

Regional Planning Commission

Jefferson, Orleans, Plaquemines, St. Bernard and St. Tammany Parishes
Fall / Winter 2007-2008



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Quarterly Outreach Meetings



On August 28, 2007, RPC continued its public outreach efforts with the quarterly Resource Agency Coordination meeting and Environmental and Community Networking meeting. The meetings serve a dual purpose: the RPC establishes a dialogue with the community and partner agencies regarding our current projects and programs, and it creates a forum for organizations to share information about their projects and identify potential partnerships.

At the most recent round of meetings, RPC Principal Planner Jeff Roesel presented the Metropolitan Transportation Plan (MTP) for the New Orleans region through the year 2032. The MTP outlines the projects that the RPC is working towards implementing within the next 25 years. Project considerations include fiscal constraints, conformity to the State Implementation Plan, and whether the project is exempt or non-exempt based on the type of project and its impact on air quality. The presentation included an overview of the RPC's role in transportation planning; a summary of the SAFETEA-LU legislation which controls funding of the program; and the MTP development process and critical components, including the use of Geographical Information Systems (a powerful mapping software commonly referred to as GIS). Mr. Roesel also highlighted proposed projects by parish. Hard copies of the MTP were made available for review.

An electronic copy of the MTP can be downloaded at: http://www.norpc.org/projects_programs/transportation/transp_documents/transp_docs_about.html#mtps.

For more information, contact Rebecca Otte at 504-568-6622.

Strengthening Knowledge-Based Initiatives in New Orleans:

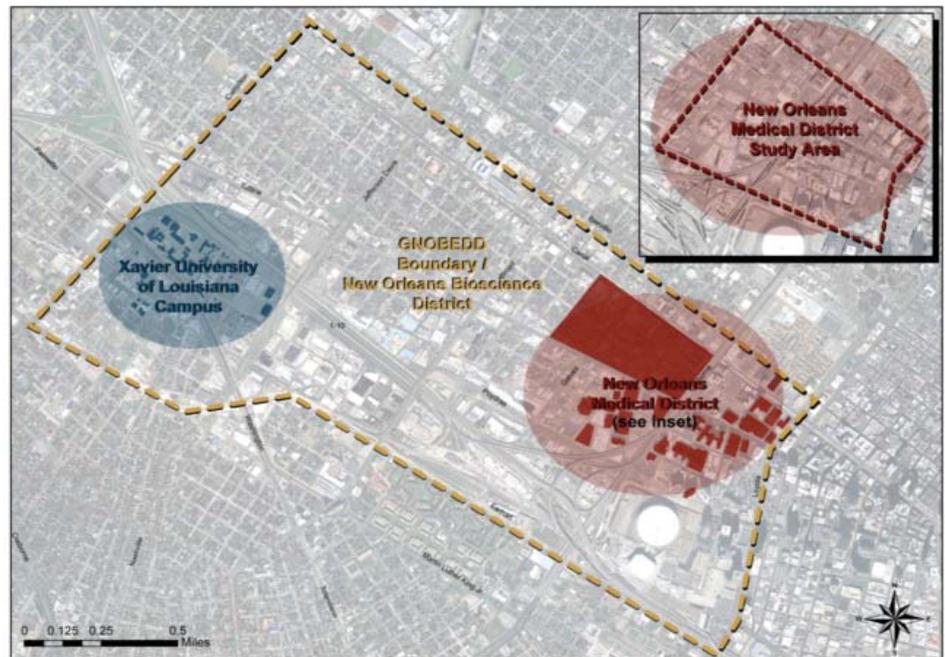
Healthcare and the biosciences industry represent a significant share of New Orleans' regional economy. An estimated 2,960 people are employed in biotech-related fields, and over 8,000 in medical and healthcare-related services. Pre- and post-Katrina, the area's bioscience institutions have been conducting cutting-edge research in areas such as gene therapy, cancer biology, peptide pharmaceutical design, and infectious diseases. Consider these facts:

- * Federal and private grant funding in New Orleans exceeded \$180 million in 2003 and is growing substantially.
- * In addition, Louisiana State University retains over 50 percent of the physicians it trains in the state (the second highest rate in the nation), which means this industry, unlike many others, has the greatest ability to retain and attract bright, young minds – a state-wide goal set by the Louisiana 2020 plan.

Katrina devastated much of the biomedical infrastructure, but much remains in place. To ensure the continued growth of this important sector, the Regional Planning Commission (RPC) received a grant from the U.S. Economic Development Administration (EDA) in 2006 to craft a regional biosciences strategy. This strategy – referred to as the New Orleans Regional Biosciences Initiative and endorsed by over 30 public, private and not-for-profit organizations – focuses on creating a management structure for the New Orleans Medical District that fosters the creation of a thriving bioscience industry in a post-Katrina environment.

Assets to build on

The New Orleans Medical District includes many world-class bio and



Boundary of the Greater New Orleans Biosciences Economic Development District (GNOBEDD)

medical organizations, including the Louisiana State University Health Sciences Center (LSUHSC), Tulane University Health Sciences Center (TUHSC), Xavier University, Delgado Community College, and associated biotech companies. All of these facilities are located in downtown New Orleans.

