



U.S. Department
of Transportation

**Federal Transit
Administration**

REGION VI
Arkansas, Louisiana,
New Mexico, Oklahoma,
Texas

819 Taylor St. Room 14A02
Fort Worth, TX 76102
817-978-0550
817-978-0575 (fax)

November 28, 2018

Ms. Michelle Horne
Public Transportation Administrator
Louisiana Department of Transportation
And Development
P.O. Box 94245
Baton Rouge, LA 70804-9245

Re: STIP Amendment # 1 - Transit Element

Dear Ms. Horne:

The Federal Transit Administration has reviewed the request submitted November 8, 2018 for changes and/or updates to the FY 2019 -2022 STIP. We approve the updates and revisions to the Transit Element of the FY 2019 – 2022 STIP with the attached and updated STIP Amendment #1 summary recap pages.

Should you have questions, please contact Melissa Foreman, Community Planner, at 817-978-0554.

Sincerely,

A handwritten signature in black ink that reads "Donald R. Koski". The signature is written in a cursive style.

Donald R. Koski, AICP
Director, Planning and Program Development

cc: Carlos McCloud, FHWA LA Division



Public Transportation Section
PO Box 94245 | Baton Rouge, LA 70804-9245
ph: 225-379-3060 | fx: 225-379-3071

John Bel Edwards, Governor
Shawn D. Wilson, Ph.D., Secretary

November 26, 2018

Mr. Robert Patrick, FTA Region VI Administrator
Federal Transit Administration
819 Taylor Street - Rm 8A36
Fort Worth, Texas 76102

RE: LADOTD STIP AMENDMENT #1
Transit Element for Federal FY 2019
Louisiana State Transportation Improvement Program

Dear Mr. Patrick:

We are requesting that you amend the FY 2019 Transit Element of the Louisiana State Transportation Improvement Program (STIP) to include the attached updates and/or revisions as reflected below. For identification purposes, we have noted the amended projects in red with the letter "A" on the Transit Element Summary Re-cap pages. Further clarifications have been reflected as "Explanation Notes" on the Summary Re-cap pages.

Please make the following changes and/or updates:

- **Transit Element - Summary Recap Pages:** Please discard the previous submitted STIP Re-cap Summary page(s) for FY2019 and replace with the attached updated Amendment #1 Summary Re-cap pages.
- **Regional Planning Commission (RPC):** The TIP amendments for the New Orleans, St. Tammany, and Tangipahoa UZA areas are outlined in the designated attachments, along with the MPO's summaries of performance targets, dated October 11, 2018. Please discard their previous submitted 2019 Transit Element TIP pages and replace with the attached updated TIP pages.

We appreciate your usual prompt attention with the attached Transit STIP amendment. If you have any questions, please contact Casey Lewis or me at (225) 379-3054.

Sincerely,

Attachments

Cc: FTA Region VI
Louisiana MPO's
Louisiana Urban Transit Systems
LA DOTD

**LOUISIANA DEPARTMENT OF TRANSPORTATION AND
DEVELOPMENT**

STATE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

STIP TRANSIT ELEMENT

FTA Transit Programs

Federal FY2019 thru FY 2022

Louisiana Transit STIP - Federal FY 2019
Transit Summary ReCap
Louisiana State Transportation Improvement Program - STIP

2019 Federal Programs	FAST Estimates	MPO / STATE Request Amt	Notes
Sec 5307 - Urban Program (Capital/Operating/Planning)			
UZA 200,000 to 999,999			
Baton Rouge (CATS)	\$ 3,377,884	\$ 7,099,000	2
Lafayette (LTS)	\$ 1,403,558	\$ 2,643,750	2
Orleans (Orleans, Jefferson, St. Bernard, & St. Charles)	\$ 9,313,436	\$ 14,215,000	2
Shreveport (SPORTRAN)	\$ 2,360,669	\$ 3,873,658	2
Total	\$ 16,455,547	\$ 27,831,408	
UZA 50,000 to 200,000			
Alexandria (ATRANS)	\$ 1,278,000	\$ 1,107,051	2
Hammond	\$ 508,553	\$ 950,000	2
Houma (GET)	\$ 1,280,155	\$ 2,119,895	2
Lake Charles (LCT)	\$ 1,134,528	\$ 1,814,490	2
Monroe (MTS)	\$ 1,021,791	\$ 1,340,000	2
St. Tammany (Slidell & Mandeville/Covington)	\$ 789,918	\$ 2,340,000	2
Total	\$ 6,012,945	\$ 9,671,436	
Louisiana State DOTD Programs			
Sec 5303 - Metropolitan Transportation Planning	\$ 672,696	\$ 1,090,160	2
Sec 5304 - Statewide and Nonmetropolitan Transportation Planning	\$ 175,643	\$ 283,973	2
Sec 5310 - Seniors & Individuals with Disabilities (Rural)	\$ 672,458	\$ 2,165,863	2
Sec 5310 - Seniors & Individuals with Disabilities (Small Urban)	\$ 837,972	\$ 3,342,422	2
Sec 5311 - Rural Transit (Operate/Capital/Planning)	\$ 11,712,838	\$ 12,131,395	2
Sec 5311 - Rural Technical Assistance Program (RTAP)	\$ 134,265	\$ 134,265	2
	\$ -		
	\$ -		
Total	\$ 14,205,872	\$ 19,148,078	
Sec 5310 - Enhanced Mobility of Seniors & Individuals with Disabilities (Capital/Operating)			
Baton Rouge	\$ 317,174	\$ 782,459	2
Lafayette	\$ 140,615	\$ 193,055	2
New Orleans	\$ 531,734	\$ 840,000	2
Shreveport	\$ 180,054		2
	\$ 1,339,577	\$ 1,815,514	

