

Proposed Locally-Owned Road and Street Rehabilitation Program



Introduction

- Since 1990, the State has provided assistance to parish governments and a few municipalities for locally-owned roads and streets through the Parish Transportation Fund.
- DOTD also administers federal programs which provide funding for locally-owned road and street improvements.



Proposed Locally-Owned Road and Street Rehabilitation Program

Current Louisiana Statewide Transportation Plan

- Adopted in 2015
- Calls for the creation of a new program for the rehabilitation of parish and municipal roads and streets
- \$30 million per year is desirable



Proposed Locally-Owned Road and Street Rehabilitation Program

This proposed program *will only be implemented if* additional resources, sufficient to address state highway needs, are dedicated to transportation and appropriated to the DOTD by the Louisiana Legislature.



Proposed Locally-Owned Road and Street Rehabilitation Program

- Again, this program is not currently funded.
- It's a program we would like to implement.
- The following slides provide an overview of what DOTD will implement if sufficient state funding is provided.

Public Road Mileage in Louisiana

- State owns approximately 27%
- Local Governments own approximately 73%
 - 46,609 Miles (Total locally-owned mileage including both parish- and municipal-owned roads and streets)
 - 3,218 Miles (Federal-Aid Eligible Mileage)
 - 7,360 Miles (Unpaved Mileage)



Proposed Locally-Owned Road and Street Rehabilitation Program

- Any Non-State Public Road or Street, Paved or Unpaved, is eligible for the Program
- State Funded Program
 - Shall not be used as a match for, or combined with, federal funds
- Basic Road and Street Maintenance Program
 - Must meet minimum state requirements



Basic Road and Street Maintenance Program

- Every entity needs an organized, methodical approach to road and street maintenance to efficiently and effectively use the resources available.
- The State needs some assurance that local governments have a basic maintenance program in place to reasonably care for road and street improvements prior to providing financial assistance for such improvements.

Basic Road and Street Maintenance Program

Six (6) Fundamental Components:

1. Asset Inventory
2. Periodic Condition Assessment
3. Fundamental Maintenance Activities
4. Complaint Policy
5. Resource Allocation Process
6. Record Keeping and Reporting

Allowable Scope of Work

Rehabilitate Locally-Owned Roads and Streets

- Pavement Rehabilitation
- Pavement Marking Replacement
- Replacement of Existing and/or Adding New Signs and Guardrails

NOT Allowed in the Scope of Work

Projects that require the following will not be approved:

- Right-of-Way Acquisition
- Utility Relocation
- Roadway Realignment or Extension
- Relocating or Enclosing Roadside Drainage
- Expands Capacity

Match Requirements

- Base Amount with Basic Road and Street Maintenance Program
 - 60% Locally-Owned Road and Street Rehabilitation Program with a 40% Local Match
- Entity's match can be further reduced through each of the following incentives:
 - Local Safety Program
 - Local Transportation Plan
 - Road Transfer Program

Local Safety Program

- Local Safety Program
 - An effort to increase local government participation in traffic safety
 - Reduces match requirements by 10% by establishing a safety program that meets minimum state requirements
 - Must be officially adopted by the governing council (i.e. Parish Council, Parish Police Jury, City, Town or Village Council)

Local Transportation Plan

- Local Transportation Plan
 - A transportation plan is intended to guide community development so that investments are properly coordinated.
 - Reduces match requirements by 10% by developing and periodically updating a local transportation plan that meets minimum state requirements
 - Must be officially adopted by the governing council (i.e. Parish Council, Parish Police Jury, City, Town or Village Council)

Road Transfer Program

- Road Transfer Program
 - Reduces match requirements by 10% by accepting ownership of all roads eligible under the Road Transfer Program
 - Information on the Road Transfer Program may be obtained from the DOTD website.
 - Road Transfer credits may be used as a local match for those entities who choose to participate in the Road Transfer Program.

Incentives

If a parish or municipality achieves all 3 incentives, the Locally-Owned Road and Street Rehabilitation Program will provide 90% of the project funding with the entity providing the remaining 10%.

Engineering Consultants

- DOTD will manage the engineering, bidding, and construction of the projects.
- The entity may choose to hire their own consultant for engineering services or perform engineering services “in-house”.
 - Engineering services expenditures shall not count toward the entity’s required match nor are they reimbursable.

Maximum Project Size

- Maximum allowance for engineering and construction is \$2 million per project
 - The \$2 million includes the entity's match
- Any cost above the \$2 million limit will be at the expense of the entity

Application

Application

- Basic Applicant Information
- Program Eligibility Determination
- Basic Project Information
- A Project Description
- A Project Cost Estimate (cost estimate guidance provided)

Application Procedure

- Completed applications will be due by May 1st of each year
- A project selection team will evaluate the applications
 - Recommendations will be considered from the DOTD District officials prior to any final selections
 - All applicants will be notified of the outcome of the selection process prior to any public announcement.
 - Applications not selected for award in the 1st year will be reconsidered for 2 additional annual selections unless the local entity withdraws the project.

Application Procedure

- Selected projects will be included in the proposed Highway Program for consideration and approval by the State Legislature as required by law.

Selection Criteria

- DOTD will employ 5 primary criteria in the selection of projects under the Locally-Owned Road and Street Rehabilitation Program:
 - Quality of Application/Project
 - Incentives
 - Geographic Location
 - Magnitude of Locally-Owned Network
 - Past Program Awards

Selection Criteria

- Quality of Application/Project
 - Well thought-out, well-defined project with clear objectives
 - Includes an explanation of the importance of the locally-owned road(s) or street(s) in the local network
- Incentives
 - The applicant has a local safety program, a local transportation plan, and/or has participated in the Road Transfer Program → indicates entity is trying to help itself

Selection Criteria

- Geographic Location
 - The program is statewide
 - Geographic distribution of projects as well as distribution of projects among incorporated and unincorporated areas
- Magnitude of Locally-Owned Network
 - The total parish roads and municipal streets within each parish
 - This is one indication of the challenges that local governments within the parish face with respect to routine and capital maintenance.

Selection Criteria

- Past Program Awards
 - In order to reach as many parishes and municipalities as practicable, whether a parish or municipality has already received one or more awards through this program is an important consideration, but not the only consideration.
 - **All** local governments are encouraged to submit applications whether or not they have received awards previously.

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- It's a program we would like to implement if additional state funding stream is secured.

Questions?

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