

FY  
2014

# Unified Planning Work Program

July 1, 2013 - June 30, 2014

## Baton Rouge Metropolitan Planning Organization

**Prepared by:**  
Capital Region Planning Commission

In Cooperation With:

Federal Highway Administration, Federal Transit Administration, Louisiana Department of Transportation and Development, Capital Area Transit System and the Transportation Policy Committee



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## 1 Introduction

CRPC is the Baton Rouge area's designated Metropolitan Planning Organization (MPO). MPOs are designated for all urbanized areas having a population greater than 50,000 as identified by the U.S. Bureau of the Census. The Unified Planning Work Program (UPWP) provides descriptive details for the Capital Region Planning Commission (CRPC) planning process for the State of Louisiana's fiscal year FY 2014 from July 1, 2013 to June 30, 2014. This activity is required under federal law Moving Ahead for Progress in the 21st century (MAP-21) that continued the section of federal law (initially adopted in 1962) defining the responsibilities of a Metropolitan Planning Organization (MPO). MAP-21 introduces national goals in seven areas:

- Safety,
- Infrastructure Condition,
- Congestion Reduction,
- System Reliability,
- Freight Movement and Economic Vitality,
- Environmental Sustainability, and
- Reduced Project Deliver Delays.

To achieve these goals, MAP-21 emphasizes a streamlined, performance-based, and multi-modal approach to transportation planning and project implementation. CRPC will work with Louisiana Department of Transportation and Development (LADOTD), local policy makers and stakeholders to establish local targets that will help achieve performance measures both at the local and national level.

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

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 Transportation Improvement Program
- Incorporating performance measures in the planning process as required by MAP-21

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

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functional planning activities at the local level is continued in the FY 2014 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.

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, it 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 remain unchanged under MAP-21 and 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 tables identifying how each UPWP task relates to the above eight planning factors is shown in Table 1.

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

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**Table 1. UPWP Tasks Relation to Planning Factors**

Planning Factors	UPWP Task Codes																		
	A-1	A-2	A-3	A-4	A-6	A-7	A-8	A-9	A-10	A-11	A-13	B-1	B-2	C-1	D-3	D-4	G-1	G-2	H-1
Support the economic vitality of the Urbanized Area	X	X		X		X	X		X	X		X		X	X	X	X	X	X
Increase safety of the transportation system for motorized and non-motorized users	X	X		X		X	X		X	X		X	X	X	X	X	X	X	
Increase security of the transportation system	X	X		X		X	X		X	X		X	X	X	X	X	X	X	
Increase accessibility and mobility options for people and freight	X	X	X	X		X	X		X	X			X		X	X	X	X	X
Protect and enhance the environment, and improve quality of life	X	X	X	X	X	X	X	X	X	X		X	X		X	X	X	X	X
Enhance integration and connectivity of the transportation system, across modes, for people and freight	X	X	X	X		X	X		X	X	X		X	X	X	X	X	X	X
Promote efficient system management and operation	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Emphasize preservation of the existing transportation system	X	X	X	X	X	X			X	X	X	X		X			X	X	X

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Table 2. FY 2014 UPWP Tasks by Funding Sources

Task Code	Task Name	Total Funds	Regular FHWA PL	Carry Over FHWA PL	FTA 5307	FTA 5303	CMAQ	Local Match
A-1	Citizen Participation and Public Outreach	90,000	72,000					18,000
A-2	Congestion Management (Hwy)	118,000	94,400					23,600
A-3	Coordinated Human Services Transportation Plan	16,250	5,000			10,000		1,250
A-4	MPO Planning Progress and UPWP	81,000	64,800					16,200
A-6	Air Quality Environmental Planning	80,000	64,000					16,000
A-7	Regional ITS Architecture	60,000	48,000					12,000
A-8	Title VI Planning	30,000	24,000					6,000
A-9	Model Enhancement	80,000	64,000					16,000
A-10	Safety and Security Planning	60,000	48,000					12,000
A-11	Transportation Plans & Programs	456,000	108,800	256,000				91,200
A-13	Data Base Mapping	120,000	96,000					24,000
<b>A Total</b>		<b>1,191,250</b>	<b>689,000</b>	<b>256,000</b>	<b>0</b>	<b>10,000</b>	<b>0</b>	<b>236,250</b>
B-1	Land Use and S-E-E	213,750	51,000	120,000				42,750
B-2	Inventory and Performance Monitoring	362,000	48,000	241,600				72,400
<b>B Total</b>		<b>575,750</b>	<b>99,000</b>	<b>361,600</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>115,150</b>
C-1	Plan Reappraisal (Hwy)	128,750	103,000					25,750
<b>C Total</b>		<b>128,750</b>	<b>103,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25,750</b>
D-3	Technical Assistance (Hwy)	80,000	64,000					16,000
D-4	Technical Assistance (Transit)	308,283			100,000	146,626		61,657
<b>D Total</b>		<b>388,283</b>	<b>64,000</b>	<b>0</b>	<b>100,000</b>	<b>146,626</b>	<b>0</b>	<b>77,657</b>
G-1	Administration (Hwy)	113,750	91,000					22,750
G-2	Administration (transit)	12,500			10,000			2,500
<b>G Total</b>		<b>126,250</b>	<b>91,000</b>	<b>0</b>	<b>10,000</b>	<b>0</b>	<b>0</b>	<b>25,250</b>
H-1	Travel Demand Management	100,000					100,000	0
<b>H Total</b>		<b>100,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100,000</b>	<b>0</b>
<b>Grand Total</b>		<b>2,510,283</b>	<b>1,046,000</b>	<b>617,600</b>	<b>110,000</b>	<b>156,626</b>	<b>100,000</b>	<b>480,057</b>

## 2 Planning Area

The BRMPO study area shown in Figure 1 is based on the 2000 census urbanized area boundaries. It is comprised of East Baton Rouge and portions of Ascension, Iberville, Livingston and West Baton Rouge Parishes. Within the study area lies the municipalities of Baker, Baton Rouge, Brusly, City of Central, Denham Springs, Gonzales, Port Allen, Sorrento, Walker, and Zachary.

EPA designated the five parish Baton Rouge area as non-attainment for ozone based on the 2008 8-hr standard of 75 ppb. Planning activities in the UPWP that addresses the air quality issues can be carried in the entire non-attainment area.

Based on recent census data the five parish area has seen an increase in population from 705,973 in 2000 to over 732,500 in 2010. Special emphasis will be given to adjusting the urbanized planning area and the study area boundaries based on the 2010 U.S. Census boundaries. By federal definition, BRMPO's planning area must at least include the 2010 urbanized area (as defined by the U.S. Bureau of the Census) and the contiguous area that may reasonably be expected to become urbanized in the next 20 years.

Table 3. **Population change in five parish Baton Rouge non-attainment area**

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

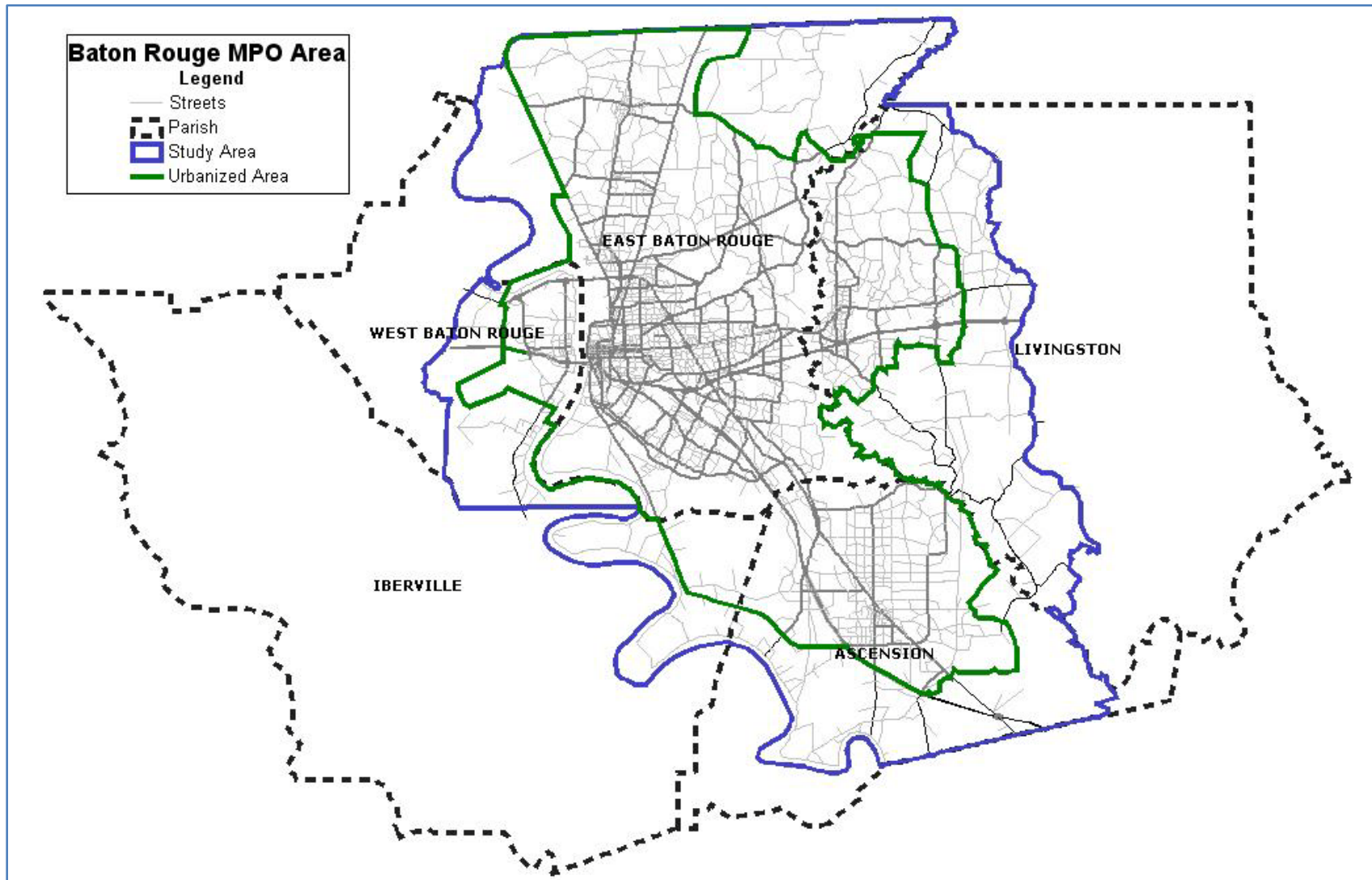


Figure 1. Baton Rouge Metropolitan Planning Area



### 3 Organization and Management

The Transportation Policy Committee (TPC), provides policy direction for BRMPO. The TPC 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. The detailed list of the TPC and other subcommittee members is also available on [www.crpc-la.org](http://www.crpc-la.org).

