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**Unified Planning
Work Program
(July 1, 2019 - June 30, 2020)**

UPWP FY 2020

Adopted – 06/12/2019



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Record of Adoption, Amendments, & Modifications

Date	Action Taken	Comment
6/12/2019	Adopted by TPC	
9/4/2019	Modified based on comments from FHWA	

1 Introduction

Federal legislation requires that cities with a population of over 50,000 form a Metropolitan Planning Organization or MPO, and federal agencies serve to fund the planning process. The MPO is a transportation policy-making organization made up of representatives from local government and transportation authorities to carry out transportation planning with coordination with the state and with operators of publicly owned transit services. MPOs were created in order to ensure that expenditures for transportation projects and programs were based on a continuing, cooperative and comprehensive (3-C) planning process.

Capital Region Planning Commission (CRPC) is the Baton Rouge area's designated Metropolitan Planning Organization (MPO). Capital Region MPO (CRMPO) is also designated as a Transportation Management Area (TMA) since the urbanized area population is over 200,000. The following are eight core functions of the CRMPO:

1. Establish a setting for effective decision making

Establish and manage a fair and impartial setting for effective regional decision making in the metropolitan area.

2. Identify and evaluate transportation improvement options

Develop a Unified Planning Work Program (UPWP) that identifies and evaluates transportation improvement options to support the planning factors and performance-based planning specified in the latest approved transportation law FAST Act.

3. Prepare and maintain a Metropolitan Transportation Plan (MTP)

Develop and update an MTP for the Capital Region metropolitan area covering a planning horizon of at least 20 years using performance measures and targets.

4. Develop a Transportation Improvement Program (TIP)

Develop a short-range, four-year program of priority transportation improvements drawn from the long-range transportation plan. The MPO creates the TIP with spending, regulating, operating, management, and financial tools. The TIP represents immediate priority actions to achieve the area's goals and associated system performance targets.

5. Identify performance measure targets and monitor whether implemented projects are achieving targets

Coordinate with state and public transportation operators to establish performance targets that address performance measures, as set forth in Federal law, related to surface transportation and public transportation.

6. Involve the public

Involve the general public and other affected constituencies related to the essential decision-making elements listed above.

7. Demonstrate Transportation Conformity or Conform to State's air quality plan

Coordinate with air quality interagency partners such as Federal Highway Administration (FHWA), Federal Transit Administration (FTA), Environmental Protection Agency (EPA), Louisiana Department of Transportation and Development (LADOTD), and Louisiana Department of Environmental Quality (LDEQ) to demonstrate that transportation projects and plans conform to the State's air quality plan.

8. Maintain Congestion Management Process (CMP)

Maintain a congestion management process (CMP) that identifies actions and strategies for reducing congestion and increasing mobility. Projects and strategies from the CMP are considered for inclusion in the MTP and TIP.

1.1 What is UPWP?

The UPWP describes the transportation planning activities or work tasks that the CRMPO proposes to undertake during or the State of Louisiana's fiscal year FY 2020 from July 1, 2019 to June 30, 2020. It serves to document the proposed expenditures of federal, state and local transportation planning funds, and provides a management tool for CRPC in scheduling major transportation planning activities, milestones and products. This activity is required under Fixing America's Transportation System Act (FAST Act), a federal law initially adopted in 1962 defining the responsibilities of an MPO. Each of the work tasks proposed in the UPWP will include the following details:

- What is the objective of a particular work task?
- What were the previous accomplishments related to that task?
- What will the staff be working on in the upcoming year?
- What are the performance measures of this task?
- What are the general results/products from this task?
- What is the proposed budget for this task?

1.2 How is UPWP Developed?

The UPWP serves as the document for identifying ways to carry out the continuing, cooperative and comprehensive transportation planning process in the Capital Region MPO area (CRMPO). An MPO is required to perform all planning tasks set forth in federal laws and regulations, many of which are conducted annually. However, some tasks require more than one year to complete and are carried forward from one UPWP to the next. To effectively identify all work tasks, CRPC prepares this UPWP with input from federal, state and local jurisdictions and transportation providers in the CRMPO region.

This year's work program represents a continuation of the strategic planning process that begun with last year's work program. The focus of the UPWP continues to be on maintaining, improving, and utilizing the information resources collected by the MPO in the day-to-day transportation decision-making process. It will continue to address the eight planning factors identified in SAFETEA-LU and under MAP-21 that must be considered by MPOs in developing transportation plans and programs. In addition, this year's UPWP will also address additional factors that are proposed in the new transportation law FAST Act. All these factors are outlined below:

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, for people and freight.
7. Promote efficient system management and operation.
8. Emphasize the preservation of the existing transportation system.
9. Improve the resiliency and reliability of the transportation system.

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10. Reduce or mitigate storm water impacts of surface transportation; and
11. Enhance travel and tourism

Table 1 summarizes the correlation between the above planning factors and the proposed work tasks. Emphasis will be given to FAST Act Implementation: Transition to performance-based planning and programming and Ladders of Opportunity: Access to essential services - as part of the transportation planning, identify transportation connectivity gaps in access to essential services. The work tasks programmed in the UPWP also addresses the national goals introduced under MAP-21 in the following 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 and the FAST Act emphasize a streamlined, performance-based, and multi-modal approach to transportation planning and project implementation. CRPC will work with the Louisiana Department of Transportation and Development (LADOTD), local policy makers, and stakeholders to establish local targets that will help achieve performance measures both at the local and national level.

1.3 How is the UPWP Funded?

The UPWP is partially funded with federal transportation planning funds from the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). The federal funds require a non-federal match. The detailed funding breakdown by UPWP task and funding source is shown in **Table 2**. The UPWP must be approved by CRPC's Transportation Policy Committee (TPC) and submitted to FHWA and FTA for approval. If priorities change or additional funds become available, the UPWP will be amended during the fiscal year.

1.4 UPWP FY 20 Overview

This section provides a quick overview of all the various tasks programmed in the current work program.

- **Task A1 (Citizen Participation and Public Outreach)** – The purpose of this task is to address the CRPC's public participation plan that calls for reasonable opportunities for interested parties and general public to comment on the Metropolitan Transportation Planning Processes as required by FAST Act and previous legislations.
- **Task A2 (Congestion Management Process)** – The purpose of this task is to use a systemic approach collaboratively developed and implemented throughout the CRMPO region to ensure safe and effective "Management and Operations" of new and existing transportation facilities through the use of demand reduction and operational management strategies.

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Table 1. UPWP Tasks and Relation to Planning Factors

Planning Factors	UPWP Task Codes																				
	A-1	A-2	A-3	A-4	A-5	A-6	A-7	A-8	A-9	A-10	A-11	A-12	A-13	B-1	B-2	C-1	D-3	D-4	H-1	H-3	SP-1
Support the economic vitality of the Urbanized Area	X	X		X			X	X		X	X	X		X		X	X	X	X		X
Increase safety of the transportation system for motorized and non-motorized users	X	X		X	X		X	X		X	X			X	X	X	X	X		X	
Increase security of the transportation system	X	X		X			X	X		X	X			X	X	X	X	X			
Increase accessibility and mobility options for people and freight	X	X	X	X			X	X		X	X	X			X		X	X	X		X
Protect and enhance the environment, and improve quality of life	X	X	X	X	X	X	X	X	X	X	X			X	X		X	X	X	X	X
Enhance integration and connectivity of the transportation system, across modes, for people and freight	X	X	X	X	X		X	X		X	X	X	X		X	X	X	X	X		X
Promote efficient system management and operation	X	X	X	X		X	X	X	X	X	X		X	X	X	X	X	X	X		
Emphasize preservation of the existing transportation system	X	X	X	X		X	X			X	X		X	X		X			X		
Improve the resiliency and reliability of the transportation system		X					X				X	X				X					X
Reduce or mitigate storm water impacts of surface transportation				X							X					X					
Enhance travel and tourism						X					X					X					X
FAST Act Implementation / Performance Based Planning	X	X	X	X		X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
Ladders of Opportunity	X	X	X					X			X		X			X					X

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Table 2. FY 2020 UPWP Tasks by Funding Sources

Task Code	Task Name	Total Funds	FHWA PL	FHWA Excess PL	CATS PL	FTA 5303	FTA Carry Over	CMAQ	HISPPEN	STP>200K	STIC	Local Match
PL A-1	Citizen Participation and Public Outreach	99,130	79,304									19,826
PL A-2	Congestion Management (Hwy)	102,000	81,600									20,400
PL A-4	Performance Based Planning and Programming	88,000	70,400									17,600
PL A-5	Bicycle/Pedestrian Planning	95,000	56,000							20,000		19,000
PL A-6	Air Quality / Environmental Planning	70,000	56,000									14,000
PL A-7	Regional ITS Architecture	71,000	56,800									14,200
PL A-8	Title VI Planning	15,000	12,000									3,000
PL A-9	Model Enhancement	563,592	50,874	400,000								112,718
PL A-10	Safety and Security Planning	70,750	56,600									14,150
PL A-11	Transportation Plans & Programs	110,000	88,000									22,000
PL A-12	Multi-Modal Freight Transportation	20,000	16,000									4,000
PL A-13	Data Base Mapping	110,000	88,000									22,000
PL B-1	Land Use and S-E-E	147,000	77,600								40,000	29,400
PL B-2	Inventory and Performance Monitoring	639,000	95,200							416,000		127,800
PL C-1	Plan Reappraisal (Hwy)	54,000	43,200									10,800
PL D-3	Technical Assistance (Hwy)	102,000	81,600									20,400
PL G-1	Administration (Hwy)	21,000	16,800									4,200
Planning Total		2,377,472	1,025,978	400,000	0	0	0	0	0	436,000	40,000	475,494
FTA A-3	Coordinated Human Services Transportation Plan	15,000				15,000						0
FTA D-4	Technical Assistance (Transit)	428,091			200,000	150,473	32,000					45,618
FTA G-2	Administration (Transit)	14,674				11,739						2,935
Transit Total		457,765	0	0	200,000	177,212	32,000	0	0	0	0	48,553
TDM	Travel Demand Management/Rideshare	500,000						250,000		250,000		0
RSHSP	Regional State Highway Safety Plan Implementation	303,618							303,618			0
SP-1	LA 30 EA	750,000								600,000		150,000
Other Total		1,553,618	0	0	0	0	0	250,000	303,618	850,000	0	150,000
Grand Total		4,388,855	1,025,978	400,000	200,000	177,212	32,000	250,000	303,618	1,286,000	40,000	674,047

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- **Task A3 (Coordinated Public Transit Human Services)** - The purpose of this task is to address the Coordinated Public Transit Human Services Transportation Plan as required by the FAST Act and foster coordination and communication among all the transit providers in the region. Staff will continue quarterly meetings with the human services agencies that provide transportation services in the Baton Rouge Area, collect information on transportation services, and maintain the regional transportation coordination plan.
- **Task A4 (Performance-based Planning and Programming)** - The purpose of this task is to address periodic reviews, changes, and progress on the short-range planning process and changes to the UPWP as required by the FAST Act and previous legislations. CRPC will continue to conduct short range transportation and transportation-related planning activities and coordinate with necessary agencies to track implementation of transportation projects in the CRMPO region.
- **Task A5 (Non-Motorized Planning and Complete Streets)** - The purpose of this task is to develop, support and promote plans and projects that increase and improve cycling and walking facilities, improve safety and security of vulnerable roadway users, and create alternative transportation mode choices for all travelers. CRPC will continue to prepare and evaluate transportation plans so that bicycle and pedestrian facilities are integrated into the network wherever practicable.
- **Task A6 (Air Quality Planning)** - The purpose of this task is to protect and enhance the environment, and promote consistency between transportation improvements and state and local planned growth and economic development patterns. CRPC will continue to monitor the transportation planning activities to ensure that such activities do not deteriorate the air quality in the five-parish air quality maintenance area.
- **Task A7 (Intelligent Transportation System)** - The purpose of this task is to develop, maintain and enhance regional Intelligent Transportation System (ITS) activities to improve efficiency of the transportation network, public transit, emergency response, safety and security in the Capital Region. CRPC will continue to update and maintain the regional ITS architecture and coordinate with various stakeholders to ensure that ITS technologies are deployed in a manner that will allow for communication, interoperability, and compatibility amongst various regional systems and entities.
- **Task A8 (Title VI Planning)** - The purpose of this task is to ensure that no person will, on the grounds of race, color, national origin, income, gender, age, and disability, as provided by Title VI of the Civil Rights Act of 1964 and the Civil Rights Restoration Act of 1987 (PL 100.259), be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity.
- **Task A9 (Model Enhancement)** - The purpose of this task is to continue reviewing and analyzing existing travel demand and air quality models in order to determine feasible enhancements to the modeling procedures that are used in the CRMPO study area. CRPC will continue to perform air quality, regional travel demand, and micro simulation model runs for existing and future projects as requested and needed.

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- **Task A10 (Safety and Security Planning)** - The purpose of this task is to reduce the human and economic toll on the region's multi-modal transportation system due to traffic crashes through widespread collaboration and an integrated 4E (Engineering, Enforcement, Education and Emergency Response) approach. CRPC will continue to analyze safety data and collaborate with regional safety stakeholders to keep them engaged in routinely monitoring safety programs and refining the planning process.
- **Task A11 (Development of Trans. Plans and Programs)** - The purpose of this task is to evaluate, support, analyze and implement multi-modal transportation plans and programs that foster accessibility, mobility, safety and other FAST Act planning factors. CRPC will continue to coordinate with local governments and various transportation stakeholders to develop and promote new programs that will foster better multi-modal transportation options for all users.
- **Task A12 (Multi-Modal Freight Transportation)** - The purpose of this task is to study regional freight related issues and better link freight movement with regional economic development strategies as outlined in the CEDS. This task includes evaluating, supporting, analyzing and implementing multi-modal transportation plans and programs that foster accessibility, mobility, safety and other FAST Act planning factors.
- **Task A13 (Data Development and Maintenance)** - The purpose of this task is to collect, maintain and analyze regional information on all topics including but not limited to, census, land use and related data that will be needed for regional demographic forecasting, transportation planning, land use planning, air quality planning, emergency planning, Title VI and economic development efforts.
- **Task B1 (Land Use, Socio-Economic, Environmental)** - The purpose of this task is to collect, maintain and analyze regional land use, socio-economic and environmental data that will be used in regional demographic forecasting, transportation planning, land use planning, air quality planning, emergency planning, Title VI and economic development efforts. CRPC will continue to participate, provide input to parishes and larger municipalities in the development of local comprehensive plans, and provide guidance to smaller municipalities on land use and zoning issues.
- **Task B2 (Transportation System – Inventory & Performance Monitoring)** - The purpose of this task is to collect, maintain and analyze street inventory maintenance data in order to improve safety, reliability, efficiency, and extend the life of the transportation system in the Capital region.
- **Task C1 (Transportation Plan Reappraisal)** - This task addresses periodic reviews, changes, and progress on the long-range planning process to foster livable and sustainable communities and transportation systems in the CRMPO area as required by the FAST Act and previous legislations.
- **Task D3 (Technical Assistance (Highway))** - The purpose of this task is to utilize the expertise and knowledge of the CRPC and LADOTD staff in providing technical support

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services to local governments and interested citizens on transportation planning and other requests that support the planning factors in FAST Act and the previous legislations.

- **Task D4 (Technical Assistance (Transit))** - The purpose of this task is to provide technical assistance to public transit providers and local units of government to create a regionally seamless transit system that improves accessibility and mobility for all citizens.
- **Task G1 (Grant Administration (Hwy))** - The purpose of this task is to provide administration of the UPWP tasks funded by FHWA Planning Funds (PL).
- **Task G2 (Grant Administration (Transit))** - The purpose of this task is to provide administration of the UPWP tasks funded by Federal Transit Administration (FTA) funds.
- **Task H1 (Travel Demand Management)** - The purpose of this task is to implement Travel Demand Management (TDM) strategies to influence individual travel behavior and provide expanded options to reduce the actual demand, or number of vehicles, placed on transportation facilities and incorporate practices that focus on managing the demand side of the transportation equation rather than increasing supply by widening or building new roads.
- **Task H3 (Regional SHSP Implementation)** - The purpose of this task is to reduce traffic fatalities and injuries on Capital Regional Transportation Safety Coalition (CRTSC) roadways through widespread collaboration and an integrated 4E approach: engineering, education, enforcement and emergency services. CRPC will continue to coordinate with the 4E stakeholders and implement action items in the Capital Region Transportation Safety Plan (CRTSP) to achieve the goal of reducing the number of fatalities in CRTSC region by half by the year 2030 and the vision of Destination Zero Deaths.
- **Task SP-1 (LA 30 Environmental Assessment)** - The purpose of this task is to conduct an Environmental Assessment on approximately 24 miles of LA 30 corridor from Brightside Lane in East Baton Rouge Parish to Airline Highway in Ascension Parish. LA 30 is a key arterial in the Capital Region that runs parallel to I-10 and an upgraded LA 30 is a prerequisite for efficient utilization of any new Mississippi Bridge south of the existing one on I-10.

1.5 UPWP FY 19 Vs. FY 20

Figure 1 shows a comparison of funding breakdown by UPWP task in FY 2019 and 2020. Most of the tasks/projects are similar between the two fiscal years. The following information can be observed from the chart.

- **Overall funding has slightly increased:** The total funding available to perform UPWP tasks increased in FY 2020. This is because of three major projects (Household Travel Survey, Pavement and Asset Data Collection, and LA 30 Environmental Assessment) that are anticipated to be implemented this year.
- **Increased allocation for Tasks A2, A9, D4, and SP-1:**

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- Staff will be working on finalizing the Congestion Management Process during the first half of the year. (Task A2)
- Additional funding was approved for revamping CRPCs regional travel demand model. The first phase of this project is to conduct a Household Travel Survey. (Task A9)
- CRPC initiated the Baker Transportation Center / Park n Ride feasibility study which is expected to carry over from FY 19 to FY 20. The funds allocated for this project will also carry forward to FY 2020 (Task D4).
- CRPC staff anticipates advertising the RFP for the LA 30 Environmental Assessment and finalize the consultant selection at the September 2019 TPC meeting. Nine months of the work will be accomplished in FY 2020 (Task SP-1).

- **Addition of new Task A12:**
 - A new/separate task has been added for multi-modal freight transportation modeling.

- **Decreased allocation for Tasks A1, A11, and D3**
 - CRPC implemented a “Marketing and Public Outreach” project in FY 19. This project is expected to wrap up in the early part of FY 20. (Task A1)
 - Freight planning has a separate task in FY 20 and all the freight planning related work has been captured under the new task. It was previously captured under task A11. (Task A11)
 - CRPC staff has been providing significant amount of technical assistance to communities affected by the August 2016 floods. It is anticipated that the amount of assistance needed will start winding down. (Task D3)

- **Addition of new funding source**
 - For FY 20, CRPC was awarded a State Transportation Innovation Councils (STIC) grant that offers technical assistance and funds to support the costs of standardizing innovative practices in a state transportation agency or other public sector STIC stakeholder. This grant is being applied to Task B2.

