Metropolitan Transportation Plan 2052

New Orleans Metropolitan Planning Area

Regional Planning Commission
for Jefferson, Orleans, Plaquemines, St. Bernard,
St. Charles, St. John the Baptist, St. Tammany, and Tangipahoa Parishes

Draft

Metropolitan Transportation Plan 2052

New Orleans Metropolitan Planning Area

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purposes. For Further information please contact Lynn Dupont, GIS Manager.

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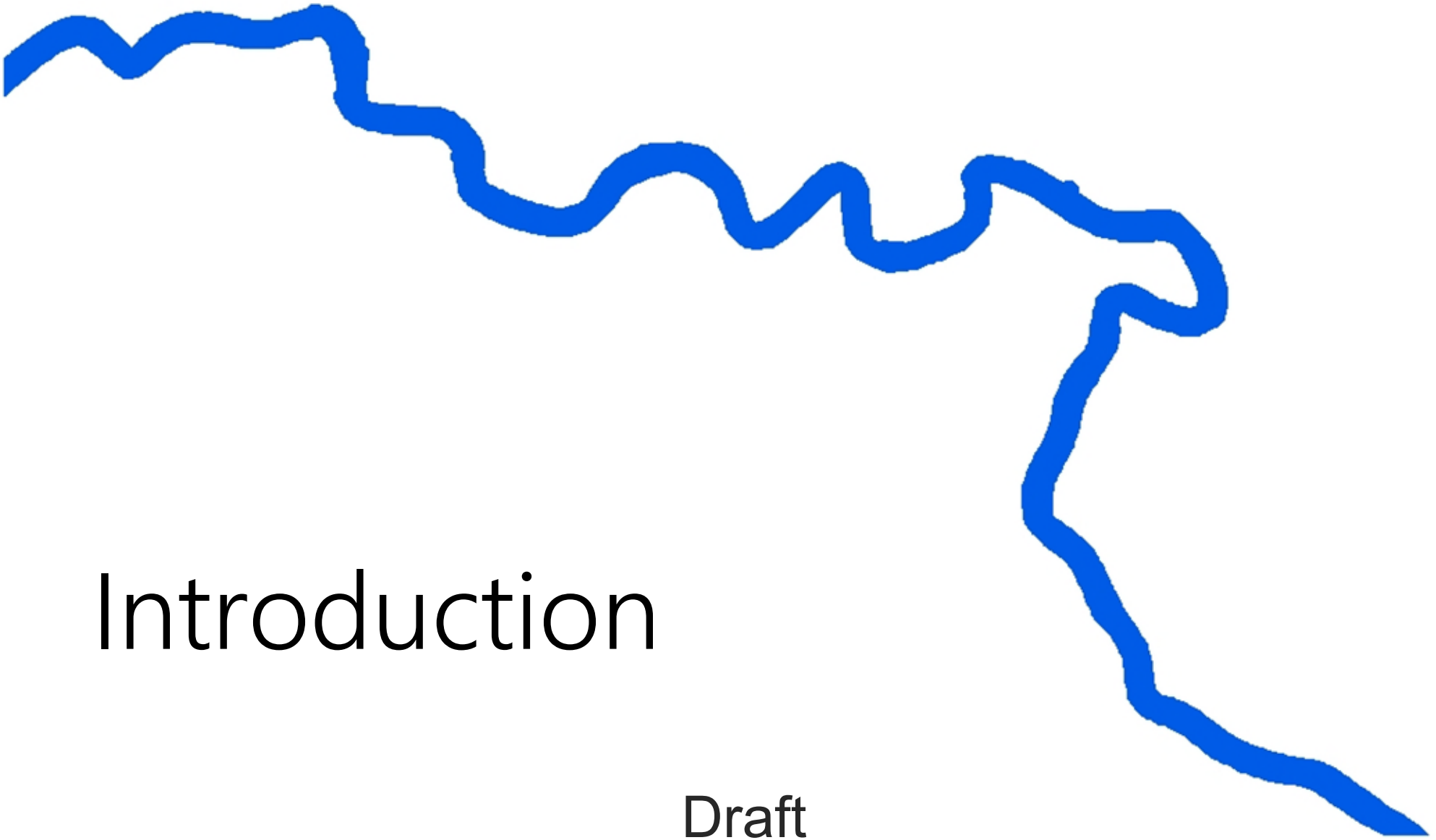

Introduction

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Introduction

Background

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).

The RPC serves as the Metropolitan Planning Organization (MPO) for the region of southeast Louisiana that includes New Orleans and surrounding communities. 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 Fixing America's Surface Transportation (FAST) Act, passed in 2015, provided requirements and guidance for the RPC's programs from 2016-2021. The FAST Act was recently replaced with the Infrastructure, Investment, and Jobs Act (IIJA)[1], passed in November 2021, which outlines new programs and requirements for federally-funded transportation projects that will govern the RPC's metropolitan transportation process starting in 2022.

Regional transportation planning is accomplished through close coordination with a variety of partners, including elected officials; local agencies; the Federal Highway Administration (FHWA); the Federal Transit Administration (FTA); the Louisiana Department of Transportation and Development (LADOTD); other 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.

[1] Also known as the Bipartisan Infrastructure Law (BIL).

The New Orleans Urbanized Area and Metropolitan Planning Area

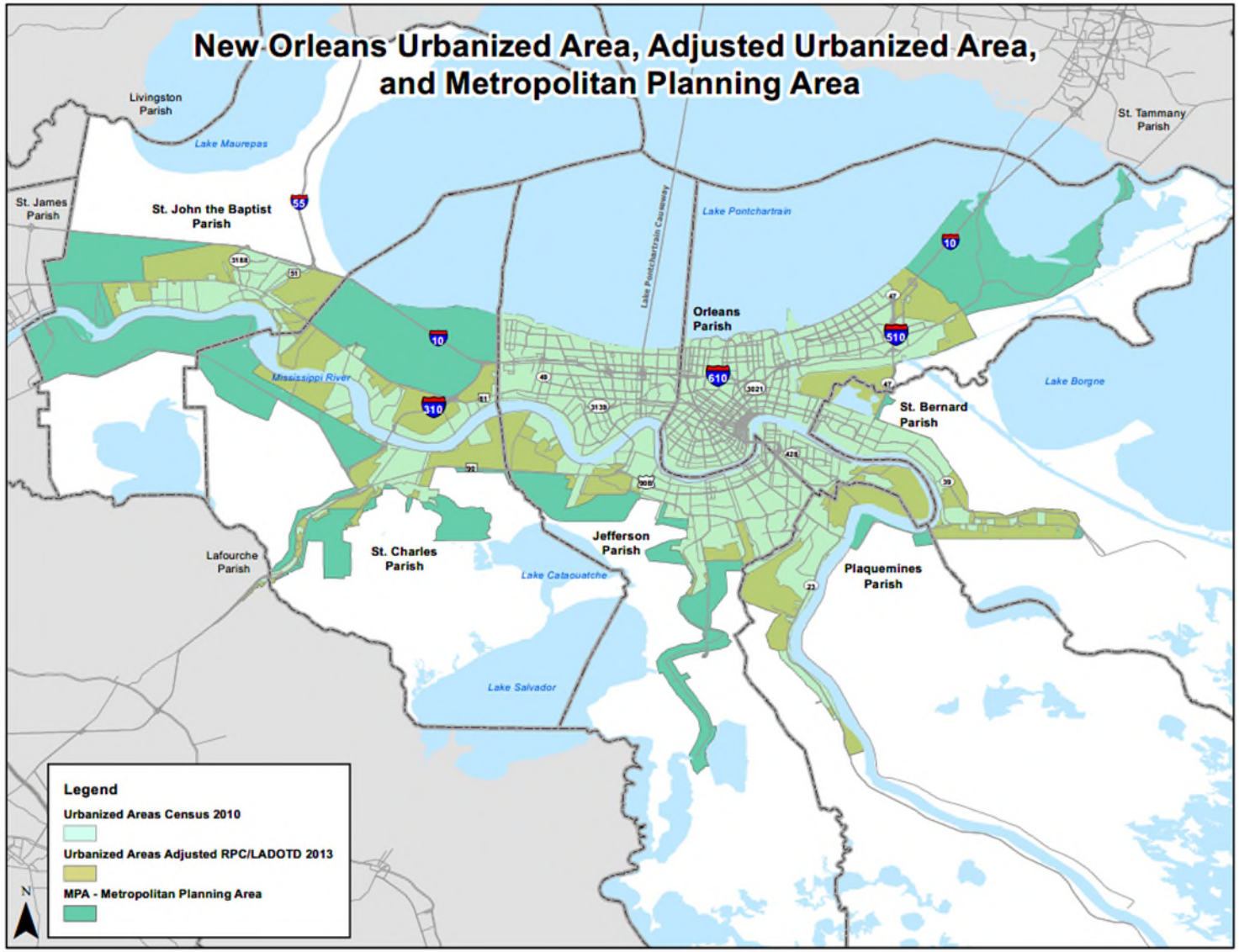
The U.S. Census Bureau defines Urbanized Areas (UZAs) as those locations that meet certain population density thresholds and that have a population over 50,000. Multiple municipalities, parishes, or parts thereof may be included in a single UZA, and by federal law each UZA must designate an MPO to carry 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 (TMAs). 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 (see Figure 1) encompasses all or part of six parishes: Jefferson, Orleans, Plaquemines, St. Bernard, St. Charles, and St. John the Baptist. The RPC also serves as MPO to three other MPAs: Mandeville-Covington, Slidell, and South Tangipahoa.

Figure 1: Map of the New Orleans UZA and MPA



About This Plan

The Metropolitan Transportation Plan (MTP) is the overarching 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 at least every five years so that incoming or newly identified projects and priorities can be identified and updated. This plan describes the regional vision for transportation for the years 2022-2052.

The region's previous Metropolitan Transportation Plan, entitled MTP 2048, was adopted in 2019 and provided a clear vision for regional transportation planning that is still largely applicable nearly four years after its adoption. Rather than fully reimagining the regional plan, this new plan, MTP 2052, builds upon its predecessor by incorporating new data and trends based on recent events and providing a more directed, implementable course of action.

Plan Requirements

The federal requirements for the MTP are outlined in the FAST Act (23 CFR 450.324; IIJA final rules pending) and describe a plan that addresses a wide range of transportation related issues and is created through a coordinated, comprehensive process. Per federal legislation, the MTP shall explicitly consider the following factors:

- Economic Vitality
- Safety
- Security
- Accessibility and Mobility
- Environmental Protection & Quality of Life
- Connectivity
- Efficient Management & Operations
- System Preservation
- Resilience and Reliability
- Travel and Tourism

In addressing the factors listed above the plan must include discussions of current and projected transportation demand, existing and proposed facilities, transportation system performance measures and targets, and strategies to improve all aspects of the transportation system. Importantly, it must also include a fiscally constrained financial plan that is based on costs and revenues that can reasonably be expected to be available. Each of these components of the plan must be developed in coordination with existing local, state, and federal programs related to land use, environmental protection, safety, and other relevant topics.

Plan Development and Structure

RPC staff created MTP 2052 through a deliberate and thoughtful process over more than fourteen months. From the outset, the RPC sought to synthesize quantitative data and stakeholder input to determine regional priorities and inform decision making.

MTP 2052 provides an overview of the New Orleans MPA, its transportation needs, and the RPC's process for addressing those needs moving forward. It begins by describing current conditions in the region related to transportation, land use, demographics, the economy, the environment, and other relevant issues. The plan then outlines stakeholder input received, and synthesizes this information with other baseline data to identify Planning Inputs. Taken together these inputs are the core information that the RPC will use in its future transportation planning process.

Using the Planning Inputs as a starting point, the MTP identifies the region's key planning Priorities. These are the major topics that the RPC will incorporate into its decision-making, and which will be used as guiding considerations during program and project development. The plan further describes broad Strategies that provide direction for implementing a planning process that will address the Priorities. Critically, each Strategy includes specific Actions that will be completed by the RPC in the coming years. Through completing the defined Actions the RPC will implement the plan's Strategies and address the region's Priorities.

The MTP goes on to describe the various RPC programs that impact regional transportation planning, detailing work to date as well as future expectations. The plan concludes with a discussion of the project selection and prioritization process, as well as a description of how the RPC uses data and Performance Based Planning and Programming. A fiscally constrained list of projects planned for implementation over the next thirty years is included in the final chapter of the MTP.

Housing, Land Use, and Development Patterns

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Housing, Land Use, and Development

This chapter provides an overview of baseline housing, land use and development patterns affecting transportation demand within the New Orleans Urban Area.

The New Orleans MPA includes parts of six separate parishes and multiple incorporated jurisdictions, each with independent land use planning authority and policies. Unlike some regional planning organizations and MPOs which serve as Councils of Government (COGs) for local coordination on land use planning decisions, the RPC has a very limited role in regional land use coordination beyond providing planning and technical support as part of the coordinated transportation planning process. Nevertheless, land use decision-making at the local level significantly impacts transportation patterns and needs in our region, and RPC staff work to incorporate information on existing and future land use conditions within each parish and jurisdiction into the baseline assessment used to model transportation demand.

The density and type of development significantly impacts travel patterns at the local level, and transportation demand at the regional level. The East Bank of Orleans and Jefferson Parishes, with over half of residents and over 80% of jobs in the New Orleans UZA, forms the population and economic core of the New Orleans Metropolitan Region[2]. Both parishes have higher development density and (since 2010) generally lower rates of population and employment growth compared to the rest of the region and state. Vehicle Miles Traveled (VMT) per capita is lower for Orleans and Jefferson Parish than the rest of the region, as residents are more likely to drive shorter distances to travel to jobs and other destinations and have more alternative forms of transportation available.

Population and Housing Distribution

Most travel begins or ends at a person's home. In transportation demand theory, residential land uses "produce" trips that will ultimately end at a person's workplace, school, or other destination. Therefore, the density and distribution of population and housing development is essential for accurately modeling travel demand.

Data Availability

The most important source of data on population distribution and housing density is the U.S. Census, with full enumerations of U.S. residents and housing units collected every 10 years through the Decennial Census and annual rolling estimates made available through the American Community Survey (ACS) program.

[2] 497,584 (51%). Source: 2019 ACS 5Y Estimates.

As mentioned above, a large majority of the residents in the New MPA live in Orleans and Jefferson Parishes, with slightly over half of all residents living on the East Bank portions of Orleans and Jefferson Parishes west of the Industrial Canal. Population and development densities in the New Orleans region are strongly influenced by natural boundaries such as Lake Pontchartrain along with the presence of flood control infrastructure, with most residents living within the existing or planned 100-year flood protection system.

Table 1 shows the percentage of residents in each parish within the MPA residing in census block groups within given population density thresholds. Population and housing densities in the MPA are higher than throughout the rest of the state, although it's unevenly distributed within Greater New Orleans. As seen in Figure 2, population densities are generally highest within the historic urban core of Orleans Parish, and in areas with concentrations of housing elsewhere in Orleans and Jefferson Parishes.

Table 2 shows the distribution of single and multifamily housing units by parish. While Orleans and Jefferson Parishes have a similar proportion of high-density (5+ unit) multifamily housing, Orleans Parish has a far larger share of "small multifamily" (2-4 unit) housing than Jefferson Parish, and more than twice as many small multifamily units than all other parishes combined. This reflects the concentration of traditional duplex and fourplex units within the pre-WWII urban core of Orleans Parish.

PERCENTAGE OF PARISH RESIDENTS WITHIN MPA BY BLOCK GROUP DENSITY					
Parish	**Percentage of Parish residents living in block groups by density per square mile (land area)**				
	16,000 or greater	8,000 -15,999	4,000 -7,999	2,000 -3,999	Less than 2,000
Jefferson	3.7%	19.8%	53.2%	12.0%	11.2%
Orleans	8.0%	40.5%	37.0%	9.2%	5.3%
Plaquemines	0.0%	0.0%	0.0%	34.1%	65.9%
St. Bernard	0.0%	8.0%	33.3%	24.3%	34.4%
St. Charles	0.0%	0.0%	13.8%	20.7%	65.5%
St. John the Baptist	0.0%	0.0%	26.7%	23.0%	50.3%
6-PARISH TOTAL	**4.8%**	**25.2%**	**41.7%**	**12.8%**	**15.5%**

Source: U.S. Census Bureau, 2015-2019 ACS 5Y Block Group estimates.

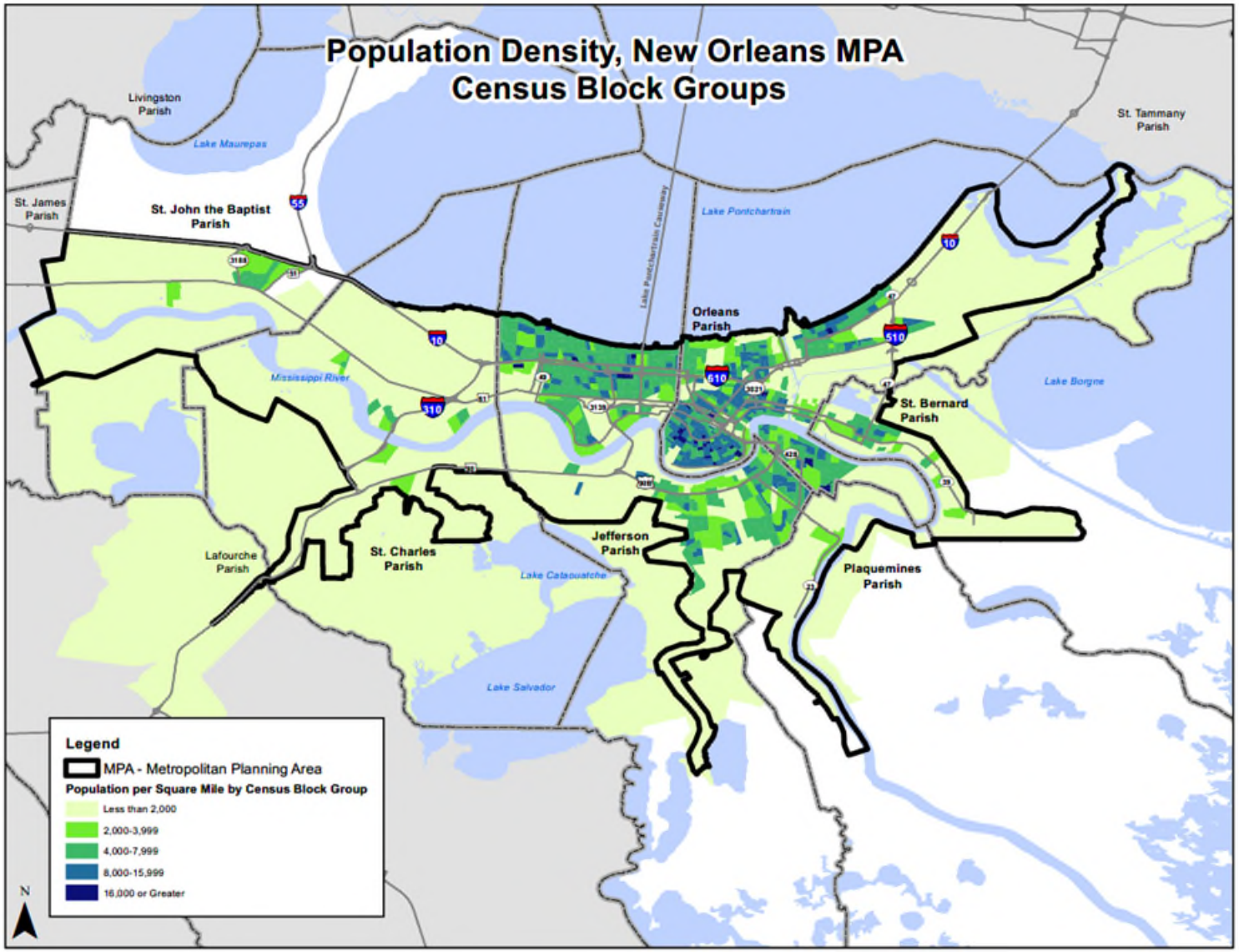
Table 1: Percentage of Parish residents within MPA by block group density

DENSITY OF HOUSING UNITS IN STRUCTURE FOR NEW ORLEANS MPA, 2019					
Parish	**Total housing units**	**Percentage of total housing units in parish by number of units in structure**			
		8,000 -15,999	4,000 -7,999	2,000 -3,999	Less than 2,000
Jefferson	186,473	19.8%	53.2%	12.0%	11.2%
Orleans	191,808	40.5%	37.0%	9.2%	5.3%
Plaquemines	6,882	0.0%	0.0%	34.1%	65.9%
St. Bernard	16,696	8.0%	33.3%	24.3%	34.4%
St. Charles	20,710	0.0%	13.8%	20.7%	65.5%
St. John the Baptist	17,290	0.0%	26.7%	23.0%	50.3%
6-PARISH TOTAL	**439,859**	**25.2%**	**41.7%**	**12.8%**	**15.5%**

Source: U.S. Census Bureau, 2015-2019 ACS 5Y Block Group estimates. This includes "Mobile" defined as housing units defined as boats, RVs, or mobile homes

Table 2: Density of housing units, New Orleans MPA, 2019

Figure 2: Map of Population Density in New Orleans MPA Block Groups



Employment Distribution

Work-related travel generates a significant number of trips, and land uses with significant concentrations of jobs are an important trip "attractor" as understood in transportation demand modeling: they are an end destination for a significant amount of travel from residents who are commuting to work or traveling for other work-related purposes.

Data Availability

The RPC utilizes several sources of localized employment data for different purposes. As with population and housing data, the U.S. Census Bureau provides several types of data on employment centers, including place of work estimates derived from the ACS, and administrative data on workplace locations through the Longitudinal Employment Household Dynamics (LEHD) program.

The RPC also subscribes to several proprietary sources of employment and jobs data providing more detailed information on employers, wages, and industries, and job locations for the purposes of developing the travel demand model.

Regional Trends

On a given weekday, approximately 356,000 workers travel to jobs located within the New Orleans MPA.[3] Figure 3[4] shows where in the MPA jobs are concentrated. The New Orleans Central Business District (CBD) remains the largest employment center in metropolitan New Orleans (and the

[3] U.S. Census Bureau / AASHTO, Census Transportation Planning Package (CTPP) 2012-2016 5-year Estimate.

[4] Data purchased from DatabaseUSA.com. These data are subset from a business source database purchased by the Regional Planning Commission for traffic modeling and economic development analysis following the parameters of the licensing agreement. The data was received, reviewed, edited with local sources and spatially enabled by the RPC. The data is available for purchase from DatabaseUSA.com.

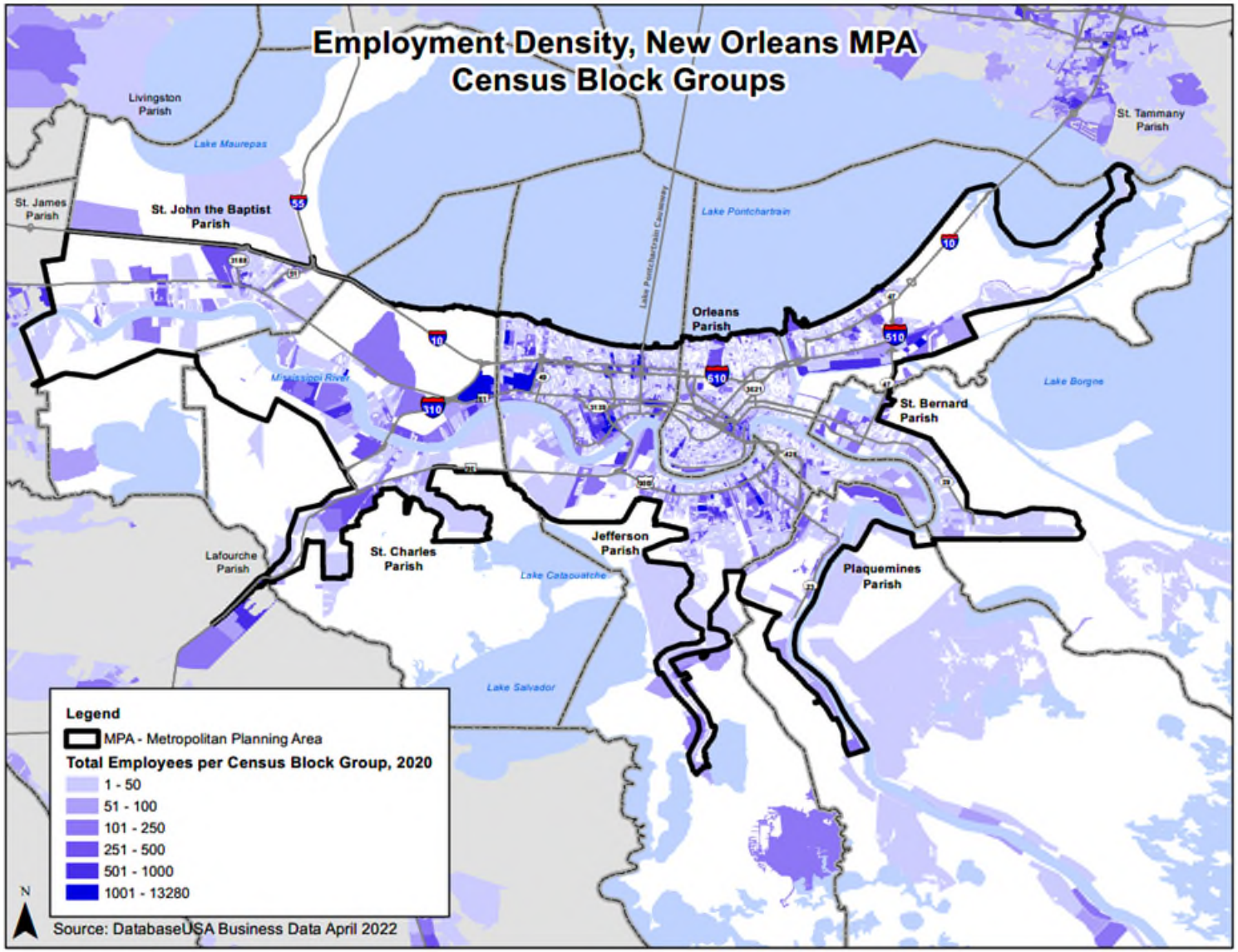
state of Louisiana), accounting for 47,910 employment-related trips on a given weekday. The CBD, French Quarter and Tulane medical corridor, collectively account for 66,675 daily employment-related trips, nearly 20% of the regional total. Other major employment centers include:[5]

- 47,910 (CBD)
- 14,285 (French Quarter)
- 4,480 (Tulane medical corridor to Broad St, including University Medical Center)
- 7,420 (Ochsner Medical Center)
- 18,600 (Elmwood)
- 5,375 (Tulane University and Loyola University)
- 11,170 (Causeway boulevard corridor from I-10 to Lake Pontchartrain)

In addition to Ochsner, other major medical employers (including Touro Infirmary, West Jefferson Medical Center, and University Medical Center) each account for several thousand employment-related trips.

[5] Estimates are at the Traffic Analysis Zone level for employment centers.

Figure 3: Map of Employment Density, New Orleans MPA



Other Major Travel Destinations

Although employment centers and business clusters are important trip attractors, they account for only a fraction of overall travel. Other important land uses which are important travel generators include: K-12 and higher education, medical centers, military installations, and retail. The RPC incorporates data on these land uses and others into the agency's regional travel demand modeling. Figure 4 illustrates the top 10 Block group destinations for all automobile travel within the eight parishes represented by the RPC. While some destinations are primarily employment-driven, such as the New Orleans CBD, many others, such as Lakeside Shopping Mall and the Armstrong International Airport, attract travelers for other reasons. It should be noted that the map displays information about travelers throughout the eight-parish region, and the New Orleans MPA represents a smaller sub-set of that region. The RPC frequently analyzes transportation data at the eight-parish level to gain a more accurate understanding of overall travel patterns affecting the MPA.

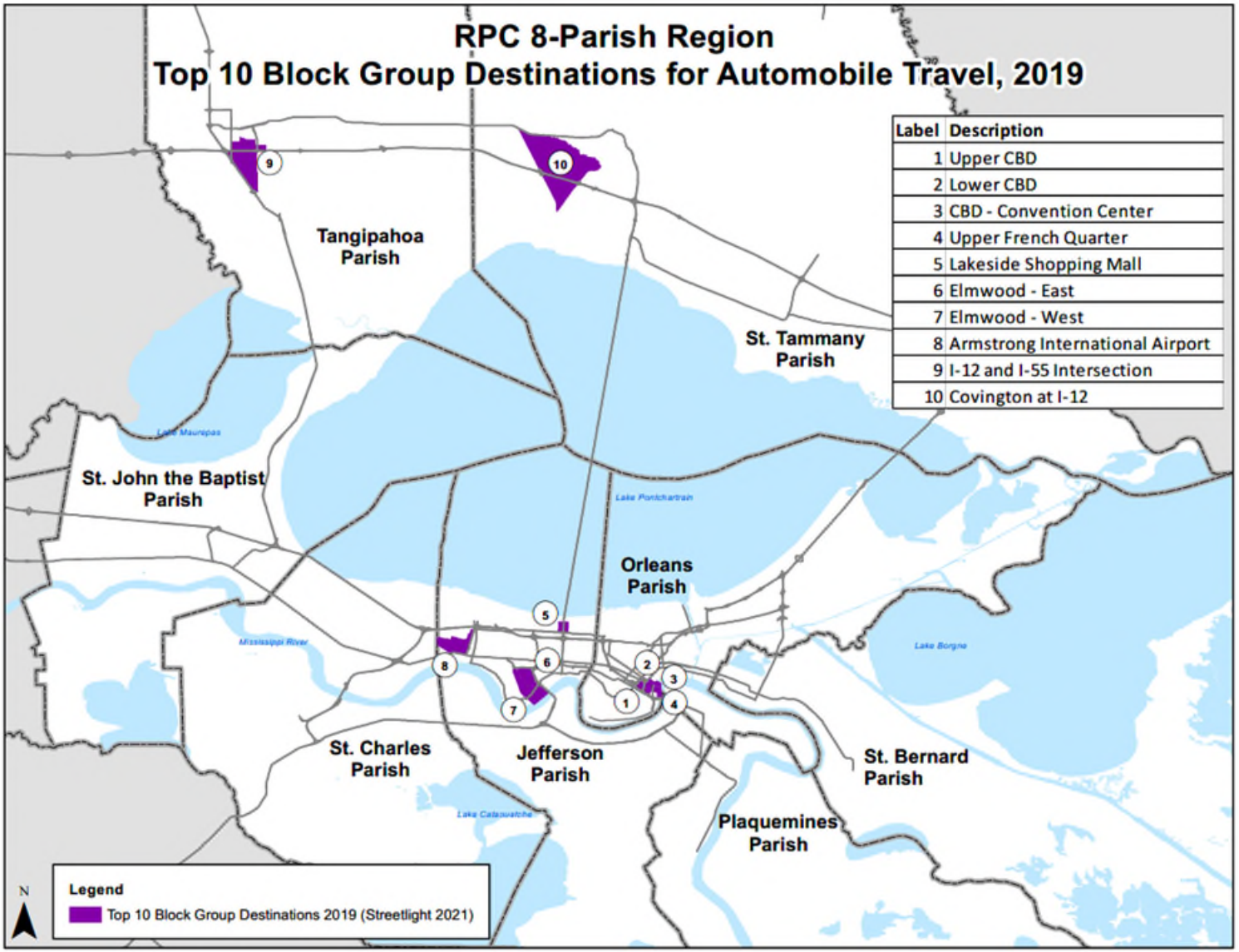
Higher Education Travel

The New Orleans MPA is home to ten higher education campuses with full-time enrollments of 1,000 students or more. (Delgado City Park, Delgado West Bank, UNO, SUNO, Nunez, Tulane, Loyola, Xavier, Dillard, and Holy Cross), along with several degree-granting institutions with a specialty focus such as the New Orleans Baptist Theological Seminary. Several institutions with primary campuses outside the New Orleans UZA (such as River Parishes Community College, based in Gonzales) maintain smaller satellite campuses in the region.

Medical Travel

Healthcare-related travel accounts for a significant share of non-employment travel. In addition to serving as major employers, Ochsner Medical Center, University Medical Center, and other major medical campuses draw a significant share of healthcare trips.

Figure 4: Map of Top 10 Block Group Destinations for Automobile Travel, 2019



Population and Economy

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Population and Economy

This chapter describes demographic and economic trends within the New Orleans MPA which are relevant to the metropolitan transportation planning process. While the previous chapter addressed the built environment and development patterns driving travel demand, this chapter addresses the people and communities who live in greater New Orleans and use the region's transportation network, and provides an overview of how those communities are changing.

Population

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 Hurricanes Katrina and Rita in 2005, 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 987,083 residents as of the 2020 Decennial Census, reflecting a total population increase of 5.7% since the 2010 Census. This population change is largely a result of continued growth in the parishes most significantly impacted by the 2005 hurricanes, reflecting continuous rebuilding in the first half of the decade. The parishes that saw the most significant population decline from 2000-2010 saw the most significant population increases from 2010 to 2020 (see Figure 5).

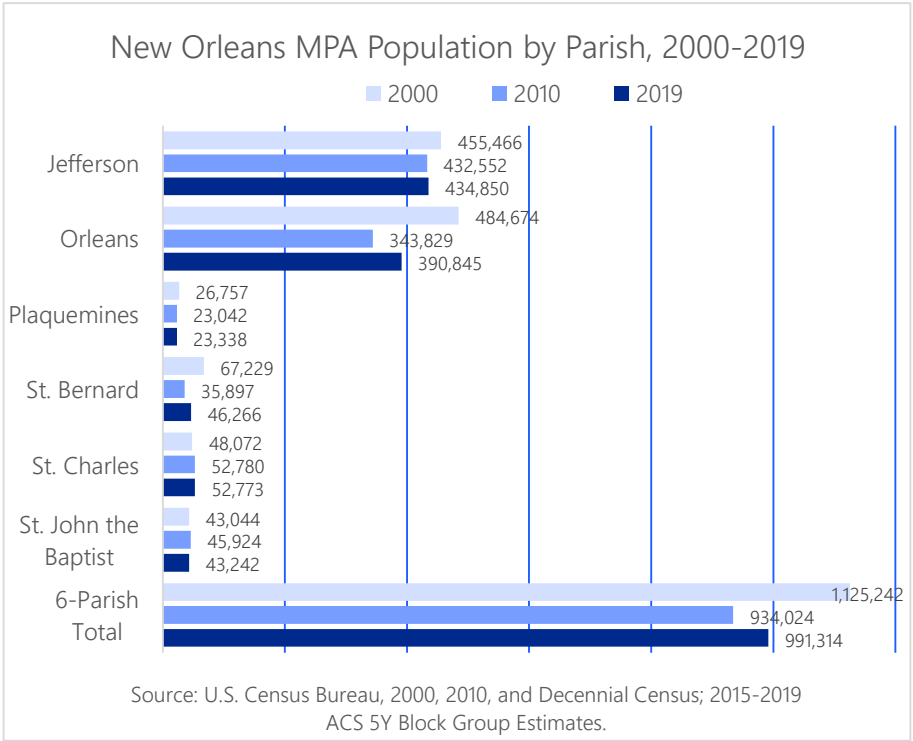


Figure 5: Chart of New Orleans MPA Population by Parish, 2000-2019

As noted in the Introduction, the boundaries of the New Orleans MPA include the New Orleans UZA plus areas likely to be developed within the next 20 years. This geographic area covers most, but not all, of the population of the six southshore RPC member parishes. Table 5 shows the percentage of the population and land area of each parish that falls within the New Orleans MPA Census block groups. The New Orleans MPA includes over 99% of the population

but less than 40% of the land area of the six southshore parishes. Most of the excluded land area consists of wetlands located outside of the 100-year floodwall boundary which are unlikely to be developed, along with certain outlying developed areas which are geographically disconnected from the New Orleans urban area (including Grand Isle in Jefferson Parish and some downriver communities in Plaquemines Parish).

Age

As shown in Figure 6, the New Orleans MPA region has an aging population. Although there has been modest annual growth in the number of residents under 40, annual growth rates for younger residents have lagged behind those of residents over the age of 65.

POPULATION AND LAND AREA BY PARISH (TOTAL AND MPA BLOCK GROUPS)						
	2019 Population			2019 Land Area (sq mi)		
Parish	Total	MPA	%	Total	MPA	%
Jefferson	434,850	434,110	99.8%	295.7	188.1	63.6%
Orleans	390,845	390,845	100.0%	169.4	156.2	92.2%
Plaquemines	23,338	16,964	72.7%	780.3	46.7	6.0%
St. Bernard	46,266	45,970	99.4%	377.5	49.9	13.2%
St. Charles	52,773	52,773	100.0%	277.8	277.8	100.0%
St. John	43,242	42,180	97.5%	214.3	118.6	55.3%
6-PARISH TOTAL	**991,314**	**982,842**	**99.1%**	**2,115.0**	**837.3**	**39.6%**

Source: U.S. Census Bureau, 2015-2019 ACS 5Y Block Group Estimates and Gazetteer Files by Parish and Block Group. Note that the 6-Parish MPA Block Group area is larger than the actual MPA area, as some block groups are located only partially within MPA boundaries.