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

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

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

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

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

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

## 4 Task A-1: Citizen Participation and Public Outreach

This task will address CRPC's public participation plan that provides reasonable opportunities for interested parties to comment on the Metropolitan Transportation Process as required by MAP-21 and previous legislations.

### 4.1 Objectives

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

### 4.2 Previous Work/Accomplishments

- Developed and updated the Public Participation Plan.
- Conducted agency consultation meetings to gather input from representatives of various local governments and non-profit organizations regarding the 2037 Metropolitan Transportation Plan (MTP) update.
- Conducted visioning meetings to gather input directly from the public regarding the MTP update.
- Developed online survey to further reach out and gather input regarding the MTP update from the public, representatives from local governments and non-profit organizations.
- Continued providing technical assistance to the public, local governments, businesses and non-profit organizations as and when requested.
- Disseminated timely information regarding the TIP amendments, TIP administrative modifications, air quality issues, TAC and TPC meetings, Commission meetings and other processes using breadth of communication strategies.
- Participated in various stakeholder and public meetings.
- Utilized visualization techniques in CRPC's plans and also while disseminating information to the public.

### 4.3 Expected Work

CRPC will

- Continue implementing the community outreach and public participation guidelines mentioned in the MPO's Public Participation Plan (PPP).
- Extend CRPC's outreach using social media, electronic and paper comment forms, electronic and paper newsletters, media releases, and appropriate innovative participation techniques.
- Publish newsletters that will be made easily accessible to the public using methodologies mentioned in the PPP.

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- Develop easy to understand citizen's guide that helps the public better understand about CRPC, Baton Rouge MPO, transportation and land use planning, federal grants and environmental issues.
- Conduct training/workshop to keep the local elected officials and various other members informed about CRPC, MPO processes, Planning etc.
- Delve the possibility of creating additional committees such as the Citizens Advisory Committee (CAC), Complete Streets Advisory Committee (CSAC) and any other committee that will add value to the transportation planning process.
- Develop a comprehensive database of stakeholders that includes environmental justice, neighborhood, non-profit, voluntary, and business organizations. An effort will be made to communicate and include as many stakeholders in the planning process.
- Continue presenting information regarding the local transportation and environmental issues at the MPO and CRPC meetings.

### 4.4 Performance Measures

- Number of website visits
- Number of Likes/Visits on facebook and other social media
- Number of document downloads from the website
- Number of stakeholders in the comprehensive stakeholder database
- Publication and dissemination of updated PPP, quarterly newsletters, citizen's guide and MPO planning documents.

### 4.5 Results/Products

- Updated PPP
- Quarterly Newsletters
- Citizens Guide to MPO Processes and Transportation Planning
- Stakeholder Database
- Dissemination of information through website, social media and other traditional methods.
- Possible new committees such as the CAC and CSAC.
- Public notices regarding CRPC meetings

### 4.6 Funding Summary

Funding Source	Amount (\$)
Regular FHWA PL	72,000
Carry Over FHWA PL	
FTA 5307	
FTA 5303	
CMAQ	
Local Match	18,000
<b>Total Funds</b>	<b>90,000</b>

Staffing	Amount (\$)
CRPC	67,500
Locals/Consultants	22,500
<b>Total Funds</b>	<b>90,000</b>

## 5 Task A-2: Congestion Management Process

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

### 5.1 Objectives

- To develop and encourage Travel Demand Management (TDM) and Transportation System Management (TSM) strategies to provide alternatives to single occupancy vehicle (SOV) users in order to save energy (fuel) and money, improve air quality, and reduce peak period congestion.
- To promote and implement advanced traveler information system in order to influence traveler behavior and reduce the number and size of bottlenecks especially during peak hours.
- To develop and maintain a data driven Congestion Management Process (CMP) that promotes multimodal system performance measures and strategies that can be reflected in the Metropolitan Transportation Plan (MTP) and Transportation Improvement Program (TIP).

### 5.2 Previous Work/Accomplishments

- Developed a CMP for the Baton Rouge MPO in 2002 using travel time and speed data obtained using GPS technology and implemented the strategies by incorporating them in to the MTP and TIP. This plan was later modified in 2006. A new CMP document was developed in 2010 using the regional travel demand model as the tool to identify the congestion and delay. The strategies suggested in the 2010 CMP were incorporated in the MTP 2037 update process.
- Launched Baton Rouge Area Commuter Service Program (BRACS) to manage travel needs. BRACS promoted a broad range of transportation alternatives to the single occupant vehicle and to develop innovative solutions in response to community transportation concerns through a partnership of regional employers, private citizens, community organizations and public entities. The commute alternatives BRACS advocated were: carpooling, vanpooling, public transit, bicycling, walking, flexible work hour programs and telecommuting.
- Supported and encouraged traffic operational improvements to smoothen traffic flows, eliminate bottle necks, and mitigate congestion. A series of signal synchronization projects (Phases I through IV) were implemented on major congested corridors and phases V and VI will be implemented in the near future.
- Developed an ITS deployment plan and played a critical role in the construction of Advanced traffic Management Center (ATMC) in Baton Rouge. Fire, Police, EMS911, Emergency Medical Services, Office of Emergency Preparedness and traffic Control operations personnel are housed in this facility. This facility serves as the central point of operations for: freeway management, incident management, emergency management, and information processing and exchange activities. Updated the regional ITS architecture document in 2006 with assistance from LADOTD.
- Supported and promoted LADOTD Intelligent Transportation System (ITS) initiatives and Advanced Traveler Information Strategies such as the ramp metering, cameras to

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- monitor traffic on the interstate, DOTD 511 system, WayToGeaux smart phone application etc.
- Formed and facilitated Bicycle and Pedestrian Committee to discuss and promote bike and pedestrian projects, encourage the use of bike and pedestrian modes of travel and also advocate and promote about bike and pedestrian safety.
  - Formed a Freight Committee to discuss the status and address issues related to safety, security and mobility of freight in the region.
  - Staff attended workshops, conferences and training to improve efficiency and skills for performing this task.

### 5.3 Expected Work

CRPC will

- Reinvigorate and revamp the Travel Demand Management (TDM) program in the BRMPO area as explained in the TDM proposal for FY 2014. CRPC intends to focus on the "Commuter Travel" side of TDM for this Year's Program using a four phase strategic implementation approach.
  - Phase I: Data Collection
  - Phase II: TDM Implementation Strategies
  - Phase III: Outreach Strategies (Marketing Plan)
  - Phase IV: Monitoring/Reporting
- Pursue advance data collection efforts for Congestion Management Process and Performance Measures to check the efficiency of Long Range Transportation Planning Process in the region. The following is some of the data that CRPC staff is planning to collect as part of this data collection effort.
  - Annual average traffic speeds in 15-minute intervals for each day of the week
  - Annual monthly traffic speeds in 15-minute intervals for each day of the week
  - Annual average recorded minimum and maximum recorded speed for each roadway segment and travel direction

CRPC staff will analyze the acquired data to produce details including but not limited to the following:

- Average historic speed and total travel time by travel direction, by month, day of week and time period based upon user-selected segment, corridor or network.
  - Average historic daily speed profile by travel direction and day of week for a user-selected segment, corridor or network.
  - Mapping of average historic speed data set.
  - Calculate travel time statistics for a designated segment, corridor or network, such as Travel Time Index, total delay, average delay per commuter, etc.
- Update the existing model based to a data driven CMP using the data collected through the above mentioned process and efforts. Crash data, functional classification, TDM strategies and other pertaining available data will also be utilized in prioritizing the congested segments and identifying implementation strategies and performance measures.

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- Continue facilitating the Bicycle and Pedestrian Committee meetings, encourage the use of bike and pedestrian modes of travel and also advocate and promote about bike and pedestrian safety.
- Continue facilitating the Freight Committee meetings and encourage participation of various freight mode agencies to support regional freight studies/initiatives that improves mobility, safety and security of freight movement in the region.
- Continue to facilitate the ITS committee meetings, support and promote regional ITS projects and coordinate with LADOTD to update the regional ITS architecture.
- Attend, if available, workshops, conferences and training to improve efficiency and skills under this work program task.
- Solicit third party professional services to implement portions of this task, if necessary.

### 5.4 Performance Measures

- Successful completion of advanced data collection efforts
- Number of proposed TDM activities implemented
- Updated CMP
- Number of meetings of the Bike and Pedestrian, Freight and ITS committees

### 5.5 Results/Products

- Average speed data acquired through the advanced data collection efforts
- Analysis reports and maps of the speed data
- Updated CMP
- Implementation of TDM Strategies
- Facilitation of the appropriate committee meetings

### 5.6 Funding Summary

Funding Source	Amount (\$)
Regular FHWA PL	94,400
Carry Over FHWA PL	
FTA 5307	
FTA 5303	
CMAQ	
Local Match	23,600
<b>Total Funds</b>	<b>118,000</b>

Staffing	Amount (\$)
CRPC	76,700
Locals/Consultants	41,300
<b>Total Funds</b>	<b>118,000</b>

## 6 Task A-3: Coordinated Public Transit Human Services

The purpose of this task is to address the Coordinated Public Transit Human Services Transportation Plan as required by MAP-21 and foster coordination and communication among all the transit providers in the region.