Prior to Hurricane Katrina, the New Orleans Medical District was building a framework for entrepreneurial success. The LSU and Tulane health sciences centers and the state of Louisiana came together to form the Louisiana Gene Therapy Consortium and the Louisiana Cancer Research Consortium, to leverage the universities' research strengths and attract additional research dollars from the National Institute of Health.

More recently, three major medical facilities are planned:

- * Construction will begin this fall on the \$60 million New Orleans Bio Innovation Center (NOBIC), which will be one of three wet lab incubators in the

state of Louisiana and assist in the commercialization of university-based technologies. NOBIC will work closely with Tulane and LSU as partners in numerous research consortiums and clinical facilities.

- * Construction will begin in October 2007 on a 175,000-square-foot research center for the Louisiana Cancer Research Consortium, located at the heart of the New Orleans Medical District. This \$90 million joint LSU-Tulane facility will provide laboratory space for university researchers to conduct cutting edge cancer research.
- * The LSU-VA collaborative will result in a shared teaching hospital with ongoing research, trauma care and a private patient base. Cost savings of up to 30 percent could be realized from shared instrumentation (CT, MRI, laboratories, etc.) and shared infrastructure costs (power plant, human resource-

Growing the Biosciences Industry

es, information technology, food services, etc.). The VA-LSU project will result in the creation and retention of 10,000 new, full-time jobs; involve capital investment of \$2 billion; and have an annual impact of \$1.26 billion.

Clearly, the biosciences industry, if aptly supported, has the potential for directly fueling the recovery of New Orleans.

The New Orleans Regional Biosciences Initiative (NORBI)

The vision of the New Orleans Regional Biosciences Initiative (NORBI) is to create a globally competitive innovation economy for the New Orleans region by building on the region's knowledge

institutions to perform globally competitive biomedical research; grow and attract entrepreneurial companies; and to anchor a vibrant urban community at the region's core (downtown New Orleans).

Incremental steps are currently underway to achieve this vision. Currently, the RPC is working to implement the Greater New Orleans Biosciences Economic Development District (GNOBEDD), created in 2005 by state enabling legislation. This large swath of land, in which the existing medical district is located, has been designated to accommodate future biosciences/medical related growth. The outline of an organizational structure for GNOBEDD came out of the planning process and continues to be developed. Once fully operational,

this entity (which holds taxing and bonding authority) will help manage both the programmatic and physical development components of biosciences growth.

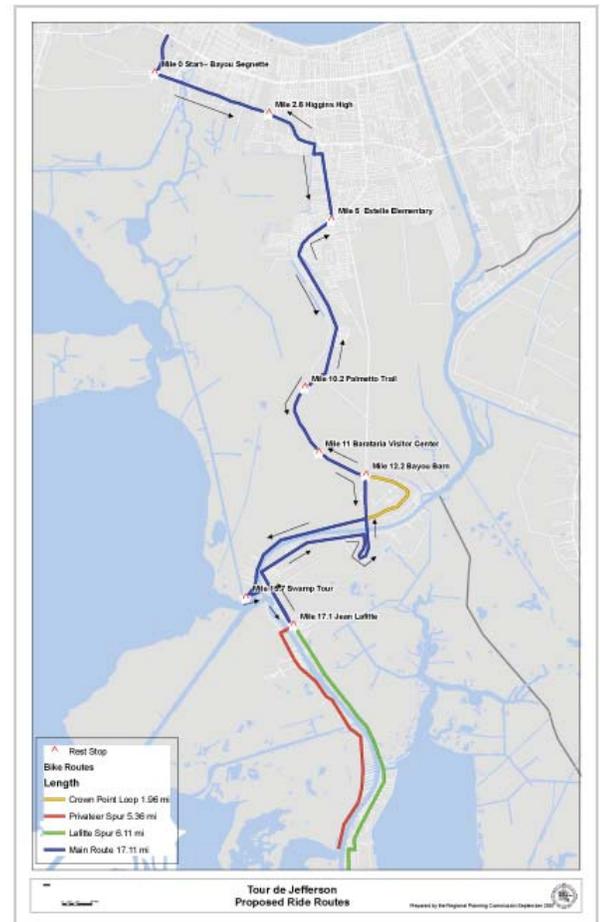
The RPC has initiated a land use master plan for the district (to be completed in September 2007) that will provide short- and long-term physical growth visions (including a full asset inventory) for a subsection of the GNOBEDD area. The growth of downtown New Orleans – and hence, the competitiveness of the entire region – is reliant on the continued, clustered investment in healthcare delivery and medical sciences research and innovation practices.

For more information, contact Caitlin Cain at 504-568-6630.

Tour de Jefferson

The RPC partnered with the Jefferson Chamber of Commerce on the 1st Annual Tour de Jefferson which was held on Saturday, November 10, 2007. More than 300 cyclists participated in the event that started at the Alario Center on the westbank. The Tour de Jefferson is a community event and bike ride intended to highlight Jefferson Parish's bicycle successes and generate interest in further developing the bicycle environment of the parish. The event included a bicycle rodeo for children, food and beverage and two bike rides, one for novice riders and one for experienced riders.

