

GREATER NEW ORLEANS 2048

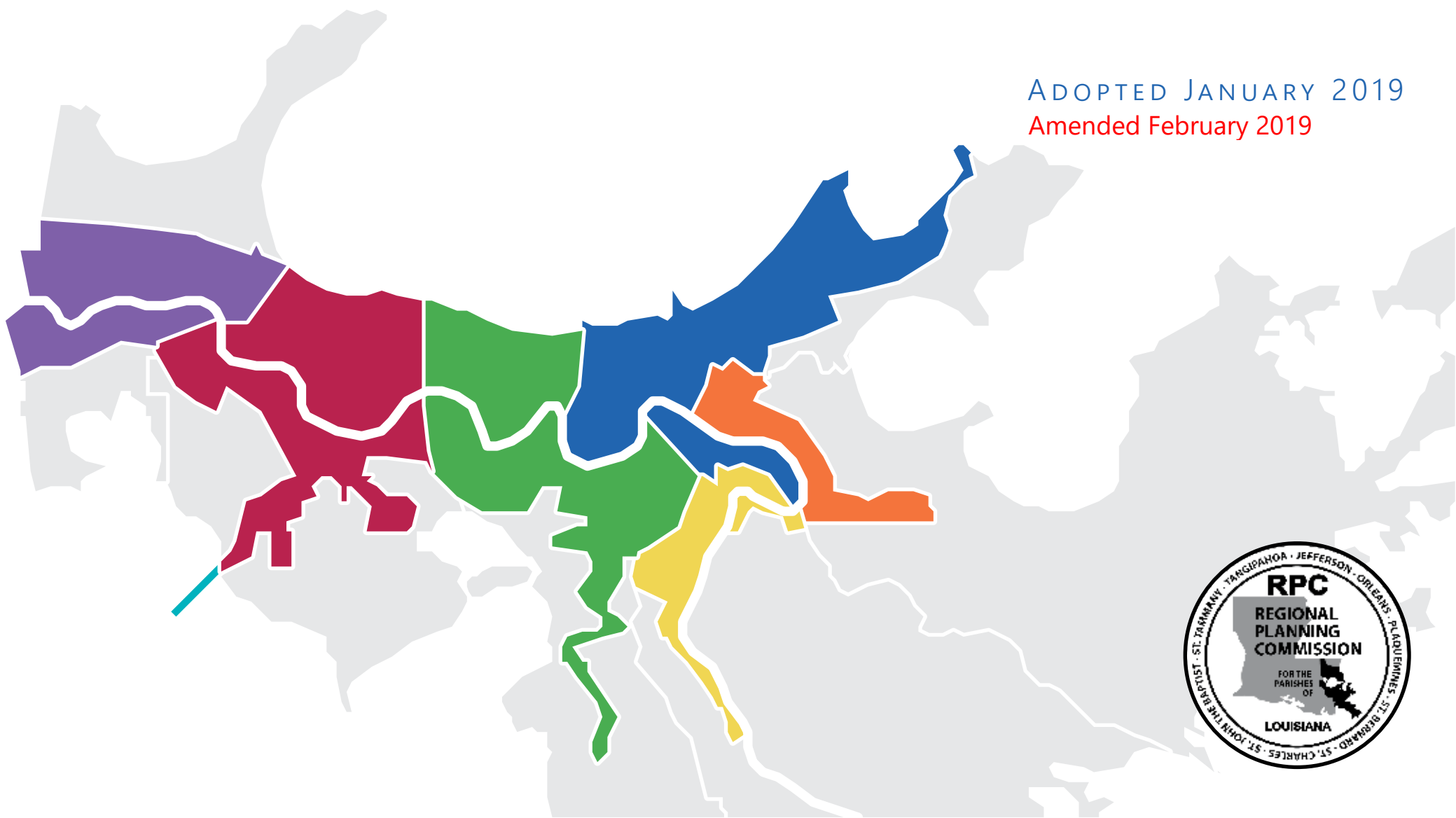
2019-2048 METROPOLITAN TRANSPORTATION PLAN

FOR THE NEW ORLEANS METROPOLITAN PLANNING AREA

VOLUME I - FINAL REPORT

ADOPTED JANUARY 2019

Amended February 2019



2048 METROPOLITAN TRANSPORTATION PLAN

NEW ORLEANS METROPOLITAN PLANNING AREA

VOL. I - FINAL REPORT

ADOPTED JAN. 2019

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This document and the information contained herein is prepared solely for the purpose of identifying, evaluating and planning safety improvements on public roads which may be implemented utilizing federal aid highway funds; and is therefore exempt from discovery or admission into evidence pursuant to 23 U.S.C. 409. Contact the Traffic Safety Office at (225) 379-1871 before releasing any information.

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1. INTRODUCTION

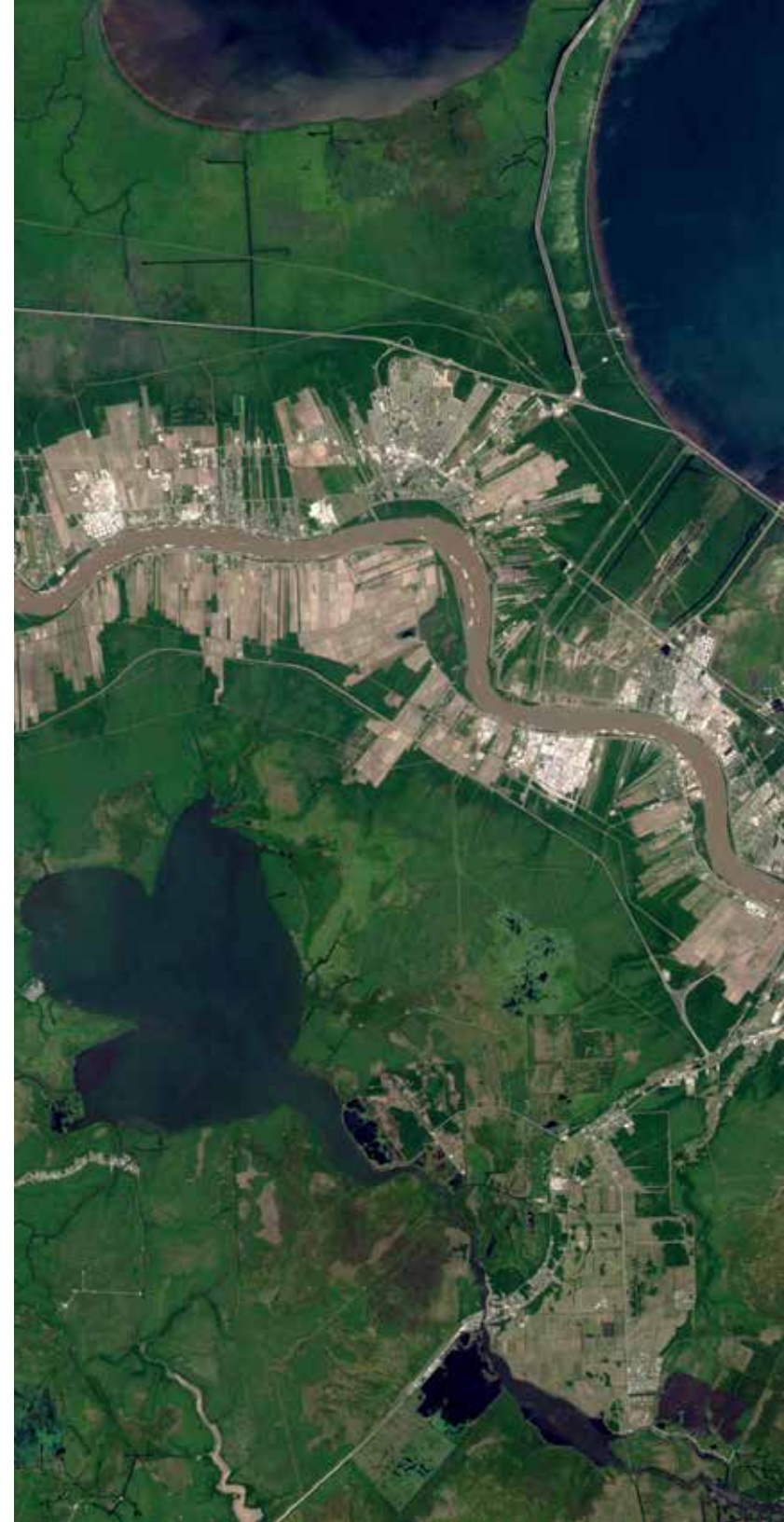


THE REGIONAL PLANNING COMMISSION

The Regional Planning Commission (RPC) for Jefferson, Orleans, Plaquemines, St. Bernard, St. Charles, St. John the Baptist, St. Tammany and Tangipahoa Parishes, is a 54 member board of local elected officials and citizen members, appointed to represent the public on regional planning issues. The Commission is supported by a staff of professionals with a diverse range of expertise, including transportation, land use, economic development, and environmental planning, as well as data management, analysis, and geographic information systems (GIS).

Among other roles, the RPC serves as the Metropolitan Planning Organization (MPO) for the New Orleans Urbanized Area (UZA) and Metropolitan Planning Area (MPA). In this capacity, the agency is responsible for planning the metropolitan transportation system, and programming the expenditure of federal transportation funds allocated to the region. The RPC's mandate for regional transportation planning is established in a series of agreements with local governments, state and federal legislation. The most recent of these is the Fixing America's Surface Transportation (FAST) Act, passed in 2015, which provides requirements and guidance for the RPC's programs.

Regional transportation planning is accomplished through close coordination with a variety of partners, including elected officials; local, state and federal agencies; public transit providers; community and advocacy groups; and the public. The Transportation Policy Committee (TPC), which includes representatives from various transportation interests in the region, including transit agencies, railroads, airports, ports, and over the road freight, serves as the MPO Policy Board for the RPC.





THE NEW ORLEANS URBANIZED AREA AND METROPOLITAN PLANNING AREA

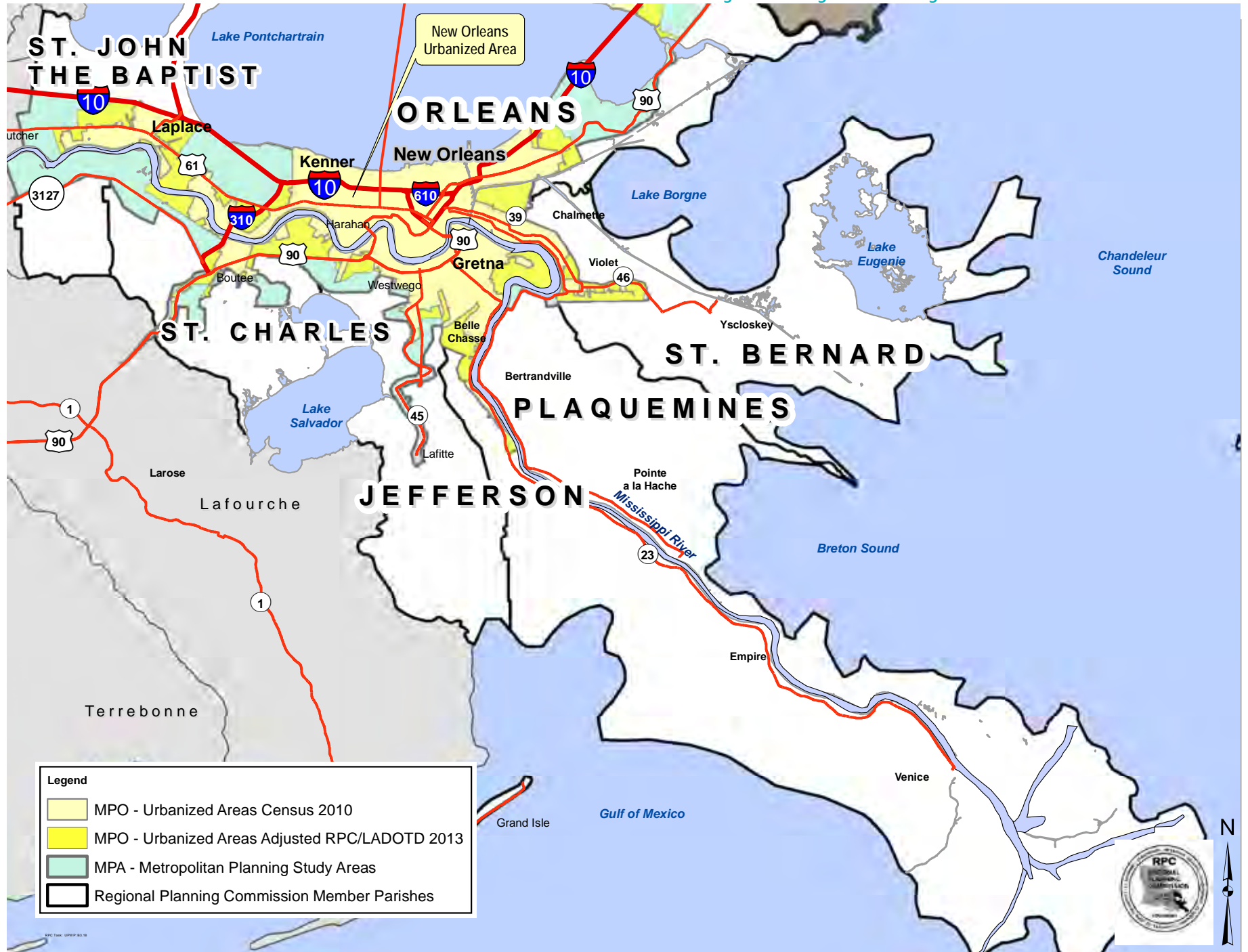
The U.S. Census Bureau defines UZAs as those locations that meet certain population density thresholds and that have a population over 50,000. Multiple municipalities, parishes, or parts thereof may be included in a single UZA, and by federal law each UZA must designate an MPO to carry out a metropolitan transportation planning process that considers the needs of the entire region. UZAs with populations greater than 200,000, as is the case in our region, are designated as Transportation Management Areas (TMA). Designation as a TMA carries with it greater planning autonomy but also additional requirements. These are addressed throughout this plan.

The UZA boundaries established by the Census Bureau frequently exclude portions of roadways, developed areas, or other important features that should logically be included in the transportation planning process. For this reason the RPC, in consultation with the state and local governments, creates adjusted or “smoothed” UZA boundaries that are inclusive of those features critical to regional planning efforts but which are not within the boundaries originally created by the Census Bureau.

The long-term nature of regional transportation planning also requires the RPC to consider areas that are not yet urbanized but may become so in the future. In consultation with local governments, and in agreement with the Governor, the RPC has identified the parts of the region that are likely to become urbanized in the next 20 years. These areas, combined with the existing UZA, are collectively known as the Metropolitan Planning Area (MPA).

The New Orleans MPA encompasses all or part of six parishes: Jefferson, Orleans, Plaquemines, St. Bernard, St. Charles, and St. John the Baptist. These are described in greater detail in the Regional Overview chapter. The RPC also serves as MPO to three other MPAs: Mandeville-Covington, Slidell, and South Tangipahoa.

Figure 1A - Regional Planning Commission UZA and MPA Boundaries



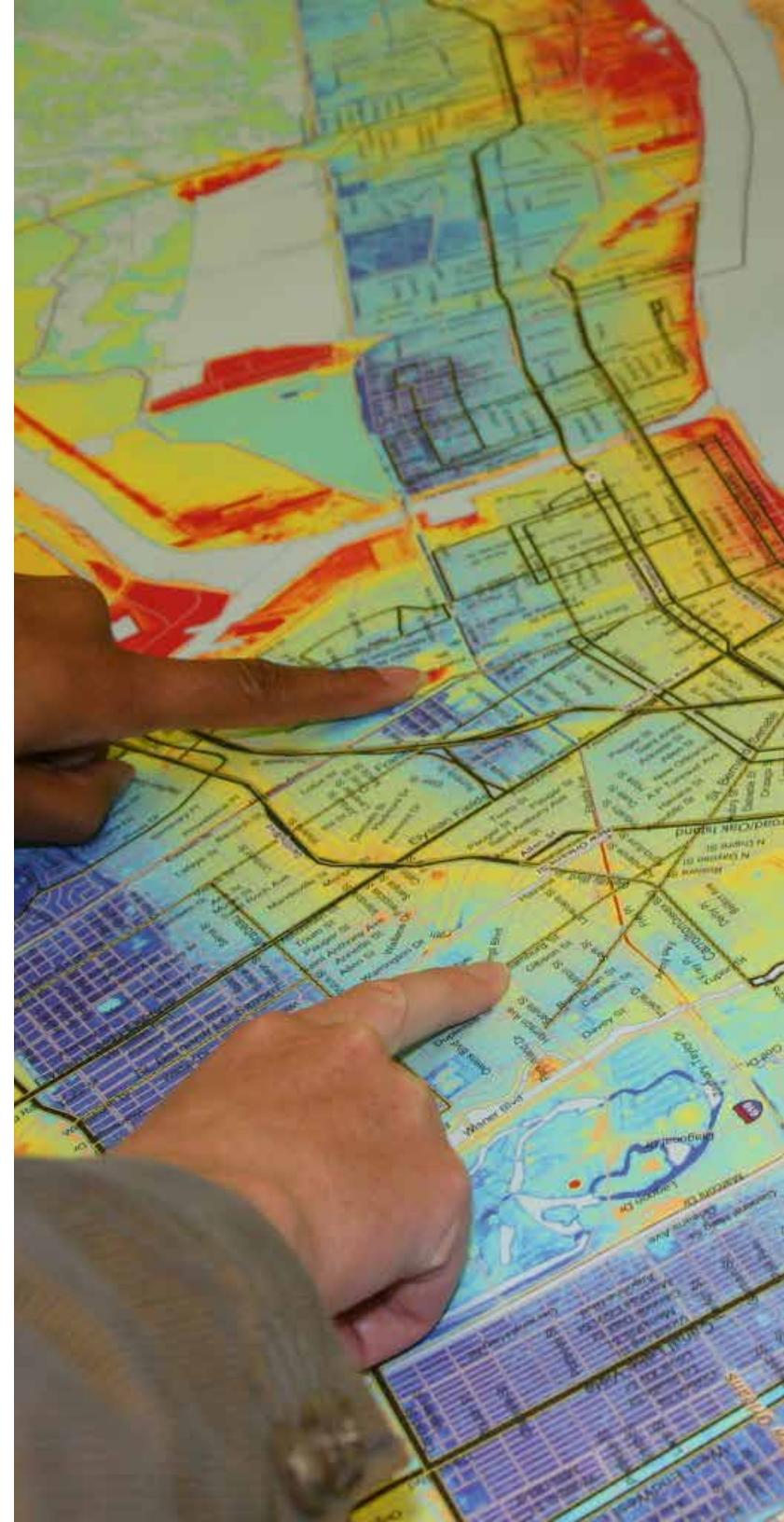
METROPOLITAN TRANSPORTATION PLAN 2048

The Metropolitan Transportation Plan (MTP) is the chief legal document reflecting the goals and objectives, the resources, the fundamental planning process, and the project implementation schedule for the region over the next 30 years. The MTP must be revised every five years so that incoming or newly identified projects and priorities can be identified and updated. This latest update describes the regional vision for transportation for the years 2019-2048.

PLAN DEVELOPMENT

MTP 2048 was developed in consultation with regional stakeholders such as local governments, elected officials, advocacy groups, and members of the public. Guided by its Public Involvement Plan (PIP), the RPC pursued multiple means to solicit public input on the development of the plan. The RPC also works extensively with the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), Louisiana Department of Transportation and Development (LADOTD) and other federal and state agencies on various programs and initiatives. This relationship allows for an ongoing conversation about roles, responsibilities, and expectations in the metropolitan planning process and project implementation. Perhaps more importantly, the region's member parishes, municipalities, and transit operators each have strong input into the long-term direction of the RPC's planning efforts. Involvement from local stakeholders is one of the strongest determinants of the RPC's activities at all levels – from broad-brush, long-term goals to project-specific implementation strategies.

Projects that are included in the MTP are, as required by Federal mandate, fiscally constrained. In other words, project expectations cannot exceed reasonable financial expectations. Projects also undergo a rigorous identification, development, and selection process, involving technical and system performance analysis, stakeholder coordination, and public outreach.





STRUCTURE OF THE MTP

The plan first describes the region and its needs in the Regional Overview and Regional Priorities chapters. These are then translated into a Vision, Goals and Objectives. The quantitative measures used to track the RPC's performance are described in the Performance Based Planning and Programming chapter, and the methods used to achieve the plan's goals are outlined in Tools, Strategies and Programs. This is followed by the Implementation chapter, which describes project prioritization and financial planning. Specific projects planned for implementation are listed in Appendix E, and are categorized into three Tiers: Tier I projects are those for which funding has been identified and which are expected to be implemented in the next four years, 2019-2022; Tier II includes projects that are still in the planning or development phase, and are expected to advance based on funding between 2023 and 2031; Tier III projects are more complex to implement and are planned for the years 2032-2048.

THE TRANSPORTATION IMPROVEMENT PROGRAM

A complementary document is the Transportation Improvement Program (TIP). The TIP includes Tier I of the plan, and provides an immediate map for upcoming projects and follow-up phasing. No project will be accepted into the TIP unless it is in accordance with the policies, goals, objectives, strategies or projects in the MTP.

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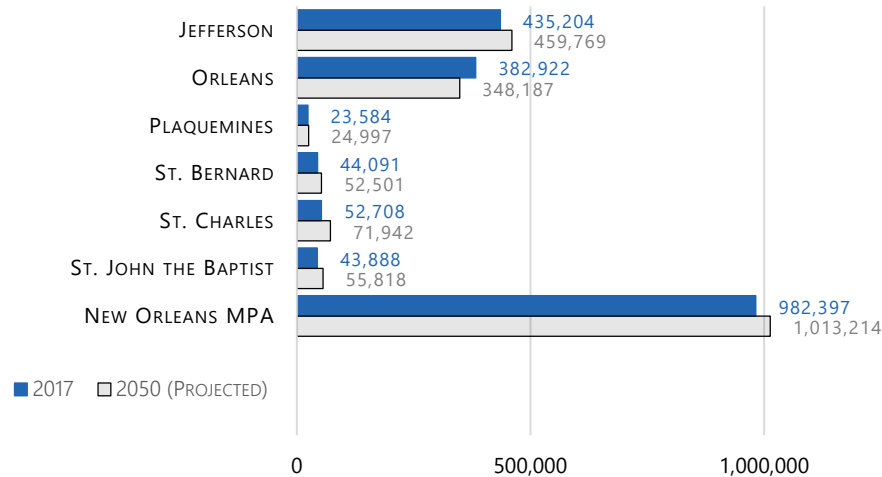
2. REGIONAL OVERVIEW



THE 6-PARISH REGION CONTAINING THE NEW ORLEANS MPA IS A DIVERSE AND DYNAMIC PLACE. WHILE THE INDIVIDUAL CHARACTERISTICS THAT DEFINE THE REGION AS A WHOLE ARE INNUMERABLE, THOSE TOPICS MOST CRITICAL TO THE RPC'S TRANSPORTATION PLANNING EFFORTS – PEOPLE AND PLACES, TRANSPORTATION INFRASTRUCTURE, ECONOMY, AND LAND USE – ARE DESCRIBED IN THIS CHAPTER.



Figure 2A - Population Projections, 2016-2050



Sources: U.S. Census Bureau, American Community Survey (ACS) 2017 (pub) 5-Year Estimates (2012 -2016). Projections using the decennial U.S. Census, Parish updated population, ACS data, employment data, school enrollment and other sources as inputs into the RPC travel demand model, 2017.

Figure 2B - Historic & Projected MPA Population, 1990-2050

Year	Population	% Change
1990	1,040,300	-
2000	1,009,015	-3.0%
2010	900,063	-10.8%
2020	1,025,838	14.0%
2030	1,032,293	0.6%
2040	1,029,293	-0.3%
2050	1,013,214	-1.6%

Source: U.S. Census Bureau, 1990-2010 Decennial Census. Projections using the decennial U.S. Census, Parish updated population, ACS data, employment data, school enrollment and other sources as inputs into the RPC travel demand model, 2017.

PEOPLE AND PLACES

After experiencing growth through the 1970s, the population of the metropolitan area gradually began to decline in the 1980s. The region was home to approximately 1.3 million people prior to Hurricane Katrina and Hurricane Rita, after which the population shifted significantly between local jurisdictions and the overall number of residents declined. Despite these changes the region remains Louisiana's most populous metropolitan area, with an estimated 982,397 people in 2016. Slight population growth is projected through 2030, followed by a gradual decline in later years.

Though the urban core is located in New Orleans, Jefferson Parish has the region's highest population. Jefferson and Plaquemines Parish are expected to experience moderate population growth by 2050, and substantial gains are projected in St. Bernard, St. Charles and St. John the Baptist Parish. These are largely offset, however, by expected population loss in Orleans Parish.

DEMOGRAPHICS

AGE

Approximately 12% of the region's population is older than 65. Jefferson Parish has the highest percentage of elderly population at 15% followed closely by Orleans, Plaquemines, and St. Charles. St. John the Baptist Parish has the lowest population percentage over 65, at just 7%. As with much of the nation, the percentage of the regional population over 65 is expected to increase over the next several years.

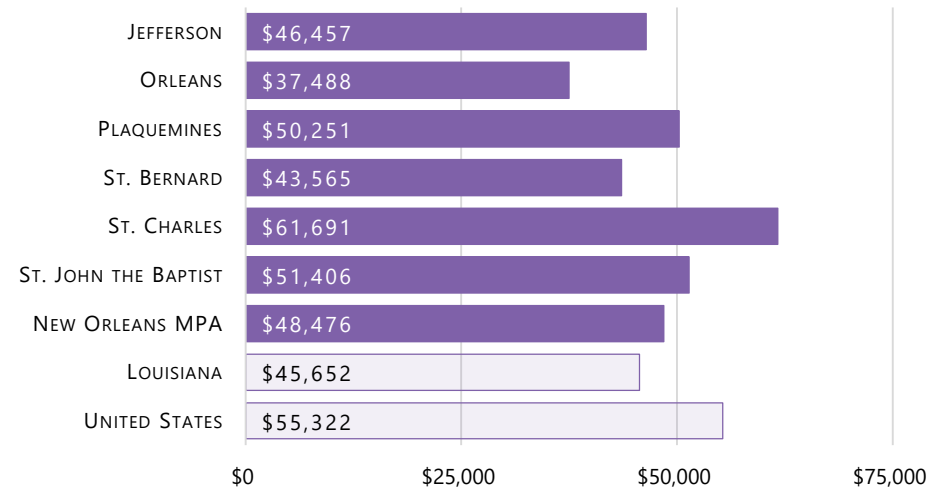
INCOME

The regional median household income of \$48,476 is slightly higher than the state median income, though significantly below that of the nation. Overall, 18% of persons in the region are in poverty, substantially higher than the national average. There are also variations in income between parishes. Orleans Parish's median household income of \$37,488 is the lowest in the region, substantially below St. Charles Parish's region-leading \$61,691. Correspondingly, Orleans Parish has the highest percentage of residents in poverty and St. Charles Parish has the lowest.

RACE AND ETHNICITY

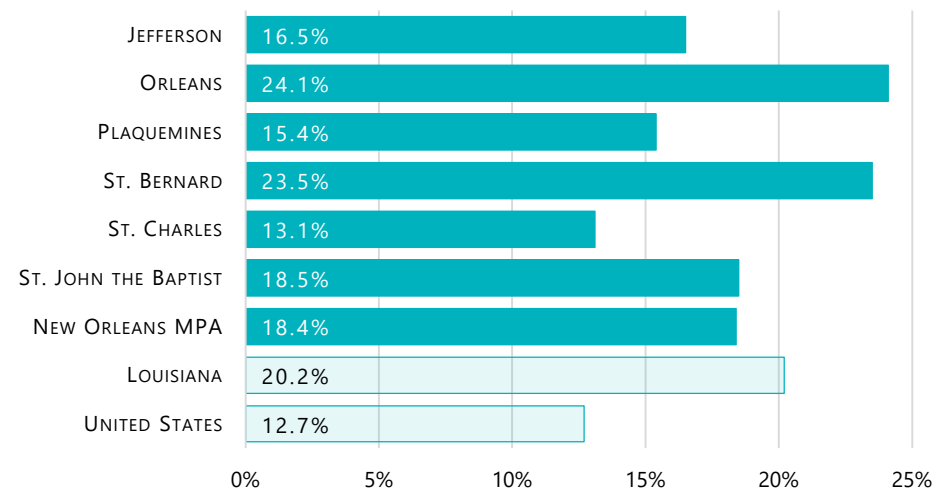
While the demographics of each parish vary, the New Orleans MPA has historically been, and remains, a diverse region. Just over half of the regional population (52%) is white, 40% is black, and 3% is Asian. Additionally, 9% of the region's residents are Hispanic.

Figure 2C - Median Household Income, 2016 Dollars



Source: U.S. Census Bureau, American Community Survey (ACS) 2017 (pub) 5-Year Estimates (2012 -2016).
NOTE: Due to the small sample size of ACS data, large margins of error are prevalent in the data set .

Figure 2D - Percent Persons in Poverty, 2016 Dollars



Source: U.S. Census Bureau, American Community Survey (ACS) 2017 (pub) 5-Year Estimates (2012 -2016).
NOTE: Due to the small sample size of ACS data, large margins of error are prevalent in the data set .



Figure 2E - Population and Race by Parish, 2016

	Jefferson	Orleans	Plaquemines	St. Bernard	St. Charles	St. John	Total
Total Pop.	435,204	382,922	23,584	44,091	52,708	43,888	982,397
% White	63.77%	34.03%	69.48%	71.19%	70.32%	41.07%	51.99%
% Black	26.52%	59.84%	20.72%	21.95%	26.36%	55.12%	40.43%
% Nat Amer	0.40%	0.20%	1.09%	0.66%	0.23%	0.06%	0.33%
% Asian	4.17%	2.93%	3.58%	2.26%	0.99%	0.78%	3.27%
% Pac Islr	0.03%	0.03%	0.00%	0.08%	0.03%	0.13%	0.04%
% Other	3.11%	1.34%	2.22%	1.56%	0.98%	1.06%	2.13%
% Multi-Race	1.98%	1.63%	2.92%	2.30%	1.09%	1.77%	1.82%
% Minority^{1,2}	36.23%	65.97%	30.52%	28.81%	29.68%	58.93%	48.01%

Source: U.S. Census Bureau, American Community Survey (ACS) 2017 (pub) 5-Year Estimates (2012-2016). Block group estimates coinciding with RPC GIS geographic mapping scale for Title VI and summed by parish.

¹The Census Bureau defines race as a person's self-identification with one or more social groups. An individual can report as White, Black or African American, Asian, American Indian and Alaska Native, Native Hawaiian and Other Pacific Islander, or some OTHER race. Survey respondents may report multiple races.

²Minority = All races other than White; Hispanic is not a race, but an ethnicity and therefore calculated separately with Non-Hispanic for Title VI purposes. Hispanic population may also be represented in the other racial categories.

Figure 2F - Population and Ethnicity by Parish, 2016

	Jefferson	Orleans	Plaquemines	St. Bernard	St. Charles	St. John	Total
Total Pop.	435,204	382,922	23,584	44,091	52,708	43,888	982,397
Hispanic³	60,284	20,951	1,465	4,268	2,998	2,415	92,381
% Hispanic	13.85%	5.47%	6.21%	9.68%	5.69%	5.50%	9.40%
Non-Hispanic	374,920	361,971	22,119	39,823	49,710	41,473	890,016
% Non-His	86.15%	94.53%	93.79%	90.32%	94.31%	94.50%	90.60%

Source: U.S. Census Bureau, American Community Survey (ACS) 2017 (pub) 5-Year Estimates (2012-2016). Block group estimates coinciding with RPC GIS geographic mapping scale for Title VI and summed by parish.

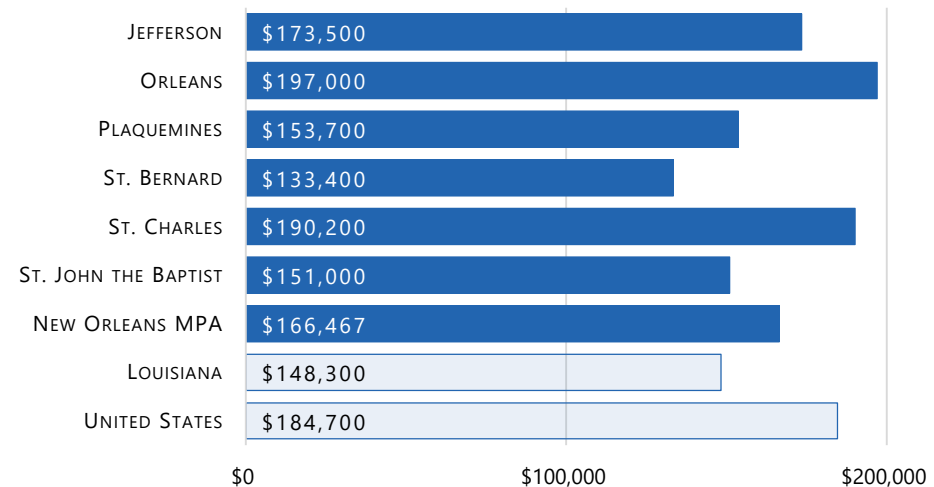
³Ethnicity determines whether a person is of Hispanic origin or not. For this reason, ethnicity is broken out in two categories, Hispanic or Latino and Not Hispanic or Latino. Hispanics may report as any race.

HOUSING COSTS:

Housing costs are an increasingly important regional issue, directly impacting two of the most critical factors in determining transportation needs: disposable household income and residential location choice. Households in the New Orleans MPA are spending a greater percentage of their income on housing costs than in the past, as illustrated by comparing, by parish, the percentage of rent burdened households (i.e., those that spend at least 30% of their income on housing) in 2000 to the percentage in 2016.

Over this period, the proportion of rent burdened households in the region increased from 32% to 47%, with each parish experiencing double-digit increases. In Jefferson, Orleans, and St. Bernard Parishes at least half of all households spend greater than 30% of their income on rent. Other parishes are not far behind, and even in Plaquemines Parish, which has the lowest proportion of rent burdened households, the percentage changed from 20% in 2000 to 37% in 2016 – the greatest increase of all regional parishes.

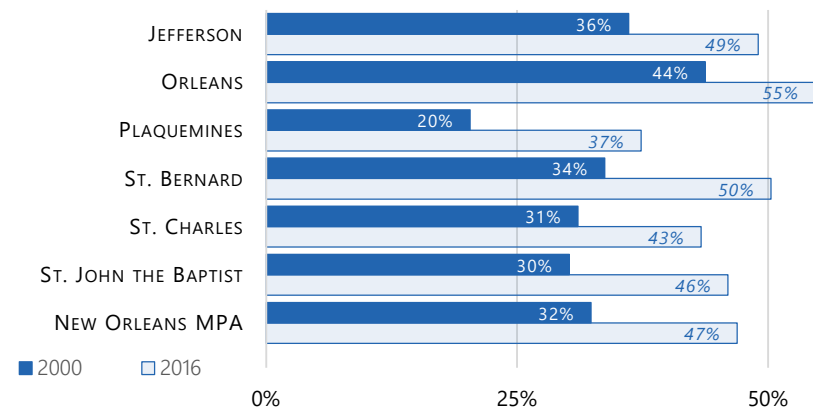
Figure 2G - Median Value, Owner-Occupied Housing Unit, 2016



Source: U.S. Census Bureau, American Community Survey (ACS) 2017 (pub) 5-Year Estimates (2012 -2016).

NOTE: Due to the small sample size of ACS data, large margins of error are prevalent in the data set .

Figure 2H - Percent Households Rent-Burdened, 2000-2016



Source: Census 2000 Tract level data from SF3 Gross Rent as a percentage of Household Income in 1999, NOTE: Data based on a sample except in P3, P4, H3, and H4. For information on confidentiality protection, sampling error, nonsampling error, definitions, and count corrections see <http://www.census.gov/prod/cen2000/doc/sf3.pdf>; U S Census Bureau, 2012-2016 ACS 2017 (pub) 5 Year Estimates Gross Rent as a Percentage of Household Income in the Past 12 Months, NOTE: Due to the small sample size of ACS data, large margins of error are prevalent in the data set.



Figure 21 - Means of Transportation to Work Commuting Workers 16 & Up, 2016

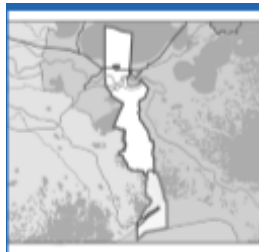
Parish	Car, Truck or Van (Alone or Carpool)	Public Transportation	Taxi	Motor-cycle	Bicycle	Walk	Other	Work at Home
Jefferson	93.0%	1.2%	0.2%	0.1%	0.3%	1.6%	1.0%	2.6%
Orleans	78.6%	7.7%	0.2%	0.3%	3.1%	4.7%	1.2%	4.3%
Plaquemines	93.8%	0.4%	0.0%	0.4%	0.0%	2.7%	1.5%	1.3%
St. Bernard	94.5%	1.3%	0.0%	0.1%	0.1%	1.0%	1.4%	1.6%
St. Charles	95.1%	0.1%	0.0%	0.1%	0.3%	0.7%	1.3%	2.4%
St. John	95.9%	0.1%	0.1%	0.0%	0.1%	0.7%	1.7%	1.4%
RPC Total	87.8%	3.6%	0.2%	0.2%	1.3%	2.7%	1.1%	3.1%

Source: U.S. Census Bureau, American Community Survey (ACS) 2017 (pub) 5-Year Estimates (2012-2016). NOTE: Due to the small sample size of ACS data, large margins of error are prevalent in the data set .

TRAVEL TO WORK:

The region’s workforce is highly auto dependent: 88% using a car, truck, van or carpool to get to work; 4% commute by transit; 3% walk; 3% work from home; and 1% bike. These proportions are fairly consistent across the region, with Orleans the only parish where fewer than 90% of commuters travel by car, truck or van.

PARISH PROFILES



JEFFERSON



Total Population:
435,204

Minority: **36.23%**

Hispanic/Latino Ethnicity:
13.85%

Limited English Speaking
Households: **5.03%**



Housing Units: **189,170**

Occupied Units: **89.44%**

Owner Occupied: **61.4%**

Renter Occupied: **38.6%**

Median Value Owner
Occupied Housing:
\$173,500

Median Gr Rent: **\$916**



Median Household
Income: **\$46,457**

Poverty Population
2017: **16.1 %**



ORLEANS



Total Population:
382,922

Minority: **65.97%**

Hispanic/Latino Ethnicity:
5.47%

Limited English Speaking
Households: **2.25%**



Housing Units: **192,358**

Occupied Units: **80.5%**

Owner Occupied: **46.4%**

Renter Occupied: **53.6%**

Median Value Owner
Occupied Housing:
\$197,000

Median Gr Rent: **\$929**



Median Household
Income: **\$37,488**

Poverty Population
2017: **24.1 %**



PLAQUEMINES



Total Population:
23,584

Minority: **30.52%**

Hispanic/Latino Ethnicity:
6.21%

Limited English Speaking
Households: **1.74%**



Housing Units: **9,866**

Occupied Units: **87.61%**

Owner Occupied: **70%**

Renter Occupied: **30%**

Median Value Owner
Occupied Housing:
\$153,700

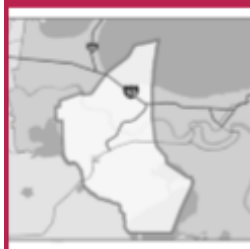
Median Gr Rent: **\$1000**



Median Household
Income: **\$50,251**

Poverty Population
2017: **15.4 %**





ST. CHARLES



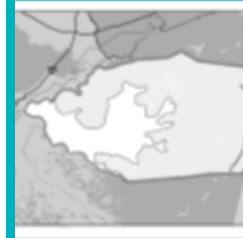
Total Population:
52,708
Minority: **29.68%**
Hispanic/Latino Ethnicity:
5.69%
Limited English Speaking
Households: **0.78%**



Housing Units: **20,289**
Occupied Units: **91.61%**
Owner Occupied: **79.4%**
Renter Occupied: **20.6%**
Median Value Owner
Occupied Housing:
\$190,200
Median Gr Rent: **\$897**



Median Household
Income: **\$61,691**
Poverty Population
2017: **13.1 %**



ST. BERNARD



Total Population:
44,091
Minority: **28.81%**
Hispanic/Latino Ethnicity:
9.68%
Limited English Speaking
Households: **2.19%**



Housing Units: **16,871**
Occupied Units: **87.32%**
Owner Occupied: **67.1%**
Renter Occupied: **32.9%**
Median Value Owner
Occupied Housing:
\$133,400
Median Gr Rent: **\$855**



Median Household
Income: **\$43,565**
Poverty Population
2017: **23.5 %**



ST. JOHN THE BAPTIST



Total Population:
43,888
Minority: **58.93%**
Hispanic/Latino Ethnicity:
5.5%
Limited English Speaking
Households: **1.43%**



Housing Units: **17,619**
Occupied Units: **87.2%**
Owner Occupied: **75.8%**
Renter Occupied: **24.2%**
Median Value Owner
Occupied Housing:
\$151,000

Median Gr Rent: **\$921**



Median Household
Income: **\$51,406**
Poverty Population
2017: **18.5 %**

TRANSPORTATION INFRASTRUCTURE ROAD NETWORK

Approximately 11,500 miles of center-lane road mileage serve the 6-parish study area containing the New Orleans MPA. Of these, approximately 2,000 center-lane miles are eligible for federal funding programmed by the RPC, otherwise known as the Federal-Aid Network. The network is determined using the Federal Functional Classification system, which establishes a road hierarchy used to set design standards, establish improvement priorities, and identify funding sources. All roads are classified as either Principal Arterial, Minor Arterial, Collector, or Local, and those classified as Collector or higher are included in the Federal-Aid Network.

Roadways are also affected by their ownership. The state, parishes, municipalities, and independent agencies all own roads in the region. Each of these develops its own standards, maintains bridge and pavement preservation programs, and provides matching funds on Federal-Aid projects. Maps detailing functional classifications and ownership can be found in Appendix C.

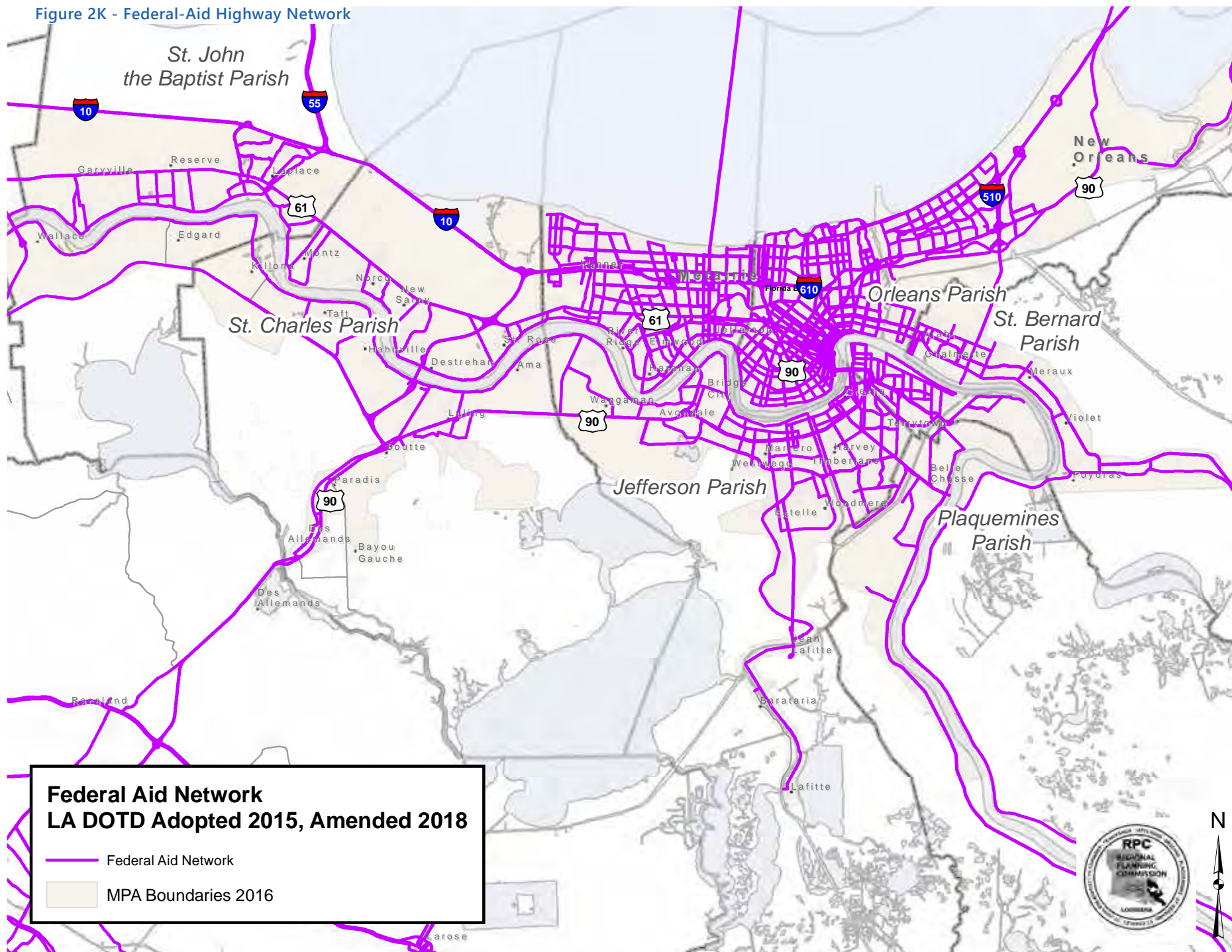
Figure 2J - National Highway System Mileage by Parish and Type, 2018

Parish	NHS Mileage and Type					Total NHS
Parish	Designated NHS	Airport Connector	Port Connector	Rail/Truck Terminal Connector	Multi-Modal Terminal Connector	
Jefferson	178	4				183
Orleans	165		2	2	2	170
Plaquemines	16					16
St. Bernard	34					34
St. Charles	93					93
St. John	91		1			92
RPC Total	577	4	3	2	2	588

Source: Mileage calculated from LADOTD NHS geospatial layer October 2018 with no ramps included for designated NHS but with ramps for Intermodal connectors.



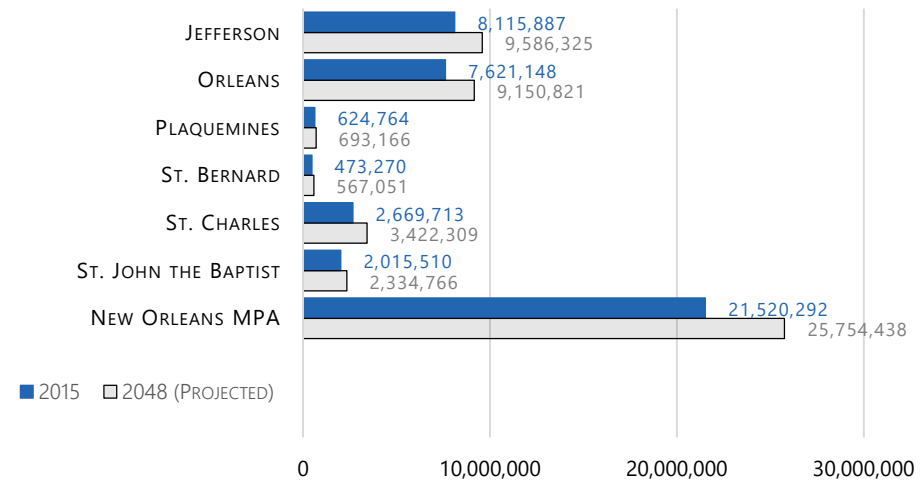
Figure 2K - Federal-Aid Highway Network



DRIVING

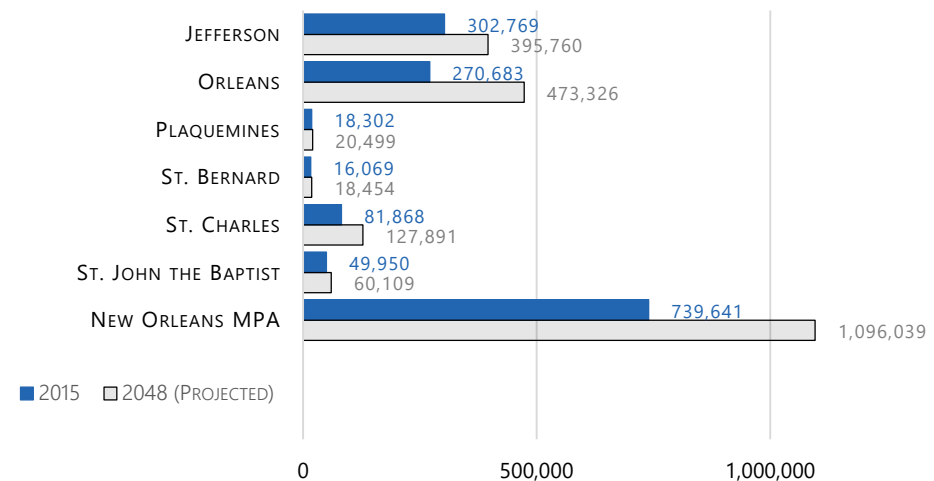
Though the region expects moderate population growth over the next 30 years, the high rate of single occupant vehicle (SOV) use and increasingly dispersed land development may result in a disproportionately high increase in both miles driven and time spent driving. If no alterations are made to the transportation system, the RPC's Travel Demand Model projects that growth in Vehicle Miles Traveled (VMT) and Vehicle Hours Traveled (VHT) will far outpace population growth. VMT are projected to increase by 19.7% and VHT are projected to increase by 48.2% from 2018 to 2048. By contrast, the regional population is expected to increase by just 3% by 2050. Without intervention, growth in per capita VMT and VHT will likely correlate to increased congestion, longer trips, greater travel times, and decreased environmental quality.

Figure 2L - Projected Growth in Vehicle Miles Traveled, 2015-2048



Source: Regional Planning Commission Travel Demand Model

Figure 2M - Projected Growth in Vehicle Hours Traveled, 2015-2048



Source: Regional Planning Commission Travel Demand Model

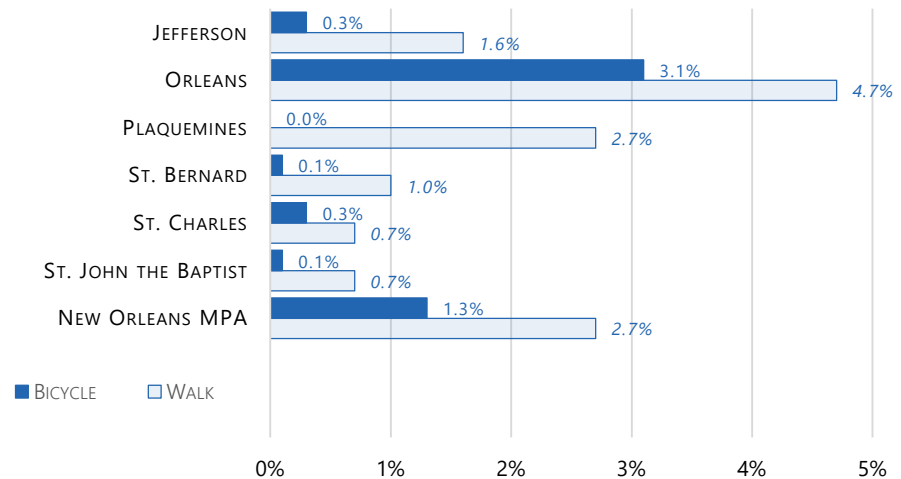


WALKING AND BIKING

There are approximately 217.5 miles of non-motorized network facilities serving the 6-parish study area containing the New Orleans MPA. This includes more than 60 miles of dedicated bike lanes, and nearly 100 miles of shared-use, off-street trails for people walking and biking. Key recent additions to the regional active transportation network include the opening of the first stage of the Lafitte Greenway, a 2.6 mile rail-to-trail linear park and shared-use path serving the urban core of New Orleans; the ongoing extension of the Mississippi River Levee Trail; the opening of a shared-use bike and pedestrian path crossing Interstate 10 at Wisner Boulevard; the addition of the first dedicated bike lanes in St. Bernard and St. John the Baptist Parishes; and the launch of the region's first bike share system, Blue Bikes, in 2017.

Walking and biking as a share of overall commuting has grown in the MPA since 2010, although there has been an observed decline in walking and biking since 2015.

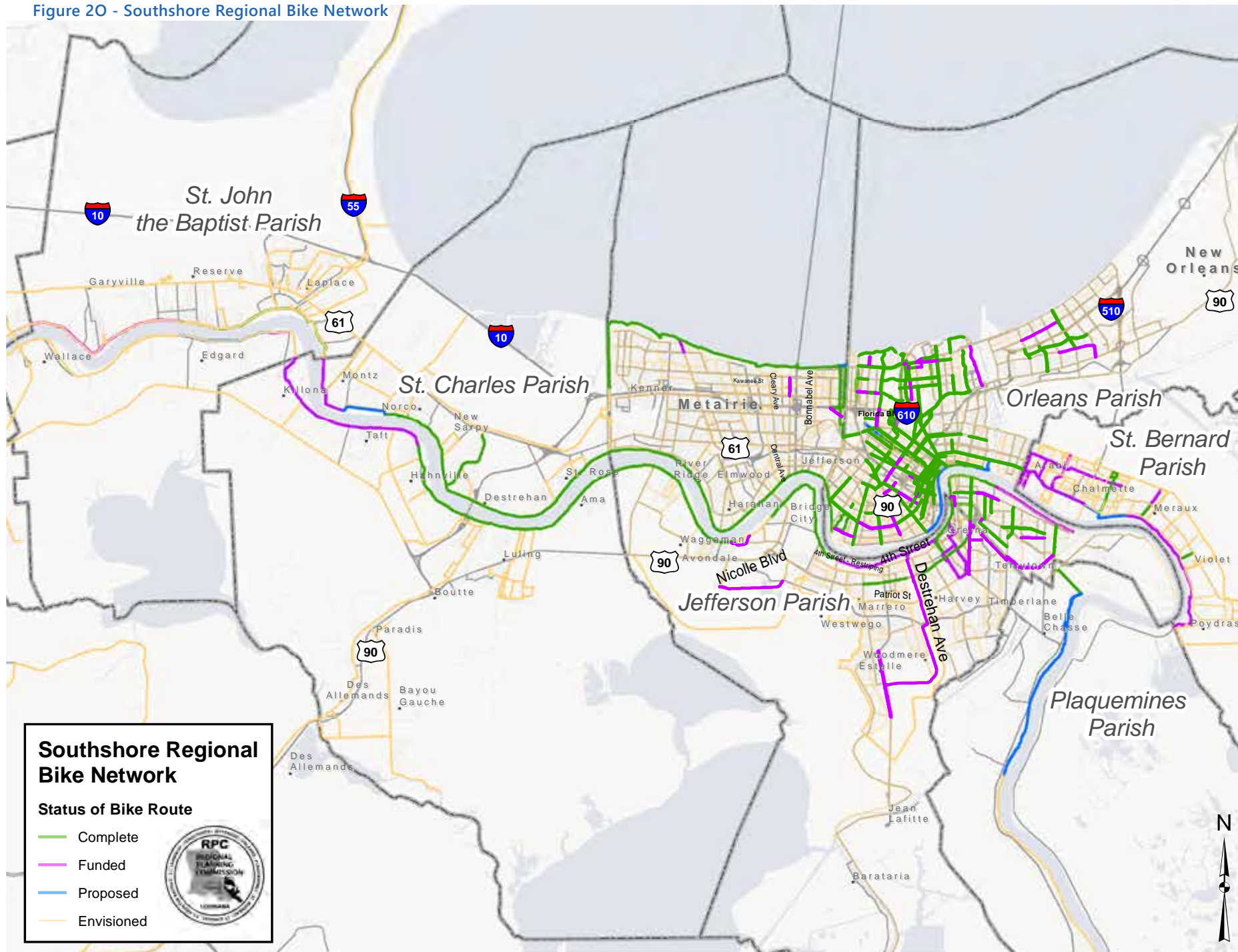
Figure 2N - Walking and Bicycling as Percentage of Commuting (Age 16+), 2016



Source: ACS 2017 (pub) 5 Year Estimates (2012 - 2016) Table B08301 summarized by the RPC. NOTE: Due to the small sample size of ACS data, large margins of error are prevalent in the data set.



Figure 20 - Southshore Regional Bike Network



TRANSIT

The New Orleans MPA is served by five (5) public transit providers: Jefferson Parish Transit (JeT), Plaquemines Parish Government (PPG), the Regional Transit Authority (RTA), the River Parishes Transit Authority (RPTA), and St. Bernard Urban Rapid Transit (SBURT). Each of these serves a specific geographic area, though there is some overlapping of routes and significant transfer of riders between the systems. The type and level of service varies widely between operators, ranging from rural demand-response services to urban fixed-route buses, streetcars and ferries.

