

AGREEMENT BY AND BETWEEN
OUACHITA COUNCIL OF GOVERNMENTS (OCOG)
AND
MONROE TRANSIT SYSTEM
AND
The LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT
(LADOTD)

WHEREAS, the provisions of Title 23 Section 134, 314 and 316 of the United States Code requires that plans and programs for federal-aid highway and mass transit assistance within urbanized areas of more than 50,000 in population must be developed by the Metropolitan Planning Organization (MPO) in cooperation with the State and local governments, and, further, that such plans and programs shall provide for consideration of all modes of transportation and that the transportation planning process shall be continuing, cooperative, and comprehensive in nature; and

WHEREAS, The Ouachita Council of Governments (OCOG) has been designated by the State as the agency responsible for carrying out the federally-mandated transportation planning process within the Monroe, LA urbanized area(s) and is the responsible legal entity for coordinating the planning and implementation of federally funded highway and mass transit projects within the above urbanized areas; and

WHEREAS, as required by Title 23 Congressional Federal Register part 450, Section 306, the OCOG, acting in its capacity as the MPO, is responsible for conducting the metropolitan planning process and maintaining the urbanized area(s) eligibility for receipt of federal-aid highway and transit implementation funds, including the preparation of technical studies and other reports necessary to insure proper documentation of the development, refinement, and periodic updates of the Metropolitan Transportation Plan; and

WHEREAS, the OCOG, the Louisiana Department of Transportation and Development (LADOTD) acting in the interest of the state of Louisiana regarding metropolitan transportation planning and statewide transportation planning, and the Monroe Transit System are acting in cooperation to the maximum extent practicable in order to move metropolitan transportation planning efforts into compliance with Fixing America's Surface Transportation Act (FAST Act) requirements; and

WHEREAS, Section 134(f) of Title 23 United States Code and Section 8(f) of Title 49, U.S.C. requires the MPO to explicitly consider and analyze the following Moving Ahead for Progress in the 21st Century Act (MAP-21), and FAST Act planning factors in the conduct and planning for the future transportation needs of the region: economic vitality of the region; safety of the highway and public transportation systems for motorized and non-motorized users; security of the highway and public transportation systems for motorized and non-motorized users; increased

mobility for people and freight movements; energy conservation and environmental protection; improve quality of life, promote consistency between transportation improvements and state/local planned growth/economic development patterns; improved connectivity across transportation modes for people and freight; improved system management and operation through development of a congestion management plan; increased emphasis on preservation of existing transportation facilities and their more efficient use; as well as the impact of highway and public transportation projects on resiliency; reducing storm water impacts; and enhancing travel tourism; and

WHEREAS, the provisions of the FAST Act continues those of MAP-21 regarding a performance management approach to planning, wherein states, MPOs, and local government agencies must coordinate in the establishment of performance targets for national goal areas, including safety, infrastructure condition, congestion reduction, system reliability, freight movement and economic vitality, environmental sustainability and emissions (where applicable), and reduced project delivery delays, and should use this performance based planning approach to make informed decisions about transportation investments, as well as include measures and targets from other performance based plans within the Metropolitan Planning Area (MPA) by the MPO, and within statewide planning efforts by the State; and

WHEREAS, per 23 CFR parts 450.206 and 50.306 and in accordance with 23 CFR part 450.314(h) the State and the MPO will cooperate and coordinate their selection of targets relating to transit safety and transit state of good repair to the maximum extent practicable with operators of public transportation to ensure consistency with other performance-based provisions applicable to operators of public transportation, and will reflect their selected targets in their respective state and local long-range transportation plans;

NOW THEREFORE BE IT MUTUALLY RESOLVED that the activities in support of the metropolitan planning process will be shared and apportioned as follows:

Unified Planning Work Program

The OCOG shall develop and submit for approval by the Department of Transportation and Development (LADOTD) an annual Unified Planning Work Program for Transportation Planning which shall include work tasks for conducting planning activities to support development and maintenance of the region's highway and transit systems, based on identified state and local needs, in support of planning factors set forward in Section 134(f) of Title 23 United States Code and Section 8(f) of Title 49, U.S.C. and prepared in cooperation with the MPO member Parishes and LADOTD.