"More and better bike and pedestrian paths are something that people want to see. They create more livable communities, and it gets people out in their neighborhoods again," said Dan Jatres, RPC's Director of Education and Outreach, Pedestrian and Bicycle Programs.



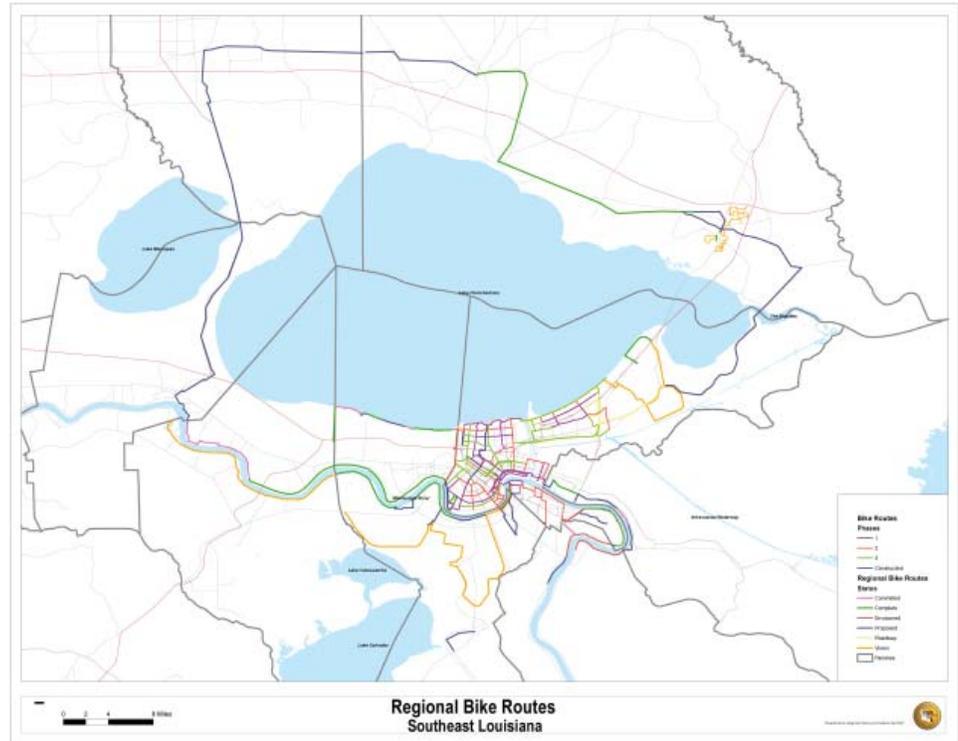
Pedestrian and Bicycle Update

At the end of June 2007, the second Design Workshop for engineers and planners was held at the RPC. The 3 day course covered design principles and policies intended to address pedestrian and bicycle needs in our transportation network. In addition to the classroom work, the course included a bike ride where intersection field analyses were conducted. There were approximately 40 attendees from both the public and private sectors coming from the New Orleans area, Baton Rouge, Mississippi and even Birmingham, Alabama.

June also marked the kickoff of development of the Enforcement for Pedestrian and Bicycle Safety training program for law enforcement officers. Initial contact was made with the Covington, Gretna, Kenner and New Orleans police departments, all of whom have committed to participation in the pilot program this October. In addition to the course manual, supplemental handouts and public outreach tools are in development, both in Spanish and English. The

pilot course was held at the Kenner Police facility on October 29 and 30, 2007. The police will follow up with a focused week of enforcement to address relevant traffic violations that imperil bicyclists or pedestrians.

For more information, contact Dan Jartes at 504-568-6608.



In April 2007, the RPC entered into a strategic partnership with Mississippi River Trail, Inc. (MRT), the national organization that promotes a bicycle route from Minnesota to the Gulf along the banks of the Mississippi River. New Orleans was selected as the first of the MRT's "Pearl Projects," and is highlighted on their website, www.mississippirivertrail.org, as one of the showcase segments of the MRT

system. The partnership between the RPC and MRT is intended to share expertise, assist with mapping, develop partners and resources in the New Orleans area and promote New Orleans as a bicycle destination.

For more information contact Karen Parsons at 504-568-6620.

Regional Bike Map Update

This past spring saw updates to the regional bicycle route map. The map depicts shared-use paths, bike lanes and shared lanes that have been constructed, funded, proposed and envisioned across 8 parishes on both sides of Lake Pontchartrain. Updates will continue as the bicycle infrastructure in the region continues to expand.

