
**THE UNIFIED PLANNING WORK PROGRAM IN TRANSPORTATION PLANNING
FOR THE BATON ROUGE, LOUISIANA URBANIZED AREA**

July 1, 2010 - June 30, 2011



BY:

**BATON ROUGE METROPOLITAN PLANNING ORGANIZATION
CAPITAL REGION PLANNING COMMISSION**

Website: crpc-la.org

IN COOPERATION WITH:

FEDERAL HIGHWAY ADMINISTRATION

FEDERAL TRANSIT ADMINISTRATION

LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT

CAPITAL AREA TRANSIT SYSTEM

BATON ROUGE TRANSPORTATION POLICY COMMITTEE

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ACRONYMS

IN THE UNIFIED PLANNING WORK PROGRAM

Acronym	Full Name
ADA	Americans with Disabilities Act
BRT	Bus Rapid Transit
CAAA	Clean Air Act Amendments of 1990
CMAQ	Congestion Management and Air Quality
CATS	Capital Area Transit System
CMP	Congestion Management Process
CRPC	Capital Region Planning Commission
DBE	Disadvantaged Business Enterprises
DEQ	Department of Environmental Quality
DNR	Department of Natural Resources
DOT	Department of Transportation
DPW	Department of Public Works
EBR	East Baton Rouge
EPA	Environmental Protection Agency
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FY	Fiscal Year
GIS	Geographical Information System
HCS	Highway Capacity Software
HOV	High Occupancy Vehicle
HSTP	Coordination in Human Service Transit Plan
IFB	Invitation for Bid(s)
ISTEA	Intermodal Surface Transportation Efficiency Act of 1991
ITS	Intelligent Transportation System
LADOTD	Louisiana Department of Transportation and Development
LEP	Limited English Proficiency
LS	Louisiana Statute
LSU	Louisiana State University
MPO	Metropolitan Planning Organization
MTP	Metropolitan Transportation Plan
NHI	National Highway Institute
NTI	National Transit Institute
PL	Metropolitan Planning (Funds)
PPP	Public Participation Plan
QRT	Quick Response Team
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
SHSP	Strategic Highway Safety Plan
SR	State Road
TAC	Technical Advisory Committee
TBD	To Be Determined
TDM	Transportation Demand Management
TEA-21	Transportation Equity Act for the 21 st Century
TIP	Transportation Improvement Program
TMA	Transportation Management Association
TMC	Traffic Management Center
TPC	Transportation Policy Committee
TSM	Transportation Systems Management
UPWP	Unified Planning Work Program
VMT	Vehicle Miles Traveled

MPO UPDATE

Pursuant to 23 USC 134(i)(5) and 49 USC 1607 the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) must jointly certify the metropolitan transportation planning processes in Transportation Management Areas (TMA) at least every four years. A TMA is an urbanized area, defined by the U.S. Census Bureau as having a population greater than 200,000. In general, during a TMA certification FHWA and FTA review and certify that the planning process is addressing the major issues facing the area and is being conducted in accordance with all applicable requirements listed in 23 CFR 450.334.

2009 – 2010 Listing of Transportation Planning Studies

THAT WERE FUNDED IN THE REGION

- 1) LA 1 – I-10 Connector, West Baton Rouge Parish - investment grade study (local funds only)
- 2) Baton Rouge Loop Implementation Plan and Tier 1 Environmental, multi-parish (state and local funds)
- 3) I-10 Widening from Siegen Lane to LA 22 with possible Interchange Additions at LA Hwy. 74 in Ascension Parish - feasibility study and environmental inventory (state surplus funds)
- 4) I-10 from LA 415 to I-10/I-12 Split – Corridor Study, East Baton Rouge Parish - feasibility study and environmental inventory (state surplus funds)

2009 – 2010 Summary of UPWP Accomplishments

PUBLIC PARTICIPATION PLAN

Capital Regional Planning Commission (CRPC) proposed a plan that has been reviewed by FHWA and FTA. That plan is currently undergoing a revision to be compliant with 23 CFT 450.316, 450.322 and 450.324.

CONGESTION MANAGEMENT PROCESS

CRPC implemented an ongoing Incident Management team with regular meetings to conclude with performance evaluation documents. Staff worked on an access management plan to serve as a prototype and use with selected corridors.

TRANSPORTATION PLAN

The Metropolitan Planning Organization (MPO) updated the Long Range Plan which covered a three plus year effort.

CLEAN AIR PLANNING

The MPO completed a conformity analysis on the Long Range Plan Update 2008 and the Transportation Improvement Program (TIP).

DEVELOPMENT OF TRANSPORTATION PLANS

The Plan update recently completed “the update of land use and socio-economic variables, as well as financial information.” The MPO assisted in the development of planning studies including projects such as the LA 1 – I-10 West Baton Rouge Connectors (investment grade study), the Baton Rouge Loop Study, I-10 at LA Hwy. 74 New Interchange in Ascension Parish (feasibility study and environmental inventory), and the I-10 from LA 415 to I-10/I-12 Split Capacity Increase Project in East Baton Rouge Parish (feasibility study and environmental inventory).

LAND USE PLANNING

The plan update recently completed updating land use, socio economic, and financial information. In addition, data from the modeling effort is used for other transportation studies and continues to be a critical resource.

TECHNICAL ASSISTANCE

MPO staff has provided technical support to citizens, special interest, public, governmental entities and consultants. Presentations and development of technical documents were completed and include examples such as the TIP, PowerPoint presentations on transportation projects and assistance to the public and private sectors such as Chamber of Commerce, local governmental entities, council on aging and consultants.

INTRODUCTION

The Fiscal Year 2011 Unified Planning Work Program (UPWP) emphasizes a continuation of the planning and management activities conducted by the CRPC. The general goals of this work program are:

- Evaluating completed functional planning efforts
- Pursuing increased levels of implementation of planning studies
- Coordinating and participating in planning activities such as the Transportation Plan and the TIP

The thrust of this work program continues to be directed at the evaluation of completed functional planning elements, and increased levels of implementation and coordination activity, including program development and major refinements to the Transportation Plan. Planning and management assistance continues to evolve from facility-based planning activities into comprehensive area-wide policies and objectives.

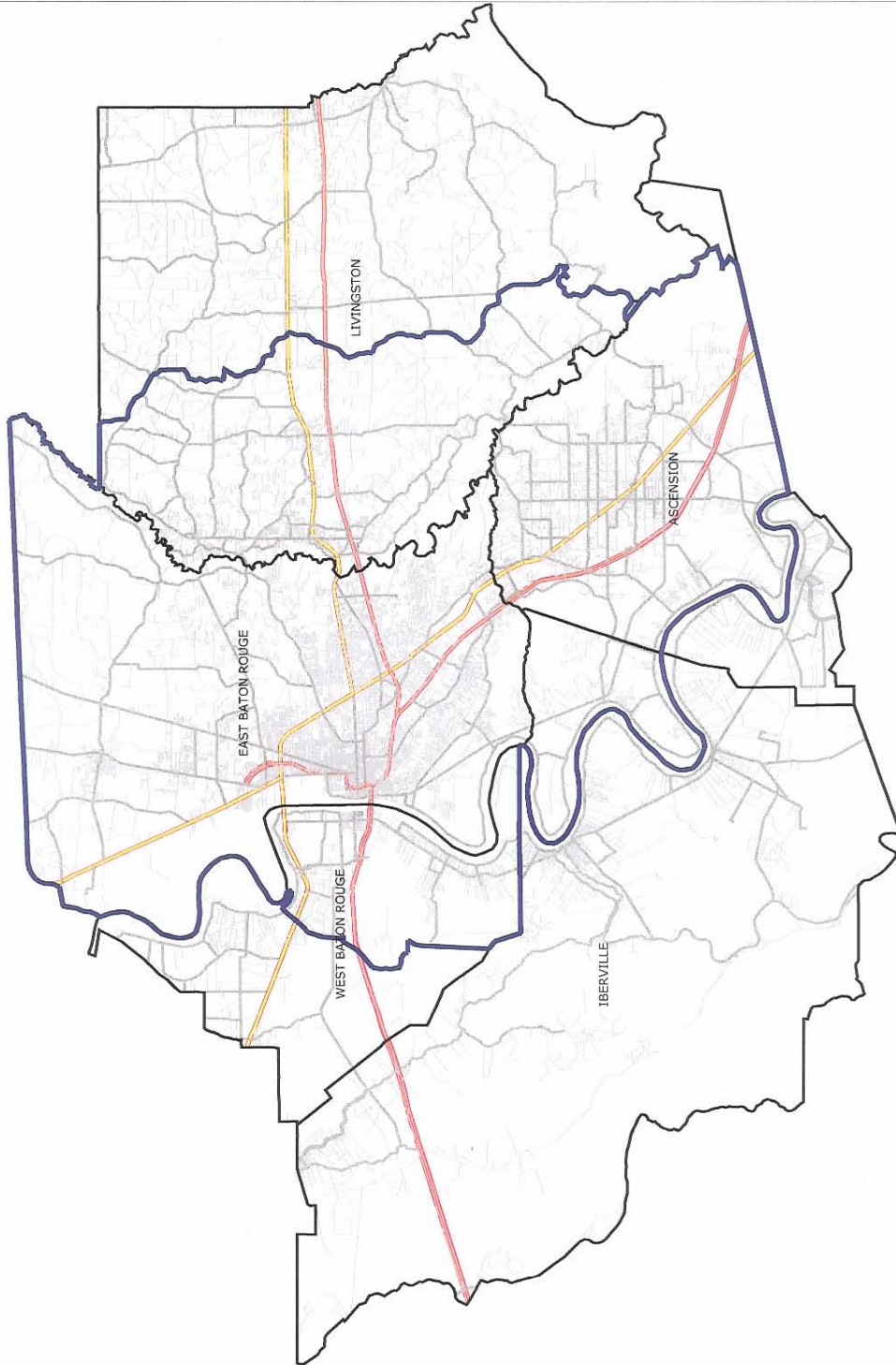
The functional planning efforts of CRPC have become increasingly sophisticated, more technically involved, and more closely tied to implementation and funding. The emphasis on functional planning activities at the local level is continued in the FY 2011 Unified Planning Work Program (UPWP).

Primarily a management tool for planning and coordination, the UPWP provides the basis for cataloging and integrating CRPC's activities into general categories. This document delineates the programmatic and fiscal relationships essential for internal planning and programming of resources to achieve the stated goals.

The focus of the transportation planning activities is shown in the following figure. This study area is composed of the City of Baton Rouge and the surrounding urban areas. The part of the area lying east of the Mississippi River includes the municipalities of Baton Rouge, City of Central, Gonzales, Baker, Zachary, Sorrento, Walker, and Denham Springs, while that part west of the river in West Baton Rouge Parish includes the municipalities of Brusly and Port Allen. The estimated population of the study area is over 700,000. The area and population has increased due to recently released U.S. Census Urbanized Area information.

CAPITAL REGION PLANNING COMMISSION

TRANSPORTATION STUDY AREA



ORGANIZATION AND MANAGEMENT

The transportation planning activities are the joint efforts of the Louisiana Department of Transportation and Development (LADOTD) and the Capital Region Planning Commission (CRPC). These activities are under the direction of the Transportation Policy Committee. This committee is composed of chief elected officials from Baton Rouge, City of Central, Port Allen, Baker, Brusly, Zachary, Gonzales, Sorrento, Walker and Denham Springs and the Parishes of East Baton Rouge, West Baton Rouge, Ascension, and Livingston, in addition to members from LADOTD, the FHWA (non-voting member), CRPC, and the quasi-public Capital Area Transit System (CATS). The Greater Baton Rouge Airport Commission is a creation of the East Baton Rouge City-Parish Government and is represented on the committee by the Mayor-President of East Baton Rouge Parish.

As the guiding organization, the primary responsibilities of this Committee are:

- Adoption of metropolitan goals and objectives
- Review and evaluation of transportation plan alternatives
- Selection of a plan for adoption
- Adopting implementation priorities

A list of the current members of the Transportation Policy Committee follows.

As part of the review and evaluation function, the Transportation Policy Committee is the mechanism whereby appropriate consideration of social, economic and environmental factors relating to the individual plan elements will be ensured. Under the Transportation Policy Committee is the Technical Advisory Committee. It is through this committee that the individual planning activities of the participating agencies will be coordinated to produce multi-modal unified work elements. This committee is composed of engineering and planning representatives from highway, mass transit, air, and water transportation. Each involved political jurisdiction is represented, as well as members from LADOTD and FHWA. It is the responsibility of the committee to:

- Delineate the scope and responsible agency for the individual planning tasks
- Coordinate the planning efforts and resources of the participating agencies and monitor the work progress of the tasks
- Review plan element alternatives prior to submission to the Transportation Policy Committee

In addition, the Technical Advisory Committee will recommend to the Policy Committee changes in the Transportation Plan to achieve a balanced system consistent with prevailing socio-economic and environmental policies.

A list of the current members of the Technical Advisory Committee follows.

