



**Metropolitan Transportation Plan**

St. Tammany Parish Urbanized Areas

Fiscal Years 2011 - 2040

November 9, 2010



**Metropolitan Transportation Plan  
St. Tammany Urbanized Area**

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# Introduction

- In accordance with the Safe, Accountable, Flexible, Efficient Transportation Equity Act, A Legacy for Users (SAFETEA-LU), the Metropolitan Transportation Plan is prepared every four years for the East St. Tammany / Slidell Urbanized Area and the Mandeville-Covington Urbanized Area by the Regional Planning Commission (RPC) in cooperation with St. Tammany Parish, the Cities of Slidell, Mandeville, and Covington, the Louisiana Department of Transportation and Development (LaDOTD) and the transit department of St. Tammany Parish government.
- The RPC functions as the Metropolitan Planning Organization (MPO) for the urbanized areas in St. Tammany Parish.
- There are two complementary planning documents to meet the MPO responsibilities to prioritize projects in the urbanized area. The first is the Metropolitan Transportation Plan (MTP). It is the chief legal document reflecting the resources, the fundamental planning process, and the selection of projects for the region. The MTP describes the long-term transportation needs and goals over the next 30 years. The second, the Transportation Improvement Program (TIP), details funding and programming for the first four to five years of the plan. Pursuant to changes in the Air Quality status of the region, as well as regulatory changes brought about by new legislation, the RPC reviews the MTP every four years and the TIP is completed (revised) bi-annually.
- The Metropolitan Transportation Plan is a 30-year forecast of transportation improvements and projected funding in the Metropolitan Planning Organization urbanized area. It incorporates policy considerations and related long term impacts. Discussions with parish officials and planning departments encompass land use changes, population growth and density patterns, and commercial and residential zoning questions. Any effects, achieved or desired, resulting from improved Transportation System Management, are also carefully included when writing the Metropolitan Transportation Plan. Being fiscally constrained, the MTP must be revised every four years so those incoming or newly identified projects can rotate on to the list if they are deemed a high priority. All regionally significant projects are identified in the plan regardless of their funding source; and, in many cases, projects are funded with combinations of state, federal, and local funds.
- The Highway and Transit elements of the MTP are divided into three tiers that correspond to expected implementation dates. Tier I of the MTP is also the Transportation Improvement Program for fiscal years 2011-2014. The Transportation Improvement Programs for the St. Tammany Urbanized Areas are bi-annual updates of the first five years of the MTP. This provides an immediate map for upcoming projects and implementation phasing. It is a baseline, specifically for the first two years, while years three to five give an outline of projects in the pipeline. It is the opinion of the Commission that the inclusion of these future projects is warranted to best inform all stakeholders well in advance of potential start dates. No project will be accepted into the annual Transportation Improvement Program unless it is in accordance with the policies, goals, objectives, strategies, or projects in the Metropolitan Transportation Plan.





# Transportation Goals

- The RPC has adopted the following goals for its long-term project selection and development processes. They
- were developed through consultation with local, state, and federal officials, RPC staff, and the general public.
- The eight planning factors outlined in SAFETEA-LU were
- considered during the goal development process to ensure
- a comprehensive approach to plan development. The
- planning factors are listed in Appendix A.

- The goals outlined below are general guidelines that will
- guide the RPC's activities as it works with other agencies to
- develop transportation priorities and projects for St. Tam-
- many Parish. All attempts will be made to select, prioritize,
- and implement projects based on their ability to satisfy
- one or more of the goals.

## Goal 1:

Safety -Continually improve the safety of the regional transportation system for all users.

Safety is the first priority of any transportation planning, construction, or improvement process. It is the RPC's responsibility to the public to ensure that the transportation system is as safe as possible. The commission and its staff are committed to protecting the health and wellbeing of the region's residents and visitors.

Transportation projects will only be advanced if they include all possible considerations for the maintenance or improvement of system safety, regardless of the purpose of the project. Moreover, the RPC

will continue to implement projects with the explicit purpose of improving system safety.

## Goal 2

Livable Communities – Coordinate transportation investments with other community needs to strategically foster more livable neighborhoods and an overall higher quality of life for the region.

The transportation system is inextricably linked to community livability. It is the physical link through which people connect with each other, access work, recreation, and basic necessities. A seamless, easy-to-use transportation system improves community livability by making everyday tasks easier to accomplish. Offering residents a range of transportation choices that can fit their specific needs contributes to their quality of life, and has an overall positive impact on the community.

Moreover, the physical infrastructure that makes up the transportation system forms a large, integral part of every community's public space. It has a direct and powerful impact on the physical appearance of a community, and more importantly the manner in which community members can interact with each other and their living environment. This important connection means that transportation infrastructure strongly impacts a community's dynamics, its sense of identity, and its residents' quality of life – all of which contribute to the overall concept of community livability.



Recognizing the impact that its work has on the community, the RPC will seek to implement projects that have a positive impact on community livability. Achieving this goal will require the consideration of project impacts beyond basic measures of mobility, such as accessibility and context-sensitive design. Improving livability may also require coordination with entities that have not traditionally been a part of the transportation planning process, including housing agencies, economic development organizations, and advocacy groups. Integrating the RPC's efforts with those of other, non-transportation related agencies is key to improving overall community livability.

### Goal 3

State of Good Repair – Protect and maximize previous investments through comprehensive and timely infrastructure maintenance and modernization.

The transportation system in St. Tammany Parish represents a massive public investment that provides the backbone for nearly all the activities that take place in the area. Given the significance of the system, its maintenance is one of the RPC's most important tasks. The RPC recognizes that system preservation does not simply extend the useful life of investments made in the past; it also prevents the need for expensive mitigation of the effects of deferred maintenance.

A balance must also be struck between the construction of new infrastructure and more efficient use of the existing system. New infrastructure can take the burden off of parts of an aging system, but will in turn stretch maintenance resources even thinner. More efficient use and preservation of the existing system can be less expensive than new construction, but an overburdened system sac-

rifices functionality and requires more frequent and intensive maintenance. The RPC is mindful of this challenge and will continue to strive for a strategic balance between preservation and new construction.

In the past preservation projects such as overlaying or reconstructing roadways have been a substantial component of the RPC's work program, and they will remain so. The RPC will also continue to support the preservation of infrastructure critical to other modes, such as transit vehicles and sidewalks, by working with partner agencies and providing guidance and assistance where necessary.

### Goal 4

Economic Competitiveness – Utilize the strong link between infrastructure and the economy to encourage economic development, growth, and resiliency.

Transportation infrastructure directly impacts the regional economy in a number of important ways. It provides a means for workers to access employment, and allows customers to access businesses. Businesses use it to deliver goods and services, and it is the means by which visitors reach the region. Finally, the shipment of goods to, from, and through the region via all freight modes is a significant source of employment and revenue.

The transportation system also plays a critical role in future economic development. Business decisions are made in part based on the available transportation infrastructure because of the need to receive and send goods and services, and for customer access. Due to this relationship transportation investments can have a significant



- influence on the location of new development as well as the economic revitalization of existing areas. Providing better access to a neighborhood can support new and existing businesses, and the widening of a highway in an undeveloped area can draw new development. Alternatively, lack of access can contribute to loss of customers and economic decline in a neighborhood, or serve as a disincentive to new investment.

The significant relationship between transportation and the economy means that the RPC's transportation decisions can have a substantial impact on the regional economy, as well as the development or revitalization of specific locations throughout the region. Individuals are also impacted in their ability to access jobs, affordable housing, and basic needs, an especially important consideration for traditionally disadvantaged or underserved populations. The RPC has a responsibility to not only recognize these impacts, but to strategically direct its transportation investments to those projects which will have the most positive impact on the strength and resiliency of the regional economy, both now and in the future.

**Goal 5**  
**Environmental Sustainability – Develop a transportation system that encourages travel behavior, energy consumption, and land use decisions that contribute to environmental sustainability.**

An ever increasing awareness of the impact transportation has on the environment has led planners to give a greater consideration to environmental sustainability in their decisions and recommendations. The effects of fossil fuel use on air quality

- are well documented, as are the impacts on water quality by urban runoff caused by non-point source pollutants such as automobiles. These issues are particularly important in areas like Southeast Louisiana, which is both home to large swaths of sensitive wetlands and is predicted to experience significant negative consequences resulting from global climate change. Travel by Single Occupant Vehicle (SOV) has a particularly strong role in these impacts, and is a mode that RPC can have substantial influence over. However, most modes, including freight rail, transit, maritime and air, have some impact on environmental quality.

Transportation decisions also affect environmental sustainability through the relationship between transportation and land use patterns. New or improved transportation infrastructure can encourage new development or more intensive land uses, which have the potential to degrade the environment if not properly managed. In turn land use patterns that are largely dependent on automobile access can increase the demand for SOV travel, further contributing to environmental degradation.

Recognition of the potential for transportation decisions to affect development patterns, and consequently environmental quality, requires the RPC to closely consider and plan for the impacts of its implemented projects. In practice this can mean supporting the implementation of projects that encourage infill development, more intensive land uses in already developed areas, and more selective implementation of transportation projects that will induce greenfield development or increase demand for SOV travel. Considerations of environmental sustainability also indicate the need for increased



transportation mode choice, giving travelers the ability to choose the mode that best meets their needs while also resulting in the least severe environmental impact. Such strategies are not intended to inhibit economic growth or eschew the land use and travel preferences of regional stakeholders. In fact, through more efficient and strategic land uses and transportation choices, both economic development and quality of life can be enhanced while also contributing to environmental sustainability.



# Project Development Process

- Projects are selected for inclusion in the MTP through a comprehensive, coordinated, and continuing transportation planning process carried out by the RPC in cooperation with St. Tammany Parish; the cities of Slidell, Mandeville, and Covington; and LADOTD. This planning process identifies needs in the planning study area, tests alternative solutions, and proposes allocation of financial resources.
- Needs are identified through ongoing data collection and analysis activities such as the LADOTD traffic count program and the RPC congestion management process surveillance program. Input on system deficiencies and other needs are also received from parish and municipal technical and professional staff, local policy makers, and the general public.
- Alternative solutions are compared through feasibility studies and various transportation modeling and analysis techniques. The RPC in conjunction with LADOTD has developed and maintains a computerized long range transportation demand model, as well as micro-scale simulation models that can estimate the impacts that various projects or combinations of projects will have on the transportation system. From the comparative process, a set of proposed projects is put forth for consideration.
- Allocation of financial resources is determined through a cooperative effort of the RPC acting as the Metropolitan Planning Organization, St. Tammany Parish and LADOTD. All three of these participants must agree on projects before they can be included in the MTP. However, in urbanized areas of under 200,000 such as those in St. Tammany, the LADOTD normally is the lead agency in regard to these allocations. This is because LADOTD administers the statewide allocation of federal funds and the non-federal share for most projects comes from the Louisiana Transportation Trust Fund.
- To aid the project selection and development process, the RPC engages in several programs aimed at clarifying needs and developing project and policy recommendations. Some of these are required by law, while others have been initiated by the RPC in recognition of local needs. In all cases, these programs are intended to identify the transportation needs of specific constituencies or interests that may not otherwise be brought to light during the project selection and development process. Together they ensure a metropolitan transportation planning process that takes a comprehensive view of the complex needs of the region. Several of the major programs that contribute to the project selection and development process are briefly described below.