### 6.1 Objectives

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

### 6.2 Previous Work/Accomplishments

- Developed a Coordinated Public Transit Human Services Transportation Plan in 2007 and updated it in 2010.
- Formed Coordinated Public Transit Human Services Transportation steering committee and working group and conducted regular meetings since 2007.
- Organized Human Services Transportation Coordination workshop in 2008 to
  - Provide information on the Human Services Transportation Coordination process
  - Identify need for coordination
  - Identify challenges to coordination
  - Provide the tools and information needed to facilitate the continued development of the Regional Coordination Plan.
- Conducted survey of all the participants using the "Framework of Action Self-Assessment Tool".

### 6.3 Expected Work

CRPC will

- Continue quarterly meetings with the human services agencies that provide or have clients that need transportation services in the Baton Rouge Area.
- Collect information on transportation services, maintain and update the regional transportation coordination plan.
- Providing input to the statewide selection process for 5310, 5311, 5316 and 5317 funding.
- Utilize planning efforts from task D-4 for transit and special transportation efforts.

### 6.4 Performance Measures

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

## 6.5 Results/Products

- Updated information on transportation services that are being provided in the Baton Rouge area
- Updated Coordinated Human Services Transportation Plan
- Quarterly Coordinated Human Services Transportation meetings
- Administer a call for proposals on Job Access / Reverse Commute and New Freedom projects
- Input to the statewide selection process for 5310, 5311, 5316 and 5317 funding

## 6.6 Funding Summary

Funding Source	Amount (\$)
Regular FHWA PL	5,000
Carry Over FHWA PL	
FTA 5307	
FTA 5303	10,000
CMAQ	
Local Match	1,250
<b>Total Funds</b>	<b>16,250</b>

Staffing	Amount (\$)
CRPC	16,250
Locals/Consultants	0
<b>Total Funds</b>	<b>16,250</b>



## 7 Task A-4: MPO Planning Progress and UPWP

This task addresses periodic reviews, changes, and progress on the short range planning process and changes to the Unified Planning Work Program (UPWP) as required by MAP-21 and the previous legislations.

### 7.1 Objectives

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

### 7.2 Previous Work/Accomplishments

- Developed a project selection process for STP>200K funded projects in cooperation with the TAC, TPC and the public.
- Conducted a open and competitive call for STP>200K funded projects and incorporated the selected projects into the TIP.
- Maintained the TIP through administrative modifications and technical amendments following and conforming to the applicable guidance of MAP-21, SAFETEA-LU and earlier legislations.
- Developed the required list of annual list of federally-funded obligated projects and submitted them to LADOTD, FHWA and FTA.
- Prepared GIS and electronic database of TIP project information and published the same as web-based interactive maps.
- Developed, refined and administered UPWP annually.
- Conducted regular meetings of the TAC, TPC, BPAC, ITS, FC to keep them informed about the short range planning progress.
- Provided technical assistance to Capital Area Transit System (CATS) in implementation of various short range activities as described under UPWP Task D4.
- Published information and documents pertaining to the short range planning activities, and solicited input from the public and respective committees.
- Staff attended workshops, conferences and training to improve efficiency and skills for performing this task.

### 7.3 Expected Work

CRPC will

- Evaluate the STP>200K project selection process and update it as needed with input from the TAC.
- Issue annual call for STP>200K projects, review and analyze the project submittals, facilitate TAC working group meetings, submit the selected projects to LADOTD and incorporate the approved projects to the TIP.

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- Continue to monitor and maintain the current TIP and coordinate with ongoing local comprehensive planning efforts.
- Develop, refine and administer UPWP, related federal grants and third party contracts.
- Continue to conduct TAC, TPC and other committee meetings, keep them informed about the status of short range planning activities, solicit their input and incorporate their recommendations in the planning process.
- Prepare TIP self certification document for internal purposes to document how the TIP projects address the MAP-21 planning factors and monitor performance measures.
- Analyze and prepare Environmental Justice (EJ) profile of the TIP and other planning activities to monitor proportional distribution of benefits and address any identified issues/concerns.
- Continue to support and provide technical assistance to CATS and other public transit agencies.
- Develop annual list of federally-funded obligated highway and transit projects.
- Continue to maintain the GIS and electronic database of the TIP projects and information and publish them on CRPC's website.

### **7.4 Performance Measures**

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

### **7.5 Results/Products**

- Updated STP>200K project selection process
- Updated TIP and UPWP documents
- TIP self certification document
- Annual List of Federally-Funded Obligated Projects
- GIS and electronic database of TIP projects and information
- Regular meetings of TAC, TPC, BPAC, ITS and FC
- Coordination with public, stakeholder groups and other partners and incorporation of their input in short range planning process

## 7.6 Funding Summary

Funding Source	Amount (\$)
Regular FHWA PL	64,800
Carry Over FHWA PL	
FTA 5307	
FTA 5303	
CMAQ	
Local Match	16,200
<b>Total Funds</b>	<b>81,000</b>

Staffing	Amount (\$)
CRPC	81,000
Locals/Consultants	0
<b>Total Funds</b>	<b>81,000</b>

## 8 Task A-6: Clean Air

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

### 8.1 Objectives

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

### 8.2 Previous Work/Accomplishments

- Performed air quality conformity analysis MTP 2037 update. CRPC has performed conformity analyses on all the Plans since the 90's.
- Performed air quality analysis and prepared reports for Capital Area Transit System's (CATS) CNG and service expansion projects, East Baton Rouge's signal synchronization project phase VI and West Baton Rouge's multi-use trails project during the 2012 LADOTD CMAQ call for projects. CRPC has performed project level air quality analyses and reports since the 90's.
- Conducted air quality interagency meetings to address project level air quality and MTP 2037 update conformity analysis issues.
- Monitored new air quality regulations and presented the information at CRPC meetings and on the website.
- Regularly monitored changes to the MTP and TIP in order to avoid violations to the conformity document.
- Supported regional air quality planning initiatives such as the Ozone and PM Advance programs and efforts to identify, quantify, evaluate, implement and track on-road mobile measures to reduce Ozone precursors and Particulate Matter.
- Supported and provided technical assistance to the Baton Rouge Clean Air Coalition (BRCAC) and Greater Baton Rouge Clean Cities Coalition (GBRCCC).
- Researched and familiarized with Environmental Protection Agency's (EPA) new mobile source emissions modeling software MOVES.
- Staff attended workshops, conferences and training to improve efficiency and skills for performing this task.

### 8.3 Expected Work

CRPC will

- Monitor changes in the MTP and TIP. CRPC will coordinate interagency meetings if the proposed changes violate the current conformity determination and take necessary

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- action. Any such changes will only be made to the TIP or MTP after obtaining approval from FHWA and EPA.
- Implement public education/outreach on air quality issues especially relating to transportation. This may include presentation, media events, seminars, conferences, and informational/promotional materials.
  - Continue supporting regional air quality planning initiatives such as the Ozone Advance and PM Advance programs.
  - Provide technical assistance to the local governments in quantifying emissions using the MOVES model and preparing air quality reports.
  - Monitor, analyze and comment on regulatory developments at the federal, state and local level related to transportation air quality and report to the affected entities regarding impacts to planning activities.
  - Collaborate and partner with BRCAC and GBRCCC to promote regional clean air activities.
  - Focus on "Commuter Travel" side of Travel Demand Management (TDM) by
    - Conducting surveys for local employers to gather specific information regarding employee commute patterns and identify appropriate TDM strategies.
    - Designing an effective presentation package about TDM strategies and distribute to the employers.
    - Pursuing and promoting the use of Advance Traveler Information System (ATIS) to improve mobility, safety and reduce the congestion in this region.
    - Leveraging regional environmental partners to conduct outreach and implement effective agency specific TDM strategies.
  - Provide assistance/information to Louisiana Department of Environmental Quality (LDEQ), if required, regarding the emission reduction potential of Transportation Control Measures (TCM) and Travel Demand Management (TDM) activities related to criteria pollutants and their precursors.
  - Coordinate and conduct air quality education, outreach and support programs that inform schools about EPA's school flag program and encourage them to take actions to protect the health of students, especially those with asthma.
  - Attend workshops, conferences and training to improve efficiency and skills for performing this task.
  - Solicit third party professional services to implement portions of this task, if necessary.

### **8.4 Performance Measures**

- Number of meetings with regional environmental partners
- Implementation of effective TDM strategies
- Number of schools that were contacted regarding the EPA school flag program
- Implementation of MOVES model for air quality analyses
- Gallons of natural gas used in the Baton Rouge non-attainment area
- Quantification of annual emission benefits

## 8.5 Results/Products

- Ozone and PM Advance path forward plans
- Implementation of TDM strategies
- Web based ride sharing application
- Air Quality analyses and reports using MOVES emission inventory model
- Education and outreach regarding air quality issues
- Educating local schools regarding EPA's school flag program
- Meetings with interagency and other regional environmental partners

## 8.6 Funding Summary

Funding Source	Amount (\$)
Regular FHWA PL	64,000
Carry Over FHWA PL	
FTA 5307	
FTA 5303	
CMAQ	
Local Match	16,000
<b>Total Funds</b>	<b>80,000</b>

Staffing	Amount (\$)
CRPC	52,000
Locals/Consultants	28,000
<b>Total Funds</b>	<b>80,000</b>

## 9 Task A-7: Intelligent Transportation System (ITS)

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

### 9.1 Objectives

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

### 9.2 Previous Work/Accomplishments

- Preliminary Implementation Plan and Early Deployment Study for Intelligent Transportation Systems in the Baton Rouge MPO area were first developed in 1999. The regional ITS architecture was last updated in 2006 and is currently being updated under LADOTD's statewide ITS engineering and design contract.
- CRPC initiated and coordinated the Incident Management (IM) team meetings to foster coordination among various emergency response agencies and improve incident management and clearance in the Baton Rouge MPO area. The IM team meetings are currently being conducted as part of LADOTD's statewide contract and CRPC actively participates in these meetings.
- Provided technical assistance in implementation of the Automatic Vehicle Location (AVL) for CATS.
- Staff met with FHWA to discuss the role and responsibilities of MPO in the regional ITS activities, status of the Statewide ITS architecture update project, Turbo Architecture and other ITS related activities.
- Presented and promoted DOTD's Advanced Traveler Information System initiatives (WayToGeaux Smart Phone Application) at TAC & TPC and also CRPC commission meetings.
- Coordinated the process to update and renew the cooperative endeavor agreement among City/Parish of Baton Rouge, LADOTD and FHWA for the Advance Traffic Management Center and Emergency Operations Center (ATM-EOC).

