In 2011 (prior to the new MAP-21 legislation) the highest-cost TEP project funded was $1,425,000. All 2011 projects had to include at least a 5% local funding match for eligible costs, as well as a 20% local funding match for right-of-way acquisition.

Recreational Trails Program (RTP)

Summary

The Recreational Trails Program (RTP) provides funding for recreational trails in both urban and rural areas throughout the state. Trail projects should fulfill priorities for outdoor recreation as defined by the Louisiana Statewide Comprehensive Outdoor Recreation Plan (SCORP) or a local/regional comprehensive plan.

Project types

Eligible projects and costs include most items related to construction, reconstruction, or enhancement of recreational trails, including: construction of new trails that meet a recreational need; redesign and renovation of trails; structure design or engineering; trailside and trailhead facilities; access for persons with disabilities; and/or acquisition of easements or right-of-way property. Ineligible projects and costs include planning, environmental documentation, road construction, sidewalks, gardening/landscaping, park acquisition, sprinklers, or campgrounds.

Who can apply?

Non-profit, governmental or certain commercial entities are eligible for Recreational Trails Program funding.

Deadline

The deadline to apply for 2015 funding is May 1, 2014

Contact

Mr. Michael W. Domingue
Recreational Trails Administrator
mdomingue@crt.la.gov
(225) 342-4435

Application Process

1. Contact the Louisiana RTP program manager and visit website for more information on the program.
2. Identify the owner(s) of the property on which the trail will be constructed and assess owner willingness to support trail project.
3. Obtain resolution from the applicant organization's board PRIOR to applying for funding.

Maximum Funding + Local Match

Non-motorized projects: Between $5,000 and $100,000

Motorized projects: Between $5,000 and $159,000

The local government or other sponsoring entity must provide a **20% local match** toward all eligible costs. Projects are funded on a reimbursable basis.

Highway Safety Improvement Program (HSIP)

Summary

The Highway Safety Improvement Program (HSIP) is the federally-funded, state-administered program to implement projects that reduce fatalities and serious injuries. All public roads are eligible for HSIP funding.

Project types

As part of federal transportation law, proposed projects should be based in data-driven analysis and contain performance targets that inform a larger plan. Previously funded projects have include intersection improvements, curve realignments, and reconstruction. In the past, some bike lanes and should construction was included in bigger projects.

Who can apply?

Local entities cannot apply directly for HSIP funds but instead are funded through Louisiana's DOTD and the state's Transportation Improvement Plan. Meeting once a year, a group of LaDOTD officials — the various Highway Safety Commission members, the State Police, Road Design, and others — select projects to be included in the state's plan. By virtue of being in this plan, projects receive funds.

Deadline

No entity can apply directly; funds are allocated to projects included in the state plan

Contact

Ms. Karla Sibile-Courtade
Highway Safety Program Manager
karla.courtade@la.gov
(225) 379-1928

Application Process

1. **Contact the Louisiana HSIP program manager and visit website for more information on the program.**
2. **Check to see if the proposed project is supported by the Louisiana Strategic Highway Safety Plan.**
3. **Consult your local law enforcement agency, the Louisiana Technical Assistance Program (LTAP), or your MPO to obtain historical crash data and assistance with crash analyses.**

Maximum Funding + Local Match

The local sponsoring entity must provide a **10% local match** toward all eligible costs.

The National Highway Traffic Safety Administration and Federal Highway Administration jointly administer transfer provisions for Section 154 Open Container and Section 164 Repeat Offender penalty funds. Under MAP 21, the state may elect to use all or a portion of the penalty transfer funds for activities eligible under these programs.

Local Road Safety Program (LRSP)

Summary

The LRSP provides funding for roadway safety projects on roads that are owned and operated by Parish or municipal governments. The goal of the program is to increase local community participation in road safety and to develop and implement road safety improvements to reduce fatalities and serious injuries on local public roads.

Project types

Projects that target roadway safety improvements on local roads, including roadway, traffic control, bicycle, and pedestrian safety improvements, are eligible for funding. These improvements can include construction projects, data collection and analysis, sign and striping improvements, and public education projects.

