



**LaDOTD TRANSPORTATION
ALTERNATIVES APPLICATION
GUIDE**

**January
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FOREWORD

This manual describes the eligible activities for new projects and how to apply for inclusion in the DOTD Transportation Alternatives Program (DOTDTAP). Potential entities should be aware that this is not a grant program, but a cost-reimbursable, pay-as-you-go federal program. The development of DOTDTAP will be a joint effort between LaDOTD, Federal Highway Administration (FHWA) and the Entity. At the very beginning of the process, LaDOTD project managers will be assigned to help guide successful entities through project completion. Entities are encouraged to understand the responsibilities as described in this manual before applying and attend the Local Public Agency educational seminars made available by the Louisiana Technical Assistance Program. Please contact us should you need assistance in any way; LaDOTD is committed to serving the public and “Enhancing Louisiana.”

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SOME HIGHLIGHTS

- The Infrastructure Investment and Jobs Act (IIJA) injected a good bit of capital into the TAP program. In addition, there was an expressed intent to reach underserved, high-priority areas (Rural, Distressed, Transit Dependent, and Low-Income). As a result of these expressed priorities, DOTD has adjusted the construction match requirement based on population. Below are the construction cost share requirements for the different population areas.

POPULATION	FEDERAL/STATE	LOCAL MATCH
>200,000 (MPO AREAS)	80%	20%
50,000 - 200,000	80%	20%
5,000 - 50,000	90%	10%
0 - 5,000	95%	5%

- Program allotment for this call for projects is \$20M.
- The Federal Government has done away with the DUNS Number. It has been replaced with a Unique Entity Identifier (UEI) Number. If you do not have your UEI yet, please visit Sam.gov to apply for it.
- DOTD is going to track how much is spent on design fees for the TAP Program. Project sponsors who hire consultants will be required to submit the total amount spent on Design and CE&I. If in-house personnel do the design, you will be required to submit a total payroll cost for the project. The submittals, whether consultant or in-house, must be certified by the sponsor's Finance Department.
- Populations of less than 50,000 will have the option of hiring their own consultant for design and/or CE&I (either or both) at 100% local cost, or using a DOTD selected consultant at no cost to the local community. Communities of less than 50,000 that elect to provide their own consultant may receive additional consideration for project selection as it indicates high local buy-in.
- With the new construction funding matrix and the availability of DOTD selected consultants for smaller communities, we're expecting a renewed interest in the program which will make the application process extremely competitive. Make sure your applications stand out!
- Equity will be considered by the project application evaluation committee. If you are addressing an equity issue, clearly communicate that in the Project Benefits section of the application.
- All project entities and their consultants will be required to take the LPA core training to be qualified to participate in DOTDTAP. Registration for training is at <http://www.ltrc.lsu.edu/ltap/>

BASIC ELIGIBILITY CRITERIA

The DOTDTAP differentiates itself from other transportation programs funded by the Federal Highway Administration (FHWA) due to its orientation toward non-traditional transportation projects. Determining eligibility refers to the requirements that a project must meet in order to be considered for funding. Eligibility criteria are separate from selection criteria.

Three basic federal eligibility criteria must be met before a project may be included in the DOTDTAP.

1. Does the proposed project fit into one of the 6 eligible activities?
2. Does the proposed project relate to surface transportation?
3. Does the project have an entity that complies with program guidelines?

Surface transportation means all elements of the intermodal transportation system, except aviation. For the purposes of DOTDTAP eligibility, surface transportation includes water as surface transportation and other eligible activities such as canals, lighthouses, and docks or piers connecting to ferry operations, as long as the proposed project otherwise meets the basic eligibility criteria.

To determine if the project relates to surface transportation, focus on the following questions:

1. In what way(s) is the project related through present or past use as a transportation resource?
2. Is there a direct connection to a person or event nationally significant in the development of surface transportation?
3. What is the extent of the relationship(s) to surface transportation?
4. What groups and individuals are affected by the relationship(s), when did the relationship(s) start and end or do the relationship(s) continue?
5. Will the relationship be substantial enough to justify the investment of transportation funds?
6. Does the project enhance the aesthetic, cultural, or historic aspects of the travel experience? How?
7. Is there more of a relationship to surface transportation than just proximity to a transportation facility?

The Entity must show the project's relationship to surface transportation in the application. Though the above questions can help establish the relationship, none of them will necessarily make the determination of the relationship "a sure thing". The ultimate decision will rest with LaDOTD with FHWA's concurrence. LaDOTD can impose stricter guidelines on project eligibilities than those put forth by FHWA; however, it cannot broaden the guidelines.

ELIGIBLE ACTIVITIES

The following is provided for information only and is an expansion on the different activities that are eligible for funding. The applicant's proposal should provide documentation that informs LaDOTD as to which activity or activities their project is eligible under.

PEDESTRIAN AND BICYCLE FACILITIES

The intent of this activity is to provide facilities that make non-motorized transport safe, convenient, and appealing; as well as providing connections between where people live to where they want to go.

For the purposes of the DOTDTAP Program, a pedestrian is not only defined as a person traveling by foot but also "any mobility impaired person using a wheelchair." This category includes providing bicycle and pedestrian features that are not included or required as part of routine transportation projects. This may include activities such as construction of facilities where none currently exist, or refurbishing or rehabilitating existing facilities to make them more usable for bicyclists and pedestrians. This includes upgrading the facilities to meet Federal, State and/or local responsibilities for compliance with ADA requirements (such as ramps, and/or other necessary design features) as long as sidewalk corridors are being installed. The project should not be an ADA upgrade for ramps only if the sidewalks are not in compliance, the entire corridor must be upgraded.

Entities should note that it is the decision of LaDOTD that submitted projects should be a continuous transportation corridor, and should not be disconnected and "patch worked" in nature. The goal of the program is to provide mainline sidewalks/bike paths, not internal infrastructure to a neighborhood, main school campus or park. (Examples: A proposed sidewalk may connect the downtown area to a park. But once at the park, sidewalks accessing from the mainline sidewalk to individual park facilities would not be eligible. In the same manner, only facilities bringing an existing outlying traffic generator site onto a college campus would be eligible; however, facilities within the main college campus would not be eligible.) Facilities may be located inside or outside of a highway right-of-way (though on public right-of-way); the project does not have to be located along a state or federal highway, but must be transportation oriented (not recreational).

The facilities should also connect existing (not proposed) activity centers such as businesses, schools, libraries, shopping areas, recreational areas, etc. Street parking construction costs and stand-alone parking lot projects for future bicycle or pedestrian facilities are not eligible. Please note, however, that parking facilities (including restrooms) at a trailhead of an existing or currently proposed bicycle/pedestrian path are eligible for funding.

Some amenities that make these facilities safer and more accommodating to users, such as vegetation management (see eligibility description elsewhere herein), street furnishings for pedestrians (including pedestrian lighting, trash receptacles, and seating apparatuses) are also eligible. Please note that decorative lighting will only be eligible when the purpose is to light a bicycle/pedestrian path. The lighting system, while decorative, must be designed in accordance with LaDOTD standards.

Though pedestrian and bicycle signals may be requested in the project, if the project is on a state route, only those signals approved by the District Traffic Operations Engineer will be included in the project. For local routes, whether signals will be provided is a local issue.

Bus shelters are considered an eligible item of work. Traffic calming improvements may be included in the project to reduce conflicts where heavy pedestrian usage occurs. These improvements could include but are not limited to bulb-outs, median

refuges and narrowed traffic lanes. However, roundabouts will not be considered as an eligible activity for DOTDTAP due to the limited funding in this program.

All bicycle facility projects must be designed and constructed to meet the criteria outlined in *The Guide for Development of Bicycle Facilities*, published by the American Association of State Highway and Transportation Officials (AASHTO). Pedestrian facilities projects must comply with AASHTO's guide, *A Policy on Geometric Design of Highways and Streets*, and *The Secretary of the Interior's Standards for Historic Preservation*, where applicable. Pedestrian facilities projects **must** be Americans with Disabilities Act (ADA) compliant.

Facilities for bicycles and pedestrians may allow equestrian use, but facilities exclusively for equestrian activities do not fall into any of the eligible categories and, therefore, are not eligible for DOTDTAP funding.

Entities will note that LaDOTD will only accept construction projects in this category; studies are not accepted.

