

The preparation of this report was financed in part with funding from United States Department of Transportation (USDOT) and administered by the Louisiana Department of Transportation and Development (LADOTD). The opinions, findings, and conclusions expressed in this publication are those of the authors and not necessarily those of USDOT, and LADOTD.

Project Numbers

H.972382.1
PL80-17-21; PL80-17-22
H.013502
H.012730

**Unified Planning
Work Program
(July 1, 2021 - June 30, 2022)**

UPWP FY 2022

Adopted (06/16/2021)



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Appendices

Appendix A – TPC UPWP Approval Minutes

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Record of Adoption, Amendments, & Modifications

| Date | Action Taken | Comment |
|-------------|---------------------|---|
| 6/16/2021 | TPC Adoption | UPWP FY 2021-2022, Adopted as recommended by Staff and TAC. |

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.

The 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 the 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 the UPWP?

The UPWP describes the transportation planning activities or work tasks that the CRMPO proposes to undertake during the State of Louisiana's fiscal year (FY 2021 from July 1, 2020 to June 30, 2021). 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 the 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 the 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, MAP-21 and the FAST Act that must be considered by MPOs in developing transportation plans and programs. 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 address 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 2022 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 2022 UPWP Tasks by Funding Sources

| Task Code | Task Name | Total Funds | FHWA PL | SPR | CATS PL | FTA 5303, 5310, 5311 | FTA Carry Over | DEMO STIC | HISPPEN | STP>200K | Local Match |
|-----------------------|---|------------------|------------------|----------------|----------------|----------------------|----------------|---------------|----------------|----------------|------------------|
| Task A-1 | Citizen Participation and Public Outreach | 82,023 | 65,619 | | | | | | | | 16,405 |
| Task A-2 | Congestion Management (Hwy) | 90,909 | 72,727 | | | | | | | | 18,182 |
| Task A-4 | Performance Based Planning and Programming | 132,631 | 106,104 | | | | | | | | 26,526 |
| Task A-5 | Bicycle/Pedestrian Planning | 88,762 | 71,010 | | | | | | | | 17,752 |
| Task A-6 | Air Quality / Environmental Planning | 60,285 | 48,228 | | | | | | | | 12,057 |
| Task A-7 | Regional ITS Architecture | 60,822 | 48,657 | | | | | | | | 12,164 |
| Task A-8 | Title VI Planning | 28,553 | 22,843 | | | | | | | | 5,711 |
| Task A-9 | Model Enhancement | 17,883 | 14,306 | | | | | | | | 3,577 |
| Task A-10 | Safety and Security Planning | 55,582 | 44,466 | | | | | | | | 11,116 |
| Task A-11 | Transportation Plans & Programs | 131,113 | 104,891 | | | | | | | | 26,223 |
| Task A-12 | Multi-Modal Freight Transportation | 112,326 | 89,861 | | | | | | | | 22,465 |
| Task A-13 | Data Base Mapping | 142,377 | 113,901 | | | | | | | | 28,475 |
| Task B-1 | Land Use and S-E-E | 92,195 | 73,756 | | | | | | | | 18,439 |
| Task B-2 | Inventory and Performance Monitoring | 172,781 | 138,224 | | | | | | | | 34,556 |
| Task C-1 | Plan Reappraisal (Hwy) | 25,805 | 20,644 | | | | | | | | 5,161 |
| Task D-3 | Technical Assistance (Hwy) | 98,562 | 78,850 | | | | | | | | 19,712 |
| Task G-1 | Administration (Hwy) | 39,503 | 31,602 | | | | | | | | 7,901 |
| Planning Total | | 1,432,111 | 1,145,689 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 286,422 |
| Task A-3 | Coordinated Human Services Transportation Plan | 20,000 | | | | 15,000 | 5,000 | | | | 0 |
| Task D-4 | Technical Assistance (Transit) | 395,927 | | | 100,000 | 162,783 | 73,958 | | | | 59,186 |
| Task G-2 | Administration (Transit) | 12,931 | | | | 9,303 | 1,042 | | | | 2,586 |
| Transit Total | | 428,858 | 0 | 0 | 100,000 | 187,086 | 80,000 | 0 | 0 | 0 | 61,772 |
| Task H-1 | Travel Demand Management/Rideshare | 665,000 | | | | | | | | | 665,000 |
| Task H-3 | Regional Strategic Highway Safety Plan Implementation | 303,618 | | | | | | | 303,618 | | 0 |
| Task SP-1 | Metropolitan Transportation Plan 2046 | 450,000 | 90,000 | 225,000 | | | | | | 90,000 | 45,000 |
| Task SP-2 | Regional Bike/Pedestrian Plan | 120,000 | | | | | | | | 96,000 | 24,000 |
| Task SP-3 | Pavement and Asset Data Collection | 524,613 | | | | | | | | 376,170 | 148,443 |
| Task SP-4 | EDC5 - Value Capture | 20,636 | | | | | | 16,509 | | | 4,127 |
| Other Total | | 2,083,867 | 90,000 | 225,000 | 0 | 0 | 0 | 16,509 | 303,618 | 562,170 | 886,570 |
| Grand Total | | 3,944,836 | 1,235,689 | 225,000 | 100,000 | 187,086 | 80,000 | 16,509 | 303,618 | 562,170 | 1,234,765 |

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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 Capital Region to collect information on transportation services, provide opportunities for training and coordination, and maintain the regional Coordinated Human Services Transportation Plan (CHSTP).
- **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. **(eTIP)**
- **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 Economic Development Administration (EDA) Comprehensive Economic Development Strategy (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 local and 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.

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- **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 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 (Metropolitan Transportation Plan 2046)** - The purpose of this task/project is to update the federally mandated long-range transportation plan using the 3-C planning processes. The goal of the 2046 Metropolitan Transportation Plan is to set forth a vision to develop a well-balanced transportation system that promote economic development and good quality of life in the CRMPO area. The new MTP will be compliant with current, applicable federal planning rules as defined in 23 CFR 450.322. The new MTP including the conformity analysis and determination, will begin in last quarter of calendar year FY 2020 and anticipated to be completed by March 2022.
- **Task SP-2 (Regional Bike/Pedestrian Plan)** - The purpose of this project is to develop a bicycle and pedestrian masterplan that will service the entire MPO area. This plan should incorporate recommendations from the existing Bicycle and Pedestrian Masterplans and from local Comprehensive Master Plans developed in the region. The regional bike/ped plan will identify policies and projects to improve the overall level of service of bike and pedestrian facilities within the MPO area.

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- **Task SP-3 (Pavement and Asset Condition Data Collection)** - The purpose of this project is to collect pavement and asset condition data on approximately 4500 miles of non-state system roads with the Capital Region MPO boundary. CRPC implemented first round data collection which was completed almost four years ago. Roadway infrastructure experienced significant changes since then, the thousand-year flood of 2016 being one of the main reasons.
- **Task SP-4 (EDC5-Value Capture Techniques)** - This project will advance the understanding of the State and LPA's options regarding EDC5 Value Capture and will further advance alternative funding opportunities for infrastructure investment in the Capital Region and across the state. Utilizing STIC funds, the Baton Rouge MPO, will work with the EDC5 Value Capture Implementation Team, to assist in the development of a LPA/Stakeholder workshops, to develop a value capture guidebook/toolkit specific to Louisiana, and evaluate the state's enabling legislation related to value capture laws.

1.5 UPWP FY 21 Vs. FY 22

Figure 1 shows a comparison of funding breakdown by UPWP task in FY 2021 and 2022. Most of the tasks/projects are similar between the two fiscal years. The following information can be observed from the chart.

- **Overall funding has decreased (by 14%):** The total funding available to perform UPWP tasks decreased in FY 2022. This is because of our major project (CRPC Model Update), is scheduled for completion by June 30, 2021.
- **Increased allocation for Tasks A4, A5, A6, A7, A11 and A12:**
 - The increase in allocation to this task coincides with the additional effort and time staff will be working to incorporate Performance Based Planning principles. (Task A4)
 - The increase in funding allocation for A5 to initiate implementation of the Regional Bicycle and Pedestrian Plan
 - The increase in funding allocation for A6 to develop the Air Quality Conformity Analysis incorporating both MOVE 2046 Long Range Transportation Plan and 10-year TIP FY 2023 – 2032
 - The increase in funding allocation for A7 to develop and ascertain ITS priorities of the BR metro region in coordination with LADOTD's ITS plan update.
 - The increase in funding allocation for A12 to initiate work on developing a Regional Freight Transportation Plan for the BR metropolitan area focusing on supply chain/logistics.
 - The increase in funding allocation for A11 to program and manage projects into the next TIP Cycle FY 2023-2026 (official) and FY 2026-2032 (stand-by projects) in response to the Call for Projects (STP>200K) issued in FY 2020-2021.

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- **Decreased allocation for Tasks A1, A9, A10, D4, B1, and SP2**
 - CRPC will enable public outreach efforts for the various planning studies viz. MOVE 2046 (SP-1); Regional Bicycle and Pedestrian Plan (SP-2) to their respective tasks.
 - CRPC will wrap up the Travel Demand Model Update (tour based) project before the end of FY 21. (Task A9)
 - CRPC will develop Local Road Safety Plan for another Parish with significantly lower anticipated data analysis efforts (Task A10).
 - CRPC will develop **land**-use and growth scenarios as part of the MOVE 2046 MTP update. (Task B-1)
 - CRPC has made significant headway into transit projects currently underway viz. Ferry Feasibility Study and Baker Park/Ride Ph-2 project (Task FTA D4)
 - The decrease in funding for Regional Bike/Ped Plan (SP2) is in sync with the project progress made over the past Fiscal year and reflects the remaining balance for the consultant contract. (Task SP2)

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UPWP FY 2021 Vs FY 2022 - Task by Task Comparison (Regular Tasks)

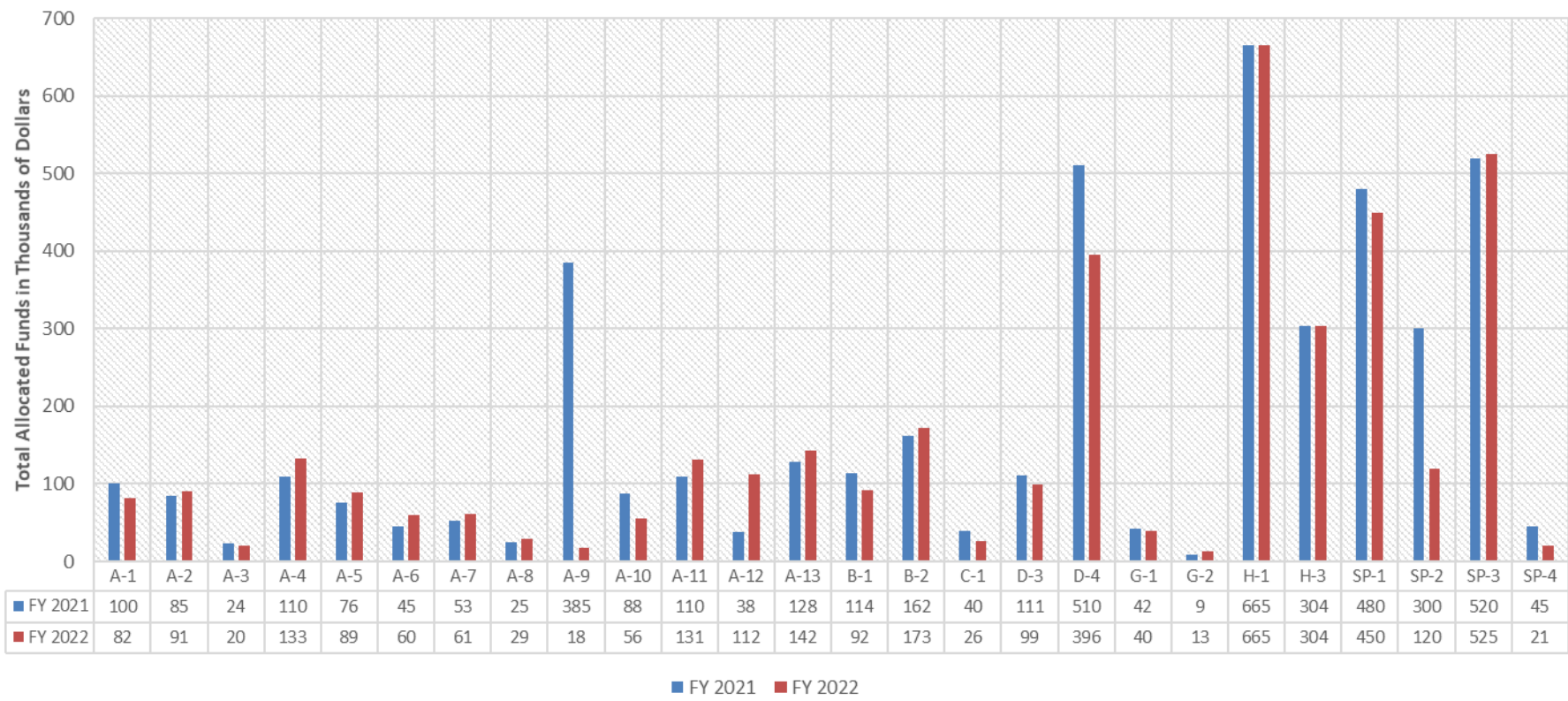


Figure 1. UPWP FY 21 Vs. FY 22 Funding Breakdown

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.

The 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 saw an increase in population from 636,214 in 2000 to over 732,587 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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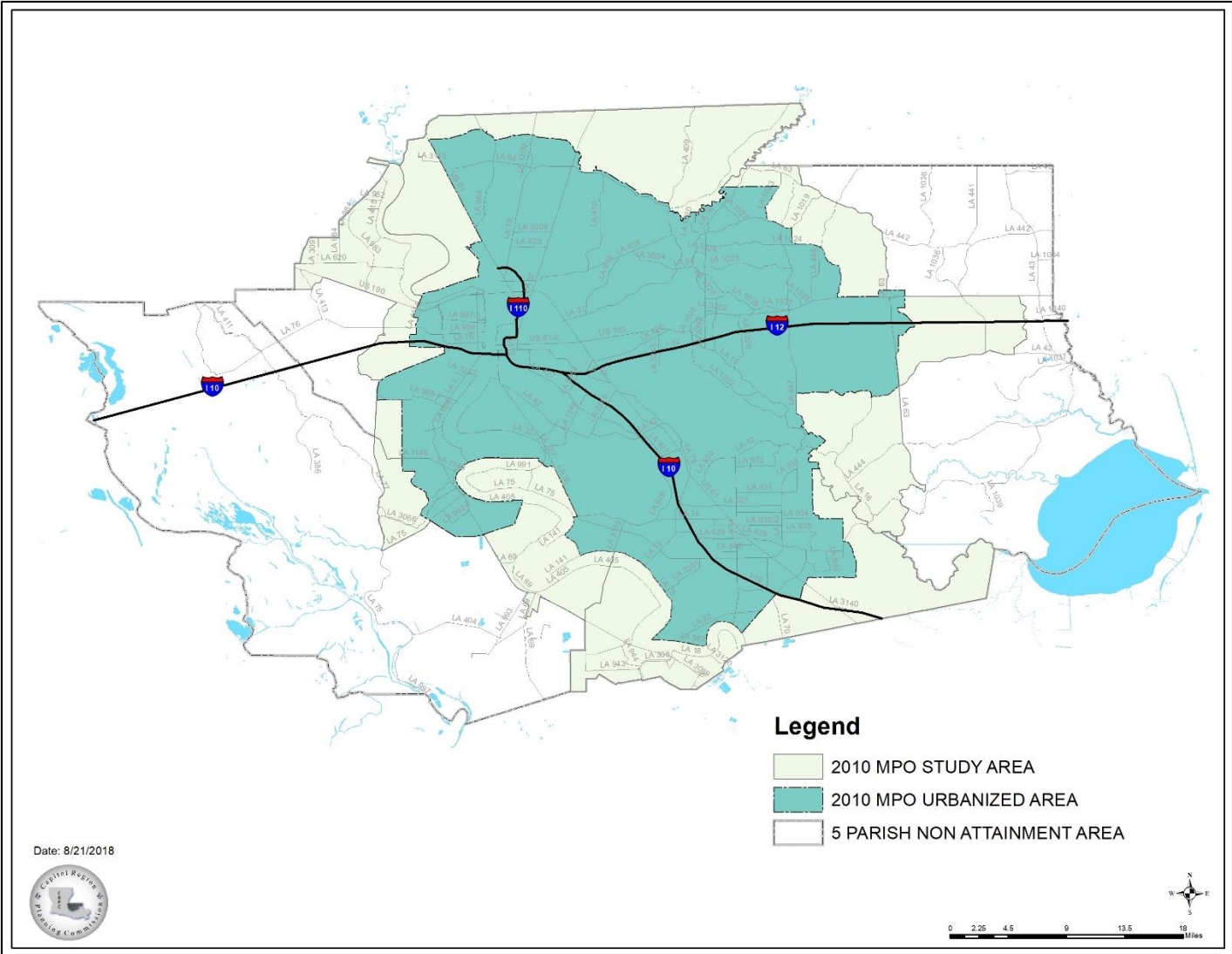


Figure 2. Capital Region Metropolitan Planning Area

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 |

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.

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, schedule, and meeting minutes are available at www.crpcla.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, CRPC staff attends conferences, trainings, and workshops throughout the year. Some of them are listed below.

- Lifesavers Conference
- West Baton Rouge Chamber of Commerce Membership Lunch Meeting
- Statewide Economic Development Summit
- National Planning Conference
- NHI courses
- TRB webinars
- GISP exam prep courses
- Walk/Bike/Ped Conference
- LTAP
- ArcGIS Pro workshop
- GIS courses
- URISA workshops
- WTO International Trade Week
- Baton Rouge Area Chamber monthly luncheons
- TransModeler Training
- TTEC Workshops
- National Academy of Sciences Conference
- NADO
- Associates for Commuter Transportation Conference
- APA LA Chapter State Planning Conference
- Distracted Driving Summit
- CAV 101 Seminars
- American Planning Association National Conference
- American Planning Association Southeast Region Conference
- Transportation Research Board Annual Conference/workshops
- FHWA TPM Peer Exchange Workshops
- Louisiana Industrial Development Executive Association (LIDEA)
- International Economic Development Council Trainings/Webinars

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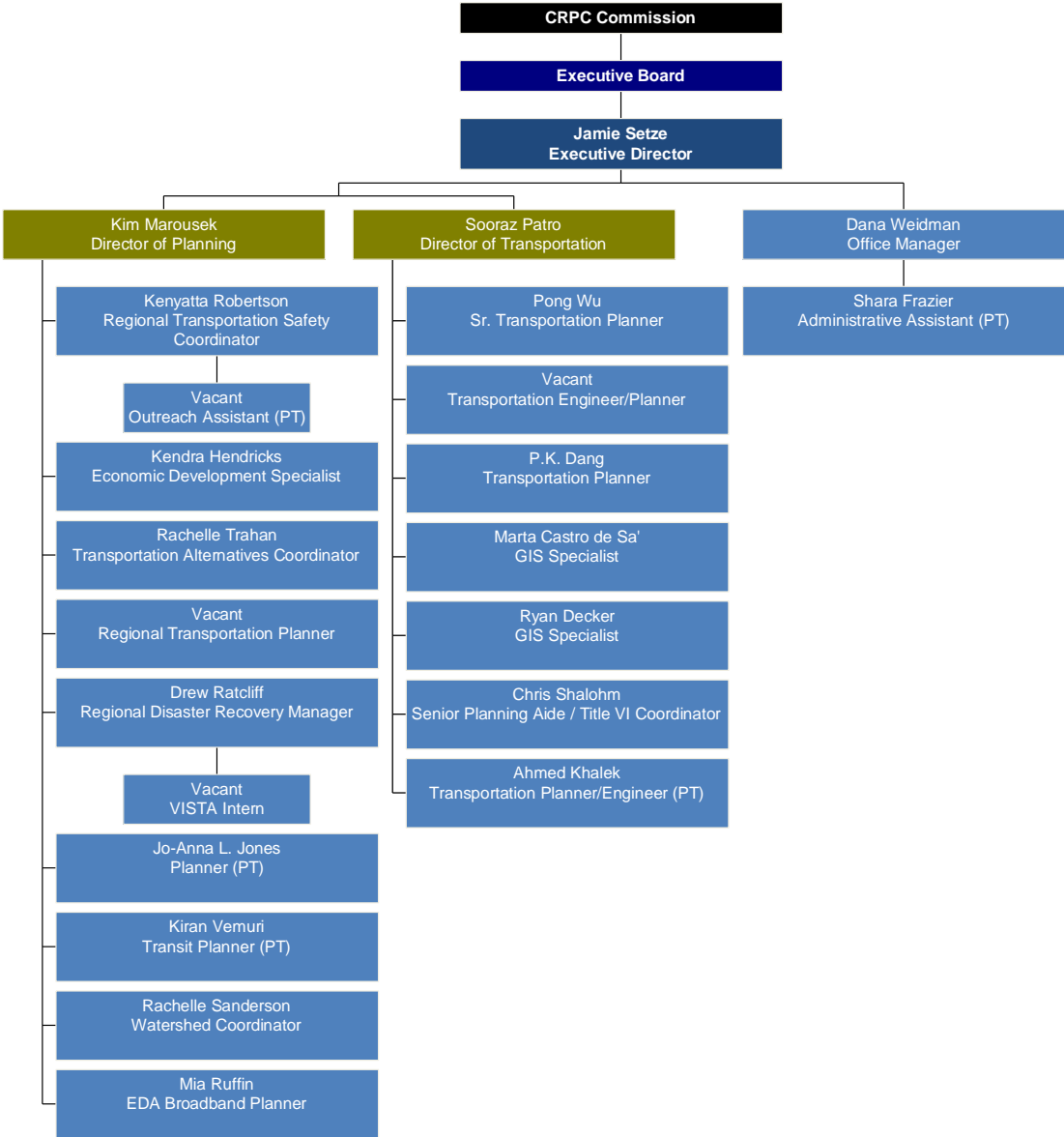