Eligible project costs include design, construction, engineering, testing, and inspection, materials, services, and real property (if purchased for the project.) Ineligible project costs include utility relocation, administrative costs, and routine road maintenance/reconstruction. Through this program, governments may also receive training, technical assistance, and data that will help plan for roadway safety improvements.

Who can apply?

Louisiana Parish or municipal jurisdictions with direct authority over impacted roadways

Deadline

January 31, 2014 for next fiscal year

Contact

Steven C. Strength, PE, PTOE
steve.strength@la.gov
(225) 767-9118

Application Process

1. Contact the Louisiana LRSP program manager and visit the LRSP Website for more information on the program.
2. Consult your local law enforcement agency, the Local Technical Assistance Program, or your MPO to obtain historical crash data and assistance with crash analysis.
3. Make sure that the roadway is owned and operated by parish or municipal road agencies. Projects involving State roads are not eligible for funding under this program.

Maximum Funding + Local Match

Maximum funding available is $500,000 per project.

A local funding match of 5-10% is required for eligible project costs. LRSP funding is provided on a reimbursable basis, so the applicant jurisdictions must be able to carry project costs prior to reimbursement from LA DOTD.

Section 402: State + Community Highway Safety Grants

Summary

Section 402 grants are highway safety funds that are managed by the State Highway Safety Office (SHSO). The Louisiana Highway Safety Commission serves as the SHSO. Section 402 funds are targeted to reduce fatal and injury-causing crashes on Louisiana roadways. Under federal transportation law, each SHSO must create a Highway Safety Plan (HSP) which must be data-driven and set quantifiable, annual performance targets. The HSP is coordinated with the LA DOTD led Strategic Highway Safety Plan (SHSP). Statewide targets include:

- Reduction of the overall driver fatality and injury rates throughout the state;
- Reduction of alcohol-impaired fatalities
- Increasing seat belt use
- Reduction of motorcycle fatalities
- Reduction of pedestrian fatalities
- Reduction of speed-related fatalities
- Reduction of fatal crashes involving young drivers
- Reduction of rail-crossing fatalities

Project types

Projects must focus on the performance targets described in the State HSP. Eligible costs include employee salary and benefits directly related to the project, project-related travel, contractual services, operating services, supplies, commodities (including promotional and educational materials related to the project), and equipment purchases. Priority is given to applications that fund activities with measurable impacts.

Who can apply?

Local, parish, and state agencies; non-profit organizations; universities or other institutions of higher learner; local school boards or schools; corporations; hospitals; highway safety advocacy groups, individuals

Deadline

The 2014 application deadline was March 19, 2013. Deadline for 2015 funds to announced in February/March of 2014.

Contact

Ken Trull
Deputy Director, Louisiana Highway Safety Commission
(225) 925-6994
ken.trull@la.gov

Note

The LHSC issues a call for proposals that outlines traffic safety priorities, application procedures, deadlines, and selection criteria.

Application Process

1. Identify safety concerns and potential project sites
2. Gather community and advocacy groups' input on auto, bicycle, and pedestrian safety needs
3. Find and analyze crash history data from LTAP/LA DOTD/Highway Safety Research Group
4. Decide on priority projects and develop a budget
5. Apply for funding at: www.lahighwaysafety.org/grant.html

Maximum Funding + Local Match

Determined by merits of the project

Urban System Program (STP >200K or STP <200K)

Summary

The Urban System Program (Surface Transportation Program STP >200K and STP <200K) provides flexible funding that may be used by localities for projects within the MPO planning areas on any federal aid eligible road, bridge projects on any federal aid eligible public road, transit capital projects, and intercity bus terminals and facilities.

Project types

Urban System Program funds can be used for a broad array of highway purposes such as:

Roadway Construction: Projects can include new alignment, adding capacity, reconstruction, and overlay projects

Signalization: Improvements such as new signal equipment, synchronization of corridors, ITS related improvements

Bridge Construction: Projects can include both new construction and rehabilitation

Pedestrian and bicycle facilities: Sidewalks, walkways, curb ramps; bike lane striping, wide paved shoulders, bike parking and bus racks; bike and pedestrian bridges and underpasses

Transportation Enhancements: Improvements that are eligible under the Transportation Alternatives Program are eligible for the Urban System Program

Public Transportation: Purchase of buses

Studies: Transportation Planning Studies; Environmental Impact Studies

Safety Improvements

Who can apply?