Elderly Evacuation Planning

The Regional Planning Commission has been working with the University of New Orleans' Center for Hazards Assessment Response and Technology (CHART) and other partners to facilitate a planning process for a community-based hurricane evacuation plan for the elderly population in Orleans Parish. Sixty percent (60%) of the victims from Hurricane Katrina were 65 or older (LSU Hurricane Center, Louisiana State Medical Examiner Office, 2006). In the last eight months, the RPC, CHART, the city of New Orleans, the Council on Aging, Kingsley House, Red Cross, Our Brothers Keeper, and others have identified the essential elements of a coordinated and comprehensive mobilization to evacuate elderly residents during future hurricane threats. The elements include established relationships with the Office of Emergency Preparedness, Kingsley House, and the Council on Aging among others; access to existing city plans and data detailing the elderly evacuation process; and, the knowledge of other community evacuation processes. Our goal is to diversify the elderly evacuation options so that elderly assistance is shared between government and non-government stakeholders.

The map shown represents the number of 311 applicants that registered with

the Community Assisted Evacuation Plan (CAEP), a program set up by the New Orleans Office of Emergency Preparedness to help evacuate those that are not able to receive help otherwise. UNO CHART is working with the Baptist Ministries to overlay the present church congregations layer over the 311 map so that transportation logistics can be made between the church and the number of registrants in the church's vicinity. Transportation is needed to move the elderly from their home to the senior center where the city assisted programs transports them to the Union Passenger Terminal.

The first meeting outlined the major issues which the elderly population experienced before, during, and after Katrina, framed around the context of mitigation, preparedness, response, and recovery. In the second meeting,

stakeholders discussed the unique characteristics of the elderly population in New Orleans and how those characteristics can translate into benefits or impediments to evacuation. In the third meeting, Brenda Phillips, a hazard scientist at the University of Oklahoma, summarized best practices for mitigation and preparedness of the elderly population. Upcoming work includes informing the evacuation planners of the unique needs of the elderly and fitting those needs into the existing plans. Once this demonstration project is complete, the RPC will make this model available for the region in the near future to guide neighboring parishes through elderly evacuation planning.



Submerged Roads Program

Following Hurricane Katrina, damage assessment teams were organized by FHWA (Federal Highway Administration) to evaluate the saltwater impact on the 450-mile federal aid network for the five-parish region. The damage team members included FHWA, DOTD, RPC, and local public works departments. Two key infrastructure needs were targeted: traffic signals, bridges and roadway cracks and dips. The damage team found over 120 traffic signals that were destroyed and over 60 road segments in need of repair.

Based on the assessment, approximately \$25 million in FHWA Emergency Relief (ER) funds was made available through RPC and DOTD to repair the traffic signals. The street restoration will include mill and overlay, patching, and base repairs with some overall reconstruction to be done on a case-by-case basis. The RPC is working with DOTD and FHWA to include additional

segments of roadways into the program as storm-related damage to the federal-aid major street network is uncovered and documented.

Approximately \$800 million in ER funds have been directed toward the reconstruction of the I-10 Twin Span bridges. Another \$160 million (ER funds are 100% federal) is being used to repair and restore about 60 major streets that were damaged by Hurricane Katrina.

A utility coordinating council consisting of the New Orleans Sewage and Water Board, New Orleans departments of Public Works, Park and Parkways and the Office of Recovery Management, Entergy, AT&T, Cox Communications and other utility providers has been formed to coordinate the street restoration work with utility repairs to avoid unneeded excavation of a road more than one time.

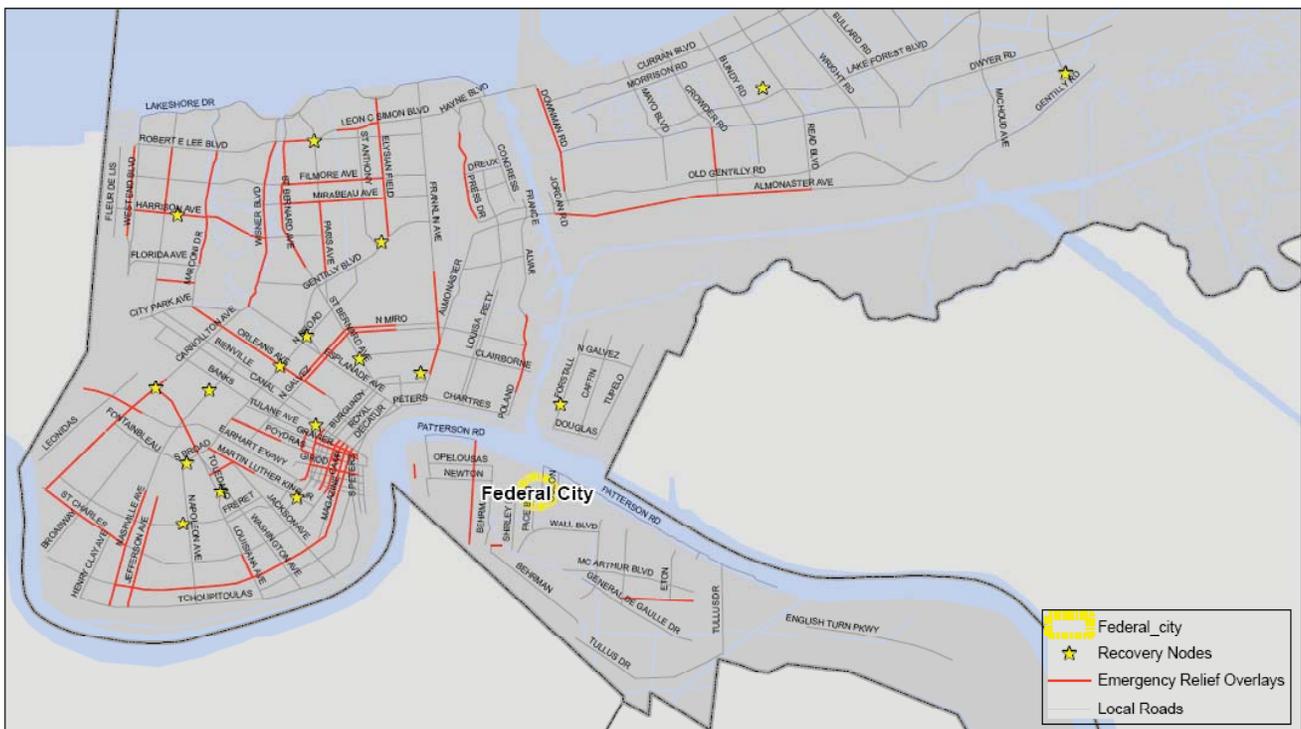
In their first meeting on August 7th, the utility coordinating council identified and prioritized projects that need the most and the least amount of utility repairs. Three quick start projects will be 'let' by the end of 2007, and another 10 initial projects were identified as needing moderate utility work. More complicated utility infrastructure existing under roads designated in the Submerged Roads Program will be addressed on a prioritized basis through the Utility Coordinating Council.