UPWP FY 2019 Vs FY 2020 Task by Task Comparison (Regular Tasks)

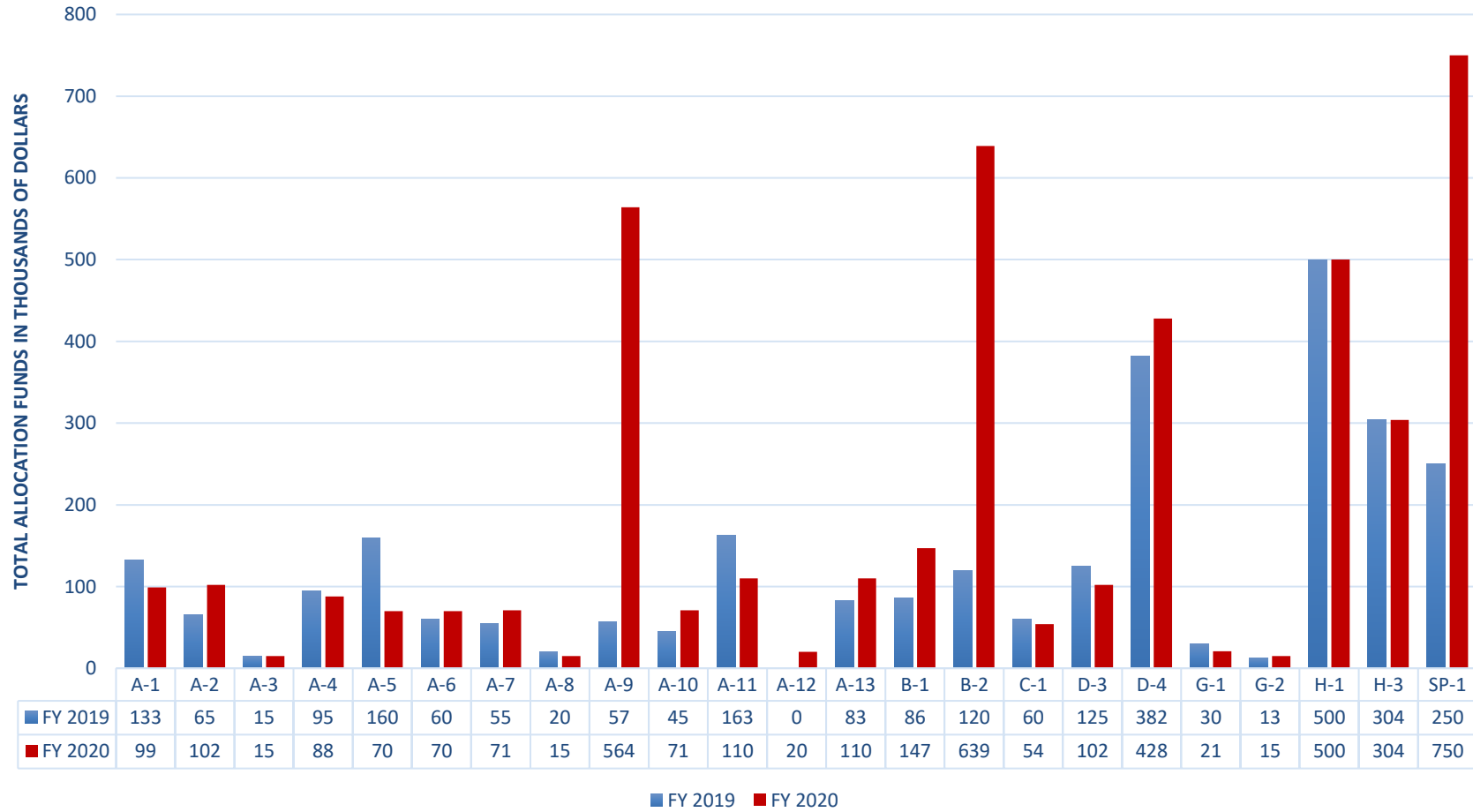


Figure 1. UPWP FY 19 Vs. FY 20 Funding Breakdown

1.5.1 FY 19 Performance and Expenditure Report

The remainder of this document goes into detail on the work completed by CRPC staff in FY 19 as well as the expected projects for FY 20. **Table 3** outlines the amount budgeted and expended by task for FY 19. CRPC expended 87.0% of funds provided in FY 19.

CRPC expended approximately all of its funding for Tasks A-1, A-2, A-4, A-5, A-6, A-7, A-8, A-9, A-10, A-11, A-13, B-1, B-2, C-1, D-3, and G-1. Tasks with funding expended less than 90% include D-4, G-2, and H-3. Task A-3 expended 100.5% for FY 2019. **Table 4** provides details for expending below 90% and above 100%.

Table 3. FY 2019 Performance and Expenditure Report

Task Code	Task Name	Original Budget	Amended Budget	Total Amount Expended	Federal Expended	Percent Expended
PL A-1	Citizen Participation and Public Outreach	\$133,200	\$81,500	\$79,941.36	\$63,953.09	98.1%
PL A-2	Congestion Management (Hwy)	\$65,000	\$89,500	\$88,481.38	\$70,785.10	98.9%
FTA A-3	Coordinated Human Services Transportation Plan	\$15,000	\$16,600	\$16,690.41	\$1,243.38	100.5%
PL A-4	MPO Planning Progress and UPWP	\$95,000	\$106,522	\$104,689.47	\$83,751.58	98.3%
PL A-5	Bicycle/Pedestrian Planning	\$160,000	\$74,000	\$72,292.96	\$57,834.37	97.7%
PL A-6	Air Quality Environmental Planning	\$60,000	\$92,000	\$90,540.61	\$72,432.49	98.4%
PL A-7	Regional ITS Architecture	\$55,000	\$53,000	\$51,193.23	\$40,954.58	96.6%
PL A-8	Title VI Planning	\$20,000	\$11,000	\$9,947.58	\$7,958.06	90.4%
PL A-9	Model Enhancement	\$57,000	\$51,000	\$49,851.66	\$39,881.33	97.8%
PL A-10	Safety and Security Planning	\$45,000	\$47,000	\$45,924.39	\$36,739.51	97.7%
PL A-11	Transportation Plans & Programs	\$162,500	\$175,500	\$173,791.60	\$139,033.28	99.0%
PL A-13	Database Mapping	\$83,122	\$153,000	\$150,823.80	\$120,659.04	98.6%
PL B-1	Land Use and S-E-E	\$86,000	\$54,000	\$52,116.38	\$41,693.10	96.5%

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Task Code	Task Name	Original Budget	Amended Budget	Total Amount Expended	Federal Expended	Percent Expended
PL B-2	Inventory and Performance Monitoring	\$120,000	\$132,000	\$130,685.82	\$104,548.66	99.0%
PL C-1	Plan Reappraisal (Hwy)	\$60,000	\$28,000	\$26,456.07	\$21,167.26	94.5%
PL D-3	Technical Assistance (Hwy)	\$125,000	\$94,000	\$92,529.85	\$74,023.88	98.4%
FTA/CATS D-4	Technical Assistance (Transit)	\$422,454	\$381,804	\$285,527.23	\$285,527.23	74.8%
PL G-1	Administration (Hwy)	\$30,000	\$13,200	\$12,135.15	\$9,708.12	91.9%
FTA G-2	Administration (Transit)	\$12,500	\$5,000	\$3,047.07	\$3,047.07	60.9%
H-3	Regional State Highway Safety Plan Implementation	\$303,618	\$303,618	\$170,067.00	\$170,067.00	56.0%
Total		\$2,110,394	\$1,962,244	\$1,706,733.02	\$1,445,008.13	87.0%

Table 4. Reasoning for Expending Below 90% and Above 100%

Task Code	Task Name	Percent Expended	Reasoning
FTA/CATS D-4	Technical Assistance (Transit)	74.8%	<p>- The task consists of funds from two different functions (MPO related Regional Transit Planning & Technical assistance to CATS.) CRPC receives regular transit planning funds for performing/conducting MPO related transit planning funds. CRPC also programs approximately \$200K annually for providing technical assistance to CATS.</p> <p>- MPO related FTA Planning – CRPC initiated a feasibility study for Baker Transportation Center / Park and Ride as part of this UPWP’s planning task. There were delays in the project due to certain external factors and most of the work spilled over to FY 19-20. We anticipate completing this project in FY 19-20.</p> <p>- CATS Technical Assistance – The amount billed towards this grant strictly depends on the magnitude of work tasks that CATS requests helps with during the year.</p>

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FTA G-2	Administration (Transit)	60.9%	- This task is the administrative portion for submitting the monthly FTA requisitions and progress reports. Since we had carryover funds from last year for the Baker Park and Ride project, we will still continue to bill this task in FY 19-20.
H-3	Regional State Highway Safety Plan Implementation	56.0%	- This is a five-year grant. The work on the East Baton Rouge LRSP did not begin until February 2019. Most of the work is being completed in FY 2020.
FTA A-3	Coordinated Human Services Transportation Plan	100.5%	- CRPC did not bill the amount over-expended for this task.

2 Planning Area

The CRMPO study area shown in **Figure 2** is based on the 2010 census urbanized area boundaries. It is comprised of Ascension, East Baton Rouge and portions of Iberville, Livingston and West Baton Rouge Parishes. The urbanized planning area and the study area boundaries were adjusted based on the 2010 U.S. Census boundaries. By federal definition, CRMPO's planning/study area must at least include the 2010 urbanized area (as defined by the U.S. Bureau of the Census) and the contiguous area that may reasonably be expected to become urbanized in the next 20 years. Within the study area lies the municipalities of Addis, Baker, Baton Rouge, Brusly, Central, Denham Springs, Donaldsonville, French Settlement, Gonzales, Livingston, Plaquemine, Port Allen, Port Vincent, Sorrento, St. Gabriel, Walker, White Castle, and Zachary.

EPA designated the entire five parish CRMPO area as maintenance for ozone based on the 2008 8-hr standard of 75 ppb. So, planning activities in the UPWP that address the air quality issues can be carried out in the entire five parish area.

Based on official census 2010 data the five-parish area has seen an increase in population from 636,214 in 2000 to over 732,500 in 2010.

Table 5. Population Change in Five Parish Baton Rouge Non-Attainment Area

Parish	2010 Census Population	2000 Census Population	% Change
Ascension	107,215	76,627	39.9
East Baton Rouge	440,171	412,852	6.6
Iberville	33,387	33,320	0.2
Livingston	128,026	91,814	39.4
West Baton Rouge	23,788	21,601	10.1
Total	732,587	636,214	15.1

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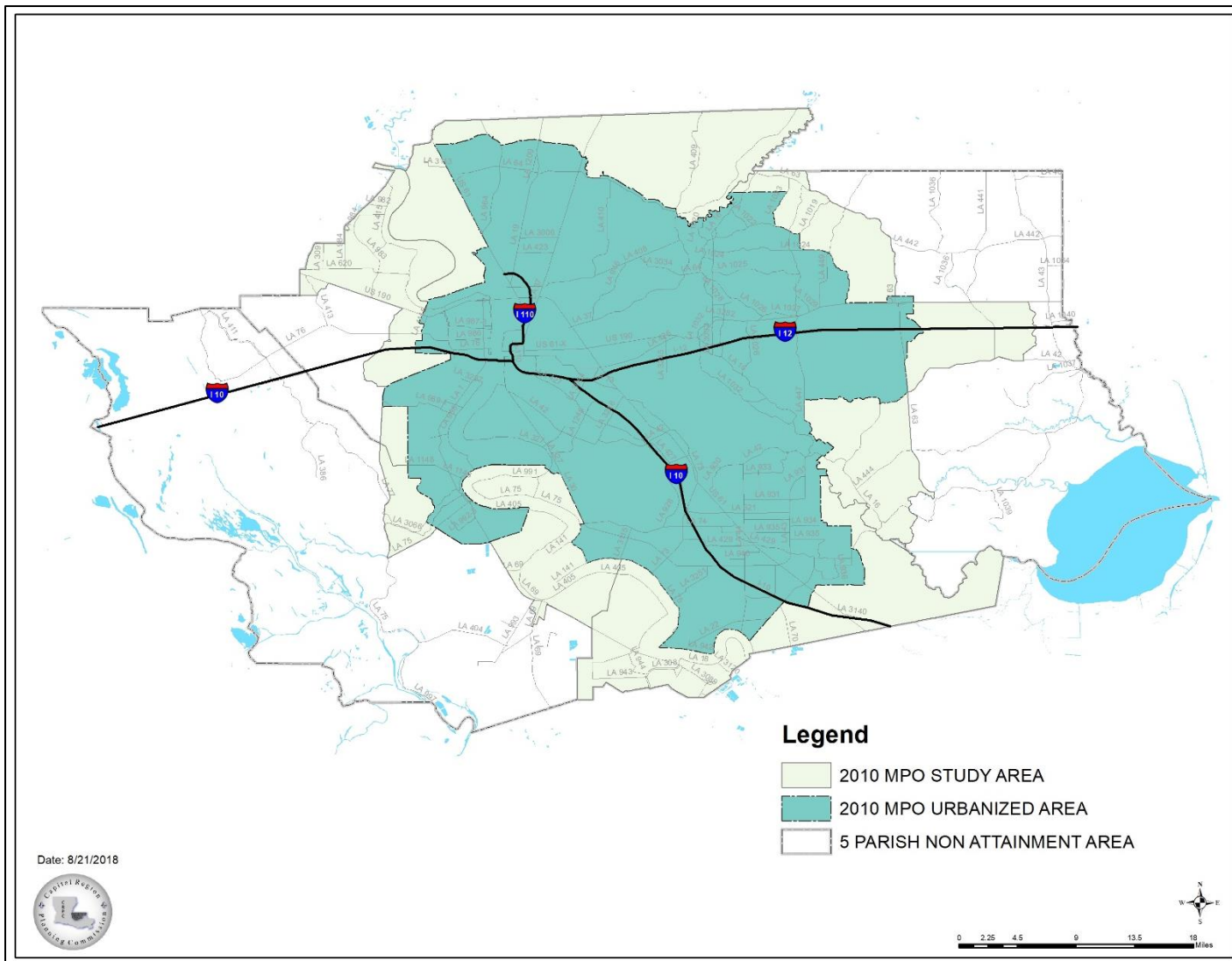


Figure 2. Capital Region Metropolitan Planning Area

3 Organization and Management

3.1 Committee Oversight

The Transportation Policy Committee (TPC), provides policy direction for CRMPO. The TPC consists of the following membership:

1. The chief elected official or designee from each of the local governments (parishes and municipalities) within the Baton Rouge Transportation Management Area or the smoothed urbanized area. This includes the following:

Ascension Parish	President
City of Gonzales	Mayor
Town of Sorrento	Mayor
East Baton Rouge Parish	Mayor-President
City of Baker	Mayor
City of Central	Mayor
City of Zachary	Mayor
Iberville Parish	President
City of Plaquemine	Mayor
City of St. Gabriel	Mayor
Livingston Parish	President
City of Denham Springs	Mayor
City of Walker	Mayor
Town of Livingston	Mayor
Village of Port Vincent	Mayor
West Baton Rouge Parish	President
City of Port Allen	Mayor
Town of Addis	Mayor
Town of Brusly	Mayor

2. The Administrator (or designee) from the State District Office of the Federal Highway and Federal Transit Administration if applicable. (Currently no state office of the Federal Transit Administration exists.) This member shall be a non-voting member.
3. The Secretary (or his or her designee) from the Louisiana Department of Transportation and Development.
4. The Chief Executive Officer (or his or her designee) of the Capital Area Transit System.

The Policy Committee also has several committees for which the CRPC staff provides administrative support and technical assistance. Some of these committees have members who do not currently serve on the Policy Board but represent stakeholders in the community:

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Technical Advisory Committee (TAC) The Transportation Technical Advisory Committee membership is comprised of representatives of general-purpose government who manage the day-to-day technical aspects of the transportation system infrastructure or their designee. In order to broaden the base of technical expertise available to the committee, and meet Chapter I, Title 23 CFR Part 450 subpart C 450.306 (i), requirements of the membership of the TAC includes representatives from several affected transportation modes and community organizations. The TAC, under the direction of the TPC, makes recommendations to the TPC for matters necessary to comply with the requirements of federal and state law. The TPC consists of the following membership:

MEMBERS

REPRESENTING

Technical Representative	East Baton Rouge Parish Public Works
Technical Representative	East Baton Rouge Parish Planning Commission
Technical Representative	Livingston Parish
Technical Representative	Ascension Parish
Technical Representative	West Baton Rouge Parish
Technical Representative	Iberville Parish
Technical Representative	City of Baker
Technical Representative	City of Zachary
Technical Representative	City of Central
Technical Representative	City of Port Allen
Technical Representative	Town of Brusly
Technical Representative	Town of Addis
Technical Representative	City of Denham Springs
Technical Representative	Town of Walker
Technical Representative	Village of Port Vincent
Technical Representative	Town of Livingston
Technical Representative	City of Gonzales
Technical Representative	Town of Sorrento
Technical Representative	City of Plaquemine
Technical Representative	City of St. Gabriel
Technical Representative	Capital Region Planning Commission
Technical Representative	Baton Rouge Chamber of Commerce
Technical Representative	Baton Rouge Metro Airport Staff
Technical Representative	Capital Area Transit System
Technical Representative	Paratransit Operator
Technical Representative	Port of Greater Baton Rouge
Technical Representative	American Automobile Association
Technical Representative	LA Motor Transportation Association
Technical Representative	Railway Association
Technical Representative	LA Transportation Research Center
Technical Representative	Baton Rouge Green
Metropolitan Planning Rep.	LA DOTD
Dist./Design/Eng. Rep.	LA DOTD
Public Transportation Rep.	LA DOTD

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Technical Representative	Federal Highway Administration
Technical Representative	LA Department of Environmental Quality
Technical Representatives	Private Sector

Bicycle and Pedestrian Advisory Committee (BPAC) The purpose of the Capital Region MPO Bicycle and Pedestrian Advisory Committee is to improve bicycling and pedestrian conditions for commuters, children and elderly, persons with disabilities and recreational bicyclists and walkers of the area. In addition, the committee analyzes issues arising within the planning area from a bicycle and pedestrian perspective and makes recommendations to the TAC and TPC. This committee also promotes and reviews implementation of complete streets concepts for relevant projects.

Coordinated Human Transportation Services Committee (CHTSC) The purpose of the Capital Region MPO Coordinated Human Services Transportation Planning Committee is to improve utilization of transit service resources and transit funding resources for commuters, elderly, persons with disabilities, persons with low income, rural area commuters and school system commuters of the area. The goals of the Committee will be the same as those established in the Regional Major Transportation Plan. In addition, the committee will analyze issues arising within the planning area from a coordinated mass transit perspective and make recommendations to the TAC and TPC.

Freight Committee (FC) The purpose of the freight committee is to understand and assess the needs of the Baton Rouge Urbanized Area regional freight community, identify opportunities to address safe and efficient future freight transportation expansion, further the region's understanding of freight movement/land use issues and implications, address the growing challenge of accommodating both passenger and freight activity on the same transportation system, including issues related to congestion and public safety concerns, and play a key role to inform decision-makers as to the need/rationale for land use strategies/initiatives and infrastructure to support efficient freight movement in the region.

ITS Committee The purpose of the ITS committee is to discuss any outstanding ITS issues, status of ITS projects, promote new ITS projects, and monitor regional ITS architecture. It also provides a venue for personnel from different Traffic Management Centers (TMC's) to collaborate and create seamless communications among themselves.

TPC and TAC members, agendas, and meeting minutes are available at www.crpccla.org.