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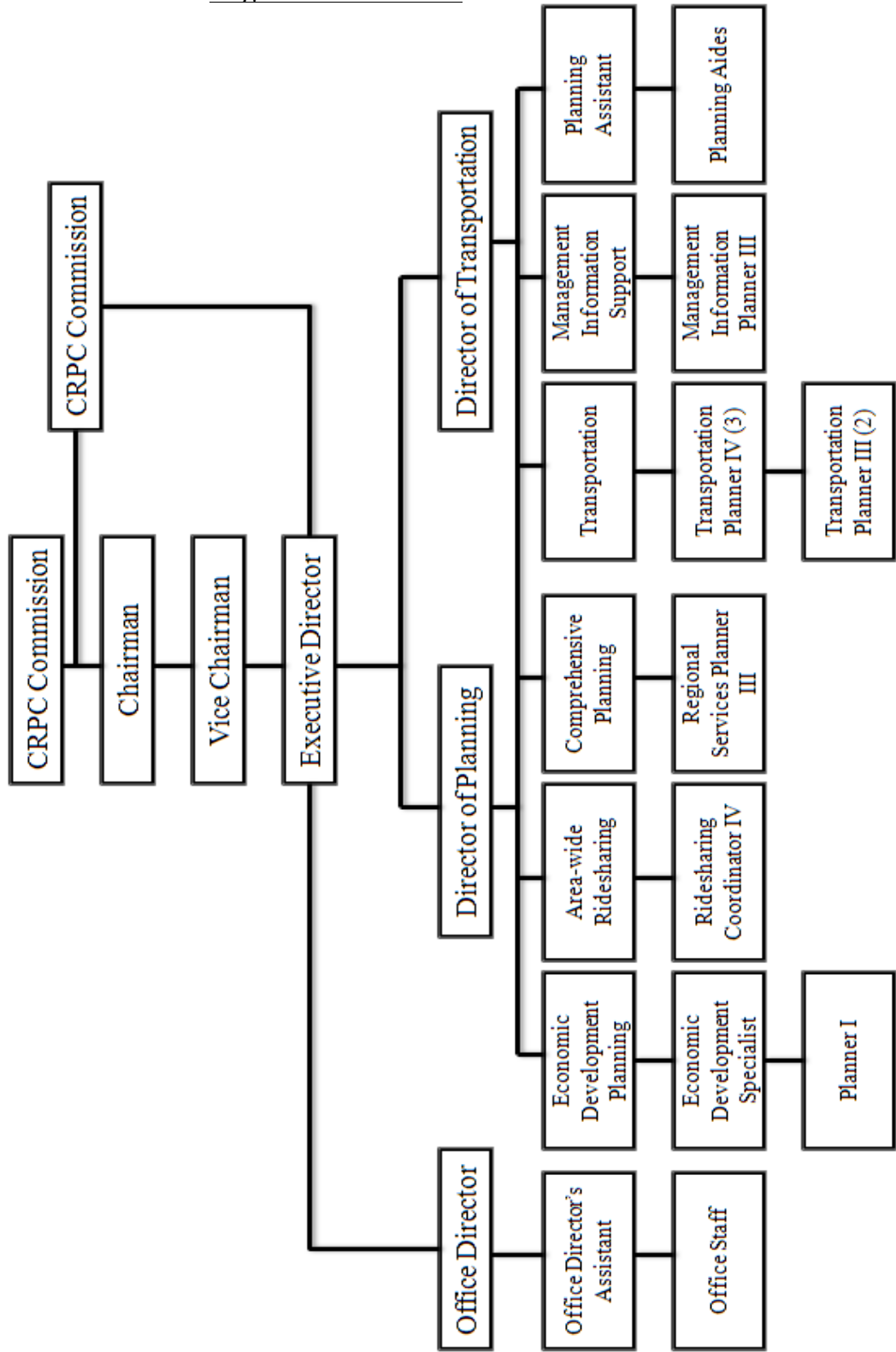
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CAPITAL REGION PLANNING COMMISSION ORGANIZATION CHART

Organizational Chart



STATUS OF AREA PLANNING

Comprehensive Planning for the Urbanized Area is being performed on two levels. The East Baton Rouge City-Parish Planning Commission is responsible for detailed comprehensive planning for a large part of the study area. This plan is updated on a periodic basis reflecting changes caused by the urban growth of the area, and in 1997 with the annexation of Ascension Parish. A major update referred to as the Horizon Plan took place during the early 1990's with CRPC/LADOTD providing most of the transportation element and a major transportation model data variables update was completed in 1995. In addition, comprehensive plans have been or are in the process of being adopted for the municipalities of Baker, Brusly, City of Central, Port Allen, Walker, and Zachary. On a regional basis, CRPC is responsible for initiating and updating the comprehensive plan and is now on a continuing planning phase. A CRPC Organizational Chart is presented on the previous page.

Formalized transportation planning in the Baton Rouge area dates to as early as 1946 and was continued by periodic studies from that time. A significant expansion in scope and detail of planning was realized as a result of the Federal Aid Highway Act of 1962 with the adoption of the Baton Rouge Metropolitan Area Transportation Study in 1967. As a result of this study, a Transportation Improvement Plan was adopted by the Transportation Policy Committee and has been reaffirmed by that committee annually. The current emphasis of activities is on the long-range plan update and short-range planning activities. The Baton Rouge Metropolitan Transportation Plan Update was completed during 1992, and the recommended long-range improvements through the year 2011 were based on forecasted trends in population, dwelling units, occupied dwelling units, retail employment, total employment and school enrollment. This Long Range Plan was updated in 1994, 1997, 2001, 2004 and 2008. The MPO study area was expanded in Ascension Parish in 1997 and 2008. The 2008 plan has forecast improvements through the year 2032. The MPO network and data variables were updated to include this annexed area in 1998. The MPO network and transportation model reflect the new and expanded area. The area expanded again due to the new urbanized area as required by the new 2000 Census. CRPC continues the process of updating the network and data variables for the Transportation Long Range Plan update.

The Capital Region Planning Commission has provided technical assistance to the CATS since 1970, when the City-Parish of East Baton Rouge purchased the bus system from a private operator. Recent FTA planning related activities include route efficiency analysis, transit service computer model development, handicapped accessibility planning, safety and alcohol planning, financial analysis, and technical assistance for grant applications.

Public involvement in the transportation planning process is accomplished through a number of actions as follows:

Public Outreach - All Transportation Plan and Transportation Improvement Program (TIP) developments, adoptions and amendments will be subject to public notification procedures as follows:

- Notification will occur at least thirty (30) days prior to adoption or amendment actions unless federal regulations require different actions.
- General **public notice** will occur in the local official paper of record for the Metropolitan Area.
- All affected public government bodies, area Legislators, and other interested governmental entities will be notified in writing of pending actions. The MPO will maintain a list of civic, community and special interest organizations which will also be notified in writing of all impending actions. We use the list to initiate outreach efforts with these groups including civic clubs, churches, neighborhood organizations, etc. This list was initially developed by the MPO staff and is reviewed and updated annually. Organizations wishing to be added to or deleted from the list may notify the MPO in writing.

- Copies of all official documents are posted for public review in each local parish library in the metropolitan planning area, each main office of local government members, and in the MPO offices.

Public Hearing - A public hearing is held prior to the amendment or adoption of any plan or program. A response to all relevant comments received is included in the final draft of the plan or program prior to its adoption. Significant changes resulting from public comment to either plans or programs result in an additional comment period of thirty (30) days.

Transportation Technical Advisory Committee Meetings - The content of the Technical Advisory Committee reflects the variety of governmental, institutional, and transportation providers of the metropolitan area. Membership includes the parishes of Ascension, East Baton Rouge, Livingston, and West Baton Rouge, City of Baton Rouge, City of Baker, City of Zachary, City of Port Allen, Town of Brusly, City of Denham Springs, City of Walker, City of Central, Greater Baton Rouge Airport District, Port of Greater Baton Rouge, City of Gonzales, Town of Sorrento, the LADOTD, Louisiana Department of Environmental Quality, the CATS, and the Baton Rouge Area Chamber of Commerce.

Transportation Policy Committee - The membership of the Policy Committee consists of the Mayors of the City of Baton Rouge, City of Port Allen, City of Central, Town of Brusly, City of Baker, City of Zachary, City of Denham Springs, City of Walker, City of Gonzales, Town of Sorrento and the Parish Presidents from East Baton Rouge Parish, West Baton Rouge Parish, Livingston Parish, and Ascension Parish, representative from the LADOTD, Director of CATS, Director of CRPC, and the FHWA. Local plans and programs will be officially adopted by this committee.

Factors Considered in the Planning Process - Under the Safe, Accountable, Flexible, and Efficient Transportation Equity Act: Legacy for Users (SAFETEA-LU 2005-2011) legislation, the MPO has the continued responsibility of preparing and maintaining the long-range Metropolitan Transportation Plan, the TIP and the UPWP. This year's work program represents a continuation of the strategic planning process begun with last year's work program. The focus continues to be on maintaining, improving, and utilizing the information resources collected by the MPO in the day-to-day transportation decision-making process. In addition, the 2010-2011 UPWP will continue to address the eight planning factors identified in SAFETEA-LU that must be considered by MPOs in developing transportation plans and programs. 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.

The following table identifies how each UPWP task relates to the SAFETEA-LU planning factors.

TRANSPORTATION WORK PROGRAMS

Planning Factor Table

UPWP Element														
	Planning Factor	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
1	Support the economic vitality of the Urbanized Area	X	X		X			X	X		X	X	X	
2	Increase safety of the transportation system for motorized and non-motorized users	X	X		X	X		X			X	X	X	
3	Increase security of the transportation system	X	X		X			X			X	X	X	
4	Increase accessibility and mobility options for people and freight	X	X	X	X	X		X	X		X	X	X	
5	Protect and enhance the environment, and improve quality of life	X	X	X	X		X	X	X	X	X	X	X	
6	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
7	Promote efficient system management and operation	X	X	X	X	X	X	X	X	X	X	X	X	X
8	Emphasize preservation of the existing transportation system	X	X	X	X	X	X	X			X	X		X

UPWP Element														
	Planning Factor	B-1	B-2	C-1	C-2	D-1	D-2	D-3	D-4	F-1	F-2	G-1	G-2	H-1
1	Support the economic vitality of the Urbanized Area	X		X	X	X	X	X	X	X	X	X	X	
2	Increase safety of the transportation system for motorized and non-motorized users	X	X	X	X	X	X	X	X		X	X	X	
3	Increase security of the transportation system	X	X	X	X	X	X	X	X		X	X	X	
4	Increase accessibility and mobility options for people and freight		X					X	X		X	X	X	X
5	Protect and enhance the environment, and improve quality of life	X	X			X	X	X	X	X	X	X	X	X
6	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
7	Promote efficient system management and operation	X	X	X	X	X	X	X	X	X	X	X	X	X
8	Emphasize preservation of the existing transportation system	X		X	X						X	X	X	X

SAFETEA-LU Sections 3005, 3006, and 6001 also require that:

- The transportation planning process provides for actions and strategies that 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;
- Transportation plans be developed in consultation with State, tribal, and local agencies responsible for land use management, natural resources, conservation, environmental protection, and historic preservation;
- This consultation involve a comparison of transportation plans with State, tribal, and local conservation plans and maps, if available, and with inventories of natural and historic resources, if available; and
- Transportation plans include a discussion of potential environmental mitigation activities and potential areas to carry out these activities.

It is believed that the requirements of Sections 3005, 3006 and 6001 have been met and comply with SAFETEA-LU planning provisions. New plans and TIP's also comply with the expanded scope, consultation, mitigation and participation requirements.

SAFETEA-LU Sections 3005, 3006 and 6001 – It is believed that the requirements of Sections 3005, 3006 and 6001 have been met and comply with SAFETEA-LU planning provisions. New plans and TIP's also comply with the expanded scope, consultation, mitigation and participation requirements

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ISSUES, PROBLEMS AND OPPORTUNITIES

Transportation has always had an influential impact on shaping urban growth patterns and lifestyles. Early development of transportation systems was directed toward providing a basic level of access and mobility. Recently, emphasis in the planning and implementation of transportation systems has been toward efficient movement of people and goods, and the resultant benefits to all population segments including the effects on development patterns, energy consumption, and environmental as well as other considerations.

Over time, the balance of emphasis has been steadily shifting from quantity to quality. Similarly, the issues, problems and opportunities have shifted away from the purely technical and now involve environmental, urban impact, and energy consumption considerations. Emphasis is currently on better management of what now exists within the constraint of limited resources. Within this context, the transportation planning issues confronting the CRPC Region include:

PROGRAM GOALS

Within the context of reduced federal prescriptive provisions, perceived local area needs and CRPC's overall role in transportation planning, efforts will be directed toward the following types of activities:

GOAL: Implementation of Balanced and Efficient Transportation Services for the CRPC Region.

- I. Maintain a transportation plan to serve as a guide for transportation investment and service decisions.**
 - Maintain a current CRPC Regional Transportation Plan
- II. Maintain current transportation system inventory and usage data.**
 - Maintain up-to-date estimates and forecasts of existing demographic and land use activity for input to transportation planning activities
 - Maintain current transportation system inventory and usage data
- III. Evaluate local area transportation problems and develop recommended solutions.**
 - Inventory and evaluate traffic operations at problem intersections and assist in developing improvement projects
 - Inventory and evaluate traffic operations on limited segments of existing roadways and develop traffic flow improvement recommendations
 - Develop cost-benefit estimates for a variety of major, long-range transportation projects (e.g., lane expansions of interstates, new commuter expressways, commuter rail lines, bus rapid transit) in order to understand how various projects might impact the region.
 - Work with local units of government in the preparation of local transportation plans that identify existing conditions, needs, recommended projects and multi-year improvement programs
- IV. Evaluate local area air quality transportation related projects and develop recommended solutions.**
 - Evaluate traffic operations and recommended highway improvements to determine their effect on air quality
 - Work with local units of government in the preparation of local transportation plans that improve existing air quality conditions
- V. Prioritize and program transportation projects to assure project funding and full utilization of federal and state funds.**

- Develop and maintain an annual Transportation Improvement Program

VI. Assist in implementation of specific transportation projects.

- Provide assistance to local social service agencies to secure funds to purchase vehicles
- Assist in local community(s) and other agencies to identify and establish park-and-ride lot(s) for carpooling, vanpooling, and transit

VII. Provide transportation planning information and technical assistance in support of development and implementation programs.