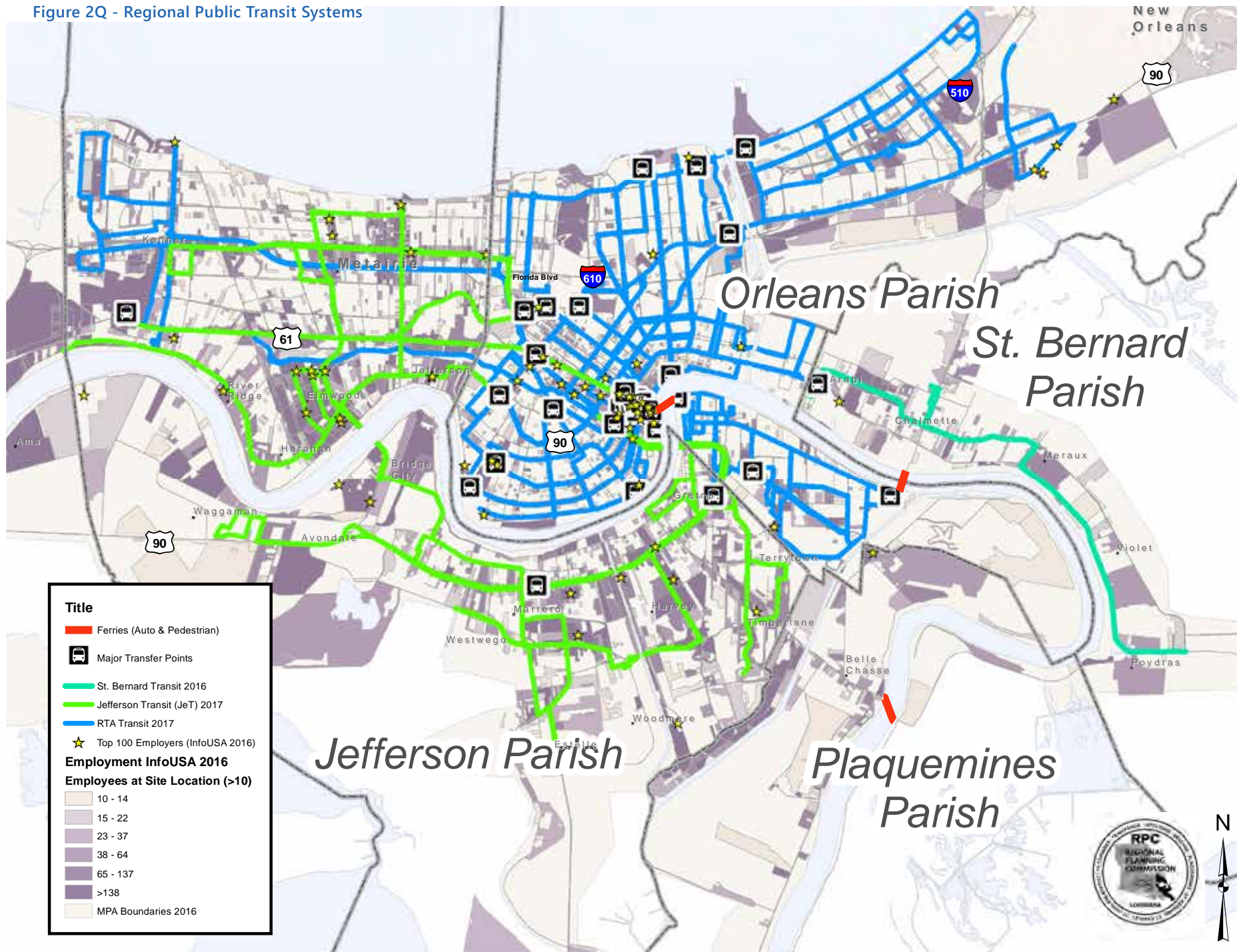
Figure 2P - Transit Services and Operators, 2018

Mode	Fixed-Route		Demand Response	Ferry
	Streetcar	Bus		
NORTA	✓	✓	✓	✓
JeT		✓	✓	
SBURT		✓		
PPG			✓	✓
RPTA			✓	

Source: National Transit Database, 2018.



Figure 2Q - Regional Public Transit Systems



BUS AND STREETCAR

The RTA and JeT are the largest providers of fixed-route transit service to the New Orleans region. The RTA maintains an extensive bus and streetcar network serving the city of New Orleans and the municipality of Kenner in Jefferson Parish. JeT provides additional bus service connecting residents to the New Orleans CBD. In 2018, RTA and JeT launched a pilot regional transit pass allowing for unlimited, single-day travel between the two systems. Fixed-route service provided by SBURT is less extensive than the other systems, but is essential to many residents of St. Bernard Parish.

New Orleans has defied a national trend towards decreasing public transit ridership: fixed-route ridership has remained relatively static since 2013, and in the most recent reporting year (2017), bus and streetcar service experienced a slight (0.4%) growth in ridership, even as transit ridership fell by 2.5% nationally. New Orleans was one of only four major urbanized areas to experience growth in transit ridership in 2017.

DEMAND RESPONSE

The RTA, JeT, PPG, and RPTA additionally operate demand response services serving the New Orleans MPA. These services totaled approx. 315,000 unlinked passenger trips in 2015.

FERRY

The region is served by four (4) ferry routes crossing the Lower Mississippi river. These ferry routes serve a vital role connecting people and communities down river of the Crescent City Connection, the southernmost bridge crossing of the Mississippi River. Two other routes, connecting the New Orleans CBD to the municipality of Gretna and connecting Edgard to Reserve in St. John the Baptist Parish, were discontinued in 2013.

From 2013-2015, ferry ridership declined by more than 50%, largely due to the closure of the Canal-Gretna and Edgard-Reserve services, and the termination of vehicular service to the Canal St.-Algiers Point ferry. More recently, usage has begun to rebound, growing by 24% from 2015-2017.



Photo via Regional Planning Commission



Photo via Regional Planning Commission



Photo via Regional Planning Commission



Photo via John Spaulding, Transdev

Figure 2R - Ferry routes by operator and service

Route	Operator	Serves
Canal St. - Algiers Point	RTA	Pedestrian, Bicycle
Chalmette - Lower Algiers	RTA	Pedestrian, Bicycle, Vehicle
Belle Chasse - Scarsdale	PPG	Pedestrian, Bicycle, Vehicle
Pointe a la Hache	PPG	Pedestrian, Bicycle, Vehicle
Canal St. - Gretna	LADOTD	[Discontinued 2013]
Edgard - Reserve	LADOTD	[Discontinued 2013]

Source: Regional Planning Commission

Figure 2S - Unlinked Passenger Trips, Fixed-Route Service (2012-2017)

Agency	Mode	2012	2017	% Change
JET	Bus	2,043,774	1,953,429	-4.4%
NORTA	Bus	10,887,896	10,502,170	-3.5%
NORTA	Streetcar	5,498,592	8,095,548	47.2%
SBURT	Bus	32,621	92,207	182.7%
Fixed-Route Total		18,462,883	20,643,354	11.8%

Source: NORTA totals via NORTA; all others via National Transit Database

Figure 2T - Unlinked Passenger Trips, Demand Response Service (2012-2017)

Agency	2012	2017	% Change
JET	71,506	71,732	0%
NORTA	195,748	217,291	11%
PPG	0	10,087	
RPTA	17,563	16,485	-6%
Demand Response Total	284,817	315,595	10.8%

Source: NORTA totals via NORTA; all others via National Transit Database

INTER-CITY TRAVEL

AIR TRAVEL

The Louis Armstrong New Orleans International Airport (MSY) is the region's primary commercial passenger airport. A new passenger terminal, scheduled to replace the existing terminal in 2019, is expected to provide enhanced amenities and streamlined service. Additional private and charter air passenger facilities operate at the Lakefront general aviation airport.

Since 2014, MSY has significantly expanded its international service offerings, adding direct service to Panama City in 2015, Frankfurt in 2016, London in 2017, and seasonal service to Punta Cana, Dominican Republic in 2018.

Figure 2U - MSY Arrivals and Departures, 2012-2017

	2012	2017	%Change
Domestic	8,539,339	11,817,522	38%
International	37,833	175,923	365%
Charter	23,817	16,067	-33%
Total	8,600,989	12,009,512	40%

Source: Louis Armstrong New Orleans International Airport.

Travel to and from MSY has grown substantially in recent years, rising from 8.6 million arrivals and departures in 2012 to over 12 million in 2017. International travel has grown particularly rapidly, with over four times as many arrivals and departures in 2017 as in 2012.

WATER TRAVEL

International passenger cruise service connects New Orleans to a variety of destinations in the Caribbean. In addition, several companies operate roundtrip and one-way domestic cruise service along the Mississippi River connecting New Orleans to Memphis.

The Port of New Orleans is the 6th-largest cruise port in the United States, with more than 1 million passengers in 2017 boarding cruises departing from New Orleans.



Photo via Louis Armstrong New Orleans International Airport



Photo via Louis Armstrong New Orleans International Airport



Photo via Regional Planning Commission

Passenger ships operate from the adjoining Julia St. and Erato St. cruise terminals, located adjacent to the New Orleans CBD.

RAIL AND INTERCITY BUS TRAVEL

New Orleans Union Passenger Terminal (UPT) serves as the primary multimodal hub for bus and intercity rail service for the New Orleans MPA. Three intercity Amtrak routes currently terminate at New Orleans UPT:

- The City of New Orleans: New Orleans to Chicago, with service to Hammond, LA (daily roundtrip)
- The Crescent: New Orleans to New York, with service to Slidell, LA (daily roundtrip)
- The Sunset Limited: New Orleans to Los Angeles (3 roundtrips/week)

Over 200,000 rail passengers boarded or alighted in the region 2017, and while this was an increase in rail ridership over 2016 and 2015, it is lower than prior years.

Intercity bus service from New Orleans UPT is provided by Greyhound. In 2014, Greyhound applied for a Federal Transit Administration (FTA) Section 5311(f) Intercity Bus Grant through LADOTD, proposing to operate commuter bus service between New Orleans and Baton Rouge (with stops in Laplace and Gonzales), and New Orleans and Houma.

This service began operating in June of 2015, having obtained a \$1.6 million grant from the FTA, covering 50% the service's operating costs. The New Orleans-Baton Rouge service had 1,445 riders in its first full month of operation (July 2015), and 1,345 passengers in January 2016.



Photo via Regional Planning Commission

FREIGHT

HIGHWAY FREIGHT

Under the FAST Act, the FHWA has established a National Highway Freight Network (NHFN) to allow for the strategic allocation of resources to improve the performance of the highway portions of the US Freight Transportation System. A subsystem of the NHFN is the Primary Highway Freight System (PHFS), consisting of critical portions of the highway freight network. A map of these routes can be found in the Map Library, Appendix C.

WATER FREIGHT

The New Orleans MPA is served by four deep-draft ports:

- The Port of New Orleans
- The Port of South Louisiana
- The Port of St. Bernard
- The Port of Plaquemines

These ports, together together with the Port of Baton Rouge, comprise the largest port complex in the world by tonnage, moving about 500 million tons of cargo each year.

RAIL FREIGHT

The New Orleans region is home to one of the largest rail gateways in the United States, and is served by six of North America's seven Class 1 Railroads. The network is connected by the New Orleans Public Belt (NOPB), a publicly-owned switching and terminal railroad. Additional service is provided by the New Orleans & Gulf Coast Railway, a short-line rail carrier operating on the west bank of the Mississippi River.



Photo via Tracie Morris Schaefer, Port of New Orleans

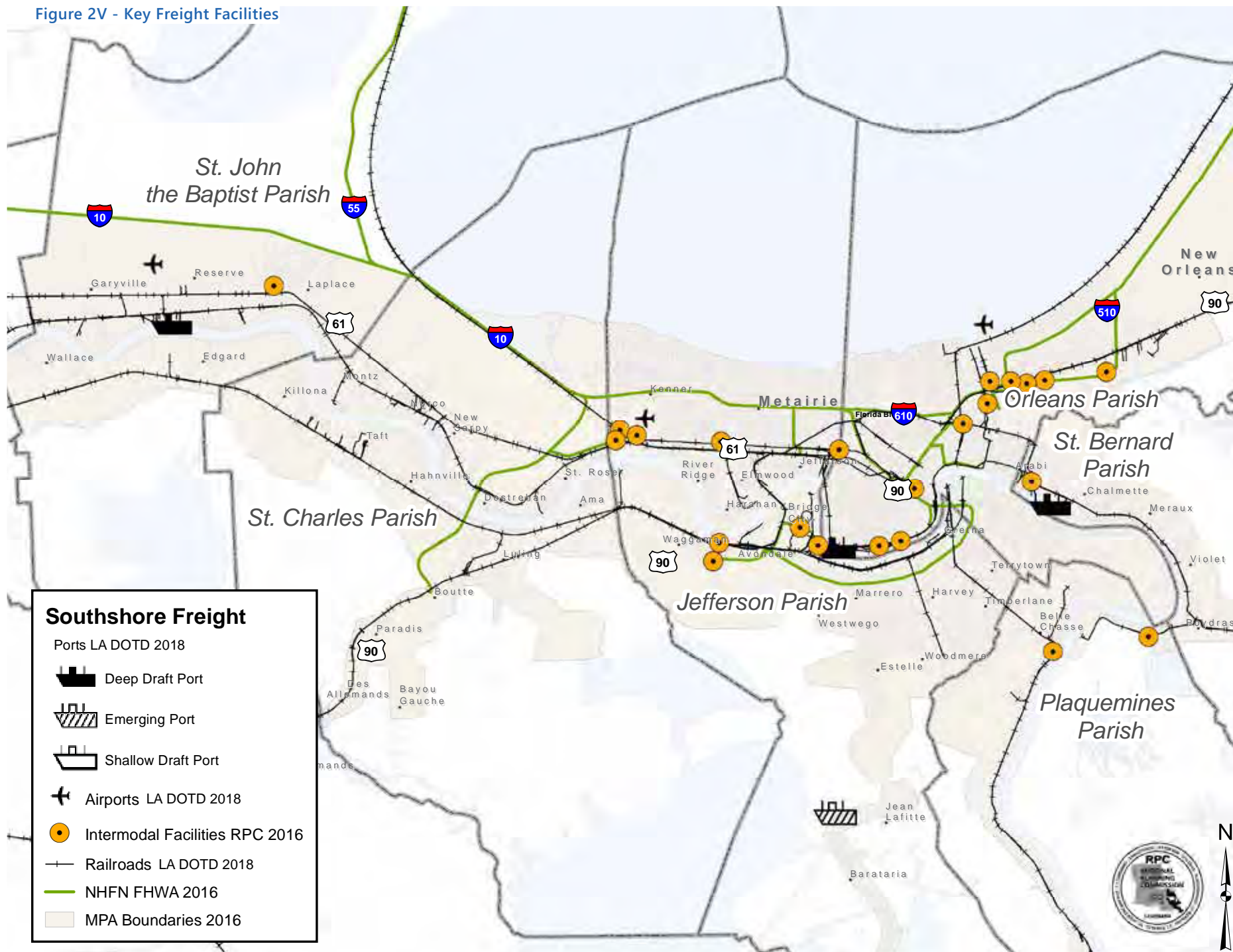
AIR FREIGHT

Louis Armstrong International Airport (MSY) in Kenner, LA is the primary air freight facility serving the New Orleans MPA. A relatively small proportion of freight that travels through the New Orleans region is moved by air; most air freight is transported by UPS or FedEx and consists of low-weight, time-sensitive cargo.

PIPELINE FREIGHT

Although not a part of the federal transportation system, pipelines account for a significant portion of the value and tonnage of domestic freight movement from the New Orleans region.

Figure 2V - Key Freight Facilities



ECONOMY

The region's economy has traditionally been closely tied to its geographic location, proximity to natural resources, and cultural fabric. The transportation, energy, hospitality and service industries have historically played a major role, though recent shifts have influenced the economic landscape. Neighboring regions have diversified and strengthened their economies, while policies and trends at the national and global levels continue to have a direct, local impact. Significantly, major population and demographic shifts in the region over the past decade have altered both the available workforce and customer base for local businesses. These changes have resulted in a dynamic regional economy in which traditional sectors are adjusting to the new environment and growing industries are contributing to economic diversity.



KEY SUCCESSES, 2013-2018*

Major economic development-related projects, initiatives, improvements and investments that enhanced the regional economy in terms of its resilience, competitiveness, quality of place and job growth during the past five years include:

- Expansion of medical facilities with the new UMC and VA Hospitals; West Jefferson Medical Center's transition to operation by LCMC; and Ochsner Health System's expansion projects on Jefferson Highway and growth throughout the region;
- Ongoing construction of a new airport terminal and more domestic and international flights at Louis Armstrong N.O. International Airport;
- Regional university collaboration to address talent needs retained GE Digital and attracted DXC Technologies, a technology firm which will grow to 2,000 high paying jobs;
- Increasing regional collaboration among economic development organizations and other stakeholders on issues relevant to economic growth, including the Super Region collaboration between New Orleans, Baton Rouge and the Bayou Region;
- Expansion of tax incentives for digital media companies for software, film and video development;
- Liquefied natural gas (LNG) and chemical investment that positions the energy cluster for growth;
- Numerous initiatives to enhance minority and disadvantaged business participation in economic opportunities to improve economic equity in the region.

KEY SETBACKS, 2013-2018*

Major economic development-related trends, events, policies or actions that hindered the growth of the regional economy in terms of its resilience, competitiveness, quality of place and job growth during the past five years include:

- Declines in the oil & gas industry sector caused significant job loss and negative impacts to the State's budget;
- Constrained federal and state funding for infrastructure and transportation projects limited potential growth;
- Higher education funding by the State continued to decline;
- Post-Hurricane Katrina building boom substantially was completed;
- Inadequate venture capital funding was available to help small companies grow;
- Ongoing State budget crises impacted many programs and initiatives relevant to the region (tax incentives, higher education programming/staff/services, infrastructure, etc.).

*Regional Planning Commission, *Comprehensive Economic Development Strategy (2019-2023)*

REGIONAL EMPLOYMENT

From 2013-2018, total jobs in the 6-parish MPA increased by 1.4%, from 482,663 jobs in 2013 to 502,643 jobs in 2018. This growth rate lagged behind the estimated population increase (3.0%), as well as the national growth rate over the same period (7.4%).

Economic performance among the six parishes varied significantly, with a 7.3% increase in jobs in Orleans parish offsetting net declines in jobs in several other parishes.

MAJOR EMPLOYMENT CENTERS

Understanding and facilitating access to major employment centers is a key component of a regional transportation strategy. Out of an estimated 502,623 jobs in the 6-parish study region, the large majority (85%) are located in Orleans and Jefferson Parish. Major, region-wide employment centers are concentrated in Orleans and metropolitan Jefferson Parish. These centers include:

- The New Orleans Central Business District, and adjacent districts including the French Quarter and Biomedical District;
- Elmwood Business Park and North Causeway Boulevard in Jefferson Parish; and
- Key medical, educational and manufacturing anchors including Ochsner Medical Center, Tulane and Loyola Universities, and the Michoud Assembly Facility in New Orleans East.

Figure 2W - New Orleans MPA InfoUSA Business Data 2016 Adjusted with Woods and Poole¹ for Retail/Non-Retail

Parish	Retail Employees	Non-Retail Employees
Jefferson	33,530	241,940
Orleans	17,590	254,150
Plaquemines	830	19,660
St. Bernard	1,880	14,650
St. Charles	2,140	31,630
St. John	2,220	18,910
New Orleans MPA	58,190	580,940

Source: InfoUSA data from InfoGroup purchased 2016 by the RPC and cleaned for location and employee counts at secondary situs point locations and summed by parish by the RPC. Non-retail is historically undercounted, therefore, Woods and Poole data is used for parish adjustments.

Note: the RPC Travel Demand Model adjusts retail and non-retail data per Woods and Poole parish rate differences and assigns adjusted data to traffic analysis zones (TAZ).

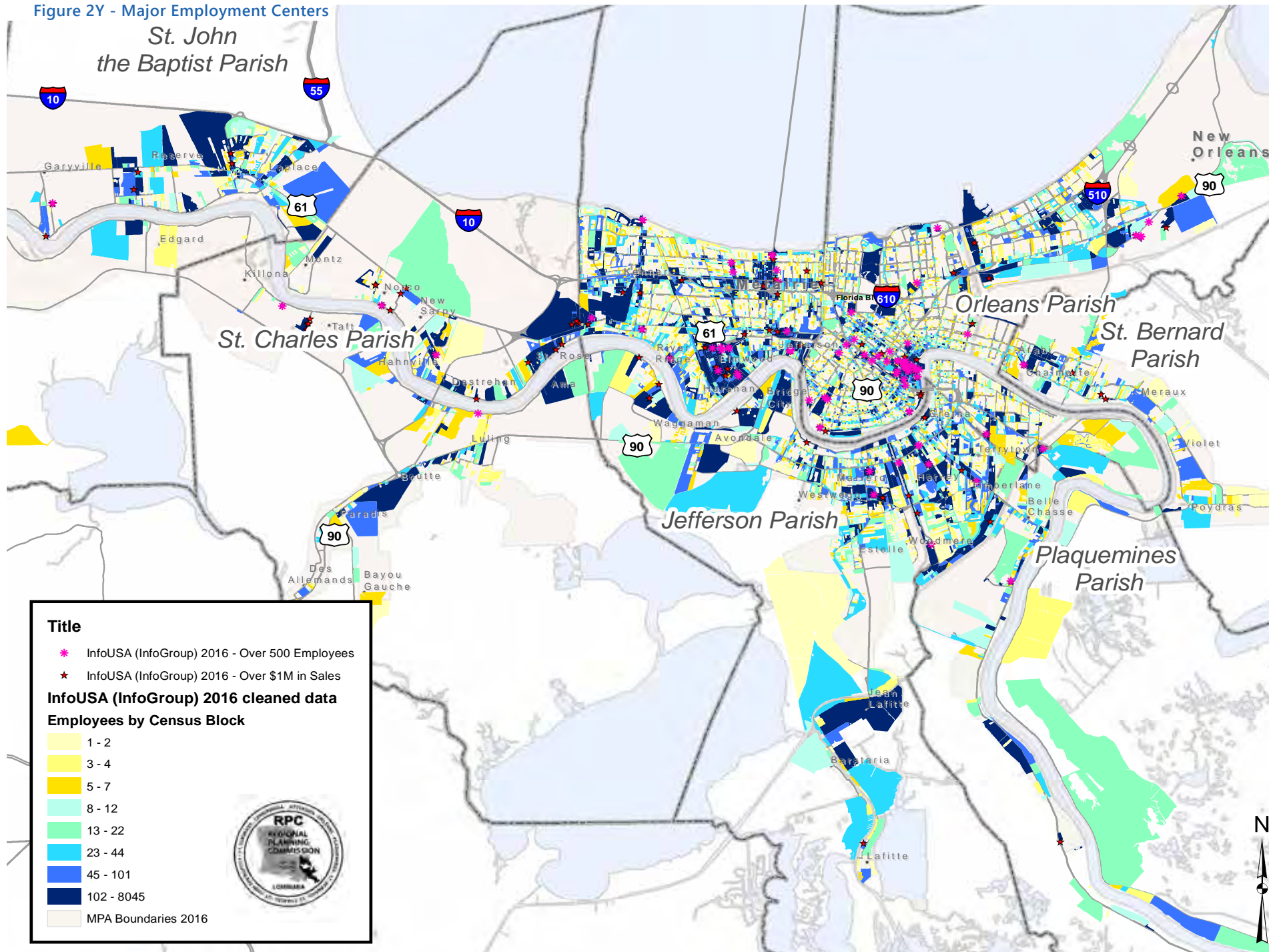
Figure 2X - New Orleans MPA InfoUSA Business Data 2016

Parish	Total Employees on Site	Total Sales Revenue on Site	Total Businesses
Jefferson	240,678	\$52,360,511	22,356
Orleans	236,613	\$32,988,639	19,029
Plaquemines	21,056	\$27,171,229	1,199
St. Bernard	13,428	\$43,522,010	1,427
St. Charles	23,985	\$55,356,377	1,673
St. John	16,078	\$21,802,994	1,493
New Orleans MPA	551,838	\$233,201,760	47,177

Source: InfoUSA data from InfoGroup purchased 2016 by the RPC and cleaned for location and employee counts at secondary situs point locations and summed by parish by the RPC.

Figure 2Y - Major Employment Centers

*St. John
the Baptist Parish*



KEY SECTORS: TOTAL EMPLOYMENT

The five largest sectors by employment in the MPA account for more than half of all jobs in the region. Of the major sectors by employment, Health Care and Social Assistance has seen the fastest growth from 2013-2018, with a net increase of more than 10,000 jobs (more than 20%), due in part to the major expansion of medical infrastructure in metro New Orleans that occurred over this period.

Figure 2Z - New Orleans MPA Total Employment by NAICS Sector, 2013-2018

Industry Sector	2013 Jobs	2018 Jobs	Change	%
Accommodation & Food Services	58,599	65,383	6,784	11.6%
Government (Public Administration)	69,774	63,669	-6,105	-8.7%
Health Care & Social Assistance	47,959	58,308	10,349	21.6%
Retail Trade	48,765	49,433	668	1.4%
Admin. & Support; Waste Mgmt & Remediation Services	30,168	31,887	1,719	5.7%
Professional, Scientific, & Technical Services	30,843	29,989	-854	-2.8%
Construction	33,094	28,637	-4,457	-13.5%
Educational Services	24,043	26,483	2,440	10.1%
Manufacturing	25,962	24,349	-1,613	-6.2%
Other Services (except Public Administration)	23,418	24,097	679	2.9%
Transportation & Warehousing	23,375	23,852	477	2.0%
Wholesale Trade	18,915	17,226	-1,689	-8.9%
Finance & Insurance	16,431	17,214	783	4.8%
Arts, Entertainment, & Recreation	10,698	12,816	2,118	19.8%
Real Estate & Rental & Leasing	8,554	8,730	176	2.1%
Information	8,409	6,900	-1,509	-17.9%
Mgmt of Companies & Enterprises	6,705	6,527	-178	-2.7%
Mining, Quarrying, & Oil & Gas Extraction	5,996	3,651	-2,345	-39.1%
Utilities	2,036	1,834	-202	-9.9%
Agriculture, Forestry, Fishing & Hunting	1,477	1,578	101	6.8%
TOTAL	495,221	502,563	7,342	1.5%

Source: EMSI labor market analytics, Q4 2018





KEY SECTORS: GROSS REGIONAL PRODUCT

Five industries accounted for more than \$30 billion in Gross Regional Product (GRP) in 2017 - nearly half the total GRP in metro New Orleans. Despite net declines in employment from 2013-2018, Manufacturing and Public Administration remain the two largest drivers of GRP.

Figure 2AA - New Orleans MPA Gross Regional Product and Earnings per Worker by NAICS sector

Industry Sector	2018 Earnings/worker	2017 GRP
Manufacturing	\$112,801	\$12,020,000,000
Government (Public Administration)	\$73,426	\$5,850,000,000
Health Care & Social Assistance	\$62,388	\$4,420,000,000
Professional, Scientific, & Technical Services	\$85,982	\$4,090,000,000
Finance & Insurance	\$98,685	\$3,670,000,000
Retail Trade	\$34,747	\$3,180,000,000
Wholesale Trade	\$80,095	\$3,180,000,000
Transportation & Warehousing	\$68,592	\$3,170,000,000
Accommodation & Food Services	\$27,297	\$3,000,000,000
Construction	\$62,032	\$2,780,000,000
Real Estate & Rental & Leasing	\$50,663	\$2,390,000,000
Admin. & Support; Waste Mgmt & Remediation Services	\$41,252	\$1,840,000,000
Mining, Quarrying, & Oil & Gas Extraction	\$175,023	\$1,790,000,000
Educational Services	\$51,589	\$1,500,000,000
Information	\$67,966	\$1,460,000,000
Other Services (except Public Administration)	\$31,232	\$1,180,000,000
Arts, Entertainment, & Recreation	\$57,773	\$1,170,000,000
Utilities	\$155,219	\$970,850,000
Mgmt of Companies & Enterprises	\$98,951	\$827,940,000
Agriculture, Forestry, Fishing & Hunting	\$45,098	\$244,920,000

Source: EMSI labor market analytics, Q4 2018

LAND USE

Land use patterns and transportation infrastructure are closely interrelated. The density and mix of land uses in a given area determines which transportation modes are most effective. At the same time, new or improved transportation infrastructure can encourage new development, the character of which is strongly influenced by how it can be accessed.

Regional land uses and densities follow a pattern similar to many other metropolitan areas in the United States. Historic neighborhoods tend to have higher densities and a greater diversity of uses, which lend themselves to access by walking, biking and public transit. Areas developed more recently, especially in the last several decades, are characterized by lower densities and greater distances between different land uses. The latter type of development pattern presents difficulties for multi-modal access, and is often dominated by motor vehicles.

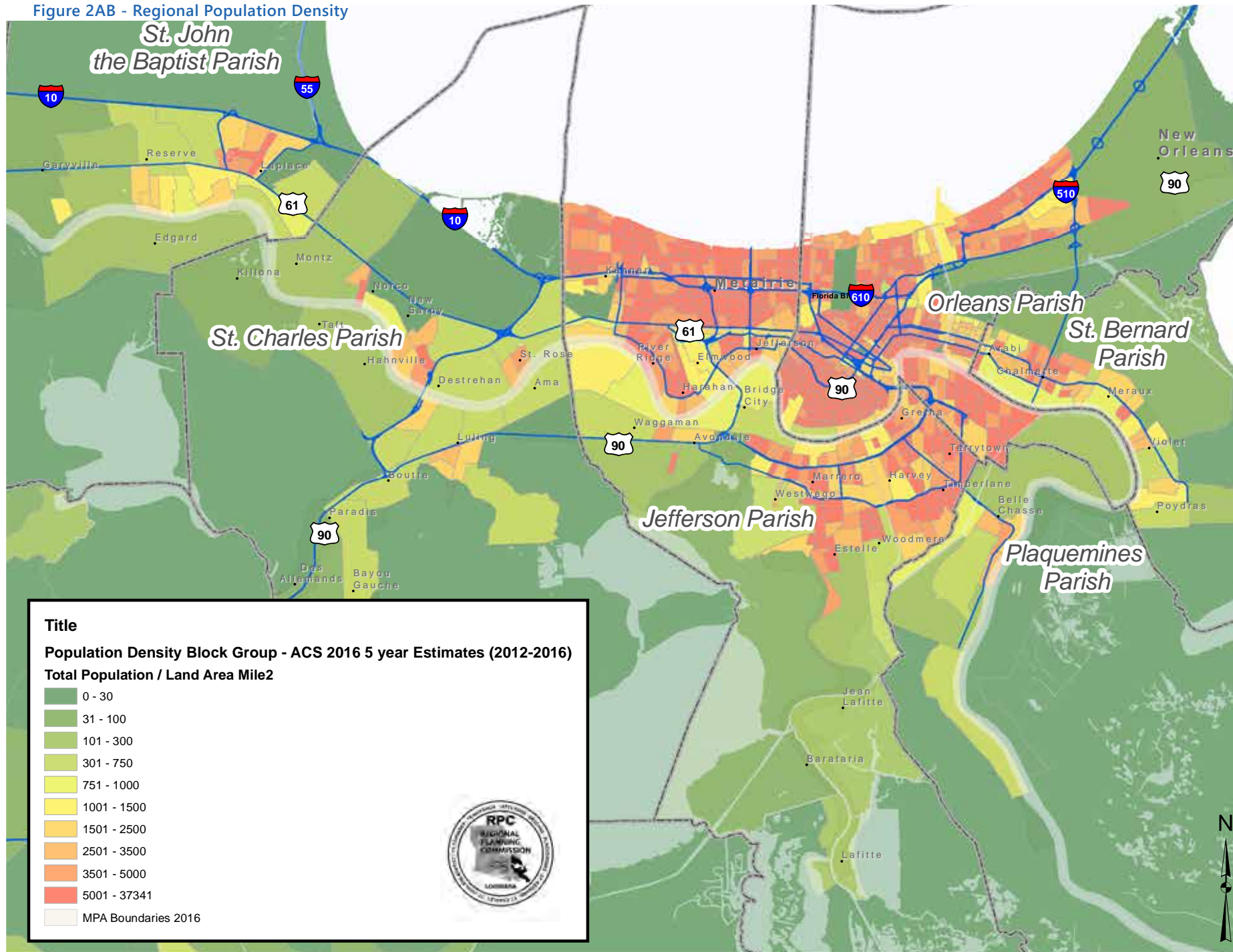
While the RPC does not have direct control over land use decisions, it works closely with its local government partners, who regulate land use and zoning, to coordinate regional transportation investments with planned development. Each of the region's parishes has engaged in community based land use planning efforts, which inform the RPC's understanding of current and expected transportation needs and influence the goals and strategies in this plan. The specific issues addressed vary by jurisdiction, though key themes found in all plans are: (1) accommodating growth while responsibly using available land and resources; (2) providing a high quality of life and preserving community character; (3) enhancing community resilience to hazards and ensuring environmental sustainability; (4) addressing the needs of all residents; and (5) providing economic opportunity.

LOCAL AND REGIONAL LAND USE PLANS

The land use plans that informed the development of this MTP include:

- Jefferson Parish: Envision Jefferson 2020
- Orleans Parish: A Plan for the 21st Century: New Orleans 2030
- Plaquemines Parish: Comprehensive Master Plan (Draft)
- St. Charles Parish: St. Charles 2030 Comprehensive Plan
- St. Bernard Parish: St Bernard Parish Comprehensive Plan
- St. John the Baptist Parish: One Parish, One Future

Figure 2AB - Regional Population Density

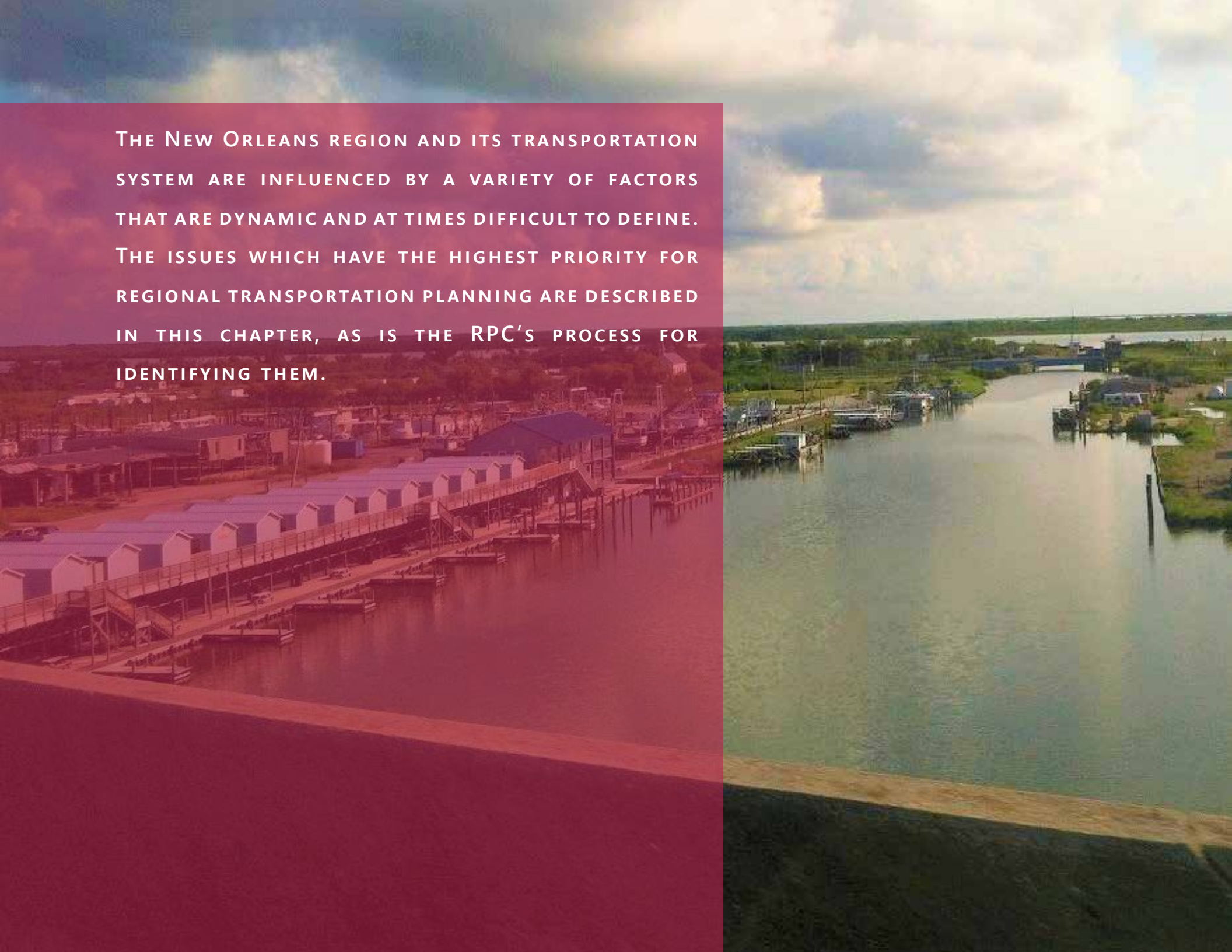


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3. REGIONAL PRIORITIES



THE NEW ORLEANS REGION AND ITS TRANSPORTATION SYSTEM ARE INFLUENCED BY A VARIETY OF FACTORS THAT ARE DYNAMIC AND AT TIMES DIFFICULT TO DEFINE. THE ISSUES WHICH HAVE THE HIGHEST PRIORITY FOR REGIONAL TRANSPORTATION PLANNING ARE DESCRIBED IN THIS CHAPTER, AS IS THE RPC'S PROCESS FOR IDENTIFYING THEM.



IDENTIFYING REGIONAL PRIORITIES

PUBLIC OUTREACH

The RPC solicited public input to the MTP through a 19-question survey, distributed online and by paper. The survey was designed to allow citizens to identify their own transportation preferences, describe how different features of the existing transportation system effect their travel choices, and how they would prioritize the future of the region's transportation system. The methodology and results of the survey can be found in Appendix D.

TECHNICAL ADVISORY COMMITTEE:

The primary way that the RPC interacts with its partner agencies is through the Technical Advisory Committee (TAC). This committee, which meets at least four times a year, is comprised of representatives from local planning departments, departments of public works, transit operators, state transportation officials, and transportation advocates. The TAC was consulted throughout the development of the MTP.

FREIGHT ROUNDTABLE:

The RPC's Freight Roundtable is a quarterly gathering of freight industry stakeholders from the public and private sectors, and provides a forum to discuss issues that impact the movement of goods through the region. For the MTP, roundtable members provided valuable input on transportation planning priorities specific to freight.



INTER-AGENCY CONSULTATION:

In addition to the ongoing work with the TAC and other committees, the RPC met individually with several local agencies and groups to specifically discuss the MTP update, and how to best incorporate their own priorities into the regional transportation vision.

COMPLEMENTARY PLANNING EFFORTS:

The RPC conducts extensive reviews of other planning products from around the region and at the state level, and in fact often participates in their creation and/or implementation. This ensures that the RPC's long range metropolitan transportation planning priorities are complementary to and supportive of the work that is being done by our partner agencies. It also allows the RPC to assist local agencies in placing their own plans into a regional context.

COMPLEMENTARY LOCAL PLANS:

A list of some of the plans the RPC reviewed in developing the MTP:

- Jefferson Parish Bicycle Master Plan
- Jefferson Parish Comprehensive Plan
- Jefferson Parish Transit Strategic Plan
- Louisiana Coastal Master Plan
- Louisiana Freight Mobility Plan
- Louisiana Statewide Transportation Plan
- Louisiana Strategic Highway Safety Plan
- City of New Orleans Master Plan
- Port NOLA Forward Strategic Master Plan
- Regional Transit Authority Strategic Mobility Plan
- St. Bernard Parish Bikeway and Pedestrian Plan
- St. Bernard Parish Comprehensive Plan
- St. Charles Parish Pedestrian and Bicycle Master Plan
- St. John the Baptist Parish Comprehensive Plan





OUTREACH RESULTS:

The results of these outreach and coordination efforts were as varied as the agencies, organizations, and citizens that participated. However, some themes emerge repeatedly:

- Improved safety for users of the transportation system is a key priority, and will require infrastructure and road design improvements, public and stakeholder education, and appropriate enforcement.
- A sustainable and equitable transportation system requires convenient, safe, and universal accessibility to a variety of modes.
- Land-use patterns have a direct correlation with the transportation choices people make.
- Public Transportation should be regional in nature, and riders should not be restrained by jurisdictional boundaries.
- Maintaining and repairing the existing transportation system should be prioritized over expanding it.
- Transportation options can provide new opportunities for workforce participation, while a lack of such options can be a substantial barrier to employment.
- The efficient movement of freight into, out of, and throughout the region is critical to its economic future.
- The transportation system should be resilient against hazards, and this need will only increase in the future.

The priorities identified by the RPC's stakeholders are further described in this chapter. These themes are all represented in the MTP's vision and goals, and are incorporated throughout the plan.

SAFETY

Ensuring the safety of users of the region's transportation system is the first priority of planning efforts. This mission extends to protecting drivers, passengers, people walking and bicycling, and riders of public transportation. In coordination with LADOTD, the RPC closely monitors crash data to track the locations, types, causes, and severity of crashes throughout the region. Combined with stakeholder input, this data informs the RPC's understanding of regional transportation safety.

In recent years, total fatality and serious injury rates in the New Orleans MPA have remained relatively steady. Though the MPA is home to approximately 21% of the state's population, the average number of fatalities between 2012 and 2016 were only 9% of those statewide, and the number of serious injuries was 18%. The rate of fatalities per 100 million vehicle miles was also lower in the region than statewide during the same time period, but the rate of serious injuries was higher. Unfortunately, the region is overrepresented in the number of non-motorized serious injuries and fatalities. Between 2012 and 2016, 25% of crashes in the state that caused serious injury or death to people walking or biking occurred in the New Orleans MPA.

The RPC's efforts to improve transportation safety are led by the Regional Transportation Safety Coalition. Consisting of representatives from state agencies, local governments, law enforcement, public health organizations, education leaders, civic organizations, and other safety stakeholders, the Coalition monitors safety trends throughout the region and makes recommendations for improvement. In coordination with LADOTD, the Coalition has identified six Emphasis Areas on which to focus planning and implementation: Distracted Driving, Infrastructure and Operations, Impaired Driving, Occupant Protection, Walking and Bicycling, and Young Drivers. Ongoing and planned initiatives for addressing regional safety issues are further described in Chapter 6.



**This document and the information contained herein is prepared solely for the purpose of identifying, evaluating and planning safety improvements on public roads which may be implemented utilizing federal aid highway funds; and is therefore exempt from discovery or admission into evidence pursuant to 23 U.S.C. 409. Contact the Traffic Safety Office at (225) 379-1871 before releasing any information.*



Figure 3A - Motorized and Non-Motorized Fatalities, 2012-2016*

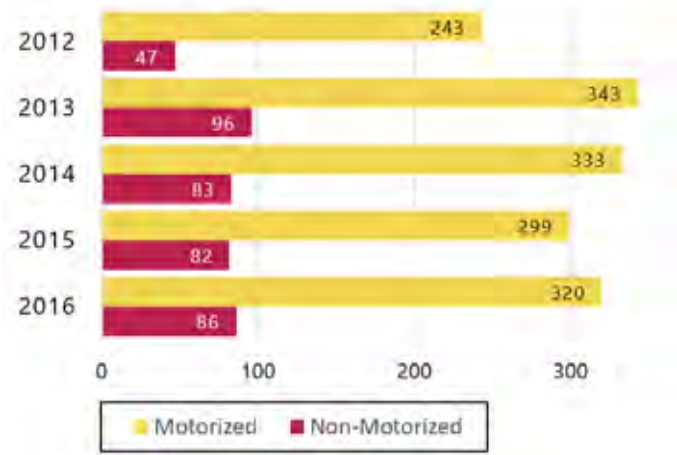


Figure 3B - Average Annual Fatalities and Serious Injuries (2012-2016)

	State	New Orleans MPA	% of State
Motorized Fatalities	736	67	9%
Motorized Serious Injuries	1372	243	18%
Non-Motorized Fatalities & Serious Injuries	317	79	25%

Source: Louisiana Crash Data Reports, 2017

Figure 3C - Average Annual Fatality and Serious Injury Rates Per 100 Million VMT (2012-2016)

	State	New Orleans MPA	Difference
Fatalities	1.52	0.99	-0.53
Serious Injuries	2.86	3.64	0.78

Source: Louisiana Crash Data Reports, 2017

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ACCESSIBILITY

Accessibility refers to the ability of people to reach goods, services, jobs, or any number of desired activities or locations. It is therefore the foundation of nearly every planning activity undertaken by the RPC. Good accessibility is the consequence of a variety of factors, including connectivity of the transportation network, associated land uses, and the variety and quality of available travel modes.

What is “good” accessibility depends on user perspective. Good accessibility for a truck driver with an intermodal center as a destination would mean strong consideration to a lack of congestion and delay on the highway system. These priorities for motorized travelers can also be described as mobility, or the ability to travel long distances at high speeds.

Such priorities may be less important to those using the transportation system in a different way. A person walking or biking in a downtown, for example, may prefer safety and comfort within a well-connected non-motorized network. A user of public transportation may value frequent service on a transit network that reaches important destinations region-wide. Without careful planning, these user priorities can easily come into conflict with each other.

EQUAL ACCESS

The RPC’s objective regarding accessibility is to therefore balance these needs. Accessibility on the road and highway system requires preserving its viability as an economic engine for the region, reducing unnecessary delays that impact the regional flow of people and goods. However, this objective should not be undertaken in a way that sacrifices equal access to the transportation system for all travelers, regardless of their preferred mode, income level, age, or ability, especially when that traveler’s livelihood or quality life is directly impacted by access or a lack thereof.

ROAD AND HIGHWAY ACCESSIBILITY

The quality of accessibility for motorized travelers is determined by level of service and reliability on the region’s roadways. In general terms, this requires addressing identified bottlenecks and congestion that are causing excessive delay.





Given the desired need to focus on maintaining the existing system in a fiscally constrained future, improvements to mobility on the region's roadway will generally focus on maintenance and operations strategies. More discussion of these strategies, mainly under the Congestion Management Process, is in Chapter 6.

As mentioned above, care must be taken that improvements to mobility for motorized travelers do not excessively burden the accessibility needs of other users, mainly through segmenting the non-motorized network or compromising on safety. The RPC's strategies for addressing congestion and delay strive to achieve this balance.

NON-MOTORIZED ACCESS

Gaps in the non-motorized network and risks to people walking or biking are the biggest deterrents to effective accessibility for non-motorized travelers. The latter is addressed above, under Safety. The former, connectivity, specifically considers the ability of sidewalks and bicycle facilities to connect users from origins to destinations.

Adjacent land use patterns have a considerable impact on non-motorized travel. A mix of uses and densities are generally more favorable to walking and biking. While the RPC does not regulate land use, the relationship between transportation and land use highlights the importance of planning the two in concert with one another. Transportation infrastructure should be designed to encourage land uses that can be effectively served by a variety of modes.

Finally, the non-motorized network should be accessible to those of all abilities and ages. This requires removing obstructions, providing ramps, giving adequate time for pedestrian crossings, and emphasizing connections to healthcare facilities, schools, and other related services. Ensuring that differently abled people, the very young, and the elderly are able to easily use the transportation system will ultimately benefit all users.

PUBLIC TRANSIT ACCESS

The issues associated with public transit access are often the same as with non-motorized access, as most public transit trips begin and end on foot or bicycle. Public transit access is also related to the design and coverage of the public transport network and the seamlessness of regional transit travel.

Regional connectivity is one of the most commonly stated priorities regarding public transit accessibility: in the RPC's public opinion survey, 45% of respondents said they would be more likely to use public transit if there was better connectivity between parishes. In the past several years, particularly following Hurricane Katrina but also due to a variety of other social and economic factors, there has been a substantial geographic shift in the demographics and centers of employment throughout the region.

Most notably, housing prices have increased across the region, particularly in the urban core. This has a two-fold effect. One is that as the proportion of household income spent on housing increases, less is available for transportation costs; public transit has traditionally been an affordable option for individuals and households with limited

According to Ride New Orleans, a local nonprofit organization that advocates for public transit, an average New Orleanian can reach only 42% of the jobs in Jefferson, Orleans, and St. Bernard Parish by public transit and walking in 60 minutes or less during peak service hours. Only 12% of jobs can be reached in 30 minutes or less. This accessibility is notably worse for residents of Jefferson and St. Bernard Parish.

By comparison, 99% of jobs can be reached by a New Orleanian in less than 60 minutes if they're driving their own vehicle, and 89% can be reached in less than 30 minutes.

Source: State of Transit 2018: From Plans to Action; Ride New Orleans (www.rideneworleans.org)



Photo via St. John the Baptist Parish

PROJECT PROFILE:**LA 52 / PAUL MAILLARD ROAD****ESTIMATED COST (ALL PHASES): \$8.1 MILLION**

Located on the west bank of St. Charles Parish, LA 52 / Paul Maillard Road links the communities of Luling and Boutte. Land uses on or near the corridor include the St. Charles Parish Hospital, commercial development, and multiple residential neighborhoods. Though the area is home to a high proportion of low-income households that may not have access to a private vehicle, alternative transportation options are limited.

This project, which leverages a U.S. Department of Housing and Urban Development (HUD) Challenge Grant received by St. Charles Parish, will add a new multi-use path along the length of LA 52. It is expected that the new path will provide residents safe, non-motorized access to a variety of commercial, institutional, and recreational destinations.

funds. Second is the geographic dispersion of poverty, wherein those most in need of transit now must live in locations that are currently underserved.

Unfortunately, these new living and working patterns are often not well served by a transit system that is still confined by and designed for jurisdictional boundaries, where the New Orleans Central Business District is no longer the sole center of employment in the region, and where the level of service has degraded significantly in recent decades.

This problem is exacerbated by low frequency service or over-capacity trips on critical regional routes that are further subjected to traffic congestion and poor roadway conditions. The consequence of these factors is that the public transportation system as a whole is often underserving the regional community, especially those who rely on it to access jobs and services. These deficiencies are evidenced by ridership levels, which rose sharply after Katrina (though never to pre-Katrina levels) but has in recent years plateaued. This trend is taking place on transit systems nationwide, and may therefore be, in part, a result of factors outside of the region's control. Nonetheless, they point to a need to reconsider how and where transit is provided to best serve the needs of a changing community.

EMERGING MOBILITY

The universe of mobility options is rapidly changing in the region, as an increasing variety of non-traditional modes and services appear seemingly overnight. This is exemplified by the prevalence of rideshare services (such as Uber and Lyft), pedicabs, car sharing, docked and dockless bikeshare systems.

These new options have the ability to profoundly affect mobility and accessibility, and present both opportunities (such as providing new options for first and last mile transit access) and challenges (such as managing curb space and right-of-way). The RPC will work closely with local governments to proactively identify new modes and technologies, and find ways to best integrate these services into the existing and planned transportation system.

SYSTEM PRESERVATION & MAINTENANCE

The region's transportation system represents a massive public investment that provides the backbone for nearly all the activities that take place in the area. Given the importance of the system and the significant investment in its creation, 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.

System preservation is also of major importance to stakeholders. Local government representatives and community groups frequently note that improving the condition of roadways, sidewalks, and other infrastructure is among their highest priorities. The public agrees: 84% of respondents to the RPC's public survey stated that having roads in better condition would improve their driving experience; 72% said having sidewalks in better condition or more sidewalks designed to suit their needs would encourage them to walk more; and 48% indicated that cleaner and more comfortable transit stops would make them more likely to use public transportation.

It is also important to strike a balance between the provision 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 sacrifices functionality and requires more frequent and intensive maintenance. Emphasis should be placed on maintaining and enhancing the multimodal functionality of existing infrastructure before investing in the addition of new capacity. Transportation facilities should be designed in a way that can endure anticipated future conditions, including routine use and extreme events.



**PROJECT PROFILE:
BELLE CHASSE BRIDGE & TUNNEL**
ESTIMATED COST: \$158 MILLION

The Belle Chasse Bridge and Tunnel provide a critical crossing of LA Highway 23 (Belle Chasse Highway) Harbor Navigational Canal. However, both facilities are beyond their useful life and in poor condition. Additionally, the moveable bridge is lifted multiple times a day to accommodate maritime traffic, causing significant congestion and delay in Plaquemines Parish.

This project will address these issues by replacing the bridge and tunnel with a modern fixed-span, four lane bridge, with facilities for bicyclists and pedestrians. LADOTD is currently studying the use of innovative funding, including a public-private partnership, for construction of the new bridge.

Figure 3D - Road & Bridge Condition, New Orleans MPA & State			
Interstate			
	Good%	Fair%	Poor%
New Orleans MPA	29.20%	70.40%	0.40%
State	13.20%	84.90%	1.90%
Non-Interstate NHS			
	Good%	Fair%	Poor%
New Orleans MPA	12.60%	71.70%	15.70%
State	17.80%	72.30%	9.90%
NHS Bridge			
	Good%	Fair%	Poor%
New Orleans MPA	43.20%	47.80%	9.00%
State	44.80%	48.50%	6.70%
Source: Louisiana Department of Transportation and Development, 2018.			

Recently introduced federal performance measures and their associated datasets, discussed in more detail in Chapter 5, have provided the RPC with information about the condition of the region's National Highway System (NHS). Interstate pavements in the New Orleans MPA are in generally better condition than those statewide, though non-Interstate NHS pavements and NHS bridges are in generally worse condition. While this data represents only a small subset of the region's roadways, it does provide a measure of conditions on some of the most significant routes that are eligible for RPC funding. The condition of other roads and bridges, particularly those not on the Federal-Aid Network, may vary considerably from those described in this chapter. Regardless of data availability, the RPC continues to work with its local partners to identify infrastructure in need of preservation or repair.

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 appropriate.

SYSTEM RELIABILITY & CONGESTION

The core function of any transportation system is to move people and goods from origins to destinations. The ability to do so predictably and in a timely fashion is one of the most basic measures of system success. Maintaining and improving reliability is therefore an essential task of transportation planning, and is a primary consideration for all modes.

Representatives from the RPC's member jurisdictions repeatedly prioritize system reliability at all scales of travel, from individual chokepoints to cross-jurisdictional, regional trips. According to the RPC's public survey, 38% of motorists said that driving would be improved by reduced congestion on interstates and freeways, while 21% said the same of local roads. The desire for reliability is even more pronounced for public transit, with 72% of respondents indicating that they would be more likely to use public transportation if vehicles ran more reliably on schedule.

LOTTR AND TTTRI

Two performance measures are used to track the reliability of passenger and freight travel on the NHS:

- The Level of Travel Time Reliability (LOTTR) for both the Interstate and Non-Interstate National Highway System (NHS) indicate the consistency of travel time on those routes throughout the year. In other words, a higher percentage indicates that travel is more predictable for both motorists and transit riders.





Figure 3E - Regional and State LOTTR and Truck TTRI, 2013-2017

	Interstate LOTTR		Non-Interstate NHS LOTTR		Truck TTRI	
	Region	State	Region	State	Region	State
2013	84.8%	92.7%	57.0%	70.4%	1.61	1.35
2014	82.5%	91.8%	57.3%	69.8%	1.66	1.34
2015	84.3%	92.1%	57.0%	69.4%	1.75	1.41
2016	82.8%	90.6%	87.0%	88.6%	1.58	1.33
2017	81.9%	89.8%	86.8%	89.7%	1.51	1.32
Average	83.4%	91.3%	72.1%	79.7%	1.60	1.35

Source: National Performance Management Research Dataset, 2018

- The Truck Travel Time Reliability Index (TTRI) estimates the predictability of travel time for trucks on the region’s interstates. Lower TTRI scores indicate more reliable truck travel.

These measures are shown for 2013-2017 in Figure 3E. Due to the interrelated nature of regional congestion, these measures are aggregated to include all four MPAs served by the RPC (Mandeville-Covington, New Orleans, Slidell, and South Tangipahoa).

Travel in the RPC region is generally less reliable than in the state as a whole; however, the region and state have seen similar year-to-year rates of change. It is important to note that between 2015 and 2016 a data source change resulted in a significant shift in network reliability measures, with the change most pronounced on non-Interstate LOTTR.

While these measures only apply to a subset of regional roads – Interstates and the non-Interstate NHS – they are indicative of overall system performance and highlight the need to prioritize travel reliability across all modes. The RPC’s ongoing efforts to address this issue are discussed throughout this plan, particularly in sections related to Transit Planning, Performance Based Planning and Programming, and the Congestion Management Process.

ECONOMIC DEVELOPMENT

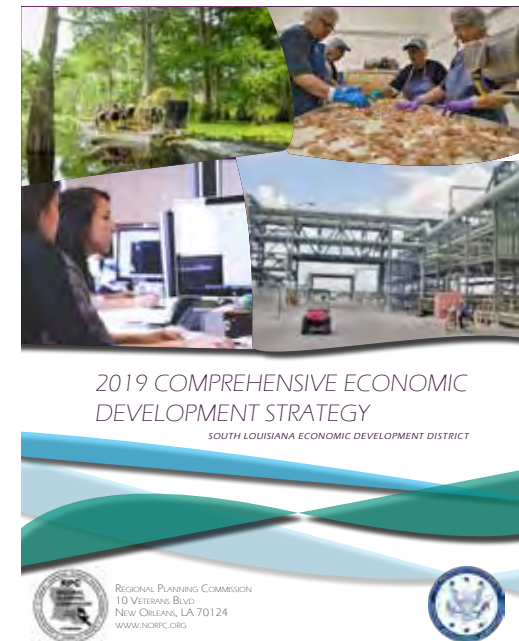
Transportation infrastructure directly impacts the regional economy in a number of ways. It provides a means for workers to access employment, and allows customers to access businesses. Businesses use it to deliver goods and services, and it is the means by which visitors reach the region. Importantly, 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 infrastructure because of the need to receive and send goods and services, and for customer access. Transportation investments can thus have a significant influence on the location of new development as well as the economic revitalization of existing areas. Providing better access to an area can support new and existing businesses, or encourage development of previously vacant land. Alternatively, lack of access can contribute to loss of customers and economic decline in a neighborhood, or serve as a disincentive to new investment.

PROJECT PROFILE: COMPREHENSIVE ECONOMIC DEVELOPMENT STRATEGY

In addition to its responsibilities as MPO, the RPC is also the designated Economic Development District (EDD) for Jefferson, Orleans, Plaquemines, St. Bernard and St. Tammany Parishes. In this role, the RPC received funding from the Economic Development Administration to develop a Comprehensive Economic Development Strategy (CEDS), which was finalized in 2018.

The CEDS is designed to build capacity and guide the economic prosperity and resilience of the region. It outlines recent trends, strengths, weaknesses, opportunities and threats, and translates these into specific strategies for enhancing economic development. Implementation of the plan will involve close coordination with regional partners as well as infrastructure investments by the RPC.





The RPC's transportation decisions can have a substantial impact on the regional economy, as well as the development or revitalization of specific locations. Individuals are also impacted in their ability to access jobs, affordable housing, and basic needs, an especially important consideration for historically 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 resilience of the regional economy, both now and in the future.

The need for linking transportation and economic development planning is recognized by the public and highlighted by regional economic conditions. The RPC's public survey indicates that 53% of respondents place a high priority on "ensuring all people in the community can access jobs, education, and other economic opportunities." This is perhaps unsurprising given the region's high rates of poverty and lower median household incomes relative to the rest of the nation. The significant variations between parishes in poverty rates and incomes indicate that enhanced mobility and accessibility can improve economic opportunity, further emphasizing the need for incorporating economic considerations into the transportation decision making process.

RESILIENCE & SUSTAINABILITY

The New Orleans region is unique, with a culture, history, and natural geography that is treasured by residents and visitors alike. However it is also prone to a variety of natural and human-made hazards that pose an increasing risk to the physical and social fabric of the community. The RPC and its regional stakeholders recognize that the transportation system must be planned in such a way as to contribute to the overall resilience and sustainability of the region, so that it may continue to thrive for generations to come.