3.2 Staff Involvement

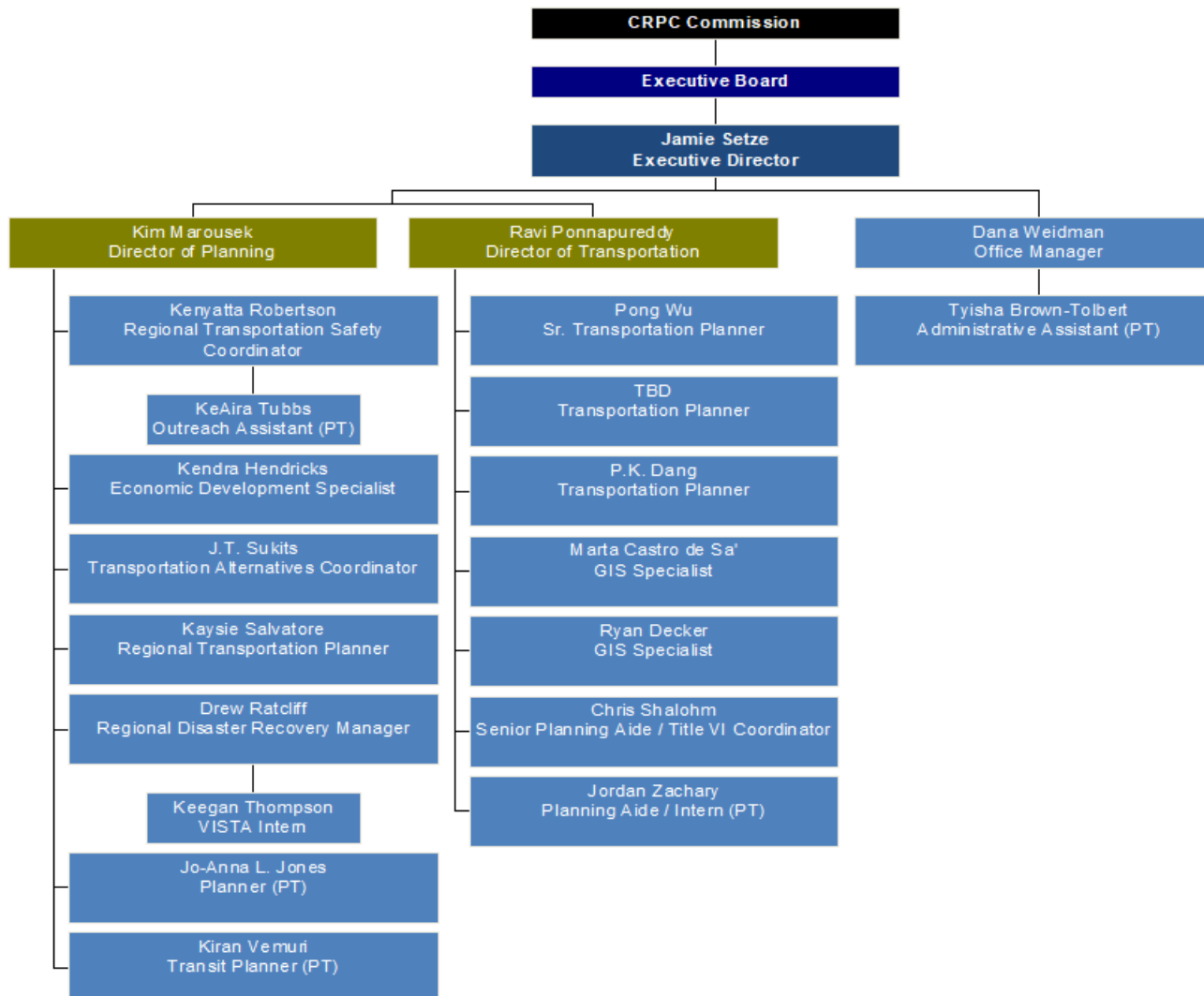
CRPC has a diverse staff that carries out regional transportation planning in coordination with the state and operators of publicly owned transit services. To stay current on planning practices and for professional development, the CRPC attends conferences, trainings, and workshops throughout the year. In FY 19, CRPC staff attended:

- Lifesavers Conference
- 2018 Louisiana Transportation Conference
- West Baton Rouge Chamber of Commerce Membership Lunch Meeting
- Statewide Economic Development Summit
- 2018 National Planning Conference
- NHI courses
- TRB webinars
- GISP exam prep courses
- Walk/Bike/Ped Conference
- LTAP
- ArcGIS Pro workshop
- GIS courses
- LA Public Transit Conference
- URISA workshops
- WTO International Trade Week

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- Baton Rouge Area Chamber monthly lunch
- TransModeler Training
- T-Tec
- National Academy of Sciences Conference
- NADO
- Associates for Commuter Transportation Conference
- APA LA Chapter State Planning Conference
- Distracted Driving Summit
- CAV 101 Seminars

Figure 3. CRPC Organization Chart
Capital Region Planning Commission – Organization Chart



4 Task A-1: Citizen Participation and Public Outreach

This task will address CRPC's public participation plan that provides reasonable opportunities for interested parties and general public to comment on the Metropolitan Transportation Planning processes as required by FAST Act and previous legislations.

4.1 Objectives

- To develop informational materials that support a cooperative planning process and explain CRPC plans and activities in a concise and straight forward manner.
- To increase both awareness and interest in transportation plans and the transportation planning process using traditional and innovative approaches.
- To provide frequent opportunities for interested parties from the private business community, public officials, neighborhood organizations, the physically challenged and other groups impacted by transportation plans to participate in the development of CRPC transportation plans and to encourage public participation in transportation planning activities at all levels.

4.2 Previous Work/Accomplishments

- Advertised, prepared for, and conducted TAC TPC Meetings. Staff prepared and presented to the members of Technical Advisory and Transportation Policy Committees, and to the general public about the action and non-action items listed below:

Action Items

- Transportation Improvement Program (2015 – 2018) Amendments
- Transportation Improvement Program (2019 – 2022) Adoption and Amendments
- Baker/Denham Springs Bike/pedestrian plans consultant selection
- UPWP FY 2019 amendment
- TPM1, TPM2 and TPM3 targets as well as the Regional Transit Asset Management (TAM) targets
- Branding and marketing project consultant selection
- Capital Region MPO new consultant selection procedures

Non-Action Items

- I-10 (LA 415 – Essen Ln) project status
- MOVE 2042 amendment status
- Commuter Krewe of Louisiana (TDM) project
- Cities of Baker/Denham Springs bike/pedestrian project
- Truck Travel Time Reliability Analysis
- TPC voting structure research overview
- MOVEBR impact discussion
- Federal Emergency Disaster Recovery Process for Transportation Assets

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- Economic & fiscal impacts of LA Long-Range Transportation Plan
- MAP service in the Capital Region
- TSMO workshop
- MPO STP>200K Funding – Unobligated Balance
- Railroad permit process
- Freight and Fuel Transportation Optimization Tool (FTOT) pilot study
- Pavement and asset data collection
- December 2018 TAC survey results
- Capital Region Transportation Safety Coalition (CRTSC) update
- Baker/Denham Springs bike/pedestrian plan status
- CRPC marketing and outreach project status
- Congestion impact of major incidents
- MPO activity update
- Attended DOTD public outreach meetings associated with the I-10 widening project. Met with sub consultants to discuss outreach strategies and feedback on project received by CRPC. Meetings were Aug 28-30, 2018.
- Met with the North Baton Rouge Economic Development District (Aug. 20, 2018) regarding their draft Strategic Plan and CRPC's ability to assist in the implementation of their goals.
- In Ascension Parish, attended public meeting for LA 44/LA 941 project (Sept. 25, 2018) and for the development of their comprehensive land use plan (Sept. 26, 2018).
- Staff developed various infographics to make information presentable and easy to understand for public consumption.
- Staff developed RFP and SOW for the development of branding and public outreach materials and processes to help the general public, stakeholders, and elected officials understand various functions of the CRPC.
- Staff published the RFP for the branding and marketing project. Reviewed and ranked all 10 proposals and presented the recommendations at the January 2019 TPC meeting.
- Held kickoff meeting with selected marketing and outreach firm. Researched peer MPO's and Regional Planning Commissions for marketing concepts.
- Staff prepared and published the RFP for the Baker Transit Center / Park n Ride study as per the procedures documented in the consultant selection procedures.
- Staff initiated work on updating the Public Participation Plan (PPP).
- Staff continued to regularly update the website with meeting notices, documents, and other information as needed. Click on the link below to access the website.
<http://www.crpcla.org/>
- Staff continued to coordinate with LDEQ and BRCAC and maintained the info on the ERC information resource website. Click on the link below to view the website.
<http://www.laerc.com/>

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- Continued providing technical assistance to the public, local governments, businesses and non-profit organizations as and when requested.
- Facilitated a Census workshop for the MPO region to inform them of the upcoming LUCA – (Census Addressing) process and the importance of their participation.

4.3 Expected Work

CRPC will

- Continue implementing community outreach and public participation guidelines mentioned in the MPO's Public Participation Plan (PPP). Update the PPP to make it FAST Act compliant.
- Complete the CRPC Public Outreach and Marketing Campaign project. Update the CRPC website.
- Continue to extend CRPC's outreach using social media, electronic and paper comment forms, electronic and paper newsletters, media releases, and appropriate innovative participation techniques.
- Continue to publish newsletters that will be made easily accessible to the public using methodologies mentioned in the PPP.
- Develop an easy to understand citizen's guide that helps the public better understand the CRPC, CRMPO, transportation and land use planning, federal grants and environmental issues.
- Continue to conduct trainings/workshops to keep the local elected officials and various other members informed about CRPC, MPO processes, Planning etc.
- Conduct, facilitate, and participate in project related public meetings not limited to the following:
 - Metropolitan Transportation Plan (MOVE 2042) amendment
 - LA 30 Corridor Environmental Assessment
 - Baker/Denham Bike/Ped Master Plans
- Continue to update a comprehensive database of stakeholders that includes environmental justice, neighborhood, non-profit, voluntary, and business organizations. An effort will be made to communicate and include as many stakeholders in the planning process.
- Continue presenting information regarding local and regional transportation and environmental issues at the MPO and CRPC meetings.

4.4 Performance Measures

- Number of website visits
- Number of likes/visits on Facebook and other social media
- Number of document downloads from the website
- Number of stakeholders in the comprehensive stakeholder database
- Publication and dissemination of updated PPP, quarterly newsletters, and MPO planning documents.

4.5 Results/Products

- Updated PPP
- Quarterly newsletters
- Update website
- Updated Stakeholder Database
- Dissemination of information through website, social media and other traditional methods
- Public notices regarding CRPC meetings

4.6 Funding Summary

UPWP Task PL A-1 Budget	
Funding Source	Amount (\$)
FHWA Planning (PL)	\$79,304
FHWA Excess PL	
STP>200K	
Local Match	\$19,826
Total Budget	\$99,130
Labor	Amount (\$)
CRPC Staff	\$94,130
Consultants, Travel, Software	\$5,000

5 Task A-2: Congestion Management Process

The purpose of this task is to use a systemic approach collaboratively developed and implemented throughout the CRMPO region to ensure safe and effective management and operations of new and existing transportation facilities through use of demand reduction and operational management strategies.

5.1 Objectives

- To allow people to travel throughout the region conveniently, predictably, and with minimal delay.
- To develop and maintain a data driven Congestion Management Process (CMP) that promotes multimodal system performance measures and strategies that can be reflected in the Metropolitan Transportation Plan (MTP) and Transportation Improvement Program (TIP).

5.2 Previous Work/Accomplishments

- Supply Chain transportation Council Truck Travel Time Reliability Analysis
 - Researched various sources to identify major incidents that significantly affected traffic conditions in 2016 and 2017.
 - Developed the affected network definitions utilizing NPMRDS RITIS analytics tools.
 - Analyzed the congestion trends for each incident utilizing the network definitions on the day or month of the incident and compared with the trends on a typical day or month.
 - Identified the impacted detour routes and the points of failure for each of the incidents based on the congestion trends comparison.
 - Presented the results to the MPO TAC and SCTC committees.
- Congestion Management Process
 - Brainstormed on the process and timeline for developing CMP.
 - Downloaded the raw travel time / speed data from NPMRDS RITIS website utilizing massive data downloader for the years 2014 through 2018.
 - Imported all the speed data into GIS and attempted to tie the traffic volumes to the TMC ID's for each of the years.
 - Conducted Peak Hour Excessive Delay (PHED) and other congestion analyses and ranked the NHS network segments.
 - Reviewed the 2017 and 2018 NPMRDS analytics on RITIS website.
 - Received, reviewed and analyzed DOTD's traffic incident data for the Capital Region.
 - Analyzed and developed various CMP metrics for a couple of roadways to understand and refine the methodology prior to applying it to the entire road network in the Capital Region.
 - Analyzed the data to rank the congested segments by utilizing RITIS tools such as congestion scan, congestion trends and performance summaries.
- FHWA TPM – PM3 Targets Review and Development

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- Reviewed presentations and materials, and background information on PM3 performance measures to better understand how to develop targets.
- Coordinated with DOTD to understand their target development process.
- Familiarized with the MAP-21 portion of NPMRDS RITIS website and other related dashboard tools.
- Analyzed and created dashboards to understand current conditions and historical trends of Truck Travel Time Reliability on interstates, Level of Travel Time Reliability on both interstate and non-interstate NHS routes.
- Developed various trends and reviewed the projects programmed in the new TIP to realistically establish projected four-year targets.
- Participated in meetings with DOTD to understand their methodology and process for establishing TPM3 targets.
- Finalized system performance, truck travel time reliability targets. These targets were approved at the January TPC meeting and transmitted to DOTD.
- TSMO Training and Workshop
 - Participated in various pre-requisite TSMO courses in preparation of a 2-week TSMO training in Washington, DC
 - Attended two-week TSMO training in Washington, DC
 - Coordinated with FHWA to conduct TSMO workshop in Baton Rouge
- Familiarize with various analysis tools on the RITIS website and applied the tools to study the impacts of various major incidents that occurred in the Capital Region. Some of the incidents include closure of LA70/Sunshine Bridge, LA 1 Intercostal Canal bridge, and other major incidents.
- Participated in meetings with stakeholders to discuss unconventional solutions for reducing congestion.

5.3 Expected Work

CRPC will

- Coordinate with state and local partners to define and understand local and regional congestion issues and collaborate on identifying how best to manage it.
- Monitor and reassess performance measures and targets that will be used to measure congestion on both a regional and local scale. These performance measures should relate to, and support, regional objectives. Monitor the following FHWA required targets and other performance measures identified in the long-range plan.
 - Percent of Person-Miles Traveled on the Interstate That Are Reliable
 - Percent of Person-Miles Traveled on the Non-Interstate NHS That Are Reliable.
 - Truck Travel Time Reliability (TTTR) Index on the Interstate system
 - Annual Hours of Peak-Hour Excessive Delay per Capita on NHS system
- Coordinate with local and state transportation partners to collect the data for setting and tracking the TPM targets.

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- Continue to review, download, and analyze the monthly NPMRDS (V2) dataset from the RITIS website to conduct performance-based planning and programming and follow the reporting requirements of the new PM3 regulations.
- Coordinate with local, regional, and state partners to identify and assess appropriate strategies to mitigate congestion. This action involves both identifying and assessing potential strategies and may include efforts conducted as part of the MTP, corridor studies, or project studies.
- Work on programming and implementing strategies for determining funding sources, prioritizing, and allocating funding in the TIP.
- Monitor effectiveness of the strategies and make necessary tweaks to achieve the performance measures and targets through coordination with local and regional partners.
- Develop mobility reports and a new CMP document utilizing the travel data analysis results. Crash data, functional classification, TDM strategies and other available data will be utilized in prioritizing the congested segments and identifying implementation strategies and performance measures.
- Continue to work on reducing congestion through Travel Demand Management (TDM) strategies such as the Commuter Krewe of Louisiana program and promoting alternative modes of travel such as biking, walking and use of public transit.
- Attend, if available, workshops, conferences and training to improve efficiency and skills under this work program task.

5.4 Performance Measures

- Percent of Person-Miles Traveled on the Interstate That Are Reliable
- Percent of Person-Miles Traveled on the Non-Interstate NHS That Are Reliable.
- Truck Travel Time Reliability (TTTR) Index on the Interstate system
- Annual Hours of Peak-Hour Excessive Delay per Capita on NHS system

5.5 Results/Products

- Congestion Analysis/Mobility Reports and Maps
- Updated CMP
- Implementation of TDM Strategies
- Facilitation of the appropriate committee meetings

5.6 Funding Summary

UPWP Task PL A-2 Budget	
Funding Source	Amount (\$)
FHWA Planning (PL)	\$81,600
FHWA Excess PL	
STP>200K	
Local Match	\$20,400
Total Budget	\$102,000
Labor	Amount (\$)
CRPC Staff	\$102,000
Consultants, Travel, Software	\$0

6 Task A-3: Coordinated Public Transit Human Services

The purpose of this task is to address the Coordinated Public Transit Human Services Transportation Plan as required by the FAST Act and foster coordination and communication among all the transit providers in the region.

6.1 Objectives

- To develop and maintain a Coordinated Public Transit Human Services Transportation Plan through a process that includes representatives of public, private, and non-profit transportation and human services providers, as well as the public.

6.2 Previous Work/Accomplishments

- CRPC authored a complete revision of the regional Coordinated Human Services Transportation Plan utilizing input from workshops, quarterly meetings, the long range transportation planning process, and the most recent demographic data currently available;
- Became the first region in Louisiana to participate in a DOTD pilot program, utilizing Rural Transportation Assistance Funds for transit driver safety training;
- Hosted numerous training sessions for transit drivers across the region such as Defensive Driving and Wheelchair Securement;
- Created a human services transportation provider database to better understand regional transportation resources and deficiencies;
- Staff regularly participates in webinars, workshops, and annual training sessions in order to share information and stay aware of best practices in human services transportation planning.

6.3 Expected Work

CRPC will

- Continue quarterly meetings with the human services agencies that provide or have clients that need transportation services in the Baton Rouge Area.
- Collect information on transportation services, maintain the regional transportation coordination plan.
- Offer input to the statewide selection process for 5310, 5311, 5316 and 5317 funding.
- Utilize planning efforts from Task D-4 for transit and special transportation efforts.
- Advocate for the need for public transit across the Capital Region, especially for those who are elderly and disabled.
- Draft a complete update to the Coordinated Human Services Transportation Plan document based on feedback from transit providers, riders, and professional transportation planners.
- Assist transit providers with grant applications as needed, including MPO approval letters.

6.4 Performance Measures

- Quarterly Coordinated Public Transit Human Services Transportation working group meetings
- Updated elderly population, families below poverty and disabled population maps

6.5 Results/Products

- Updated information on transportation services that are being provided in the Baton Rouge area
- Updated Coordinated Human Services Transportation Plan
- Quarterly Coordinated Human Services Transportation meetings
- Input to the statewide selection process for 5310, 5311, 5316 and 5317 funding

6.6 Funding Summary

UPWP Task FTA A-3 Budget	
Funding Source	Amount (\$)
FTA 5303	\$15,000
FTA Carryover	
CATS PL	
Local Match	
Total Budget	\$15,000
Labor	Amount (\$)
CRPC Staff	\$15,000
Consultants, Travel, Software	\$0

7 Task A-4: Performance Based Planning and Programming

This task addresses periodic reviews, changes, and progress on the short-range planning process and changes to the Unified Planning Work Program (UPWP) as required by the FAST Act and previous legislations.

7.1 Objectives

- To conduct short-range transportation and transportation-related planning activities with short-term and implementation focus, including the development and administration of the Transportation Improvement Program (TIP) and UPWP.
- To keep the Transportation Policy Committee (TPC), the Technical Advisory Committee (TAC), other committees and the public informed about the status of short-range planning activities.