Table 3: Population and Land Area by Parish, 2019

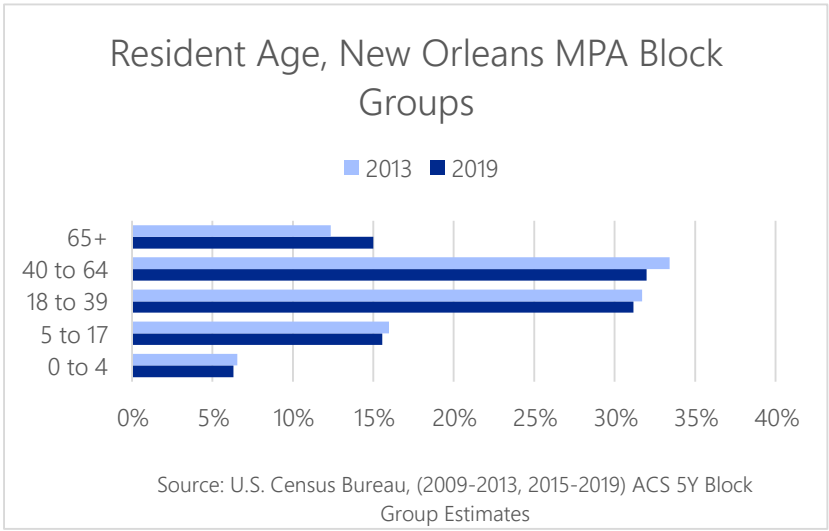


Figure 6: Chart of New Orleans MPA Resident Age, 2013-2019

Race and Ethnicity

The region has also continued to grow more diverse since 2013 (See Table 4), with minority residents comprising nearly 50 percent of the region's population as of 2019. Much of the growth in the region's minority population has occurred in Jefferson and St. Bernard parishes. The Hispanic / Latino population of the New Orleans MPA has grown at a faster annual rate than any other demographic group since 2013.

RACE AND ETHNICITY FOR THE NEW ORLEANS MPA 2019					
	2013		2019		Average Annual
POPULATION	Total	%	Total	%	Change
Total	942,022		982,842		0.72%
White alone	493,088	52%	500,568	51%	0.25%
Black alone	376,115	40%	401,284	41%	1.12%
Asian alone	30,176	3%	32,144	3%	1.09%
Other race or multiracial	42,643	5%	48,846	5%	2.42%
Total Minority	**448,934**	**48%**	**482,274**	**49%**	**1.24%**
Non-Hispanic/Latino	857,980	91%	886,483	90%	0.55%
Hispanic/Latino	84,042	9%	96,359	10%	2.44%

Source: U.S. Census Bureau, (2009-2013, 2014-2019) ACS 5Y Block Group estimates.

Table 4: New Orleans MPA Race and Ethnicity, 2013-2019

Household Income

Median household incomes have grown in all MPA parishes since 2010, although generally at a lower rate than household incomes have grown nationally (see Table 5). It's noteworthy that there are significant racial and geographic disparities in household incomes by location and race, both within the New Orleans MPA and regionally, with block groups having a larger percentage of minority residents generally having much lower household incomes than block groups that are predominantly white.

MEDIAN HOUSEHOLD INCOME BY PARISH, 2010 and 2019			
Parish	Median Household Income (2010)	Median Household Income (2019)	Change 2010-2019
Jefferson	$48,175	$54,032	12%
Orleans	$37,468	$41,604	11%
Plaquemines	$54,731	$57,204	5%
St. Bernard	$39,200	$44,661	14%
St. Charles	$60,961	$69,019	13%
St. John	$47,666	$57,429	20%
Louisiana	$43,445	$49,469	14%
U.S.	$51,914	$62,843	21%

Source: U.S. Census Bureau, ACS (2006-2010; 2015-2019) 5Y Block Group Estimates

Table 5: New Orleans MPA Median Household Income, 2010-2019

Future Population

Population projections indicate that the region will experience modest growth through 2050 (see Table 6), with the majority of absolute growth occurring in Jefferson and St. Charles Parishes. Overall, the region's population is expected to grow by about 3% over the next thirty years. Population growth in St. Tammany and Tangipahoa Parishes, outside the New Orleans MPA, is expected to be far higher, resulting in potential increased congestion from regional travel.

It is important to emphasize that there is significant variance in population projections for the New Orleans MPA based on different inputs and modeling assumptions, and that certain models may project significantly different population outcomes. The population forecasts for MTP 2052 were developed using a number of disparate sources as reference material, varying as widely as Woods and Poole (proprietary forecasts), to the United Nations urbanization forecasts for the metropolitan area.

After significant deliberation, RPC used a simplified growth rate regimen to extrapolate population forecasts. RPC established a growth rate by parish using the 1990, 2000, and 2020 census. RPC then averaged the annualized growth rates between the census years to establish an annualized growth rate for a three-decade time frame. The average annualized growth rates by parish were then used to extrapolate population estimates by parish using the 2020 census population baseline to the horizon year of the plan, 2052.

RPC specifically excluded the rates between 2000 and 2010 census figures in developing trendlines as the region was still recovering from Hurricane Katrina in 2005 and its aftermath. Population dispersions were still very much in flux at the time of the 2010 census, and RPC considered population shifts that had occurred prior to and during the 2010 census to be temporary.

2050 POPULATION PROJECTIONS			
	Total Residents		% Change,
Parish	2020 (Actual)	2050 (Projected)	2020-2050
Jefferson	440,781	453,787	3.0%
Orleans	383,997	384,216	0.1%
Plaquemines	23,515	24,418	3.8%
St. Bernard	43,764	46,934	7.2%
St. Charles	52,549	63,708	21.2%
St. John the Baptist	42,477	43,165	1.6%
6-Parish Total	**987,083**	**1,016,228**	**3.0%**
St. Tammany	264,570	488,196	84.5%
Tangipahoa	133,157	199,581	49.9%
8-Parish Total	**1,384,810**	**1,704,005**	**23.0%**
Louisiana	**4,657,757**	**5,238,786**	**12.5%**

Sources: U.S. Census Bureau, 2020 Decennial Census; NORPC, 2022.

Table 6: New Orleans MPA Population Projections, 2020-2050

RPC believes the corresponding outputs of the simplified methodology are reflective of trends observed “on the ground.” Overall, they reflect steady and modest growth in the region relative to other forecasts and other regions in both Louisiana and the United States.

It should also be noted that projected population changes (as with other planning inputs) assume baseline land use and transportation conditions. Changes in zoning, transportation investment priorities, or other factors may affect regional population growth.

Economy

When considering the long-range transportation planning efforts to be undertaken by the RPC in the coming decades, it is important to examine all factors affecting the region's transportation needs and services. The U.S. Department of Commerce designate the RPC as the region's Economic Development District (EDD). With boundaries slightly different from the MPA, the Southeast Louisiana EDD covers Jefferson, Orleans, Plaquemines, St. Bernard, and St. Tammany Parishes. The interrelated nature of the regional economy allows for this work to inform the RPC's transportation planning process for the New Orleans MPA.

The economic development activities of the RPC are primarily guided by the federally mandated Comprehensive Economic Development Strategy (CEDS). This document is a "strategy-driven plan for regional economic development designed to build capacity and guide the economic prosperity and resiliency of an area or region."[6] Updated every five years, the CEDS utilizes extensive engagement and input from a diverse group of stakeholders from the region. The most recent CEDS was completed for 2019-2023 and presents industries considered central to the regional economy into clusters as determined by stakeholder input. Foundational clusters are those which, historically, drive the regional economy and include Advanced Manufacturing, International Trade, Energy, and Tourism. Diversifying clusters are industries identified as having high potential for future employment growth and economic impact. Health Sciences, Environmental Management, Digital Media, and Food and Agriculture were identified in the 2019-2023 CEDS as diversifying clusters for the region.

[6] U.S. EDA's Comprehensive Economic Development Strategy (CEDS) Content Guidelines: Recommendations for Creating an Impactful CEDS, page 2, march 9, 2016.

Employment

Overall jobs in the six-parish MPA region decreased from 512,387 jobs in 2017 to 480,114 jobs in 2021 (see Table 7), representing a decline of 6.3%. The rate of decline in jobs was significantly faster than the population decline of 0.7% during the same period. A variety of factors account for the substantial decline in jobs throughout the region, but the COVID-19 Pandemic resulted in the most noteworthy changes within the region's industries.

REGIONAL EMPLOYMENT			
	Total Jobs		
Parish	2017	2021	% Change
Jefferson	216,464	203,725	-5.9%
Orleans Parish	226,748	211,510	-6.7%
St. Charles	26,530	25,137	-5.3%
St. Bernard	11,909	11,692	-1.8%
St. John the Baptist	16,404	15,099	-8.0%
Plaquemines	14,332	12,951	-9.6%
6-Parish Total	**512,387**	**480,114**	**-6.3%**

Source: EMSI estimates, 2017 and 2021

Table 7: New Orleans MPA Employment, 2017-2021

Historically, the region benefitted from a robust tourism sector focusing on food and culture. This sector suffered the greatest losses during the COVID shutdown of 2020-2022 with over 20% loss of jobs. As the region seeks to recover these losses with festivals, parades, and tour destinations reopening and reoccurring. In contrast to staggering loss of jobs in the tourism industries, the health sciences industries grew during the same period. Jobs in Health Sciences saw an increase of 3.8% in jobs from 2017 to 2020, making it the industry cluster with the largest number of jobs within the New Orleans UZA. In addition to these gains, New Orleans is a leading market for energy production (including alternative energy sources), logistics, and transportation. Providing access to deep draft ports, six Class I railroads, and a top- ranked international airport, the region provides multimodal transportation access for developing markets as well as high-paying jobs in this industry. Initiatives in port, rail, and aviation cargo transport facilities continue to promote the region's intermodal prominence.

As consequences of climate change and recent devastating storms (Hurricane Zeta in 2020 and Hurricane Ida in 2021) affecting the region, the predominance of green infrastructure solutions in recovery efforts continue to provide jobs and opportunities in this burgeoning industry. Significant increases in residential and commercial flood and homeowners' insurance premiums threaten new development, as well as retention of existing businesses and populations. These challenges will need to be addressed to ensure economic prosperity for the region into the future.

Future Employment

Understanding and facilitating access to major employment centers is a key component of a regional transportation strategy. The economic inputs used by the RPC to model 2052 transportation needs indicate that overall employment in the six-parish Southshore region will grow very modestly (1.7%) from 2022-2052 (see Table 9), with job losses in existing key industries such as manufacturing being offset by growth in other sectors. Projected employment growth is distributed unevenly, with most employment growth occurring in St. Charles and St. John the Baptist Parish, offsetting losses elsewhere. Significant employment growth is expected on the Northshore (outside the New Orleans MPA) which is expected to affect regional travel demand.

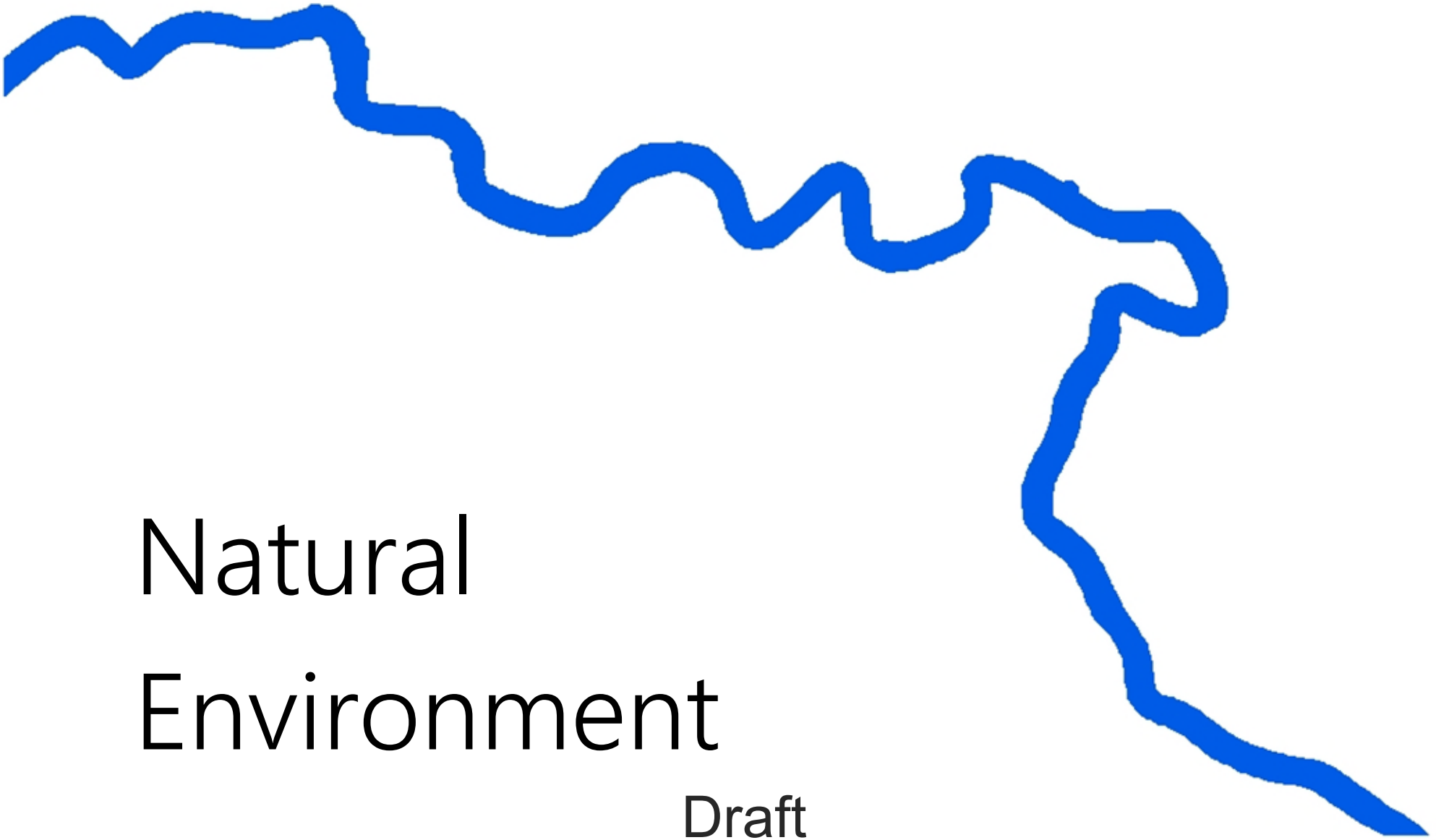
As with other modeling inputs, it should be noted that there is a degree of uncertainty in forecasting future employment conditions and that the economic data used to develop the planning input forecasts take time to account for major anticipated land use changes, as well as significant economic shocks such as the COVID-19 pandemic.

INDUSTRY METRICS FOR NEW ORLEANS MPA PARISHES, 2017 AND 2020			
	Total Jobs		
Cluster	2017	2020	% Change
Advanced Manufacturing	7,462	6,705	-10.1%
International Trade	20,471	20,084	-1.9%
Energy	13,516	13,594	0.6%
Tourism	63,420	50,215	-20.8%
Foundational Cluster Total	104,870	90,598	-13.6%
Digital Media	6,732	6,721	-0.2%
Environmental Management	23,645	21,920	-7.3%
Health Sciences	54,978	56,780	3.3%
Seafood	3,230	2,987	-7.5%
Diversifying Cluster Total	88,586	88,408	-0.2%
Source: EMSI estimates, 2017 and 2020			

Table 9: New Orleans MPA Industry Cluster Employment, 2017-2020

NEW ORLEANS MPA EMPLOYMENT PROJECTIONS, 2022-2052					
	Total Jobs				% Change
Employment Sector	2022	2032	2042	2052	2022-2052
Jefferson	291,235	305,414	310,358	307,469	5.6%
Orleans Parish	297,386	299,226	291,624	277,543	-6.7%
Plaquemines	21,228	23,549	25,727	27,885	31.4%
St. Bernard	17,324	17,330	17,068	16,650	-3.9%
St. Charles	17,524	17,804	17,837	17,723	1.1%
St. John the Baptist	33,082	36,338	39,380	42,288	27.8%
6-Parish Total	**677,779**	**699,661**	**701,994**	**689,558**	**1.7%**
Source: Woods & Poole Economics Inc., 2021					

Table 8: New Orleans MPA Projected Employment, 2022-2052



Natural Environment

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Natural Environment

The New Orleans region features a natural geography that is treasured by residents and visitors alike. However, it is also prone to a variety of natural hazards that pose an increasing risk to the physical and social fabric of the community, and which can be exacerbated by human activity. The impacts of the natural environment on the regional transportation system are many, and vice versa. This chapter summarizes environmental impacts that have been identified by regulations, stakeholders, and data as being critical considerations in transportation planning.

Air Quality

With the exception of sulfur dioxide (SO^2), the region is in full attainment of all National Ambient Air Quality Standards (NAAQS) for the criteria pollutants defined in the Clean Air Act. The SO^2 exceedance is attributed to point-source (i.e., non-transportation) polluters. 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 associated emissions could change that status in the future.

Natural Disasters & Recovery

The environmental resources and challenges in the region are largely defined by water. 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 vulnerabilities that may be addressed through physical improvements or by providing alternative 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 also increasing.

Hurricane Ida, which struck Louisiana near the New Orleans region on August 29, 2021, served as a stark reminder of the region's vulnerability to natural hazards. The storm was one of the strongest and costliest to ever strike the U.S., and its immediate impacts, including lengthy power

outages and transportation network disruptions, have been followed by months of ongoing recovery and rebuilding. Other recent disasters such as Hurricane Zeta in 2020, the statewide "Great Floods" of 2016, and frequent localized flooding serve to further highlight the need to strengthen the transportation system against natural hazards and ensure that it effectively serves response and recovery efforts.

Climate Change

Climate change is perhaps the greatest environmental threat facing the region, and one which exacerbates many other hazards. As greenhouse gases continue to increase their impacts on the global climate and human habitats have become increasingly apparent. Temperature increases, sea level rise, abnormally heavy precipitation events, and stronger tropical storms have all been tied to climate change, as have indirect impacts to food systems, human health, and deteriorating infrastructure.[7] The New Orleans region is particularly vulnerable to these changes. Tropical weather events and frequent flooding are expected to worsen, and the western Gulf of Mexico is projected to experience some of the highest rates of sea level rise in the United States.[8] As indicated by the Figure 7 below, sea level is expected to continue to rise even within low greenhouse gas emissions scenarios.

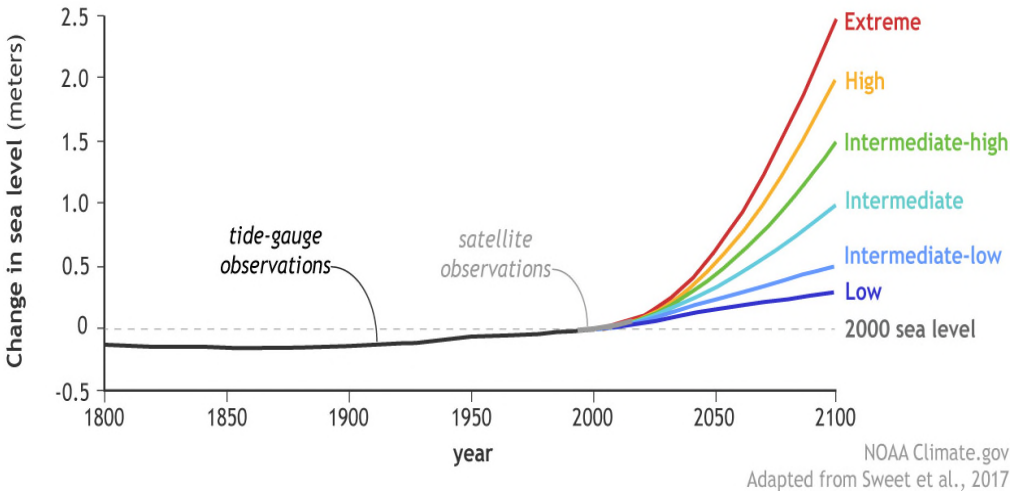

Figure 7: Chart of Possible Future Sea Levels For Different Greenhouse Gas Pathways

Based upon the available data for local, national, and global sea level rise trends the RPC has determined that a 1-foot sea level rise is most applicable for planning decision making through 2052. Although some trends show a higher rise, there are too many factors that affect the outcome, including potential advancements to curb greenhouse gas emissions, to justify assumptions of greater sea level rise than 1 foot. While

[7] USGCRP (2017). Climate Science Special Report: Fourth National Climate Assessment, Volume 2, https://nca2018.globalchange.gov/downloads/NCA4_Report-in-Brief.pdf

[8] Lindsey, R. (2021). Climate Change: Global Sea Level. NOAA Climate.gov: https://www.climate.gov/news-features/understanding-climate/climate-change-global-sea-level

such a rise is not the most severe potential outcome it would have dramatic repercussions on the regional transportation system and the communities it serves.

As the RPC seeks to prepare the region for the impacts of climate change it must also acknowledge that human activity and the transportation system are a direct cause of the problem. The United Nations Intergovernmental Panel on Climate Change (ICPP) has stated that increased greenhouse gas concentrations "are unequivocally caused by human activities,"[9] and that transportation accounted for 25% of energy-related CO^2 emissions in 2019.[10] This relationship has clear implications for transportation planning, indicating the need for strategies that limit greenhouse gas emissions such as improved technologies and reduced VMT.

[9] IPCC (2021). Sixth Assessment Report: Summary for Policymakers: https://www.ipcc.ch/report/ar6/wg1/downloads/report/IPCC_AR6_WGI_SPM.pdf

[10] IPCC (2021. Sixth Assessment Report: Chapter 10 – Transport: https://report.ipcc.ch/ar6wg3/pdf/IPCC_AR6_WGIII_FinalDraft_FullReport.pdf

Transportation Network and Travel Demand

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Transportation Network and Travel Demand

This chapter provides a summary of the existing transportation network for the New Orleans southshore MPA as of 2022, as well as travel patterns by mode of transportation.

The Regional Planning Commission collects and maintains data on the transportation network for a variety of purposes, including but not limited to:

- Tracking changes in overall transportation usage and trends over time.
- Understanding travel demand for different locations, modes and trip purposes.
- Making data-driven decisions about where (and what kind) of new transportation investments to make.
- To evaluate the impacts of existing investments.
- Managing congestion and safety needs during periods of peak travel demand, such as the traditional morning and evening rush hours.

The RPC, DOTD and other agencies evaluate travel demand by location and travel mode using tools and data sources that include:

- Commuter travel data from the U.S. Census Bureau, including the ACS and Census Transportation Planning Package (CTPP).
- Travel demand modeling, which uses demographic, employment, education and land use data compiled by RPC staff to estimate existing and future travel demand by location.
- Direct counting of travelers and vehicles as part of a traffic monitoring program.
- Local and national household travel surveys, which can provide information on traveler demographics, trip origins and destinations, and travel purpose.
- Emerging “big data” analytics tools such as Streetlight, which aggregate smartphone location data to produce travel estimates.

Travel Mode and Purpose

The commute to work is considered by many travelers to be their most important trip, and has traditionally been used in transportation planning to provide an overall measure of how people travel. In the New Orleans MPA six-parish region, the majority of commuters (76.8%) drive alone to work (see Table 10). Regionally, just over 3% of commuters take public transit and approximately 4% walk or bike, though these modes have a higher share of commute trips in Orleans Parish, where nearly 7% of commuters take transit and over 8% walk or bike.

As mentioned previously, non-work-related destinations are a major driver of regional travel, and according to the National Household Travel Survey (NHTS), slightly less than 20% of passenger vehicle trips in the U.S. are for commutes to and from work (or other work-related travel), with education, retail, and social / recreational trips accounting for most remaining personal travel (see Figure 8). While data on work-related travel is more readily available through the ACS and LEHD programs than travel for other purposes, the RPC is continually seeking more detailed data on trip purposes, which can allow for a more nuanced understanding of how and why people travel throughout the region.

MEANS OF TRANSPORTATION TO WORK					
Parish	Commuters	Mode of Transportation			
		Drive Alone	Transit	Walk or Bike	Other
Jefferson	207,616	80.7%	1.1%	1.8%	16.3%
Orleans	178,947	68.0%	6.8%	8.5%	16.7%
Plaquemines	10,456	85.0%	0.2%	1.9%	12.9%
St. Bernard	18,530	85.4%	1.1%	1.6%	11.9%
St. Charles	24,238	89.0%	0.2%	1.0%	9.8%
St. John the Baptist	18,843	88.1%	0.2%	0.7%	11.0%
6-parish Region	**458,630**	**76.8%**	**3.2%**	**4.3%**	**15.7%**

Source: U.S. Census Bureau, ACS 2015-2019 5Y Estimates

Table 10: New Orleans MPA, Means of Transportation to Work, 2019

Automobile Travel

Overall, trips taken in in personal vehicles, or Single Occupant Vehicles (SOV) account by a wide margin for the largest share of personal travel. Most U.S. residents have access to at least one household vehicle and drive alone when commuting to work. This trend holds true for the six-parish New Orleans MPA region, where more than three-quarters of residents drive themselves to work. The roadway network is therefore the backbone of the regional transportation system, and planning for its continued maintenance and efficient operation remains a primary focus of the RPC.

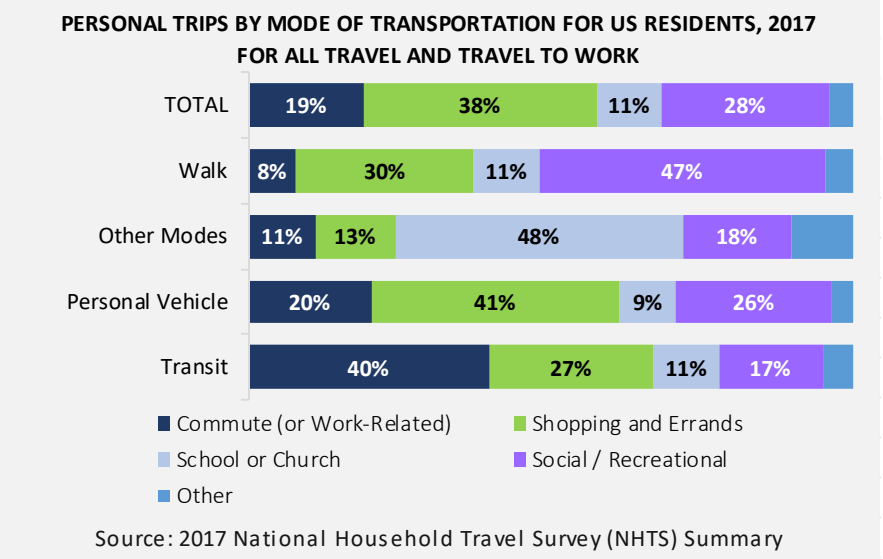


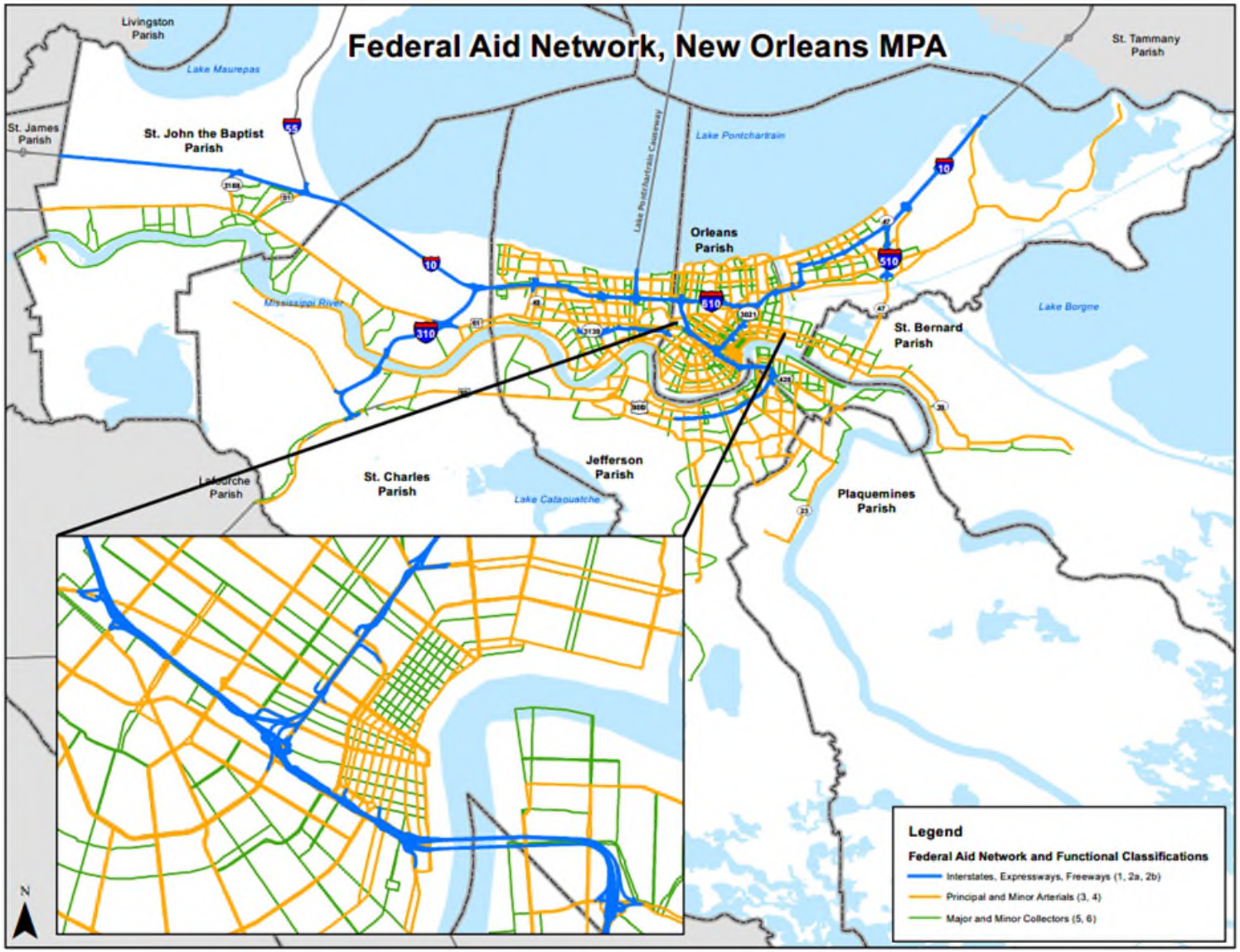
Figure 8: Chart of U.S. Mode and Trip Purpose, 2017

Roadway Network

Approximately 11,500 miles of center-lane road mileage serve the six-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 (see Figure 9). 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 are further categorized as Urban or Rural. Those classified as Urban 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.

Figure 9: Map of New Orleans MPA Federal Aid Network



Future Automobile Travel

The RPC Travel Demand Model estimates that total VMT and Vehicle Hours Traveled (VHT) will continue to grow from the current baseline to 2052. Regional VMT is forecast to grow by 12.6% and VHT is forecast to increase by 36.5%, outpacing more moderate forecasts for population and employment growth. If no alterations are made to the transportation system, 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.

6-PARISH VEHICLE MILES TRAVELED AND VEHICLE HOURS TRAVELED, 2022-2052				
	2022	2037	2052	% CHANGE, 2022-2052
VMT	25,243,502.5	27,389,830.0	28,425,112.2	12.6%
VHT	1,131,199.2	1,364,368.4	1,544,651.6	36.5%

Source: NORPC Travel Demand Model, 2022

Table 11: New Orleans MPA Projected VMT & VHT, 2022-2052

The VMT/VHT numbers above should be presented with several caveats:

- First, as with other modeling inputs, the RPC's VMT estimates do not fully account for economic disruptions such as the COVID-19 pandemic and potential long-term changes to travel patterns.
- Second, VMT estimates are based on older baseline data (2012-2016 CTPP) than other modeling information; do not fully reflect regional changes in employment and population since 2015
- Third, these numbers assume no further interventions to the transportation network; they do not account for potential or anticipated changes in travel patterns due to increased work from home (WFH) and remote learning, as well as emerging technologies such as carshare and smart cars which may reduce VMT over the next 30 years.
- Finally, VMT/VHT estimates are developed under a "no-build" scenario and do not account for infrastructure investments and programmatic interventions by RPC and DOTD to reduce VMT/VHT.

Importantly, the forecast suggests that VHT will increase at a higher rate than VMT. In other words, the amount of time people spend driving will increase even more than the distance they drive. This suggests that vehicular congestion is expected to worsen over the next thirty years, and regional transportation planning should encourage investments that improve roadway operational efficiency and encourage the use of non-SVO travel modes.

Alternative Transportation

Planning for transportation in the region needs to accommodate all roadway users. Alternative transportation is commonly defined as any mode of personal transportation other than a single-occupant vehicle. Alternative transportation modes can include biking, walking, carpooling, and

public transportation. The RPC has placed significant focus on planning and implementing projects that improve the mobility, connectivity, and safety for people who use these modes.

In general, residents are more likely to take alternative modes (such as walking and biking) when traveling for non-work related purposes such as shopping, exercise, and recreation. Because non-commuting trips are not accounted for in data on work-related travel, it is important to gather information on other trip types through other means, such as travel demand surveys and direct counts through traffic monitoring programs. The RPC is attempting to address this need in part by deploying more comprehensive data collection on all modes.

Public Transit

The New Orleans MPA is served by five (5) transit operators: the New Orleans Regional Transit Authority (RTA), Jefferson Parish Transit (JP Transit) River Parishes Transit Authority (RPTA), Plaquemines Parish government (PPG), and St. Bernard Urban Rapid Transit (SBURT). The RTA and JP Transit account for a substantial majority of service and passenger trips (see Table 12). Each of the agencies operates one or more fixed-route modes (bus, streetcar, or ferry), as well as paratransit and demand-response services that provide transportation to people that may not be able to use fixed-route modes, such as disabled individuals.

TRANSIT UNLINKED PASSENGER TRIPS BY MODE, 2019-2021				
Mode	Operator	Annual Ridership		
		2019	2020	2021
Bus	RTA	9,953,139	4,878,597	4,615,821
	JP	1,878,956	1,069,290	1,001,179
Streetcar	RTA	5,289,326	2,016,527	2,317,262
Ferry	RTA	844,949	400,943	626,822
	PPG	718,059	505,664	448,541
Fixed Route Total		**18,684,429**	**8,871,021**	**9,009,625**
Demand Response & Paratransit	RTA	229,195	134,713	142,810
	SBURT	92,207	37,333	-
	JP	65,133	43,338	48,932
	RPTA	17,487	14,775	-
	PPG	11,073	3,889	4,732
Demand Response Total		**415,095**	**234,048**	**196,474**
Total All Modes		**19,099,524**	**9,105,069**	**9,206,099**

Source: 2020 FHWA National Transit Data (NTD) reports by mode and agency; 2021 NTD Monthly Ridership Totals by mode and agency.

Table 12: Transit Unlinked Passenger Trips by Mode, 2019-2021

Transit Travel

Approximately 3.2% of workers in the New Orleans MPA travel to work using transit. In general, work-related travel comprises a higher share of transit trips than for other alternative transportation modes. This trend is reflected in both national data (NHTS) and in local Origin-Destination survey data.

Nearly all residents using transit to travel to work live in either Orleans or Jefferson Parishes. Transit commute share at the neighborhood level is strongly correlated with a lack of car ownership, as well as the level and frequency of public transit service by neighborhood. Transit usage is highest in block groups of Orleans Parish and Jefferson Parish with significant numbers of households without access to a car that are in close proximity to bus lines which connect to the New Orleans CBD. The exception to this trend is in block groups directly adjacent to the CBD and French Quarter, where residents are more likely to walk directly to work.