Transportation at once impacts and is impacted by the natural environment. Vehicle emissions diminish air quality and contribute to climate change, while runoff from impermeable surfaces is a major cause of water pollution, strains drainage infrastructure, and causes subsidence and pavement damage by preventing groundwater replenishment. The available transportation infrastructure also directly influences land uses that displace and fragment native landscapes, encourage development in vulnerable locations, and result in further emissions due to increased VMT. At the same time natural hazards that may be exacerbated by these impacts pose a risk to the infrastructure itself.

The transportation system can also contribute to more sustainable interactions with the natural environment, and enhance community resilience to inevitable threats and hazards. A well-connected, reliable, and safe system encourages the use of alternative modes as well as development patterns that have a reduced environmental impact. Planning for improved access to basic needs and economic opportunity enhances individual community members' ability to minimize risk, and a robust system provides multiple evacuation options when necessary. Physical infrastructure can also be designed to mitigate routine hazards, withstand extreme events, and recover more quickly.





REGIONAL CHALLENGES & OPPORTUNITIES

With the exception of sulfur dioxide (SO²), the New Orleans region is in full attainment of all National Ambient Air Quality Standards (NAAQS) for the criteria pollutants defined in the Clean Air Act. The SO² exceedance is attributed to point-source polluters and is expected to become compliant with standards in the near future. The remaining criteria pollutants - ozone, particulate matter, nitrogen dioxide, carbon monoxide, and lead - are more closely tied to transportation-related emissions and therefore more directly influenced by the RPC's planning efforts. While the region remains in attainment for these pollutants, continued VMT growth and the potential for lowered standards could change that status in the future.

Aside from regulatory considerations, improved air quality has direct benefits on public health and community livability. Importantly, transportation-related greenhouse gas emissions are a significant contributor to climate change, which poses an immediate and growing threat to the region. To mitigate air quality impacts, transportation projects should emphasize emissions reductions by encouraging non-SOV travel; otherwise reducing VMT through improved network connectivity and coordinated land-use decision-making; limiting congestion and delay; and providing opportunity for the use of alternative fuels.

To a great extent, the environmental resources and challenges in the region are defined by water, and these are closely linked to transportation. In a region that spends half of each year under threat of hurricanes and tropical storms, evacuation routes are critical, but many communities have limited access points. Bridges with low lying approaches or modal conflicts are significant weak links that may be addressed through physical improvements or the provision of redundant routes. As the region's

urban footprint expands and the climate becomes less predictable, disruptions to the transportation network have become more frequent and can come with little or no notice. Severe street flooding that was formerly only experienced during major storms now occurs during summer rain events. The frequency of other events such as tornadoes and freezes, both highly disruptive to the transportation network, is similarly increasing. By incorporating resilience planning into its decision-making, the RPC can play a direct role in enhancing the ability of the physical infrastructure to withstand these and other threats.

While definitions of resilience and sustainability vary, all sources agree that these concepts are impacted by far more than infrastructure and the built environment. The regional economy, culture and leadership all play critical roles in determining whether the community and its individual members will thrive in the future. The RPC recognizes the interrelated nature of its work and the various other components of resilience and sustainability, and will seek to coordinate its projects and programs with relevant stakeholders wherever possible to ensure the region remains a healthy and safe place to live.

4. VISIONS, GOALS AND OBJECTIVES



THE REGION'S EXISTING CONDITIONS, TRENDS, PRIORITIES, AND INPUT FROM STAKEHOLDERS AND THE PUBLIC GIVE A CLEAR DIRECTION FOR TRANSPORTATION PLANNING IN THE NEW ORLEANS MPA. WITH THIS IN MIND, THE RPC HAS DEVELOPED THE FOLLOWING VISION STATEMENT, GOALS, AND OBJECTIVES FOR THE 2048 METROPOLITAN TRANSPORTATION PLAN. THESE WILL BE ACHIEVED THROUGH THE IMPLEMENTATION OF THE STRATEGIES AND PROJECTS DESCRIBED IN THIS PLAN.





VISION STATEMENT

It is the mission of the Regional Planning Commission to plan, build, and maintain a transportation system that fulfills the critical roles of connecting people and communities, and facilitates the efficient movement of goods across our region.

GOAL 1: SAFETY

No transportation investment should create a risk for its users. A priority for every project will be increasing safety on the transportation system for all existing and potential users, particularly those that are most vulnerable.

OBJECTIVE 1-1:

Reduce the number of fatalities and serious injuries resulting from automobile crashes.

OBJECTIVE 1-2:

Reduce the number of fatalities and serious injuries resulting from non-motorized crashes.

OBJECTIVE 1-3:

Reduce the number of public transit related crashes.





GOAL 2: STATE OF GOOD REPAIR

Emphasis should be placed on maintaining and enhancing the multimodal functionality of existing infrastructure before investing in the addition of new roadway capacity. Transportation facilities should be designed in a way that can endure anticipated future conditions, including routine use and extreme events.

OBJECTIVE 2-1:

Maintain the physical condition of the region's roadways through repair and preventative maintenance.

OBJECTIVE 2-2:

Maintain the physical condition of the region's bridges through repair and preventative maintenance.

OBJECTIVE 2-3:

Maintain a state of good repair of the region's public transportation assets.

GOAL 3: LIVABILITY

The transportation system should efficiently connect people to the region's services and opportunities, should be appropriately scaled to the community context it serves, and should be accessible and welcoming to all, whether they are travelling by public transportation, bicycle, foot, mobility aid, or personal motor vehicle.

OBJECTIVE 3-1:

Increase the effectiveness of the public transportation system in connecting people to jobs and services.

OBJECTIVE 3-2:

Create viable, safe, and well connected opportunities for non-motorized travel within and between our communities.

OBJECTIVE 3-3:

Minimize travel delay on the region's major regional travel corridors.





GOAL 4: STEWARDSHIP

The transportation system we create today should positively impact the cultural fabric of our communities, and should be both financially and environmentally sustainable for future generations.

OBJECTIVE 4-1:

Increase the capability of the transportation system to continue functioning in the face of both periodic and chronic shocks and stressors.

OBJECTIVE 4-2:

Reduce the transportation system's contribution to environmental degradation, including air pollution, greenhouse gas emissions, water pollution, and stormwater drainage disruption.

OBJECTIVE 4-3:

Transportation projects should not disturb the cultural fabric of the communities they serve, but should instead integrate into and contribute to their viability.

OBJECTIVE 4-4:

Follow the principles of fiscal constraint, with the costs of planned improvements and their long term maintenance not exceeding the anticipated ability of the region to fund them.

GOAL 5: ECONOMIC DEVELOPMENT

The transportation system should serve as an engine to our regional economy, providing residents with access to employment, facilitating the movement of goods within our region and beyond, and being usable and valued by visitors.

OBJECTIVE 5-1:

Improve functionality of the region's freight transportation system and connectivity to intermodal facilities.

OBJECTIVE 5-2:

Connect people to employment and job training opportunities, and businesses to existing and potential customers.

OBJECTIVE 5-3:

Foster a transportation system that is usable and easily understood by visitors to the region, and which allows them to access the region's variety of amenities.





GOAL 6: EQUITY

The benefits we accrue from our transportation system should be shared by all residents of our region, and no person or community should suffer disproportionately from our decisions.

OBJECTIVE 6-1:

Avoid disparate negative impacts to communities that are at a social or economic disadvantage.

OBJECTIVE 6-2:

Identify ways to improve access and mobility within identified communities of need, and ways to connect those communities to opportunity.


OBJECTIVE 6-3:

Seek out meaningful public input to the planning process from all of the region's residents, particularly those whose voice has historically been minimized.

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5. PERFORMANCE-BASED PLANNING & PROGRAMMING





ENSURING THAT THE MTP ACTUALLY ACHIEVES ITS STATED GOALS REQUIRES PROCESSES TO TRACK PERFORMANCE OVER TIME. WHILE STAKEHOLDER FEEDBACK REMAINS A CRITICAL INDICATOR OF SUCCESS, THE RPC ALSO USES QUANTITATIVE DATA TO EVALUATE ITS PROGRESS AS AN AGENCY AND TO ASSESS THE OVERALL PERFORMANCE OF THE TRANSPORTATION SYSTEM. THIS EVIDENCE-BASED APPROACH ALLOWS THE RPC TO ADJUST ITS PROGRAMMING AS NECESSARY AND TO IDENTIFY THE MOST EFFECTIVE STRATEGIES FOR ENHANCING REGIONAL TRANSPORTATION.





Performance Based Planning and Programming (PBPP) is an approach adopted by FHWA, FTA, state DOTs, transit agencies, and MPOs that uses quantitative data and other information to strategically direct transportation decision-making. PBPP is a systematic, evidence-based method for integrating data into the transportation planning process at all levels, from concept to design and implementation. It is important to note that PBPP is intended to supplement, not replace, the decision-making roles and responsibilities of the general public, elected officials, or technical experts.

The use of PBPP by MPOs is formally codified and required by the FAST Act (23 CFR Part 490). Beginning in 2018, MPOs, DOTs, and transit agencies shall identify targets for several performance measures within five key policy areas:

- Safety;
- Pavement and Bridge Condition;
- System Performance and Freight;
- Congestion Mitigation & Air Quality (CMAQ); and
- Transit Asset Management (TAM).

The specific performance measures are listed in Figure 5A. For Safety, Pavement and Bridge Condition, System Performance and Freight, and CMAQ¹ measures, LADOTD is required to establish statewide targets. At the regional level the RPC may choose to develop its own targets or adopt those of the state. For Transit Asset Management measures, the region's transit providers establish their own targets and the RPC, in coordination with the providers, develops regional targets.

¹ The FAST Act requires that CMAQ performance measure targets shall be set by MPOs that contain area(s) designated as nonattainment or maintenance for ozone (O₃), carbon monoxide (CO) or particulate matter (PM₁₀ and PM_{2.5}) National Ambient Air Quality Standards (NAAQS). There are currently no areas served by the RPC that meet any of these criteria.

Figure 5A - Policy areas and performance measures identified in 23 CFR Part 490	
Safety	
Number of fatalities	
Fatalities per million vehicle miles traveled (VMT)	
Number of serious injuries	
Serious injuries per million vehicle miles traveled (VMT)	
Number of non-motorized fatalities and non-motorized serious injuries	
Pavement & Bridge Condition	
Pavement	Percentage of Interstate pavement in good condition
	Percentage of Interstate pavement in poor condition
	Percentage of non-Interstate National Highway System (NHS) in good condition
	Percentage of non-Interstate National Highway System (NHS) in poor condition
Bridge	Percentage of NHS bridges in good condition
	Percentage of NHS bridges in poor condition
System Performance & Freight	
System Performance	Interstate Travel Time Reliability Measures (TTRM): percentage of person miles traveled on the interstate that are reliable
	Non-Interstate Travel Time Reliability Measures (TTRM): percentage of person miles traveled on the non-Interstate NHS that are reliable
Freight	Truck Travel Time Reliability (TTTR) Index: percentage of truck miles traveled on the interstate that are reliable
Congestion Mitigation and Air Quality (CMAQ)	
Traffic Congestion	Peak Hour Excessive Delay (PHED)
	Non-single Occupancy Vehicle Travel
On-road Mobile Source Emissions	Total Emissions Reductions
Transit Asset Management (TAM)	
Rolling Stock	Percentage of inventory exceeding Useful Life Benchmark (ULB)
Equipment	Percentage of inventory exceeding Useful Life Benchmark (ULB)
Facilities	Percentage of inventory exceeding 2.5 on the Transit Economic Requirements Model (TERM) scale
Infrastructure	Performance of track segment with performance restrictions

Figure 5B - New Orleans Safety Performance Measures & Targets

Measure	Baseline (2012-2016 Avg.)	Targeted Annual Change	Target (2018)
Number of Fatalities	67	-1%	65
Number of Serious Injuries	243	-1%	239
Rate of Fatalities per 100 million vehicle miles traveled	0.99	-1%	0.98
Rate of serious injuries per 100 million vehicle miles traveled	3.64	-1%	3.56
Number of non-motorized fatalities and serious injuries	79	-1%	77

Baseline Source: Louisiana Crash Data Reports, 2017*

Figure 5C - RPC Region Safety Performance Measures & Targets

Measure	Baseline (2012-2016 Avg.)	Targeted Annual Change	Target (2018)
Number of Fatalities	101	-1%	97
Number of Serious Injuries	301	-1%	293
Rate of Fatalities per 100 million vehicle miles traveled	1.00	-1%	0.98
Rate of serious injuries per 100 million vehicle miles traveled	2.98	-1%	2.92
Number of non-motorized fatalities and serious injuries	99	-1%	95

Baseline Source: Louisiana Crash Data Reports, 2017*

SAFETY

Safety targets for the New Orleans MPA were established in January, 2018 and will be updated annually thereafter. For 2018 the RCP adopted the same targets as LADOTD – a 1% annual reduction in all measures. The targets are compared to a base period comprising the average of the five calendar years ending prior to the year the targets are set.

The current LADOTD targets were set in 2017; therefore, the base period is comprised of the five calendar years ending in 2016 (i.e., 2012-2016). The measures, base values, and target values are listed in Figure 5B. Where VMT is included in target calculations, both base and target values are based on an estimated 2015 VMT derived from the regional travel forecast model maintained by the RPC. It should also be noted that the 2018 targets reflect two years of change from the base: a 1% reduction in 2017 and another 1% reduction in 2018.

Safety performance measures and targets aggregated to the entire region served by the RPC (Mandeville-Covington, New Orleans, Slidell, and South Tangipahoa) are listed in Figure 5C for informational purposes.

*This document and the information contained herein is prepared solely for the purpose of identifying, evaluating and planning safety improvements on public roads which may be implemented utilizing federal aid highway funds; and is therefore exempt from discovery or admission into evidence pursuant to 23 U.S.C. 409. Contact the Traffic Safety Office at (225) 379-1871 before releasing any information.

ROAD & BRIDGE CONDITION

Three performance measures are used to track the condition of roads and bridges on the NHS:

- Percentage of Interstate lane miles in Good or Poor condition
- Percentage of non-Interstate NHS lane miles in Good or Poor condition
- Percentage of NHS bridge deck area in Good or Poor condition

Figure 5D - New Orleans MPA Pavement & Bridge Condition Targets, 2018-2022

	Interstate		Non-Interstate NHS		NHS Bridge	
	Good%	Poor%	Good%	Poor%	Good%	Poor%
Baseline (2018)	29.20%	0.37%	12.61%	15.71%	43.20%	9.00%
2-year Target (2020)	26.55%	0.58%	11.33%	15.87%	33.75%	9.90%
4-year Target (2022)	22.12%	0.77%	9.92%	16.03%	28.93%	9.90%
<i>Baseline Source: Louisiana Department of Transportation and Development, 2018</i>						

Figure 5E - RPC Region Pavement & Bridge Performance Measures & Targets

	Interstate		Non-Interstate NHS		NHS Bridge	
		Poor%	Good%	Poor%	Good%	Poor%
Baseline	12.68%	0.09%	12.94%	14.66%	43.08%	7.79%
2-year Target (2020)	11.52%	0.15%	11.63%	14.81%	33.65%	8.56%
4-year Target (2022)	9.60%	0.20%	10.17%	14.96%	28.85%	8.56%
<i>Baseline Source: Louisiana Department of Transportation and Development, 2018</i>						

The FAST Act requires states to set 2- and 4-year targets for each measure; MPOs may adopt their state's targets or set their own. For the reporting period 2018-2022 the RPC has chosen to set its own targets, but has used the state targets as the basis for regional calculations with some modifications. LADOTD created the statewide targets based on projected project funding and forecasts of pavement and bridge condition.

The targets reflect an expectation that overall pavement and bridge condition will decline over the next four years. The RPC derived a 2- and 4-year rate of change from each state target, and applied those rates to its own regional baseline measures from 2017. Exceptions to this method were made in two categories: non-Interstate NHS pavements in Poor condition and NHS bridges in Poor condition. For those measures, the state rates of change would have resulted in unacceptably high regional targets for the percentage of pavements or bridges in Poor condition, and the RPC developed alternative, regionally-appropriate rates of change.

The baseline measures and targets for the New Orleans MPA are listed in Figure 5D. Pavement and bridge condition measures and targets aggregated to the entire region served by the RPC (Mandeville-Covington, New Orleans, Slidell, and South Tangipahoa) are listed in Figure 5E for informational purposes.



SYSTEM PERFORMANCE & FREIGHT

Three performance measures are used to track the reliability of passenger and freight travel on the NHS:

- Interstate Level of Travel Time Reliability (Interstate LOTTR) - The percentage of person-miles traveled on the Interstate system that are considered reliable (i.e., 100% is ideal);
- Non-Interstate NHS Level of Travel Time Reliability (Non-Interstate NHS LOTTR) - The percentage of person-miles traveled on the non-Interstate NHS that are considered reliable (i.e., 100% is ideal);
- Truck Travel Time Reliability Index (Truck TTRI) - A ratio indicating the reliability of truck travel times on the Interstate system (i.e., 1.0 is ideal).

For the LOTTR and Truck TTRI measures, data for all four of the MPAs represented by the RPC (South Tangipahoa, Slidell, Mandeville-Covington, and New Orleans) have been aggregated to provide region-wide measures and targets. These reliability-focused measures are primarily used to assess congestion on the transportation system, and the RPC's Congestion Management Process (CMP) includes the entire RPC region under a single process due to the highly interrelated nature of regional congestion.

Combining LOTTR and Truck TTRI measures on a larger, regional scale is therefore consistent with existing RPC practice. Moreover the CMP itself provides for procedures to evaluate congestion at the urbanized area and corridor levels. As such, the regional reliability measures and sub-area CMP analyses provide the RPC with multiple scales of congestion analysis that have not been previously available.

The state is required to set 2- and 4-year performance targets; MPOs may use the state targets or set their own. As with road and bridge conditions, the RPC has chosen to set its own regional system performance targets for the reporting period of 2018-2022, which use a similar target-setting methodology as LADOTD. These targets are shown

in Figure 5G. To calculate targets, an annual growth rate is applied to baseline measurements from 2017. LOTTR projected growth rates are based on the 2013-2015 average annual growth; Truck TTRI growth rates are the inverse of the Interstate LOTTR growth rate.

Overall, the targets reflect an expectation that system reliability will change minimally over the next four years. This assumption is based on (1) prior year trends; (2) relatively slow regional growth; and (3) relatively few projects that will have a significant impact on reliability measures.

Figure 5G - Regional and State Lottr and TTRI Performance Measures & Targets

	Interstate LOTTR	Non- Interstate NHS LOTTR	Truck TTRI
RPC Annual Growth Rate*	-0.30%	0.00%	0.30%
2017 Baseline	81.90%	86.80%	1.51
2018 Target	81.65%	86.80%	1.51
2019 Target	81.41%	86.80%	1.52
2020 Target (2-year)	81.17%	86.80%	1.52
2021 Target	80.92%	86.80%	1.53
2022 Target (4-year)	80.68%	86.80%	1.53
*LOTTR Projected growth rates are based on the 2013-2015 average annual growth; Truck TTRI growth rates are the inverse of the interstate LOTTR Growth Rate.			
Baseline Source: National Performance Management Research Dataset, 2018			

TRANSIT ASSET MANAGEMENT

The performance measures for tracking the condition of transit assets are:

- Rolling Stock – the percentage of revenue vehicles meeting or exceeding their Useful Life Benchmark (ULB);
- Equipment – the percentage of non-revenue vehicles meeting or exceeding their ULB;
- Infrastructure – the percentage of track segments with performance restrictions;
- Facilities – the percentage of assets with a condition rating exceeding 2.5 on FTA's TERM scale.

Figure 5F - Transit Asset Management Targets

Rolling Stock	Abr	ULB	REGIONAL
Bus	BU	14	15%
Cutaway Bus	CU	14	5%
Articulated Bus	AB	14	5%
Van/Minivan	VN/MV	8	20%
Streetcar	SR	31	0%
Streetcar (Vintage)	SR(v)	58	0%
Ferryboat	FB	42	50%
Equipment	Abr	ULB	REGIONAL
Automobiles	AO	8	5%
Trucks, SUVs, Vans	SV	8	18%
Steel Wheel		25	100%
Facilities			REGIONAL
Admin and Maintenance			20%
Passenger and Parking			10%
Infrastructure			REGIONAL
Streetcar Rail			5%

Targets for the transit asset management measures are established every year by transit providers and provided by them directly to FTA via the National Transit Database. The RPC is required to update regional asset management targets every four years, roughly aligned with the TIP and MTP update cycle.

See Figure 5F for current targets. Rolling Stock and Equipment percentages are those that will reach their ULB; infrastructure is the percentage of track segments with performance restrictions; Facility percentages are those that will exceed 2.5 on the FTA's Transit Economic Requirements Model (TERM) scale scale.

ACHIEVING TARGETS

The RPC aims to achieve the targets described above through implementation of the projects listed in the MTP. Each project is selected through careful analysis of its anticipated impacts to the safety, efficiency, effectiveness, and preservation of the regional transportation system.

Included as Appendix B, the RPC's Project Ranking Scorecard includes subcategories that are directly tied to the federal performance measures: Motorized Safety, Non-motorized Safety, Road State of Good

Repair, Bridge State of Good Repair, Travel Reliability, and Truck Movement. Viewed together these categorizations illustrate how the program of projects will achieve the RPC's targets.

The RPC additionally works with local transit operators to align funding with their agency-specific Transit Asset Management (TAM) plans in order to achieve regional TAM performance targets. While the plans ensure assets remain in condition over the long-term they are also flexible enough to respond to immediate, shifting needs. This balance is reflected in the MTP and the TIP, which is regularly updated to respond to transit agencies' asset management requirements.

Figure 5H - New Orleans MPA, MTP 2048 Projects by Performance Measure Topic

	Projects	%
Safety: Motorized	21	10%
Safety: Non-motorized	54	25%
State of Good Repair: Road	75	35%
State of Good Repair: Bridge	25	12%
Travel Reliability	81	38%
Truck Movement	26	12%

Figure 5I - New Orleans MPA, MTP 2048 Projects by Goal

	Projects	%
Safety	70	32%
State of Good Repair	97	45%
Livability	108	50%
Stewardship	39	18%
Economic Development	48	22%
Equity	46	21%



TRACKING MTP GOALS

While the federally-required performance measures provide an assessment of progress in key policy areas, they do not fully encapsulate all of the goals established by this plan. The Project Ranking Scorecard allows the RPC to track the degree to which the program of projects in the MTP align with its goals.

ANNUAL PERFORMANCE REPORT

PBPP's focus on tracking performance over time inherently requires procedures to regularly report performance measures and progress toward achieving targets. To satisfy this need, the RPC will publish an Annual Performance Report that describes each of the regional performance measures and whether the established targets have been met. The targets will also be updated as appropriate. As previously discussed, safety targets must be updated annually; system performance and condition targets may be adjusted every two years, and must be updated every four years; regional transit asset targets must be updated every four years. It is anticipated that the Annual Performance Report, in combination with similar documentation efforts such as the annual List of Obligated Projects, will provide an ongoing assessment of the RPC's progress towards achieving its regional transportation goals and vision.

6. TOOLS, PROGRAMS, & STRATEGIES



THE MAJOR TOOLS, PROGRAMS, AND STRATEGIES THAT COMPRISE THE RPC'S PLANNING PROCESS ARE DESCRIBED IN THIS CHAPTER. THEY ARE INFORMED BY THE INFORMATION PRESENTED IN THE REGIONAL OVERVIEW AND REGIONAL PRIORITIES CHAPTERS, AND EACH ATTEMPTS TO ACHIEVE THE VISION, GOALS, AND OBJECTIVES OF THIS PLAN. WHILE THESE EFFORTS ARE DESCRIBED SEPARATELY, THE RPC WILL CONTINUE TO TREAT THE REGION'S TRANSPORTATION NETWORK AS AN INTEGRATED SYSTEM, AND WILL ACCORDINGLY CONDUCT HOLISTIC PLANNING EFFORTS THAT UTILIZE THE BEST AVAILABLE PRACTICES, METHODS, AND TECHNOLOGIES.





TRANSIT

The RPC has three primary approaches to improving public transit in the region, and working toward public transit as a viable and easily accessible mobility option in a multimodal transportation system.

The first is to foster transit service that effectively and conveniently connects travelers to destinations throughout the region.

Secondly, on identified transit priority corridors, the RPC will seek opportunities to incorporate improvements that facilitate the efficient movement of transit, as well as provide safe and easy access to stops for riders.

Finally, through the Transit Asset Management Process, the RPC will ensure that federal capital funds are dedicated toward maintaining a state of good repair among the region's transit vehicles and infrastructure.

REGIONAL TRANSIT NETWORK DESIGN

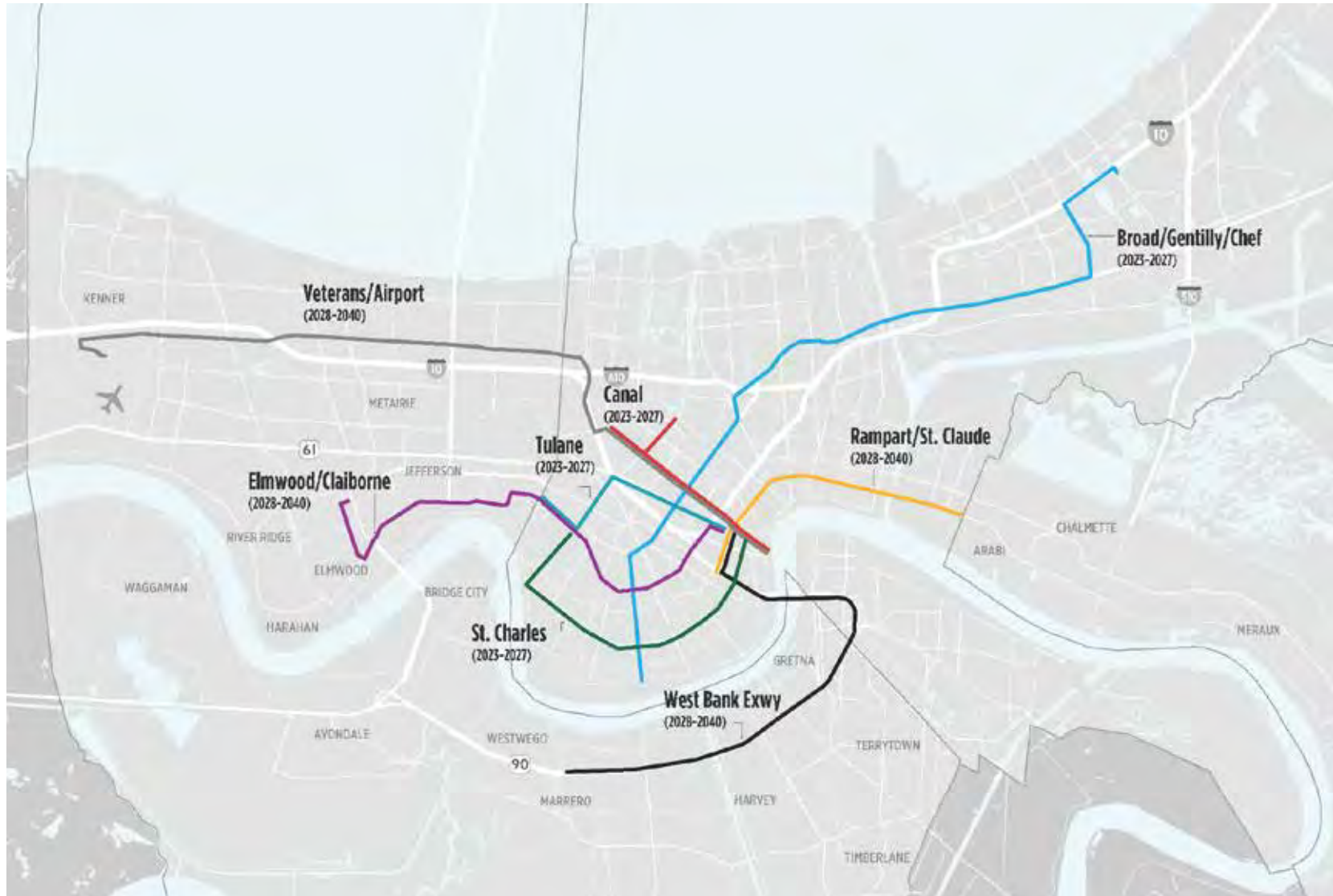
The RPC is not a transit provider. However, partnerships with our transit operators and with local elected officials, and the ability to directly provide and coordinate these regional transit planning efforts, are keys to ensuring the success of network design strategies. Future efforts will focus on the planning and implementation of a coordinated, regional transit network. Much of this work will build off the foundations laid in RTA's Strategic Mobility Plan and the Jefferson Parish Transit Strategic Plan. These plans identified opportunities for better coordination and integration of transit services in the region.

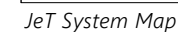
These studies took into account the balance that must be struck between various competing goals in a fiscally constrained environment. Should bus service be more spread out but less frequent, or should it be more focused on high frequency key routes, at the cost of less coverage? Are more transfers acceptable if the connections are more reliable and the route more direct? These concepts will be further refined by a Comprehensive Operations Analysis (COA) that the RPC is undertaking in 2019.



Figure 6A - RTA Strategic Mobility Plan Designated High-Capacity Transit Corridors.

HIGH-CAPACITY TRANSIT CORRIDORS





TRANSIT CORRIDOR IMPROVEMENTS

JeT and RTA have each identified “Transit Priority Corridors” in their respective plans. These corridors serve regional travel purposes, have high or potentially high ridership, and have adjacent land uses that are supportive of transit. In addition to increasing frequency on these routes, there may be opportunities for infrastructure improvements that ease rider access or give transit vehicles enhanced priority.

The RPC will work with operators, departments of public works, and LADOTD to identify opportunities to implement these improvements in the context of an overall multimodal approach to corridor planning.

PEDESTRIAN AND BICYCLE ACCESS

Improving conditions for pedestrians and bicyclists, particularly around stops and stations, will ensure safe and easy access to the transit system. See Pedestrian and Bicycle Strategies for more on these types of improvements.

TICKETING

Systems that allow and encourage riders to purchase tickets before boarding the bus or streetcar, or that allow a rider to use a non-cash payment, will decrease boarding times and delay on routes with high ridership. RTA has developed such a system with a phone app that can be pre-paid and scanned upon boarding.

TRAFFIC SIGNAL PRIORITY

In a signal priority corridor, the transit vehicle can communicate with traffic signals. If a bus or streetcar is behind schedule, the signal will lengthen a green signal or shorten a red signal, reducing unnecessary delay at intersections. JeT is in the process of implementing such a system on Veterans Boulevard.

QUEUE JUMP LANES

These lanes allow buses to bypass queues at congested intersections. These can be combined with priority signalization to give buses a head start at intersections.

DEDICATED BUS LANES

Giving buses their own lanes eliminates the delay that happens when a bus gets caught in regular traffic.

BUS RAPID TRANSIT

Bus Rapid Transit (BRT) is achieved through a thoughtful combination of the above features. When implemented with high frequency service, appropriate distances between stops, and well- designed vehicles and stations, BRT can provide all the characteristics of rail service at a much lower cost.



TRANSIT ASSET MANAGEMENT

The current and future condition of transit vehicles, facilities, and other infrastructure is critical to succeeding in any other effort. The RPC and regional transit providers are implementing FTA's Transit Asset Management (TAM) Program in order to achieve and maintain a state of good repair.

The TAM framework allows transit agencies to monitor and manage public transportation assets, improve safety, increase reliability and performance, and establish performance measures in order to help agencies keep their systems operating smoothly and efficiently. The RPC, in coordination with the transit agencies, has established regional TAM performance targets.

CONGESTION MANAGEMENT PROCESS

Federal legislation requires the RPC to maintain a Congestion Management Process (CMP) that attempts to identify and mitigate regional traffic congestion through projects and policies.

Special emphasis is given to the Congestion Management Network, those routes designated as most significant to regional mobility and accessibility. The RPC's Process has been updated concurrently with the MTP to comply with changes in federal guidance, take advantage of new datasets, and respond to the implementation experience of the prior CMP. The updated Process integrates the goals of the MTP and coordinates with other RPC programs to ensure that congestion mitigation is considered in all aspects of the planning process.

CMP CORE TASKS

The RPC's Congestion Management Process accomplishes eight core tasks:

1. DEVELOP CONGESTION MANAGEMENT OBJECTIVES

The objectives of the CMP build upon those of the MTP, particularly those related to improved travel reliability, reduced delay, and the provision of multi-modal transportation choices. Given the CMP's narrower timeframe and focus, the objectives therein are more specific than those in the MTP. They include measurable action items that RPC staff can be expected to achieve on a specified schedule, and where appropriate are linked to other ongoing programs.

2. IDENTIFY AREA OF APPLICATION

The CMP applies to the entire region served by the RPC: the New Orleans TMA, Mandeville-Covington MPA, Slidell MPA, and South Tangipahoa MPA. 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 and Tangipahoa Parishes

do not. Nonetheless, the RPC has chosen to extend the CMP to include these Parishes for several reasons.

First, it is possible that in the future the urbanized areas of St. Tammany and Tangipahoa may reach the 200,000 person threshold, either due to merging of the existing urbanized areas or through population growth. Second, the North Shore's rapid economic and population growth necessitate a systematic approach to proactively mitigating traffic congestion. Finally, traffic movements between the North Shore 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.

3. DEFINE SYSTEM NETWORK OF INTEREST

While the CMP is intended to address congestion across the entire transportation system it focuses on a subset of Federal-Aid routes that carry the majority of regional travel and which experience the most severe congestion. The Congestion Management (CM) Network serves as the core basis for analyzing and measuring congestion in the region, and consists of routes with the highest traffic volumes, regional connectivity, and significance as defined by stakeholders. Alleviating congestion on these routes can be expected to have a considerable impact on regional travel delay. System monitoring within the CMP is not

limited to the CM Network, however. Newly available datasets allow the RPC to perform congestion analyses on the entire Federal-Aid Network, greatly enhancing its ability to identify issues and monitor the impact of implemented projects.

4. DEVELOP PERFORMANCE MEASURES

The performance measures in the CMP are directly tied to the system reliability measures in the MTP, which are themselves outlined in federal legislation. As with its objectives, the CMP performance measures build upon those in the MTP. Performance monitoring is expanded beyond the NHS to include the entire Federal-Aid Network. Measures are also applied separately to the CM Network to assess the performance of the most significant regional routes.

5. INSTITUTE SYSTEM PERFORMANCE MONITORING PLAN

As part of the RPC's enhanced focus on Performance-Based Planning and Programming, an Annual Performance Report will detail all established performance measures, including those in the CMP.

6. IDENTIFY/EVALUATE STRATEGIES

The CMP outlines several potential congestion reduction strategies as well as a process to select those that are most appropriate. Emphasis is placed on solutions that reduce regional VMT such as travel

demand management (TDM), and operations and maintenance strategies that can alleviate congestion without large-scale infrastructure investment. Roadway capacity increases are considered only when other strategies may be inadequate. The Process relies heavily on stakeholder input to select projects that will reduce congestion, with local representatives, the public, and RPC staff providing direction. RPC staff will additionally identify opportunities to include congestion mitigation strategies at the multi-modal corridor planning level in concert with other ongoing planning programs.

7. IMPLEMENT SELECTED STRATEGIES; MANAGE SYSTEM

Project implementation via the CMP is directly tied to the RPC's Transportation Improvement Program. The CMP directs RPC staff to identify congestion management projects in the TIP, track their implementation from initial development through construction, and seek opportunities to incorporate congestion mitigation strategies into other TIP projects.

8. MONITOR STRATEGY EFFECTIVENESS

In addition to performance measures, the Annual Performance Report will detail implemented congestion management projects. The Performance Report will include analyses of congestion at specific locations and corridors where strategies have been implemented, and evaluate their relative impact.

Non-Motorized Transportation

Facilitating safe walking and biking is integral to the RPC's planning process, and the potential for adding or enhancing non-motorized facilities is considered during the development of all projects. This can range from simple improvements such as enhanced crosswalks to more complex treatments like buffered bike lanes or separated paths. The RPC has seen great success in these efforts in recent years, as evidenced by an ever-expanding non-motorized network and an increasing share of walking and biking commuting.

In addition to considering the needs of people walking and biking at the project level, the RPC also continues to engage in larger-scale programs intended to increase the use of non-motorized modes across the region. Several of these initiatives are described below.

PLANNING

The RPC has produced or participated in a number of plans to promote and develop improved walking and biking conditions in our member parishes. These plans identify projects and policies the parishes can implement on their own as well as those that can leverage RPC resources. Recent efforts include:

- St. Charles Pedestrian and Bicycle Master Plan (December 2018)
- St. Bernard Parish Bikeway and Pedestrian Plan Update (June 2017)
- Jefferson Parish Bicycle Master Plan (December 2013)
- City of New Orleans Pedestrian Safety Action (July 2014)

EDUCATION AND OUTREACH

Acknowledging the critical role of individual behavior in improving safety, the RPC has regularly engaged in public outreach campaigns to promote safer driving, walking and biking. The most recent of these is the Safe Streets for Everyone program, completed in partnership with LADOTD and the City of New Orleans. This multi-faceted project included a targeted media campaign, outreach to community groups, and distribution of safety equipment to the public. The program was intentionally designed to be replicable in other parts of the region, and its methodology may be used in future efforts.

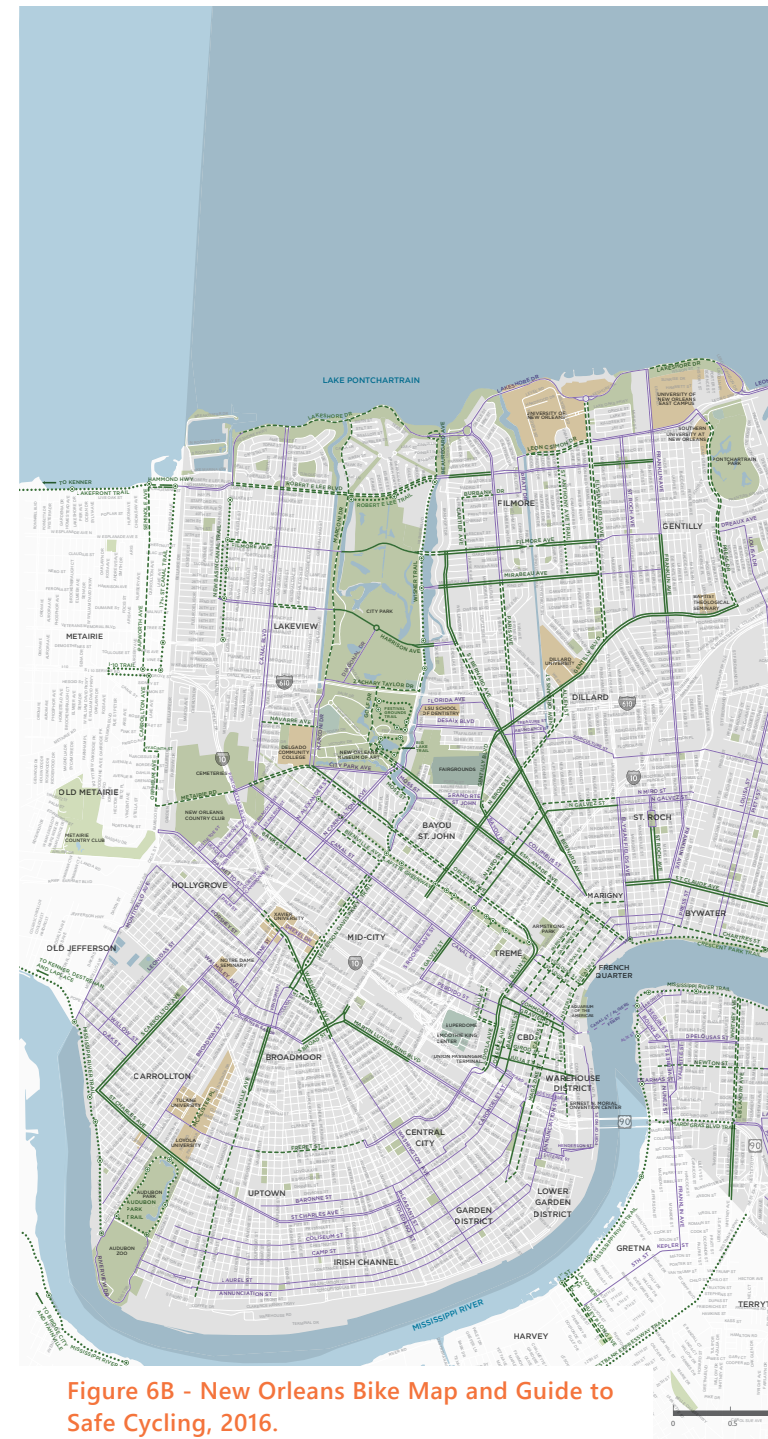


Figure 6B - New Orleans Bike Map and Guide to Safe Cycling, 2016.



NEW ORLEANS BIKE MAP AND GUIDE TO SAFE CYCLING

The 2016 New Orleans Bike Map and Guide to Safe Cycling, newly updated with an additional 40 miles of bikeways, is the third edition of the popular map, after originally debuting in 2012. Newly expanded, the bigger and better map reflects the latest additions to the New Orleans Bikeway Network (as of April 2016) and new connector routes suggested by the public. The Guide to Safe Cycling provides drivers and riders with an overview of traffic laws so that everyone can stay safe and legal on the city streets, as well as a new guide to Trail Etiquette. Printed copies are available free of charge at New Orleans Public Library branches, local bike shops, and events. The RPC will continue to update and distribute this important resource as part of its non-motorized programming.

RESEARCH AND DATA COLLECTION

The Pedestrian and Bicycle Resource Initiative (PBRI) is a collaborative project between the RPC and University of New Orleans, funded by the RPC. PBRI is intended to serve as a planning resource for key decision-makers in Louisiana by providing access to research, policy resources, and data. Through the PBRI, the RPC funds the collection of walking and biking usage data in the New Orleans region. This data is used to assess changes in travel behavior over time, and to assess the impacts of implemented strategies on usage.

SAFETY

The New Orleans Regional Traffic Safety Coalition, representing the parishes of Orleans, Jefferson, St. Bernard, and Plaquemines, has adopted walking and bicycling as an Emphasis Area in the region's transportation safety planning. For more information, please see the discussion on Safety planning on the following pages.

SAFETY

The RPC continues to move forward aggressively with safety programming to reduce deaths and injuries. Safety is an essential goal within all tasks at the RPC and is inextricably linked to projects selected for inclusion in the TIP and MTP. It encompasses a range of activities and project types.

Safety goals for the New Orleans MPA are closely linked to Louisiana's Strategic Highway Safety Plan (SHSP), a data-driven approach led in part by LADOTD with the goal of reducing transportation-related fatalities and serious injuries 50% by 2030.

REGIONAL SAFETY COALITIONS

As part of its statewide safety efforts, LADOTD has led the establishment of multidisciplinary regional safety coalitions tasked with reviewing local crash data and developing a continually evolving, data-driven action plan that is linked to the SHSP. The New Orleans MPA is divided between two regional safety coalitions:

- The parishes of Orleans, Jefferson, St. Bernard, and Plaquemines constitute the New Orleans Regional Transportation Safety Coalition (NORTSC).
- The parishes of St. Charles and St. John the Baptist are members of the South Central Safety Coalition (SCCC).

The NORTSC coordinator is housed within the RPC,

and works closely with the SCCC to ensure consistency of efforts between the two coalitions. Through a separate coordinator, the RPC also manages the Northshore Regional Transportation Safety Coalition (NSTSC), which serves the Mandeville-Covington, Slidell, and South Tangipahoa MPAs.

Regional coordinators facilitate meetings of members from various agencies and backgrounds, including law enforcement, local governments and agencies, emergency services, hospitals, school boards, and civic organizations working together to implement the strategies identified in the SHSP.

Beyond monitoring progress and updating the regional action plan as needed, The RPC's regional coalition coordinators analyze crash data to identify problem areas; participate in and support marketing campaigns developed by the National Highway Traffic Safety Administration (NHTSA) and LADOTD's Communication Coordinating Council; provide assistance to coalition members researching and applying for federal funding; facilitate trainings; and conduct outreach efforts to educate coalition members and local citizens on relevant transportation safety issues, programs and events. Coordinators also research best practices related to regional emphasis areas and to find innovative safety programs that could potentially be implemented locally.

EMPHASIS AREAS

The regional SHSP identifies strategies in engineering, education, enforcement and emergency services (the 4E approach), targeted towards six emphasis areas: distracted driving, impaired driving, infrastructure and operations, occupant protection, young drivers, and walking and bicycling.

1. DISTRACTED DRIVING

The newest statewide emphasis area, distracted driving, is a growing issue on Louisiana roadways. While distracted driving is often associated with the use of cell phones, many other distractions can take a person's attention from the road, including: eating,

reaching for objects, and passengers. Louisiana defines distracted driving as: a distracted or inattentive driver is one who is actively engaged in any activity that diverts his/her attention away from the task of driving.

2. IMPAIRED DRIVING

Louisiana's rates of alcohol- and drug-related fatalities have been higher than the national average and the same holds true for both the New Orleans and North Shore regions. Coalitions are attempting to address this through coordinating increased and strategic enforcement, as well as training law enforcement; education and marketing directed toward at-risk populations; and finding alternatives to driving while impaired.

The latter is a challenge, particularly in rural areas where there isn't always viable public transit or taxi service. Coordinators are presently researching how other similar communities have provided alternative transportation options, including the possibility of a ride-sharing service, and have recruited representatives from the local, demand-response transit agency and other stakeholders to participate in coalition meetings and offer their insights.

3. INFRASTRUCTURE AND OPERATIONS

Regional coordinators work with LADOTD and the

Louisiana Transportation Research Center to identify road segments, based on data analysis and mapping, with high rates of roadway departure and intersection crashes resulting in fatal or serious injuries. This information informs locations for Road Safety Audits, as well as identify physical characteristics of roadway design that lead to higher crash rates so proactive, low-cost improvements can be implemented system-wide.

Infrastructure improvements are vital to reduce crashes in other emphasis areas as well. For example, many roadway departure incidents also involve impaired and distracted driving or young drivers, and the results are exponentially worse if vehicle occupants aren't properly restrained.

Given the RPC's overall focus on infrastructure improvements, this emphasis area provides multiple opportunities to incorporate safety into other projects and programs. The RPC will continue to include safety considerations in all projects that could impact infrastructure and operations, from small-scale feasibility studies to multi-modal corridor plans.

4. OCCUPANT PROTECTION

Occupant protection refers to simple safety measures that vehicle passengers have the opportunity and, in most cases, legal obligation to take, but often do not. This includes proper seatbelt use, child restraint, and helmet use on motorcycles and bicycles. The coalitions' strategies to encourage proper usage of this equipment have mostly been targeted toward increased enforcement and education.

Data shows that young males have the highest risk of not protecting themselves in vehicles, so both regional and statewide coalitions intend to target marketing toward this population, as well as incorporate ways to incentivize seatbelt use. New Orleans and North Shore coalition members also regularly sponsor proper child restraint education and car seat giveaways.

5. WALKING AND BICYCLING

People walking and bicycling are overrepresented in the New Orleans region in fatal and serious injury rates, leading the New Orleans Coalition to adopt the regional Walking and Bicycling Emphasis Area. RPC employees were leaders in drafting the Walking and Bicycling Action Plan and play major roles in implementation beyond the tasks of the coalition coordinators.

Strategies include improving infrastructure; marketing campaigns to educate all users on walking and bicycling laws; improving crash data reporting; offering design and education workshops; and utilizing Complete Streets approaches to design, among many others. Additional information about the RPC's non-motorized planning program is available in that section of this chapter.

6. YOUNG DRIVERS

Teen and young adult drivers have a higher risk than other age groups of being involved in. The SHSP emphasis area seeks to bridge gaps between school boards, universities, local governments, trauma center educators, and law enforcement.

The safety coalitions facilitate outreach efforts such as presentations to high school students and their parents that encourage engaged, safe and responsible driving. Crashes involving university students often also involve drug and/or alcohol impairment, so the coalitions are researching potential alternatives that may include shuttles to and from popular locales or ride share programs.

HIGH CRASH CORRIDORS:

Unsafe conditions are often caused by corridor-wide issues such as speed or lack of non-motorized facilities. Expanding on its existing analyses of crashes and identification of high crash locations, the RPC will identify those corridors with disproportionately high crash rates or severity. Defining such corridors will allow the development of larger-scale safety interventions that can have a significant impact on regional crash rates. Such studies can also be included with multi-modal corridor studies that consider other topics such as access, congestion, and resilience.



SYSTEMIC ANALYSIS:

Unsafe conditions frequently exist in locations or on corridors that do not have a history of high crash rates or severity. These locations have the potential for severe injury or death but may not appear in traditional crash history analyses that are used to identify “hotspots.” To address this gap in knowledge, the RPC will conduct systemic analyses that identify the features or combinations of features that are frequently associated with crashes, and identify those locations or corridors where those features appear. Such analyses will allow the RPC to proactively address potentially unsafe conditions before crashes occur.



PROJECT PIPELINE:

While substantial funding is available for safety-specific projects at the state and federal level, they are often awarded on a competitive basis and require that local jurisdictions submit applications within a limited timeframe. To ensure that needed projects have the best opportunity to receive these types of funds, the RPC will work with local jurisdictions to develop a pipeline of projects that are ready for implementation whenever funding becomes available.

LOOKING FORWARD

The RPC will continue its ongoing work with the regional safety coalitions in support of the SHSP. It will also expand its programming to include, among other initiatives, the identification of high-crash corridors and associated safety improvement strategies; enhanced collaboration with local jurisdictions to develop a pipeline of projects eligible for safety-specific funding sources such as the Local Road Safety Program; and, identifying systemic, non-location-specific problems and solutions.

SUSTAINABILITY & RESILIENCE

The RPC's work contributes to environmental sustainability at both the programmatic and project specific levels. This effort generally comes in the form of prioritizing projects and initiatives that reduce the transportation system's contribution to harmful pollutants and greenhouse gas emissions. This is done through reducing dependency on driving and avoiding implementing projects that add to the total miles travelled regionally by single occupant vehicles.

Emphasis is therefore placed on projects that make walking, bicycling, and taking public transit more attractive alternatives to travelling alone by car. Improving the viability of these alternatives, as well as favoring roadway maintenance and operations over capacity expansions, are part of any RPC project feasibility study.

The RPC houses two environmental programs aimed toward reducing harmful greenhouse gas emissions and improving energy efficiencies through strategic transportation planning and partnerships. The Southeast Louisiana Clean Fuel Partnership (a U.S. Department of Energy-designated Clean Cities Coalition) works to increase the availability of alternative fuels, vehicles, and infrastructure throughout the region, while the Greater New Orleans Clean Air Coalition (formed under the U.S. Environmental Protection Agency's Ozone Advance Program) focuses specifically on reducing ground-level ozone through voluntary measures taken by local business and industry leaders.

RESILIENCE PLANNING

Resilience is the ability of infrastructure, a system, or a community to survive, if not thrive, in the face of future chronic and acute stresses. The RPC is in the early stages of developing a resilience planning program. To most effectively use its resources to enhance the region's ability to withstand and recover from hazards, the RPC will define its role within the wider scope of resilience planning, a broad topic that encompasses

physical infrastructure, economic capacity, and social contexts. The result will be a program that will identify specific projects for improving resilience and for incorporating resilience components into all projects.

GREEN INFRASTRUCTURE

Some of the efforts described above have already begun, as the RPC increasingly incorporates green infrastructure into project planning to supplement or replace traditional stormwater management techniques. Green infrastructure uses vegetation, soil, and other related treatments to manage stormwater at the source instead of directing it elsewhere. These treatments reduce pollutants being introduced into water sources, and may prevent subsidence that can damage buildings and infrastructure.

Perhaps more importantly for a region that is increasingly threatened by flood risks from regular rain events, and on land that is gradually sinking, in large part due to past efforts to control water, green infrastructure is an acknowledgment that our communities must learn to live with water. Such efforts fit into a larger RPC policy toward improving the resilience of the transportation system, and in coming years, green infrastructure will be just one option in a suite of strategies used to improve the resilience of our region through responsible transportation planning.

PROJECT PROFILE:

SOUTHEAST LOUISIANA CLEAN FUEL PARTNERSHIP

Housed at the RPC, the Southeast Louisiana Clean Fuel Partnership (SLCFP) is a coalition of local fleet managers, mechanics, alternative fuel and technology providers, local and state government agencies, non-profit organizations, and interested individuals who work to promote policies and practices that advance affordable, domestic transportation fuels and technologies. The Clean Fuel Partnership assists transportation fleets to increase the use of cleaner fuels and alternative fuel vehicles; diversify transportation fuel sources; and promote fuel-saving technologies and policies. SLCFP is part of a network of almost 100 US Dept. of Energy-designated Clean Cities Coalitions nationwide providing education, technical assistance, and access to funding to promote the use of cleaner fuels and energy-saving technologies in transportation.



2018 Clean Fuels Summit at NOLA Motorsports Park

FREIGHT

The RPC's freight planning emphasis is on projects that assist in easing the moving of freight through the region on rail, ship, truck, or plane, through strategic infrastructure investments. The RPC also serves as a forum where freight interests can convene and coordinate their interests. Finally, the RPC seeks to ensure that the interaction between freight movement and the publicly accessed transportation network is safe and with minimal negative impacts on either the public or the freight shipping industry.

In its role as the MPO, the RPC is responsible for facilitating a metropolitan transportation planning process for the region that includes a focus on freight transportation. MPOs have been given expanded responsibility to engage in freight planning under the FAST Act, and its predecessor, MAP-21. The RPC facilitates regional partnerships and helps to reconcile local, state and federal laws to advance progressive, sustainable, economically-viable freight transportation strategies.

COORDINATION

The Regional Planning Commission serves as a forum where freight interests can convene and coordinate their interests in order to improve communication, identify joint issues, foster joint decision making, and better inform project selection and policy advocacy.

TRANSPORTATION POLICY COMMITTEE

Although not required to do so by federal statute, the RPC includes key freight stakeholders as TPC members representing the Port of New Orleans, the Louisiana Motor Transport Association, the New Orleans Aviation Board, and the New Orleans Public Belt. The inclusion of freight stakeholders as MPO policy board members reflects an RPC emphasis on a coordinated freight planning process.





FREIGHT ROUNDTABLE

Under MAP-21 and the FAST Act, only State DOTs are required to create a Freight Plan and establish a Freight Advisory Committee. However, the RPC has participated in and contributed to the LADOTD State Freight Plan and State Transportation Plan.

To better address locally-significant freight needs, the RPC has established a regional Freight Roundtable, which meets quarterly as one of three RPC standing committees to inform regional project selection and policies. The Freight Roundtable supports the decision making of the Transportation Policy Committee by serving as a forum to bring public and private sector freight based entities together to share information, identify needs and inform the MPO planning and project prioritization process.

PLANNING AND FEASIBILITY STUDIES

The RPC continues to be involved in numerous planning studies and projects that directly support freight movement and freight related development. Recent major projects include:

- Studies for improved access to the Ports of St. Bernard, South Louisiana, and New Orleans;
- An evaluation of rail relocation along LA 23 to provide direct route to southern Plaquemines Parish and identify developable land in Jefferson Parish and along the MS River;
- Resolving access to the new Louis Armstrong New Orleans International Airport north terminal;
- Planning a new interchange at Causeway and Earhart Expressway for east west movements to and from the Elmwood industrial park; and
- An update of the Travel Demand Model to more accurately model freight using a menu of regionally based freight data items such as commodities, counts and shipment tracking.

SUB AREA AND CORRIDOR STUDIES

The RPC rarely employs the strategies described above in isolation. More often than not, a comprehensive approach is taken in the form of sub-area or corridor studies. These studies include an assessment of safety conditions, operational deficiencies, and transportation facilities' state of repair.

These studies put particular focus on surrounding land uses, either existing or planned, to determine how these uses may impact transportation facilities and, more importantly, how future transportation facilities can complement a community vision. As a result they require coordination with a variety of stakeholders and community representatives.

Recommendations from land use and corridor studies are generally wide-ranging in nature. Opportunities are identified to implement access management, intersection redesign, road diets, water management, traffic calming, landscaping, and improved facilities for bicyclists, pedestrians, and/or transit vehicles. The program of projects that results from such a study provide an invaluable tool not only for transportation officials, but for parish/city planners, departments of public works, and community leaders.

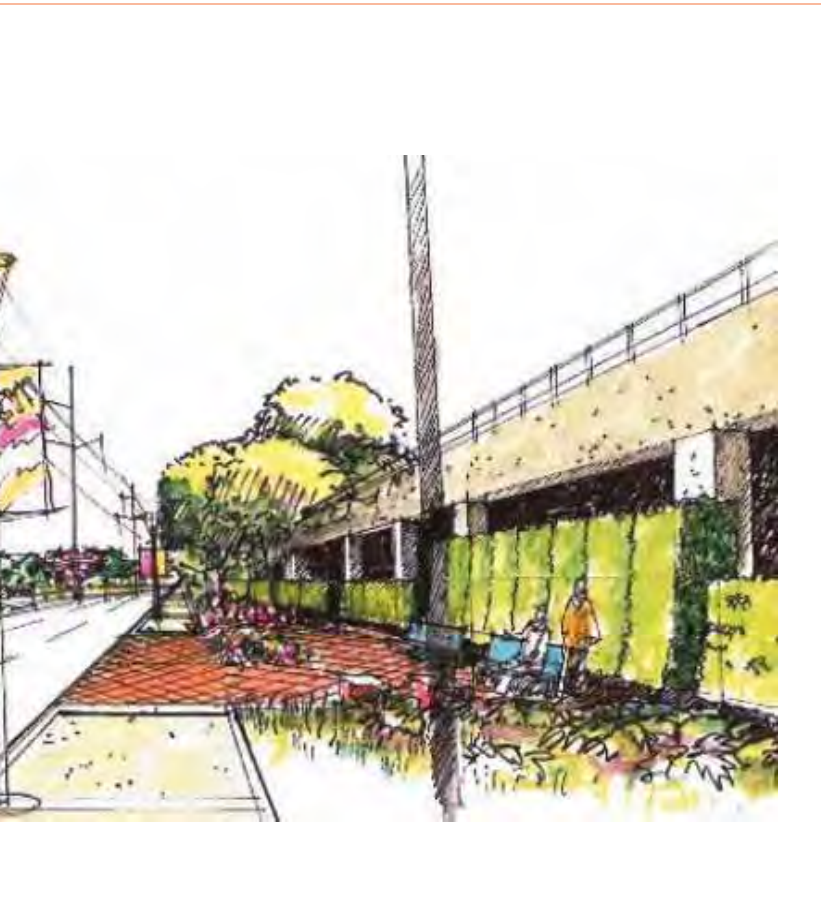
PROJECT PROFILE: SEVERN AVENUE IMPROVEMENTS ESTIMATED COST: \$7.2 MILLION

For several years, the RPC has partnered with Jefferson Parish to support land use changes in the Metairie CBD and adjacent Fat City neighborhood. Through a series of studies, plans, and policy changes, the Parish has sought to create a more walkable, welcoming environment that enhances Fat City's profile as a destination for visitors.