- Provide transit planning assistance to CATS and local governments in the region
- Provide process-related assistance in arranging and conducting public meetings and issue identification and understanding
- Provide technical data and assistance to on-going transportation corridor and facility studies

VIII. Apply Community Growth principles and tools to the transportation planning process.

- Create Range of Housing Opportunities and Choices
- Create Walkable Neighborhoods
- Encourage Community and Stakeholder Collaboration
- Foster Distinctive, Attractive Communities with a Strong Sense of Place
- Make Development Decisions Predictable, Fair and Cost Effective
- Mix Land Uses
- Preserve Open Space, Farmland, Natural Beauty and Critical Environmental Areas
- Provide a Variety of Transportation Choices
- Strengthen and Direct Development Towards Existing Communities
- Take Advantage of Compact Building Design
- Provide Connectivity of Developments

OBJECTIVE

To provide for the short-term transportation needs in the CRPC region and to identify actions, including Transportation Systems Management (TSM) measures that rationally address problems. Included are portions of the long-range plan that require further detailing, planning for low-capital projects that require short implementation schedules, and evaluation of measures to improve the efficiency and effectiveness of the existing transportation system.

PREVIOUS WORK

Recent efforts in the area of short-range planning and TSM activities include:

- Development of quick-response techniques for corridor and intersection analysis and project implementation
- Efforts to establish a street maintenance management system
- Analysis of service changes proposed for CATS routes and a financial plan to reduce transit services

- Analysis of fare structure changes proposed for CATS
- Update of handicapped transportation services to comply with Americans with Disabilities Act (ADA) regulations
- Development of a park-and-ride system in conjunction with other ridesharing services
- A Transit Development Plan
- Air Quality Conformity Analysis
- Analysis of Travel Demand Reduction/Operation Management Strategies
- A Management Information Service Study
- A CATS Marketing Plan

A-1 Public Participation Plan

UPWP TASK NUMBER: A-1 TASK TITLE: <i>Public Participation Plan</i> RESPONSIBLE AGENCY: CRPC	FUNDING SOURCES:																	
							FY 10-11											
	PL						16,000											
	FTA						5,000											
	LOCAL						4,200											
TOTAL						25,200												
SCHEDULE:							Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
							2010						2011					

This task will address CRPC’s public participation plan as required by SAFETEA-LU [23 U.S.C. 134/49 U.S.C. 5303(i)(5), (i)(6), and (j)(4) and 23 U.S.C. 135/49 U.S.C. 5304 (f)(3) and (g)(3)] that provides reasonable opportunities for interested parties to comment on the content of the metropolitan TIP.

This task will implement actions suggested in the Public Participation Plan (PPP) to provide reasonable opportunities for interested parties to comment on the various MPO activities. These include the Metropolitan Transportation Plan, Congestion Management Process, the unified Planning work Program, the Technical Advisory Committee (TAC) and Transportation Policy Committee (TPC) activities to name a few.

CRPC staff will implement various strategies in the public participation process including advisement in newspaper, radio and television, documents presented on websites, staff presentations at special interest meetings libraries and distributions of comment cards. CRPC staff may also request “tag-on meetings where staff may request to appear on an agenda to present documents and /or the planning process.

This task will utilize the Executive Director, the Director of Planning, the Director of Transportation and support staff as needed. This task will be for twelve months. By having a public participation plan that is responsive to all segments of the population, this task addresses planning factors 1, 2, 3, 4, 5, 6, 7 and 8.

RESULTS/PRODUCTS

A Public Participation Plan that addresses the requirements of SAFETEA-LU.

A-2 Congestion Management (Hwy.)

UPWP TASK NUMBER: A-2 TASK TITLE: <i>Congestion Management (Hwy.)</i> RESPONSIBLE AGENCY: <i>CRPC, LADOTD</i>	FUNDING SOURCES:																	
							FY 10-11											
	PL						100,000											
	FTA						0											
	LOCAL						25,000											
TOTAL						125,000												
SCHEDULE:							Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
							2010					2011						

SAFETEA-LU reinforces the requirement for congestion management planning. Also, since the passage of the Intermodal Surface Transportation Efficiency Act of 1991(ISTEA), all urbanized areas with a population exceeding 200,000 have been designated as Transportation Management Areas. As the designated MPO for Baton Rouge, CRPC is responsible for maintaining the Congestion Management Plan.

Within a transportation management area, transportation plans and programs are based on a continuing and comprehensive transportation planning process carried out by the MPO in cooperation with the State and transit operators. The transportation planning process within a management area must provide for effective management of new and existing transportation facilities through the use of travel demand reduction and operational management strategies.

The following actions were undertaken to complete the Traffic Management Center (TMC) Plan. This plan is referred to as the Intelligent Transportation System (ITS) Master Plan for Baton Rouge. This plan reflects the multi-jurisdiction function of traffic management to include the MPO parishes of East Baton Rouge, Iberville, West Baton Rouge, Livingston and Ascension.

Task 1: Coordinate and participate in team meetings. The Incident Management Team meets on a regular basis. Continue coordination between agencies to include reporting as a condition of participation in the TMC.

Task 2: Continue to review studies related to traffic management and summarize recommendations, funding requirements, and implementation and operational responsibilities contained in each study. Develop a matrix which shows recommendations, by study, and by implementing and operating agencies. Identify areas of overlap and areas which are not covered in the studies relating to traffic management.

Task 3: Continue to interview agencies which are responsible for implementing measures identified in Task 1 and determine either the degree of implementation or potential for implementation in the future. Discuss with appropriate agencies their position with regard to incorporating recommended measures as part of traffic management center strategies. This includes the willingness of agencies to provide staffing, and/or funding to utilize the measure as part of TMC operations.

Task 4: Identify data and information needs for the TMC, and match needs with those agencies which are currently, or will in the future generate needed data and information. Determine how data can be communicated to the TMC, who needs access to the data at the TMC, and what degree of access is needed, e.g., "read only". Develop parameters for accessing and using data which can be incorporated into agreements between agencies conceding use of data and information. Staff and other local team members will visit other facilities to observe the collection and ultimate use of data collected at the TMC.

Task 5: Based on the preceding tasks, continue to develop an organizational chart for the TMC which illustrates roles, level of resources needed, reporting relationships, and management relationships between agencies which will participate in the TMC. These relationships would be defined and a suggested

schedule for staffing and financial support of the TMC from each agency provided. This would form the basis of a written coordination and implementation plan to present to participating agencies for adoption.

Task 6: Safety will be incorporated into the transportation planning process. Staff will avail itself of training courses made available by National Highway Institute (NHI) and National Transit Institute (NTI). CRPC will develop structured relationships between agencies such as LADOTD, LA Highway Safety Commission, Baton Rouge Area Safety Council and other units of local government. A committee structure will be developed to formalize the MPO relationship with these various bodies. The MPO process to develop a Geographical Information System (GIS) system based on safety and accident data. All transportation modes will be captured in the data base and safety factors will be considered in plans, programs and projects.

Task 7: Transportation security in a regional transportation context will be defined, investigated, and plans and programs, as developed, will be prepared. The interstate, regional road system, railroad, water and water systems, and high risk security land uses will define the regional context. All the transportation modes coupled with the petro-chemical corridors have a potential extreme high security risk. Facilities such as the port of Baton Rouge, several deep water private ports, a single railroad, bridge in Baton Rouge, railroad switching yards, the airport, and haz-mat transportation routes, and petro-chemical plants along the river have potential security issues. A study that will measure the level and/or severity of security risk will be developed. Staff will seek training and networking with local, state, federal, and private entities in this area.

Planning efforts for a major downtown intermodal facility will continue during this program year. This task will provide the technical support needed for the implementation of the locally adopted Plan Baton Rouge. This effort will investigate the detail and technical ramifications of developing a downtown facility to include transit, rail, taxi, bicycle, pedestrian and other necessary considerations.

Emphasis will be placed on access routes to transit or other major destinations with priority being given to safety issues. Other areas of emphasis may include but not necessarily be restricted to:

- Area Circulation Plans
- Access Management Plans
- Roadway and Intersection Improvements (Channelization) (Continuous Flow Intersections)
- Urban Goods Movement
- TSM/Travel Demand Management (TDM) Actions
- Safety Improvements
- Parking
- Corridor Analysis
- Incident Management

Staff is required and shall attend if available, workshops, conferences and training to improve efficiency and skills under this work program task.

This task will utilize the CRPC Executive Director, the Director of Transportation, Transportation Planner IV, Ridesharing Coordinator IV, and support staff. It is also estimated that 35% of this task will be completed by a consultant. This task will be for twelve months. This congestion management task will provide for effective management of new and existing transportation facilities which address planning factors 1, 2, 3, 4, 5, 6, 7 and 8.

RESULTS/PRODUCTS

An ongoing incident management team with regular meetings to conclude with performance evaluation documents.

An access management plan to serve as a prototype and use as selected corridor.

Planning and evaluation of candidate intersections suitable for implementation of “Continuous Flow Intersection” application.

An ongoing comprehensive Congestion Management Process that provides strategy on technical data reports for selected routes, locations, systems and developed plans.

An optimization plan to administer and manage the rating and prioritization of traffic and other data collected at the TMC. A portion of these activities will be contracted to consultants through professional service contracts.

A-3 Coordinated Public Transit Human Services Transportation Plan

UPWP TASK NUMBER: A-3 TASK TITLE: <i>Coordinated Public Transit Human Services Transportation Plan</i> RESPONSIBLE AGENCY: CRPC	FUNDING SOURCES:											
							FY 10-11					
	PL						10,000					
	FTA						10,000					
	LOCAL						5000					
TOTAL						25,000						
SCHEDULE:	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
	2010						2011					

This task addresses the Coordinated Public Transit Human Services Transportation Plan as required by SAFETEA-LU. Sections 3012, 3018, and 3019 of the SAFETEA-LU require that proposed projects under three FTA formula funding programs (Special Needs of Elderly Individuals and Individuals with Disabilities (49 U.S.C.5310(d)(2)(B)(i) and (ii)); Job Access and Reverse Commute (49 U.S.C. 5316(g)(A) and (B)); and New Freedom (49 U.S.C. 5317(f)(3)(A) and (B)) must be derived from a locally developed public transit-human services transportation plan. This plan must be developed through a process that includes representatives of public, private, and non-profit transportation and human services providers, as well as the public. And, an area wide solicitation for applications for grants under the latter two programs above shall be made in cooperation with the appropriate MPO.

CRPC staff has worked with LADOTD staff, consultants, local governments, and private and public sector entities to develop plan components. Through this process the MPO policy committee appointed Capital Area Transit System as the designated recipient of grant funds. CRPC staff was assisted by FTA, Community Transportation Association of America and Easter Seals in the development of this plan.

Activities that were previously completed include the selection of a coordinating agency by the stakeholders committee. Invitations were sent to proposed participants including a copy of a survey entitled “Framework for Action Self-Assessment Tool.” Follow-up phone calls to ensure participation were done. A planning meeting was held with the participants to assess survey findings, identify goals and objectives, challenges and constraints, identify needs of population served, and identify transportation resources. The “Coordinated Human Services Transportation Plan” was approved by the Baton Rouge TPC in January 2007 and submitted to LADOTD.

This year’s work programs will include holding quarterly meetings with the human services agencies that provide or have clients that need transportation services in the Baton Rouge Area, collecting information on transportation services, maintaining and updating the regional transportation coordination plan, and providing input to the statewide selection process for 5310, 5311, 5316 and 5317 funding.

This task will utilize the Executive Director, Director of Planning, Director of Transportation, Transportation Planner IV, Transportation Planner III, and CRPC support staff as needed. This task will be for twelve months. The plan will continue to develop with public input forming all aspects of the coordinated human services transportation plan which addresses planning factors 4, 5, 6, 7 and 8.

RESULTS/PRODUCTS

The formation of a steering committee and working groups, where necessary, to continue identifying and evaluating existing transportation coordination activities.

Collect information on transportation services that are being provided in the Baton Rouge area.

Update the Coordinated Human Services Transportation Plan.

Provide input to the statewide selection process for 5310, 5311, 5316 and 5317 funding.

A-4 MPO Planning Progress and UPWP

UPWP TASK NUMBER: A-4 TASK TITLE: <i>MPO Planning Progress and UPWP</i> RESPONSIBLE AGENCY: <i>CRPC</i>	FUNDING SOURCES:											
												FY 10-11
	PL											32,000
	FTA											5,000
	LOCAL											10,500
TOTAL											47,500	
SCHEDULE:	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
	2010						2011					

The MPO needs a task to address periodic reviews, changes, and progress on the planning process and changes to the Unified Planning Work Program for the Baton Rouge Louisiana urbanized area. The metropolitan planning process establishes a cooperative, continuous and comprehensive framework for making transportation investment decisions in metropolitan areas. Program oversight is a joint Federal highway Administration/Federal Transit Administration responsibility. The statutory references are SAFETEA-LU Sections: 1117, 6001 and 23: USC 114, 134.

Significant continuing provisions include:

- Local officials, in cooperation with the state and transit operators, remain responsible for determining the best transportation investments to meet metropolitan transportation needs.
- MPOs are responsible for adopting the long range transportation plan (Plan); Governor and MPO approve the transportation improvement program (TIP).
- The Plan and TIP remain separate documents.
- A 20-year planning perspective, air quality conformity, fiscal constraint, and public involvement established under ISTEA.
- Plan must contain: operational and management strategies to improve the performance of existing transportation facilities; investment and other strategies that provide for multimodal capacity increases based on regional priorities and needs; and proposed transportation and transit enhancement activities. [6001(i)]
- A Congestion Management Process is still required in Transportation Management Areas (TMAs) (urbanized areas larger than 200,000 populations).
- The planning process in TMAs requires DOT certification.