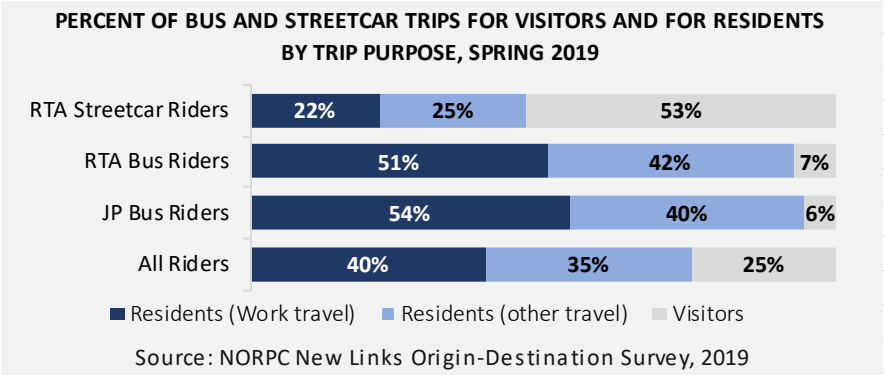
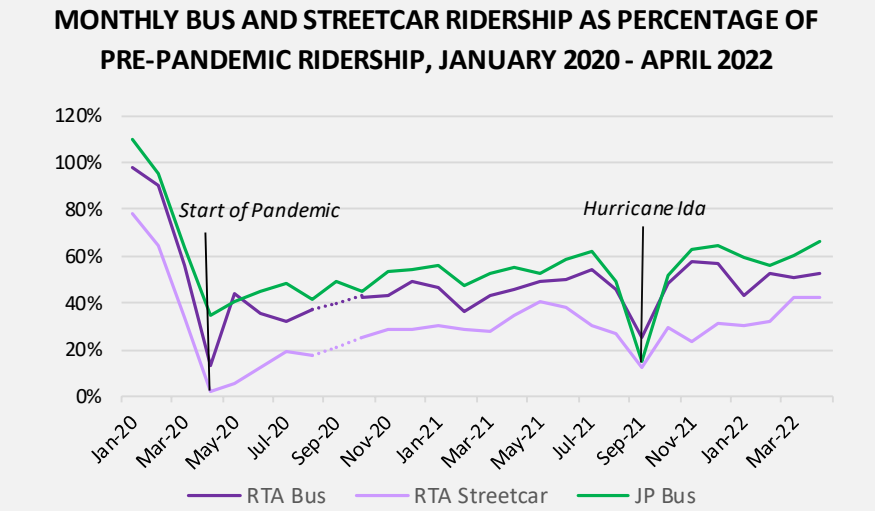


Figure 10: Chart of RTA and JP Transit Trips by Mode and Purpose, 2019

However, there are significant differences in trip purpose characteristics for bus and streetcar usage. While the majority of bus trips are for work-related travel, only 22% of trips taken by streetcar are for commuting trips. Slightly over half (53%) of streetcar trips are taken by non-residents, indicating high usage by tourists and other travelers to the New Orleans region (Figure 10).

Transit usage within the New Orleans MPA region has been significantly impacted by the COVID-19 pandemic. From 2019-2020, overall ridership on fixed route services declined by more than 50%, from approximately 18.6 million unlinked passenger trips (UPT) to 8.9 million passenger trips. Annual ridership levels remained depressed through 2021; ridership was also negatively affected by the impacts of Hurricane Ida in August 2021 (Figure 11).

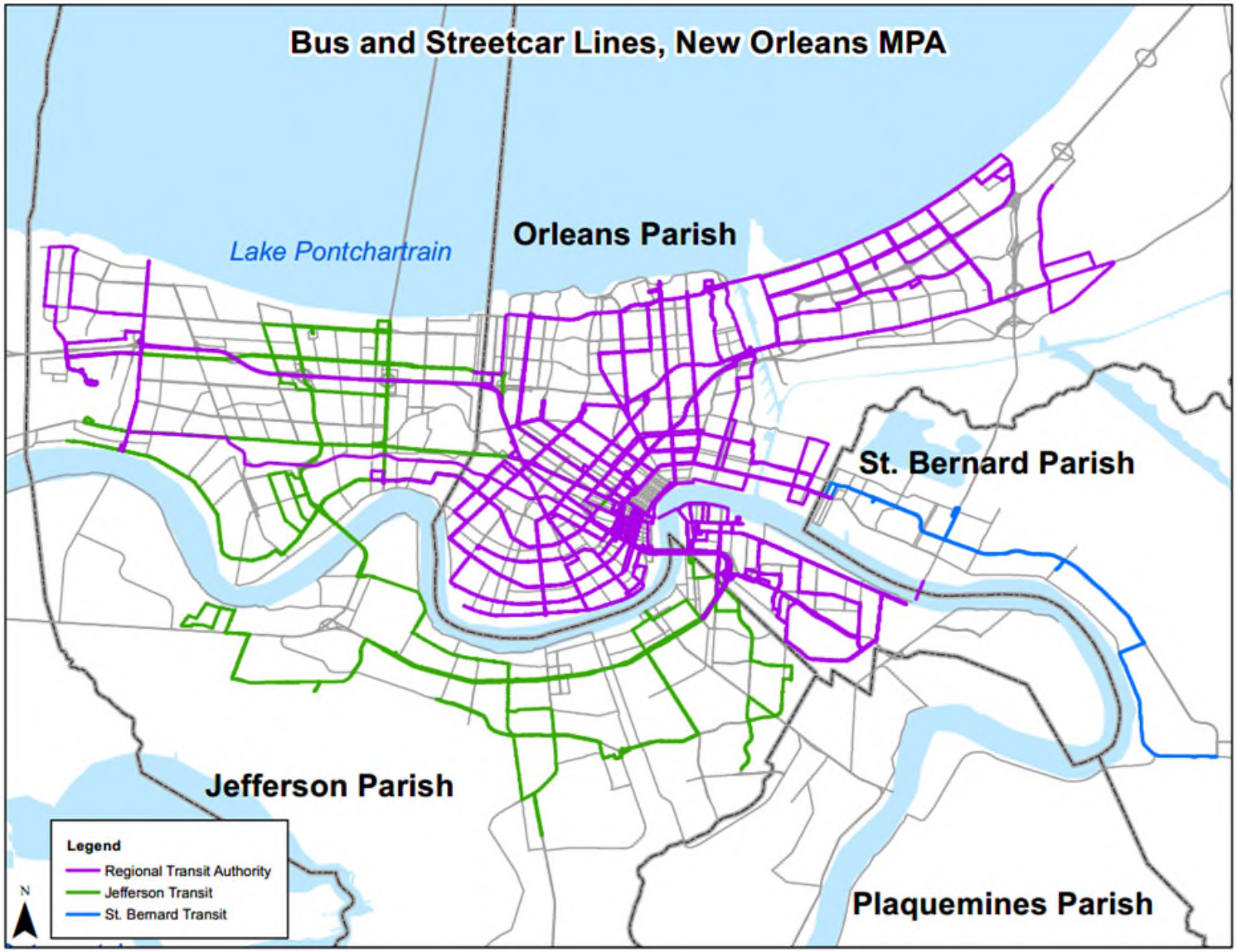
From November 2021 onwards to the writing of this plan, transit ridership has begun to show signs of modest recovery, although it remains well below pre-pandemic levels. Generally speaking, ridership on RTA and JP Transit bus services has remained higher relative to pre-pandemic ridership than streetcar ridership, and has been quicker to recover, potentially reflecting the larger share of streetcar trips that are typically for tourism and non-essential travel.



Source: FTA NTD Monthly Ridership Totals, 2018-2022.
*Note: pre-COVID baseline percentages are calculated as percentage of 2018 monthly ridershiptotals. September 2019 RTA totals were excluded due to data anomaly.

Figure 11: Chart of Bus and Streetcar Ridership, 2020-2022

Figure 12: Map of New Orleans MPA Bus and Streetcar Lines



Walking and Biking

Commuting by bicycle is made easier by a well-connected bicycle network. There is a positive correlation between the number of users construction of safe bicycle infrastructure that is part of a well-connected network. As of Fall 2021, there are approximately 393 miles of bicycle network facilities within the six-parish southshore region (see Table 13 and Figure 13). Those facilities consist of approximately 140 miles of shared on-street facilities (shared lanes, shoulder bikeways, bike boulevards, and designated on-street bike routes), 128 miles of exclusive on-street facilities (bike lanes, including buffered and separated lanes), and 125 miles of off-street facilities (including shared-use ped/bike paths, paved levee trails, and access ramps to those trails). Orleans Parish is the parish on the southshore to install separated (or protected) bike lanes using materials such as concrete and bollards to physically separate on-street bikes from traffic to enhance user safety. As of the writing of this plan, 15.8 miles of these separated bicycle facilities had been installed, and a new facility is under construction in Jefferson Parish.

Since the last MTP was released, there are now bicycle facilities in all six parishes, including both on- and off-street facilities. Though approximately 60% (234 miles) of the current network is located in Orleans Parish, several other parishes have recently completed their first on-street bicycle facilities and plan further system expansions.

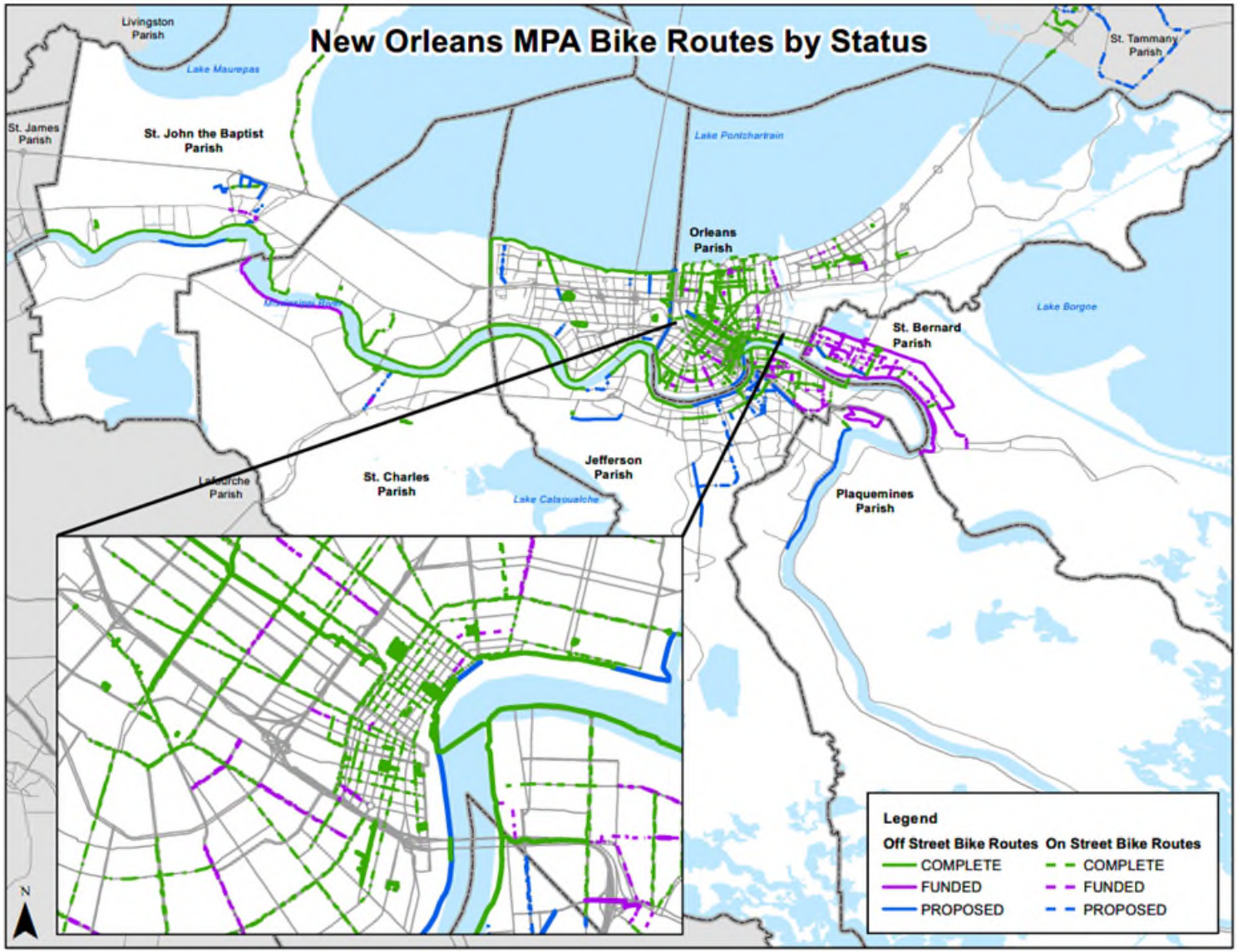
BICYCLE FACILITIES BY TYPE, 2021

Parish	On-street (shared)	On-street (dedicated)	Off-street path	TOTAL
Jefferson		14.2	51.0	65.2
Orleans Parish	113.9	92.6	27.9	234.4
Plaquemines	1.3			1.3
St. Bernard	7.1	3.0	1.6	11.8
St. Charles	5.6	0.1	28.3	34.0
St. John the Baptist		30.5	16.2	46.6
6-Parish Total	**128.0**	**140.5**	**124.9**	**393.3**

Source: NORPC, 2021

Table 13: New Orleans MPA Bicycle Facilities by Types, 2021

Figure 13: Map of New Orleans MPA Bike Routes by Status



Walking & Biking Travel

Currently, limited data exists on local, mode-specific walking and biking travel patterns with the exception of ACS estimates of commuter travel share. As compared to the State commuting patterns, walking and biking as a share of overall commuting is higher in the New Orleans Urbanized Area (UZA).

According to the ACS 5-year Estimates (2015-2019), 1.3% of the region's population commutes by bicycle and 3% commute by walking. As with transit ridership, there are significant differences in the share of people walking and biking to work between the region's parishes. Orleans Parish has the highest percentage of biking and walking commuters at 3.1% and 5.4%, respectively, while in each of the other parishes less than 2% of commuters walk or bike to work.

Walking, Biking & Employment Proximity

Walking or biking as a commute mode is heavily concentrated in neighborhoods in close proximity to major job centers in the New Orleans MPA. While only 5.43% of Orleans Parish residents walk to work, the share of residents walking to work in census block groups adjacent to major job centers is generally far higher. In some CBD and French Quarter census block groups more than 30% of residents walk to work. In the three block groups covering Tulane's campus, about 50% of workers walk to work, while only 18% drive to work alone.

Outside of Orleans Parish, walking commute share is likewise concentrated in neighborhoods adjacent to job centers and higher education institutions. In Jefferson Parish, less than 2% of residents walk to work, but in some block groups adjacent to major job centers such as along Jefferson Highway and the Metairie CBD area adjacent to Causeway Blvd, walking commute share exceeds 10%. There are also clusters of walking commuters in the core of Chalmette, Gretna, Laplace and a few other places with job clusters.

Bicycle commuting is similarly closely tied to proximity to employment centers. Bike commuters are highly concentrated in areas within a feasible biking distance (typically 1-3 miles) of major, high-density employment centers such as the New Orleans Central Business District. While only 3.06% of Orleans Parish residents bike to work, over 10% of workers in many block groups within 1-3 miles of the CBD and French Quarter bike to work. It is important to note that ACS commuter stats do not reflect changes due to significant bike infrastructure investments since 2018, especially in Orleans Parish.

Walking & Transit

ACS information on pedestrian commuting only includes residents who list walking as their primary mode of travel. The ACS questionnaire does not account for commuters who use a combination of modes to get to work, such as walking and transit. This is an important caveat when measuring demand for pedestrian infrastructure in areas served by public transit. Public transit functionally serves as an extension of the pedestrian network, allowing residents without a vehicle or bicycle to travel to destinations that are too distant to realistically access by walking alone. As of Spring 2019, over 95% of transit users in greater New Orleans walk to and from their bus or streetcar stop, according to the March 2019 New Links Origin-Destination Survey.

Non-Commuter Biking and Walking Travel Demand

While comprehensive data on non-commuter walking and bicycle usage remains limited, the RPC has recently begun to collect continuous and short-range count data on its own studies and incorporate short-range and continuous count data collected by the University of New Orleans Transportation Institute (UNOTI) into the planning process. This data provides important information on high-usage non-motorized travel corridors. On those corridors, data indicates that significant travel is taking place outside of the traditional peak commuting travel periods. For example, Figure 14 shows similar travel patterns on the Lafitte Greenway on both weekdays and weekends, indicating similar levels of both recreational and commuting travel.

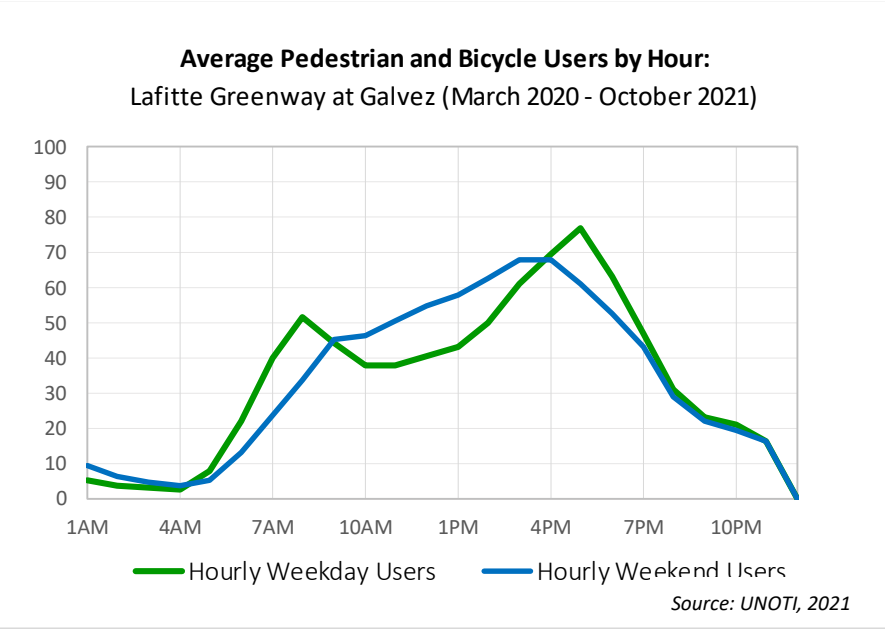


Figure 14: Chart of Lafitte Greenway Users by Hour, March 2020-October 2021

Micromobility

The FHWA defines micromobility as: Any small, low-speed, human or electric-powered transportation device, including bicycles, scooters, electric-assist bicycles (e-bikes), electric scooters (e-scooters), and other small, lightweight, wheeled conveyances. Investments in micromobility solutions have become popular across the U.S. in recent years as the lightweight, single-person operable equipment allows for more mobility and accessibility with on-demand access.

In late 2017, the City of New Orleans entered a partnership with the transit-network company Uber to offer a bike share system called Blue Bikes. In early 2020, the system was shuttered and Uber divested in its bikeshare assets in New Orleans, but the City of New Orleans has recently entered into a new agreement with a local electric bike share company called Blue Krewe. From the new system launch in late August 2021 through the end of 2021 there were 67,106 bike share trips made.

Forecasting the growth of systems like bike share or scooter share can be difficult. Since the system is relatively new to the transportation network, it's hard to predict exactly how it will be used, which introduces new challenges to transportation planning. Equitably locating stations in areas that are also safe for people to operate the equipment can contribute to political and community concerns. Enforcement issues regarding where people leave bikes parked, or potentially scooters in the future, are also important concerns.

For now, mass transit remains the most efficient means of moving large numbers of people long distances in the region. Further investments in micromobility options may have the potential to assist with critical first and last mile connections. Bike share and other micomobility options may also substitute shorter transit trips, while reducing the reliance on the need for a private vehicle. The RPC will continue to monitor these developing modes and seek opportunities to incorporate them in future planning efforts.

Intercity Travel

As a major travel destination the New Orleans MPA is host to large numbers of visitors. In addition to the roadway network, travel in and out of the region is facilitated by multiple airports, a cruise terminal, intercity bus and passenger rail.

Air

The Louis Armstrong New Orleans International Airport (MSY) is the region's primary commercial passenger airport. In November 2019 the new main terminal, which was built north of the old facility, opened to the public. This new terminal has 35 gates and an updated, consolidated security checkpoint.

Additional private and charter air passenger facilities in the region include Hammond North Shore Regional Airport, St. Tammany Regional Airport, Slidell Municipal Airport, Port of South Louisiana Executive Regional Airport, and the New Orleans Lakefront Airport. In addition to general aviation facilities, Alvin Callendar Field, a large military airport at the Naval Air Station Joint Reserve, is located in Belle Chasse. There are 21 other private airports, and 45 private heliports in the area. There are also 7 private seaplane bases in the region.

Prior to the COVID-19 pandemic, travel to and from MSY had been increasing at an exponential rate. Total enplaned and deplaned passengers grew from 11.1 million passengers in 2016 to 13.6 million in 2019.[11] In 2020, due to the global COVID-19 Pandemic and travel restrictions worldwide, the total passengers through MSY shrank to approximately 5.3 million passengers.[12] As travel restrictions ease and the nature of the pandemic changes, it is expected that the number of trips will gradually return to pre-pandemic levels.

[11] Louis Armstrong International Airport, 2020

[12] Ibid.

Cruise

The Port of New Orleans is the 6th-largest cruise port in the United States. International passenger cruise service had been steadily increasing from 2015 through 2019, with over 1 million passengers each year.[13] In April 2020 all cruise ship trips were halted due to the COVID-19 pandemic, but cruises returned in September 2021 when the 2,980-passenger Carnival Glory set sail from New Orleans.

Intercity Bus and Rail

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, Illinois with service to Hammond, Louisiana (daily roundtrip)
- The Crescent: New Orleans to New York City, New York with service to Slidell, Louisiana (daily roundtrip)
- The Sunset Limited: New Orleans to Los Angeles, California (3 roundtrips per week)

Passenger rail travel into and out of the New Orleans UPT has generally declined in the past decade, from over 222,828 in 2012 to 151,977 in 2019, a 32% decline[14]. There has been an even more dramatic decline since the onset of the COVID-19 global pandemic, with ridership well below 90,000 in both 2020 and 2021.[15]

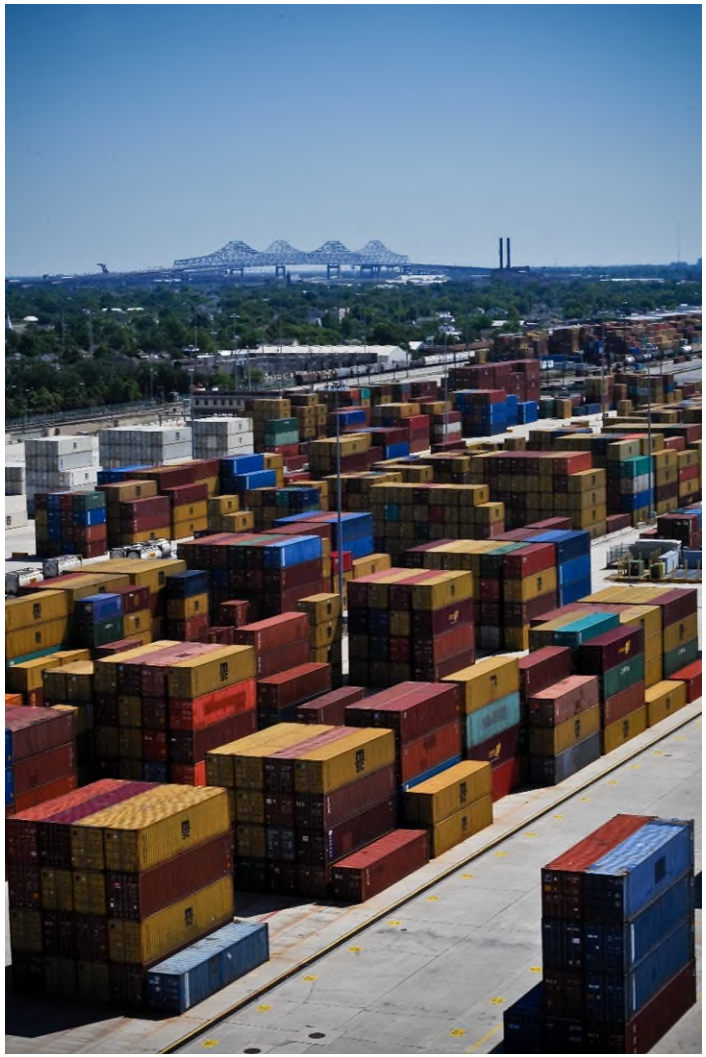
Intercity bus service from New Orleans UPT is provided by Greyhound and MegaBus. Greyhound receives funding through the Federal Transit Administration (FTA) Section 5311(f) Intercity Bus Grant

[13] Port of New Orleans, 2021.

[14] Amtrak, 2021.

[15] The Great American Stations Project, 2022.

through LADOTD to operate commuter bus service between New Orleans and Baton Rouge (with stops in Laplace and Gonzales), and New Orleans and Houma. Megabus now operates daily service out of NOUPT to Baton Rouge as well. FlixBus, much like Megabus, is a private transit service that began to operate in Louisiana in 2019. Flixbus operates services in New Orleans, Baton Rouge, Lafayette, and Lake Charles in Louisiana en route to Houston and Austin, Texas.



Freight Transportation

The movement of freight through the New Orleans MPA is a critical part of the region's transportation system and economy. Due to its location on the lower Mississippi River, the region moves grain, coal, crude oil and other bulk products through five ports. The region is home to the largest tonnage port in the nation, the Port of South Louisiana, and the largest container port in Louisiana, the Port of New Orleans (Port NOLA). There is significant barge and tow traffic, as well as foreign flag vessels, six Class I railroads and two Class III railroads. The National Highway System (NHS) and National Highway Freight System (NHFS) serve all the major terminals, warehouses and local businesses and the air freight market based out of the Louis Armstrong New Orleans International Airport. Planning for the flow of freight, while taking into account all other modes of transportation, is a key focus area for the RPC.

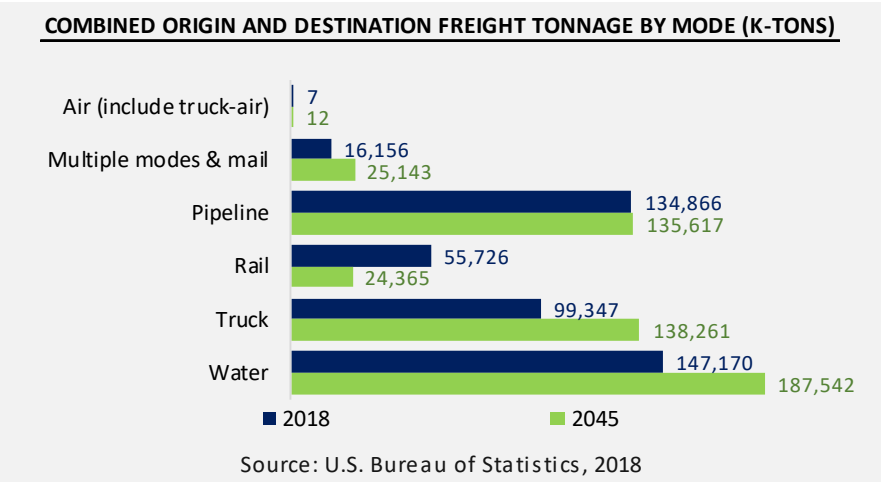


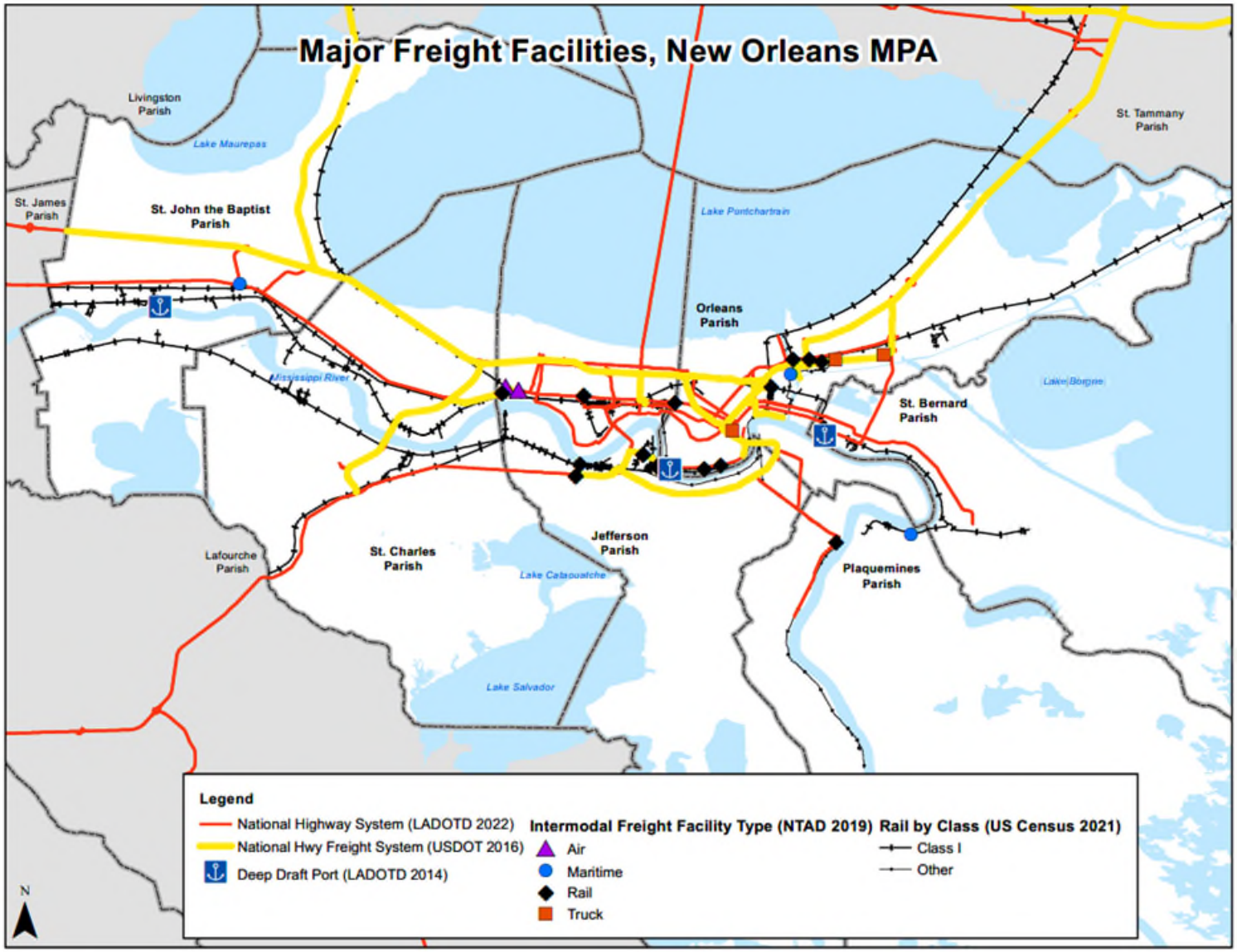
Figure 15: Chart of Freight Tonnages by Mode, 2018

Baseline data collected on the movement of freight commodities through the region are based upon the most recent Freight Profile the RPC released in 2020.[16] This data was taken from the U.S Bureau of Transportation Statistics Freight Analysis Framework from 2015 through 2019, which are the most accurate data before the impacts of the COVID-19 pandemic began to impact supply chains globally.

For all commodities that flow through the area, maritime vessels carried the highest combined origin and destination tonnage in 2018 with 33% of total regional tonnage (see Figure 15). Pipelines and trucks carried 30% and 22% of regional tonnage, respectively, in 2018. While pipelines are projected to carry a relatively stable tonnage through 2045, both trucks and maritime modes are expected to increase their share of regional freight movements.

[16] RPC Freight Profile, 2020-2021, https://www.norpc.org/wp-content/uploads/2021/10/RPC-Freight-Profile-2020-2021-Finalcompressed.pdf

Figure 16: Map of New Orleans MPA Major Freight Facilities



Transportation Safety

A transportation system that serves a wide range of travelers on multiple modes introduces some level of risk to its users. Despite ongoing efforts to ensure safety on the regional transportation system, the New Orleans MPA has unfortunately experienced an increase in fatalities and injuries in recent years. The RPC monitors crash and safety data and has observed the following trends between 2011 and 2020 (see Figures 17 and 18), the most recent year for which data is available:[17]

- Fatalities increased by 43% between 2011 and 2020
- Suspected Serious Injuries (SSI) increased by 10% between 2011 and 2020
- Non-motorized fatalities and SSI (combined) increased by 80% between 2011 and 2020

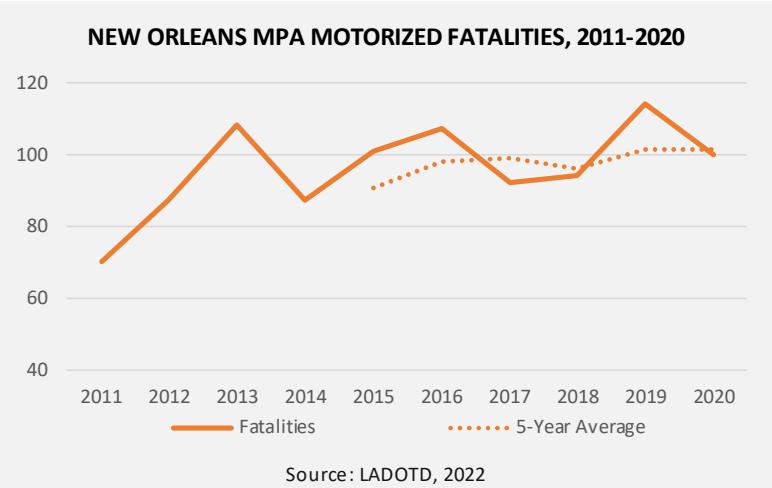


Figure 17: New Orleans MPA Motorized Fatalities, 2011-2020

[17] **Crash & Safety Data Statement:** This document and the information contained herein is prepared solely for the purposes of identifying, evaluating and panning 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 LADOTD Traffic Safety Office at (225) 379-1871 before releasing any information.

The increases across safety measures do not appear to be offset by a drastic increase in system usage, either on motorized or non-motorized modes, nor do they appear to be impacted by single-year outliers, as indicated by increasing 5-year averages.[18] In other words, travel in the region has become less safe.

These worrying trends indicate the need for an enhanced focus on safety and innovative practices to reduce dangerous crashes. The RPC's efforts to address this issue are described throughout the remaining chapters of this plan.

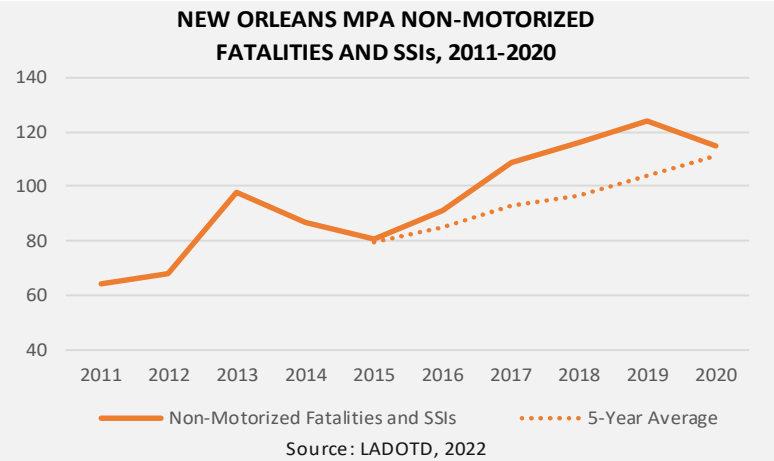


Figure 18: New Orleans MPA Non-Motorized Fatalities and SSI, 2011-2020

[18] **Crash & Safety Data Statement:** This document and the information contained herein is prepared solely for the purposes of identifying, evaluating and panning 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 LADOTD Traffic Safety Office at (225) 379-1871 before releasing any information.

Planning Inputs

Draft

Planning Inputs

This chapter provides a summary of the transportation planning factors which were used by Regional Planning Commission (RPC) staff in developing the 2052 Metropolitan Transportation Plan (MTP). These factors include both quantitative planning inputs as well as federal policy factors, public and stakeholder input, and the incorporation of several new assessments and tools into baseline development to improve data-driven transportation planning.

Population, Economy, Environment, and Travel

The New Orleans MPA is a dynamic region supported by a robust, multi-modal transportation system. As described in the previous chapters, the region can take advantage of many opportunities but will also face challenges over the next thirty years. Key planning inputs regarding development patterns, the population, economy, environment, and transportation system include:

- The distribution of housing, jobs, and other major destinations play a critical role in people's travel decisions. To the extent possible, regional transportation planning should be coordinated with local development decisions.
- The region's future transportation system must serve the needs of a population that is diversifying and aging.
- Both population and employment will grow moderately over the next thirty years, indicating an opportunity to focus on the transportation system's functionality rather than expansion.
- Natural hazards, including climate change and major events, will continue to have severe impacts on the region. The transportation system should be designed to both withstand these hazards and minimize its contributions to them.
- Automobiles remain the preferred mode of transportation for a majority of travelers. The distance people drive is forecast to increase, as is the amount of time they spend driving. Regional transportation planning should identify ways to improve roadway operations and provide more alternatives to driving.
- The New Orleans MPA is well-positioned to increase the use of public transit, walking, and biking as primary modes of transportation for many residents. Service and facility investments can enhance operations, safety, and ease of use.
- Both visitor travel and freight movement play vital roles in the region's economy, and the transportation system should continue to support these industries.
- Crashes that cause serious injury and death are a major concern, and safety must be improved for all travelers.