The RPC has supported these efforts through feasibility studies and funding for infrastructure that improves the walking experience within the neighborhood and creates greater non-motorized connectivity to adjacent areas as well as the broader, regional network. The Severn Avenue project will add bike lanes, wider sidewalks, and streetscaping to a major route that links Fat City to nearby commercial development and a diverse mix of residential neighborhoods.



Image via Jefferson Parish



STAKEHOLDER COORDINATION & PUBLIC OUTREACH

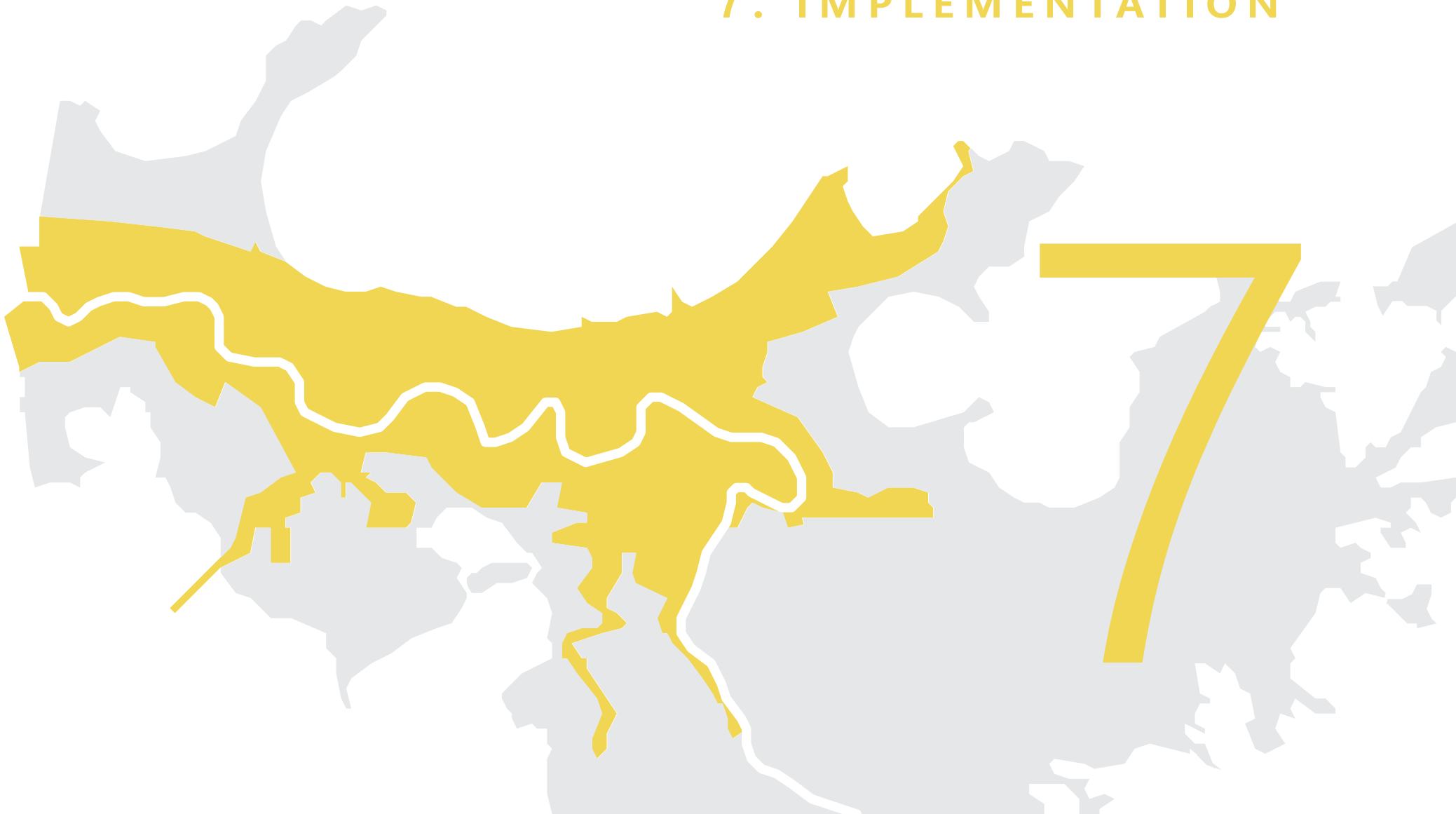
The TAC will continue to be the primary venue through which the RPC will receive stakeholder input on individual projects, initiatives, and the planning process as a whole. The RPC is also committed to increasing outreach to non-governmental organizations, such as advocacy groups and neighborhood associations, particularly when projects have potential impacts on their constituencies.

In order to cast the widest net possible in gaining public input into planning efforts, the RPC is also looking at ways to expand on its current public outreach process. A primary focus is ensuring that we go to the public, instead of expecting the public to come to us, particularly for traditionally underrepresented or otherwise disadvantaged communities. The RPC is dedicating staff specifically to this mission.

This may include an increased presence at neighborhood meetings, local fairs and festivals, or at pop-up style events. Additionally, best practices in social media, website interactivity, and state of the art visualization techniques are being developed for future use in outreach efforts.

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7. IMPLEMENTATION



THE RPC'S TRANSPORTATION PLANNING PROCESS, WHICH INCLUDES EXTENSIVE STAKEHOLDER CONSULTATION, IDENTIFIES A WIDE RANGE OF RECOMMENDATIONS FOR MAINTAINING AND IMPROVING THE REGION'S TRANSPORTATION SYSTEM. TRANSLATING THOSE RECOMMENDATIONS INTO ACTUAL PROJECTS REQUIRES CAREFUL STUDY AND EVALUATION TO DETERMINE THEIR FEASIBILITY, AND ONCE THEY HAVE BEEN SUFFICIENTLY REFINED, THEY MUST BE PRIORITIZED BASED ON THE DEGREE TO WHICH THEY SUPPORT THE VISION AND GOALS OUTLINED IN THIS PLAN. FINALLY, THE RPC MUST DETERMINE ITS FINANCIAL CAPACITY TO IMPLEMENT PROJECTS BY CONSIDERING THE VARIETY OF FUNDING SOURCES THAT ARE AVAILABLE TODAY AND THE FUNDS THAT ARE PROJECTED TO BE AVAILABLE IN THE FUTURE.



FINANCIAL PLANNING

FISCAL CONSTRAINT

The FAST Act, like its predecessor legislation, mandates that projects listed in the MTP must be fiscally constrained. This means that the RPC must demonstrate that sufficient funds (federal, state, local or private) are available to implement the improvements proposed by the plan. In consultation with LADOTD, a combination of the following will be used to determine fiscal constraint for the MTP:

- Projection of Urban Systems funding (STP>200K) based on previous years' expenditures, plus;
- Projection of other funding based on 80% of past LADOTD expenditures, plus;
- Funding needed for the construction of one or more mega-preservation projects in Tier II and III



HIGHWAY

Surface Transportation Funds for MPAs over 200,000 in population (STP>200K), or urban funds, are the primary federal form of funds made available to MPOs for roadway construction or rehabilitation on the Federal Aid system. They can also be used for bicycle and pedestrian facilities, or can be flexed to the transit program. A local share of 20% must be provided for such projects. Based on historic trends, the RPC estimates that this funding will increase at about a 2% rate annually.

In addition to urban funds, there are a variety of federal transportation dollars that the state may use to fund transportation projects in the region. The National Highway Performance Program (NHPP), for example, provides support for the condition and performance of the National Highway System. Highway Safety Improvement Program (HSIP) funds are dedicated for projects intended to reduce fatalities and serious injuries on all public roads. All sources of funding are described in Appendix A.

Year to year funding can differ significantly. However, based on recent trends, the RPC has established \$22 million a year in STP>200K funds and \$50 million a year in non STP>200K funds for a baseline funding scenario.

It's expected that these funding sources will also grow at about 2% annually. However, due to anticipated failure of the state to meet bridge and pavement performance mandates, and subsequent financial penalties, non-STP funds will decrease by 20% starting in Tier II of the MTP (see definition of fiscal constraint above). The RPC therefore estimates that between 2019 and 2048, there will be about \$910 million available in STP>200K and \$1.7 billion available in non-urban funds, for a total of approximately \$2.66 billion for the lifetime of the MTP.

Figure 7A - Anticipated highway funding, 2019-2047

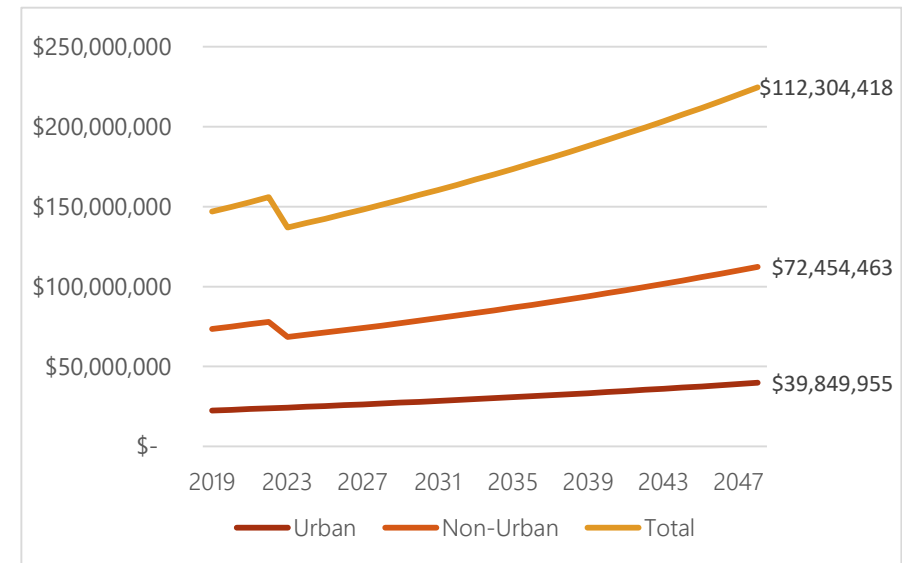


Figure 7B - Anticipated transit funding, 2019-2047

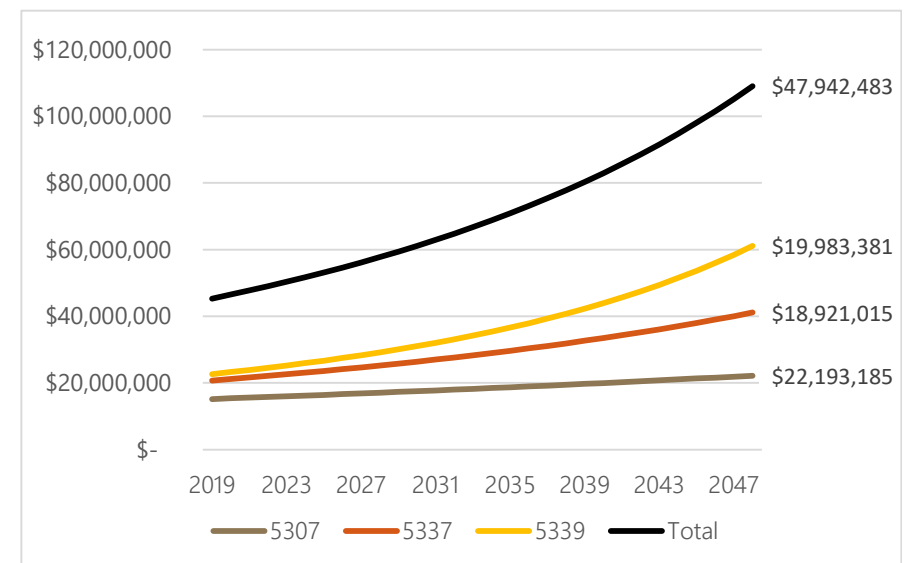


Figure 7C - FTA Transit Funding by Tier, 2019-2022

	Tier I (2019-2022)	Tier II (2023-2032)	Tier III (2033-2048)
5307	\$62,774,436	\$169,851,012	\$322,494,489
5337	\$23,775,935	\$80,284,138	\$224,835,442
5339	\$8,636,020	\$38,961,055	\$186,485,366

TRANSIT

The primary source of recurring federal funding for public transit are Urban Formula Funds, or FTA 5307, which provide 80% of the cost of capital improvements, as well as 50% of limited operating funding. The formula that determines the amount of these funds annually apportioned to the urbanized area is derived from total vehicle revenue miles, population, and population density. After Hurricane Katrina, and until 2012, FTA used pre-Katrina numbers in this formula to avoid a funding shock to local operators, and the annual apportionment held steady around \$18 million.

This waiver expired in 2013, and though annual funding dropped to around \$13.6 million, it has since grown at about 1.6% annually. The 2013 transportation bill, MAP-21, created two new annual formula programs. The State of Good Repair program (FTA 5337) provides funds for the maintenance of transit assets. The Bus and Bus Facilities program (FTA 5339) funds the replacement or rehabilitation of busses and bus related assets. While these two programs are smaller than FTA 5307, they are growing slightly faster at 4.3% (5337) and 8.3% (5339) annually.

Based on these growth rates, the RPC has estimated the following FTA funding availability for Tiers I, II, and III of the MTP, shown in Figure 7C. As with highway funding, federal transit funding may also come in the form of discretionary grants, such as TIGER, Ferry Discretionary, Bus and Bus Facilities Discretionary, and other types of capital investment grants. The RPC also has the option to flex urban highway funds to transit at any time. However, as such events cannot be anticipated, they are not included in current funding projections.

PROJECT EVALUATION AND PRIORITIZATION

The previous chapters describe the system of programs and policies that guide the RPC's identification of potential issues within the transportation system, and provide a broad toolkit for addressing these issues. Moving from there to project implementation requires further evaluation of the feasibility of potential solutions, and a means by which to prioritize projects.

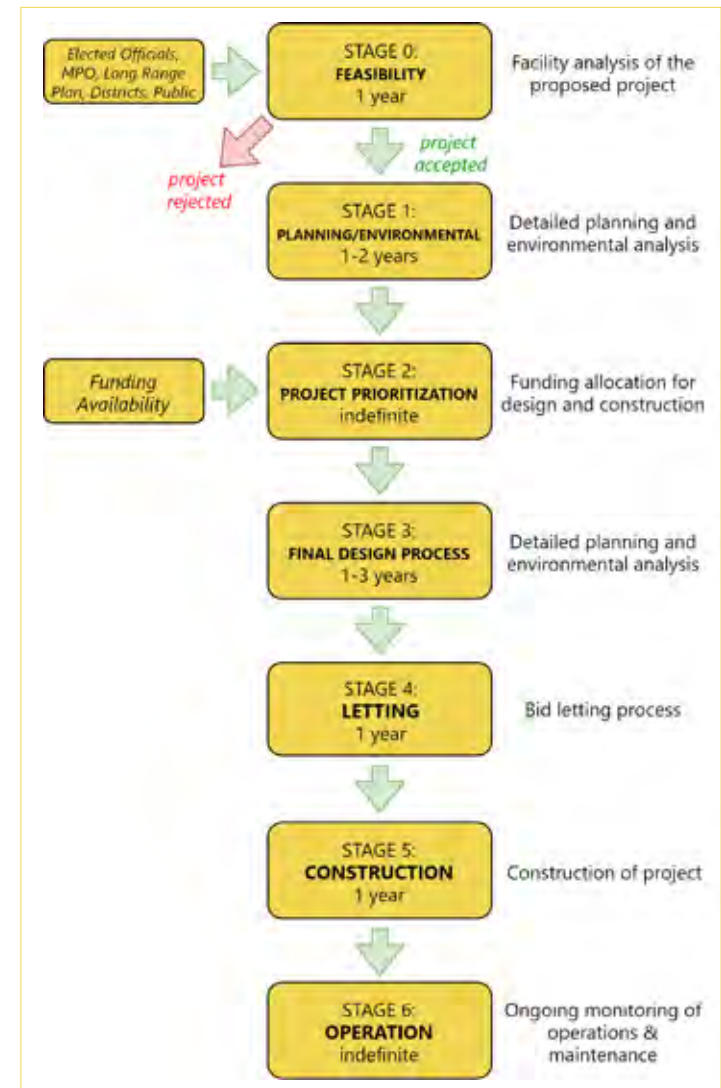
Evaluation generally involves a planning assessment of alternative ways to solve a known problem, or to otherwise create a condition more in alignment with the regional transportation vision. Such an evaluation often results in the identification of a preferred solution, i.e., a project. Prioritization involves determining if and how these projects achieve the goals and objectives of the RPC metropolitan planning process, and where they may fit into the RPC's implementation program.

EVALUATION AND FEASIBILITY

Evaluation uses many of the same analyses and considerations described in the Tools, Programs and Strategies chapter, refined to a project level. This generally takes the form of a Stage 0 "Feasibility" study, the first step in LADOTD's project delivery process. Such studies involve the development and screening of potential project alternatives in coordination with multiple stakeholders and, when appropriate, the public. The outcome of the Stage 0 process is a "go/no-go" decision for moving forward with a project.

Feasibility also involves the identification of potential funding for project implementation. In a climate of finite resources, wherein even projects of high importance are subject to the availability of federal and local funding, it is critical to determine if, how, and when a project can be funded. Fiscal constraint is a federal requirement and a guiding principal in the development of the planning and implementation program. Later sections of this chapter describe how fiscal constraint is determined.

Figure 7D - LADOTD Project Delivery Process





PROJECT PRIORITIZATION

Once potential projects have been identified, the RPC uses two mechanisms to determine how projects are prioritized. One is available funding, which is further examined in the Financial Planning section of this chapter. The second is a Project Ranking Scorecard, which is completed by senior RPC staff for each project under consideration for inclusion in the TIP and MTP.

As can be seen on the scorecard (Appendix B), each of the possible scoring factors is tied to one or more of the MTP's goals. A project that scores well in at least one goal category can be said to contribute to the federal, state, and regional policies that help define the RPC's overarching planning priorities.

While the scorecard is not the final decider of whether a project is selected for inclusion in the RPC's program, it does provide a single, standardized, and comprehensive tool for comparing projects and seeing how they will help achieve the goals of the MTP. A project that scores well in multiple goal categories, for example, may be considered a high priority for investment. A project that fails to achieve any goal likely needs, at the least, to be revisited and revised before being considered as a candidate for inclusion in the implementation program.

As described in Chapter 5, the MTP (and the TIP) must demonstrate how projects will contribute toward achieving defined performance targets, and the scorecard also serves this purpose. Projects that emphasize motorized and non-motorized safety, travel time reliability, and/or facilitate freight movement are identified through the scoring process.

CONCLUSION

Greater New Orleans 2048 is intended to serve as a guide for regional transportation development and investment for the region over the next 30 years. The Regional Planning Commission is grateful to the many stakeholders who contributed to the completion of this report.

Included as appendices to this report are additional resources for planners, elected officials, and the public, including the RPC's Project Ranking Scorecard, a library of land use and transportation maps produced by the RPC, a summary of the RPC's public outreach effort conducted in connection with this report, and a list of transportation projects based on projected funding availability over the next 30 years.

For additional planning resources, more information about the transportation planning process, and further details about opportunities for public involvement, please visit <http://www.norpc.org>.





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APPENDIX A: GLOSSARY



LIST OF ACRONYMS

ACS	American Community Survey, a product of the U.S. Census Bureau.	EDD	Economic Development District, a designation by the Economic Development Administration conferring roles and responsibilities for regional economic development planning.
BRT	Bus Rapid Transit, a form of bus transit that combines multiple features to provide many of the characteristics of rail service at a much lower cost.	ENV	Environmental (project phase)
C	Construction (project phase)	FHWA	Federal Highway Administration
CBD	Central Business District, a neighborhood or section of a community that features a high density of commercial development.	FTA	Federal Transit Administration
CEDS	Comprehensive Economic Development Strategy, the regional plan for facilitating economic growth and development.	GIS	Geographic Information Systems, a tool for managing and analyzing geographical data.
CMAQ	Congestion Mitigation and Air Quality, a program intended to reduce emissions and improve air quality through transportation improvements.	GRP	Gross Regional Product, a measure of the total value of goods and services produced by a region.
CMP	Congestion Management Process, a federally-mandated system for identifying congestion and implementing strategies for its reduction.	HOV	High Occupant Vehicle, any vehicle carrying more than one person. Can be subcategorized based on the number of occupants (HOV-2, HOV-3, etc.).
COA	Comprehensive Operations Analysis, a study of regional transit operations that will result in a series of recommended improvements.	JeT	Jefferson Parish Transit
DOT	Department of Transportation	LADOTD	Louisiana Department of Transportation and Development
E	Final Design and Engineering (project phase)	LNG	Liquefied Natural Gas, a natural resource significant to the regional economy.
		LOTTR	Level of Travel Time Reliability, a federally-mandated measure of delay and congestion for roadway users.
		MPA	Metropolitan Planning Area, the area for which an MPO conducts regional transportation planning. Consists of at least one urbanized area plus the portions of the region expected to become urbanized within 20 years.

MPO	Metropolitan Planning Organization, a federally-designated agency responsible for regional transportation planning for a UZA and MPA.	PBPP	Performance Based Planning and Programming, a strategy for using quantitative data to inform transportation decision making.
MSY	Louis Armstrong New Orleans International Airport	PHFS	Primary Highway Freight System, a subset of the NHFN consisting of critical portions of the highway freight network.
MTP	Metropolitan Transportation Plan, a document produced by an MPO outlining regional transportation priorities and projects over the next 30 years.	PPG	Plaquemines Parish Government
NAAQS	National Ambient Air Quality Standards, a series of standards established by the Clean Air Act to determine the overall air quality of a region.	R/W	Right of Way (project phase)
NAICS	North American Industry Classification System, a standard system for assigning individual businesses to industry clusters.	RPC	Regional Planning Commission
NHFN	National Highway Freight Network, a series of roadways established by the FAST Act for the strategic allocation of resources to improve the performance of the highway portions of the US Freight Transportation Network.	RPTA	River Parishes Transit Authority
NHS	National Highway System, a network of roadways critical to the nation's economy, defense and mobility.	RTA	Regional Transit Authority
NHTSA	National Highway Traffic Safety Administration	SBURT	St. Bernard Urban Rapid Transit
NOPB	New Orleans Public Belt	SCSC	South Central Safety Coalition
NORTSC	New Orleans Regional Transportation Safety Coalition	SDY	Technical Study (project phase)
NSTSC	Northshore Transportation Safety Coalition	SHSP	Strategic Highway Safety Plan, a plan outlining statewide efforts to reduce transportation-related fatalities and serious injuries.
		SLCFP	Southeast Louisiana Clean Fuel Partnership
		SOV	Single Occupant Vehicle, a motor vehicle carrying no more than one person.
		TAM	Transit Asset Management, a system for ensuring transit vehicles and facilities remain in a state of good repair.

LIST OF ACRONYMS, CTD.

TAZ	Traffic Analysis Zone, a subset of the region used to assign origins and destinations in the travel demand forecast model.
TIP	Transportation Improvement Program, the document produced by MPOs to identify projects that are ready for implementation in the next four years.
TMA	Transportation Management Area, an urbanized area with a population greater than 200,000.
TPC	Transportation Policy Committee, the group of regional stakeholders appointed to make policy decisions for the MPO.
TTRI	Travel Time Reliability Index, a federally-mandated performance measure used to assess delay and congestion for trucks on the Interstate system.
U	Utility Work (project phase)
ULB	Useful Life Benchmark, the estimate of how many years a transit vehicle can be in service and still be in a state of good repair. Applies to both revenue generating and non-revenue generating vehicles.
UMC	University Medical Center
UPT	Unlinked Passenger Trips, a single trip by one person on one transit vehicle.
UZA	Urbanized Area, a region meeting population density thresholds established by the U.S. Census Bureau and with a population greater than 50,000.

VA	Veterans Affairs
VHT	Vehicle Hours Traveled, the total number of hours vehicles were on the roadway in a given time period.
VMT	Vehicle Miles Traveled, the total number of miles traveled by vehicles in a given time period.

LIST OF FUND SOURCES

5307	Section 5307 Urbanized Area Formula (transit funds)
5310	Section 5310 Enhanced Mobility for Seniors and Individuals with Disabilities (transit funds)
5337	Section 5337 State of Good Repair (transit funds)
5339	Section 5339 Bus and Bus Facilities (transit funds)
DEMO	Congressional High Priority or Demonstration Project
FBROFF	Federal Bridge Replacement (Off-system)
FBRON	Federal Bridge Replacement (On-system)
GARVEE	Grant Anticipation Revenue Vehicle (bond)
HSIP	Highway Safety Improvement Program
HSIPPEN	HSIP Penalty Transfer Funds
Local	Local Government Funds
NFA	State Transportation Funds for Non-Federal Aid Routes
NFI	No Funds Identified
NHPP	National Highway Performance Program
PL	Metropolitan Planning
PL&Env.	Metropolitan Planning and Environmental
RAIL HE	Rail Hazard Elimination
RAIL PD	Rail-Highway Crossings
REIMB	Reimbursement

RR	Railroad
RTP	Recreational Trails Program
SATRANS	Safety Transfer
SR2S	Safe Routes to School
STCASH	State Transportation Trust Fund
STP>200K	Surface Transportation Program for urbanized areas with populations over 200,000
STPENH	Transportation Enhancements
STPFLEX	Federal funds programmed statewide through LADOTD needs assessment process
TAP>200K	Transportation Alternatives Program for urbanized areas with populations over 200,000
TIGER	Transportation Improvements Generating Economic Recovery
Toll	Bridge Tolls

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APPENDIX B: PROJECT SCORECARD



GOAL 1: SAFETY

NO TRANSPORTATION INVESTMENT SHOULD CREATE A RISK FOR ITS USERS. A PRIORITY FOR EVERY PROJECT WILL BE INCREASING SAFETY ON THE TRANSPORTATION SYSTEM FOR ALL EXISTING AND POTENTIAL USERS, PARTICULARLY THOSE THAT ARE MOST VULNERABLE.

SAFETY – MOTORIZED			
	Points Possible	Description	Points Awarded
	5	The project introduces safety countermeasures on a facility that has had one or more fatal vehicle crashes in the last 3 years related to physical infrastructure issues (not behavioral causes such as intoxicated or distracted driving).	
Choose One	4	The project Introduces safety countermeasures on a facility that has had one or more injury vehicle crashes in the last 3 years related to physical infrastructure issues (not behavioral causes such as intoxicated or distracted driving).	
	4	The project addresses known or potential safety issues identified by a safety plan or local stakeholder.	
	1	The project will be funded fully or in part by dedicated safety funds.	
SAFETY – NON MOTORIZED			
	Points Possible	Description	Points Awarded
Choose One	3	The project includes the addition of traffic separated non-motorized facilities and/or a complementary reduction in automobile travel lanes (road diet).	
	2	The project Includes the addition of traffic non-separated non-motorized facilities (bike lanes, improved shoulders).	
	6	The project includes the repair of existing facilities and/or addition of amenities to improve community walkability or bikability, (lighting, crossings, dedicated signals, traffic calming).	
	1	The project takes place In an identified community of need.	
SAFETY – OTHER			
	Points Possible	Description	Points Awarded
	0-5	This project achieves the stated safety goal in a way not addressed by the above descriptors.	

MINIMUM POINTS: 10

TOTAL POINTS OUT OF 25: _____ PROJECT ACHIEVES SAFETY GOAL: Y / N

GOAL 2: STATE OF GOOD REPAIR

EMPHASIS SHOULD BE PLACED ON MAINTAINING AND ENHANCING THE MULTIMODAL FUNCTIONALITY OF EXISTING INFRASTRUCTURE BEFORE INVESTING IN THE ADDITION OF NEW ROADWAY CAPACITY. TRANSPORTATION FACILITIES SHOULD BE DESIGNED IN A WAY THAT CAN ENDURE ANTICIPATED FUTURE CONDITIONS, INCLUDING ROUTINE USE AND EXTREME EVENTS.

STATE OF GOOD REPAIR - ROAD AND BRIDGE				
		Points Possible	Description	Points Awarded
Choose One	Choose One (Road)	5	The project introduces safety countermeasures on a facility that has had one or more fatal vehicle crashes in the last 3 years related to physical infrastructure issues (not behavioral causes such as intoxicated or distracted driving).	
		16	This project includes the complete reconstruction of a roadway, not including a bridge.	
		12	This project includes the rehabilitation, (overlay, restriping), of a roadway, not including a bridge.	
	Choose One (Bridge)	16	The project includes the complete reconstruction of a bridge.	
		12	The project includes rehabilitation of a bridge.	
		4	This improvement takes place on a facility identified as being in poor condition.	
STATE OF GOOD REPAIR – OTHER				
		Points Possible	Description	Points Awarded
		0-5	This project achieves the stated safety goal in a way not addressed by the above descriptors.	

15

TOTAL POINTS OUT OF 25: _____ PROJECT ACHIEVES STATE OF GOOD REPAIR GOAL: Y / N

GOAL 3: LIVABILITY

THE TRANSPORTATION SYSTEM SHOULD EFFICIENTLY CONNECT PEOPLE TO THE REGION'S SERVICES AND OPPORTUNITIES, SHOULD BE APPROPRIATELY SCALED TO THE COMMUNITY CONTEXT IT SERVES, AND SHOULD BE ACCESSIBLE AND WELCOMING TO ALL, WHETHER THEY ARE TRAVELLING BY PUBLIC TRANSPORTATION, BICYCLE, FOOT, MOBILITY AID, OR PERSONAL MOTOR VEHICLE.

LIVABILITY - NON-MOTORIZED TRAVEL		
Points Possible	Description	Points Awarded
0-10	This project includes a bicycle or pedestrian facility that contributes to increased connectivity of the non-motorized network, or otherwise improves the experience of the non-motorized traveler.	
LIVABILITY – CONGESTION AND RELIABILITY		
Points Possible	Description	Points Awarded
0-5	Directly addresses an identified bottleneck or other congestion issue identified by local representatives, the Congestion Management Process, state or local plans.	
0-3	Reduces VMT by providing an alternative to SOV travel, such as employing travel demand management measures, improving public transit connectivity, etc.	
0-2	Otherwise reduces travel time and/or increases travel time reliability.	
LIVABILITY – OTHER		
Points Possible	Description	Points Awarded
0-5	This project achieves the stated Livability goal in a way not addressed by the above descriptors.	

MINIMUM POINTS: 10

TOTAL POINTS OUT OF 25: _____ PROJECT ACHIEVES LIVABILITY GOAL: Y / N

GOAL 4: STEWARDSHIP

THE TRANSPORTATION SYSTEM WE CREATE TODAY SHOULD POSITIVELY IMPACT THE CULTURAL FABRIC OF OUR COMMUNITIES, AND SHOULD BE BOTH FINANCIALLY AND ENVIRONMENTALLY SUSTAINABLE FOR FUTURE GENERATIONS.

Choose one: Water Management or Air Quality	STEWARDSHIP - WATER MANAGEMENT		
	Points Possible	Description	Points Awarded
	0-5	Project includes drainage, green infrastructure, and/or other stormwater management features.	
	0-5	Project will otherwise reduce hazard risk to homes, businesses, or infrastructure.	
	STEWARDSHIP - AIR QUALITY & EMISSIONS		
	Points Possible	Description	Points Awarded
	0-6	Project decreases VMT by providing or improving a facility that provides alternatives to SOV use.	
	0-4	Project reduces congestion, idle time, and bottlenecks through signal timing, intersection redesign, or other operations improvements.	
STEWARDSHIP – CULTURAL AWARENESS			
	Points Possible	Description	Points Awarded
	0-5	The project includes noteworthy efforts to preserve or enhance a community's cultural resources, historic fabric, architectural profile, or other defining characteristics.	
STEWARDSHIP – FISCAL CONSTRAINT			
	Points Possible	Description	Points Awarded
	0-5	This project meets fiscal constraint programming requirements.	
STEWARDSHIP – OTHER			
	Points Possible	Description	Points Awarded
	0-5	This project achieves the stewardship goal in a way not addressed by the above descriptors.	

TOTAL POINTS OUT OF 25: _____

MINIMUM POINTS: 10

PROJECT ACHIEVES STEWARDSHIP GOAL: Y / N

GOAL 5: ECONOMIC DEVELOPMENT

THE TRANSPORTATION SYSTEM SHOULD SERVE AS AN ENGINE TO OUR REGIONAL ECONOMY, PROVIDING RESIDENTS WITH ACCESS TO EMPLOYMENT, FACILITATING THE MOVEMENT OF GOODS WITHIN OUR REGION AND BEYOND, AND BEING USABLE AND VALUED BY VISITORS.

Choose one: Freight, Job Access, or Tourism	ECONOMIC DEVELOPMENT – FREIGHT MOVEMENT		
	Points Possible	Description	Points Awarded
	4	The project Improves vehicle movement on an identified freight bottleneck.	
	2	The project improves vehicle movement on a designated intermodal connector.	
	2	The project Is identified in the Louisiana Freight Mobility Plan or has been identified by local stakeholders as a freight priority.	
	2	The project Improves freight vehicle movement on an interstate.	
	1	The project improves freight vehicle movement on a non-interstate NHS route.	
	ECONOMIC DEVELOPMENT – JOB ACCESS		
	Points Possible	Description	Points Awarded
	0-10	The project increases access or modal choice to identified employment centers.	
	ECONOMIC DEVELOPMENT – TOURISM		
	Points Possible	Description	Points Awarded
	0-10	The project includes features meant to enhance the system's usability by visitors, (i.e., wayfinding, improvements to inter-regional connectors, etc.).	
ECONOMIC DEVELOPMENT – OTHER			
	Points Possible	Description	Points Awarded
	0-5	This project achieves the economic development goal in a way not addressed by the above descriptors.	

MINIMUM POINTS: 10

TOTAL POINTS OUT OF 25: _____ PROJECT ACHIEVES ECONOMIC DEVELOPMENT GOAL: Y / N

GOAL 6: EQUITY

THE BENEFITS WE ACCRUE FROM OUR TRANSPORTATION SYSTEM SHOULD BE SHARED BY ALL RESIDENTS OF OUR REGION, AND NO PERSON OR COMMUNITY SHOULD SUFFER DISPROPORTIONATELY FROM OUR DECISIONS.

EQUITY – POSITIVE COMMUNITY IMPACTS		
Points Possible	Description	Points Awarded
0 – 5	This project will provide new mobility options for an identified community of need, (bicycle facilities, transit connections, ADA facilities, improved roadway connectivity, etc.).	
0 – 5	This project will provide benefits of reduced traffic or traffic calming in an identified community of need (noise, congestion, safety, etc.).	
0 – 5	This project will provide new transportation related amenities to an identified community of need (streetscaping, landscaping).	
EQUITY – NEGATIVE COMMUNITY IMPACTS		
Points Possible	Description	Points Negated
(-0) – (-10)	The project is expected to have notable negative impacts on an identified community of need (increased noise, increased congestion, reduced air quality, multiple displacements, etc.)	
EQUITY – OUTREACH		
Points Possible	Description	Points Awarded
0-5	The project was developed in consultation with representatives of potentially impacted residents.	
EQUITY – OTHER		
Points Possible	Description	Points Awarded
0-5	This project achieves the equity goal in a way not addressed by the above descriptors.	

MINIMUM POINTS: 15

TOTAL POINTS OUT OF 25: _____ PROJECT ACHIEVES EQUITY GOAL: Y / N

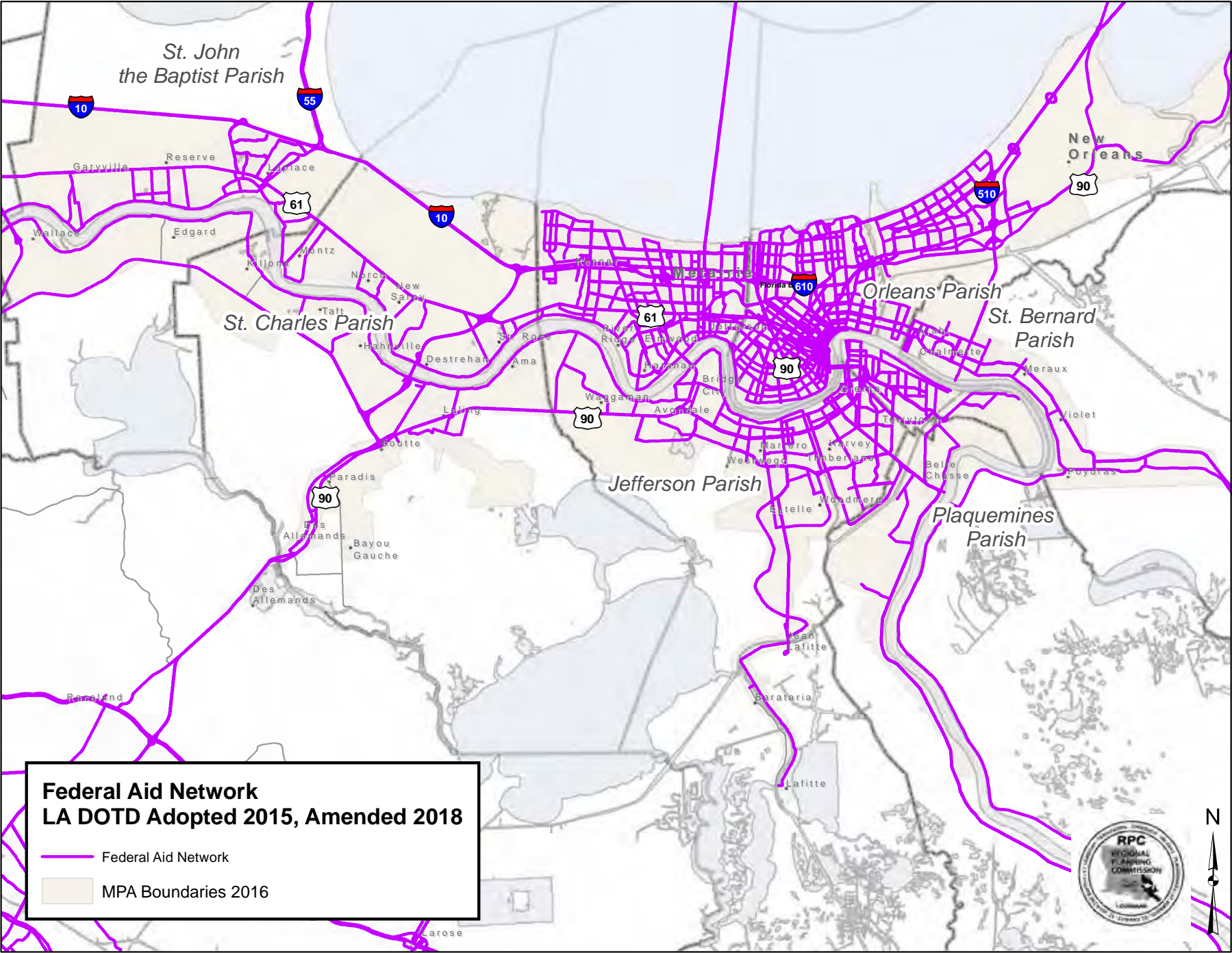
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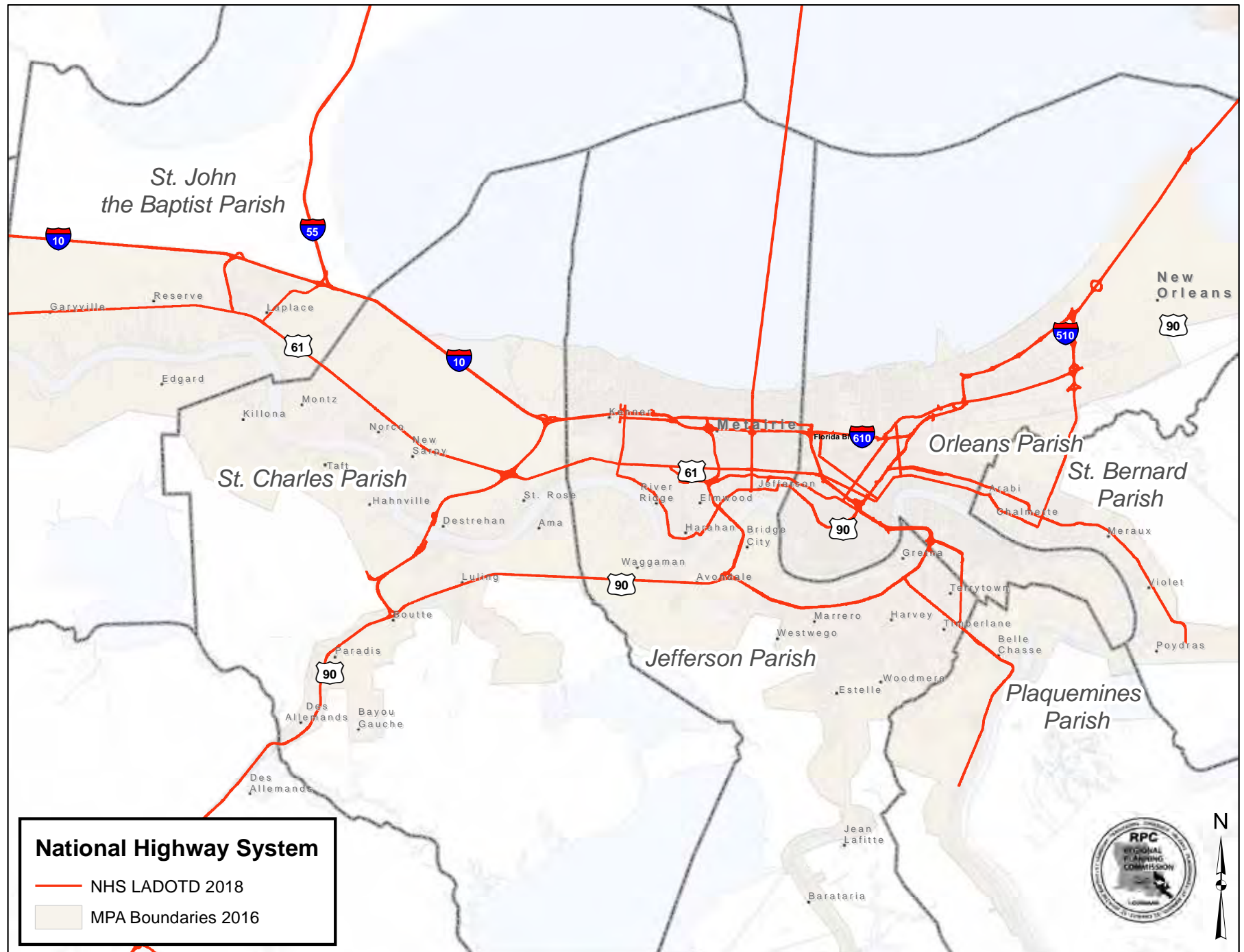
APPENDIX C: MAP LIBRARY

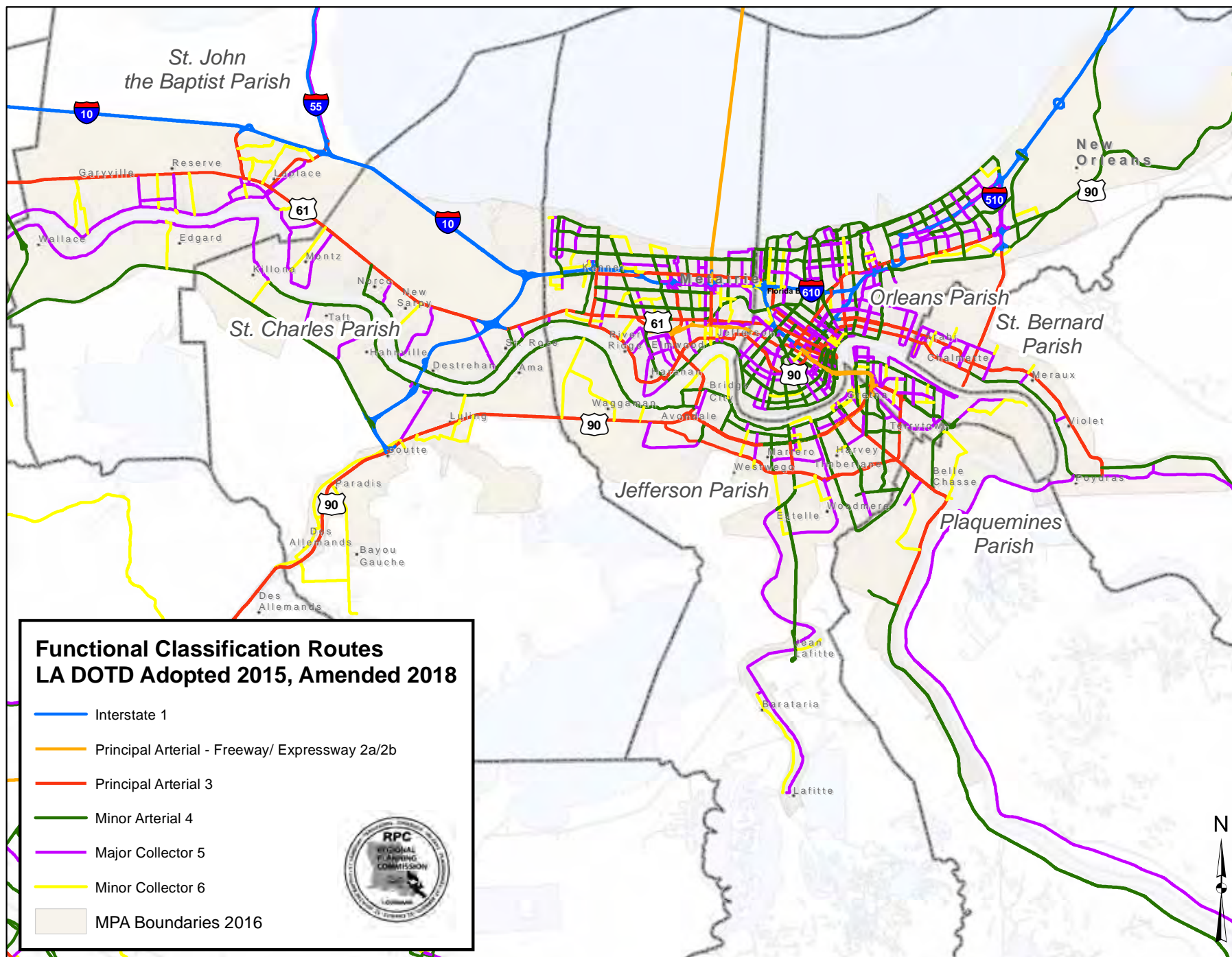


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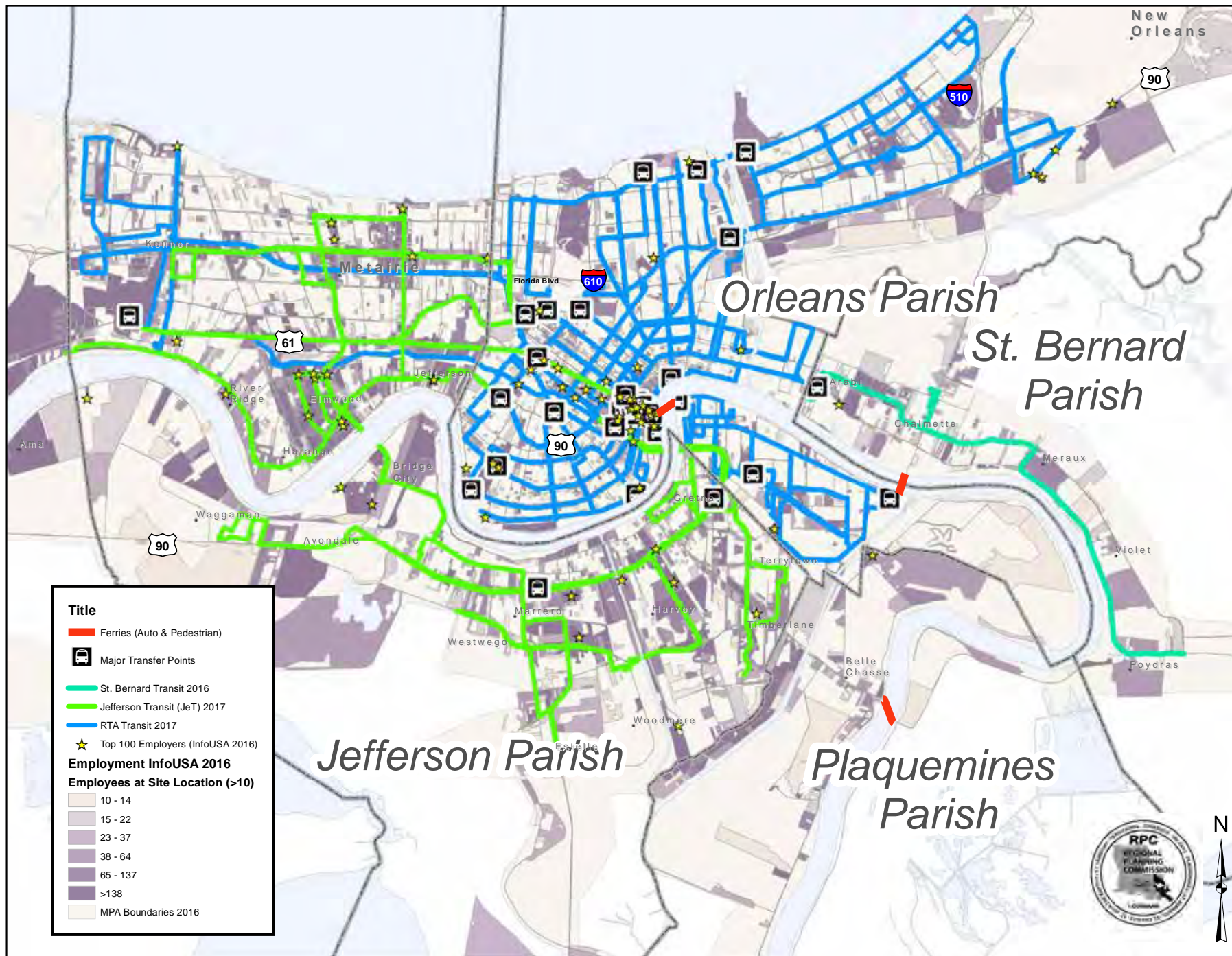
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Map C-B - New Orleans MPA National Highway System Routes	C.4
Map C-C - New Orleans MPA Functional Classification Routes	C.5
Map C-D - New Orleans MPA Congestion Management Network	C.6
Map C-E - New Orleans MPA Public Transportation Systems	C.7
Map C-F - New Orleans MPA Freight Routes and Facilities	C.8
Map C-G - New Orleans MPA Regional Bike Network - Project Status	C.9
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Map C-L - New Orleans MPA Future Land Use and G7 Centers	C.14
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Map C-N - New Orleans MPA Future Flood Risk with Coastal Master Plan Implementation	C.16
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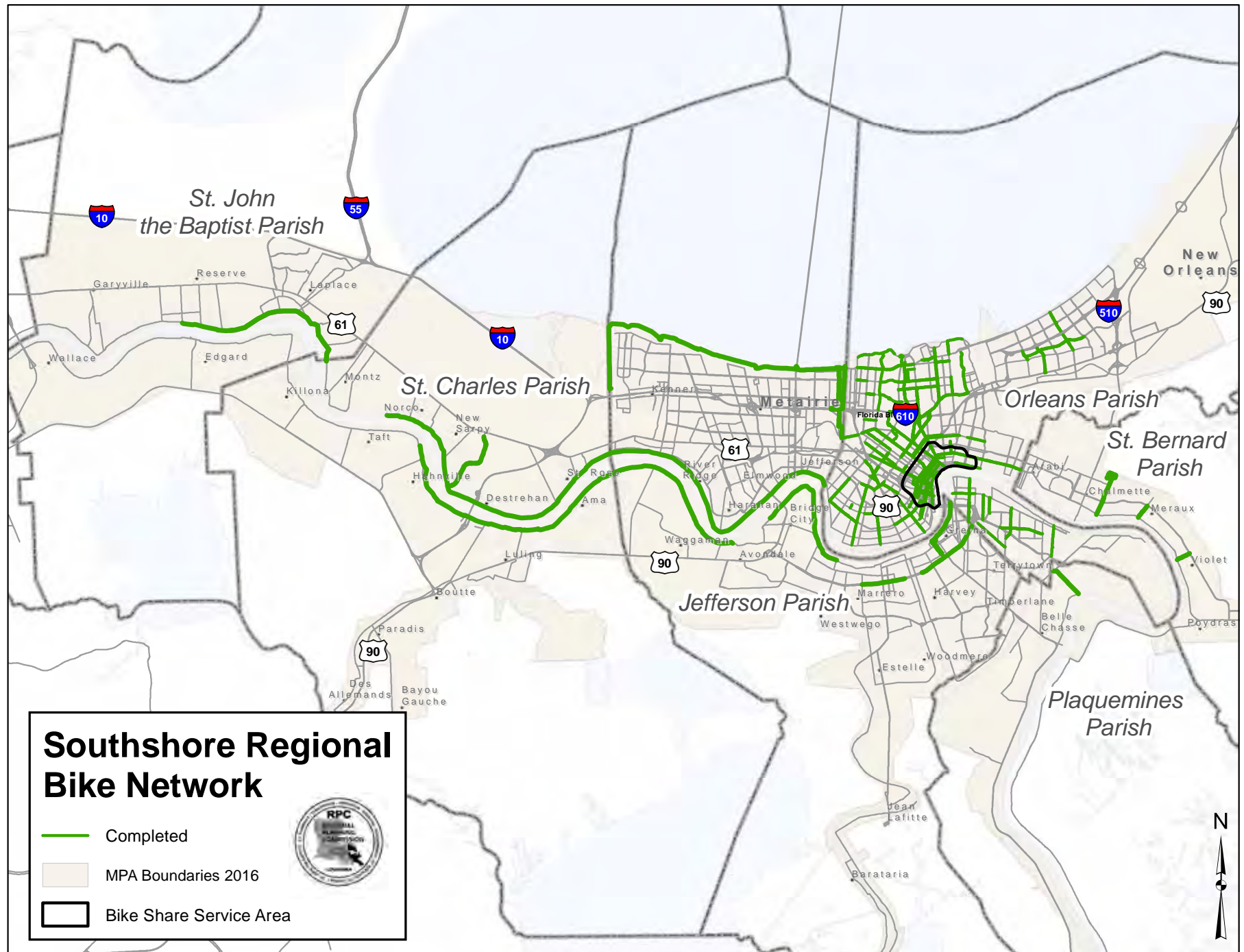