Local Entities within an MPO planning area

Deadline

Each MPO has its own project selection process. Projects must be part of the Transportation Improvement Plan.

Contact

Contact your MPO (see listing on page 39)

Application Process

1. Contact your local MPO for more information on the program.
2. Consult with your local MPO on how the proposed project relates to and supported by the Metropolitan Transportation Plan and the Transportation Improvement Program.

Maximum Funding + Local Match

The local sponsoring agency provides 20% match.

Congestion Mitigation + Air Quality Improvement Program (CMAQ)

Summary

The Congestion Mitigation & Air Quality Improvement Program (CMAQ) targets specific areas for special funding that aim to lesson congestion and air pollution.

Project types

The DOTD will open a call for projects only in even-numbered years to be funded through the next four fiscal years. Submitted projects are evaluated and prioritized by a selection committee made up of various LaDOTD engineers (Transportation Planning, Air Quality, Road Design, Public Transit) as well as a representative from the LA DEQ. They will grade a submission based on both quantitative and qualitative measures of anticipated emissions benefit and cost effectiveness.

Bicycle and pedestrian projects are part of CMAQ's grading tool. 'High Priority' is given to new pedestrian and bicycle facilities that provide direct access to transit or schools. 'Medium Priority' projects help fill 'missing links' in pedestrian and bicycle networks or to facilitate high use during peak travel times. 'Low Priority' projects are primarily for non-peak times.

Who can apply?

In Louisiana, the following parishes have qualified for CMAQ: Ascension, Beauregard, Calcasieu, East Baton Rouge, Grant, Iberville, Jefferson, Lafayette, Lafourche, Livingston, Orleans, St. Bernard, St. Charles, St. James, St. Mary, and West Baton Rouge.

Deadline

Call for submissions in even years only

Contact

Contact your MPO (see listing on page 39)

Application Process

1. **Contact the Louisiana CMAQ program manager and visit website for more information on the program.**
2. **Consult with your local MPO on how the proposed project relates to and supported by the Metropolitan Transportation Plan and the Transportation Improvement Program.**

Maximum Funding + Local Match

A 20% non-federal match is required for all projects. All applications must identify sponsorship from a government entity such as a city, parish or state government organization that can provide non-federal matching funds. In each federal fiscal year, it is anticipated that approximately $5.5 million of CMAQ funds will be available collectively for the 17 parishes.

Federal Lands Access Projects (FLAP)

Summary

The Federal Lands Access Project provides funds for projects on Federal Lands access transportation facilities that are located on, adjacent to, or that provide access to federal lands.

Project types

A Federal Lands access transportation facility is defined as a public highway, road, bridge, trail, or transit system that is located on, adjacent to, or provides access to federal lands for which title or maintenance responsibility is vested in a state, parish, town, township, tribal, municipal, or local government.

Louisiana's FLAP program is administered by the Eastern Federal Lands Highway Division of FHWA.

Planning, design or maintenance of Access Transportation Facilities and related parking areas; acquisition of scenic easements or historical sites; provisions for pedestrians and bicycles; mitigation to improve public safety; construction of roadside rest areas; operation of transit facilities.

Who can apply?

State, parish, or local entities for projects on, adjacent to, or that provide access to federal land.

Deadline

Applications accepted in the fall (October through December)

Contact

David Payne
FHWA-EFLHD
david.payne@dot.gov
(571) 434-1543

Note

Funds are distributed by formula among States that have Federal Lands managed by the National Park Service, the U.S. Forest Service, the U.S. Fish and Wildlife Service, the Bureau of Land Management, and the U.S. Army Corps of Engineers.

Application Process

1. Contact FLAP program manager and visit website for more information on the program.
2. Identify agencies responsible for management of the federal lands and obtain support for the project.
3. Check to see if the proposed project is supported by local, regional, or state plans.