Louisiana Transit STIP - Federal FY 2019 Transit Summary ReCap Louisiana State Transportation Improvement Program - STIP

Flexible Funds - Other			
Baton Rouge - CMAQ (CATS)	\$	4,200,000	
New Orleans- CMAQ	\$	144,000	
Lafayette - Low No Emissions Grant (LTS)			\$ 1,190,000 2
	\$	4,344,000	\$ 1,190,000

Sec 5309 - Capital Investment Grants

Sec 5337 - State of Good Repair			
New Orleans (Rail)	\$	3,470,800	\$ 3,800,000 2
New Orleans (HOV)			\$ 160,000 2
Total	\$		\$ 3,960,000

Sec 5339 - Bus & Bus Facilities Program			
Baton Rouge (CATS)	\$	779,404	\$ 617,000 2
Lafayette (capital assistance, bus replacment, parking facility, susbstation)	\$	290,137	\$ 4,075,000 2
Orleans (NORTA)	\$	1,755,733	\$ 6,392,000 3
Shreveport	\$	490,086	\$ 509,689 2
Alexandria			
Hammond			\$ -
Lake Charles			\$ -
Monroe			\$ 1,190,000 2
St. Tammany (Slidell & Mandeville/Covington)			\$ -
Louisiana (DOTD)			
	\$	3,315,360	\$ 12,783,689

Explanation Notes

A = Amendment

1. FY 2019 estimated - apportionments are unknown at this time
2. Request amounts will be adjusted later to reflect the FY 2019 Apportionment and/or clarified further
3. MPO and or LADOTD request amounts (see MPO TIP/LADOTD POP page for detailed information)
4. Amount includes funding from previous year(s) - See MPO TIP / LADOTD POP page for detailed information
5. Ferry Preventative Maintenance funding in the amount of \$650K, from Ferry Operating
6. STPFLEX Fund transfers (from FHWA to FTA)

New Orleans Urban Area

Regional Planning Commission (RPC)

(for Jefferson, Orleans, Plaquemines, St. Bernard, St. Tammany, & Tangipahoa Parishes)

LADOTD Transit STIP 2019-2022

REGIONAL PLANNING COMMISSION
JEFFERSON, ORLEANS, PLAQUEMINES, ST. BERNARD, ST. CHARLES, ST. JOHN THE BAPTIST,
ST. TAMMANY AND TANGIPAHOA PARISHES

October 11, 2018

Ms. Michelle Horne
Public Transportation Director
Louisiana Department of Transportation
and Development
Post Office Box 94245
Baton Rouge, LA 70804-9245

Re: FY 2019 Transit TIP: New Orleans, St. Tammany, and Tangipahoa

Dear Ms. Horne,

Please accept these most recent amendments to the Transit Elements of the Regional Planning Commission's FY 19 Transportation Improvement Programs (TIP) for the New Orleans, St. Tammany, and Tangipahoa UZAs

This amendment reflects the award of an FTA Bus and Bus Facilities Infrastructure Grant to the Regional Transit Authority, which they will be using to expand their fixed route bus fleet with 15 biodiesel buses.

I'm also including amended TIP text to the New Orleans, St. Tammany, and Tangipahoa TIPs. This change was made as per FTA's requirement that any TIP amended after October 1 must include a description of how the program of projects contributes to achieving the MPO's performance targets, and linking investment priorities to those targets.

The Policy Board and Commission approved these amendments on October 9, 2018. If you have any questions or need additional information, please advise.