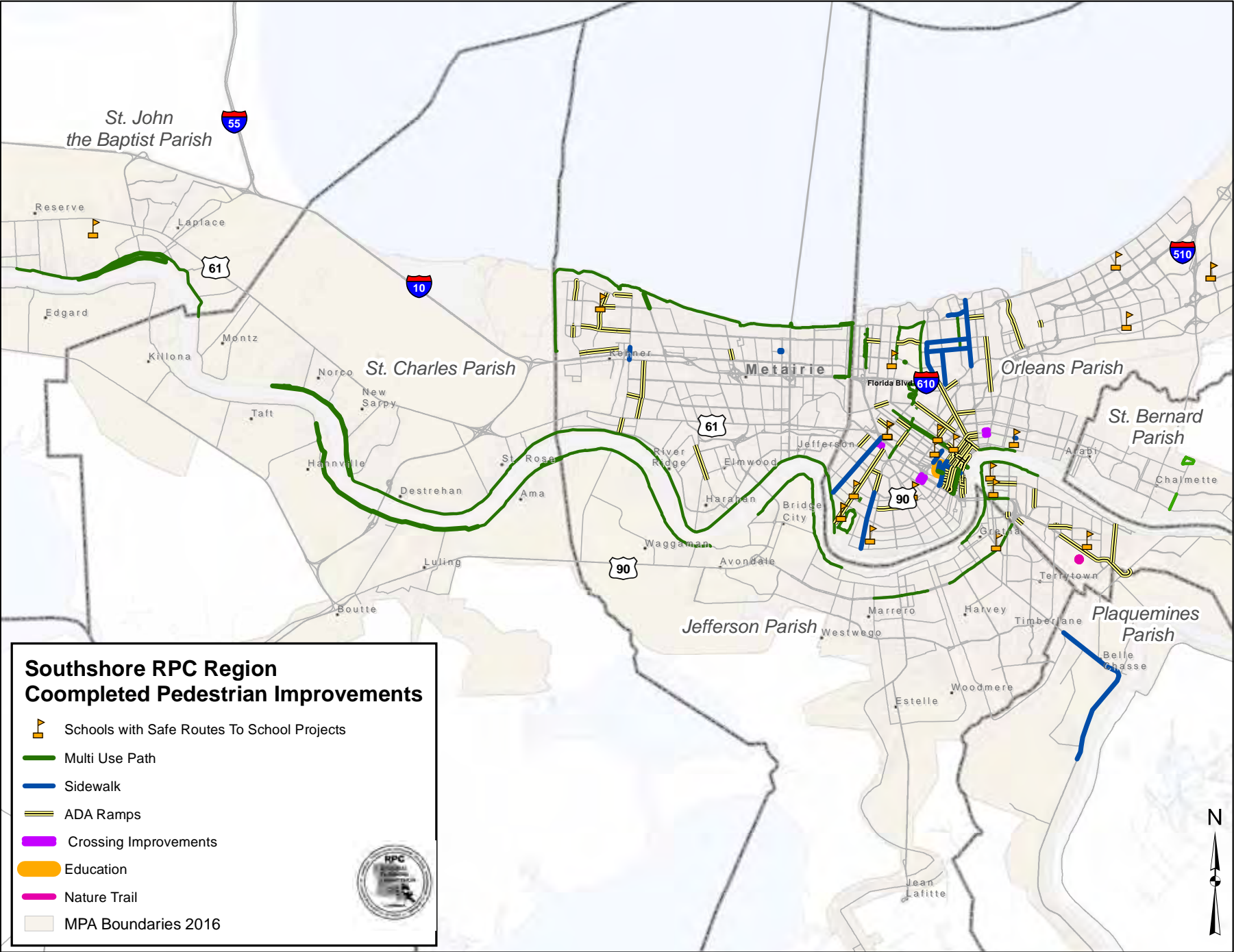


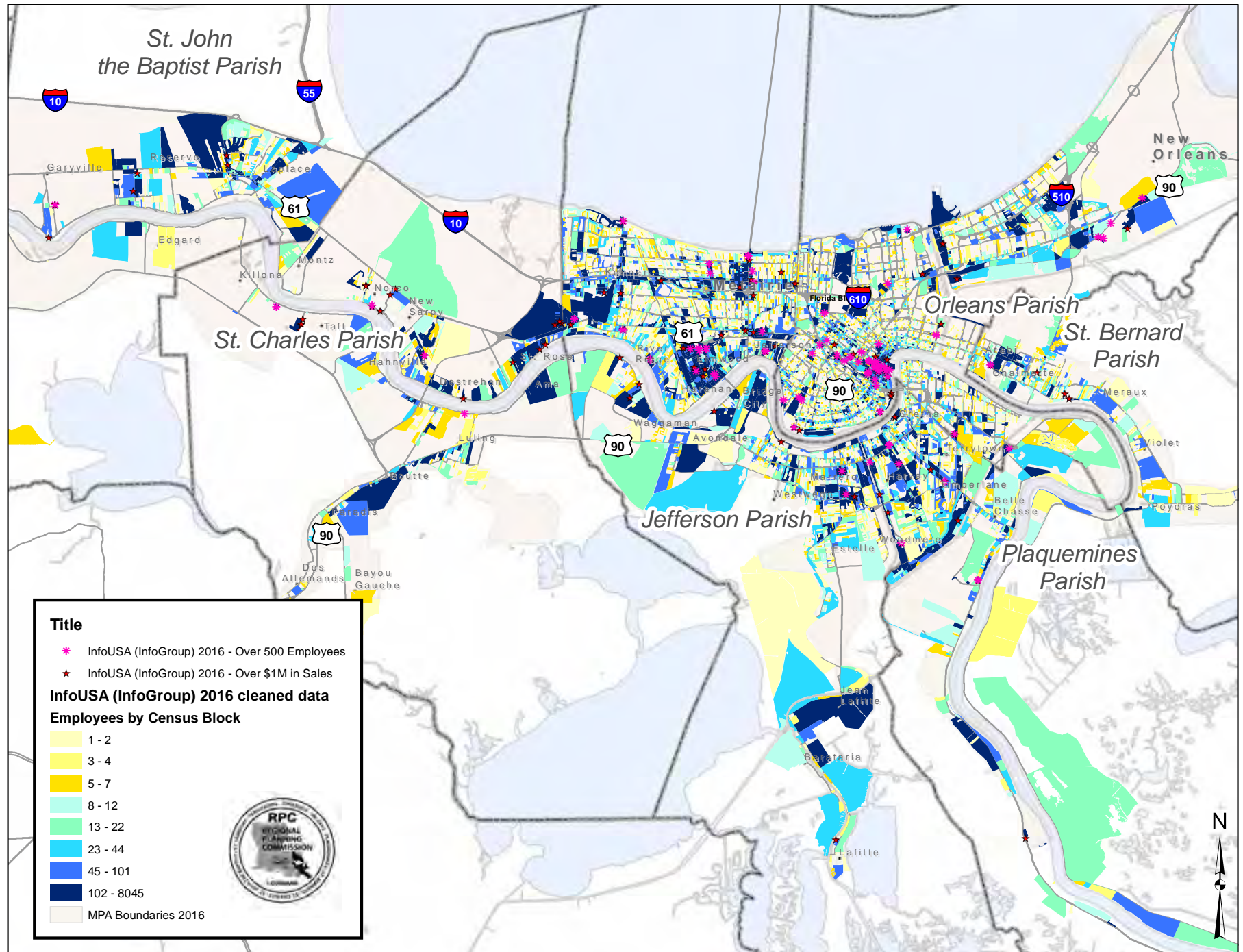


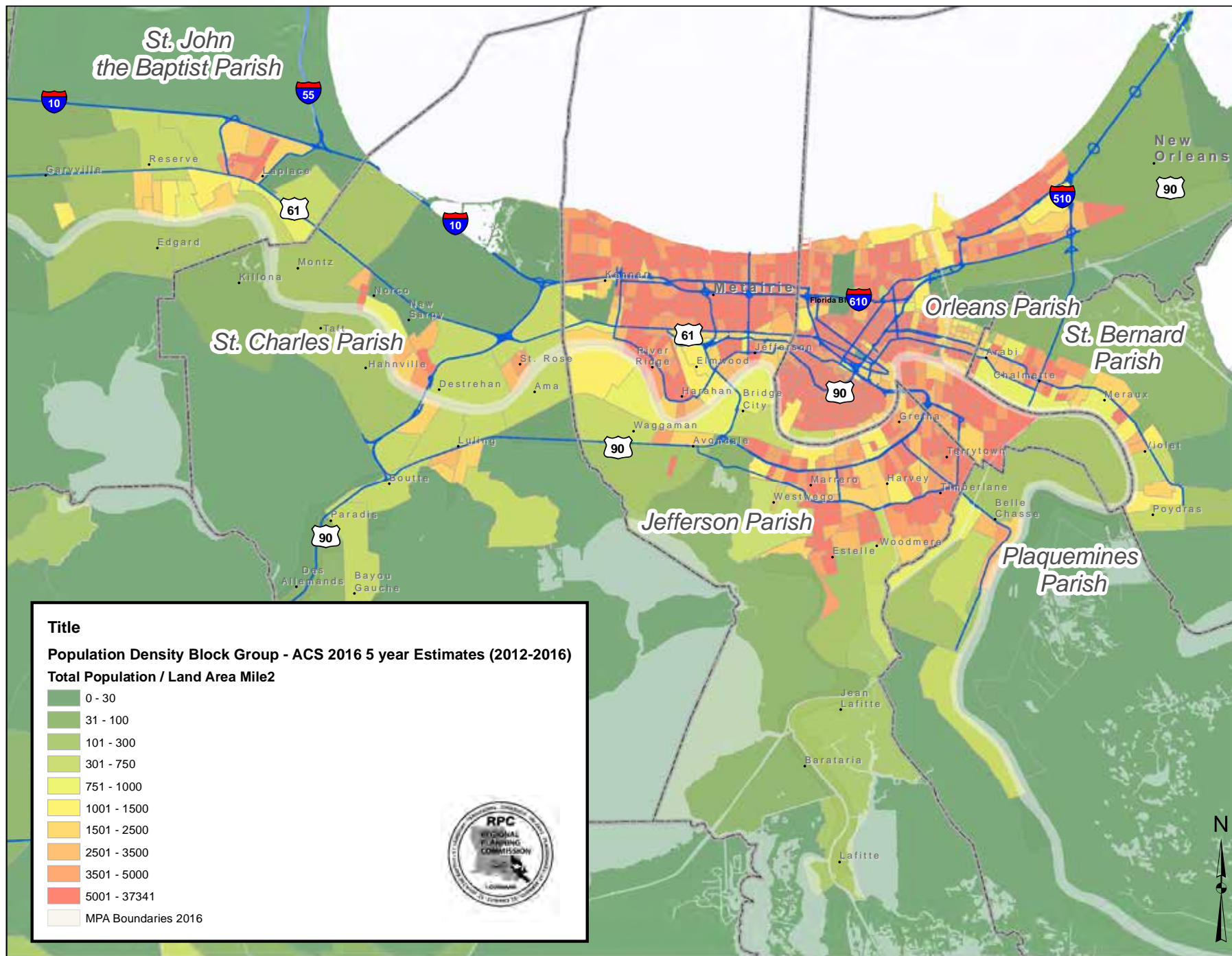




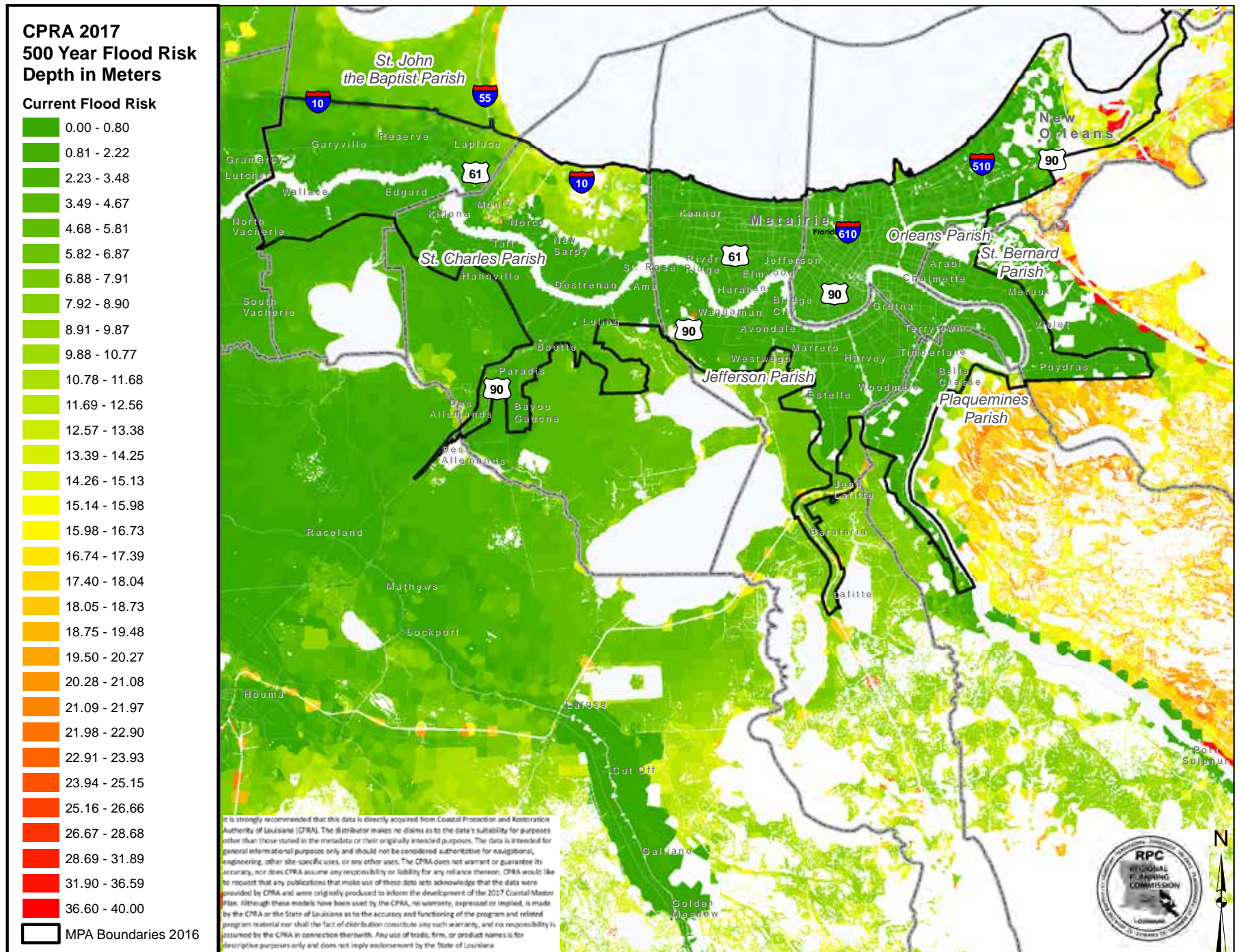








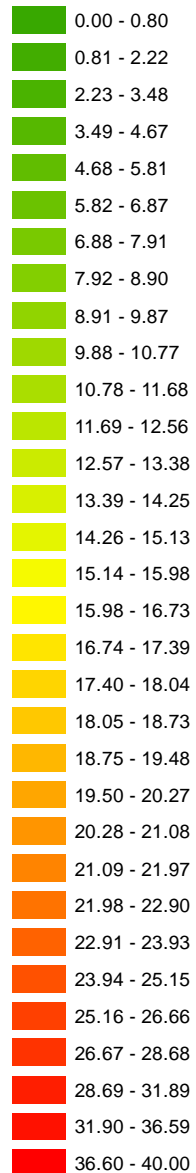




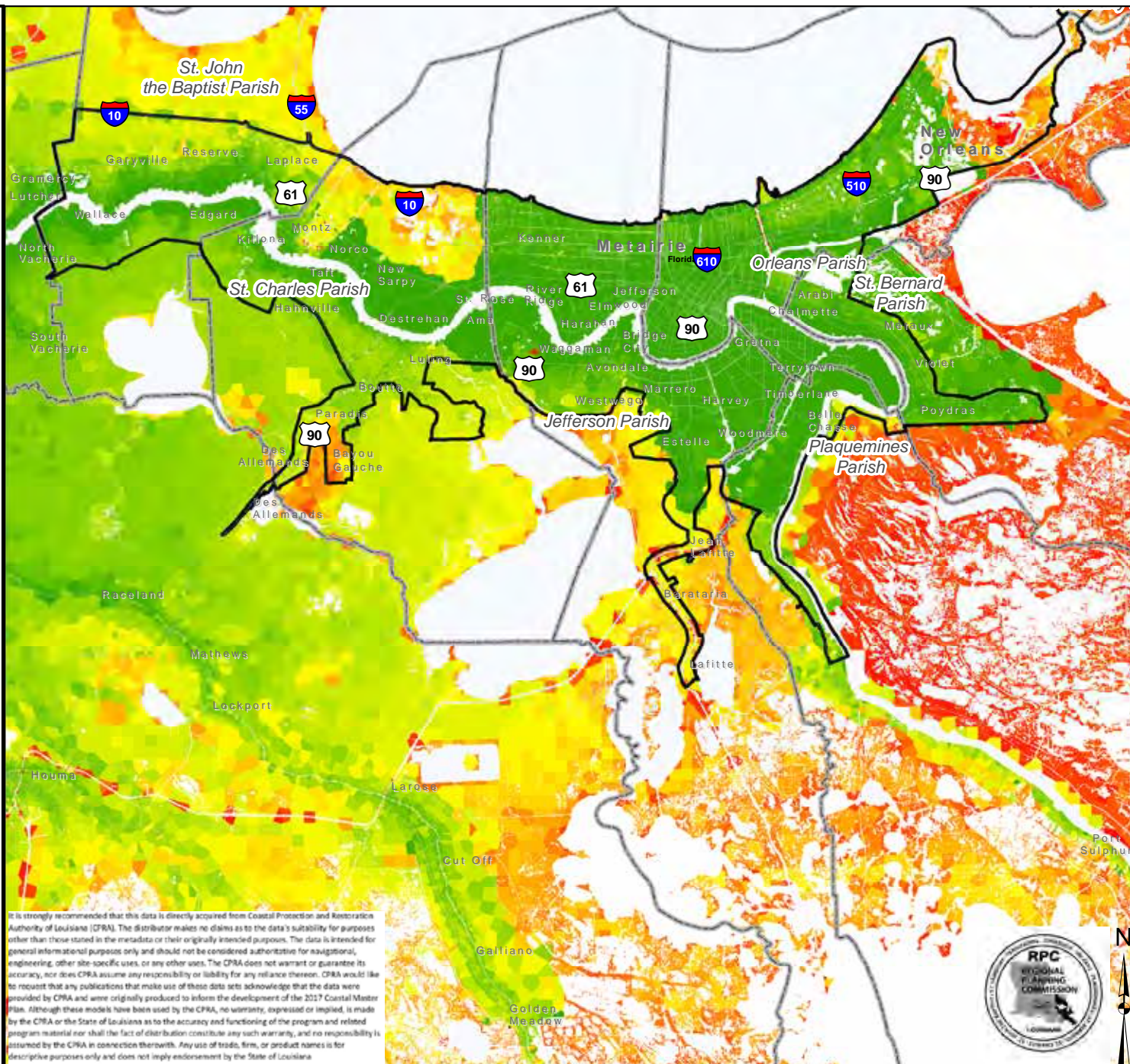


CPRA 2017 500 Year Flood Risk Depth in Meters

Future With No Action



MPA Boundaries 2016



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APPENDIX D: SUMMARY OF PUBLIC INVOLVEMENT



PUBLIC OUTREACH OVERVIEW

Opportunities for public involvement in the shaping of this MTP included a citizen outreach effort prior to the development of the plan, and public meetings and a period for public comment on the draft plan.

SURVEY REVIEW AND ANALYSIS

In 2017, the RPC initiated a citizen outreach effort to coincide with the update of the MTP. In previous years, the RPC has engaged in a variety of different outreach and public participation initiatives which have worked to strengthen the relationship between the agency and citizens. Agency-wide outreach initiatives are usually completed every 2-3 years.

The purpose of the 2017 outreach effort was to gather feedback from citizens throughout the region regarding their transportation needs in order to inform the MTP update. A transportation survey was determined to be the most effective way of collecting this feedback.

SURVEY DESIGN

With the collaboration of RPC staff, a 19-question transportation survey was developed for distribution to citizens within the metropolitan New Orleans region. All questions were multiple choice with the option to add a comment. The survey covered a wide range of the RPC's program areas such as biking and walking activity, traffic congestion, environmental priorities, public transit, highway safety, and livable communities. Within each topic area, the questions asked citizens to prioritize their transportation needs.

DISTRIBUTION

The transportation survey was made available on the RPC website as well as in the main lobby of the Regional Transportation Management Center in pencil and paper format. The survey was available to be filled out starting May 1st and was open through June 30th. Late survey submissions via online and in person were still accepted up to 30 days past the official close date.

A post with a link to the survey with the following description was posted May 1st on the main homepage of the RPC website and remained there until the survey closed.

"The Regional Planning Commission is currently updating our Metropolitan Transportation Plan (MTP), and we are inviting you to participate by completing a survey on your transportation preferences and priorities. Citizen input is very important to the planning process, and we look forward to your engagement to ensure that the MTP is effectively and thoughtfully developed and implemented.

Survey results will be accepted through June 30th. All residents of our metropolitan area are invited to participate, and all survey results are confidential.

Click here to learn more and get started."

An email with a description and link to the survey was sent out to a database of community members and community advocate groups on May 10th, 2017 and paper surveys were mailed out by request. The RPC also appeared on WBOK talk radio to promote the transportation survey.

In order to get the most diverse response rate for the transportation survey, the RPC decided to utilize a third-party survey development software for online distribution. This tool integrated social media and provided the ability to direct online ads for the survey to randomly selected users living within a designated area, ensuring an even distribution of survey materials. An emphasis was placed on garnering feedback from minority and low income communities, and the ability to target certain demographics via social media aided in that effort. The sponsored survey advertisement was seen 28,609 times by 18,534 people and was accessed 578 times at a 3% response rate. The targeted social media outreach was performed in addition to traditional survey distribution methods.

RESULT SUMMARY

The transportation survey was viewed online 1,624 times and filled out by 247 people. The RPC also collected 30 paper surveys bringing the total responses to 277. Although the survey was widely distributed across the region, the majority of the respondents were white, moderate to high-income, middle aged residents from Orleans Parish. The zip codes with the highest rate of responses were 70058, which is a section of West Jefferson Parish that includes Harvey and the Woodmere neighborhood; 70118, which includes most of Uptown New Orleans; and 70117, which incorporates the Marigny-Bywater and Lower 9th Ward neighborhoods in Orleans Parish.

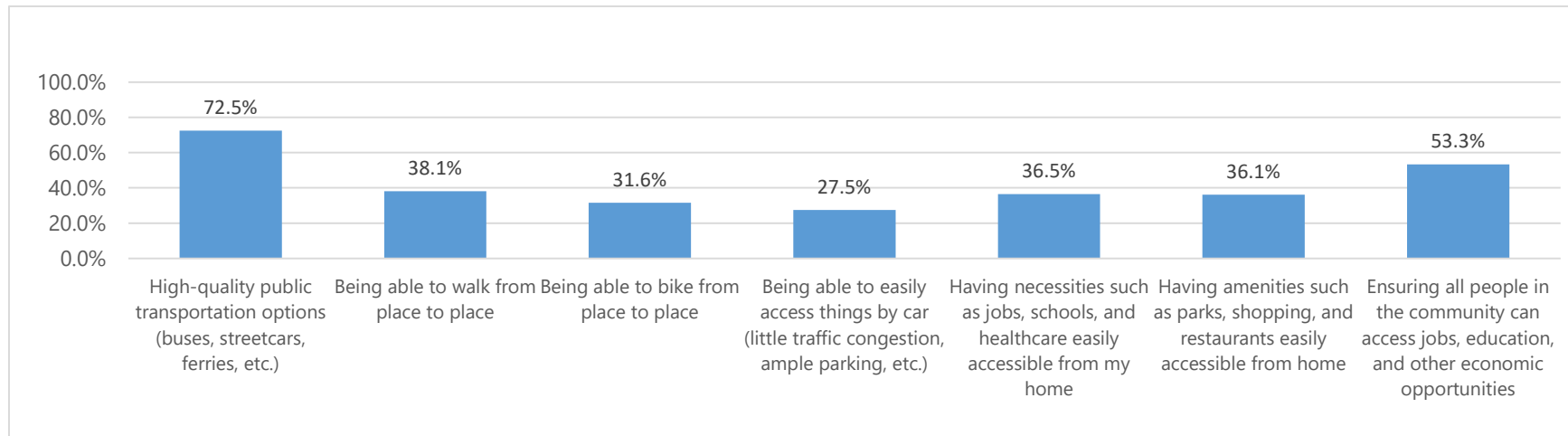
The common issues that ranked the highest among respondents are improvements to public transportation – specifically frequency and reliability of buses, bike and pedestrian improvements, and maintaining and improving the current road network. Safety was also of high concern for those who ride public transit, bike, or walk frequently.

Issues that did not rank as high were building new roads and sidewalks, and alleviating traffic concerns, as priority was given to improving and maintaining the existing transportation infrastructure.

DETAILED RESULTS

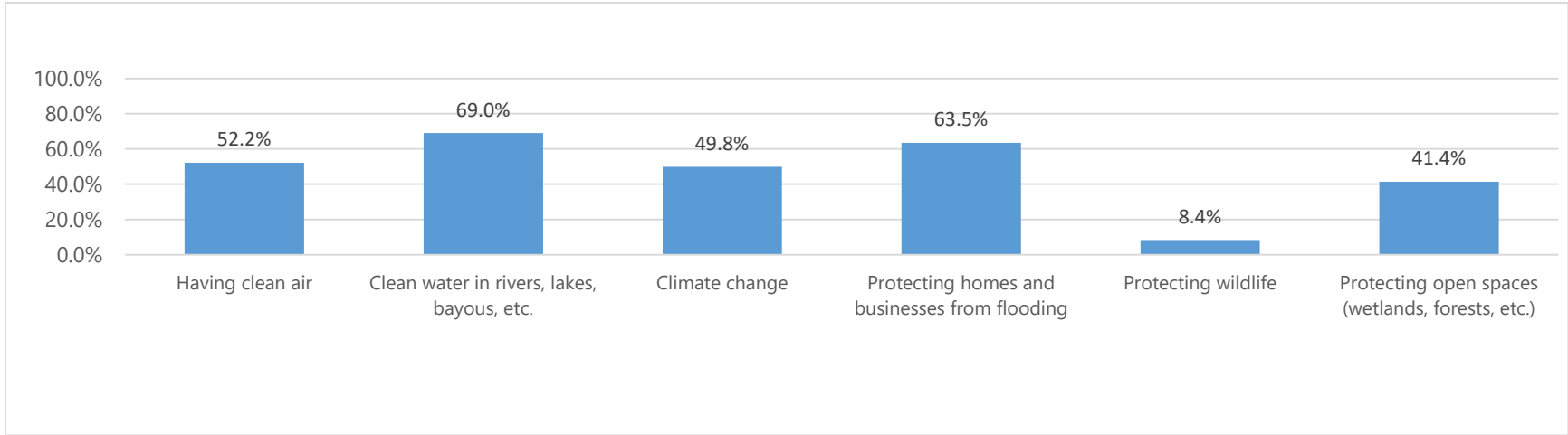
Survey results by question are listed on the following pages, followed by information describing survey respondents.

WHEN THINKING ABOUT HOW TRANSPORTATION AFFECTS THE QUALITY OF LIFE IN YOUR COMMUNITY, WHICH OF THE FOLLOWING ARE MOST DESIRABLE TO YOU? CHOOSE UP TO THREE (3) OPTIONS.



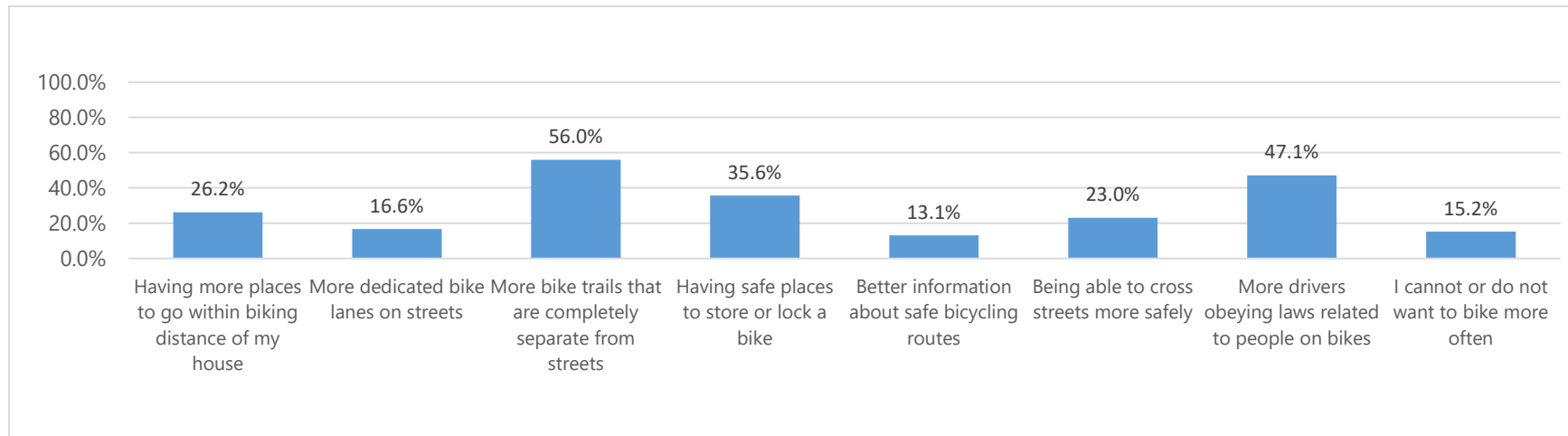
73% of respondents indicated that having high-quality transportation options was important to their quality of life, while 28% of respondents indicated that being able to easily access things by car was a top priority to them.

WHAT DO YOU CONSIDER TO BE THE MOST IMPORTANT ENVIRONMENTAL ISSUES IN OUR REGION? CHOOSE UP TO THREE OPTIONS.



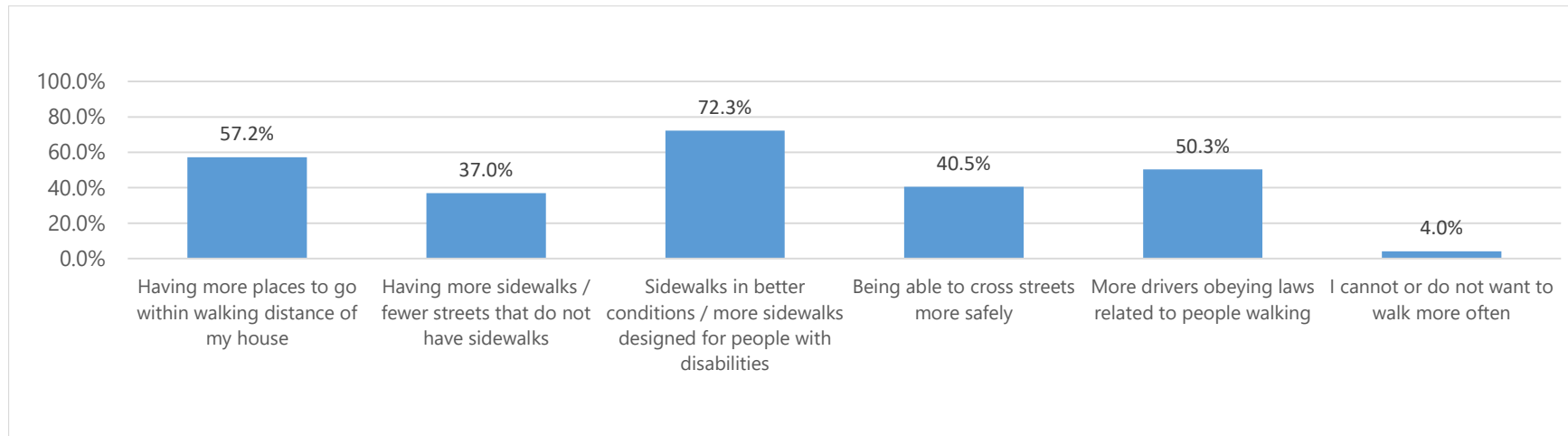
69% of respondents indicated that clean water in rivers, lakes, bayous, etc. was important to their quality of life, while protecting wildlife was the least prioritized at 8%.

WHICH OF THE FOLLOWING WOULD MAKE YOU WANT TO BIKE MORE OFTEN TO GET PLACES, OR WOULD MAKE YOUR REGULAR BIKING EXPERIENCES BETTER? CHOOSE UP TO THREE OPTIONS.



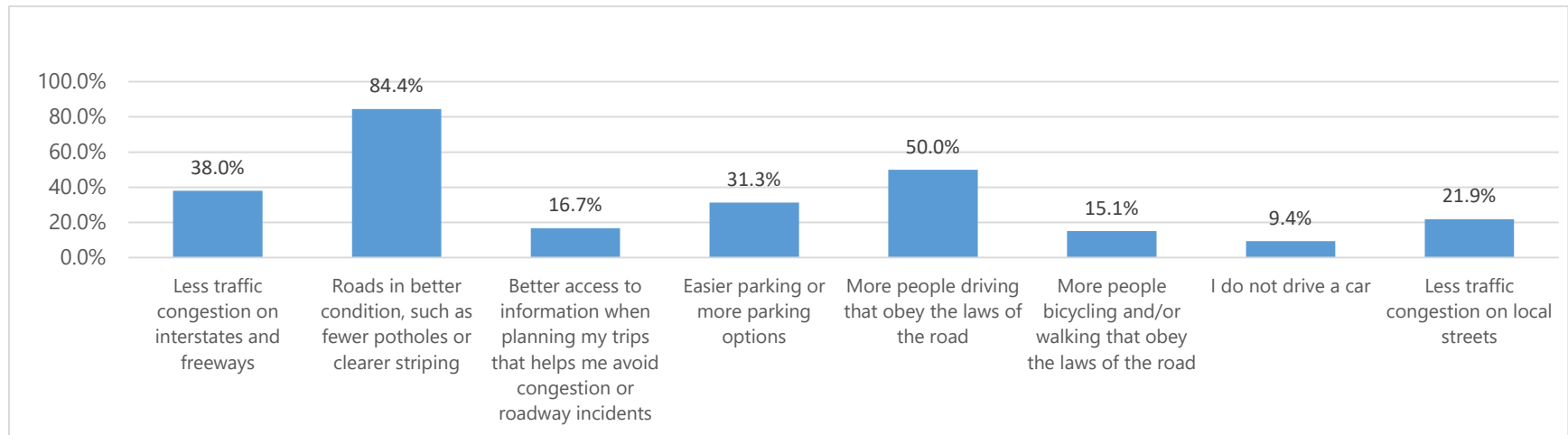
56% of respondents indicated that more bike trails that are completely separated from streets was a top priority, while better information about safe bicycle routes was of the least importance.

WHICH OF THE FOLLOWING WOULD MAKE YOU WANT TO WALK MORE OFTEN TO GET PLACES, OR WOULD MAKE YOUR REGULAR WALKING EXPERIENCE BETTER? CHOOSE UP TO THREE OPTIONS.



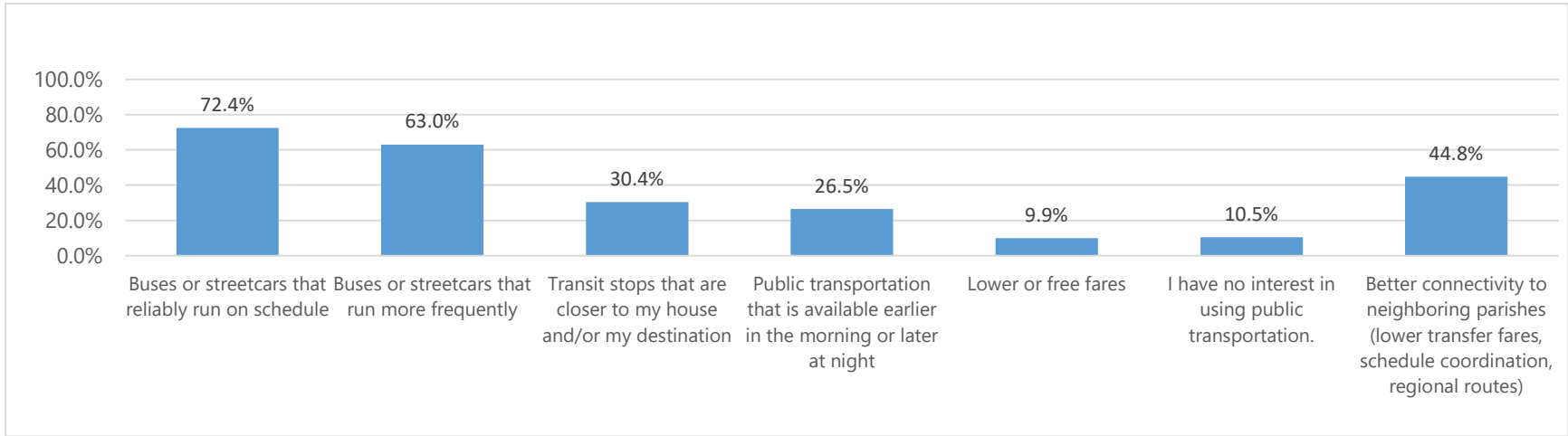
72% of respondents indicated that having sidewalks in better condition or having more sidewalks designed for people with disabilities would make them walk more, while 4% of respondents indicated that they cannot or do not want to walk more often.

IF YOU DRIVE A CAR, WHAT WOULD MAKE YOUR DRIVING EXPERIENCE BETTER? CHOOSE UP TO THREE OPTIONS.



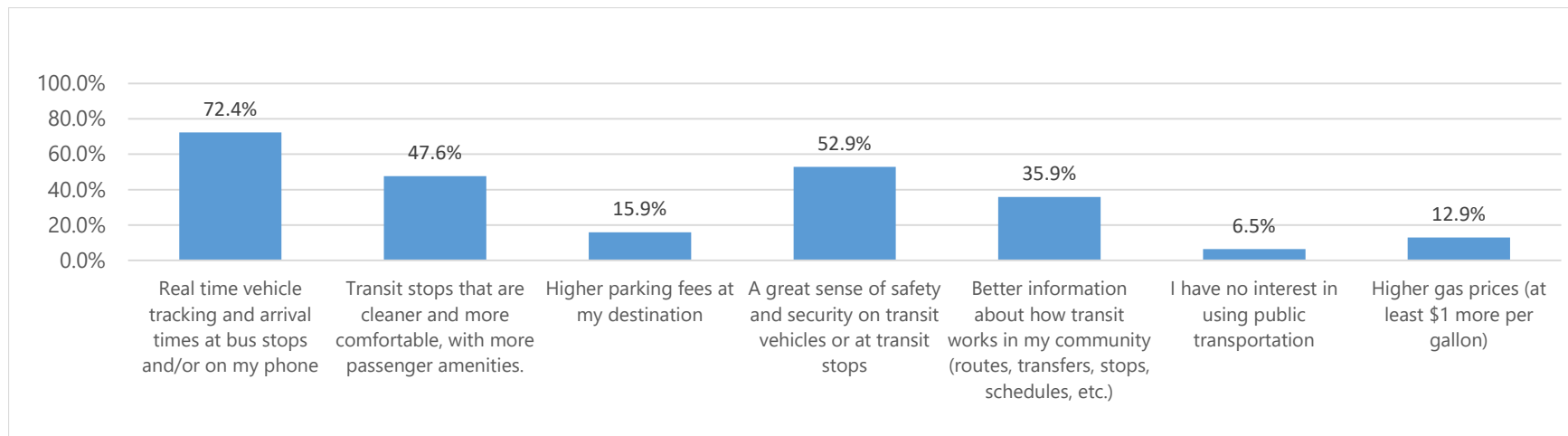
84% of respondents indicated that having roads in better condition, such as fewer potholes or clearer striping would make their driving experience better, while 9% of respondents indicated they do not drive.

WHICH OF THE FOLLOWING WOULD MAKE YOU MORE LIKELY TO USE PUBLIC TRANSPORTATION, OR WOULD MAKE YOUR REGULAR PUBLIC TRANSPORTATION EXPERIENCES BETTER? CHOOSE UP TO THREE OPTIONS.



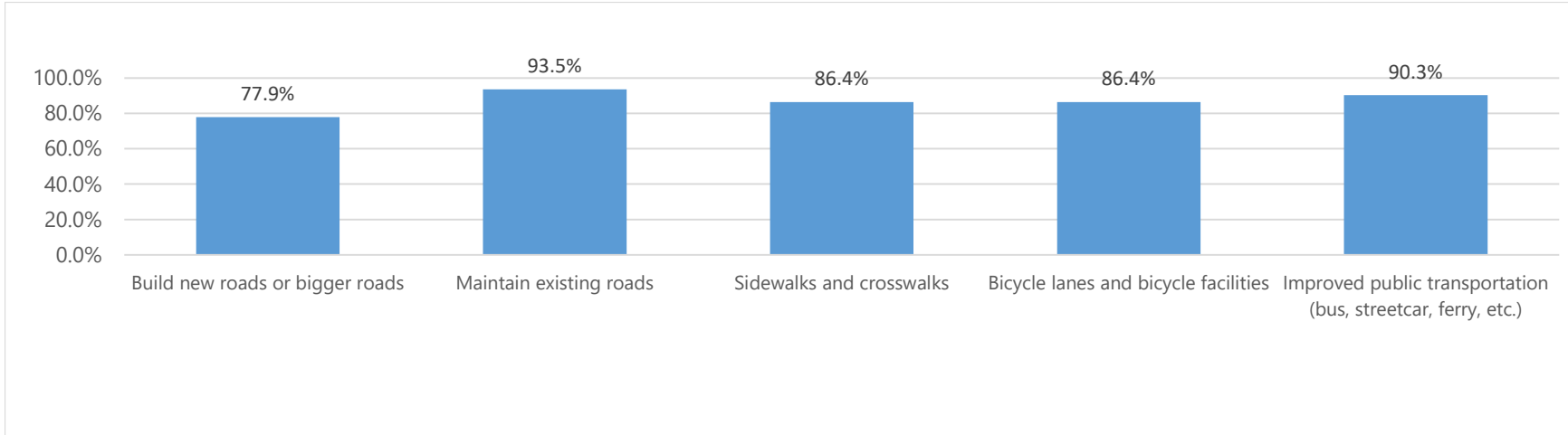
72% of respondents indicated that having buses or streetcars reliably run on schedule would make them more likely to use public transportation, while lower or free fares was the least important at 10%.

WHICH OF THE FOLLOWING WOULD MAKE YOU MORE LIKELY TO USE PUBLIC TRANSPORTATION, OR WOULD MAKE YOUR REGULAR PUBLIC TRANSPORTATION EXPERIENCES BETTER? CHOOSE UP TO THREE OPTIONS.



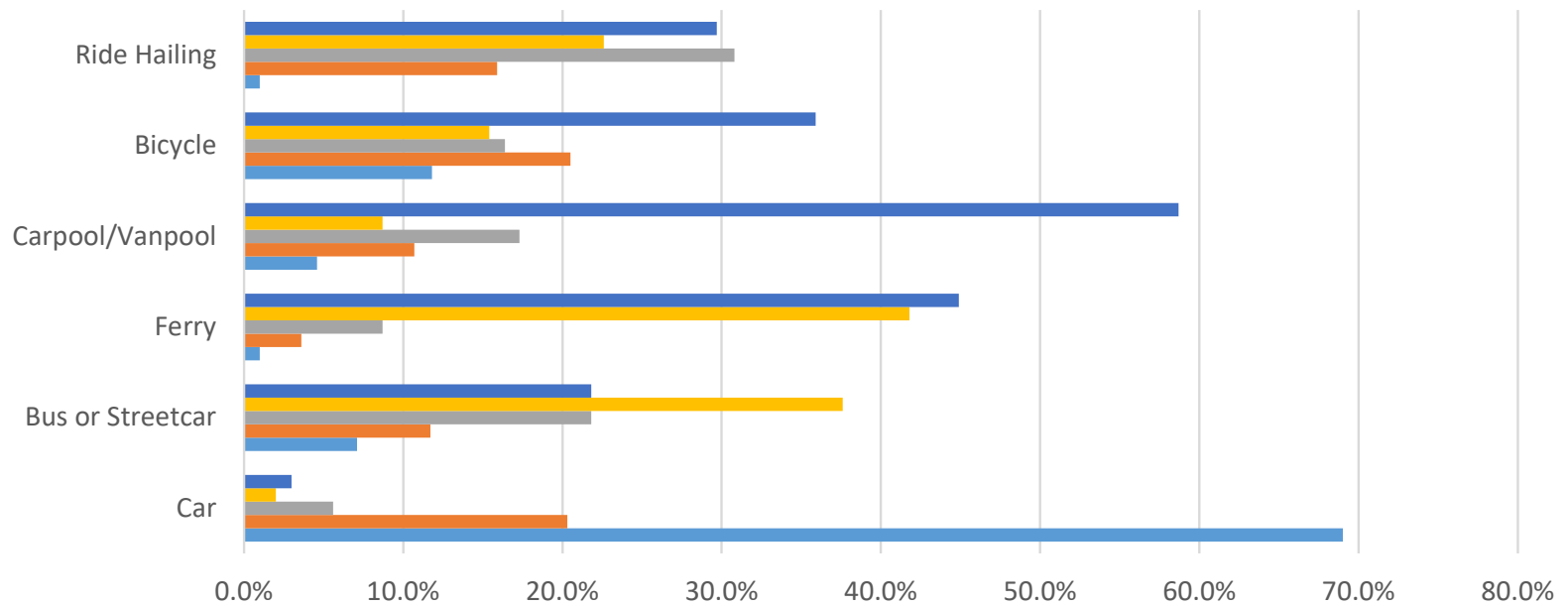
72% of respondents indicated that real time vehicle tracking and arrival times at bus stop and/or their phone would make their public transit experience better, while less than 10% indicated that they have no interest in public transportation.

PLEASE RANK THE FOLLOWING ISSUES IN ORDER OF IMPORTANCE (MOST IMPORTANT TO THE LEAST IMPORTANT).



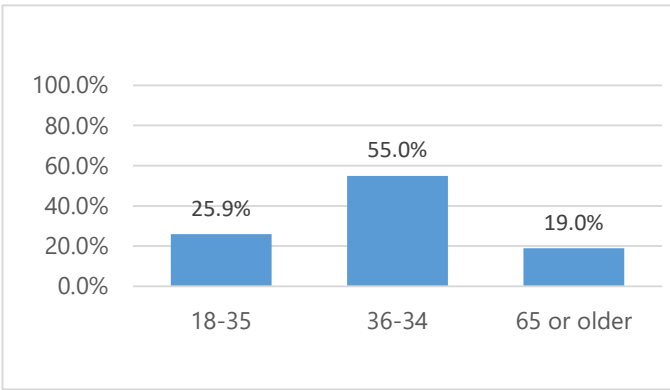
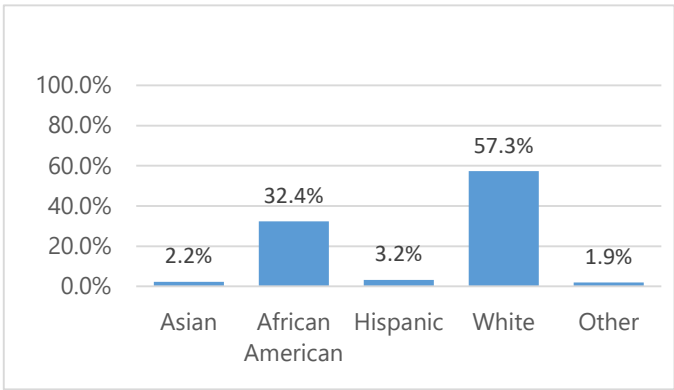
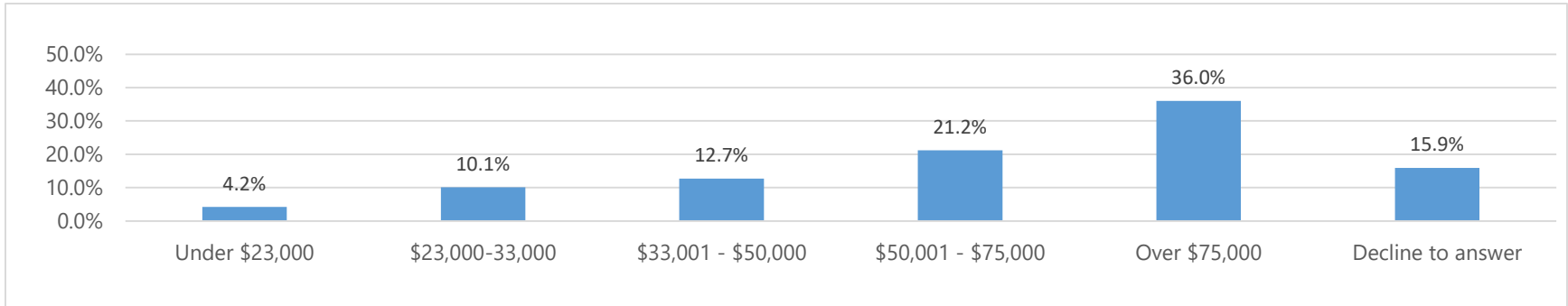
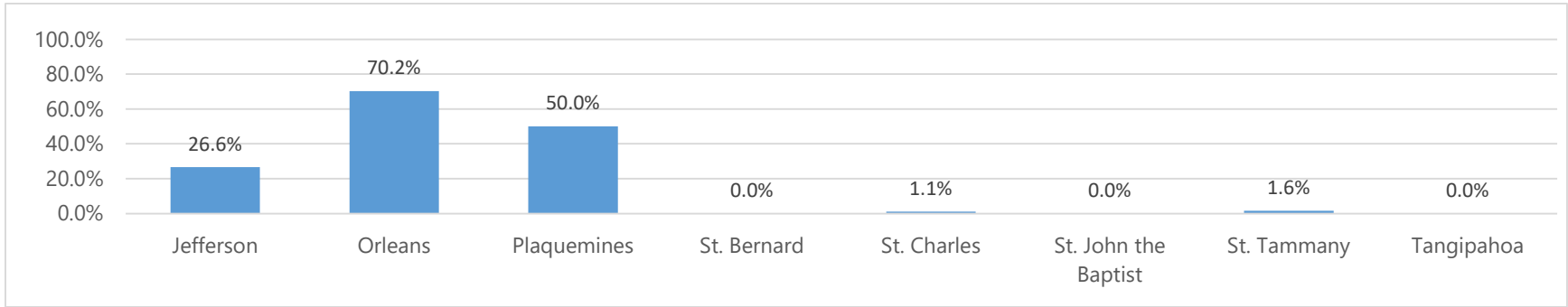
94% of respondents indicated that maintaining existing roads was a top priority, while building new or bigger roads was of the least importance at 78%.

RESPONDENT TRANSPORTATION MODE USAGE (SELF REPORTED)



	Car	Bus or Streetcar	Ferry	Carpool/Vanpool	Bicycle	Ride Hailing
■ Never	3.0%	21.8%	44.9%	58.7%	35.9%	29.7%
■ At least once a year	2.0%	37.6%	41.8%	8.7%	15.4%	22.6%
■ At least once a month	5.6%	21.8%	8.7%	17.3%	16.4%	30.8%
■ At least once a week	20.3%	11.7%	3.6%	10.7%	20.5%	15.9%
■ At least once a day	69.0%	7.1%	1.0%	4.6%	11.8%	1.0%

RESPONDENT DEMOGRAPHICS (SELF REPORTED)



DRAFT PLAN PUBLIC NOTICE, MEETINGS & COMMENT PERIOD

Consistent with its Public Involvement Plan and relevant regulations the RPC sought public comment on this plan through multiple venues. These included:

- Ads posted in The Times-Picayune on December 5, 2018 and December 12, 2018 notifying the public of the plan's availability for review and opportunities for comment;
- A public hearing held in New Orleans on December 19, 2018 to present the plan and to take public comment;
- Drafts made available at regional branch libraries for public review and comment between December 5, 2018 and January 3, 2019;
- A draft made available in digital (PDF) format on the RPC website between December 5, 2018 and January 8, 2019;
- Public comment periods at two RPC meetings, held December 11, 2018 and January 8, 2019.

The RPC received written comments from DOTD District 02 and St. Bernard Parish. These are included on the following pages.

From: Chris Morvant [<mailto:Chris.Morvant@LA.GOV>]
Sent: Friday, December 28, 2018 11:29 AM
To: jroesel <jroesel@norpc.org>; jsappington <jsappington@norpc.org>
Subject: RE: January 8th TPC & RPC Meeting Notice

Jeff,

In reviewing the agenda for the upcoming meeting, I see that we will be voting to adopt the New Orleans MTP 2048. I would think by 2048 there would be a project on the list for a new Mississippi River crossing since the recent Pontchartrain Expressway study did not reveal any solutions to the corridor congestion issues. Is that a project that DOTD would have include on our list before it becomes part of the MTP. As I said the past, we really need to start thinking about a new crossing because it will be a 30 year process.

Thanks,

Chris G. Morvant, P.E., PTOE
District 02 Engineer Administrator
Department of Transportation and Development
Post Office Box 9180
Bridge City, LA 70096-9180
Office: 504-437-3101
Fax: 504-437-3260
chris.morvant@la.gov

This document and the information contained herein is prepared solely for the purpose of identifying, evaluating and planning safety improvements on public roads which may be implemented utilizing federal aid highway funds; and is therefore exempt from discovery or admission into evidence pursuant to 23 U.S.C. 409.





St. Bernard Parish Government

8201 Post Judge Perry Drive

Chalmette, Louisiana 70044-3

225-433-0000

225-433-0000

January 3, 2019

Mr. Jeffrey W. Roesel, AICP, Executive Director
Regional Planning Commission for Jefferson, Orleans, Plaquemines, St. Bernard, St. Charles, St.
John, St. Tammany and Tangipahoa Parishes
10 Veterans Memorial Boulevard
New Orleans, Louisiana 70124-1162

RE: **St. Bernard Parish Comments – Greater New Orleans 2048 Metropolitan
Transportation Plan, November 2018 draft**

Dear Jeff:

As per your request, below are suggestions from our staff and RPC Commissioners on the above
referenced draft document.

Appendix E

Plan Consistency: St. Bernard Parish is supportive of all projects listed for St. Bernard in
Appendix E. In general, we would request that all projects implemented by partner agencies be
done in a way that is consistent, as much as is possible and practical, with the *St. Bernard Parish
Bikeway and Pedestrian Plan*, *St. Bernard Parish Comprehensive Plan*, and "St. Bernard
Parish Complete Streets Policy".

Specifically for Project E.162, Paris Road improvements from the Orleans Parish line to St.
Bernard Highway, we would like the State to consider re-introducing the previous neutral ground
to provide increased opportunities for safer non-motorized crossings of this major arterial.

Goals: We would recommend the following additional goals be added to the below St. Bernard
projects:

Project Page	Additional Goals
E.162	3, 6
E.161	3
E.163	1
E.167	6
E.170	1,6

Neighboring Parish Projects: Some projects in neighboring parishes present an opportunity to
improve livability; improve non-motorized and motorized safety; expand mobility options and

connections; demonstrate good stewardship; and further equity goals. These projects can impact and provide positive benefits to residents in surrounding communities such as St. Bernard as well. Both local and multi-parish benefits can be accomplished by incorporating additional goals for the below projects

Project Page	Additional Goals
E.131	3, 6
E.116	3
E.134	3, 4, 6

Table of Contents: A Table of Contents listing project names by Parish would be helpful for Appendix E

Draft Report Document

Page 2.9, St. Bernard Parish Profile: Our latest census estimate for total population is 46,202.

A Credits Page listing RPC Commissioners for each Parish would be helpful in the final published document.

If there are any questions, please feel free to contact me or Deborah Jan Fagan of our office at 504-278-4226.

Thank you for your time and consideration in this matter.

Sincerely,



Guy McInnis
Parish President

c: Tom Haysley, RPC Transportation Planner
St. Bernard RPC Commissioners

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GREATER NEW ORLEANS 2048

2019-2048 METROPOLITAN TRANSPORTATION PLAN

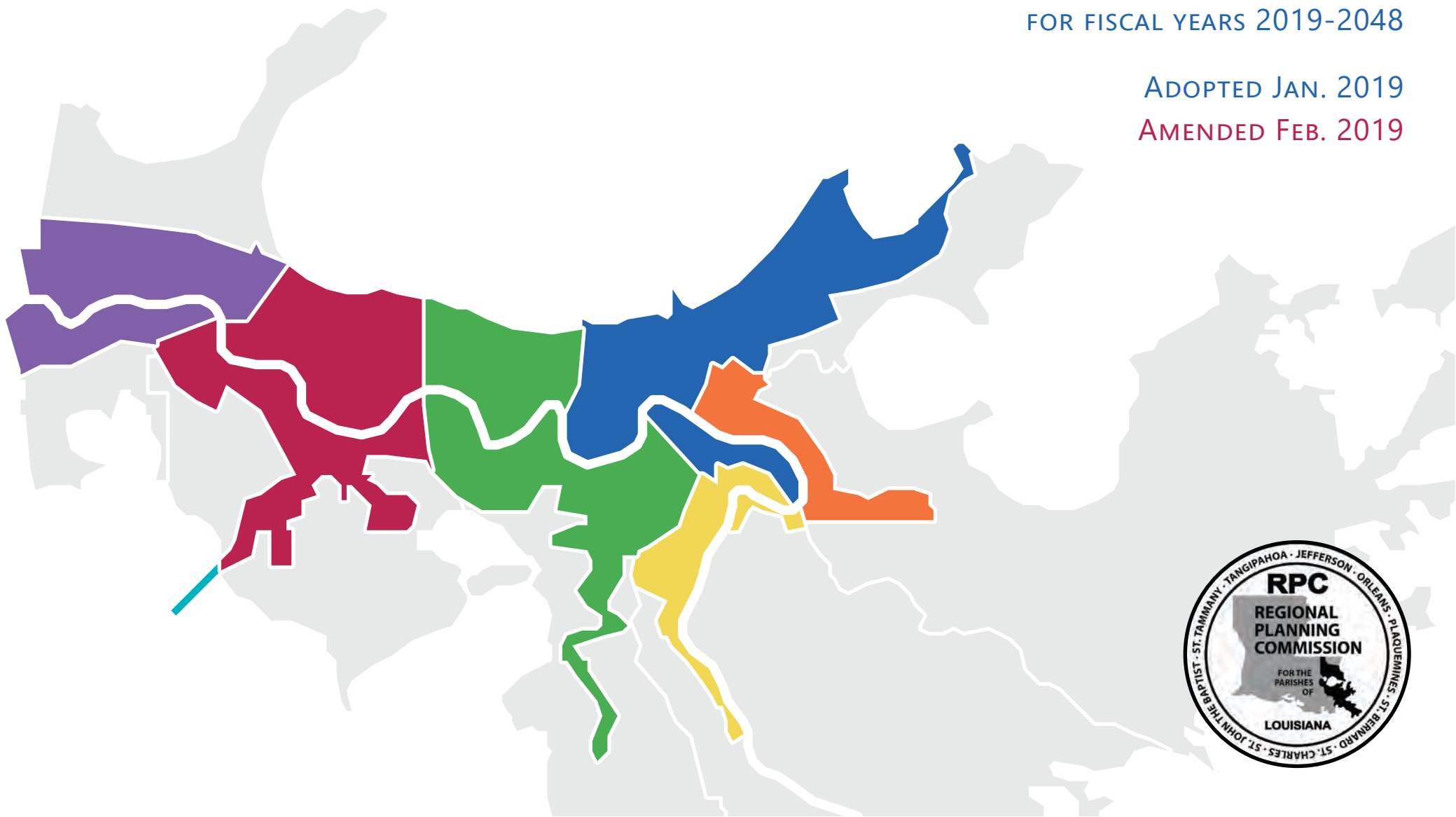
FOR THE NEW ORLEANS METROPOLITAN PLANNING AREA

VOLUME II - LIST OF PROJECTS

FOR FISCAL YEARS 2019-2048

ADOPTED JAN. 2019

AMENDED FEB. 2019



2048 METROPOLITAN TRANSPORTATION PLAN

NEW ORLEANS METROPOLITAN PLANNING AREA

VOL. II - LIST OF PROJECTS

ADOPTED JAN. 2019

AMENDED FEB. 2019

REGIONAL PLANNING COMMISSION

10 VETERANS MEMORIAL BLVD

NEW ORLEANS, LA 70124

PHONE: 504.483.8500

FAX: 504.483.8526 (FAX)

EMAIL: rpc@norpc.org

WEB: www.norpc.org



The preparation of this document was financed in part through grants from the U.S. Department of Transportation, Federal Highway Administration, in accordance with the Fixing America's Surface Transportation Act.

This document and the information contained herein is prepared solely for the purpose of identifying, evaluating and planning safety improvements on public roads which may be implemented utilizing federal aid highway funds; and is therefore exempt from discovery or admission into evidence pursuant to 23 U.S.C. 409. Contact the Traffic Safety Office at (225) 379-1871 before releasing any information.

APPENDIX E: LIST OF PROJECTS



OVERVIEW

The projects contained in the MTP reflect a 30-year forecast of transportation improvements based on projected funding in the 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 developing the MTP. Being fiscally constrained, the MTP must be revised every five 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. In many cases, projects are funded with combinations of state, federal, and local funds.