## Public Participation Policy

Public input into the planning process is critical in the development of policies and projects that effectively serve the region's population. To provide an opportunity for general public input on the metropolitan transportation planning process, the RPC has developed a Public Involvement Plan and initiated multiple strategies for soliciting input. Public input has been sought in the development of the Plan through meetings with



local officials, business and civic leaders, transit providers, elderly and handicapped advocacy groups, minority businesses, and neighborhood organizations.

### Regional Livability Initiative

The RPC is currently developing a program that will attempt to enhance community livability by outlining regional goals for managing growth and development. The program is based on significant stakeholder input, and seeks a balance between the needs of transportation, land use, economic growth, and community livability. RPC staff are working with stakeholders regionwide to develop a consensus on basic principles for growth and development that will enhance livability while at the same time meeting the transportation and land use needs of businesses and individuals. The program represents RPC's incorporation of the Smart Growth concept into the regional planning process, and recognizes Smart Growth as an overarching philosophy and planning approach rather than a simple set of strategies or individual projects. Once the livability principles are agreed upon, a series of indicators will be developed to determine the extent to which development matches the principles. The indicators will in turn be used to develop policies and strategies that can direct the RPC's activities to encourage future development that enhances community livability.

### Complete Streets Advisory Committee

The term "Complete Streets" is rapidly gaining acceptance nationwide, and encourages street designs that accommodate automobile travel while also providing facilities for safely walking and bicycling. Modest improvements such as sidewalks and bicycle paths can drastically improve the safety of non-motorized transportation, and encourage people to walk or bicycle

- more frequently. The Complete Streets Advisory Committee was established in 2010 as a means to incorporate pedestrian and bicycle considerations into the RPC's project development process. Committee members will be asked to evaluate proposed projects for the potential inclusion of Complete Streets design features, and make project and policy recommendations to the RPC. Committee membership consists of citizens and advocacy groups from throughout the region. Technical advisors from various backgrounds also actively participate, providing expertise and recommendations to the Committee as necessary.

### Greenhouse Gas Reduction Policy Plan

- In the upcoming months the RPC will seek expert and stakeholder input to develop a plan for reducing transportation-related greenhouse gas emissions in the region. Community policymakers, leaders, and experts will be invited to attend a workshop to educate stakeholders about the impacts of greenhouse gases on climate change and to solicit their input on strategies and policies for reducing emissions in the region. The primary goals of the workshop will be to achieve a consensus on greenhouse gas emission priorities and mitigation strategies to be included in a formal Greenhouse Gas Reduction Policy Plan. The plan itself will be produced by the RPC with further stakeholder input during the development process. It will contain policy and strategy recommendations that will ultimately help the RPC select and implement projects that will reduce or mitigate greenhouse gas emissions.



- **Intermodal Freight Planning Initiative**
- The RPC has recently initiated an intermodal freight planning program with the intent of more fully incorporating the needs of freight operations into the metropolitan transportation planning process. Southeast Louisiana is one of the nation's busiest freight destinations, and the maritime, rail, air, and truck cargo operators have needs unique from individual travelers. They furthermore have a substantial impact on non-freight related transportation, particularly contributing to traffic congestion. The RPC is currently surveying and interviewing individual rail, maritime, and freight cargo terminal operators to determine their needs at both the policy and project-specific levels. Trucking interests are also being included via consultation with industry groups and individual carriers. The freight planning effort will result in an inventory of freight facilities and operations in the region, accompanied by project and policy recommendations.

- **Coordinated Public Transit – Human Services Transportation Plan**

- The purpose of the Coordinated Plan is to identify the transportation needs of individuals with disabilities, older adults, and those with low incomes or financial resources, or those who are otherwise transportation disadvantaged. Special needs transportation is defined as any type of transportation that is suited to meet the travel needs of the transportation disadvantaged population. Such transportation options are as diverse as the populations they serve and the needs those populations have. This includes standard public transit fixed-route service to specialized demand response paratransit, ridesharing, taxi vouchers, and reimbursed volunteer drivers. The travel need itself can vary from access to work, medical care, childcare, education,

- and entertainment. The Coordinated Public Transit-Human Services plan describes the challenges of efficiently and effectively providing public transport to the special needs, transportation disadvantaged populations within the New Orleans region, and provides potential strategies for confronting and overcoming these challenges. The Coordinated Plan therefore allows the RPC to consider the needs of the transportation disadvantaged within the larger planning process, and to implement needed programs when appropriate.

- **Congestion Management Process**

- The RPC's Congestion Management Process (CMP) attempts to identify and mitigate regional traffic congestion. The CMP has recently been updated, and focuses on 4 main tasks: (1) Defining and Identifying Congestion, (2) Selecting Congestion Reduction Strategies, (3) Implementing Strategies, and (4) Monitoring and Evaluating Performance. The CMP is an ongoing attempt to identify projects and policies that will reduce traffic congestion regionwide, with a special focus on those routes identified as most significant to regional mobility and accessibility. Relying heavily on stakeholder input and an ever-expanding data collection program, the Process is an ongoing effort by the RPC to formally document its effort to maintain and improve the efficiency with which people and goods move throughout the region. The CMP Technical Advisory Committee (TAC) is charged with developing specific project and policy recommendations for consideration by the RPC for inclusion in the MTP and TIP. Representatives from the state, parishes, and transit operators are invited to participate in the TAC, which is also responsible for identifying the locations of severe congestion and evaluating the success of implemented congestion mitigation strategies. Development and maintenance of a CMP is required of MPOs for



urbanized areas with populations greater than 200,000. The New Orleans urbanized area meets this threshold, but the urbanized areas in St. Tammany Parish do not. Nonetheless, the RPC has chosen to extend the CMP to include St. Tammany Parish for several reasons. First, it is possible that in the future the urbanized areas in St. Tammany may reach the 200,000 person threshold, either due to merging of the existing urbanized areas or through population growth. Second, St. Tammany's rapid economic and population growth necessitate a systematic approach to proactively mitigating traffic congestion. Finally, traffic movements between St. Tammany and the New Orleans urbanized area are closely linked to congestion in both areas. Including them both in the CMP is a logical and responsible approach to alleviating regional congestion.

### **ADA Compliance and Transition Plans**

The Americans with Disabilities Act and related regulations lay out a number of policies that direct transportation projects to be accessible for all users regardless of physical disabilities. During the project development process the RPC ensures that all of its projects will meet ADA requirements. It is also assisting member parishes and municipalities in the development of their Section 504 ADA Transition Plans. Local governments are required to develop plans that identify ADA deficiencies and outline a schedule and budget for addressing them. While MPO's are not required to develop Transition Plans, they are responsible for monitoring local governments' progress towards developing Transition Plans, setting priorities, and identifying funding commitments.

### **Title VI**

Title VI of the civil Rights Act of 1964 prohibits discrimination on the basis of race, color, or national origin in

- programs and activities receiving federal financial assistance, including federal-aid highway funds, federal transit funds, and other transportation-related funds. The RPC's Title VI Plan designates a Title VI Coordinator, and lays out procedures for ensuring RPC's activities do not have disproportionate negative impacts on minorities, the poor, or other traditionally disadvantaged populations. The Coordinator is responsible for reviewing RPC's activities to ensure compliance with the law, and for managing Title VI complaints received by the Commission. Title VI considerations can have an impact on project selection and development by directing projects to have more equitable outcomes and minimize negative effects on disadvantaged populations.

### **NEPA**

- All RPC projects using federal funds are developed in compliance with the National Environmental Policy Act (NEPA), which lays out requirements for identifying and mitigating project impacts on the natural and built environments. Projects are evaluated for their potential impact during the development process per state and federal guidelines. When negative impacts are identified, the project is modified to mitigate or eliminate the potential impact to the extent possible.

### **Project Ranking Scorecard**

- In order to bring a greater level of objectivity to its project selection process, the RPC has developed a formal Project Ranking Scorecard. The Scorecard describes a project by quantitatively rating its potential impacts on a variety of factors, such as safety or congestion. Projects are ranked by a committee of RPC staff members on a variety of topics, resulting



• in a single composite score. The actual factors considered by the Scorecard are derived from the variety of federal, state, and regional policies that help define the RPC's overarching planning priorities. It is intended to help simplify decision-making by providing a single, standardized tool for comparing projects. Moreover, through using it planners can be assured that they have considered a comprehensive set of criteria in the project selection process. While the Scorecard brings a greater level of objectivity to the project selection process, it is acknowledged that there are multiple factors that may affect a project's eligibility for inclusion in the TIP that cannot be measured quantitatively. Despite the added level of sophistication that the Scorecard brings to the project selection process, highly rated projects may be made ineligible for TIP inclusion due to other considerations. Conversely, low rated projects may become desirable for implementation in light of information not included on the Scorecard. The Scorecard and a more detailed description are included in Appendix B.



# Financial Constraint and Funding Sources

Both the MTP and the Transportation Improvement Program have been financially constrained to reflect realistic and available levels of project funding. A review of the state's proposed construction program was carried out jointly by RPC and LADOTD. This effort resulted in the selection of a relatively small number of project priorities that were in a position to go forward and for which funding reasonably could be expected to be available in Tier I.

Other methods were also employed to establish financial constraint. This consisted of a review of the actual letting list of projects over the last ten years to establish a history of federal and state funding by project category. An average estimated amount of both federal and non-federal financial resources was thereby derived and used as a benchmark in the prioritization process. The State has also earmarked for programming purposes approximately \$3,500,000 per year of STP <200K funds to the East St. Tammany / Slidell urbanized area and approximately \$3,500,000 per year for Mandeville-Covington. These funds plus 20% were used to assist in establishing a priority program as developed by the RPC in consultation with the parish, the public, and LADOTD.

Included in the MTP are roadway projects identified by St. Tammany Parish as part of their Infrastructure 2010 Plan. The Infrastructure Plan was developed in support of the New Directions 2025 comprehensive plan, the initiation of which was assisted by RPC in 2001. The roadway improvements portion of the infrastructure plan identifies projects and associated costs that will improve mobility within the parish and

- support land use policies that have been derived from the broader comprehensive planning effort. St. Tammany Parish is the only parish in Louisiana to date that assesses impact fees for development. Revenues generated from these fees are reinvested in parish infrastructure and roadways. Projects included in the infrastructure plan are included in the MTP to illustrate priorities of the parish and to advise the reader of projects that may be incorporated into the formalized TIP/STIP process at a later date, and that local funding from impact fees may be used for implementation.
- Two non-recurring funding sources are also included in the MTP. The first funding type is federal Emergency-Relief funding, which provides emergency funding in response to major disasters. In St. Tammany Parish, E-R funds are being used to repair state routes damaged by Hurricane Katrina or the recovery efforts immediately following the storm. The second funding type is provided by the American Recovery and Reinvestment Act (ARRA) in response to the recent, severe national recession. These funds are intended to help create jobs and economic development, and are used on projects that can be implemented in the near future to encourage short-term economic growth.