Three quick start projects will be 'let' by the end of 2007:

Marconi Boulevard
(Robert E. Lee - Norfolk Southern Railroad)

Crowder Boulevard
(Dwyer - US 90)

Whitney/L.B. Landry
(Patterson - Mardi Gras)



New Orleans Emergency Relief Repair Program

Prepared by Regional Planning Commission, 03/15/2007

New Orleans Metropolitan Transportation Plan

The Regional Planning Commission has recently completed the Metropolitan Transportation Plan (MTP) for the New Orleans metro area for fiscal years 2008-2032. The plan identifies approximately \$5.6 billion in transportation improvements in the region over the twenty-five year period. Comments were sought at public meetings, our resource agency and environmental group meetings, as well as the public at large through our website pursuant to RPC's public participation policy. The MTP has three tier ranges: tier one consists of the Transportation Improvement Program (TIP), which spans from 2007-2011; tier two spans from 2012 to 2021, and tier three spans from 2022 to 2032. Highlights of the plan emphasizing smart growth principles are five new transit terminals, seven new bike paths; three new streetcar routes; a fixed highway between the airport and downtown, and light rail from the airport to the CBD area. Below are updates to the MTP and Table A lists selected projects underway this fiscal year. Table B lists the transit operations and maintenance funding for FY 2007, which is included in both the TIP and

the MTP. RPC emphasizes reinvesting in existing infrastructure before building new capacity whenever possible. Updates to the MTP include:

- * Finalization of the decision by FHWA to either widen the Lapalco Bridge, or build a new two lane alignment over the Harvey Canal at Harvey Boulevard pursuant to meeting NEPA (National Environmental Policy Act) standards is expected to receive a FONSI (findings of no significant impacts). The Harvey Canal crossing will eliminate the bottleneck at the Lapalco bridge.
- * The project for the widening of LA 21 is undergoing the Environmental Assessment (EA) stage.
- * The last section of West Napoleon Avenue between Roosevelt and David Drive is now under construction which encourages an alternate route for Veterans, I-10 and Airline Drive.

- * The I-10 Twin-Span bridge is being widened from a two lane in each direction to three lanes in each direction plus breakdown lanes for approximately 5.5 miles over Lake Pontchartrain. The bridge will also be raised from its current height of 9 ft above the lake to 30 feet.

| | |
|--------------------------|------------------------|
| Regionwide Maintenance | \$2.32 Million |
| Jefferson | \$4.16 Million |
| Orleans | \$14.9 Million |
| Plaquemines | \$203,000 |
| St. Bernard | \$440,600 |
| St. Charles and St. John | \$1.33 Million |
| Total | \$23.35 Million |

Table A - Selected Projects Underway this Fiscal Year (October, 2007 - September, 2008)

| Parish | Project Description | Proposed Improvement | Estimated Cost | Federal Share | Fund Source* |
|-------------|---|-------------------------------------|----------------|---------------|--------------|
| Jefferson | Huey P. Long Bridge | Rehab. and widening (west approach) | 321,184,000 | -- | TIMED |
| Orleans | Bike/Ped. crossing at Washington Ave at Xavier University | Pedestrian improvements | 50,000 | 40,000 | Demo |
| Plaquemines | Harvey Blvd. Extension | New roadway | 3,262,000 | 2,609,600 | STP>200K |
| St. Bernard | St. Bernard Highway Drainage | Drainage improvements | 3,000,000 | -- | State Bonds |
| St. Charles | North and South end of the Mississippi River | Overlay | 1,961,000 | 1,764,900 | IM |
| St. John | I-55 at Ruddock Interchange | Drainage improvements | 500,000 | 450,000 | IM |