### 9.3 Expected Work

CRPC will

- Continue to participate in the IM team meetings and coordinate IM/ITS activities with representatives from local and state law enforcement, emergency response agencies,

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LAODTD, FHWA, Louisiana Motor Transport Association (LMTA), Motorist Assistance Patrol (MAP), and other relevant entities to improve incident response and clearance times, and implement effective proactive counter measures.

- Coordinate with LADOTD ITS Division staff, the regional Federal Highway (FHWA) ITS representative, the City of Baton Rouge, and the consultants to provide significant input to the regional architecture development process by identifying regional stakeholders, existing ITS assets and planned ITS-related projects.
- Continue to provide technical support to CATS in enhancing and expanding the Automatic Vehicle Location (AVL) system and implementing other transit ITS technologies to improve the performance, reliability, safety and security of the public transit users and system.
- Develop a plan of action in coordination and consultation with LADOTD ITS Division staff, the regional Federal Highway (FHWA) ITS representative, the City of Baton Rouge, and the consultants to utilize data from the Baton Rouge and the state ATMC's for performance monitoring and planning activities.
- Pursue advance data collection efforts as explained in detail under task A-2 to develop a data driven Congestion Management Process (CMP), check the performance of existing transportation system, and propose feasible strategies to improve the system performance.
- Support the efforts for establishing phase II of Intelligent Transportation Systems (ITS) Lab at LTRC. The purpose of the lab is to develop and demonstrate procedures that successfully transform existing ITS data into useful information, and then pass the procedures on to agencies in order to apply them on a routine.
- Pursue the use of Advanced Traveler Information Systems (ATIS) as a Travel Demand Management (TDM) strategy in order to improve the regional mobility by providing real time traffic and incident information to travelers to make alternative route/mode choice decisions.
- Conduct ITS committee meetings to discuss any outstanding ITS issues, status of ITS projects, and promote new ITS projects.
- Attend, if available, workshops, conferences and training to improve efficiency and skills under this work program task.
- Solicit third party professional services to implement portions of this task, if necessary.

### **9.4 Performance Measures**

- Number of Incident Management meetings attended
- Update to Regional ITS Architecture
- Implementation of advanced data collection efforts

### **9.5 Results/Products**

- Updated Regional ITS Architecture
- Process to utilize the data from ATMC for planning purposes
- Technical assistance to CATS for implementation of transit ITS technologies
- ITS Team Meetings



## 9.6 Funding Summary

<b>Funding Source</b>	<b>Amount (\$)</b>
Regular FHWA PL	48,000
Carry Over FHWA PL	
FTA 5307	
FTA 5303	
CMAQ	
Local Match	12,000
<b>Total Funds</b>	<b>60,000</b>

<b>Staffing</b>	<b>Amount (\$)</b>
CRPC	45,000
Locals/Consultants	15,000
<b>Total Funds</b>	<b>60,000</b>

## 10 Task A-8: Title VI Planning

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

### 10.1 Objectives

- Comply with the public involvement and environmental justice requirements of the Federal and State regulations.
- Avoid, minimize or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority and low-income populations.
- Provide specific opportunities for local citizens and citizen-based organizations to discuss their views and provide input on the subject areas addressed in plans, projects or polices of CRPC.
- Ensure full and fair participation by all potentially affected communities in the transportation decision-making process.
- Inform and educate citizens and other interested parties about ongoing CRPC and MPO planning activities and their potential role in those activities.

### 10.2 Previous Work/Accomplishments

- Developed a Title VI plan in 2009 and updated it annually during the subsequent years.
- Implemented the provisions documented in the Title VI plan.
- Prepared annual Title VI report detailing the accomplishments made and submitted it LADOTD.
- Relocated the TAC and TPC meetings from Bluebonnet Public Library to BREC headquarters on Florida Boulevard and all CRPC meetings are held in accessible locations.
- Provisions were made to accommodate disadvantaged community and Title VI/ADA for all the CRPC meetings and a Title VI/ADA notice is included with all the meeting invites.
- Developed and embedded web-based subscription and complaints form on CRPC's website.
- Evaluated the CRPC building and facilities for compliance with ADA requirements and made suggested improvements to accommodate citizens with disabilities.
- Assisted CATS in performing equity analysis for existing and proposed routes.
- Developed and maintained a viable Disadvantaged Business Enterprise (DBE) program in coordination with CATS
- Attended Title VI training, workshops and conferences whenever available and feasible.

### 10.3 Expected Work

CRPC will

- Maintain, update and use CRPC's database of interested citizens and businesses in Environmental Justice (EJ) areas to facilitate effective outreach to EJ populations.
- Monitor, evaluate and implement EJ and Title VI compliance guidance and requirements for all BRMPO plans, programs and activities.
- Continue to update the Title VI plan as needed and required.
- Continue to prepare annual Title VI performance reports.
- Participate in regional initiatives to broaden the discussion and understanding of transportation's impact on disadvantaged citizens and identify possible ways to minimize, avoid or mitigate potential disproportionate adverse impacts on them.
- Continue to hold all the meetings at accessible locations to disadvantaged citizens.
- Continue to accommodate disadvantaged citizens at all the meetings and also include support information with all the meeting notices.
- Develop easy to understand citizens guide to transportation planning as described under Task A1 and ensure that it is disseminated to disadvantaged citizens and to citizens in EJ areas.
- Continue to enhance Title VI/ADA expertise by attending webinars, seminars, training sessions and conferences.
- Coordinate with CATS to support and maintain their DBE program.
- Develop process for addressing DBE participation in collaboration with LADOTD.
- Collect, analyze and update data on population, housing, employment and other demographics and prepare maps depicting distribution of EJ and ADA citizens.
- Perform Limited English Proficiency (LEP) analysis to understand the LEP demographic composition and distribution in the BRMPO area and assess the need to develop and implement a LEP plan.

### 10.4 Performance Measures

- Updated Title VI/Environmental Justice/ADA database
- Annual Title VI performance report
- Completion and dissemination of citizens guide
- Increased outreach targeting disadvantaged population

### 10.5 Results/Products

- Updated Title VI Plan
- Annual Title VI Report
- Updated data and maps of disadvantaged population demographics
- LEP analysis
- Citizens guide to transportation planning

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- Education and outreach targeting disadvantaged population

### 10.6 Funding Summary

Funding Source	Amount (\$)
Regular FHWA PL	24,000
Carry Over FHWA PL	
FTA 5307	
FTA 5303	
CMAQ	
Local Match	6,000
<b>Total Funds</b>	<b>30,000</b>

Staffing	Amount (\$)
CRPC	30,000
Locals/Consultants	0
<b>Total Funds</b>	<b>30,000</b>

## 11 Task A-9: Model Enhancement

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

### 11.1 Objectives

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

### 11.2 Previous Work/Accomplishments

- Development and Calibration of the Baton Rouge MPO Metropolitan Transportation Model starting in 1992.
- The MTP and the model are currently being updated and following are some of the tasks that were implemented:
  - Completed the 2010 base year data on population, employment, traffic counts, roadway and transit networks leading to the development of 2010 base year model.
  - Hosted agency consultation and visioning meetings to reach out to BRMPO members and public to review the base year population and employment data and also gather input about their vision of growth inside the BRMPO study area. Future year data variables were forecasted using the input from the member governments and various available public and commercial data sources.
  - Refined the Traffic Analysis Zone (TAZ) structure, developed the base and future year networks and calibrated the model.
  - Modeled test scenarios and developed a proposed staged MTP 2037.
- Performed regional travel demand model runs and provided technical support for various projects including but not limited to:
  - I-10 (LA 415 to Essen lane) Traffic Flow Improvements
  - Ascension-Livingston Parkway
  - I-10/LA 1 Connector Study
  - Government Street (I-110 - Jefferson Hwy) Complete Streets
  - LA 408 (Hooper Rd) Widening and Extension
  - LA 64 Mobility Improvements
  - I-12 @ Essen Lane West Bound Off-Ramp

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- LA 415 and LA 73 Corridor Studies
- Performed air quality analysis and prepared reports for Capital Area Transit System's (CATS) CNG and service expansion projects, East Baton Rouge's signal synchronization project phase VI and West Baton Rouge's multi-use trails project during the 2012 LADOTD CMAQ call for projects. CRPC has performed project level air quality analyses and reports since the 90's.
- Provided technical support to the Air Quality Interagency Committee members in reviewing, analyzing and troubleshooting MOBILE6.2 vehicle registration input data
- Researched and Initiated development of model-user agreement document in coordination with FHWA to ensure quality control and consistency in regional travel demand runs.
- Attended training, workshops and conferences to enhance modeling skills.

### 11.3 Expected Work

CRPC will

- Continue to update databases of regional growth and transportation networks for the preparation of future MTP updates and amendments associated for the existing MTP.
- Continue to refine in-house model run capabilities and research the state of the art practice in travel demand modeling and the capabilities to simulate interaction of land use and regional transportation system.
- Continue to refine in-house model run capabilities and research the state of the art practice in air quality modeling and the capabilities to simulate interaction of proposed transportation improvements and air quality.
- Perform regional travel demand model runs for alternative or sub-area analysis as requested.
- Perform air quality analysis and quantify emission benefits for projects as requested. CRPC staff will try to keep track of other projects/efforts being implemented in region and quantify air quality emission reductions for applicable projects.
- Research and prepare a transition plan for transition from the current air quality MOBILE6.2 to MOVES. Staff will coordinate with the Air Quality Interagency Committee in converting the input files to MOVES format.
- Coordinate with LADOTD and FHWA and finalize the model-user agreement in order to have documented process to ensure quality control and consistency in regional travel demand runs.
- Attend workshops, conferences and training to improve efficiency and skills for performing this task.