7.2 Previous Work/Accomplishments

- Maintained a cooperative, continuous and comprehensive framework for making transportation investment decisions in the metropolitan area. Staff reviewed the progress on the planning process and its impact on the UPWP. Staff continued to consult and coordinate with local planning officials responsible for other types of planning activities. These other activities include planned growth, smart growth, complete streets, economic development, environmental protection, airport operations, and freight movement.
- Monitored the progress of UPWP tasks on a regular basis in order to ensure its effective implementation. Worked on monthly and quarterly narratives to support the grant requisitions.
- Monitored the TIP projects on a regular basis. Staff met with local entities and LADOTD to understand the status of the projects and modified/amended the TIP accordingly. Coordinated with local entities and encouraged timely implementation of the MPO funded projects.
- Transmitted the Transit TIP amendments to DOTD and followed with DOTD to check the status of the amendments.
- Performance Based Planning and Programming
 - Reviewed sources of the TPM Implementation Plan on the TPM website.
 - Worked on compiling all the background data needed for establishing targets for PM2 and PM3 performance measures.
 - Analyzed the current trends to understand the baseline conditions.
 - Working on developing methodologies for predicting the four-year targets.
 - Amended the new TIP (2018 – 2022) and transmitted to DOTD for review and inclusion in the STIP. Updated the TIP map to reflect the amendments. CRPC's TIP can be found on the Capital Regional MPO website <https://crpcla.org/tip>
 - Reviewed FHWA's comments on the new TIP (2018 – 2022) and worked on incorporating the comments.
 - Completed developing all the necessary targets as required by the FHWA TPM rule making.
 - Presented the final targets at a joint TAC/TPC meeting in January. All the targets were approved and transmitted to corresponding contacts at DOTD.

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- Evaluated current TPC voting structure and developed, for discussion purposes, a range of possible options for revising the TPC voting structure. This analysis was initiated by request of the TPC due to challenges making quorum at the end of the FY 2018. Voting restructuring alternatives were presented to the TPC. The TPC is considering making their meetings quarterly to improve attendance.
- Worked with the East Baton Rouge City Parish Planning Commission regarding the development of performance measures for active transportation. This effort is meant to normalize the way in which we measure progress on active transportation projects.
- Coordinated and participated in meetings with DOTD and WBR parish to discuss about the status of WBRs STP>200K projects and discussed strategies for moving forward with the projects.
- As recommended by the TPC, Staff developed schedule of TAC and TPC meetings for 2019. The TPC meetings will be held quarterly to improve participation from the TPC members.
- Worked with the CPEX coalition regarding the tracking of performance measures identified in the CRISIS mobility report. This effort is meant to identify, track and communicate the progress effectively with the public.
- Worked on completing the Federally Obligated projects reports for 2016 and 2017. Coordinated with DOTD to gather the necessary data and analyzed the data inclusion in the reports. Obligated projects can be found on the Capital Regional MPO website <https://crpcla.org/tip>
- Coordinated with DOTD and local entities to setup a whiteboard meeting to discuss the status of all the STP>200K projects.
- Met local elected officials to identify projects/strategies that they would like to be programmed utilizing the unobligated STP>200K funds.
- Participated in LPC meetings to learn about various initiatives by all LA MPOs and also about the updates from DOTD and other stakeholders such as LTAP, LCF etc.
- Worked on completing the Federally Obligated project report for 2018. Coordinated with DOTD to gather the necessary data and analyzed the data inclusion in the reports.
- Staff continued to meet local elected officials to identify projects/strategies that they would like to be programmed with the additionally available STP>200K funds.
- Provided technical assistance to Capital Area Transit System (CATS) in implementation of various short and long-range activities as described under UPWP Task D4.
- Published information and documents pertaining to the short-range planning activities and solicited input from the public and respective committees.

7.3 Expected Work

CRPC will

- Conduct performance-based Planning and Programming (PBPP)
 - Integrate performance management concepts into the existing federally required transportation planning and programming processes not limited to the following
 - Long Range Transportation Plan (LRTP)
 - Transportation Improvement Program (TIP)
 - Strategic Highway Safety Plan (SHSP)

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- Congestion Management Process (CMP)
- Air Quality Conformity
- Intelligent Transportation System (ITS)
- Ensure to link transportation investments in the TIP with goals/performance measures and assess the impact of such investments on achieving the performance targets.
- Coordinate with DOTD to monitor the MPO targets for congestion, pavements, bridges, and air quality performance measures. Develop a process to monitor/measure the progress towards the performance targets.
- Device a performance dashboard showing all the metrics and communicate the results to TAC, TPC, transportation stakeholders, and the general public.
- Continue to evaluate the STP>200K project selection process and update it as needed with input from the TAC and TPC.
- Administer call for STP>200K projects review and analyze the project submittals, facilitate TAC working group meetings, get TPC approval on the final selection, submit the selected projects to LADOTD and incorporate the approved projects to the TIP.
- Continue to monitor and maintain the current TIP and coordinate with ongoing local comprehensive planning efforts. Update the TIP highway table format to match DOTD's template issued at the end of January 2019.
- Develop, refine and administer UPWP, related federal grants and third-party contracts.
- Continue to conduct TAC, TPC and other committee meetings, keep them informed about the status of short-range planning activities, solicit their input and incorporate their recommendations in the planning process.
- Prepare TIP self-certification document for internal purposes to document how the TIP projects address the FAST Act planning factors and monitor performance measures.
- Analyze and prepare Environmental Justice (EJ) profile of the TIP and other planning activities to monitor proportional distribution of benefits and address any identified issues/concerns.
- Continue to support and provide technical assistance to CATS and other public transit agencies.
- Develop annual list of federally funded obligated highway and transit projects.
- Continue to maintain the GIS and electronic database of the TIP projects and information and publish them on CRPC's website.

7.4 Performance Measures

- Implementation of the STP>200K project selection process
- Updated TIP and UPWP that conforms to federal, state and local requirements
- Documentation of annual list of federally funded obligated projects

7.5 Results/Products

- PM1, PM2, PM3 targets setting and monitoring process
- Updated TIP and UPWP documents

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- TIP self-certification document
- Annual List of Federally Funded Obligated Projects
- GIS and electronic database of TIP projects and information
- Regular meetings of TAC, TPC, and other sub-committees
- Coordination with public, stakeholder groups and other partners and incorporation of their input in short range planning process

7.6 Funding Summary

UPWP Task PL A-4 Budget	
Funding Source	Amount (\$)
FHWA Planning (PL)	\$70,400
FHWA Excess PL	
STP>200K	
Local Match	\$17,600
Total Budget	\$88,000
Labor	Amount (\$)
CRPC Staff	\$85,500
Consultants, Travel, Software	\$2,500

8 Task A-5: Non-motorized Planning and Complete Streets

This task addresses the Federal requirements of 23 USC. 134(h)(1)(E) to protect and enhance the environment, and promote consistency between transportation improvements, and state and local planned growth and economic development patterns.

8.1 Objectives

- To develop, support and promote plans and projects that increase and improve cycling and walking facilities, improve safety and security of vulnerable roadway users, and create alternative transportation mode choices for all travelers.
- To prepare and evaluate transportation plans so that bicycle and pedestrian facilities are integrated wherever practicable, into the network.

8.2 Previous Work/Accomplishments

- Redefined action steps for Capital Region Transportation Safety Coalition
 - Served as team lead for Bike Ped emphasis area
 - Conducted Workshop for Training of new certified safety instructors
 - Conducted safety workshops for Youth
 - Developed social media outreach via next door app
 - Conducted bike ped crash analysis in EBR based upon recommendations from local advocacy groups
 - Assisted with the outreach for Bike to Workday
 - Developed bike ped safety brochure for motorists and cyclists
- Conducted ad-hoc bike/pedestrian counts based on request from various stakeholders. Worked with LTRC on a project to Develop a standardized bike ped count program throughout the state
- Baker/Denham Springs Bike/Ped Plan activities
 - Worked with project selection committee to choose consultant to develop Bike/Ped Masterplan for Baker and Denham Springs
 - Worked with the consultant team to finalize the scope of work
 - Held kick off meeting with team and city representatives.
 - Worked with consultant team and city representatives to prepare for first round of public meetings for this planning effort. Conducted first round of meetings towards the end of March 2019.
 - Developed a project website for easy dissemination of information and integrated wikimaps for easily capturing public input
- Served on steering Committee for EBR Bike Ped Masterplan
 - Attended all meetings of the TAC Committee
 - Served on the Steering Committee
 - Conducted Analysis for proposed network

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- Met with officials from CPEX and St. Francisville to discuss Bicycle and Pedestrian improvements along US 61 and in adjoining neighborhoods
- Assisted EBR Mayors office with the development of Report on Complete Streets
- Held demo's for Video bike/Ped counters (Numina and Miovision)
- Began to develop Bike/Ped counter implementation plan
- Presented at Walk Bike Places conference on Complete Streets and Bike Safety
- Attended Traffic Crash Data meeting
- Continued to work with representatives of the Sustainable Transportation Advisory Committee to conduct an audit of region wide complete streets policies. Participated in STAC meetings and provide input on the various non-motorized transportation topics on the agenda. Provided feedback and participated in meetings for prioritizing Bike Ped projects for East Baton Rouge Parish
- Attended Bike/Walk Places Conference and presented on past EBR Bike/Ped Safety Campaigns

8.3 Expected Work

CRPC will

- Continue to actively participate and provide input in the development of the East Baton Rouge Parish Bike/Ped Master Plan. Provide assistance during the implementation phase of the EBR Bike Ped Master Plan
- Baker and Denham Springs Bike/Ped Plans
 - Provide technical Assistance to the project team
 - Conduct second round of public meetings
 - Coordinate project between the cities of Baker, Denham Springs, and the Project lead
 - Work to collect bicycle and pedestrian counts in both cities
 - Finalize Plans
 - Provide assistance during the implementation phase
- Conduct Interviews with local law enforcement: BRPD, EBR Sheriff's office, Baker, Denham Springs, Southern, and LSU to capture data and needs from Bike Ped Officers. A survey team will be formed from a subcommittee of the Capital Region Bicycle and Pedestrian Transportation Advisory Committee to do this work. This will serve as a baseline for the development of Bike Ped enforcement across this region
- Conduct Training for Planners: State, Local, and Regional that promote Bicycle and Pedestrian Safety.
- Prioritize and recommend bicycle and pedestrian infrastructure projects needed to implement non-motorized plans throughout the region; and, as needed for safety improvements.
- Collect and analyze bicycle and pedestrian counts at select locations throughout the region.
- Analyze crash data to develop countermeasures to create safe and attractive cycling and walking environments and to protect vulnerable roadway users.

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- Promote bicycle use and safety at various community events throughout the region. Develop a Bicycle and Pedestrian Safety toolkit that is transferable between parishes within the MPO boundary and available to the public.
- Support and promote planning activities that increase awareness of the public health benefits associated with active transportation. Coordinate with both for-profit and non-profit community partners.
- Identify opportunities and potential projects for joint use of public lands and rights-of-way for bicycles and pedestrians.
- Monitor transportation improvement projects, comprehensive and community plans and land development proposals in the region to ensure the needs of non-motorized travelers is considered where appropriate. In particular, look for improvements that will connect neighborhoods, parks, schools and businesses.
- Assist local jurisdictions in implementing bicycle, pedestrian and livable roadway plans and guidelines. Assist with the incorporation of pedestrian and cycling-supportive design principles in local codes and standards, including complete street policies. Develop sample language where appropriate.
- Initiate efforts and discussions to develop a regional Non-Motorized Transportation plan for the MPO region
- Develop a pedestrian safety action plan in conjunction with East Baton Rouge Parish city officials and local stakeholders

8.4 Performance Measures

- Bicycle/Pedestrian Advisory Committee membership expanded to incorporate MPO planning boundary.
- Coordination with various stakeholders.
- Technical assistance provided
- Community Events attended to promote active transportation and safety awareness.

8.5 Results/Products

- Baker and Denham Bike/Pedestrian Master Plans
- Implementation of Bike/Ped Safety Action Plan action items
- Updated Bicycle and Pedestrian Safety Toolkit

8.6 Funding Summary

UPWP Task PL A-5 Budget	
Funding Source	Amount (\$)
FHWA Planning (PL)	\$56,000
FHWA Excess PL	
STP>200K	\$20,000
Local Match	\$19,000
Total Budget	\$95,000
Labor	Amount (\$)
CRPC Staff	\$60,000
Consultants, Travel, Software	\$25,000

9 Task A-6: Air Quality Planning

This task addresses the federal requirements of 23 USC. 134(h)(1)(E) to protect and enhance the environment, and promote consistency between transportation improvements, and state and local planned growth and economic development patterns.

9.1 Objectives

- To monitor the transportation planning activities and ensure that such activities do not deteriorate the air quality in the five parish non-attainment area.
- To keep the public, especially those with vulnerable health conditions, informed about air quality through extensive pro-active outreach activities.
- To promote use of alternative clean fuels.
- To reduce the number of Single Occupancy Vehicles (SOV) by promoting alternative modes of travel

9.2 Previous Work/Accomplishments

- Staff attended the Baton Rouge Clean Air Coalition (CAC) meetings at LDEQ Offices. Staff provided technical support and presented information about projects related to transportation conformity, CMAQ projects status, Advance Program status and about other air quality related projects.
- Worked with Louisiana Clean Fuels to update proposed alternative fuel corridors maps for the Capital Region and the state of Louisiana. The maps were used as part of the proposal to USDOT requesting designation of Louisiana Interstates as alternative fuel corridors. Also aided develop maps of existing and proposed EV charging stations in Baton Rouge.
- Travel Demand Management / Commuter Krewe of Louisiana
 - Reached out and added many new partners. Some of them include IBM, Southern Univ., Fortis College, LSU, BASF, EBR City-Parish, WBR Parish, Stantec, Associated Grocers, L'auberge Casino, Amerihealth Caritas, DOTD, BRCATS, Div. of Administration, Governor's Office of Disability Affairs, AT&T, Belle of Baton Rouge Casino, LA Dept of Revenue, LA Dept of Natural Resources, LA Dept of Health, Mexichem, LA Dept. of Corrections, and City of Baker.
 - Held first luncheon for Employer Transportation Coordinators (ETCs) in the region
 - Vanpool Study
 - Continued to work with our regional-wide vanpool working group to evaluate the cost of and market for vanpooling.
 - Had smaller deep dive discussions into the various funding mechanisms and operational options to create a vanpooling system.
 - Conducted quarterly learning sessions with other MPO's around the state who have TDM programs. This will be a series of learning sessions allowing the other MPO's to benefit from the additional resources and consultant expertise that will be developed as we establish our regional program.
 - Held discussions and preliminary data analysis for regional Park and Ride study. Worked with consultants to refine deliverables for this project task.
 - Met with CATS to discuss incorporating TD Express bus routes in Ride Pro database during the football season in exchange for bus passes for the TD Express

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- Held kickoff meeting with consultant team to discuss Carpool to Work Contest with partnering agencies of Commuter Krewe of Louisiana
- Held discussions with consultants and DOTD about Ridesharing platforms
- Conducted various marketing campaigns to encourage carpooling with partner sites. Set up special events Portal for to support the contests.
- Emissions Reduction Credits (ERC) work efforts
- Continued work on maintaining the ERC IRC website www.laerc.com.
- Reviewed TPM guidelines for CMAQ Emissions Reduction performance measure and coordinated with LADOTD to establish state and MPO targets. Developed 2 and 4-year targets for CMAQ Emissions Reduction performance measure. The targets were approved at the January policy committee meeting and transmitted to DOTD.
- LA 30 Environmental Assessment – held meetings with FHWA and DOTD to identify components needed for the EA scope of work for this project. Worked on developing the draft scope for the project and transmitted of for DOTD review. The RFP for EA is expected to be advertised in July 2019.
- Conducted CMAQ analysis and Documentation for Acadian Trail Revision (H.011558) in West Baton Rouge Parish.
- Staff continued to meet with DOTD to understand the timeline of I-10 widening project and the information needed to conduct conformity analysis
- Staff participated in 3-day NEPA workshop at LTRC.

9.3 Expected Work

CRPC will

- Continue to monitor changes in the MTP and TIP. CRPC will coordinate interagency meetings if the proposed changes violate the current conformity determination and take necessary action. Any such changes will only be made to the TIP or MTP after obtaining approval from FHWA and EPA.
- Conduct air quality conformity analysis utilizing EPA's MOVES emissions model on the updated MOVE 2042 with I-10 widening project included in it.
- Support and coordinate with LDEQ, BRCAC, LCF and other regional stakeholders to develop a manageable, sustainable, and realistic strategies for increasing the availability of Emission Reduction Credits (ERC's). CRPC in coordination with partners will continue to maintain the information management resources to support the program. The following are some of the tasks that will be required to setup the information resource.
- Coordinate with BRCAC partners to
 - Continue to implement public education/outreach on air quality issues especially relating to transportation. This may include presentation, media events, seminars, conferences, and informational/promotional materials.
 - Continue supporting regional air quality planning initiatives such as the Ozone Advance and PM Advance programs.
 - Provide technical assistance to the local governments in quantifying emissions using the MOVES model and preparing air quality reports.

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- Monitor analyze and comment on regulatory developments at the federal, state and local level related to transportation air quality and report to the affected entities regarding impacts to planning activities.
- Collaborate and partner with BRCAC and LCF to promote regional clean air activities and provide technical assistance as needed.
- Continue to implement an expanded and rigorous three-year Travel Demand Management (TDM) – Commuter Krewe of Louisiana program in the CRMPO area.
- Provide assistance/information to Louisiana Department of Environmental Quality (LDEQ), if required, regarding the emission reduction potential of Transportation Control Measures (TCM) and Travel Demand Management (TDM) activities related to criteria pollutants and their precursors.
- Coordinate and conduct air quality education, outreach and support programs that inform schools about EPA's school flag program and encourage them to take actions to protect the health of students, especially those with asthma.
- Track and monitor progress towards achieving CMAQ traffic congestion and targets will established for non-SOV and total emissions reduction measures.
 - Annual Hours of Peak-Hour Excessive Delay per Capita on NHS system
 - Percent non-SOV Travel
 - Total Emissions Reduction
- Attend workshops, conferences and training to improve efficiency and skills for performing this task.

9.4 Performance Measures

- Total emissions reduced
- Number of meetings with regional environmental partners
- Implementation of effective TDM strategies
- Gallons of natural gas used in the Baton Rouge non-attainment area

9.5 Results/Products

- Updated LAERC website
- Implementation of TDM strategies
- Air Quality analyses and reports using MOVES emission inventory model
- Education and outreach regarding air quality issues
- Meetings with interagency and other regional environmental partners

9.6 Funding Summary

UPWP Task PL A-6 Budget	
Funding Source	Amount (\$)
FHWA Planning (PL)	\$56,000
FHWA Excess PL	
STP>200K	
Local Match	\$14,000
Total Budget	\$70,000
Labor	Amount (\$)
CRPC Staff	\$55,000
Consultants, Travel, Software	\$15,000

10 Task A-7: Intelligent Transportation System (ITS)

The purpose of this task is to develop, maintain and enhance regional Intelligent Transportation System (ITS) activities to improve efficiency of the transportation network, public transit, emergency response, safety and security in the CRMPO region.

10.1 Objectives

- To update and maintain the regional ITS architecture to ensure that ITS technologies are deployed in a manner that will allow for communication, interoperability, and compatibility amongst systems and entities.
- To improve coordination among emergency response agencies, LADOTD, ATMC and other partners through incident management team meetings.
- To pursue advanced data collection efforts to develop a data driven Congestion Management Process (CMP), check the performance of existing transportation system, and propose feasible strategies to improve the system performance.
- To continue providing technical assistance to Capital Area Transit System (CATS) in enhancing the Automatic Vehicle Location (AVL) and implementing other transit ITS technologies to improve the performance, reliability, safety and security of the public transit system.