Sincerely,



Jason Sappington, AICP
Deputy Director
Regional Planning Commission

Cc: Casey Lewis, LADOTD
Stephanie Pulley, Transdev/RTA
Keziah Lee, Transdev/RTA
Jared Munster, RTA
Ronisha Hodge, FTA

2019 Transportation Improvement Program - Transit Element

Project	Parish	Total Cost*	Section 5307	Section 5337 (Rail)	Section 5337 (HOV)	Section 5339	Section 5310	Other (see comments)	Total Federal	Local Match	Comments**
Demand Response Vehicles	Region	1,050.0					840.0		840.0	210.0	
Total Region FY-19		1,050.0	0.0	0.0	0.0	0.0	840.0	0.0	840.0	210.0	
Total Region		1,050.0	0.0	0.0	0.0	0.0	840.0	0.0	840.0	210.0	
Preventative Maintenance	Jefferson	1,262.5	850.0		160.0				1,010.0	252.5	RS
Operating Assistance - Fixed Route	Jefferson	3,600.0	1,800.0						1,800.0	1,800.0	
Terminal and Stop Improvements	Jefferson	26.3	21.0						21.0	5.3	FA
Capital Project Management - 3rd Party	Jefferson	52.5	42.0						42.0	10.5	
Planning	Jefferson	340.0	272.0						272.0	68.0	
Security Equipment	Jefferson	43.8	35.0						35.0	8.8	
New Fixed Route Vehicles	Jefferson	1,075.0	520.0			340.0			860.0	215.0	RS
New Paratransit Vehicles	Jefferson	62.5	50.0						50.0	12.5	RS
Total Jefferson FY-19		6,462.5	3,590.0	0.0	160.0	340.0	0.0	0.0	4,090.0	2,372.5	
Total Jefferson		6,462.5	3,590.0	0.0	160.0	340.0	0.0	0.0	4,090.0	2,372.5	
Preventative Maintenance (Bus)	Orleans (RTA)	10,750.0	8,600.0						8,600.0	2,150.0	RS
Preventative Maintenance (Rail)	Orleans (RTA)	3,687.5	250.0	2,700.0					2,950.0	737.5	RS
Shop Equipment	Orleans (RTA)	100.0	80.0						80.0	20.0	FA
Security Equipment	Orleans (RTA)	125.0	100.0						100.0	25.0	
Bus Equipment and Repair	Orleans (RTA)	1,450.0	300.0			860.0			1,160.0	290.0	RS
Streetcar Equipment, Facility, Track	Orleans (RTA)	1,375.0	80.0	1,100.0					1,100.0	275.0	IN
Planning	Orleans (RTA)	100.0							80.0	20.0	
Biodiesel Buses	Orleans (RTA)	7,990.0						6,392.0	6,392.0	1,598.0	FY 18 Bus and Bus Facilities Infrastructure Grant
Ferry Maintenance	Orleans (RTA)	581.3	465.0						465.0	116.3	RS
Total Orleans FY-19		26,158.8	9,875.0	3,800.0	0.0	860.0	0.0	0.0	20,927.0	5,231.8	
Total Orleans		26,158.8	9,875.0	3,800.0	0.0	860.0	0.0	0.0	20,927.0	5,231.8	
Operating Assistance		247.9	124.0						124.0	124.0	RS
Preventative Maintenance		148.8	119.0						119.0	29.8	
Security Equipment		8.8	7.0						7.0	1.8	
Total St. Bernard FY-19		405.4	250.0	0.0	0.0	0.0	0.0	0.0	250.0	155.5	
Total St. Bernard		405.4	250.0	0.0	0.0	0.0	0.0	0.0	250.0	155.5	
Operating Assistance		120.0	60.0						60.0	60.0	RS
Preventative Maintenance		125.0	100.0						100.0	25.0	
Project Administration		50.0	40.0						40.0	10.0	
Bus Equipment		62.5	50.0						50.0	12.5	RS
Total St. John/St. Charles FY-19		357.5	250.0	0.0	0.0	0.0	0.0	0.0	250.0	107.5	
Total St. John/St. Charles		357.5	250.0	0.0	0.0	0.0	0.0	0.0	250.0	107.5	

Amendment Considered at Meeting of October 9, 2018
FY 18 Transportation Improvement Program
New Orleans Region
Transit Element – Financially Constrained

Project	Parish	Estimated Cost	Other (see comments)	Local Match	Comments
Biodiesel Buses	Orleans (RTA)	7,990,000	6,392,000	1,598,000	FY 18 Bus and Bus Facilities Infrastructure Grant

**St. Tammany Parish
Urbanized Areas
Slidell & Mandeville/Covington**

Regional Planning Commission (RPC)

(for Jefferson, Orleans, Plaquemines, St. Bernard, St. Tammany, and Tangipahoa Parishes)

LADOTD Transit STIP 2019-2022

FY 19-22 ST. TAMMANY TIP AMENDMENT

TRANSPORTATION PERFORMANCE MANAGEMENT & PERFORMANCE MEASURES

Transportation Performance Management (TPM) is an approach adopted by FHWA, FTA, state DOTs, transit agencies, and MPOs to use quantitative data and other information to strategically direct transportation decision-making. TPM is a systematic, evidence-based approach to integrating data into the transportation planning process at all levels, from concept to design and implementation. It is important to note that TPM is not intended to supplant the decision-making roles and responsibilities of the general public, elected officials, or technical experts.

The use of TPM by MPOs is formally codified and required by the FAST Act (23 CFR Part 490). Beginning in 2018 MPOs and State DOTs shall identify transportation targets for several performance measures within four key policy areas: safety; infrastructure condition; system performance and freight; and Congestion Mitigation Air Quality (CMAQ). The specific performance measures and their applicability to the RPC are described below.