### 11.4 Performance Measures

- Transition to new EPA air quality model MOVES
- Regional Travel Demand Model Runs
- Completion of the model-user agreement

### 11.5 Results/Products

- Updated GIS based travel demand model
- Implementation of the MOVES model
- Regional travel demand, air quality, and micro simulation models
- Completed model-user agreement

### 11.6 Funding Summary

Funding Source	Amount (\$)
Regular FHWA PL	64,000
Carry Over FHWA PL	
FTA 5307	
FTA 5303	
CMAQ	
Local Match	16,000
<b>Total Funds</b>	<b>80,000</b>

Staffing	Amount (\$)
CRPC	46,400
Locals/Consultants	33,600
<b>Total Funds</b>	<b>80,000</b>

## 12 Task A-10: Safety and Security Planning

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

### 12.1 Objectives

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

### 12.2 Previous Work/Accomplishments

- Supported and sponsored safety projects and studies.
- Played critical role in construction of the Advanced Traffic Management Center and also supported the Motorist Assistance Patrol (MAP) program. These two activities tremendously improved the mobility, safety, security and also emergency response in the region and also statewide.
- Received the crash data from LADOTD, geocoded and analyzed the data to identify corridors with high crashes. Crash rate index was one of critical factors that was used to prioritize the congested segments as part of the Congestion Management Process.
- Established safety as a decision factor for the selection of transportation projects by including safety as a goal in the Metropolitan Transportation Plan (MTP) 2037 and considering it in the scoring and ranking process. This plan was adopted by the TPC on January 29, 2013 contingent upon passing and approval of the air quality conformity analysis.
- Provided technical support to CATS in developing and launching the Automatic Vehicle Location (AVL) system. AVL system provides benefits to transit users through reduction in wait times and increasing their feeling of security.
- Conducted a very aggressive and successful Capital Region Bicycle & Pedestrian Safety Campaign and developed materials to assist Parishes, Municipalities and Citizens to improve bike and pedestrian safety.
- Conducted free one hour bike classes in association with Bike and Pedestrian Associates to improve safety while riding bike on the street, in bike lanes or on multi-use trails.
- Developed a draft Bike and Pedestrian Safety grant proposal to continue region wide safety education campaign and develop materials to promote and improve bike and pedestrian safety.



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- Participated in LADOTD Road Safety Assessment (RSA) process to identify road safety deficiencies and risk characteristics and proposed cost effective counter measures.
- Promoted the Safe Routes to School program and provided technical assistance to local governments in applying for these projects.
- Solicited consultant services for complete streets road diet stage 0 study on Government Street between I-110 and Jefferson Highway. CRPC also promoted and attended the Government Street complete streets demonstration project "Better Block BR " hosted by the Mayor's office of the City of Baton Rouge - Parish of East Baton Rouge, Center for Planning Excellence, and Mid City Redevelopment Alliance.
- Partnered and coordinated with regional safety stakeholders and participated in various stakeholder meetings, trainings, and workshops.
- Conducted monthly Bicycle and Pedestrian Advisory Committee meetings to discuss about the bike/pedestrian projects, promote alternative modes of travel, and bike/pedestrian safety.
- Formed Freight committee and conducted regular meetings to discuss mobility, safety, and security of freight movement as explained in detail under Task A-11.
- Solicit third party professional services to implement portions of this task, if necessary.

### 12.3 Expected Work

CRPC will

- Continue to establish safety as a decision factor for selection, scoring and ranking of transportation projects in the Congestion Management Process (CMP), Transportation Improvement Program (TIP), Metropolitan Transportation Plan (MTP), and other planning processes or documents.
- Continue to collaborate with LADOTD, collect crash data and analyze the data to identify high crash intersections, corridors and other hot spots for all modes of travel. It is important to identify the crash locations for all modes even if some modes do not have high number of crashes.
- Continue to participate in LADOTD Road Safety Assessment (RSA) process to identify road safety deficiencies and risk characteristics and propose cost effective counter measures to improve safety.
- Continue to conduct a very aggressive Bicycle & Pedestrian Safety Campaign and develop materials to assist Parishes, Municipalities and Citizens to improve bike and pedestrian safety. The following are some of the tasks planned as part of the campaign.
  - Conduct Crash Data analysis to identify corridors with high incidence of collisions between cyclists and motorists
  - Set up equipment distribution centers where reflective gear and helmets can be distributed
  - Conduct media campaign aimed at behavior modification and emphasizing bicycle safety
  - Conduct Traffic Skills 101 Courses via curriculum from The League of American Cyclists
- Continue to conduct monthly Bike and Pedestrian Advisory Committee meetings to discuss and promote various non-motorized activities in the region. CRPC in coordination with BPAC and other regional stakeholders will review road improvements

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- planned in the MPO area and encourage incorporating complete streets elements to relevant projects.
- Continue to provide technical support to CATS in enhancing and expanding the Automatic Vehicle Location (AVL) system. AVL system provides benefits to transit users through reduction in wait times and increasing their feeling of security.
  - Monitor safety performance and evaluate safety programs and policies by tracking the progress of the regional safety improvements and also using quantitative data analysis methods.
  - Continue to collaborate with regional safety partners and stakeholders and promote complete streets policies, and regional safety priorities and objectives outlined in the State Highway Safety Plan (SHSP).
  - Coordinate with Local Technical Assistance Program (LTAP) and LADOTD to promote Local Road Safety Program (LRSP) and Safe Routes to School programs to increase local community participation in roadway safety and to develop and implement road safety improvements on public roads under parish or municipal jurisdiction. CRPC staff will provide technical assistance to the local governments applying for these safety programs.
  - Continue to coordinate Freight Committee meetings and collaborate with various multi-modal freight partners to engage consultant services for conducting a regional freight study.
  - Participate in the State's Traffic Records Coordinating Committee, Incident Management meetings.
  - Continue to work with Federal and State agencies, and other regional stakeholders in addressing security planning policies and activities.
  - Attend, if available, workshops, conferences and training to improve efficiency and skills under this work program task.

### **12.4 Performance Measures**

- Identification of high crash locations through crash data analysis
- Number of regional safety stakeholder meetings, workshops and conferences attended by CRPC staff
- Number of Bike and Pedestrian Safety educational classes or activities
- Initiation of regional freight study

### **12.5 Results/Products**

- Crash data analysis and report identifying multi-modal high crash locations
- Coordination with various regional safety stakeholders on various safety programs and initiatives
- Bike and Pedestrian Safety Campaign, materials and educational activities
- Technical assistance to CATS for expanding and enhancing AVL system and other safety and security initiatives
- Initiation of a regional freight study

## 12.6 Funding Summary

Funding Source	Amount (\$)
Regular FHWA PL	48,000
Carry Over FHWA PL	
FTA 5307	
FTA 5303	
CMAQ	
Local Match	12,000
<b>Total Funds</b>	<b>60,000</b>

Staffing	Amount (\$)
CRPC	45,000
Locals/Consultants	15,000
<b>Total Funds</b>	<b>60,000</b>

## 13 Task A11: Development of Transportation Plans & Programs

The purpose of this task is to evaluate, support, analyze and implement multi-modal transportation plans and programs that foster accessibility, mobility, safety and other MAP-21 planning factors.

### 13.1 Objectives

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

### 13.2 Previous Work/Accomplishments

- Analyzed and supported the following projects that increase connectivity, accessibility, mobility, safety and security in the region.
  - I-10 Corridor Study
  - Hooper Road Extension Study
  - LA 933 Extension Study
  - ASC-LIV Parkway Study
  - Baton Rouge Loop Study
  - Baton Rouge Downtown Greenway Project
  - Government Street Complete Streets Study
  - I-10 - LA 1 Connector Study
  - Pete's Highway Interchange Study
  - Pecue Lane Interchange Study
- Adopted a complete streets resolution to promote a transportation system that is accessible and safe for motorized and non-motorized users.
- Collaborated with New Orleans Regional Planning Commission (NORPC) and Baton Rouge Area Foundation (BRAAF) and co-sponsored the Baton Rouge - New Orleans passenger rail study.
- Formed a freight committee and conducted regular meetings to:
  - Understand and assess the needs of the Baton Rouge Urbanized Area regional freight community;
  - Identify opportunities to address safe and efficient future freight transportation expansion;

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- Further the region's understanding of freight movement/land use issues and implications;
- Address the growing challenge of accommodating both passenger and freight activity on the same transportation system, including issues related to congestion and public safety concerns; and
- Play a key role to inform decision-makers as to the need/rationale for land use strategies/initiatives and infrastructure to support efficient freight movement in the region.
- Conducted and sponsored a bike and pedestrian safety campaign to promote safety by educating both the motorized and non-motorized users. Also collaborated with the Baton Rouge Police Department (BRPD) and conducted bike and pedestrian safety classes/seminars.
- Formed a Bike and Pedestrian Committee and conducted monthly meetings to discuss and promote projects that enhances the use of alternative modes of transportation.
- Technical assistance and support to local agencies with various federal/state transportation programs project submittals.
- Conducted planning commissioner training workshops to provide opportunity for planning officials to complete their Act 859 four-hour training requirements.