Examples of projects that may be considered eligible include:

- New or reconstruction sidewalks, walkways, or curb ramps
- Bike lane striping
- Wide paved shoulders
- New or reconstructed off-road trails
- Bike and pedestrian bridges and underpasses
- Bike parking and bus racks
- Pedestrian and bicycle signals (must be able to obtain warrant to show proof of need)

SAFE ROUTES FOR NON-DRIVERS

The intent of this activity is to allow for “infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs”. Please note DOTDTAP will only pay for the construction of such projects. Though innovative (“outside-the-box”) project applications are encouraged, they will be subject to an eligibility determination by the Transportation Alternatives Eligibility Review Committee. Adverse determinations will be documented along with the reasons behind the decision to the sponsoring agency.

CONVERSION OF ABANDONED RAILWAY CORRIDORS TO TRAILS

The intent of this activity is to allow for the acquisition of abandoned railroad rights-of-way, as well as construction of multiuse trails and rail-with-trail projects. The acquisition of right-of-way can be a stand-alone project; however, there must be a planned trail use. Please note for DOTDTAP, planning and design costs are not eligible for reimbursement.

Eligible railway corridors must either have been authorized for abandonment, have abandonment proceedings pending or have been set aside for future transportation use under applicable federal or state laws. Preservation of an abandoned rail corridor must lead to the development of a pedestrian and/or bicycle facility and is not intended to solely preserve the rail corridor for future use.

Applications should include a copy of the railbanking deed, if the property is railbanked. (Railbanking is defined as a voluntary agreement reached between a railroad and a trail manager to dedicate a deactivated trail corridor to interim trail use. This agreement should be developed in conjunction with LaDOTD and/or the FHWA division office to capture the protection of property rights for the use of a facility for a specific time period. This time period should be commensurate with the expenditure of federal funds.) It is advisable to have an environmental analysis of the property done prior to considering a project of this nature before submitting for funding under the DOTDTAP Program. Any cost associated with the environmental analysis performed prior to selection and approval is not eligible for reimbursement. Environmental mitigation costs can significantly raise the overall cost of a project.

Examples of projects that may be considered eligible include:

- Purchasing unused railroad property for reuse as a trail
- Constructing multi-use trails along a railroad right-of-way
- Major reconstructions of multi-use trails along railroad right-of-way

CONSTRUCTION OF SCENIC TURNOUTS, OVERLOOKS AND VIEWING AREAS

The intent of this activity is to provide for the construction of scenic turnouts, overlooks and viewing areas to allow for the visual enjoyment of significant scenic or historic view sheds. LaDOTD will only fund this activity if the project is either along a corridor recognized in the Louisiana Scenic Byway Program or where the activity is a part of an off-system pedestrian/bicycle facility.

Applications should provide information concerning the scenic and/or historical significance of the site along with a letter of support from the Louisiana Department of Culture, Recreation and Tourism that the project 1) is located along a Louisiana Byway corridor and/or 2) the site has scenic and/or historic significance and what that significance is.

Some amenities that make these facilities safer and more accommodating to users, such as vegetation management (see eligibility description elsewhere herein), street furnishings for pedestrians (including benches, trash receptacles and seating apparatuses) and interpretative panels concerning the significance of the site are also eligible.

Examples of projects that may be considered eligible include:

- Turnouts with historical markers along a Louisiana Byway
- Overlook with observation deck along a levee bike path with interpretive displays

COMMUNITY IMPROVEMENT ACTIVITIES

For the purposes of this program, LaDOTD is electing to limit the scope and type of activities allowed under this item.

OUTDOOR ADVERTISING MANAGEMENT

This activity allows communities to preserve the scenic character of their roads by removing illegal and non-conforming billboards. Non-conforming signs are those signs that were lawfully erected but do not now comply with the Highway Beautification Act of 1965.

Projects may include billboard inventories and removal of illegal and nonconforming billboards. Inventory control may include, but not be limited to, data collection, acquisition and

maintenance of digital aerial photography, video logging, scanning and imaging of data, developing and maintaining an inventory and control database, and hiring of outside legal counsel.

Since this activity may involve the acquisition of real property, federal guidelines must be followed in addition to any state regulations. All property acquisitions involving the use of federal financial assistance must comply with The Uniform Act. Title III of the Uniform Act applies to the acquisition and removal of nonconforming signs. It requires that to the greatest extent practicable under state law, property acquired in connection with a federally-funded project must be appraised and the owner must be made an offer not less than the appraised value. Thus, in most cases, sign and site owners are entitled to just compensation for their property. In addition, LaDOTD stipulates that effective controls must be in place to prohibit new signs from being erected where those removed with federal-aid were located.

Examples of projects that may be considered eligible include:

- Billboard inventories, including those done with GIS/GPS
- Removal of illegal and non-conforming billboards.

HISTORIC PRESERVATION & REHAB OF HISTORIC TRANSPORTATION FACILITIES

As the name of the activity states the intent is to allow communities to rehabilitate and restore transportation facilities significant to the history of transportation in America. These rehabilitated facilities would help to educate the public and to give communities a unique sense of character that attracts tourists and generates a vibrant economic life.

For the purposes of this activity, three eligibility criteria must be met to be considered for funding:

1. The facility must be directly and strongly related to surface transportation. A facility is not necessarily a building. (Example: Railroad depot, lighthouse, lockhouse, rail trestles, tunnels, bridges, canals, etc.)
2. The facility must be included in or eligible for listing in the National Register of Historic Places as determined by SHPO.
3. The facility, at the end of the project, must be used for a current transportation purpose. (Example: An historic train depot could be repurposed for use as a bus station.)

Preservation means the process of applying measures necessary to sustain the existing form, integrity, and materials of an historic property. Work, including preliminary measures to protect and stabilize the property, generally focuses upon the ongoing maintenance and repair of historic materials and features rather than extensive replacement and new construction. Rehabilitation means the process of returning the real property to a condition that makes possible for a contemporary use while preserving the significant historic features of that real property. Subsequent conversion costs for non-transportation related activities or tenant improvements are not eligible. Adaptive reuse is required to be transportation in nature and must benefit the general user of the surface transportation system and not simply individuals having a specific business in the facility. Where there is an uncertainty regarding

whether a proposed action is considered a transportation use of the facility, please contact the DOTDTAP Manager for a determination.

Please note that because historic preservation/rehabilitation can involve specialized and labor-intensive work, applicants are strongly encouraged to consult with preservation architects or contractors experienced in this type of work before developing their project's scope of work and budget. Any costs associated with these activities prior to selection and approval by LaDOTD are not eligible for reimbursement. All work must be performed and managed by personnel who are qualified as professionals educated and experienced in historic preservation/rehabilitation activities.

In order for the total cost of exterior restoration to be considered eligible, the entire interior must be used for a current transportation purpose. Projects proposing preservation/restoration of historic buildings must include current and proposed floor plans showing the function of each room on each floor. The function of the rooms must serve in a manner that relates to the surface transportation system to be eligible. Funding of exterior restoration will be based on the percentage of the interior space being utilized for transportation related activities. For example, if 55 percent of the interior of a building will be used as a bus transfer point, then funding for the exterior restoration will be limited to 55 percent.

A preservation project arising from the deferment of maintenance, that was to have been done, as a condition of a previous agreement for its preservation, will not be eligible.

Historic preservation does not include reconstruction, i.e., building replicas of historic structures or buildings. Tenant improvements are not eligible costs.

Some amenities that make these facilities more accommodating to users, such as vegetation management (see eligibility description elsewhere herein) and street furnishings for pedestrians (including pedestrian lighting, trash receptacles, and seating apparatuses) are also eligible.

Entities will note that LaDOTD will only accept construction projects in this category; studies will not be accepted.

Examples of projects that may be considered eligible include:

- Restoration and reuse of historic buildings with strong link to transportation history
- Preservation/Rehabilitation of rail trestles, tunnels, bridges, and canals
- Restoration of an historic bridge with repurposing from vehicular to pedestrian only use

VEGETATION MANAGEMENT

This activity includes stand-alone projects using vegetation management to improve roadway safety, to prevent the spread of invasive species or to provide erosion control. Routine maintenance (such as mowing) and stand-alone projects for aesthetic reasons are not eligible for funding. Traditional scenic, landscaping, or streetscape type project components may be eligible if they directly contribute to the advancement of a TAP eligible activity, such as bicycle and pedestrian facilities or rehabilitation of a historic transportation facility.