10.2 Previous Work/Accomplishments

- Monitored implementation of the Regional ITS Architecture. Coordinated and participated in discussions with LADOTD and consultant team to ensure implementation of the strategies outlined in the document.
- Regularly attended incident management meetings
- Participated in the smart city committee meetings in EBR.
- Participated in various pre-requisite TSMO courses in preparation of 2-week TSMO training in Washington, DC.
- Extensively reviewed and familiarized with all the analytical tools available on NPMRDS RITIS website. Conducted several analyses to study Truck Travel Time Reliability and the establishment of PM3 targets.
- Tracked the progress of various ITS related projects in the TIP and worked with the sponsoring entities for timely implementation of such projects.
- Facilitated and participated in various discussions with regional transit providers and the East Baton Rouge Parish traffic engineering division to strategize on the implementation of signal preemption for planned bus rapid routes along Plank and Florida Blvd Corridors.
- Coordinated with DOTD Motorist Assistance Patrol (MAP) consultant, elected officials and TSMO partners in Ascension Parish to ensure successful roll out of the MAP operations expansion in the Parish.
- Initiated discussions with Ascension Parish and LADOTD regarding expansion of MAP service along I-10 corridor in the entirety of the Parish
- Coordinated with FHWA, FHWA resource team, TSMO partners in the Capital Region MPO area, and all the MPO's in the state to establish a day long Louisiana MPO Capability

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Maturity Model (CMM) Self-Assessment Workshop to identify the current status of MPO and state TSMO operations and determine action items for moving to the next level

- Kept track of the developments in the CAV industry by researching relevant news and current events as they become available. CRPC met with various ITS vendors and stakeholders to understand the new elements of the ITS technology that could help improve traffic flow and reduce congestion

10.3 Expected Work

CRPC will

- Continue to participate in the IM team meetings and coordinate IM/ITS activities with representatives from local and state law enforcement, emergency response agencies, LAODTD, FHWA, Louisiana Motor Transport Association (LMTA), Motorist Assistance Patrol (MAP), and other relevant entities to improve incident response and clearance times, and implement effective proactive counter measures.
- Coordinate with LADOTD ITS Division staff, the regional Federal Highway (FHWA) ITS representative, the City of Baton Rouge, and the consultants to provide significant input to the regional architecture implementation process by identifying regional stakeholders, existing ITS assets and planned ITS-related projects.
- Continue to provide technical support to CATS in enhancing and expanding the Automatic Vehicle Location (AVL) system and implementing other transit ITS technologies to improve the performance, reliability, safety and security of the public transit users and system.
- Develop a plan of action in coordination and consultation with LADOTD ITS Division staff, the regional Federal Highway (FHWA) ITS representative, the City of Baton Rouge, and the consultants to utilize data from the Baton Rouge and the state ATMC's for performance monitoring and planning activities.
- Continue to analyze the travel time data to check the performance of existing transportation system and propose feasible strategies to improve the system performance.
- Support the efforts for establishing phase II of Intelligent Transportation Systems (ITS) Lab at LTRC. The purpose of the lab is to develop and demonstrate procedures that successfully transform existing ITS data into useful information, and then pass the procedures on to agencies in order to apply them on a routine.
- Pursue the use of Advanced Traveler Information Systems (ATIS) as a Travel Demand Management (TDM) strategy in order to improve the regional mobility by providing real time traffic and incident information to travelers to make alternative route/mode choice decisions.
- Conduct ITS committee meetings to discuss any outstanding ITS issues, status of ITS projects, and promote new ITS projects. Coordinate with the committee to identify couple of pilot projects that could be good candidates for the ATCMTD grant application for FY 2020 funding cycle.
- Attend, if available, workshops, conferences and trainings to improve efficiency and skills under this work program task.

10.4 Performance Measures

- Number of Incident Management meetings attended
- Number of ITS projects implemented

10.5 Results/Products

- Congestion Trends Analysis and Dashboard
- CAV Technology Research Update
- ITS Team Meetings

10.6 Funding Summary

UPWP Task PL A-7 Budget	
Funding Source	Amount (\$)
FHWA Planning (PL)	\$56,800
FHWA Excess PL	
STP>200K	
Local Match	\$14,200
Total Budget	\$71,000
Labor	Amount (\$)
CRPC Staff	\$71,000
Consultants, Travel, Software	\$0

11 Task A-8: Title VI Planning

This task ensures that no person will, on the grounds of race, color, national origin, income, gender, age, and disability, as provided by Title VI of the Civil Rights Act of 1964 and the Civil Rights Restoration Act of 1987 (PL 100.259), be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity.

11.1 Objectives

- Comply with the public involvement and environmental justice requirements of the federal and state regulations.
- Avoid, minimize or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority and low-income populations.
- Provide specific opportunities for local citizens and citizen-based organizations to discuss their views and provide input on the subject areas addressed in plans, projects or policies of CRPC.
- Ensure full and fair participation by all potentially affected communities in the transportation decision-making process.

11.2 Previous Work/Accomplishments

- Worked on reviewing the current Title VI Plan, updated the language in the document to reflect the current conditions.
- Implemented the provisions documented in the Title VI plan.
- Reviewed and analyzed Census ACS data pertaining to low income, minority, disabled, LEP populations as part of the Title VI update process. Develop color coded maps depicting the results of the above analysis.
- Met with the LA Workforce Commission regarding their request to upgrade transportation infrastructure facilities bordering their property at N. 22nd and Fuqua St in Baton Rouge. The Workforce Commission plans to expand the services provided for disabled workers at this location and seeks better ADA accommodations.
- Continued to revise the MPO Public Participation Plan and other Title VI documents to ensure compliance with the FAST Act;
- Assisted CATS in performing equity analysis for existing and proposed routes.
- Attended Title VI training, workshops and conferences whenever available and feasible.

11.3 Expected Work

CRPC will

- Maintain, update and use CRPC's database of interested citizens and businesses in Environmental Justice (EJ) areas to facilitate effective outreach to EJ populations.
- Monitor, evaluate and implement EJ and Title VI compliance guidance and requirements for all CRMPO plans, programs and activities.
- Continue to update the Title VI plan as needed and required.
- Continue to prepare annual Title VI performance reports.

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- Participate in regional initiatives to broaden the discussion and understanding of transportation's impact on disadvantaged citizens and identify possible ways to minimize, avoid or mitigate potential disproportionate adverse impacts on them.
- Continue to hold all the meetings at accessible locations to disadvantaged citizens.
- Continue to accommodate disadvantaged citizens at all the meetings and also include support information with all the meeting notices.
- Develop easy to understand citizens guide to transportation planning as described under Task A1 and ensure that it is disseminated to disadvantaged citizens and to citizens in EJ areas.
- Continue to enhance Title VI/ADA expertise by attending webinars, seminars, training sessions and conferences.
- Collect, analyze and update data on population, housing, employment and other demographics and prepare maps depicting distribution of EJ and ADA citizens.
- Perform Limited English Proficiency (LEP) analysis to understand the LEP demographic composition and distribution in the CRMPO area and assess the need to develop and implement a LEP plan.

11.4 Performance Measures

- Updated Title VI/Environmental Justice/ADA database
- Annual Title VI performance report
- Increased outreach targeting disadvantaged population

11.5 Results/Products

- Updated Title VI Plan
- Annual Title VI Report
- Updated data and maps of disadvantaged population demographics
- Education and outreach targeting disadvantaged population

11.6 Funding Summary

UPWP Task PL A-8 Budget	
Funding Source	Amount (\$)
FHWA Planning (PL)	\$12,000
FHWA Excess PL	
STP>200K	
Local Match	\$3,000
Total Budget	\$15,000
Labor	Amount (\$)
CRPC Staff	\$14,000
Consultants, Travel, Software	\$1,000

12 Task A-9: Model Enhancement

The purpose of this task is to continue to review and analyze existing travel demand and air quality models in order to determine feasible enhancements to the modeling procedures that are used in the CRMPO study area.

12.1 Objectives

- To conduct demographic analysis to determine both the baseline and future land use and economic development patterns in the CRMPO study area and use the results of this analysis in developing or refining the regional travel demand model.
- To refine in-house model run capabilities and research state-of-the-art practices in travel demand modeling and the capabilities to simulate interaction of land use and regional transportation system.
- To refine in-house model run capabilities and research state-of-the-art practices in air quality modeling and the capabilities to simulate interaction of proposed transportation improvements and air quality.
- To perform air quality, regional travel demand, and micro simulation model runs for existing and future projects as requested.

12.2 Previous Work/Accomplishments

- Provided modeling support for LADOTD's I-10 improvement from Bridge to I10/I12 split. Met with DOTD to discuss about the timeline for the implementation of I-10 widening project and the MOVE 2042 conformity analysis. Worked with DOTD staff to obtain the final phasing of the I-10 widening project and the design files. Currently working on updating the model network to properly code the I-10 widening project.
- MOVEBR – Estimated the benefits of projects proposed in MOVEBR Tax Proposal by modeling build and no-build scenarios
- Worked with MOVE-Ascension planning project work Team (Ascension Parish, CRPC, CPEX and HNTB) for Ascension's long-range transportation plan. Updated MPO's model for Ascension Parish with capacity to analyze proposed mixed-use land use scenarios in the travel demand model and comparing potential
- Per request from Ascension, Passed the newly updated model to HNTB; trained HNTB staff for using model for Ascension's project analysis and helped HNTB for setting-up model for study
- Per request from EBR's Bus Rapid Transit Project team, aided in estimating following twenty intersections' turning movements and estimated the annual growth rates for BRTPT to use in projecting future volumes:
 - 1- Government St/22nd St
 - 2- Government St/I-110 NB Exit Ramp
 - 3- Government St/I-110 NB Entrance Ramp
 - 4- Government St/I-110 SB Ramps
 - 5- Government St/East Blvd
 - 6- Government St/St Ferdinand St

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- 7- Nicholson Dr/Government St
- 8- Government St/Park Blvd
- 9- 22nd St/Florida Blvd
- 10- Plank Rd/Choctaw Dr
- 11- Plank Rd/Chippewa St
- 12- Plank Rd/Winbourne Ave
- 13- Plank Rd/Mohican St
- 14- Plank Rd/Evangeline St
- 15- Plank Rd/Hollywood St
- 16- Florida Blvd/19th St
- 17- Florida Blvd/10th St
- 18- Florida Blvd/9th St
- 19- Florida Blvd/7th St
- 20- Florida Blvd/4th St
- Attended week-long Caliper TransCAD training held by the Transportation Research Board (TRB) modeling group workshop.
- Provided modeling assistances for DOTDs' LA 37 from Sullivan Rd to Liberty Rd. (H.002297.1)
- Providing technical assistance to the Capital Area Bridge District and DOTD in modeling the various bridge location scenarios.

12.3 Expected Work

CRPC will

- Implement a Household Travel Survey Project

A Household Travel Survey (HTS) is necessary for transportation planning, travel demand modeling and travel demand forecasting purposes. The purpose of this survey is to capture behavior, patterns and attitudes of the traveling public. At a minimum, the information provided from the survey should support the calculation of:

- Trip production rates by trip purpose
- Trip distribution by time of day
- Trip length frequency distribution
- Mode share of travel
- Travel Time
- Origins/Destination by geographical zone

The following are some of the major steps involved in conducting a HTS:

Develop Sampling Plan:

Develop a plan to determine the total number of completed HTS samples and samples that are representative of various demographic groups not limited to the categories such as Socio-economic, Household size, Auto ownership, Ethnicity, Travel modes etc.

Survey Outreach Methodology:

Develop detailed outreach strategies that will help collect needed information and the number of completed samples as described in the sampling plan. This step will include:

- a. Development of outreach process for data collection. This should include details of how to recruit households for participation in study. A detailed questionnaire about household and household members and questions necessary for GPS and ABS data collection phase of study must be developed.
- b. Include specific details on outreach to universities and school districts and large employers.
- c. Identify the incentives the various outreach strategies.
- d. Identification of tools that will be needed for conducting the GPS and ABS surveys
- e. Identification of travel dates for the GPS data collection and logging travel dairies
- f. Identification of data that needs to be captured and the survey questions to collect the needed information.
- g. Conduct a pre-test and pilot data collection to evaluate if the needed information is being captured and tweak the questions as needed.

Data Collection and Validation:

Conduct the final data collection as per the steps and processes described in the survey outreach methodology. The survey needs to be administered carefully to attain the sampling targets described in the sampling plan. This step will include

- h. Recruitment of households of HTS survey
- i. Conducting recruitment survey to ensure household members fills out detailed household questionnaire and questions pertaining to GPS data collection.
- j. Coordinating with survey participants regarding travel dates and ensuring that they understand the data collection process.
- k. Conducting travel validation to ensure household members answer questions and confirm the activities and travel collected by GPS devices and travel dairies.

Quality Assurance and Quality Control:

All the data and files that generated during the data collection process needs to be thoroughly analyzed to ensure that the data produced was logical, complete, and suitable for modeling purposes. Automated procedures should be developed to the extent possible to read, process, and evaluate the survey responses. Manual analysis of flagged results and periodic spot checks must supplement this effort, on an as-needed basis. If the number of completed samples is not with in the expected range identified in the sampling plan, additional data collection should be conducted.

- Continue to update and refine databases of regional growth and transportation networks for the preparation of future MTP updates and amendments associated for the existing MTP.
- Continue to refine in-house model run capabilities and research the state-of-the-art practice in travel demand modeling and the capabilities to simulate interaction of land use and regional transportation system.

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- Perform travel demand model analysis for the MOVE 2042 horizon years 2022, 2032, and 2042, and the air quality attainment year 2027 as part of the MOVE 2042 Amendment to include the I-10 widening project.
- Perform air quality conformity analysis utilizing EPA’s MOVES emissions model for the same analysis years mentioned above.
- Perform regional travel demand model runs for alternative or sub-area analysis as requested.
- Perform air quality analysis and quantify emission benefits for projects as requested. CRPC staff will try to keep track of other projects/efforts being implemented in region and quantify air quality emission reductions for applicable projects.
- Conduct Macro and Micro simulation traffic analyses.
- Attend workshops, conferences and training to improve efficiency and skills for performing this task.

12.4 Performance Measures

- EPA air quality model MOVES runs
- Regional Travel Demand Model runs
- Number of Completed Household Travel Surveys

12.5 Results/Products

- MOVE 2042 Update Travel Demand Model and Conformity Results
- Regional travel demand, air quality, and micro simulation models
- Technical reports and deliverables from HTS project

12.6 Funding Summary

UPWP Task PL A-9 Budget	
Funding Source	Amount (\$)
FHWA Planning (PL)	\$50,874
FHWA Excess PL	\$400,000
STP>200K	
Local Match	\$112,718
Total Budget	\$563,592
Labor	Amount (\$)
CRPC Staff	\$63,592
Consultants, Travel, Software	\$500,000

13 Task A-10: Safety and Security Planning

The purpose of this task is to reduce the human and economic toll on the region's multi-modal transportation system due to traffic crashes through widespread collaboration and an integrated 4E (Engineering, Enforcement, Education and Emergency Response) approach.

13.1 Objectives

- To ensure safety is a major goal, with commitment to it at the highest level identify the needed safety improvements in the transportation system and identify performance measures.
- To collaborate with regional safety stakeholders and keep them engaged throughout the planning process.
- To collect and analyze safety data to identify specific transportation safety areas, issues, and feasible solutions.
- To routinely monitor safety programs and projects to evaluate successes or identify course corrections, assess progress towards performance targets, and use tracking information to continually revise and refine the planning process.
- To work with state and federal agencies and address multi-modal security planning.

13.2 Previous Work/Accomplishments

- Analyzed MPO crashes from 2013-2017 (5yrs) to develop a new five-year safety report.
- Aided the Capital Region Transportation Safety Coalition (CRTSC). Activities include but are not limited to the following:
 - Developed 2017 Coalition Accomplishment presentation
 - Participated in emphasis area meetings
 - Assisted in preparation of emphasis area agenda and minutes
 - Assisted in conducting mock crashes and mock trials at various high schools
 - Assisted in conducting no refusal nurse interviews
 - Assisted in development of no refusal schedule creation & updates
 - Assisted in conducting prevention and safety days at various high schools and universities
 - Assisted in updating social media marketing throughout the quarter
 - Implemented #JustDriveLA Safe Driving Pledge – More than 3000 citizens (including students) took the pledge
 - Participated in over 20 regional events and reached over 6000 locals by the Distracted Driving Team.
 - Hosted Bike/Ped EA team & CRPC hosted regional League Cyclist Instructor Seminar. 10 new bike and pedestrian participants have been certified within Capital Region
 - Worked with WAFB in sharing safety messages through their social media outlets
 - Conducted Distracted Driving Safety Jamz contest
 - Partnered with over 7 regional schools who have adopted a teen council to help promote transportation safety. Baton Rouge High School, Woodlawn High School,

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Northeast High School, Denham Springs High School, Scotlandville High School, Lee High School, and WF High School

- Conducted young driver education to over 25 schools in the Capital Region. More than 6000 students have been impacted by the Young Drivers team
- Conducted impaired driving outreach and education to over 20 schools in the Capital Region. Over 5000 students were reached
- Conducted outreach on “Complete Streets”
- Recruited driving schools to begin participating in coalition efforts
- Recruited new SHSP safety partners: State farm, DPS, Ralph Sellers Chevy (Baton Rouge & Gonzales), & River Parish Community College
- Staff met internally to begin evaluating crash data for local roads in the Capital Region Transportation Safety Coalition (CRTSC). Using the crash data, CRPC staff will begin prioritizing the development of local road safety plans.
- Met with Ascension Parish to review their questions and comments on their local road safety plan. Staff worked on addressing some of the comments.
- Queried crash 3 website to extract local road crashes for 2014, 2015, 2016 and 2017. Reviewed the data to prioritize development of local road safety plans.
- Conducted Safety target/performance analysis for MPO 5-parishes using recent 5yr crash data. Developed FY 2019 safety performance (TPM1) targets, presented them to the TPC and transmitted to DOTD.
- Conducted Bike/Ped crash locations identification/analysis
- Provided feedback on Safety Target Setting Tool Review & Discussion with HSRG/DOTD and discussed about alternate methodology for setting FY 2020 targets.
- Initiated development of EBR Local Road Safety Plan in coordination with the Parish, DOTD, LTRC/LTAP and other stakeholders

13.3 Expected Work

CRPC will

- Coordinate and participate in the Capital Region Transportation Safety Coalition (CRTSC) meetings and outreach events. Support CRTSC in the implementation of regional safety action plans to improve safety in the capital region. Participate in the development of Parish safety plans.
- Continue to establish safety as a decision factor for selection, scoring and ranking of transportation projects in the Congestion Management Process (CMP), Transportation Improvement Program (TIP), Metropolitan Transportation Plan (MTP), and other planning processes or documents.
- Continue to collaborate with LADOTD, collect crash data and analyze the data to identify high crash intersections, corridors and other hot spots for all modes of travel. It is important to identify the crash locations for all modes even if some modes do not have high number of crashes.

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- Continue to participate in LADOTD Road Safety Assessment (RSA) process to identify road safety deficiencies and risk characteristics and propose cost effective counter measures to improve safety.
- Continue to conduct aggressive Bicycle & Pedestrian Safety Outreach and develop materials to assist Parishes, Municipalities and citizens to improve bike and pedestrian safety.
- Continue to conduct monthly Bike and Pedestrian Advisory Committee meetings to discuss and promote various non-motorized activities in the region. CRPC in coordination with BPAC and other regional stakeholders will review road improvements planned in the MPO area and encourage incorporating complete streets elements to relevant projects.
- Continue to provide technical support to CATS in enhancing and expanding the Automatic Vehicle Location (AVL) system. AVL system provides benefits to transit users through reduction in wait times and increasing their feeling of security.
- Monitor safety performance and evaluate safety programs and policies by tracking the progress of the regional safety improvements and also using quantitative data analysis methods.
- Continue to collaborate with regional safety partners and stakeholders and promote complete streets policies, and regional safety priorities and objectives outlined in the State Highway Safety Plan (SHSP).
- Coordinate with Local Technical Assistance Program (LTAP) and LADOTD to promote Local Road Safety Program (LRSP) and Safe Routes to Public Places programs to increase local community participation in roadway safety and to develop and implement road safety improvements on public roads under parish or municipal jurisdiction. CRPC staff will provide technical assistance to the local governments applying for these safety programs.
- Participate in the State's Traffic Records Coordinating Committee, Incident Management meetings.
- Continue to work with Federal and State agencies, and other regional stakeholders in addressing security planning policies and activities.
- Attend, if available, workshops, conferences and training to improve efficiency and skills under this work program task.