Safety	
Number of fatalities	
Fatalities per million VMT	
Number of serious injuries	
Serious injuries per million VMT	
Number of non-motorized fatalities and non-motorized serious injuries	
Pavement & Bridge Condition	
<i>Pavement</i>	Percentage of Interstate pavement in good condition
	Percentage of Interstate pavement in poor condition
	Percentage of non-Interstate NHS in good condition
<i>Bridge</i>	Percentage of non-Interstate NHS in poor condition
	Percentage of NHS bridges in good condition
	Percentage of NHS bridges in poor condition

System Performance & Freight	
<i>System Performance</i>	Interstate Travel Time Reliability (TTRM): percentage of person-miles traveled on the interstate that are reliable Non-Interstate Travel Time Reliability (TTRM): percentage of person-miles traveled on the non-Interstate NHS that are reliable
<i>Freight</i>	Truck Travel Time (TTTR) Reliability Index: percentage of truck miles traveled on the interstate that are reliable
CMAQ*	
<i>Traffic Congestion</i>	Peak Hour Excessive Delay (PHED) Non-single Occupancy Vehicle Travel
<i>On-road Mobile Source Emissions</i>	Total Emissions Reductions
Transit Asset Management	
<i>Rolling Stock</i>	Percentage of Inventory Exceeding Useful Life
<i>Equipment</i>	Percentage of Inventory Exceeding Useful Life Benchmark
<i>Facilities</i>	Percentage of Inventory exceed 2.5 on TERM scale
<i>Infrastructure</i>	Performance of Track Segment with Performance Restrictions

* The FAST Act requires that CMAQ performance measure targets shall be set by MPOs that contain area(s) designated as nonattainment or maintenance for ozone (O3), carbon monoxide (CO) or particulate matter (PM10 and PM2.5) National Ambient Air Quality Standards (NAAQS). There are currently no areas served by the RPC that meet any of these criteria.

Under the FAST Act, DOTD is required to establish targets for each measure; the RPC may choose to develop its own targets or adopt those of the state. Implementation of the new regulations will be rolled out through 2018. The RPC must establish safety targets for each MPA and incorporate them into its TIP and MTP by May, 2018. Targets for all other measures must be set by November, 2018 and incorporated into planning documents by May, 2019.

In accordance with the above timeline the RPC has established targets for the safety measures; targets for the remaining measures will be set in consultation with DOTD and prior to the November, 2018 deadline. The TIP will be amended to include those targets once they have been adopted. The updated MTP, scheduled for completion in late 2018, will include all targets. The safety performance measures and their associated targets are discussed below.

For Transit Asset Management measures, the region's transit providers must have established their own initial targets by January 1, 2017. RPC, in coordination with the providers, developed regional targets by June 1, 2017. Targets are to be included in the TIP and MTP by October 1, 2018, or on the first date those documents are amended thereafter. In accordance with the above timeline the RPC has established targets for the safety and transit asset management measures; targets for the remaining measures will be set in consultation with DOTD and prior to the November, 2018 deadline. The TIP will be amended to include those targets once they have been adopted. The updated MTP, scheduled for completion in late 2018, will include all targets.

SAFETY PERFORMANCE MEASURES & TARGETS

Targets for the safety measures are established on an annual basis, and for the calendar year 2018 the RPC has adopted the same targets as DOTD. The target will be compared with a base period comprising the average of the five calendar years ending prior to the year the targets are set. The current DOTD targets were set in 2017; therefore the base period is comprised of the five calendar years ending in 2016 (i.e., 2012-2016). For each safety performance measure the RPC and DOTD are targeting a one percent (1%) reduction from the base period. The measures, base values, and target values are listed below. Where VMT is included in target calculations, both base and target values are based on an estimated 2015 VMT derived from the regional travel forecast model maintained by the RPC. It should also be noted that the 2018 targets reflect two years of change from the base: a 1% reduction in 2017 and another 1% reduction in 2018.

Mandeville-Covington Metropolitan Planning Area Safety Performance Measures

Measure	Base Value (2012-2016 Avg.)	Targeted Annual Change	Target Value (2018)
Number of fatalities	6	-1%	5
Number of serious injuries	13	-1%	12
Rate of Fatalities per 100 million vehicle miles traveled	0.48	-1%	0.47
Rate of serious injuries per 100 million vehicle miles traveled	1.09	-1%	1.07
Number of non-motorized fatalities and serious injuries	5	-1%	4

Slidell Metropolitan Planning Area Safety Performance Measures

Measure	Base Value (2012-2016 Avg.)	Targeted Annual Change	Target Value (2018)
Number of fatalities	11	-1%	10
Number of serious injuries	17	-1%	16
Rate of Fatalities per 100 million vehicle miles traveled	1.05	-1%	1.03
Rate of serious injuries per 100 million vehicle miles traveled	1.70	-1%	1.66
Number of non-motorized fatalities and serious injuries	6	-1%	5

TRANSIT ASSET MANAGEMENT PERFORMANCE MEASURES & TARGETS

Targets for the transit asset management measures are established every year by transit providers and is provided by them directly to FTA via the National Transit Database. RPC is required to update regional asset management targets every four years, roughly aligned with the TIP and MTP update cycle. See the table below for current targets. Rolling Stock and Equipment percentages are those that will their useful life. Facilities are those will exceed 2.5 on FTA's TERM scale. Infrastructure is percentage of track segments with performance restrictions.