**Tier I Highway Projects  
Fiscal Years 2011-2014**

**Transportation Improvement Program**  
St. Tammany Urbanized Areas - Financially Constrained

**FY - 10 (10/1/09 - 9/30/10)**

FY10 projects that remain unauthorized by 9/30/10 will carry forward into the new TIP (FY11-14)

Project Number	Route	Project Description	Proposed Improvement	Priority Area*	Work Phase	Est. Cost**	Federal Share	Fund Source
742-52-0012		I-10 Southwest Service Rd. Ext.	New 2 Lane	2, 4	C	4,860,000	3,370,000	ARRA=3,951K Demo=164K Local=41K
						<b>Total - ARRA</b>	<b>4,860,000</b>	<b>3,370,000</b>
000-10-DEMO	Parishwide	Various Demo Projects	Cost change in Eng., ROW and Utilities		E/ROW/U	1,000,000	800,000	DEMO
454-04-0070	I-12	I-12 (US 11 to LA 1091)	Noise Barrier Replacement	2, 5	C	2,500,000	944,000	DEMO=1.1 M; State Surplus=1.4M
						<b>Total - DEMO</b>	<b>3,500,000</b>	<b>1,744,000</b>
281-04-0027	LA 435	LA 36 - Double Creek Bridge	Overlay & Drainage	1, 3, 5	C	2,908,000	2,326,400	NFA
						<b>Total - NFA</b>	<b>3,221,000</b>	<b>2,326,400</b>
000-10-OVLY	Parishwide	NHS Overlays	NHS Overlays		C	1,000,000	800,000	NHS
						<b>Total - NHS</b>	<b>1,000,000</b>	<b>800,000</b>
000-10-OVLY	Parishwide	STP Overlays	STP Overlays		C	2,000,000	1,600,000	STP
000-10-PM	Parishwide	Preventive Maintenance	Preventive Maintenance		C	100,000	80,000	STP
						<b>Total - STP</b>	<b>2,100,000</b>	<b>1,680,000</b>
000-10-ENH	Parishwide	Enhancements	Enhancements		C	200,000	160,000	STPENH
744-52-0038		Pineview Sidewalks Extension	Sidewalks/Pedestrian Amenities		C	332,000	315,400	STPENH
744-52-0028		Tammany Trace, Lacombe Trailhead	Enhancement	2, 5	C	109,000	103,550	STPENH
						<b>Total - STPENH</b>	<b>641,000</b>	<b>578,950</b>
454-04-0080	I-12	Airport Rd. to I-59/I-12/I-10	Widen 4 to 6 Lanes	4	C	35,000,000		STGEN

**Transportation Improvement Program**  
St. Tammany Urbanized Areas - Financially Constrained

**FY - 10 (10/1/09 - 9/30/10)**

FY10 projects that remain unauthorized by 9/30/10 will carry forward into the new TIP (FY11-14)

<b>Project Number</b>	<b>Route</b>	<b>Project Description</b>	<b>Proposed Improvement</b>	<b>Priority Area*</b>	<b>Work Phase</b>	<b>Est. Cost**</b>	<b>Federal Share</b>	<b>Fund Source</b>
000-10-HAZ	Parishwide	Misc. Hazardous Elimination	Misc. Hazardous Elimination		C	150,000	120,000	STPHAZ
000-10-RR	Parishwide	RR Xing Safety	RR Xing Safety		C	500,000	400,000	STPHAZ
<b>Total - STPHAZ</b>						<b>650,000</b>	<b>520,000</b>	
013-10-0047		Boston St. Signals	OPS Improvement		C	800,000	800,000	STP<200K
<b>Total - STP&lt;200K</b>						<b>800,000</b>	<b>800,000</b>	

\*1=safety; 2=livable communities; 3=state of good repair; 4=economic competitiveness; 5=env. sustainability

\*\*Estimated cost includes 10% contingency plus inflation adjustment.

**Transportation Improvement Program**  
St. Tammany Urbanized Areas - Financially Constrained

**FY - 11 (10/1/10 - 9/30/11)**

<b>Project Number</b>	<b>Route</b>	<b>Project Description</b>	<b>Proposed Improvement</b>	<b>Priority Area*</b>	<b>Work Phase</b>	<b>Est. Cost**</b>	<b>Federal Share</b>	<b>Fund Source</b>
000-11-DEMO	Parishwide	Various Demo Projects	Cost change in Eng., ROW and Utilities		E/ROW/U	1,000,000	800,000	DEMO
					<b>Total - DEMO</b>	<b>1,000,000</b>	<b>800,000</b>	
013-13-0030		US 190B Bridges Near Slidell	Bridge Replacement	3	C	1,960,000	1,568,000	FBR
					<b>Total - FBR</b>	<b>1,960,000</b>	<b>1,568,000</b>	
713-52-0104		Fitzgerald Church Rd.	Bridge Replacement	3	C	500,000	400,000	FBROFF
					<b>Total - FBROFF</b>	<b>500,000</b>	<b>400,000</b>	
450-18-0108	I-10	French Branch - W. Pearl River Bridge	Rubbleize & Overlay	3	C	14,540,000	13,086,000	IM
					<b>Total - IM</b>	<b>14,540,000</b>	<b>13,086,000</b>	
		Covington Bypass (LA 21 to Bootlegger)	New 4 lane Roadway	1, 4	C	4,700,000		Local
		Haas Rd.	Minor Widening	1, 3	C	2,700,000		Local
					<b>Total - Local</b>	<b>7,400,000</b>		
000-11-OVLY	Parishwide	NHS Overlays	NHS Overlays		C	1,000,000	800,000	NHS
					<b>Total - NHS</b>	<b>1,000,000</b>	<b>800,000</b>	
852-05-0007	LA 1077	LA 1077 (LA 25 to LA 1078)	Chip Seal	3	C	129,000		St Cash
					<b>Total - St Cash</b>	<b>129,000</b>		
000-11-OVLY	Parishwide	STP Overlays	STP Overlays		C	2,000,000	1,600,000	STP
000-11-PM	Parishwide	Preventive Maintenance	Preventive Maintenance		C	100,000	80,000	STP

**Transportation Improvement Program**  
St. Tammany Urbanized Areas - Financially Constrained

**FY - 11 (10/1/10 - 9/30/11)**

Project Number	Route	Project Description	Proposed Improvement	Priority Area*	Work Phase	Est. Cost**	Federal Share	Fund Source
						<b>Total - STP</b>	<b>2,100,000</b>	<b>1,680,000</b>
000-11-ENH	Parishwide	Enhancements	Enhancements		C	200,000	160,000	STPENH
013-12-0058		US 190 Corridor Landscaping	Enhancement	2	C	360,000	342,000	STPENH
450-18-0095		I-10 at Oak Harbor	Landscaping		C	259,000	246,050	STPENH
744-52-0040		Kensington to John Slidell Park Multi-Use Park	Bike Path Connector		C	416,000	395,200	STPENH
						<b>Total - STPENH</b>	<b>1,235,000</b>	<b>1,143,250</b>
013-12-0057		US 190 @ LA 434	New Roundabout	1,2	C	600,000	480,000	STPFLEX
269-08-0019		LA 40 (W. LA 437 to E. LA 437)	Microsurfacing	3	C	175,000	140,000	STPFLEX
						<b>Total - STPFLEX</b>	<b>775,000</b>	<b>620,000</b>
000-11-HAZ	Parishwide	Misc. Hazardous Elimination	Misc. Hazardous Elimination		C	150,000	120,000	STPHAZ
000-11-RR	Parishwide	RR Xing Safety	RR Xing Safety		C	500,000	400,000	STPHAZ
737-52-0009		Save Routes to School, Mandeville Elementary	Sidewalk & Crosswalk Improvements	1, 2	C	195,000		STPHAZ
						<b>Total - STPHAZ</b>	<b>845,000</b>	<b>520,000</b>
013-11-0039	US 190	Summit Blvd. at US 190B	Intersection Improvements	1, 4	C	250,000	200,000	STP<200K
013-12-0060	LA 22	I-12 to LA 22	Overlay	3	C	5,250,000	4,200,000	STP<200K
852-26-0021		US 190 to Dalwill Dr.	Minor widen and Drainage	2, 3	C	2,500,000	2,000,000	STP<200K
		US 11 @ Cleo Rd.	Intersection Improvements	1, 3, 4	C	1,500,000	1,200,000	STP<200K
						<b>Total - STP&lt;200K</b>	<b>9,500,000</b>	<b>7,600,000</b>

\*1=safety; 2=livable communities; 3=state of good repair; 4=economic competitiveness; 5=env. sustainability

\*\*Estimated cost includes 10% contingency plus inflation adjustment.

**Transportation Improvement Program**  
St. Tammany Urbanized Areas - Financially Constrained

**FY - 12 (10/1/11 - 9/30/12)**

<b>Project Number</b>	<b>Route</b>	<b>Project Description</b>	<b>Proposed Improvement</b>	<b>Priority Area*</b>	<b>Work Phase</b>	<b>Est. Cost**</b>	<b>Federal Share</b>	<b>Fund Source</b>
000-12-DEMO	Parishwide	Various Demo Projects	Cost change in Eng., ROW and Utilities		E/ROW/U	1,000,000	800,000	DEMO
					<b>Total - Demo</b>	<b>1,000,000</b>	<b>800,000</b>	
	LA 1077	I-12 to LA 1085	Widen to Four Lanes	1, 2, 4	C	5,000,000		Local
	LA 1077	LA 1077 at LA 1085	Intersection Improvements	1, 2, 3	C	2,000,000		Local
	LA 1077	LA 1077 at I-12	Interchange Operational Improvements	1, 3, 4	C	2,000,000		Local
		Brewster Rd., Phase 2 (LA 1077 - LA 1085)	Upgrade & Widen	1, 2, 3	C	2,400,000		Local
					<b>Total - Local</b>	<b>11,400,000</b>		
000-12-OVLY	Parishwide	NHS Overlays	NHS Overlays		C	1,000,000	800,000	NHS
					<b>Total - NHS</b>	<b>1,000,000</b>	<b>800,000</b>	
000-12-OVLY	Parishwide	STP Overlays	STP Overlays		C	2,000,000	1,600,000	STP
000-12-PM	Parishwide	Preventive Maintenance	Preventive Maintenance		C	100,000	80,000	STP
					<b>Total - STP</b>	<b>2,100,000</b>	<b>1,680,000</b>	
000-12-ENH	Parishwide	Enhancements	Enhancements		C	200,000	160,000	STPENH
					<b>Total - STPENH</b>	<b>200,000</b>	<b>160,000</b>	
000-12-HAZ	Parishwide	Misc. Hazardous Elimination	Misc. Hazardous Elimination		C	150,000	120,000	STPHAZ
000-12-RR	Parishwide	RR Xing Safety	RR Xing Safety		C	500,000	400,000	STPHAZ
					<b>Total - STPHAZ</b>	<b>650,000</b>	<b>520,000</b>	
013-11-0040		I-12 @ Northshore Blvd.	Interchange Lighting	1	C	750,000	675,000	STP<200K
		US 190 at LA 22	Diverging Diamond Interchange	1, 3	C	5,500,000	4,950,000	STP<200K

**Transportation Improvement Program**  
 St. Tammany Urbanized Areas - Financially Constrained

**FY - 12 (10/1/11 - 9/30/12)**

<b>Project Number</b>	<b>Route</b>	<b>Project Description</b>	<b>Proposed Improvement</b>	<b>Priority Area*</b>	<b>Work Phase</b>	<b>Est. Cost**</b>	<b>Federal Share</b>	<b>Fund Source</b>
<b>Total - STP&lt;200K</b>						<b>6,250,000</b>	<b>5,625,000</b>	

\*1=safety; 2=livable communities; 3=state of good repair; 4=economic competitiveness;  
 5=env. sustainability

\*\*Estimated cost includes 10% contingency plus inflation adjustment.