Fund Source
 TIMED Transportation Infrastructure Model for Economic Development
 Demo Congressionally Earmarked Demonstration Project Direct Federal Appropriation
 STP>200K Urban area with population over 200,000 formula funds, SAFETEA-LU
 State Bonds Capital Outlay Bonding Program, Louisiana bond dept
 IM Interstate Maintenance, SAFETEA-LU

Promoting Cleaner Transportation

The Southeast Louisiana Clean Fuels Partnership

The Southeast Louisiana Clean Fuels Partnership (SLCFP) is an initiative of the U. S. Department of Energy's Clean Cities Program to promote clean transportation fuels and technologies that can greatly contribute to our energy independence. The goals of the SLCFP are:

- * Provide support and project coordination for fleets interested in transitioning to cleaner fuels;
- * Create partnerships between producers, distributors, retailers and users to increase the availability of cleaner fuels and technologies; and
- * Educate our stakeholders as to current trends and opportunities.

Our stakeholders include public and private fleet managers and maintenance personnel; service station retailers; fuel, vehicle, and technology producers and distributors; legislators and public officials; universities and research groups; and health organizations.

On October 23, 2007, the Southeast Louisiana Clean Fuels Partnership held a quarterly stakeholders meeting at City Park's Garden Study Center in

the Botanical Gardens. In attendance were representatives of private and public fleets, fuel and vehicle distributors, elected officials, utility companies, local nonprofit economic development organizations, state agencies, trade associations, and other Clean Cities partners. The meeting presented an overview of the Department of Energy's Clean Cities Program as well as the new mission of the Southeast Louisiana Clean Fuels Partnership. Melissa Howell, Kentucky Clean Fuels Coalition Coordinator representing the Department of Energy, presented on the various biofuels available, including ethanol, biodiesel, compressed natural gas (CNG), propane, electricity and hybrids. Fuel quality and the importance of using only fuel that meets the ASTM (American Society of Testing Materials) standards were emphasized. Various stakeholders provided vehicles for display, including two electric vehicles from Golf Cart World; a full-sized pick-up truck running on biodiesel by Salathe Oil Company; and a propane truck provided by CleanFuelUSA.

The two main roles of the SLCFP are to coordinate partnerships and project implementation, and provide education on clean transportation, including cleaner fuels and technologies.

Working with local public and private fleets, the SLCFP will:

- * Provide recommendations based on a member's fleet, infrastructure, and needs, including economic feasibility;
- * Assist members in procuring finances; and
- * Connect interested fleets with reputable alternative fuel/ technology providers; and
- * Provide PR for members' alternative fuel and alternative fuel vehicle fleets.

In addition, the SLCFP will keep members informed of the latest advantages, legislation and local events relating to alternative fuel vehicles and alternative fuels; offer test drives in alternative fuel vehicles; provide contacts with fleets that are using alternative fuels; and post information on professional conferences dealing with alternative fuels, vehicles and fleets.

The SLCFP is housed in the Regional Planning Commission for Jefferson, Orleans, Plaquemines, St. Bernard, and St. Tammany Parishes. The Partnership also includes St. Charles and St. John the Baptist parishes.



Southeast Louisiana Clean Fuels Partnership meeting, October 23, 2007



Melissa Howell, Kentucky Clean Fuels Coalition Coordinator and Rebecca Otte, RPC's Environmental Planner

Clean Cities Program Undergoes Transformation

The RPC's Clean Cities Program, a program through the U.S. Department of Energy, has experienced sweeping changes in recent months. Focused on reducing the nation's petroleum consumption through the promotion of alternative fuels and energy saving technologies, the Greater New Orleans Clean Cities Coalition has been renamed Southeast Louisiana Clean Fuels Partnership. The new name better reflects the program's mission of developing public/private partnerships to promote alternative fuels, fuel blends and more efficient vehicles. In addition, a new logo has been commissioned.

The program's new name is accompanied by a shift in the program's leadership. Stephanie Pedro now assumes the position of Coordinator for the Clean Fuels Partnership. Pedro, who currently serves the RPC as a GIS Analyst and Environmental Planner, worked with clean fuel technologies in graduate school at Louisiana State University. She is being assisted by RPC Environmental Planner and Civil Engineer Rebecca Otte. Pedro and Otte have been working closely with Melissa Howell, the Kentucky Clean Fuels Coalition Coordinator with over 15 years experience with the Clean Cities Program. This partnership to provide technical assistance to reinvigorate the Clean Cities Program in New Orleans is through the Department of Energy's Clean Cities coordinator mentoring program. Howell has been sharing her institutional knowledge with the RPC and assisting Pedro and Otte in their outreach efforts to fleet managers to analyze their current fleet and to provide recommendations on transitioning their fleets to cleaner fuels and energy efficient technologies.

Since the Clean Fuels Partnership reinvigoration of the Clean Cities Program in September 2007, participation has

drastically increased, with over 30 people attending the initial kick-off meeting in October. There are now 35 members in the organization. In addition, the inventory of alternative fuel vehicles in the region has grown to 758 vehicles, surpassing the 500 vehicles needed to be designated as an official Clean Cities Program by the US Department of Energy.