Figure 3. CRPC Organization Chart

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 (TIP) (2019 – 2022) Amendments – Highway Projects
- Transit TIP (2019 – 2022) Amendments and Program of Projects
- Unified Planning Work Program (UPWP) FY 2021 Amendment
- Unobligated STP>200K Funding – Proposed Projects
- Call for Projects – TIP FY 2023 - 2032
- Public Participation Plan
- Highway Safety Improvement Program Targets – 2021
- Pavement and Asset Condition Data Collection RFP
- Long Range Transportation Plan (MOVE 2046) RFP
- Regional Bicycle and Pedestrian Plan (RBPP) RFP
- Ferry Feasibility Study (FFS) RFP
- Baker Transit and Park/Ride Center Phase-II RFP

Non-Action Items

- I-10 (LA 415 – Essen Ln) project status
- MOVE 2042 amendment status
- Commuter Krewe of Louisiana (TDM) project
- Local Road Functional Classification Change Requests

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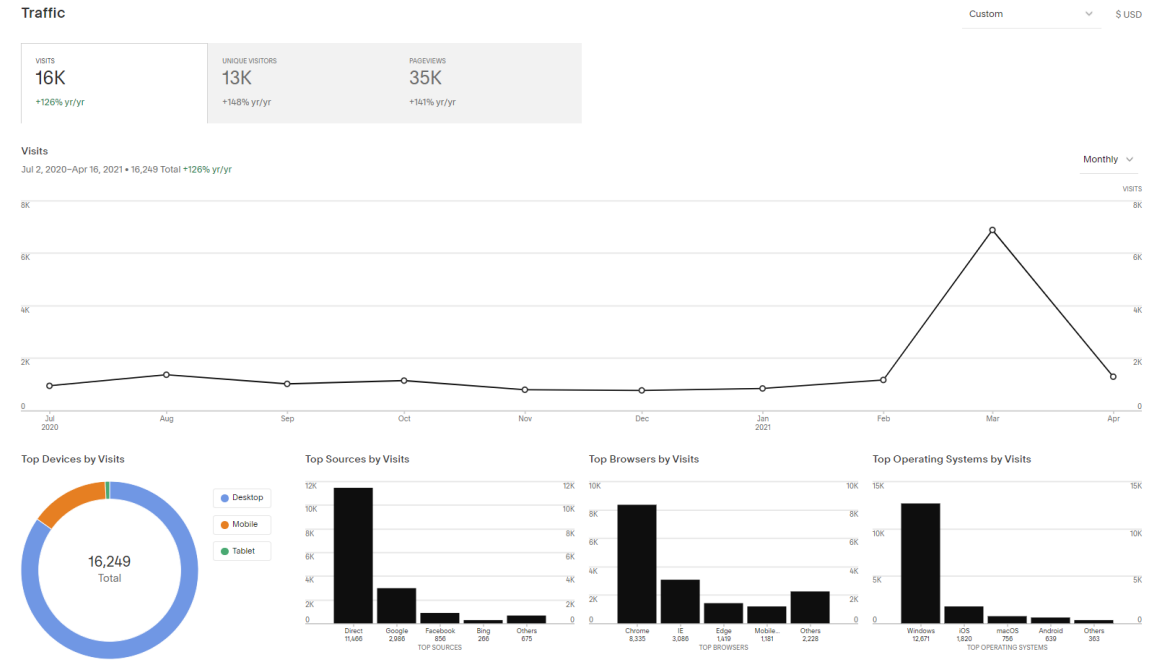
- LADOD Local Road GIS Application
- Capital Region Transportation Safety Coalition (CRTSC) update
- Local Road Safety Plan (East Baton Rouge Parish) update
- Baker/Denham Springs bike/pedestrian plan status
- CRPC marketing and outreach project status
- **Household Travel Survey –Project Final Report**
- MPO activity update
- Traffic Counts During COVID-19 Analysis
- TAC/TPC Schedule 2021
- MPO Certification Review
- Staff participated in several public meetings regarding regional transportation projects such as Plank-Nicholson BRT, **I-10/I-12 Flyover Ramp**, moveBR, LA-30 and I-10 widening
- Conducted enhanced outreach regarding the Long Range Transportation Plan (MOVE 2046); Regional Bicycle and Pedestrian Plan; and Ferry Feasibility Study; survey through stakeholders, non-profits, radio, TV, and social media. **This resulted in the surpassing the MOVE 2042 completed survey target and exceeded by more than 30%.**

Staff continued to regularly update the website with meeting notices, documents, and other information as needed. The website can be viewed here: <http://www.crpcla.org/>

Staff continued to coordinate with LDEQ and BRCAC and maintained the info on the ERC information resource website. The LA ERC website can be viewed here: <http://www.laerc.com/>

- Continued providing technical assistance to the public, local governments, businesses and non-profit organizations as and when requested.
- Staff prepared and published **RFP's for the Regional bike/ped plan, Ferry Feasibility Study, Baker Transit Center/Park and Ride Phase 2, MOVE 2046 MTP Update, Travel Demand Model update, Pavement Asset Data Collection** projects as per the procedures documented in the new consultant selection procedures
- Marketing and Outreach Campaign Project Completion
- Ongoing updates and modernization of CRPC website
- Finalized CRPC vision statements
- Finalized CRPC communications plan
- Worked on new branding, social media protocols, and final plan strategies
- **Website visits (July 1 2020 – April 15, 2021): There were 13K unique visitors, 16K visits, and about 35K page views in the first nine months of FY 20-21**

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July 1, 2020 – April 15, 2021

CRPC posted regular updates on social media. Provided are the following stats for Facebook and Twitter:

- 61 Facebook posts with a reach of close to 151,186 people
- About 4277 impressions on Twitter

4.3 Expected Work

CRPC will

- Continue implementing community outreach and public participation guidelines mentioned in the MPO's Public Participation Plan (PPP)
- 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

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- Use outreach materials developed under previous Branding/Marketing work program to educate public and stakeholders about the MPO, transportation and land use planning, federal grants and environmental issues
- Continue to conduct trainings/workshops/meetings to keep the local elected officials and various other members informed about CRPC, MPO processes, land use planning etc.
- Conduct, facilitate, and participate in project related public meetings not limited to the following:
 - Metropolitan Transportation Plan update;
 - Regional Bicycle/Pedestrian Plan; and,
 - Ferry Feasibility Study.
- 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

4.5 Results/Products

- Dissemination of information through website, social media and other traditional methods
- Update website
- Updated Stakeholder Database
- Public notices regarding CRPC meeting's.

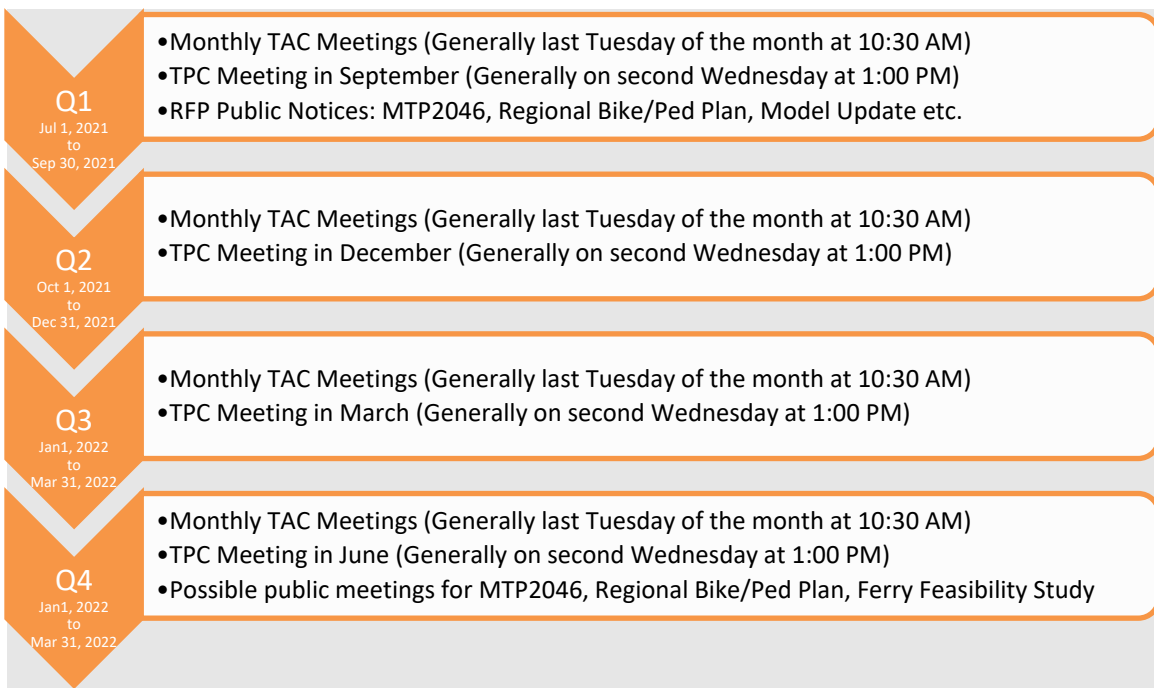
4.6 Funding Summary

| UPWP Task PL A-1 Budget | |
|-------------------------|-------------|
| Funding Source | Amount (\$) |
| FHWA Planning (PL) | \$65,619 |
| FHWA Excess PL | |
| STP>200K | |
| Local Match | \$16,405 |

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| Total Budget | | \$82,023 |
|--------------|-------------|----------|
| Labor | Amount (\$) | |
| CRPC Staff | \$82,023 | |
| Consultants | \$0 | |

4.7 Timeline



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

- Congestion Management Process
 - Analyzed 2019 and 2020 speed data utilizing RITIS analytics tools on the interstate system in the MPO region and developed maps for the following scenarios:
 - Weekdays all year and by peak,
 - Summer months by peak,
 - Weekdays during fall and by peak; and,
 - Weekdays during springtime.
 - Conducted GIS analysis for street network travel time and congestion utilizing NPMRDS dataset. Analyzed and thematic maps of NPMRDS network based on Peak Hour Excessive Delay (PHED)
- Transit schedule adherence and timetable validation
 - Created CATS routes in the NPMRDS RITIS website,
 - Analyzed some of the routes for average travel times and unreliability,
 - Data from the analysis is being used to validate the timetables; and,
 - Presented the results at the regular CATS/CRPC planning meetings.
- COVID-19 Pandemic Impact Analysis
 - Brainstormed on analyzing the NPMRDS to see the impact of COVID-19 pandemic on travel times,
 - Working with traffic counting program contractor and the Louisiana Supply Chain Transportation Council (SCTC) and conducted special COVID-19 traffic counts with vehicle classifications. This data will also complement the passive data analysis as well as analyze the impact on freight flow during this period.

5.3 Expected Work

CRPC will

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- 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; and,
 - 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
- 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
- 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
- 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
- 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

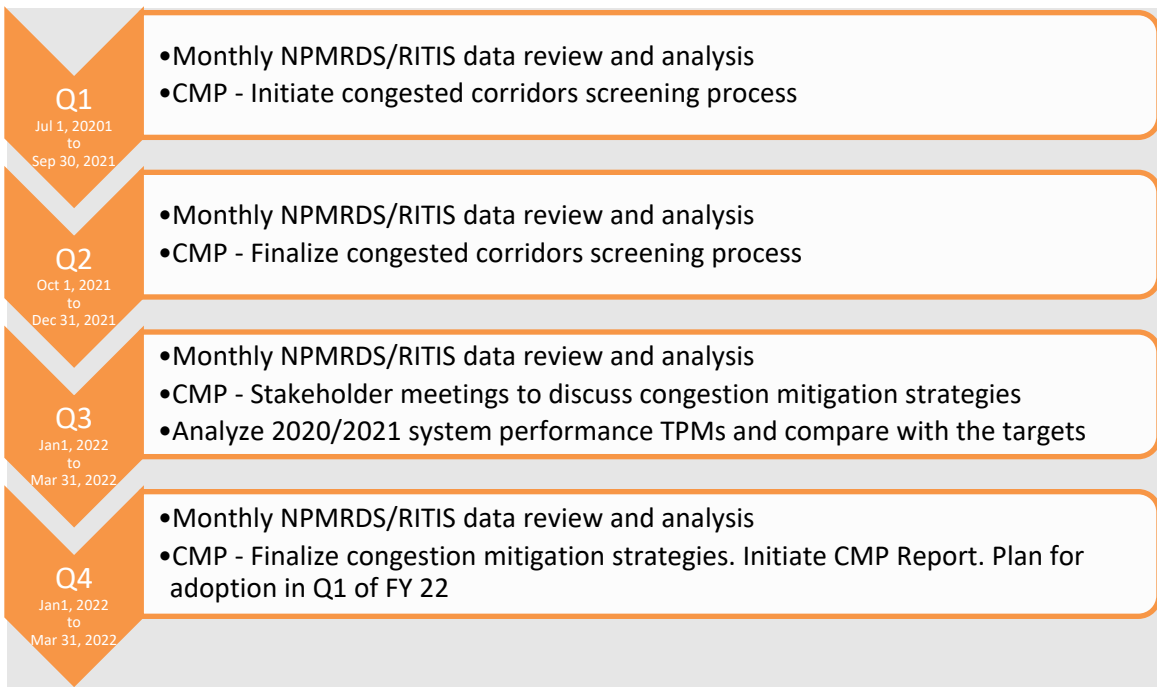
5.5 Results/Products

- Congestion Analysis/Mobility Reports and Maps
- Updated CMP along with identified prioritized congested corridors.
- 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) | \$72,727 |
| FHWA Excess PL | |
| STP>200K | |
| Local Match | \$18,182 |
| Total Budget | \$90,909 |
| Labor | Amount (\$) |
| CRPC Staff | \$90,909 |
| Consultants | \$0 |

5.7 Timeline



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
- Maintained the 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
- Provided letters of support for Coordinated Human Services Providers for 5310/5311 Federal funding
- Worked closely with LA DOTD to conduct quarterly meeting with Coordinated Human Services providers
- Developed quarterly reports for providers including coordinated human services applicable grant programs
- Researched a scheduling study that utilizes scheduling software to plan paratransit trips throughout the Capital Region
-

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 Capital Region
- 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; and,
 - 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

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- Monitor and 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

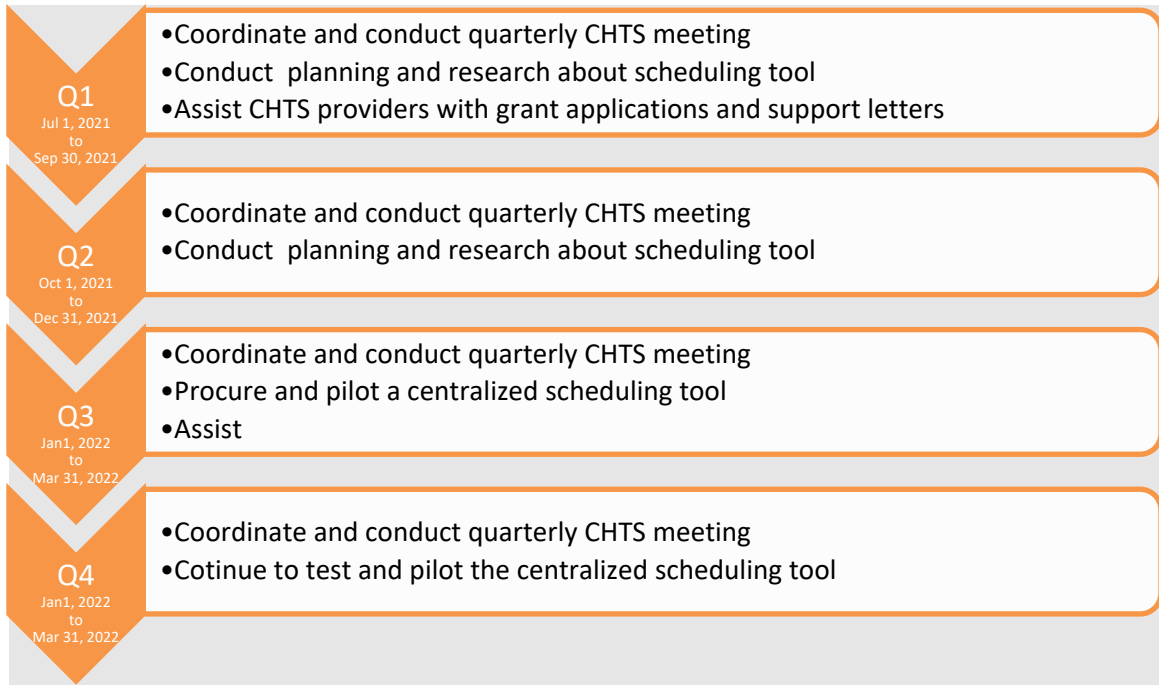
6.5 Results/Products

- 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
- Research on utilizing a Centralized Scheduling Tool

6.6 Funding Summary

| UPWP Task FTA A-3 Budget | |
|--------------------------|-----------------|
| Funding Source | Amount (\$) |
| FTA 5303 | \$15,000 |
| FTA Carryover | \$5000 |
| CATS PL | |
| Local Match | |
| Total Budget | \$20,000 |
| Labor | Amount (\$) |
| CRPC Staff | \$17,687 |
| Consultants | \$2,3130 |

6.7 Timeline



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
- To incorporate and implement Performance Based Planning and Programming (PBPP) principles and practices in to the 3C planning process

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. CRPC's TIP can be found on the Capital Regional MPO website <https://crpcla.org/tip>
- Coordinated with DOTD and established 2021 Safety TPM targets
- Coordinated and participated in meetings with local governments to discuss about the status of STBG>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 2021. The TPC meetings will be held quarterly to improve participation from the TPC members
- Continued to work 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 FY 2020. Coordinated with DOTD and CATS 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>

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- Met with local elected officials to identify projects/strategies to be programmed utilizing the unobligated STBG>200K funds. Finalized the list which was approved by the MPO TPC on December 11, 2019. Staff worked with local jurisdictions and submitted Stage-0 documentation to LADOTD for H number.
- 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.
- 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.
- Staff attended the virtual TRB 2021 annual conference.

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),
 - Congestion Management Process (CMP),
 - Air Quality Conformity Analysis using latest MOVES model version; and,
 - 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
 - Develop a performance dashboard showing all the metrics and communicate the results to TAC, TPC, transportation stakeholders, and the general public
- Continue to evaluate the STBG>200K project selection process and update it as needed with input from the TAC and TPC
- Administer call for STBG>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.
- Develop, refine and administer UPWP, related to federal grants and third-party contracts
- Develop and participate in FHWA's pilot program through EDC STIC funding to implement eTIP for the BR MPO.