**Transportation Improvement Program**  
St. Tammany Urbanized Areas - Financially Constrained

**FY - 13 (10/1/12 - 9/30/13)**

Project Number	Route	Project Description	Proposed Improvement	Priority Area*	Work Phase	Est. Cost**	Federal Share	Fund Source
000-13-DEMO	Parishwide	Various Demo Projects	Cost change in Eng., ROW and Utilities		E/ROW/U	1,000,000	800,000	DEMO
<b>Total - DEMO</b>						<b>1,000,000</b>	<b>800,000</b>	
269-08-0018		LA 40 at Barkers Corner	Roundabout		C	1,100,000	880,000	HSIP (STPHAZ)
<b>Total - HSIP</b>						<b>1,100,000</b>	<b>880,000</b>	
		Airport Rd. Ext. (Airport Rd. to US 11)	New Roadway	1, 2, 5	C	6,000,000		Local
<b>Total - Local</b>						<b>6,000,000</b>		
281-04-0028	LA 435	Double Creek Bridge - LA 40	Overlay & Drainage	3, 5	C	3,033,000		NFA
<b>Total - NFA</b>						<b>3,033,000</b>		
000-13-OVLY	Parishwide	NHS Overlays	NHS Overlays		C	1,000,000	800,000	NHS
<b>Total - NHS</b>						<b>1,000,000</b>	<b>800,000</b>	
000-13-OVLY	Parishwide	STP Overlays	STP Overlays		C	2,000,000	1,600,000	STP
000-13-PM	Parishwide	Preventive Maintenance	Preventive Maintenance		C	100,000	80,000	STP
<b>Total - STP</b>						<b>2,100,000</b>	<b>1,680,000</b>	
000-13-ENH	Parishwide	Enhancements	Enhancements		C	200,000	160,000	STPENH
<b>Total - STPENH</b>						<b>200,000</b>	<b>160,000</b>	
030-01-0021	LA 21	LA 1083 to LA 1084	Cold Plane, Patch & Overlay	1, 3	C	1,671,000	1,336,800	STPFLEX
269-07-0011	LA 40	Tang. Parish Line to LA 25	Cold Plane, Patch & Overlay	1, 3	C	2,473,000	1,978,400	STPFLEX
<b>Total - STPFLEX</b>						<b>4,144,000</b>	<b>3,315,200</b>	
000-13-HAZ	Parishwide	Misc. Hazardous Elimination	Misc. Hazardous Elimination		C	150,000	120,000	STPHAZ

**Transportation Improvement Program**  
St. Tammany Urbanized Areas - Financially Constrained

**FY - 13 (10/1/12 - 9/30/13)**

<b>Project Number</b>	<b>Route</b>	<b>Project Description</b>	<b>Proposed Improvement</b>	<b>Priority Area*</b>	<b>Work Phase</b>	<b>Est. Cost**</b>	<b>Federal Share</b>	<b>Fund Source</b>
000-13-RR	Parishwide	RR Xing Safety	RR Xing Safety		C	500,000	400,000	STPHAZ
					<b>Total - STPHAZ</b>	<b>650,000</b>	<b>520,000</b>	
	LA 434	I-12 to Weyerhauser, Phase 1	Widen to 4 Lanes	2, 4	C	4,200,000	3,360,000	STP<200K
		I-12 at US 11	Interchange Lighting	1	C	750,000	675,000	STP<200K
					<b>Total - STP&lt;200K</b>	<b>4,950,000</b>	<b>4,035,000</b>	

\*1=safety; 2=livable communities; 3=state of good repair; 4=economic competitiveness; 5=env. sustainability

\*\*Estimated cost includes 10% contingency plus inflation adjustment.

**Transportation Improvement Program**  
St. Tammany Urbanized Areas - Financially Constrained

**FY - 14 (10/1/13 - 9/30/14)**

Project Number	Route	Project Description	Proposed Improvement	Priority Area*	Work Phase	Est. Cost**	Federal Share	Fund Source
	US 11	Lake Pont. Bridge to Slidell C/L	Widen and Access Control	1, 2	C	20,000,000	16,000,000	DEMO=4M; STP<200K=12M
000-14-DEMO	Parishwide	Various Demo Projects	Cost change in Eng., ROW and Utilities		E/ROW/U	1,000,000	800,000	DEMO
059-01-0028	LA 21	LA 21 Widening (Bootlegger - 11th)	Widen to Four Lanes	1, 2	C	19,500,000	15,600,000	DEMO
<b>Total - DEMO</b>						<b>40,500,000</b>	<b>32,400,000</b>	
018-30		LA 433 at Salt Bayou	Bridge Replacement	1	C	2,401,000	1,920,000	FBRON
<b>Total - FBRON</b>						<b>2,401,000</b>	<b>1,920,000</b>	
852-16-0004		LA 1083 (Local Rd. to LA 21)	Overlay & Drainage	1, 3	C	2,009,000		NFA
852-30-0004	LA 1083	LA 21 to LA 40	Overlay & Drainage	1, 3	C	4,148,000		NFA
<b>Total - NFA</b>						<b>6,157,000</b>		
000-14-OVLY	Parishwide	NHS Overlays	NHS Overlays		C	1,000,000	800,000	NHS
<b>Total - NHS</b>						<b>1,000,000</b>	<b>800,000</b>	
000-14-OVLY	Parishwide	STP Overlays	STP Overlays		C	2,000,000	1,600,000	STP
000-14-PM	Parishwide	Preventive Maintenance	Preventive Maintenance		C	100,000	80,000	STP
<b>Total - STP</b>						<b>2,100,000</b>	<b>1,680,000</b>	
000-14-ENH	Parishwide	Enhancements	Enhancements		C	200,000	160,000	STPENH
<b>Total - STPENH</b>						<b>200,000</b>	<b>160,000</b>	
000-14-HAZ	Parishwide	Misc. Hazardous Elimination	Misc. Hazardous Elimination		C	150,000	120,000	STPHAZ
000-14-RR	Parishwide	RR Xing Safety	RR Xing Safety		C	500,000	400,000	STPHAZ
<b>Total - STPHAZ</b>						<b>650,000</b>	<b>520,000</b>	

**Transportation Improvement Program**  
St. Tammany Urbanized Areas - Financially Constrained

**FY - 14 (10/1/13 - 9/30/14)**

<b>Project Number</b>	<b>Route</b>	<b>Project Description</b>	<b>Proposed Improvement</b>	<b>Priority Area*</b>	<b>Work Phase</b>	<b>Est. Cost**</b>	<b>Federal Share</b>	<b>Fund Source</b>
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\*1=safety; 2=livable communities; 3=state of good repair; 4=economic competitiveness; 5=env. Sustainability

\*\*Estimated cost includes 10% contingency plus inflation adjustment.

**Tier II Highway Projects  
Fiscal Years 2015-2024**

**Metropolitan Transportation Plan - St. Tammany Urbanized Areas**  
**Highway Element - Financially Constrained**

State Project No.	Project Description	Proposed Improvement	Project Priority	Work Phase	Total Cost	Federal Share	Funding Source	Planning Element
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*Tier II - Fiscal Year 2015-2024*

**Tier II - On System - Funded Projects (FY 2015 - 2024)**

	LA 434 Widen, Phase 2 (Weyerhauser to LA 36)	Widen to 4 lanes	2 4	C	\$6,000,000	\$3,000,000	STP<200K, Local	
	I-12 @ LA 434	Interchange Lighting	1, 2	C	\$750,000	\$675,000	STP<200K, Local	
000-00-DEMO	Various Demo Projects	Parishwide	3	E/ROW/U	\$1,000,000	\$800,000	DEMO	Annual Allocation
000-00-OVLY	NHS Overlays	Parishwide	3	HC	\$1,000,000	\$800,000	NHS	Annual Allocation
000-00-OVLY	STP Overlays	Parishwide	3	HC	\$2,00,000	\$1,600,000	STP	Annual Allocation
000-00-PM	Preventive Maintenance	Parishwide	3	HC	\$100,000	\$80,000	STP	Annual Allocation
000-00-ENH	Enhancements	Parishwide	3	HE	\$200,000	\$160,000	STP ENH	Annual Allocation
000-00-HAZ	Misc. Hazardous Elimination	Parishwide	3	HC	\$150,000	\$120,000	STP HAZ	Annual Allocation
000-00-RR	RR Xing Safety	Parishwide	3	HC	\$500,000	\$400,000	STP HAZ	Annual Allocation

**Metropolitan Transportation Plan - St. Tammany Urbanized Areas**  
**Highway Element - Financially Constrained**

State Project No.	Project Description	Proposed Improvement	Project Priority	Work Phase	Total Cost	Federal Share	Funding Source	Planning Element
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*Tier II - Fiscal Year 2015-2024*