Plants used under this activity should be low maintenance and hardy in nature and should conform to the LaDOTD Vegetation Policy, latest edition. Annuals (flowers that must be planted

every season) will not be eligible for funding with the program. Ground cover will be allowed based on the approval of the LaDOTD Landscape Architect.

Proposed wildflower plantings must supply information concerning who will maintain the area. Any wildflower planting proposed along state controlled routes must have a written letter of no objection from the District LaDOTD Assistant District Administrator for Operations for that region; a part of the letter should stipulate the entity responsible for maintaining the wildflowers after planting.

Any vegetation management concept proposed for a state controlled route (interstate, US or state route) must meet with the approval of the LaDOTD Chief Landscape Architect. The concept does not need to be pre-approved; however, the Entity is cautioned that the design may ultimately need to be changed to meet with the LaDOTD Chief Landscape Architect's approval through the design process.

Trees species that have the potential of attaining "Significant" status size may be planted within LaDOTD mainline right-of-way upon approval of the LaDOTD Chief Landscape Architect and the LaDOTD District Area Engineer. They may also be permitted at interchanges upon review and at the discretion of the LaDOTD Landscape Section and the District Administrator. A significant tree is a Live Oak, Red Oak, White Oak, Magnolia or Cypress that is considered aesthetically important, 18" or greater in diameter at breast height (4'-6" above the ground), and having a form that separates it from the surrounding vegetation or is considered historic.

Plantings shall be designed so they do not block existing billboards advertising on state routes AT ALL. Billboards must be identified within the plans.

Entities will be required to submit a maintenance plan that will be included in the project agreement. Entities are encouraged to make this plan a vital part of their planning process before submitting an application, as maintenance of the plantings can be a significant annual, on-going expense to the Entity. During the design process, Entities or their Landscape Architect will be required to submit a list of nurseries where the specified plantings may be obtained.

Entities will note that LaDOTD will only accept construction projects in this category; studies will not be accepted.

Examples of projects that may be considered eligible include:

- Landscaping to improve sightlines or other safety considerations
- Planting grasses or wildflowers to manage erosion along transportation corridors
- Removal of invasive species

ARCHAEOLOGICAL ACTIVITIES

This activity is limited to research on sites related to impacts from the implementation of a transportation construction project eligible under United States Code of Federal Regulations Title 23-Highways. This category is not for routine excavations. This includes research, preservation planning, and interpretation, developing interpretive signs, exhibits and guides; and inventories and surveys.

All work must be done in compliance with the *Secretary of the Interior's Standards and Guidelines for Archeology and Historic Preservation* or the *Secretary of the Interior's Standards for Historic Preservation Projects* and

must be managed under the direction of qualified professionals who are educated and experienced in archaeology.

Examples of projects that may be considered eligible include:

- Research, preservation planning, and interpretation;
- Developing interpretive signs, exhibits, and guides;
- Preparation and cataloguing of artifacts for exhibition;
- Inventories and surveys.

ENVIRONMENTAL MITIGATION ACTIVITIES

For the purposes of this program, LaDOTD is electing to limit the scope and type of activities allowed under this item.

STORMWATER MITIGATION

This activity is to address water pollution prevention related to highway construction or due to highway runoff or pollution prevention and abatement activities to address storm water management. Only permanent and long term solutions or methodologies will be considered as eligible for this activity. The proposed project must also go above and beyond environmental mitigation required in law for federal-aid highway projects.

For environmental mitigation to address water pollution due to highway runoff: Eligible mitigation projects include those that incorporate aesthetic and ecological considerations and promote recharge. Normal storm sewer construction and maintenance is not eligible unless it is integral to a larger, eligible DOTDTAP project.

Activities that have been identified as requirements of a storm water permit are not eligible for DOTDTAP funding. Acquisition of real property is not considered as an eligible mitigation of water pollution unless the acquisition fulfills the mitigation objective.

Examples of projects that may be considered eligible include:

- Detention and sediment basins;
- Stream channel stabilization;

WILDLIFE MANAGEMENT

This activity is to be used to reduce vehicle-caused wildlife mortality while maintaining habitat connectivity. This activity can only be used for three wildlife types: 1) endangered species, 2) threatened species, or 3) large animals that can cause severe injuries when struck by a vehicle (examples: feral hogs, deer or bear).

Eligible activities should help preserve an identified endangered or threatened species by using previously established methods or using methods that are being researched to establish protection of wildlife relating to vehicle incidents on roadways, without disconnecting wildlife habitat. Please note that LaDOTD will not sponsor projects where the land on both sides of funneling activities are not controlled from development. Mitigation can consist of, but is not limited to, fence construction,

purchase or long-term lease of real property, wildlife tunnel or bridge construction, and native vegetation plantings as sight buffers or grazing deterrents.

Applications under this category must show data on wildlife mortality or vehicle incident records at the areas affected under the proposed environmental mitigation. The target species must be named in the application. The proposed project must go above and beyond environmental mitigation required in law for federal-aid highway projects.

Examples of projects that may be considered eligible include:

- Wetlands acquisition and restoration to improve existing habitat resources in cases where wildlife crossings are not feasible
- Wildlife under or overpasses, including bridge extensions to provide or improve wildlife passage and habitat connectivity;
- Monitoring and data collection on habitat fragmentation and vehicle-caused wildlife mortality.

PROJECT RELATIONSHIP TO SURFACE TRANSPORTATION

The project must have a direct relationship to surface transportation (excluding aviation) as exhibited by one or more of the following linkages:

1. **FUNCTION** – The project serves a purpose relating to the existing transportation system. Facilities that serve recreational uses only are not appropriate for this program.
2. **IMPACT** – The project substantiates the relation to the surface transportation system in that it creates a beneficial effect on the existing transportation system.

Please note that since DOTDTAP projects must have a direct relationship to transportation, **park** improvements such as park benches, park landscaping and pure recreational trail loops are not eligible, although the same elements would be eligible in a streetscape setting. DOTDTAP projects that may provide an ancillary recreational experience may be eligible as bicycle or pedestrian facilities if the projects also provide through access from one point to another.

ELIGIBLE PROJECT ENTITIES

The following is a listing of eligible entities who can receive TAP funds:

- Local governments (any unit of local government below a State government agency, except for a Metropolitan Planning Organization)
- Regional transportation authorities (same as the Regional Transportation Planning Organization defined in the statewide planning section (23 USC 135(m))
- Transit agencies (Any agency responsible for public transportation that is eligible for funds under the Federal Transit Administration)
- Natural resource or public land agencies (includes any Federal, Tribal, State, or local agency responsible for natural resources or public land administration; examples, State or local park or forest agencies, State or local fish and game or wildlife agencies, Department of the Interior Land Management Agencies, US Forest Service)
- School districts, local education agencies, or schools (includes any public or nonprofit private school. Projects should benefit the general public, and not only a private entity)

- Tribal governments
- Any other local or regional governmental entity with responsibility for oversight of transportation or recreational trails (other than a metropolitan planning organization or a State agency) that the State determines to be eligible, consistent with the goals of subsection (c) of section 213 of title 23.
- Nonprofit organizations are only eligible as direct grant recipients for TAP funds when they qualify through one of the eligible entity categories (e.g., where a nonprofit organization is a designated transit agency or a school).

OTHER PROGRAM CONSIDERATIONS

This covers a listing of miscellaneous program guidelines that the Entity must take into consideration when applying for DOTDTAP funds.

Projects may be phased; however, phases should be limited to a maximum of 3 and each should be a “stand-alone” project. This requirement is not meant to limit large projects that intend to develop an intermodal transportation network.

DOTDTAP is part of the Federal-aid Highway Program. This is not a grant program! It is a cost-reimbursable, pay-as-you-go program, not up-front grants. The funds are subject to all the requirements of Title 23, United States Code. The Entity must have the financial resources to carry project expenditures until reimbursed (unless disbursement is agreed upon prior to beginning) and statutory authority to charge on a reimbursable basis. Costs incurred before FHWA project authorization (expenditure approval) are not eligible for reimbursement. Letters conveying notification of acceptance into the program do not constitute authorization. The Entity will be notified in writing when expenditures are authorized, and can be incurred (Notice to Proceed).

As project costs incurred before the Notice to Proceed will be ineligible for reimbursement, Entities are encouraged to contact DOTDTAP personnel for clarification of questionable activities. **WARNING:** This does not mean the portion of the action done before authorization is ineligible and the portion done after authorization is eligible. None of the action is eligible. For example, if the Entity intends to be compensated for their right-of-way acquisition, and if they inadvertently begin work before authorization for acquisition, none of the right-of-way expenses are eligible for federal reimbursement. The Entity will be notified in writing when expenditures are authorized, and can be incurred.