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- Incorporate Decision Lens for multiple objective decision making for TIP and MOVE 2046 projects.
- Develop **MPO Functional Classification Mileage** Table for the five Parishes within the MPA.
- 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
- **PADC: Work with selected consultant to analyze collected data and relay the information to member jurisdictions.**

7.4 Performance Measures

- Implementation and refinement of the STBG>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
- TIP self-certification document
- eTIP
- MPO Functional Classification Mileage Table
- Annual List of Federally Funded Obligated Projects (ALOP)
- GIS and electronic database of TIP projects and information
- **PADC: Pavement Condition Reporting**
- 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

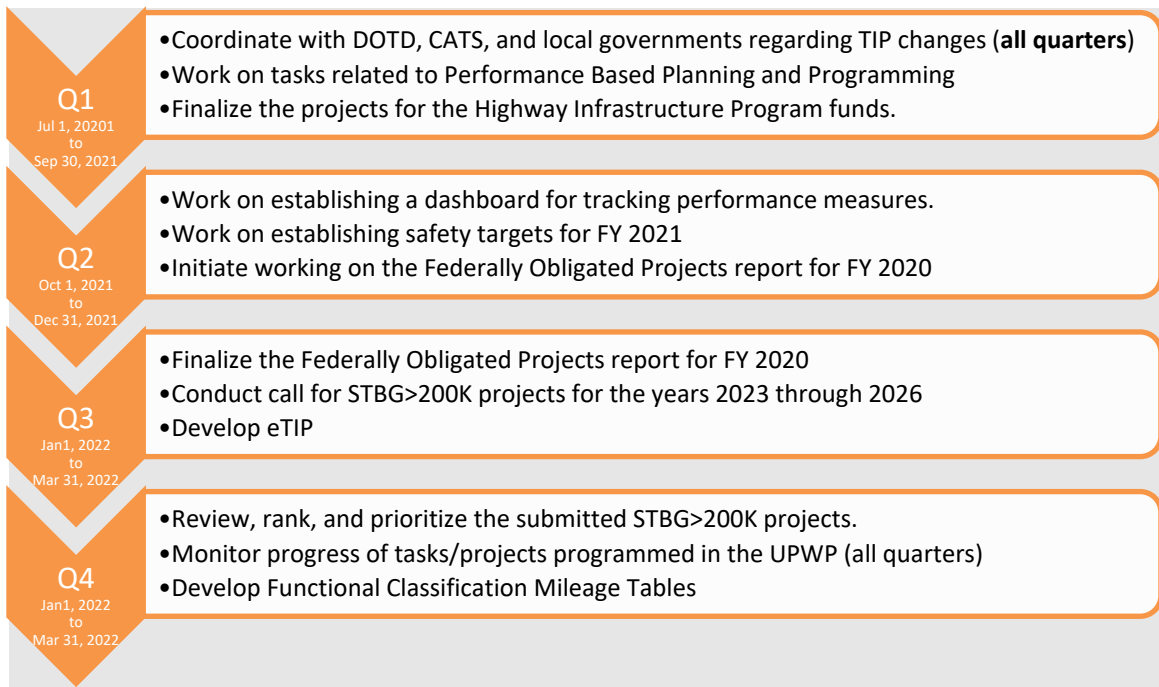
7.6 Funding Summary

| UPWP Task PL A-4 Budget | |
|-------------------------|-------------|
| Funding Source | Amount (\$) |

Unified Planning Work Program 2022

| | |
|---------------------|--------------------|
| FHWA Planning (PL) | \$106,104 |
| FHWA Excess PL | |
| STP>200K | |
| Local Match | \$26,526 |
| Total Budget | \$132,631 |
| Labor | Amount (\$) |
| CRPC Staff | \$132,631 |
| Consultants | \$0 |

7.7 Timeline



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

- This task addresses the Federal requirements of 23 USC. 134(h) through the development and support of 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.

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

- Served as a team lead for Bike Ped emphasis area and participated in advancing bicycle and pedestrian safety strategies in partnership with other stakeholders.
- Served as a member of Technical Advisory and Steering Committees for East Baton Rouge Parish Bike Ped Masterplan
 - Participated in the ongoing committee meetings; and,
 - Provided feedback for final report.
- Served on States Complete Streets Committee
 - Attended all meetings; and,
 - Provide data and reports pertaining to the MPO.
- Assisted LTRC project steering committee with the development of standards for conducting bike ped counts statewide
 - Focus on site selection within East Baton Rouge Parish; and,
 - Coordinated with City officials and levee board on site selection.
- **Finalized Bike Ped Masterplan for the Cities of Baker and Denham Springs**
 - **Preparation/attendance for all public meetings,**
 - **Reviewed Draft Plan; and,**
 - **Assisted with presenting final document to City Council for adoption**
 - **Assisted City of Denham Springs in STBG>200k bike/ped project integration.**
- Conducted ad-hoc bike/pedestrian counts based on request from various stakeholders
- Met with officials from CPEX and LSU AG Center to identify key stakeholders at MPO's state trooper posts, safety coalitions, and economic development districts for bike ped safety throughout the state
- **Assisted the Audubon Nature Institute with CRPC Bike Safety advertising campaigns**
Served as Partnering agency for a GOTCHA Bike Share
- **Represented CRPC at FHWA workshop on systemic Analysis when prioritizing Bike Ped projects**

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- Coordinated with EBR Mayor's office on Love to Ride and Made to Move Grant opportunities for EBR
- Participated in technical advisory team for Statewide Comprehensive Outdoor Recreational Plan.
- Met with LSU Study Body representative and LSU campus police to identify ways to improve pedestrian safety along key intersections on campus and campus adjacent.
- Kicked off Capital Region MPO Bicycle Pedestrian Plan. Initiated stakeholder meetings and developed technical advisory committee. Began existing conditions and network demand analysis.

8.3 Expected Work

- CRPC will develop a region wide Bike Ped Masterplan that will incorporate Bike Ped Planning throughout the entire MPO
 - Conduct regular project status meetings with consultant,
 - Development of community engagement plan,
 - Organize TAC Committee,
 - Conduct stakeholder meetings,
 - Conduct neighborhood-based meetings (within the MPO boundary),
 - Conduct analysis of crash data, traffic counts, and bike/ped facilities,
 - Develop an implementation methodology for prioritizing projects,
 - Conduct analysis of bike ped facilities within a quarter of a mile of transit stops; and,
 - Develop a regional Bike/Pedestrian Plan.
- Initiate the process of implementing the recommendations from the Baker and Denham Springs Bike/Ped Plans
- Develop bicycle and pedestrian safety toolkit that is transferable within the MPO boundary and available to the public
- 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
- Promote bicycle use and safety at various community events throughout the region
- 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
- RBPP completion and initiate the process of implementing the recommendations using various available funding sources.

8.4 Performance Measures

- Number of stakeholder and public meetings conducted as part of the Regional Bike/Ped Planning Process
- Number of TAC and TPC meetings where Bike/Ped plan updates are presented
- Number of bicycle and pedestrian locations counted

Unified Planning Work Program 2022

- Expansion of the Bike Ped emphasis area team of The Capital Region Transportation Safety Coalition

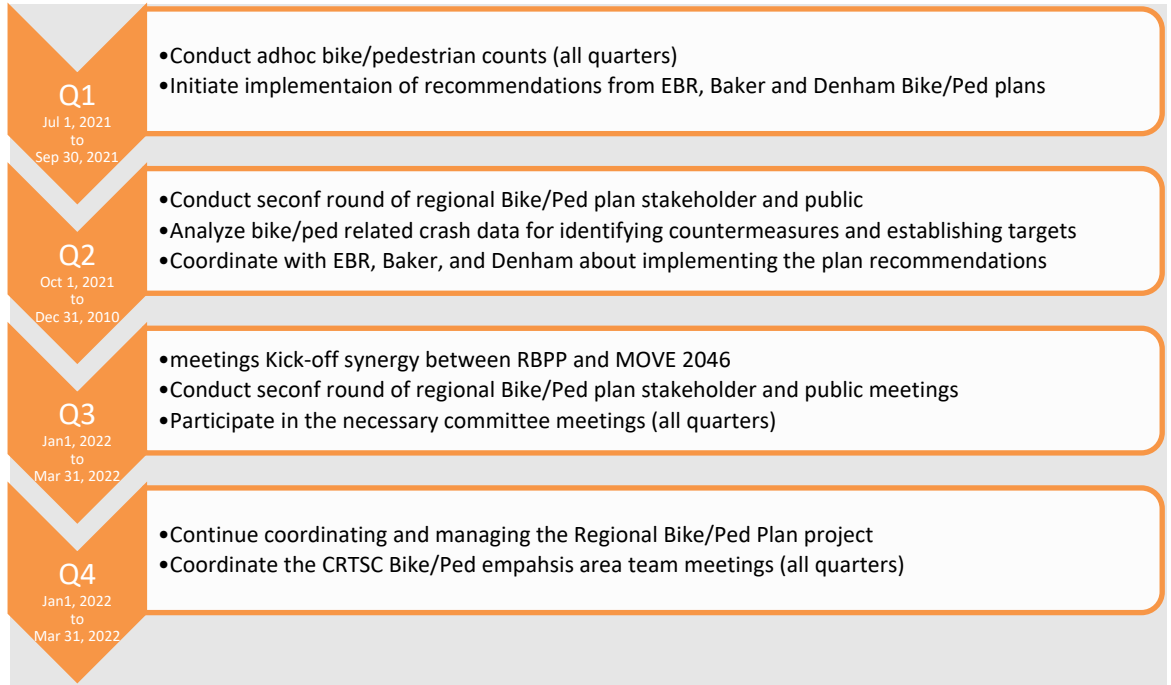
8.5 Results/Products

- Development of Region wide Bike Ped Masterplan
- Results from RSA's
- Results from Bicycle and Pedestrian Counts
- Implementation of Denham Springs Bike Ped Plan
- Implementation of EBR Bike Ped Masterplan

8.6 Funding Summary

| UPWP Task PL A-5 Budget | |
|-------------------------------|-----------------|
| Funding Source | Amount (\$) |
| FHWA Planning (PL) | \$71,010 |
| FHWA Excess PL | |
| STP>200K | |
| Local Match | \$17,752 |
| Total Budget | \$88,762 |
| Labor | Amount (\$) |
| CRPC Staff | \$88,762 |
| Consultants, Travel, Software | \$0 |

8.7 Timeline



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
 - Began developing transition and sustainable funding plan for the end of year 3 of this project,
 - Developed HOT lane Analysis,
 - Conducted Commute Patterns survey with local partners and analyzed the results,
 - Organized "Try it Days" to get local partners to carpool,
 - Initiated regional park and ride analysis,
 - Secured preferred parking spaces for state agencies whose employees use carpools/vanpools,
 - Conducted Guaranteed Ride Home Campaign,
 - Represented Commuter Krewe at ACT conference,
 - Began analyzing new software platforms,
 - Finalized linkage of Ride Pro platforms between the NOLA RPC, CRPC, and Acadiana Planning Commission,
 - Organized Staggered Shift Pilot program for East Baton Rouge Parish,
 - Streamlined on boarding procedures for new registrants into the Commuter Krewe ride-match database; and,
 - Developed draft for scope of continued work for the TDM program 2020 -2023.

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- **APP Development**
- Continued work on maintaining the ERC IRC website www.laerc.com
- Assisted BRCAC with developing a new website for the committee
- **MOVE 2042 Amendment**
 - Coordinated with DOTD to understand the timeline of I-10 widening project and the information needed to conduct conformity analysis,
 - Coordinated with MOVEBR team to understand the prioritization and implementation timeline of capacity related projects,
 - Coordinated with TAC members to determine if there are any other capacity changes planned to ensure maintenance of air quality conformity,
 - Coded all the projects to the model network and performed Travel Demand Model analyses,
 - Conducted emissions analysis of the amended Long-Range Plan utilizing EPA's MOVES2014a model,
 - Conducted air quality interagency meetings to discuss the project changes, input parameters, and review the results of the conformity analysis,
 - Prepared minutes of the air quality interagency meetings and shared them with the members; and,
 - Prepared the final MOVE2042A document, published of public review and presented to the MPO TPC for their approval. The amended plan was unanimously approved at the March 11, 2020 TPC meeting.

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
- 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,
 - 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; and,

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- 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
- Coordinate and organize Inter Agency Coordination Committee to develop Air Quality Conformity Analysis in partnership with various stakeholders.
- 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
- Education and outreach regarding air quality issues
- Meetings with interagency and other regional environmental partners
- Air Quality Conformity Analysis Final Document for MOVE 2046

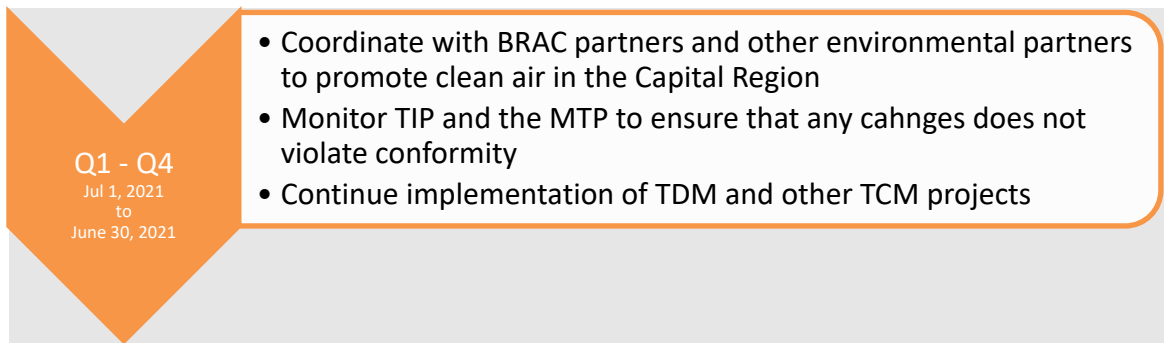
9.6 Funding Summary

| UPWP Task PL A-6 Budget | |
|-------------------------|-------------|
| Funding Source | Amount (\$) |
| FHWA Planning (PL) | \$48,228 |
| FHWA Excess PL | |

Unified Planning Work Program 2022

| | |
|----------------------------|--------------------|
| STP>200K | |
| Local Match | \$12,057 |
| Total Budget | \$60,285 |
| Labor | Amount (\$) |
| CRPC Staff | \$57,973 |
| Consultants/Software/Other | \$2,312 |

9.7 Timeline



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Q1 - Q4
Jul 1, 2021
to
June 30, 2021

- Coordinate with BRAC partners and other environmental partners to promote clean air in the Capital Region
- Monitor TIP and the MTP to ensure that any changes do not violate conformity
- Continue implementation of TDM and other TCM projects

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
- **Staff participated in H.013261.5 I-110 ITS Deployment Kickoff Meeting**
- EDC5: Crowdsourcing for Operations at the Local Agency Level
 - Coordinated with FHWA and EBR to setup a meeting for reviewing an innovation exchange webinar on Crowdsourcing for the local agency level,
 - Participated in the webinar and provided feedback; and,
 - Participated in follow up meetings with FHWA and EBR to discuss the status of the City's utilization of Waze data.
- **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**

Unified Planning Work Program 2022

- 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
- Continue to coordinate with EBR and FHWA about implementation of EDC5 initiative for promoting crowdsourcing for operations at the local agency level
- 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
- Coordinate and consult 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
- 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
- Continue to track of the developments in the CAV industry by researching relevant news and current events as they become available, and by staying in loop with the updates from DOTD's CAV team
- Work on developing a narrative of existing ITS infrastructure status to support CAV applications in the capital region and identify strategies to improve as part of the Long-Range Plan 2046 development
- Attend, if available, workshops, conferences and trainings to improve efficiency and skills under this work program task
- Coordinate with LADOTD ITS consultant team to develop next generation of ITS project implementation based on TAC/TPC member priorities.

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

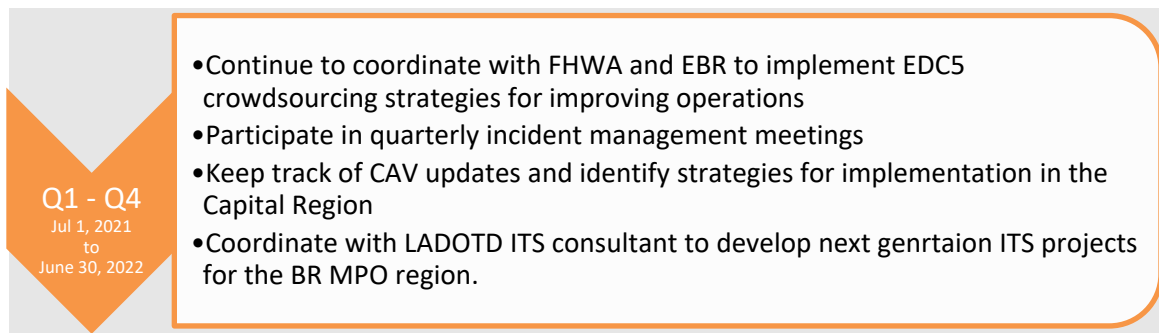
Unified Planning Work Program 2022

- Updated ITS Plan for BR MPO region.

10.6 Funding Summary

| UPWP Task PL A-7 Budget | |
|-------------------------|-----------------|
| Funding Source | Amount (\$) |
| FHWA Planning (PL) | \$48,657 |
| FHWA Excess PL | |
| STP>200K | |
| Local Match | \$12,164 |
| Total Budget | \$60,822 |
| Labor | Amount (\$) |
| CRPC Staff | \$60,822 |
| Consultants/Software | \$0 |

10.7 Timeline



Q1 - Q4
Jul 1, 2021
to
June 30, 2022

- Continue to coordinate with FHWA and EBR to implement EDC5 crowdsourcing strategies for improving operations
- Participate in quarterly incident management meetings
- Keep track of CAV updates and identify strategies for implementation in the Capital Region
- Coordinate with LADOTD ITS consultant to develop next generation ITS projects for the BR MPO region.

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
- 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
- Worked with CATS to review and update their Title VI plan based on feedback from FTA triennial review
- Attended Title VI training, workshops and conferences whenever available and feasible
- Researched FHWA Guidelines on Title VI technical assistance tools and presentations, and other peer title VI plans.
- Prepared report on how CRPC can incorporate Equity in the Long-Range Transportation Plan (MOVE 2046)
-

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

Unified Planning Work Program 2022

- 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
- 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
- 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

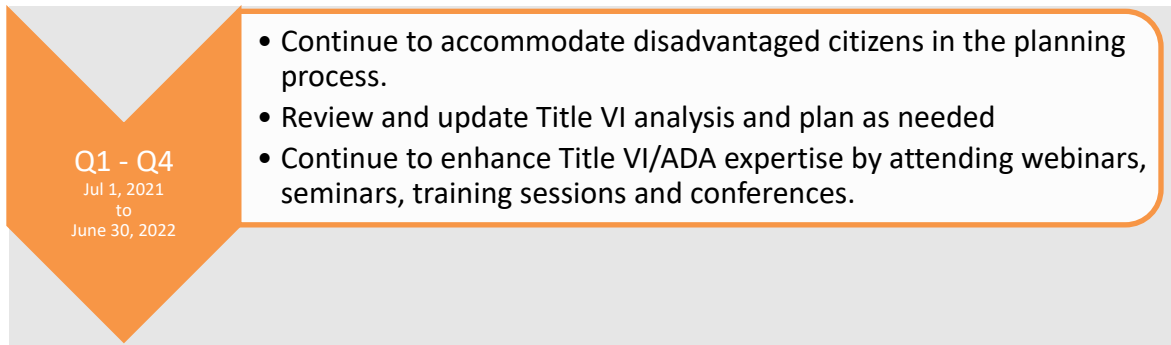
11.5 Results/Products

- 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) | \$22843 |
| FHWA Excess PL | |
| STP>200K | |
| Local Match | \$5,711 |
| Total Budget | \$28,553 |
| Labor | Amount (\$) |
| CRPC Staff | \$28,553 |
| Consultants/Software | \$0 |

11.7 Timeline



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Q1 - Q4
Jul 1, 2021
to
June 30, 2022

- Continue to accommodate disadvantaged citizens in the planning process.
- Review and update Title VI analysis and plan as needed
- Continue to enhance Title VI/ADA expertise by attending webinars, seminars, training sessions and conferences.

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

- CRPC is currently working on a Tour-based Model Update Project. After Consulting with other MPOs, FHWA and staff of BRMPO region, the new tour-based model that is under development in FY2021 will include following new modeling functions and highlights:
 - The primary data source for household, person and trip patterns update for the model is the most recently completed MPO Household Travel Survey along with MPO collected and maintained vehicle class and volume data will be used in the base year model calibration/validation.
 - New modeling network will be developed using centerline-based roadway network that will be able to match all published maps closely (when overlaying to existing DOTD/FHWAs' functionally classified map or website maps, our current modeling street network has big gaps with all published maps)
 - Besides on the routine model update, these modeling analysis functions will be added/included: Toll way, HOV lanes and HOT lanes analysis to meet the region increased needs.
 - The Consultant will project new EE/EI/IE trips and matrix based on HTS, Counts and LADOTD's data
 - Because of collected vehicle class data available, Freight/truck modeling analysis will be added for modeling analysis as well, and
 - The new model will create additional output data from entire boundary of five parishes that could be used as inputs for air quality conformity analysis.
 - Rather than approximate stops, real stops for transit routes will be built in the mode choice model and to be validated with transit ridership for transit trip forecast and analysis.