**Tier II - On System - Unfunded Projects (FY 2015 - 2024)**

013-12-0031	US 190 (LA 433 - US 11)	Widen to 4 Lanes	1, 2	C	\$40,419,000	\$32,335,200		Capacity Allowance
018-04	US 11 (I-12 to US 190)	Reconstruction and Add Lanes	1,2,3,4	C	\$24,000,000		NHS	Capacity
013-12-0041	US 190 (LA 22 - Atalin St.)	Widen	2, 3	C	\$13,300,000	\$13,300,000	STP/State	Capacity
059-30-0008	US 190 (Jct. LA 25 - Jct. US 190B), Claiborne Hills	Widening	1,2,3,4	C	\$30,000,000	\$24,000,000	SEMO/TCS O	
006-08-0031	US 90 (East Pearl River Bridge)	Bridge Replacement	3	C	\$15,000,000	\$12,000,000	FBR	
013-13-0039	US 190 (Bayou Castine to SELA Hospital)	Widen	1, 2	C	\$7,700,000	\$6,160,000	STP/State	
013-13B	US 190 @ Military Road	Pave Shoulders	1	C	\$200,000	\$160,000	STP<200K	
744-52-0021	Tammany Trace Ext. to Pelican Park	New Asphalt Path	1, 2	C	\$235,000	\$235,000	STP ENH	
	Bayou Lacombe Bridge Renovation	Enhancement	2, 3	C	\$300,000	\$240,000	STP<200K	
	I-12/Northshore Blvd. Corridor	I/C Modification and Roadway TSM Improvements	1,2,3,4	C	\$12,000,000	\$9,600,000	STP<200K	
690-01-0004	I-59 Slidell Rest Area (SB)	Rest Area Renovation	3	C	\$7,310,000	\$6,579,000	IM	
261-06-0030	LA 22 (Tchefuncte to W. Causeway Approach)	Widen to 4 Lanes	1,2,3,4	C	\$30,000,000	\$24,000,000	STP/DEMO/ State	
852-21-0030	LA 433 (US 11 - US 190)	2 Lane Reconstruction	3	C	\$12,500,000	\$10,000,000	STP/State	

**Tier II - Off System - Unfunded Projects (FY 2015 - 2024)**

	Summit Blvd. Extension	New Roadway	2, 4	C	\$5,000,000			
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**Tier III Highway Projects  
Fiscal Years 2025-2040**

**Metropolitan Transportation Plan - St. Tammany Urbanized Areas**  
**Highway Element - Financially Constrained**

State Project No.	Project Description	Proposed Improvement	Project Priority	Work Phase	Total Cost	Federal Share	Funding Source	Planning Element
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*Tier III - Fiscal Year 2025-2040*

**Tier III - On System - Funded Projects (FY 2025 - 2040)**

000-00-DEMO	Various Demo Projects	Parishwide	3	E/ROW/U	\$1,000,000	\$800,000	DEMO	Annual Allocation
000-00-OVLY	NHS Overlays	Parishwide	3	HC	\$1,000,000	\$800,000	NHS	Annual Allocation
000-00-OVLY	STP Overlays	Parishwide	3	HC	\$2,00,000	\$1,600,000	STP	Annual Allocation
000-00-PM	Preventive Maintenance	Parishwide	3	HC	\$100,000	\$80,000	STP	Annual Allocation
000-00-ENH	Enhancements	Parishwide	3	HE	\$200,000	\$160,000	STP ENH	Annual Allocation
000-00-HAZ	Misc. Hazardous Elimination	Parishwide	3	HC	\$150,000	\$120,000	STP HAZ	Annual Allocation
000-00-RR	RR Xing Safety	Parishwide	3	HC	\$500,000	\$400,000	STP HAZ	Annual Allocation

**Metropolitan Transportation Plan - St. Tammany Urbanized Areas**  
**Highway Element - Financially Constrained**

State Project No.	Project Description	Proposed Improvement	Project Priority	Work Phase	Total Cost	Federal Share	Funding Source	Planning Element
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*Tier III - Fiscal Year 2025-2040*

**Tier III - On System - Unfunded Capacity Projects (FY 2025 - 2040)**

852-33-0001	LA 3241 (Talisheek to Bush)	New 4 Lane	4	C	\$45,395,000		TIMED	
280-01	LA 36 (Jct. 21 - Jct. LA 59)	Widen to 4 Lanes	1, 2	C	\$20,000,000			
852-33-0002	LA 3241 (I-12 - LA 36)	New 4 Lane	4	C	\$26,071,000		TIMED	
852-33-0003	LA 3241 (LA 36 - LA 435)	New 4 Lane	4	C	\$47,552,000		TIMED	
454-04B	LA 3241 @ I-12	New Interchange	4	C	\$ 12,500,000		TIMED	
	US 11 (Lake Pontchartrain Bridge)	Widen to 4 Lanes	1, 3	C	\$ 100,000,000			
	LA 59 (US 190 to I-12)	Widen to 4 Lanes	1, 4	C	\$20,000,000			
	LA 59 (I-12 to Abita)	Widen to 4 Lanes	1, 2	C	\$20,000,000			
	US 11 (I-12 - LA 41)	Widen to 4 Lanes	1, 4	C	\$20,000,000			
	LA 434 Widen Phase 3 (I-12 to US 190)	Widen to 4 lanes	2, 4	C	\$5,700,000	2,750,000	STP<200K	
	LA 25 (US 190 - Miss. State Line)	Widen to 4 Lanes	1, 4	C	\$20,000,000			
	Widen Causeway Bridge	Widen to 6 Lanes	1, 4	C	\$600,000,000			
	LA 1088 (LA 59 to LA 36)	Widen to 4 Lanes	1, 2	C	\$20,000,000			
	LA 437 (US 190 to LA 40)	Widen to 4 Lanes	1, 2	C	\$20,000,000			
	LA 1090 (US 190B to Pearl River)	Widen to 4 Lanes	1, 2	C	\$25,000,000			
	LA 1091 (4 Lane Bridge over I-12 to Brownsitch)	Widen to 4 Lanes	1, 2	C	\$11,000,000			
	US 190B (I-10 to LA 1090)	Widen to 4 Lanes	1, 2, 4	C	\$12,000,000			

**Metropolitan Transportation Plan - St. Tammany Urbanized Areas  
Highway Element - Financially Constrained**

<b>State Project No.</b>	<b>Project Description</b>	<b>Proposed Improvement</b>	<b>Project Priority</b>	<b>Work Phase</b>	<b>Total Cost</b>	<b>Federal Share</b>	<b>Funding Source</b>	<b>Planning Element</b>
	LA 21 (LA 22 to I-12)	Widen to 4 Lanes	1, 2	C	\$6,000,000			
	I-12 at LA 1085	New Interchange	4	C	\$30,000,000			
	Eastern Corridor Fixed Guideway - Transit	Fixed Guideway Transit	2, 5	C	\$150,000,000			
	Western Corridor Fixed Guideway - Transit	Fixed Guideway Transit	2, 5	C	\$150,000,000			
	Intraparish Fixed Guideway - Transit	Fixed Guideway Transit	2, 5	C	\$100,000,000			

**Metropolitan Transportation Plan - St. Tammany Urbanized Areas**  
**Highway Element - Financially Constrained**

State Project No.	Project Description	Proposed Improvement	Project Priority	Work Phase	Total Cost	Federal Share	Funding Source	Planning Element
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*Tier III - Fiscal Year 2025-2040*

**Tier III - Off System - Unfunded Capacity Projects (FY 2025 - 2040)**

	I-12 North Service Rd. (Airport Rd. to US 11)	New Service Rd.	2, 4	C	\$6,000,000			
	I-12 North Service Rd. (LA 21 to LA 1077)	New Service Rd.	2,4	C	\$7,000,000			
	I-12 North Service Rd. (US 190 to Three Rivers Rd.)	New Service Rd.	2,4	C	\$5,000,000			
	Brownswitch Rd. (US 11 to LA 1090)	Widen to 4 Lanes	1, 2	C	\$12,000,000			
	Bootlegger Rd. (LA 21 to LA 1077)	Widen to 4 Lanes	1, 2	C	\$4,000,000			
	I-12 South Service Rd. (LA 1088 to LA 434)	New Service Rd.	2, 4	C	\$12,000,000			
	I-12 South Service Rd. (LA 434 to Airport Rd.)	New Service Rd.	2, 4	C	\$12,000,000			
	Mandeville Bypass (LA 1088 to US 190)	New Roadway	1, 2	C	\$12,000,000			
	Dixie Ranch Rd. / I-12 Intechange	New Interchange	2, 4	C	\$25,000,000			
	Dixie Ranch Rd. (I-12 to Airport Rd.)	New Service Rd.	2, 4	C	\$8,000,000			
	Dixie Ranch Extension (I-12 to US 190)	New Connector Roadway	2, 4	C	\$3,000,000			
	I-12 North Service Rd. (LA 59 to LA 1088)	New Service Rd.	2, 4	C	\$12,000,000			

**Metropolitan Transportation Plan - St. Tammany Urbanized Areas**  
**Highway Element - Financially Constrained**

State Project No.	Project Description	Proposed Improvement	Project Priority	Work Phase	Total Cost	Federal Share	Funding Source	Planning Element
	I-12 North Service Rd. (LA 1088 to Fish Hatchery Rd.)	New Service Rd.	2, 4	C	\$12,000,000			
	Fairway Drive (Westwood Dr. to LA 59)	New Roadway	2, 4	C	\$6,000,000			
	Fairway Drive (LA 59 to LA 1088)	New Roadway	2, 4	C	\$10,000,000			
	Emerald Forest Blvd. (Falconer Dr. to Helenburg)	New Roadway	2, 4	C	\$3,000,000			
	Harrison Ave. Ext. (LA 59 to LA 36)	New Roadway	2, 4	C	\$5,000,000			
	Hillcrest Ext. (Hill Crest to LA 36)	New Roadway	2, 4	C	\$12,000,000			
	Three Rivers Service Rd.	New Roadway	2, 4	C	\$4,000,000			
	Tantella Ranch Rd./LA 1078 Bypass Rd.	New Roadway	2, 4	C	\$6,000,000			
	Abita Airport Rd. (LA 1088 to St. Tammany Airport)	New Roadway	2, 4	C	\$10,000,000			
	Airport Rd. Ext. (Airport Rd. to LA 36)	New Roadway	2, 4	C	\$10,000,000			
	Seymour Myers Rd. (I-12 S. Service Rd/LA 1085 to LA 1077)	New Roadway	2, 4	C	\$6,000,000			

## Projects identified in St. Tammany's Infrastructure 2010 Plan on the LaDOTD Highway Network

The projects listed herein were included in St. Tammany's **10 Year Infrastructure Plan** as adopted by the St. Tammany Parish Council on January 20, 2005. These projects may be partially or totally funded with local, state and federal resources, or some combination thereof, but as yet undefined. The project list below references projects in the 10 year Infrastructure Plan NOT already accounted for in the State Transportation Improvement Plan (STIP) or the Transportation Improvement Program (TIP). As such, they are included in the Metropolitan Transportation Plan to illustrate the priorities of the parish and to advise the reader of projects that may be incorporated into the formalized TIP/STIP process at a later date.