Modifications to the metropolitan planning process include the following:

Metropolitan Planning in General

- MPOs will be encouraged to consult or coordinate with planning officials responsible for other types of planning activities affected by transportation, including planned growth, economic development, environmental protection, airport operations, and freight movement; [6001(g)]
- The metropolitan planning process is to promote consistency between transportation improvements and State and local planned growth and economic development patterns. P6001(h)]
- Safety and security of the transportation system are separate planning factors that are to be considered during the metropolitan planning process. [6001(h)]
- A State will have 30 days to reimburse an MPO for planning expenses after request from the MPO for reimbursement.

Long Range Transportation Plan (Plan)

- Will be updated every 4 years (unless the MPO chooses to do so more frequently) in non-attainment and maintenance areas. Attainment areas remain on a 5-year update cycle. [6001(i)]
- Intermodal connectors are added as a transportation facility. [6001(i)]
- Include a discussion of potential environmental mitigation activities along with potential sites to carry out the activities to be included. The discussion is to be developed in consultation with Federal, State, and tribal wildlife, land management, and regulatory agencies. [6001(i)]
- Transit operators are to be included in the cooperative development of funding estimates for the financial plan section. [6001(i)]
- MPOs are required to consult with State and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation concerning development to the Plan. [6001(i)]
- Representatives of users of pedestrian walkways, bicycle transportation facilities and the disabled are specifically added as parties to be provided with the opportunity to participate in the planning process. [6001(i)]
- The MPO is to develop a participation plan in consultation with interested parties that provides reasonable opportunities for all parties to comment. [6001(i)]
- To carry out the participation plan, public meetings are to be; conducted at convenient and accessible locations at convenient times; employ visualization techniques to describe plans; and make public information available in an electronically accessible format, such as on the Web. [6001(i)]

Transportation Improvement Program (TIP)

- Will be updated every 4 years. [6001(j)]
- Will contain: priority list of projects and strategies for 4 years; financial plan; and descriptions (type of work, termini, length, etc.) of each project in the TIP. [6001(j)]
- Investments in pedestrian walkways and bicycle transportation facilities are to be included in the published annual listing of projects. [6001(j)]

Transportation Management Areas (TMAs)

- Must be certified and not less than once every 4 years. [6001(k)]

In January 2009 CRPC participated in a joint FHWA/FTA recertification which reviewed over 3,000 pages of planning documents. As the technical arm of the MPO, CRPC develops and implements the work program planning tables. Areas reviewed included MPO agreements, roles, and responsibilities, transportation plans and TIP development, fiscal constraint, UPWP, public involvement. Title VI/environmental justice, congestion management process and ITS plan, bicycle and pedestrian issues, transit, travel demand modeling/Vehicle Miles Traveled (VMT) forecasts, air quality, freight issues and safety considerations. In addition public listening sessions and public official sessions were also held. This task will assist in responding to federal comments and implementing compliance with federal regulations, as well as the challenges and experiences that occur during the conduct of the metropolitan planning process between the MPO, state LADOTD, transit operator and other MPO members. Generally the TMA certification report will have corrective actions, recommendations and commendations.

This task will utilize the Executive Director, the Director of Planning and the Director of Transportation. This task is scheduled for twelve months. The development of the MPO planning process and UPWP and implementation of corrective actions and recommendations from the recertification process addresses planning factors 1, 2, 3, 4, 5, 6, 7 and 8.

RESULTS/PRODUCTS

Development and implementation of technical documents and processes as developed in accordance with federal regulations. This will involve coordination with LADOTD staff, MPO members, special interest and public involvement.

A-5 ADA Planning

UPWP TASK NUMBER: A-5 TASK TITLE: <i>ADA Planning</i> RESPONSIBLE AGENCY: <i>CRPC</i>	FUNDING SOURCES:																	
							FY 10-11											
	PL																	
	FTA						5,000											
LOCAL						2,500												
TOTAL						7,500												
SCHEDULE:							Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
							2010						2011					

This work element will focus on Americans with Disabilities Act (ADA) planning. Major planning activities will focus on complying with the key provisions of the ADA, such as:

- Public Transit authorities providing fixed route transit service must provide comparable level paratransit service to disabled individuals who cannot otherwise use the fixed route service.
- Transit authorities providing ADA oriented demand responsive service must also buy or lease accessible vehicles unless it can be demonstrated that the system provides a level of service to the disabled equivalent to that provided to the general public.
- New facilities built must be accessible and existing facilities with major alterations must be made accessible to the maximum extent feasible.
- Assistance to the CATS Board of Directors ADA Committee.
- Staff is required and shall attend if available workshops, conferences and training to improve efficiency and skills under this work program task.

This task will utilize the Director of Planning, the Economic Development Specialist, the Ridesharing Coordinator IV and support staff as needed. This task will be for twelve months. This planning work will continue to address ADA needs for transportation including accessibility issues, which addresses planning factors 2, 4, 6, 7 and 8.

RESULTS/PRODUCTS

Reports, data, technical studies and staff recommendations to the CATS management, the Office of the Mayor-President and the Baton Rouge ADA Committee.

A-6 Clean Air (Hwy.)

UPWP TASK NUMBER: A-6 TASK TITLE: <i>Clean Air (Hwy.)</i> RESPONSIBLE AGENCY: <i>CRPC, LADOTD</i>	FUNDING SOURCES:																	
							FY 10-11											
	PL						70,000											
	FTA																	
LOCAL						17,500												
TOTAL						87,500												
SCHEDULE:							Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
							2010						2011					

This task is amended to include 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. CRPC will work with LADOTD and focus efforts on planning tasks such as improved public transit, employer based transportation management plans, traffic flow improvement programs, park-and-ride facilities, work program strategies, and alternative fuel programs.

The Baton Rouge ozone non-attainment area was classified as “serious” for the one-hour ozone standard following the Clean Air Act Amendments (CAAA) of 1990 and became subject to the transportation conformity requirements mandated in section 176(c). The Baton Rouge area failed to attain the one-hour air ozone standard in 1999 and as a result, was bumped up by the Environmental Protection Agency to the “severe” ozone classification. As a “severe” area, additional requirements were mandated for implementation in the area to control ozone.

EPA promulgated an 8-hour ozone standard which became effective June 15, 2004. The Baton Rouge area is classified as “marginal” with that standard and continues to be subject to transportation conformity requirements prescribed by the CAAA.

The Baton Rouge area has achieved attainment of both the 1-hour and 8-hour national air quality standards for ozone for the years 2006-2011.

For over 20 years, the Baton Rouge area has had the milestone of ozone non-attainment around its neck. Concerns about the effects on health, costly regulatory requirements and impacts on economic development as well as the stigma of having bad air quality gave rise to citizens and industry to becoming part of the solution. They worked in concert with the Department of Environmental Quality, participating in technical ozone task force effort, and assisting with resources for monitoring and computer modeling.

Local governments’ commitment to and working toward achieving attainment over the years and through many other challenges and administration changes showed the strength and resolve of our leaders. This is a testament to the power of local governments working together to solve complex regional problems.

We are aware that EPA has established a new more stringent ozone standard recently and they will be making designations concerning classification of the parishes with respect to the new standard in the next couple of years.

Work tasks anticipated during this work program cycle include:

- CRPC and LADOTD staff will monitor any changes in the adopted Long Range Plan and the FY 2011 TIP. If changes are made which require a positive conformity finding and Congestion Management and Air Quality (CMAQ) analysis by FHWA, CRPC and LADOTD staff will do a quantitative analysis of those changes using TransCAD, TRANPLAN, PPSUITE and MOBILE 6b. No changes will be made to the TIP or the Long Range Plan unless FHWA approval is obtained upon their receipt of the quantitative analysis.

- If necessary, CRPC and LADOTD staff will do a quantitative analysis of all projects which are part of the FY 2011 TIP and a general reassessment of the relative feasibility of selected transportation control measures.
- CRPC will monitor regulatory developments at the federal, state, and local level related to transportation/air quality and advise affected entities through monthly reports of developments that might impact their planning activities. CRPC will investigate the reclassification impacts of other areas through site visits and other means.
- CRPC will implement public education/outreach on transportation/air quality issues. This may include presentations, media events, seminars, conferences, informational/promotional materials, etc.
- Air quality planning technical assistance will be provided to implement an Ozone Action Program throughout the ozone non-attainment area. CRPC representatives will continue to meet with employers, public entities and special interest groups to develop episodic, seasonal and on-going air quality programs and provide as needed assistance to existing company programs.
- CRPC will participate in the Greater Baton Rouge Clean Cities and Clean Air Coalition to promote clean fuel vehicles and supporting infrastructure will continue.
- CRPC will participate in the Clean Air Coalition to support clean air activities.

In addition to the above tasks, CRPC and LADOTD staff will work to supply DEQ staff, as required, with information regarding the emission reduction potential of transportation control measures related to criteria pollutants and their precursors, including but not limited to:

- Improved public transit with neighborhood circulators, special transit shuttles and experimental service
- Transportation Reference Information Program that schedules trips with rolling stock optimization
- High Occupancy Vehicle (HOV) Lanes
- Employer based transportation management plans
- Trip reduction ordinances
- Traffic flow improvement programs which achieve emission reductions
- Park-and-ride facilities
- Programs which limit or restrict vehicle use through parking restrictions or other TCM's in downtown areas or other areas of emission concentrations
- Programs to limit portions of road surfaces to use by non-motorized vehicles (bicycles or pedestrians)
- Programs to control extended idling of vehicles
- Programs to reduce motor vehicle emissions
- Flex-time and compressed week programs
- Alternative fuel programs
- Other programs such as Clean Cities Program
- Staff is required and shall attend if available workshops, conferences and training to improve efficiency and skills under this work program task

This task will utilize the Director of Planning, the Director of Transportation, Transportation Planner IV, Transportation Planner III, and support staff. It is estimated that 55% of this task will be completed by a consultant. This task is scheduled for twelve months. Clean air planning demonstrates that TIP projects are within the Baton Rouge air quality budget and provide public outreach on air quality issues which addresses planning factors 5, 7 and 8.

RESULTS/PRODUCTS

Conformity analysis for air quality of the TIP and Metropolitan Transportation Plan and a qualitative analysis.

A portion of these funds may be contracted to a consultant through a professional contract.

A-7 Regional ITS Architecture

UPWP TASK NUMBER: A-7 TASK TITLE: <i>Regional ITS-Architecture</i> RESPONSIBLE AGENCY: <i>CRPC</i>	FUNDING SOURCES:																	
							FY 10-11											
	PL						4,000											
	FTA						/											
LOCAL						1,000												
TOTAL						5,000												
SCHEDULE:							Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
							2010						2011					

This years' work program will include a reassessment of the regional ITS Architecture and begin updating procedures to maintain and update the regions ITS Architecture. CRPC will continue to work with the established steering committee as agreed upon in the Baton Rouge Preliminary Implementation Plan for ITS.

The data gathered from Regional ITS development will continue to be processed, stored and used in consultation with the LADOTD for planning design operations, safety and other purposes. CRPC will also request assistance from FHWA to strengthen and expand current efforts.

This task will utilize the Executive Director, Director of Planning, Director of Transportation, Transportation Planners IV and III, and CRPC support staff as needed. This task will be for twelve months. This planning task addresses planning factors 1, 2, 3, 4, 5, 6, 7 and 8.

RESULTS/PRODUCTS

Development of a plan to update and maintain regional ITS Architecture, steering and working groups as needed.

A-8 Title VI Planning

UPWP TASK NUMBER: A-8 TASK TITLE: <i>Title VI Planning</i> RESPONSIBLE AGENCY: CRPC	FUNDING SOURCES:																	
							FY 10-11											
	PL						4,000											
	FTA						/											
LOCAL						1,000												
TOTAL						5,000												
SCHEDULE:							Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
							2010					2011						

Staff will continue to implement the Title VI plan adopted on July 14, 2009. CRPC will continue to work with LADOTD to establish conformity with state Title VI provisions. The Title VI Plan will include assurances, organizational chart, the Title VI Coordinator’s duties, a policy statement, provisions for complaints and considerations for Limited English Proficiency (LEP). A process for addressing disadvantaged business enterprises (DBE) participation will be developed in collaboration with LADOTD. Plans and procedures to address ADA requirements for CRPC will be developed. The Title VI Report will detail accomplishments made. The next fiscal year’s work plan will be submitted annually to LADOTD as part of the UPWP and sent to FHWA and FTA no later than June 1st annually. Data collection procedures will be expanded to include protected populations.

This task will utilize the Executive Director, Director of Planning, Director of Transportation, Title VI Coordinator and CRPC support staff as needed. This task will be for twelve months. This planning task addresses planning factors 1, 4, 5, 6, and 7.

RESULTS/PRODUCTS

Development and implementation of the Title VI plan, and an annual Title VI report to be submitted by the end of October each year to state and federal agencies.

Annual Title VI Report

CRPC updated the Title VI Plan during 2009 and it was adopted on July 14, 2009 by the Transportation Policy Committee. CRPC staff made administrative changes to the plan in December 2009 and April 2010 in accordance with TAC/TPC membership update. The Title VI Plan includes assurances, an organizational chart, the Title VI Coordinator’s duties, a policy statement, provisions for complaints and considerations for Limited English Proficiency (LEP). The DBE and ADA policy were also developed and included in the plan. CRPC finished the certification review from FHWA/FTA on Title VI with LADOTD. CRPC now places a Title VI notice on every meeting agenda and Title VI assistance is offered with every public document. CRPC has maintained a Title VI Coordinator since July 2009 and routinely sends that person to Title VI training, one of which was on August 19, 2009 in Birmingham, Alabama. CRPC staff also conducted surveys at selected bus terminals to collect more data of protected populations.