Unified Planning Work Program 2022

- Staff has worked with consultant with meetings for project progress. The base year employment and population data for model were analyzed and compared with the previous MTP 2042 Plan.
- Staff reviewed the new modeling network and TAZ s and made suggestions and comments to the network and TAZs as well as base year (2020) employment and population data provided by consultant for MOVE2046, Revisions and changes were incorporated.
- CRPC's Household Travel Survey (HTS) Project
 - Prepared background materials for July TAC meeting. Revised project schedule based on soft launch approach. Set up internal project tracking and documentation,
 - Met with Rannah Gray to discuss project branding strategy. Coordinated with graphic designer to draft invitation materials. Pulled regional ACS data to inform sample plan process. Prepared draft survey questionnaire,
 - Held kick-off meeting on 8/8. Drafted and delivered project management plan on 8/23. Finalized call center subcontract with Wilkins Research. Hosted regular project team meetings,
 - Drafted and delivered outreach content on 8/23. Drafted and delivered revised English language invitations on 8/23. Drafted and delivered sample plan on 8/28. Began programming and testing online and rMove survey instruments. Began programming survey website. Continued coordination with printer and call center subcontractors,
 - Finalized setting up databases to prepare for survey launch,
 - Coordinated with printer (Boyett Printing) to confirm final pricing. Hosted regular project team meetings. Conducted regular project financial management,
 - Completed survey instrument programming and internal testing. Programmed and finalized survey website. Set up automated survey e-mails for participants. Facilitated CRPC survey instrument testing. Prepared materials for September TAC and modeling meetings,
 - Rolled out the survey during last week of September,
 - Conducted additional outreach through radio and TV interviews, press releases, emails to local governments, stakeholders, and social media,
 - Successfully completed part 1 of the Household Travel Survey project exceeding the target number of anticipated completed surveys,
 - Currently working on reviewing, cleaning, and expansion of the survey data; and,
 - Participated in weekly project status calls.
- Per request from DOTD on modeling for Mississippi River Bridge and location analysis, completed six modeling analysis with two scenarios – New West Expressway Scenario vs Conventional Scenario (using up-graded existing roadways). Under each scenario, bridge locations along Mississippi River in the following options were coded to network and analyzed accordingly for each of two scenarios:
 - North Option (Brusly to Baton Rouge),
 - Middle Option (Plaquemine to St. Gabriel); and,
 - South Option (South of Plaquemine to St. Gabriel).

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- Provided modeling technical assistance to the MOVEBR project implementation teams
- Provided modeling technical assistance to DOTD and executed various model runs for I-10 widening project in Baton Rouge
- Attended week-long activity-based modeling workshop in Phoenix, Arizona
- MOVE2042 Amendment Modeling: Performed Travel Demand Model and MOVES2014 a model runs as described under Task A-6
- Worked on reviewing the current model and assessing the changes needs to be incorporated when the model update project is initiated during last quarter of FY 2020

12.3 Expected Work

CRPC will

- Implement CRPC Model Update Project
 - Utilize the resulting data from Household Travel Survey (HTS) project to update the base travel demand model to reflect current travel patterns,
 - Develop SOW and budget for this project,
 - Advertise RFP and select the consultant team for this project; and,
 - Coordinate with the consulting team to ensure successful completion of this project.
- 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
- Continue to provide modeling technical assistance to entities and transportation partners are needed
- 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 latest model MOVES runs
- Regional Travel Demand Model runs

12.5 Results/Products

- Updated Travel Demand Model

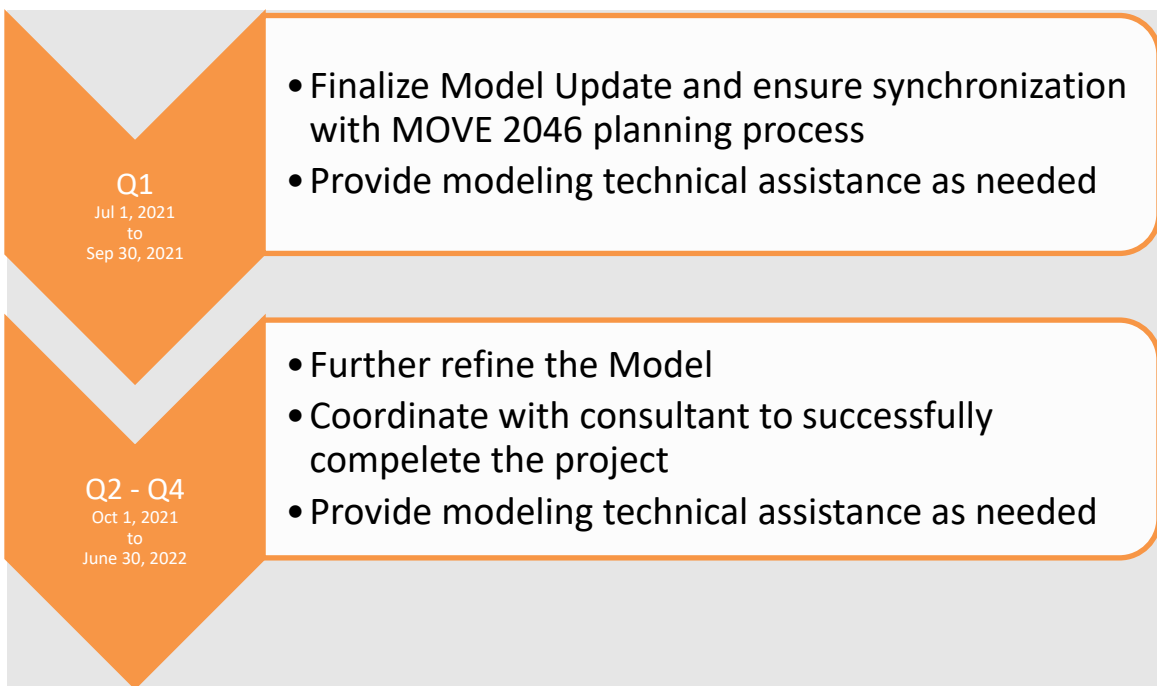
Unified Planning Work Program 2022

- Modeling technical assistance

12.6 Funding Summary

| UPWP Task PL A-9 Budget | |
|-------------------------|-----------------|
| Funding Source | Amount (\$) |
| FHWA Planning (PL) | \$14,306 |
| FHWA Excess PL | |
| STP>200K | |
| Local Match | \$3,577 |
| Total Budget | \$17,883 |
| Labor | Amount (\$) |
| CRPC Staff | \$17,883 |
| Consultants | \$0 |

12.7 Timeline



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 2014-2018 (5yrs) to develop a new five-year safety report
- Staff performed the following tasks as part of EBR Local Road Safety Plan:
 - Developed timeline and SOW,
 - Drafted methodology for High Potential for Safety Improvements,
 - Created unique signalized and unsignalized intersection layers,
 - Created major/logical intersections layers,
 - Updated the crash universe based on updated intersection layers,
 - Developed methodology for ranking and prioritizing intersections and segments,
 - Ranked and prioritized signalized, unsignalized, and segment based on the above ranking methodology; and,
 - Developed maps of the prioritized locations and overlaid them on layers of MOVEBR projects, EBR Bike/Ped plan layers etc.
- Downloaded and Provided MPO project consultant with analysis of 2014-2018 five-year historical crashes on I-10 Mississippi River bridge between East Baton Rouge and West Baton Rouge Parishes.
- Downloaded and provided all crashes within MPO for MOVE2046
- 2020-2021 Safety Target (2016-2021)
 - Staff downloaded all crashes occurred within MPO five Parishes from 2015-2019 for analysis of 2021's target,
 - Reviewed [2018's](#) previous year's targets and methodology used for setting the targets. CRPC utilized DOTD's tool and methodology and adopted a 1% annual reduction target similar to DOTD's in the past 2 target setting cycles,

Unified Planning Work Program 2022

- Developed a new method for analyzing and setting the Capital Region's MPO's 2021 safety targets by tying it to the safety goal in the Regional Strategic Highway Safety Plan of "Halving the 2009's Number of Fatality and Severe Injury Crashes by 2030"; and,
- Developed documentation and presentation for presenting the 2021 safety targets details to the MPO's TPC/TAC for their review and approval.
- Aided the Capital Region Transportation Safety Coalition (CRTSC) with various activities under each of the emphasis area

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
- 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 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

Unified Planning Work Program 2022

- 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

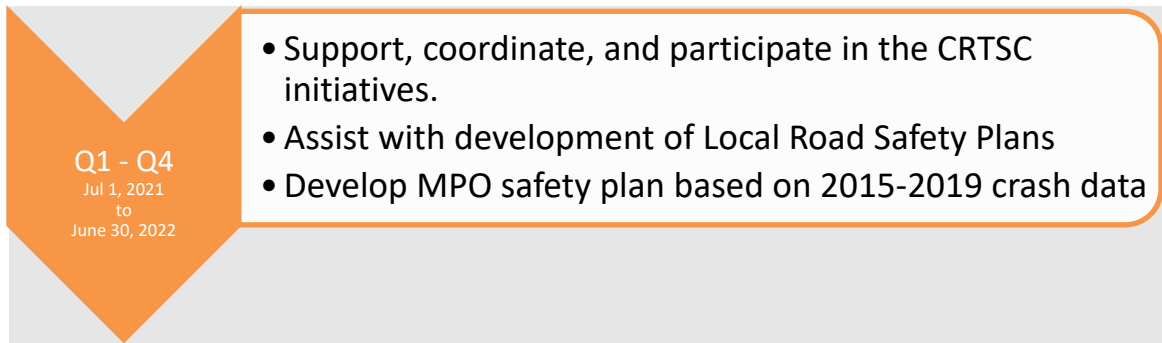
13.5 Results/Products

- 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
- Regional Safety Plan

13.6 Funding Summary

| UPWP Task PL A-10 Budget | |
|--------------------------|-----------------|
| Funding Source | Amount (\$) |
| FHWA Planning (PL) | \$44,466 |
| FHWA Excess PL | |
| STP>200K | |
| Local Match | \$11,116 |
| Total Budget | \$55,582 |
| Labor | Amount (\$) |
| CRPC Staff | \$55,582 |
| Consultants/Software | \$0 |

13.7 Timeline



Q1 - Q4
Jul 1, 2021
to
June 30, 2022

- Support, coordinate, and participate in the CRTSC initiatives.
- Assist with development of Local Road Safety Plans
- Develop MPO safety plan based on 2015-2019 crash data

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-model scale
- To develop plans, programs and projects that address movement, safety and security of passengers on a multi-model 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

- At the directions from the Louisiana Supply Chain Transportation Council, staff utilized the LADOTD's travel demand model and analyzed the impacts of Sunshine bridge to Freight/Trucks and roadway networks, Analysis results were documented with PPT presentation.
- At request from DOTD's MRB project team, provided MRB modeling results data with proposed three new bridge locations done in CRPC to the MRB study team. For simulation purposes MPO conducted vehicle classification counts were also provided to the MRB project team.
- Provided LSU with GIS database about the MPO population growth and projections in census BG level at years of 2000,2010,2022 and 2032
- Per request from DOTD on modeling for Mississippi River Bridge and location analysis, completed six modeling analysis with two scenarios – New West Expressway Scenario vs Conventional Scenario (using up-graded existing roadways). Under each scenario, bridge

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locations along Mississippi River in the following options were coded to network and analyzed accordingly for each of two scenarios:

- North Option (Brusly to Baton Rouge),
- Middle Option (Plaquemine to St. Gabriel); and,
- South Option (South of Plaquemine to St. Gabriel).
- Pavement Condition Collection
 - Worked on developing a Scope of Work for second of data collection,
 - Reviewed DOTD comments and refined the SOW,
 - Researched the option of issuing a sole source contract for second round data collection; and,
 - Coordinated and compared with DOTD's SOW to ensure that there is no duplication of efforts.
- MOVEBR Project Prioritization
 - CRPC staff was requested to serve on the project prioritization committee for MOVEBR,
 - Staff participated in several meetings and provided feedback to the committee; and,
 - Reviewed the ranking and prioritization criteria. Scored the MOVEBR projects based on the final criteria.
- CRPC initiated an annual CEDS analysis and report considering various economic impacts related to COVID-19 and cascading disasters in 2020/2021.
- Provided technical assistance and guidance to local government project sponsors for STBG>200k projects as they advanced through the project development process
- Provided technical assistance to and participated in meetings on various ongoing projects in the Capital Region such as but not limited to:
 - Baker Transit Facility/Park and Ride Phase II,
 - Vanpool Study,
 - Plank-Nicholson BRT project,
 - MOVE Ascension Comprehensive and Transportation Plans,
 - New Mississippi Bridge analysis to support Capital Area Bridge District; and,
 - East Baton Rouge Local Road Safety Plan.

14.3 Expected Work

CRPC will

- 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

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- 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
- Establish local match agreements with all MPO municipalities and parishes that agreed to participate in the Pavement and Asset Data Collection project
- 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
- Travel to International Conference on Resilience to Natural Hazards and Extreme Weather Events

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

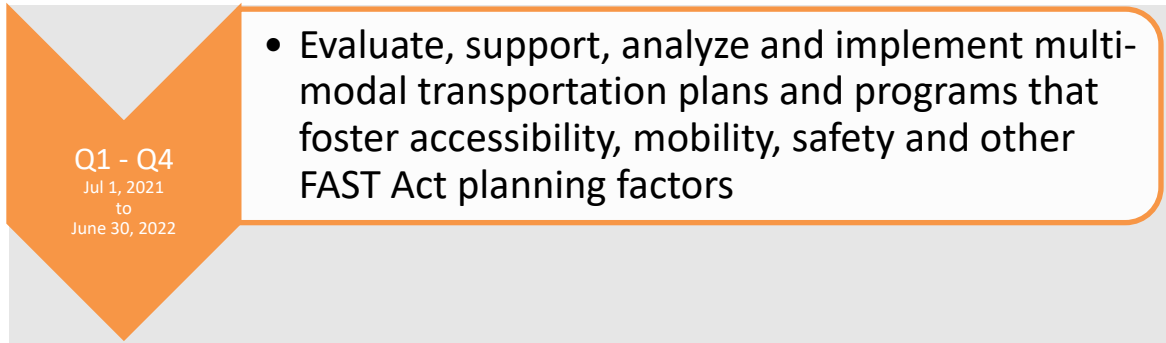
14.6 Funding Summary

| UPWP Task PL A-11 Budget | |
|--------------------------|------------------|
| Funding Source | Amount (\$) |
| FHWA Planning (PL) | \$104,891 |
| FHWA Excess PL | |
| STP>200K | |
| Local Match | \$26,223 |
| Total Budget | \$131,113 |
| Labor | Amount (\$) |
| CRPC Staff | \$126,113 |

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| | |
|----------------------|--------|
| Consultants/Software | \$5000 |
|----------------------|--------|

14.7 Timeline



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

- Louisiana Supply Chain Transportation Council
 - MPO has conducted vehicle classification counts that helps in the freight analysis especially during the 2020 Pandemic period when MPO used the vehicle classification counts for comparing the impacts to freight traffic on selected roadways.
 - 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; and,
 - Submitted report to the Louisiana legislature and DOTD] with findings and recommendations on making Louisiana's infrastructure and supply chain more resilient, as called for in SCR 110
 - Hosted weekly conference calls in March through June to discuss COVID-19 related supply chain issues, and to share information and resources.
 - Provided best practice support to the ArkLaMec Multimodal Economic Corridor resiliency project report
 - Monitored and compiled freight impacts due to Hurricanes Laura
- Presented on the work of the Louisiana Supply Chain Transportation Council and Louisiana's recovery efforts from the flood of 2016 at the Transportation Research Board's 2nd International Conference on Resilience to Natural Hazards and Extreme Weather Events

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- Continued to participate in FHWA's Freight and Fuel Transportation Optimization Tool (FTOT) Pilot study. Participated in meetings with participants from other MPOs in Louisiana and private sector participants
- Participated in VOLPE's Resilience/Disaster Recovery Metamodeling Feedback Group
- Received technical assistance and training on using the FTOT model

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
- Continue to work with VOLPE as part of a technical advisory committee a on a prototype Resilience and Disaster Recovery Metamodel (RDRM) based on travel demand modeling (TDM) to help metropolitan/regional planning organizations (M/RPOs) and State DOTs to evaluate the return on resilience investments across a range of future scenarios and hazard conditions
- Attend, if available, workshops, conferences and training to improve efficiency and skills under this work program task
- Develop a Regional Freight Transportation Plan in line with the Statewide Freight Plan currently advertised focusing on supply-chain, 3PL logistics and port planning.

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
- Develop Regional Freight Plan
- SCTC report

15.6 Funding Summary

| UPWP Task PL A-12 Budget | |
|--------------------------|------------------|
| Funding Source | Amount (\$) |
| FHWA Planning (PL) | \$180,478 |
| FHWA Excess PL | |
| STP>200K | |
| Local Match | \$45,120 |
| Total Budget | \$225,598 |
| Labor | Amount (\$) |
| CRPC Staff | \$125,598 |
| Consultants/Software | \$100,000 |

15.7 Timeline

Q1 - Q4
Jul 1, 2021
to
June 30, 2022

- Coordinate and Administer Louisiana Supply Chain Transportation Committee meetings
- Coordinate with VOLPE on the FTOT tool implementation
- Monitor Freight related Transportation Performance Measures (TPM3)
- Develop a Regional Freight Plan

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

- Staff prepared/collected MPO five-parish's GIS roadway centerline network and recent roadway FC, GIS based land-use database and parcels datasets, vehicle classification counts, population and employment in GIS format. Staff also collected existing and future land use GIS database created and adopted by the City of Central, and their Comprehensive Plan. These data were also provided to the consultant for 2046 MTP and modeling.
- For the reference of Freight Model development and MPO Freight Chain analysis with impact of Sunshine Bridge, Staff requested DOTD and obtained DOTD's Statewide model.
- Created traffic counts database and shared the counts on CRPC's website for entities and public download.
- GIS location maps were created for consultant field review and traffic data collection.
- Conducted project progress meetings for questions encountered in the field during the counting
- Provided vehicle classification counts on vary roadways based on the requests from communities.
- Provided GIS analysis for comparing traffic impacts with vs. without widening along LA 37 (Sullivan Road to Liberty).
-
- Provided technical assistance to Ascension Parish regarding population and socio-economic data projections to support MOVE Ascension and Ascension Parish Comprehensive Plan projects
- Developed SOW and RFP, advertised, and selected a consultant for conducting regional traffic counts in 2020, 2021, and 2022
- Conducted detailed review and developed map showing the locations where the new counts need to be collected and shared the same with the consultant
- Continued to provide data and mapping technical assistance to the Cities of Denham Springs and Baker to aid in their recovery planning process

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- Finalized GIS maps for Darlington Reservoir and Alternative Dam-Locations/Amite River. The GIS analysis for volume/capacity and surface of reservoir is being studied currently
- Continued to provide assistance to local governments by providing GIS support for land use and zoning maps
- Finalized Title VI maps for inclusion in the updated report
- Transferred shapefiles to the New Drive using a standard projection
- Added and/or completed existing metadata for transferred shapefiles
- Downloaded and reformatted ACS 2018 data for Census Block Groups in Louisiana
- Requested land use and/or zoning data from various regional and local governments
- Reorganized the servers GIS file structure and provided guidelines for storing and saving data
- Authored two documents in reference to secession planning – one regarding the GIS storage structure and the other focusing on GIS licensing and software availability
- Worked on several internal and external GIS data requests
 - TIP maps,
 - Mapping WBR building permits data,
 - Transit System maps,
 - Web maps,
 - Crash data analysis,
 - 2019 Employment Data Analysis; and,
 - Traffic Count Maps.
- Staff continued evaluating demographic and employment data in support of the Comprehensive Economic Development Strategy (CEDs) to incorporate, where appropriate goals of MOVE2042 to ensure better coordination between land use, economy and the transportation network
- 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
- Centralized GIS database and GIS Portal
 - Formed an internal working group to brainstorm, work and develop a centralized internal database and GIS portals for CRPC and smaller municipalities,
 - Developed the architecture schematic of the future database and portal setup; and,
 - Researching all the current databases and preparing a master list of all the GIS files and locations.

16.3 Expected Work

CRPC will

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- 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 effort
- 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 various cartographic maps 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
- Implement a new internal data framework including geodatabase management and layer descriptions.
- Develop an internal document data/GIS document for succession planning.
- Develop an ArcGIS Online framework for CRPC and the municipalities within the region. The framework will be used to showcase and store the data from around the region.
- 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
- 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
- Data/GIS succession planning document
- 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) | \$113,901 |
| FHWA Excess PL | |
| STP>200K | |
| Local Match | \$28,475 |
| Total Budget | \$142,377 |
| Labor | Amount (\$) |
| CRPC Staff | \$142,377 |
| Consultants | \$0 |

16.7 Timeline

Q1 - Q4
Jul 1, 2021
to
June 30, 2022

- Collect and obtain planning related datasets from variety of sources
- Analyze and visualize the data for inclusion in various planning products
- Develop centralized geodatabase and implement GIS web portals

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.