Infrastructure, Investment and Jobs Act Changes

IIJA includes notable changes to policies, priorities, and funding levels for federal transportation investments, which are reflected in the RPC's project development and selection process, as well as the development of the MTP planning baseline. The law authorizes approximately $284 billion in new transportation funding nationwide, effectively doubling federal transportation investments. These increases apply to existing funds that the RPC has traditionally used for system improvements as well as entirely new programs. Importantly, the law allows for investment in planning programs and projects that will expand the RPC's ability to positively impact the region. In addition to increased funding, some of the more significant changes included in IIJA are:

- **Expanded project eligibilities** within previously existing funding programs, including resilience improvements, electric vehicle charging stations, underground utilities, and protection from cybersecurity threats.
- **New formula funding** programs, including:
  - Carbon Reduction Program: Provides funding for projects to reduce transportation emissions or the development of carbon reduction strategies.
  - Promoting Resilient Operations for Transformative, Efficient, & Cost-Saving Transportation (PROTECT) Program: Provides funding for planning, resilience improvements, community resilience and evacuation routes, and at-risk coastal infrastructure.
  - Bridge Replacement, Rehabilitation, and Construction Program: Provides funding to replace, rehabilitate, preserve, protect, and construct bridges on public roads.
  - National Electric Vehicle (NEVI) Program: Provides funding to strategically deploy electric vehicle charging infrastructure and establish an interconnected network to facilitate data collection, access, and reliability.
- Multiple **new discretionary grant programs**, many of which serve the same purposes as new formula programs described above, but also including:
  - Bridge Investment Program: Provides funding to improve bridge and culvert condition, safety, efficiency, and reliability.
  - Safe Streets and Roads for All: Provides funding to support local initiatives to prevent transportation-related death and serious injuries.
  - Reconnecting Communities Pilot Program: Provides funding to restore community connectivity by removing, retrofitting, or mitigating highways or other transportation facilities that create barriers to community connectivity.
  - Charging and Refueling Infrastructure Program: Provides funding to deploy electric vehicle charging or other alternative fueling infrastructure.
  - All-Stations Accessibility Program (ASAP): Provides funding to upgrade the accessibility of legacy rail fixed guideway public transportation systems for people with disabilities.
- A new requirement that MPOs must use at least 2.5% of metropolitan planning (PL) funds each year to develop and adopt **Complete Streets standards and policies** and develop a prioritization plan.

- An **increased focus on housing and transportation**: MPOs are required to consult with affordable housing organizations as part of the transportation planning process.

Importantly, guidance on many programs in the law have not yet been published as of the writing of this plan. RPC will continue to monitor regulatory changes as they become available and will incorporate them into the planning process.

Title VI

The RPC maintains a **Title VI Non-Discrimination Program and Language Assistance Plan.** Title VI of the 1964 Civil Rights Act (42 U.S.C. 2000d-1) prohibits discrimination on the basis of race or national origin under any program or activity receiving federal financial assis-tance, while Executive Order 12898, issued in 1994, entitled "Federal Actions to Address Environmental Justice (EJ) in Minority Populations and Low-Income Populations" further extends Title VI protections to low-income populations.

The RPC is committed to ensuring that all persons, including minority and low-income populations and those with disability or language barriers, have meaningful opportunities to participate in RPC planning and programming processes.

As a part of the planning processes Title VI data collection and mapping is done at the MPA, parish, and project area levels to ensure proper consideration and accommodations for disadvantaged communities. This includes the following considerations evaluated at block group level:

- Minority Population
- Ethnicity/Hispanic, non-Hispanic Population
- Household Poverty
- Vehicle Access
- Limited English Proficiency
- Disability

Environmental Justice Assessment

Environmental Justice is a concept intended to avoid the use of federal funds for projects, programs, or other activities that may cause a disproportionate or discriminatory adverse impact on minority and low-income populations. Using guidance provided by Executive Order 12898 the RPC will evaluate plans and programs for environmental justice sensitivity, including expanding outreach efforts to low income and otherwise disadvantaged populations. In the evaluation process RPC will seek to ensure that the disadvantaged:

1. Have access to decision making processes
2. Realize benefits from investment that are proportionate with the population as a whole
3. Do NOT shoulder a disproportionate share of the negative effects and burden resulting in from the implementation of transportation projects
4. Do NOT incur a disproportionate share of the financial cost

Using block group level data from the Title VI assessment areas that meet both thresholds set for concentration of minority and poverty are flagged as environmental justice sensitive communities.

Social Vulnerability Index Assessment

Compiling all factors from both Title VI assurances and Environmental Justice Assessment, the Regional Planning Commission has developed a method of assessing communities that are more socially vulnerable than others. Using methodology based on vulnerability indexes from the Centers for Disease Control the RPC's SVI consists of 15 variables extracted from the 2015-2019 ACS Block Group data organized into four themes:

- Socioeconomic Status (4 variables),
- Household Composition & Disability (4 variables),
- Ethnicity Status & Language (2 variables),
- and Housing & Transportation (5 variables)

The SVI helps determine concentrated locations of populations with the most vulnerabilities. The SVI, in coordination with EJ awareness (specific for minority and poverty) and available census data, provides the ability to review and customize different model outputs for assessing vulnerabilities. The SVI can be adapted to produce specific vulnerability analyses at both small- and large-scale areas.

Public and Stakeholder Input Process

Federal legislation requires MPOs to develop a public participation plan identifying reasonable opportunities for the public and all interested stakeholders to be involved in and comment on the contents of the Metropolitan Transportation Plan and Transportation Improvement Program.

The purpose of the MTP is to guide the decision-making process for infrastructure maintenance, improvements, and other investments for the region. To reflect the community's diverse values, interests, and needs the RPC in conjunction with data collection uses a multitude of outreach strategies to encapsulate a broader regional vision.

Outreach Goals

The goals of the public outreach process are:

1) Develop an input and feedback loop with professionals from various fields as a means of creating a more holistic and integrated approach to transportation planning.
2) Encourage early and consistent involvement of stakeholders and public throughout the planning process.
3) Provide opportunity for the public and stakeholders to engage in a meaningful manner with emphasis on designated Title VI and Environmental Justice populations.
4) Provide clear, timely, and accurate information as the process progresses.
5) Use a broad spectrum of techniques to gather meaningful input from the various targeted audiences.
6) Develop method of gathering and incorporating feedback from all target audiences in a way that is useful in constructing the final product.

Stakeholder Identification

The RPC serves a multitude of stakeholders within the region spanning from local units of government, special interest groups, business consortiums, to the general public. These various stakeholders are engaged based on the level of impact the plan has on a given entity/individual, cross disciplinary knowledge for added context, and general education purposes. Stakeholder groups were broken into the following categories:

Primary: DOTD, Parish leaders, municipal government, and other government agencies

Secondary: Transportation related special interest groups, business development, cross disciplinary organizations, and technical advisory groups

General Public: Community groups and individuals

Levels of Engagement

Engaging stakeholders helps the RPC identify community values, needs, and ambitions while also balancing diverse perspectives to develop a regional plan. To do this the RPC uses levels of engagement to define and implement strategies for public and stakeholder input. Using levels of engagement as the baseline for outreach creates an environment for efficiency in gathering information and incorporating feedback into final construction of the MTP.

Levels of engagement are defined as:

Inform – Provide timely, objective information to keep the public informed

Involve – Create inclusive opportunities for the public to provide comments and feedback for consideration at key decision-making points with an emphasis on actively seeking out input from traditionally underserved communities.

Comprehend – Broaden the mutual understanding of priorities and concerns of all involved and impacted by planning processes and programming activities.

Engage – Collaborate with local communities and other stakeholders in an interactive process that reflects the values of the region.

Engagement Process

After identifying and categorizing stakeholders, outreach was conducted within a six-month period divided in to three phases. Each phase was designed for a particular level of engagement based on the three identified categories listed above. As outreach progressed each phase was designed to lay the foundation for the next.

Phase 1 targets primary stakeholders using methods described as Comprehend and Engage. Strategies included conducting meetings with parish level staff, municipal government staff and implementation entities to discuss:

- Current planning documents including comprehensive municipal or parish plans, land use plans, transportation plans, hazard mitigation plans, and others
- General transportation planning processes and policies, including Complete Streets or climate plans
- Current or anticipated areas of population or economic growth
- Transportation issues, needs, and priorities

Phase 2 targets secondary stakeholders using methods described as Involve and Comprehend. Strategies included meetings and presentations with entities that represent public interest in regard to transportation or cross disciplinary entities or agencies and special interest groups whose efforts intersect with transportation decisions. Building from the prior phase discussions centered around:

- Transportation and economic development

- Housing
- Environmental impact
- Impact on communities and accessibility
- Impact of decisions on vulnerable and disadvantaged communities

At the culmination of phase 1 and 2 goals and strategies are developed using input received from stakeholders listed above.

Phase 3 targets general public using methods of involve and inform. Strategies include educational newsletters, public meetings, and public hearings providing opportunity for comment on draft plan, goals and strategies, and the project list.

Evaluation and Common Themes

All comments and feedback received during the MTP's development are logged and tracked in a general database. This database is used to assess comments for

- Common themes
- Frequency
- Outliers
- Specific areas of concern

Stakeholder input has been analyzed to help guide the development of priorities and strategies, as well as identifying potential projects. Frequent and common themes provide a greater understanding of universal issues and priorities among parishes, municipalities, and other stakeholders.

Frequent common themes identified include:

- Need for improved roadway operations for current roads and future growth areas
- Congestion management, road network development, and a focus on more access points to evenly distribute traffic
- Developing bike trails and sidewalks for greater non-motorized access
- Increased drainage capacity to prevent street flooding
- Improvement of roads deemed evacuation routes to address flooding and obstructions during major events, focusing primarily on low-lying roads
- Climate change and sea level rise, especially along coastal areas and low-lying highways that are more vulnerable to flooding

State & Local Plans

The MTP guides the RPC's regional transportation planning process but importantly it must also support the planning goals of local jurisdictions and the state. As such the plan is informed by other existing plans created by the RPC's partner agencies. All efforts have been made to ensure the MTP is consistent with and supportive of state and local plans, including:

- LADOTD statewide transportation plan, freight mobility plan, highway safety improvement plan, and transportation asset management plan.
- Parish and city master plans and comprehensive plans
- Transit operator strategic plans
- Port and airport master plans
- Other mode- or agency-specific plans as available.

Given the breadth and variety of existing plans it can be expected that there are competing priorities among the RPC's many partner agencies. The MTP attempts to balance the needs of all the entities that have an interest in maintaining or improving the regional transportation system, and the RPC will continue to seek input from its partners during future planning efforts and the project development process.

Other Factors

Many other issues affect regional transportation planning beyond those discussed above, and continually changing conditions require the RPC to prepare for and adapt to new circumstances. Some of these topics are discussed below, though it is acknowledged that the transportation planning process must be ready to evolve over time.

Emerging Technology

The RPC remains focused on the efficient movement of people and goods throughout the region. Pursuing and adapting to new technology will be key to the success of accomplishing the MTP's priorities and strategies. The following technological areas are currently experiencing advancement and development:

5G Networks

The U.S. and all other industrialized countries are quickly trying to upgrade internet service and access. 5G stands for the "fifth generation" of mobile communications and permits faster data rates with lower latency delays in transmitting data. It also promises higher capacity for a more efficient network. As part of the IIJA there is a new focusing on connecting all communities, especially rural and disadvantage communities, with better internet access through 5G network. Many in the transportation industry are also pursuing

5G technology to help improve the flow of information and enable automation and artificial intelligence (AI) and other future technology advances.

Internet of Things (IoT)

The concept of IoT is that any device with an on and off switch can connect to the Internet and/or to each other using a sensor. Being able to track where a product is moving and gaining detailed information on its whereabouts enables transportation planners to work more efficiently and with more robust data on the movement of people and products. Remote sensors, dashboards, networks, data storage, gateways, and security are all a part of the Internet of Things ecosystem.

Block Chain Technology

Much like the Internet of Things, block chain technology is being used in transportation industries, especially in the movement of freight, to capture and verify transactions between parties. It is a unique decentralized technology that records the quantity, movement, location and transfer of materials, raw ingredients, and finished products. Block chain acts like a "smart contract" stored within the movement of goods in the supply chain that captures various data that can be verified by all stakeholders, providing transparency and access to information for all parties.

Advanced Driver Assistive Systems

Connected and automated technologies such as Advanced Driver Assistive Systems (ADAS) hold great potential to significantly reduce crashes, improve capacity and enhance mobility for all transportation users. Many of the advance systems are available in today's vehicles including advanced radar, LiDAR sensors (elevation data), automatic emergency breaking, crash imminent braking, adaptive cruise control, blind spot detection, lane departure warning, active electric steering, camera monitoring systems.

Vehicle (V2V) and Vehicle to Infrastructure (V2I)

Communication between vehicles and transportation infrastructure is developing rapidly. V2V wirelessly exchanges information about the speed and position of surrounding vehicles to avoid crashes and reduce congestion. V2I is bi-directional and enables vehicles to share information with RFID readers, signage, cameras, lane markers, streetlights and other devices, which support highway navigation systems. Truck platooning is one of the first examples of this being used across the federal highway system.

Batteries

Battery powered electric commercial vehicles hold promise for reducing pollutants, but mileage or range is limited compared to traditional petroleum-based fuel. A priority of the new Bipartisan Infrastructure Law is to encourage the private and public sectors to work together on next-generation batteries that store more energy and charge faster with the benefit of lowering emissions through their entire lifecycle, including from production of the batteries to their end of life.

Mobility as a Service (MaaS)

MaaS is a proven planning strategy for communities to integrate transportation infrastructure, services, information, and payments seamlessly into one place primarily using Apps and mobile devices. MaaS enables enhanced ticket purchasing options, traffic monitoring, convenient routing or parking options, and the ability to integrate payment and personal preferences. MaaS is becoming a popular transportation planning strategy as communities become more reliant on technology to assist with their transportation needs.

COVID-19 and other disruptions

COVID-19 Pandemic

The COVID-19 pandemic has impacted the transportation system and travel patterns since the onset of the spread of the virus in early Spring 2020. The reduction in travel due to intermittent shutdowns of the economy correlated to fewer commute trips for workers. As the pandemic has continued, higher unemployment rates in the last few years and many workers transitioning to work from home have also led to fewer trips. Schools operating remotely, fewer extracurricular activities, and fewer trips to eating and drinking establishments, and for other recreation have all also contributed to the reduction in trips. Although fewer trips occurred, the New Orleans MPA saw a significant uptick in the number of serious crashes and transportation-related fatalities according to the LADOTD Traffic Safety Department.

All these impacts require a substantial change in transportation planning and project design. Traditionally, transportation projects, long-range transportation plans and policy development rely on historical trends and current behavior to understand future conditions and areas of uncertainty. It is important to observe patterns over a significant period of time to reveal long-range trends and avoid misinterpreting short-term changes, such as random shocks to the system. Permanent changes in travel behavior due to COVID-19 are currently unknown. Some of the changes may be long-term, while others may not. It will be important for the RPC to monitor safety trends, Census data, and national travel surveys of household activity that will all help to reveal changes in travel behavior over time.

Trade Wars & International Warfare

Beginning in 2018, a tariff trade war with China began impacting the global supply chain for food, medicine, steel, computer chips, and many other commodities. As political tensions between the U.S. and China increased intermittently from 2018 to the present, fluctuations caused a sharp decline in inexpensive Chinese imports and realignment with other countries for U.S. manufacturing supplies. Many businesses had to re-strategize, including transportation based businesses, on supply chain costs and flows. This has been most notable for the car manufacturing industry in the U.S., where there have been long delays in computer chips essential to the production of new vehicles.

In February 2022, Russia invaded Ukraine which has caused another tumultuous ripple effect throughout the world. Russia is one of the world's leading suppliers of oil, impacting global energy prices, and the cost of fuel at local gas pumps. In March 2022, the U.S. banned Russian imports of oil and approved the use of U.S. oil reserves to help stabilize the rapidly increasing prices of oil and gas for Americans. The impacts of this long standing conflict and the subsequent ban on Russian oil in the U.S. is unknown.

Baseline Conditions Summary

The Greater New Orleans region faces significant challenges which must be accounted for as part of the region's long-range transportation planning, including limited population and employment growth through 2052, and increased costs for road and bridge maintenance as a result of aging infrastructure, anticipated increases to vehicular travel, and climate change. These challenges, as well as federal policy guidance and other factors such as emerging technologies, have shaped the priorities, strategies and actions identified for the region and described in the remaining chapters of MTP 2052.

Planning Priorities, Strategies and Actions

Draft

Safety & Security

Invest in safe transportation options that will contribute to greater community health by enhancing physical safety and by increasing a sense of security in public spaces.

Incorporating safety improvements wherever possible directly contributes to the preservation of human life and prevention of serious injuries. Transportation safety also has broad implications for the community. Crashes cause severe economic impacts through property damage and congestion delays. Safe transportation options contribute to greater community health by enhancing physical safety and by increasing a sense of security in public spaces. Travel hazards also create a less effective transportation system as they discourage or prohibit travel, particularly among people who walk, bike, or take transit. A safer transportation system is one that will be used more frequently, contributing to public health, community connectivity, and economic opportunity.

Recent trends in transportation safety demonstrate that significant improvements are required. Each new project introduces an opportunity to create a safer system, and even during routine maintenance work, minor modifications can make roadways safer for all users. Interventions to protect lives and minimize the impacts of crashes should be considered throughout the project development process.

Sustainability & Resilience

The transportation system should minimize negative environmental impacts while also enhancing the region's ability to withstand and recover from natural hazards.

The transportation planning process is well situated to address the dual objectives of protecting environmental sustainability and ensuring the community is resilient against natural hazards. In many cases, strategies that address one concern will also address the other; transportation at once affects and is affected by the natural environment. Vehicle emissions diminish air quality and contribute to climate change, while impermeable surfaces such as asphalt strain drainage infrastructure, contribute to water pollution via urban runoff, and prevent groundwater replenishment. The available transportation infrastructure also directly influences land uses that displace and fragment native landscapes, encourage development in vulnerable environments, and result in further emissions due to increased travel distances. At the same time natural hazards that may be exacerbated by these impacts, such as hurricanes and extreme rainfall, 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.

Equity

All residents of the region will accrue benefits from the transportation system, and no person or community will suffer disproportionately from the RPC's transportation decisions.

The New Orleans region is extraordinarily diverse, but many communities and individuals have been historically disadvantaged through lack of inclusion in the transportation decision-making process or by being disproportionately, negatively impacted by the system itself. These inequities can be addressed through a deliberative and equitable transportation planning process that not only improves quality of life for disadvantaged communities but also benefits the region as a whole. Including a diversity of voices in decision-making leads to programs and policies that are responsive to a larger portion of the population, ensuring the needs of as many people as possible are met. Moreover, enhancing people's access to jobs, education, and businesses leads to broader, region-wide economic growth. Perhaps most importantly, considering the impacts of the transportation system to communities whose voices have historically been minimized helps to ensure environmental justice, wherein certain segments of the population are not disproportionately affected.

All aspects of the transportation planning process should include consideration of which populations will be impacted, and to what extent. In practice this will entail defining and identifying disadvantaged communities through the Social Vulnerability Index tool and other means, directly engaging them during the project development process, and periodically evaluating impacts as projects move towards implementation. By undertaking these efforts the RPC strives to direct transportation investments towards improvements that will comprehensively benefit the region's entire population.

The transportation system will provide residents with access to employment, facilitate the movement of goods, and connect businesses with customers.

Economic Opportunity

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. Providing better access to an area can support new and existing businesses, or encourage development of underutilized property. Alternatively, lack of access can contribute to loss of customers and economic decline in a neighborhood, or serve as a disincentive to new investment.

The health and well being of the region is also directly linked to the economic resiliency of the community. The New Orleans MPA has a high rate of poverty and lower median household incomes relative to the rest of the nation. There are also significant disparities in travel time based upon income and mode, causing higher rates of transportation energy burden (i.e. the cost of travel) for low income residents versus higher income individuals. This impacts individuals' ability to access jobs, affordable housing, and basic needs such as healthcare or outdoor recreation, which are all especially important considerations 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 projects that will connect people to where they want to travel while having the most positive impact on the strength and resilience o f the regional economy.

Travel times throughout the region will be predictable, and the transportation system will be easy to use.

Reliability & Connectivity

All travelers should have some reasonable assurance of how long a trip will take. A reliable transportation system is one in which transit riders can expect vehicles to arrive at the scheduled time, and trips to have the same duration each time they ride. It is also a system in which people walking, biking, or driving do not encounter unexpected delays.

Travelers should similarly expect the system to provide easy access to their desired destinations. Ensuring that the region is interconnected by multiple modes of travel, and that those modes are well-connected to each other, gives people the freedom to choose how they will move from one place to another.

A transportation system that can predictably bring people to a variety of destinations is an asset to the community; conversely, unexpected delays and a lack of connection become a hindrance to activity. Improving reliability and connectivity requires the RPC to balance the needs of all system users. Drivers of private vehicles and trucks value high travel speeds and minimal congestion, but fast moving traffic can be a dangerous obstacle to people walking and biking. Transit riders need a network of routes that reach important destinations, but the automobile-oriented built environment in some portions of the region makes it difficult to access transit stops. The transportation planning process will consider how best to address these competing needs while also maximizing system reliability and creating more connections across the region.

System Preservation & Stewardship

Emphasis should be placed on maintaining and enhancing the multimodal functionality of existing infrastructure before investing in the addition of new roadway capacity.

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.

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 new capacity. Transportation facilities should also be designed in a way that can endure anticipated future conditions, including routine use and extreme events.

Strategies

The MTP's Planning Priorities will be incorporated into the RPC's planning process by implementing a series of Strategies. These Strategies direct the RPC to create policies, programs, and projects that will comprehensively address the needs previously identified in this plan. The MTP's Priorities are interrelated, and as such many Strategies address more than one of the Priorities.

Each Strategy is summarized below, and they have been grouped by their overall impact into the following categories:

- **Human Impact Strategies** focus on improving outcomes for the people who use and are affected by the transportation system.
- **Modal Strategies** will improve the effectiveness of specific transportation modes.
- **Systems Strategies** address the transportation system as a whole or functions of the RPC as an agency.

Each strategy includes specific Actions, which are tasks that the RPC staff will complete to implement the Strategies and thereby address the MTP Priorities.

Human Impact Strategies

Human Impact Strategies	Actions	Safety & Security	Sustainability & Resilience	Equity	Economic Opportunity	Reliability & Connectivity	System Preservation & Stewardship
Ensure people have access to jobs, education, recreation, and other activities throughout the region.	• Incorporate recommendations of the Comprehensive Economic Development Strategy into the project development process. • Identify major employment centers, educational institutions, and other major destinations, and ensure they are well-connected to affordable housing via all transportation modes. • Consider the needs of visitors and the tourism industry in the project development process. • Study the impacts of transportation network companies and micromobility solutions to increase mobility options for all.	✓	✓	✓	✓	✓	
Ensure that programs and projects do not have adverse impacts on disadvantaged communities.	• Ensure that the transportation system is sensitive to its cultural and social context. • Use data such as the Social Vulnerability Index to identify disadvantaged communities and populations throughout the region and use these data to identify appropriate methods to garner substantive community input on projects.	✓	✓	✓	✓	✓	

	• Identify data and tools that can be used to assess potential project impacts to disadvantaged communities. • Ensure all staff comply with Title VI requirements and the RPC's Title VI Policy						
Improve access and mobility within identified communities of need, and connect those communities to opportunity.	• Analyze past and future investments to ensure that transportation improvements and their benefits are equitably distributed throughout the region. • Use data such as the Social Vulnerability Index to identify and implement projects and programs that will benefit disadvantaged communities. • Proactively engage with the Justice 40 Initiative and seek to accomplish the program's goals wherever possible. • Seek out meaningful public input from all of the region's residents, particularly those whose voices have historically been minimized. • Work with relevant stakeholders to identify opportunities to implement recommendations of the Coordinated Human Services Plan. • Study the potential benefit of designating a Human Services Mobility Manager, who would help connect elderly and disabled residents with appropriate transportation services.	✓	✓	✓	✓	✓	✓

Enhance the community's ability to withstand disasters and disruptions.	• Continue to implement the recommendations of the 2019 Regional Resilience Study. • Create a regional Resilience Improvement Plan as outlined in the IIJA and subsequent guidance. • Use data and national best practices to assess the vulnerability of the region's transportation system. • Identify opportunities to improve resilience during the project development process, including the incorporation of green infrastructure, flood mitigation, evacuation routes, emergency access, and social and economic impacts.	✓	✓	✓			✓
Reduce adverse environmental impacts and seek opportunities to improve conditions.	• Form an environmental advisory committee that will advise the RPC on matters related to sustainability and resilience. • Prioritize projects that contribute to reduced emissions, particularly those that reduce VMT. • Study mechanisms for estimating projects' potential carbon emission impacts. • Use data and national best practices to consider project impacts to natural systems, including watersheds, air quality, and wildlife.	✓	✓	✓			✓

Modal Strategies

Modal Strategies	Actions	Safety & Security	Sustainability & Resilience	Equity	Economic Opportunity	Reliability & Connectivity	System Preservation & Stewardship
Improve the effectiveness and usability of non-Single Occupant Vehicle modes.	• Prioritize opportunities to improve walking and biking safety during the development of all projects. • Continue to assist local transit agencies with the implementation of New Links, and identify further opportunities to enhance frequency and reliability of transit. • During project development ensure access for disabled persons is a consideration, and identify projects that will further increase ADA compliance.	✓	✓	✓	✓	✓	✓
Ensure freight moves efficiently throughout the region.	• Continue to monitor freight congestion and associated performance measures via the Congestion Management Process, and identify locations that require study and improvement. • Implement the recommendations of the regional Freight Mobility Plan, including identified projects and studies. • Continue to use the Freight Roundtable as a forum to learn about freight trends and industry needs	✓		✓	✓	✓	✓

Enhance the efficient management and operations of the existing vehicular roadway network.	• Continue to monitor regional congestion via the Congestion Management Process, and identify opportunities for congestion mitigation. • During project development encourage the use of management and operations strategies to improve traffic movement and reliability. • Continue to support the LADOTD MAP Patrol units in the region to address roadway vehicle crashes & incidents.	✓	✓	✓		✓	✓

Systems Strategies

System Strategies	Actions	Safety & Security	Sustainability & Resilience	Equity	Economic Opportunity	Reliability & Connectivity	System Preservation & Stewardship
Engage the community throughout the planning process	• During project development, identify potentially affected communities and define appropriate outreach strategies. • Define appropriate levels of engagement for all programs. • Maintain a database of community groups that can aid in outreach efforts. • Update and comply with the RPC's Public Participation Policy.	✓	✓	✓	✓	✓	✓
Ensure the transportation system is safe for all users, on all modes.	• Identify projects that will reduce crashes, particularly those that cause serious injuries and fatalities, for all modes. • Ensure that multi-modal safety improvements are considered during the development of all projects. • Seek opportunities to implement behavior-based safety programs. • Incorporate public health best practices into RPC safety analyses.	✓		✓	✓	✓	✓

	• Continue to support the Regional Safety Coalition and identify opportunities to incorporate innovative programs and policies. • Expand training for the Screening Brief Intervention and Referral to Treatment (SBIRT) program. • Include health and wellness experts in project committees and advisory boards.						
Enhance system connectivity.	• During the project development process, analyze nearby land uses and consider opportunities to increase access to major destinations. • Identify projects that increase network connectivity for all modes. • Combine congestion management analyses with the Social Vulnerability Index, safety data, and infrastructure condition data to create a more comprehensive understanding of local needs.	✓	✓	✓	✓	✓	✓
Prioritize system preservation over system expansion	• Ensure transportation investments are directed towards system preservation, maintenance, and repair. • Continue to monitor infrastructure condition and proactively identify locations that will require maintenance or repair. • Implement roadway capacity increases only when detailed analysis has shown that congestion cannot be adequately addressed through operational improvements or alternative modes.		✓	✓			✓

	• Study innovative uses for existing resources and underutilized infrastructure.						
Ensure that transportation planning processes are coordinated with other RPC programs and projects.	• Develop subject specific whitepapers around MTP programs and projects. • Incorporate MTP Priorities in Louisiana Watershed Initiative Regional Watershed Plan and identify opportunities to coordinate watershed and transportation projects. • Ensure that future Brownfields studies consider upcoming transportation projects and identify Brownfields opportunities during the transportation project development process. • Use Southeast Louisiana Clean Fuel Partnership resources to identify opportunities to incorporate alternative fuels in future transportation projects. • Seek input from the Emergency Preparedness Public Private Partnership when developing transportation projects. • Ensure transportation projects are supportive of the goals outlined in the Comprehensive Economic Development Strategy.	✓	✓	✓	✓	✓	✓

RPC’s Programs

Draft

RPC's Programs

MPO Programs

The major programs that comprise the RPC's transportation planning process are described in this section. These programs are undertaken as part of the RPC's role as an MPO, and directly contribute to advancing the Priorities and Strategies described in the MTP. 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 best available practices, methods, and technologies. A separate section below further describes other programs managed by the RPC that are not related to its functions as an MPO but which nonetheless contribute to regional quality of life.

Transit & Human Services

Overview

Public transit service in New Orleans has faced significant challenges since flooding from Hurricane Katrina destroyed the majority of the region's bus fleet as well as many transit facilities in 2005. More recently, the COVID-19 pandemic has severely impacted funding available for transit due to significant decreases to fare revenue and sales taxes used to fund transit operations. The New Orleans UZA accounts for by far the largest share of transit ridership in the state of Louisiana, and the RPC places a priority on enhancing the quality of public transit service in the region, by providing planning and technical support to public transit operators and by working to ensure that transit priorities are integrated into the development, design and prioritization of capital projects.

Since 2018, the RPC has placed a significant emphasis on providing planning support for the two primary fixed-route transit operators (RTA and JP Transit) as both agencies have prioritized increasing regional transit integration, modernizing fleets, and redesigning the regional bus and streetcar network to improve service frequency and access to destinations.

Past & Current Work

Recent RPC planning initiatives for public transit include:

- **Jefferson Parish Public Transit Strategic Plan (2018-2019).** In 2019, the RPC and Jefferson Parish released a comprehensive strategic plan for JP Transit with the purpose of providing guidance to the agency over the next 20 years. The plan development process included engagement with JP Transit riders and Jefferson Parish stakeholders to identify priorities and develop a vision, goals, and high-level strategies for the agency.
- **New Links Network Redesign (2019-2021).** From 2019-2021, the RPC led the regional New Links planning effort to redesign the region's bus, streetcar, and ferry network, in collaboration with the Regional Transit Authority, City of New Orleans, and Jefferson Parish. The final plan includes revenue-neutral recommendations for redesigning and streamlining the transit network Orleans and Jefferson Parishes to improve service frequency and reliability on core transit lines, with the goal of enhancing the number of jobs and other destinations a typical resident can access via public transit.
- **Regional Paratransit Comprehensive Operations Analysis (2022-)** Following the New Links planning effort, the RPC has initiated a comprehensive study to improve paratransit operations and enhance the quality of paratransit service in greater New Orleans.

In addition to these planning initiatives, the RPC provides support for transit through several ongoing programs and coordination forums:

- The RPC **Coordinated Public Transit-Human Services Program** is complementary to its transit planning program, and focuses on serving the needs of low-income, elderly, and disabled populations in the region. It is guided by the Coordinated Public Transit-Human Services Plan, most recently updated in 2020, which outlines regional needs and presents a series of goals, objectives and strategies for serving vulnerable populations. The Human Services Transportation Committee is composed of transportation providers and professionals, community advocates, and citizen members who meet regularly to share best practices and identify opportunities to advance the strategies in the Plan. In the coming years the Committee will continue to work to expand access to safe and reliable demand response transportation for elderly and disabled residents.
- **Public Transit Working Groups**. Beginning in 2020, the RPC has initiated a series of bi-monthly working groups including key staff and leadership from the fixed-route transit operators, along with staff from other local, regional and state entities having a role in transportation and capital decisions which affect the transit network. The purpose of these working groups is to facilitate regional cooperation between the transit agencies, and coordination with planning and public works departments to foster relationships that will accelerate first-last mile access, transit priority road treatments, and communication about respective projects that potentially impact roadway function.

Looking Forward

Moving forward, the RPC will continue to provide planning and technical support to the RTA, JP Transit, and the region's other transit providers for implementation of the recommendations developed through the New Links planning process along with their strategic goals and planning efforts (such as the ongoing RTA Bus Rapid Transit Study).

Walking and Biking

Facilitating safe walking and biking is integral to 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.

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. We work to accomplish this with data-driven analysis and decision-making; planning and design for comprehensive land use and sustainable transportation; and a range of educational and outreach tools. All of these are undertaken with an awareness of the need to achieve economic and racial equity in non-motorized investment.

Past & Current Work

In 2006 RPC produced a Regional Comprehensive Bicycle and Pedestrian Plan, an important step in educating and formalizing the need for on-street bicycle accommodations, improved crash data, counts, increased law officer training and enforcement, and education and training for engineers and designers. Since the 2006 plan, the RPC has helped to implement significant improvements to active transportation facilities and planning. These include biking and walking master plans for member jurisdictions, on- and off-street facilities, and pedestrian crossing upgrades. The RPC has also conducted multiple public outreach and education campaigns regarding non-motorized safety, and has helped local jurisdictions and LADOTD to craft Complete Streets policies, which are designed to enable safe use of the roadway and support mobility for all users. Finally, the non-motorized planning program is closely tied to the RPC's overall Safety program, also described in this chapter. The New Orleans Safety Coalition has identified pedestrian and bicyclist safety as one of its primary emphasis areas, and the RPC continually works to link the Coalition's plans to the projects it implements.

Looking Forward

Looking ahead the RPC will continue to integrate biking and walking considerations into its planning process, while also emphasizing community engagement to identify needs and enhancing its focus on the needs of those who face challenges while traveling such as the disabled or elderly.

The agency is working to install permanent people counters at key locations to refine its understanding of the walking and biking environments. In the near future the RPC will also engage with new programs and funding at the federal level that have been introduced in the IIJA.

Roads, Highways, and Bridges

Maintaining and improving the region's roads and highways has been a central concern of the RPC since its creation. While improving the usability and effectiveness of transit and non-motorized transportation is an important goal, motor vehicles remain the transportation mode of choice for the vast majority of the region's residents. Ensuring that these travelers can expect reliable travel times on roads and bridges that are in a state of good repair will continue to be a primary focus for the transportation planning process.

Past & Current Work

Much of the RPC's work regarding travel reliability for motor vehicles centers on the Congestion Management Process (CMP), an ongoing series of activities that identifies traffic congestion throughout the region, defines needs related to congestion reduction, and recommends congestion mitigation strategies. The process was updated in 2021 and includes a system performance report that describes overall congestion on the many of the region's most significant corridors.

The RPC evaluates the need for roadway maintenance and repair through two primary mechanisms: quantitative performance measures and stakeholder input. Road and bridge conditions are two of the federally-required performance measures tracked by the RPC, further discussed in the Performance Based Planning and Programming section below. The measures provide both an overview of regional conditions as well as conditions on specific roadways. The RPC receives further detail about which roadways should be prioritized for repair from local and state partners, who are encouraged to utilize the RPC's resources to maintain the system in a state of good repair.

Looking Forward

The RPC seeks to continually improve its ability to identify and address needs on the region's roads and bridges, and future work in this area will largely focus on incorporating new and existing data into the planning process. The CMP provides the basis for identifying potential congestion

mitigation measures, and it should be further incorporated into the project selection process. Similarly, road and bridge condition data should be used when determining priorities for network preservation funding. Importantly, these data can also be combined with other related datasets to create a more comprehensive understanding of needs on the region's roadways. Analyzing congestion alongside road and bridge condition, crash data, and the Social Vulnerability Index will allow the RPC to not only improve travel reliability but also concurrently address multiple MTP Priorities.

Freight

In 2012, MAP-21 encouraged State departments of transportation to develop freight transportation plans for the first time. In 2015, the FAST Act included several provisions to improve the condition and performance of the national freight network and to support investment in freight-related surface transportation projects. The FAST Act also established new dedicated funding and programs to address growing freight needs and improve road and bridge conditions, reliability, and the U.S. economy. These provisions in federal legislation have continued with the IIJA.

Past & Current Work

MPOs are not required to develop a regional Freight Mobility Plan; however, the centrality of freight to the region's economy and the significance of the region to national freight networks point to the need for a deliberative freight planning process. The regional Freight Mobility Plan, under development concurrently with this MTP, will further the RPC Freight Program and inform the overall planning process. The first task of the Freight Mobility Plan, completed in 2021, was to develop a regional Freight Profile. This extensive document updated the inventory of geographical and modal elements that make up the freight system in the region. This document was a major update to the RPCs Freight Facts and Figures profile released in 2014. The 2020-2021 Freight Profile highlights significant projects and policy changes since 2014 and also attempts to describe new concerns that freight stakeholders must negotiate in the region.

Building on the Freight Profile, the Freight Mobility Plan outlines a regional vision for freight and focuses on the goals of Reliability, Stewardship, Freight Industry Growth, Connectivity, and Safety & Security. The strategies and objectives laid out in the plan are closely aligned with the MTP's Priorities, ensuring that future freight projects and planning contribute to the region's overall transportation vision. In addition to broad policy goals, the Freight Mobility Plan also describes processes for project evaluation and implementation as well as recommendations for projects and studies that will improve freight movement throughout the region. The Freight Profile can be viewed online at https://www.norpc.org/transportation/programs/freight/.

The RPC also regularly convenes a Freight Roundtable to bring public and private sector freight based entities together to share information, identify needs and inform the MPO planning and project prioritization process. The Roundtable is an opportunity for the RPC to learn about current freight trends and issues, and participants provided valuable input during the development of the Freight Mobility Plan.