In the next fiscal year, CRPC will continue to work with LADOTD to comply with Title VI provisions and to update the Title VI Plan as needed. CRPC will maintain a Title VI Coordinator to offer Title VI assistance to the public and conduct data collection and analysis. The Title VI Coordinator will continue to attend training periodically and attended such an opportunity on July 22, 2010 in Shreveport, LA. CRPC will collect and analyze data on population, housing, employment and other data; work on environmental justice tasks, assist in the DBE program and respond to Title VI issues as needed.

A-9 Model Enhancements

UPWP TASK NUMBER: A-9 TASK TITLE: <i>Model Enhancements</i> RESPONSIBLE AGENCY: CRPC	FUNDING SOURCES:																	
							FY 10-11											
	PL						32,000											
	FTA																	
LOCAL						8,000												
TOTAL						40,000												
SCHEDULE:							Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
							2010						2011					

Section 93.122 of the federal transportation conformity regulations contains the procedures for determining regional transportation-related emissions. Metropolitan planning areas containing an urbanized area population over 200,000 must meet enhanced modeling requirements which include the following:

- Time-of-day/peak-period travel demand and travel times must be provided
- Travel speeds must be empirically based
- Model-produced speeds must be validated through use of a post-processor analytical methodology

The Baton Rouge area continues to be subject to those enhanced modeling requirements. It is CRPC's objective 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 Baton Rouge. CRPC will continue the processing of the 2000 Census data.

Work tasks anticipated during this work program cycle continue as follows:

- A consultant will provide training and modeling to CRPC staff on various air quality modeling requirements as related to regional travel demand modeling.
- Existing Federal legislation and new EPA standards/regulations will be reviewed to determine exactly what enhancements are required to the current air quality modeling procedures.
- Continue to work with the current CRPC validated model. This effort may include an audit to be conducted by the post-processor model developer.
- Feasible enhancements to the CRPC modeling procedure will continue to be implemented.
- Documentation will be prepared highlighting the CRPC modeling accomplishments.
- Develop TransCAD Transit Model for CATS to generate most efficient routes, project ridership increase, costs analysis, etc.
- Enhanced modeling will be used to extend and enhance our capabilities in advanced Congestion Management Process (CMP) planning and implementation.
- Staff is required and shall attend if available workshops, conferences and training to improve efficiency and skills under this work program task.

This task will utilize the Director of Transportation, Transportation Planner IV and support staff. It is estimated that 42% of this task will be completed by a consultant. This task is scheduled for twelve months. Enhanced air quality modeling is required for the Baton Rouge air quality non-attainment area which addresses planning factors 5 and 7.

RESULTS/PRODUCTS

Training of staff, an audit of the post-processor model development of an enhanced model, a status report of modeling accomplishments, and transit modeling.

A portion of these funds may be contracted to a consultant through a professional services contract.

A-10 Security Planning Ports, Airports ,Rail, Transit

UPWP TASK NUMBER: A-10 TASK TITLE: <i>Security Planning</i> RESPONSIBLE AGENCY: <i>CRPC</i>	FUNDING SOURCES:																	
							FY 10-11											
	PL						5,000											
	FTA						/											
LOCAL						2,500												
TOTAL						7,500												
SCHEDULE:							Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
							2010					2011						

The MPO will continue to work with Federal and State agencies in addressing security planning task in the UPWP. CRPC will research the availability of Federal and State policy procedures and planning guidance. The MPO will address the Security Assessment as required by SAFETEA-LU [23 U.S.C. 134(h)(1)(c), and 23 U.S.C. 135(d)(1)(c)].

CRPC will update its present security assessment statement to develop an individual plan to meet the SAFETEA-LU requirements.

This year’s work program will include the formation of a steering committee, forming working groups where necessary to continue identifying and evaluating existing transportation security activities. Staff will work on establishing criteria for evaluating options, and hold public meetings, and then select options for implementation. If necessary, staff will develop other documents.

This task will utilize the Executive Director, Director of Planning, Director of Transportation, Transportation Planner III, and CRPC support staff as needed. This task will be for twelve months. The plan will continue to develop with public input and assistance from the FTA. This planning task addresses planning factors 1, 2, 3, 4, 5, 6, 7 and 8.

RESULTS/PRODUCTS

Development of a security plan, steering and working groups as needed.

A-11 Development of Transportation Plans & Programs

UPWP TASK NUMBER: A-11 TASK TITLE: <i>Development of Transportation Plans & Programs</i> RESPONSIBLE AGENCY: CRPC	FUNDING SOURCES:																	
							FY 10-11											
	PL						109,455											
	FTA																	
LOCAL						24,864												
TOTAL						134,319												
SCHEDULE:							Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
							2010						2011					

CRPC staff will evaluate the factors described below to determine their applicability for further analysis and implementation in developing transportation plans and programs.

- Preservation of existing transportation facilities including using existing facilities more efficiently.
- The consistency of transportation planning with applicable federal, state, and local energy conservation programs, goals, and objectives.
- The need to relieve congestion and prevent congestion from occurring.
- The effect of transportation planning on land use and development, and the consistency of transportation plans and programs with short-term and long-term land use and development plans.
- The programming of expenditure on transportation enhancement activities.
- The effects of all transportation projects without regard to whether such projects are publicly funded.
- Access to ports, airports, intermodal transportation facilities, major freight distribution routes, monuments and historic sites, and recreation areas (One or more of these model functions will be selected for preliminary study to determine the impacts of intermodal development).
- The need for connectivity of roads within the metropolitan area with roads outside the metropolitan area. It is possible that work on extending major corridors and loop assessment will be conducted.
- The transportation needs identified through use of management systems.
- Preservation of rights-of-way for construction of future transportation projects.
- The use of life cycle costs in the design and engineering of bridges, tunnels, or pavement.
- Methods to enhance the movement of freight.
- The overall social, economic, energy, and environmental effects of transportation decisions as described in the transportation goals section.
- Methods to expand and enhance transit services and to increase the use of such services.
- Capital investments that would result in increased security in transit systems.
- Major thoroughfare plans and transportation area plans/programs including state planning initiatives.
- Plans, programs, projects to address freight, safety and security on an intermodal scale.

- Bicycle and pedestrian planning. An assessment of the existing plan will be conducted with a condition survey of all existing and proposed facilities.
- Safety and security will be included as factors to consider in the development of plans and programs.
- Staff is required and shall attend, if available, workshops, conferences and training to improve efficiency and skills under this work program task.

This task will utilize the Executive Director, the Director of Planning, the Director of Transportation, the Transportation Planners IV and III, the Ridesharing Coordinator and support staff. It is estimated that 20% of this task will be completed by a consultant. This task is scheduled for twelve months. The development of transportation plans and programs responds to the needs of the urbanized area and addresses planning factors 1, 2, 3, 4, 5, 6, 7 and 8.

RESULTS/PRODUCTS

Technical services for local governments, TAC and TPC for specific plans and program input into the transportation planning process. The formation of an Intermodal Planning Committee that will interface MPO with the LADOTD intermodal Committee will be pursued.

Special studies will be conducted and some may be in response to post hurricane Katrina and the transportation impacts on the urbanized area.

A portion of these funds may be contracted to a consultant through a professional services contract or passed through to the EBR City-Parish.

A-12 Safety Planning

UPWP TASK NUMBER: A-12 TASK TITLE: <i>Safety Planning Amendment</i> RESPONSIBLE AGENCY: <i>CRPC</i>	FUNDING SOURCES:																	
							FY 10-11											
	PL						5,000											
	FTA						/											
LOCAL						2,500												
TOTAL						7,500												
SCHEDULE:							Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
							2010						2011					

The CRPC will review the Strategic Highway Safety Program (SHSP) in consultation with LADOTD. We will review the plan and its implementation. CRPC’s goal is to form a highway safety working group including all parishes. Its focus will be on the implementation of the State SHSP. The overall goal is to reduce fatalities and serious injury. CRPC will also assign a representative to the Louisiana Traffic Records Coordination Committee. CRPC will investigate the implementation of a Pilot Road Safety Investment Program. CRPC will review NCHRP Report 546 before incorporating Safety into the Long Range Transportation Planning. Staff will finally develop safety goals that relate to all modes.

This task will utilize the Executive Director, Director of Planning, Director of Transportation, Transportation Planners IV and III, and CRPC support staff as needed. This task will be for twelve months. This planning task addresses planning factors 1, 2, 3, 4, 5, 6, and 7. Funding for this effort is included under D-3 Technical Assistance.

RESULTS/PRODUCTS

Formation of a Safety Planning Working Group and work on road safety investment programs for all modes of transportation.

A-13 Data Base Mapping

UPWP TASK NUMBER: A-13 TASK TITLE: <i>Data Base Mapping</i> RESPONSIBLE AGENCY: <i>CRPC, EBR City-Parish</i>	FUNDING SOURCES:																	
							FY 10-11											
	PL						68,000											
	FTA																	
LOCAL						17,000												
TOTAL						85,000												
SCHEDULE:							Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
							2010						2011					

There are currently several types of map bases used for transit and highway planning purposes. The Transportation Equity Act (SAFETEA-LU) requires that planning efforts utilize an inter-modal approach. It is believed that a Geographical Information System (GIS) that could accommodate both public and private sector data would cost less to maintain, provide a high level of credible information, and provide a wide variety of economic and non-economic benefits. This element will continue the effort CRPC has put forth to map critical information for transportation planning purposes. Efforts will be made to ensure that this item is compatible with LADOTD’s GIS efforts. General mapping areas include the following:

- ADA Demand Response Corridors and client locations
- Transit stop locations and related intermodal information
- Major trip destinations and origins
- Major employment areas
- Transit routes, park-and-ride lot information
- Title VI and related mapping requirements
- Identification of congested corridors and proposed TCM actions
- Maintain and monitor land use information in our transportation planning activities
- Data base material updated using ArcView, ArcGIS and TRANSCAD
- Staff is required and shall attend, if available, workshops, conferences and training to improve efficiency and skills under this work program task

This task will utilize the Director of Transportation, Management Information/GIS Technician and support staff. This task is scheduled for twelve months. The data base mapping task provides critical information for transportation planning purposes and addresses planning factors 6, 7 and 8.

RESULTS/PRODUCTS

Preparation of technical mapping/data in both manual and computer generated form as appropriate in support of CRPC’s overall planning and transportation work program. Coordination and standardization of map content, data collections and dissemination system for CRPC and CRPC’s public involvement process.

Section A Funding Summary

Task	Description	Federal Funds (\$)			Local Funds (\$)		Total (\$)	
		<i>PL</i>	<i>FTA Section 5307</i>	<i>FTA Section 5309</i>	<i>FTA Section 5303</i>	<i>CRPC</i>		<i>Other Local</i>
A-1	Public Participation Plan	16,000	5,000			4,200	25,200	
A-2	Congestion Management (Hwy)	100,000				25,000	125,000	
A-3	Coordinated Public Transit Human Services Transportation Plan	10,000			10,000	5,000	25,000	
A-4	MPO Planning Progress and UPWP	32,000			5,000	10,500	47,500	
A-5	Elderly & Handicapped Planning		5,000			2,500	7,500	
A-6	Air Quality Environmental Planning	70,000				17,500	87,500	
A-7	Regional ITS Architecture	4,000				1,000	5,000	
A-8	Title VI Planning	4,000				1,000	5,000	
A-9	Model Enhancement	32,000				8,000	40,000	
A-10	Security Planning	5,000				2,500	7,500	
A-11	Transportation Plans & Programs	109,455				24,864	134,319	
A-12	Safety Planning	5,000				2,500	7,500	
A-13	Data Base Mapping (GIS)	68,000				17,000	85,000	
Funding Total (\$)		455,455	10,000	0	15,000	121,564	0	602,019

Section B Surveillance

<i>B-1 Land Use and Socio-economic and Environmental</i>	<i>51</i>
<i>B-2 Transportation System –Inventory & Performance Monitoring</i>	<i>53</i>
<i>Section B Funding Summary.....</i>	<i>55</i>

OBJECTIVE

To develop and maintain, on the appropriate update cycle, the basic data essential to transportation planning activities. Such a data base represents current conditions within the study area and permits comparison to previous as well as forecast periods to determine the impact on the planning process. Types of data to be maintained include trends in demographic and land activity; the transportation system level of service, utilization, impacts on the natural resource base, particularly air quality and energy, and travel survey data.

PREVIOUS WORK

The data base presently maintained includes an historical description of the region's demographic and economic characteristics, with emphasis on those factors affecting trip making, travel location and transportation funding capability.

As part of the activities related to the regional transportation plan, work on the base year 1988 data variables was completed in 1991, along with future year forecasts through 2015, updated in 1995 1997 and 2006, and presently extended to 2032. Data variables compiled for their use in the transportation plan include population, total dwelling units, occupied dwelling units, retail employment, total employment, and school attendance.

As a result of CRPC's By-Pass Feasibility Study and the work by the East Baton Rouge Planning Commission, transportation data variables by traffic zones were updated to reflect recent changes in land use patterns. The base year is 2004 using available census data, Department of Labor employment information, and Department of Education school attendance.

Essential to the identification of the location of the population base within the CRPC study area and the transportation facilities serving the travel demand generated by residents of the study area is the establishment and maintenance of adequate base maps, aerial photos, and traffic count volumes.