Rolling Stock	Abr	ULB	REGIONAL
Bus	BU	14	15%
Cutaway Bus	CU	14	5%
Articulated Bus	AB	14	5%
Van/Minivan	VN/MV	8	20%
Streetcar	SR	31	0%
Streetcar (Vintage)	SR(v)	58	0%
Ferryboat	FB	42	50%
Equipment	Abr	ULB	REGIONAL
Automobiles	AO	8	5%
Trucks, SUVs, Vans	SV	8	18%
Steel Wheel		25	100%
Facilities			REGIONAL
Admin and Maintenance			20%

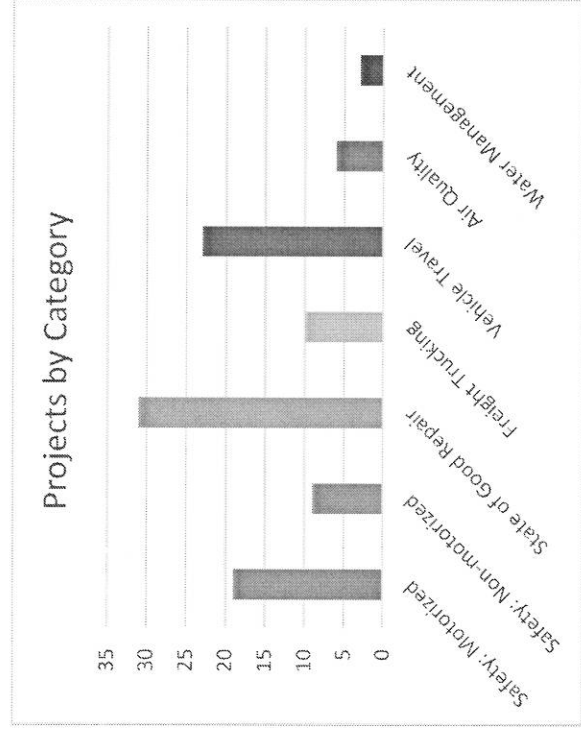
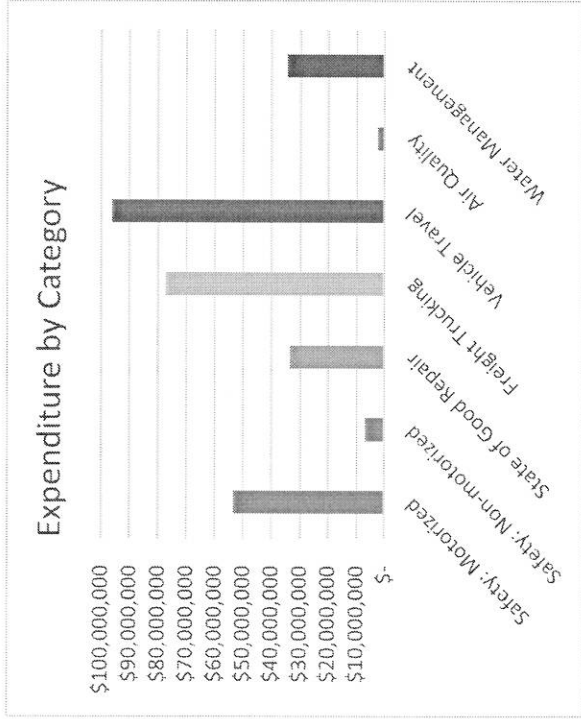
Passenger and Parking	10%
Infrastructure	REGIONAL
Streetcar Rail	5%

RELATIONSHIP OF TIP TO PERFORMANCE MEASURES AND TARGETS

The RPC aims to achieve the targets described above through implementation of the projects listed in the TIP. As described previously each project is selected through careful analysis of its anticipated impacts to the safety, efficiency, effectiveness, and preservation of the regional transportation system. Each of the projects listed in the TIP therefore contributes to the achievement of one or more targets, and each has been categorized to identify its relationship to seven key policy areas. Five project categories are directly tied to federal performance measures: Motorized Safety; Non-motorized Safety; Vehicle Congestion; Freight Vehicle Congestion; and State of Good Repair. Two additional categories, Air Quality and Water Management, reflect the RPC's commitment to enhancing regional sustainability and resilience. Every project in the TIP falls into one or more categories, and when viewed together they illustrate how the program of projects will achieve both the federally-required targets but also the stated goals of the RPC. The total planned expenditures and total projects per category are shown below.