Items that are ineligible for funding by the DOTDTAP program may be included in the construction contract as nonparticipating items with the funding to be provided by the Entity or others.

DOTDTAP projects are transportation projects and must meet any applicable state and federal standards for transportation projects. For example, bicycle facilities must meet federal and state standards for width, grade and signing or state highway landscaping must comply with state landscaping policies on National Highway System routes. Projects sharing or crossing railroad rights-of-way (ROW) must have railroad agreements, which can be time-consuming to negotiate and get

approved. Entities unfamiliar with the requirements and costs of constructing to the design standards required for federal-aid projects should consult in advance with their local LaDOTD District representative or with the DOTDTAP staff.

DOTDTAP projects use federal funds and must comply with various federal contracting requirements, which apply if consultants are to be used for environmental or design studies, to right-of-way activities (including utility work) done under contract, and for the project construction contract. The major requirements that the potential Entity needs to be aware of include competitive bidding, pre-award audits, minority business participation (DBE), and prevailing wage rates (Davis-Bacon Act). For this reason, LaDOTD will advertise and take bids for ALL projects.

Walkways and buildings must include handicapped access that is ADA compliant. Standards for ADA may be found in the *Americans with Disabilities Act Accessibility Guidelines for Buildings and Facilities*.

Various environmental actions required by National Environmental Policy Act (NEPA) and storm sewer maintenance are not eligible unless they are an integral part of a larger qualifying project. LaDOTD will determine when activities are vital to the success of the project as a whole before they are determined eligible.

Improvements to real property owned by private, non-profit organizations might be considered eligible. An agreement between the owners of the real property and the Entity is required. The agreement must establish that the project will be dedicated for public use for a period not less than 10 years upon completion of the project and must define the responsibilities of the parties as to the operation and maintenance of the project upon completion. A copy of the signed agreement should be sent to the project coordinator for LaDOTD's records.

Public lands cannot be used as a local funding match. ROW that has been obtained prior to project selection and approval into the DOTDTAP program will not be eligible for use as a local funding match.

Upon completion, a facility must be open to the public for a period of not less than 10 years. A nominal fee to cover operation and maintenance expenses to the facility may be charged.

Entities of DOTDTAP projects should note that by sponsoring the project they are agreeing to supply the match share, manage and maintain the project, and assuming the legal liability for the project. Entities will be asked to provide a resolution to that effect. LaDOTD will not advance the project until this requirement is met. If a resolution is not supplied to the LaDOTD within three months of project selection, the project may be cancelled. Time extensions for this deadline must be requested in writing to the DOTDTAP Program Manager.

ELIGIBLE REIMBURSABLE WORK CATEGORIES

PLANNING ACTIVITIES

Planning studies will only be accepted for archaeological projects. Planning efforts must either: 1) lead to the development of a proposed network or program of projects that will lead to specific construction projects; or 2) be specific planning activities necessary for defining and implementing an individual enhancement activity.

RIGHT-OF-WAY ACQUISITION

Right-of-way acquisition will only be eligible for reimbursement when requested in the application. This includes the cost of buying property plus right-of-way support services such as appraisals. Whenever federal funds are used in any phase of a project, acquisition of real property for the project becomes subject to the provisions of the Federal Uniform Relocation Assistance and Acquisition Policies Act, no matter if carried out by federal, state or local agencies or by private parties. A LaDOTD certified appraiser must perform right-of-way appraisals to determine property value even if ROW is not used as part of the match or Federal funds are not used for property acquisition. Work done prior to selection and written approval by LaDOTD will not be eligible for reimbursement. For additional information concerning ROW procedures, go to

[http://wwwsp.dotd.la.gov/Inside_LaDOTD/Divisions/Engineering/Real_Estate/Manuals/Local%20Public%20Agency%20\(LPA\)%20Manual%20.pdf](http://wwwsp.dotd.la.gov/Inside_LaDOTD/Divisions/Engineering/Real_Estate/Manuals/Local%20Public%20Agency%20(LPA)%20Manual%20.pdf)

CONSTRUCTION

This is the major category of work for eligible enhancement activities involving the actual building of the project.

PROJECT FUNDING

GENERAL

The DOTDTAP program is not a grant program but a cost reimbursable, pay-as-you go program. Prior to construction, the project must be approved by LaDOTD and authorized by the FHWA. LaDOTD will provide 80-95 percent of the construction costs up to the maximum amount documented in the Funding Commitment Letter. The applicant is required to provide a minimum of 5-20 percent of the construction costs, and may be responsible for all costs associated with the engineering plans, environmental studies and documentation, right-of-way plans, right-of-way acquisition, environmental remediation, and construction engineering and inspection, as necessary. Right-of-way acquisition costs are only allowable if requested in the application. The local match must be in cash. In-kind contributions will not be accepted. In rare cases, where the project's construction contract is administered by LaDOTD, the match amount (and any excess funds) must be provided to the LaDOTD prior to the letting of the project.

The Entity or donor(s) or a combination of the two may supply the match share. It may consist of a combination of funding and under certain conditions, real property.

INELIGIBLE ITEMS

Though not a comprehensive list, there are some activities that will not be funded through the DOTDTAP Program.

Administrative costs are not compensable. The Entity is responsible for these costs. Some examples of actions considered to be administrative are application preparation; invoice checking, certification, and transmittal; consultant selection and management; coordination with LaDOTD; fund raising; etc.

Activities or items routinely funded from other FHWA sources (not the DOTDTAP program) are not eligible. This does not mean that all items or activities that could be funded with other sources are ineligible. Only those that are both eligible and routinely funded are ineligible. For example, an overlay of a roadway in conjunction with eligible shoulder overlay could not be funded with DOTDTAP funds since it is a routinely funded item with other FHWA monies. Transit functions, with the exception of bus shelters, cannot be funded with DOTDTAP funds since that is also a routinely funded item with other FHWA monies.

Utility relocation work is not eligible for funding through the program. DOTDTAP funds will only pay for adjustment of utilities (such as manholes or water meter boxes) that need to be raised due to sidewalk construction).

Projects specifically for street lighting of roadways are not eligible for funding through the program. For pedestrian/bicycle path projects, decorative lighting would be eligible if part of the overall project.

Applicants sponsoring trail projects should note that a circular recreation path wholly within a park or any other purely recreational facility is not eligible.

Public art is not eligible for funding through the program. Items of public art include, but are not limited to: statuary, decorative banners, flag displays other than the American flag (including flagpoles), murals, fountains, clock towers, etc.

Projects containing parallel piping items (including pipes, borrow, bedding material, catch basins, manholes and related work) will not be considered for funding unless the drainage work is incidental to the project. If documented pedestrian fatalities or incidents have occurred on the route and drainage work is necessary to install sidewalks, the drainage work will not be considered incidental due to special circumstances. Entities should note that the purpose of the DOTDTAP Program is to provide transportation, not to enclose ditches.

Parking facilities will not be eligible for funding unless the facility is related to a trailhead or an eligible building project.

DOTDTAP funds cannot be used to construct parks or their facilities. Landscaping around buildings renovated with DOTDTAP funds is acceptable, but will be limited in nature. Annuals (plants which complete their life cycle, from germination to the production of seed, within one year, and then die) will not be eligible for DOTDTAP funding.

Projects to retrofit existing facilities solely for conformance to accessibility standards are not eligible for DOTDTAP funding.

Actions (or work) taken prior to FHWA project authorization are not eligible for compensation. This does not mean the portion of the action done before authorization is ineligible and the portion done after authorization is eligible. None of the action is eligible. For example, if the Entity intends to be compensated for their right-of-way acquisition, and if they begin work before authorization, none of the right-of-way acquisition is eligible for reimbursement. The Entity will be notified in writing when expenditures are authorized, and can be incurred.

Items that are ineligible for funding by the DOTDTAP may be included in the construction contract as nonparticipating items with the funding to be provided by the Entity.

COST INCREASES

Funding for project costs in excess of those awarded initially are not guaranteed. Therefore, obtaining realistic cost estimates for the services to be performed are extremely important to ensure that adequate funding is provided. Funding requests should take into account that the project will normally not be under construction until the second or third year in the program. It is recommended that the services of a professional engineer, architect, or contractor familiar with LaDOTD procedures be obtained to assist in the development of the required project services and cost estimates as the work must be done to LaDOTD standards. Costs for professional services incurred by the project sponsor associated with preparation of the application are not eligible for reimbursement.