Unified Planning Work Program 2022

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 use and zoning concerns. Began working with Plaquemine Main Street on a strategic plan that considers multi-modal transportation and connections to their downtown, including train/railroad safety and connecting to their planned river levee bike/ped trail
- 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
- 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. Developed a strategic plan for civic use and connectivity of the new city hall parking lot which adjoins the Main Street area and provides bike/ped connectivity to future redevelopment areas near downtown
- 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
- Began researching community and public partners to expand potential broadband access and adoption.
- Staff participated in a LSU Inland from the Coast cross disciplinary design event which focused on responding to various growth scenarios in the Amite River Basin watershed to identify ways to re-think current development patterns to respond to future needs.
- CRPC staff began serving on the Land Use Planning and Building subcommittee of the Louisiana Climate Initiatives Task Force.
- Three CRPC staff members attended a 4-day Certified Flood Plain Manager training course hosted by FEMA and OCD/DOTD

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- Staff attended 2 day Just-in-Time Recovery Management training hosted by FEMA and OCD. This training is related to post disaster recovery needs for local governments.
- CRPC participated in a RSF 1 (Community Planning and Capacity Building) FEMA/OCD led call with disaster recovery partners. This is a series of ongoing meetings to help coordinate disaster recovery efforts associated with 2020 hurricanes and COVID-19.

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)
- Research and provide technical assistance in cooperation with FHWA and LDOTD regarding Value Capture techniques appropriate for local government use under the EDC-5 initiative
- 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

| UPWP Task PL B-1 Budget | |
|-------------------------------|-----------------|
| Funding Source | Amount (\$) |
| FHWA Planning (PL) | \$73,756 |
| FHWA Excess PL | |
| STP>200K | |
| STIC | |
| Local Match | \$18,439 |
| Total Budget | \$92,195 |
| Labor | Amount (\$) |
| CRPC Staff | \$68,695 |
| Consultants, Travel, Software | \$23,500 |

17.7 Timeline

Q1 - Q4
Jul 1, 2021
to
June 30, 2022

- Conduct quarterly planning commissioner training
- Provide technical support to local governments on planning and zoning related issues
- Research and develop compendium of value capture techniques

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
-
- Initiated three-year Regional Traffic Counting Project. The total budget for this project is \$255K. The purpose of this project is to collect:
 - Volume counts help understand the actual vehicle counts on our Capital Region roadway network,
 - Vehicle Classification Counts help understand the distribution of various vehicle types from large trucks to passenger cars on our Capital Region network,
 - Support updating and refining MPO transportation model; and,
 - Also helps in realistically quantifying transportation related air quality emissions in our region.
- Current Status of the project:
 - Developed and Advertised RFP for selection of a new contractor,
 - Reviewed the proposals and made a recommendation to the TPC,
 - The FY 2022 will be the last year of this three-year Regional Traffic Counting Project
 - Quality Counts (QC) were selected as the contractor to implement this project,
 - Regular data collection was paused due to the COVID-19 stay at home order; and,
- Conducted special vehicle classification counts to understand the impact of COVID-19 on people and goods movement particularly relevant to the supply chain.
- ~~Initiated three-year Regional Traffic Counting Project. The total budget for this project is \$255K. The purpose of this project is to collect:~~
 - ~~Volume counts help understand the actual vehicle counts on our Capital Region roadway network,~~

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- Vehicle Classification Counts help understand the distribution of various vehicle types from large trucks to passenger cars on our Capital Region network;
- Support updating and refining MPO transportation model; and,
- Also helps in realistically quantifying transportation related air quality emissions in our region.

Current Status of the project:

- Developed and Advertised RFP for selection of a new contractor;
 - Reviewed the proposals and made a recommendation to the TPC;
 - Quality Counts (QC) were selected as the contractor to implement this project;
 - Regular data collection was paused due to the COVID-19 stay at home order; and,
 - Conducted special vehicle classification counts to understand the impact of COVID-19 on people and goods movement particularly relevant to the supply chain.
- Pavement Condition Collection
 - Worked on developing a Scope of Work;
 - Reviewed DOTD comments and refined the SOW; and,
 - Researched the option of issuing a sole source contract for second round data collection.
- Continued to review and analyze NPMRDS RITIS data for monitoring TPM3 metrics and conducting major incident impact analysis

18.3 Expected Work

CRPC will

- Continue to implement second round of the Regional Traffic Counting Program project
 - 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; and,
 - Analyze the special vehicle classification counts collected during COVID-19 stay at home order to understand the impact of the pandemic on people and goods movement.
- 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; and,
 - Coordinate with selected consultant to finalize the scope of work and kickoff the data collection process.

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- 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; and,
 - 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

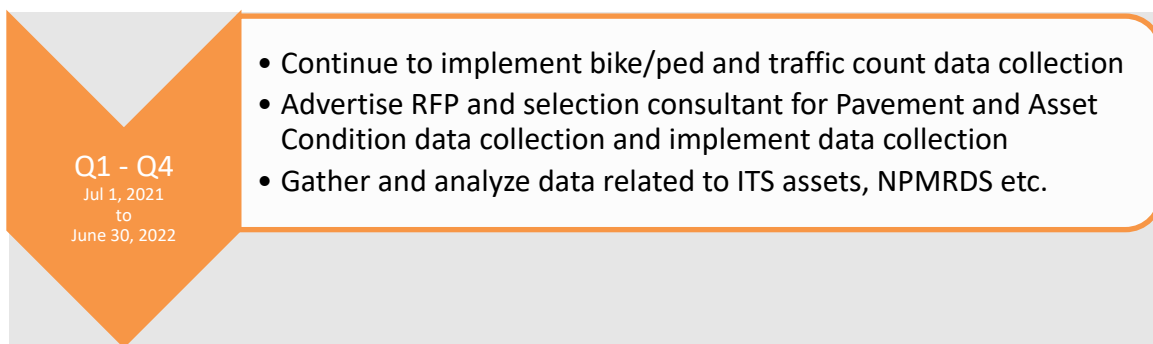
18.6 Funding Summary

| UPWP Task PL B-2 Budget | |
|-------------------------|------------------|
| Funding Source | Amount (\$) |
| FHWA Planning (PL) | \$138,224 |
| FHWA Excess PL | |
| STP>200K | |
| Local Match | \$34,556 |
| Total Budget | \$172,781 |
| Labor | Amount (\$) |
| CRPC Staff | \$33,428 |

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| | |
|----------------------|-----------|
| Consultants/Software | \$140,000 |
|----------------------|-----------|

18.7 Timeline



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

- Participated in MOVEBR prioritization committee meetings, provided feedback on the methodology, and scored the projects
- Continued to meet with elected officials and stakeholders to understand and discuss about the transportation priorities for 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

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

- Began collaboration with Louisiana State University and Southern Methodist University to consider opportunities to integrate CRPC's Travel Demand Model and the Amite River Watershed HUC 8 Model to explore ways to consider stormwater management in transportation project selection.

19.3 Expected Work

CRPC will

- 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,
 9. Improve the resiliency and reliability of the transportation system,
 10. Reduce or mitigate storm water impacts of surface transportation,
 11. Enhance travel and tourism,
 12. Incorporate Performance Based Planning and Programming; and,
 13. Provide Ladders of Opportunity.
- Disseminate information about CRMPO's Metropolitan Transportation Plan (MTP) 2046. Track implementation of MOVE 2046 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
- Incorporate policy and project recommendations from the updated Regional Bicycle Pedestrian Plan
- 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 2046
- Coordination with various stakeholders regarding MTP2046 Update

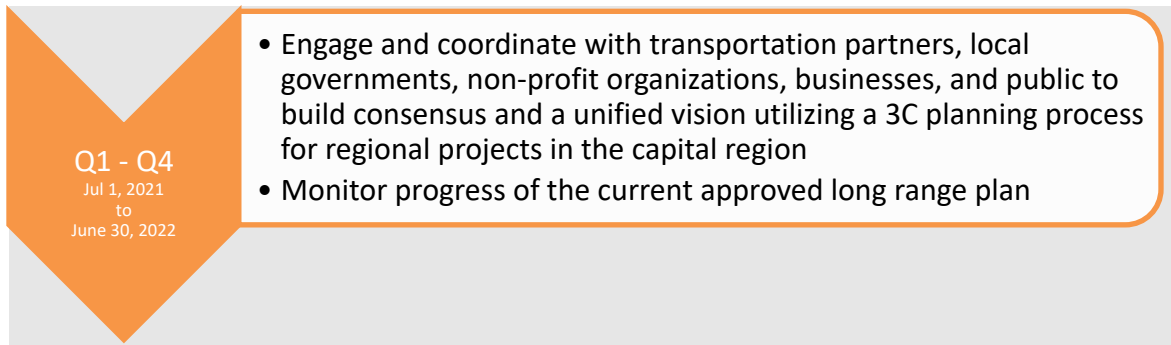
19.5 Results/Products

- Stakeholder, transportation partners and public input on MTP2046
- Implementation of MTP MOVE 2046

19.6 Funding Summary

| UPWP Task PL C-1 Budget | |
|-------------------------------|-----------------|
| Funding Source | Amount (\$) |
| FHWA Planning (PL) | \$20,644 |
| FHWA Excess PL | |
| STP>200K | |
| Local Match | \$5,161 |
| Total Budget | \$25,805 |
| Labor | Amount (\$) |
| CRPC Staff | \$25,805 |
| Consultants, Travel, Software | \$0 |

19.7 Timeline



The graphic consists of a large orange arrow pointing downwards, with a white box on its right side containing text. The arrow's tail is at the top left, and its point is at the bottom center. The white box is positioned to the right of the arrow's shaft.

Q1 - Q4
Jul 1, 2021
to
June 30, 2022

- 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
- Monitor progress of the current approved long range plan

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

-
- Per LADOTD requests on I-10 widening EA, provided modeling analysis for the currently planned College Flyover Ramp for years 2022 and 2042 with GIS display.
- Per LADOTD requests provided modeling helps to analyze/compare two improvement scenarios in Ascension Parish to determine if widening LA 73 from LA 621 to LA 74 will improve network operations
- Per LADOTD requests worked and provided assistant for 2022 EC+I-10 modeling data
- Per LADOTD requests worked and provided scenarios analysis forecasting both AM and PM traffic at I10 and LA 415 interchange with and without LA415-LA1 Connector for years 2015 & 2042 with GIS display
- Per LADOTD request, provided modeling analysis results for the Hooper road widening project.
- Per Entity requests worked and provided assistant for 2018 Vehicle Classification counts
- Per Entity requests on MOVEBR US61/Germany Rd, worked and provided intersection turning movements and growth rates.
- Per LADOTD requests on LA621/Roddy Rd and LA 933/Roddy Rd. intersections, worked and provided intersection turning movements and growth rates.
- Per Entity requests on amended MOVE2042 Plan, worked and provided following MPO traffic and transportation data information with GIS display
 - 2015 Network Base-year Daily Volume;
 - Model Forecasted Street Network Daily Volume for 2042 EC/No-Build Condition,
 - Model Forecasted Street Network Daily Volume for 2042 Build Condition
- Per LADOTD's consultant requests, worked and provided GIS maps and lists of all planned projects of most recent MOVE2042 Amendment.
- Per request from MOVEBR project team regarding intersections' daily and AM/PM peak time turning movements as well as traffic growth, provided modeling analysis for many different intersections. Such as, Jones Creek at Airline, Jones Creek @ Tiger Bend, Jones Creek Extn at Jefferson, Jones Creek Extn at Airline, Sherwood Forest/Greenwell Springs, Sherwood Forest/Joor Rd, Ardenwood/Lobdell, Ardenwood/Ardenwood, intersections along Bluebonnet include @ Blue Cross; @ I-10 WB Ramp; @ I-10 EB Ramp; @ Mall 1

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- Entrance/ Proposed Dijon Extn.; @Mall 2 Entrance/ Picardy; @ Mall 3 Entrance; @ Anselmo; @ Perkins Road, and many others, etc..
- Per Entity's requests provided instructions about the formulas that were used in the modeling analysis for setting roadways' capacities for various street functional classifications.
 - For the convenience to MPO entities and stakeholders review and download LRTP amendment related all projects and modeling results by planning stages, created GIS maps for staff to post on CRPC's website displaying analysis results made for MOVE2042 Amendment. The GIS Maps including Base Year existing condition, future no-build condition and future build condition.
 - COVID-19 impact and traffic analysis and GIS maps for truck routes within MPO boundary
 -
 - 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
 - Continued to provide data and technical assistance to the Cities of Denham Springs and Baker to aid in their recovery planning process
 - Provided technical assistance to the City of Plaquemine to help them update and modernize their zoning ordinance. Met with city to discuss/prioritize second round of amendments. Completed initial draft of recommendations and presented to the City leadership for comment
 - Annual review of the goals/objectives in the 5-year regional CEDS which is now renamed as LEAD - Linking Economic Assets for Development
 -
 - CRPC took a statewide leadership role in cooperation with DOTD in an Every Day Counts 5 initiative on Value Capture. This FHWA initiative explores the various ways that local communities can leverage the economic benefit of infrastructure investments. Future seminars for local governments and a tool kit will be presented in the coming year
 - Other Technical Support to member entities, public, and stakeholders
 - Baker Park n Ride,
 - Vanpool Study,
 - Plank-Nicholson BRT project,
 - New Mississippi Bridge analysis to support Capital Area Bridge District,
 - MOVEBR Project Prioritization,
 - CATS Service Changes,
 - EBR LRSP; and,
 - Numerous modeling requests from DOTD and local governments.

20.3 Expected Work

CRPC will

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- 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 transportation 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

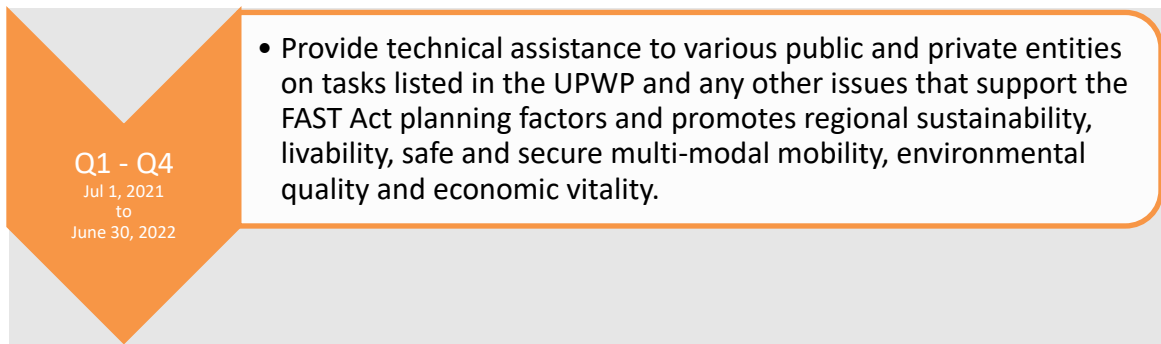
20.6 Funding Summary

| UPWP Task PL D-3 Budget | |
|-------------------------|-------------|
| Funding Source | Amount (\$) |
| FHWA Planning (PL) | \$78,850 |
| FHWA Excess PL | |

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| | |
|----------------------------------|--------------------|
| STP>200K | |
| Local Match | \$19,712 |
| Total Budget | \$98,562 |
| Labor | Amount (\$) |
| CRPC Staff | \$98,562 |
| Consultants, Travel, Software | \$0 |

20.7 Timeline



Q1 - Q4
Jul 1, 2021
to
June 30, 2022

- 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.

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 conducted associated equity analysis for proposed new routes and service changes
- Completed the feasibility and site design study for the Baker Transportation Park n Ride / Transportation Center project. Procured design services for site evaluation and planning purposes
 - Coordinated closely with City of Baker, FTA, CATS, and the consultant to ensure that all the work performed meets the federal requirements,
 - Selected and procured the site for the Baker Transportation Center; and,
 - Developed designs that will accommodate easy ingress and egress for transit buses and also included other amenities that provide ease of access to all passengers.
- Kicked off Ferry Feasibility Study to consider viability of introducing ferry service between East and West Baton Rouge parishes. began stakeholder meetings, developed technical advisory committee participants and began existing conditions analysis.
- 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
- Developed a new transit element design for the BR MPO's MTP and TIP
- Worked with CATS to develop a new design for updating and maintaining grant funding
- Attended and participated in CATS weekly service change meetings
- Researched grant opportunities and assisted CATS in developing grant applications for funding
- Updated the CATS Title VI document with the latest available data
- Provided technical assistance to CATS regarding National Transit Database (NTD) Data Collection and Surveys
 - Collected year-round manual passenger count for weekdays, Saturdays, Sundays, and LSU routes
 - Developed and updated the survey sheets (routes and stops) to reflect the actual route, stop distances and stop structure,

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- Analyzed the manual passenger count data to calculate unlinked passenger miles, total passenger miles, average passenger trip length, directional route miles and other NTD reporting related data; and,
- Conducted ad-hoc special surveys based on request from CATS.
- Nicholson-Plank BRT Project
 - Participated in meetings with EBR RDA, City/Parish, and other stakeholders and provided input as part of the Nicholson-Plank BRT project,
 - Reviewed and provided feedback on the BUILD grant funding structure,
 - Identified federal sources of funds to meet the BUILD grant requirements; and,
 - Reviewed and provided various Environmental reports that were develop for this project
- 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
 - Complete a ferry feasibility study, to explore the potential of ferry service connecting East and West Baton Rouge Parishes,
 - Study transit opportunities in other parishes in the urbanized area; and,
 - 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 service equity analysis, NTD reporting, service adjustments, and other requests as needed
- Provide technical assistance for the development of a COA and TDP
- Continue to provide technical assistance for service changes including conducting service equity analyses, updating maps and stops, and reviewing GTFS files
- Provide technical assistance in the analysis and implementation of BRT Lite / Express routes on Florida Blvd, Plank Rd, Nicholson Dr, and other regional routes

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- Provide technical assistance and participate in the Commuter Krewe of Louisiana program to promote and implement park and ride and vanpool services
- 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 and Safety targets
- Attend transit workshops for training and best practices

21.4 Performance Measures

- Regional TAM and Transit Safety 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 Phase 2
- 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

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| Funding Source | Amount (\$) |
|----------------------|------------------|
| FTA 5303, 5310, 5311 | \$162,783 |
| FTA Carryover | \$73,958 |
| CATS PL | \$100,000 |
| Local Match | \$59,186 |
| Total Budget | \$395,927 |

| Labor | Amount (\$) |
|----------------------|-------------|
| CRPC Staff | \$222,780 |
| Consultants/Software | \$73,147 |

21.7 Timeline

Q1 - Q4
Jul 1, 2021
to
June 30, 2022

- Develop and complete Ferry Feasibility Study
- Develop detailed cost estimate to develop for the Baker Park n Ride / Transportation Center Phase 2
- Promote transit in the region and provide technical help to CATS

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) | \$31,602 |
| FHWA Excess PL | |
| STP>200K | |
| Local Match | \$7,901 |
| Total Budget | \$39,503 |
| Labor | Amount (\$) |
| CRPC Staff | \$39,503 |
| Consultants/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 | \$9,303 |
| FTA Carryover | \$1,042 |
| CATS PL | |
| Local Match | \$2,586 |
| Total Budget | \$12,931 |
| Labor | Amount (\$) |
| CRPC Staff | \$12,931 |
| Consultants/Software | \$0 |

24 Task H1: Travel Demand Management (TDM)

24.1 Objectives

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, operating on regional roadways incorporating practices that focus on alternative modes of commuting.

24.2 Previous Work/Accomplishments

- Ongoing outreach to work partners across the region to sign new partners to Commuter Krewe.
- Developed onboarding manual for new employees of Commuter Krewe Partners
- Developed strategy for outreach to Public Schools: emphasis on Central Schools to begin with as well as Public/private schools throughout the MPO. This also includes SES providers (facilitators of after school programs) Focus on school outreach in particular with COVID Phase II and III roll out.
- Developed Online marketing content that pertains to COVID
- Continued Promotion of Ride Pro Instructional Videos
- Developing Marketing Content for outreach to schools
- Developed Online marketing content that pertains to COVID
- Continued Promotion of Ride Pro Instructional Videos
- Developing Marketing Content for outreach to schools
- Secured space for 6 new billboards.
- What's in the Box Campaign ? advertisements reached 8,301 total people, 922 total thru plays video, and the prize drawings had 167 total attendees.
- Developed Mini telework campaign to support partnering agencies for the remainder of the pandemic
- Provided one on one outreach to individuals in the database regarding ride match opportunities.
- Began "app" development and testing for Commuter Krewe ride match and tracking.
- Preparing for campaign for "app" launch.
- Drafted analysis paper for lessons learned from COVID telework and potential effects on commute patterns.

24.3 Expected Work

CRPC, in coordination with LADOTD, selected a consulting firm to develop an outreach program for TDM on a broader scale. The following components are commensurate with successful programs nationwide.