Looking Forward

With the completion of the regional Freight Mobility Plan the RPC has established a vision and process for considering freight needs and identifying necessary improvements. Moving forward the RPC will work to implement the Plan's recommended strategies and will update the

Plan as appropriate. Overall, ensuring that our region continues to have an updated regional freight plan will safeguard overarching regional goals, guide short- and long-term projects and plans, and contribute to statewide multimodal freight planning efforts in the years to come.

Safety

The RPC continues to integrate safety within all projects and programming to reduce fatalities and serious injuries. Safety goals for the RPC are closely linked to Louisiana's Strategic Highway Safety Plan (SHSP), a data-driven approach led in part by LADOTD. As part of its statewide safety efforts, LADOTD established nine multidisciplinary regional safety coalitions tasked with reviewing local crash data and developing a continually evolving, data-driven action plan linked to the SHSP with the goal of reducing traffic-related fatalities and serious injuries by 50% by 2030.

Past & Current Work

The New Orleans MPA is covered by the New Orleans Regional Traffic Safety Coalition (NORTSC), which works in Orleans, Jefferson, St. Bernard, and Plaquemines Parishes. St. Charles and St. John the Baptist Parishes are covered by the South Central Regional Safety Coalition (SCRSC) out of the South Central Planning and Development Commission. To ensure consistency of efforts between the two coalitions, the NORTSC coordinator works closely with the SCRSC coordinator.

Utilizing strategies in engineering, education, enforcement, and emergency services (the 4E approach), the SHSP identifies main contributing factors for crashes and creates emphasis areas. Emphasis areas allow for a more targeted approach and include distracted driving, impaired driving, occupant protection, young drivers, and infrastructure and operations. In addition to these, the NORTSC also has a walking and bicycling emphasis area.

The guiding document for each emphasis area is its action plan. Each action plan consists of five categories of action steps- coordination, education, enforcement, operations, and outreach. Each action step is tracked on a quarterly basis. In addition to working on targeted action steps, the safety coalition coordinators provide support by analyzing crash data for projects within the region. The safety program also produces safety performance measures each year, as required with the passage of the FAST Act, to help inform planning goals and ensure safety is integrated throughout RPC's projects and programs.

Looking Forward

The FHWA and the U.S. Department of Transportation (DOT) have formally committed to the long term goal of reducing road fatalities to zero, the only acceptable number. This commitment is part of a new strategy to implement the National Roadway Safety Strategy (NRSS), which outlines the USDOT's comprehensive approach to significantly reduce deaths and serious injuries to zero on our nation's roadways. The NRSS adopted the Safe System approach, which was founded on the principles that humans make mistakes and that human bodies have limited ability to tolerate crash impacts. The RPC is committed to this approach and addressing traffic safety as a public health issue. In practice this will mean continued emphasis on behavioral changes implemented through the Safety Coalition's programs, while also incorporating nationally recognized best practices. The Safe Streets and Roads Program, and other initiatives introduced in IIJA, provide new opportunities to implement infrastructure improvements that increase safety for all road users and expand the tools and resources available to do so. Each project introduces opportunities to evaluate crash histories and unsafe conditions, and to identify modifications that will reduce injuries and fatalities.

Transportation Resilience

As the need to protect the community against hazardous events becomes increasingly apparent the RPC has begun building a transportation resilience planning program. These efforts have included consideration of flood mitigation, green infrastructure, and other improvements on a project-by-project basis, and have grown into more sophisticated and comprehensive efforts to include resilience throughout the planning process.

Past & Current Work

In 2019 the RPC completed a Regional Transportation Resilience Analysis that studied existing plans at the local, regional, and state level to address the resilience of the transportation system. The analysis also identified opportunities for the RPC to use its resources to better address resilience through the transportation planning process. Many of the study's recommendations have been gradually implemented over time, and it will continue to serve as an important guide as the RPC continues to build its resilience planning program.

Looking Forward

The region is at an important turning point for resilience planning, and the RPC is committed to identifying opportunities to better protect the region's infrastructure and, by extension, the community. Importantly, this work will need to consider more than just the tangible transportation system. While definitions of resilience vary, all sources agree that the community's ability to withstand and recover from disaster are impacted by far more than infrastructure and the built environment. Access to resources, social connections, and economic opportunity all play critical roles in resilience. As the RPC seeks to enhance the resilience of the system itself it will also need to carefully consider how those improvements can most effectively benefit the community. The IIJA includes important provisions that will help guide the RPC's work. In particular, it describes optional Resilience Improvement Plans that may be developed by MPOs. These plans will provide a systemic approach to addressing transportation vulnerabilities, and identify potential courses of action for improving regional resilience. The RPC intends to create a Resilience Improvement Plan when full guidance becomes available, likely in the fall of 2022, and will incorporate the plan into the larger planning process.

Non-MPO Regional Planning Programs

In addition to its work as an MPO, the RPC operates several other programs that benefit the region. The geographies served by these programs are not always co-terminus with the MPA boundaries, and the funding sources and regulatory authorities of each program are similarly separate from the RPC's role as an MPO. Nevertheless, each program provides valuable benefits to the region's residents and facilitating coordination between all the RPC's activities allows the organization to serve regional needs more comprehensively. The programs are briefly summarized below along with their relationships to the MTP's Priorities and ways in which they can be coordinated with the transportation planning process.

Louisiana Watershed Initiative

Gov. John Bel Edwards launched the Louisiana Watershed Initiative in 2018 to create a more holistic approach to floodplain management and flood protection across the state. One of the primary objectives of the Initiative is to establish regional watershed planning programs, recognizing that flood waters cross existing political boundaries. The RPC acts as the lead coordinating entity for LWI Region 8, which includes the east banks of St. Charles, Jefferson, Orleans, and Plaquemines Parishes, and the entirety of St. Bernard Parish.

In September 2020, the U.S. Department of Housing and Urban Development (HUD), established a $1.2 billion line of credit in Community Development Block Grant Mitigation funds for flood risk reduction priorities throughout the state. This was an unprecedented opportunity to enhance and expedite efforts to mitigate the impacts of flooding throughout the state. To date, these funds have supported both statewide and regional planning, watershed modeling, data collection and project implementation including both infrastructure and nature-based solutions that reduce flood risk in our communities. Under this program the RPC received a Regional Capacity Building Grant, which is used to coordinate local entities and build the region's watershed planning program.

In early 2020, a temporary Region 8 Steering Committee was formed to establish regional priorities, goals, and governance recommendations for fully authorized, permanent watershed planning coalitions. On June 24th, 2021 these governance recommendations were approved by the Region 8

Steering Committee. This document is the result of over a year's worth of public meetings and specific one-on-one engagement with regional municipal leadership. As part of its initial LWI work the RPC also coordinated with local jurisdictions to create a regional project inventory, which described planned or desired flood mitigation projects across the region.

In the coming years the RPC will continue to build on its initial LWI work, which is particularly well suited to support the MTP's Sustainability & Resilience Priority. In addition to the formation of the watershed planning coalition, one of the primary next steps for LWI Region 8 will be the creation of a Regional Watershed Plan. The Watershed Plan will analyze existing local conditions, policies, and programs, and provide a framework for watershed project selection. It will also propose specific flood-mitigation projects for implementation. Guidance for the planning process is currently under development by the state, and once it is completed RPC will immediately begin work. It is anticipated that the Watershed Plan will work in concert with the Resilience Improvement Plan that the RPC will develop as part of its transportation resilience program.

Southeast Louisiana Clean Fuel Partnership

In 2009 the RPC established the Southeast Louisiana Clean Fuel Partnership (SLCFP) to further the work of the region's environmental and climate goals. The SLCFP works with regional partners, municipalities, and state agencies to increase the use of cleaner fuels and alternative fuel vehicles, diversify our transportation fuel sources, and reduce greenhouse gas emissions by promoting cleaner and more efficient fuel saving technology and policies.

The SLCFP is a U.S. Department of Energy-designated Clean Cities Coalition and works with over 75 other nationwide coalitions to provide education, technical assistance, and access to grant funds to promote the use of cleaner fuels and energy efficient technologies in transportation. In the recent past, SLCFP has hosted in person electric vehicle ride and drive events for the public, conducted extensive outreach to local car dealerships to provide further training on low and zero emission vehicles, and worked with local fleet managers for acquisition of low to zero emission vehicles.

SLCFP continues to work closely with regional partners on clean transportation funding opportunities and has been the lead on a variety of state and federal grants from agencies such as the EPA Clean Diesel Program, Volkswagen Settlement, Louisiana Revolving Loan Fund Program, Louisiana Petroleum Gas Commission Incentive, and Entergy eTech Program Incentives. More recently the SLCFP has worked with state partners to develop plans to expand alternative fuel infrastructure through new programs introduced in the IIJA, and this work is expected to be a major focus for the SLCFP in the coming years.

The SLCFP directly contributes to the MTP's Sustainability & Resilience Priority by seeking ways to reduce harmful transportation-related emissions. In its 2021 annual report the SLCFP estimates that the region's various alternative fuel programs reduced over 3,000,000 Gallons of Gasoline Equivalent (GGE) and over 16,000 tons of Greenhouse Gasses (GHG). The SLCFP is committed to helping regional partners continue to increase these promising gains, and in coming years its work will be further aligned with the RPC's work as an MPO. As the region and state work to implement alternative fueling infrastructure through the programs introduced in the IIJA, the RPC's transportation expertise will provide valuable input in the identification of community needs and opportunities. The SLCFP will further inform the transportation planning process by contributing alternative fuel considerations into policy and project development.

Brownfield Redevelopment Program

Brownfield sites are defined by the U.S. Environmental Protection Agency (EPA) as "real property, the expansion, redevelopment, or reuse of which may be complicated by the presence or potential presence of a hazardous substance, pollutant, or contaminant." Addressing potential environmental issues, especially financial and regulatory hurdles, is often intimidating, creating a barrier to the redevelopment or expanded use of Brownfield sites. RPC's Brownfield Redevelopment Program helps convert these properties from community liabilities to community assets by providing assistance and technical guidance to navigate the environmental process from investigation to cleanup. The program serves Jefferson, Orleans, Plaquemines, St. Bernard, St. Tammany and Tangipahoa Parishes.

The RPC Brownfield program is funded through grants from the EPA. Recent projects include Phase I and II environmental assessments (ESAs) at eight Port of New Orleans industrial sites along the Inner Harbor Navigational Canal. In addition to the Port properties, assessments were performed at the former McDonogh No. 19 School and the former Giordano Warehouse in New Orleans. To lay the groundwork for future brownfield work, the program also funded brownfield inventories along the General Taylor commercial corridor in Algiers and along the Judge Perez corridor in St. Bernard Parish. The RPC also recently received its next round of brownfield funding from the EPA – a $500,000 grant for assessments and cleanup plans in St. Bernard Parish, between Judge Perez Dr. and the Mississippi River. Priority brownfield candidate sites include the old Ford Plant in Arabi and the former Wastewater Plant on the Chalmette Battlefield. Over 100 other potential brownfield sites have been identified in the study area.

The program directly addresses several of the Priorities identified in the MTP, including Sustainability & Resilience, Equity, and Economic Opportunity. Brownfield revitalization is a key strategy that supports community efforts to become more resilient to climate change impacts by

incorporating adaptation and mitigation strategies to these redevelopment opportunities. The U.S. EPA has recently released a Climate Smart Brownfields Manual (Summer 2021). In this guide they acknowledge that "[many members of vulnerable populations, including children, the elderly, low-income communities of color and tribal communities, live close to brownfields and other blighted properties (EPA, 2020a).]" The report found that children and the elderly are among the most sensitive to changes in water and air quality are the most susceptible to disease and environmental health impacts. Recommendations in the manual to incorporate resiliency strategies through brownfield redevelopment include identifying factors such as sea-level rise that may affect long-term suitability of the site; considering how factors, such as increasing temperature, may alter the toxicity of site contaminants; or determining which flora and fauna can be supported at the site in the future as climate conditions change (EPA, 2021).

The Brownfield Redevelopment Program will be a key resource for the RPC member parishes to consider as part of their toolkit for resiliency planning in the coming years. There are also ample opportunities for the Brownfields Program at the RPC to enhance economic, social, and environmental resiliency for the region. Brownfield redevelopment presents opportunities to improve the quality of life and resiliency of vulnerable populations while reducing blight. Future considerations towards include using the newly developed RPC Vulnerability Index to identify low-income communities, communities of color, and other vulnerable populations.

Emergency Preparedness Public-Private Partnership

The RPC manages the Southeast Louisiana Emergency Preparedness Public-Private Partnership. This entity leverages resources to support emergency management in Southeast Louisiana and South Mississippi, while streamlining the flow of accurate information between the public and private sectors. Additionally this group works with the Louisiana Business Emergency Operations Center (BEOC) to connect stakeholders with opportunities associated with rebuilding communities following a disaster.

Organizations and agencies are used as "force multipliers" in getting the word out on key issues and alerts. The RPC hosts semi-monthly Emergency Preparedness meetings where participants share best practices and lessons learned, while encouraging organizations and businesses to build resilience into their continuity plans. The entity also hosts annual briefings prior to hurricane season. Members include emergency managers, the Governor's Office of Homeland Security and Emergency Preparedness (GOHSEP), Louisiana State Police, LADOTD, utility companies, ports, transit agencies, health agencies, the U.S. Federal Executive Board, National Weather Service, Corps of Engineers, universities, professional trade associations, the American Red Cross, chambers of commerce, economic development organizations, convention centers/sports arenas, local police & fire departments, and faith-based organizations. Issues and topics addressed vary from emergency management, storm preparedness, threat of terrorism, health & wellness, cybersecurity, business continuity plans, contra-flow and re-entry post disaster, and strategic partnerships that build resilience in the region.

The Partnership is a valuable part of the RPC's regional planning activities and directly contributes to multiple MTP Priorities, including: Safety & Security; Sustainability & Resilience; and Reliability & Connectivity. It supports Safety & Security by providing input from experts who can offer

guidance at the policy and project level, and it similarly allows the RPC to learn from emergency preparedness practitioners as it continues to build its resilience planning program. It further enhances system reliability through its focus on improving response to roadway incidents and crashes, which are a major contributor to congestion.

Economic Development

In addition to including Economic Opportunity as an MTP Priority, the RPC also manages a separate program wholly dedicated to economic development planning that is outside the scope of its MPO responsibilities. In this role, the RPC is designated by the U.S. Department of Commerce as the Economic Development District (EDD) for five parishes including Jefferson, Orleans, Plaquemines, St. Bernard, and St. Tammany. EDDs are multi-jurisdictional entities that lead a locally-based, regionally-driven economic development planning process that leverages the involvement of the public, private and non-profit sectors to establish a strategic blueprint for regional collaboration. The RPC also coordinates its economic development work with the Delta Regional Authority, a federal-state partnership whose mission is to improve the quality of life for the residents of the Mississippi River Delta region.

The region has benefited from a strong relationship with the EDA, which has funded many projects that have had a significant impact on the growth, diversification, and competitiveness of the economy, helping to build capacity for the region's industry clusters in innovation, health sciences, energy, arts and culture, and entrepreneurship. Some example projects include the New Orleans BioInnovation Center Wet Lab Incubator, Claiborne Corridor Cultural Innovation District, Ochsner Center for Innovation, JEDCO Churchill Technology and Business Park, the World War II Museum, the NIMS Film Studio and Tulane University Sustainable Energy Center.

As part of the EDA's current investment priorities, grants are focused on contributing to local efforts to build, improve, or better leverage economic assets that allow businesses to succeed and regional economies to prosper and become more resilient. Key concepts include equity, recovery & resilience, workforce development, manufacturing, technology-based economic development, environmentally sustainable development, and exports & foreign direct investments. Under the U.S. American Rescue Plan , the EDA offered funding opportunities through the Build Back Better competitive grant process. Under this program the region recently received a workforce development grant to invest in renewable energy workforce opportunities including the production of renewable hydrogen and microgrid technology including solar and wind farms.

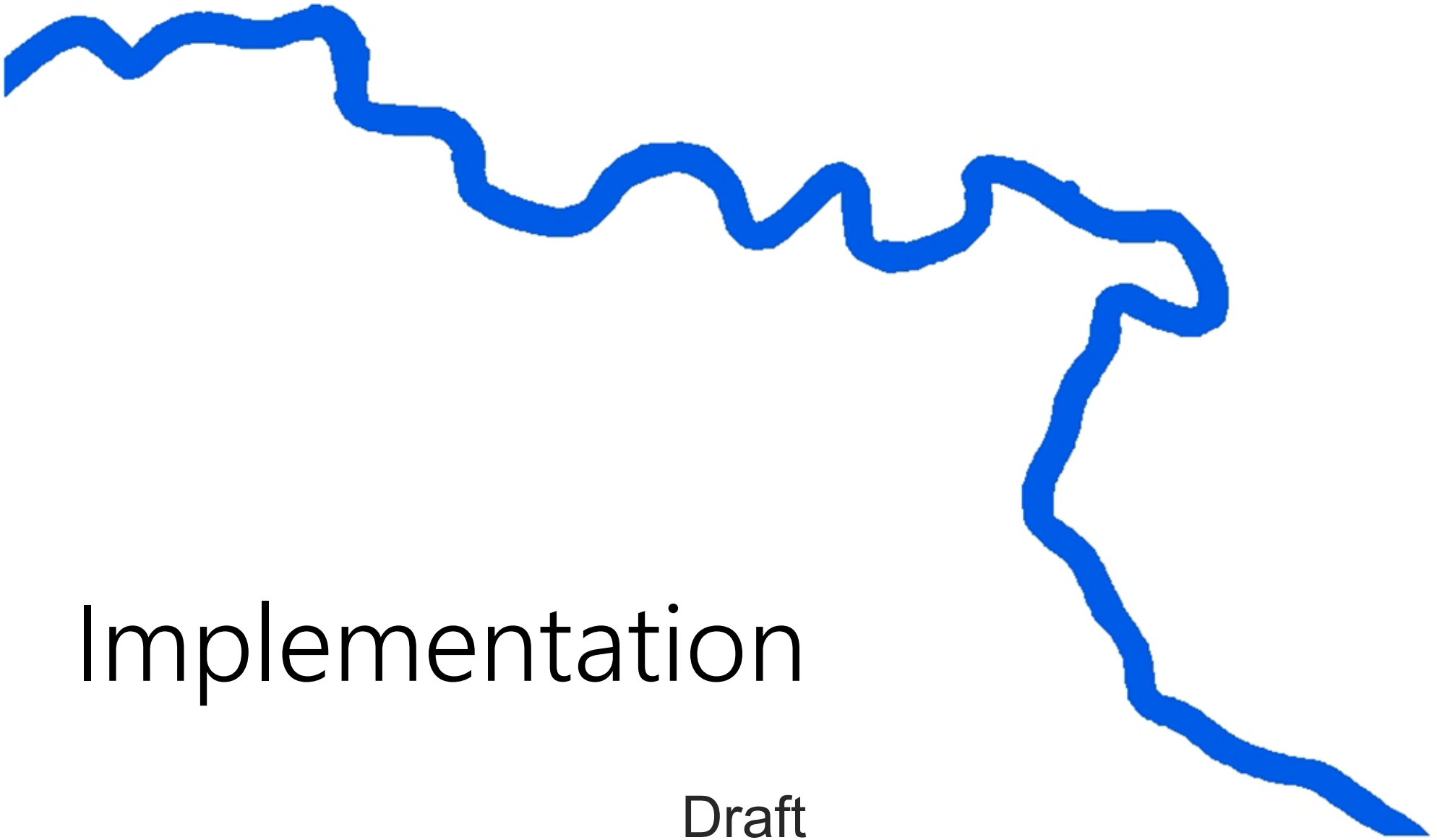
In its role as the EDD, the RPC is required to create and update a Comprehensive Economic Development Strategy (CEDS) in coordination with parish economic development organizations and with input from a cross section of business, industry, and civic representatives. The CEDS provides a blueprint for developing projects that may be eligible for EDA and DRA funding. 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. The RPC facilitated the most recent CEDS for 2019-2023. The process included extensive engagement and input from a broad group of stakeholders who shaped priorities for enhancing economic growth opportunities with consideration for global competitiveness, economic diversification and job creation, resilience and economic equity.

From the first RPC CEDS steering committee meeting, the CEDS process has stressed the importance of integrating research, discussion, strategies and action planning on economic resilience and sustainability. The overall CEDS strategic planning framework places emphasis on the region adapting to ever-changing economic conditions through industry diversification.

The RPC's work as an EDD is well-suited for partnerships and further workforce development opportunities that further the MTP's Priorities, including Sustainability & Resilience, Equity, and Economic Opportunity. The CEDS is specifically designed to identify strategies that help the region's population prepare for and acquire better employment opportunities, and to ensure that the region's businesses are ready to build upon that workforce. Importantly, the EDD emphasizes opportunities that contribute to sustainability by identifying ways to invest in more environmentally sustainable practices and workforce training for jobs of the future that will rely less on fossil fuels and help to dramatically lower our state and region's greenhouse gas emissions.

Linking MPO & Non-MPO Programs

The region's residents directly benefit from the RPC's status as a multi-faceted planning agency. Housing multiple programs within a single agency allows staff to exchange ideas and best practices, and gives local partners a single entity with which to engage on a variety of issues. Each program



Implementation

Draft

Implementation

The preceding sections of this plan describe the region and its needs, the RPC's Priorities for addressing those needs, and how the agency's various planning programs will incorporate the Priorities. One of the RPC's main tasks as an MPO is to translate this work into real-world projects that will positively impact the transportation system, and therefore the community. This will be accomplished through a thoughtful and deliberative project development and selection process that is informed by the principals of fiscal constraint and clearly defined performance measures. Importantly, the RPC has also established mechanisms for tracking its progress over time to ensure that the MTP's recommendations are fully implemented.

Project Development & Selection Process

Moving from planning to project implementation requires evaluating the feasibility of potential system improvements, and a means by which to prioritize projects. Though the process of identifying, developing, and implementing projects is complex, it can be simplified into the following steps:

1. **Identify Opportunities for Improvement:** Most projects begin with the identification of an opportunity to change the transportation system in a way that will better serve the region. For example, there may be a problem that needs to be solved such as congestion at a major intersection, or there may be an unmet need that can be addressed, such as increasing non-motorized access to a neighborhood. Such opportunities are identified through a wide variety of sources, including public engagement, input from elected officials, RPC's planning programs, and staff expertise.
2. **Study Potential Options:** Once an opportunity for change has been identified the RPC studies how it can be accomplished through modifications to the transportation system. For example, if there is a need to reduce crashes at a particular location, can that be done through infrastructure improvements, operational changes, or other alterations? The timeline and level of effort required for such studies depend on the complexity of the issue and its potential impacts on the community.
3. **Define Projects:** The previous two steps result in recommendations for real-world projects that will improve the transportation system. Once a potential project has been defined, further refinements are completed as necessary, including design and cost estimates.
4. **Fund and Prioritize Projects**: After a project has been defined, the RPC determines how it may be funded and how its implementation will be prioritized among the many other projects within the RPC's program. Project prioritization depends on multiple interrelated factors, including stakeholder support, potential impact and need, and funding availability.

These steps inform, and are informed by, the RPC's plans, policies, and programs. Throughout project development the RPC will ensure that projects consider the MTP's Priorities. The Strategies and Actions outlined in the plan provide the roadmap for including the Priorities in the project development process. In addition to the MTP and the programs it describes, two other documents outline the RPC's work and the projects it will implement. The Unified Planning Work Program (UPWP) is produced annually and describes the work that the RPC will complete during each fiscal year, including tasks to be completed by staff and studies that the RPC will fund. The Transportation Improvement Program (TIP) provides a

detailed list of projects with allocated funding, and which are planned to be implemented over the next four fiscal years. Taken together, the UPWP, TIP, MTP, and the RPC's planning programs give structure to the project development and prioritization process.

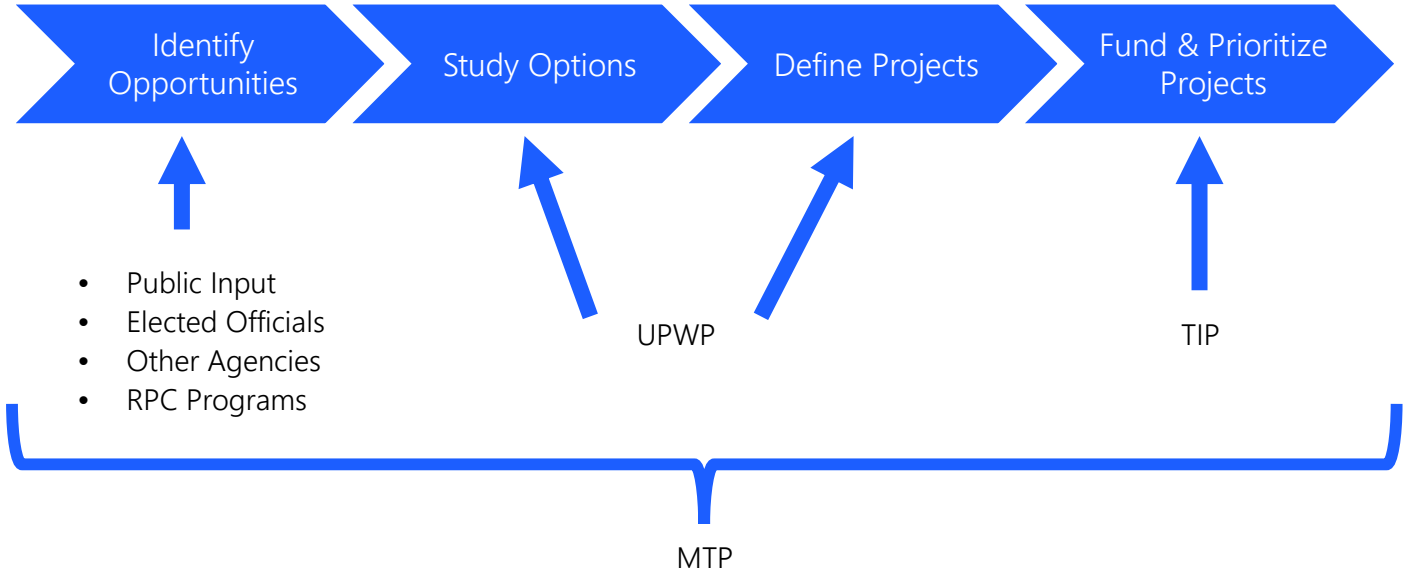


Figure 19: Chart of Project Development Process

Projects that have been selected for inclusion in the MTP and prioritized for implementation are further organized by Tier. Tier I projects are those for which funding has been identified and which are expected to be implemented in the next four federal fiscal years (FFY), FFY 2023-2026. Tier 1 is also identical to the TIP. Tier II includes projects that are still in the planning or development phase, and are expected to advance based on funding between 2027 and 2036; Tier III projects are more complex to implement and are planned for the years 2037-2052.

Financial Planning & Fiscal Constraint

Federal 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 its state and federal partners the RPC has developed fiscally constrained financial plans for both highway and transit projects, as described below.

Highway Funding

Surface Transportation Block Grants for MPAs over 200,000 in population (STBG>200K) are the primary form of federal funding made available exclusively to the New Orleans MPA. Under IIJA, these funds can be used for a variety of projects, including roadway maintenance, bicycling and pedestrian facilities, bridge and tunnel rehabilitation, lighting, electric vehicle charging equipment, green infrastructure, and planning. STBG funds can also be "flexed" to public transportation, making them eligible for all the projects described in the next section.

In addition to STBG funds, there are a variety of federal transportation programs 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. The Highway Safety Improvement Program (HSIP) funds are dedicated for projects intended to reduce fatalities and serious injuries on all public roads. The IIJA introduced the Bridge Formula Program, which can be used to replace or rehabilitate bridges in poor condition. Though funding through these programs is apportioned to the state their use in the MPA must still be approved by the MPO and the projects they fund must be included in the TIP.

RPC expects that these funding sources will also grow at about 2% annually, with an annual baseline for STBG of around $22 million and for other programs a baseline of around $50 million (see Table 14). With these assumptions, RPC has therefore estimated the following highway funding availability for Tiers I, II, and III of the MTP:

	Tier I (2023-2026)	Tier II (2027-2036)	Tier III (2037-2052)	Total MTP
STBG	$92 million	$326 million	$492 million	$910 million
Other DOT Programs	$210 million	$740 million	$2 billion	$2.9 billion
Total	$302 million	$1.1 billion	$2.5 billion	$3.8 billion
Yearly Average	$75.5 million	$106 million	$178 million	$127 million

Table 14: New Orleans MPA Forecasted Highway Funding

These projections do not account for discretionary grant opportunities which the state, the MPO, or local governments may apply for to fund large capital projects. The IIJA introduces several new discretionary grant opportunities.

Some, such as the National Infrastructure Project Assistance (Mega) or Rebuilding American Infrastructure Sustainably and Equitably (RAISE), can fund large, complex projects that serve multiple modes of travel and have regional or national significance. Others, such as the Reconnecting Communities Pilot Program and Safe Streets and Roads for All, focus specifically on removing community barriers and improving safety and mobility for bicyclists and walkers.

The RPC will monitor such programs to determine their applicability to local priorities and assist local governments in discovering and applying for these opportunities.

Public Transportation Funding

Most of the Federal funding for public transportation in the region is through guaranteed annual federal grants. To determine the amount apportioned to an urbanized area, these grants consider variables such as the population and population density, the size of the transit network, and the miles traveled by transit vehicles each year.

For the purposes of fiscal constraint, the MTP assumes that this transit formula funding will increase 2% each year. While it's impossible to predict how the federal transportation program might change in the future, this is a rate that is consistent with historical trends. Using this assumption, and using 2022 formula funding as a base, the following funding is projected for the three tiers of the plan:

	Tier I (2023-2026)	Tier II (2027-2036)	Tier III (2039-2052)
Total	$123 million	$653 million	$1.2 billion
Yearly Average	$31 million	$65 million	$85 million

Table 15: New Orleans MPA Forecasted Transit Funding

Formula funding can be used by the region's transit agencies for many activities that are necessary to maintain and run their system. These investments can generally be divided into six categories: operating expenses, revenue vehicles, facilities, streetcar infrastructure, non-revenue vehicles, and miscellaneous expenses.

While specific projects and priorities will necessarily vary from year to year and agency to agency, the amount dedicated to these categories over time can be generalized as a percentage of funding received. These percentages are estimated on what is necessary to achieve the plan's Priorities and the commitment toward maintaining transit assets as described in the Performance Based Planning and Programming section below. Table 16 describes the categories and the estimated percentage of funding allocated per category.

Operating Expenses	The day-to-day cost of running a transit system, such as purchasing fuel or paying operator salaries	9%
Revenue Vehicles	Maintaining or buying new vehicles that transport passengers, including buses, streetcars, and ferries.	70%
Facilities	Constructing or maintaining a transit agency's Administrative and maintenance buildings	10%
Streetcar Infrastructure	Replacing or maintaining the rail network	5%
Support Vehicles	Vehicles that are necessary to support the operating of the transit system	1.5%
Miscellaneous	Investments that don't fit into the above categories, such as planning, administrative costs, security equipment, dispatching software, etc.	4.5%

Table 16: New Orleans MPA Transit Project Categories

Based on these percentages, as applied to estimated future funding, federal transit spending in Tier I, II, and III is planned as follows:

	Tier I	Tier II	Tier III	Total
Operating Expenses	$11.1 million	$57.9 million	$108.8 million	$177.7 million
Revenue Vehicles	$85.9 million	$450 million	$846.1 million	$1.4 billion
Facilities	$12.3 million	$64.3 million	$120.9 million	$197.5 million
Streetcar Infrastructure	$6.1 million	$32.2 million	$60.4 million	$98.7 million
Support Vehicles	$1.8 million	$9.7 million	$18.1 million	$29.6 million
Miscellaneous	$5.5 million	$30 million	$54.4 million	$88.9 million

Table 17: New Orleans MPA Transit Funding Projections by Project Category

As with projections of highway funding, these forecasts cannot reliably account for discretionary grant opportunities which transit agencies may apply for to fund large capital projects. Several such projects are currently under study or anticipated to be in development soon, including:

- Bus Rapid Transit infrastructure and vehicles in Orleans and Jefferson Parishes
- Replacement of bus fleet with no or low emissions vehicles
- Intermodal transfer hubs, including in downtown New Orleans, New Orleans East, and Jefferson Parish
- Substantial rehabilitation of transit facilities

Performance Based Planning and Programming

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. As such it plays an important part in the overall project development, prioritization, and evaluation process.

Performance Measures

The use of PBPP by MPOs was formally codified by the FAST Act (23 CFR Part 490). Since 2018 MPOs, DOTs, and transit agencies have been required to identify targets for several performance measures within five key policy areas: Safety; Pavement and Bridge Condition; System Reliability; Congestion Mitigation Air Quality[19] (CMAQ); and Transit Asset Management.

For Safety, Pavement and Bridge Condition, System Performance and Freight, and CMAQ 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.

Safety

Performance measures defined by the FAST Act for tracking safety on the region's roadways are:

- Number of fatalities.
- Number of serious injuries.
- Rate of fatalities per 100 million VMT.
- Rate of serious injuries per 100 million VMT.
- Number of non-motorized fatalities and serious injuries.

[19] CMAQ performance 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 PM2.5) National Ambient Air Quality Standards (NAAQS). There are currently no areas served by the RPC that meet any of these criteria.

Safety targets for the New Orleans MPA were first established in January 2018 and have been updated annually thereafter. In each year to date the RPC has 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 2022; therefore, the base period consists of the five calendar years ending in 2020 (i.e., 2016-2020). The measures, base values, and target values are listed in Table 18.[20] Where VMT is included in target calculations, both base and target values are based on an estimated 2019 VMT as provided by DOTD. It should also be noted that the targets reflect two years of change from the base: a 1% reduction in 2021 and another 1% reduction in 2022.

New Orleans MPA 2022 Safety Targets	2022 Baseline (2016-2020 Avg.)	Targeted Annual Change*	2022 Target (2018-2022 Avg.)
Number of Fatalities	101.4	-1%	99.4
Rate of Fatalities per 100 million vehicle miles traveled	1.45	-1%	1.42
Number of Serious Injuries	357.8	-1%	350.7
Rate of serious injuries per 100 million vehicle miles traveled	5.13	-1%	5.03
Number of non-motorized fatalities and serious injuries	111.0	-1%	108.8

*Note: Baseline period ends two years prior to target period; targets are therefore calculated based on two years of annual reductions (i.e., (Baseline-1%)-1%).

Table 18: New Orleans MPA Safety Targets, 2022

As seen in Figure 20, since 2018 some safety targets have been achieved in the New Orleans MPA; however, most targets have not been met. This is particularly true in 2020, when no targets were met, and though data from 2021 is not yet available it is expected that most targets will again remain unmet. This indicates a need for enhanced focus on safety improvements, as illustrated by this MTP's Safety and Security Priority, and associated Strategies and Actions. The RPC will also review its safety target setting methodology prior to setting new targets in 2023. At that time enough historical target data will be available to discern trends in target achievement or non-achievement, and those trends can be used to determine how the target setting process should change.

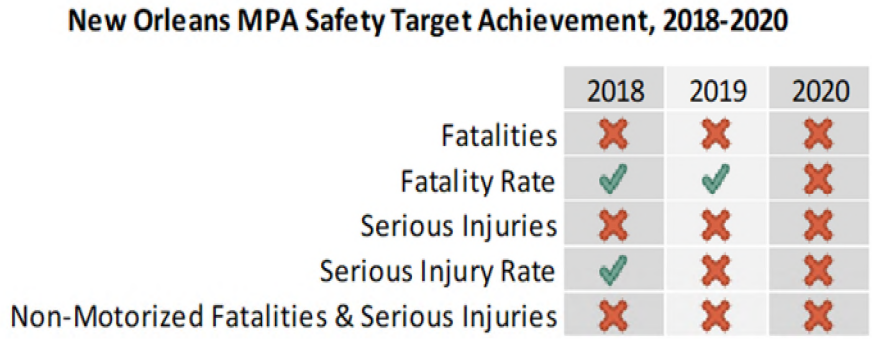


Figure 20: New Orleans MPA Safety Target Achievement, 2018-2022

[20] **Crash & Safety Data Statement:** This document and the information contained herein is prepared solely for the purposes of identifying, evaluating and panning 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 LADOTD Traffic Safety Office at (225) 379-1871 before releasing any information.

Road & Bridge Condition

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

- 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.

States are required to set 2- and 4-year targets for each measure; MPOs may adopt the state's targets or set their own. For the current period (2018-2022) the RPC chose to set its own targets, but used the state targets as the basis for regional calculations with some modifications (see Table 19). 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 would decline over the four-year reporting period. 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 below.

	Interstate		Non-Interstate NHS		NHS Bridge	
	Good %	**Poor %**	**Good %**	**Poor %**	**Good %**	**Poor %**
Baseline	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%

Baseline Source: LADOTD, 2018

Table 19: New Orleans MPA Road and Bridge Condition Targets, 2018-2022

Both DOTD and the RPC are within the initial 4-year reporting period as of the writing of this plan. Updated condition data has not yet been made available by DOTD, so progress towards target achievement cannot be determined. DOTD is expected to produce targets for the next reporting period (2022-2026) in October 2022, and the RPC will produce its new targets within 180 days.