The Entity will be responsible for any cost in excess of that awarded initially. Entities should carefully control increases and overruns as they may jeopardize completion of the entire project. If the Entity decides not to complete a project, the applicant will reimburse all federal expenditures to the LaDOTD.

CHANGES IN PROJECT SCOPE

Entities cannot make changes in the design or scope of the project without LaDOTD's written approval and adjustment to the project's Entity/State Agreement. Please be aware that approval is not automatic; a proposed change can be denied. The Entity must relay any proposed changes to the scope of the project to the DOTDTAP Manager within 90 days of a decision to modify a project. Changes without LaDOTD's approval may prohibit the reimbursement of funding.

PROJECT FOLLOW-UP

All press releases concerning any project accepted into the program must be cleared through the LaDOTD Project Manager assigned to the project for accuracy and content. The Entity is required to identify the LaDOTD and the FHWA for their participation in the project in any news releases or other promotional material for the project. If a plaque or sign is used on the project, FHWA must be identified as providing part of the funding for the project and DOTD must be identified as providing services to the project.

PROJECT SCHEDULING

Please note that due to LaDOTD processing, Federal guidelines and scheduling constraints, if your project is selected, it will not be bid in the current or next fiscal year. The Federal Fiscal Year begins in October. LaDOTD schedules projects on a first-come, first-served basis. After your plans have been through the LaDOTD process and are deemed as “Final Plans” (average of 2 years), your project will be scheduled in the next state fiscal year (beginning July in one year and ending in June of the next year) based on available funds.

Any constraints that the Entity has for the letting month should be stated to their LaDOTD Project Manager. Examples are: major festival in a particular month, other major work in area so letting should be delayed, work should be performed when school is out to minimize problems, etc.

Also note that it is a program policy, that if a project has not shown significant progress (as determined by the DOTDTAP Manager) 3 years after inclusion in the program, the project may be cancelled.

PROJECT SELECTION CRITERIA

Projects will be selected for funding based on DOTDTAP Goals. The following project selection criteria will be used as a tool to guide the process:

- Improves the quality of life, quality of transportation systems, and/or quality of the environment,
- Shows rarity, uniqueness, or significance compared to existing resources of its type,
- Degree of confidence about cost estimate,
- Reasonableness of delivery schedule, amount of risk of lengthy environmental studies and permits or public controversy about the project,
- Shows relative total benefit compared to its cost,
- Demonstrates urgency or risk of lost opportunity,
- Is multi-modal and/or demonstrates connectivity,
- Provides extra matching funds or services;
- Shows value in spreading general public awareness of or access to its type of resource, and
- Indicates sustainability and/or long-term worth.
- Prioritizes High-Need Areas (Distressed, Low-Income, Rural, Transit Dependent)
- Non-urbanized communities (<50,000) who are not required to fund design but opt to select and pay for their own Consultants may receive additional consideration.

The DOTDTAP Eligibility Review Committee will screen for eligibility and provide comments on the submitted applications. This information will be provided to the LaDOTD District Administrators (DAs) and the Transportation Management Areas (TMAs). Please note that the TMAs in Louisiana are Baton Rouge, Lafayette, New Orleans and Shreveport. The TMAs will receive all of the applications that were submitted within their boundaries as will the DAs concurrently. The TMAs will rate the applications and provide a priority list to their District Administrator and the DOTDTAP Manager. The TMA projects that are within their funding allocation will be selected. The District Administrators will prioritize all projects within their district regardless if in a TMA area or not. The District Administrator will submit a prioritized list of

recommended projects to the DOTDTAP Manager. The DOTDTAP Manager will compile all of the District Administrator's priority lists (adjusting list based on TMA projects selected) along with an informational list of priority TMA projects.

The DOTDTAP Eligibility Review Committee is composed of the members of the LaDOTD Transportation Alternatives Program Unit, the Landscape Unit in Maintenance, one person from the LaDOTD Environmental Section, one person from the LaDOTD Compliance Programs Section, one person from the LaDOTD Planning Section, one person from the LaDOTD Highway Safety Section, FHWA, and the LPA Director. Additional input in eligibility will be requested from the LaDOTD Bicycle and Pedestrian Coordinator; Department of Culture, Recreation, and Tourism; and other state or federal agencies having knowledge pertinent to the program as needed.

The selection and grading process will be reviewed every year, before the screening and prioritization process begins to determine any changes that need to be made. After the adjustments, if any, have been determined, the Committee shall not consider recommendations by others relative to the annual screening and prioritization process.

SELECTION CYCLE

Applications for projects requesting funding under the DOTDTAP Program will only be accepted during the application call process. Potential entities may look on the LaDOTD website at www.dotd.la.gov to check on application cycle status. Applications will not be held for consideration in the next funding cycle. It will be the responsibility of the Entity to resubmit the application for the next cycle.

NOTIFICATION OF SELECTION

Projects selected for the program will be posted to the LaDOTD website at www.dotd.la.gov within two weeks after selections have been made. Successful project entities will also be notified in writing. Unsuccessful project entities will also be notified in writing. The Entity should note that unsuccessful applications will not be kept for future selection cycles; the Entity will need to resubmit.

APPENDIX

List of Terms

Key Points in Selection

Metropolitan Planning Organization (MPO) Map

Metropolitan Planning Organization Contacts

LaDCRT and LaDOTD Contacts

LaDOTD Districts Map

LIST OF TERMS

AASHTO: American Association of State Highway and Transportation Officials

ADA: Americans with Disabilities Act

Authorization: The point in time in which the FHWA has approved the project and actual funding is placed into an escrow account

DOTDTAP: The portion of TAP covered under Transportation Alternatives Definitions

Entity: The Local Public Agency that agrees to provide local oversight of the project, the required local match, and legal liability for the project.

Entity/State Agreement: Legal document between LaDOTD and the local Entity that documents both parties' duties and responsibilities

Environmental Clearance: The point at which the project has been checked for all applicable criteria required by NEPA and approved by FHWA for environmental issues

FAST Act: The most recent federal transportation funding law, Fixing America's Surface Transportation Act, signed into law on December 4, 2015

FHWA: Federal Highway Administration

Final Plans: Final signed and stamped plans, technical specifications and cost estimate, also known as PS&Es.

LaDCRT: Louisiana Department of Culture, Recreation, and Tourism

LaDOTD: Louisiana Department of Transportation and Development

Louisiana Scenic Byways Program: Program administered by the LaDCRT, not LaDOTD

MAP-21: Federal transportation funding law, Moving Ahead for Progress in the 21st Century; eliminated by the passing of the FAST Act.

NEPA: National Environmental Policy Act

NRT: National Recreational Trails Program now part of the FHWA Transportation Alternatives Program. However, the Louisiana Department of Culture, Recreation, and Tourism handles the program administration for these projects.

Obligation: The point at which the project is accepted into the program and LaDOTD and FHWA agrees to eventually authorize the project once all processes for final contract documents (plans, specifications and cost estimate) have been completed

Responsible Charge: A full time employee of the Local Public Agency who manages and maintains the project. This person cannot be a consultant hired by the Local Public Agency.

ROW: Right-of-way, property encompassed by the project

SHPO: State Historic Preservation Office, Louisiana Department of Culture, Recreation and Tourism

SURFACE TRANSPORTATION BLOCK GRANT (STBG): Program established under the FAST Act for transportation alternatives.

TAP: Transportation Alternatives Program as defined under MAP-21 redefines the former Transportation Enhancements activities and consolidates these eligibilities with the Safe Routes to School Program and the National Recreational Trails Program; was eliminated in the FAST Act.

USDOT: United States Department of Transportation

KEY POINTS IN SELECTION

SCREENING

All project applications will be screened for minimum eligibility criteria and minimum requirements for grading by the Program Eligibility Committee prior to being evaluated and ranked for selection by the District Administrators and TMA's. Projects not meeting minimum criteria will be dropped from further consideration without prejudice.