Transportation Improvement Program

The LADOTD shall cooperate with the OCOG in the development of the OCOG's Transportation Improvement Program (TIP). The TIP shall include both highway and transit

elements describing the various transportation improvements to be undertaken in the region with federal-aid funds over the next four years with supporting cost estimates. The TIP shall be consistent with federal and state requirements and show linkage to performance targets established in the Metropolitan Transportation Plan (MTP). Any amendments to the TIP will be submitted to the LADOTD for inclusion in the State TIP.

Transportation Modeling

The OCOG shall develop and maintain a transportation model for the transportation study area which shall include provision for highway and public transportation modeling.

The LADOTD shall cooperate with the OCOG in the development and maintenance of this model set by providing relevant traffic and transit operational data and planning variables, as appropriate and readily available in LA DOTD data files.

Metropolitan Transportation Plan

The OCOG shall develop, maintain, and update on a regular basis (at least every five years) a financially constrained, multimodal Metropolitan Transportation Plan (MTP) with a minimum twenty-year planning horizon. The MTP will be developed in coordination with the LADOTD, local governments and agencies, and the general public.

The development of the MTP shall explicitly consider and analyze the earlier mentioned MAP-21 and FAST Act planning factors in the conduct and planning for the future transportation needs of the region.

The MTP will also include considerations for and integration of goals, objectives, performance measures, and targets from other performance-based plans within the Metropolitan Planning Area (MPA); and shall include considerations for the role of intercity buses in the long-range planning process.

The development of the MTP may allow the use of scenario planning to aid in the planning process.

The MTP shall include a description of all projects proposed for the metropolitan planning area and their prioritization for implementation and shall be supported by a reasonable assessment of future costs based on a reasonable projection and allocation of potential funding by source. The MTP shall include a description of performance targets and link investment priorities to achievements of performance targets in key areas, being at the minimum, safety, infrastructure condition, congestion, system reliability, emissions (where applicable) and, freight movement.

Public Participation

The OCOG shall fulfill the public participation requirements necessary to develop and maintain the Transportation Improvement Program, the Metropolitan Transportation Plan, the annual

transit program of projects, and the annual listing of obligated projects with input and support from the state, transit operators, and local jurisdictions.

Performance Management – Highway and Public Transportation

The OCOG will be responsible for coordinating with LADOTD in the development of performance targets for the U.S. Department of Transportation's (USDOT) designated national highway performance measures. The LADOTD will set state targets for required performance areas, including safety, bridge and pavement condition, travel time reliability, delay, and emissions reductions, as required by USDOT. The OCOG will have 180 days to either adopt state targets or set their own for OCOG's urbanized area. The targets will be documented in the MTP and the TIP. The OCOG will advise member parishes of the region's performance targets and their progress toward those targets at appropriate intervals.

The OCOG, the LADOTD, and the Monroe Transit System shall cooperatively develop and share information related to transportation performance data and the selection of targets relating to transit safety, and transit state of good repair to the maximum extent practicable. This includes establishing Public Transportation Transit Asset Management (TAM) performance targets for the region on an annual basis, and for coordination with the Monroe Transit System in the establishment of these targets. The OCOG will provide LADOTD with regional TAM performance targets annually. LADOTD will provide proposed performance targets for Section 5310 and 5311 providers to the OCOG to aid in the metropolitan planning process. Public Transportation agencies developing their own TAM and/or Public Transportation Agency Safety Plans (PTASP) within the MPA shall share TAM and PTASP targets with both DOTD and the OCOG.

The OCOG will conduct the region's Coordinated Public Transit-Human Services Transportation Planning process in coordination with LADOTD.

BE IT RESOLVED that in the event previous memoranda or agreements are found to be in conflict with this agreement, this one shall be controlling.

This agreement is done and signed in multiple originals this 4th day of April, 2019 by and between Ouachita Council of Governments, the Monroe Transit System, and the Louisiana Department of Transportation and Development in the presence of the undersigned competent witnesses:

WITNESSES

LOUISIANA DEPARTMENT OF
TRANSPORTATION AND DEVELOPMENT

Connie Guadroz

BY:

Shawn D. Wilson

Shawn D. Wilson, Ph.D
SECRETARY

OUACHITA COUNCIL OF GOVERNMENTS

Doug Mitcose

BY:

David Creed

David Creed
Executive Director

Amy King

MONROE TRANSIT SYSTEM

Doug Mitcose

BY:

Jamie Mayo

Jamie Mayo
Mayor Monroe Louisiana

Steve L. Mitchell