Maximum Funding + Local Match

Total funding for Louisiana is **$1,253,394 per year**.

Typically **20%**, though varies by state and year

Project Development Checklist

To ensure that public transportation dollars have the greatest impact and stakeholders' energies are directed toward feasible projects that effectively address community need, the following checklist offers some guidance to keep efforts on track.

Assessment

- ☐ Develop a problem statement that describes the issue that you are attempting to solve
- ☐ Determine who owns and operates the property in question
- ☐ Develop a physical inventory of the problem area
- ☐ Obtain historical crash and demand data (i.e. vehicular, bicycle, and pedestrian volumes)
- ☐ Determine who is most vulnerable to being impacted by problem and conduct user surveys. For example, children may be unable to bike or walk safely to school; elderly people may be unable to cross roads because of short traffic light cycles; people reliant on transit, walking, or bicycling unable to access jobs, schools, retail, or civic amenities
- ☐ Observe and document travel behaviors in the problem area

Collaboration

- ☐ Conduct a site walk with others who can support or provide input on the problem. For example, include input from vulnerable users, which might include transit riders, elderly people, children, people with disabilities, or others.
- ☐ Contact owner and operator of the property in question to determine if there is a plan to address the problem
- ☐ Determine if problem is already identified in local, regional, or state plans
- ☐ Reach out to civic associations, advocacy groups, and non-profit organizations who might be able to support a solution
- ☐ Involve the owner and operate of the property in developing a solution
- ☐ Determine if philanthropic organizations, business community, or others have an interest in supporting a solution

Proposal

- ☐ Develop possible solutions to address the problem that maximize positive impacts for vulnerable users. For example, installation of a bike lane along a busy commercial corridor with a history of bicycle crashes can increase safety for bicyclists.
- ☐ Determine feasibility (including costs and timeframe) of possible solutions

Proposal (cont.)

- ☐ Document anticipated environmental and social impacts. For example, solutions may improve air quality and make access to transit stops safer for a neighborhood with high asthma rates and low household automobile ownership.
- ☐ Use "Eligibility Chart" in this guide to determine possible funding programs
- ☐ Obtain permission and assistance of owner and operator to seek funding and implement solution
- ☐ Contact funding program manager(s) to learn about program requirements, eligibility, etc.
- ☐ Designate local sponsor who is eligible to apply for funding (see individual program requirements)
- ☐ Secure local cash and/or in-kind match

Implementation

- ☐ Host a community meeting to provide information on the project
- ☐ Track the project's progress by periodically checking in with the local sponsor
- ☐ Continue to grow support for the project and/or subsequent phases of the project
- ☐ Celebrate completion of the project with local sponsor and community stakeholders
- ☐ Assess effectiveness of the solution by conducting user satisfaction surveys and reviewing crash and travel mode data. For example, a survey of pedestrians and motorists after a pedestrian safety media campaign might gauge level of awareness for safe travel behaviors and crash data may show a reduction in pedestrian crashes along a roadway.
- ☐ Incorporate lessons learned into future projects