MINIMUM CRITERIA

- The project must fit into at least one of the eligibility categories listed in and as defined in this manual. They are:
 - Pedestrian and Bicycle Facilities
 - Safe Routes for Non-Drivers
 - Conversion of Abandoned Railway Corridors to Trails
 - Construction of Scenic Turnouts, Overlooks and Viewing Areas
 - Community Improvement Activities
 - Outdoor Advertising Management
 - Historic Preservation & Rehab of Historic Transportation Facilities
 - Vegetation Management
 - Archaeological Activities
 - Environmental Mitigation Activities
 - Stormwater Mitigation
 - Wildlife Management
- The project must have a direct relationship to surface transportation. Surface transportation means all elements of the intermodal transportation system, exclusive of aviation. This includes water as surface transportation and includes eligible activities on related features such as canals, lighthouses, and docks or piers connecting to ferry operations, as long as the proposed project otherwise meets the basic eligibility criteria.
- Many projects are a mix of elements, some on the list and some not. Those project elements that are on the list may be counted as DOTDTAP activities. For example, a multi-use bike path may include an overlook and interpretative displays.
- Activities that are not explicitly on the list may qualify if they are an integral part of a larger qualifying activity. For example, if the rehabilitation of a historic railroad station required the construction of new drainage facilities, the entire project could be considered a DOTDTAP activity. Similarly, land acquisition necessary for implementing qualifying DOTDTAP activities are eligible for funding, however, it must be stated in the application that the entity intends to use federal funds in land acquisition.
- The funded activities must be accessible to the general public, targeted to a broad segment of the general public or provide a clear public benefit. It should not be perceived as being targeted to a narrow segment of the public.

- LaDOTD's position is to discourage applicants from applying for funding where more than 50% of the project cannot be funded in part or whole through the DOTDTAP Program. However, LaDOTD will not prohibit projects with many ineligible features where the Entity is paying the balance, DOTDTAP activities grafted onto larger projects, large complex projects with multiple funding sources, phased projects or projects with other special circumstances. Projects with the "over 50%" criteria where no other funding source is stipulated for the ineligible items will be rejected without prejudice. Examples of ineligible items are: parking facilities not associated with trailheads, public art, the portion of historic building not utilized for approved transportation purposes, parallel piping, and lighting with no sidewalks/bike paths being served.
- The Entity should provide sufficient information for project grading.

MINIMUM REQUIREMENTS FOR GRADING

LaDOTD will screen for the following minimum requirements (except those that may not be applicable for certain types of projects):

Project Scope and Cost

- Shows an **entire** plan (including all phases) for the project. If phased, the project should have no more than 3 phases and phases must be logical and "stand-alone". The Entity shall indicate the phase for which they are applying,
- Displays consideration of the DOTD Complete Streets Policy.
- Contains a well-defined project description, with clear project limits, scope of work,
- Contains sufficient detail and clear information in the project description and cost estimates for evaluation in comparison to other projects,
- Contains a financial plan, showing full project funding, covering all funding sources, showing line item detail, for all project phases,
- Demonstrates adequate match funding and contains sufficient other funding to cover ineligible features to complete the project,

Transportation Program Requirements

- Meets federal and state standards for historic preservation/restoration,
- Will meet applicable handicapped access ADA requirements,
- Recognizes and meets applicable federal and state standards for its project type,

Program Application & Implementation

- Has completed the Certification Section of the Application,

- Includes the required number of completed, signed application forms, including all attachments, submitted in accordance with established deadlines.
- Contains a letter from any affected railroad stating that the railroad would be willing to grant a right of entry or execute an encroachment agreement on projects that encroach or cross on railroad ROW,
- Contains documentation that ROW for the project is publicly owned (leased) and was obtained using federal guidelines and requirements. If ROW is not in public ownership, the project will not be considered unless the entity has an executable option on the property for acquisition within one year of the application.

EVALUATION

Please review Project Selection Criteria before reading below. The following discussion is not meant to contradict the principles behind the selection process but to broaden the understanding of how projects are selected.

The LaDOTD seeks diversity in the types of projects to be selected into the DOTDTAP Program, and has, therefore, developed an evaluation system intended to yield a mix of projects of different types. Rankings will necessarily be subjective, relying on the experience, expertise, and priorities of LaDOTD. Within the general framework contained herein, LaDOTD will decide what external information is required, devise its own process, and define the roles of the various Committee members to evaluate project applications.

The Eligibility Review Committee will review the applications for eligibility and provide information to the District Administrators and TMAs concerning the project's function, impact, cost, and Eligibility Committee's priority. The District Administrators and TMAs will take this information and apply their regional priorities and information they obtain to rank the projects in their respective districts/areas.

Function is defined as serving a purpose to the existing transportation system – not pure recreation.

Impact is the benefit to the transportation system. Impact should take into account the project's relative importance of link or relationship to overall state and local interests.

Cost will be evaluated on the overall amount requested from the DOTDTAP Program and relative value compared to cost, i.e. "the most bang for the buck". This will be a subjective evaluation agreed to by the Committee.

Regional Priority will be determined based upon input from the LaDOTD District Administrators. The District Administrators may request other input from each other, the Metropolitan Planning Organization (MPO) in their district, the Louisiana Department of Culture, Recreation and Tourism or other agencies with expertise or interest in the project type.

Eligibility Review Committee Priority will be assigned by considering the following factors: relative importance, rarity, equity, uniqueness, or significance compared to existing resources of its type; relationship to location of other existing or proposed resources of its type; degree to which the project is a complete stand-alone project; leverage of other resources into the project; and value in spreading general public awareness of or access to its type of resource.

Once all projects have been prioritized in their respective districts or TMAs, the rankings will be returned to the DOTDTAP program manager who will then select the projects to receive funding based on available funding, prioritization of the districts or TMAs, population distribution and other subjective factors that may apply.

1. Pedestrian And Bicycle Facilities

Function

Strong—significantly improves non-motorized transportation system. Provides links to existing system. Provides linkage to traffic generation sites throughout its length. Services schools. Project mostly transportation in nature.

Moderate—Improves or establishes a non-motorized transportation system. Project provides transportation; however, shows evidence of recreational nature. Provides linkage to traffic generation site at beginning and end of project.

Weak—Has one major traffic generation site along length. Project mostly recreational in nature.

Impact

Strong—Solves documented safety problems related to non-motorized public. Completes connection with an existing system.

Moderate—Improves safety conditions for non-motorized public. Part of the ongoing addition to an existing system.

Weak—Minimal improvement of safety conditions for non-motorized public. Stand-alone project. No system in place.

2. Safe Routes For Non-Drivers

Function

Strong—significantly improves non-motorized transportation system for non-drivers to access daily needs. Provides links to existing system. Provides linkage to traffic generation sites throughout its length. Services children, elderly, and individuals with disabilities to access daily needs.

Moderate—Improves or establishes a non-motorized transportation system for non-drivers to access daily needs. Project provides transportation opportunities; however,

minimal documentation found showing what access to daily needs are being provided. Provides linkage to traffic generation site at beginning and end of project.

Weak—No evidence found where project provides access to daily needs. Does not improve or establish a nonmotorized transportation system. No evidence that the project purpose is for children, elderly, or individuals with disabilities.

Impact

Strong—Solves documented safety problems related to non-drivers to access daily needs. Completes connection with an existing system.

Moderate—Improves safety conditions for non-drivers to access daily needs. Part of the ongoing addition to an existing system.

Weak—Minimal improvement of safety conditions for non-drivers to access daily needs. Stand-alone project. No system in place.

3. Conversion Of Abandoned Railway Corridors To Trails

Function

Strong—Project provides linkage to existing system. Based in area where eventual pedestrian/bike trail would be used mostly for transportation purposes. Entity provides a vision showing transportation potential.

Moderate—Project establishes a non-motorized system that has a transportation function but also has elements of recreation.

Weak—Project is mostly recreational in nature.

Impact

Strong—Corridor has strong connectivity potential. Opens new possibilities for or extends existing off-system pedestrian/bike trail.

Moderate—Provides for connectivity; however, location is not as desirable as an urban corridor, for example. Though project opens new possibilities for or extends existing off-system pedestrian/bike trail, the potential for use is minimal for transportation.

Weak—Location does not provide for connectivity potential or is mostly recreational in nature.

4. Construction of Scenic Turnouts, Overlooks And Viewing Areas

Projects must be along a recognized Louisiana Scenic Byway or part of a pedestrian/bicycle facilities to be eligible for funding.

Function

Strong—Project significantly improves a transportation corridor and/or improves safety along a Louisiana Scenic Byway or pedestrian/bicycle facility by providing access to scenic, historic, cultural sites recognized by the Louisiana Department of Culture, Recreation and Tourism. Project may be an anchor for future development or expand an existing area.