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PROJECTS:
JEFFERSON PARISH

FFY 19 (Federal Fiscal Year 10/1/18 - 9/30/19)

Goals: 1= Safety, 2= State of Good Repair, 3= Livability, 4= Stewardship, 5= Economic Development, 6= Equity

Jefferson

FFY 19 (Federal Fiscal Year 10/1/18 - 9/30/19)

Project No.: H.011311	Project Title: US 90B: Elev WB Expy to Jung Blvd			
Parish: Jefferson	Type of Improvement: Widen Roadway For New Turn Lane			
Sponsor: DOTD	Construction Year: FFY 19 (Federal Fiscal Year 10/1/18 - 9/30/19)			
Category: Capacity	Length: .83	Route: US90z	Goal 3	UA NO
Work Phase/Year	Funding Source	Cost Estimate	Contingency (10%)	Federal Share
C	NHPP	\$2,258,000	\$2,483,800	\$2,483,800
FFY 2019				
STIP Line Item	Non-Federal Total	Total Cost	Total Contingency	Federal Total
	\$0	\$2,258,000	\$2,483,800	\$2,483,800

Goals: 1= Safety, 2= State of Good Repair, 3= Livability, 4= Stewardship, 5= Economic Development, 6= Equity

Jefferson

FFY 19 (Federal Fiscal Year 10/1/18 - 9/30/19)

Project No.: H.011670	Project Title: I-10 / Loyola Interchange Improvements*			
Parish: Jefferson	Type of Improvement: Interchange Improvement			
Sponsor: Jefferson	Construction Year: FFY 19 (Federal Fiscal Year 10/1/18 - 9/30/19)			
Category: Interchange	Length: .65	Route: I 10	Goal 3 5	UA NO
Work Phase/Year	Funding Source	Cost Estimate	Contingency (10%)	Federal Share
C	AC	\$149,695,000	\$164,664,500	
FFY 2019				
STIP Line Item	Non-Federal Total	Total Cost	Total Contingency	Federal Total
	\$164,664,500	\$149,695,000	\$164,664,500	\$0

Goals: 1= Safety, 2= State of Good Repair, 3= Livability, 4= Stewardship, 5= Economic Development, 6= Equity

Jefferson

FFY 19 (Federal Fiscal Year 10/1/18 - 9/30/19)

Project No.: H.011731	Project Title: W. Esplanade Bridges @ Duncan Canal			
Parish: Jefferson	Type of Improvement: Bridge Replacement			
Sponsor: Kenner	Construction Year: FFY 19 (Federal Fiscal Year 10/1/18 - 9/30/19)			
Category: Preservation	Length: .04	Route: LA 18	Goal 2	UA NO
Work Phase/Year	Funding Source	Cost Estimate	Contingency (10%)	Federal Share
C	STP>200K	\$9,083,000	\$9,991,300	\$7,993,040
FFY 2019	Local	\$5,450,000	\$5,995,000	
STIP Line Item	Non-Federal Total	Total Cost	Total Contingency	Federal Total
	\$7,993,260	\$14,533,000	\$15,986,300	\$7,993,040

Goals: 1= Safety, 2= State of Good Repair, 3= Livability, 4= Stewardship, 5= Economic Development, 6= Equity

Jefferson

FFY 19 (Federal Fiscal Year 10/1/18 - 9/30/19)

Project No.: H.011795	Project Title: Westwood Dr (WB Expy - Lapalco)			
Parish: Jefferson	Type of Improvement: Concrete Rehabilitation			
Sponsor: Jefferson	Construction Year: FFY 19 (Federal Fiscal Year 10/1/18 - 9/30/19)			
Category: Preservation	Length:	Route:	Goal 2	UA NO
Work Phase/Year	Funding Source	Cost Estimate	Contingency (10%)	Federal Share
C	STP>200K	\$6,110,000	\$6,721,000	\$5,576,800
FFY 2019				
STIP Line Item	Non-Federal Total	Total Cost	Total Contingency	Federal Total
	\$1,144,200	\$6,110,000	\$6,721,000	\$5,576,800

Goals: 1= Safety, 2= State of Good Repair, 3= Livability, 4= Stewardship, 5= Economic Development, 6= Equity

Jefferson

FFY 19 (Federal Fiscal Year 10/1/18 - 9/30/19)

Project No.: H.011798	Project Title: Airline Park Blvd (Camphor to W. Napoleon)			
Parish: Jefferson	Type of Improvement: Concrete Rehab w/Drainage Impr			
Sponsor: Jefferson	Construction Year: FFY 19 (Federal Fiscal Year 10/1/18 - 9/30/19)			
Category: Preservation	Length:	Route:	Goal 2 4	UA NO
Work Phase/Year	Funding Source	Cost Estimate	Contingency (10%)	Federal Share
C	STP>200K	\$5,990,000	\$6,589,000	\$5,271,200
FFY 2019				
STIP Line Item	Non-Federal Total	Total Cost	Total Contingency	Federal Total
	\$1,317,800	\$5,990,000	\$6,589,000	\$5,271,200

Goals: 1= Safety, 2= State of Good Repair, 3= Livability, 4= Stewardship, 5= Economic Development, 6= Equity

Jefferson

FFY 19 (Federal Fiscal Year 10/1/18 - 9/30/19)

Project No.: H.012161	Project Title: LA 611-1 & LA 611-3: Cold Plane & Overlay			
Parish: Jefferson	Type of Improvement: Installation of Drainage Structures			
Sponsor: DOTD	Construction Year: FFY 19 (Federal Fiscal Year 10/1/18 - 9/30/19)			
Category: OP Efficiency	Length: 0.25	Route: 611-1	Goal 2 4	UA NO
Work Phase/Year	Funding Source	Cost Estimate	Contingency (10%)	Federal Share
C	STPFLEX	\$459,000	\$504,900	\$382,800
FFY 2019				
STIP Line Item	Non-Federal Total	Total Cost	Total Contingency	Federal Total
	\$122,100	\$459,000	\$504,900	\$382,800

Goals: 1= Safety, 2= State of Good Repair, 3= Livability, 4= Stewardship, 5= Economic Development, 6= Equity

FFY 19 (Federal Fiscal Year 10/1/18 - 9/30/19)

Goals: 1= Safety, 2= State of Good Repair, 3= Livability, 4= Stewardship, 5= Economic Development, 6= Equity

Jefferson

FFY 19 (Federal Fiscal Year 10/1/18 - 9/30/19)

Project No.: H.012783	Project Title: WB Veterans: Severn Ave to Clearview Pkwy			
Parish: Jefferson	Type of Improvement: Resurfacing / Rehabilitation			
Sponsor: Jefferson	Construction Year: FFY 19 (Federal Fiscal Year 10/1/18 - 9/30/19)			
Category: Urban Systems	Length: 1.6	Route:	Goal 2	UA NO
Work Phase/Year	Funding Source	Cost Estimate	Contingency (10%)	Federal Share
C	STP>200K	\$2,405,000	\$2,645,500	\$2,116,400
FFY 2019				
STIP Line Item	Non-Federal Total	Total Cost	Total Contingency	Federal Total
	\$529,100	\$2,405,000	\$2,645,500	\$2,116,400

Goals: 1= Safety, 2= State of Good Repair, 3= Livability, 4= Stewardship, 5= Economic Development, 6= Equity

FFY 19 (Federal Fiscal Year 10/1/18 - 9/30/19)

Goals: 1= Safety, 2= State of Good Repair, 3= Livability, 4= Stewardship, 5= Economic Development, 6= Equity

Jefferson

FFY 19 (Federal Fiscal Year 10/1/18 - 9/30/19)

Project No.: H.013599	Project Title: New Orleans Airport Interstate Signage			
Parish: Jefferson	Type of Improvement: Operation Improvement			
Sponsor: DOTD	Construction Year: FFY 19 (Federal Fiscal Year 10/1/18 - 9/30/19)			
Category:	Length:	Route:	Goal 3 5	UA NO
Work Phase/Year	Funding Source	Cost Estimate	Contingency (10%)	Federal Share
C	NHPP	\$1,400,000	\$1,540,000	\$1,760,000
FFY 2019	STP>200K	\$1,000,000	\$1,100,000	\$880,000
STIP Line Item	Non-Federal Total	Total Cost	Total Contingency	Federal Total
	\$0	\$2,400,000	\$2,640,000	\$2,640,000

Goals: 1= Safety, 2= State of Good Repair, 3= Livability, 4= Stewardship, 5= Economic Development, 6= Equity

Jefferson

FFY 19 (Federal Fiscal Year 10/1/18 - 9/30/19)

Project No.: H.013706	Project Title: US 90Z: Harvey Tunnel Lighting Repl.			
Parish: Jefferson	Type of Improvement: Replacement of Tunnel Lighting System			
Sponsor: DOTD	Construction Year: FFY 19 (Federal Fiscal Year 10/1/18 - 9/30/19)			
Category:	Length:	Route:	Goal 1 2	UA NO
Work Phase/Year	Funding Source	Cost Estimate	Contingency (10%)	Federal Share
C	NHPP	\$2,500,000	\$2,750,000	\$2,200,000
FFY 2019				
STIP Line Item	Non-Federal Total	Total Cost	Total Contingency	Federal Total
	\$550,000	\$2,500,000	\$2,750,000	\$2,200,000

Goals: 1= Safety, 2= State of Good Repair, 3= Livability, 4= Stewardship, 5= Economic Development, 6= Equity

Jefferson

FFY 20 (Federal Fiscal Year 10/1/19 - 9/30/20)

Project No.: *	Project Title: Veterans Transit Signal Priority				
Parish: Jefferson	Type of Improvement: Signal Upgrade for Transit Ops Improvement				
Sponsor: Jefferson	Construction Year: FFY 20 (Federal Fiscal Year 10/1/19 - 9/30/20)				
Category: OP Efficiency	Length:	Route:	Goal 2	3 6 0 0 0	UA NO
Work Phase/Year	Funding Source	Cost Estimate	Contingency (10%)	Federal Share	
C	STP>200K	\$415,500	\$457,050	\$365,200	
FFY 2020					
STIP Line Item	Non-Federal Total	Total Cost	Total Contingency	Federal Total	
	\$91,850	\$415,500	\$457,050	\$365,200	

Goals: 1= Safety, 2= State of Good Repair, 3= Livability, 4= Stewardship, 5= Economic Development, 6= Equity

Jefferson

FFY 20 (Federal Fiscal Year 10/1/19 - 9/30/20)

Project No.: H.007208	Project Title: Harvey Blvd Ext (Peters Rd - Manhattan)			
Parish: Jefferson	Type of Improvement: New Roadway Extension			
Sponsor: Jefferson	Construction Year: FFY 20 (Federal Fiscal Year 10/1/19 - 9/30/20)			
Category: Urban Systems	Length:	Route:	Goal 3 5 6	UA NO
Work Phase/Year	Funding Source	Cost Estimate	Contingency (10%)	Federal Share
C	STP>200K	\$14,577,000	\$16,034,700	\$12,827,760
FFY 2020				
STIP Line Item	Non-Federal Total	Total Cost	Total Contingency	Federal Total
	\$3,206,940	\$14,577,000	\$16,034,700	\$12,827,760

Goals: 1= Safety, 2= State of Good Repair, 3= Livability, 4= Stewardship, 5= Economic Development, 6= Equity

Jefferson

FFY 20 (Federal Fiscal Year 10/1/19 - 9/30/20)

Project No.: H.010626	Project Title: Sauve Road / Soniat Canal Bridge			
Parish: Jefferson	Type of Improvement: Bridge Replacement			
Sponsor: Jefferson	Construction Year: FFY 20 (Federal Fiscal Year 10/1/19 - 9/30/20)			
Category: Preservation	Length:	Route:	Goal 2	UA NO
Work Phase/Year	Funding Source	Cost Estimate	Contingency (10%)	Federal Share
E	FBR-OFF	\$86,000	\$86,000	\$69,000
FFY 2020				
C	FBR-OFF	\$1,033,000	\$1,136,300	\$909,040
FFY 2020				
STIP Line Item	Non-Federal Total	Total Cost	Total Contingency	Federal Total
Y	\$244,260	\$1,119,000	\$1,222,300	\$978,040

Goals: 1= Safety, 2= State of Good Repair, 3= Livability, 4= Stewardship, 5= Economic Development, 6= Equity

Jefferson

FFY 20 (Federal Fiscal Year 10/1/19 - 9/30/20)

Project No.: H.011534	Project Title: West Loyola & Metairie Heights Bridges			
Parish: Jefferson	Type of Improvement: Bridge Replacement			
Sponsor: Jefferson	Construction Year: FFY 20 (Federal Fiscal Year 10/1/19 - 9/30/20)			
Category: Preservation	Length:	Route:	Goal 2	UA NO
Work Phase/Year	Funding Source	Cost Estimate	Contingency (10%)	Federal Share
E	FBR-OFF	\$110,000	\$110,000	\$88,000
FFY 2020				
C	FBR-OFF	\$1,072,000	\$1,179,200	\$943,360
FFY 2020	FBR-OFF			
STIP Line Item	Non-Federal Total	Total Cost	Total Contingency	Federal Total
Y	\$257,840	\$1,182,000	\$1,289,200	\$1,031,360

Goals: 1= Safety, 2= State of Good Repair, 3= Livability, 4= Stewardship, 5= Economic Development, 6= Equity

Jefferson

FFY 20 (Federal Fiscal Year 10/1/19 - 9/30/20)

Project No.: H.012012	Project Title: Ridgewood/Stroelitz (Airline to Loumor)			
Parish: Jefferson	Type of Improvement: Concrete Overlay			
Sponsor: Jefferson	Construction Year: FFY 20 (Federal Fiscal Year 10/1/19 - 9/30/20)			
Category: Preservation	Length:	Route:	Goal 2	UA NO
Work Phase/Year	Funding Source	Cost Estimate	Contingency (10%)	Federal Share
C	STP>200K	\$1,434,000	\$1,577,400	\$1,261,920
FFY 2020				
STIP Line Item	Non-Federal Total	Total Cost	Total Contingency	Federal Total
	\$315,480	\$1,434,000	\$1,577,400	\$1,261,920

Goals: 1= Safety, 2= State of Good Repair, 3= Livability, 4= Stewardship, 5= Economic Development, 6= Equity

Jefferson

FFY 20 (Federal Fiscal Year 10/1/19 - 9/30/20)

Project No.: H.012236	Project Title: Chateau Elementary Sidewalks			
Parish: Jefferson	Type of Improvement: Sidewalks, safety and related imp.			
Sponsor: Kenner	Construction Year: FFY 20 (Federal Fiscal Year 10/1/19 - 9/30/20)			
Category: Safety	Length:	Route:	Goal 1 3 5	UA NO
Work Phase/Year	Funding Source	Cost Estimate	Contingency (10%)	Federal Share
F	SATRANS	\$36,000	\$36,000	
FFY 2020				
E	SR2S	\$25,000	\$25,000	\$25,000
FFY 2020				
C	SR2S	\$200,000	\$200,000	\$200,000
FFY 2019				
STIP Line Item	Non-Federal Total	Total Cost	Total Contingency	Federal Total
Y	\$36,000	\$261,000	\$261,000	\$225,000

Goals: 1= Safety, 2= State of Good Repair, 3= Livability, 4= Stewardship, 5= Economic Development, 6= Equity

Jefferson

FFY 20 (Federal Fiscal Year 10/1/19 - 9/30/20)

Project No.: H.012571	Project Title: LA 3152: Argonne St. - W Metairie			
Parish: Jefferson	Type of Improvement: Cold plane And Overlay			
Sponsor: DOTD	Construction Year: FFY 20 (Federal Fiscal Year 10/1/19 - 9/30/20)			
Category: Preservation	Length:	Route:	Goal 2	UA NO
Work Phase/Year	Funding Source	Cost Estimate	Contingency (10%)	Federal Share
C	NHPP	\$900,000	\$990,000	\$792,000
FFY 2020				
STIP Line Item	Non-Federal Total	Total Cost	Total Contingency	Federal Total
Y	\$198,000	\$900,000	\$990,000	\$792,000

Goals: 1= Safety, 2= State of Good Repair, 3= Livability, 4= Stewardship, 5= Economic Development, 6= Equity

Jefferson

FFY 20 (Federal Fiscal Year 10/1/19 - 9/30/20)

Project No.: H.012595	Project Title: LA 3154: Right Turn lane at Dock St			
Parish: Jefferson	Type of Improvement: Add Right Turn Lane: Widen LA 3154 at Dock St			
Sponsor: DOTD	Construction Year: FFY 20 (Federal Fiscal Year 10/1/19 - 9/30/20)			
Category: OP Efficiency	Length: .15	Route: La3154	Goal 3 5	UA NO
Work Phase/Year	Funding Source	Cost Estimate	Contingency (10%)	Federal Share
C	NHPP	\$300,000	\$330,000	\$264,000
FFY 2020				
STIP Line Item	Non-Federal Total	Total Cost	Total Contingency	Federal Total
Y	\$66,000	\$300,000	\$330,000	\$264,000

Goals: 1= Safety, 2= State of Good Repair, 3= Livability, 4= Stewardship, 5= Economic Development, 6= Equity

Jefferson

FFY 20 (Federal Fiscal Year 10/1/19 - 9/30/20)

Project No.: H.012795	Project Title: Harvey Tunnel Drainage Structure Repair			
Parish: Jefferson	Type of Improvement: Repair of Grate System on Roadway at Tunnel Entrance			
Sponsor: DOTD	Construction Year: FFY 20 (Federal Fiscal Year 10/1/19 - 9/30/20)			
Category: Other	Length: .01	Route: US90z	Goal 2	UA NO
Work Phase/Year	Funding Source	Cost Estimate	Contingency (10%)	Federal Share
C	STCASH	\$35,000	\$38,500	
FFY 2020				
STIP Line Item	Non-Federal Total	Total Cost	Total Contingency	Federal Total
	\$38,500	\$35,000	\$38,500	\$0

Goals: 1= Safety, 2= State of Good Repair, 3= Livability, 4= Stewardship, 5= Economic Development, 6= Equity

Jefferson

FFY 20 (Federal Fiscal Year 10/1/19 - 9/30/20)

Project No.: H.012884		Project Title: Woodmere Blvd. Panel Replacement		
Parish: Jefferson		Type of Improvement: Concrete Panel Replacement		
Sponsor: Jefferson		Construction Year: FFY 20 (Federal Fiscal Year 10/1/19 - 9/30/20)		
Category: Urban Systems	Length:	Route:	Goal 2	UA NO
Work Phase/Year	Funding Source	Cost Estimate	Contingency (10%)	Federal Share
E	STP>200K	\$124,000	\$124,000	\$99,200
FFY 2020				
C	STP>200K	\$2,904,000	\$3,194,400	\$2,555,520
FFY 2020				
STIP Line Item	Non-Federal Total	Total Cost	Total Contingency	Federal Total
	\$663,680	\$3,028,000	\$3,318,400	\$2,654,720

Goals: 1= Safety, 2= State of Good Repair, 3= Livability, 4= Stewardship, 5= Economic Development, 6= Equity

Jefferson

FFY 20 (Federal Fiscal Year 10/1/19 - 9/30/20)

Project No.: H.012918	Project Title: LA 3139: Dickory Ave. - Orleans PL			
Parish: Jefferson	Type of Improvement: Concrete Rehab Patch and Joint Sealing			
Sponsor: DOTD	Construction Year: FFY 20 (Federal Fiscal Year 10/1/19 - 9/30/20)			
Category: Preservation	Length: 4.88	Route: La3139	Goal 2	UA NO
Work Phase/Year	Funding Source	Cost Estimate	Contingency (10%)	Federal Share
C	NHPP	\$500,000	\$550,000	\$440,000
FFY 2020				
STIP Line Item	Non-Federal Total	Total Cost	Total Contingency	Federal Total
Y	\$110,000	\$500,000	\$550,000	\$440,000

Goals: 1= Safety, 2= State of Good Repair, 3= Livability, 4= Stewardship, 5= Economic Development, 6= Equity

Jefferson

FFY 20 (Federal Fiscal Year 10/1/19 - 9/30/20)

Project No.: H.013746	Project Title: I-10 Service Rd. Poydras -St. Bernard			
Parish: Jefferson	Type of Improvement: Milling and Overlay w/ Asphalt Concrete; NHS Non Interstat			
Sponsor: DOTD	Construction Year: FFY 20 (Federal Fiscal Year 10/1/19 - 9/30/20)			
Category:	Length:	Route:	Goal 2	UA NO
Work Phase/Year	Funding Source	Cost Estimate	Contingency (10%)	Federal Share
C	NHPP	\$300,000	\$330,000	\$264,000
FFY 2020				
STIP Line Item	Non-Federal Total	Total Cost	Total Contingency	Federal Total
	\$66,000	\$300,000	\$330,000	\$264,000

Goals: 1= Safety, 2= State of Good Repair, 3= Livability, 4= Stewardship, 5= Economic Development, 6= Equity

Jefferson

FFY 20 (Federal Fiscal Year 10/1/19 - 9/30/20)

Project No.: H.013768	Project Title: Alliance St: IC & KCS RR Xings (Kenner)			
Parish: Jefferson	Type of Improvement: RR Xing Safety			
Sponsor: DOTD	Construction Year: FFY 20 (Federal Fiscal Year 10/1/19 - 9/30/20)			
Category:	Length:	Route:	Goal 1 6	UA NO
Work Phase/Year	Funding Source	Cost Estimate	Contingency (10%)	Federal Share
C	HSIP	\$500,000	\$550,000	\$550,000
FFY 2020				
STIP Line Item	Non-Federal Total	Total Cost	Total Contingency	Federal Total
	\$0	\$500,000	\$550,000	\$550,000

Goals: 1= Safety, 2= State of Good Repair, 3= Livability, 4= Stewardship, 5= Economic Development, 6= Equity

Jefferson

FFY 20 (Federal Fiscal Year 10/1/19 - 9/30/20)

Project No.: H.013842	Project Title: Causeway Blvd. - Earhart Expressway Ph. 1A				
Parish: Jefferson	Type of Improvement: New Interchange				
Sponsor: DOTD	Construction Year: FFY 20 (Federal Fiscal Year 10/1/19 - 9/30/20)				
Category: OP Efficiency	Length:	Route:	Goal 3	5 0 0 0 0	UA NO
Work Phase/Year	Funding Source	Cost Estimate	Contingency (10%)		Federal Share
R/W	STP>200K	\$4,105,000	\$4,105,000		\$3,284,000
FFY 2019					
U	STP>200K	\$100,000	\$100,000		\$80,000
FFY 2019					
C	NHPP	\$18,753,510	\$20,628,861		\$16,503,089
FFY 2020	STP>200K	\$10,800,000	\$11,880,000		\$10,098,000
	LOCAL	\$250,000	\$275,000		\$220,000
C	NFI	\$1,650,000	\$1,815,000		\$1,452,000
FFY 2020					
STIP Line Item	Non-Federal Total	Total Cost	Total Contingency		Federal Total
	\$7,166,772	\$35,658,510	\$38,803,861		\$31,637,089

Goals: 1= Safety, 2= State of Good Repair, 3= Livability, 4= Stewardship, 5= Economic Development, 6= Equity

Jefferson

FFY 21 (Federal Fiscal Year 10/1/20 - 9/30/21)

Project No.: H.004424	Project Title: Airline at Clearview Intersection Improv			
Parish: Jefferson	Type of Improvement: Intersection Improvements			
Sponsor:	Construction Year: FFY 21 (Federal Fiscal Year 10/1/20 - 9/30/21)			
Category: Urban Systems	Length: .71	Route: US 61	Goal 2 3 5	UA NO
Work Phase/Year	Funding Source	Cost Estimate	Contingency (10%)	Federal Share
R/W	STP>200K	\$51,000	\$51,000	\$40,800
FFY 2019				
U	STP>200K	\$11,000	\$11,000	\$8,800
FFY 2019				
C	STP>200K	\$4,300,000	\$4,730,000	\$3,784,000
FFY 2021				
STIP Line Item	Non-Federal Total	Total Cost	Total Contingency	Federal Total
	\$958,400	\$4,362,000	\$4,792,000	\$3,833,600

Goals: 1= Safety, 2= State of Good Repair, 3= Livability, 4= Stewardship, 5= Economic Development, 6= Equity

Jefferson

FFY 21 (Federal Fiscal Year 10/1/20 - 9/30/21)

Project No.: H.010673	Project Title: US 90Z: Harvey Canal Tunnel Rehabilitation			
Parish: Jefferson	Type of Improvement: Cleaning, Mechanical, Electrical, and Structural Rehabilitation			
Sponsor: DOTD	Construction Year: FFY 21 (Federal Fiscal Year 10/1/20 - 9/30/21)			
Category: Preservation	Length: .36	Route: US 90Z	Goal 2	UA NO
Work Phase/Year	Funding Source	Cost Estimate	Contingency (10%)	Federal Share
E	TOLLS	\$858,707	\$858,707	
FFY 2013				
C	NHPP	\$10,160,000	\$11,176,000	\$11,176,000
FFY 2021	STP>200K	\$2,540,000	\$2,794,000	\$2,794,000
STIP Line Item	Non-Federal Total	Total Cost	Total Contingency	Federal Total
	\$858,707	\$13,558,707	\$14,828,707	\$13,970,000

Goals: 1= Safety, 2= State of Good Repair, 3= Livability, 4= Stewardship, 5= Economic Development, 6= Equity

Jefferson

FFY 21 (Federal Fiscal Year 10/1/20 - 9/30/21)

Project No.: H.012885	Project Title: LA 466: 5th St Improvements (Gretna)			
Parish: Jefferson	Type of Improvement: Bike Lanes, Multi Use Path and ADA Sidewalks			
Sponsor: Gretna	Construction Year: FFY 21 (Federal Fiscal Year 10/1/20 - 9/30/21)			
Category: Urban Systems	Length: .58	Route: LA 466	Goal 1 3 4 6	UA NO
Work Phase/Year	Funding Source	Cost Estimate	Contingency (10%)	Federal Share
ENV FFY 2019	STP>200K	\$10,000	\$10,000	\$8,000
E FFY 2019	STP>200K	\$277,000	\$277,000	\$221,600
C FFY 2021	STP>200K	\$4,364,000	\$4,800,400	\$3,840,320
STIP Line Item	Non-Federal Total	Total Cost	Total Contingency	Federal Total
	\$1,017,480	\$4,651,000	\$5,087,400	\$4,069,920

Goals: 1= Safety, 2= State of Good Repair, 3= Livability, 4= Stewardship, 5= Economic Development, 6= Equity

Jefferson

FFY 21 (Federal Fiscal Year 10/1/20 - 9/30/21)

Project No.: H.013292	Project Title: LA 466: NOGC RR Xing (Gretna)			
Parish: Jefferson	Type of Improvement: Replace RailRoad Crossing Surface			
Sponsor: DOTD	Construction Year: FFY 21 (Federal Fiscal Year 10/1/20 - 9/30/21)			
Category: Rail	Length: .08	Route: LA 466	Goal 2	UA NO
Work Phase/Year	Funding Source	Cost Estimate	Contingency (10%)	Federal Share
C	STPFLEX	\$52,000	\$57,200	\$45,760
FFY 2021				
STIP Line Item	Non-Federal Total	Total Cost	Total Contingency	Federal Total
	\$11,440	\$52,000	\$57,200	\$45,760

Goals: 1= Safety, 2= State of Good Repair, 3= Livability, 4= Stewardship, 5= Economic Development, 6= Equity

FFY 21 (Federal Fiscal Year 10/1/20 - 9/30/21)

Goals: 1= Safety, 2= State of Good Repair, 3= Livability, 4= Stewardship, 5= Economic Development, 6= Equity

Jefferson

FFY 21 (Federal Fiscal Year 10/1/20 - 9/30/21)

Project No.: H.013813	Project Title: Vintage Drive Multi-Use Path			
Parish: Jefferson	Type of Improvement: Construct Multi Use Path			
Sponsor: Jefferson	Construction Year: FFY 21 (Federal Fiscal Year 10/1/20 - 9/30/21)			
Category:	Length:	Route:	Goal 1 3	UA NO
Work Phase/Year	Funding Source	Cost Estimate	Contingency (10%)	Federal Share
C	STP>200K	\$1,117,000	\$1,228,700	\$1,029,600
FFY 2021				
STIP Line Item	Non-Federal Total	Total Cost	Total Contingency	Federal Total
	\$199,100	\$1,117,000	\$1,228,700	\$1,029,600

Goals: 1= Safety, 2= State of Good Repair, 3= Livability, 4= Stewardship, 5= Economic Development, 6= Equity

Jefferson

FFY 22 (Federal Fiscal Year 10/1/21 - 9/30/22)

Project No.: H.002956	Project Title: Earhart at Dakin			
Parish: Jefferson	Type of Improvement: Ramp Connector (EB Earhart - Dakin)			
Sponsor: DOTD	Construction Year: FFY 22 (Federal Fiscal Year 10/1/21 - 9/30/22)			
Category: Urban Systems	Length: .01	Route: La3139	Goal 3 5	UA NO
Work Phase/Year	Funding Source	Cost Estimate	Contingency (10%)	Federal Share
E	STP>200K	\$340,000	\$340,000	\$272,000
FFY 2017				
C	STP>200K	\$2,375,000	\$2,612,500	\$2,090,000
FFY 2022				
STIP Line Item	Non-Federal Total	Total Cost	Total Contingency	Federal Total
	\$590,500	\$2,715,000	\$2,952,500	\$2,362,000

Goals: 1= Safety, 2= State of Good Repair, 3= Livability, 4= Stewardship, 5= Economic Development, 6= Equity

Jefferson

FFY 22 (Federal Fiscal Year 10/1/21 - 9/30/22)

Project No.: H.007214	Project Title: East Ames Blvd Improvements			
Parish: Jefferson	Type of Improvement: Widen from 2 to 3 Lanes (Oregon Dr. - Blanche Dr.)			
Sponsor: Jefferson	Construction Year: FFY 22 (Federal Fiscal Year 10/1/21 - 9/30/22)			
Category: Capacity	Length:	Route:	Goal 3	UA NO
Work Phase/Year	Funding Source	Cost Estimate	Contingency (10%)	Federal Share
R/W	STP>200K	\$500,000	\$500,000	\$400,000
FFY 2019				
U	STP>200K	\$750,000	\$750,000	\$600,000
FFY 2019				
C	STP>200K	\$7,400,000	\$8,140,000	\$6,512,000
FFY 2022				
STIP Line Item	Non-Federal Total	Total Cost	Total Contingency	Federal Total
	\$1,878,000	\$8,650,000	\$9,390,000	\$7,512,000

Goals: 1= Safety, 2= State of Good Repair, 3= Livability, 4= Stewardship, 5= Economic Development, 6= Equity

Jefferson

FFY 22 (Federal Fiscal Year 10/1/21 - 9/30/22)

Project No.: H.010570	Project Title: LA 49/Williams Blvd Corridor Improvements			
Parish: Jefferson	Type of Improvement: Access Management and Safety Improvements			
Sponsor: DOTD/ Kenner	Construction Year: FFY 22 (Federal Fiscal Year 10/1/21 - 9/30/22)			
Category: Safety	Length: 3.93	Route: LA 49	Goal 1 3	UA NO
Work Phase/Year	Funding Source	Cost Estimate	Contingency (10%)	Federal Share
F*	SATRANS	\$215,000	\$215,000	
ENV*	LOCAL	\$107,000	\$107,000	
R/W	STP>200K	\$684,000	\$684,000	\$547,200
FFY 2019	HSIP	\$684,000	\$684,000	\$615,600
U	STP>200K	\$789,000	\$789,000	\$631,200
FFY 2019	HSIP	\$789,000	\$789,000	\$710,100
E	LOCAL	\$320,000	\$320,000	
FFY 2018				
C	STP>200K	\$3,200,000	\$3,520,000	\$2,816,000
FFY 2022	HSIP	\$3,200,000	\$3,520,000	\$3,168,000
STIP Line Item	Non-Federal Total	Total Cost	Total Contingency	Federal Total
	\$2,139,900	\$9,988,000	\$10,628,000	\$8,488,100

Goals: 1= Safety, 2= State of Good Repair, 3= Livability, 4= Stewardship, 5= Economic Development, 6= Equity

Jefferson

FFY 22 (Federal Fiscal Year 10/1/21 - 9/30/22)

Project No.: H.011752	Project Title: Severn Ave: Veterans - W. Esplanade			
Parish: Jefferson	Type of Improvement: Streetscape And Bike lanes			
Sponsor: Jefferson	Construction Year: FFY 22 (Federal Fiscal Year 10/1/21 - 9/30/22)			
Category: Urban Systems	Length:	Route:	Goal 1 3	UA NO
Work Phase/Year	Funding Source	Cost Estimate	Contingency (10%)	Federal Share
U	STP>200K	\$300,000	\$300,000	\$240,000
FFY 2021				
C	STP>200K	\$7,962,000	\$8,758,200	\$7,006,560
FFY 2022				
STIP Line Item	Non-Federal Total	Total Cost	Total Contingency	Federal Total
	\$1,811,640	\$8,262,000	\$9,058,200	\$7,246,560

Goals: 1= Safety, 2= State of Good Repair, 3= Livability, 4= Stewardship, 5= Economic Development, 6= Equity

Jefferson

FFY 22 (Federal Fiscal Year 10/1/21 - 9/30/22)

Project No.: H.012619	Project Title: LA 48 @ Plantation Rd			
Parish: Jefferson	Type of Improvement: Drainage Improvements			
Sponsor: DOTD	Construction Year: FFY 22 (Federal Fiscal Year 10/1/21 - 9/30/22)			
Category: Drainage	Length: .15	Route: LA 48	Goal 3 4	UA NO
Work Phase/Year	Funding Source	Cost Estimate	Contingency (10%)	Federal Share
C	NHPP	\$450,000	\$495,000	\$396,000
FFY 2022				
STIP Line Item	Non-Federal Total	Total Cost	Total Contingency	Federal Total
	\$99,000	\$450,000	\$495,000	\$396,000

Goals: 1= Safety, 2= State of Good Repair, 3= Livability, 4= Stewardship, 5= Economic Development, 6= Equity

Jefferson

FFY 22 (Federal Fiscal Year 10/1/21 - 9/30/22)

Project No.: H.013090	Project Title: Gretna Downtown Pedestrian Improvements				
Parish: Jefferson	Type of Improvement: Sidewalks, ADA Ramps, Drainage Structures, Ped Islands				
Sponsor: Gretna	Construction Year: FFY 22 (Federal Fiscal Year 10/1/21 - 9/30/22)				
Category: Safety	Length:	Route:	Goal 1	3 4 5 6	UA NO
Work Phase/Year	Funding Source	Cost Estimate	Contingency (10%)		Federal Share
F	HSIPPEN	\$260,000	\$260,000		\$260,000
FFY 2022	STPFLEX	\$96,000	\$96,000		\$76,800
STIP Line Item	Non-Federal Total	Total Cost	Total Contingency		Federal Total
	\$19,200	\$356,000	\$356,000		\$336,800

Goals: 1= Safety, 2= State of Good Repair, 3= Livability, 4= Stewardship, 5= Economic Development, 6= Equity

Jefferson

Tier II (Federal Fiscal Year 2023 - 2032)

Project No.: H.003074	Project Title: I 10: Williams Blvd - Veterans Blvd			
Parish: Jefferson	Type of Improvement: Widening, Add Travel Lanes			
Sponsor: DOTD	Construction Year: Tier II (Federal Fiscal Year 2023 - 2032)			
Category: Capacity	Length: 1.85	Route: I-10	Goal 2 3 5	UA NO
Work Phase/Year	Funding Source	Cost Estimate	Contingency (10%)	Federal Share
C	NFI	\$100,000,000	\$110,000,000	\$88,000,000
Tier II				
STIP Line Item	Non-Federal Total	Total Cost	Total Contingency	Federal Total
	\$22,000,000	\$100,000,000	\$110,000,000	\$88,000,000

Goals: 1= Safety, 2= State of Good Repair, 3= Livability, 4= Stewardship, 5= Economic Development, 6= Equity

Jefferson

Tier II (Federal Fiscal Year 2023 - 2032)

Project No.: H.004359	Project Title: Hickory (LA 48 - Mounes)			
Parish: Jefferson	Type of Improvement: Relocation and 4 laning			
Sponsor: DOTD	Construction Year: Tier II (Federal Fiscal Year 2023 - 2032)			
Category: Capacity	Length: 1.07	Route: La3154	Goal 1 2 5	UA NO
Work Phase/Year	Funding Source	Cost Estimate	Contingency (10%)	Federal Share
C	NFI	\$20,880,000	\$22,968,000	
Tier II				
STIP Line Item	Non-Federal Total	Total Cost	Total Contingency	Federal Total
	\$22,968,000	\$20,880,000	\$22,968,000	\$0

Goals: 1= Safety, 2= State of Good Repair, 3= Livability, 4= Stewardship, 5= Economic Development, 6= Equity

Jefferson

Tier II (Federal Fiscal Year 2023 - 2032)

Project No.: H.006441	Project Title: LA 23 (Engineers Rd. - Lapalco)			
Parish: Jefferson	Type of Improvement: Widening Feasability Study			
Sponsor: DOTD	Construction Year: Tier II (Federal Fiscal Year 2023 - 2032)			
Category: Urban Systems	Length: .96	Route: LA 23	Goal 3	UA NO
Work Phase/Year	Funding Source	Cost Estimate	Contingency (10%)	Federal Share
C	NFI	\$6,000,000	\$6,600,000	\$4,800,000
Tier II				
STIP Line Item	Non-Federal Total	Total Cost	Total Contingency	Federal Total
	\$1,800,000	\$6,000,000	\$6,600,000	\$4,800,000

Goals: 1= Safety, 2= State of Good Repair, 3= Livability, 4= Stewardship, 5= Economic Development, 6= Equity

Jefferson

Tier II (Federal Fiscal Year 2023 - 2032)

Project No.: H.006513	Project Title: US 61 Corridor Preservation			
Parish: Jefferson	Type of Improvement: Abandoned RR R/W Acq			
Sponsor: DOTD	Construction Year: Tier II (Federal Fiscal Year 2023 - 2032)			
Category:	Length:	Route:	Goal 4	UA NO
Work Phase/Year	Funding Source	Cost Estimate	Contingency (10%)	Federal Share
R/W	NFI	\$6,750,000	\$6,750,000	\$5,400,000
Tier II				
STIP Line Item	Non-Federal Total	Total Cost	Total Contingency	Federal Total
	\$1,350,000	\$6,750,000	\$6,750,000	\$5,400,000

Goals: 1= Safety, 2= State of Good Repair, 3= Livability, 4= Stewardship, 5= Economic Development, 6= Equity

Jefferson

Tier II (Federal Fiscal Year 2023 - 2032)

Project No.: H.007223	Project Title: Harvey Blvd. (Manhattan - Wall Blvd.)			
Parish: Jefferson	Type of Improvement: Widen to 4 Lanes Section			
Sponsor: Jefferson	Construction Year: Tier II (Federal Fiscal Year 2023 - 2032)			
Category: Urban Systems	Length:	Route:	Goal 2 3 5	UA NO
Work Phase/Year	Funding Source	Cost Estimate	Contingency (10%)	Federal Share
C	STP>200K	\$7,100,000	\$7,810,000	\$6,248,000
Tier II				
STIP Line Item	Non-Federal Total	Total Cost	Total Contingency	Federal Total
	\$1,562,000	\$7,100,000	\$7,810,000	\$6,248,000

Goals: 1= Safety, 2= State of Good Repair, 3= Livability, 4= Stewardship, 5= Economic Development, 6= Equity

Jefferson

Tier II (Federal Fiscal Year 2023 - 2032)

Project No.: H.008065	Project Title: LA 3154 @ Dock St. Roundabout			
Parish: Jefferson	Type of Improvement: Roundabout Installation			
Sponsor: DOTD	Construction Year: Tier II (Federal Fiscal Year 2023 - 2032)			
Category: OP Efficiency	Length: .1	Route: La3154	Goal 1 2 3	UA NO
Work Phase/Year	Funding Source	Cost Estimate	Contingency (10%)	Federal Share
C	NFI	\$2,088,000	\$2,296,800	\$1,670,400
Tier III				
STIP Line Item	Non-Federal Total	Total Cost	Total Contingency	Federal Total
	\$626,400	\$2,088,000	\$2,296,800	\$1,670,400

Goals: 1= Safety, 2= State of Good Repair, 3= Livability, 4= Stewardship, 5= Economic Development, 6= Equity

Jefferson

Tier II (Federal Fiscal Year 2023 - 2032)

Project No.: H.009087	Project Title: I-10: Loyola Dr. to Williams Blvd.			
Parish: Jefferson	Type of Improvement: widening, Add Travel Lanes			
Sponsor: DOTD	Construction Year: Tier II (Federal Fiscal Year 2023 - 2032)			
Category: Preservation	Length: 1.65	Route: I 10	Goal 2 3 5	UA NO
Work Phase/Year	Funding Source	Cost Estimate	Contingency (10%)	Federal Share
C	NFI	\$10,000,000	\$11,000,000	\$8,800,000
Tier II				
STIP Line Item	Non-Federal Total	Total Cost	Total Contingency	Federal Total
	\$2,200,000	\$10,000,000	\$11,000,000	\$8,800,000

Goals: 1= Safety, 2= State of Good Repair, 3= Livability, 4= Stewardship, 5= Economic Development, 6= Equity

Jefferson

Tier II (Federal Fiscal Year 2023 - 2032)

Project No.: H.009753	Project Title: Jean Lafitte: Downtown Sidewalk, Phase 2				
Parish: Jefferson	Type of Improvement: Sidewalk with Lighting and Landscape				
Sponsor: Lafitte	Construction Year: Tier II (Federal Fiscal Year 2023 - 2032)				
Category: Enhancement	Length:	Route:	Goal 1	3 4 6 0	UA NO
Work Phase/Year	Funding Source	Cost Estimate	Contingency (10%)	Federal Share	
C	STP>200K	\$317,000	\$348,700	\$269,000	
FFY 2019					
STIP Line Item	Non-Federal Total	Total Cost	Total Contingency	Federal Total	
	\$79,700	\$317,000	\$348,700	\$269,000	

Goals: 1= Safety, 2= State of Good Repair, 3= Livability, 4= Stewardship, 5= Economic Development, 6= Equity

Jefferson

Tier II (Federal Fiscal Year 2023 - 2032)

Project No.: H.009794	Project Title: Gretna Bicycle Access Improvements				
Parish: Jefferson	Type of Improvement: Signing and Pavement Marking with Multi Use Path				
Sponsor: Gretna	Construction Year: Tier II (Federal Fiscal Year 2023 - 2032)				
Category: Enhancement	Length: .41.0	Route: US90z/La4	Goal 1	3 4 5 6	UA NO
Work Phase/Year	Funding Source	Cost Estimate	Contingency (10%)		Federal Share
C	NFI	\$320,000	\$352,000		\$256,000
Tier II					
STIP Line Item	Non-Federal Total	Total Cost	Total Contingency		Federal Total
	\$96,000	\$320,000	\$352,000		\$256,000

Goals: 1= Safety, 2= State of Good Repair, 3= Livability, 4= Stewardship, 5= Economic Development, 6= Equity

Jefferson

Tier II (Federal Fiscal Year 2023 - 2032)

Project No.: H.009804	Project Title: Kenner: S Williams Blvd. Streetscaping			
Parish: Jefferson	Type of Improvement: Sidewalks w/ Lighting, Streetscaping & Related			
Sponsor: Kenner	Construction Year: Tier II (Federal Fiscal Year 2023 - 2032)			
Category: Enhancement	Length:	Route:	Goal 1 3	UA NO
Work Phase/Year	Funding Source	Cost Estimate	Contingency (10%)	Federal Share
C	NFI	\$446,000	\$490,600	\$356,800
Tier II				
STIP Line Item	Non-Federal Total	Total Cost	Total Contingency	Federal Total
	\$133,800	\$446,000	\$490,600	\$356,800

Goals: 1= Safety, 2= State of Good Repair, 3= Livability, 4= Stewardship, 5= Economic Development, 6= Equity

Jefferson

Tier II (Federal Fiscal Year 2023 - 2032)

Project No.: H.011309	Project Title: MacArthur Interchange Completion PH II			
Parish: Jefferson	Type of Improvement: Relocate the Exit Ramp and Construct an Entrance Ramp			
Sponsor: DOTD	Construction Year: Tier II (Federal Fiscal Year 2023 - 2032)			
Category: Capacity	Length: 0.89	Route: US 90Z	Goal 3 5	UA NO
Work Phase/Year	Funding Source	Cost Estimate	Contingency (10%)	Federal Share
C	NFI	\$60,000,000	\$66,000,000	\$48,000,000
Tier II				
STIP Line Item	Non-Federal Total	Total Cost	Total Contingency	Federal Total
	\$18,000,000	\$60,000,000	\$66,000,000	\$48,000,000

Goals: 1= Safety, 2= State of Good Repair, 3= Livability, 4= Stewardship, 5= Economic Development, 6= Equity

Jefferson

Tier II (Federal Fiscal Year 2023 - 2032)

Project No.: H.011780	Project Title: Lakefront Pedestrian Path			
Parish: Jefferson	Type of Improvement: Pedestrian Improvements/ Safe Routes to Schools			
Sponsor: Jefferson	Construction Year: Tier II (Federal Fiscal Year 2023 - 2032)			
Category: Bike Ped	Length:	Route:	Goal 1 3 6	UA NO
Work Phase/Year	Funding Source	Cost Estimate	Contingency (10%)	Federal Share
C	TAP>200K	\$344,000	\$378,400	\$302,720
FFY 2019	LOCAL			
STIP Line Item	Non-Federal Total	Total Cost	Total Contingency	Federal Total
	\$75,680	\$344,000	\$378,400	\$302,720

Goals: 1= Safety, 2= State of Good Repair, 3= Livability, 4= Stewardship, 5= Economic Development, 6= Equity

Jefferson

Tier II (Federal Fiscal Year 2023 - 2032)

Project No.: H.013345	Project Title: Kawanee Ave. Bike Route Ph 1			
Parish: Jefferson	Type of Improvement: Signing, Striping and Bridge			
Sponsor: Jefferson	Construction Year: Tier II (Federal Fiscal Year 2023 - 2032)			
Category:	Length:	Route:	Goal 1 3 6	UA NO
Work Phase/Year	Funding Source	Cost Estimate	Contingency (10%)	Federal Share
C	STPENH	\$546,000	\$600,600	\$436,800
FFY 2023				
STIP Line Item	Non-Federal Total	Total Cost	Total Contingency	Federal Total
	\$163,800	\$546,000	\$600,600	\$436,800

Goals: 1= Safety, 2= State of Good Repair, 3= Livability, 4= Stewardship, 5= Economic Development, 6= Equity

Jefferson

Tier II (Federal Fiscal Year 2023 - 2032)

Project No.: H.013347	Project Title: LA 18: 4th St. Bike Path Jefferson Parish			
Parish: Jefferson	Type of Improvement: Bike Paths			
Sponsor: Jefferson	Construction Year: Tier II (Federal Fiscal Year 2023 - 2032)			
Category:	Length:	Route:	Goal 1 3 4 6	UA NO
Work Phase/Year	Funding Source	Cost Estimate	Contingency (10%)	Federal Share
C	STPENH	\$517,000	\$568,700	\$413,600
FFY 2023				
STIP Line Item	Non-Federal Total	Total Cost	Total Contingency	Federal Total
	\$155,100	\$517,000	\$568,700	\$413,600

Goals: 1= Safety, 2= State of Good Repair, 3= Livability, 4= Stewardship, 5= Economic Development, 6= Equity

Jefferson

Tier II (Federal Fiscal Year 2023 - 2032)

Project No.: H.013365	Project Title: LA 45/ LA 303 Rosethorne Path (Lafitte)			
Parish: Jefferson	Type of Improvement: Shared Use Path			
Sponsor: Jefferson	Construction Year: Tier II (Federal Fiscal Year 2023 - 2032)			
Category:	Length:	Route:	Goal 1 3 6	UA NO
Work Phase/Year	Funding Source	Cost Estimate	Contingency (10%)	Federal Share
C	STPENH	\$1,194,000	\$1,313,400	\$955,200
FFY 2023				
STIP Line Item	Non-Federal Total	Total Cost	Total Contingency	Federal Total
	\$358,200	\$1,194,000	\$1,313,400	\$955,200

Goals: 1= Safety, 2= State of Good Repair, 3= Livability, 4= Stewardship, 5= Economic Development, 6= Equity

Jefferson

Tier II (Federal Fiscal Year 2023 - 2032)

Project No.: H.013370	Project Title: LA 48: Kenner Levee Trailhead Expansion			
Parish: Jefferson	Type of Improvement: Sidewalks, Bicycle Facilities, Landscaping and Bus Shelters			
Sponsor: Jefferson	Construction Year: Tier II (Federal Fiscal Year 2023 - 2032)			
Category:	Length:	Route:	Goal 1 3 4 6	UA NO
Work Phase/Year	Funding Source	Cost Estimate	Contingency (10%)	Federal Share
C	STPENH	\$282,000	\$310,200	\$225,600
FFY 2023				
STIP Line Item	Non-Federal Total	Total Cost	Total Contingency	Federal Total
	\$84,600	\$282,000	\$310,200	\$225,600

Goals: 1= Safety, 2= State of Good Repair, 3= Livability, 4= Stewardship, 5= Economic Development, 6= Equity

Jefferson

Tier II (Federal Fiscal Year 2023 - 2032)

Project No.: H.013411	Project Title: LA 48 Ped. Improvements, City of Harahan				
Parish: Jefferson	Type of Improvement: Sidewalks, Drainage				
Sponsor: Jefferson	Construction Year: Tier II (Federal Fiscal Year 2023 - 2032)				
Category:	Length:	Route:	Goal 1	3 4 5 6	UA NO
Work Phase/Year	Funding Source	Cost Estimate	Contingency (10%)		Federal Share
C	TAP>200K	\$423,000	\$465,300		\$338,400
FFY 2023					
STIP Line Item	Non-Federal Total	Total Cost	Total Contingency		Federal Total
	\$126,900	\$423,000	\$465,300		\$338,400

Goals: 1= Safety, 2= State of Good Repair, 3= Livability, 4= Stewardship, 5= Economic Development, 6= Equity

Jefferson

Tier III (Federal Fiscal Year 2033- 2048)

Project No.: H.002861	Project Title: Causeway Blvd Earhart Expressway Inter			
Parish: Jefferson	Type of Improvement: New Interchange			
Sponsor: DOTD	Construction Year: Tier III (Federal Fiscal Year 2033- 2048)			
Category: Urban Systems	Length: 1.2	Route: La3046/Ia3	Goal 3 5	UA NO
Work Phase/Year	Funding Source	Cost Estimate	Contingency (10%)	Federal Share
C	STP>200K	\$12,000,000	\$13,200,000	\$10,560,000
FFY 2019		\$33,432,500	\$36,775,750	
C	NFI	\$22,000,000	\$24,200,000	
Tier II				
C	NFI	\$18,000,000	\$19,800,000	
Tier II				
C	NFI	\$57,300,000	\$63,030,000	
Tier III				
STIP Line Item	Non-Federal Total	Total Cost	Total Contingency	Federal Total
	\$146,445,750	\$142,732,500	\$157,005,750	\$10,560,000

Goals: 1= Safety, 2= State of Good Repair, 3= Livability, 4= Stewardship, 5= Economic Development, 6= Equity

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PROJECTS:
ORLEANS PARISH

Orleans

FFY 19 (Federal Fiscal Year 10/1/18 - 9/30/19)

Project No.: H.007273	Project Title: Magazine St (Broadway to East Drive)			
Parish: Orleans	Type of Improvement: Rehabilitation Reconstruct 2 lane			
Sponsor: Orleans	Construction Year: FFY 19 (Federal Fiscal Year 10/1/18 - 9/30/19)			
Category: Urban Systems	Length:	Route:	Goal 2	UA NO
Work Phase/Year	Funding Source	Cost Estimate	Contingency (10%)	Federal Share
C	STP>200K	\$3,500,000	\$3,850,000	\$3,080,000
FFY 2019				
STIP Line Item	Non-Federal Total	Total Cost	Total Contingency	Federal Total
	\$770,000	\$3,500,000	\$3,850,000	\$3,080,000

Goals: 1= Safety, 2= State of Good Repair, 3= Livability, 4= Stewardship, 5= Economic Development, 6= Equity

Orleans

FFY 19 (Federal Fiscal Year 10/1/18 - 9/30/19)

Project No.: H.007709	Project Title: Healthy Community Trail			
Parish: Orleans	Type of Improvement: Construction of a Bike-Ped trail			
Sponsor: Orleans	Construction Year: FFY 19 (Federal Fiscal Year 10/1/18 - 9/30/19)			
Category:	Length:	Route:	Goal 1 3 4 6	UA NO
Work Phase/Year	Funding Source	Cost Estimate	Contingency (10%)	Federal Share
C	RTP	\$80,000	\$80,000	\$70,400
FFY 2019	LOCAL	\$127,000	\$139,700	
STIP Line Item	Non-Federal Total	Total Cost	Total Contingency	Federal Total
	\$149,300	\$207,000	\$219,700	\$70,400

Goals: 1= Safety, 2= State of Good Repair, 3= Livability, 4= Stewardship, 5= Economic Development, 6= Equity

Orleans

FFY 19 (Federal Fiscal Year 10/1/18 - 9/30/19)

Project No.: H.009354	Project Title: Broad St Corridor Bikeway				
Parish: Orleans	Type of Improvement: Construction of Bike Lanes A Multi-use Path, and Crossings				
Sponsor: Orleans	Construction Year: FFY 19 (Federal Fiscal Year 10/1/18 - 9/30/19)				
Category: Bike Ped	Length:	Route:	Goal 1	3 4 5 6	UA NO
Work Phase/Year	Funding Source	Cost Estimate	Contingency (10%)		Federal Share
C	RTP	\$89,000	\$89,000		\$89,000
FFY 2019	Local	\$11,000	\$12,100		
STIP Line Item	Non-Federal Total	Total Cost	Total Contingency		Federal Total
Y	\$12,100	\$100,000	\$101,100		\$89,000

Goals: 1= Safety, 2= State of Good Repair, 3= Livability, 4= Stewardship, 5= Economic Development, 6= Equity

Orleans

FFY 19 (Federal Fiscal Year 10/1/18 - 9/30/19)

Project No.: H.010331	Project Title: US 90: Floodwall - Victory Rd.			
Parish: Orleans	Type of Improvement: Raising Roadway Grade to Consistent Elevation			
Sponsor: DOTD	Construction Year: FFY 19 (Federal Fiscal Year 10/1/18 - 9/30/19)			
Category: OP Efficiency	Length: .92	Route: US 90	Goal 2 4	UA NO
Work Phase/Year	Funding Source	Cost Estimate	Contingency (10%)	Federal Share
C	STPFLEX	\$1,150,000	\$1,265,000	\$1,012,000
FFY 2019				
STIP Line Item	Non-Federal Total	Total Cost	Total Contingency	Federal Total
	\$253,000	\$1,150,000	\$1,265,000	\$1,012,000

Goals: 1= Safety, 2= State of Good Repair, 3= Livability, 4= Stewardship, 5= Economic Development, 6= Equity

Orleans

FFY 19 (Federal Fiscal Year 10/1/18 - 9/30/19)[illegible]

Goals: 1= Safety, 2= State of Good Repair, 3= Livability, 4= Stewardship, 5= Economic Development, 6= Equity

Orleans

FFY 19 (Federal Fiscal Year 10/1/18 - 9/30/19)

Project No.: H.011649	Project Title: I-610, US 90 & LA 3021 Corridor Improve			
Parish: Orleans	Type of Improvement: Corridor Improvement Study			
Sponsor: DOTD	Construction Year: FFY 19 (Federal Fiscal Year 10/1/18 - 9/30/19)			
Category: OP Efficiency	Length: 7.65/.	Route: US90/I610	Goal 3 5	UA NO
Work Phase/Year	Funding Source	Cost Estimate	Contingency (10%)	Federal Share
F	NHPP	\$17,000	\$17,000	\$13,600
	STPFLEX	\$3,000	\$3,000	\$2,400
E	NHPP	\$166,000	\$166,000	\$132,800
	STPFLEX	\$22,000	\$22,000	\$17,600
C FFY 2019	NHPP	\$1,875,000	\$2,062,500	\$1,650,000
	STPFLEX	\$625,000	\$687,500	\$550,000
STIP Line Item	Non-Federal Total	Total Cost	Total Contingency	Federal Total
Y	\$591,600	\$2,708,000	\$2,958,000	\$2,366,400

Goals: 1= Safety, 2= State of Good Repair, 3= Livability, 4= Stewardship, 5= Economic Development, 6= Equity

Orleans

FFY 19 (Federal Fiscal Year 10/1/18 - 9/30/19)

Project No.: H.011969	Project Title: LA 1264: Ted Hickey Movable Bridge Rehab			
Parish: Orleans	Type of Improvement: Feasibility Study			
Sponsor: DOTD	Construction Year: FFY 19 (Federal Fiscal Year 10/1/18 - 9/30/19)			
Category: Preservation	Length: 0.51	Route: La1264	Goal 2	UA NO
Work Phase/Year	Funding Source	Cost Estimate	Contingency (10%)	Federal Share
F	NHPP	\$150,000	\$150,000	\$120,000
FFY 2019				
STIP Line Item	Non-Federal Total	Total Cost	Total Contingency	Federal Total
	\$30,000	\$150,000	\$150,000	\$120,000

Goals: 1= Safety, 2= State of Good Repair, 3= Livability, 4= Stewardship, 5= Economic Development, 6= Equity

Orleans

FFY 19 (Federal Fiscal Year 10/1/18 - 9/30/19)

Project No.: H.012372	Project Title: Morrison Rd: Read Ave - Bullard Ave			
Parish: Orleans	Type of Improvement: Rehabilitation			
Sponsor: Orleans	Construction Year: FFY 19 (Federal Fiscal Year 10/1/18 - 9/30/19)			
Category: Urban Systems	Length: 2.08	Route:	Goal 2 6	UA NO
Work Phase/Year	Funding Source	Cost Estimate	Contingency (10%)	Federal Share
C	STP>200K	\$4,412,000	\$4,853,200	\$3,882,560
FFY 2019				
STIP Line Item	Non-Federal Total	Total Cost	Total Contingency	Federal Total
	\$970,640	\$4,412,000	\$4,853,200	\$3,882,560

Goals: 1= Safety, 2= State of Good Repair, 3= Livability, 4= Stewardship, 5= Economic Development, 6= Equity

Orleans

FFY 19 (Federal Fiscal Year 10/1/18 - 9/30/19)

Project No.: H.012373	Project Title: ML King S Claiborne - St Charles			
Parish: Orleans	Type of Improvement: Rehabilitation w/ ADA Ramps			
Sponsor: Orleans	Construction Year: FFY 19 (Federal Fiscal Year 10/1/18 - 9/30/19)			
Category: Urban Systems	Length: 1.82	Route:	Goal 2 6	UA NO
Work Phase/Year	Funding Source	Cost Estimate	Contingency (10%)	Federal Share
C	STP>200K	\$4,483,000	\$4,931,300	\$3,945,040
FFY 2019				
STIP Line Item	Non-Federal Total	Total Cost	Total Contingency	Federal Total
	\$986,260	\$4,483,000	\$4,931,300	\$3,945,040

Goals: 1= Safety, 2= State of Good Repair, 3= Livability, 4= Stewardship, 5= Economic Development, 6= Equity