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- Outreach at major universities within the MPO area to enhance presence at the collegiate level. Outreach/ implementation strategies based upon demand at the local level
- Increased outreach with K-12 schools with targeted outreach/ implementation based upon demand
- Specific outreach implementing the program at local and state government Agencies.
 - Implementation of Guaranteed Ride Home and other ridesharing incentives
 - Implementation of staggered shifts/compressed work weeks
 - Promotion and increasing participation in the worksite carpool/vanpool programs
- 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
 - Program evaluation of Ride Pro Platform with program recommendation for continuation of Ride Pro or Request for Proposals for a new platform,
 - An updated Project Execution Plan,
 - Monthly project reports, including percentage completed by task,
 - Attendance at 6 MPO Technical and Policy Committee Meetings; and,
 - Attendance at Monthly Baton Rouge Clean Air Coalition Meetings (subcommittee formed to focus on worksite outreach at plants for the Commuter Krewe program).
- Task 2.0– Outreach Implementation
 - Continued outreach to existing worksites as well as potential new partners,
 - Increased emphasis on industrial plants,
 - Increased outreach at the University level,
 - Increased presence at Southern University and LSU Football Games,
 - Emphasize “ Try It Days “ with at least 4 worksites per year,
 - Development of Videos for general promotion and onboarding new partners; and,
 - Development of outreach program specific to local schools. Consultant will choose up to ten schools to study congestion mitigation techniques specific to K-12 Schools that are within a 5-mile radius of each other.
- Task 3.0 - Demonstration of Program long term Strategy Development and Software Analysis
 - Quarterly Learning Sessions, including notifications and presentation materials developed as part of a thorough learning program,
 - Support in the facilitation and management of Ridepro Software, Explore the possibility of issuing an RFP for a new software platform, organize a subcommittee to explore that possibility with recommendations for management under a statewide platform; and,
 - Professional development for agency staff (Attendance at annual Association for Commuter Transit Conference, Participation in annual classes / trainings, and other trainings as needed).

24.4 Results/Products

- Updated project execution plan
- Development of TDM Programs with all 5 Parish Governments within the MPO
- Increase in the number of participants within industrial facilities
- Program Launch at with educational partners
- Launch of ride tracking “app.”
- Continued outreach and campaigns
- Participation in the MPO and Clean Air Coalition meetings
- Monthly project reports

24.5 Funding Summary

| UPWP TDM H-1 Budget | |
|----------------------|------------------|
| Funding Source | Amount (\$) |
| STP>200K | \$665,000 |
| HISPPEN | |
| CMAQ | |
| Local Match | |
| Total Budget | \$650,000 |
| Labor | Amount (\$) |
| CRPC Staff | \$50,000 |
| Consultants/Software | \$615,000 |

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:

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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 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

Unified Planning Work Program 2022

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

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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

Unified Planning Work Program 2022

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 Previous Work/Accomplishments -Kenyatta

Young Drivers

- Successfully completed regional young driver observational surveys at various schools within Capital Region. The total outreach has been more than 3000 students

Unified Planning Work Program 2022

- Recruited 9 new driving schools to the emphasis area team
- Outreach of more than 3000 new community partners via social media message sharing
- A regional website has been created to store the virtual online presentations, lesson plans, and activity books
- Awarded a grant from State Farm to further finance the needs of the young driver efforts in capital region
- Regional safety PSA's were filmed, produced and are located on the coalitions YouTube page
- Worked with state legislators to introduce HB 122 – traffic safety education in schools

Impaired Driving

- Successfully educated all judiciary teams on the support of ignition interlock laws
- Expanded Capital Region No Refusal into 4 non participating parishes
- Reached over 5000 community partners via social media message sharing
- Created a Teen Driver website
- Recruited 5 new safety partners to the team
- Filmed Underage Drinking Safety PSA in partnership with Alcohol Beverage Control & LHSC
- Trained 14 new law enforcement officers in ARIDE training
- Hosted 2 alcohol and drugs webinars for community partners

Distracted Driving

- Installed no cell phone signage on all local roads in the City of Baton Rouge
- 2 distracted driving enforcement campaigns were conducted by Louisiana State Police
- 3 new agencies have adopted and developed a SHSP distracted driving company policy
- Reached over 5000 new community partners via social media message sharing
- Delivered presentation to State Representatives and Louisiana Board of Educators on the success of Capital Region lesson plans and activity booklets. The presentation will be used to help pass legislation to add transportation safety to Louisiana school curriculum.
- Developed distracted driving safety course via the Alliance Safety Council. Outreach to more than 20,000 companies
- Created distracted driving company policy educational video
- Supported legislation in hands free cell phone bills
- Successfully hosted several distracted driving regional contest
- Created distracted driving classroom lesson plans

Unified Planning Work Program 2022

Occupant Protection

- Continuing to educate low usage areas of the region on the importance of buckling up and the benefits of a seatbelt policy.
- Capital region has 16 FREE child seat fitting stations.
- Filmed Child Seat Safety PSA in partnership with LHSC, EBRSO, and LSP, and SADD
- Conducted regional child seat check community events
- Reached 2000 new community partners via social media message sharing
- Supported regional efforts in the Buckle Up In Your Truck campaigns
- Supported regional efforts in the Click It or Ticket campaigns
- Increased awareness through regional DA's office on traffic safety messaging and education
- Filmed, produced and educated community partners on the importance of buckling up

Bike & Pedestrian Safety

- Reached 2500 new community partners via social media message sharing
- Hosted a regional Bike/Ped Safety Contest (Meme, Video, Drawing). Contest began Nov 16th - December 4th
- Filmed Bike & Pedestrian Safety PSA's in partnership with local LCI's (League Certified Instructors)
- Conducted outreach with local councilmen and women on providing bike lights to our regional homeless population
- Created framework for regional training in design guidance and Smart Cycling 101
- Recruited law enforcement officers to be trained in Title 32 bike safety laws
- Recruited 3 new community partners to join the team
- Recruited new regional team leader

Infrastructure & Operations

- Quarterly IO update newsletters are distributed to the IO team focusing on safety related efforts, current safety trends, targets, and IO regional projects.
- Local Road Safety Plan for EBR has been completed. The CRPC internal team will begin preparing implementation of the plan in 2021
- Reached 1500 new community partners via social media message sharing
- Provide crash data dashboard tutorials to regional safety partners

25.3 Results/Products

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

25.4 Performance Measure – Sooraz

- Number of EA Meetings
- Number of goals achieved from the Action Plans for each EA
- Number of PSA’s developed

25.5 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/Software | \$0 |

26 Task SP-1: Metropolitan Transportation Plan Update 2046

26.1 Project Description

The purpose of this task/project is to update the federally mandated long-range transportation plan using the 3-C planning processes. The goal of the 2046 Metropolitan Transportation Plan is to set forth a vision to develop a well-balanced transportation system that promote economic development and good quality of life in the CRMPO area.

The new MTP will be compliant with current, applicable federal planning rules as defined in 23 CFR 450.322. The new MTP including the conformity analysis and determination, will begin in last quarter of calendar year FY 2020 and anticipated to be completed by March 2022.

26.2 Project Scope

The scope of work will include the following outline of the tasks.

Task 1.0 Project Schedule, Work Plan, Committee Activity

Task 2.0 Public Involvement Plan

Task 2.1 – Outreach Plan, Process and Methodology

Task 2.2 – Develop Brand, Marketing Plan, and Marketing Templates

Task 2.3 – Stakeholder Outreach and Public Involvement

Task 2.4 – Trend Identification and Outreach Documentation

Task 3.0 Existing Conditions Review

Task 3.1 Regional Demographics, Land Use, and Travel Patterns

Task 3.2 Regional Multi-Modal Transportation Network Review

Task 3.3 Regional Transportation Safety Review

Task 3.4 Regional Congestion and System Performance Review

Task 3.5 Regional Pavement and Asset Conditions Review

Task 4.0 Develop Guiding Principles, Goals, Objectives, and Performance Measures

Task 5.0 Identify Future (2046) Challenges and Opportunities

Task 5.1 Forecast TAZ planning variables for 2026, 2036, and 2046

Task 5.2 Develop Existing Plus Committed (E+C) Network

Task 5.3 Assign 2046 Traffic to E+C Network

Task 5.4 Assign 2026 and 2036 Traffic to E+C Network

Task 5.5 Technical Memorandum No. 1

Task 6.0 2046 Transportation System Needs, Improvement Strategies, and Scenarios

Task 6.1 Compile regional capacity needs

Task 6.2 Scenario Planning and Alternative Networks Evaluation

Task 6.3 Assign Future Traffic (2046) to Alternative Networks

Task 6.4 Alternative Network Evaluation

Task 6.5 Technical Memorandum No. 2

Task 7.0 Financial Plan / Staged Improvement Plan

Task 7.1 Financial Assessment

Task 7.2 Development of Implementation Costs

Task 7.3 Staged Improvement Plan

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Task 8.0 Environmental, Air Quality Conformity, and Equity Analysis

Task 7.1 Environmental, Equity and Resilience Analysis

Task 7.2 Air Quality Conformity Analysis

Task 9.0 Metropolitan Transportation Plan Preparation and Printing

Task 9.1 Develop the Planning Elements of the MTP in Compliance with FAST Act

Task 9.2 Draft Report

Task 9.3 Final Report

26.3 Funding Summary

The total project duration is around 18 months. It is anticipated that 9 months of the project work will be accomplished in FY 2021 and the remainder will be done in FY 2022. The total project cost is \$900,000. The budget below only shows the portion that will be spent in FY 2022.

| UPWP Task SP-1 (MTP2046) Budget | |
|---------------------------------|------------------|
| Funding Source | Amount (\$) |
| STP>200K | \$90,000 |
| SPR | \$225,000 |
| PL | \$90,000 |
| Local Match | \$45,000 |
| Total Budget | \$450,000 |
| Labor | Amount (\$) |
| CRPC Staff | \$100,000 |
| Consultants/Software | \$350,000 |

27 Task SP-2: Regional Bike/Pedestrian Plan

27.1 Project Description

The purpose of this project is to develop a bicycle and pedestrian masterplan that will service the entire MPO area. This plan should incorporate recommendations from the existing Bicycle and Pedestrian Masterplans and local comprehensive plans as they relate to bicycle and pedestrian connectivity. The updated regional bicycle and pedestrian plan will identify regional policies and projects to improve nonmotorized access for users of all ages and abilities and will identify regionally significant projects for incorporation into the MTP update. Additional objectives should include:

- Improving Bicycle and Pedestrian Safety and connectivity along existing major transportation routes,
- Increasing Bicycle and Pedestrian Infrastructure within the MPO area,
- Identifying gaps within the existing network,
- Increasing the number of existing trails and off-road facilities,
- Identifying needs, challenges, and barriers to biking and walking within the MPO area; and,
- Ensuring regional connectivity within the MPO boundary.

27.2 Project Scope

The detailed scope, budget and timeline for this project is currently being worked on. Details about the scope of work and timeline will be incorporated as soon as they have been finalized.

The goal is to have the RFP published and finalize consultant selection by September TPC meeting with the aim of kicking off the project early October. The recommendations from this plan will feed into the long-range plan 2046 planning process.

27.3 Funding Summary

The goal is to have the RFP published and finalize consultant selection by September TPC meeting with the aim of kicking off the project early October.

| UPWP Task SP-2 (Regional BPP) Budget | |
|--------------------------------------|------------------|
| Funding Source | Amount (\$) |
| STP>200K | \$96,000 |
| SPR | |
| CMAQ | |
| Local Match | \$24,000 |
| Total Budget | \$120,000 |
| Labor | Amount (\$) |
| CRPC Staff | \$0 |
| Consultants/Software | \$120,000 |

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28 Task SP-3: Pavement and Asset Condition Data Collection

28.1 Project Description

The purpose of this project is to collect pavement and asset condition data on approximately 6000 miles of non-state system roads with the Capital Region MPO boundary. CRPC implemented a first round of data collection which was completed almost four years ago. Roadway infrastructure experienced significant changes since then, the thousand-year flood of 2016 being one of the main reasons.

This Project shall require the Consultant to provide all necessary engineering, GIS, technology and related services required to collect forward facing perspective images, right facing right-of-way images, pavement images, pavement distress data and pavement management data necessary to digitally quantify the Network Level Condition of the Non-State system roadways in the CRPC MPO Parishes. The Consultant will also be required to capture and deliver data, imagery and assets for a defined length of the local jurisdiction public road network not maintained by CRPC, as defined in this RFQ.

This Project will initiate CRPC's (2nd) second digital pavement data collection cycle, with each previous collection. This significant investment in data collection has resulted in a Pavement Management System with first set of advance data inventory. It is incumbent upon the Consultant to prove that their submittal shall not compromise, or place at risk, this significant investment by insufficient or inferior data or imagery collection, by inadequate data analysis, or by inadequate software. This second dataset will provide multiple datapoints for the same assets and will help develop a realistic deterioration curve.

28.2 Project Scope

The scope of this Project shall cover all necessary engineering, GIS, technology and related services, including Quality Assurance and Quality Control, required to collect and analyze pavement distress data, various pavement attributes, pavement images, and forward facing perspective and right facing right-of-way images for other asset data inventory. This data and image collection and analysis is primarily intended to provide, at a minimum, all the necessary information to access current pavement conditions and to assist in projecting future pavement conditions in Louisiana to support both State and Federal Pavement Management and Asset Management requirements.

The following tables provides an outline of the various Pavement Condition Measures.

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Asphalt & Composite Pavements Pavement Condition Measures

| Asphalt Pavement Distress Types | Composite Pavement Distress Types | Units of Measure |
|------------------------------------|--------------------------------------|--------------------|
| Fatigue (Alligator) Cracking | | Sq.Ft. (Wheelpath) |
| Longitudinal Cracking | Longitudinal Cracking | Linear Ft. |
| Transverse Cracking | Transverse Cracking | Linear Ft. |
| Patch/Patch Deterioration | Patch/Patch Deterioration | Sq. Ft. & Count |
| Potholes | Potholes | Sq. Ft. & Count |
| Rutting | Rutting | Inches |
| IRI | IRI | Inches / Mile |
| | Blowups | Sq. Ft. & Count |
| Fill Quantities | Fill Quantities | Cu. Ft. |
| High/Low Shoulder | High/Low Shoulder | Inches |
| Macrotexture | Macrotexture | Inches |

Jointed & Continuously Reinforced Concrete Pavements Pavement Condition Measures

| Jointed Concrete Pavement Distress Types | Continuously Reinforced Pavement Distress Types | Units of Measure |
|---|---|------------------|
| Longitudinal Cracking | Longitudinal Cracking | Linear Ft. |
| Transverse Cracking | Transverse Cracking | Linear Ft. |
| Patch/Patch Deterioration | Patch/Patch Deterioration | Sq. Ft. & Count |
| Blowups | Blowups | Sq. Ft. & Count |
| IRI | IRI | Inches / Mile |
| Faulting | | Inches |
| | Punchouts | Sq. Ft. & Count |
| High/Low Shoulder | High/Low Shoulder | Inches |
| Macrotexture | Macrotexture | Inches |

These condition measures will be configured and supplied in various CRPC supplied ranges or severity levels by the Consultant.

In addition to these measures, various condition indexes will be generated from these measures and severity levels. These condition indexes would include, but are not limited to, indexes for fatigue (alligator) cracking, longitudinal cracking, transverse cracking, random cracking, rutting, roughness, patching and performance indexes.

Geographic Features (Assets) to Collect:

Along with the distresses following are some of the assets that will be collected as part of this project. Some of the items are only required for new roads built during or after 2015. Sidewalks will be needed on new roads or existing roads where sidewalks were newly constructed.

Unified Planning Work Program 2022

1. Sidewalks Right – Line Feature of Sidewalks on right side of roadway Sidewalks Left – Line Feature of Sidewalks on left side of One Way & Divided
2. Streets
3. MUTCD Signs
4. Street Signs
5. Utility Poles

28.3 Funding Summary

The goal is to have the RFP published and finalize consultant selection by September TPC meeting with the aim of kicking off the project early October. This is envisioned as a two year project with a total budget of approximately \$1,049,225 (maximum) split across FY 2022 and FY 2023.

| UPWP Task SP-3 (PAMS) Budget | |
|------------------------------|------------------|
| Funding Source | Amount (\$) |
| STP>200K | \$376,170 |
| SPR | |
| CMAQ | |
| Local Match | \$148,443 |
| Total Budget | \$524,613 |
| Labor | Amount (\$) |
| CRPC Staff | \$0 |
| Consultants/Software | \$524,613 |

29 Task SP-4: EDC5: Value Capture Techniques

29.1 Project Description

This project will advance the understanding of the State and LPA's options regarding EDC5 Value Capture and will further advance alternative funding opportunities for infrastructure investment. This project will:

1. Survey existing value capture initiatives in Louisiana,
2. Assess the learning objectives of LPA's with regard to value capture options; share value capture best practices through a peer exchange,
3. Share FHWA information about value capture objectives and options, such as the Value Capture handbook, with interested LPA's and stakeholders,
4. Hold a workshop with interested stakeholders to broaden general knowledge base about value capture options,
5. Evaluate the legal framework in Louisiana and determine if legislative authority is needed to enable LPA's to adopt value capture ordinances; and,
6. Develop a guidebook to teach LPA's how to implement local value capture ordinances.

In Louisiana, many local governments lack sufficient tax base to build new infrastructure at the rate needed to accommodate local growth. LPA's are unaware of national best practices to require developers to participate in a pro rata share of cumulative impacts associated with development. Further, LPA's rarely employ mechanisms to capture the increase in benefit to private property owners when infrastructure is installed.

Consequently, while immediate transportation impacts associated with a new development may be mitigated, the cumulative long-term infrastructure impacts of multiple developments are a fiscal burden to LPA's and residents.

By increasing awareness and understanding of value capture options, LPA's will have additional revenue tools in their fiscal toolbox to help defray the cost of growth in their communities.

The STIC incentive funds will be used to hire a consultant, managed by the Baton Rouge MPO, who will work with the EDC5 Value Capture Implementation Team, to assist in the development of a LPA/Stakeholder workshop, to develop a value capture guidebook/toolkit specific to Louisiana, to evaluate the enabling legislation related to value capture laws.

29.2 Project Scope

Task 1 – LPA Survey of learning objectives and 1 day deep dive workshop

This task includes consultant time to work with EDC5 Value Capture Implementation team to scope the peer exchange, identify local communities in Louisiana to participate in sharing best practices, developing survey to LPA's to identify topics of interest regarding value capture options, research and development of day long workshop with hands of learning exercise. This task will build upon the peer exchange already planned for Louisiana.

Deliverable: Survey to LPA's to determine value capture learning objectives
Workshop to address learning objectives

Task 2 – Enabling legislation review

Unified Planning Work Program 2022

This task will be consultant led and will review the state's enabling legislation regarding targeted value capture options, research best practices and legislation from other states, and identifying legislative obstacles barring the implementation of value capture ordinances and/or techniques, to improve ability of LPA's to implement value capture tools..

Deliverable: white paper on targeted value capture legislation in Louisiana, (existing) and identification legislative obstacles that may limit local governments' ability to implement value capture tools.

Task 3 – Louisiana Value Capture Toolkit development

Development of a toolkit to guide LPA's through process of identifying appropriate value capture options to address particular infrastructure needs and guidance on steps to locally implement value capture ordinances.

29.3 Previous Work/Accomplishments

- At Louisiana Transportation Conference CRPC and Consultant team gave presentation on Innovation Infrastructure Funding Solutions with emphasis on tools enabled for use in local Louisiana communities. This presentation was moderated by CRPC and included both FHWA and a local agency, Ascension Parish, who has employed local Value Capture techniques.
 - Conducted three public presentations on Value Capture and Transportation infrastructure, including a September 2020 presentation to CRPC Commissioners Meeting. This body is primarily made up of local elected officials. The survey was launched after this meeting. CRPC and Consultant team also participated in a Southeast Regional American Planning Association virtual conference panel about Value Capture. The survey tools also shared during this discussion to gather additional input. Consultant team initiated draft toolkit. CRPC approved the general outline for consultant to proceed with research and data collection. Working draft is expected in early spring 2021.
 - Release of “Innovative Transportation Infrastructure Funding” Survey. The survey received a positive reception with numerous responses and requests for additional information. We are currently compiling and reviewing responses.
 - Participated in eight (8) FHWA Virtual Value Capture Peer Exchanges/Workshops between May 2020 and October 2020 and several other related events and sessions for local capacity building.
 - Gave a presentation and conducted a survey exercise at the December 2020 Louisiana Planning Council Meeting.
 - Published articles and information pieces on the Value Capture project to provide public visibility about project and to seek opportunities to leverage this work across other infrastructure needs.
-

29.4 Expected Work

- Completion of Value Capture Toolkit for Louisiana Public Agencies
- Completion of white paper on Louisiana legislation related to Value Capture

Unified Planning Work Program 2022

- Outreach/training on use of Value Capture techniques and toolkit.

29.5 Results/Products

- Draft and final toolkit for Value Capture.
- Legislative review and analysis related to Value Capture.