Moderate—Project improves a transportation corridor or improves safety. Project is more typical in nature.

Weak—Project slightly improves a transportation corridor or potentially creates an unsafe condition. Project appears as more of an afterthought than well planned.

Impact

Strong—Project enhances the ability of the travelling public to access the scenic or historic aspects along the corridor. Project has unique and/or interesting aspects.

Moderate— Project enhances the ability of the travelling public to access the scenic or historic aspects along the corridor. Project is more typical (vanilla) in nature.

Weak—No other purpose for the project noted other than improving the adjacent lands for commercialization.

5. Community Improvement Activities

For the purposes of evaluation, this category will be broken into four, as there are significantly different methods of evaluation required for each.

a. Outdoor Advertising Management

Function & Impact

Strong— Project will preserve/restore the scenic character of designated Louisiana Scenic Byways corridor by removing illegal and non-conforming billboards. Documentation provided that show that effective controls are in place to prohibit new signs from being erected where those removed with federal-aid were located.

Weak— Project will preserve/restore the scenic character of roads by removing illegal and non-conforming billboards. No documentation provided that show that effective controls will be in place to prohibit new signs from being erected where those removed with federal-aid were located.

b. Historic Preservation & Rehab Of Historic Transportation Facilities

Function

Strong—Significantly improves the ability of the public to appreciate the historic significance of the project itself or the area served by it and will be used for a contemporary purpose. Letter of endorsement provided from SHPO. The entire facility is eligible for DOTDTAP funds.

Moderate—Improves the ability of the public to appreciate the historic significance of the project itself or the area served by it. Short-range plans have been made for the ultimate contemporary use of the facility and/or long-range plans are present. Letter of endorsement provided by SHPO, however, entire facility is not eligible for DOTDTAP funds.

Weak—Slightly improves the ability of the public to appreciate the historic significance of the project itself or the area served by it. Short range or long range plans made for the ultimate contemporary use of the facility do not appear to have a solid foundation. No letter of endorsement provided by SHPO. Over 50% of facility is not eligible for DOTDTAP funds.

Impact

Strong—Facility is a unique or historically significant site which if lost would be detrimental to the transportation experience.

Moderate—Facility is a somewhat historically significant site or has some noteworthy aspects. Other examples may exist; however, the examples are not within 100 miles of proposed site.

Weak—Facility is a commonplace type structure or not a historically significant site. Other examples are found throughout the state.

c. Vegetation Management

Function

Strong—Project significantly improves a transportation corridor and accomplishes at least two of the following purposes: 1) improves safety, 2) controls an invasive species or 3) controls erosion. Project may be an anchor for future development or expand an existing area.

Moderate—Project improves a transportation corridor and accomplishes at least one of the following purposes: 1) improves safety, 2) controls an invasive species or 3) controls erosion. Project is more typical in nature.

Weak—Project slightly improves a transportation corridor or potentially creates an unsafe condition. Project appears more for scenic beautification than to accomplish at least one

of the following purposes: 1) improves safety, 2) controls an invasive species or 3) controls erosion. Project appears as more of an afterthought than well planned.

Impact

Strong—Project utilizes functional ornamental and/or native plantings (softscape) to accomplish its stated purpose. Project shows unique or interesting aspects. Project improves an area that is an eyesore.

Moderate—Project is more typical (vanilla) in nature.

Weak—Poor use of softscape and/or hardscape elements.

d. Archaeological Activities

Function & Impact

Strong—Direct link found to an existing transportation project. Support letters provided from other state or federal agencies. End result of research will potentially be accessible to public.

Weak—Project has a tenuous link to existing transportation project. No support letters provided from other state or federal agencies. End result of research will not be accessible to public.

6. Environmental Mitigation Activities

For the purposes of evaluation, this category will be broken into two, as there are significantly different methods of evaluation required for each.

a. Outdoor Advertising Management

Function & Impact

Strong— Addresses water pollution prevention related to highway construction or due to highway runoff or addresses pollution prevention and abatement activities by storm water management. Strongly incorporates both aesthetic and ecological considerations and promotes recharge. Proposed project will be a permanent solution.

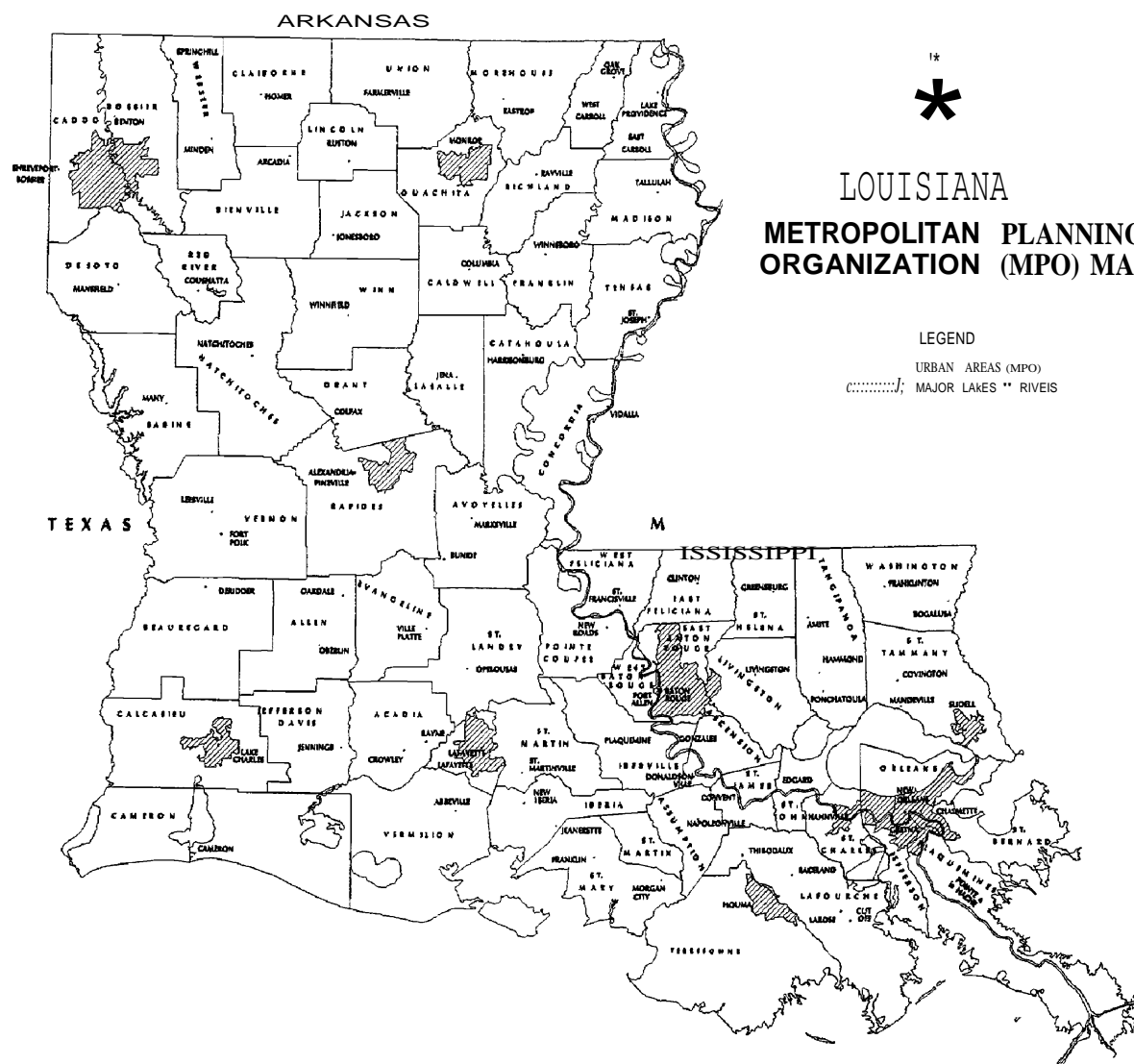
Weak—Incorporates either aesthetic or ecological considerations and promotes recharge. Proposed project will be a long-term solution, but will need further funding to make it permanent.

b. Wildlife Management

Function & Impact

Strong—Must have documentation provided showing vehicle-caused wildlife mortality or vehicle incidences caused by wildlife. Wildlife mortality or vehicle incidences must be a higher than normal rate at the site. Must be for the protection of an endangered or threatened species or a large species, such as wild boar, deer.