Orleans

FFY 19 (Federal Fiscal Year 10/1/18 - 9/30/19)

Project No.: H.012743	Project Title: I-10 S Service Rd: Morrison Rd Paris Rd			
Parish: Orleans	Type of Improvement: Cold Plane & 2" Overlay			
Sponsor: DOTD	Construction Year: FFY 19 (Federal Fiscal Year 10/1/18 - 9/30/19)			
Category: Preservation	Length: 5.84	Route: I 10	Goal 2	UA NO
Work Phase/Year	Funding Source	Cost Estimate	Contingency (10%)	Federal Share
C	NHPP	\$1,300,000	\$1,430,000	\$1,144,000
FFY 2019				
STIP Line Item	Non-Federal Total	Total Cost	Total Contingency	Federal Total
Y	\$286,000	\$1,300,000	\$1,430,000	\$1,144,000

Goals: 1= Safety, 2= State of Good Repair, 3= Livability, 4= Stewardship, 5= Economic Development, 6= Equity

Orleans

FFY 19 (Federal Fiscal Year 10/1/18 - 9/30/19)

Project No.: H.012956	Project Title: LA 39: Judge Seeber Br Mech Rehab (HBI)			
Parish: Orleans	Type of Improvement: Mechanical Rehab			
Sponsor: DOTD	Construction Year: FFY 19 (Federal Fiscal Year 10/1/18 - 9/30/19)			
Category: OP Efficiency	Length: .24	Route: LA 39	Goal 2	UA NO
Work Phase/Year	Funding Source	Cost Estimate	Contingency (10%)	Federal Share
E	NHPP	\$750,000	\$750,000	\$600,000
FFY 2019				
C	NHPP	\$500,000	\$550,000	\$440,000
FFY 2019				
STIP Line Item	Non-Federal Total	Total Cost	Total Contingency	Federal Total
	\$260,000	\$1,250,000	\$1,300,000	\$1,040,000

Goals: 1= Safety, 2= State of Good Repair, 3= Livability, 4= Stewardship, 5= Economic Development, 6= Equity

Orleans

FFY 19 (Federal Fiscal Year 10/1/18 - 9/30/19)

Project No.: H.013378	Project Title: I-10: I-10 N.O. Fire Damage Repair			
Parish: Orleans	Type of Improvement: Fire Damage Repair			
Sponsor: Orleans	Construction Year: FFY 19 (Federal Fiscal Year 10/1/18 - 9/30/19)			
Category:	Length:	Route:	Goal 2	UA NO
Work Phase/Year	Funding Source	Cost Estimate	Contingency (10%)	Federal Share
C	NHPP	\$671,000	\$738,100	\$590,480
FFY 2019				
STIP Line Item	Non-Federal Total	Total Cost	Total Contingency	Federal Total
	\$147,620	\$671,000	\$738,100	\$590,480

Goals: 1= Safety, 2= State of Good Repair, 3= Livability, 4= Stewardship, 5= Economic Development, 6= Equity

Orleans

FFY 19 (Federal Fiscal Year 10/1/18 - 9/30/19)

Project No.: H.013653	Project Title: Judge Seeber Bridge Rail Repair			
Parish: Orleans	Type of Improvement: Repair Damaged Bridge Rail			
Sponsor: DOTD	Construction Year: FFY 19 (Federal Fiscal Year 10/1/18 - 9/30/19)			
Category:	Length:	Route:	Goal 2	UA NO
Work Phase/Year	Funding Source	Cost Estimate	Contingency (10%)	Federal Share
C	STCASH	\$55,000	\$60,500	
FFY 2019	REIMB	\$5,000	\$5,500	
STIP Line Item	Non-Federal Total	Total Cost	Total Contingency	Federal Total
	\$66,000	\$60,000	\$66,000	\$0

Goals: 1= Safety, 2= State of Good Repair, 3= Livability, 4= Stewardship, 5= Economic Development, 6= Equity

Orleans

FFY 20 (Federal Fiscal Year 10/1/19 - 9/30/20)

Project No.: H.000263	Project Title: Chef Menteur Pass Bridge and Approach			
Parish: Orleans	Type of Improvement: Bridge Replacement			
Sponsor: DOTD	Construction Year: FFY 20 (Federal Fiscal Year 10/1/19 - 9/30/20)			
Category: Preservation	Length: 0.22	Route: US 90	Goal 2	UA NO
Work Phase/Year	Funding Source	Cost Estimate	Contingency (10%)	Federal Share
U	STPFLEX	\$163,000	\$163,000	\$130,400
FFY 2020				
C	STPFLEX	\$89,700,000	\$98,670,000	\$78,936,000
FFY 2021				
STIP Line Item	Non-Federal Total	Total Cost	Total Contingency	Federal Total
	\$19,766,600	\$89,863,000	\$98,833,000	\$79,066,400

Goals: 1= Safety, 2= State of Good Repair, 3= Livability, 4= Stewardship, 5= Economic Development, 6= Equity

Orleans

FFY 20 (Federal Fiscal Year 10/1/19 - 9/30/20)

Project No.: H.007274	Project Title: Magazine St (East Dr - Nashville)			
Parish: Orleans	Type of Improvement: Rehabilitation			
Sponsor: Orleans	Construction Year: FFY 20 (Federal Fiscal Year 10/1/19 - 9/30/20)			
Category: Urban Systems	Length: .24	Route:	Goal 2	UA NO
Work Phase/Year	Funding Source	Cost Estimate	Contingency (10%)	Federal Share
C	STP>200K	\$3,500,000	\$3,850,000	\$3,080,000
FFY 2020				
STIP Line Item	Non-Federal Total	Total Cost	Total Contingency	Federal Total
	\$770,000	\$3,500,000	\$3,850,000	\$3,080,000

Goals: 1= Safety, 2= State of Good Repair, 3= Livability, 4= Stewardship, 5= Economic Development, 6= Equity

Orleans

FFY 20 (Federal Fiscal Year 10/1/19 - 9/30/20)

Project No.: H.009308	Project Title: New Orleans DPW - SRTS Sidewalk Project			
Parish: Orleans	Type of Improvement: Bike Ped Crossing Improvements			
Sponsor: DOTD/Orleans	Construction Year: FFY 20 (Federal Fiscal Year 10/1/19 - 9/30/20)			
Category: Safety	Length: .34	Route: US 90	Goal 1 3 6	UA NO
Work Phase/Year	Funding Source	Cost Estimate	Contingency (10%)	Federal Share
F	SATRANS	\$50,000	\$50,000	\$50,000
E	HSIPPEN	\$150,000	\$150,000	\$150,000
	SATRANS	\$10,000	\$10,000	\$10,000
C	HSIPPEN	\$1,350,000	\$1,485,000	\$1,485,000
FFY 2020				
STIP Line Item	Non-Federal Total	Total Cost	Total Contingency	Federal Total
Y	\$0	\$1,560,000	\$1,695,000	\$1,695,000

Goals: 1= Safety, 2= State of Good Repair, 3= Livability, 4= Stewardship, 5= Economic Development, 6= Equity

Orleans

FFY 20 (Federal Fiscal Year 10/1/19 - 9/30/20)

Project No.: H.010018	Project Title: I-10: NO East Drain Canal Bridge Replace			
Parish: Orleans	Type of Improvement: Bridge Replacement			
Sponsor: DOTD	Construction Year: FFY 20 (Federal Fiscal Year 10/1/19 - 9/30/20)			
Category: Preservation	Length: 2.5	Route: I-10	Goal 2	UA NO
Work Phase/Year	Funding Source	Cost Estimate	Contingency (10%)	Federal Share
C	NHPP	\$21,000,000	\$23,100,000	\$18,480,000
FFY 2020				
STIP Line Item	Non-Federal Total	Total Cost	Total Contingency	Federal Total
	\$4,620,000	\$21,000,000	\$23,100,000	\$18,480,000

Goals: 1= Safety, 2= State of Good Repair, 3= Livability, 4= Stewardship, 5= Economic Development, 6= Equity

Orleans

FFY 20 (Federal Fiscal Year 10/1/19 - 9/30/20)

Project No.: H.012370	Project Title: Morrison Rd: Mayo Ave - Read Ave			
Parish: Orleans	Type of Improvement: Preservation Asphalt Overlay and Related ADA Curb Work			
Sponsor: Orleans	Construction Year: FFY 20 (Federal Fiscal Year 10/1/19 - 9/30/20)			
Category: Urban Systems	Length: 3.34	Route:	Goal 2 6	UA NO
Work Phase/Year	Funding Source	Cost Estimate	Contingency (10%)	Federal Share
C	STP>200K	\$6,618,000	\$7,279,800	\$5,823,840
FFY 2020				
STIP Line Item	Non-Federal Total	Total Cost	Total Contingency	Federal Total
	\$1,455,960	\$6,618,000	\$7,279,800	\$5,823,840

Goals: 1= Safety, 2= State of Good Repair, 3= Livability, 4= Stewardship, 5= Economic Development, 6= Equity

Orleans

FFY 20 (Federal Fiscal Year 10/1/19 - 9/30/20)

Project No.: H.012473	Project Title: Zachary Taylor & Marconi Dr. Sidewalk			
Parish: Orleans	Type of Improvement: Sidewalks and Other Safety Enhancements			
Sponsor: City Park	Construction Year: FFY 20 (Federal Fiscal Year 10/1/19 - 9/30/20)			
Category: Safety	Length: .4	Route:	Goal 1 3 4	UA NO
Work Phase/Year	Funding Source	Cost Estimate	Contingency (10%)	Federal Share
C	HSIPPEN	\$700,000	\$770,000	\$616,000
FFY 2020				
C	HSIPPEN			
FFY 2020				
STIP Line Item	Non-Federal Total	Total Cost	Total Contingency	Federal Total
Y	\$154,000	\$700,000	\$770,000	\$616,000

Goals: 1= Safety, 2= State of Good Repair, 3= Livability, 4= Stewardship, 5= Economic Development, 6= Equity

FFY 20 (Federal Fiscal Year 10/1/19 - 9/30/20)

Goals: 1= Safety, 2= State of Good Repair, 3= Livability, 4= Stewardship, 5= Economic Development, 6= Equity

Orleans

FFY 20 (Federal Fiscal Year 10/1/19 - 9/30/20)

Project No.: H.012682	Project Title: Pedestrian Crosswalk ENH (NO PH2)				
Parish: Orleans	Type of Improvement: Install Pedestrian Countdown Signals				
Sponsor: Orleans	Construction Year: FFY 20 (Federal Fiscal Year 10/1/19 - 9/30/20)				
Category: Safety	Length: 9.39	Route:	Goal 1	3 4 5 6	UA NO
Work Phase/Year	Funding Source	Cost Estimate	Contingency (10%)	Federal Share	
C	HSIPPEN	\$1,731,000	\$1,904,100	\$1,904,100	
FFY 2020					
STIP Line Item	Non-Federal Total	Total Cost	Total Contingency	Federal Total	
Y	\$0	\$1,731,000	\$1,904,100	\$1,904,100	

Goals: 1= Safety, 2= State of Good Repair, 3= Livability, 4= Stewardship, 5= Economic Development, 6= Equity

Orleans

FFY 20 (Federal Fiscal Year 10/1/19 - 9/30/20)

Project No.: H.012901	Project Title: US90Z (Magnolia Street - Bodenger)			
Parish: Orleans	Type of Improvement: Permanent Sign Replacement			
Sponsor: DOTD	Construction Year: FFY 20 (Federal Fiscal Year 10/1/19 - 9/30/20)			
Category: OP Efficiency	Length: 2.5	Route: US 90Z	Goal 2	UA NO
Work Phase/Year	Funding Source	Cost Estimate	Contingency (10%)	Federal Share
C	NHPP	\$5,023,000	\$5,525,300	\$4,420,240
FFY 2020				
STIP Line Item	Non-Federal Total	Total Cost	Total Contingency	Federal Total
Y	\$1,105,060	\$5,023,000	\$5,525,300	\$4,420,240

Goals: 1= Safety, 2= State of Good Repair, 3= Livability, 4= Stewardship, 5= Economic Development, 6= Equity

Orleans

FFY 20 (Federal Fiscal Year 10/1/19 - 9/30/20)

Project No.: H.013211	Project Title: LA 46: Elysian Fields - St. Bernard Parish Line			
Parish: Orleans	Type of Improvement: Mill Patch and Overlay			
Sponsor:	Construction Year: FFY 20 (Federal Fiscal Year 10/1/19 - 9/30/20)			
Category: Preservation	Length: 3.51	Route: La 46	Goal 2	UA NO
Work Phase/Year	Funding Source	Cost Estimate	Contingency (10%)	Federal Share
C	NHPP	\$3,500,000	\$3,850,000	\$3,080,000
FFY 2020				
STIP Line Item	Non-Federal Total	Total Cost	Total Contingency	Federal Total
Y	\$770,000	\$3,500,000	\$3,850,000	\$3,080,000

Goals: 1= Safety, 2= State of Good Repair, 3= Livability, 4= Stewardship, 5= Economic Development, 6= Equity

Orleans

FFY 20 (Federal Fiscal Year 10/1/19 - 9/30/20)

Project No.: H.013391	Project Title: Dist. 02BC Flashing Yellow Arrow Part 2			
Parish: Orleans	Type of Improvement: Traffic Signal Upgrade			
Sponsor: DOTD	Construction Year: FFY 20 (Federal Fiscal Year 10/1/19 - 9/30/20)			
Category:	Length:	Route:	Goal 1 3	UA NO
Work Phase/Year	Funding Source	Cost Estimate	Contingency (10%)	Federal Share
C	NHPP	\$14,400,000	\$15,840,000	\$12,672,000
FFY 2020	HSIPPEN	\$14,400,000	\$15,840,000	\$15,840,000
STIP Line Item	Non-Federal Total	Total Cost	Total Contingency	Federal Total
	\$3,168,000	\$28,800,000	\$31,680,000	\$28,512,000

Goals: 1= Safety, 2= State of Good Repair, 3= Livability, 4= Stewardship, 5= Economic Development, 6= Equity

Orleans

FFY 20 (Federal Fiscal Year 10/1/19 - 9/30/20)

Project No.: H.013442	Project Title: I-10: Crowder Blvd. Interstate Lighting			
Parish: Orleans	Type of Improvement: I/C Lighting			
Sponsor: DOTD	Construction Year: FFY 20 (Federal Fiscal Year 10/1/19 - 9/30/20)			
Category:	Length:	Route:	Goal 1	UA NO
Work Phase/Year	Funding Source	Cost Estimate	Contingency (10%)	Federal Share
C	NHPP	\$1,475,000	\$1,622,500	\$1,475,000
FFY 2020				
STIP Line Item	Non-Federal Total	Total Cost	Total Contingency	Federal Total
	\$147,500	\$1,475,000	\$1,622,500	\$1,475,000

Goals: 1= Safety, 2= State of Good Repair, 3= Livability, 4= Stewardship, 5= Economic Development, 6= Equity

Orleans

FFY 20 (Federal Fiscal Year 10/1/19 - 9/30/20)

Project No.: H.013586	Project Title: I-10 HFST: Canal St. - Orleans Ave.			
Parish: Orleans	Type of Improvement: High Friction Surface Treatment			
Sponsor: DOTD	Construction Year: FFY 20 (Federal Fiscal Year 10/1/19 - 9/30/20)			
Category:	Length:	Route:	Goal 1	UA NO
Work Phase/Year	Funding Source	Cost Estimate	Contingency (10%)	Federal Share
C		\$1,398,000	\$1,537,800	
FFY 2020				
STIP Line Item	Non-Federal Total	Total Cost	Total Contingency	Federal Total
	\$1,537,800	\$1,398,000	\$1,537,800	\$0

Goals: 1= Safety, 2= State of Good Repair, 3= Livability, 4= Stewardship, 5= Economic Development, 6= Equity

Orleans

FFY 20 (Federal Fiscal Year 10/1/19 - 9/30/20)

Project No.: H.013587	Project Title: I-10 HFST @ Morrison Rd.			
Parish: Orleans	Type of Improvement: High Friction Surface Treatment			
Sponsor: DOTD	Construction Year: FFY 20 (Federal Fiscal Year 10/1/19 - 9/30/20)			
Category:	Length:	Route:	Goal 1	UA NO
Work Phase/Year	Funding Source	Cost Estimate	Contingency (10%)	Federal Share
C		\$1,100,000	\$1,210,000	
FFY 2020				
STIP Line Item	Non-Federal Total	Total Cost	Total Contingency	Federal Total
	\$1,210,000	\$1,100,000	\$1,210,000	\$0

Goals: 1= Safety, 2= State of Good Repair, 3= Livability, 4= Stewardship, 5= Economic Development, 6= Equity

Orleans

FFY 21 (Federal Fiscal Year 10/1/20 - 9/30/21)[illegible]

Goals: 1= Safety, 2= State of Good Repair, 3= Livability, 4= Stewardship, 5= Economic Development, 6= Equity

Orleans

FFY 21 (Federal Fiscal Year 10/1/20 - 9/30/21)

Project No.: H.011222	Project Title: I-10: NO CBD 4 Louisa- I-510			
Parish: Orleans	Type of Improvement: Signing and Signing Structure Replacements			
Sponsor: DOTD	Construction Year: FFY 21 (Federal Fiscal Year 10/1/20 - 9/30/21)			
Category: OP Efficiency	Length: 7.6	Route: I-10	Goal 2	UA NO
Work Phase/Year	Funding Source	Cost Estimate	Contingency (10%)	Federal Share
E	NHPP	\$800,000	\$800,000	\$640,000
C	NHPP	\$5,800,000	\$6,380,000	\$5,104,000
FFY 2021				
STIP Line Item	Non-Federal Total	Total Cost	Total Contingency	Federal Total
Y	\$1,436,000	\$6,600,000	\$7,180,000	\$5,744,000

Goals: 1= Safety, 2= State of Good Repair, 3= Livability, 4= Stewardship, 5= Economic Development, 6= Equity

Orleans

FFY 21 (Federal Fiscal Year 10/1/20 - 9/30/21)

Project No.: H.011447	Project Title: US 90: Interection IMP At MLK Blvd			
Parish: Orleans	Type of Improvement: Intersection Improvements on US 90 at Martin Luther King Bl			
Sponsor: Orleans	Construction Year: FFY 21 (Federal Fiscal Year 10/1/20 - 9/30/21)			
Category: OP Efficiency	Length: 0.08	Route: US 90	Goal 1 3 4 6	UA NO
Work Phase/Year	Funding Source	Cost Estimate	Contingency (10%)	Federal Share
C	NHPP	\$500,000	\$550,000	\$440,000
FFY 2021				
STIP Line Item	Non-Federal Total	Total Cost	Total Contingency	Federal Total
Y	\$110,000	\$500,000	\$550,000	\$440,000

Goals: 1= Safety, 2= State of Good Repair, 3= Livability, 4= Stewardship, 5= Economic Development, 6= Equity

Orleans

FFY 21 (Federal Fiscal Year 10/1/20 - 9/30/21)

Project No.: H.012591	Project Title: I-10: Paris Rd - Lake Ponchartrain			
Parish: Orleans	Type of Improvement: Mill & 2" Overlay			
Sponsor: DOTD	Construction Year: FFY 21 (Federal Fiscal Year 10/1/20 - 9/30/21)			
Category: Preservation	Length: 8.05	Route: I-10	Goal 2	UA NO
Work Phase/Year	Funding Source	Cost Estimate	Contingency (10%)	Federal Share
E	NHPP	\$375,000	\$375,000	\$337,500
FFY 2018				
C	NHPP	\$20,000,000	\$22,000,000	\$19,800,000
FFY 2021				
STIP Line Item	Non-Federal Total	Total Cost	Total Contingency	Federal Total
	\$2,237,500	\$20,375,000	\$22,375,000	\$20,137,500

Goals: 1= Safety, 2= State of Good Repair, 3= Livability, 4= Stewardship, 5= Economic Development, 6= Equity

Orleans

FFY 22 (Federal Fiscal Year 10/1/21 - 9/30/22)

Project No.: *	Project Title: Opelousas Ave. (Verret to Behrman)			
Parish: Orleans	Type of Improvement: Resurfacing			
Sponsor: Orleans	Construction Year: FFY 22 (Federal Fiscal Year 10/1/21 - 9/30/22)			
Category:	Length:	Route:	Goal 2	UA NO
Work Phase/Year	Funding Source	Cost Estimate	Contingency (10%)	Federal Share
E	STP>200K	\$64,000	\$64,000	\$51,200
C	STP>200K	\$1,000,000	\$1,100,000	\$880,000
FFY 2022				
STIP Line Item	Non-Federal Total	Total Cost	Total Contingency	Federal Total
	\$232,800	\$1,064,000	\$1,164,000	\$931,200

Goals: 1= Safety, 2= State of Good Repair, 3= Livability, 4= Stewardship, 5= Economic Development, 6= Equity

Orleans

FFY 22 (Federal Fiscal Year 10/1/21 - 9/30/22)

Project No.: *	Project Title: Verret St (Newton to Patterson)			
Parish: Orleans	Type of Improvement: Resurfacing			
Sponsor: Orleans	Construction Year: FFY 22 (Federal Fiscal Year 10/1/21 - 9/30/22)			
Category:	Length:	Route:	Goal 2	UA NO
Work Phase/Year	Funding Source	Cost Estimate	Contingency (10%)	Federal Share
E	STP>200K	\$70,000	\$70,000	\$56,000
C	STP>200K	\$1,164,000	\$1,280,400	\$1,024,320
FFY 2022				
STIP Line Item	Non-Federal Total	Total Cost	Total Contingency	Federal Total
	\$270,080	\$1,234,000	\$1,350,400	\$1,080,320

Goals: 1= Safety, 2= State of Good Repair, 3= Livability, 4= Stewardship, 5= Economic Development, 6= Equity

Orleans

FFY 22 (Federal Fiscal Year 10/1/21 - 9/30/22)

Project No.: H.010634	Project Title: US 90Z (Bodenger Blvd - Stumpf Blvd)			
Parish: Orleans	Type of Improvement: Upgrading Signs; Structures As Needed			
Sponsor: DOTD	Construction Year: FFY 22 (Federal Fiscal Year 10/1/21 - 9/30/22)			
Category: OP Efficiency	Length: 2.1	Route: US 90Z	Goal 2	UA NO
Work Phase/Year	Funding Source	Cost Estimate	Contingency (10%)	Federal Share
E	NHPP	\$219,000	\$219,000	\$175,200
C	NHPP	\$4,910,000	\$5,401,000	\$4,320,800
FFY 2022				
STIP Line Item	Non-Federal Total	Total Cost	Total Contingency	Federal Total
Y	\$1,124,000	\$5,129,000	\$5,620,000	\$4,496,000

Goals: 1= Safety, 2= State of Good Repair, 3= Livability, 4= Stewardship, 5= Economic Development, 6= Equity

Orleans

FFY 22 (Federal Fiscal Year 10/1/21 - 9/30/22)

Project No.: H.013094	Project Title: Broad St - Read Blvd Ped Improvements			
Parish: Orleans	Type of Improvement: Feasability Study Const. Sidewalks, Striping, Signs			
Sponsor: DOTD	Construction Year: FFY 22 (Federal Fiscal Year 10/1/21 - 9/30/22)			
Category: Safety	Length: 1.22	Route: US61/90	Goal 1 3 4 6	UA NO
Work Phase/Year	Funding Source	Cost Estimate	Contingency (10%)	Federal Share
C	HSIP	\$1,389,400	\$1,528,340	\$1,528,340
FFY 2022	STPFLEX	\$795,000	\$874,500	\$699,600
STIP Line Item	Non-Federal Total	Total Cost	Total Contingency	Federal Total
	\$174,900	\$2,184,400	\$2,402,840	\$2,227,940

Goals: 1= Safety, 2= State of Good Repair, 3= Livability, 4= Stewardship, 5= Economic Development, 6= Equity

Orleans

FFY 22 (Federal Fiscal Year 10/1/21 - 9/30/22)

Project No.: H.013150	Project Title: Andrew Higgins Dr Streetscapes			
Parish: Orleans	Type of Improvement: Bicycle and Sidewalk Improvements			
Sponsor: Orleans	Construction Year: FFY 22 (Federal Fiscal Year 10/1/21 - 9/30/22)			
Category: Urban Systems	Length: .46	Route:	Goal 1 3 5	UA NO
Work Phase/Year	Funding Source	Cost Estimate	Contingency (10%)	Federal Share
C	STP>200K	\$1,743,000	\$1,917,300	\$1,533,840
FFY 2022				
STIP Line Item	Non-Federal Total	Total Cost	Total Contingency	Federal Total
	\$383,460	\$1,743,000	\$1,917,300	\$1,533,840

Goals: 1= Safety, 2= State of Good Repair, 3= Livability, 4= Stewardship, 5= Economic Development, 6= Equity

Orleans

FFY 22 (Federal Fiscal Year 10/1/21 - 9/30/22)

Project No.: H.013511	Project Title: Hollygrove Greenline Trail			
Parish: Orleans	Type of Improvement: Construction of 1000' X 10' wide Mulituse trail			
Sponsor: CNO	Construction Year: FFY 22 (Federal Fiscal Year 10/1/21 - 9/30/22)			
Category:	Length:	Route:	Goal 1 3 4 6	UA NO
Work Phase/Year	Funding Source	Cost Estimate	Contingency (10%)	Federal Share
C	RTP	\$112,000	\$112,000	\$89,600
FFY 2022	LOCAL	\$28,000	\$30,800	
STIP Line Item	Non-Federal Total	Total Cost	Total Contingency	Federal Total
	\$53,200	\$140,000	\$142,800	\$89,600

Goals: 1= Safety, 2= State of Good Repair, 3= Livability, 4= Stewardship, 5= Economic Development, 6= Equity

Orleans

FFY 22 (Federal Fiscal Year 10/1/21 - 9/30/22)

Project No.: H.013617	Project Title: I-10: I-610E Interchange Lighting			
Parish: Orleans	Type of Improvement: Provide Roadway			
Sponsor: DOTD	Construction Year: FFY 22 (Federal Fiscal Year 10/1/21 - 9/30/22)			
Category:	Length:	Route:	Goal 1	UA NO
Work Phase/Year	Funding Source	Cost Estimate	Contingency (10%)	Federal Share
C	NHPP	\$2,200,000	\$2,420,000	\$1,980,000
FFY 2022				
STIP Line Item	Non-Federal Total	Total Cost	Total Contingency	Federal Total
	\$440,000	\$2,200,000	\$2,420,000	\$1,980,000

Goals: 1= Safety, 2= State of Good Repair, 3= Livability, 4= Stewardship, 5= Economic Development, 6= Equity

Orleans

Tier II (Federal Fiscal Year 2023 - 2032)

Project No.:	Project Title: General Meyer (Whitney to Woodland)			
Parish: Orleans	Type of Improvement: Complete St Improvements			
Sponsor: DOTD	Construction Year: Tier II (Federal Fiscal Year 2023 - 2032)			
Category:	Length:	Route:	Goal 1 3 4 6	UA NO
Work Phase/Year	Funding Source	Cost Estimate	Contingency (10%)	Federal Share
C	STP>200K	\$4,000,000	\$4,400,000	\$3,520,000
Tier II				
STIP Line Item	Non-Federal Total	Total Cost	Total Contingency	Federal Total
	\$880,000	\$4,000,000	\$4,400,000	\$3,520,000

Goals: 1= Safety, 2= State of Good Repair, 3= Livability, 4= Stewardship, 5= Economic Development, 6= Equity

Orleans

Tier II (Federal Fiscal Year 2023 - 2032)

Project No.: *	Project Title: Algiers MRT: Odeon - Chalmette/Algiers Ferry				
Parish: Orleans	Type of Improvement: Miss River Bike Trail				
Sponsor:	Construction Year: Tier II (Federal Fiscal Year 2023 - 2032)				
Category:	Length:	Route:	Goal 1	3 4 6 0 0	UA NO
Work Phase/Year	Funding Source	Cost Estimate	Contingency (10%)		Federal Share
C	STP>200K	\$5,000,000	\$5,500,000		\$4,000,000
Tier II					
STIP Line Item	Non-Federal Total	Total Cost	Total Contingency		Federal Total
	\$1,500,000	\$5,000,000	\$5,500,000		\$4,000,000

Goals: 1= Safety, 2= State of Good Repair, 3= Livability, 4= Stewardship, 5= Economic Development, 6= Equity

Orleans

Tier II (Federal Fiscal Year 2023 - 2032)

Project No.: *	Project Title: St. Charles Ave: Napoleon to Nashville			
Parish: Orleans	Type of Improvement: (Overlay/Rehab)			
Sponsor: DOTD	Construction Year: Tier II (Federal Fiscal Year 2023 - 2032)			
Category:	Length:	Route:	Goal 2	UA NO
Work Phase/Year	Funding Source	Cost Estimate	Contingency (10%)	Federal Share
C	STP>200K	\$4,000,000	\$4,400,000	\$3,200,000
Tier II				
STIP Line Item	Non-Federal Total	Total Cost	Total Contingency	Federal Total
	\$1,200,000	\$4,000,000	\$4,400,000	\$3,200,000

Goals: 1= Safety, 2= State of Good Repair, 3= Livability, 4= Stewardship, 5= Economic Development, 6= Equity

Orleans

Tier II (Federal Fiscal Year 2023 - 2032)

Project No.: *	Project Title: Gen. Meyer: Whitney - Woodland Hwy			
Parish: Orleans	Type of Improvement: Gen. Meyer Improvements			
Sponsor:	Construction Year: Tier II (Federal Fiscal Year 2023 - 2032)			
Category:	Length:	Route:	Goal 1 3 4 6	UA NO
Work Phase/Year	Funding Source	Cost Estimate	Contingency (10%)	Federal Share
C	STP>200K	\$4,000,000	\$4,400,000	\$3,200,000
Tier II				
STIP Line Item	Non-Federal Total	Total Cost	Total Contingency	Federal Total
	\$1,200,000	\$4,000,000	\$4,400,000	\$3,200,000

Goals: 1= Safety, 2= State of Good Repair, 3= Livability, 4= Stewardship, 5= Economic Development, 6= Equity

Orleans

Tier II (Federal Fiscal Year 2023 - 2032)

Project No.: *	Project Title: US 90/ Port of NO Access Imp.			
Parish: Orleans	Type of Improvement: Access Improvements			
Sponsor:	Construction Year: Tier II (Federal Fiscal Year 2023 - 2032)			
Category:	Length:	Route:	Goal 2 5	UA NO
Work Phase/Year	Funding Source	Cost Estimate	Contingency (10%)	Federal Share
C	NFI	\$8,000,000	\$8,800,000	
Tier II				
STIP Line Item	Non-Federal Total	Total Cost	Total Contingency	Federal Total
	\$8,800,000	\$8,000,000	\$8,800,000	\$0

Goals: 1= Safety, 2= State of Good Repair, 3= Livability, 4= Stewardship, 5= Economic Development, 6= Equity

Orleans

Tier II (Federal Fiscal Year 2023 - 2032)

Project No.: H.000304	Project Title: I-10 - US 61 Overpass			
Parish: Orleans	Type of Improvement: Preservation on NHS			
Sponsor: DOTD	Construction Year: Tier II (Federal Fiscal Year 2023 - 2032)			
Category: Preservation	Length: .27	Route: US 61	Goal 2	UA NO
Work Phase/Year	Funding Source	Cost Estimate	Contingency (10%)	Federal Share
C	NHPP	\$4,000,000	\$4,400,000	\$3,200,000
FFY 2026				
STIP Line Item	Non-Federal Total	Total Cost	Total Contingency	Federal Total
Y	\$1,200,000	\$4,000,000	\$4,400,000	\$3,200,000

Goals: 1= Safety, 2= State of Good Repair, 3= Livability, 4= Stewardship, 5= Economic Development, 6= Equity

Orleans

Tier II (Federal Fiscal Year 2023 - 2032)

Project No.: H.007250	Project Title: Almonaster Avenue Bridge Replacement			
Parish: Orleans	Type of Improvement: Bridge Replacement			
Sponsor: Port N.O.	Construction Year: Tier II (Federal Fiscal Year 2023 - 2032)			
Category: Preservation	Length:	Route:	Goal 2	UA NO
Work Phase/Year	Funding Source	Cost Estimate	Contingency (10%)	Federal Share
C		\$59,168,000	\$65,084,800	\$47,334,400
Tier II		\$14,792,000	\$16,271,200	
STIP Line Item	Non-Federal Total	Total Cost	Total Contingency	Federal Total
	\$34,021,600	\$73,960,000	\$81,356,000	\$47,334,400

Goals: 1= Safety, 2= State of Good Repair, 3= Livability, 4= Stewardship, 5= Economic Development, 6= Equity

Orleans

Tier II (Federal Fiscal Year 2023 - 2032)

Project No.: H.011223	Project Title: I-10: NO CBD5 (I-510 to End of Twin Span)			
Parish: Orleans	Type of Improvement: Signing & Signing Structures Replacement			
Sponsor: DOTD	Construction Year: Tier II (Federal Fiscal Year 2023 - 2032)			
Category: OP Efficiency	Length: 26.42	Route: I-10	Goal 2	UA NO
Work Phase/Year	Funding Source	Cost Estimate	Contingency (10%)	Federal Share
FFY 25	NHPP	\$3,400,000	\$3,400,000	\$408,000
STIP Line Item	Non-Federal Total	Total Cost	Total Contingency	Federal Total
	\$2,992,000	\$3,400,000	\$3,400,000	\$408,000

Goals: 1= Safety, 2= State of Good Repair, 3= Livability, 4= Stewardship, 5= Economic Development, 6= Equity

Orleans

Tier II (Federal Fiscal Year 2023 - 2032)

Project No.: H.011646	Project Title: US 90 - US 61 - LA 611-9 Corridor Improv			
Parish: Orleans	Type of Improvement: Intersection Improvement Study			
Sponsor: DOTD	Construction Year: Tier II (Federal Fiscal Year 2023 - 2032)			
Category: OP Efficiency	Length: 6.36	Route: US90/US6	Goal 3 5	UA NO
Work Phase/Year	Funding Source	Cost Estimate	Contingency (10%)	Federal Share
F	NHPP	\$24,000	\$24,000	\$19,200
	STPFLEX	\$3,000	\$3,000	\$2,400
E	NHPP	\$302,000	\$302,000	\$241,600
	STPFLEX	\$58,000	\$58,000	\$48,140
C	NHPP	\$1,250,000	\$1,375,000	\$1,100,000
Tier II	STPFLEX	\$750,000	\$825,000	\$660,000
Status:	PL&Env			
STIP Line Item	Non-Federal Total	Total Cost	Total Contingency	Federal Total
Y	\$515,660	\$2,387,000	\$2,587,000	\$2,071,340

Goals: 1= Safety, 2= State of Good Repair, 3= Livability, 4= Stewardship, 5= Economic Development, 6= Equity

Orleans

Tier II (Federal Fiscal Year 2023 - 2032)

Project No.: H.011651	Project Title: I-10: Loyola Ave - Bonnabel Corridor Improv			
Parish: Orleans	Type of Improvement: Corridor Improvement Study			
Sponsor: DOTD	Construction Year: Tier II (Federal Fiscal Year 2023 - 2032)			
Category: OP Efficiency	Length: .43/.2	Route: I10/La315	Goal 3 5	UA NO
Work Phase/Year	Funding Source	Cost Estimate	Contingency (10%)	Federal Share
F	STPFLEX	\$10,000	\$10,000	\$8,000
	NHPP	\$14,000	\$14,000	\$11,200
C Tier II	STPFLEX	\$750,000	\$825,000	\$660,000
	NHPP	\$1,750,000	\$1,925,000	\$1,540,000
Status:	Waiting For Funding			
STIP Line Item	Non-Federal Total	Total Cost	Total Contingency	Federal Total
Y	\$554,800	\$2,524,000	\$2,774,000	\$2,219,200

Goals: 1= Safety, 2= State of Good Repair, 3= Livability, 4= Stewardship, 5= Economic Development, 6= Equity

Orleans

Tier II (Federal Fiscal Year 2023 - 2032)

Project No.: H.011823	Project Title: NO City Park: Harrison Ave Trailhead			
Parish: Orleans	Type of Improvement: Trailhead			
Sponsor: CPIA	Construction Year: Tier II (Federal Fiscal Year 2023 - 2032)			
Category: Enhancement	Length:	Route:	Goal 1 3	UA NO
Work Phase/Year	Funding Source	Cost Estimate	Contingency (10%)	Federal Share
FFY 2025	TAP>200K	\$287,000	\$287,000	\$252,560
STIP Line Item	Non-Federal Total	Total Cost	Total Contingency	Federal Total
	\$34,440	\$287,000	\$287,000	\$252,560

Goals: 1= Safety, 2= State of Good Repair, 3= Livability, 4= Stewardship, 5= Economic Development, 6= Equity

Orleans

Tier II (Federal Fiscal Year 2023 - 2032)

Project No.: H.011836	Project Title: New Orleans: Lake Vista, Sidewalks			
Parish: Orleans	Type of Improvement: Sidewalks			
Sponsor: Orleans/ NFAB	Construction Year: Tier II (Federal Fiscal Year 2023 - 2032)			
Category: Enhancement	Length:	Route:	Goal 1 3	UA NO
Work Phase/Year	Funding Source	Cost Estimate	Contingency (10%)	Federal Share
C	TAP>200K	\$439,120	\$483,032	\$386,426
Tier II	LOCAL	\$109,780	\$120,758	
STIP Line Item	Non-Federal Total	Total Cost	Total Contingency	Federal Total
	\$217,364	\$548,900	\$603,790	\$386,426

Goals: 1= Safety, 2= State of Good Repair, 3= Livability, 4= Stewardship, 5= Economic Development, 6= Equity

Orleans

Tier II (Federal Fiscal Year 2023 - 2032)

Project No.: H.011841		Project Title: NO: Lakeshore Dr. Rec/Operational Impr		
Parish: Orleans		Type of Improvement: Pedestrian Improvements		
Sponsor: Orleans		Construction Year: Tier II (Federal Fiscal Year 2023 - 2032)		
Category: Bike Ped	Length:	Route:	Goal 1 3	UA NO
Work Phase/Year	Funding Source	Cost Estimate	Contingency (10%)	Federal Share
C	TAP>200K	\$306,240	\$336,864	\$244,992
Tier II		\$76,560	\$84,216	
STIP Line Item	Non-Federal Total	Total Cost	Total Contingency	Federal Total
	\$176,088	\$382,800	\$421,080	\$244,992

Goals: 1= Safety, 2= State of Good Repair, 3= Livability, 4= Stewardship, 5= Economic Development, 6= Equity

Orleans

Tier II (Federal Fiscal Year 2023 - 2032)

Project No.: H.011847	Project Title: NO: New Basin Canal Path PHV, Lighting			
Parish: Orleans	Type of Improvement: Sidewalk Lighting			
Sponsor: Non Flood Prot.	Construction Year: Tier II (Federal Fiscal Year 2023 - 2032)			
Category: Enhancement	Length:	Route:	Goal 1 3	UA NO
Work Phase/Year	Funding Source	Cost Estimate	Contingency (10%)	Federal Share
C		\$1,044,560	\$1,149,016	\$835,648
Tier II		\$261,140	\$287,254	
STIP Line Item	Non-Federal Total	Total Cost	Total Contingency	Federal Total
	\$600,622	\$1,305,700	\$1,436,270	\$835,648

Goals: 1= Safety, 2= State of Good Repair, 3= Livability, 4= Stewardship, 5= Economic Development, 6= Equity

Orleans

Tier II (Federal Fiscal Year 2023 - 2032)

Project No.: H.011964	Project Title: LA 39: Industrial Canal Bridge Rehab			
Parish: Orleans	Type of Improvement: Bridge Rehab			
Sponsor: DOTD	Construction Year: Tier II (Federal Fiscal Year 2023 - 2032)			
Category: Preservation	Length: 0.16	Route: LA 39	Goal 2	UA NO
Work Phase/Year	Funding Source	Cost Estimate	Contingency (10%)	Federal Share
C	NHPP	\$1,998,480	\$2,198,328	\$1,598,784
Tier II		\$499,620	\$549,582	
STIP Line Item	Non-Federal Total	Total Cost	Total Contingency	Federal Total
	\$1,149,126	\$2,498,100	\$2,747,910	\$1,598,784

Goals: 1= Safety, 2= State of Good Repair, 3= Livability, 4= Stewardship, 5= Economic Development, 6= Equity

Tier II (Federal Fiscal Year 2023 - 2032)

Goals: 1= Safety, 2= State of Good Repair, 3= Livability, 4= Stewardship, 5= Economic Development, 6= Equity

Orleans

Tier III (Federal Fiscal Year 2033- 2048)

Project No.:	Project Title: NOIA to CBD Fixed Guideway				
Parish: Orleans	Type of Improvement:				
Sponsor: Region	Construction Year: Tier III (Federal Fiscal Year 2033- 2048)				
Category: Congestion	Length:	Route:	Goal 3	4 5 6 0 0	UA NO
Work Phase/Year	Funding Source	Cost Estimate	Contingency (10%)		Federal Share
C	NFI	\$700,000,000	\$770,000,000		\$616,000,000
Tier III					
STIP Line Item	Non-Federal Total	Total Cost	Total Contingency		Federal Total
	\$154,000,000	\$700,000,000	\$770,000,000		\$616,000,000

Goals: 1= Safety, 2= State of Good Repair, 3= Livability, 4= Stewardship, 5= Economic Development, 6= Equity

Orleans

Tier III (Federal Fiscal Year 2033- 2048)

Project No.: *	Project Title: I-10 High Rise Improvements			
Parish: Orleans	Type of Improvement:			
Sponsor: DOTD	Construction Year: Tier III (Federal Fiscal Year 2033- 2048)			
Category:	Length:	Route:	Goal 1 5	UA NO
Work Phase/Year	Funding Source	Cost Estimate	Contingency (10%)	Federal Share
	NHPP	\$120,000,000	\$120,000,000	\$108,000,000
Tier III	NFI			
STIP Line Item	Non-Federal Total	Total Cost	Total Contingency	Federal Total
	\$12,000,000	\$120,000,000	\$120,000,000	\$108,000,000

Goals: 1= Safety, 2= State of Good Repair, 3= Livability, 4= Stewardship, 5= Economic Development, 6= Equity

Orleans

Tier III (Federal Fiscal Year 2033- 2048)

Project No.: *	Project Title: BR - NO Rail			
Parish: Orleans	Type of Improvement: Freight and Passenger Rail Improvements			
Sponsor: RPC/CRPC/BRAF	Construction Year: Tier III (Federal Fiscal Year 2033- 2048)			
Category: Rail	Length:	Route:	Goal 3 4 5 6	UA NO
Work Phase/Year	Funding Source	Cost Estimate	Contingency (10%)	Federal Share
C	NFI	\$265,000,000	\$291,500,000	\$233,200,000
Tier III				
STIP Line Item	Non-Federal Total	Total Cost	Total Contingency	Federal Total
	\$58,300,000	\$265,000,000	\$291,500,000	\$233,200,000

Goals: 1= Safety, 2= State of Good Repair, 3= Livability, 4= Stewardship, 5= Economic Development, 6= Equity

Orleans

Tier III (Federal Fiscal Year 2033- 2048)

Project No.: H.005720	Project Title: Florida Avenue Expressway			
Parish: Orleans	Type of Improvement: Environmental Assessmant			
Sponsor: Orleans	Construction Year: Tier III (Federal Fiscal Year 2033- 2048)			
Category: Saftey	Length:	Route:	Goal 5	UA NO
Work Phase/Year	Funding Source	Cost Estimate	Contingency (10%)	Federal Share
	NHPP	\$2,988,000	\$2,988,000	\$2,390,400
	NFI	\$747,000	\$747,000	
STIP Line Item	Non-Federal Total	Total Cost	Total Contingency	Federal Total
	\$1,344,600	\$3,735,000	\$3,735,000	\$2,390,400

Goals: 1= Safety, 2= State of Good Repair, 3= Livability, 4= Stewardship, 5= Economic Development, 6= Equity

Orleans

Tier III (Federal Fiscal Year 2033- 2048)

Project No.: H.009499	Project Title: Leake Avenue Improvements			
Parish: Orleans	Type of Improvement: Planning Study			
Sponsor: DOTD	Construction Year: Tier III (Federal Fiscal Year 2033- 2048)			
Category: Urban Systems	Length:	Route:	Goal 3	UA NO
Work Phase/Year	Funding Source	Cost Estimate	Contingency (10%)	Federal Share
		\$120,000	\$120,000	\$96,000
Tier III		\$30,000	\$30,000	
STIP Line Item	Non-Federal Total	Total Cost	Total Contingency	Federal Total
	\$54,000	\$150,000	\$150,000	\$96,000

Goals: 1= Safety, 2= State of Good Repair, 3= Livability, 4= Stewardship, 5= Economic Development, 6= Equity

Orleans

Tier III (Federal Fiscal Year 2033- 2048)

Project No.: H.011221	Project Title: I-10: NO CBD 3 Poydras - Louisa			
Parish: Orleans	Type of Improvement: Signing & Signing Structure Replacement			
Sponsor: DOTD	Construction Year: Tier III (Federal Fiscal Year 2033- 2048)			
Category: OP Efficiency	Length: 4.5	Route: I-10	Goal 2	UA NO
Work Phase/Year	Funding Source	Cost Estimate	Contingency (10%)	Federal Share
C	NHPP	\$5,576,000	\$6,133,600	\$4,460,800
Tier III		\$1,394,000	\$1,533,400	
STIP Line Item	Non-Federal Total	Total Cost	Total Contingency	Federal Total
	\$3,206,200	\$6,970,000	\$7,667,000	\$4,460,800

Goals: 1= Safety, 2= State of Good Repair, 3= Livability, 4= Stewardship, 5= Economic Development, 6= Equity

Tier III (Federal Fiscal Year 2033- 2048)

Goals: 1= Safety, 2= State of Good Repair, 3= Livability, 4= Stewardship, 5= Economic Development, 6= Equity

PROJECTS:
PLAQUEMINES PARISH

Plaquemines

FFY 19 (Federal Fiscal Year 10/1/18 - 9/30/19)

Project No.: H.004791	Project Title: LA 23: Belle Chasse Bridge and Tunnel(HBI)			
Parish: Plaquemines	Type of Improvement: Replace Bridge and Tunnel			
Sponsor: DOTD	Construction Year: FFY 19 (Federal Fiscal Year 10/1/18 - 9/30/19)			
Category: OP Efficiency	Length: .81	Route: LA 23	Goal 2	UA NO
Work Phase/Year	Funding Source	Cost Estimate	Contingency (10%)	Federal Share
C	NHPP	\$157,760,000	\$173,536,000	\$138,828,800
FFY 2019	Other/Misc			
	STP>200K			
STIP Line Item	Non-Federal Total	Total Cost	Total Contingency	Federal Total
	\$34,707,200	\$157,760,000	\$173,536,000	\$138,828,800

Goals: 1= Safety, 2= State of Good Repair, 3= Livability, 4= Stewardship, 5= Economic Development, 6= Equity

Plaquemines

FFY 19 (Federal Fiscal Year 10/1/18 - 9/30/19)

Project No.: H.008068	Project Title: Peters Rd. Bridge & Ext.			
Parish: Plaquemines	Type of Improvement: Construction Phase 2A and 2B			
Sponsor: Plaquemines	Construction Year: FFY 19 (Federal Fiscal Year 10/1/18 - 9/30/19)			
Category: Urban Systems	Length:	Route:	Goal 3 5	UA NO
Work Phase/Year	Funding Source	Cost Estimate	Contingency (10%)	Federal Share
R/W	STP>200K	\$4,300,000	\$4,300,000	\$3,440,000
FFY 2018				
C	STP>200K	\$15,191,813	\$16,710,994	
FFY 2019	NHPP			
	STCASH			
C	TAP>200K	\$15,637,041	\$17,200,745	
FFY 2019	NHPP			
	STCASH			
STIP Line Item	Non-Federal Total	Total Cost	Total Contingency	Federal Total
	\$34,771,739	\$35,128,854	\$38,211,739	\$3,440,000

Goals: 1= Safety, 2= State of Good Repair, 3= Livability, 4= Stewardship, 5= Economic Development, 6= Equity

Plaquemines

FFY 19 (Federal Fiscal Year 10/1/18 - 9/30/19)

Project No.: H.013777	Project Title: Belle Chasse Tunnel Striping			
Parish: Plaquemines	Type of Improvement: Safety			
Sponsor: DOTD	Construction Year: FFY 19 (Federal Fiscal Year 10/1/18 - 9/30/19)			
Category:	Length:	Route:	Goal 1	UA NO
Work Phase/Year	Funding Source	Cost Estimate	Contingency (10%)	Federal Share
C	STCASH	\$15,000	\$16,500	
FFY 2019				
STIP Line Item	Non-Federal Total	Total Cost	Total Contingency	Federal Total
	\$16,500	\$15,000	\$16,500	\$0

Goals: 1= Safety, 2= State of Good Repair, 3= Livability, 4= Stewardship, 5= Economic Development, 6= Equity

Plaquemines

FFY 19 (Federal Fiscal Year 10/1/18 - 9/30/19)

Project No.: H.013778	Project Title: LA 23: Drainage Improvements			
Parish: Plaquemines	Type of Improvement: Drainage Improvements, Boothville			
Sponsor: DOTD	Construction Year: FFY 19 (Federal Fiscal Year 10/1/18 - 9/30/19)			
Category:	Length:	Route:	Goal 4 6	UA NO
Work Phase/Year	Funding Source	Cost Estimate	Contingency (10%)	Federal Share
C	STCASH	\$25,000	\$27,500	
FFY 2019				
STIP Line Item	Non-Federal Total	Total Cost	Total Contingency	Federal Total
	\$27,500	\$25,000	\$27,500	\$0

Goals: 1= Safety, 2= State of Good Repair, 3= Livability, 4= Stewardship, 5= Economic Development, 6= Equity

Plaquemines

FFY 20 (Federal Fiscal Year 10/1/19 - 9/30/20)

Project No.: H.012079	Project Title: LA 23: Belle Chasse Tunnel Interim Repairs			
Parish: Plaquemines	Type of Improvement: Tunnel Repairs			
Sponsor: DOTD	Construction Year: FFY 20 (Federal Fiscal Year 10/1/19 - 9/30/20)			
Category: Preservation	Length: .3	Route: LA 23	Goal 2	UA NO
Work Phase/Year	Funding Source	Cost Estimate	Contingency (10%)	Federal Share
C	NHPP	\$15,000,000	\$16,500,000	\$13,200,000
FFY 2020				
STIP Line Item	Non-Federal Total	Total Cost	Total Contingency	Federal Total
	\$3,300,000	\$15,000,000	\$16,500,000	\$13,200,000

Goals: 1= Safety, 2= State of Good Repair, 3= Livability, 4= Stewardship, 5= Economic Development, 6= Equity

Plaquemines

FFY 20 (Federal Fiscal Year 10/1/19 - 9/30/20)

Project No.: H.012560	Project Title: LA 23: Tunnel - Apricot (End of Asphalt)			
Parish: Plaquemines	Type of Improvement: Cold Plane & Overlay: New Stripping & Markers			
Sponsor: DOTD	Construction Year: FFY 20 (Federal Fiscal Year 10/1/19 - 9/30/20)			
Category: Preservation	Length: 3.02	Route: LA 23	Goal 2	UA NO
Work Phase/Year	Funding Source	Cost Estimate	Contingency (10%)	Federal Share
C	NHPP	\$2,500,000	\$2,750,000	\$2,200,000
FFY 2020				
STIP Line Item	Non-Federal Total	Total Cost	Total Contingency	Federal Total
Y	\$550,000	\$2,500,000	\$2,750,000	\$2,200,000

Goals: 1= Safety, 2= State of Good Repair, 3= Livability, 4= Stewardship, 5= Economic Development, 6= Equity

Plaquemines

FFY 20 (Federal Fiscal Year 10/1/19 - 9/30/20)

Project No.: H.012725	Project Title: Avenue G: NOGC Xing(Belle Chase)			
Parish: Plaquemines	Type of Improvement: Install Gates at Ave G: Traf Sig at Ave G & Close Main			
Sponsor: DOTD	Construction Year: FFY 20 (Federal Fiscal Year 10/1/19 - 9/30/20)			
Category: Rail	Length: .03	Route: LA 23	Goal 1	UA NO
Work Phase/Year	Funding Source	Cost Estimate	Contingency (10%)	Federal Share
C	RAIL PD	\$450,000	\$495,000	\$396,000
FFY 2020	RAIL HE	\$50,000	\$55,000	\$44,000
STIP Line Item	Non-Federal Total	Total Cost	Total Contingency	Federal Total
Y	\$110,000	\$500,000	\$550,000	\$440,000

Goals: 1= Safety, 2= State of Good Repair, 3= Livability, 4= Stewardship, 5= Economic Development, 6= Equity

FFY 21 (Federal Fiscal Year 10/1/20 - 9/30/21)

Goals: 1= Safety, 2= State of Good Repair, 3= Livability, 4= Stewardship, 5= Economic Development, 6= Equity

Plaquemines

Tier II (Federal Fiscal Year 2023 - 2032)

Project No.: H.008069	Project Title: Peters Rd Bridge & Extension (Phase 3)				
Parish: Plaquemines	Type of Improvement: New Bridge @ GIWW				
Sponsor: DOTD	Construction Year: Tier II (Federal Fiscal Year 2023 - 2032)				
Category: Congestion	Length:	Route:	Goal 3	5 0 0 0 0	UA NO
Work Phase/Year	Funding Source	Cost Estimate	Contingency (10%)		Federal Share
C	NFI	\$60,000,000	\$66,000,000		\$52,800,000
Tier II					
STIP Line Item	Non-Federal Total	Total Cost	Total Contingency		Federal Total
	\$13,200,000	\$60,000,000	\$66,000,000		\$52,800,000

Goals: 1= Safety, 2= State of Good Repair, 3= Livability, 4= Stewardship, 5= Economic Development, 6= Equity

Plaquemines

Tier III (Federal Fiscal Year 2033- 2048)

Project No.: H.001399	Project Title: Happy Jack - N. Port Sulphur			
Parish: Plaquemines	Type of Improvement: Widen to Four Lanes			
Sponsor: DOTD	Construction Year: Tier III (Federal Fiscal Year 2033- 2048)			
Category: Capacity	Length: 2.57	Route: LA 23	Goal 3	UA NO
Work Phase/Year	Funding Source	Cost Estimate	Contingency (10%)	Federal Share
C	NFI	\$30,000,000	\$33,000,000	\$24,000,000
Tier III		\$24,000,000	\$26,400,000	
STIP Line Item	Non-Federal Total	Total Cost	Total Contingency	Federal Total
	\$35,400,000	\$54,000,000	\$59,400,000	\$24,000,000

Goals: 1= Safety, 2= State of Good Repair, 3= Livability, 4= Stewardship, 5= Economic Development, 6= Equity

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PROJECTS:
ST. BERNARD PARISH

St. Bernard

FFY 19 (Federal Fiscal Year 10/1/18 - 9/30/19)

Project No.:	Project Title: Chalmette Slip			
Parish: St. Bernard	Type of Improvement: Reconstruction of Slip			
Sponsor: Port of St. Bernar	Construction Year: FFY 19 (Federal Fiscal Year 10/1/18 - 9/30/19)			
Category:	Length:	Route:	Goal 2 5	UA NO
Work Phase/Year	Funding Source	Cost Estimate	Contingency (10%)	Federal Share
C	TIGER	\$30,000,000	\$33,000,000	\$13,000,000
FFY 2019				
STIP Line Item	Non-Federal Total	Total Cost	Total Contingency	Federal Total
	\$20,000,000	\$30,000,000	\$33,000,000	\$13,000,000

Goals: 1= Safety, 2= State of Good Repair, 3= Livability, 4= Stewardship, 5= Economic Development, 6= Equity

St. Bernard

FFY 19 (Federal Fiscal Year 10/1/18 - 9/30/19)

Project No.: *	Project Title: St Bernard Bike/Ped Signing & Striping			
Parish: St. Bernard	Type of Improvement: Bike Ped Improvement			
Sponsor: St. Bernard	Construction Year: FFY 19 (Federal Fiscal Year 10/1/18 - 9/30/19)			
Category: Bike Ped	Length:	Route:	Goal 1 3 6	UA NO
Work Phase/Year	Funding Source	Cost Estimate	Contingency (10%)	Federal Share
F	PL	\$40,000	\$40,000	\$32,000
E	LOCAL			
C	STP>200K	\$1,000,000	\$1,100,000	\$880,000
FFY 2019				
STIP Line Item	Non-Federal Total	Total Cost	Total Contingency	Federal Total
	\$228,000	\$1,040,000	\$1,140,000	\$912,000

Goals: 1= Safety, 2= State of Good Repair, 3= Livability, 4= Stewardship, 5= Economic Development, 6= Equity

St. Bernard

FFY 19 (Federal Fiscal Year 10/1/18 - 9/30/19)

Project No.: *	Project Title: Forty Arpent MU Path: Arabi - Violet Canal			
Parish: St. Bernard	Type of Improvement: Multi Use Path			
Sponsor: St. Bernard	Construction Year: FFY 19 (Federal Fiscal Year 10/1/18 - 9/30/19)			
Category: Bike Ped	Length:	Route:	Goal 1 3	UA NO
Work Phase/Year	Funding Source	Cost Estimate	Contingency (10%)	Federal Share
F	PL	\$40,000	\$40,000	\$32,000
E	LOCAL			
C	STP>200K	\$4,500,000	\$4,950,000	\$3,960,000
FFY 2019				
STIP Line Item	Non-Federal Total	Total Cost	Total Contingency	Federal Total
	\$998,000	\$4,540,000	\$4,990,000	\$3,992,000

Goals: 1= Safety, 2= State of Good Repair, 3= Livability, 4= Stewardship, 5= Economic Development, 6= Equity

St. Bernard

FFY 19 (Federal Fiscal Year 10/1/18 - 9/30/19)

Project No.: H.012305	Project Title: Virtue Street/Guichard Canal			
Parish: St. Bernard	Type of Improvement: Bridge Replacement No New Alignment			
Sponsor: DOTD	Construction Year: FFY 19 (Federal Fiscal Year 10/1/18 - 9/30/19)			
Category: Preservation	Length:	Route:	Goal 2	UA NO
Work Phase/Year	Funding Source	Cost Estimate	Contingency (10%)	Federal Share
C	FBR-OFF	\$439,000	\$482,900	\$386,320
FFY 2019				
STIP Line Item	Non-Federal Total	Total Cost	Total Contingency	Federal Total
Y	\$96,580	\$439,000	\$482,900	\$386,320

Goals: 1= Safety, 2= State of Good Repair, 3= Livability, 4= Stewardship, 5= Economic Development, 6= Equity