13.4 Performance Measures

- Identification of high crash locations through crash data analysis
- Number of regional safety stakeholder meetings, workshops and conferences attended by CRPC staff
- Implementation of Regional Safety Plan

13.5 Results/Products

- Crash data analysis and report identifying multi-modal high crash locations
- Coordination with various regional safety stakeholders on various safety programs and initiatives
- Technical assistance to CATS for expanding and enhancing AVL system and other safety and security initiatives

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- Regional Safety Plan

13.6 Funding Summary

UPWP Task PL A-10 Budget	
Funding Source	Amount (\$)
FHWA Planning (PL)	\$56,600
FHWA Excess PL	
STP>200K	
Local Match	\$14,150
Total Budget	\$70,750
Labor	Amount (\$)
CRPC Staff	\$58,250
Consultants, Travel, Software	\$12,500

14 Task A11: Development of Transportation Plans & Programs

The purpose of this task is to evaluate, support, analyze and implement multi-modal transportation plans and programs that foster accessibility, mobility, safety and other FAST Act planning factors.

14.1 Objectives

- To promote programs that preserve and use the existing transportation facilities more efficiently.
- To develop plans, programs and projects that address movement, safety and security of freight on a multi-modal scale.
- To develop plans, programs and projects that address movement, safety and security of passengers on a multi-modal scale.
- To study and understand the overall social, economic, energy, and environmental effects of transportation planning decisions.
- To improve communication and foster collaboration among various freight and passenger multi-modal stakeholders.

14.2 Previous Work/Accomplishments

- Coordinated with MPO members to assist with pavement condition analysis. Discussed about various options of continuing the data collection process.
- MOVE 2042 Amendment Process
 - Reviewed DOTD white paper for long range plan projections and developed updated financial projections
 - Presented the updated projections at the MPO TAC and TPC meetings and received their feedback.
 - Monitored updates on the I-10 widening project and participated in meetings as needed. Coordinated with DOTD to get the final phasing and timing of various phases of the widening project.
 - Updated the model network to reflect the final I-10 project design received from DOTD.
 - Review MOVEBR projects and compared them with the projects planned in MOVE2042. Presented about impact of MOVEBR projects on the MOVE2042 amendment process.
- Louisiana Supply Chain Transportation Council
 - Planned, organized and executed meetings of the Louisiana Supply Chain Transportation Council
 - Planned, organized and executed conference calls for the Executive Committee of the Louisiana Supply Chain Transportation Council
 - Worked with OCD and LSU to secure funding for the Supply Chain Transportation Council's report to the legislature.
 - Per Senate Concurrent Resolution 9, the Louisiana Supply Chain Transportation Council completed a report for the legislature with its findings and recommendations on making improvements to commercial and workforce transportation to make the Louisiana economy more resilient to disaster.

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- Worked with representatives from ULL, the City of Lafayette, and Trans Sonic (a Hyper Loop start-up) to put together a proposal for a Regional Smart Transportation Network plan to be presented at the Venture Smarter Smart Regions Conference.
- Participated in the development of a watershed webinar series presented by LA Office of Community Development and FEMA. This webinar series was developed for the Amite basin as a result the flooding experience in August 2016. The last webinar in this series was held Aug. 22, 2018, and the topic was how to define a H&H model.
- MOVEBR Modeling and Analysis
 - Coded all possible MOVEBR projects to the model network and conducted model runs
 - Performed roadway congestion improvement comparisons (GIS)
 - Developed 15-min travel range for before/after comparison
 - Completed the cost/benefit analysis of MOVEBR projects.
 - Coordinated with various stakeholders to understand various ways of presenting the cost/benefits data for easy comprehension by the public.
 - Presented the information to ERB metro council.
- Coordinated with MPO members to assist with pavement condition analysis. Discussed about various options of continuing the data connection process.
- Provided technical assistance regarding the following tasks to consultants working on MOVE Ascension and Ascension Comprehensive Plan development projects.
- Analyze mixed-use land use scenarios and compare potential of various scenarios using regional travel demand model
- Provided the new updated model to HNTB and assisted their staff about setting-up and using the model
- LA 30 Environmental Assessment – Reviewed sample EA scope of work documents and participated in meetings with LADOTD to discuss about various options that needs to be considered for moving forward with development of SOW for this project. Developed draft scope and transmitted to DOTD for their review
- Volunteered to participate in FHWA's Freight and Fuel Transportation Optimization Tool (FTOT) Pilot study. Participated in kick-off meeting and bi-monthly progress meetings.
- Participated in virtual workshop to learn and discuss about “Best Practices for Conducting Indicator-based Vulnerability Assessments using the Vulnerability Assessment Scoring Tool (VAST)”. The goal is to use this tool to identify vulnerable transportation assets and program strategies to increase resiliency
- CRPC initiated the 5-year update to the regional CEDS by compiling and analyzing existing conditions, evaluating economic development trends in the region and researching the applicability of new strategies. A second meeting of core stakeholders was held in early March. A broader SWOT analysis will be scheduled in the upcoming quarter.
- Provided technical assistance to and participated in meetings on various ongoing projects in the Capita Region.
 - Baker Park n Ride
 - Vanpool Study
 - Plank-Nicholson BRT project
 - MOVE Ascension Comprehensive and Transportation Plans

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- New Mississippi Bridge analysis to support Capital Area Bridge District

14.3 Expected Work

CRPC will

- LA 30 Environmental Assessment
 - Request for Proposals: Develop RFP and advertise for selection of a consultant for performing EA on this corridor. Review the proposals and select a qualified consultant team.
 - Local Match Agreements: Work with the Municipalities and Parishes benefited by the project to come up with a methodology to determine the local match portion for this project. Work on getting local match agreements from the entities.
 - Notice to Proceed: Coordinate with DOTD to get a Notice to Proceed for initiation of the work on this project. Work with the selected consultant team to finalize the SOW and the timeline and commence work on this project.
- Continue to analyze, support and implement any transportation projects that increase connectivity, accessibility, mobility, safety and security in the region.
- Continue to meet and solicit with local elected officials, transportation stakeholders, and public at large to identify critical transportation needs and provided technical support as and when needed.
- Continue to coordinate with local governments and develop a regional Pavement Management Strategy (PMS) to collect pavement condition information, analyze the data and efficiently preserve the transportation system.
- Analyze the effect of transportation planning on land use and development, and the consistency of transportation plans and programs with short-term and long-term development plans.
- Work with all the transit agencies in the region to expand, enhance and to increase the use of such services.
- Continue to assist and support local agencies with Transportation Alternatives Program (TAP), Safe Routes to Public Places, Louisiana Roads Safety Program and any other federal or state programs.
- Analyze the issues with and identify the needs for connectivity, safety, security, and accessibility of all the transportation modes (automobiles, transit, bike and pedestrian).
- Analyze preservation of right-of-way for construction of future transportation projects.
- Coordinate with LADOTD to track performance targets for the Interstate System and non-Interstate NHS pavement condition measures and NHS Bridge Condition measures.
- Attend, if available, workshops, conferences and training to improve efficiency and skills under this work program task.

14.4 Performance Measures

- Number of meetings with elected officials and stakeholders
- Number of parishes with data driven maintenance programs

14.5 Results/Products

- Monitor targets for pavement and bridge performance measures
- Data driven pavement maintenance programs
- Technical assistance to local agencies regarding various federal/state transportation programs

14.6 Funding Summary

UPWP Task PL A-11 Budget	
Funding Source	Amount (\$)
FHWA Planning (PL)	\$88,000
FHWA Excess PL	
STP>200K	
Local Match	\$22,000
Total Budget	\$110,000
Labor	Amount (\$)
CRPC Staff	\$107,000
Consultants, Travel, Software	\$3,000

15 Task A12: Multi-Modal Freight Transportation

The purpose of this task is to study regional freight related issues and better link freight movement with regional economic development strategies as outlined in the CEDS. Evaluate, support, analyze and implement multi-modal transportation plans and programs that foster accessibility, mobility, safety and other FAST Act planning factors.

15.1 Objectives

- To improve movement, safety and security of national and international freight movement across all modes
- To set and track regional truck travel time reliability performance measures as required by FHWA.
- To evaluate regional issues with first/last mile delivery and seek solutions to improve truck transportation.
- To establish a freight data collection framework
- To improve communication and foster collaboration among freight stakeholders from all modes.

15.2 Previous Work/Accomplishments

- Participated in various meetings to discuss about multi-modal transportation projects in the Capital Region. Some of the projects are as follows:
 - I-10 Widening in ASC, EBR, and WBR Parishes
 - I-110: Interchange Modification @ Terrace
 - BUMP
 - LA 1 connector
 - LA 30 Environmental Assessment
 - New South Bridge
- Maintained, administered, and directed the Louisiana Supply Chain Transportation Council (SCTC).
 - Coordinated and executed regular meetings of the SCTC and calls of the executive committee.
 - Received CDBG-DR funding via the Office of Community Development
 - Submitted a report on the work, findings and recommendations on making Louisiana's economy more resilient to disaster of the SCTC to the Louisiana Legislature and Secretary of the LADOTD
- Represented the SCTC on the Public Sector and Economic Development Committee of the Louisiana Cyber Security Commission and contributed to that committee's report to the Governor.
- Truck Travel Time Reliability Analysis
 - Researched various sources to identify major incidents that significantly affected traffic conditions in 2016 and 2017.
 - Developed the affected network definitions utilizing NPMRDS RITIS analytics tools.

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- Analyzed the congestion trends for each incident utilizing the network definitions on the day or month of the incident and compared with the trends on a typical day or month.
- Identified the impacted detour routes and the points of failure for each of the incidents based on the congestion trends comparison.
- Presented the results to the MPO TAC and SCTC committees.
- Developed TPM 3 Truck Travel Time Reliability on Interstates Targets
- Performed technical analysis to support requests from LADOTD, Local Governments, and Stakeholders. Some of the projects include:
 - I-10 Widening between LA 415 in WBR and I-10/I-12 Split
 - Projects in EBR's Better Road Transportation (BTR) tax proposal
 - I-110@Terrace Ave Exit Ramp
 - New South Bridge
- Volunteered to participate in FHWA's Freight and Fuel Transportation Optimization Tool (FTOT) Pilot study. Participated in kick-off meeting and bi-monthly progress meetings.
- Participated in virtual workshop to learn and discuss about "Best Practices for Conducting Indicator-based Vulnerability Assessments using the Vulnerability Assessment Scoring Tool (VAST)". The goal is to use this tool to identify vulnerable transportation assets and program strategies to increase resiliency

15.3 Expected Work

CRPC will

- Continue to analyze, support and implement any transportation projects that increase multimodal connectivity, accessibility, mobility, safety and security in the region.
- Continue to meet and solicit with local elected officials, transportation stakeholders, and public at large to identify critical freight transportation needs and provided technical support as and when needed.
- Coordinate to establish regional multi modal freight priorities and performance measure targets.
- Develop a regional freight network within the Baton Rouge urbanized area.
- Continue to maintain, administer, and direct the Louisiana Supply Chain Transportation Council (SCTC).
- Continue to identify potential resources for the SCTC to continue its work
- Work to secure a new Senate Concurrent Resolution from the Legislature that would recognize the SCTC for another 2 years with another report due then.
- Continue to work with Public Sector and the Economic Development Committee of the Louisiana Cyber Security Commission.
- Work with the Volpe National Transportation Systems Center and FHWA on the Freight and Fuel Transportation Optimization Tool (FTOT) Pilot
 - CRPC will be looking at the sugar industry supply chain in the MPO. We will gather data and input into the tool with assistance from Volpe, which will include a day or half day workshop.

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- Volpe will provide analysis of the supply chain and freight movement
- Volpe will assist with another industry after the first supply chain is analyzed.
- Coordinate to conduct Downtown Delivery Symposium:
 - Volpe and FHWA will be aiding in organizing a symposium of public and private freight stakeholders from the MPO area.
 - CRPC will leverage relationships and information sharing partnerships with the private sector built through working on the FTOT pilot.
 - Symposium will discuss freight mobility in the MPO, get an up to date understanding of freight issues in the MPO, begin to explore re-establishing a freight committee and the possibility of creating a freight mobility plan for the capital region.
- Attend, if available, workshops, conferences and training to improve efficiency and skills under this work program task.

15.4 Performance Measures

- Number of meetings with elected officials and stakeholders
- Number of SCTC meetings
- Monitor Freight Travel Time Reliability Performance Measure

15.5 Results/Products

- Develop freight data collection framework.
- Regional freight network map for Baton Rouge Urbanized Area
- Work with FHWA to establish a regional supply chain modeling tool
- Host a regional multimodal freight roundtable to gauge support to develop a multimodal freight movement plan for the capital region.
- SCTC report

15.6 Funding Summary

UPWP Task PL A-12 Budget	
Funding Source	Amount (\$)
FHWA Planning (PL)	\$16,000
FHWA Excess PL	
STP>200K	
Local Match	\$4,000
Total Budget	\$20,000
Labor	Amount (\$)
CRPC Staff	\$20,000
Consultants, Travel, Software	\$0

16 Task A13: Data Development and Maintenance

The purpose of this task is to collect, maintain and analyze regional information on all topics including but not limited to, census, land use and related data that will be needed for regional demographic forecasting, transportation planning, land use planning, air quality planning, emergency planning, Title VI and economic development efforts.

16.1 Objectives

- To be central repository of regional census, land use, transportation, transit, bicycle and pedestrian, and any related datasets.
- To assist member governments in developing and coordinating a comprehensive GIS database.
- To analyze and create various static and web-based maps that will assist on various topics including but not limited to transportation, land use, safety, air quality and title VI planning.

16.2 Previous Work/Accomplishments

- Provided technical assistance to Ascension Parish regarding population and socio-economic data projections to support MOVE Ascension and Ascension Parish Comprehensive Plan projects.
- Provided traffic count and growth information on multiple requests. Created a website-based traffic count map for CRPC's website. The counts will help the Travel Demand Model update and model's calibration/validation process.
- Worked on several internal and external GIS data requests
 - GIS parcel data for Plaquemine
 - City of Baker Zoning Data/GIS
 - City of Baker Land Use GIS Data and Map
 - GIS for City of Baker development districts
 - GIS for City of Baker Limits Map
 - Ped/Bike Crash analysis for West Feliciana
 - TIP project maps
 - Recovery assistance maps for Denham Springs
 - Land use / Zoning maps to Plaquemine/St Francisville
 - Updates to Transit Stops and Routes for CATS
 - Mapping WBR building permits data
 - Updated web-based maps
 - Federally Obligated Projects
 - Pavement and Bridge Conditions
 - Title VI Maps
 - EBR COA existing and proposed routes
 - Other maps as requested

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- Participated in Census 2020 PSAP program to review and update block groups, census tracts, and Census Designated Places (CDP) boundaries for eleven CRPC Parishes.
- Evaluated demographic and employment data in support of the Comprehensive Economic Development Strategy (CEDS). It is anticipated that the goals and strategies of the Baton Rouge Area MTP will be incorporated into the CEDS where appropriate to ensure better coordination between land use, economy and the transportation network.
- Provided technical assistance and data analysis to support recovery planning efforts in the cities of Baker and Denham Springs. Also provided technical assistance to support land use planning and zoning in other municipalities.
- Worked with Louisiana Clean Fuels to update proposed alternative energy corridor maps for the Capital Region and the State of Louisiana. Developed and updated proposed EV charging corridor maps for East Baton Rouge Parish.
- Staff reviewed and analyzed various databases for establishment of targets for TPM1, TPM2, and TPM3 performance measures.
- Initiated work on implementing second round of pavement and asset data collection.

16.3 Expected Work

CRPC will

- Continue to collect, maintain and analyze regional information on topics including but not limited to, census, land use and related data that will be used in regional demographic forecasting, transportation planning, land use planning, air quality planning, emergency planning, Title VI and economic development efforts.
- Coordinate with local governments that do not have GIS system and assist them in developing GIS databases of their comprehensive/master plans and any other data they need.
- Coordinate with all the local governments and develop regional land use geodatabases.
- Continue developing cartographic maps as listed in section 7.2 above, for planning and presentation purposes.
- Enhance the web-based GIS mapping tool by making it more efficient and publishing additional maps.
- Update the traffic count map and make it available on the website.
- Obtain updated crash data, geocode and perform detailed analysis to identify high crash corridors and intersections, bicycle and pedestrian crash locations, locations by injury type etc. and assist in safety planning.
- Update roadway, transit, bicycle/pedestrian GIS data.
- Coordinate with various agencies such as LAGIC, FEMA, USGS, DHS etc. to understand and use their data for regional planning purposes.
- Attend, if available, workshops, conferences and training to improve efficiency and skills under this work program task.

16.4 Performance Measures

- Compilation of regional land use data and maps
- Enhanced web-based GIS interface

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- Organized and structured geodatabases
- Number of local entities assisted in developing GIS databases of comprehensive plans

16.5 Results/Products

- Cartographic maps
- Organized and structured geodatabases
- Web based GIS interface
- Regional land use GIS data
- Updated roadway, transit and bicycle/pedestrian data
- Updated traffic count map

16.6 Funding Summary

UPWP Task PL A-13 Budget	
Funding Source	Amount (\$)
FHWA Planning (PL)	\$88,000
FHWA Excess PL	
STP>200K	
Local Match	\$22,000
Total Budget	\$110,000
Labor	Amount (\$)
CRPC Staff	\$110,000
Consultants, Travel, Software	\$0

17 Task B1: Land Use, Socio-Economic and Environmental

The purpose of this task is to collect, maintain and analyze regional land use, socio-economic and environmental data that will be used in regional demographic forecasting, transportation planning, land use planning, air quality planning, emergency planning, Title VI and economic development efforts.

17.1 Objectives

- To collect, maintain and analyze regional land use, socio-economic and environmental data to support CRPC's program initiatives and work tasks elaborated in this Unified Planning Work Program (UPWP).
- Participate and provide input to parishes and larger municipalities in the development of local comprehensive plans.
- Provide guidance and technical assistance to smaller municipalities on land use and zoning issues.

17.2 Previous Work/Accomplishments

- Worked with OCD, GOHSEP, and FEMA as part of the Louisiana Resilient Recovery Initiative to organize outreach meetings with parish officials in the Amite Watershed and put on the Amite Watershed Symposium.
- Provided data and technical assistance to the City of Denham Springs in their recovery planning process.
- Worked with the Mayor of Plaquemine to address land uses along the LA-1 corridor. This project involves categorizing land uses, evaluating zoning districts and making recommendations for possible code amendments to align Plaquemines ordinances with their community vision along this corridor.
- Facilitated several land use technical training courses for Planning Commissioners in the Capital Region.
- Provided land use and zoning technical assistance to the City of Baker planning commission. Met with the City of Baker to provide guidance on their strategic planning initiatives and helped update their zoning map to include newly annexed areas and to include recent zoning amendments.
- Performed land use survey and analysis for the city of Plaquemine along the LA-1 corridor. Used surveys to develop a series of land use and zoning recommendations along the LA 1 corridor and throughout the city.
- Met with the town of Livingston to discuss future land use plans as related to the US 190/Florida Blvd corridor.
- Met with the City of Baker to review zoning code and zoning classifications throughout the city. Discussed potential future land use changes.
- Worked with the City of Denham Springs to discuss Recovery Plan implementation, particularly their desire to revitalize the Florida Blvd corridor and Main Street

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area. Established working group to assist in the development of a strategic land use/transportation plan for the Denham Main Street.