Roadway	Description	Amount
LA 25	US 190B to Washington Parish - widen to 4 lanes	\$20,000,000
LA 3228	US 190 Frontage Road (aka Asbury)	\$154,000
LA 59	From Koop to Hwy. 190 - 5 lanes	\$18,000,000
LA 437	From LA 190 to Barkers Corner - widen	\$8,000,000
LA 1077	I-12 to Hwy. 190 - 4 lanes	\$5,000,000
LA 1077	US 190 to LA 1078	\$1,300,000
LA 1077	US 190 to LA 1078, 3 lanes	\$9,000,000
LA 1077	Brewster Road to I-12 - 4 lanes with turn lanes	\$2,500,000
LA 1077	I-12 Off ramp improvements and signalization	\$1,000,000
LA 1078	LA 25 to LA 1077 improvement	\$4,000,000
LA 3228 (aka Asbury)	St. Timothy's to Hwy 190 - add 2 <sup>nd</sup> SB lane and correct drainage from N. Causeway to Hwy. 190	\$1,200,000
LA 1085	LA 21 to LA 1077 - 4 lanes	\$2,500,000
LA 1088	I-12 to LA 36	\$2,500,000
LA 1088 A	Hwy. 1088 to Hwy. 190	\$10,464,000
LA 21 Alternate, Phase 1	LA 21 to LA 1085	\$3,745,000
LA 21 Alternate, Phase 2	LA 1085 to US 190	\$22,885,000
LA 1081	From LA 437 to 437	\$6,000,000
US 190 Service Road	From Helenburg to Merchants - add second outbound lane	\$1,500,000
I-10 at Gause Interchange	Interchange improvement to Enhance Exiting	\$800,000
Dixie Ranch Rd. at I-12	New Interchange	\$25,000,000
I-12 Service Road South	LA 1088 to LA 434	\$10,000,000
I-12 Service Road South	LA 434 to Airport Road	\$10,000,000

Projects identified in St. Tammany's Infrastructure 2010 Plan on the LaDOTD Highway Network

Roadway	Description	Amount
Little Creek Service Rd.	LA 59 to LA 1088	\$5,000,000
I-12 Service Road North	LA 1088 to Fish Hatchery	\$8,000,000
LA 41	From Hwy. 11 to Hwy. 40 - pave shoulders	\$2,500,000
LA 433	From Bayou Paquet to Salmen - widen and straighten	\$9,000,000
LA 433	From Bayou Paquet to Hwy. 190	\$1,000,000
LA 434	Hwy 36 to I-12 - widen to 5 lanes	\$15,000,000
LA 434	LA 36 to Folgers	\$500,000
LA 1090 (Military Road)	US 190B to Pearl River - 4 lanes	\$25,000,000
LA 1090 (Military Road)	Turning lane at Brownsitch	\$400,000
LA 1091 (Robert Road)	From city of Slidell to Brownsitch - 4 lanes and Overpass	\$8,000,000
US 11	From Lake to Slidell city limits - 3 lanes	\$4,500,000
US 190	SE Hospital to LA 433 - 4 lanes with turn lanes	\$9,000,000
US 190 Business	From I-10 to LA 1090 - 5 lanes	---

## Projects identified in St. Tammany's Infrastructure 2010 Plan but not on the LaDOTD Highway Network

The projects listed herein were included in St. Tammany's **10 Year Infrastructure Plan** as adopted by the St. Tammany Parish Council on January 20, 2005. Some of these projects may be eligible for federal aid pursuant to 23 CFR 450. The list below references projects in the 10 Year Infrastructure Plan NOT already accounted for in the State Transportation Improvement Plan (STIP) or the Transportation Improvement Program (TIP). As such, they are included in the Metropolitan Transportation Plan to illustrate the priorities of the parish and to advise the reader of projects that may be incorporated into the formalized TIP/STIP process at a later date.

Roadway	Description	Amount
Dove Park Road	Widening and Improvements	\$450,000
Dove Park Rd. Extension	From Orleans to 190 Service Rd.	\$1,000,000
Fairway Drive	Westwood Drive to LA 59	\$5,500,000
Fairway Drive	Hwy. 59 to Hwy. 1088	\$8,010,000
Fairway Drive Spur	Fairway Drive to LA 59 at Fountainbleu School	\$800,000
Galatas Road	Widening	\$300,000
Harrison Avenue Ext.	LA 59 to LA 36	\$5,000,000
Helenburg Road	Widening and Improvements	\$750,000
Hay Hollow Rd. (N)	Widen and Overlay	\$252,000
Hay Hollow Rd. (S)	Widen and Overlay	\$152,000
Lowe Davis Road	Widening	\$725,000
River Road - Covington	Widen and rehab.	\$300,000
Soult Road Widening	Widening	\$500,000
Three Rivers Service Road	New Road from Three Rivers Rd. to Hwy. 190	\$3,000,000
Three Rivers Road	Widening	\$750,000
Viola St.	Widening	\$500,000
Abita Airport Road	Hwy. 1088 to St. Tammany Airport Connection	\$9,160,000
Airport Road (Covington)	LA 25 to River Rd. - widen and resurface	\$600,000
Emerald Forest Blvd.	Falconer Dr. to Helenburg Rd.	\$2,600,000
Hillcrest - Hwy. 36 Connection	New Road from Hillcrest to Hwy. 36	\$10,000,000
Hillcrest / Peg Keller Connection	New Road from Hillcrest to Peg Keller Road	\$4,500,000
Holiday Blvd. Connector	From Service Rd. to Holiday Blvd.	\$2,000,000
Pat O'Brien Road	Widen and rehab	\$125,000
Horse Branch widening	Widen and rehab	\$700,000

Projects identified in St. Tammany's Infrastructure 2010 Plan but not on the LaDOTD Highway Network

Roadway	Description	Amount
Hosmer Mill Road	Widen and rehab	\$225,00
Lake Ramsey / Penn Mill	Widen and Improvements	\$1,500,000
Lee Settlement Rd.	Overlay and Widen	%500,000
Event's Center Blvd.	Complete other half of boulevard	\$500,000
Little Creek Service Road	Extend Little Creek Service Road to Hwy. 1088	\$5,000,000
Merchants Drive	Connect Hollycrest	\$1,200,000
Million Dollar Road	Widen and rehab	\$600,000
Northlake Christian School Road	Additional connection to US 190	\$250,000
Orleans Avenue extension	Dove Park to Fairway	\$750,000
Perrilloux Rd.	Widening	\$300,000
Tantella Ranch Rd. - LA 1078 Bypass	New roadway	\$5,000,000
Perrilloux Rd.	Overlay and widen	\$317,000
Seymour Myers Rd. extension	Seymour Myers to LA 1085 (I-12 S. Service Rd. between LA 1077 and LA 1088)	\$5,500,000
S. Fitzmorris / Smith Rd. connection	New Road from S. Fitzmorris area to Smith Rd. area	\$1,000,000
Bayou Paquet	Widen and rehab	\$3,000,000
Dixie Ranch Road	Intersection at Hwy. 190 Improvements	\$75,000
Dixie Ranch Road	Extend from I-12 to Hwy. 190	\$2,000,000
Dixie Ranch Road	Extend from I-12 to Airport Road	\$7,000,000
Dixie Ranch Road	Extend from I-12 to LA 434	\$15,000,000
Fish Hatchery Road	Highway 190 to Krentel Rd.	\$1,500,000
Fish Hatchery Road	Overlay and Widen	\$680,000
Krentel Road	LA 434 to Fish Hatchery Rd. - widen	\$700,000
S. Tranquility Road	Widen and Rehab	\$1,500,000
Voter's Road	Rehab	\$150,000
A Singletary Road	From Hwy. 36 to Hwy. 41 - widen	\$1,000,000
Airport Rd. to Hwy. 11 Connection	New connection from Airport Rd. to US 11	\$5,386,000
Airport Rd. to Hwy. 36 connection	New connection from Airport Rd. to Hwy. 36	\$9,000,000
Brownsitch Road	Maintenance Overlay	\$250,000
Brownsitch Road	From Hwy. 11 to Military Rd. - 4 lanes	\$10,000,000
CC Road	Widen and rehab	\$500,000
Crown Z Road	Overlay and Widen	\$185,000

Projects identified in St. Tammany's Infrastructure 2010 Plan but not on the LaDOTD Highway Network

Roadway	Description	Amount
Horse Shoe Island	Overlay and Widen	\$600,000
Chris Kennedy Rd.	Overlay and Widen	\$500,000
Pine Street Extension	Make connector	\$1,200,000
Receiving Station Road	Overlay and Widen	\$160,000
Receiving Station Road - Extension	New Roadway	\$4,000,000
Transmitter Road	Widen and Rehab	1,500,000
N. 3 <sup>rd</sup> Street (Alton	Overlay and Widen	\$107,00
North Pontchartrain Dr. (Lacombe)	Widen and Rehab	\$300,000

Projects in Parish Emergency Infrastructure Plan

The following projects have been promulgated by St. Tammany Parish as being important to post-Hurricane Katrina, and are not included in either the MTP or the Infrastructure Plan. Projects in this category would most likely be funded only by receipt of significant amounts of FEMA Emergency/Hazard Mitigation funding.

Roadway	Description	Amount
Traffic Collection and Management System	Interoperable with Regional ITS initiatives	\$1,400,000
I-12 North Service Road (Airport Road to US 11)	New Road	\$5,500,000
LA 21 (LA 22 to I-12)	Widen to 5 Lanes	\$5,000,000
I-12 N. Service Road (LA 21 to LA 1077)	New Road	\$6,000,000
I-12 N. Service Road (US 190 to Three Rivers Rd.)	New Road	\$4,000,000
I-12 @ LA 1085	New Interchange	\$25,000,000
Northside I-12 Road (I-12 to LA 21 Covington)	New 4 Lane	\$30,000,000
Southside I-12 Road (I-12 to LA 22 Madisonville)	New 4 Lane	\$30,000,000
Johnson Street (Madisonville)	Repair and Upgrade Existing	\$650,000
Pine Street (Madisonville)	Repair and Upgrade Existing	\$150,000
Lake Road (Madisonville)	Repair and Upgrade Existing	\$900,000

**Tier I Transit Projects  
Fiscal Years 2011-2014**

**Transportation Improvement Program - St. Tammany Urbanized Areas**

**Transit Element - Financially Constrained**

<b>Fiscal Year 2010</b>	<b>Project</b>	<b>Cost (\$1000's)</b>	<b>ARRA</b>	<b>Section 5307</b>	<b>Section 5309</b>	<b>Section 5310</b>	<b>Section 5311</b>	<b>Total Federal</b>	<b>Local Match</b>	<b>Comments</b>
	South Central Park & Ride	\$90.0	\$90.0					\$90.0	\$0.0	Engineering to implement per ARRA (FY 09)
	LA 41 Park & Ride	\$529.7		\$529.7				\$529.7	\$0.0	Obligation of FY 10 Sec. 5307
	Transportation Center	\$500.0		\$500.0				\$500.0	\$0.0	Obligation of FY10 Sec. 5307
	Operational Assistance (Small Urban Transit)			\$600.0				\$600.0	\$0.0	Small Urban Operating, Match Waived per Sec. 7025
	Preventive Maintenance	\$168.8	\$168.8					\$168.8	\$0.0	Per ARRA; FY 09
	Corridor Alternative Analysis	\$175.0		\$175.0				\$175.0	\$0.0	Carryover Sec. 5307 Funds, Match Waived per Section 7025
	Rural Transportation	\$250.0					\$250.0	\$250.0	\$0.0	Existing Rural Program, Match Waived per Sec. 7025
	<b>Total FY 08</b>	<b>\$1,623.5</b>	<b>\$258.8</b>	<b>\$1,804.7</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$250.0</b>	<b>\$2,054.7</b>	<b>\$0.0</b>	