### 13.3 Expected Work

CRPC will

- Continue to analyze, support and implement any transportation projects that increase connectivity, accessibility, mobility, safety and security in the region.
- Coordinate with local governments and develop a regional Pavement Management Strategy (PMS) to collect pavement condition information, analyze the data and efficiently preserve the transportation system.
- Engage with the freight committee and collaborate with regional freight partners to draft a scope, prepare an Request for Proposals (RFP) and possibly solicit consultant services to conduct a regional freight study.
- Analyze the effect of transportation planning on land use and development, and the consistency of transportation plans and programs with short-term and long-term development plans.
- Work with all the transit agencies in the region to expand, enhance and to increase the use of such services.
- Continue to assist and support local agencies with Transportation Alternatives Program (TAP), Safe Routes to School (SR2S), Louisiana Roads Safety Program and any other federal or state programs.
- Continue Bicycle and Pedestrian planning efforts:
  - Asses the existing non-motorized plan and update it as needed
  - Conduct the monthly bike and pedestrian committee meetings and incorporate their input/suggestions in the planning process
  - Continue the public outreach and education about bike and pedestrian safety, and rules of the road.

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- Analyze the issues with and identify the needs for connectivity, safety, security, and accessibility of all the transportation modes (automobiles, transit, bike and pedestrian).
- Analyze preservation of right-of-way for construction of future transportation projects.
- Attend, if available, workshops, conferences and training to improve efficiency and skills under this work program task.
- Solicit third party professional services to implement portions of this task, if necessary.

### 13.4 Performance Measures

- Regular Bike and Pedestrian Meetings
- Regular Freight Committee Meetings
- Finalized PMS Strategy
- Efforts to initiate a Regional Freight Study

### 13.5 Results/Products

- Updated Non-Motorized Plan
- Pavement Management Strategy and Process
- Baton Rouge - New Orleans Passenger Rail Study
- Process to initiate a regional freight study
- Technical assistance to local agencies regarding various federal/state transportation programs

### 13.6 Funding Summary

Funding Source	Amount (\$)
Regular FHWA PL	108,800
Carry Over FHWA PL	256,000
FTA 5307	
FTA 5303	
CMAQ	
Local Match	91,200
<b>Total Funds</b>	<b>456,000</b>

Staffing	Amount (\$)
CRPC	153,800
Locals/Consultants	302,200
<b>Total Funds</b>	<b>456,000</b>

## 14 Task A13: Data Development and Maintenance

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

### 14.1 Objectives

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

### 14.2 Previous Work/Accomplishments

- Created numerous static themed cartographic maps for planning and presentation purposes. The general mapping areas include the following:
  - Transit routes and bus stops
  - Census demographic maps such as population density, income distribution, age distribution, major employment centers etc.
  - Title VI and ADA
  - MTP and TIP projects
  - Congested corridors
  - Land use information
  - Traffic counts
  - Crash data
- Participated in the Louisiana Geographic Information Council meetings.
- Provided technical assistance to local governments, private and non-profit organizations.
- Created web based maps using the Google Maps API and published various maps such as the MTP, TIP, Transit, Bicycle/Pedestrian, Congested corridors, traffic count and boundary maps. This tool utilized the power and features of Google maps and helped public visualize and understand the above published data. The public were also provided the option to download high resolution PDF maps.
- Downloaded and created geo databases of census 2010 and American Community Survey (ACS) data.
- Developed regional forecast of population and employment data for 2017, 2027 and 2037 as part of MTP 2037 Update using various data sources such as census data, LSU population estimates, Woods and Poole, InfoUSA and lastly but most importantly input from local governments and public. Parish level control totals for population and employment were established first and then the data was subdivided in to planning districts and eventually in to Traffic Analysis Zones (TAZ).

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- Attended workshops, conferences and training to improve efficiency and skills under this work program task.

### 14.3 Expected Work

CRPC will

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

### 14.4 Performance Measures

- Compilation of regional land use data and maps
- Enhanced web based GIS interface
- Organized and structured geodatabases
- Number of local entities assisted in developing GIS databases of comprehensive plans

### 14.5 Results/Products

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



- Updated traffic count map

### 14.6 Funding Summary

Funding Source	Amount (\$)
Regular FHWA PL	96,000
Carry Over FHWA PL	
FTA 5307	
FTA 5303	
CMAQ	
Local Match	24,000
<b>Total Funds</b>	<b>120,000</b>

Staffing	Amount (\$)
CRPC	120,000
Locals/Consultants	0
<b>Total Funds</b>	<b>120,000</b>

## 15 Task B1: Land Use, Socio-Economic and Environmental

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

### 15.1 Objectives

- To collect, maintain and analyze regional land use, socio-economic and environmental data to support CRPC's program initiatives and work tasks elaborated in this Unified Planning Work Program (UPWP).

### 15.2 Previous Work/Accomplishments

- CRPC, since inception of this agency compiled, maintained and analyzed regional land use, socio-economic and environmental data acquired from a variety of data sources including but not limited to:
  - United States Decennial Censuses
  - U.S. Census American Community Survey
  - Census Transportation Planning Packages
  - U.S. Department of Commerce
  - Population projection data from Louisiana Tech and Louisiana State University
  - Woods and Poole
  - InfoUSA
  - Local Parishes and Municipalities
  - Louisiana Department of Labor
  - Louisiana Department of Education
  - Various State and Federal Agencies
- CRPC in cooperation with consultants used various data sources mentioned above and input on local growth projections from member governments established control totals for future forecasts and developed Traffic Analysis Zone (TAZ) level demographics for all the horizon years as part of the Long Range Transportation Plan efforts since the late 1980's. The same methodology was used for developing the TAZ level demographic forecasts for the MTP 2037 update currently underway.

### 15.3 Expected Work

CRPC will

- Continue to collect, maintain and analyze regional information on topics including but not limited to, census, land use and environmental data from disparate sources as explained above that will be used in regional demographic forecasting, transportation planning, land use planning, air quality planning, emergency planning, Title VI and economic development efforts. CRPC will also pursue to expand the list of data sources and also compile this data into user-friendly and accessible products both for internal use and to the public.

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- Solicit professional services and data from local Parishes and Municipalities that have a robust planning and GIS capabilities.
- Provide technical assistance to Parishes and Municipalities that need help with planning, zoning, or developing and maintaining electronic/GIS databases of their comprehensive/master plans .
- Coordinate with local governments to develop and maintain a regional land use and socio economic databases.
- Continue to gather input about local growth projections from the member governments to establish future control totals and develop realistic demographics forecasts for use in planning purposes.
- Download the 2010 census data sets as they become available, analyze and organize into user-friendly products and make them available to member governments and public. A comparative analysis with the previous decennial census data will also be performed to understand the shifts and trends of various socio-demographics attributes.
- Gather and maintain a repository of environmental data from various local, state and federal sources including but not limited to Environmental Protection Agency (EPA), Louisiana Department of Environmental Quality (LDEQ), Federal Emergency Management Agency (FEMA) and Governors Office of Homeland Security and Emergency Preparedness (GOHSEP).
- Solicit third party professional or member government services to implement portions of this task, if necessary.

### **15.4 Performance Measures**

- Compilation of regional census, land use and environmental data
- User-friendly and accessible data products
- Number of member governments assisted in developing GIS databases of comprehensive plans

### **15.5 Results/Products**

- Repository of regional census, land use and environmental data
- User-friendly and accessible data products
- Regional comprehensive land use data
- Technical assistance to member governments
- Contracts with member governments

### 15.6 Funding Summary

<b>Funding Source</b>	<b>Amount (\$)</b>
Regular FHWA PL	51,000
Carry Over FHWA PL	120,000
FTA 5307	
FTA 5303	
CMAQ	
Local Match	42,750
<b>Total Funds</b>	<b>213,750</b>

<b>Staffing</b>	<b>Amount (\$)</b>
CRPC	49,125
Locals/Consultants	164,625
<b>Total Funds</b>	<b>213,750</b>

## 16 Task B2: Transportation System - Inventory & Performance Monitoring

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

### 16.1 Objectives

- To collect system wide pavement condition data in coordination and collaboration with the local agencies and LADOTD in order to quantitatively evaluate road conditions and efficiently improve the life and performance of the transportation system in the region.
- To collect real time traffic conditions using advanced data collection methodologies in order to measure system performance, identify congested corridors and develop a data driven Congestion Management Process.
- To collect, maintain and analyze system wide traffic count data through collection in the field and coordination with local agencies and LADOTD.
- Received the crash data from LADOTD, geocoded and analyzed the data to identify corridors with high crashes. Crash rate index was one of critical factors that was used to prioritize the congested segments as part of the Congestion Management Process.

### 16.2 Previous Work/Accomplishments

- CRPC in coordination with the local agencies (Only East Baton Rouge currently) and LADOTD collected traffic count data on both local and state routes and consolidated the two to generate system wide traffic count data. This data was analyzed and organized in user-friendly electronic and paper maps and was made available for the general public. This data was also used in calibration of the regional travel demand models that were used to evaluate the deficiencies of the transportation system and in the development of Metropolitan Plans.
- CRPC contracted with LSU's Remote Sensing and Image Processing Laboratory (RSIP) to prepare an approach to conduct travel time studies. The data collection procedure was based on the use of GPS receivers to automatically collect time, local coordinates, and speed every one second. The data reduction procedure was based on the aggregation of GPS data using highway segments which are normally 0.2 mi. in length. LSU's travel time data was used for identification and prioritization of congested corridors and in the development of Congestion Management Process in 2002.

### 16.3 Expected Work

CRPC will

- Continue to collect, maintain and analyze system wide traffic count data in coordination with the local agencies and LADOTD. The data will be organized in a user-friendly electronic format and published on CRPC's website and will be available in both downloadable PDF format or as a dynamic web based map integrated with google maps.
- Pursue advance data collection efforts to gather average speed and travel time data as explained in detail under Task A-2 in order to develop data driven Congestion Management Process, evaluate and monitor performance of the transportation system and measure effectiveness of transportation planning processes in the region.

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- Develop a plan of action in coordination and consultation with LADOTD ITS Division staff, the regional Federal Highway (FHWA) ITS representative, the City of Baton Rouge, and the consultants to utilize data from the Baton Rouge and the state ATMC's for performance monitoring and planning activities as explained in under Task A-7.
- Collaborate with LADOTD and coordinate with the local governments to establish a Pavement Management Strategy for the Baton Rouge MPO region. The purpose of this strategy is to collect, maintain and analyze pavement condition data on both state system and non-system roads. This will enable the local agencies and CRPC to use quantitative measures for prioritizing system preservation projects and investments. CRPC staff will also provide technical assistance to local agencies that do not have in-house expertise to process and analyze the pavement condition data.
- Continue to collaborate with LADOTD, collect crash data and analyze the data to identify high crash intersections, corridors and other hot spots for all modes of travel as explained under Task A-10.