RESULTS/PRODUCTS

The CRPC and EBR City-Parish Planning Commission conducted a major land use plan update during 1999, 2000 and 2006. CRPC has contracted with the commission to update the CRPC Comprehensive Plan for 2010-2011. Currently, CRPC has no contracts with other Parishes. However, CRPC will extend the contracts to other Parishes as they develop the capability to provide this type data. CRPC has historically requested planning data for Ascension, Livingston and West Baton Rouge Parishes and assisted in the development and/or collection as needed.

B-1 Land Use and Socio-economic and Environmental

UPWP TASK NUMBER: B-1 TASK TITLE: <i>Land Use and S-E-E</i> RESPONSIBLE AGENCY: <i>CRPC, LADOTD, EBR-Parish</i>	FUNDING SOURCES:																	
							FY 10-11											
	PL						51,000											
	FTA																	
LOCAL						13,750												
TOTAL						64,750												
SCHEDULE:							Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
							2010					2011						

This work element will include:

- CRPC will continue to obtain current traffic data at selected locations. This information, which will be used in the development of design data and for air quality purposes. It will include: intersection turning movement peak hour traffic counts, daily 24-hour traffic counts, and classification breakdown of those counts.
- CRPC will continue to evaluate impacts of land use and socio-economic changes in the Transportation Study Area. Land use base maps updated during previous work programs will be kept current. Land use variables forecasted through 2032 have been finalized. This computer file of base year and future year data variables will be maintained by CRPC. Changes to the data file, as necessary, will be supplied to LADOTD.
- CRPC will continue to maintain all maps related to the Transportation Management Area (TMA), the Urbanized Area, the functional class system, and the study area traffic zones.
- CRPC has exchanged electronic and digital versions of the Long Range Transportation (Major Street) Plans with East Baton Rouge and Ascension Parish. For Parishes that did not have such data (Livingston and West Baton Rouge), CRPC utilized the following sources: US census for population; the State Department of Labor for employment; and Department of Education for school attendance. CRPC also used land use data from Parishes and Municipalities in the MPO and requested input such as building permits and future developments to forecast the Travel Demand Model data variables, using the Delphi process. This coordination will continue with all the Parishes and Municipalities in the MPO when new or updated data is available.
- Land use surveillance activities throughout the study area will be evaluated to determine if forecasts appear to be consistent with actual conditions. CPPC will assist in collecting land use data. They will also assist in processing and forecasting data variables for the CRPC travel demand forecast model.
- CRPC is party to the statewide Incident Management Team meeting program sponsored by LADOTD. CRPC is co-facilitator with LADOTD and their consultant on all Incident Management Team meetings conducted in Baton Rouge. CRPC also coordinates on all Incident Management implementation projects in the Baton Rouge area. This includes the deployment of a new staged wrecker service at the foot of the Mississippi River Bridge in the City of Baton Rouge.
- Staff is required and shall attend if available, workshops, conferences and training to improve efficiency and skills under this work program task.

This task will utilize the Director of Transportation, Transportation Planners IV and III, and support staff. It is estimated that 55% of this task will be completed by a consultant or passed through to the East Baton Rouge Parish DPW and Planning Commission. This task is scheduled for twelve months. The current

traffic data and land use updates are necessary for both short and long range planning and they address planning factors 1, 2, 3, 5, 7 and 8.

RESULTS/PRODUCTS

An updated database and maps of existing and future land uses have been developed in concert with local planning agencies for use in long range comprehensive planning, transportation planning, air quality planning, and individual project assessments. This effort will continue.

A portion of these funds may be contracted to a consultant through a professional services contract.

B-2 Transportation System –Inventory & Performance Monitoring

UPWP TASK NUMBER: B-2 TASK TITLE: <i>Transportation System Inventory & Performance Monitoring</i> RESPONSIBLE AGENCY: <i>CRPC, EBR City-Parish</i>	FUNDING SOURCES:											
							FY 10-11					
	PL						48,000					
	FTA											
	LOCAL						12,000					
TOTAL						60,000						
SCHEDULE	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
:	2010						2011					

This work element will include:

The street inventory maintenance system developed under the Needs Assessment Task, in previous work programs, requires a data gathering system. Maintenance of this data gathering system will be the responsibility of the East Baton Rouge City-Parish Department of Public Works and shall include:

- Selective placement of traffic counters to update traffic counts according to a pre-established schedule. These counts will be coordinated with the selective surveying of travel characteristics such as occupancy rates, vehicular mix, speed runs along major arterials, special traffic counts at major traffic generators, update of ADTs, etc. This surveillance effort will be coordinated with the State's traffic count program. The information from this surveillance is used in Congestion Management projects, future updates of the Long Range Transportation Plan and directory. The purchase of additional traffic counters, computer hardware and software, and other hardware items to support this data gathering system is included.
- Phase I of the Incident Management Program for East Baton Rouge Parish was completed previously. This phase provided a number of strategies and recommendations to manage incidents on the Interstate highway system. Many of the recommendations from the Phase I document have been successfully implemented and are in progress at this time. During Phase II these various ideas will be tried and evaluated. The goal is to determine the most feasible recommendations that can be implemented immediately and identify those that should be included as the program is further developed. This will require a coordinated effort between the various agencies involved in order to ensure success.
- CRPC is party to the statewide Incident Management Team meeting program sponsored by LADOTD. CRPC is co-facilitator with LADOTD and their consultant on all Incident Management Team meetings conducted in Baton Rouge. CRPC also coordinates on all Incident Management implementation projects in the Baton Rouge area. This includes the deployment of a new staged wrecker service at the foot of the Mississippi River Bridge in the City of Baton Rouge.
- Staff is required and shall attend if available workshops, conferences and training to improve efficiency and skills under this work program task.

This task will utilize the Director of Transportation, Transportation Planner IV, and support staff. It is estimated that 90% of this task will be completed by a consultant or passed through to the East Baton Rouge Parish DPW. Currently, the other Parishes do not have a standard procedure for collecting the street inventory and performance monitoring of the transportation system. However, CRPC will extend the contracts to other Parishes as they develop the capability to collect and maintain the street inventory. CRPC has historically requested any available data for Ascension, Livingston and West Baton Rouge Parishes and assisted in the collection as needed.

This task is scheduled for twelve months. Street inventory maintenance provides current necessary data for planning purposes and addresses planning factors 2, 3, 4, 5, 6 and 7.

RESULTS/PRODUCTS

Updated traffic information (existing and future) for all project level planning, programming and design activities.

A portion of these funds may be contracted to a consultant through a professional services contract.

Section B Funding Summary

Task	Description	Federal Funds (\$)			Local Funds (\$)		Total (\$)	
		<i>PL</i>	<i>FTA Section 5307</i>	<i>FTA Section 5309</i>	<i>FTA Section 5303</i>	<i>CRPC</i>		<i>Other Local</i>
B-1	Land Use and S-E-E	51,000				8,750	5,000	64,750
B-2	Inventory and Performance	48,000					12,000	60,000
	<u>Funding Total (\$)</u>	99,000	0	0	0	8,750	17,000	124,750

Section C Transportation Plan Reappraisal

<i>C-1 Transportation Plan Reappraisal (Hwy.)</i>	58
<i>C-2 Transportation Plan Reappraisal (Transit)</i>	60
<i>Section C Funding Summary</i>	61

OBJECTIVE

To review the adopted transportation system plan, maintaining a twenty-year planning horizon, while providing the detailed plan information required by implementing agencies. Such activities use the regional data base derived under the surveillance and base study elements previously developed. The adopted transportation plan is subjected to review and reappraisal to reflect changes in development trends and new forecasts and policies. The travel simulation models must be evaluated and modified as appropriate to assure sound planning techniques are employed. In addition, refinement and detailing of the plans are prepared to provide facility design and system utilization information for the implementing agencies.

PREVIOUS WORK

Work on the "Baton Rouge Metropolitan Area Transportation Plan Update" was completed during FY 1992. CRPC and LADOTD worked closely with the Consultant, the RBA Group, on various phases of the study. The study area was modified and some thirty-three (33) traffic zones were added. Traffic zone boundaries were modified to correspond with census tract boundaries. All traffic zones were renumbered in geographical sequence. Over 55,000 travel survey cards were given to the public at twelve (12) external station locations, with over 16,000 returned. CRPC staff coded and delivered this information in computer format to the RBA Group. CRPC completed base year and future year forecast of population, dwelling units, occupied dwelling units, total employment, retail employment, and school attendance, for those traffic zones outside East Baton Rouge Parish. Wilbur Smith and Associates provided the same information for East Baton Rouge Parish, as part of the Horizon Plan.

CRPC staff made several adjustments to the Wilbur Smith data, as deemed necessary. All of the base year data has been compared to 1990 census data, as it has become available, in order to confirm the accuracy of the planning variables being used in the long-range model.

The 1988 base year network was developed and the model was successfully calibrated. An E+C Network was developed and highway system deficiencies for 2011 were identified. Three test networks were developed as a means of evaluating and eliminating system deficiencies. Additionally, CRPC staff tested all projects listed as part of the East Baton Rouge Parish "Horizon Plan".

The first two test networks were not deemed sufficient in terms of eliminating system deficiencies. As a result, the Transportation Policy Committee and the Transportation Technical Advisory Committee officially adopted test network three as the Long Range Transportation Plan for the Baton Rouge Metropolitan Area. The adopted plan called for significant improvements to major facilities, including 191 miles of widening, 11 miles of realignments, 22 new miles of roadway and 11 miles of elevated sections. All of these improvements were placed into three phases spanning to the year 2011, at a cost exceeding \$1 billion.

As part of the FY 1995 Work Program, CRPC staff prepared a financially constrained Long Range Transportation Plan. This document identified those projects that could be completed through the year 2015, based on average federal, state, and local transportation funds projected to be received in the

Transportation Management Area. This plan was revised and updated in 1997, the plan was adopted in June 1997. This document identified projects to be completed through the year 2020, based on the same assumptions as the previous plan. The 1997 plan was revised and updated in current 2004. CRPC documents received federal approval in May 2004, and modified in January 2006.

Work on the Baton Rouge Metropolitan Area Transportation Plan update is completed. The consultant services of KLL, Neel-Schaffer and Alliance Transportation conducted the plan update and model conversion. Traffic zone boundaries were modified and renumbered. Additional external stations have been added and travel survey cards were issued at these locations. CRPC completed the 2004 base year data variable update. The consultants have completed building the new model network. The consultants forecasted the data variables to horizon year 2032. The model has been calibrated and validated and given to CRPC for use.

C-1 Transportation Plan Reappraisal (Hwy.)

UPWP TASK NUMBER: C-1 TASK TITLE: <i>Transportation Plan Reappraisal (Hwy.)</i> RESPONSIBLE AGENCY: CRPC, LADOTD	FUNDING SOURCES:																	
							FY 10-11											
	PL						110,000											
	FTA																	
LOCAL						27,500												
TOTAL						137,500												
SCHEDULE:							Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
							2010					2011						

This work element will include:

- CRPC will continue to reassess the present TSM and Metropolitan Transportation Plan and evaluate existing and prospective new measures for inclusion in the Congestion Management Plan, as required by the Intermodal SAFETEA-LU.
- Alternative land use strategies will continue to be tested using the TransCAD and other models. Simulated runs will be made to reflect possible changes in the highway network.
- It is possible that work on extending major corridors and an outer loop assessment will be conducted.
- Since Baton Rouge is a non-attainment area, TransCAD will be used to monitor changes in VMT generated by proposed highway projects that are part of future year TIPs.
- CRPC staff will continue to develop expertise in PC modeling, specifically TransCAD, PPSUITE, COR-SIM, and other GIS programs. Staff is currently developing skills in the use of intersection assessment analysis software such as Passer II, SYNCHRO, COR-SIM and Highway Capacity Software (HCS) including single and multi-lane, and Vissim.
- LADOTD will provide a list of state projects to CRPC as the state's input into the FY 2011 TIP.
- CRPC will prepare and submit to FHWA and LADOTD a FY 2011 Transportation Improvement Program including a Financial Element. This document will list all intended highway transportation projects for the next three years for the Baton Rouge Transportation Management Area, including those non-NHS and STP projects approved by the Transportation Policy Committee.
- Socio-economic data will be reviewed to determine the need to meet conformity regulations. Data variables for the expanded traffic analysis zones have been collected and were forecasted to 2032. These include population, housing, employment, and school attendance.
- CRPC will provide special effort to analyze and evaluate bicycle and pedestrian and other capacity alternatives to better address SAFETEA-LU concerns regarding mobility.
- CRPC will continue a Quick Response Team (QRT) program to respond to special problems of congestion, project lead times and jurisdictional overlaps. Projects will be identified by local officials and the public and include minor roadway problems that can utilize short term improvements and immediate solutions, such as turn lanes, signals and signal timing projects, signage and pavement markings, sight distance and turning radii, traffic control measures and major termini access. QRTs will consist of representation from the MPO, LADOTD, local government and transportation professionals.
- Staff is required and shall attend, if available, workshops, conferences and training to improve efficiency and skills under this work program task.

This task will utilize the Executive Director, the Director of Planning, the Director of Transportation, Transportation Planners IV and III, and support staff. This task may also have 33% of this task completed by consultants. This task is scheduled for twelve months. Transportation plan reappraisal for highways enables the MPO staff to develop TIP assessments and addresses planning factors 1, 2, 3, 6, 7 and 8.

RESULTS/PRODUCTS

Documents showing the results of the Metropolitan Transportation Plan and TIP updates. Further information will be documented on land use and air quality conditions in the TMA.