29.6 Funding Summary

The goal is to have the RFP published and finalize consultant selection by September TPC meeting with the aim of kicking off the project early October. This is envisioned as a two-year project with a total budget of

| UPWP Task SP-4 (EDC5 – Value Capture) Budget | |
|---|--------------------|
| Funding Source | Amount (\$) |
| DEMO STIC | \$16,509 |
| SPR | |
| CMAQ | |
| Local Match | \$4,127 |
| Total Budget | \$20,636 |
| Labor | Amount (\$) |
| CRPC Staff | \$636 |
| Consultants/Software | \$20,000 |

Appendix A – TPC UPWP Approval Minutes



Capital Region Planning Commission

Ascension • East Baton Rouge • East Feliciana • Iberville • Livingston • Pointe Coupee • St. Helena
Tangipahoa • Washington • West Baton Rouge • West Feliciana

Capital Region Metropolitan Planning Organization (CRMPO) Adoption of Action Items

CERTIFICATION

To Whom It May Concern:

This is to certify that the action items listed in the attachment were all adopted by the Capital Region Metropolitan Planning Organization (MPO) at the Joint Technical Advisory and Transportation Policy Committees (TAC/TPC) meeting on Wednesday, June 16, 2021 at 1:00 PM via Zoom Online Platform.



Riley L. Berthelot, Jr.
Chairman
Capital Region Metropolitan Planning Organization
Parish President, West Baton Rouge Parish

JOINT MEETING OF THE
TRANSPORTATION POLICY COMMITTEE (TPC)
& TECHNICAL ADVISORY COMMITTEE (TAC)
 CAPITAL REGION METROPOLITAN PLANNING ORGANIZATION

Wednesday, June 16, 2021

Virtual Meeting via [Zoom Online Platform](#)

1:00 PM – 2:00 PM

Detailed Agenda

Action Item #A

TIP FY 2019-2022 Amendments – **Highway Projects**

| S. No. | Project # | Amendment | Initiated by |
|--------|-----------|--|--------------|
| 1 | H.000358 | US 190: LA 415 & RR Overpass Repl. (HBI) Add ROW phase @ \$3.243M of NHPP @ 80/20 in FFY 2021 Move Construction phase @ \$47.8M of NHPP @ 80/20 from FFY 2022 to FFY 2023 | LADOTD |

H.000358 US 190: LA 415 & RR OVERPASS REPL (HBI)

Remove Construction phase @ \$47.8M of NHPP @ 80/20 in FFY 2022
 Add Construction phase @ \$47.8M of NHPP @ 80/20 in FFY 2023
 Add ROW phase @ \$3.243M of NHPP @ 80/20 in FFY 2021

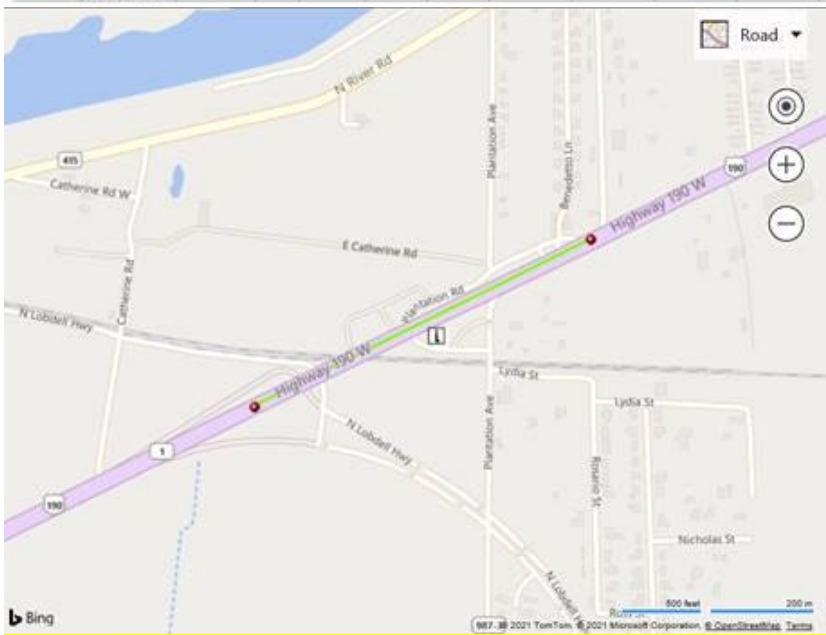
Project Manager: Jacob Fusilier

Roads

| Parish | District | Route | Control Section | Begin Log Mile | End Log Mile | Length | Map |
|------------------|----------|--------|-----------------|----------------|--------------|--------|---------------------|
| West Baton Rouge | 61 | US 190 | 008-01 | 2.700 | 3.160 | 0.460 | map |

Bridges

| Recall Number | Crossing Description | Structure Type | Year Built | Str Improve Type | NBI049 Length | NBI052 Width | NBI058 Deck Condition | NBI059 Super Condition | NBI060 Sub Condition | NBI062 Culvert Condition | NBI113 Scour Critical | Required Posting | HBI Category | Control Section | NBI04 Highway System | New Recall |
|---------------|------------------------|----------------|------------|------------------|---------------|--------------|-----------------------|------------------------|----------------------|--------------------------|-----------------------|------------------|--------------|-----------------|----------------------|------------|
| 055130 | LA 415M P RR @ LOBDELL | CONBM | 1940 | RP | 995 | 55.0 | 5 | 3 | 4 | N | N | ----- | Non-Priority | 008-01 | On NHS | |



Action Item #B

TIP FY 2019-2022 Amendments – Transit Projects (None)

Action Item #C

Unified Planning Work Program FY 2021-2022

UPWP is the federally mandated annual work program for Baton Rouge MPO which outlines all the various transportation planning grants for the upcoming Fiscal Year starting July 1, 2021 through June 30, 2022.

Figure 1:

| UPWP FY 2022 Funding Table | | | | | | | | | | | |
|----------------------------|---|------------------|------------------|----------------|----------------|----------------------|----------------|---------------|----------------|----------------|------------------|
| Task Code | Task Name | Total Funds | FHWA PL | SPR | CATS PL | FTA 5303, 5310, 5311 | FTA Carry Over | DEMO STIC | HISPPEN | STP>200K | Local Match |
| Task A-1 | Citizen Participation and Public Outreach | 82,023 | 65,619 | | | | | | | | 16,405 |
| Task A-2 | Congestion Management (Hwy) | 90,909 | 72,727 | | | | | | | | 18,182 |
| Task A-4 | Performance Based Planning and Programming | 132,631 | 106,104 | | | | | | | | 26,526 |
| Task A-5 | Bicycle/Pedestrian Planning | 88,762 | 71,010 | | | | | | | | 17,752 |
| Task A-6 | Air Quality / Environmental Planning | 60,285 | 48,228 | | | | | | | | 12,057 |
| Task A-7 | Regional ITS Architecture | 60,822 | 48,657 | | | | | | | | 12,164 |
| Task A-8 | Title VI Planning | 28,553 | 22,843 | | | | | | | | 5,711 |
| Task A-9 | Model Enhancement | 17,883 | 14,306 | | | | | | | | 3,577 |
| Task A-10 | Safety and Security Planning | 55,582 | 44,466 | | | | | | | | 11,116 |
| Task A-11 | Transportation Plans & Programs | 131,113 | 104,891 | | | | | | | | 26,223 |
| Task A-12 | Multi-Modal Freight Transportation | 112,326 | 89,861 | | | | | | | | 22,465 |
| Task A-13 | Data Base Mapping | 142,377 | 113,901 | | | | | | | | 28,475 |
| Task B-1 | Land Use and S-E-E | 92,195 | 73,756 | | | | | | | | 18,439 |
| Task B-2 | Inventory and Performance Monitoring | 172,781 | 138,224 | | | | | | | | 34,556 |
| Task C-1 | Plan Reappraisal (Hwy) | 25,805 | 20,644 | | | | | | | | 5,161 |
| Task D-3 | Technical Assistance (Hwy) | 98,562 | 78,850 | | | | | | | | 19,712 |
| Task G-1 | Administration (Hwy) | 39,503 | 31,602 | | | | | | | | 7,901 |
| Planning Total | | 1,432,111 | 1,145,689 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 286,422 |
| Task A-3 | Coordinated Human Services Transportation Plan | 20,000 | | | | 15,000 | 5,000 | | | | 0 |
| Task D-4 | Technical Assistance (Transit) | 395,927 | | | 100,000 | 162,783 | 73,958 | | | | 59,186 |
| Task G-2 | Administration (Transit) | 12,931 | | | | 9,303 | 1,042 | | | | 2,586 |
| Transit Total | | 428,858 | 0 | 0 | 100,000 | 187,086 | 80,000 | 0 | 0 | 0 | 61,772 |
| Task H-1 | Travel Demand Management/Rideshare | 665,000 | | | | | | | | | 665,000 |
| Task H-3 | Regional Strategic Highway Safety Plan Implementation | 303,618 | | | | | | | 303,618 | | 0 |
| Task SP-1 | Metropolitan Transportation Plan 2046 | 450,000 | 90,000 | 225,000 | | | | | | 90,000 | 45,000 |
| Task SP-2 | Regional Bike/Pedestrian Plan | 120,000 | | | | | | | | 96,000 | 24,000 |
| Task SP-3 | Pavement and Asset Data Collection | 524,613 | | | | | | | | 376,170 | 148,443 |
| Task SP-4 | EDC5 - Value Capture | 20,636 | | | | | | 16,509 | | | 4,127 |
| Other Total | | 2,083,867 | 90,000 | 225,000 | 0 | 0 | 0 | 16,509 | 303,618 | 562,170 | 886,570 |
| Grand Total | | 3,944,836 | 1,235,689 | 225,000 | 100,000 | 187,086 | 80,000 | 16,509 | 303,618 | 562,170 | 1,234,765 |

Figure 2:

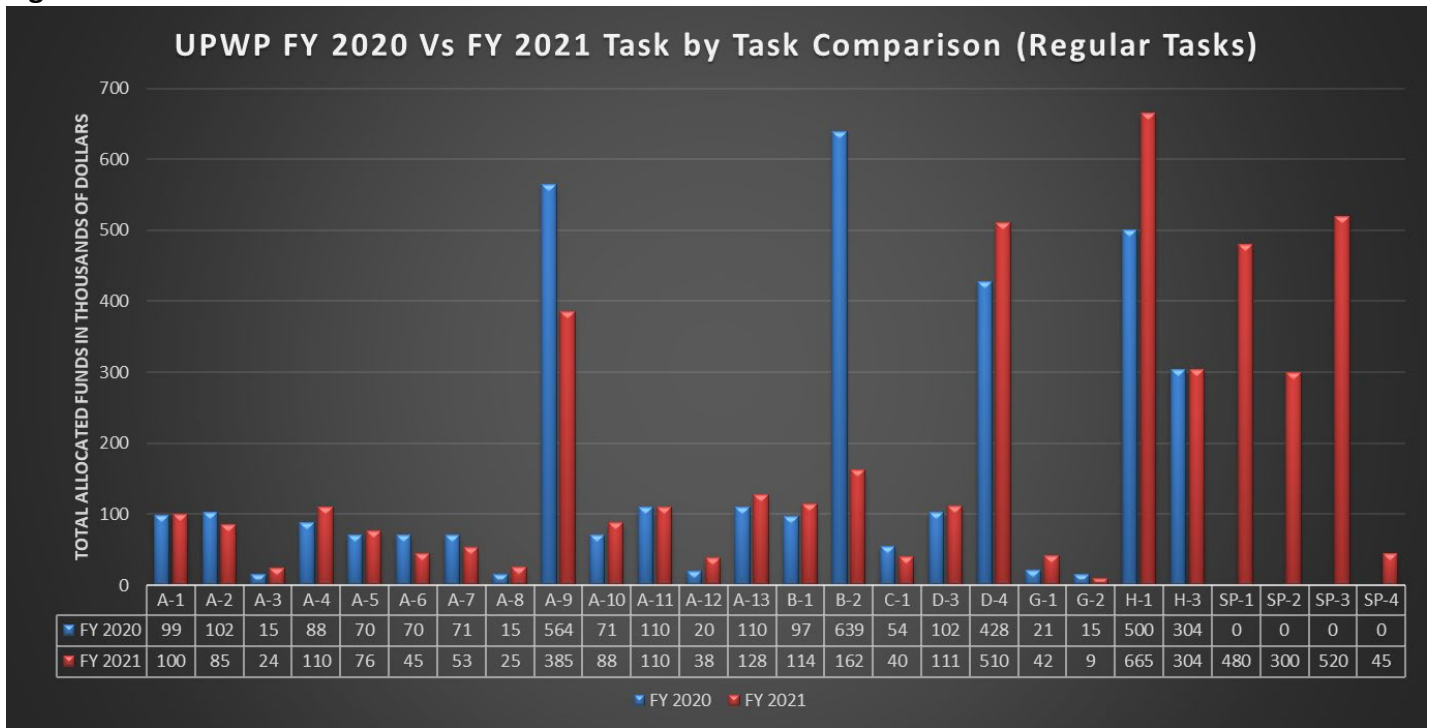


Figure 2 shows a comparison of funding breakdown by UPWP task in FY 2021 and 2022. Most of the tasks/projects are similar between the two fiscal years. The following information can be observed from the chart.

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- **Increased allocation for Tasks A4, D4, A5, A6, A7 and A12:**
 - The increase in allocation to this task coincides with the additional effort and time staff will be working to incorporate Performance Based Planning principles. (Task A4)
 - The increase in funding is due to unspent funds in this task in FY 21 that will be carried over to FY 22. (Task D4). The funds are earmarked for completing the Ferry Feasibility Study; and Baker Transit Park and Ride Ph-2 project.
 - The increase in funding allocation for A5 to initiate implementation of the Regional Bicycle and Pedestrian Plan
 - The increase in funding allocation for A6 to develop the Air Quality Conformity Analysis incorporating both MOVE 2046 Long Range Transportation Plan and 10-year TIP FY 2023 – 2032
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 - The increase in funding allocation for A12 to initiate work on developing a Regional Freight Transportation Plan for the BR metropolitan area focusing on supply chain/logistics.
- **Decreased allocation for Tasks A1, A9, and A10**
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NON-ACTION ITEM #A

TIP Administrative Adjustments and Modifications

| S. No. | Project # | Administrative Modification/Adjustments | Initiated by |
|--------|-----------|---|--------------|
| 1 | H.010909 | LA 44: Widening and Roundabout at LA 941 From: \$3.3M in HSIPPEN at 100% in FFY 2021 \$1.44M in STBONDS in FFY 2021 \$4.74M total To: \$3.3M in HSIPPEN at 100% in FFY 2021 \$750k in STPFLEX at 100% in FFY 2021 \$500k in STPFLEX at 80/20 in FFY 2021 \$650k in STBONDS in FFY 2021 \$5.2M total | LADOTD |
| 2 | H.010253 | BLUEBONNET BLVD. PUMP STAT. IMP LA 1248 Change project name to BLUEBONNET BLVD. PUMP STAT. IMP | LADOTD |
| 3 | H.011684 | LA 327 SPUR: STARING LANE EXTENSION Move ROW phase from FFY 2021 to FFY 2022 | LADOTD |
| 4 | H.013837 | KCS Bridge Replacement At Acadian Move Utility Phase from FFY 2020 to FFY 2021 | LADOTD |
| 5 | H.010251 | Chippewa St Pump Station IMP US 61/190-X Move Construction Phase from FFY 2021 to FFY 2022 | LADOTD |

H.011684 LA 327 SPUR: STARING LANE EXTENSION

Scope: The proposed project will consist of a 4-lane divided facility from just east of LA 30 on existing LA 327 Spur to LA 42 (Burbank Drive) at Staring Lane. Sidewalks and bike lanes are to be considered on this project.

Project Manager: Daniel S. Mark

Roads

| Parish | District | Route | Control Section | Begin Log Mile | End Log Mile | Length | Map |
|------------------|----------|-------|------------------------|----------------|--------------|--------|---------------------|
| East Baton Rouge | 61 | | 000-17 | 0.000 | 0.000 | 0.000 | map |
| East Baton Rouge | 61 | | 257-03 | 2.400 | 2.720 | 0.320 | map |

H.013837 KCS BRIDGE REPLACEMENT AT ACADIAN

Project Manager: Brian Nunes

Scope: The project scope of work includes raising and widening the KCS Railroad bridge located over Acadian Thruway between Perkins Road and I-10 and raising the KCS railroad between I-10 and College Drive. The KCS bridge will be replaced at a maximum vertical clearance over Acadian Thruway given the stipulation that it is back to existing grade prior to the intersection with Valley Street.

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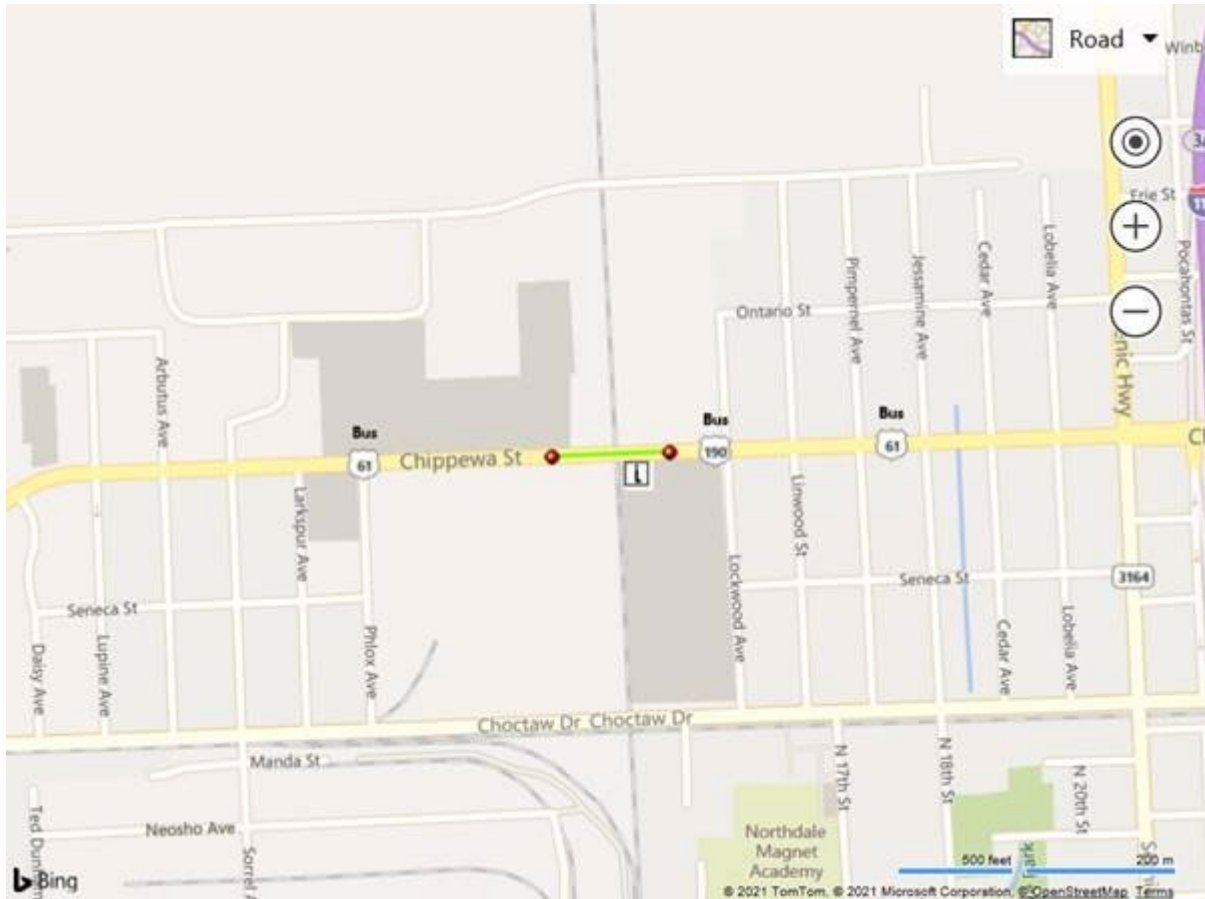
H.010251 CHIPPEWA ST PUMP STATION IMP US61/190-X

Move Construction phase from FFY 2021 to FFY 2022

Scope: REPLACE/UPGRADE PUMP HOUSE COMPONENTS

Roads

| Parish | District | Route | Control Section | Begin Log Mile | End Log Mile | Length | Map |
|------------------|----------|---------|------------------------|----------------|--------------|--------|---------------------|
| East Baton Rouge | 61 | US 61-X | 817-20 | 2.200 | 2.300 | 0.100 | map |



Pavement and Asset Data Collection (Funding Commitment Letter)

RFP Released: Feb. 23, 2021

Consultant Selected: April 14, 2021

The table below shows the approx. funding commitment split for the respective jurisdictions.

| Parish | Inside | Outside | Total Miles | Total (without Dep.) | | Total Share | | Total (with Dep.) | | Total Share | |
|------------------|--------------|------------|--------------|----------------------|-----------------|------------------|------------------|-------------------|------------------|------------------|------------------|
| | | | | Inside | Outside | MPO | Locals | Inside | Outside | CRPC | Locals |
| Ascension | 689 | - | 689 | 88,801 | - | 71,041 | 17,760 | 168,226 | - | 134,581 | 33,645 |
| East Baton Rouge | 2,229 | - | 2,229 | 287,050 | - | 229,640 | 57,410 | 543,791 | - | 435,033 | 108,758 |
| Iberville | 189 | 154 | 343 | 24,323 | 16,016 | 19,458 | 20,881 | 46,077 | 30,800 | 36,861 | 40,015 |
| Livingston | 605 | 348 | 953 | 77,958 | 36,192 | 62,366 | 51,784 | 147,684 | 69,600 | 118,147 | 99,137 |
| West Baton Rouge | 142 | 42 | 184 | 18,290 | 4,368 | 14,632 | 8,026 | 34,648 | 8,400 | 27,718 | 15,330 |
| Total | 3,854 | 544 | 4,398 | \$496,421 | \$56,576 | \$397,137 | \$155,860 | \$940,425 | \$108,800 | \$752,340 | \$296,885 |

CRPC sent each Parish Local Funding Match Commitment Letter on May 25, 2021.