### 16.4 Performance Measures

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

### 16.5 Results/Products

- Repository of traffic count, crash, average speed and travel time, and pavement condition data
- Technical assistance to member governments

### 16.6 Funding Summary

Funding Source	Amount (\$)
Regular FHWA PL	48,000
Carry Over FHWA PL	241,600
FTA 5307	
FTA 5303	
CMAQ	
Local Match	72,400
<b>Total Funds</b>	<b>362,000</b>

Staffing	Amount (\$)
CRPC	49,660
Locals/Consultants	312,340
<b>Total Funds</b>	<b>362,000</b>

## 17 Task C1: Transportation Plan Reappraisal

This task addresses periodic reviews, changes, and progress on the long range planning process to foster livable and sustainable communities and transportation systems in the BRMPO area as required by MAP-21 and the previous legislations.

### 17.1 Objectives

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

### 17.2 Previous Work/Accomplishments

- Developed MTP's for the BRMPO area since 1992. The current MTP and conformity were approved in 2009 and had a horizon year of 2032. CRPC in conjunction with LADOTD employed consultant services to update the current MTP. The MTP update process is currently underway and an approved new conforming MTP needs to be in place before August 3, 2013.
- Monitored and processed amendments to the MTP as needed and tracked the implementation of the proposed projects.
- Conducted agency consultation and visioning meetings, and paper based and online surveys to provide opportunities for public involvement in the development of MTP.
- Developed the 2010 base year data on population, employment, traffic counts, roadway and transit networks. Utilized local comprehensive plans, census data and commercial data sources to forecasted population and employment for horizon year 2037 and interim years 2017 and 2027. Solicited input and approval of TAC and TPC before finalizing the base year and forecasted demographics.
- Evaluated and incorporated performance measures that are consistent with federal, state and local goals in the MTP.
- Coordinated with local transit agencies, LADOTD, FHWA, FTA, local agencies and other identified stakeholders and public to identify multi-modal projects that are financially feasible, have minimal impacts on air quality, consistent with regional goals, address equity and Environmental Justice issues.
- Conducted air quality conformity analysis of the staged MTP to ensure that transportation planning is consistent with air quality planning.
- Developed a Non-Motorized Transportation Plan in 2009
- Staff attended workshops, conferences and training to improve efficiency and skills for performing this task.
- Published information and documents pertaining to the long range planning activities and solicited input from the public and respective committees.

### 17.3 Expected Work

CRPC will

- Finalize the new Metropolitan Transportation Plan (MTP) 2037 and Air Quality Conformity documents and submit them to LADOTD, FHWA and FTA for approval.
- Disseminate information about BRMPO's Metropolitan Transportation Plan (MTP) 2037 using the methodologies mentioned in Task A1.
- Track implementation of MTP 2037 and process any amendments if necessary as long as such amendments are approved by the TPC and do not jeopardize the air quality conformity determination.
- Monitor the progress and work with local transit agencies, LADOTD, FHWA, FTA and local agencies to ensure timely implementation of the projects identified in the MTP.
- Reevaluate and refine the CMP based on the real time travel and speed data. The process will include identifying and prioritizing new congested corridors and strategies.
- Work with the TAC and TPC to Update the BRMPO smoothed urbanized and study area boundaries based on 2010 census, and also review and update the highway functional classification.
- Develop the GIS and electronic database of the MTP projects and information and publish interactive maps on CRPC's website.
- Track, review and evaluate any new planning initiatives and activities related to transportation either directly or indirectly in the BRMPO area for consistency with the MTP.
- Review the current Non-Motorized Plan and updated it as needed.
- Continue to collect, maintain and analyze regional information on topics including but not limited to, census, land use and related data that will be used in regional demographic forecasting, transportation planning, land use planning, air quality planning, emergency planning, Title VI and economic development efforts.
- Solicit consultant services for performing stage 0 studies as needed.

### 17.4 Performance Measures

- Timely Implementation of projects in MTP 2037

### 17.5 Results/Products

- Implementation of MTP 2037
- Web-based interactive maps of MTP 2037 projects
- New BRMPO urbanized and study area boundaries
- New highway functional classification map
- Updated Non-Motorized Plan



### 17.6 Funding Summary

<b>Funding Source</b>	<b>Amount (\$)</b>
Regular FHWA PL	103,000
Carry Over FHWA PL	
FTA 5307	
FTA 5303	
CMAQ	
Local Match	25,750
<b>Total Funds</b>	<b>128,750</b>

<b>Staffing</b>	<b>Amount (\$)</b>
CRPC	86,263
Locals/Consultants	42,488
<b>Total Funds</b>	<b>128,750</b>

## 18 Task D3: Technical Assistance (Highway)

The purpose of this task is to utilize the expertise and knowledge of the CRPC and LADOTD staff in providing technical support services to local governments and interested citizens on transportation planning and other requests that support the MAP-21 planning factors.

### 18.1 Objectives

- To provide technical assistance to various public and private entities on tasks listed in the UPWP and any other issues that supports the MAP-21 planning factors and promotes regional sustainability, livability, safe and secure multi-modal mobility, environmental quality and economic vitality.

### 18.2 Previous Work/Accomplishments

- Provided technical assistance to various public and private entities as explained in detail under the other UPWP tasks. The following are some of the broader technical areas of support that the MPO provides on a continuous basis.
  - Travel Demand Modeling ;
  - GIS Database Mapping;
  - Spatial Data Analysis;
  - Air Quality Modeling;
  - Census/Demographic Analysis;
  - Land Use/Comprehensive Planning;
  - STP>200K, Enhancement, Safe Routes to School and other project submissions;
  - Intermodal connectivity and planning activities;
  - Travel Demand Management (TDM) activities; and
  - Other tasks that support the MAP-21 planning factors
- Staff attended workshops, conferences and training to improve efficiency and skills for performing this task.

### 18.3 Expected Work

CRPC will

- Coordinate with LADOTD and derive current traffic data from existing assignments or actual traffic inventories for facility design purposes. Projection of future traffic assignments will be derived through the use of the regional Travel Demand Model. Blanket or ground counts of the existing traffic volumes will be used to assure accuracy of traffic assignments.
- Provide analysis of specific traffic problems upon the request of local units of government. Proposed changes to the highway network will be analyzed using the regional travel demand model. Information obtained through these analyses can be used in the update of the TSM System and Long Range Plan. CRPC staff, as a technical arm to local governments, public and private entities, will develop and implement short range planning programs/projects on an as needed basis. This task provides CRPC staff with a means to respond to local urban policy issues.

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- Provide technical assistance to local entities to develop projects and programs under MAP-21. Where the need for a MAP-21 major metropolitan transportation investment is identified, corridor or sub-area studies shall be undertaken to develop or refine the plan for design concept and scope of the project.
- Continue to provide the progress and status of emphasis areas of MAP-21, the CAA of 1990 and other mandated state and federal requirements to the TAC, TPC, and other entities. Items such as deadlines, schedules and required responses from the local governments to such requirements will be prepared by CRPC.
- Provide reliable information on current and projected usage and performance of transportation systems 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.
- Provide technical assistance on various transit issues such as intermodal planning, bus rapid transit route planning.
- Provide assistance to local governments, private, non-profit and citizens on any tasks or requests that support the MAP-21 planning factors.
- Attend, if available, workshops, conferences and training to improve efficiency and skills under this work program task.

### 18.4 Performance Measures

- Increased and improved technical support activities

### 18.5 Results/Products

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

### 18.6 Funding Summary

Funding Source	Amount (\$)
Regular FHWA PL	64,000
Carry Over FHWA PL	
FTA 5307	
FTA 5303	
CMAQ	
Local Match	16,000
<b>Total Funds</b>	<b>80,000</b>

Staffing	Amount (\$)
CRPC	60,000
Locals/Consultants	20,000
<b>Total Funds</b>	<b>80,000</b>

## 19 Task D4: Technical Assistance (Public Transit)

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

### 19.1 Objectives

- To provide technical assistance and foster cooperation among various transit providers to create a regionally seamless transit system.
- To function as a technical arm for CATS and assist them on all aspects of mass transit operations including but not limited to quick response type studies, revenue analyses, equity analyses and automation of all their operations.

### 19.2 Previous Work/Accomplishments

- Developed and maintained transit element in BRMPO's MTP's and TIP's in coordination with CATS and public transit providers in the region.
- Provided GIS maps, analysis and technical support for route optimization, route changes and indentifying new routes.
- Conducted annual surveys and provided technical assistance for preparing various FTA required reports such as the Section 15, Quarterly Progress Reports, etc.
- Performed air quality analysis and developed reports to support and secure Congestion Mitigation for Air Quality (CMAQ) funds for CATS projects that reduces the overall emissions and improve regional air quality.
- Participated and assisted in Comprehensive Operations Analysis (COA) for CATS services to identify strengths and also opportunities for improvement to service.
- Conducted GPS survey, geocoded and analyzed the data to identify precise location of all the unique CATS bus stops for implementation of Automatic Vehicle Location (AVL) project. This will give transit users and operators the ability to know and view where a bus is at a specific point in time and plan the trip accordingly.
- Formed Coordinated Public Transit Human Services Transportation steering committee and working group and conducted regular meetings since 2007 to create a regionally seamless transit system that improves accessibility and mobility for all citizens.
- Provided support and technical assistance to CATS in the development of Comprehensive Transit Reform Plan.
- Performed transit equity analysis of existing routes for CATS and currently working on equity analysis for the proposed new routes.
- Staff attended workshops, conferences and training to improve efficiency and skills for performing this task.