A portion of these funds may be contracted to a consultant through a professional services contract.

C-2 Transportation Plan Reappraisal (Transit)

UPWP TASK NUMBER: C-2 TASK TITLE: <i>Transportation Plan Reappraisal (Transit)</i> RESPONSIBLE AGENCY: CRPC	FUNDING SOURCES:																	
							FY 10-11											
	PL																	
	FTA						10,000											
LOCAL						7,500												
TOTAL						17,500												
SCHEDULE:							Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
							2010					2011						

This work element will include:

- CRPC will prepare and submit to the Federal Transit Administration (FTA) a FY 2011 Transportation Improvement Program. This document will list all intended transit projects for the next five years for the Baton Rouge Urbanized Area. The Program of Projects will also be updated on an as-needed basis.
- Staff is required and shall attend, if available, workshops, conferences and training to improve efficiency and skills under this work program task.

This task will utilize the Executive Director, Director of Planning, the Director of Transportation, Transportation Planners IV and III, and support staff. This task is scheduled for twelve months. Transportation plan reappraisal for transit enables the MPO staff to develop TIP assessments and addresses planning factors 1, 2, 3, 6, 7 and 8.

RESULTS/PRODUCTS

A consistent, ongoing process for updating the Metropolitan Transportation Plan and the Transportation Improvement Program while maintaining consistency with required management systems, air quality conformity and local government requests.

Section C Funding Summary

Task	Description	Federal Funds (\$)			Local Funds (\$)		Total (\$)	
		<i>PL</i>	<i>FTA Section 5307</i>	<i>FTA Section 5309</i>	<i>FTA Section 5303</i>	<i>CRPC</i>		<i>Other Local</i>
C-1	Plan Reappraisal (Hwy.)	110,000				27,500	137,500	
C-2	Plan Reappraisal (Transit)		10,000			7,500	17,500	
	<u>Funding Total (\$)</u>	110,000	10,000	0	0	35,000	0	155,000

Section D Transportation Services

D-1 Citizen Participation (Hwy.)..... 63
D-2 Citizen Participation (Public Transit) 64
D-3 Technical Assistance (Hwy.)..... 65
D-4 Technical Assistance (Public Transit)..... 67
Section D Funding Summary 69

OBJECTIVE

To utilize the expertise and information of the CRPC Transportation Planning staff and LADOTD in providing transportation support services to local governments and interested citizens.

PREVIOUS WORK

Over the years, CRPC has provided technical assistance and planning services to local units of government and various citizen groups. LADOTD has provided current and future traffic data for intersection and roadway construction, on an as-needed basis.

D-1 Citizen Participation (Hwy.)

UPWP TASK NUMBER: D-1 TASK TITLE: <i>Citizen Participation (Hwy.)</i> RESPONSIBLE AGENCY: <i>CRPC, EBR-Parish</i>	FUNDING SOURCES:																	
							FY 10-11											
	PL						26,800											
	FTA																	
LOCAL						6,700												
TOTAL						33,500												
SCHEDULE:							Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
							2010						2011					

This work element will include:

- CRPC will provide presentations, visuals, data summaries and other information as requested at public hearings and citizen meetings on an as-needed basis.
- CRPC will hold public hearings before and after the FY 2011 TIP is approved in accordance with the SAFETEA-LU requirements. CRPC will continue the operation of its effective outreach project with CPPC to bring our Long Range Plan to area and sub-area public meetings for presentation and discussion purposes.
- CRPC will continue to create a home page to have dynamic links into the LADOTD, DEQ, DNR, DPW and other governmental agencies. This will ensure real-time multiple agency data access and retrieval.
- CRPC will continue implement strategies for engaging minority and low-income populations to ensure compliance with Title VI and Environmental Justice Orders. It is anticipated that participation with the local planning commissions in neighborhood planning district meetings, CATS, and other special interest meetings will be utilized. CRPC will document issues and concerns that are raised in these meetings; and the MPO will incorporate appropriate considerations into the TIP project planning efforts.
- Staff is required and shall attend, if available, workshops, conferences and training to improve efficiency and skills under this work program task.

This task will utilize the Director of Transportation and support staff. It is estimated that 87% of this task will be completed by a consultant. This task will be for twelve months. Citizen participation (highways) provides presentations, visuals, data summaries and other information for the public on transportation and air quality issues which addresses planning factors 1, 2, 3, 5, 6 and 7.

RESULTS/PRODUCTS

Reports with maps and tables in hard copy as well as electronic form of analyses of transportation and traffic modeling results. Models used in these analyses include travel demand forecasting, intersection analysis, corridor analysis and sub-area analysis.

A portion of these funds may be contracted to a consultant through a professional services contract.

D-2 Citizen Participation (Public Transit)

UPWP TASK NUMBER: D-2 TASK TITLE: <i>Citizen Participation (Public Transit)</i> RESPONSIBLE AGENCY: <i>CRPC, EBR-Parish</i>	FUNDING SOURCES:																	
							FY 10-11											
	PL																	
	FTA						5,000											
	LOCAL						1,250											
TOTAL						6,250												
SCHEDULE:							Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
							2010						2011					

This work element will include:

- CRPC will provide technical support at all monthly meetings of the Capital Area Transit System (CATS). Staff will also provide presentations and technical support at all public hearings and meetings regarding public transit in the CRPC region.
- CRPC will continue to create a home page to have dynamic links into the LADOTD, DEQ, DNR, DPW and other governmental agencies. This will ensure real-time multiple agency data access and retrieval.
- CRPC will implement strategies for engaging minority and low-income populations to ensure compliance with Title VI and Environmental Justice Orders. It is anticipated that participation with the local planning commissions in neighborhood planning district meetings, CATS, and other special interest meetings will be utilized. CRPC will document issues and concerns that were raised in these meetings; and the MPO will incorporate appropriate considerations into the TIP project planning efforts.
- Staff is required and shall attend, if available, workshops, conferences and training to improve efficiency and skills under this work program task.

This task will utilize the Director of Planning and support staff. This task will be for twelve months. Participation (transit) provides presentations, visuals, data summaries and other information for the public on transportation and air quality issues which addresses planning factors 1, 2, 3, 5, 6 and 7.

RESULTS/PRODUCTS

Reports, maps, memorandum and other documents, and visuals, as required, to ensure appropriate citizen participation in the Public Participation Plan.

A portion of these funds may be contracted to a consultant through a professional services contract.

D-3 Technical Assistance (Hwy.)

UPWP TASK NUMBER: D-3 TASK TITLE: <i>Technical Assistance (Hwy.)</i> RESPONSIBLE AGENCY: <i>CRPC, Local Governments</i>	FUNDING SOURCES:																	
							FY 10-11											
	PL						143,325											
	FTA																	
	LOCAL						35,831											
TOTAL						179,156												
SCHEDULE:							Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
							2010						2011					

This work element will include:

- LADOTD will derive current traffic data from existing assignments or actual traffic inventories for facility design purposes. Projection of future traffic assignments will be derived through the use of the PC Model. Blanket or ground counts of the existing traffic volumes will be used to assure accuracy of traffic assignments.
- CRPC will provide analysis of specific traffic problems upon the request of local units of government. Proposed changes to the highway network will be analyzed using the TransCAD 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.
- CRPC will provide technical assistance to local entities to develop projects and programs under SAFETEA-LU. Where the need for a SAFETEA-LU 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.
- CRPC staff will continue to provide the progress and status of emphasis areas of SAFETEA-LU, 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.
- Reliable information on current and projected usage and performance of transportation systems is critical to the ability of planning process to supply 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.
- Staff is required and shall attend, if available, workshops, conferences and training to improve efficiency and skills under this work program task.
- Staff will provide technical assistance on various transit issues such as intermodal planning, bus rapid transit route planning, etc.

This task will utilize the Executive Director, the Director of Planning, the Director of Transportation, Transportation Planners IV and III, Economic Development Specialist, Management Information/GIS Technician and support staff. It is estimated that 25% of this task will be completed by consultants. This task will be for twelve months. The technical assistance (highways) provides transportation data, modeling and help to local government special interest and the public to develop projects and programs which addresses planning factors 1, 2, 3, 4, 5, 6, and 7.

RESULTS/PRODUCTS

Reports with maps and tables in hard copy as well as electronic form of analyses of transportation and traffic modeling results. Models used in these analyses include travel demand forecasting, intersection analysis, corridor analysis and sub-area analysis.

It is anticipated that some of these activities under this task will be contracted to local governments or consultants through a professional services contract.

D-4 Technical Assistance (Public Transit)

UPWP TASK NUMBER: D-4 TASK TITLE: <i>Technical Assistance (Public Transit)</i> RESPONSIBLE AGENCY: CRPC	FUNDING SOURCES:												
												FY 10-11	
	PL											27,844	
	FTA											164,409	
	LOCAL											48,064	
TOTAL											240,317		
SCHEDULE:		Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
	2010						2011						

CRPC staff will provide a variety of assistance to the Capital Area Transit System (CATS) and the local units of government including:

- Consultation on a daily basis with CATS on all aspects of mass transit operations. CRPC functions as the technical arm of CATS and, as such, provides numerous quick response type studies and reports for the CATS Board. Issues that appear most prominent this year are revenue analyses, service adjustments, and computerization of all CATS operations. CRPC will prepare data on issues such as these, as requested by CATS management and the CATS Board.
- Continuation of the mass transit public awareness program and expansion of the transit information distribution system to various activity centers along existing transit routes. These transit information centers each have a color-coded system route map, individual route schedules, and general information about the transit system and its operation in Baton Rouge.
- Continuation of assistance to CATS to develop and maintain a viable D.B.E. program in coordination with the program presently under CATS.
- Continuation of efforts to obtain planning data and demographic information that can be used to assess current service levels, deficiencies, and opportunities. The same effort applies to future planning activities.
- Continuation of preparation of grants and assistance on request for proposals and IFBs.
- Technical assistance on preparation of the various FTA required reports such as the Section 15, Quarterly Progress Reports, etc.
- Continuation of technical assistance to community organizations, public-at-large, and private sector on any transit request for the urbanized area. This also includes the coordination of human services transportation to ensure that transportation services are seamless, comprehensive and accessible to all citizens.
- Continuation of provision of progress and status information to the City-Parish and CATS on the FTA program.
- Continuation of issue specific tasks such as those required for grants that the City-Parish wishes to pursue or CATS management requests.
- Staff is required and shall attend, if available, workshops, conferences and training to improve efficiency and skills under this work program task.

This task will utilize the Executive Director, the Director of Planning, the Director of Transportation, Transportation Planners IV and III, Economic Development Specialist, Management Information/GIS Technical, Information Planner III, Ridesharing Coordinator IV and support staff. It is estimated that 14% of this task will be completed by consultants. Assistance (transit) provides transportation data,

modeling and help to local government special interest and the public to develop projects and programs which addresses planning factors 1, 2, 3, 4, 5, 6, and 7.

RESULTS/PRODUCTS

Reports with maps, tables, charts and illustrations in hard copy as well as electronic form of analyses of transportation with special emphasis on pedestrian, bicycle, transit and intermodal results. Models and GIS used for these tasks include TransCAD, ArcView, ArcGIS, Main Route and compiled programs.

It is anticipated that some of these activities under this task will be contracted through a professional service contract.

Section D Funding Summary

Task	Description	Federal Funds (\$)			Local Funds (\$)		Total (\$)
		<i>PL</i>	<i>FTA Section 5307</i>	<i>FTA Section 5309</i>	<i>FTA Section 5303</i>	<i>CRPC</i>	
D-1	Citizen Participation (Hwy.)	26,800				6,700	33,500
D-2	Citizen Participation (Transit)		5,000			1,250	6,250
D-3	Technical Assistance (Hwy.)	143,325				23,331	179,156
D-4	Technical Assistance (Transit)	27,844	64,000		100,409	48,064	240,317
<u>Funding Total (\$)</u>		197,969	69,000	0	100,409	79,345	459,223

Section F CATS Services Planning

F-1 Operations/BRT Planning..... 71
F-2 Technical Assistance..... 73
Section F Funding Summary..... 74

OBJECTIVE

To provide specialized and legal service planning for CATS.

PREVIOUS WORK

A number of tasks have been completed in this area which provides the transit authority with the necessary policies, processes, operational manuals, regulations, etc. to meet its transportation mission. Previous work included the legal aspects of a regional transportation authority, self insurance, contract procurement, updating the public transportation commission, employment incentives, personnel policy compliance, ADA technical assistance, Title XIX funding potential, fleet liability self-insurance, downtown and civic development studies, security, and revision of route, fare and licensing procedure at CATS, the Public Transportation Commission and the Metropolitan Council levels.

F-1 Operations/BRT Planning

UPWP TASK NUMBER: F-1 TASK TITLE: <i>Operations/ BRT Planning</i> RESPONSIBLE AGENCY: CATS	FUNDING SOURCES:																	
							FY 10-11											
	PL																	
	FTA						680,130											
LOCAL						170,033												
TOTAL						850,163												
SCHEDULE:							Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
							2010						2011					

This task is for operational level planning and training activities by CATS staff and the City-Parish Government. This work element will include planning work for bus rapid transit (BRT):

- Purchase of software and training for transit operations, alternative approaches to service delivery, new technologies, FTA training, scheduling, innovative service delivery programs and various applicable planning activities.
- Route level planning, scheduling, and surveying. A consultant will be used to update the previous comprehensive operational survey.