System Reliability

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 served 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 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 targets; MPOs may use the state targets or set their own. As with road and bridge condition the RPC has chosen to set its own regional system performance targets for the current

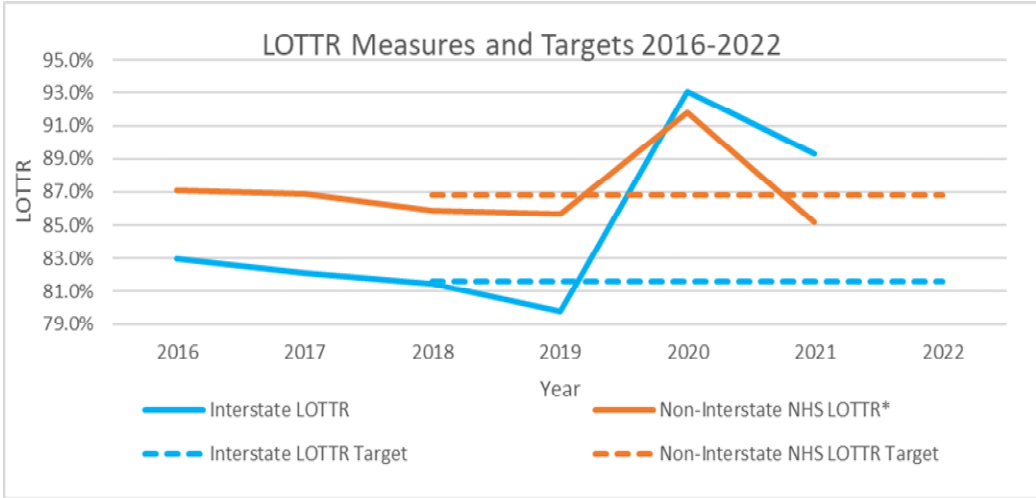


Figure 21: LOTTR Measures and Targets, 2016-2022

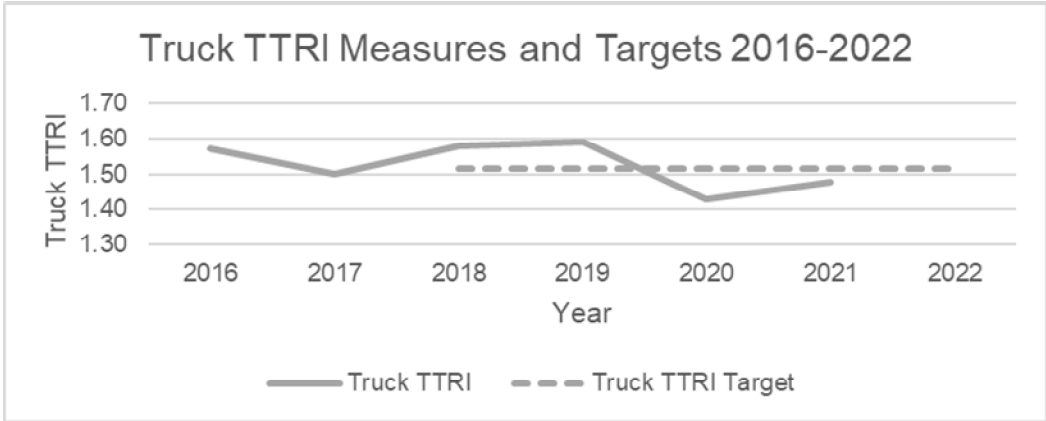


Figure 22: Truck TTRI Measures and Targets, 2016-2022

reporting period (2018-2022), but using a similar target-setting methodology as LADOTD. To calculate targets an annual growth rate was 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 would change minimally over the reporting period. 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.

As seen in Figures 21 and 22, none of the system reliability targets were achieved in 2018 or 2019, but all were achieved in 2020. In 2021, the regional Interstate Level of Travel Time Reliability performed above the set targets, the Non-Interstate NHS LOTTR fell below the target, and the Truck TTRI surpassed its target. Two years into the targets being introduced, the regional transportation network began to see interruptions of regular traffic patterns during the various COVID-19 pandemic variant outbreaks. This impacts how the RPC analyzes system reliability in the region due to the unpredictability of when these variants occur and how much of an impact they may have on regional travel patterns. Conversely, the increase in system reliability during 2020 for all the measures, and some of the measures in 2021 is likely a result of reduced vehicle miles traveled (VMT) during the last two years and changing travel patterns. The RPC will attempt to incorporate these findings into future congestion reduction strategies and will continue to monitor the impacts of the pandemic on regional travel.

The RPC will conduct a review of current targets in coordination with DOTD as it updates statewide targets. As with the Road and Bridge Condition targets, both DOTD and the RPC are within the initial 4-year reporting period as of the writing of this plan. DOTD is expected to produce targets for the next reporting period (2022-2026) in October 2022, and the RPC will produce its new targets within 180 days.

Transit Asset Management

Transit performance measures focus on tracking asset condition, and Transit Asset Management (TAM) programs are in place at each of the region's transit agencies. These programs assist the agencies in tracking the age and condition of their vehicles, facilities, and other equipment, and guide their maintenance and replacement schedules. As part of the TAM program agencies set annual targets for asset conditions in the following categories:

- 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.

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. These targets are provided to the MPO, which sets regional asset management targets when updating the MTP. See the Table 20 below for the current, four-year 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 FTA's TERM scale. As such, in all cases, the lower the better. The MPO assists transit agencies in achieving these targets through the annual distribution of federal transit funds, which can be used to purchase and rehabilitate capital assets. For more information on federal transit funding and how it is allocated, see the Financial Planning section.

Rolling Stock	**ULB**	**TARGET**
Bus	14	15%
Cutaway Bus	14	5%
Articulated Bus	14	5%
Van/Minivan	8	20%
Streetcar	31	0%
Streetcar (Vintage)	58	0%
Ferryboat	42	50%
Equipment	**ULB**	**TARGET**
Automobiles	8	5%
Trucks, SUVs, Vans	8	18%
Steel Wheel	25	100%
Facilities		**TARGET**
Admin and Maintenance		20%
Passenger and Parking		10%
Infrastructure		**TARGET**
Streetcar Rail		5%

Source: Regional Transit Providers, 2022

Table 20: Regional Transit Asset Management Targets, 2022

Project Development and Environmental Justice

The RPC strives to address Title VI and Environmental Justice at all stages of the planning process. The Title VI Process and Justice40 Initiative will guide the RPC's efforts to identify and mitigate potential barriers faced by traditionally under-served groups, engage them in the decision-making process, and ensure they receive the benefits of federal transportation investments.

Title VI

Implementing Title VI through the project development process is comprised of two steps: Identification and Mitigation. The RPC will complete these for all projects as described below

Step 1: Identification

During the scoping process, management and staff determine the Project Limits for a study, which are then used by GIS staff and the Title VI coordinator to establish the Area of Interest (AOI), i.e., the areas adjacent to the project limits that have populations that may be impacted by a project. The AOI will necessarily be coterminous with existing census boundaries. Geographically referenced data will be used to provide:

- A demographic profile for Title VI study area based on federal guidelines
- An Environmental Justice profile for Title VI study area based on federal guidelines
- A determination of socially vulnerable communities within the Title VI study area using the RPC Social Vulnerability Index (SVI) model as needed

Step 2: Mitigation

After identifying communities within a planning area that may face barriers in the participation processes the RPC will in "Good Faith Effort" deploy the following strategies to ensure equitable representation:

- Seek representatives of minority, disability, and low-income groups will be identified and an effort will be made to include them on the board and advisory committees and in RPC mailings.
- Whenever possible, meetings will be held at locations accessible to persons with a disability, bus riders, and bicyclists, and that are convenient to neighborhoods with a concentration of minority and low-income persons.
- Translators/interpreters will be provided for meetings, if requested.
- A statement is included at the bottom of all meeting notices in English, Spanish, and Vietnamese indicating that an interpreter, materials in alternate formats, or other accommodations will be made available, if requested at least 48 hours prior to the meeting.
- Information, including meeting notices and press releases, will be provided to minority news media.

- Meeting materials relevant to ensure equal participation will be translated based on Limited English Proficiency assessment for given project areas

Justice40

In January 2021 President Biden established the Justice40 Initiative via Executive Order 14008, which aims to deliver forty percent of the overall benefits of certain federal investments, including sustainable transportation systems, to disadvantaged communities. Guidance on the initiative and how it can be implemented by MPOs continues to be developed by USDOT and other relevant agencies, but many existing transportation funding programs and new programs under IIJA will be designed to ensure the Justice40 goal is met.

For the purposes of transportation planning, USDOT's interim definition of a transportation disadvantaged community is based on twenty-two indicators in six categories: transportation access; health; environment; economy; resilience; and equity. New tools are currently being developed by DOT to help MPOs, states, and local governments identify disadvantaged communities and analyze potential impacts of federal investments. These include a Climate and Economic Justice Screening Tool and an Interim DOT Disadvantaged Communities Definition and Mapping Tool.

The Justice40 initiative supports the Priorities described in MTP 2052, as well as the RPC's overall mission to provide transportation benefits to the entire community. As additional guidance on the initiative becomes available the RPC will continue to refine its planning process to support the aims of the program.

Tracking Progress

The recommendations of the MTP will not be enacted at a single point in time; rather, the plan directs the RPC to undertake a series of activities that will influence the overall transportation planning process. To ensure the MTP is fully implemented, the RPC has developed mechanisms to track progress over time and to hold itself accountable.

Linking Projects to MTP Priorities

All projects in the MTP are evaluated for their consideration of each of the MTP's Priorities. Each project is expected to contribute to the advancement at least one Priority, and many contribute to multiple Priorities (see Figure 23). Taken together, the program of projects holistically addresses the recommendations outlined in the plan.

Linking Projects to Performance Measures

The RPC tracks the extent to which each project helps to achieve Performance Measure targets. By implementing a program of projects that comprehensively addresses the Performance Measures, it is expected that the region will incrementally reach the targets it has set for itself. Each project listed in the MTP contributes to the achievement of one or more targets, and each has been categorized to identify its relationship to the performance measure policy areas: Motorized Safety; Non-motorized Safety; Vehicle Congestion; Freight Vehicle Congestion; and State of Good Repair. Figure 24 indicates the number of projects that contribute to each category. It should be noted that many projects contribute to more than one category. For example, projects that contribute to improved system performance may also improve freight movements. Importantly, the percentage of projects and the percentage of expenditures are fairly evenly split among the performance measure categories. This indicates that the RPC has taken a balanced approach to addressing the region's transportation needs as defined by the federally required performance measures.

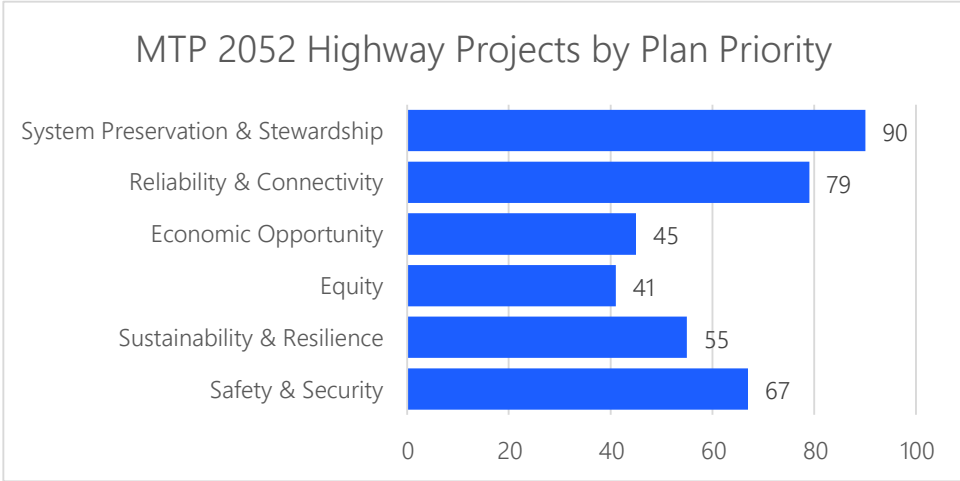


Figure 23: MTP 2052 Highway Projects by Plan Priority

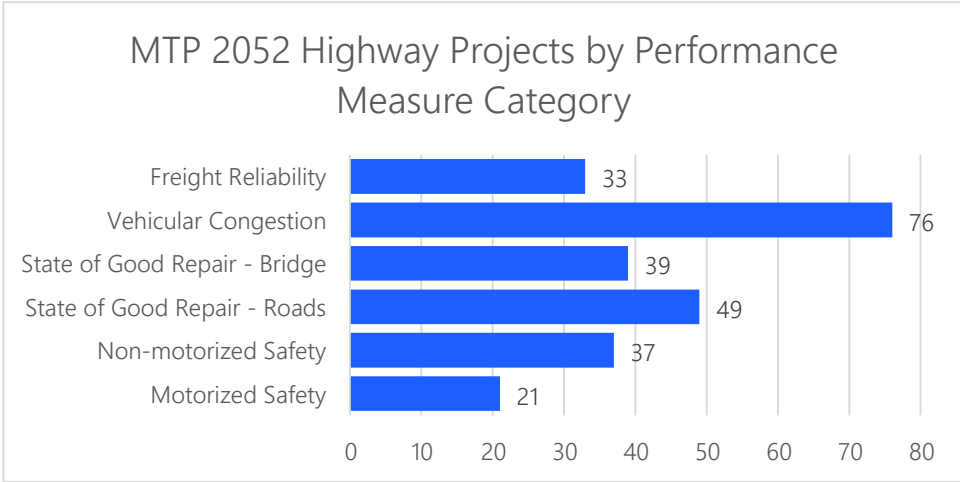


Figure 24: MTP 2052 Highway Projects by Performance Measure Category

Annual Report

Beginning with the introduction of PBPP in 2018, the RPC has published an Annual Performance Report that describes each of the regional performance measures and whether the established targets have been met. The targets are also updated as appropriate. Moving forward this report will be expanded to include additional information related to MTP implementation, including Actions and Strategies accomplished, studies completed, and updates on how projects have contributed to MTP Priorities and Performance Measures.

Other Tracking Mechanisms

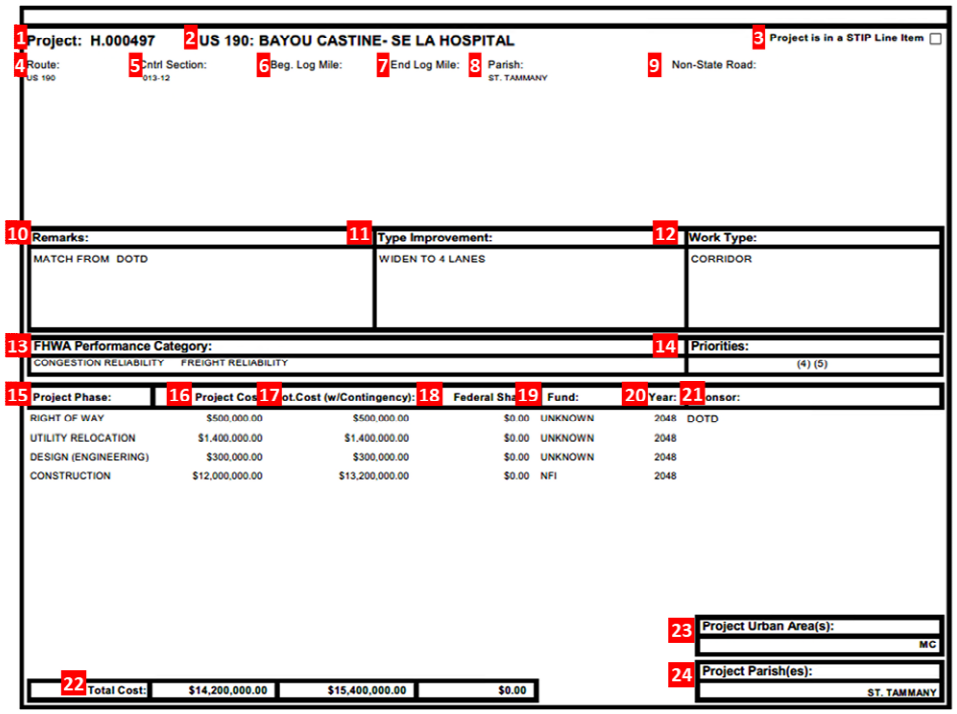
Progress towards MTP implementation is also aided and tracked via other RPC processes. The UPWP is updated annually and incorporates the MTP's recommendations into its work plan for RPC staff, budget, and description of studies to be completed. The RPC also annually produces a List of Obligated Projects, which details projects for which federal funding has been obligated in the preceding fiscal year. Completion of the List of Obligated projects provides a valuable opportunity to assess and report on the degree to which implemented projects are addressing the recommendations of the MTP. Though the TIP is updated every four years, concurrently with the MTP, it is frequently amended to include new projects and revised project scopes. During the amendment process, projects are evaluated for their contributions to MTP Priorities. The RPC also receives regular input from stakeholders that informs staff about its progress toward implementing the MTP's recommendations and introduces opportunities for adjustment. Finally, each update of the MTP provides a new opportunity to assess the prior MTP's impact and to evaluate how the RPC should modify its practices. In this manner each MTP contributes to an iterative process through which the regional transportation planning process can be continually improved.

Project List

Draft

Project List

Projects in the MTP are listed alphabetically by parish, then in ascending order by year, then state project number. An example project page and field descriptions are included below, and a list of funding sources is in Appendix B.



1.	State Project Number
2.	Project Title
3.	Is/Is Not a Line Item in State TIP
4.	Route Number
5.	State Control Section
6.	Beginning State Log Mile
7.	Ending State Log Mile
8.	Parish in which Project is Located
9.	Non-state Road Name
10.	Additional Comments
11.	Improvement Description
12.	Work Category
13.	FHWA Performance Measure Category
14.	MTP Priority (1 = Safety; 2 = Sustainability & Resilience; 3 = Equity; 4 = Econ. Opportunity; 5 = Reliability; 6 = Preservation)
15.	Project Phase
16.	Project Cost
17.	Project Cost plus 10% Contingency
18.	Federal Share of Phase
19.	Funding Source(s)
20.	Federal Fiscal Year
21.	Project Sponsor
22.	Funding Totals
23.	Project Urbanized Area
24.	Project Parish(es)

Figure 25: Example Project Page

Highway Projects: Jefferson Parish

Project: H.002264 LA 302: BAYOU BARATARIA MB REPL PHASE 2

Project is in a STIP Line Item ☐

Route:	Cntrl Section:	Beg. Log Mile:	End Log Mile:	Parish:	Non-State Road:
LA 302-P	826-64	0.000	0.276	JEFFERSON	
LA 3257	826-48	4.115	4.281	JEFFERSON	
LA 45	249-90	3.766	4.808	JEFFERSON	

Remarks:	Type Improvement:	Work Type:
MATCH FROM DOTD	BRIDGE REPLACEMENT	PRESERVATION BRIDGE (ON SYSTEM)

FHWA Performance Category:	Priorities:
BRIDGE CONDITION	(1) (6)

Project Phase:	Project Cost:	Tot.Cost (w/Contingency):	Federal Share:	Fund:	Year:	Sponsor:
CONSTRUCTION	$4,500,000.00	$4,950,000.00	$3,960,000.00	FBR-OFF	FFY 23	DOTD
CONSTRUCTION	$8,550,000.00	$9,405,000.00	$7,524,000.00	STP FLEX	FFY 23	

Project Urban Area(s):
NO

Project Parish(es):
JEFFERSON

Total Cost:	$13,050,000.00	$14,355,000.00	$11,484,000.00

Project: H.002956 EARHART AT DAKIN

Project is in a STIP Line Item ☐

Route:	Cntrl Section:	Beg. Log Mile:	End Log Mile:	Parish:	Non-State Road:
LA 3139	430-01	4.540	4.550	JEFFERSON	

Remarks:	Type Improvement:	Work Type:
MATCH FROM DOTD	RAMP CONNECTOR (EB EARHART - DAKIN)	URBAN SYSTEMS

FHWA Performance Category:	Priorities:
CONGESTION RELIABILITY FREIGHT RELIABILITY	(4) (5)

Project Phase:	Project Cost:	Tot.Cost (w/Contingency):	Federal Share:	Fund:	Year:	Sponsor:
CONSTRUCTION	$3,600,000.00	$3,960,000.00	$3,168,000.00	STP>200K	FFY 23	DOTD

Project Urban Area(s):
NO

Project Parish(es):
JEFFERSON

Total Cost:	$3,600,000.00	$3,960,000.00	$3,168,000.00

Project: H.007181 L AND A RD IMPROVEMENTS

Project is in a STIP Line Item ☐

Route:	Cntrl Section:	Beg. Log Mile:	End Log Mile:	Parish:	Non-State Road:
A LOCAL	000-26	0.000	0.000	JEFFERSON	L AND A ROAD

Remarks:	Type Improvement:	Work Type:
MATCH FROM JEFFERSON PARISH	NEW ROADWAY & ALIGNMENT	URBAN SYSTEMS

FHWA Performance Category:	Priorities:
CONGESTION RELIABILITY FREIGHT RELIABILITY	(4) (5)

Project Phase:	Project Cost:	Tot.Cost (w/Contingency):	Federal Share:	Fund:	Year:	Sponsor:
CONSTRUCTION	$4,500,000.00	$4,950,000.00	$3,960,000.00	STP>200K	FFY 23	JEFFERSON PARISH

Project Urban Area(s):
NO

Project Parish(es):
JEFFERSON

Total Cost:	$4,500,000.00	$4,950,000.00	$3,960,000.00

Project: H.007208 HARVEYBLVDEXT (PETERS RD-MANHATTAN)

Project is in a STIP Line Item ☐

Route:	Cntrl Section:	Beg. Log Mile:	End Log Mile:	Parish:	Non-State Road:
A LOCAL	000-26	0.000	0.000	JEFFERSON	HARVEY BLVD.
LA 3017	826-11	3.580	3.890	JEFFERSON	

Remarks:	Type Improvement:	Work Type:
MATCH FROM JEFFERSON PARISH	NEW ROADWAY EXTENSION	URBAN SYSTEMS

FHWA Performance Category:	Priorities:
CONGESTION RELIABILITY	(2) (3) (4) (5)

Project Phase:	Project Cost:	Tot.Cost (w/Contingency):	Federal Share:	Fund:	Year:	Sponsor:
CONSTRUCTION	$6,500,000.00	$7,150,000.00	$5,720,000.00	STP>200K	FFY 23	JEFFERSON PARISH

Project Urban Area(s):
NO

Project Parish(es):
JEFFERSON

Total Cost:	$6,500,000.00	$7,150,000.00	$5,720,000.00

Project: H.011805 JEFFERSON WB MISS RIVER MU PATH 3B & 3C

Project is in a STIP Line Item ☑

Route:	Cntrl Section:	Beg. Log Mile:	End Log Mile:	Parish:	Non-State Road:
A LOCAL	000-26	0.000	0.000	JEFFERSON	WB RIVER LEVEE TOP
LA 541	826-13	0.000	0.230	JEFFERSON	

Remarks:	Type Improvement:	Work Type:
MATCH FROM JEFFERSON PARISH	MULTI-USE PATH	ENHANCEMENTS

FHWA Performance Category:	Priorities:
CONGESTION RELIABILITY	(2) (5)

Project Phase:	Project Cost:	Tot.Cost (w/Contingency):	Federal Share:	Fund:	Year:	Sponsor:
CONSTRUCTION	$622,000.00	$684,200.00	$547,360.00	TAP>200K	FFY 23	JEFFERSON PARISH

Project Urban Area(s):
NO

Project Parish(es):
JEFFERSON

Total Cost:	$622,000.00	$684,200.00	$547,360.00

Project: H.012619 LA 48 @ PLANTATION RD

Project is in a STIP Line Item ☐

Route:	Cntrl Section:	Beg. Log Mile:	End Log Mile:	Parish:	Non-State Road:
LA 48	006-30	0.260	0.410	JEFFERSON	

Remarks:	Type Improvement:	Work Type:
MATCH FROM DOTD	DRAINAGE IMPROVEMENTS	OPER EFFICIENCY/MOTORIST ASSISTANCE ROADWAY FLOODING

FHWA Performance Category:	Priorities:
CONGESTION RELIABILITY	(2) (5)

Project Phase:	Project Cost:	Tot.Cost (w/Contingency):	Federal Share:	Fund:	Year:	Sponsor:
CONSTRUCTION	$450,000.00	$495,000.00	$396,000.00	NHPP	FFY 23	DOTD

Project Urban Area(s):
NO

Project Parish(es):
JEFFERSON

Total Cost:	$450,000.00	$495,000.00	$396,000.00

Project: H.012978 LA 301: 280' W MCMURTY - LA 45

Project is in a STIP Line Item ☑

Route:	Cntrl Section:	Beg. Log Mile:	End Log Mile:	Parish:	Non-State Road:
LA 301	826-06	0.000	2.844	JEFFERSON	
LA 301	826-06	2.844	2.988	JEFFERSON	

Remarks:	Type Improvement:	Work Type:
MATCH FROM DOTD	MILLING AND OVERLAY	PRESERVATION NON-INTERSTATE NFA

FHWA Performance Category:	Priorities:
BRIDGE CONDITION	(1) (6)

Project Phase:	Project Cost:	Tot.Cost (w/Contingency):	Federal Share:	Fund:	Year:	Sponsor:
CONSTRUCTION	$60,000.00	$66,000.00	$0.00	NFA	FFY 23	DOTD

Project Urban Area(s):
NO

Project Parish(es):
JEFFERSON

Total Cost:	$60,000.00	$66,000.00	$0.00

Project: H.013090 GRETNA DOWNTOWN PEDESTRIAN IMPROVEMENTS

Project is in a STIP Line Item ☑

Route:	Cntrl Section:	Beg. Log Mile:	End Log Mile:	Parish:	Non-State Road:
LA 18	063-02	1.150	1.175	JEFFERSON	
LA 18	063-02	1.200	1.220	JEFFERSON	

Remarks:	Type Improvement:	Work Type:
MATCH FROM CITY OF GRETNA	SIDEWALKS, ADA RAMPS, DRAINAGE STRUCTURES, PED ISLANDS	SAFETY SAFE ROUTES TO PUBLIC PLACES

FHWA Performance Category:	Priorities:
SAFETY NON-MOTORIZED CONGESTION RELIABILITY	(2) (3) (4) (5)

Project Phase:	Project Cost:	Tot.Cost (w/Contingency):	Federal Share:	Fund:	Year:	Sponsor:
CONSTRUCTION	$168,000.00	$184,800.00	$147,840.00	HSIPPEN	FFY 23	CITY OF GRETNA
CONSTRUCTION	$167,000.00	$183,700.00	$146,660.00	STP FLEX	FFY 23	
Total Cost:	**$335,000.00**	**$368,500.00**	**$294,500.00**			

Project Urban Area(s):
NO

Project Parish(es):
JEFFERSON

Project: H.013245.NO MOTORIST ASSISTANCE PATROL (MAP)

Project is in a STIP Line Item ☑

Route:	Cntrl Section:	Beg. Log Mile:	End Log Mile:	Parish:	Non-State Road:
I-10 I-310				REGIONAL ST. CHARLES	

Remarks:	Type Improvement:	Work Type:
MATCH FROM DOTD	MAP FOR NOUZA	OPER EFFICIENCY/MOTORIST ASSISTANCE INTERSTATE

FHWA Performance Category:	Priorities:
SAFETY MOTORIZED CONGESTION RELIABILITY	(5)

Project Phase:	Project Cost:	Tot.Cost (w/Contingency):	Federal Share:	Fund:	Year:	Sponsor:
OTHER	$2,730,000.00	$2,730,000.00	$1,365,000.00	STP FLEX	FFY 22	DOTD
OTHER	$2,730,000.00	$2,730,000.00	$1,365,000.00	STP>200K	FFY 23	
OTHER	$2,730,000.00	$2,730,000.00	$1,365,000.00	STP>200K	FFY 24	
OTHER	$2,730,000.00	$2,730,000.00	$1,365,000.00	STP>200K	FFY 25	
OTHER	$2,730,000.00	$2,730,000.00	$1,365,000.00	STP>200K	FFY 26	

Project Urban Area(s):
NO

Project Parish(es):
JEFFERSON, ORLEANS, ST. CHARLES, ST. JOHN THE BAPTIST

Total Cost:	$13,650,000.00	$13,650,000.00	$6,825,000.00

Project: H.013345 KAWANEE AVE. BIKE ROUTE PH 1

Project is in a STIP Line Item ☑

Route:	Cntrl Section:	Beg. Log Mile:	End Log Mile:	Parish:	Non-State Road:
A LOCAL	000-26	0.000	0.000	JEFFERSON	HOUMA BLVD.
A LOCAL	000-26	0.000	0.000	JEFFERSON	KAWANEE AVE.
A LOCAL	000-26	0.000	0.000	JEFFERSON	TETUON ST.

Remarks:	Type Improvement:	Work Type:
MATCH FROM JEFFERSON PARISH	SIGNING, STRIPING AND BRIDGE	ENHANCEMENTS AMERICANS WITH DISABILITIES ACT

FHWA Performance Category:	Priorities:
SAFETY NON-MOTORIZED CONGESTION RELIABILITY	(3) (5)

Project Phase:	Project Cost:	Tot.Cost (w/Contingency):	Federal Share:	Fund:	Year:	Sponsor:
CONSTRUCTION	$546,000.00	$600,600.00	$436,800.00	TAP>200K	FFY 23	JEFFERSON PARISH

Project Urban Area(s):
NO

Project Parish(es):
JEFFERSON

Total Cost:	$546,000.00	$600,600.00	$436,800.00

Project: H.013346 MANHATTAN BLVD. PEDESTRIAN IMPROVEMENTS **Project is in a STIP Line Item** ☑

Route:	Cntrl Section:	Beg. Log Mile:	End Log Mile:	Parish:	Non-State Road:
A LOCAL	000-26	0.000	0.000	JEFFERSON	MANHATTAN BLVD
A LOCAL	000-26	0.000	0.000	JEFFERSON	MANHATTAN BLVD E

Remarks:	Type Improvement:	Work Type:
MATCH FROM JEFFERSON PARISH	PEDESTRIAN IMPROVEMENTS	ENHANCEMENTS AMERICANS WITH DISABILITIES ACT

FHWA Performance Category:	Priorities:
SAFETY NON-MOTORIZED CONGESTION RELIABILITY	(2) (3) (5)

Project Phase:	Project Cost:	Tot.Cost (w/Contingency):	Federal Share:	Fund:	Year:	Sponsor:
CONSTRUCTION	$572,000.00	$629,200.00	$503,360.00	TAP>200K	FFY 23	JEFFERSON PARISH

Project Urban Area(s):
NO

Project Parish(es):
JEFFERSON

Total Cost:	$572,000.00	$629,200.00	$503,360.00

Project: H.013347 LA 18: 4TH ST BIKE PATH JEFFERSON PARISH

Project is in a STIP Line Item ☑

Route:	Cntrl Section:	Beg. Log Mile:	End Log Mile:	Parish:	Non-State Road:
LA 18	063-02	1.346	3.456	JEFFERSON	

Remarks:	Type Improvement:	Work Type:
MATCH FROM JEFFERSON PARISH	BIKE PATHS	ENHANCEMENTS AMERICANS WITH DISABILITIES ACT

FHWA Performance Category:	Priorities:
SAFETY NON-MOTORIZED	(2) (3)

Project Phase:	Project Cost:	Tot.Cost (w/Contingency):	Federal Share:	Fund:	Year:	Sponsor:
CONSTRUCTION	$517,000.00	$568,700.00	$454,960.00	TAP>200K	FFY 23	JEFFERSON PARISH

Project Urban Area(s):
NO

Project Parish(es):
JEFFERSON

Total Cost:	$517,000.00	$568,700.00	$454,960.00

Project: H.013365 LA 45 / LA 303 ROSETHORNE PATH (LAFITTE)

Project is in a STIP Line Item ☑

Route:	Cntrl Section:	Beg. Log Mile:	End Log Mile:	Parish:	Non-State Road:
LA 303	826-07	0.000	0.874	JEFFERSON	
LA 45	249-90	0.000	0.887	JEFFERSON	
LA 45	249-90	2.882	3.015	JEFFERSON	

Remarks:	Type Improvement:	Work Type:
MATCH FROM TOWN OF JEAN LAFITTE	SHARED USE PATH	ENHANCEMENTS AMERICANS WITH DISABILITIES ACT

FHWA Performance Category:	Priorities:
SAFETY NON-MOTORIZED CONGESTION RELIABILITY	(2) (3) (5)

Project Phase:	Project Cost:	Tot.Cost (w/Contingency):	Federal Share:	Fund:	Year:	Sponsor:
CONSTRUCTION	$1,194,000.00	$1,313,400.00	$1,050,720.00	TAP>200K	FFY 23	TOWN OF JEAN LAFITTE

Project Urban Area(s):
NO

Project Parish(es):
JEFFERSON

Total Cost:	$1,194,000.00	$1,313,400.00	$1,050,720.00

Project: H.013370 **LA 48: KENNER LEVEE TRAILHEAD EXPANSION** **Project is in a STIP Line Item** ☑

Route:	Cntrl Section:	Beg. Log Mile:	End Log Mile:	Parish:	Non-State Road:
LA 48	282-01	0.000	0.067	JEFFERSON	

Remarks:	Type Improvement:	Work Type:
MATCH FROM CITY OF KENNER	SIDEWALKS, BICYCLE FACILITIES, LANDSCAPING AND BUS SHELTERS	ENHANCEMENTS TRANSPORTATION SYSTEMS MANAGEMENT

FHWA Performance Category:	Priorities:
SAFETY NON-MOTORIZED CONGESTION RELIABILITY	(2) (3) (5)

Project Phase:	Project Cost:	Tot.Cost (w/Contingency):	Federal Share:	Fund:	Year:	Sponsor:
CONSTRUCTION	$423,000.00	$465,300.00	$372,240.00	TAP>200K	FFY 23	CITY OF KENNER

Project Urban Area(s):
NO

Project Parish(es):
JEFFERSON

Total Cost:	$423,000.00	$465,300.00	$372,240.00

Project: H.013435 LA 611-9 FOCIS ST. - NS RR (METAIRIE)

Project is in a STIP Line Item ☑

Route:	Cntrl Section:	Beg. Log Mile:	End Log Mile:	Parish:	Non-State Road:
LA 611-9	826-04	2.000	2.290	JEFFERSON	

Remarks:	Type Improvement:	Work Type:
MATCH FROM DOTD	CONNECT CROSSING WITH TRAFFIC SIGNAL FOR PREEMPTION	RAILROADS

FHWA Performance Category:	Priorities:
SAFETY MOTORIZED	

Project Phase:	Project Cost:	Tot.Cost (w/Contingency):	Federal Share:	Fund:	Year:	Sponsor:
CONSTRUCTION	$50,000.00	$55,000.00	$44,000.00	STP FLEX	FFY 23	DOTD

Project Urban Area(s):
NO

Project Parish(es):
JEFFERSON

Total Cost:	$50,000.00	$55,000.00	$44,000.00

Project: H.014334 BONNABEL: METAIRIE RD. - I-10

Project is in a STIP Line Item ☐

Route:	Cntrl Section:	Beg. Log Mile:	End Log Mile:	Parish:	Non-State Road:
A LOCAL	000-26	0.000	0.000	JEFFERSON	BONNABEL BLVD.