### 19.3 Expected Work

CRPC will

- Consult 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

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year are revenue analyses, service adjustments, and computerization of all CATS operations.

- Continue mass transit public awareness program and expand 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.
- Continue to assist CATS to develop and maintain a viable DBE program in coordination with the program presently under CATS.
- Continue 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.
- Continue preparation of grants and assistance on request for proposals and IFBs.
- Continue to provide technical assistance for preparing various FTA required reports such as the Section 15, Quarterly Progress Reports, etc.
- Provide technical assistance 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, especially to the disadvantaged citizens.
- Continue to collect updated GIS data and further enhance demographic data analysis capabilities to efficiently provide access to major employment centers, hospitals, shopping centers, public at large and disadvantaged citizens (Title VI/EJ/ADA).
- Continue to provide progress and status information to the local governments and CATS on the FTA programs.
- Promote and assist transit operators to enhance existing and incorporate new ITS applications to improve traveler information, safety and security for transit users. This will also assist the transit agencies and operators to provide efficient and reliable services.
- Continue to develop and maintain the transit element portion of the BRMPO's TIP. This document will list all intended transit projects for the next four to five years for the Baton Rouge Urbanized Area. The Program of Projects will also be updated on an as-needed basis.
- Attend, if available, workshops, conferences and training to improve efficiency and skills under this work program task.

### **19.4 Performance Measures**

- Improved coordination among regional public transit providers
- Maps supporting Title VI and employment access analysis

### **19.5 Results/Products**

- Updated transit element in MTP and TIP
- 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

### 19.6 Funding Summary

Funding Source	Amount (\$)
Regular FHWA PL	
Carry Over FHWA PL	
FTA 5307	100,000
FTA 5303	146,626
CMAQ	
Local Match	61,657
<b>Total Funds</b>	<b>308,283</b>

Staffing	Amount (\$)
CRPC	265,123
Locals/Consultants	43,160
<b>Total Funds</b>	<b>308,283</b>

## 20 Task G1: Administration (Hwy)

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

### 20.1 Expected Work

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

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

### 20.2 Results/Products

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

### 20.3 Funding Summary

Fuding Source	Amount (\$)
Regular FHWA PL	91,000
Carry Over FHWA PL	
FTA 5307	
FTA 5303	
CMAQ	
Local Match	22,750
<b>Total Funds</b>	<b>113,750</b>

Staffing	Amount (\$)
CRPC	113,750
Locals/Consultants	
<b>Total Funds</b>	<b>113,750</b>

## 21 Task G2: Administration (Transit)

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

### 21.1 Expected Work

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

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

### 21.2 Results/Products

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

### 21.3 Funding Summary

Funding Source	Amount (\$)
Regular FHWA PL	
Carry Over FHWA PL	
FTA 5307	10,000
FTA 5303	
CMAQ	
Local Match	2,500
<b>Total Funds</b>	<b>12,500</b>

Staffing	Amount (\$)
CRPC	12,500
Locals/Consultants	
<b>Total Funds</b>	<b>12,500</b>



## 22 Task H1: Travel Demand Management (TDM)

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

### 22.1 Expected Work

CRPC intends to focus on the "Commuter Travel" side of TDM for this Year's Program. To achieve this, CRPC will utilize the ideas in practice by other agencies in the state, the past experience and input from the local stakeholders, and implement a four phase strategic plan.

Phase I: Data Collection

Phase II: TDM Implementation Strategies

Phase III: Outreach Strategies (Marketing Plan)

Phase IV: Monitoring/Reporting

#### Phase I: Data Collection

CRPC will conduct surveys for local employers to gather specific information regarding employee commute patterns. Understanding this data helps employers implement strategies that will be conducive the integration of TDM amongst their workforce. CRPC will also do in-house planning analysis to identify potential major employers and other socio-economic information relevant to identification and implementation of appropriate TDM strategies for various segments of the labor force.

#### Phase II: TDM Implementation Strategies

Previously, CRPC has worked with local champions to implement a broad base of TDM strategies. Some of these programs included the supply of vanpool subsidies, the provision of a ride matching service, and the implementation of a schedule that permits alternative work hours. The objective of these strategies, as outlined in the subsequent chart, was to aim for the recruitment and retention of employees, improvement of parking availability in the workplace, and to allow for a more mobile as well as efficient transportation environment. CRPC would like to build on the existing foundation and allow for the perpetuity of new TDM strategies.

	pedestrian Facilities	Bicycle Facilities	TDM-Friendly Design	Transportation Coordinator	Rideshare Matching	Vanpool Subsidy	Transit	Telecommute Program	Alternative Schedules	Incentives	Commuter Tax Benefit	Guaranteed Ride Home	Managed Parking
Recruit and Retain Employees		♦	♦	♦	♦	♦	♦	♦		♦	♦		
Increase Parking Availability	♦	♦		♦	♦	♦	♦	♦	♦	♦	♦		
Livable Streets	♦	♦	♦				♦						♦
Keep Businesses Open				♦	♦	♦	♦	♦					♦
Provide Mobility	♦	♦	♦			♦							

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In order to accomplish these tasks CRPC will take the following initiatives:

Development of Presentation Packages: CRPC will design an effective presentation package about TDM strategies to be distributed to employers. In the past, TDM strategies that have proven effective have been centered on various alternative work schedules such as telecommuting, compressed workweeks, and the availability of flexible work schedules. These strategies entail allowing specific staff members to work fewer total days, but longer hours in a given day. This is achieved, by granting certain employees permission to work from home, and consenting to the flexibility in work schedules.

Additional measures also call for guaranteed rides home, free of charge, for those employees that utilize public transportation, have a family emergency, or work longer than expected hours. A ride matching service may also be utilized. This calls for arranging for certain employees that live in the same zip code to carpool to work on a daily basis.

In summary, we will focus on promoting the following strategies as part of our presentation package.

- Alternative Work Schedules
- Tele-Commuting
- Flextime
- Bike/Transit Integration
- Guaranteed Ride Home
- Incentives to Use Alternative Modes and Reduce Driving

Web Based Ride Share Applications: CRPC has done research into several web based models that are designed to make ride matching more user friendly. These applications are designed to increase commuter participation through easy to use ride matching and social media integration. Furthermore, this technology-based approach will allow for a multimodal commuting system that integrates bus, bicycling, and walking. These programs are multi dimensional tools that are designed to be administrator friendly and allow for the tracking of ride matches as well as the monitoring of reductions in green house gas emissions, which will assist with data collection. CRPC will conduct further research, and solicit web based ride share applications, and tag the system to company's website.

Bike & Pedestrian Infrastructure Improvements Promotion: There are several different ways to integrate Bicycle and Pedestrian Infrastructure into a comprehensive TDM strategy. CRPC will promote the following potential bike and pedestrian infrastructure Improvements.

- Encourage public/private entities to invest in Public Bike Systems (automated bicycle rental systems), which will provide efficient mobility for short, utilitarian urban trips.
- Encourage the participant employers and agencies to provide "end of trip" facilities. These facilities range from bicycle storage, parking, and shower facilities.
- Coordinate with the local public works department, as well as facility maintenance departments, to discuss strategies that help funding the pedestrian infrastructure through various Federal and State sources. Thus, improving quantity, quality and connectivity of sidewalks, crosswalks and paths.

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Intelligent Transportation Systems (ITS): Lately, ITS technology has proved a great benefit in improving the regional mobility by providing real time traffic and incident information to travelers to make alternative route/mode choice decisions. For Example, by collecting information from a variety of service providers (traffic conditions, bus schedules, carpool and vanpool opportunities) and presenting it to the user in one place (telephone system, public kiosk, website), Advanced Traveler Information Systems (ATIS) makes travel information more accessible.

Cell phone or desktop computer interfaces can allow users to tap into a rideshare agency's matching computer to automatically learn of, and communicate with, potential carpool partners (dynamic rideshare matching). This added flexibility potentially redefines carpooling - from a permanent arrangement with a set group of commuters to something that changes daily according to one's need. CRPC will pursue all avenues to promote, supplement and utilize the technology that improves mobility, safety and reduce the congestion in this region.

### **Phase III: Outreach Strategies (Marketing Plan)**

Through CRPC's work with the Baton Rouge Clean Air Coalition (BRCAC) we have developed a vast network of individuals in both state and local governments that are committed to improving the air quality in the Greater Baton Rouge Metropolitan Area. CRPC has also partnered with BRCAC on the EPA's Ozone and Particulate Matter Advance Program, which is a collaborative effort between the federal, state, and local levels to create measures that reduce the amount of ozone emissions in designated non-attainment areas. The Baton Rouge MPO's urbanized area's designation as a non-attainment area makes TDM programs an appealing option to local businesses. CRPC will leverage these contacts to conduct outreach that will allow us to work with these stakeholders to develop TDM outreach plans that are specific to that agency.

### **Phase IV: Monitoring/Reporting**

The phase of the program will focus on several monitoring and reporting procedures that can be used to evaluate the effectiveness of TDM. CRPC will compare pre and post program data in order to make conclusions on the best strategies for our area. Specific measurable comparisons will include:

- Traffic Count Data, Travel Times on Major Corridors
- Increase in transit use, periodical check on park & ride facilities.
- Records from the office employees' vehicle tracking devices along with validated/invalidated tickets to track the number of vehicles entered and exited.

In addition to the specific measurements of the effectiveness of the program, CRPC will design a survey questionnaire to uncover more qualitative information about transportation alternatives and implemented strategies to improve the future TDM services.

## **22.2 Results/Products**

- Marketing and educational materials and presentations
- Employee commute pattern analysis for major employers
- Web based interactive rideshare application
- TDM progress reports

### 22.3 Funding Summary

Funding Source	Amount (\$)
Regular FHWA PL	
Carry Over FHWA PL	
FTA 5307	
FTA 5303	
CMAQ	100,000
Local Match	0
<b>Total Funds</b>	<b>100,000</b>

Staffing	Amount (\$)
CRPC	67,000
Locals/Consultants	25,000
<b>Total Funds</b>	<b>92,000</b>