- Conducted and participated in several meetings with Denham Springs Main Street revitalization group. Working with Louisiana Main Streets and AIA, CRPC helped the city of Denham Springs host a charrette for the new city hall site which is a key downtown property.
- Staff meet regularly with local governments to evaluate future growth trends/needs for the community and began land use planning discussions and provided technical assistance.

17.3 Expected Work

CRPC will

- Provide technical assistance to Parishes and Municipalities that need help with planning, zoning, or developing and maintaining electronic/GIS databases of their comprehensive/master plans.
- Coordinate with local governments to develop and maintain a regional land use and socio-economic database.
- Continue to gather input about local growth projections from the member governments to establish future control totals and develop realistic demographic forecasts for future planning purposes.
- Download the latest census data sets as they become available, analyze and organize into user-friendly products making them available to member governments and the public. A comparative analysis with the previous decennial census data will also be performed to understand the shifts and trends of various socio-demographics attributes.
- Coordinate and provide disaster recovery and resiliency planning assistance to local governments.
- Gather and maintain a repository of environmental data from various local, state and federal sources including but not limited to the Environmental Protection Agency (EPA), Louisiana Department of Environmental Quality (LDEQ), Federal Emergency Management Agency (FEMA) and Governor's Office of Homeland Security and Emergency Preparedness (GOHSEP).
- Solicit third party professional or member government services to implement portions of this task, if necessary.

17.4 Performance Measures

- Number of member governments assisted with planning related projects/issues
- Number of Planning Commissioner trainings conducted

17.5 Results/Products

- Planning Commissioner trainings
- Planning assistance to member governments

17.6 Funding Summary

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UPWP Task PL B-1 Budget	
Funding Source	Amount (\$)
FHWA Planning (PL)	\$77,600
FHWA Excess PL	
STP>200K	
STIC	\$50,000
Local Match	\$19,400
Total Budget	\$147,000
Labor	Amount (\$)
CRPC Staff	\$67,000
Consultants, Travel, Software	\$80,000

18 Task B2: Transportation System - Inventory & Performance Monitoring

The purpose of this task is to collect, maintain and analyze street inventory maintenance data in order to improve safety, reliability, efficiency, and extend the life of the transportation system in the CRMPO region.

18.1 Objectives

- To collect system wide pavement condition data in coordination and collaboration with the local agencies and LADOTD in order to quantitatively evaluate road conditions and efficiently improve the life and performance of the transportation system in the region.
- To collect real time traffic conditions using advanced data collection methodologies in order to measure system performance, identify congested corridors and develop a data driven congestion management process.
- To collect, maintain and analyze system-wide traffic count data through in-field collection and coordination with local agencies and LADOTD.

18.2 Previous Work/Accomplishments

- Collected counts of bicyclists and pedestrians at various locations in the MPO region utilizing Eco Counter.
- Communicated with DOTD about continuation of the regional traffic counting program and obtained approval to supplement the contract with Southern Traffic Solutions for collecting traffic counts in UPWP FY 2019. Coordinated with the contractor collecting the regional traffic counts. Reviewed the data delivered during the first phase of the project and worked on developing a web-based GIS tool for sharing the traffic count information with members, consultants, and the general public.
- Initiated work on implementing a three year (2020 – 2022) regional traffic counting program.
- Analyze pavement condition data to support various requests from entities in the Capital Region.
- Pavement and Asset Data Collection
 - Participated in several discussions with DOTD, FHWA, and local entities about conducting the second round of pavement and asset condition data collection.
 - Developed cost estimates for the entire project and the local match share for each entity.
 - Presented the details about the second round of pavement and asset data collection to TAC and TPC committees.
 - MPO Parishes expressed interest in participating in the second round of data collection.
- Reviewed and analyzed NPMRDS RITIS data for establishment of TPM2 and TPM3 targets and conducted major incident impact analysis.

18.3 Expected Work

CRPC will

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- Implement a second round of the Regional Traffic Counting Program project
 - Develop and advertise an RFP soliciting service for implementing a three-year regional traffic counting program for 2020, 2021, and 2022.
 - Coordinate with the selection committee to review and rank the responses. Forward the recommendation to the MPO TAC and TPC committees.
 - Coordinate with selected consultant to finalize the scope of work and kickoff the data collection process
 - Collect, maintain and analyze system wide traffic count data in coordination with the local agencies and LADOTD. Six vehicle classes based on the standard FHWA classification will be collected for classification counts. The data will be organized in a user-friendly electronic format, published on CRPC's website and will be available in both downloadable PDF format and as a dynamic web-based map integrated with google maps.
- Implement the second round of the Regional Pavement and Asset Data Collection project
 - Develop and advertise an RFP soliciting service for conducting a two-year regional pavement and asset data collection program for 2020 and 2021.
 - Coordinate with the selection committee to review and rank the responses. Forward the recommendation to the MPO TAC and TPC committees.
 - Coordinate with selected consultant to finalize the scope of work and kickoff the data collection process
- Continue to analyze the acquired data to produce details including but not limited to the following:
 - Average historic speed and total travel time by travel direction, by month, day of week and time period based upon user-selected segment, corridor or network.
 - Average historic daily speed profile by travel direction and day of week for a user-selected segment, corridor or network.
 - Mapping of average historic speed data set.
 - Calculate travel time statistics for a designated segment, corridor or network, such as Travel Time Index, total delay, average delay per commuter, etc.
- Collaborate with LADOTD and coordinate with the local governments to establish a Pavement Management Strategy for the CRMPO region. The purpose of this strategy is to collect, maintain and analyze pavement condition data on both state system and non-system roads. This will enable the local agencies and CRPC to use quantitative measures for prioritizing system preservation projects and investments. CRPC staff will also provide technical assistance to local agencies that do not have in-house expertise to process and analyze the pavement condition data.
- Continue to collaborate with LADOTD, collect crash data and analyze the data to identify high crash intersections, corridors and other hot spots for all modes of travel as explained under Task A-10.

18.4 Performance Measures

- Updated Traffic Count Data and Map
- Implementation and collection of new inventory data (average speed and pavement condition)

18.5 Results/Products

- Updated repository of traffic count, crash, average speed and travel time, and pavement condition data
- Implementation of traffic counting and pavement and asset condition data collection projects

18.6 Funding Summary

UPWP Task PL B-2 Budget	
Funding Source	Amount (\$)
FHWA Planning (PL)	\$95,200
FHWA Excess PL	
STP>200K	\$416,000
Local Match	\$127,800
Total Budget	\$639,000
Labor	Amount (\$)
CRPC Staff	\$59,000
Consultants, Travel, Software	\$580,000

19 Task C1: Transportation Plan Reappraisal

This task addresses periodic reviews, changes, and progress on the long-range planning process to foster livable and sustainable communities and transportation systems in the CRMPO area as required by the FAST Act and previous legislation.

19.1 Objectives

- To develop and maintain a multi-modal regional Metropolitan Transportation Plan (MTP) for the CRMPO area that conforms to air quality regulations, supports the federal planning factors and is consistent with federal, state and local regulations.
- To ensure that the MTP promotes a performance-based approach, is consistent with local comprehensive plans and goals, and supports livable and sustainable communities.

19.2 Previous Work/Accomplishments

- CRPC's MOVE 2042 plan was selected by the Louisiana American Planning Association (LA APA) for an "Excellence Award for a Process." CRPC was recognized for the substantial amount and diversity of the public outreach process for the Metropolitan Transportation planning effort. The award was conferred during the 2018 statewide LA APA conference.
- MOVE 2042 Amendment Process
 - Reviewed DOTD white paper for long range plan projections and developed updated financial projections.
 - Presented the updated projections at the MPO TAC and TPC meetings and received their feedback.
 - Monitored updates on the I-10 widening project and participated in meetings as needed. Coordinated with DOTD to get the final phasing and timing of various phases of the widening project.
 - Updated the model network to reflect the final I-10 project design received from DOTD.
 - Reviewed MOVEBR projects and compared them with the projects planned in MOVE2042. Presented about impact of MOVEBR projects on the MOVE2042 amendment process
- Provided feedback about the projects programmed in the MOVEBR tax proposal. Analyzed the impact of the MOVEBR tax proposal on MOVE2042 Amendment process.
- Participated in several meetings and provided feedback regarding the MOVE Ascension Transportation Plan and Ascension Comprehensive Plan Development projects.
- Participated in several meetings and discussions of the Capital Area Road and Bridge District regarding the strategy for a new south Mississippi River Bridge.
- Coordinated with LCF, RDA, CATS, BRCC, and local governments to develop a regional vision for promoting alternate fuels and fleets in the Capital Region.
- Coordinated with local transit agencies, LADOTD, FHWA, FTA, local agencies and other identified stakeholders and public to identify multi-modal projects that are financially

feasible, have minimal impacts on air quality, consistent with regional goals, address equity and environmental justice issues.

19.3 Expected Work

CRPC will

- Update the long-range transportation plan MOVE 2042 to include the I-10 widening (LA 415 to Essen Ln) project and MOVEBR projects
 - Review and develop new mix of financially constrained projects based on the new funding projection white paper developed by LADOTD.
 - Perform travel demand model runs to analyze the mix of financially constrained project scenarios and provide results for the MPO TPC to review and pick the scenario that benefits the region.
 - Perform an air quality conformity analysis and present the results to the IA committee.
 - Develop an updated MOVE 2042 document for FHWA and DOTD review and approval.
- Engage and coordinate with transportation partners, local governments, non-profit organizations, businesses, and public to build consensus and a unified vision utilizing a 3C planning process for regional projects in the capital region that will:
 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, for people and freight.
 7. Promote efficient system management and operation.
 8. Emphasize the preservation of the existing transportation system.
- Disseminate information about CRMPO's Metropolitan Transportation Plan (MTP) 2042. Track implementation of MOVE 2042 and process any amendments if necessary, as long as such amendments are approved by the TPC and do not jeopardize the air quality conformity determination.
- Monitor the progress and work with local transit agencies, LADOTD, FHWA, FTA and other agencies to ensure timely implementation of the projects identified in the MTP.
- Reevaluate and refine the CMP based on the real-time travel and speed data. The process will include identifying and prioritizing new congested corridors and strategies.
- Develop the GIS and electronic database of the MTP projects and information and publish interactive maps on CRPC's website.

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- Track, review and evaluate any new planning initiatives and activities related to transportation either directly or indirectly in the CRMPO area for consistency with the MTP.
- Review the current Non-Motorized Plan and update it as needed.
- Continue to collect, maintain and analyze regional information on topics including but not limited to, census, land use and related data that will be used in regional demographic forecasting, transportation planning, land use planning, air quality planning, emergency planning, Title VI and economic development efforts.

19.4 Performance Measures

- Timely Implementation of projects in MOVE 2042
- Coordination with various stakeholders regarding MOVE 2042 Update

19.5 Results/Products

- Updated MOVE 2042 plan
- Implementation of MTP MOVE 2042

19.6 Funding Summary

UPWP Task PL C-1 Budget	
Funding Source	Amount (\$)
FHWA Planning (PL)	\$43,200
FHWA Excess PL	
STP>200K	
Local Match	\$10,800
Total Budget	\$54,000
Labor	Amount (\$)
CRPC Staff	\$54,000
Consultants, Travel, Software	\$0

20 Task D3: Technical Assistance (Highway)

The purpose of this task is to utilize the expertise and knowledge of the CRPC and LADOTD staff in providing technical support services to local governments and interested citizens on transportation planning and other requests that support the FAST Act planning factors.

20.1 Objectives

- To provide technical assistance to various public and private entities on tasks listed in the UPWP and any other issues that support the FAST Act planning factors and promotes regional sustainability, livability, safe and secure multi-modal mobility, environmental quality and economic vitality.

20.2 Previous Work/Accomplishments

- Responded to requests from consultants, local governments and state governments to assist with transportation and traffic modeling efforts regarding construction projects and provide statistics such as projected traffic volumes to consultants and citizens.
- Participated in regional recovery meetings where representatives from Baker, Denham Springs and Tangipahoa Parish can meet to discuss their recovery progress and project implementation status. These meeting allow the communities to leverage resources by identifying common recovery projects and issues.
- Participated in the planning process and development of East Baton Rouge Parish's All-Hazard's Recovery Plan. Most of the participation was focused on the Economic Recovery Support Function portion of the plan.
- Facilitated regional discussion about subdivision regulations and impacts to transportation and stormwater infrastructure. The discussion revealed a need to bring the regions' planning directors together for regular discussions about land use impacts.
- Conducted and participated in several meetings with Denham Springs Main Street revitalization group. Worked with Louisiana Economic Development and Louisiana Main Street, facilitated a place making exercise in the downtown area.
- Provided technical assistance to various public and private entities as explained in detail under the other UPWP tasks. The following are some of the broader technical areas of support that the MPO provides on a continuous basis.
 - LADOTD Sunshine bridge close analysis
 - LA 1 intercoastal canal bridge closure analysis
 - MOVEBR modeling and cost/benefit analysis
 - GIS analysis and support to member entities, Such as, Baker's Land Use maps, Industrial development map etc.
 - LSU Tran-SET
 - Creating peak-hour traffic volume and 15-min traffic count for Plank Rd.
 - Provided traffic and vehicle classification counts for DOTD's I-10 Mesoscopic Model study team
 - Baker Park n Ride
 - Vanpool Study
 - Plank-Nicholson BRT project

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- MOVE Ascension Comprehensive and Transportation Plans
- New Mississippi Bridge analysis to support Capital Area Bridge District
- Regional CEDS update
- Other ad-hoc requests

20.3 Expected Work

CRPC will

- Coordinate with LADOTD and derive current traffic data from existing assignments or actual traffic inventories for facility design purposes. Projection of future traffic assignments will be derived using the regional travel demand model. Blanket or ground counts of the existing traffic volumes will be used to assure accuracy of traffic assignments.
- Provide analysis of specific traffic problems upon the request of local units of government. Proposed changes to the highway network will be analyzed using the regional travel demand model. Information obtained through these analyses can be used in the update of the TSM System and Long-Range Plan. CRPC staff, as a technical arm to local governments, public and private entities, will develop and implement short-range planning programs/projects on an as needed basis. This task provides CRPC staff with a means to respond to local urban policy issues.
- Provide technical assistance to local entities to develop projects and programs under the FAST Act. Where the need for a FAST Act major metropolitan transportation investment is identified, corridor or sub-area studies shall be undertaken to develop or refine the plan for design concept and scope of the project.
- Continue to provide the progress and status of emphasis areas of the FAST Act, the CAA of 1990 and other mandated state and federal requirements to the TAC, TPC, and other entities. Items such as deadlines, schedules and required responses from the local governments to such requirements will be prepared by CRPC.
- Provide reliable information on current and projected usage and performance of transportation systems. This information is a critical part of planning process that supplies credible information to decision-makers to support preparation of plans and programs that respond to each locality's unique needs and policy issues. Staff will seek training courses on topics which are available through NTI and NHI to enhance and maintain their technical capacity.
- Provide technical assistance on various transit issues such as intermodal planning and bus rapid transit route planning.
- Provide assistance to local governments, private businesses, non-profits and citizens on any tasks or requests that support the FAST Act planning factors.
- Attend, if available, workshops, conferences and training to improve efficiency and skills under this work program task.
- Solicit third party professional services to support any of the planning tasks, if necessary.

20.4 Performance Measures

- Increased and improved technical support activities

20.5 Results/Products

- Reports/presentations with maps, tables, charts and illustrations in hard copy as well as electronic form of analyses

20.6 Funding Summary

UPWP Task PL D-3 Budget	
Funding Source	Amount (\$)
FHWA Planning (PL)	\$81,600
FHWA Excess PL	
STP>200K	
Local Match	\$20,400
Total Budget	\$102,000
Labor	Amount (\$)
CRPC Staff	\$102,000
Consultants, Travel, Software	\$0

21 Task D4: Technical Assistance (Public Transit)

The purpose of this task is to provide technical assistance to public transit providers and local units of government in the region to create a regionally seamless transit system that improves accessibility and mobility for all citizens.

21.1 Objectives

- Facilitate cooperation among regional transit providers to create a regionally seamless transit system.
- Provide technical assistance to CATS, assisting them with planning and operations by providing quick response studies, revenue analyses, equity analyses, automation of their operations, and other tasks as needed.

21.2 Previous Work/Accomplishments

- Performed transit equity analysis of existing routes for CATS and currently working on equity analysis for the proposed new routes.
- Collaborated with state, local, and federal partners on an emergency transportation plan following the flooding event of August 2016.
- Drafted a scope of work for an updated COA.
- Prepared regional transit asset management targets which were adopted into MOVE 2042.
- Staff earned the American Institute of Certified Planners (AICP) certification.
- CRPC provides management and oversight of the vanpooling component of the Travel Demand Management program. Staff works to identify funding sources, and generally act as champions for the program.
- Worked closely with DOTD, CATS, and the City of Baker on a Park & Ride / Transit Facility
 - Staff performed preliminary parking demand analysis;
 - Drafted and published RFP for preliminary design services;
 - Policy research regarding FTA procurement and other relevant guidelines in order to assist our partners in the planning process;
- Developed and maintained transit element in the BR MPO's MTP and TIP in coordination with regional transit providers.
- Provided technical assistance and GIS maps for route changes and demographic analysis to support implementation of CATS Service Improvement Plan.
- Provided technical assistance to CATS regarding National Transit Database (NTD) Data Collection and Surveys
 - Collected year around manual counts weekdays, weekends, and LSU routes;
 - Developed and updated the survey sheets (routes and stops) to reflect the actual route and stop structure;
 - Analyzed the data to calculate unlinked passenger miles, average passenger trip length, directional route miles and other NTD reporting related data;

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- Conducted ad-hoc special surveys based on request from CATS;
- Participated in meetings with EBR RDA, City/Parish, and other stakeholders and provided input as part of the Nicholson-Plank BRT project.
- Initiated work on Automatic Passenger counts (APC) Certification
The purpose of this project is to get the Automatic Passenger Counts (APCs) from Route Match certified for NTD reporting purposes.
 - Researched about the APC certification process;
 - Determined the methodology and steps to certify CATS APC counts;
 - Queried the APC counts from Route Match database for trips that have both automatic and manual ridership counts;
 - Compared the manual and automatic counts;
- Staff attended workshops, conferences and training to improve efficiency and skills for performing this task.

21.3 Expected Work

CRPC will

- Complete and finalize the Baker Transportation Center / Park and Ride feasibility study. Coordinate with City of Baker, and CATS to move to the implementation phase of this facility.
- Identify regional transit expansion opportunities;
 - Conduct a ferry feasibility study, to explore the potential of ferry service connecting East and West Baton Rouge Parishes;
 - Study transit opportunities in Ascension Parish;
 - Participate and provide input in discussions related to local and regional transit expansion projects. Provide technical assistance as needed;
- Coordinate transit planning with sidewalk planning, bike ways and land use considerations.
- Collect relevant data needed for transit planning purposes.
- Continue preparation of grants and assistance on request for proposals and IFBs.
- Continue to provide technical assistance for preparing various FTA required reports such as the Section 15, Quarterly Progress Reports, etc.
- Provide technical assistance as needed to public, private, and nonprofit organizations with regards to transit.
- Consult regularly with CATS on all aspects of transit planning and operations. CRPC functions as the technical arm of CATS and, as such, provides studies and reports for the CATS Board. Issues that appear most prominent this year are equity analysis, service adjustments, Automatic Passenger Count (APC) benchmarks, and other requests as needed.
- Provide technical assistance in the analysis and implementation of BRT Lite / Express routes on Florida Blvd, Plank Rd, Nicholson Dr, and other regional routes.
- Provide technical assistance and participate in the Commuter Krewe of Louisiana program to promote and implement park and ride and vanpool services.