Remarks:	Type Improvement:	Work Type:
MATCH FROM JEFFERSON PARISH	OVERLAY	URBAN SYSTEMS

FHWA Performance Category:	Priorities:
ROAD CONDITION	(1) (6)

Project Phase:	Project Cost:	Tot.Cost (w/Contingency):	Federal Share:	Fund:	Year:	Sponsor:
CONSTRUCTION	$1,200,000.00	$1,320,000.00	$1,320,000.00	COVID>200K	FFY 23	JEFFERSON PARISH
CONSTRUCTION	$800,000.00	$880,000.00	$704,000.00	STP>200K	FFY 23	

Project Urban Area(s):
NO

Project Parish(es):
JEFFERSON

Total Cost:	$2,000,000.00	$2,200,000.00	$2,024,000.00

Project: H.014581 PETERS RD BRIDGE & EXTENSION

Project is in a STIP Line Item ☑

Route:	Cntrl Section:	Beg. Log Mile:	End Log Mile:	Parish:	Non-State Road:
LA 3017	826-11			JEFFERSON	

Remarks:	Type Improvement:	Work Type:
MATCH FROM DOTD	INBSTALL BOX CULVERT IN MURPHY CANAL AND BUILD ACCESS RD	CORRIDOR BRIDGE (ON SYSTEM)

FHWA Performance Category:	Priorities:
CONGESTION RELIABILITY FREIGHT RELIABILITY	(2) (4) (5)

Project Phase:	Project Cost:	Tot.Cost (w/Contingency):	Federal Share:	Fund:	Year:	Sponsor:
CONSTRUCTION	$13,729,000.00	$15,101,900.00	$0.00	ST BONDS	FFY 23	DOTD

Project Urban Area(s):
NO

Project Parish(es):
JEFFERSON

Total Cost:	$13,729,000.00	$15,101,900.00	$0.00

Project: H.014650 LAFITTE LEVEE TRAIL

Project is in a STIP Line Item ☑

Route:	Cntrl Section:	Beg. Log Mile:	End Log Mile:	Parish:	Non-State Road:
A LOCAL	000-26	0.000	0.000	JEFFERSON	LAFITTE LEVEE TRAIL

Remarks:	Type Improvement:	Work Type:
MATCH FROM TOWN OF JEAN LAFITTE	CONSTRUCTION OF A 7000 FOOT WALKING TRAIL	RECREATIONAL TRAILS PROGRAM

FHWA Performance Category:	Priorities:
SAFETY NON-MOTORIZED	

Project Phase:	Project Cost:	Tot.Cost (w/Contingency):	Federal Share:	Fund:	Year:	Sponsor:
CONSTRUCTION	$536,000.00	$589,600.00	$0.00	LOCAL	FFY 23	TOWN OF JEAN LAFITTE
CONSTRUCTION	$125,000.00	$137,500.00	$110,000.00	RTP	FFY 23	

Project Urban Area(s):
NO

Project Parish(es):
JEFFERSON

Total Cost:	$661,000.00	$727,100.00	$110,000.00

Project: H.014760 DISTRICT 02 APPR SLAB LEVELING PHASE 3

Project is in a STIP Line Item ☑

Route:	Cntrl Section:	Beg. Log Mile:	End Log Mile:	Parish:	Non-State Road:
A LOCAL	838-01	0.053	0.068	JEFFERSON	
LA 3017	826-11	5.128	5.158	JEFFERSON	
LA 3017	838-01	2.412	2.546	JEFFERSON	
US 90-Z	283-08	0.029	0.071	JEFFERSON	
US 90-Z	283-09	0.076	0.100	JEFFERSON	

Remarks:	Type Improvement:	Work Type:
MATCH FROM DOTD	APPROACH SLAB LEVELING WITH ASPHALT CONCRETE	PRESERVATION ROAD PREVENTIVE MAINTENANCE

FHWA Performance Category:	Priorities:
ROAD CONDITION	(1) (6)

Project Phase:	Project Cost:	Tot.Cost (w/Contingency):	Federal Share:	Fund:	Year:	Sponsor:
CONSTRUCTION	$750,000.00	$825,000.00	$742,500.00	NHPP	FFY 23	DOTD
CONSTRUCTION	$751,000.00	$826,100.00	$660,880.00	STP FLEX	FFY 23	
Total Cost:	**$1,501,000.00**	**$1,651,100.00**	**$1,403,380.00**			

Project Urban Area(s):
NO

Project Parish(es):
JEFFERSON

Project: H.014853 LA 3154: US 61 - LA 3139

Project is in a STIP Line Item ☑

Route:	Cntrl Section:	Beg. Log Mile:	End Log Mile:	Parish:	Non-State Road:
LA 3154	826-44	2.411	3.205	JEFFERSON	

Remarks:	Type Improvement:	Work Type:
MATCH FROM DOTD	PCC PAVEMENT PATCHING AND RESTRIPING	PRESERVATION NON-INTERSTATE ON NHS SYSTEM

FHWA Performance Category:	Priorities:
ROAD CONDITION	(1) (6)

Project Phase:	Project Cost:	Tot.Cost (w/Contingency):	Federal Share:	Fund:	Year:	Sponsor:
CONSTRUCTION	$530,000.00	$583,000.00	$466,400.00	NHPP	FFY 23	DOTD

Project Urban Area(s):
NO

Project Parish(es):
JEFFERSON

Total Cost:	$530,000.00	$583,000.00	$466,400.00

Project: H.014910 CENTRAL AVE: NOPB RR XINGS (JEFFERSON)

Project is in a STIP Line Item ☑

Route:	Cntrl Section:	Beg. Log Mile:	End Log Mile:	Parish:	Non-State Road:
A LOCAL	000-26	0.000	0.000	JEFFERSON	CENTRAL AVE.

Remarks:	Type Improvement:	Work Type:
MATCH FROM DOTD	UPGRADE WARNING FOR THE CROSSINGS	RAILROADS

FHWA Performance Category:	Priorities:
SAFETY MOTORIZED FREIGHT RELIABILITY	(4) (5)

Project Phase:	Project Cost:	Tot.Cost (w/Contingency):	Federal Share:	Fund:	Year:	Sponsor:
CONSTRUCTION	$150,000.00	$165,000.00	$165,000.00	RAIL PD	FFY 23	DOTD

Project Urban Area(s):
NO

Project Parish(es):
JEFFERSON

Total Cost:	$150,000.00	$165,000.00	$165,000.00

Project: H.009794 GRETNA BICYCLE ACCESS IMPROVEMENTS

Project is in a STIP Line Item ☑

Route:	Cntrl Section:	Beg. Log Mile:	End Log Mile:	Parish:	Non-State Road:
A LOCAL	000-26	0.000	0.000	JEFFERSON	HP LONG, GRETNA BLVD., 5TH ST.
LA 18	062-02	0.193	0.450	JEFFERSON	
LA 466	063-02	1.025	1.090	JEFFERSON	
US 90-Z	283-09	1.828	1.904	JEFFERSON	

Remarks:	Type Improvement:	Work Type:
MATCH FROM CITY OF GRETNA	SIGNING AND PAVEMENT MARKING WITH MULTI USE PATH AND RELATED WORK	ENHANCEMENTS

FHWA Performance Category:	Priorities:
SAFETY NON-MOTORIZED CONGESTION RELIABILITY	(2) (3) (4) (5)

Project Phase:	Project Cost:	Tot.Cost (w/Contingency):	Federal Share:	Fund:	Year:	Sponsor:
CONSTRUCTION	$320,000.00	$352,000.00	$281,600.00	TAP>200K	FFY 24	CITY OF GRETNA

Project Urban Area(s):
NO

Project Parish(es):
JEFFERSON

Total Cost:	$320,000.00	$352,000.00	$281,600.00

Project: H.010418 LA 611-1 & LA 611-3: MILL & OVERLAY

Project is in a STIP Line Item ☑

Route:	Cntrl Section:	Beg. Log Mile:	End Log Mile:	Parish:	Non-State Road:
LA 611-1	826-14	0.000	0.440	JEFFERSON	
LA 611-1	826-16	0.000	1.260	JEFFERSON	
LA 611-1	826-17	0.000	0.780	JEFFERSON	
LA 611-3	826-16	1.260	1.610	JEFFERSON	

Remarks:	Type Improvement:	Work Type:
MATCH FROM DOTD	PATCH MILL & OVERLAY	PRESERVATION NON-INTERSTATE ON STP SYSTEM

FHWA Performance Category:	Priorities:
ROAD CONDITION	(1) (6)

Project Phase:	Project Cost:	Tot.Cost (w/Contingency):	Federal Share:	Fund:	Year:	Sponsor:
CONSTRUCTION	$1,125,000.00	$1,237,500.00	$990,000.00	STP FLEX	FFY 24	DOTD

Project Urban Area(s):
NO

Project Parish(es):
JEFFERSON

Total Cost:	$1,125,000.00	$1,237,500.00	$990,000.00

Project: H.012594 LA 3134: INTERSECTION IMP @ LA 45

Project is in a STIP Line Item ☑

Route:	Cntrl Section:	Beg. Log Mile:	End Log Mile:	Parish:	Non-State Road:
LA 3134	429-02	2.168	2.448	JEFFERSON	

Remarks:	Type Improvement:	Work Type:
MATCH FROM DOTD	ADD J TURNS & U TURNS AT INTERSECTION OF LA 3134 AND LA 45	OPER EFFICIENCY/MOTORIST ASSISTANCE TRANSPORTATION SYSTEMS MANAGEMENT

FHWA Performance Category:	Priorities:
CONGESTION RELIABILITY	(2) (5)

Project Phase:	Project Cost:	Tot.Cost (w/Contingency):	Federal Share:	Fund:	Year:	Sponsor:
CONSTRUCTION	$250,000.00	$275,000.00	$220,000.00	STP FLEX	FFY 24	DOTD

Project Urban Area(s):
NO

Project Parish(es):
JEFFERSON

Total Cost:	$250,000.00	$275,000.00	$220,000.00

Project: H.012885 LA 466: 5TH ST IMPROVEMENTS (GRETNA)

Project is in a STIP Line Item ☐

Route:	Cntrl Section:	Beg. Log Mile:	End Log Mile:	Parish:	Non-State Road:
LA 466	063-02	0.000	0.579	JEFFERSON	

Remarks:	Type Improvement:	Work Type:
MATCH FROM CITY OF GRETNA	BIKE LANES, MULTI USE PATH, ADA SIDEWALKS	URBAN SYSTEMS

FHWA Performance Category:	Priorities:
SAFETY NON-MOTORIZED CONGESTION RELIABILITY	(2) (3) (5)

Project Phase:	Project Cost:	Tot.Cost (w/Contingency):	Federal Share:	Fund:	Year:	Sponsor:
ENVIRONMENTAL	$10,000.00	$10,000.00	$8,000.00	STP>200K	FFY 23	CITY OF GRETNA
DESIGN (ENGINEERING)	$275,000.00	$275,000.00	$220,000.00	STP>200K	FFY 23	
CONSTRUCTION	$4,364,000.00	$4,800,400.00	$3,840,320.00	STP>200K	FFY 24	

Project Urban Area(s):
NO

Project Parish(es):
JEFFERSON

Total Cost:	$4,649,000.00	$5,085,400.00	$4,068,320.00

Project: H.013339 **US 90: IC, NOPB RR XING**

Project is in a STIP Line Item ☐

Remarks:	Type Improvement:	Work Type:
MATCH FROM DOTD	RR XING SAFETY	UNKNOWN

FHWA Performance Category:	Priorities:
SAFETY MOTORIZED	

Project Phase:	Project Cost:	Tot.Cost (w/Contingency):	Federal Share:	Fund:	Year:	Sponsor:
CONSTRUCTION	$19,000.00	$20,900.00	$20,900.00	RR	FFY 24	DOTD
CONSTRUCTION	$134,000.00	$147,400.00	$117,920.00	STP FLEX	FFY 24	

Project Urban Area(s):
NO

Project Parish(es):
JEFFERSON

Total Cost:	$153,000.00	$168,300.00	$138,820.00

Project: H.014316 LAPALCO BLVD: TANGLEWOOD TO VICTORY PH 2

Project is in a STIP Line Item ☐

Route:	Cntrl Section:	Beg. Log Mile:	End Log Mile:	Parish:	Non-State Road:
A LOCAL	000-26	0.000	0.000	JEFFERSON	LAPALCO BLVD.

Remarks:	Type Improvement:	Work Type:
MATCH FROM JEFFERSON PARISH	WIDENING TO 4 LANES	URBAN SYSTEMS

FHWA Performance Category:	Priorities:
ROAD CONDITION CONGESTION RELIABILITY	(1) (3) (5) (6)

Project Phase:	Project Cost:	Tot.Cost (w/Contingency):	Federal Share:	Fund:	Year:	Sponsor:
RIGHT OF WAY	$150,000.00	$150,000.00	$120,000.00	STP>200K	FFY 23	JEFFERSON PARISH
UTILITY RELOCATION	$100,000.00	$100,000.00	$80,000.00	STP>200K	FFY 23	
CONSTRUCTION	$10,976,000.00	$12,073,600.00	$9,658,880.00	STP>200K	FFY 24	

Project Urban Area(s):
NO

Project Parish(es):
JEFFERSON

Total Cost:	$11,226,000.00	$12,323,600.00	$9,858,880.00

Project: H.014625 TERRY PARKWAY: LA 23 - US 90B

Project is in a STIP Line Item ☐

Route:	Cntrl Section:	Beg. Log Mile:	End Log Mile:	Parish:	Non-State Road:
A LOCAL	000-26	0.000	0.000	JEFFERSON	TERRY PKWY.

Remarks:	Type Improvement:	Work Type:
MATCH FROM JEFFERSON PARISH	PCC PANEL REPLACEMENT	URBAN SYSTEMS

FHWA Performance Category:	Priorities:
ROAD CONDITION	(1) (6)

Project Phase:	Project Cost:	Tot.Cost (w/Contingency):	Federal Share:	Fund:	Year:	Sponsor:
CONSTRUCTION	$794,200.00	$873,620.00	$698,986.00	STP>200K	FFY 24	JEFFERSON PARISH

Project Urban Area(s):
NO

Project Parish(es):
JEFFERSON

Total Cost:	$794,200.00	$873,620.00	$698,986.00

Project: H.014681 NINE MILE POINT RD.: US 90 - LA 18

Project is in a STIP Line Item ☐

Route:	Cntrl Section:	Beg. Log Mile:	End Log Mile:	Parish:	Non-State Road:
A LOCAL	000-26	0.000	0.000	JEFFERSON	NINE MILE POINT RD.

Remarks:	Type Improvement:	Work Type:
MATCH FROM JEFFERSON PARISH	MILL AND OVERLAY	URBAN SYSTEMS

FHWA Performance Category:	Priorities:
ROAD CONDITION	(1) (6)

Project Phase:	Project Cost:	Tot.Cost (w/Contingency):	Federal Share:	Fund:	Year:	Sponsor:
CONSTRUCTION	$1,762,500.00	$1,938,750.00	$1,551,000.00	STP>200K	FFY 24	JEFFERSON PARISH

Project Urban Area(s):
NO

Project Parish(es):
JEFFERSON

Total Cost:	$1,762,500.00	$1,938,750.00	$1,551,000.00

Project: H.014759 LA 3152: LEFT TURNLANE @ VILLAGE EAST

Project is in a STIP Line Item ☑

Route:	Cntrl Section:	Beg. Log Mile:	End Log Mile:	Parish:	Non-State Road:
LA 3152	006-25	0.273	0.351	JEFFERSON	

Remarks:	Type Improvement:	Work Type:
MATCH FROM DOTD	ADD AN ADDITIONAL LEFT TURN LANE ON LA 3152 AT VILLAGE EAST	OPER EFFICIENCY/MOTORIST ASSISTANCE TRANSPORTATION SYSTEMS MANAGEMENT

FHWA Performance Category:	Priorities:
CONGESTION RELIABILITY FREIGHT RELIABILITY	(4) (5)

Project Phase:	Project Cost:	Tot.Cost (w/Contingency):	Federal Share:	Fund:	Year:	Sponsor:
CONSTRUCTION	$200,000.00	$220,000.00	$176,000.00	NHPP	FFY 24	DOTD

Project Urban Area(s):
NO

Project Parish(es):
JEFFERSON

Total Cost:	$200,000.00	$220,000.00	$176,000.00

Project: RPC* **ROOSEVELT BLVD: W METAIRIE-W NAPOLEON** **Project is in a STIP Line Item** ☑

Remarks:	Type Improvement:	Work Type:
MATCH FROM CITY OF KENNER *Project is listed for information only and not included in STIP until Stage 0 is complete and/or project number is assigned.	RECONSTRUCTION	URBAN SYSTEMS NON-INTERSTATE ON STP SYSTEM

FHWA Performance Category:	Priorities:
ROAD CONDITION	(1) (6)

Project Phase:	Project Cost:	Tot.Cost (w/Contingency):	Federal Share:	Fund:	Year:	Sponsor:
CONSTRUCTION	$4,200,000.00	$4,620,000.00	$3,696,000.00	STP>200K	FFY 24	CITY OF KENNER

Project Urban Area(s):
NO

Project Parish(es):
JEFFERSON

Total Cost:	$4,200,000.00	$4,620,000.00	$3,696,000.00

Project: H.011556 LA 541: E JCT. LA 18 - W. JCT LA 18

Project is in a STIP Line Item ☑

Route:	Cntrl Section:	Beg. Log Mile:	End Log Mile:	Parish:	Non-State Road:
LA 541	826-05	0.000	5.110	JEFFERSON	

Remarks:	Type Improvement:	Work Type:
MATCH FROM DOTD	STRIPING	PRESERVATION NON-INTERSTATE NFA

FHWA Performance Category:	Priorities:
ROAD CONDITION	(1) (6)

Project Phase:	Project Cost:	Tot.Cost (w/Contingency):	Federal Share:	Fund:	Year:	Sponsor:
CONSTRUCTION	$550,000.00	$605,000.00	$484,000.00	STP FLEX	FFY 25	DOTD

Project Urban Area(s):
NO

Project Parish(es):
JEFFERSON

Total Cost:	$550,000.00	$605,000.00	$484,000.00

Project: H.011779 POWER BLVD MEDIAN IMPROVEMENTS

Project is in a STIP Line Item ☐

Route:	Cntrl Section:	Beg. Log Mile:	End Log Mile:	Parish:	Non-State Road:
A LOCAL	000-26	0.000	0.000	JEFFERSON	POWER BLVD.

Remarks:	Type Improvement:	Work Type:
MATCH FROM CITY OF KENNER	MULTI-USE PATH	ENHANCEMENTS

FHWA Performance Category:	Priorities:
SAFETY NON-MOTORIZED	

Project Phase:	Project Cost:	Tot.Cost (w/Contingency):	Federal Share:	Fund:	Year:	Sponsor:
CONSTRUCTION	$1,000,000.00	$1,100,000.00	$880,000.00	STP>200K	FFY 25	CITY OF KENNER
CONSTRUCTION	$2,011,000.00	$2,212,100.00	$1,769,680.00	TAP>200K	FFY 25	

Project Urban Area(s):
NO

Project Parish(es):
JEFFERSON

Total Cost:	$3,011,000.00	$3,312,100.00	$2,649,680.00

Project: H.014284 LA 301: PRIEST CANAL BRIDGE

Project is in a STIP Line Item ☑

Route:	Cntrl Section:	Beg. Log Mile:	End Log Mile:	Parish:	Non-State Road:
LA 301	826-06	2.650	2.800	JEFFERSON	

Remarks:	Type Improvement:	Work Type:
MATCH FROM DOTD	BRIDGE REPLACEMENT	PRESERVATION BRIDGE (ON SYSTEM)

FHWA Performance Category:	Priorities:
BRIDGE CONDITION	(1) (6)

Project Phase:	Project Cost:	Tot.Cost (w/Contingency):	Federal Share:	Fund:	Year:	Sponsor:
CONSTRUCTION	$1,800,000.00	$1,980,000.00	$1,584,000.00	FBR-OFF	FFY 25	DOTD

Project Urban Area(s):
NO

Project Parish(es):
JEFFERSON

Total Cost:	$1,800,000.00	$1,980,000.00	$1,584,000.00

Project: H.014682 **VETERANS BLVD: DAVID DR - CLEARVIEW PWY**

Project is in a STIP Line Item ☐

Route:	Cntrl Section:	Beg. Log Mile:	End Log Mile:	Parish:	Non-State Road:
A LOCAL	000-26	0.000	0.000	JEFFERSON	VETERANS BLVD.

Remarks:	Type Improvement:	Work Type:
MATCH FROM JEFFERSON PARISH	MILL AND OVERLAY	URBAN SYSTEMS

FHWA Performance Category:	Priorities:
ROAD CONDITION	(1) (6)

Project Phase:	Project Cost:	Tot.Cost (w/Contingency):	Federal Share:	Fund:	Year:	Sponsor:
CONSTRUCTION	$2,123,000.00	$2,335,300.00	$1,868,240.00	STP>200K	FFY 25	JEFFERSON PARISH

Project Urban Area(s):
NO

Project Parish(es):
JEFFERSON

Total Cost:	$2,123,000.00	$2,335,300.00	$1,868,240.00

Project: H.014775 LA 49: 120 FT S 33RD ST - I-10

Project is in a STIP Line Item ☑

Route:	Cntrl Section:	Beg. Log Mile:	End Log Mile:	Parish:	Non-State Road:
LA 49	283-30	1.420	1.535	JEFFERSON	
LA 49	283-30	1.535	1.770	JEFFERSON	
LA 49	283-30	1.770	1.870	JEFFERSON	

Remarks:	Type Improvement:	Work Type:
MATCH FROM DOTD	MILL, PATCH, AND OVERLAY	PRESERVATION NON-INTERSTATE ON NHS SYSTEM

FHWA Performance Category:	Priorities:
ROAD CONDITION	(1) (6)

Project Phase:	Project Cost:	Tot.Cost (w/Contingency):	Federal Share:	Fund:	Year:	Sponsor:
CONSTRUCTION	$170,000.00	$187,000.00	$136,000.00	NHPP	FFY 26	DOTD
CONSTRUCTION	$580,000.00	$638,000.00	$510,000.00	STP FLEX	FFY 26	
Total Cost:	**$750,000.00**	**$825,000.00**	**$646,000.00**			

Project Urban Area(s):
NO

Project Parish(es):
JEFFERSON

Project: H.002861 CAUSEWAY BLVD EARHART EXPRESSWAY INT 1B

Project is in a STIP Line Item ☐

Route:	Cntrl Section:	Beg. Log Mile:	End Log Mile:	Parish:	Non-State Road:
LA 3046	423-01			JEFFERSON	
LA 3139	430-01			JEFFERSON	

Remarks:	Type Improvement:	Work Type:
MATCH FROM DOTD	NEW INTERCHANGE	URBAN SYSTEMS

FHWA Performance Category:	Priorities:
CONGESTION RELIABILITY FREIGHT RELIABILITY	(2) (4) (5)

Project Phase:	Project Cost:	Tot.Cost (w/Contingency):	Federal Share:	Fund:	Year:	Sponsor:
CONSTRUCTION	$10,971,550.00	$12,068,705.00	$9,654,964.00	FHWA Discr.	TIER II	DOTD
CONSTRUCTION	$16,151,050.00	$17,766,155.00	$14,212,924.00	FHWA Discr.	TIER II	
CONSTRUCTION	$9,913,943.00	$10,905,337.30	$8,724,269.40	FHWA Discr.	TIER II	
CONSTRUCTION	$10,971,550.00	$12,068,705.00	$9,654,964.00	NHPP	TIER II	
CONSTRUCTION	$16,151,050.00	$17,766,155.00	$14,212,924.00	NHPP	TIER II	
CONSTRUCTION	$9,913,943.00	$10,905,337.30	$8,724,269.40	NHPP	TIER II	
CONSTRUCTION	$21,592,678.00	$23,751,945.80	$19,001,556.20	FHWA Discr.	TIER III	
CONSTRUCTION	$19,813,143.00	$21,794,457.30	$17,435,565.40	FHWA Discr.	TIER III	
CONSTRUCTION	$19,813,143.00	$21,794,457.30	$17,435,565.40	NHPP	TIER III	
CONSTRUCTION	$21,592,678.00	$23,751,945.80	$19,001,556.20	NHPP	TIER III	

Project Urban Area(s):
NO

Project Parish(es):
JEFFERSON

Total Cost:	$156,884,728.00	$172,573,200.80	$138,058,558.00

Project: H.003074 I 10: WILLIAMS BLVD - VETERANS BLVD

Project is in a STIP Line Item ☐

Route:	Cntrl Section:	Beg. Log Mile:	End Log Mile:	Parish:	Non-State Road:
I-10	450-15			JEFFERSON	

Remarks:	Type Improvement:	Work Type:
MATCH FROM DOTD	WIDENING, ADD TRAVEL LANES	CAPACITY

FHWA Performance Category:	Priorities:
ROAD CONDITION CONGESTION RELIABILITY FREIGHT RELIABILITY	(1) (4) (5) (6)

Project Phase:	Project Cost:	Tot.Cost (w/Contingency):	Federal Share:	Fund:	Year:	Sponsor:
CONSTRUCTION	$100,000,000.00	$110,000,000.00	$88,000,000.00	FHWA Discr.	TIER II	DOTD

Project Urban Area(s):
NO

Project Parish(es):
JEFFERSON

Total Cost:	$100,000,000.00	$110,000,000.00	$88,000,000.00

Project: H.004359 HICKORY (LA 48 - MOUNES)

Project is in a STIP Line Item ☐

Route:	Cntrl Section:	Beg. Log Mile:	End Log Mile:	Parish:	Non-State Road:
LA 3154	826-44			JEFFERSON	

Remarks:	Type Improvement:	Work Type:
MATCH FROM DOTD	RELOCATION AND 4 LANING	CAPACITY

FHWA Performance Category:	Priorities:
ROAD CONDITION CONGESTION RELIABILITY FREIGHT RELIABILITY	(1) (4) (5) (6)

Project Phase:	Project Cost:	Tot.Cost (w/Contingency):	Federal Share:	Fund:	Year:	Sponsor:
CONSTRUCTION	$20,880,000.00	$22,968,000.00	$0.00	FHWA Discr.	TIER II	DOTD

Project Urban Area(s):
NO

Project Parish(es):
JEFFERSON

Total Cost:	$20,880,000.00	$22,968,000.00	$0.00

Project: H.004396 **LAPALCO BRIDGE AT HARVEY CANAL**

Project is in a STIP Line Item ☐

Remarks:	Type Improvement:	Work Type:
MATCH FROM JEFFERSON PARISH	CAPACITY / NEW BRIDGE	CAPACITY

FHWA Performance Category:	Priorities:
BRIDGE CONDITION CONGESTION RELIABILITY	(1) (2) (5) (6)

Project Phase:	Project Cost:	Tot.Cost (w/Contingency):	Federal Share:	Fund:	Year:	Sponsor:
CONSTRUCTION	$85,000,000.00	$93,500,000.00	$74,800,000.00	FHWA Discr.	TIER II	JEFFERSON PARISH

Project Urban Area(s):
NO

Project Parish(es):
JEFFERSON

Total Cost:	$85,000,000.00	$93,500,000.00	$74,800,000.00

Project: H.007223 HARVEY BLVD. (MANHATTAN - WALL BLVD.)

Project is in a STIP Line Item ☐

Route:	Cntrl Section:	Beg. Log Mile:	End Log Mile:	Parish:	Non-State Road:
A LOCAL	000-26			JEFFERSON	

Remarks:	Type Improvement:	Work Type:
MATCH FROM JEFFERSON PARISH	WIDEN TO 4 LANES SECTION	URBAN SYSTEMS NON-INTERSTATE ON STP SYSTEM

FHWA Performance Category:	Priorities:
ROAD CONDITION CONGESTION RELIABILITY FREIGHT RELIABILITY	(1) (4) (5) (6)

Project Phase:	Project Cost:	Tot.Cost (w/Contingency):	Federal Share:	Fund:	Year:	Sponsor:
CONSTRUCTION	$7,100,000.00	$7,810,000.00	$6,248,000.00	STP>200K	TIER II	JEFFERSON PARISH

Project Urban Area(s):
NO

Project Parish(es):
JEFFERSON

Total Cost:	$7,100,000.00	$7,810,000.00	$6,248,000.00

Project: H.010325 **LA 1: LA 3090 - CAMINADA BAY**

Project is in a STIP Line Item ☐

Remarks:	Type Improvement:	Work Type:
MATCH FROM DOTD	RAISING ROADWAY GRADE	OPER EFFICIENCY/MOTORIST ASSISTANCE ROADWAY FLOODING

FHWA Performance Category:	Priorities:
SAFETY MOTORIZED CONGESTION RELIABILITY	(2) (5)

Project Phase:	Project Cost:	Tot.Cost (w/Contingency):	Federal Share:	Fund:	Year:	Sponsor:
CONSTRUCTION	$350,000.00	$385,000.00	$308,000.00	STP FLEX	TIER II	DOTD
CONSTRUCTION	$400,000.00	$440,000.00	$352,000.00	STP FLEX	TIER II	
Total Cost:	**$750,000.00**	**$825,000.00**	**$660,000.00**			

Project Urban Area(s):
NO

Project Parish(es):
JEFFERSON

Project: H.011309 MACARTHUR INTERCHANGE COMPLETION PH II

Project is in a STIP Line Item ☐

Route:	Cntrl Section:	Beg. Log Mile:	End Log Mile:	Parish:	Non-State Road:
US 90-Z	283-09			JEFFERSON	

Remarks:	Type Improvement:	Work Type:
MATCH FROM DOTD	RELOCATE THE EXIT RAMP AND CONSTRUCT AN ENTRANCE RAMP	CAPACITY

FHWA Performance Category:	Priorities:
CONGESTION RELIABILITY FREIGHT RELIABILITY	(4) (5)

Project Phase:	Project Cost:	Tot.Cost (w/Contingency):	Federal Share:	Fund:	Year:	Sponsor:
CONSTRUCTION	$60,000,000.00	$66,000,000.00	$48,000,000.00	FHWA Discr.	TIER II	DOTD

Project Urban Area(s):
NO

Project Parish(es):
JEFFERSON

Total Cost:	$60,000,000.00	$66,000,000.00	$48,000,000.00

Project: H.011651 **I-10: LOYOLA DR-BONNABEL CORRIDOR IMPROV**

Project is in a STIP Line Item ☑

Remarks:	Type Improvement:	Work Type:
MATCH FROM DOTD	CORRIDOR IMPROVEMENT STUDY	OPER EFFICIENCY/MOTORIST ASSISTANCE TRAFFIC CONTROL DEVICS

FHWA Performance Category:	Priorities:
CONGESTION RELIABILITY FREIGHT RELIABILITY	(4) (5)

Project Phase:	Project Cost:	Tot.Cost (w/Contingency):	Federal Share:	Fund:	Year:	Sponsor:
FEASIBILITY	$14,000.00	$14,000.00	$11,200.00	NHPP	TIER II	DOTD
FEASIBILITY	$10,000.00	$10,000.00	$8,000.00	STP FLEX	TIER II	
CONSTRUCTION	$1,750,000.00	$1,925,000.00	$1,540,000.00	NHPP	TIER II	
CONSTRUCTION	$750,000.00	$825,000.00	$660,000.00	STP FLEX	TIER II	

Project Urban Area(s):
NO

Project Parish(es):
JEFFERSON

Total Cost:	$2,524,000.00	$2,774,000.00	$2,219,200.00

Project: H.013411 LA 48 PED. IMPROVEMENTS, CITY OF HARAHAN

Project is in a STIP Line Item ☐

Route:	Cntrl Section:	Beg. Log Mile:	End Log Mile:	Parish:	Non-State Road:
LA 48	006-30			JEFFERSON	

Remarks:	Type Improvement:	Work Type:
MATCH FROM JEFFERSON PARISH	SIDEWALKS, DRAINAGE	

FHWA Performance Category:	Priorities:
SAFETY NON-MOTORIZED	(2) (3) (4) (5)

Project Phase:	Project Cost:	Tot.Cost (w/Contingency):	Federal Share:	Fund:	Year:	Sponsor:
CONSTRUCTION	$423,000.00	$465,300.00	$338,400.00	TAP>200K	TIER II	JEFFERSON PARISH

Project Urban Area(s):
NO

Project Parish(es):
JEFFERSON

Total Cost:	$423,000.00	$465,300.00	$338,400.00

Project: RPC* **CAUSEWAY: OVERPASS OF US 90 (SHREWSBURY)** **Project is in a STIP Line Item** ☐

Remarks:	Type Improvement:	Work Type:
MATCH FROM DOTD *Project is listed for information only and not included in STIP until Stage 0 is complete and/or project number is assigned.	MODIFIED OVERPASS	

FHWA Performance Category:	Priorities:
CONGESTION RELIABILITY	(5)

Project Phase:	Project Cost:	Tot.Cost (w/Contingency):	Federal Share:	Fund:	Year:	Sponsor:
CONSTRUCTION	$20,000,000.00	$22,000,000.00	$17,600,000.00	FHWA Discr.	TIER II	DOTD

Project Urban Area(s):
NO

Project Parish(es):
JEFFERSON

Total Cost:	$20,000,000.00	$22,000,000.00	$17,600,000.00

Project: RPC* **LA 3152 @ US 61**

Project is in a STIP Line Item ☐

Remarks:	Type Improvement:	Work Type:
MATCH FROM DOTD *Project is listed for information only and not included in STIP until Stage 0 is complete and/or project number is assigned.	INTERSECTION IMPROVEMENTS	

FHWA Performance Category:	Priorities:
CONGESTION RELIABILITY FREIGHT RELIABILITY	(5)

Project Phase:	Project Cost:	Tot.Cost (w/Contingency):	Federal Share:	Fund:	Year:	Sponsor:
CONSTRUCTION	$11,000,000.00	$12,100,000.00	$9,680,000.00	NHPP	TIER II	DOTD

Project Urban Area(s):
NO

Project Parish(es):
JEFFERSON

Total Cost:	$11,000,000.00	$12,100,000.00	$9,680,000.00

Project: H.006513 US 61 CORRIDOR PRESERVATION

Project is in a STIP Line Item ☐

Route:	Cntrl Section:	Beg. Log Mile:	End Log Mile:	Parish:	Non-State Road:
A LOCAL	000-26			JEFFERSON	
A LOCAL	000-36			ORLEANS	
A LOCAL	000-45			ST. CHARLES	

Remarks:	Type Improvement:	Work Type:
MATCH FROM DOTD	ABANDONED RR R/W ACQ	

FHWA Performance Category:	Priorities:
CONGESTION RELIABILITY	(5)

Project Phase:	Project Cost:	Tot.Cost (w/Contingency):	Federal Share:	Fund:	Year:	Sponsor:
RIGHT OF WAY	$6,750,000.00	$6,750,000.00	$5,400,000.00	FHWA Discr.	TIER III	DOTD

Project Urban Area(s):
NO

Project Parish(es):
JEFFERSON

Total Cost:	$6,750,000.00	$6,750,000.00	$5,400,000.00

Project: RPC* **HARVEY BLVD EXT (PETERS-MANHATTAN) PH 2**

Project is in a STIP Line Item ☐

Remarks:	Type Improvement:	Work Type:
MATCH FROM JEFFERSON PARISH *Project is listed for information only and not included in STIP until Stage 0 is complete and/or project number is assigned.	FOUR LANE OF TWO LANE SECTION	

FHWA Performance Category:	Priorities:
CONGESTION RELIABILITY	(5)

Project Phase:	Project Cost:	Tot.Cost (w/Contingency):	Federal Share:	Fund:	Year:	Sponsor:
CONSTRUCTION	$8,000,000.00	$8,800,000.00	$7,040,000.00	FHWA Discr.	TIER III	JEFFERSON PARISH

Project Urban Area(s):
NO

Project Parish(es):
JEFFERSON

Total Cost:	$8,000,000.00	$8,800,000.00	$7,040,000.00

Project: RPC* **LAPALCO (SEGNETTE TO TANGLEWOOD)** **Project is in a STIP Line Item** ☐

Remarks:	Type Improvement:	Work Type:
MATCH FROM JEFFERSON PARISH *Project is listed for information only and not included in STIP until Stage 0 is complete and/or project number is assigned.	WIDEN TO FOUR LANES, WIDEN BRIDGE	

FHWA Performance Category:	Priorities:
CONGESTION RELIABILITY	(5)

Project Phase:	Project Cost:	Tot.Cost (w/Contingency):	Federal Share:	Fund:	Year:	Sponsor:
CONSTRUCTION	$25,000,000.00	$27,500,000.00	$22,000,000.00	FHWA Discr.	TIER III	JEFFERSON PARISH

Project Urban Area(s):
NO

Project Parish(es):
JEFFERSON

Total Cost:	$25,000,000.00	$27,500,000.00	$22,000,000.00

Project: RPC* **WIDEN CAUSEWAY BRIDGE**

Project is in a STIP Line Item ☐

Remarks:	Type Improvement:	Work Type:
MATCH FROM REGION *Project is listed for information only and not included in STIP until Stage 0 is complete and/or project number is assigned.	WIDEN TO 6 LANES/ ADD SHOULDERS	UNKNOWN

FHWA Performance Category:	Priorities:
BRIDGE CONDITION CONGESTION RELIABILITY	(1) (4) (5) (6)

Project Phase:	Project Cost:	Tot.Cost (w/Contingency):	Federal Share:	Fund:	Year:	Sponsor:
CONSTRUCTION	$600,000,000.00	$660,000,000.00	$0.00	NFI	TIER III	REGION

Project Urban Area(s):
NO

Project Parish(es):
JEFFERSON

Total Cost:	$600,000,000.00	$660,000,000.00	$0.00

Highway Projects: Orleans Parish

Project: H.007272 HOWARD AVE EXTENSION

Project is in a STIP Line Item ☐

Route:	Cntrl Section:	Beg. Log Mile:	End Log Mile:	Parish:	Non-State Road:
A LOCAL	000-36			ORLEANS	

Remarks:	Type Improvement:	Work Type:
MATCH FROM CITY OF NEW ORLEANS	NEW 2-LANE ROADWAY	DEMO / HIGH PRIORITY NON-INTERSTATE ON STP SYSTEM

FHWA Performance Category:	Priorities:
CONGESTION RELIABILITY	(2) (4) (5)

Project Phase:	Project Cost:	Tot.Cost (w/Contingency):	Federal Share:	Fund:	Year:	Sponsor:
RIGHT OF WAY	$267,000.00	$267,000.00	$213,600.00	DEMO	FFY 21	CITY OF NEW ORLEANS
CONSTRUCTION	$3,226,000.00	$3,548,600.00	$2,838,880.00	DEMO	FFY 23	

Project Urban Area(s):
NO

Project Parish(es):
ORLEANS

Total Cost:	$3,493,000.00	$3,815,600.00	$3,052,480.00

Project: H.007274 MAGAZINE ST (EAST DR - NASHVILLE)

Project is in a STIP Line Item ☐

Route:	Cntrl Section:	Beg. Log Mile:	End Log Mile:	Parish:	Non-State Road:
A LOCAL	000-36			ORLEANS	

Remarks:	Type Improvement:	Work Type:
MATCH FROM CITY OF NEW ORLEANS	REHABILITATION	URBAN SYSTEMS NON-INTERSTATE ON STP SYSTEM

FHWA Performance Category:	Priorities:
ROAD CONDITION	(1) (6)

Project Phase:	Project Cost:	Tot.Cost (w/Contingency):	Federal Share:	Fund:	Year:	Sponsor:
CONSTRUCTION	$6,000,000.00	$6,600,000.00	$5,280,000.00	STP>200K	FFY 23	CITY OF NEW ORLEANS

Project Urban Area(s):
NO

Project Parish(es):
ORLEANS

Total Cost:	$6,000,000.00	$6,600,000.00	$5,280,000.00

Project: H.007274 MAGAZINE ST (EAST DR - NASHVILLE)

Project is in a STIP Line Item ☐

Route:	Cntrl Section:	Beg. Log Mile:	End Log Mile:	Parish:	Non-State Road:
A LOCAL	000-36			ORLEANS	

Remarks:	Type Improvement:	Work Type:
MATCH FROM CITY OF NEW ORLEANS	REHABILITATION	URBAN SYSTEMS NON-INTERSTATE ON STP SYSTEM

FHWA Performance Category:	Priorities:
ROAD CONDITION	(1) (6)

Project Phase:	Project Cost:	Tot.Cost (w/Contingency):	Federal Share:	Fund:	Year:	Sponsor:
CONSTRUCTION	$6,000,000.00	$6,600,000.00	$5,280,000.00	STP>200K	FFY 23	CITY OF NEW ORLEANS

Project Urban Area(s):
NO

Project Parish(es):
ORLEANS

Total Cost:	$6,000,000.00	$6,600,000.00	$5,280,000.00

Project: H.009186 **I-10: US 90Z - I-610 PAVEMENT MARKINGS**

Project is in a STIP Line Item ☑

Route:	Cntrl Section:	Beg. Log Mile:	End Log Mile:	Parish:	Non-State Road:
I-10	450-90	3.430	7.650	ORLEANS	

Remarks:	Type Improvement:	Work Type:
MATCH FROM DOTD	PLASTIC PAVEMENT STRIPING AND RAISED PAVEMENT MARKERS	OPER EFFICIENCY/MOTORIST ASSISTANCE TRAFFIC CONTROL DEVICS

FHWA Performance Category:	Priorities:
CONGESTION RELIABILITY FREIGHT RELIABILITY	(4) (5)

Project Phase:	Project Cost:	Tot.Cost (w/Contingency):	Federal Share:	Fund:	Year:	Sponsor:
CONSTRUCTION	$1,500,000.00	$1,650,000.00	$1,320,000.00	STP FLEX	FFY 23	DOTD

Project Urban Area(s):
NO

Project Parish(es):
ORLEANS

Total Cost:	$1,500,000.00	$1,650,000.00	$1,320,000.00

Project: H.010331 **US 90: FLOODWALL - VICTORY RD.**

Project is in a STIP Line Item ☐

Route:	Cntrl Section:	Beg. Log Mile:	End Log Mile:	Parish:	Non-State Road:
US 90	006-90	13.74	14.57	ORLEANS	

Remarks:	Type Improvement:	Work Type:
MATCH FROM DOTD	RAISING ROADWAY GRADE TO CONSISTENT ELEVATION BY ADDING ASPHALT	OPER EFFICIENCY/MOTORIST ASSISTANCE ROADWAY FLOODING

FHWA Performance Category:	Priorities:
ROAD CONDITION	(1) (2) (6)

Project Phase:	Project Cost:	Tot.Cost (w/Contingency):	Federal Share:	Fund:	Year:	Sponsor:
CONSTRUCTION	$1,200,000.00	$1,320,000.00	$1,056,000.00	STP FLEX	FFY 23	DOTD

Project Urban Area(s):
NO

Project Parish(es):
ORLEANS

Total Cost:	$1,200,000.00	$1,320,000.00	$1,056,000.00

Project: H.011447 **US 90: INTERECTION IMP AT MLK BLVD**

Project is in a STIP Line Item ☑

Route:	Cntrl Section:	Beg. Log Mile:	End Log Mile:	Parish:	Non-State Road:
US 90	006-03	3.435	3.486	ORLEANS	

Remarks:	Type Improvement:	Work Type:
MATCH FROM CITY OF NEW ORLEANS	INTERSECTION IMPROVEMENTS ON US 90 AT MARTIN LUTHER KING BLVD	OPER EFFICIENCY/MOTORIST ASSISTANCE TRANSPORTATION SYSTEMS MANAGEMENT

FHWA Performance Category:	Priorities:
SAFETY MOTORIZED SAFETY NON-MOTORIZED CONGESTION RELIABILITY	(2) (3) (5)

Project Phase:	Project Cost:	Tot.Cost (w/Contingency):	Federal Share:	Fund:	Year:	Sponsor:
CONSTRUCTION	$500,000.00	$550,000.00	$440,000.00	NHPP	FFY 23	CITY OF NEW ORLEANS

Project Urban Area(s):
NO

Project Parish(es):
ORLEANS

Total Cost:	$500,000.00	$550,000.00	$440,000.00

Project: H.012370 MORRISON RD: MAYO AVE - BULLARD AVE.