The newest Clean Fuel Partnership members include Jefferson Parish Transit, Carlo Ditta Concrete, Metro Disposal, and Seabrook Marine, which have all transitioned to biodiesel. Kern Studios will be making the switch to biodiesel in parade tractors this Carnival season. Salathe Oil Company, a biodiesel fuel distributor based in Harvey, also utilizes the fuel in its delivery trucks. Tulane University currently operates 17 electric vehicles, and is working towards transitioning to biodiesel not only for their vehicles, but also for their diesel generators. The continuing growth of the alternative fuel market in the metropolitan area is a key component of the Clean Fuels Partnership's Program Plan to be designated as an official Clean Cities Program, which is anticipated to occur in early 2008.

For additional information about how your organization can become a member of the Southeast Louisiana Clean Fuels Partnership contact Stephanie Pedro at (504) 568-6613 or via email at spedro@norpc.org.

The Regional Planning Commission meets the second Tuesday of each month at 12:30 pm at its offices, 1340 Poydras Street, Suite 2100, New Orleans. Agendas for the meetings are placed on RPC's website, www.norpc.org one week prior to the meeting.



Population Employment Forecasting

| | ORLEANS | JEFFERSON | ST. BERNARD | PLAQUEMINES | ST. TAMMANY | ST. JOHN | ST. CHARLES | TOTAL |
|---------------------------------|----------|-----------|-------------|-------------|-------------|----------|-------------|-----------|
| Population | | | | | | | | |
| 2000 | 484,674 | 455,466 | 67,229 | 26,757 | 191,268 | 43,044 | 48,072 | 1,316,510 |
| 2005 | 454,863 | 452,524 | 65,364 | 28,995 | 220,195 | 46,393 | 50,633 | 1,318,967 |
| 2007 | 273,000 | 437,195 | 23,420 | 28,966 | 229,541 | 46,973 | 53,008 | 1,092,103 |
| 2012 | 285,769 | 424,201 | 25,649 | 30,627 | 261,220 | 49,929 | 56,827 | 1,134,222 |
| Households | | | | | | | | |
| 2000 | 188,251 | 176,234 | 25,123 | 9,021 | 69,253 | 14,283 | 16,422 | 498,587 |
| 2007 | 101,403 | 168,894 | 8,962 | 10,020 | 83,601 | 15,942 | 18,290 | 407,112 |
| Racial Composition | | | | | | | | |
| 2000 | | | | | | | | |
| White | 28.1% | 69.8% | 88.3% | 69.8% | 87.0% | 52.6% | 72.4% | |
| Black | 67.3% | 22.9% | 7.6% | 23.4% | 9.9% | 44.8% | 25.2% | |
| Hispanic | 3.1% | 7.1% | 5.1% | 1.6% | 2.5% | 2.9% | 2.8% | |
| 2007 | | | | | | | | |
| White | 36.6% | 61.3% | 66.3% | 75.3% | 83.8% | 48.2% | 67.2% | |
| Black | 57.8% | 29.1% | 30.0% | 19.7% | 12.4% | 48.6% | 30.2% | |
| Hispanic | 4.6% | 7.9% | 4.8% | 2.2% | 3.0% | 3.2% | 3.3% | |
| Public School Enrollment | | | | | | | | |
| Fall 2004 | 65,349 | 51,666 | 8,872 | 5,952 | 36,169 | 6,559 | 9,797 | 184,364 |
| Spring 2007 | 26,125 | 43,683 | 3,764 | 4,411 | 35,439 | 6,726 | 9,653 | 129,801 |
| Median Household Income | | | | | | | | |
| 2000 | \$27,304 | \$38,563 | \$35,883 | \$38,090 | \$47,940 | \$39,344 | \$45,147 | |
| 2007 | \$32,959 | \$42,816 | \$33,087 | \$42,734 | \$55,764 | \$43,627 | \$51,086 | |

Surveying an accurate account of the current population in our region is tricky enough, but projecting the future population relies on knowledge and algorithms that only our local consultants can master. RPC is working with GCR, Inc. to establish an enterprise database consisting of population and employment projections, as well as other indicators to forecast the economic and social composition of the region. Having fluid access to such data will help to guide decision-making and prioritize resources for retaining our existing population, as well as

attracting professionals to our beloved metro area. The data will also be used in the transportation model, which the RPC uses to develop the long-range transportation plan for the region. Multiple data sources are being utilized to create the projections, including the American Census Community Survey, utility account data, United States Postal Service delivery data, ESRI population and demographic dataset, Louisiana Department of Education, building permits, Internal Revenue Service, real estate sales, Dun & Bradstreet, and FEMA public assistance

projects. The table shows population projections to 2012, as well as number of households, race, public school enrollment, income, age, home sales and home sales prices, as well as rents for the metro area. Stay tuned for annual projections for each of the aforementioned indicators to the year 2032.