St. Tammany Parish Urbanized Areas Project Categories

Category	Cost	% of Expenditures	Projects	% of All Projects
Safety: Motorized	\$ 53,280,600.00	15%	19	32%
Safety: Non-motorized	\$ 6,924,500.00	2%	9	15%
State of Good Repair	\$ 33,535,500.00	9%	31	52%
Freight Trucking	\$ 77,200,000.00	21%	10	17%
Vehicle Travel	\$ 96,271,500.00	26%	23	38%
Air Quality	\$ 2,524,500.00	1%	6	10%
Water Management	\$ 34,559,800.00	9%	3	5%
Total	\$ 367,107,225.00	100%	60	100%



A majority of projects (52%) include some State of Good Repair component, despite only nine percent (9%) of expenditures being spent on such projects. This disparity is primarily due to a handful of high-cost projects dedicated to Freight Trucking and Vehicle Travel improvements. Twenty-one percent (21%) and seventeen percent of projects (17%) improve Freight Trucking; twenty-six percent (26%) of expenditures and thirty-eight percent (38%) of projects include Vehicle Travel improvements. A significant portion of projects and funds also include safety improvements. Thirty-two percent (32%) of projects and fifteen percent (15%) of expenditures include Motorized Safety enhancements, while fifteen percent (15%) of projects and two percent (2%) of planned expenditures improve Non-motorized Safety. While there are no stand-alone Air Quality projects, ten percent (10%) of projects and two percent (2%) of expenditures include an air quality component. Finally, Water Management is included in five percent (5%) of projects and nine percent (9%) of expenditures. It is anticipated that in future years more projects will include air quality and water management as the RPC continues to build its resilience and sustainability programs

Similarly, it can be demonstrated how much of RPC's annual FTA urbanized apportionment, and what percentage of total transit funding, is dedicated to state of good repair by asset category. These relationships are noted in the far right column of the Transit TIP, noting whether a project will contribute toward each asset target (RS: Rolling Stock; EQ: Equipment; FA: Facilities; IN: Infrastructure). Below are summaries of expenditures by asset category for the FY 19-22 TIP. NOTE: These figures are subject to change as new FTA apportionments are made.

Asset Category	Cost	% of Expenditures	Projects	% of All Projects
Rolling Stock	\$78,070,000	73%	44	44%
Equipment	\$0	0%	0	0%
Facilities	\$505,200	.5%	8	8%
Infrastructure*	\$5,500,000	5.1%	4	4%
Total SGR	\$84,075,200	83.1%	56	56%

* The Infrastructure Asset category only applies to providers of rail transit. RTA is the sole operator of rail of transit in the region.

South Tangipahoa Parish Urbanized Area Hammond

**Regional Planning Commission (RPC)
(for Jefferson, Orleans, Plaquemines, St. Bernard & St. Tammany Parishes)
LADOTD Transit STIP 2019-2022**

FY 19-22 TANGIPAHOA TIP AMENDMENT

TRANSPORTATION PERFORMANCE MANAGEMENT & PERFORMANCE MEASURES

Transportation Performance Management (TPM) is an approach adopted by FHWA, state DOTs and MPOs to use quantitative data and other information to strategically direct transportation decision-making. TPM is a systematic, evidence-based approach to integrating data into the transportation planning process at all levels, from concept to design and implementation. It is important to note that TPM is not intended to supplant the decision-making roles and responsibilities of the general public, elected officials, or technical experts.

The use of TPM by MPOs is formally codified and required by the FAST Act (23 CFR Part 490). Beginning in 2018 MPOs and State DOTs shall identify transportation targets for several performance measures within four key policy areas: safety; infrastructure condition; system performance and freight; and Congestion Mitigation Air Quality (CMAQ). The specific performance measures and their applicability to the RPC are described below.

Safety	
Number of fatalities	
Fatalities per million VMT	
Number of serious injuries	
Serious injuries per million VMT	
Number of non-motorized fatalities and non-motorized serious injuries	
Pavement & Bridge Condition	
<i>Pavement</i>	Percentage of Interstate pavement in good condition
	Percentage of Interstate pavement in poor condition
	Percentage of non-Interstate NHS in good condition
	Percentage of non-Interstate NHS in poor condition
<i>Bridge</i>	Percentage of NHS bridges in good condition
	Percentage of NHS bridges in poor condition

System Performance & Freight	
<i>System Performance</i>	Interstate Travel Time Reliability (TTRM): percentage of person-miles traveled on the interstate that are reliable
	Non-Interstate Travel Time Reliability (TTRM): percentage of person-miles traveled on the non-Interstate NHS that are reliable
<i>Freight</i>	Truck Travel Time (TTTR) Reliability Index: percentage of truck miles traveled on the interstate that are reliable
CMAQ*	
<i>Traffic Congestion</i>	Peak Hour Excessive Delay (PHED)
	Non-single Occupancy Vehicle Travel
<i>On-road Mobile Source Emissions</i>	Total Emissions Reductions
Transit Asset Management	
<i>Rolling Stock</i>	Percentage of Inventory Exceeding Useful Life
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Under the FAST Act, DOTD is required to establish targets for each measure; the RPC may choose to develop its own targets or adopt those of the state. Implementation of the new regulations will be rolled out through 2018. The RPC must establish safety targets for each MPA and incorporate them into its TIP and MTP by May, 2018. Targets for all other measures must be set by November, 2018 and incorporated into planning documents by May, 2019.