Additional tips to consider

1. **Federal transportation law places a special emphasis on rigorous methodology, so strong analysis will help justify your project.** Data and analysis reveal the effectiveness and robustness of a project, and must reach a level of specificity that highlights equity by showing its impact on vulnerable and marginalized populations.
2. **Agencies that operate and maintain public rights-of-ways often have access to local operating and capital improvement funds for certain types of infrastructure needs.** Your local planning department can also be a good source of information on the existence of relevant comprehensive planning documents or policies such as bikeway and pedestrian master plans and complete streets policies. When local funds are inadequate, agencies may apply for federal funding. The Statewide Transportation Plan, Louisiana Strategic Highway Safety Plan, and the Unified Planning Work Program or Metropolitan Transportation Plan, if the area is located within a metropolitan areas, should be consulted as a first step to determine if the need has been identified and if federal funding has been allocated. Some low cost improvements might be addressed within existing departmental operating budgets. If a road is being improved through asphalt resurfacing, widening, or reconstruction, the project plans may already address the identified problem(s). If not, it is often more cost efficient to add improvements such as striping, signage, and minor concrete work into an existing project. It is important that a commitment to include these improvements be made as early as possible in the project timeline by the responsible agency(ies). In some cases, funding programs may restrict the types of improvements that can be included in a project scope, so it is important to review the "Project Eligibility" section of this guide.
3. **Roads may be operated and maintained by local (town or city), parish, or state agencies.** Other rights-of-way such as canal banks, levees, or railroads may involve other entities such as the local police jury, drainage board, levee board, or railroad company. Depending on what level of government will be involved in decision-making and the regional impact of the project, elected officials such as town/city councilmembers, agency board members, parish presidents, mayors, and state representatives and senators may have an interest in supporting the project.
4. **Many federal transportation programs require that LaDOTD, not the local sponsor, advertise and select a qualified design consultant and bid the construction plans.** It is important to understand these requirements prior to embarking on a project that may require federal funds to construct. In addition, federal funds are typically not provided up front and are disbursed on a reimbursable basis. Some programs also may require that a resolution from the local governing body and/or letters of support be submitted with the funding application.

VERY IMPORTANT:

In the case that additional right-of-way is needed for your project, do NOT proceed in acquiring property until you have contacted the LA DOTD.

List of Metropolitan Planning Organizations (MPOs)

Alexandria-Pineville Area
Rapides Area Planning Commission
P.O. Box 7586
Alexandria, Louisiana 71306
Contact: John Miller
Phone: (318) 487-5401, ext. 11
Fax: (318) 487-5406
E-mail: john@rapc.info

Baton Rouge/Baker/Brusly/Central/ Denham Springs/Port Allen/Walker/Zachary Area
Capital Region Planning Commission
P.O. Box 3355
Baton Rouge, Louisiana 70821-3355
Contact: Jamie Setze
Phone: (225) 383-5203
Fax: (225) 383-3804
E-mail: jsetze@brgov.com

Houma Area
South Central Planning and Development Commission
P.O. Box 1870
Gray, Louisiana 70359
Contact: Kevin Belanger
Phone: (985) 851-2900
Fax: (985) 851-4472
E-mail: kevin@scpdc.org

Lafayette Area
Lafayette City-Parish Consolidated Government
P.O. Box 4017C
Lafayette, Louisiana 70502
Contact: Mike Hollier
Phone: (337) 291-8016
Fax: (337) 291-8458

Lake Charles/Sulphur/Westlake Area
Imperial Calcasieu Regional
Planning + Development Commission
P.O. Box 3164
Lake Charles, Louisiana 70602
Contact: Grant Bush
Phone: (337) 433-1771
Fax: (337) 433-6077
E-mail: gbush@imcal.org

Monroe/West Monroe Area
North Delta Regional Planning + Development District
1913 Stubbs Ave.
Monroe, Louisiana 71201
Contact: David Creed
Phone: (318) 387-2572
Fax: (318) 387-9054
E-mail: david@northdelta.org

Greater New Orleans Area, Jefferson Parish, Plaquemines Parish, St. Bernard Parish, St. Tammany Parish and Tangipahoa Parish
Regional Planning Commission
1340 Poydras Street, Suite 2100
New Orleans, Louisiana 70112
Contact: Walter Brooks
Phone: (504) 568-6611
Fax: (504) 568-6643
E-mail: rpc@norpc.org

Shreveport/Bossier City Area
Northwest Louisiana Council of Governments
401 Market Street, Suite 460
Shreveport, Louisiana 71101
Contact: Kent Rogers
Phone: (318) 841-5950
Fax: (318)-841-5952
E-mail: nlcog@nlcog.org

Additional Resources

Advocacy Advance

National partnership of the Alliance for Biking + Walking and the League of American Bicyclists to boost local and state bicycle and pedestrian advocacy efforts.

www.advocacyadvance.org

Alliance for Biking and Walking

National advocacy organization whose mission it is to create, strengthen and unite advocacy leaders who are transforming their communities into great places to bike and walk. The Alliance publishes a benchmarking report that collects and analyzes data on bicycling and walking in all 50 states and the 51 largest U.S. cities

www.peoplepoweredmovement.org

American Association for State Highway Transportation Officials (AASHTO)