**Transportation Improvement Program - St. Tammany Urbanized Areas  
Transit Element - Financially Constrained**

<b>Fiscal Year 2011</b>	<b>Project</b>	<b>Cost (\$1000's)</b>	<b>ARRA</b>	<b>Section 5307</b>	<b>Section 5309</b>	<b>Section 5310</b>	<b>Section 5311</b>	<b>Total Federal</b>	<b>Local Match</b>	<b>Comments</b>
	South Central Park & Ride	\$1,100.0	\$1,100.0					\$1,100.0	\$0.0	Implementation-Per ARRA; FY 09
	Preventive Maintenance	\$170.0	\$170.0					\$170.0	\$0.0	Implementation-Per ARRA; FY 09
	Park and Ride Implementation	\$1,375.0		\$1,100.0				\$1,100.0	\$275.0	Assumes Termination of Sec. 7025
	Planning/Training/ Travel	\$80.0		\$64.0				\$64.0	\$16.0	Projected Allocation
	Van Purchase	\$52.5				\$42.0		\$42.0	\$10.5	Average Allocation
	Operational Assistance (5307)/ 50% Match	\$1,000.0		\$500.0				\$500.0	\$500.0	Projected Allocation- Small Urban Operating
	Operational Assistance (5311)/ 50% Match	\$500.0					\$250.0	\$250.0	\$250.0	Projected Allocation- Rural Operation
	<b>Total FY 11</b>	<b>\$4,277.5</b>	<b>\$1,270.0</b>	<b>\$1,664.0</b>	<b>\$0.0</b>	<b>\$42.0</b>	<b>\$250.0</b>	<b>\$3,226.0</b>	<b>\$1,051.5</b>	

**Transportation Improvement Program - St. Tammany Urbanized Areas  
Transit Element - Financially Constrained**

	Project	Cost	ARRA	Section	Section	Section	Section	Total	Local	Comments
		(\$1000's)		5307	5309	5310	5311	Federal	Match	
<b>Fiscal Year 2012</b>	Preventive Maintenance	\$170.0	\$170.0					\$170.0	\$0.0	Implementation-Per ARRA; FY 09
	Park and Ride Implementation and ITS	\$1,375.0		\$1,100.0				\$1,100.0	\$275.0	Projected Allocation
	Operating Assistance(5307) 50/50	\$1,000.0		\$500.0				\$500.0	\$500.0	Projected Allocation- Small Urban Operating
	Planning/Training/ Travel	\$80.0		\$64.0				\$64.0	\$16.0	Projected Allocation
	Van Purchase	\$52.5				\$42.0		\$42.0	\$10.5	Average Allocation
	Operational Assistance (5311)/ 50% Match	\$500.0						\$250.0	\$250.0	Projected Allocation
		\$3,177.5	\$170.0	\$1,664.0	\$0.0	\$42.0	\$250.0	\$2,126.0	\$1,051.5	

**Transportation Improvement Program - St. Tammany Urbanized Areas  
Transit Element - Financially Constrained**

<b>Fiscal Year 2013</b>	<b>Project</b>	<b>Cost (\$1000's)</b>	<b>ARRA</b>	<b>Section 5307</b>	<b>Section 5309</b>	<b>Section 5310</b>	<b>Section 5311</b>	<b>Total Federal</b>	<b>Local Match</b>	<b>Comments</b>
	Park and Ride Implementation and ITS	\$1,375.0		\$1,100.0				\$1,100.0	\$275.0	Projected Allocation
	Planning/Training/ Travel	\$80.0		\$64.0				\$64.0	\$16.0	Projected Allocation
	Van Purchase	\$94.5				\$42.0		\$42.0	\$52.5	Average Allocation
	Operational Assistance (5307)/ 50% Match	\$1,000.0		\$500.0				\$500.0	\$500.0	Projected Allocation
	Operational Assistance (5311)/ 50% Match	\$500.0					\$250.0	\$250.0	\$250.0	Projected Allocation
		\$3,049.5		\$1,664.0	\$0.0	\$42.0	\$250.0	\$1,956.0	\$1,093.5	

**Transportation Improvement Program - St. Tammany Urbanized Areas  
Transit Element - Financially Constrained**

<b>Fiscal Year 2014</b>	<b>Project</b>	<b>Cost (\$1000's)</b>	<b>ARRA</b>	<b>Section 5307</b>	<b>Section 5309</b>	<b>Section 5310</b>	<b>Section 5311</b>	<b>Total Federal</b>	<b>Local Match</b>	<b>Comments</b>
	Park and Ride Implementat	\$1,375.0		\$1,100.0				\$1,100.0	\$275.0	Projected Allocation
	Planning/Training/ Travel	\$80.0		\$64.0				\$64.0	\$16.0	Projected Allocation
	Van Purchase	\$94.5				\$42.0		\$42.0	\$52.5	Average Allocation
	Operational Assistance (530	\$1,000.0		\$500.0				\$500.0	\$500.0	Projected Allocation
	Operational Assistance (531	\$500.0					\$250.0	\$250.0	\$250.0	Projected Allocation
		\$3,049.5		\$1,664.0	\$0.0	\$42.0	\$250.0	\$1,956.0	\$1,093.5	

**Tier II Transit Projects  
Fiscal Years 2015-2024  
*and*  
Tier III Transit Projects  
Fiscal Years 2025 - 2040**

**Metropolitan Transportation Plan - St. Tammany Urbanized Area**  
**Transit Element - Financially Constrained**

Project	Cost (\$1000's)	Section 5307	Section 5309	Total Federal	Local Match
Agregated Estimated Costs per Tier					
<b>TIER 2 - FY 2015 - FY 2024</b>					
Park and Ride Implementation & ITS	\$ 7,163.8	\$ 3,271.0	\$ 2,460.0	\$ 5,731.0	\$ 1,432.8
Planning/Training/Travel	\$ 400.0	\$ 320.0	\$ -	\$ 320.0	\$ 80.0
Operational Assistance (5307) (50% Match)	\$ 5,000.0	\$ 2,500.0	\$ -	\$ 2,500.0	\$ 2,500.0
Operational Assistance (5311) (50% Match)	\$ 900.0	\$ -	\$ -	\$ 450.0	\$ 450.0
<b>Total Tier 2</b>	\$ 13,463.8	\$ 6,091.0	\$ 2,460.0	\$ 9,001.0	\$ 4,462.8
<b>TIER 3 - FY 2025 - FY 2040</b>					
	<u>Cost</u>	<u>5307</u>	<u>5309</u>	<u>Total Fed.</u>	<u>Local Match</u>
Park and Ride Implementation & ITS	\$ 24,357	\$ 11,121.4	\$ 8,364.0	\$ 19,485.4	\$ 4,871
Planning/Training/Travel	\$ 1,360	\$ 1,088.0	\$ -	\$ 1,088.0	\$ 272
Operational Assistance (5307) (50% Match)	\$ 17,000	\$ 8,500.0	\$ -	\$ 8,500.0	\$ 8,500
Operational Assistance (5311) (50% Match)	\$ -	\$ -	\$ -	\$ -	\$ -
Fixed Guideway Improvement*	\$150,000.0	\$ -	\$ 90,000.0	\$ -	\$ 60,000.0
<b>Total Tier 3</b>	\$ 192,717	\$ 26,016.4	\$ 98,364.0	\$ 29,073.4	\$ 73,643
* Considered an unfunded transportation need consistent with goals of St. Tammany comprehensive planning efforts					

## Appendix A – The Eight Planning Factors

23 CFR 450.306 calls for the consideration of the following eight factors in the metropolitan transportation planning process.

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase the safety of the transportation system for motorized and non-motorized users;
3. Increase the security of the transportation system for motorized and non-motorized users;
4. Increase accessibility and mobility of people and freight;
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. Promote efficient system management and operation; and
8. Emphasize the preservation of the existing transportation system.

## **Appendix B - RPC Project Ranking Scorecard**

The RPC's metropolitan planning process is firmly based in nationally recognized planning best practices, and consistently complies with both the letter and the spirit of federal transportation planning legislation. Projects are selected for inclusion in the Transportation Improvement Plan (TIP) or the Metropolitan Transportation Plan following an extensive vetting period that involves consultation with the public, elected officials, community leaders, relevant agencies, and RPC's own planning staff. The RPC Project Ranking Scorecard attempts to add another level of sophistication to that selection process by providing a systematic and quantitative process for selecting, ranking, and prioritizing projects. In addition, it serves as a tool for identifying projects that may disproportionately affect disadvantaged populations, and should therefore comply with the RPC's Title VI Plan.

The Scorecard describes a project by quantitatively rating its potential impacts on a variety of factors, such as safety or congestion. The actual factors considered by the Scorecard are derived from the variety of federal, state, and regional policies that help define the RPC's overarching planning priorities. It is intended to help simplify decision-making by providing a single, standardized tool for comparing projects. Through using it planners can be assured that they have considered a comprehensive set of criteria in the project selection process.

Projects will be rated based on their conformity with the following criteria:

- The eight planning factors as defined by 23 CMP 450.306
- The RPC's Congestion Management Process (CMP)
- The State of Louisiana's Strategic Highway Safety Plan (SHSP)
- Smart Growth Practices

- The region’s Complete Streets initiatives
- Potential environmental and cultural impacts, positive or negative
- Potential economic development impacts
- Perceived acceptability among the public and elected officials

For each, projects will be ranked on a scale of 1 to 5, with 1 being a very negative impact and 5 being a very positive impact. Projects with no identifiable impact on a particular issue will be noted as “Not Applicable.” The mean of the individual project rankings will be used as a general priority ranking for each project. The score will indicate its compatibility with RPC’s overarching planning goals, as well as its potential for successful implementation. **Projects with a rating of 3.5 or higher should be recommended for inclusion in the TIP.**

**Regional Planning Commission**

**Project Ranking Scorecard**

*The project will be ranked based on its conformity to each of the topics below. For each section, assign a score of 1-5 based on its conformity. A score of 1 indicates a very negative potential impact, and a score of 5 indicates a very positive potential impact.*

**Project Title:** \_\_\_\_\_

**Score Summary:**

<b>Criteria</b>	<b>Score</b>
Planning Factors	
Congestion Management	
Safety (SHSP)	
Smart Growth	
Complete Streets	
Environmental & Cultural	
Economic Development	
Public Support	
<b>Total</b>	
<b>Average</b>	

**Recommended for Advancement (Y/N)?** \_\_\_\_\_

**Title VI Considerations (Y/N)? \_\_\_\_\_**

**Project Ranking Committee**

**The Ranking Committee will consist of the RPC Director of Planning and two RPC Transportation Planners**

\_\_\_\_\_ - **RPC Director of Planning**

\_\_\_\_\_ - **Transportation Planner**

\_\_\_\_\_ - **Title VI Coordinator**

**Ranking Date \_\_\_\_\_**

**Ranking Criteria:**

**1. The Eight Planning Factors**

23 CMP 45.306 outlines eight planning factors that an MPO should consider in its transportation planning process. In the table below, indicate the planning factors to which this project is related.