In accordance with the above timeline the RPC has established targets for the safety measures; targets for the remaining measures will be set in consultation with DOTD and prior to the November, 2018 deadline. The TIP will be amended to include those targets once they have been adopted. The updated MTP, scheduled for completion in late 2018, will include all targets. The safety performance measures and their associated targets are discussed below.

For Transit Asset Management measures, the region's transit providers must have established their own initial targets by January 1, 2017. RPC, in coordination with the providers, developed regional targets by June 1, 2017. Targets are to be included in the TIP and MTP by October 1, 2018, or on the first date those documents are amended thereafter. In accordance with the above timeline the RPC has established targets for the safety and transit asset management measures; targets for the remaining measures will be set in consultation with DOTD and prior to the November, 2018 deadline. The TIP will be amended to include those targets once they have been adopted. The updated MTP, scheduled for completion in late 2018, will include all targets.

SAFETY PERFORMANCE MEASURES & TARGETS

Targets for the safety measures are established on an annual basis, and for the calendar year 2018 the RPC has adopted the same targets as DOTD. The target will be compared with a base period comprising the average of the five calendar years ending prior to the year the targets are set. The current DOTD targets were set in 2017; therefore the base period is comprised of the five calendar years ending in 2016 (i.e., 2012-2016). For each safety performance measure the RPC and DOTD are targeting a one percent (1%) reduction from the base period. The measures, base values, and target values are listed below. Where VMT is included in target calculations, both base and target values are based on an estimated 2015 VMT derived from the regional travel forecast model maintained by the RPC. It should also be noted that the 2018 targets reflect two years of change from the base: a 1% reduction in 2017 and another 1% reduction in 2018.

Tangipahoa Metropolitan Planning Area Safety Performance Measures & Targets

Measure	Base Value (2012-2016 Avg.)	Targeted Annual Change	Target Value (2018)
Number of fatalities	18	-1%	17
Number of serious injuries	27	-1%	26
Rate of Fatalities per 100 million vehicle miles traveled	1.51	-1%	1.48
Rate of serious injuries per 100 million vehicle miles traveled	2.24	-1%	2.19
Number of non-motorized fatalities and serious injuries	10	-1%	9

TRANSIT ASSET MANAGEMENT PERFORMANCE MEASURES & TARGETS

Targets for the transit asset management measures are established every year by transit providers and is provided by them directly to FTA via the National Transit Database. RPC is required to update regional asset management targets every four years, roughly aligned with the TIP and MTP update cycle. See the table below for current targets. Rolling Stock and Equipment percentages are those that will their useful life. Facilities are those will exceed 2.5 on FTA's TERM scale. Infrastructure is percentage of track segments with performance restrictions.

Rolling Stock	Abr	ULB	REGIONAL
Bus	BU	14	15%
Cutaway Bus	CU	14	5%
Articulated Bus	AB	14	5%
Van/Minivan	VN/MV	8	20%
Streetcar	SR	31	0%
Streetcar (Vintage)	SR(v)	58	0%
Ferryboat	FB	42	50%
Equipment	Abr	ULB	REGIONAL
Automobiles	AO	8	5%
Trucks, SUVs, Vans	SV	8	18%
Steel Wheel		25	100%
Facilities	REGIONAL		
Admin and Maintenance			20%
Passenger and Parking			10%
Infrastructure	REGIONAL		
Streetcar Rail			5%