National nonprofit association representing highway and transportation departments in the 50 states, the District of Columbia, and Puerto Rico. AASHTO publishes a number of design guides which include "Guide for the Development of Bicycle Facilities" (2012) and "Guide for the Planning, Design, and Operation of Pedestrian Facilities" (2004)

www.transportation.org

Association for Pedestrian and Bicycle Professionals (APBP)

National nonprofit association whose mission is to grow the pedestrian and bicycle profession and its influence by facilitating the exchange of professional and technical knowledge, elevating practitioners' skills and defining the field. APBP hosts numerous webinars of pedestrian and bicycle topics. "Bicycle Parking Guidelines (2nd Ed.)" can be obtained from their website.

www.apbp.org

American Public Transportation Association (APTA)

National nonprofit whose mission is to strengthen and improve public transportation and ensure that public transportation is available and accessible for all Americans in communities across the country. APTA published "Moving Ahead for Progress in the 21st Century: A Guide to Transit-related Provisions."

www.apta.org

League of American Bicyclists (LAB)

National nonprofit whose mission it is to promote bicycling for fun, fitness and transportation and work through advocacy and education for a bicycle-friendly America. LAB hosts the "Bicycle Friendly America" program where states, cities, universities, and businesses can apply to be designated as "bicycle friendly." This process can serve as a blueprint for becoming more bike friendly.

www.bikeleague.org

Local Public Agency Manual (LPA)

This manual for accessing federal and state transportation funds through DOTD was created by DOTD + FHWA as a tool to assist LPAs to fulfill the requirements of implementing a transportation project and is used for training purposes.

www.dotd.la.gov/administration/lpa

National Association of City Transportation Officials (NACTO)

National nonprofit association that represents large cities on transportation issues of local, regional and national significance and facilitate the exchange of transportation ideas, insights and best practices among large cities, while fostering a cooperative approach to key issues facing cities and metropolitan areas. NACTO publishes the "Urban Street Design Guide" and the "Urban Bikeway Design Guide."

www.nacto.org

Pedestrian and Bicycle Information Center

National clearinghouse for information about health and safety, engineering, advocacy, education, enforcement, access, and mobility for pedestrians (including transit users) and bicyclists. The PBIC serves anyone interested in pedestrian and bicycle issues, including planners, engineers, private citizens, advocates, educators, police enforcement, and the health community. The PBIC hosts an extensive inventory of pedestrian and bicycle images and the webpage for the National Center for Safe Routes to School.

www.pedbikeinfo.org

Pedestrian and Bicycle Resource Initiative (PBRI)

Website hosted by the University of New Orleans Transportation Institute that is focused on pedestrian and bicycle policy and infrastructure within Louisiana and are geared towards the needs of key decision makers, advocates, planners, and others working to advance and institutionalize a better pedestrian and bicycling environment in their communities.

www.pbrila.org

Rails to Trails Conservancy

National nonprofit whose mission it is to create a nationwide network of trails from former rail lines and connecting corridors to build healthier places for healthier people.

www.railstotrails.org

Safe Routes to School National Partnership

National nonprofit whose mission is to advance safe walking and bicycling to and from schools, and in daily life, to improve the health and well-being of America's children and to foster the creation of livable, sustainable communities. The website also features a MAP-21 Resource Center.

www.saferoutespartnership.org

Smart Growth America (SGA)

SGA is a national organization dedicated to researching, advocating for and leading coalitions to bring smart growth practices to more communities nationwide. The National Complete Streets Coalition and Transportation for America (T4America) are programs of the SGA.

www.smartgrowthamerica.org

Trust for Public Land (TPL)

National nonprofit whose mission is to conserve land for people to enjoy as parks, gardens, and other natural places, ensuring livable communities for generations to come. TPL provides support for conservation transactions, finance, vision and GIS, park design and development, research, and other tool.

www.tpl.org

NOTES

©2013-2014 Center for Planning Excellence, Louisiana Public Health Institute, One Voice. All rights reserved.