The consultant/contractor will perform the following services:

1. Provide all services on a turnkey basis. (CATS' responsibilities will be limited to incidental functions for which the contractor must rely on CATS, such as providing ID's for checkers to ride free, notifying operators and other staff of the existence of the checking project, and keeping the contractor abreast of changes to routes, schedules, and stop locations.)
2. Perform 390 hours of on-board checks of the CATS fixed-route transit system per calendar quarter. The checker will physically ride the CATS vehicle, and tally boardings and alightings at each stop. The 390 hours will be calculated based on scheduled time. Layovers, and unusual delays such as accidents and breakdowns, may be counted as part of the 390 hours.
3. Select trips to be checked in such a manner that all weekday, Saturday, and Sunday trips system-wide will be checked on a rotating basis. Thus, at any given time as the project progresses, there will be a reasonably current picture of stop-by-stop riding in every part of the system. For this purpose, LSU and Southern University summer service will be considered to be separate from fall and spring service. Trips that are abnormal due to accidents, breakdowns, or similar reasons are to be rechecked.
4. Ensure that the selection of trips includes all checking necessary for the preparation of Form S-11 of CATS' annual National Transit Database report.
5. Avoid making an unreasonable number of checks during holiday periods when riding levels can be expected to be abnormal.
6. Suspend the normal rotation, in order to concentrate checks on a given route or other subset of the system for a period of time, if so instructed by CATS.
7. Prepare, and keep updated, a spreadsheet showing on's, off's, and on-board counts by route, day (weekday/Saturday/Sunday), trip, and stop, reflecting for every trip the latest check performed on that trip. Provide CATS an electronic copy of this spreadsheet quarterly, or at any time on request.
8. Submit a report quarterly, or at any time on request, showing current trends and highlighting any opportunities or needs for route or schedule changes that are indicated by the data gathered.

- All work associated with bus rapid transit (BRT)

This task will utilize the CATS General Manager, the Director of Planning and Operations Dispatcher. It is also estimated that 95% of this task will be completed by consultants. This task will be for twenty months. This operations/BRT task will provide route level planning and surveying for the BRT alternatives analysis which addresses planning factors 1, 5, 6 and 7. Funding for this task is from congressional earmarks, and local match from the EBR city-parish.

RESULTS/PRODUCTS

Software, training, manuals, scheduling, ongoing passenger surveys, and systems development which provides means for data development and access. All work required for BRT.

Route level planning, scheduling, and surveying.

This activity will be conducted by CATS/CRPC and or consultants through a professional service contract(s).

F-2 Technical Assistance

UPWP TASK NUMBER: F-2 TASK TITLE: <i>Technical Assistance</i> RESPONSIBLE AGENCY: CATS	FUNDING SOURCES:																	
							FY 10-11											
	PL																	
	FTA						125,000											
LOCAL						31,250												
TOTAL						156,250												
SCHEDULE:							Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
							2010						2011					

CATS staff will provide a variety of assistance to its various departments and presentations to local governments, special interest and the public at large including:

- Assistance with planning issues
- Assistance with route operational planning
- Assistance with planning needs programs
- Assistance with public relations and program presentations
- Assistance with planning efforts to the CATS Board of Commissioners, local governments, special interest public at large and for internal training programs.
- Assistance with training from available workshops, courses and conferences to improve efficiency and skills

This task will utilize the CEO, General Manager, Director of Planning, Director of Grants and Procurement and support staff. It is estimated that 30% of this task will be completed by consultants. This task is scheduled for twelve months. CATS staff assistance to local governments, special interest, and public at large addresses planning factors 1, 2, 3, 4, 5, 6, 7 and 8.

RESULTS/PRODUCTS

Reports, visual presentations, illustrations in hard copy and electronic formats.

It is anticipated that some of these activities may be contracted through a professional contract.

Section F Funding Summary

Task	Description	Federal Funds (\$)			Local Funds (\$)		Total (\$)	
		<i>PL</i>	<i>FTA Section 5307</i>	<i>FTA Section 5309</i>	<i>FTA Section 5303</i>	<i>CRPC</i>		<i>Other Local</i>
F-1	Operations (BRT) Planning (A,B,E)			680,130		10,000	160,033	850,163
F-2	Technical Assistance		125,000				31,250	156,250
	<u>Funding Total (\$)</u>	0	125,000	680,130	0	10,000	191,283	1,006,413

Section G Administration

G-1 Administration (Hwy.)..... 76
G-2 Administration (Transit) 77
Section G Funding Summary 78

OBJECTIVE

To provide overall management of the transportation program related to FHWA, FTA, and LADOTD.

PREVIOUS WORK

Administration of the FY 1975 through FY 2010 UPWP.

G-1 Administration (Hwy.)

UPWP TASK NUMBER: G-1 TASK TITLE: <i>Administration (Hwy.)</i> RESPONSIBLE AGENCY: <i>CRPC</i>	FUNDING SOURCES:																	
							FY 10-11											
	PL						45,000											
	FTA																	
LOCAL						11,250												
TOTAL						56,250												
SCHEDULE:							Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
							2010						2011					

This work element will include:

- LADOTD will provide assistance and guidance to CRPC in the development of individual work tasks, administer the PL contract with the CRPC, attend transportation-related meetings to assure effective implementation of the program, and perform other administrative tasks as necessary.
- CRPC will provide the administration of the Unified Planning Work Program tasks funded by PL funds. Included in this effort will be the monitoring of work done under third-party contracts with CRPC. Other activities under this element include development of future work programs, certification submission, quarterly reports, review of planning activities, and any other documentation required by FHWA. CRPC staff will also review and familiarize itself with those requirements pertaining to the SAFETEA-LU and the Clean Air Act Amendments (CAAA) of 1990.

This task will utilize the Executive Director, the Director of Transportation and support staff. It is scheduled for twelve months. The administration of the work effort meets all of the planning factors.

RESULTS/PRODUCTS

The preparation of narrative and expenditure reports, routine correspondence, administrative record keeping, billings and all activities documentation pertaining to FHWA funded tasks in the a Unified Planning Work Program.

G-2 Administration (Transit)

UPWP TASK NUMBER: G-2 TASK TITLE: <i>Administration (Transit)</i> RESPONSIBLE AGENCY: CRPC	FUNDING SOURCES:																	
							FY 10-11											
	PL																	
	FTA						11,000											
LOCAL						2,750												
TOTAL						13,750												
SCHEDULE:							Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
							2010						2011					

This work element will include:

- CRPC will develop individual work tasks and administer the LADOTD and FTA contracts.
- CRPC will provide the administration of the Unified Planning Work Program tasks funded by FTA funds. Included in this effort will be the monitoring of work done under third-party contracts with CRPC. Other activities under this element include development of future work programs, certification submission, quarterly reports, review of planning activities, and any other documentation required by FTA. CRPC staff will also review and familiarize itself with those requirements pertaining to the SAFETEA-LU and the CAAA of 1990.

This task will utilize the Executive Director, the Director of Planning and support staff. It is scheduled for twelve months. The administration of the work effort meets all of the planning factors.

RESULTS/PRODUCTS

The preparation of narrative and expenditure reports, routine correspondence, administrative record keeping, billings and all activities documentation pertaining to FTA funded tasks in the a Unified Planning Work Program.

Section G Funding Summary

Task	Description	Federal Funds (\$)			Local Funds (\$)		Total (\$)
		<i>PL</i>	<i>FTA Section 5307</i>	<i>FTA Section 5309</i>	<i>FTA Section 5303</i>	<i>CRPC</i>	
G-1	Administration (Hwy.)	45,000				11,250	56,250
G-2	Administration (Transit)		11,000			2,750	13,750
	<u>Funding Total (\$)</u>	45,000	11,000	0	0	14,000	70,000

Section H Ridesharing (CMAQ Funds)

OBJECTIVE

To implement a comprehensive ridesharing program in the CRPC Region.

PREVIOUS WORK

CRPC had a ridesharing program during the latter part of the 1970s and the early part of the 1980s. It was terminated due to lack of funds and lack of public interest. Due to the non-attainment status attributed to Baton Rouge resulting from the Clean Air Act Amendments of 1990, the ridesharing program was re-instituted during FY 1993 and is currently funded under the CMAQ Program.

UPWP TASK NUMBER: H-1 TASK TITLE: <i>Ridesharing (CMAQ Funds)</i> RESPONSIBLE AGENCY: <i>CRPC</i>	FUNDING SOURCES:											
							FY 10-11					
	CMAQ						200,000					
	FEDERAL						/					
	LOCAL						/					
TOTAL						200,000						
SCHEDULE:	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
	2010						2011					

TASK - DEMAND MANAGEMENT PROGRAM

According to the standards adopted upon the passage of the Air Quality Amendments of 1990, the Baton Rouge Urbanized Area is classified as serious non-attainment. As a serious non-attainment area, there are certain requirements that must be met, including the implementation of a ridesharing program. CRPC is now prepared to concentrate not only on formation of a ridesharing program, but also on other demand management strategies. Work tasks anticipated during this work program cycle under the classification of demand management include:

- CRPC staff will continue to develop its ridesharing program. Areas of emphasis include implementing a fully operational program and providing technical support to entities that have established programs.
- CRPC staff will expand its ridesharing matching program. Emphasis area includes improved software development and targeted employer-based programs.
- CRPC staff will continue to implement the park-and-ride lot program.
- CRPC staff will continue to market demand management strategies directly to major employers. Emphasis will be placed on the distribution of materials related to various demand management programs.

This task will utilize the Executive Director, the Director of Planning, the Rideshare Coordinator IV, Transportation Planner III, the Economic Development Specialist and support staff. The task is scheduled for twelve months. Ridesharing efforts such as an employer based program a public-at-large program, and a park-and-ride program will help reduce VMT and provide benefits to the air quality which addresses planning factors 4, 5, 6, 7 and 8.

RESULTS/PRODUCTS

- An employer-based ridesharing program
- A community-based ridesharing program
- A regional-based park-and-ride program

It is anticipated that some of these activities will be contracted to a consultant through a professional service contract.

NOTE: This task will be funded with CMAQ Funds and not PL Funds

Transportation Funding Summary

CAPITAL REGION PLANNING COMMISSION FY 2011 UNIFIED WORK PROGRAM

	<u>FEDERAL FUNDS</u>			<u>LOCAL FUNDS</u>			<u>COMMENTS</u>	
	<u>TOTAL FUNDS</u>	<u>PL</u>	<u>FTA SECTION 5307</u>	<u>FTA SECTION 5309</u>	<u>FTA SECTION 5303</u>	<u>LOCAL FUNDS CRPC</u>		<u>OTHER LOCAL</u>
A - BASE STUDIES	602,019	455,455	10,000	0	15,000	121,564	0	
A-1 Public Participation Plan	25,200	16,000	5,000			4,200		
A-2 Congestion Management (Hwy) (A,B,C,D)	125,000	100,000				25,000		
A-3 Coordinated Public Transit Human Services Transportation Plan	25,000	10,000			10,000	5,000		
A-4 MPO Planning Progress and UPWP	47,500	32,000			5,000	10,500		
A-5 Elderly & Handicapped Planning	7,500		5,000			2,500		
A-6 Air Quality Environmental Planning (A,C)	87,500	70,000				17,500		
A-7 Regional ITS Architecture	5,000	4,000				1,000		
A-8 Title VI Planning	5,000	4,000				1,000		
A-9 Model Enhancement (A,C)	40,000	32,000				8,000		
A-10 Security Planning	7,500	5,000				2,500		
A-11 Transportation Plans & Programs (A)	134,319	109,455				24,864		
A-12 Safety Planning	7,500	5,000				2,500		
A-13 Data Base Mapping (GIS) (A)	85,000	68,000				17,000		
B - SURVEILLANCE	124,750	99,000	0	0	0	8,750	17,000	
B-1 Land Use and S-E-E	64,750	51,000				8,750	5,000	
B-2 Inventory and Performance Monitoring	60,000	48,000					12,000	

	<u>FEDERAL FUNDS</u>			<u>LOCAL FUNDS</u>			<i>COMMENTS</i>	
	<i>TOTAL FUNDS</i>	<i>PL</i>	<i>FTA SECTION 5307</i>	<i>FTA SECTION 5309</i>	<i>FTA SECTION 5303</i>	<i>LOCAL FUNDS CRPC</i>		<i>OTHER LOCAL</i>
C - PLAN REAPPRAISAL	155,000	110,000	10,000	0	0	35,000	0	
C-1 Plan Reappraisal (Hwy) (A)	137,500	110,000				27,500		
C-2 Plan Reappraisal (Transit)	17,500		10,000			7,500		
D - SERVICES	459,223	197,969	69,000	0	100,409	79,345	12,500	
D-1 Citizen Participation (Hwy)	33,500	26,800				6,700		
D-2 Citizen Participation (Transit)	6,250		5,000			1,250		
D-3 Technical Assistance (Hwy) (A,D)	179,156	143,325				23,331	12,500	
D-4 Technical Assistance (Transit) (A)	240,317	27,844	64,000		100,409	48,064		
F - CATS SERVICES PLANNING	1,006,413	0	125,000	680,130	0	10,000	191,283	
F-1 Operations (BRT) Planning (A,B,E)	850,163			680,130		10,000	160,033	
F-2 Technical Assistance	156,250		125,000				31,250	
G – ADMINISTRATION	70,000	45,000	11,000	0	0	14,000	0	
G-1 Administration (Hwy)	56,250	45,000				11,250		
G-2 Administration (transit)	13,750		11,000			2,750		
TOTAL	2,417,405	907,424	225,000	680,130	115,409	268,459	220,783	

(A) - All or a portion of these tasks may be done through professional services contracts.

(B) - Local funds from EBR.

(C) - A portion of these funds are special PL funds to cover costs for complying with air quality conformity requirements.

(D) - Local funds from local governments.

(E) - Congressional Baton Rouge Transit funds.