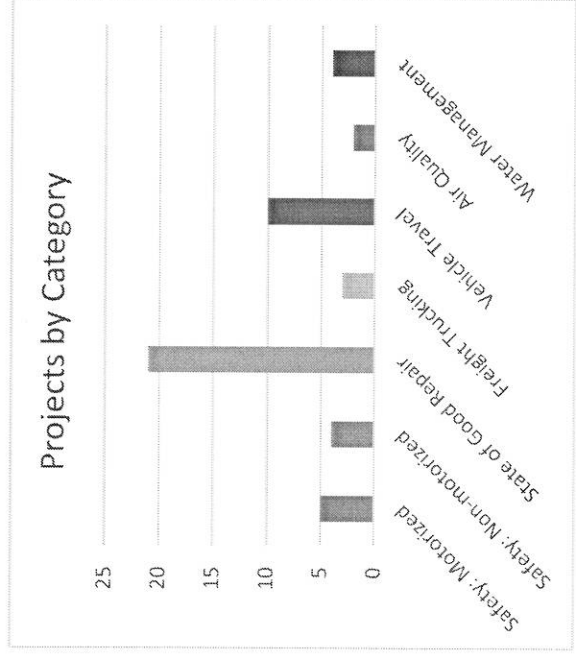
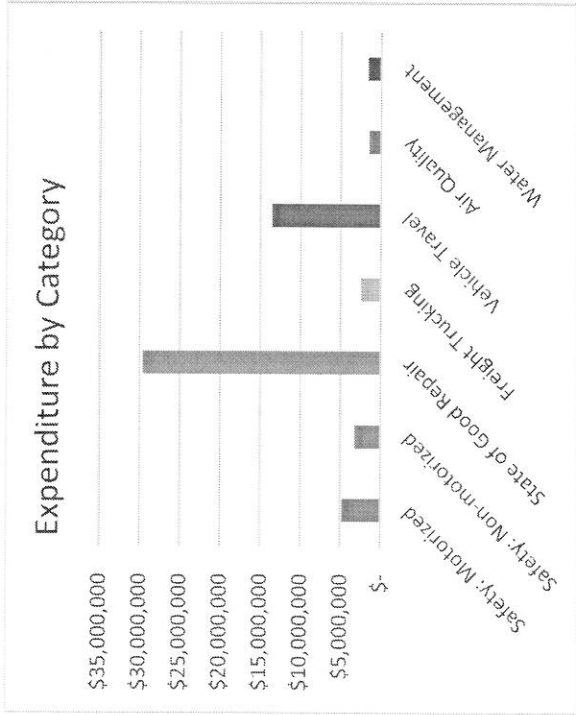
RELATIONSHIP OF TIP TO PERFORMANCE MEASURES AND TARGETS

The RPC aims to achieve the targets described above through implementation of the projects listed in the TIP. As described previously each project is selected through careful analysis of its anticipated impacts to the safety, efficiency, effectiveness, and preservation of the regional transportation system. Each of the projects listed in the TIP therefore contributes to the achievement of one or more targets, and each has been

categorized to identify its relationship to seven key policy areas. Five project categories are directly tied to federal performance measures: Motorized Safety; Non-motorized Safety; Vehicle Congestion; Freight Vehicle Congestion; and State of Good Repair. Two additional categories, Air Quality and Water Management, reflect the RPC's commitment to enhancing regional sustainability and resilience. Every project in the TIP falls into one or more categories, and when viewed together they illustrate how the program of projects will achieve both the federally-required targets but also the stated goals of the RPC. The total planned expenditures and total projects per category are shown below.

Tangipahoa Urbanized Area Project Categories

Category	Cost	% of Expenditures	Projects	% of All Projects
Safety: Motorized	\$ 4,799,300.00	10%	5	13%
Safety: Non-motorized	\$ 3,207,500.00	6%	4	10%
State of Good Repair	\$ 29,574,600.00	60%	21	53%
Freight Trucking	\$ 2,400,000.00	5%	3	8%
Vehicle Travel	\$ 13,594,700.00	27%	10	25%
Air Quality	\$ 1,530,000.00	3%	2	5%
Water Management	\$ 1,662,100.00	3%	4	10%
Total	\$ 49,522,800.00	100%	40	100%



Notably, a significant amount of projects (46%) and planned expenditures (56%) include a State of Good Repair component. A substantial portion also enhance safety. Fourteen percent (14%) of both projects and eleven percent (11%) expenditures will enhance motorized safety, while eleven percent (11%) of projects and fifteen percent (7%) of expenditures include improvements for non-motorized safety. Twenty-nine percent (29%) of projects and thirty percent (30%) of expenditures will reduce vehicular congestion, and nine percent (9%) of projects and five percent (5%) of expenditures include improvements to freight trucking movements. While there are no standalone projects solely intended to improve air quality, the RPC's commitment to environmental sustainability is reflected in the six percent (6%) of projects and three (3%) of expenditures that will enhance regional air quality. Water management is an increasingly important portion of the program, with seven percent (11%) of projects and two percent (4%) of expenditures related to that category. It is anticipated that in future years more projects will include air quality and water management as the RPC continues to build its resilience and sustainability programs.

Similarly, it can be demonstrated how much of RPC's annual FTA urbanized apportionment, and what percentage of total transit funding, is dedicated to state of good repair by asset category. These relationships are noted in the far right column of the Transit TIP, noting whether a project will contribute toward each asset target (RS: Rolling Stock; EQ: Equipment; FA: Facilities; IN: Infrastructure). Below are summaries of expenditures by asset category for the FY 19-22 TIP. NOTE: These figures are subject to change as new FTA apportionments are made.

Asset Category	Cost	% of Expenditures	Projects	% of All Projects
Rolling Stock	\$78,070,000	73%	44	44%
Equipment	\$0	0%	0	0%
Facilities	\$505,200	.5%	8	8%
Infrastructure*	\$5,500,000	5.1%	4	4%
Total SGR	\$84,075,200	83.1%	56	56%

* The Infrastructure Asset category only applies to providers of rail transit. RTA is the sole operator of rail of transit in the region.