St. Bernard

FFY 19 (Federal Fiscal Year 10/1/18 - 9/30/19)

Project No.: H.012752	Project Title: LA 46 @ Weinberger Rd Intersection			
Parish: St. Bernard	Type of Improvement: Intermodal Connector Improvements			
Sponsor: Port of St Bernar	Construction Year: FFY 19 (Federal Fiscal Year 10/1/18 - 9/30/19)			
Category: Urban Systems	Length: .1	Route: La 46	Goal 5	UA NO
Work Phase/Year	Funding Source	Cost Estimate	Contingency (10%)	Federal Share
C	STP>200K	\$1,700,000	\$1,870,000	\$1,496,000
FFY 2019				
STIP Line Item	Non-Federal Total	Total Cost	Total Contingency	Federal Total
	\$374,000	\$1,700,000	\$1,870,000	\$1,496,000

Goals: 1= Safety, 2= State of Good Repair, 3= Livability, 4= Stewardship, 5= Economic Development, 6= Equity

St. Bernard

FFY 20 (Federal Fiscal Year 10/1/19 - 9/30/20)

Project No.: H.013560	Project Title: LA 47: LA 46 - Orleans Parish Line			
Parish: St. Bernard	Type of Improvement: Mill and Overlay, Preservation on Non-Interstate NHS			
Sponsor: DOTD	Construction Year: FFY 20 (Federal Fiscal Year 10/1/19 - 9/30/20)			
Category:	Length:	Route:	Goal 2	UA NO
Work Phase/Year	Funding Source	Cost Estimate	Contingency (10%)	Federal Share
C	NHPP	\$3,200,000	\$3,520,000	\$2,560,000
FFY 2020				
STIP Line Item	Non-Federal Total	Total Cost	Total Contingency	Federal Total
	\$960,000	\$3,200,000	\$3,520,000	\$2,560,000

Goals: 1= Safety, 2= State of Good Repair, 3= Livability, 4= Stewardship, 5= Economic Development, 6= Equity

St. Bernard

FFY 21 (Federal Fiscal Year 10/1/20 - 9/30/21)

Project No.: H.013758	Project Title: LA 39: Left Turn Lane at LA 47			
Parish: St. Bernard	Type of Improvement: Extend EB Dual Left Turn Lanes - Ops Improvement on NHS			
Sponsor: DOTD	Construction Year: FFY 21 (Federal Fiscal Year 10/1/20 - 9/30/21)			
Category:	Length:	Route:	Goal 3 5	UA NO
Work Phase/Year	Funding Source	Cost Estimate	Contingency (10%)	Federal Share
C	NHPP	\$300,000	\$330,000	\$240,000
FFY 2021		\$240,000	\$264,000	
STIP Line Item	Non-Federal Total	Total Cost	Total Contingency	Federal Total
	\$354,000	\$540,000	\$594,000	\$240,000

Goals: 1= Safety, 2= State of Good Repair, 3= Livability, 4= Stewardship, 5= Economic Development, 6= Equity

St. Bernard

FFY 22 (Federal Fiscal Year 10/1/21 - 9/30/22)[illegible]

Goals: 1= Safety, 2= State of Good Repair, 3= Livability, 4= Stewardship, 5= Economic Development, 6= Equity

St. Bernard

FFY 22 (Federal Fiscal Year 10/1/21 - 9/30/22)

Project No.: H.009175	Project Title: Chalmette Intersection Safety Improvements			
Parish: St. Bernard	Type of Improvement: Purchase and Install Signs and Solar Beacons			
Sponsor: DOTD	Construction Year: FFY 22 (Federal Fiscal Year 10/1/21 - 9/30/22)			
Category:	Length:	Route:	Goal 1	UA NO
Work Phase/Year	Funding Source	Cost Estimate	Contingency (10%)	Federal Share
C	HSIP	\$120,000	\$132,000	\$132,000
FFY 2022				
STIP Line Item	Non-Federal Total	Total Cost	Total Contingency	Federal Total
	\$0	\$120,000	\$132,000	\$132,000

Goals: 1= Safety, 2= State of Good Repair, 3= Livability, 4= Stewardship, 5= Economic Development, 6= Equity

St. Bernard

Tier II (Federal Fiscal Year 2023 - 2032)

Project No.: H.002567	Project Title: Reggio Canal Bridge			
Parish: St. Bernard	Type of Improvement: Bridge Replacement			
Sponsor: DOTD	Construction Year: Tier II (Federal Fiscal Year 2023 - 2032)			
Category: Preservation	Length: 0.01	Route: LA 300	Goal 2	UA NO
Work Phase/Year	Funding Source	Cost Estimate	Contingency (10%)	Federal Share
C	NFI	\$1,834,000	\$2,017,400	\$1,467,200
Tier II		\$366,800	\$403,480	
STIP Line Item	Non-Federal Total	Total Cost	Total Contingency	Federal Total
	\$953,680	\$2,200,800	\$2,420,880	\$1,467,200

Goals: 1= Safety, 2= State of Good Repair, 3= Livability, 4= Stewardship, 5= Economic Development, 6= Equity

St. Bernard

Tier II (Federal Fiscal Year 2023 - 2032)

Project No.: H.011800	Project Title: St. Bernard Miss River Trail PH III			
Parish: St. Bernard	Type of Improvement: Shared Use Path on Levee Top			
Sponsor: St. Bernard	Construction Year: Tier II (Federal Fiscal Year 2023 - 2032)			
Category: Enhancement	Length:	Route:	Goal 1 3 4	UA NO
Work Phase/Year	Funding Source	Cost Estimate	Contingency (10%)	Federal Share
C	TAP>200K	\$1,022,000	\$1,124,200	\$817,600
Tier II		\$204,400	\$224,840	
STIP Line Item	Non-Federal Total	Total Cost	Total Contingency	Federal Total
	\$531,440	\$1,226,400	\$1,349,040	\$817,600

Goals: 1= Safety, 2= State of Good Repair, 3= Livability, 4= Stewardship, 5= Economic Development, 6= Equity

St. Bernard

Tier II (Federal Fiscal Year 2023 - 2032)

Project No.: H.011820	Project Title: Jean Lafitte Pkwy: SW & Shared Use Path			
Parish: St. Bernard	Type of Improvement: Sidewalks and Shared Use Path			
Sponsor: St. Bernard	Construction Year: Tier II (Federal Fiscal Year 2023 - 2032)			
Category: Enhancement	Length:	Route:	Goal 1 3 6	UA NO
Work Phase/Year	Funding Source	Cost Estimate	Contingency (10%)	Federal Share
C	TAP>200K	\$381,040	\$419,144	\$304,831
Tier II		\$95,260	\$104,786	
STIP Line Item	Non-Federal Total	Total Cost	Total Contingency	Federal Total
	\$219,099	\$476,300	\$523,930	\$304,831

Goals: 1= Safety, 2= State of Good Repair, 3= Livability, 4= Stewardship, 5= Economic Development, 6= Equity

St. Bernard

Tier II (Federal Fiscal Year 2023 - 2032)

Project No.: H.012891	Project Title: Dist 02: ABC Bridge Replace. LaFour St. St. Bernard Paris			
Parish: St. Bernard	Type of Improvement: Bridge Replacement			
Sponsor: St. Bernard	Construction Year: Tier II (Federal Fiscal Year 2023 - 2032)			
Category:	Length:	Route:	Goal 2	UA NO
Work Phase/Year	Funding Source	Cost Estimate	Contingency (10%)	Federal Share
C	STPFLEX	\$600,000	\$660,000	\$480,000
Tier II		\$120,000	\$132,000	
STIP Line Item	Non-Federal Total	Total Cost	Total Contingency	Federal Total
	\$312,000	\$720,000	\$792,000	\$480,000

Goals: 1= Safety, 2= State of Good Repair, 3= Livability, 4= Stewardship, 5= Economic Development, 6= Equity

St. Bernard

Tier II (Federal Fiscal Year 2023 - 2032)

Project No.: H.013343	Project Title: St. Bernard Miss. River Trail Ph IV			
Parish: St. Bernard	Type of Improvement: Shared Use Path on Levee Top			
Sponsor: St. Bernard	Construction Year: Tier II (Federal Fiscal Year 2023 - 2032)			
Category:	Length:	Route:	Goal 1 3 4	UA NO
Work Phase/Year	Funding Source	Cost Estimate	Contingency (10%)	Federal Share
C	STPENH	\$728,000	\$800,800	\$582,400
Tier II		\$145,600	\$160,160	
STIP Line Item	Non-Federal Total	Total Cost	Total Contingency	Federal Total
	\$378,560	\$873,600	\$960,960	\$582,400

Goals: 1= Safety, 2= State of Good Repair, 3= Livability, 4= Stewardship, 5= Economic Development, 6= Equity

St. Bernard

Tier III (Federal Fiscal Year 2033- 2048)

Project No.:	Project Title: LA 300 Rehab (Silvia Drive - LA 46)			
Parish: St. Bernard	Type of Improvement: Rehab			
Sponsor: DOTD	Construction Year: Tier III (Federal Fiscal Year 2033- 2048)			
Category:	Length:	Route:	Goal 2	UA NO
Work Phase/Year	Funding Source	Cost Estimate	Contingency (10%)	Federal Share
C	Fed/State	\$4,000,000	\$4,400,000	
Tier III	Other	\$1,000,000	\$1,100,000	
STIP Line Item	Non-Federal Total	Total Cost	Total Contingency	Federal Total
	\$5,500,000	\$5,000,000	\$5,500,000	\$0

Goals: 1= Safety, 2= State of Good Repair, 3= Livability, 4= Stewardship, 5= Economic Development, 6= Equity

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PROJECTS:
ST. CHARLES PARISH

St. Charles

FFY 19 (Federal Fiscal Year 10/1/18 - 9/30/19)

Project No.: H.000320	Project Title: US 61: RR Overpass - LA 50			
Parish: St. Charles	Type of Improvement: Mill and Overlay			
Sponsor: DOTD	Construction Year: FFY 19 (Federal Fiscal Year 10/1/18 - 9/30/19)			
Category: Preservation	Length: 2.39	Route: US 61	Goal 2	UA NO
Work Phase/Year	Funding Source	Cost Estimate	Contingency (10%)	Federal Share
C	STP>200K	\$5,456,000	\$6,001,600	\$4,801,280
FFY 2019				
STIP Line Item	Non-Federal Total	Total Cost	Total Contingency	Federal Total
	\$1,200,320	\$5,456,000	\$6,001,600	\$4,801,280

Goals: 1= Safety, 2= State of Good Repair, 3= Livability, 4= Stewardship, 5= Economic Development, 6= Equity

FFY 19 (Federal Fiscal Year 10/1/18 - 9/30/19)

Goals: 1= Safety, 2= State of Good Repair, 3= Livability, 4= Stewardship, 5= Economic Development, 6= Equity

St. Charles

FFY 19 (Federal Fiscal Year 10/1/18 - 9/30/19)

Project No.: H.013567	Project Title: I-310: Pavement Marking Replacement			
Parish: St. Charles	Type of Improvement: Pavement Marking Replacement - Pres. On NHS Route			
Sponsor: DOTD	Construction Year: FFY 19 (Federal Fiscal Year 10/1/18 - 9/30/19)			
Category:	Length:	Route:	Goal 2	UA NO
Work Phase/Year	Funding Source	Cost Estimate	Contingency (10%)	Federal Share
C	NHPP	\$1,200,000	\$1,320,000	\$1,080,000
FFY 2019				
STIP Line Item	Non-Federal Total	Total Cost	Total Contingency	Federal Total
	\$240,000	\$1,200,000	\$1,320,000	\$1,080,000

Goals: 1= Safety, 2= State of Good Repair, 3= Livability, 4= Stewardship, 5= Economic Development, 6= Equity

St. Charles

FFY 20 (Federal Fiscal Year 10/1/19 - 9/30/20)

Project No.: H.011553	Project Title: LA 632: LA 306 - LA 631			
Parish: St. Charles	Type of Improvement: Asphalt Overlay Patching and Striping			
Sponsor: DOTD	Construction Year: FFY 20 (Federal Fiscal Year 10/1/19 - 9/30/20)			
Category: Preservation	Length: 3.23	Route: LA 632	Goal 2	UA NO
Work Phase/Year	Funding Source	Cost Estimate	Contingency (10%)	Federal Share
C FFY 2020	STPFLEX	\$500,000	\$550,000	\$440,000
STIP Line Item	Non-Federal Total	Total Cost	Total Contingency	Federal Total
Y	\$110,000	\$500,000	\$550,000	\$440,000

Goals: 1= Safety, 2= State of Good Repair, 3= Livability, 4= Stewardship, 5= Economic Development, 6= Equity

St. Charles

FFY 21 (Federal Fiscal Year 10/1/20 - 9/30/21)

Project No.: H.012992	Project Title: LA 631: Old Spanish Trail - Levee Road			
Parish: St. Charles	Type of Improvement: Milling and overlay			
Sponsor: DOTD	Construction Year: FFY 21 (Federal Fiscal Year 10/1/20 - 9/30/21)			
Category: Preservation	Length: .37	Route: LA 631	Goal 2	UA NO
Work Phase/Year	Funding Source	Cost Estimate	Contingency (10%)	Federal Share
C	NFA	\$175,000	\$192,500	
FFY 2021				
STIP Line Item	Non-Federal Total	Total Cost	Total Contingency	Federal Total
Y	\$192,500	\$175,000	\$192,500	\$0

Goals: 1= Safety, 2= State of Good Repair, 3= Livability, 4= Stewardship, 5= Economic Development, 6= Equity

FFY 22 (Federal Fiscal Year 10/1/21 - 9/30/22)

Goals: 1= Safety, 2= State of Good Repair, 3= Livability, 4= Stewardship, 5= Economic Development, 6= Equity

St. Charles

FFY 22 (Federal Fiscal Year 10/1/21 - 9/30/22)

Project No.: H.013494	Project Title: LA 52 (Ph. 1): Blueberry Hill - Angus Dr.			
Parish: St. Charles	Type of Improvement: Bike / Ped. / Complete Streets			
Sponsor: DOTD	Construction Year: FFY 22 (Federal Fiscal Year 10/1/21 - 9/30/22)			
Category: Urban Systems	Length:	Route: LA 52	Goal 1 3 5 6	UA NO
Work Phase/Year	Funding Source	Cost Estimate	Contingency (10%)	Federal Share
C	STP>200K	\$3,466,242	\$3,812,866	\$3,050,293
FFY 2022				
STIP Line Item	Non-Federal Total	Total Cost	Total Contingency	Federal Total
	\$762,573	\$3,466,242	\$3,812,866	\$3,050,293

Goals: 1= Safety, 2= State of Good Repair, 3= Livability, 4= Stewardship, 5= Economic Development, 6= Equity

St. Charles

Tier II (Federal Fiscal Year 2023 - 2032)

Project No.: H.011801	Project Title: St. Charles WB Levee Path PH IV and V			
Parish: St. Charles	Type of Improvement: Shared Use Path			
Sponsor: St. Charles	Construction Year: Tier II (Federal Fiscal Year 2023 - 2032)			
Category: Enhancement	Length:	Route:	Goal 1 3 5 6	UA NO
Work Phase/Year	Funding Source	Cost Estimate	Contingency (10%)	Federal Share
C	TAP>200K	\$2,602,000	\$2,862,200	\$2,289,760
Tier II				
STIP Line Item	Non-Federal Total	Total Cost	Total Contingency	Federal Total
	\$572,440	\$2,602,000	\$2,862,200	\$2,289,760

Goals: 1= Safety, 2= State of Good Repair, 3= Livability, 4= Stewardship, 5= Economic Development, 6= Equity

St. Charles

Tier II (Federal Fiscal Year 2023 - 2032)

Project No.: H.012531	Project Title: I-310: Luling Bridge Rehabilitation			
Parish: St. Charles	Type of Improvement: Cleaning Painting And Structural Rehabilitation			
Sponsor:	Construction Year: Tier II (Federal Fiscal Year 2023 - 2032)			
Category: Preservation	Length: 1.82	Route: I-310	Goal 2	UA NO
Work Phase/Year	Funding Source	Cost Estimate	Contingency (10%)	Federal Share
C	NFI	\$62,228,000	\$68,450,800	\$54,760,640
Tier II				
STIP Line Item	Non-Federal Total	Total Cost	Total Contingency	Federal Total
	\$13,690,160	\$62,228,000	\$68,450,800	\$54,760,640

Goals: 1= Safety, 2= State of Good Repair, 3= Livability, 4= Stewardship, 5= Economic Development, 6= Equity

St. Charles

Tier II (Federal Fiscal Year 2023 - 2032)

Project No.: H.012532	Project Title: LA 631: Drain Canal Bridge			
Parish: St. Charles	Type of Improvement: Bridge Replacement			
Sponsor: DOTD	Construction Year: Tier II (Federal Fiscal Year 2023 - 2032)			
Category: Preservation	Length: .20	Route: LA 631	Goal 2	UA NO
Work Phase/Year	Funding Source	Cost Estimate	Contingency (10%)	Federal Share
C	STPFLEX	\$1,498,000	\$1,647,800	\$1,318,240
Tier II				
STIP Line Item	Non-Federal Total	Total Cost	Total Contingency	Federal Total
	\$329,560	\$1,498,000	\$1,647,800	\$1,318,240

Goals: 1= Safety, 2= State of Good Repair, 3= Livability, 4= Stewardship, 5= Economic Development, 6= Equity

St. Charles

Tier II (Federal Fiscal Year 2023 - 2032)

Project No.: H.013495	Project Title: LA 52: (PH2) US 90 - Blueberry Hill			
Parish: St. Charles	Type of Improvement: Safety & TSM Improvements			
Sponsor: DOTD	Construction Year: Tier II (Federal Fiscal Year 2023 - 2032)			
Category:	Length:	Route:	Goal 1 3 4 6	UA NO
Work Phase/Year	Funding Source	Cost Estimate	Contingency (10%)	Federal Share
C	STP>200K	\$3,351,000	\$3,686,100	\$2,948,880
Tier II				
STIP Line Item	Non-Federal Total	Total Cost	Total Contingency	Federal Total
	\$737,220	\$3,351,000	\$3,686,100	\$2,948,880

Goals: 1= Safety, 2= State of Good Repair, 3= Livability, 4= Stewardship, 5= Economic Development, 6= Equity

St. Charles

Tier II (Federal Fiscal Year 2023 - 2032)

Project No.: H.013496	Project Title: LA 52: (PH3) Angus Dr. - LA 18			
Parish: St. Charles	Type of Improvement: Safety & TSM Improvements			
Sponsor: DOTD	Construction Year: Tier II (Federal Fiscal Year 2023 - 2032)			
Category:	Length:	Route:	Goal 1 3 4 6	UA NO
Work Phase/Year	Funding Source	Cost Estimate	Contingency (10%)	Federal Share
C	STP>200K	\$2,439,000	\$2,682,900	\$2,146,320
Tier II				
STIP Line Item	Non-Federal Total	Total Cost	Total Contingency	Federal Total
	\$536,580	\$2,439,000	\$2,682,900	\$2,146,320

Goals: 1= Safety, 2= State of Good Repair, 3= Livability, 4= Stewardship, 5= Economic Development, 6= Equity

St. Charles

Tier III (Federal Fiscal Year 2033- 2048)

Project No.: *	Project Title: Willowdale Ext: US 90 - LA 18			
Parish: St. Charles	Type of Improvement: New Roadway			
Sponsor:	Construction Year: Tier III (Federal Fiscal Year 2033- 2048)			
Category:	Length:	Route:	Goal 2 5	UA NO
Work Phase/Year	Funding Source	Cost Estimate	Contingency (10%)	Federal Share
C	NFI	\$15,000,000	\$16,500,000	
Tier III				
STIP Line Item	Non-Federal Total	Total Cost	Total Contingency	Federal Total
	\$16,500,000	\$15,000,000	\$16,500,000	\$0

Goals: 1= Safety, 2= State of Good Repair, 3= Livability, 4= Stewardship, 5= Economic Development, 6= Equity

PROJECTS:
ST. JOHN THE BAPTIST PARISH

St. John

FFY 19 (Federal Fiscal Year 10/1/18 - 9/30/19)

Project No.: H.009282	Project Title: St. John the Baptist Parish Sidewalks			
Parish: St. John	Type of Improvement: Sidewalks, Markings, Signals, Education (Laplace Elementary)			
Sponsor: St. John	Construction Year: FFY 19 (Federal Fiscal Year 10/1/18 - 9/30/19)			
Category: Safety	Length:	Route:	Goal 1 3 5	UA NO
Work Phase/Year	Funding Source	Cost Estimate	Contingency (10%)	Federal Share
C	HSIP	\$455,000	\$500,500	\$500,500
FFY 2019				
STIP Line Item	Non-Federal Total	Total Cost	Total Contingency	Federal Total
Y	\$0	\$455,000	\$500,500	\$500,500

Goals: 1= Safety, 2= State of Good Repair, 3= Livability, 4= Stewardship, 5= Economic Development, 6= Equity

FFY 19 (Federal Fiscal Year 10/1/18 - 9/30/19)

Goals: 1= Safety, 2= State of Good Repair, 3= Livability, 4= Stewardship, 5= Economic Development, 6= Equity

St. John

FFY 19 (Federal Fiscal Year 10/1/18 - 9/30/19)

Project No.: H.013481	Project Title: I-10 Culvert Exploration of Existing Cross Drain Pipes			
Parish: St. John	Type of Improvement: Maintenance on NHS System			
Sponsor: DOTD	Construction Year: FFY 19 (Federal Fiscal Year 10/1/18 - 9/30/19)			
Category:	Length:	Route:	Goal 2	UA NO
Work Phase/Year	Funding Source	Cost Estimate	Contingency (10%)	Federal Share
C	STCASH	\$50,000	\$55,000	
FFY 2019				
STIP Line Item	Non-Federal Total	Total Cost	Total Contingency	Federal Total
	\$55,000	\$50,000	\$55,000	\$0

Goals: 1= Safety, 2= State of Good Repair, 3= Livability, 4= Stewardship, 5= Economic Development, 6= Equity

St. John

FFY 19 (Federal Fiscal Year 10/1/18 - 9/30/19)

Project No.: H.013686	Project Title: Laplace Westbound Pit Scales			
Parish: St. John	Type of Improvement: Pit scale Rehab			
Sponsor: DOTD	Construction Year: FFY 19 (Federal Fiscal Year 10/1/18 - 9/30/19)			
Category:	Length:	Route:	Goal 2	UA NO
Work Phase/Year	Funding Source	Cost Estimate	Contingency (10%)	Federal Share
C	NHPP	\$392,000	\$431,200	\$352,800
FFY 2019				
STIP Line Item	Non-Federal Total	Total Cost	Total Contingency	Federal Total
	\$78,400	\$392,000	\$431,200	\$352,800

Goals: 1= Safety, 2= State of Good Repair, 3= Livability, 4= Stewardship, 5= Economic Development, 6= Equity

St. John

FFY 20 (Federal Fiscal Year 10/1/19 - 9/30/20)

Project No.:	Project Title: Westbank MRT Ph2 (Lucy to Edgard)			
Parish: St. John	Type of Improvement: River Levee Trail			
Sponsor: St. John	Construction Year: FFY 20 (Federal Fiscal Year 10/1/19 - 9/30/20)			
Category: Bike and Pedestri	Length:	Route:	Goal 1 3 4 6	UA NO
Work Phase/Year	Funding Source	Cost Estimate	Contingency (10%)	Federal Share
C	STP>200K	\$1,859,000	\$2,044,900	\$1,636,000
FFY 2020				
STIP Line Item	Non-Federal Total	Total Cost	Total Contingency	Federal Total
	\$408,900	\$1,859,000	\$2,044,900	\$1,636,000

Goals: 1= Safety, 2= State of Good Repair, 3= Livability, 4= Stewardship, 5= Economic Development, 6= Equity

St. John

FFY 20 (Federal Fiscal Year 10/1/19 - 9/30/20)

Project No.: H.013017	Project Title: IC RR Corridor (St John The Baptist)			
Parish: St. John	Type of Improvement: Install F/L's, Gates And Bells			
Sponsor: DOTD	Construction Year: FFY 20 (Federal Fiscal Year 10/1/19 - 9/30/20)			
Category: Rail	Length: .18	Route: La636-1/L	Goal 1	UA NO
Work Phase/Year	Funding Source	Cost Estimate	Contingency (10%)	Federal Share
C	RAIL PD	\$500,000	\$550,000	
FFY 2020	HSIP	\$1,500,000	\$1,650,000	\$1,650,000
STIP Line Item	Non-Federal Total	Total Cost	Total Contingency	Federal Total
	\$550,000	\$2,000,000	\$2,200,000	\$1,650,000

Goals: 1= Safety, 2= State of Good Repair, 3= Livability, 4= Stewardship, 5= Economic Development, 6= Equity

St. John

FFY 20 (Federal Fiscal Year 10/1/19 - 9/30/20)

Project No.: H.013239	Project Title: US 61: LA 3188-Ormond Blvd, Bike/Ped Imp				
Parish: St. John	Type of Improvement: Bike/Ped Improvements				
Sponsor: St. John	Construction Year: FFY 20 (Federal Fiscal Year 10/1/19 - 9/30/20)				
Category: Urban Systems	Length: .61	Route: US 61	Goal 1	3 4 5 6	UA NO
Work Phase/Year	Funding Source	Cost Estimate	Contingency (10%)		Federal Share
C	STP>200K	\$2,365,000	\$2,601,500		\$2,081,200
FFY 2020					
STIP Line Item	Non-Federal Total	Total Cost	Total Contingency		Federal Total
	\$520,300	\$2,365,000	\$2,601,500		\$2,081,200

Goals: 1= Safety, 2= State of Good Repair, 3= Livability, 4= Stewardship, 5= Economic Development, 6= Equity

St. John

FFY 21 (Federal Fiscal Year 10/1/20 - 9/30/21)

Project No.: H.002960	Project Title: LA 3213: Gramercy Bridge Over UP Railroad			
Parish: St. John	Type of Improvement: Grade Separate Existing at Grade Crossing			
Sponsor: DOTD	Construction Year: FFY 21 (Federal Fiscal Year 10/1/20 - 9/30/21)			
Category: Rail Safety	Length: 0.76	Route: La3213	Goal 1 3 5 6	UA NO
Work Phase/Year	Funding Source	Cost Estimate	Contingency (10%)	Federal Share
C	STPFLEX	\$20,000,000	\$22,000,000	\$17,600,000
FFY 2021				
STIP Line Item	Non-Federal Total	Total Cost	Total Contingency	Federal Total
	\$4,400,000	\$20,000,000	\$22,000,000	\$17,600,000

Goals: 1= Safety, 2= State of Good Repair, 3= Livability, 4= Stewardship, 5= Economic Development, 6= Equity

St. John

FFY 21 (Federal Fiscal Year 10/1/20 - 9/30/21)[illegible]

Goals: 1= Safety, 2= State of Good Repair, 3= Livability, 4= Stewardship, 5= Economic Development, 6= Equity

St. John

FFY 22 (Federal Fiscal Year 10/1/21 - 9/30/22)

Project No.: H.009594	Project Title: I-10: E end of Reserve Relief Canal-US 51			
Parish: St. John	Type of Improvement: Roadway Maintenance Restoration and Rehab			
Sponsor: DOTD	Construction Year: FFY 22 (Federal Fiscal Year 10/1/21 - 9/30/22)			
Category: Preservation	Length: 3.8	Route: I-10	Goal 2	UA NO
Work Phase/Year	Funding Source	Cost Estimate	Contingency (10%)	Federal Share
F	NHPP	\$300,000	\$300,000	\$240,000
C	NHPP			
FFY 2022				
STIP Line Item	Non-Federal Total	Total Cost	Total Contingency	Federal Total
	\$60,000	\$300,000	\$300,000	\$240,000

Goals: 1= Safety, 2= State of Good Repair, 3= Livability, 4= Stewardship, 5= Economic Development, 6= Equity

St. John

Tier II (Federal Fiscal Year 2023 - 2032)

Project No.: H.011136	Project Title: MRT Extension St. John Parish			
Parish: St. John	Type of Improvement: Stage 0 Feasibility Study			
Sponsor: St. John	Construction Year: Tier II (Federal Fiscal Year 2023 - 2032)			
Category: Bike Ped	Length: 7	Route: LA 44	Goal 1 3 4 6	UA NO
Work Phase/Year	Funding Source	Cost Estimate	Contingency (10%)	Federal Share
SDY	DEMO	\$1,816,000	\$1,816,000	\$1,452,800
C	STP>200K	\$1,859,000	\$2,044,900	\$1,636,000
Tier II				
STIP Line Item	Non-Federal Total	Total Cost	Total Contingency	Federal Total
	\$772,100	\$3,675,000	\$3,860,900	\$3,088,800

Goals: 1= Safety, 2= State of Good Repair, 3= Livability, 4= Stewardship, 5= Economic Development, 6= Equity

St. John

Tier II (Federal Fiscal Year 2023 - 2032)

Project No.: H.011845	Project Title: St. John EB Miss River Trail Phase 4			
Parish: St. John	Type of Improvement: Shared Use Path			
Sponsor: St. John	Construction Year: Tier II (Federal Fiscal Year 2023 - 2032)			
Category: Enhancement	Length: 1.14	Route: LA 44	Goal 1 3 4 6	UA NO
Work Phase/Year	Funding Source	Cost Estimate	Contingency (10%)	Federal Share
C	STP>200K	\$2,716,560	\$2,988,216	\$2,390,572
Tier II		\$679,140	\$747,054	
STIP Line Item	Non-Federal Total	Total Cost	Total Contingency	Federal Total
	\$1,344,698	\$3,395,700	\$3,735,270	\$2,390,572

Goals: 1= Safety, 2= State of Good Repair, 3= Livability, 4= Stewardship, 5= Economic Development, 6= Equity

St. John

Tier III (Federal Fiscal Year 2033- 2048)

Project No.:	Project Title: LA 3127 Widening				
Parish: St. John	Type of Improvement: Widen to 4 Lanes				
Sponsor:	Construction Year: Tier III (Federal Fiscal Year 2033- 2048)				
Category:	Length:	Route:	Goal 0	0 0 0 0 0 0	UA NO
Work Phase/Year	Funding Source	Cost Estimate	Contingency (10%)		Federal Share
C	NFI	\$20,000,000	\$22,000,000		
Tier III					
STIP Line Item	Non-Federal Total	Total Cost	Total Contingency		Federal Total
	\$22,000,000	\$20,000,000	\$22,000,000		\$0

Goals: 1= Safety, 2= State of Good Repair, 3= Livability, 4= Stewardship, 5= Economic Development, 6= Equity

St. John

Tier III (Federal Fiscal Year 2033- 2048)

Project No.: *	Project Title: I-10 Reserve Interchange			
Parish: St. John	Type of Improvement: US 61 to I-10 Connector			
Sponsor: DOTD	Construction Year: Tier III (Federal Fiscal Year 2033- 2048)			
Category:	Length:	Route: I-10	Goal 3 5	UA NO
Work Phase/Year	Funding Source	Cost Estimate	Contingency (10%)	Federal Share
C	NFI	\$110,000,000	\$121,000,000	\$96,800,000
Tier III				
Status:	PL&Env			
STIP Line Item	Non-Federal Total	Total Cost	Total Contingency	Federal Total
	\$24,200,000	\$110,000,000	\$121,000,000	\$96,800,000

Goals: 1= Safety, 2= State of Good Repair, 3= Livability, 4= Stewardship, 5= Economic Development, 6= Equity

St. John

Tier III (Federal Fiscal Year 2033- 2048)

Project No.: H.004891		Project Title: St. John the Baptist IJR/ Extension of LA 637 to I-10		
Parish: St. John		Type of Improvement: New Roadway		
Sponsor: DOTD		Construction Year: Tier III (Federal Fiscal Year 2033- 2048)		
Category:	Length:	Route:	Goal 3 5	UA NO
Work Phase/Year	Funding Source	Cost Estimate	Contingency (10%)	Federal Share
C	NHS	\$110,000,000	\$121,000,000	\$96,800,000
Tier III	Toll			
	STP>200K			
STIP Line Item	Non-Federal Total	Total Cost	Total Contingency	Federal Total
	\$24,200,000	\$110,000,000	\$121,000,000	\$96,800,000

Goals: 1= Safety, 2= State of Good Repair, 3= Livability, 4= Stewardship, 5= Economic Development, 6= Equity

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PROJECTS:
REGIONAL TRANSIT

2019 Transportation Improvement Program - Transit Element											
Project	Parish	Total Cost*	Section 5307	Section 5337 (Rail)	Section 5337 (HOV)	Section 5339	Section 5310	Other (see comments)	Total Federal	Local Match	Comments**
Demand Response Vehicles	Region	1,050.0					840.0		840.0	210.0	
Total Region FY-19		1,050.0	0.0	0.0	0.0		840.0	0.0	840.0	210.0	
Total Region		1,050.0	0.0	0.0	0.0		840.0	0.0	840.0	210.0	
Preventative Maintenance	Jefferson	1,262.5	850.0		160.0				1,010.0	252.5	RS
Operating Assistance - Fixed Route	Jefferson	3,600.0	1,800.0						1,800.0	1,800.0	
Terminal and Stop Improvements	Jefferson	26.3	21.0						21.0	5.3	FA
Capital Project Management - 3rd Party	Jefferson	52.5	42.0						42.0	10.5	
Planning	Jefferson	340.0	272.0						272.0	68.0	
Security Equipment	Jefferson	43.8	35.0						35.0	8.8	
New Fixed Route Vehicles	Jefferson	1,075.0	520.0			340.0			860.0	215.0	RS
New Paratransit Vehicles	Jefferson	62.5	50.0						50.0	12.5	RS
Total Jefferson FY-19		6,462.5	3,590.0	0.0	160.0	340.0	0.0	0.0	4,090.0	2,372.5	
Total Jefferson		6,462.5	3,590.0	0.0	160.0	340.0	0.0	0.0	4,090.0	2,372.5	
Preventative Maintenance (Bus)	Orleans (RTA)	10,750.0	8,600.0						8,600.0	2,150.0	RS
Preventative Maintenance (Rail)	Orleans (RTA)	3,687.5	250.0	2,700.0					2,950.0	737.5	RS
Shop Equipment	Orleans (RTA)	100.0	80.0						80.0	20.0	FA
Security Equipment	Orleans (RTA)	125.0	100.0						100.0	25.0	
Bus Equipment and Repair	Orleans (RTA)	1,450.0	300.0			860.0			1,160.0	290.0	RS
Streetcar Equipment, Facility, Track	Orleans (RTA)	1,375.0		1,100.0					1,100.0	275.0	IN
Planning	Orleans (RTA)	100.0	80.0						80.0	20.0	
Biodiesel Buses	Orleans (RTA)	7,990.0						6,392.0	6,392.0	1,598.0	FY 18 Bus and Bus Facilities Infrastructure Grant
Ferry Maintenance	Orleans (RTA)	581.3	465.0						465.0	116.3	RS
Total Orleans FY-19		26,158.8	9,875.0	3,800.0	0.0	860.0	0.0	6,392.0	20,927.0	5,231.8	
Total Orleans		26,158.8	9,875.0	3,800.0	0.0	860.0	0.0	6,392.0	20,927.0	5,231.8	
Operating Assistance		247.9	124.0						124.0	124.0	RS
Preventative Maintenance		148.8	119.0						119.0	29.8	
Security Equipment		8.8	7.0						7.0	1.8	
Total St. Bernard FY-19		405.4	250.0	0.0	0.0	0.0	0.0	0.0	250.0	155.5	
Total St. Bernard		405.4	250.0	0.0	0.0	0.0	0.0	0.0	250.0	155.5	
Operating Assistance		120.0	60.0						60.0	60.0	RS
Preventative Maintenance		125.0	100.0						100.0	25.0	
Project Administration		50.0	40.0						40.0	10.0	
Bus Equipment		62.5	50.0						50.0	12.5	RS
Total St. John/St. Charles FY-19		357.5	250.0	0.0	0.0	0.0	0.0	0.0	250.0	107.5	
Total St. John/St. Charles		357.5	250.0	0.0	0.0	0.0	0.0	0.0	250.0	107.5	
Ferry Preventative Maintenance		312.5	250.0						250.0	62.5	RS
Total Plaquemines FY-19		312.5	250.0	0.0	0.0	0.0	0.0	0.0	250.0	62.5	
Total Plaquemines		312.5	250.0	0.0	0.0	0.0	0.0	0.0	250.0	62.5	
TOTAL FY-19		34,746.7	14,215.0	3,800.0	160.0	1,200.0	840.0	6,392.0	26,607.0	8,139.7	
TOTAL		34,746.7	14,215.0	3,800.0	160.0	1,200.0	840.0	6,392.0	26,607.0	8,139.7	

* Dollars are in Thousands

** State of Good Repair Abbreviations: RS (Rolling Stock); FA (Facilities); EQ (Equipment); IN (Infrastructure)

2020 Transportation Improvement Program - Transit Element										
Project	Parish	Total Cost	Section 5307	Section 5337 (Rail)	Section 5337 (HOV)	Section 5339	Section 5310	Total Federal	Local Match	Comments
Demand Response Vehicles	Region	1,050.0					840.0	840.0	210.0	
Total Region FY-20		1,050.0	0.0	0.0	0.0		840.0	840.0	210.0	
Total Region		1,050.0	0.0	0.0	0.0		840.0	840.0	210.0	
Preventative Maintenance	Jefferson	1,475.0	950.0		230.0			1,180.0	295.0	RS
Operating Assistance - Fixed Route	Jefferson	3,600.0	1,800.0					1,800.0	1,800.0	
Terminal and Stop Improvements	Jefferson	26.3	21.0					21.0	5.3	FA
Capital Project Management - 3rd Party	Jefferson	52.5	42.0					42.0	10.5	
Planning	Jefferson	340.0	272.0					272.0	68.0	
Security Equipment	Jefferson	43.8	35.0					35.0	8.8	
New Fixed Route Vehicles	Jefferson	1,400.0	520.0			600.0		1,120.0	280.0	RS
New Paratransit Vehicles	Jefferson	62.5	50.0					50.0	12.5	RS
Total Jefferson FY-20		7,000.0	3,690.0	0.0	230.0	600.0	0.0	4,520.0	2,480.0	
Total Jefferson		7,000.0	3,690.0	0.0	230.0	600.0	0.0	4,520.0	2,480.0	
Preventative Maintenance (Bus)	Orleans (RTA)	12,287.5	9,600.0		230.0			9,830.0	2,457.5	RS
Preventative Maintenance (Rail)	Orleans (RTA)	4,937.5	250.0	3,700.0				3,950.0	987.5	RS
Shop Equipment	Orleans (RTA)	87.5	70.0					70.0	17.5	FA
Security Equipment	Orleans (RTA)	125.0	100.0					100.0	25.0	
Bus Equipment and Repair	Orleans (RTA)	2,125.0	300.0			1,400.0		1,700.0	425.0	RS
Streetcar Equipment, Facility, Track	Orleans (RTA)	2,000.0		1,600.0				1,600.0	400.0	IN
Planning	Orleans (RTA)	100.0	80.0					80.0	20.0	
Ferry Maintenance	Orleans (RTA)	625.0	500.0					500.0	125.0	RS
Total Orleans FY-20		22,287.5	10,900.0	5,300.0	230.0	1,400.0	0.0	17,830.0	4,457.5	
Total Orleans		22,287.5	10,900.0	5,300.0	230.0	1,400.0	0.0	17,830.0	4,457.5	
Operating Assistance		247.9	124.0					124.0	124.0	RS
Preventative Maintenance		148.8	119.0					119.0	29.8	
Security Equipment		8.8	7.0					7.0	1.8	
Total St. Bernard FY-20		405.4	250.0	0.0	0.0	0.0	0.0	250.0	155.5	
Total St. Bernard		405.4	250.0	0.0	0.0	0.0	0.0	250.0	155.5	
Operating Assistance		120.0	60.0					60.0	60.0	RS
Preventative Maintenance		125.0	100.0					100.0	25.0	
Project Administration		50.0	40.0					40.0	10.0	
Bus Equipment		62.5	50.0					50.0	12.5	RS
Total St. John/St. Charles FY-20		357.5	250.0	0.0	0.0	0.0	0.0	250.0	107.5	
Total St. John/St. Charles		357.5	250.0	0.0	0.0	0.0	0.0	250.0	107.5	
Ferry Preventative Maintenance		312.5	250.0					250.0	62.5	RS
Total Plaquemines FY-20		312.5	250.0	0.0	0.0	0.0	0.0	250.0	62.5	
Total Plaquemines		312.5	250.0	0.0	0.0	0.0	0.0	250.0	62.5	
TOTAL FY-19		31,412.9	15,340.0	5,300.0	460.0	2,000.0	840.0	23,940.0	7,473.0	
TOTAL		31,412.9	15,340.0	5,300.0	460.0	2,000.0	840.0	23,940.0	7,473.0	

* Dollars are in Thousands

2021 Transportation Improvement Program - Transit Element										
Project	Parish	Total Cost	Section 5307	Section 5337 (Rail)	Section 5337 (HOV)	Section 5339	Section 5310	Total Federal	Local Match	Comments
Demand Response Vehicles	Region	1,050.0					840.0	840.0	210.0	
Total Region FY-21		1,050.0	0.0	0.0	0.0		840.0	840.0	210.0	
Total Region		1,050.0	0.0	0.0	0.0		840.0	840.0	210.0	
Preventative Maintenance	Jefferson	1,425.0	900.0		240.0			1,140.0	285.0	RS
Operating Assistance - Fixed Route	Jefferson	3,800.0	1,900.0					1,900.0	1,900.0	FA
Terminal and Stop Improvements	Jefferson	26.3	21.0					21.0	5.3	
Capital Project Management - 3rd Party	Jefferson	52.5	42.0					42.0	10.5	
Planning	Jefferson	340.0	272.0					272.0	68.0	
Security Equipment	Jefferson	43.8	35.0					35.0	8.8	
New Fixed Route Vehicles	Jefferson	1,525.0	520.0			700.0		1,220.0	305.0	RS
New Paratransit Vehicles	Jefferson	62.5	50.0					50.0	12.5	RS
Total Jefferson FY-21		7,275.0	3,740.0	0.0	240.0	700.0	0.0	4,680.0	2,595.0	
Total Jefferson		7,275.0	3,740.0	0.0	240.0	700.0	0.0	4,680.0	2,595.0	
Preventative Maintenance (Bus)	Orleans (RTA)	12,300.0	9,600.0		240.0			9,840.0	2,460.0	RS
Preventative Maintenance (Rail)	Orleans (RTA)	4,962.5	270.0	3,700.0				3,970.0	992.5	RS
Shop Equipment	Orleans (RTA)	100.0	80.0					80.0	20.0	FA
Security Equipment	Orleans (RTA)	125.0	100.0					100.0	25.0	
Bus Equipment and Repair	Orleans (RTA)	2,500.0	300.0			1,700.0		2,000.0	500.0	RS
Streetcar Equipment, Facility, Track	Orleans (RTA)	2,375.0		1,900.0				1,900.0	475.0	IN
Planning	Orleans (RTA)	100.0	80.0					80.0	20.0	
Ferry Maintenance	Orleans (RTA)	625.0	500.0					500.0	125.0	RS
Total Orleans FY-21		23,087.5	10,930.0	5,600.0	240.0	1,700.0	0.0	18,470.0	4,617.5	
Total Orleans		23,087.5	10,930.0	5,600.0	240.0	1,700.0	0.0	18,470.0	4,617.5	
Operating Assistance		247.9	124.0					124.0	124.0	RS
Preventative Maintenance		148.8	119.0					119.0	29.8	
Security Equipment		8.8	7.0					7.0	1.8	
Total St. Bernard FY-21		405.4	250.0	0.0	0.0	0.0	0.0	250.0	155.5	
Total St. Bernard		405.4	250.0	0.0	0.0	0.0	0.0	250.0	155.5	
Operating Assistance		200.0	100.0					100.0	100.0	RS
Preventive Maintenance		187.5	150.0					150.0	37.5	
Project Administration		50.0	40.0					40.0	10.0	
Bus Equipment		62.5	50.0					50.0	12.5	RS
Total St. John/St. Charles FY-21		500.0	340.0	0.0	0.0	0.0	0.0	340.0	160.0	
Total St. John/St. Charles		500.0	340.0	0.0	0.0	0.0	0.0	340.0	160.0	
Ferry Preventative Maintenance		312.5	250.0					250.0	62.5	RS
Total Plaquemines FY-21		312.5	250.0	0.0	0.0	0.0	0.0	250.0	62.5	
Total Plaquemines		312.5	250.0	0.0	0.0	0.0	0.0	250.0	62.5	
TOTAL FY-21		32,630.4	15,510.0	5,600.0	480.0	2,400.0	840.0	24,830.0	7,800.5	
TOTAL		32,630.4	15,510.0	5,600.0	480.0	2,400.0	840.0	24,830.0	7,800.5	

* Dollars are in Thousands

** State of Good Repair Abbreviations: RS (Rolling Stock); FA (Facilities); EQ (Equipment); IN (Infrastructure)

2022 Transportation Improvement Program - Transit Element										
Project	Parish	Total Cost	Section 5307	Section 5337 (Rail)	Section 5337 (HOV)	Section 5339	Section 5310	Total Federal	Local Match	Comments
Demand Response Vehicles	Region	1,050.0					840.0	840.0	210.0	
Total Region FY-22		1,050.0	0.0	0.0	0.0		840.0	840.0	210.0	
Total Region		1,050.0	0.0	0.0	0.0		840.0	840.0	210.0	
Preventative Maintenance	Jefferson	1,687.5	1,100.0		250.0			1,350.0	337.5	RS
Operating Assistance - Fixed Route	Jefferson	4,200.0	2,100.0					2,100.0	2,100.0	FA
Terminal and Stop Improvements	Jefferson	50.0	40.0					40.0	10.0	
Capital Project Management - 3rd Party	Jefferson	52.5	42.0					42.0	10.5	
Planning	Jefferson	340.0	272.0					272.0	68.0	
Security Equipment	Jefferson	43.8	35.0					35.0	8.8	
New Fixed Route Vehicles	Jefferson	1,000.0	300.0			500.0		800.0	200.0	RS
New Paratransit Vehicles	Jefferson	137.5	50.0			60.0		110.0	27.5	RS
Total Jefferson FY-22		7,511.3	3,939.0	0.0	250.0	560.0	0.0	4,749.0	2,762.3	
Total Jefferson		7,511.3	3,939.0	0.0	250.0	560.0	0.0	4,749.0	2,762.3	
Preventative Maintenance (Bus)	Orleans (RTA)	11,250.0	9,000.0					9,000.0	2,250.0	RS
Preventative Maintenance (Rail)	Orleans (RTA)	4,000.0	250.0	2,700.0	250.0			3,200.0	800.0	RS
Shop Equipment	Orleans (RTA)	100.0	80.0					80.0	20.0	FA
Security Equipment	Orleans (RTA)	125.0	100.0					100.0	25.0	
New Vehicles	Orleans (RTA)	3,075.0	600.0			1,860.0		2,460.0	615.0	RS
Streetcar Equipment, Facility, Track	Orleans (RTA)	1,375.0		1,100.0				1,100.0	275.0	IN
Planning	Orleans (RTA)	100.0	80.0					80.0	20.0	
Ferry Maintenance	Orleans (RTA)	687.5	550.0					550.0	137.5	RS
Total Orleans FY-22		20,712.5	10,660.0	3,800.0	250.0	1,860.0	0.0	16,570.0	4,142.5	
Total Orleans		20,712.5	10,660.0	3,800.0	250.0	1,860.0	0.0	16,570.0	4,142.5	
Operating Assistance		247.9	124.0					124.0	124.0	
Preventative Maintenance		148.8	119.0					119.0	29.8	RS
Security Equipment		8.8	7.0					7.0	1.8	
Total St. Bernard FY-22		405.4	250.0	0.0	0.0	0.0	0.0	250.0	155.5	
Total St. Bernard		405.4	250.0	0.0	0.0	0.0	0.0	250.0	155.5	
Operating Assistance		120.0	60.0					60.0	60.0	RS
Preventive Maintenance		250.0	200.0					200.0	50.0	
Project Administration		50.0	40.0					40.0	10.0	
New Vehicles		312.5	250.0					250.0	62.5	RS
Total St. John/St. Charles FY-22		732.5	550.0	0.0	0.0	0.0	0.0	550.0	182.5	
Total St. John/St. Charles		732.5	550.0	0.0	0.0	0.0	0.0	550.0	182.5	
Ferry Preventative Maintenance		437.5	350.0					350.0	87.5	RS
Total Plaquemines FY-22		437.5	350.0	0.0	0.0	0.0	0.0	350.0	87.5	
Total Plaquemines		437.5	350.0	0.0	0.0	0.0	0.0	350.0	87.5	
TOTAL FY-22		30,849.2	15,749.0	3,800.0	500.0	2,420.0	840.0	23,309.0	7,540.2	
TOTAL		30,849.2	15,749.0	3,800.0	500.0	2,420.0	840.0	23,309.0	7,540.2	

* Dollars are in Thousands

** State of Good Repair Abbreviations: RS (Rolling Stock); FA (Facilities); EQ (Equipment); IN (Infrastructure)

Transportation Improvement Program - Transit Element - TIER II (2023-2032)									
Project	Parish	Total Cost	Section 5307	Section 5337 (Rail)	Section 5337 (HOV)	Section 5339	Total Federal	Local Match	Comments
Regional Corridor Capital Projects	Region	12,500.0	10,000.0				10,000.0	2,500.0	
Regional Transit Studies	Region	1,250.0	1,000.0				1,000.0	250.0	
Total Region Tier II		12,500.0	11,000.0	0.0	0.0		11,000.0	2,750.0	
Preventative Maintenance	Jefferson	26,500.0	18,000.0		3,200.0		21,200.0	5,300.0	RS
Operating Assistance - Fixed Route	Jefferson	29,600.0	14,800.0				14,800.0	14,800.0	
Transit Enhancements and Bus Stops	Jefferson	1,312.5	1,050.0				1,050.0	262.5	
Capital Project Management - 3rd Party	Jefferson	1,500.0	1,200.0				1,200.0	300.0	
Planning	Jefferson	3,750.0	3,000.0				3,000.0	750.0	
Security Equipment	Jefferson	625.0	500.0				500.0	125.0	
New Transit Vehicles	Jefferson	21,250.0	6,000.0			11,000.0	17,000.0	4,250.0	RS
Facility Maintenance	Jefferson	2,508.8	2,007.0				2,007.0	501.8	FA
Support Vehicles	Jefferson	2,500.0	2,000.0				2,000.0	500.0	EQ
Total Jefferson Tier II		89,546.3	48,557.0	0.0	3,200.0	11,000.0	62,757.0	26,789.3	
Preventative Maintenance (Bus)	Orleans	60,250.0	45,000.0		3,200.0		48,200.0	12,050.0	RS
New Vehicles - Buses	Orleans	72,500.0	35,000.0			23,000.0	58,000.0	14,500.0	RS
New Vehicles - Paratransit	Orleans	4,420.0	3,536.0				3,536.0	884.0	RS
Security Enhancements	Orleans	1,250.0	1,000.0				1,000.0	250.0	
Transit Enhancements and Bus Stops	Orleans	2,500.0	2,000.0				2,000.0	500.0	
Planning	Orleans	1,250.0	1,000.0				1,000.0	250.0	
Shop and Office	Orleans	375.0	300.0				300.0	75.0	FA
Facility Maintenance	Orleans	21,250.0	5,000.0	12,000.0			17,000.0	4,250.0	FA
Support Vehicles	Orleans	2,500.0	2,000.0				2,000.0	500.0	EQ
Preventative Maintenance (Streetcar)	Orleans	32,500.0		26,000.0			26,000.0	6,500.0	RS
Streetcar Rail Installation and Rehab	Orleans	43,750.0		35,000.0			35,000.0	8,750.0	IN
Ferry Capital Projects	Orleans	25.0	20.0				20.0	5.0	RS
Total Orleans Tier II		242,570.0	94,856.0	73,000.0	3,200.0	23,000.0	194,056.0	48,514.0	
Operating Assistance		3,400.0	1,700.0				1,700.0	1,700.0	RS
Preventative Maintenance		1,875.0	1,500.0				1,500.0	375.0	FA
Shop Equipment and Facilities		500.0	400.0				400.0	100.0	RS
New Vehicles		1,250.0	1,000.0				1,000.0	250.0	
Passenger Amenities		2,925.0	340.0			2,000.0	2,340.0	585.0	
Project Administration		365.0	292.0				292.0	73.0	
Total St. Bernard Tier II		10,315.0	5,232.0	0.0	0.0	2,000.0	7,232.0	3,083.0	
Vehicle Replacement and Maintenance		8,750.0	5,000.0			2,000.0	7,000.0	1,750.0	RS
Total St. John/St. Charles Tier II		8,750.0	5,000.0	0.0	0.0	2,000.0	7,000.0	1,750.0	
Ferry Maintenance		6,250.0	5,000.0				5,000.0	1,250.0	RS
Total Plaquemines Tier II		6,250.0	5,000.0	0.0	0.0	0.0	5,000.0	1,250.0	
TOTAL Tier II		369,931.3	169,645.0	73,000.0	6,400.0	38,000.0	287,045.0	84,136.3	

* Dollars are in Thousands

** State of Good Repair Abbreviations: RS (Rolling Stock); FA (Facilities); EQ (Equipment); IN (Infrastructure)

Transportation Improvement Program - Transit Element - TIER III (2033-2048)									
Project	Parish	Total Cost	Section 5307	Section 5337 (Rail)	Section 5337 (HOV)	Section 5339	Total Federal	Local Match	Comments
Regional Corridor Capital Projects	Region	26,250.0	21,000.0				21,000.0	5,250.0	
Total Region Tier III		26,250.0	21,000.0	0.0	0.0	0.0	21,000.0	5,250.0	
Preventative Maintenance	Jefferson	48,750.0	30,000.0		9,000.0		39,000.0	9,750.0	RS
Operating Assistance - Fixed Route	Jefferson	56,000.0	28,000.0				28,000.0	28,000.0	
Transit Enhancements and Bus Stops	Jefferson	2,500.0	2,000.0				2,000.0	500.0	
Capital Project Management - 3rd Party	Jefferson	2,500.0	2,000.0				2,000.0	500.0	
Planning	Jefferson	5,000.0	4,000.0				4,000.0	1,000.0	
Security Equipment	Jefferson	750.0	600.0				600.0	150.0	
New Transit Vehicles	Jefferson	57,500.0	11,000.0			35,000.0	46,000.0	11,500.0	RS
Facility Maintenance	Jefferson	5,000.0	4,000.0				4,000.0	1,000.0	FA
Support Vehicles	Jefferson	5,000.0	4,000.0				4,000.0	1,000.0	EQ
Total Jefferson Tier III		183,000.0	85,600.0	0.0	9,000.0	35,000.0	129,600.0	53,400.0	
Preventative Maintenance (Bus)	Orleans	130,500.0	100,000.0		4,400.0		104,400.0	26,100.0	RS
New Vehicles - Buses	Orleans	200,000.0	60,000.0			100,000.0	160,000.0	40,000.0	RS
New Vehicles - Paratransit	Orleans	31,250.0	5,000.0			20,000.0	25,000.0	6,250.0	RS
Security Enhancements	Orleans	2,500.0	2,000.0				2,000.0	500.0	
Transit Enhancements and Bus Stops	Orleans	27,500.0	4,000.0			18,000.0	22,000.0	5,500.0	
Planning	Orleans	2,500.0	2,000.0				2,000.0	500.0	
Shop and Office	Orleans	750.0	600.0				600.0	150.0	FA
Facility Maintenance	Orleans	38,750.0	6,000.0	25,000.0			31,000.0	7,750.0	FA
Support Vehicles	Orleans	5,000.0	4,000.0				4,000.0	1,000.0	EQ
Preventative Maintenance (Streetcar)	Orleans	105,750.0		80,000.0	4,600.0		84,600.0	21,150.0	RS
Streetcar Rail Installation and Rehab	Orleans	125,000.0		100,000.0			100,000.0	25,000.0	IN
Ferry Capital Projects	Orleans	7,500.0	6,000.0				6,000.0	1,500.0	RS
Total Orleans Tier III		677,000.0	189,600.0	205,000.0	9,000.0	138,000.0	541,600.0	135,400.0	
Operating Assistance	St. Bernard	6,000.0	3,000.0				3,000.0	3,000.0	RS
Preventative Maintenance	St. Bernard	3,375.0	2,700.0				2,700.0	675.0	FA
Shop Equipment and Facilities	St. Bernard	1,000.0	800.0				800.0	200.0	RS
New Vehicles	St. Bernard	2,500.0	2,000.0				2,000.0	500.0	
Passenger Amenities	St. Bernard	9,500.0	600.0			7,000.0	7,600.0	1,900.0	
Project Administration	St. Bernard	437.5	350.0				350.0	87.5	
Total St. Bernard Tier III		22,812.5	9,450.0	0.0	0.0	7,000.0	16,450.0	6,362.5	
Vehicle Replacement and Maintenance	St. C/St. J	17,500.0	8,000.0			6,000.0	14,000.0	3,500.0	RS
Total St. John/St. Charles Tier III		17,500.0	8,000.0	0.0	0.0	6,000.0	14,000.0	3,500.0	
Ferry Maintenance	Plaq	10,000.0	8,000.0				8,000.0	2,000.0	RS
Total Plaquemines Tier III		10,000.0	8,000.0	0.0	0.0	0.0	8,000.0	2,000.0	
TOTAL Tier III		936,562.5	321,650.0	205,000.0	18,000.0	186,000.0	730,650.0	205,912.5	

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PROJECTS:
A HD AMENDMENTS, 2019

Jefferson

Tier II (Federal Fiscal Year 2023 - 2032)

Project No.: *	Project Title: Lapalco Blvd. Crossing of the Harvey Canal			
Parish: Jefferson	Type of Improvement: Capacity / New Bridge			
Sponsor: Jefferson	Construction Year: Tier II (Federal Fiscal Year 2023 - 2032)			
Category: Capacity	Length:	Route:	Goal 2 3 4	UA NO
Work Phase/Year	Funding Source	Cost Estimate	Contingency (10%)	Federal Share
C	NFI	\$85,000,000	\$93,500,000	\$74,800,000
Tier II				
STIP Line Item	Non-Federal Total	Total Cost	Total Contingency	Federal Total
	\$18,700,000	\$85,000,000	\$93,500,000	\$74,800,000

Goals: 1= Safety, 2= State of Good Repair, 3= Livability, 4= Stewardship, 5= Economic Development, 6= Equity