| | ORLEANS | JEFFERSON | ST. BERNARD | PLAQUEMINES | ST. TAMMANY | ST. JOHN | ST. CHARLES | TOTAL |
|-----------------------------------|-----------|-----------|-------------|-------------|-------------|-----------|-------------|-------------|
| Median Age | | | | | | | | |
| 2000 | 33.1 | 35.9 | 36.6 | 33.7 | 36.3 | 32.0 | 34.1 | |
| 2007 | 34.4 | 37.7 | 39.1 | 34.1 | 38.1 | 34.3 | 36.5 | |
| Number of Home Sales | | | | | | | | |
| 2004 | 2,971 | 3,512 | 455 | 92 | 3,795 | 500 | 414 | 11,739 |
| 2005 | 2,490 | 3,441 | 354 | 119 | 4,701 | 626 | 571 | 12,302 |
| 2006 | 3,254 | 4,778 | 192 | 133 | 4,639 | 525 | 548 | 14,069 |
| January - June, 2007 | 1,631 | 1,676 | 191 | 41 | 1,633 | 228 | 202 | 5,602 |
| Average Home Sales Price | | | | | | | | |
| 2004 | \$202,324 | \$178,177 | \$103,534 | \$214,070 | \$186,954 | \$123,322 | \$172,332 | \$1,180,713 |
| 2005 | \$237,768 | \$200,408 | \$114,433 | \$241,293 | \$213,013 | \$141,174 | \$186,396 | \$1,334,485 |
| 2006 | \$228,128 | \$211,517 | \$49,759 | \$273,391 | \$238,330 | \$141,747 | \$229,752 | \$1,402,624 |
| January - June, 2007 | \$192,233 | \$215,509 | \$67,631 | \$302,334 | \$246,821 | \$174,892 | \$221,501 | \$1,420,921 |
| Average Rents (2 Bedroom)* | | | | | | | | |
| 2000 | \$661 | \$661 | \$661 | \$661 | \$661 | \$661 | \$661 | |
| 2007 | \$978 | \$978 | \$978 | \$978 | \$978 | \$978 | \$978 | |
| Civilian Labor Force Size | 152,733 | 179,298 | 24,181 | 9,161 | 86,070 | 16,342 | 19,319 | 487,104 |

*Average rents for 7-parish metro area are only reported by metro area, not by individual parishes.
Source: Data compiled by GCR & Associates



The RPC is a 26-member board of local elected officials and citizen members of the greater New Orleans metropolitan area. The RPC provides an open forum where elected officials and community leaders of the five member parishes (Jefferson, Orleans, Plaquemines, St. Bernard and St. Tammany) come together, in partnership, to discuss how regionalism can promote the general welfare and prosperity of the entire region.

Officers: Thomas J. Capella *Chairman* C. Ray Nagin *1st Vice Chairman* Billy Nungesser *2nd Vice Chairman* Kevin Davis *Secretary* Craig Taffaro *Treasurer*

| Jefferson Parish | Orleans Parish | Plaquemines Parish | St. Bernard Parish | St. Tammany Parish |
|--|--|--|---|---|
| Aaron F. Broussard <i>Parish President</i> | C. Ray Nagin <i>Mayor, City of New Orleans</i> | Billy Nungesser <i>Parish President</i> | Craig Taffaro <i>Parish President</i> | Kevin Davis <i>Parish President</i> |
| Thomas J. Capella <i>Council Chairman</i> | Arnie Fielkow <i>Councilmember-at Large</i> | Jay Friedman <i>Council Chairman</i> | Frank Auderer, Jr. <i>Councilmember at Large</i> | Steve Stefancik <i>Councilmember</i> |
| Paul Johnston <i>Mayor, City of Harahan</i> | Jacquelyn B. Clarkson <i>Councilmember-at Large</i> | Keith Hinkley <i>Councilmember</i> | Ray Lauga, Jr. <i>Councilmember</i> | (vacant) <i>Councilmember</i> |
| Lee Giorgio Phillip Truxillo | Sandra Diggs-Miller E. Ean McNaughton | Dale Benoit James Hufft | Charles Ponstein Joey DiFatta | Richard P. Kelley Francis X. Gomila |

La. Dept. of Transportation and Development: William Ankner, *Secretary*

Transportation Policy Committee:

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| Brad A. Adams <i>La. Airport Authority</i> | Pat Gallwey <i>Port of New Orleans</i> | Robert Lambert <i>Greater N.O. Expwy. Comm.</i> | Cesar Burgos <i>Regional Transit Authority</i> | William Hubbard <i>St. John Parish President</i> |
| James Bridger <i>N.O. Public Belt Railroad</i> | Cathy Gautreaux <i>La. Motor Transport Assoc.</i> | V.J. St. Pierre, Jr. <i>St. Charles Parish President</i> | Ryan Brown <i>Jeff., Dept. of Transit Adm.</i> | Ben O. Morris <i>Mayor, City of Slidell</i> |
| Eddie Price <i>Mayor, City of Mandeville</i> | Sean Hunter <i>Louis Armstrong N.O. International Airport</i> | | | |

Executive Director: Walter R. Brooks



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