Preservation of System	
Management & Operations	
Intermodal/Multimodal	
Environment/Energy/Quality of Life/Planned Growth/Economic Development Patterns	
Accessibility & Mobility	
Security	
Safety	
Economic Vitality	

Notes: \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

**Planning Factors Rank (1-5): \_\_\_\_\_**

**2. The Congestion Management Process**

Rank the project according to its conformity with the priorities and strategies set forth in the RPC's Congestion Management Process Plan (CMP).  
Questions to Consider:

Does the project affect a Congestion Management route? If so, is the corridor identified by the CMP as a High Priority route?

Does the project include any strategies that have been identified as preferred strategies by the CMP, such as Transportation Demand Management (TDM), Incident Management, Access Management, or Operations improvement strategies?

Can the project be expected to help reduce congestion on the applicable corridors and/or region-wide?

Does the project aim to reduce congestion without increasing Single Occupant Vehicle (SOV) capacity?

**Notes:** \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

***Congestion Management Rank (1-5):*** \_\_\_\_\_

**3. The Louisiana Strategic Highway Safety Plan**

Rank the project according to its conformity with the policies set forth in the State of Louisiana’s Strategic Highway Safety Plan (SHSP). Questions to Consider:

Will the project help to achieve any of the objectives outlined in the SHSP?

Does the project address any of the SHSP’s Emphasis Areas?

Does the project include any of the strategies recommended by the SHSP?

**Notes:** \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**SHSP Rank (1-5):** \_\_\_\_\_

**4. Smart Growth**

Rank the project according to its conformity with the RPC’s established Smart Growth Policies. Questions to consider:

How does the project link transportation and land use?

Will the project maintain or reduce the region's carbon footprint?

Does the project attempt to more efficiently use or maintain existing transportation infrastructure?

Will the project enhance community livability?

**Notes:** \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

***Smart Growth Rank (1-5):*** \_\_\_\_\_

**5. Complete Streets**

Rank the project based on its consideration of the needs of all users, including pedestrians, cyclists, and transit riders. Questions to consider:

Is the project consistent with local, regional, or state bicycle Master Plans?

Does the project add or upgrade bike or pedestrian facilities?

Does the project take adequate precautions to protect the safety of cyclists and pedestrians?

Does the project include provisions to maintain or improve access to transit facilities?

**Notes:** \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

***Complete Streets Rank (1-5):*** \_\_\_\_\_

**6. Environmental Sustainability & Cultural Impact**

Rank the project on its potential impact to environmental sustainability and culture, positive or negative. Questions to consider:

Will the project have an impact on vehicle emissions affecting air quality?

Will the project have an impact on fuel consumption?

Can the project be expected to improve transportation mode choice options?

Will the project improve mobility or accessibility without increasing VMT or ADT?

Will the project impact waterways or wetlands?

Are any culturally or historically significant sites impacted by the project?

**Notes:** \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

***Environmental Sustainability Rank (1-5):*** \_\_\_\_\_

**7. Economic Development**

Rank the project on its potential impact, positive or negative, on local economic development.

Does the project help advance the economic development goals of the project area, region, state, or nation?

Will the project aid in business retention or job creation?

Can the project be expected to encourage investment in the project area or region?

**Notes:** \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

***Economic Development Rank (1-5):*** \_\_\_\_\_

**8. Public Support**

Rank the project according to its perceived support/popularity among the public and elected officials. Question for consideration:

Has the project been identified or supported by the RPC's Public Participation process?

Has the project been identified or supported by civic, community, neighborhood, or business groups?

Has the project been identified or supported by representatives or officials elected by the public?

**Notes:** \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

***Public Support Rank (1-5):*** \_\_\_\_\_

**Title VI Considerations**

The Regional Planning Commission complies with all federal Title VI regulations. Before a project can be approved the following Title VI responsibilities must be considered.

Does the project impact or affect a minority community?

Does the project impact or affect a disadvantaged population (i.e. low income, elderly, and /or disabled)?

Does the project impact a LEP (Limited English Proficiency) population?

**If the answer is “yes” to any of these questions then the RPC will take appropriate actions as stated in our Title VI Plan.**

**Notes & Required Actions:**

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**Final Recommendation**

Based on the project’s score on this Scorecard the following recommendation is made regarding its inclusion in the Transportation Improvement Program (TIP):

\_\_\_\_ Present project to Transportation Policy Committee for consideration

\_\_\_\_ Do not advance project

**Statement of Certification:**

**As the Regional Planning Commission’s Director of Planning, I certify that the above recommendation indicates whether the project described on this Scorecard meets the quantitative criteria for inclusion in the regional Transportation Improvement Program (TIP). I also certify that efforts were made in good faith to objectively score the project, and acknowledge that considerations beyond the scope of this Scorecard may affect the project’s eligibility for inclusion in the TIP.**

\_\_\_\_\_  
**Jeffrey W. Roesel, Director of Planning**

\_\_\_\_\_  
**Date**

## **Appendix C – Funding Category Abbreviations**

**ARRA** – American Reinvestment and Recovery Act

**DEMO** - Congressionally Earmarked Demonstration Project Direct Federal Appropriation

**E-R** – FHWA Emergency Relief Funds

**FBR** - Federal Bridge Replacement, SAFETEA-LU

**FBR OFF** – Federal Bridge Replacement, Route off state highway system, SAFETEA-LU

**IM** - Interstate Maintenance, SAFETEA-LU

**NFI** – No Funds Identified; Project is still in development phase

**NHS** - National Highway System, SAFETEA-LU

**OLY** - Overlay, SAFETEA-LU

**State Bonds** - Capital Outlay Bonding Program, La. Bond Debt

**St. Gen.** – State General Fund

**STP** – Surface Transportation Program Funds

**STP<200K** - Urban Area with population under 200,000 Formula Funds, SAFETEA-LU

**STP ENH** - Enhancements, SAFETEA-LU

**STP FLEX** – Federal funds programmed statewide through DOTD needs assessment process



**STP HAZ** – Federal funds for hazard elimination and safety improvements

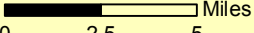
**TIMED** – Transportation Infrastructure Model for Economic Development (state gas tax funds)

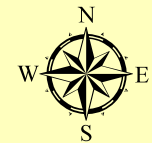
# Figure 1 St. Tammany Parish Urbanized Areas and Planning Horizon Area Map

Prepared by  
Regional Planning Commission  
9-13-2010

## Legend

-  Urban Area, 2000
-  Planning Horizon Area, 2040

 Miles  
0 2.5 5



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**From:** jroesel  
**Sent:** Tuesday, October 12, 2010 5:03 PM  
**To:** 'Michael McClelland'  
**Cc:** pgagliano; wbrooks  
**Subject:** RE: New street between Fremaux and Gause w/extension to Robert Blvd.

Mr. McClelland, thank you for following up on your comments at our public hearing, and sorry it has taken me a while to get back with you. Per your comment, this email will be included as part of the public comments to the St. Tammany MTP. As to your proposal for a new north-south corridor in this area of Slidell, we will follow up with the City of Slidell's Department of Public Works and Planning Departments to discuss the concept and to determine how the concept fits in Slidell's Infrastructure planning efforts, and will advise accordingly.

Thank you again for taking the time to share your ideas and comments.

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**From:** Michael McClelland [mailto:mikemc00@live.com]  
**Sent:** Wednesday, October 06, 2010 2:03 PM  
**To:** jroesel  
**Subject:** New street between Fremaux and Gause w/extension to Robert Blvd.

Hi Jeff,

To restate our discussion and for the public record, I would like to see some consideration given to the concept of building a new road over the top of the W-14 canal from Fremaux Ave. in Slidell to Gause Blvd. and further extended to Robert Blvd. City officials have known for decades that we have a deficiency in the region bounded by Hwy. 11 and I-10, and between Gause Blvd. and Fremaux and even over to Old Spanish Tr.(433). In short, we have a deficiency regarding a north/south corridor.

We presently find traffic filtering across the residential neighborhoods of Brugier, Broadmoor, Eastridge and Lakewood travelling back and forth between Gause and Fremaux. We also have a makeshift but official emergency route on 7th St. which has a substandard ROW of 50 ft. and six sidestreet intsections, roughly one every 300 ft., open ditches and little or no shoulder on much of the street as it passes through Brugier Subdv. which is a typical rectangular grid subdivision developed in 1907.

The only open space left unencumbered in this region is the W-14 ROW. The concept of enclosing the canal and putting a road on top is not new. But nothing ever got passed the discussion stage.

What I would like to see is a coherent conceptual proposal that takes the idea to the next level. I suggest that the proposal include an extension loop that crosses Gause and intersects Robert Blvd. There are opportunities on the north side of Gause that I think would make ROW acquisition doable. For example, the city owns a sizeable parcel with the former Nasa property, Slidell Memorial Hospital owns two sizeable parcels, there is also a vacant parcel and perhaps St. Margaret Mary may be willing to participate where their utility drive is located next to Ryans Steakhouse.

I think the concept does a lot of good things. It should reduce traffic on Gause Blvd. significantly in both directions, something I think everyone would be happy about. I assume drivers would find the new route preferable to the traffic snarls that they presently face at the intersection of Gause and Robert as well as Gause and Rue Rochelle/Lakewood Blvd. I would also expect the new route to reduce the traffic filtering across the residential neighborhoods. And I assume our emergency responder agencies would happily adopt the new route as their official emergency route. It may also boost the commercial viability of properties on Fremaux, Gause and Robert. In addition the project coincidentally achieves the enclosure of a portion of the W-14 canal, something local official have wanted to do for about 20 years but could never figure out how to get it done.

While it is possible to implement this concept in two phases, it should be obvious that the full benefit will not be derived unless both segments are completed. Part of the canal near Gause Blvd. is presently being enclosed with

a proposed use being part of a parking lot for the hospital. Councilman Buddy Lloyd seems to think that the ROW for the proposed new street could be jogged over onto the existing 14th St. but I would have to be convinced that it would work in the larger concept. I think it might be better keep the new ROW in the area of the canal and we can then revoke 14th St.

Thank you for your consideration on this matter. Feel free to contact me on this or other development matters.

Michael McClelland 985-643-0154 [mikemc00@live.com](mailto:mikemc00@live.com)