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- Continue to collect updated GIS data and further enhance demographic data analysis capabilities to efficiently provide access to major employment centers, hospitals, shopping centers, public at large and disadvantaged citizens (Title VI/EJ/ADA).
- Stay current on transit grant opportunities and disseminate this information to interested parties.
- Support the implementation of ITS technology for enhanced transit operations.
- Continue to develop and maintain the transit element portion of the BRMPO's TIP and program of projects (POP).
- Track regional transit performance measures, goals, and objectives in the long range MTP in accordance with FAST ACT planning guidelines.
- Coordinate with LADOTD Transit section and regional transit providers to update and monitor regional Transit Asset Management targets.
- Assist CATS with preparation of an APC benchmarking plan.
- Attend the 2020 American Planning Association Conference and other transit workshops for training and best practices;.

21.4 Performance Measures

- Regional TAM Targets
- Improved coordination among regional public transit providers
- Maps supporting Title VI and employment access analysis
- Percent of population within ¼ mile of a transit route with 30-minute or better headways

21.5 Results/Products

- Baker Transportation Center / Park n Ride Facility Feasibility Study
- Ferry Feasibility Study Report
- Updated Coordinated Human Services Transportation Plan
- Comprehensive transit analysis along selected, regionally significant corridors
- Technical reports, analysis, and other documents as needed

21.6 Funding Summary

UPWP Task FTA D-4 Budget	
Funding Source	Amount (\$)
FTA 5303	\$150,473
FTA Carryover	\$32,000
CATS PL	\$200,000
Local Match	\$45,618
Total Budget	\$428,091
Labor	Amount (\$)
CRPC Staff	\$373,000
Consultants, Travel, Software	\$55,091

22 Task G1: Administration (Hwy)

The purpose of this task is to provide administration of the UPWP tasks funded by FHWA Planning Funds (PL).

22.1 Expected Work

CRPC will provide the administration of UPWP tasks funded by PL funds. Included in the work effort will be

- Monitoring of work done under third-party contracts with CRPC;
- Developing of future work programs;
- Preparing and submitting documents pertaining to FHWA and FTA joint certification;
- Preparing quarterly narratives/reports;
- Reviewing planning activities;
- Reviewing any other documentation required by FHWA; and
- Reviewing and familiarizing with existing and new federal requirements related to transportation and air quality.

22.2 Results/Products

- Quarterly narratives
- Expenditure reports
- Routine correspondence
- Administrative record keeping
- Billings and activities pertaining to FHWA funded tasks

22.3 Funding Summary

UPWP Task PL G-1 Budget	
Funding Source	Amount (\$)
FHWA Planning (PL)	\$16,800
FHWA Excess PL	
STP>200K	
Local Match	\$4,200
Total Budget	\$21,000
Labor	Amount (\$)
CRPC Staff	\$21,000
Consultants, Travel, Software	\$0

23 Task G2: Administration (Transit)

The purpose of this task is to provide administration of the UPWP tasks funded by FTA funds.

23.1 Expected Work

CRPC will Provide the administration of UPWP tasks funded by FTA funds. Included in the work effort will be

- Monitoring of work done under third-party contracts with CRPC,
- Developing of future work programs,
- Preparing and submitting documents pertaining to FHWA and FTA joint certification,
- Preparing quarterly narratives/reports,
- Reviewing planning activities,
- Reviewing any other documentation required by FTA, and
- Reviewing and familiarizing with existing and new federal requirements related to transportation and air quality.

23.2 Results/Products

- Quarterly narratives
- Expenditure reports
- Routine correspondence
- Administrative record keeping
- Billings and activities pertaining to FTA funded tasks

23.3 Funding Summary

UPWP Task FTA G-2 Budget	
Funding Source	Amount (\$)
FTA 5303	\$11,739
FTA Carryover	
CATS PL	
Local Match	\$2,935
Total Budget	\$14,674
Labor	Amount (\$)
CRPC Staff	\$14,674
Consultants, Travel, Software	\$0

24 Task H1: Travel Demand Management (TDM)

The purpose of this task is to implement Travel Demand Management (TDM) strategies to influence individual travel behavior and provide expanded options to reduce the actual demand, or number of vehicles, placed on transportation facilities and incorporate practices that focus on managing the demand side of the transportation equation rather than increasing supply by widening or building new roads.

24.1 Expected Work

CRPC, in coordination with LADOTD, selected a consulting firm to implement the TDM outreach on a broader scale like many other successful nationwide efforts. Following are the major components that will be addressed by this new proposed program.

Development of a ride share and TDM program, outreach to major employers and the public. Respondents should also address the following needs in their response to this RFP:

- Specific outreach to universities and community colleges in the region.
- Long term funding and program sustainability.
- Vanpool feasibility study and recommendations on setting up vanpools in the region.
- HOT analysis and other travel time reducing strategies to provide incentives for carpooling and vanpooling.
- Guaranteed Ride Home and other ridesharing incentives.
- Transit expansion analysis including a park and ride survey and needs analysis.
- Quarterly state-wide MPO/DOTD TDM call-in learning session.

The scope of work includes the following major tasks:

- Task 1.0 – Project Management, Work Plan Monitoring, Review of Deliverables
- Task 2.0– Outreach
- Task 3.0 – Employer, Agency Outreach and Public Involvement
- Task 4.0 – Develop Brand, Marketing Plan, and Marketing Templates
- Task 5.0 – Demonstration Program, Long Term Strategy Development, Software Analysis
- Task 6.0 – Vanpool Feasibility Study

24.2 Results/Products

- Draft and Finalize Vanpool Feasibility Report
- TDM Program guidebook
- Marketing Plan, Education Materials and Presentations for the Program
- Comparative Program Report
- Park and Ride Assessment and Plan
- HOT Lane Analysis
- CRPC TDM Program Plan (Short and Long Term)

24.3 Funding Summary

UPWP TDM H-1 Budget	
Funding Source	Amount (\$)
STP>200K	\$250,000
HISPPEN	
CMAQ	\$250,000
Local Match	
Total Budget	\$500,000
Labor	Amount (\$)
CRPC Staff	\$50,000
Consultants, Travel, Software	\$450,000

25 Task H3: Regional SHSP Implementation

Louisiana's Strategic Highway Safety Plan (SHSP) is a plan to reduce traffic fatalities and injuries on Louisiana's roadways through widespread collaboration and an integrated 4E approach: engineering, education, enforcement and emergency services. The vision of the SHSP is Destination Zero Deaths and the goal is to reduce the number of fatalities by half by the year 2030.

The development, implementation, and updating of the SHSP was first required under SAFETEA-LU, which established the Highway Safety Improvement Program (HSIP) as a core federal program. Moving Ahead for Progress in the 21st Century (MAP-21) continued the HSIP as a core Federal-aid program and the requirement for states to develop, implement, evaluate and update a SHSP that identifies and analyzes highway safety problems and opportunities on all public roads. MAP-21 also introduced a performance management framework that was continued with the Fixing America's Surface Transportation (FAST) Act. The FAST Act also continued the HSIP and SHSP requirement. Final regulation requires states to set annual targets for the HSIP and they must be coordinated with the Highway Safety Plan (HSP). FAST Act requires that the SHSP is developed after consultation with a broad range of safety stakeholders, which includes regional transportation planning organizations and metropolitan planning organizations (MPOs), if applicable; state and local traffic enforcement officials; county/parish transportation officials; other major federal, state, tribal, and local safety stakeholders, and; other stakeholders as outlined in 23 U.S.C. 148(a)(12). Depending on the SHSP safety priority areas and strategies, additional partners such as representatives from the public health, education, and medical professions may be involved. MPOs are required to set annual targets but can choose to adopt the state targets or develop their own.

Louisiana has established a two-pronged approach for implementation of the SHSP- statewide emphasis area teams that promote proven effective strategies through constantly evolving action plans and regional safety coalitions that implement those action plans at the local level. A regional safety coalition coordinator is a critical component of implementation of the SHSP at the local level.

In order to regionally implement and sustain the SHSP, it is necessary to provide funding for regional safety coalition coordination through the Capital Region Planning Commission. The primary task of this sponsor/state agreement will be to implement and sustain the SHSP by bridging all gaps between DOTD district personnel, local governments, local law enforcement, the community, local civic organizations, emergency services/hospitals, school boards, tribal agencies, and other safety partners within the region.

25.1 Expected Work

Task 1.0 - Plan Development, Implementation and Evaluation

Research, collect and analyze safety data for project planning and development purposes. Develop and sustain a data-driven plan and program to address the emphasis areas of the SHSP utilizing the 4 E approach. If emphasis areas or strategies in the plan are different than the emphasis areas or strategies in the statewide SHSP, justification through data shall be provided. Status reports shall be submitted to LADOTD monthly along with the invoices. Performance measures and targets shall be established in accordance with FAST Act and formally adopted by the MPO on an annual basis and implementation progress in meeting these targets shall be reported monthly with the progress reports.

For the Infrastructure and Operations Emphasis Area, the regional safety coalition strategies should target focus crash types (e.g. roadway departures, intersections, non-motorized users) as determined through the SHSP process. Efforts to assess regional data should be made on an

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annual basis to determine focus crash types and the SHSP dashboards may be utilized in this task. On the state-owned network, coordination with the local DOTD district office and local public agency (LPA) is highly encouraged to facilitate safety project proposals as each District Administrator participates on the Highway Safety Project Selection Committee.

On the locally-owned network, coordination with the LPA is necessary to facilitate local safety plan development and project applications for the Local Road Safety Program (LRSP) and Safe Routes to Public Places Program (SRTPPP) since the signature authority and responsible charge for any LRSP/SRTPPP project will be an employee of the LPA.

The MPO should help to facilitate local safety plan development that identify potential safety improvement sites using the crash data profiles provided by LADOTD Highway Safety and the Local Technical Assistance Program (LTAP) office. This local safety plan should include but is not limited to potential projects that may be funded under the LRSP and SRTPPP. The MPO is highly encouraged to help track project status and coordinate with the DOTD Project Managers and LPAs.

Task 2.0 – Local Road Safety Program, Safe Routes to School, and Safe Routes to Public Places Project Implementation

The MPO should assist the LRSP and SRTPPP project managers in keeping project status up to date. This includes maintaining contact with the Local Public Agencies in the region to keep an updated list of responsible charge persons for each entity, frequent correspondence to initiate Entity-State agreements, and following up on outstanding requests made by the Project Managers. Initiate LRSP/SRTPPP projects by using data provided through LTAP or DOTD and in coordination with the Local Public Agencies in the regions and this can be done using a plan as described in Task 1.0.

Parish wide Local Road Safety Plans for the Capital Region are needed to help identify and prioritize safety improvements on local roads. These plans will coordinate with the Baton Rouge MPO's Metropolitan Transportation Plan, the region's Regional Highway Safety Plan, and various local plans, including the parish comprehensive master plan. The Local Road Safety Plans build on DOTD's and LRSP's parish profile by including multi-disciplinary stakeholder outreach and coordination, developing a system of data-driven project prioritization, identifying potential funding sources, and assisting the parishes with ongoing project application submittals.

The Capital Region Planning Commission (CRPC) will conduct traffic counts, analyze crash data, perform field visits, and determine the most appropriate safety counter measure on identified roadways and intersections identified in the Parish Profiles, coordinate with various stakeholders, prioritize a list of projects via crash rates and stakeholder input, and develop a funding and action plan to be followed by the Parishes and MPO for implementing the identified projects. Tasks to be performed by CRPC include:

Task 2.1: Project Identification

CRPC will identify projects using various data sources including crash data from the Crash 3 database, local parish profiles provided by the LRSP, and multi-disciplinary stakeholder outreach. These locations and the various crashes will be mapped out in a Geographic Information System.

Task 2.2: Site Visits and Road Safety Assessments

CRPC will conduct site visits along each identified roadway and each intersection. An effort will be made to include LADOTD, local law enforcement, and parish and municipal staff in each of these visits. These site visits will document the existing conditions, potential safety improvements that can be made along with countermeasures that are proven effective for each location.

Task 2.3: Identify Preferred Safety Countermeasures

CRPC will coordinate with local stakeholders to determine the preferred safety countermeasure at each identified location. Will include cost benefit-analysis using figures from the Highway Safety Manual. CRPC will coordinate with the MPO's Technical Advisory Committee and the Capital Region Transportation Safety Coalition's Infrastructure and Operations Subcommittee to ensure the appropriateness of each countermeasure.

Task 2.4: Develop Method of Prioritization

CRPC will coordinate with local stakeholders to determine the prioritization of implementing the identified countermeasures at each identified location. CRPC will coordinate with the MPO's Technical Advisory Committee and the Capital Region Transportation Safety Coalition's Infrastructure and Operations Subcommittee.

Task 2.5: Identify funding sources

CRPC will identify available funding sources, inclusive of LRSP funding. CRPC will outline the process of project application for each identified funding source.

Task 2.6: Development of Staged Implementation Plan

CRPC will develop and document a standard evaluation or screening methodology and approach to use in documenting high priority crash locations, crash types, and identifying appropriate countermeasures. Recommendations for countermeasure options for each project will be included.

Task 2.7: Create an Evaluation Methodology

Task 2.8: Local Road Safety Plan Document

A draft of the report with documentation of all the above tasks will be submitted to the I/O subcommittee and local parish/municipality for review. The report will include at a minimum: a purpose and need statement; information and maps of the prioritized road segments and/or intersections; preliminary findings from the site analysis and crash data review; a description of the proposed countermeasures with preliminary cost estimates; and, a staged improvement plan. The reports will be updated as new crash data becomes available.

The final plan (incorporating any comments received) will be submitted to the local government for approval and adoption. CRPC will draft a resolution for use by the local government and will present a summary of the analysis upon request. A plan completion/adoption matrix will be added to the Capital Region Transportation Safety Coalition plan to track progress on this task.

Task 3.0 – GIS

Data compilation and analysis, DDACTS, crash data, liaison with state data office and MPO, local jurisdictions, and parishes; provide maps and graphics for the MPO, parishes, and local jurisdictions and agencies for problem identification, meetings, etc. Coordination with the DOTD Data Collection and Management unit for updating the roadway and traffic data is encouraged.

Task 4.0- Partnerships and Advocacy

Develop partnerships with LADOTD, LHSC, LSP, local law enforcement agencies, the cities/parishes, emergency services, school board officials, elected officials, tribal agencies, and

other safety advocates to promote the SHSP and seek out highway safety related activities within the region. Efforts to develop new partnerships should be conducted on a monthly basis. Routine visits to coalition partners are expected.

Task 5.0 –Marketing and Education

Create social media presence (Facebook, Twitter, YouTube) and administer the flow of communication. Participate in all national campaigns developed by the National Highway Traffic Safety Administration via social media, press releases and media outlets. Participate in Louisiana's Communication Coordinating Council and coordinate efforts to ensure consistent messaging. Incorporate the DZD branding (use the logo) in all marketing materials. Identify and establish good professional relationships with local media stations (radio, print and TV), LADOTD's Public Information Officer (PIO), and other traffic safety PIOs. Distribute meeting announcements, newsletters, press releases or any type of safety campaign material to all current and potential safety partners. Brand the regional safety coalition with the Destination Zero Deaths logo. Conduct education outreach efforts to inform the public about safety, particularly in the SHSP emphasis areas. Participate in national transportation safety advertising campaigns, circulate public service announcements, and publish newspaper articles and online press releases within the region. Provide additional local outreach through collaboration with law enforcement and health agencies in promoting our activities within the SHSP emphasis areas using all forms of local media. Facilitate collaborative training sessions, webinars, or events on such transportation safety topics as passenger safety (i.e. Child Passenger Safety Training, Click It or Ticket Mobilization, etc.) and conduct public awareness campaigns that educate the public- pedestrians, bicyclists, motorists, and passengers about safety. Work closely with school boards to facilitate outreach and education of students within the SHSP emphasis areas.

Task 6.0 -Meetings and Conferences

Attend and participate during SHSP Implementation Team and Emphasis Area Team Meetings, Communications Coordinating Council, SHSP training, including but not limited to MPO, Parish and City Council meetings. Participation may include but is not limited to taking meeting minutes, coordinating with coalition members for meeting updates and reporting progress. Plan conduct and document regional safety coalition meetings. Full Safety Coalition meetings should be held quarterly at a minimum. Regional emphasis area team meetings are encouraged to be held on a monthly basis. It is the coordinator's responsibility to ensure minutes are recorded at monthly regional emphasis area meetings and full coalition meetings. Meeting minutes should be shared with coalition members prior to the next meeting. Solicit input from partners and team leaders to develop meeting agendas. Seek out national and statewide conferences to attend and participate in.

Task 7.0 – Road Safety Assessments

Coordinate Road Safety Assessments (RSAs) with the road owner(s). The Regional Safety Coalition Coordinator should set up the RSA date, time, location and ensure appropriate stakeholders are included. At a minimum, meeting notes should be recorded and provided to the road owner for RSA report development, but the Coordinator may develop a draft report for distribution to the road owner. The road owner (LADOTD District office for state-owned roads and LPA for locally owned roads) will be the approver of the RSA report and no RSA report shall be documented or distributed without the road owner's knowledge.

Task 8.0- Administrative

Prepare and submit monthly invoices and progress reports by the 20th of each month. If invoices are delayed, progress reports are to be submitted by the 20th of each month.

25.2 Results/Products

- Updated Capital Region Transportation Safety Plan (CRTSP)
- Implementation of CRTSP Action Items
- Meetings and Conferences
- Marketing and Education
- Annual and Monthly Reports

25.3 Funding Summary

UPWP Task RSHSP H-3 Budget	
Funding Source	Amount (\$)
STP>200K	
HISPPEN	\$303,618
CMAQ	
Local Match	
Total Budget	\$303,618
Labor	Amount (\$)
CRPC Staff	\$303,618
Consultants, Travel, Software	\$0

26 Task SP-1: LA 30 Environmental Assessment

26.1 Project Description

The purpose of this task is to conduct an Environmental Assessment on approximately 24 miles of LA 30 corridor from Brightside Lane in East Baton Rouge Parish to Airline Highway in Ascension Parish. LA 30 is a key arterial in the Capital Region that runs parallel to I-10 and an upgraded LA 30 is a prerequisite for efficient utilization of a new Mississippi Bridge south of the existing one on I-10.

The corridor runs through three of the five MPO Parishes and there is a lot of support of this project from the public as well as elected officials. The MPO TPC has approved allocation of \$2M of STBG>200K for this phase to go forward.

26.2 Upcoming Tasks

This section will be updated once the scope of work has been developed by CRPC staff and approved by DOTD.

26.3 Funding Summary

The LA EA RFP will be advertised, and consultant selection will probably be completed by the September 2019 TPC meeting. The total project duration is around 2 years. It is anticipated that 9 months of the project work will be accomplished in FY 2020. The budget below only shows the portion that will be spent in FY 2020.

UPWP Task SP-1 (LA 30) Budget	
Funding Source	Amount (\$)
STP>200K	\$600,000
HISPPEN	
CMAQ	
Local Match	\$150,000
Total Budget	\$750,000
Labor	Amount (\$)
CRPC Staff	\$75,000
Consultants, Travel, Software	\$675,000

Appendix A – Indirect Cost Rate Allocation Plan (ICAP)

Appendix B – CRPC Quarterly Meeting Agenda and Minutes

Appendix C – Work Tasks and Schedule

Appendix D – TPC UPWP Approval Minutes

Appendix E – FHWA Approval Letter