Weak—Site appears to have normal rate of wildlife mortality or vehicle incidences at the site. Endangered or threatened species not identified.



METROPOLITAN PLANNING ORGANIZATIONS CONTACTS

The following is a list of the metropolitan planning organizations for the state of Louisiana. Applicants with projects in an area served by one of these organizations must attach a letter of endorsement for their project from the MPO.

Alexandria-Pineville Area (MPO)

Rapides Area Planning Commission
803 Johnston Street
Alexandria, LA 71301-7672
Contact Person: Matt Johns
Phone: (318) 487-5401
Fax: (318) 487-5406
E-mail: matt@rapc.info

Baton Rouge/Baker/Brusly/Central/Denham Springs/Port Allen/Walker/Zachary Area (TMA)

Capital Region Planning Commission
14734 S. Harrell's Ferry Road, Ste. B
Baton Rouge, LA 70816-2968
Contact Person: Jamie Setze
Phone: (225) 383-5203
Fax: (225) 383-3804
E-Mail: jsetze@crpcla.org

Houma Area (MPO)

South Central Planning and Development Commission
5058 West Main St
Post Office Box 1870
Gray, LA 70359-1870
Contact Person: Kevin Belanger
Phone: (985) 851-2900
Fax: (985) 851-4472
E-Mail: Kevin@scpdc.org

Lafayette Area (TMA)

Acadiana Planning Commission
101 Jefferson Street, Suite 201
Lafayette, LA 70501-7007
Contact Person: Sarah Fawcett-Gary
Phone: (337) 806-9368
Fax: (337) 806-9379
E-Mail: sgary@planacadiana.org

Lake Charles/Sulphur/Westlake Area (MPO)

Southwest Louisiana Regional Planning Commission
4310 Ryan St., Ste 330
Lake Charles, LA 70605
Contact Person: Mike Hollier
Phone: (337) 433-1771
Fax: (337) 433-6077
E-Mail: mike@imcal.la

Monroe/West Monroe Area (MPO)

North Delta Regional Planning and Development District
3000 Kilpatrick Avenue
Monroe, LA 71201-5169
Contact Person: Doug Mitchell
Phone: (318) 387-2572
Fax: (318) 387-9054
E-Mail: doug@northdelta.org

New Orleans Area: Orleans Parish/Jefferson Parish/St. John Urbanized Area/St. Charles Parish Urbanized Area/North Plaquemines Parish Area/ St. Bernard Parish Area (TMA)

Mandeville/Covington Urbanized Area (MPO)**Slidell Urbanized Area (MPO)****South Tangipahoa Urbanized Area (MPO): Hammond/Ponchatoula**

All 4 of the regions above are administered by the following:
Regional Planning Commission
10 Veterans Blvd
New Orleans, LA 70124-1134
Contact Person: Jeffrey Roesel
Phone: (504) 483-8500
Fax: (504) 483-8526
E-Mail: jroesel@norpc.org

Shreveport/Bossier City Area (TMA)

Northwest Louisiana Council of Governments
625 Texas Street, Suite 200
Shreveport, LA 71101-3280
Contact Person: Kent Rogers
Phone: (318) 841-5950
Fax: (318)-841-5952
E-Mail: kent.rogers@nlcog.org

LaCRT AND LaDOTD CONTACTS

LaCRT Personnel

State Historic Preservation Officer

Ms. Carrie Broussard
Louisiana Office of Cultural Development
Division of Historic Preservation
PO Box 44247
Baton Rouge, LA 70804-4247
Phone Number: (225) 342-8160
Fax Number: (225) 219-9772
E-mail: 106@crt.state.la.us
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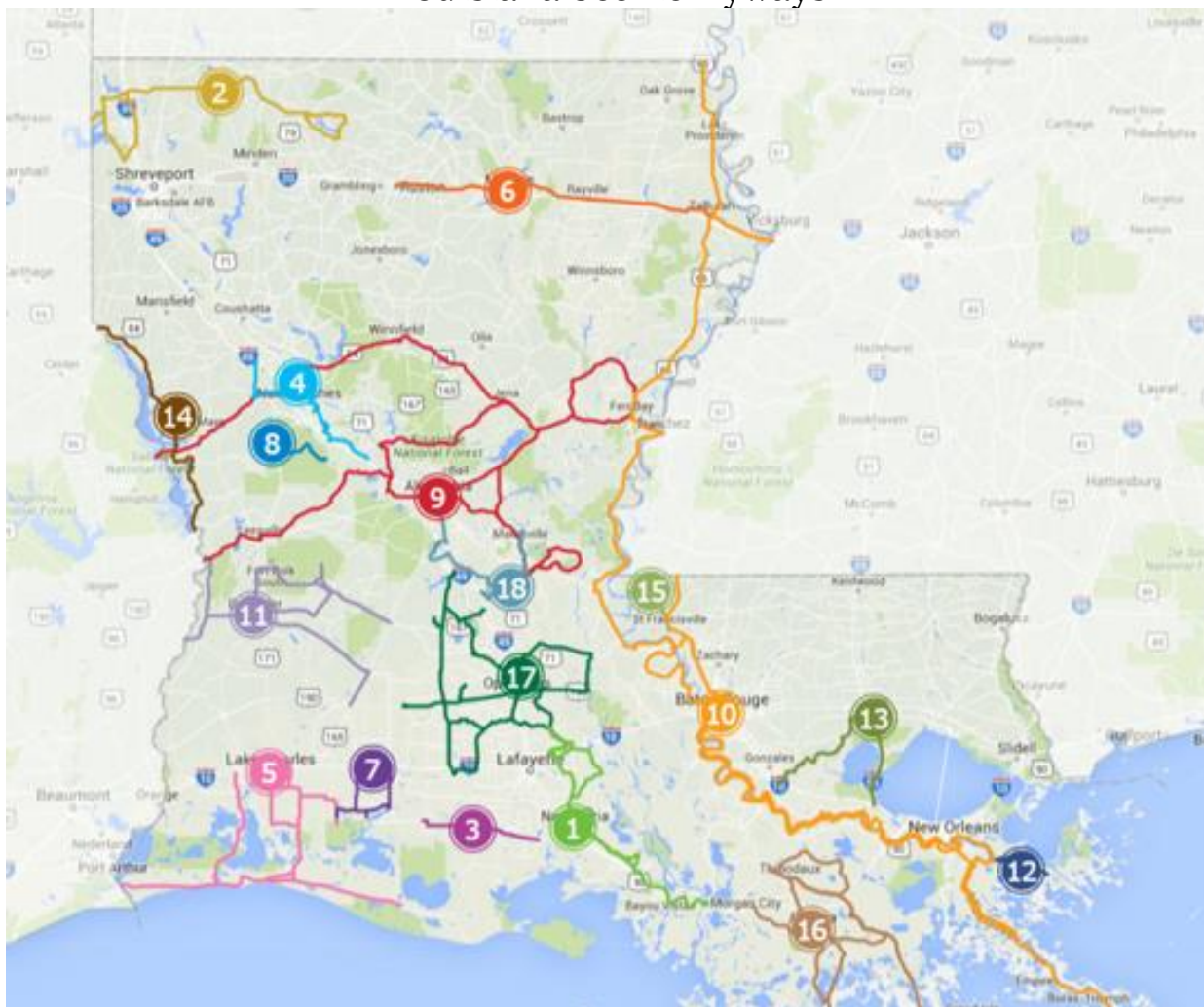
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LOUISIANA
DEPARTMENT
TRANSPORTATION
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DISTRICTS

Louisiana Scenic Byways



- | | |
|---|---|
| 1 – Bayou Teche Byway | 10 – Great River Road National Scenic Byway |
| 2 – Boom or Bust Byway | 11 – Myths and Legends Byway |
| 3 – Cajun Corridor | 12 – San Bernardo Byway |
| 4 – Cane River National Heritage Trail | 13 – Southern Swamps |
| 5 – Creole Nature Trail All-American Road | 14 – Toledo Bend Forest Byway |
| 6 – Dixie Overland | 15 – Tunica Trace Byway |
| 7 – Flyway Byway | 16 – Wetlands Cultural Byway |
| 8 – Longleaf Trail Byway | 17 – Zydeco Cajun Prairie Byway |
| 9 – Louisiana Colonial Trails Byway | 18 – Northrup Trail |