Status of Planning Studies (Currently Underway)

- MOVE 2046
- RBPP
- FFS
- MTP Model Update

NON-ACTION ITEM #B

Call for Projects (STPBG>200K) – Info.

The Capital Region Metropolitan Planning Organization (CRMPO) is hereby extending previously (December, 2020) issued open "call for STBG>200K projects" for consideration in Federal Fiscal Years (FFY) **2023** through **2032** (*10-year TIP*) of the MPO's Transportation Improvement Program (TIP). The **new timeline** for the entire selection procedure is shown below.

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CRPC has received four additional projects before the deadline of April 30, 2021. Three projects from City of Baker and one project from City of Gonzales.

OTHER BUSINESS

Funding Opportunity: SRTPPP

- LADOTD’s Safe Routes to Public Places Program (**SRTPP**)
- **Funding Suitable** projects include improving pedestrian and bicycle facilities to schools, libraries, governmental buildings, hospitals, transit facilities, public parks, and other public places..
- **Deadline:** **June 30, 2021**
- Documentation available at: [LINK](#)



STP>200K Exempt Funds

- ❖ **Program:** Highway Infrastructure Program, Department of Transportation Appropriations Act 2018 through 2020. [NOFA Link](#)
- ❖ **Requirement:** Projects must be identified in the Statewide Transportation Improvement Program (STIP) and consistent with Long Range Statewide Transportation Plan; and Metropolitan Transportation Plan viz. MOVE 2046 (for BR MPO).
- ❖ **Staff Recommendation:** Allocate this funding to project/s programmed for FFY 2021 or submitted projects, which can be expedited by September 1, 2021

| Classification Code | NOFA Issued | Funding Allocated to BR MPA | Funding Lapse Date | Eligible Projects |
|---------------------|----------------|-----------------------------|---------------------------|--|
| N4510.842 | Feb. 13, 2020 | \$1,003,334 | September 30, 2023 | Federal-Aid eligible roadways; bridges; ferry boats + terminal facilities; transit (capital) projects, ITS related capital improvement projects; truck parking facilities etc. |
| N4510.835 | March 15, 2019 | \$3,455,715 | September 30, 2022 | Construction of highways, bridges, elimination of hazards, installation of protective devices near rail/highway Xings |
| N4510.826 | April 25, 2018 | \$2,452,600 | September 30, 2021 | Construction of highways, bridges |

All the requisite documents pertaining to the action items as well as Zoom online meeting links are available for public review and comment on CRPC’s website at www.crpcla.org. Written comments may be made to: CRPC, 14734 S. Harrell’s Ferry Rd., Ste. B, Baton Rouge, LA. 70816. Documents will become effective after the required public review and comment period has been met.

ADA Notice: CRPC meetings are conducted in accessible locations and provision can be made for those persons of limited English proficiency. For special accommodations for this meeting, contact Title VI/ADA/LEP Coordinator via phone 225-383-5203 or via email at info@crpcla.org at least one week in advance.



Capital Region Planning Commission

Ascension • East Baton Rouge • East Feliciana • Iberville • Livingston • Pointe Coupee • St. Helena
Tangipahoa • Washington • West Baton Rouge • West Feliciana

Capital Region Metropolitan Planning Organization (CRMPO) Adoption of Action Items

C E R T I F I C A T I O N

To Whom It May Concern:

This is to certify that the action items listed in the attachment were all adopted by the Capital Region Metropolitan Planning Organization (MPO) at the Joint Technical Advisory and Transportation Policy Committees (TAC/TPC) meeting on Wednesday, June 16, 2021 at 1:00 PM via Zoom Online Platform.



Riley L. Berthelot, Jr.
Chairman
Capital Region Metropolitan Planning Organization
Parish President, West Baton Rouge Parish

JOINT MEETING OF THE
TRANSPORTATION POLICY COMMITTEE (TPC)
& TECHNICAL ADVISORY COMMITTEE (TAC)
 CAPITAL REGION METROPOLITAN PLANNING ORGANIZATION

Wednesday, June 16, 2021

Virtual Meeting via [Zoom Online Platform](#)

1:00 PM – 2:00 PM

Detailed Agenda

Action Item #A

TIP FY 2019-2022 Amendments – **Highway Projects**

| S. No. | Project # | Amendment | Initiated by |
|--------|-----------|--|--------------|
| 1 | H.000358 | US 190: LA 415 & RR Overpass Repl. (HBI) Add ROW phase @ \$3.243M of NHPP @ 80/20 in FFY 2021 Move Construction phase @ \$47.8M of NHPP @ 80/20 from FFY 2022 to FFY 2023 | LADOTD |

H.000358 US 190: LA 415 & RR OVERPASS REPL (HBI)

Remove Construction phase @ \$47.8M of NHPP @ 80/20 in FFY 2022
 Add Construction phase @ \$47.8M of NHPP @ 80/20 in FFY 2023
 Add ROW phase @ \$3.243M of NHPP @ 80/20 in FFY 2021

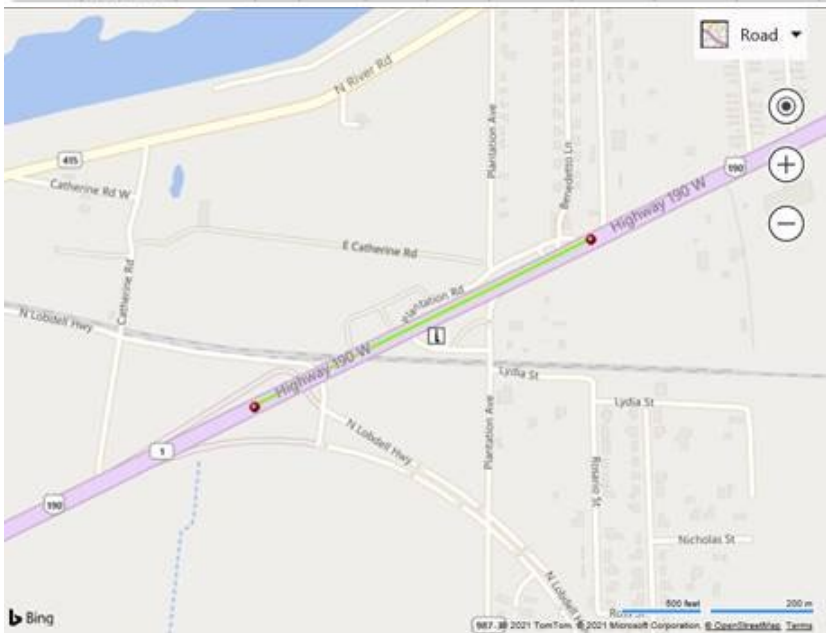
Project Manager: Jacob Fusilier

Roads

| Parish | District | Route | Control Section | Begin Log Mile | End Log Mile | Length | Map |
|------------------|----------|--------|-----------------|----------------|--------------|--------|---------------------|
| West Baton Rouge | 61 | US 190 | 008-01 | 2.700 | 3.160 | 0.460 | map |

Bridges

| Recall Number | Crossing Description | Structure Type | Year Built | Str Improve Type | NBI049 Length | NBI052 Width | NBI058 Deck Condition | NBI059 Super Condition | NBI060 Sub Condition | NBI062 Culvert Condition | NBI113 Scour Critical | Required Posting | HBI Category | Control Section | NBI04 Highway System | New Recall |
|---------------|------------------------|----------------|------------|------------------|---------------|--------------|-----------------------|------------------------|----------------------|--------------------------|-----------------------|------------------|--------------|-----------------|----------------------|------------|
| 055130 | LA 415M P RR @ LOBDELL | CONBM | 1940 | RP | 995 | 55.0 | 5 | 3 | 4 | N | N | ----- | Non-Priority | 008-01 | On NHS | |



Action Item #B

TIP FY 2019-2022 Amendments – Transit Projects (None)

Action Item #C

Unified Planning Work Program FY 2021-2022

UPWP is the federally mandated annual work program for Baton Rouge MPO which outlines all the various transportation planning grants for the upcoming Fiscal Year starting July 1, 2021 through June 30, 2022.

Figure 1:

| UPWP FY 2022 Funding Table | | | | | | | | | | | |
|----------------------------|---|------------------|------------------|----------------|----------------|----------------------|----------------|---------------|----------------|----------------|------------------|
| Task Code | Task Name | Total Funds | FHWA PL | SPR | CATS PL | FTA 5303, 5310, 5311 | FTA Carry Over | DEMO STIC | HISPPEN | STP>200K | Local Match |
| Task A-1 | Citizen Participation and Public Outreach | 82,023 | 65,619 | | | | | | | | 16,405 |
| Task A-2 | Congestion Management (Hwy) | 90,909 | 72,727 | | | | | | | | 18,182 |
| Task A-4 | Performance Based Planning and Programming | 132,631 | 106,104 | | | | | | | | 26,526 |
| Task A-5 | Bicycle/Pedestrian Planning | 88,762 | 71,010 | | | | | | | | 17,752 |
| Task A-6 | Air Quality / Environmental Planning | 60,285 | 48,228 | | | | | | | | 12,057 |
| Task A-7 | Regional ITS Architecture | 60,822 | 48,657 | | | | | | | | 12,164 |
| Task A-8 | Title VI Planning | 28,553 | 22,843 | | | | | | | | 5,711 |
| Task A-9 | Model Enhancement | 17,883 | 14,306 | | | | | | | | 3,577 |
| Task A-10 | Safety and Security Planning | 55,582 | 44,466 | | | | | | | | 11,116 |
| Task A-11 | Transportation Plans & Programs | 131,113 | 104,891 | | | | | | | | 26,223 |
| Task A-12 | Multi-Modal Freight Transportation | 112,326 | 89,861 | | | | | | | | 22,465 |
| Task A-13 | Data Base Mapping | 142,377 | 113,901 | | | | | | | | 28,475 |
| Task B-1 | Land Use and S-E-E | 92,195 | 73,756 | | | | | | | | 18,439 |
| Task B-2 | Inventory and Performance Monitoring | 172,781 | 138,224 | | | | | | | | 34,556 |
| Task C-1 | Plan Reappraisal (Hwy) | 25,805 | 20,644 | | | | | | | | 5,161 |
| Task D-3 | Technical Assistance (Hwy) | 98,562 | 78,850 | | | | | | | | 19,712 |
| Task G-1 | Administration (Hwy) | 39,503 | 31,602 | | | | | | | | 7,901 |
| Planning Total | | 1,432,111 | 1,145,689 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 286,422 |
| Task A-3 | Coordinated Human Services Transportation Plan | 20,000 | | | | 15,000 | 5,000 | | | | 0 |
| Task D-4 | Technical Assistance (Transit) | 395,927 | | | 100,000 | 162,783 | 73,958 | | | | 59,186 |
| Task G-2 | Administration (Transit) | 12,931 | | | | 9,303 | 1,042 | | | | 2,586 |
| Transit Total | | 428,858 | 0 | 0 | 100,000 | 187,086 | 80,000 | 0 | 0 | 0 | 61,772 |
| Task H-1 | Travel Demand Management/Rideshare | 665,000 | | | | | | | | | 665,000 |
| Task H-3 | Regional Strategic Highway Safety Plan Implementation | 303,618 | | | | | | | 303,618 | | 0 |
| Task SP-1 | Metropolitan Transportation Plan 2046 | 450,000 | 90,000 | 225,000 | | | | | | 90,000 | 45,000 |
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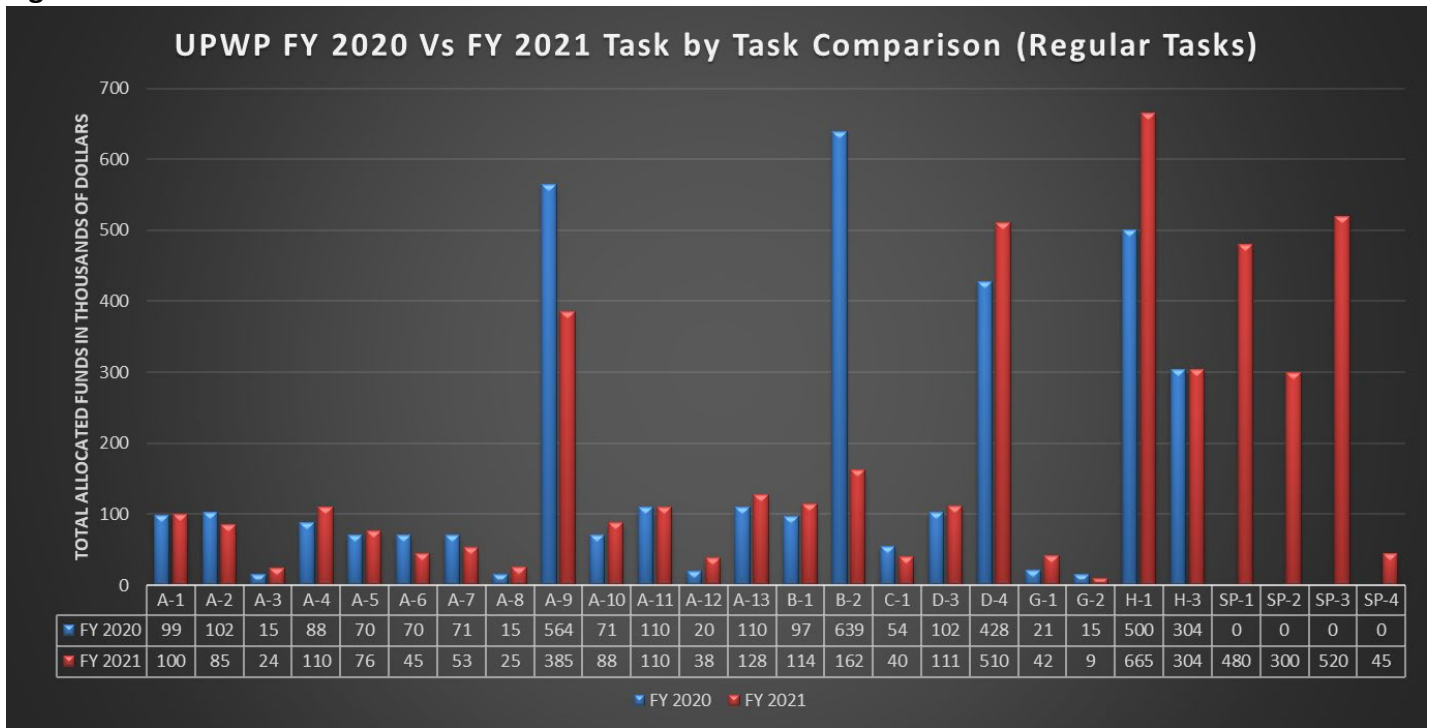


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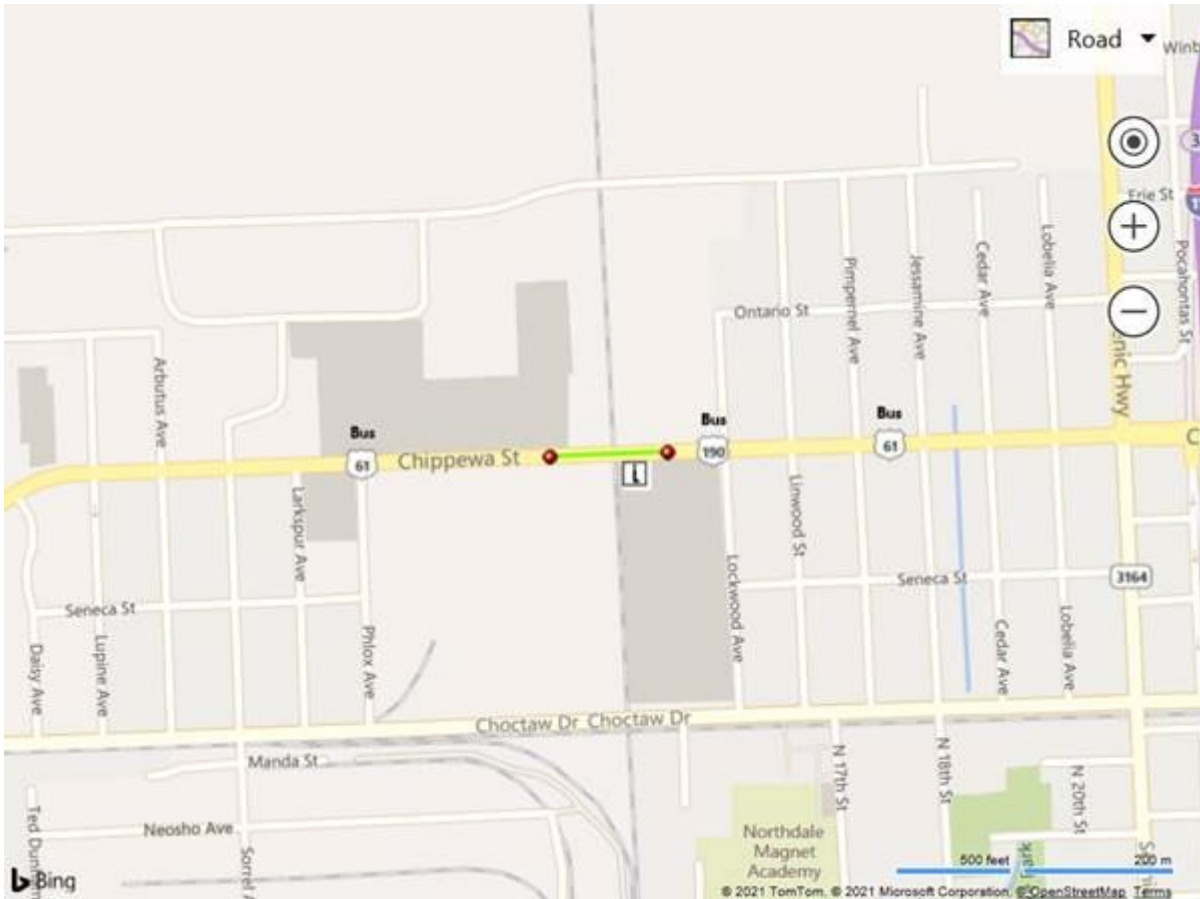
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- RBPP
- FFS
- MTP Model Update

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STP>200K Exempt Funds

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| Classification Code | NOFA Issued | Funding Allocated to BR MPA | Funding Lapse Date | Eligible Projects |
|---------------------|----------------|-----------------------------|---------------------------|--|
| N4510.842 | Feb. 13, 2020 | \$1,003,334 | September 30, 2023 | Federal-Aid eligible roadways; bridges; ferry boats + terminal facilities; transit (capital) projects, ITS related capital improvement projects; truck parking facilities etc. |
| N4510.835 | March 15, 2019 | \$3,455,715 | September 30, 2022 | Construction of highways, bridges, elimination of hazards, installation of protective devices near rail/highway Xings |
| N4510.826 | April 25, 2018 | \$2,452,600 | September 30, 2021 | Construction of highways, bridges |

All the requisite documents pertaining to the action items as well as Zoom online meeting links are available for public review and comment on CRPC’s website at www.crpcla.org. Written comments may be made to: CRPC, 14734 S. Harrell’s Ferry Rd., Ste. B, Baton Rouge, LA. 70816. Documents will become effective after the required public review and comment period has been met.

ADA Notice: CRPC meetings are conducted in accessible locations and provision can be made for those persons of limited English proficiency. For special accommodations for this meeting, contact Title VI/ADA/LEP Coordinator via phone 225-383-5203 or via email at info@crpcla.org at least one week in advance.

Unified Planning Work Program 2022