Project is in a STIP Line Item ☐

Route:	Cntrl Section:	Beg. Log Mile:	End Log Mile:	Parish:	Non-State Road:
A LOCAL	000-36	0.000	0.000	ORLEANS	MORRISON RD.
A LOCAL	000-36	0.000	0.000	ORLEANS	MORRISON RD.

Remarks:	Type Improvement:	Work Type:
MATCH FROM CITY OF NEW ORLEANS	PRESERVATION ASPHALT OVERLAY AND RELATED ADA CURB WORK	URBAN SYSTEMS

FHWA Performance Category:	Priorities:
ROAD CONDITION	(1) (3) (6)

Project Phase:	Project Cost:	Tot.Cost (w/Contingency):	Federal Share:	Fund:	Year:	Sponsor:
CONSTRUCTION	$1,200,000.00	$1,320,000.00	$1,320,000.00	COVID>200K	FFY 23	CITY OF NEW ORLEANS
CONSTRUCTION	$9,830,000.00	$10,813,000.00	$8,650,400.00	STP>200K	FFY 23	

Project Urban Area(s):
NO

Project Parish(es):
ORLEANS

Total Cost:	$11,030,000.00	$12,133,000.00	$9,970,400.00

Project: H.012591 **I-10: PARIS ROAD - LAKE PONTCHARTRAIN**

Project is in a STIP Line Item ☐

Route:	Cntrl Section:	Beg. Log Mile:	End Log Mile:	Parish:	Non-State Road:
I-10	450-90	16.37	19.73	ORLEANS	

Remarks:	Type Improvement:	Work Type:
MATCH FROM DOTD	MILL AND OVERLAY OF ASPHALT PAVEMENT	PRESERVATION INTERSTATE

FHWA Performance Category:	Priorities:
ROAD CONDITION	(1) (6)

Project Phase:	Project Cost:	Tot.Cost (w/Contingency):	Federal Share:	Fund:	Year:	Sponsor:
CONSTRUCTION	$20,000,000.00	$22,000,000.00	$19,800,000.00	FREIGHT-HY	FFY 23	DOTD

Project Urban Area(s):
NO

Project Parish(es):
ORLEANS

Total Cost:	$20,000,000.00	$22,000,000.00	$19,800,000.00

Project: H.013041 CITY PARK NATURE TRAILS (NOLA)

Project is in a STIP Line Item ☑

Route:	Cntrl Section:	Beg. Log Mile:	End Log Mile:	Parish:	Non-State Road:
A LOCAL	000-36	0.000	0.000	ORLEANS	CITY PARK NATURETRAILS

Remarks:	Type Improvement:	Work Type:
MATCH FROM NEW ORLEANS CITY PARK	RESTORATION AND CONST OF A 6325' LONG X 10' WIDE TRAIL	RECREATIONAL TRAILS PROGRAM

FHWA Performance Category:	Priorities:
SAFETY MOTORIZED	

Project Phase:	Project Cost:	Tot.Cost (w/Contingency):	Federal Share:	Fund:	Year:	Sponsor:
CONSTRUCTION	$6,400.00	$7,040.00	$0.00	LOCAL	FFY 23	NEW ORLEANS CITY PARK
CONSTRUCTION	$123,200.00	$135,520.00	$123,200.00	RTP	FFY 23	

Project Urban Area(s):
NO

Project Parish(es):
ORLEANS

Total Cost:	$129,600.00	$142,560.00	$123,200.00

Project: H.013094 BROAD ST - READ BLVD PED IMPROVEMENTS

Project is in a STIP Line Item ☑

Route:	Cntrl Section:	Beg. Log Mile:	End Log Mile:	Parish:	Non-State Road:
I-10	450-90	0.630	0.720	ORLEANS	
US 90	006-03	5.130	5.790	ORLEANS	

Remarks:	Type Improvement:	Work Type:
MATCH FROM DOTD	SIDEWALKS, MULTI-USE PATHS, RAMPS, PED. SIGNALS, STRIPING	SAFETY SAFE ROUTES TO PUBLIC PLACES

FHWA Performance Category:	Priorities:
SAFETY NON-MOTORIZED	(2) (3)

Project Phase:	Project Cost:	Tot.Cost (w/Contingency):	Federal Share:	Fund:	Year:	Sponsor:
CONSTRUCTION	$1,389,400.00	$1,528,340.00	$1,528,340.00	HSIP	FFY 23	DOTD
CONSTRUCTION	$795,000.00	$874,500.00	$699,600.00	STP FLEX	FFY 23	

Project Urban Area(s):
NO

Project Parish(es):
ORLEANS

Total Cost:	$2,184,400.00	$2,402,840.00	$2,227,940.00

Project: H.013150 ANDREW HIGGINS: MAGAZINE TO CONVENTION

Project is in a STIP Line Item ☐

Route:	Cntrl Section:	Beg. Log Mile:	End Log Mile:	Parish:	Non-State Road:
A LOCAL	000-36	0.000	0.000	ORLEANS	ANDREW HIGGINS BLVD.

Remarks:	Type Improvement:	Work Type:
MATCH FROM CITY OF NEW ORLEANS	ROADWAY REHABILITATION	URBAN SYSTEMS

FHWA Performance Category:	Priorities:
SAFETY NON-MOTORIZED	(4) (5)

Project Phase:	Project Cost:	Tot.Cost (w/Contingency):	Federal Share:	Fund:	Year:	Sponsor:
CONSTRUCTION	$2,158,000.00	$2,373,800.00	$1,899,040.00	STP>200K	FFY 23	CITY OF NEW ORLEANS

Project Urban Area(s):
NO

Project Parish(es):
ORLEANS

Total Cost:	$2,158,000.00	$2,373,800.00	$1,899,040.00

Project: H.013245.NO MOTORIST ASSISTANCE PATROL (MAP)

Project is in a STIP Line Item ☑

Route:	Cntrl Section:	Beg. Log Mile:	End Log Mile:	Parish:	Non-State Road:
I-10 I-310				REGIONAL ST. CHARLES	

Remarks:	Type Improvement:	Work Type:
MATCH FROM DOTD	MAP FOR NOUZA	OPER EFFICIENCY/MOTORIST ASSISTANCE INTERSTATE

FHWA Performance Category:	Priorities:
SAFETY MOTORIZED CONGESTION RELIABILITY	(5)

Project Phase:	Project Cost:	Tot.Cost (w/Contingency):	Federal Share:	Fund:	Year:	Sponsor:
OTHER	$2,730,000.00	$2,730,000.00	$1,365,000.00	STP FLEX	FFY 22	DOTD
OTHER	$2,730,000.00	$2,730,000.00	$1,365,000.00	STP>200K	FFY 23	
OTHER	$2,730,000.00	$2,730,000.00	$1,365,000.00	STP>200K	FFY 24	
OTHER	$2,730,000.00	$2,730,000.00	$1,365,000.00	STP>200K	FFY 25	
OTHER	$2,730,000.00	$2,730,000.00	$1,365,000.00	STP>200K	FFY 26	

Project Urban Area(s):
NO

Project Parish(es):
JEFFERSON, ORLEANS, ST. CHARLES, ST. JOHN THE BAPTIST

Total Cost:	$13,650,000.00	$13,650,000.00	$6,825,000.00

Project: H.013364 CITY PARK PALM DRIVE SIDEWALKS

Project is in a STIP Line Item ☑

Route:	Cntrl Section:	Beg. Log Mile:	End Log Mile:	Parish:	Non-State Road:
A LOCAL	000-36	0.000	0.000	ORLEANS	GOLF DR.
A LOCAL	000-36	0.000	0.000	ORLEANS	GOLF DR.
A LOCAL	000-36	0.000	0.000	ORLEANS	PALM DR.

Remarks:	Type Improvement:	Work Type:
MATCH FROM NEW ORLEANS CITY PARK	SIDEWALKS	ENHANCEMENTS

FHWA Performance Category:	Priorities:
SAFETY NON-MOTORIZED	

Project Phase:	Project Cost:	Tot.Cost (w/Contingency):	Federal Share:	Fund:	Year:	Sponsor:
CONSTRUCTION	$229,000.00	$251,900.00	$183,200.00	STP ENH	FFY 23	NEW ORLEANS CITY PARK

Project Urban Area(s):
NO

Project Parish(es):
ORLEANS

Total Cost:	$229,000.00	$251,900.00	$183,200.00

Project: H.013511 HOLLYGROVE GREENLINE TRAIL

Project is in a STIP Line Item ☑

Route:	Cntrl Section:	Beg. Log Mile:	End Log Mile:	Parish:	Non-State Road:
A LOCAL	000-36			ORLEANS	

Remarks:	Type Improvement:	Work Type:
MATCH FROM CITY OF NEW ORLEANS	CONSTRUCTION OF 1000' X 10' WIDE MULITUSE TRAIL	UNKNOWN

FHWA Performance Category:	Priorities:
SAFETY NON-MOTORIZED	(2) (3)

Project Phase:	Project Cost:	Tot.Cost (w/Contingency):	Federal Share:	Fund:	Year:	Sponsor:
CONSTRUCTION	$28,000.00	$30,800.00	$0.00	LOCAL	FFY 23	CITY OF NEW ORLEANS
CONSTRUCTION	$112,000.00	$123,200.00	$89,600.00	RTP	FFY 23	

Project Urban Area(s):
NO

Project Parish(es):
ORLEANS

Total Cost:	$140,000.00	$154,000.00	$89,600.00

Project: H.014064 **I-10: FRANKLIN AVE. - I-510**

Project is in a STIP Line Item ☐

Route:	Cntrl Section:	Beg. Log Mile:	End Log Mile:	Parish:	Non-State Road:
I-10	450-90	7.480	16.373	ORLEANS	

Remarks:	Type Improvement:	Work Type:
MATCH FROM DOTD	MILLING AND OVERLAY W/ ASPHALT CONCRETE & ADD CABLE BARRIER	PRESERVATION INTERSTATE

FHWA Performance Category:	Priorities:
ROAD CONDITION	(1) (6)

Project Phase:	Project Cost:	Tot.Cost (w/Contingency):	Federal Share:	Fund:	Year:	Sponsor:
CONSTRUCTION	$10,000,000.00	$11,000,000.00	$9,900,000.00	NHPP	FFY 23	DOTD

Project Urban Area(s):
NO

Project Parish(es):
ORLEANS

Total Cost:	$10,000,000.00	$11,000,000.00	$9,900,000.00

Project: H.014283 US 90: IHNC MB REHAB PH 2 (DANZIGER)

Project is in a STIP Line Item ☑

Route:	Cntrl Section:	Beg. Log Mile:	End Log Mile:	Parish:	Non-State Road:
US 90	006-90	1.040	1.659	ORLEANS	

Remarks:	Type Improvement:	Work Type:
MATCH FROM DOTD	STRUCTURAL, MECHANICAL, AND ELECTRICAL REHABILITATION WORK	PRESERVATION BRIDGE (ON SYSTEM)

FHWA Performance Category:	Priorities:
BRIDGE CONDITION	(1) (6)

Project Phase:	Project Cost:	Tot.Cost (w/Contingency):	Federal Share:	Fund:	Year:	Sponsor:
CONSTRUCTION	$6,000,000.00	$6,600,000.00	$5,280,000.00	NHPP	FFY 23	DOTD

Project Urban Area(s):
NO

Project Parish(es):
ORLEANS

Total Cost:	$6,000,000.00	$6,600,000.00	$5,280,000.00

Project: H.014346 LA 428 PH 3: WILTZ LN. TO WOODLAND DR.

Project is in a STIP Line Item ☐

Route:	Cntrl Section:	Beg. Log Mile:	End Log Mile:	Parish:	Non-State Road:
LA 428	409-01	1.236	2.955	ORLEANS	

Remarks:	Type Improvement:	Work Type:
MATCH FROM CITY OF NEW ORLEANS	BIKE/PED LANES	URBAN SYSTEMS

FHWA Performance Category:	Priorities:
SAFETY NON-MOTORIZED ROAD CONDITION CONGESTION RELIABILITY	(1) (2) (3) (5) (6)

Project Phase:	Project Cost:	Tot.Cost (w/Contingency):	Federal Share:	Fund:	Year:	Sponsor:
CONSTRUCTION	$5,130,000.00	$5,643,000.00	$4,514,400.00	STP>200K	FFY 23	CITY OF NEW ORLEANS

Project Urban Area(s):
NO

Project Parish(es):
ORLEANS

Total Cost:	$5,130,000.00	$5,643,000.00	$4,514,400.00

Project: H.014530 ALMONASTER AVENUE BRIDGE REHABILITATION

Project is in a STIP Line Item ☑

Route:	Cntrl Section:	Beg. Log Mile:	End Log Mile:	Parish:	Non-State Road:
A LOCAL	000-36	0.000	0.000	ORLEANS	ALMONASTER AVE.

Remarks:	Type Improvement:	Work Type:
MATCH FROM PORT OF N.O.	MOVABLE BRIDGE REHABILITATION	INTERMODAL CONNECTOR

FHWA Performance Category:	Priorities:
BRIDGE CONDITION	(1) (6)

Project Phase:	Project Cost:	Tot.Cost (w/Contingency):	Federal Share:	Fund:	Year:	Sponsor:
CONSTRUCTION	$9,290,000.00	$10,219,000.00	$0.00	LOCAL	FFY 23	PORT OF N.O.
CONSTRUCTION	$20,000,000.00	$22,000,000.00	$22,000,000.00	NHPP	FFY 23	

Project Urban Area(s):
NO

Project Parish(es):
ORLEANS

Total Cost:	$29,290,000.00	$32,219,000.00	$22,000,000.00

Project: H.014752 LA 3021: DUAL TURN LANES @ LA 39

Project is in a STIP Line Item ☑

Route:	Cntrl Section:	Beg. Log Mile:	End Log Mile:	Parish:	Non-State Road:
LA 3021	419-01	0.000	0.097	ORLEANS	
LA 39	046-02	0.000	0.066	ORLEANS	

Remarks:	Type Improvement:	Work Type:
MATCH FROM DOTD	ADD DUAL LEFT TURN LANES FROM LA 3021 TO LA 39	OPER EFFICIENCY/MOTORIST ASSISTANCE TRANSPORTATION SYSTEMS MANAGEMENT

FHWA Performance Category:	Priorities:
CONGESTION RELIABILITY FREIGHT RELIABILITY	(4) (5)

Project Phase:	Project Cost:	Tot.Cost (w/Contingency):	Federal Share:	Fund:	Year:	Sponsor:
CONSTRUCTION	$600,000.00	$660,000.00	$528,000.00	NHPP	FFY 23	DOTD

Project Urban Area(s):
NO

Project Parish(es):
ORLEANS

Total Cost:	$600,000.00	$660,000.00	$528,000.00

Project: H.014755 US 90: TURN LANES @ WASHINGTON & JACKSON

Project is in a STIP Line Item ☑

Route:	Cntrl Section:	Beg. Log Mile:	End Log Mile:	Parish:	Non-State Road:
A LOCAL	006-03	3.036	3.106	ORLEANS	WASHINGTON AVE.
US 90	006-03	3.360	3.443	ORLEANS	

Remarks:	Type Improvement:	Work Type:
MATCH FROM DOTD	ADD TURN LANES AT WB US 90 AT WASHINGTON AVE AND JACKSON	OPER EFFICIENCY/MOTORIST ASSISTANCE TRANSPORTATION SYSTEMS MANAGEMENT

FHWA Performance Category:	Priorities:
CONGESTION RELIABILITY FREIGHT RELIABILITY	(4) (5)

Project Phase:	Project Cost:	Tot.Cost (w/Contingency):	Federal Share:	Fund:	Year:	Sponsor:
CONSTRUCTION	$360,000.00	$396,000.00	$316,800.00	NHPP	FFY 23	DOTD

Project Urban Area(s):
NO

Project Parish(es):
ORLEANS

Total Cost:	$360,000.00	$396,000.00	$316,800.00

Project: H.011969 LA 1264: IHNC MB REHAB (TED HICKEY)

Project is in a STIP Line Item ☐

Route:	Cntrl Section:	Beg. Log Mile:	End Log Mile:	Parish:	Non-State Road:
LA 1264	836-15	0.190	0.700	ORLEANS	

Remarks:	Type Improvement:	Work Type:
MATCH FROM DOTD	MOVABLE BRIDGE REHABILITATION	PRESERVATION BRIDGE (ON SYSTEM)

FHWA Performance Category:	Priorities:
BRIDGE CONDITION	(1) (6)

Project Phase:	Project Cost:	Tot.Cost (w/Contingency):	Federal Share:	Fund:	Year:	Sponsor:
CONSTRUCTION	$20,000,000.00	$22,000,000.00	$17,600,000.00	NHPP	FFY 24	DOTD

Project Urban Area(s):
NO

Project Parish(es):
ORLEANS

Total Cost:	$20,000,000.00	$22,000,000.00	$17,600,000.00

Project: H.014065 **I-610: ORLEANS P/L - FRANKLIN AVE**

Project is in a STIP Line Item ☑

Route:	Cntrl Section:	Beg. Log Mile:	End Log Mile:	Parish:	Non-State Road:
I-610	450-34	0.000	4.919	ORLEANS	

Remarks:	Type Improvement:	Work Type:
MATCH FROM DOTD	MILLING AND OVERLAY WITH ASPHALT CONCRETE	PRESERVATION INTERSTATE

FHWA Performance Category:	Priorities:
ROAD CONDITION	(1) (6)

Project Phase:	Project Cost:	Tot.Cost (w/Contingency):	Federal Share:	Fund:	Year:	Sponsor:
CONSTRUCTION	$5,500,000.00	$6,050,000.00	$5,445,000.00	NHPP	FFY 24	DOTD

Project Urban Area(s):
NO

Project Parish(es):
ORLEANS

Total Cost:	$5,500,000.00	$6,050,000.00	$5,445,000.00

Project: H.014080 US 90: LEFT TURN LANE AT TOLEDANO ST

Project is in a STIP Line Item ☑

Route:	Cntrl Section:	Beg. Log Mile:	End Log Mile:	Parish:	Non-State Road:
US 90	006-03	2.909	2.934	ORLEANS	

Remarks:	Type Improvement:	Work Type:
MATCH FROM DOTD	LEFT TURN LANE ONTO WB US 90 FROM TOLEDANO ST	OPER EFFICIENCY/MOTORIST ASSISTANCE TRANSPORTATION SYSTEMS MANAGEMENT

FHWA Performance Category:	Priorities:
CONGESTION RELIABILITY	(5)

Project Phase:	Project Cost:	Tot.Cost (w/Contingency):	Federal Share:	Fund:	Year:	Sponsor:
CONSTRUCTION	$150,000.00	$165,000.00	$132,000.00	NHPP	FFY 24	DOTD

Project Urban Area(s):
NO

Project Parish(es):
ORLEANS

Total Cost:	$150,000.00	$165,000.00	$132,000.00

Project: H.014886 US 90: GENTILLY BLVD -DANZIGER BR

Project is in a STIP Line Item ☑

Route:	Cntrl Section:	Beg. Log Mile:	End Log Mile:	Parish:	Non-State Road:
US 90	006-03	7.838	9.165	ORLEANS	
US 90	006-90	0.000	1.004	ORLEANS	

Remarks:	Type Improvement:	Work Type:
MATCH FROM DOTD	MILL AND OVERLAY OF ASPHALT PAVEMENT	PRESERVATION NON-INTERSTATE ON NHS SYSTEM

FHWA Performance Category:	Priorities:
ROAD CONDITION	(1) (6)

Project Phase:	Project Cost:	Tot.Cost (w/Contingency):	Federal Share:	Fund:	Year:	Sponsor:
CONSTRUCTION	$5,800,000.00	$6,380,000.00	$5,104,000.00	NHPP	FFY 24	DOTD

Project Urban Area(s):
NO

Project Parish(es):
ORLEANS

Total Cost:	$5,800,000.00	$6,380,000.00	$5,104,000.00

Project: RPC* **NOUPT PLATFORM PLANT IMPROVEMENT PROJECT** **Project is in a STIP Line Item** ☑

Remarks:	Type Improvement:	Work Type:
MATCH FROM CITY OF NEW ORLEANS *Project is listed for information only and not included in STIP until Stage 0 is complete and/or project number is assigned.	IMPROVE / UPDATE BOARDING PLATFORMS / PHYSICAL PLANT UPDATES	SAFETY

FHWA Performance Category:	Priorities:
CONGESTION RELIABILITY	(3) (5) (6)

Project Phase:	Project Cost:	Tot.Cost (w/Contingency):	Federal Share:	Fund:	Year:	Sponsor:
CONSTRUCTION	$943,393.00	$943,393.00	$0.00	AMTRAK	FFY 24	CITY OF NEW ORLEANS
CONSTRUCTION	$3,700,854.00	$3,700,854.00	$3,700,854.00	FRA	FFY 24	
CONSTRUCTION	$5,243,695.00	$5,243,695.00	$0.00	LOCAL	FFY 24	

Project Urban Area(s):
NO

Project Parish(es):
ORLEANS

Total Cost:	$9,887,942.00	$9,887,942.00	$3,700,854.00

Project: H.011836 NEW ORLEANS: LAKE VISTA, SIDEWALKS

Project is in a STIP Line Item ☑

Route:	Cntrl Section:	Beg. Log Mile:	End Log Mile:	Parish:	Non-State Road:
A LOCAL	000-36	0.000	0.000	ORLEANS	LAKE VISTA AREA

Remarks:	Type Improvement:	Work Type:
MATCH FROM NAFB MATCH FROM NON FLOOD PROT. ASSET MNGMT AUTH.	SIDEWALKS	ENHANCEMENTS

FHWA Performance Category:	Priorities:
SAFETY NON-MOTORIZED	(2)

Project Phase:	Project Cost:	Tot.Cost (w/Contingency):	Federal Share:	Fund:	Year:	Sponsor:
CONSTRUCTION	$109,780.00	$120,758.00	$0.00	LOCAL	FFY 25	NAFB
CONSTRUCTION	$439,120.00	$483,032.00	$386,426.00	TAP>200K	FFY 25	NON FLOOD PROT. ASSET MNGMT AUTH.

Project Urban Area(s):
NO

Project Parish(es):
ORLEANS

Total Cost:	$548,900.00	$603,790.00	$386,426.00

Project: H.011841 NO: LAKESHORE DR. REC, OPERATIONAL IMPR

Project is in a STIP Line Item ☑

Route:	Cntrl Section:	Beg. Log Mile:	End Log Mile:	Parish:	Non-State Road:
A LOCAL	000-36	0.000	0.000	ORLEANS	LAKESHORE DR.

Remarks:	Type Improvement:	Work Type:
MATCH FROM SOUTHEAST LOUISIANA FLOOD PROTECTION AUTHORITY (EAST)	PEDESTRIAN IMPROVEMENTS	ENHANCEMENTS

FHWA Performance Category:	Priorities:
SAFETY NON-MOTORIZED	

Project Phase:	Project Cost:	Tot.Cost (w/Contingency):	Federal Share:	Fund:	Year:	Sponsor:
CONSTRUCTION	$306,240.00	$336,864.00	$244,992.00	TAP>200K	FFY 25	SOUTHEAST LOUISIANA FLOOD PROTECTION AUTHORITY (EAST)
CONSTRUCTION	$76,560.00	$84,216.00	$0.00	UNKNOWN	FFY 25	

Project Urban Area(s):
NO

Project Parish(es):
ORLEANS

Total Cost:	$382,800.00	$421,080.00	$244,992.00

Project: H.011964 LA 39: INDUSTRIAL CANAL BRIDGE REHAB

Project is in a STIP Line Item ☑

Route:	Cntrl Section:	Beg. Log Mile:	End Log Mile:	Parish:	Non-State Road:
LA 39	046-31	2.5000	2.660	ORLEANS	

Remarks:	Type Improvement:	Work Type:
MATCH FROM DOTD	BRIDGE REHAB	PRESERVATION BRIDGE (ON SYSTEM)

FHWA Performance Category:	Priorities:
BRIDGE CONDITION	(1) (6)

Project Phase:	Project Cost:	Tot.Cost (w/Contingency):	Federal Share:	Fund:	Year:	Sponsor:
CONSTRUCTION	$2,271,000.00	$2,498,100.00	$1,598,784.00	NHPP	FFY 25	DOTD

Project Urban Area(s):
NO

Project Parish(es):
ORLEANS

Total Cost:	$2,271,000.00	$2,498,100.00	$1,598,784.00

Project: H.014330 **ST. CHARLES AVE: NASHVILLE TO NAPOLEON**

Project is in a STIP Line Item ☐

Route:	Cntrl Section:	Beg. Log Mile:	End Log Mile:	Parish:	Non-State Road:
A LOCAL	000-36	0.000	0.000	ORLEANS	ST. CHARLES AVE.

Remarks:	Type Improvement:	Work Type:
MATCH FROM CITY OF NEW ORLEANS	PAVEMENT REHAB.	URBAN SYSTEMS

FHWA Performance Category:	Priorities:
ROAD CONDITION	(1) (6)

Project Phase:	Project Cost:	Tot.Cost (w/Contingency):	Federal Share:	Fund:	Year:	Sponsor:
CONSTRUCTION	$3,000,000.00	$3,300,000.00	$2,640,000.00	STP>200K	FFY 25	CITY OF NEW ORLEANS

Project Urban Area(s):
NO

Project Parish(es):
ORLEANS

Total Cost:	$3,000,000.00	$3,300,000.00	$2,640,000.00

Project: H.014344 LA 428 PH 1: BEHRMAN AVE. TO MERRILL ST.

Project is in a STIP Line Item ☐

Route:	Cntrl Section:	Beg. Log Mile:	End Log Mile:	Parish:	Non-State Road:
LA 428	409-01	0.000	0.700	ORLEANS	

Remarks:	Type Improvement:	Work Type:
MATCH FROM CITY OF NEW ORLEANS	BIKE LANES	URBAN SYSTEMS

FHWA Performance Category:	Priorities:
SAFETY NON-MOTORIZED CONGESTION RELIABILITY	(2) (3) (5)

Project Phase:	Project Cost:	Tot.Cost (w/Contingency):	Federal Share:	Fund:	Year:	Sponsor:
UTILITY RELOCATION	$50,000.00	$50,000.00	$40,000.00	STP>200K	FFY 25	CITY OF NEW ORLEANS
CONSTRUCTION	$2,803,000.00	$3,083,300.00	$2,466,640.00	STP>200K	FFY 25	
Total Cost:	**$2,853,000.00**	**$3,133,300.00**	**$2,506,640.00**			

Project Urban Area(s):
NO

Project Parish(es):
ORLEANS

Project: H.014345 LA 428 PH 2: MERRILL ST. TO WILTZ LN.

Project is in a STIP Line Item ☐

Route:	Cntrl Section:	Beg. Log Mile:	End Log Mile:	Parish:	Non-State Road:
LA 428	409-01	0.700	1.236	ORLEANS	

Remarks:	Type Improvement:	Work Type:
MATCH FROM CITY OF NEW ORLEANS	ACCESS MANAGEMENT FOR BIKE/PED/TRANSIT	URBAN SYSTEMS

FHWA Performance Category:	Priorities:
SAFETY NON-MOTORIZED ROAD CONDITION CONGESTION RELIABILITY	(1) (2) (3) (5) (6)

Project Phase:	Project Cost:	Tot.Cost (w/Contingency):	Federal Share:	Fund:	Year:	Sponsor:
UTILITY RELOCATION	$75,000.00	$75,000.00	$60,000.00	STP>200K	FFY 25	CITY OF NEW ORLEANS
CONSTRUCTION	$2,675,000.00	$2,942,500.00	$2,354,000.00	STP>200K	FFY 25	
Total Cost:	**$2,750,000.00**	**$3,017,500.00**	**$2,414,000.00**			

Project Urban Area(s):
NO

Project Parish(es):
ORLEANS

Project: H.014772 **US 90: VICTORY RD. - FORT MACOMB BR**

Project is in a STIP Line Item ☑

Route:	Cntrl Section:	Beg. Log Mile:	End Log Mile:	Parish:	Non-State Road:
US 90	006-90	14.573	16.477	ORLEANS	

Remarks:	Type Improvement:	Work Type:
MATCH FROM DOTD	PATCH, MILL AND OVERLAY	PRESERVATION NON-INTERSTATE ON STP SYSTEM

FHWA Performance Category:	Priorities:
ROAD CONDITION	(1) (6)

Project Phase:	Project Cost:	Tot.Cost (w/Contingency):	Federal Share:	Fund:	Year:	Sponsor:
CONSTRUCTION	$3,900,000.00	$4,290,000.00	$3,432,000.00	STP FLEX	FFY 25	DOTD

Project Urban Area(s):
NO

Project Parish(es):
ORLEANS

Total Cost:	$3,900,000.00	$4,290,000.00	$3,432,000.00

Project: H.000263 CHEF MENTEUR PASS BRIDGE AND APPROACH

Project is in a STIP Line Item ☑

Route:	Cntrl Section:	Beg. Log Mile:	End Log Mile:	Parish:	Non-State Road:
US 90	006-05	0.000	0.719	ORLEANS	
US 90	006-90	15.834	16.477	ORLEANS	

Remarks:	Type Improvement:	Work Type:
MATCH FROM DOTD	BRIDGE REPLACEMENT	PRESERVATION BRIDGE (ON SYSTEM)

FHWA Performance Category:	Priorities:
BRIDGE CONDITION	(1) (6)

Project Phase:	Project Cost:	Tot.Cost (w/Contingency):	Federal Share:	Fund:	Year:	Sponsor:
RIGHT OF WAY	$1,775,000.00	$1,775,000.00	$1,420,000.00	STP FLEX	FFY 24	DOTD
UTILITY RELOCATION	$163,000.00	$163,000.00	$130,400.00	STP FLEX	FFY 24	
CONSTRUCTION	$89,700,000.00	$98,670,000.00	$78,936,000.00	STP FLEX	FFY 26	

Project Urban Area(s):
NO

Project Parish(es):
ORLEANS

Total Cost:	$91,638,000.00	$100,608,000.00	$80,486,400.00

Project: H.000304 I-10 - US 61 OVERPASS

Project is in a STIP Line Item ☑

Route:	Cntrl Section:	Beg. Log Mile:	End Log Mile:	Parish:	Non-State Road:
US 61	007-01	1.060	1.330	ORLEANS	

Remarks:	Type Improvement:	Work Type:
MATCH FROM DOTD	BRIDGE REHABILITATION	PRESERVATION BRIDGE (ON SYSTEM)

FHWA Performance Category:	Priorities:
ROAD CONDITION	(1) (6)

Project Phase:	Project Cost:	Tot.Cost (w/Contingency):	Federal Share:	Fund:	Year:	Sponsor:
CONSTRUCTION	$4,000,000.00	$4,400,000.00	$3,200,000.00	NHPP	FFY 26	DOTD

Project Urban Area(s):
NO

Project Parish(es):
ORLEANS

Total Cost:	$4,000,000.00	$4,400,000.00	$3,200,000.00

Project: H.011221 I-10: NO CBD 3 POYDRAS - LOUISA

Project is in a STIP Line Item ☑

Route:	Cntrl Section:	Beg. Log Mile:	End Log Mile:	Parish:	Non-State Road:
I-10	450-90	5.118	8.224	ORLEANS	

Remarks:	Type Improvement:	Work Type:
MATCH FROM DOTD	SIGNING & SIGNING STRUCTURE REPLACEMENT AND UPGRADE IN NO CBD	OPER EFFICIENCY/MOTORIST ASSISTANCE TRAFFIC CONTROL DEVICS

FHWA Performance Category:	Priorities:
ROAD CONDITION	(1) (6)

Project Phase:	Project Cost:	Tot.Cost (w/Contingency):	Federal Share:	Fund:	Year:	Sponsor:
CONSTRUCTION	$5,700,000.00	$6,270,000.00	$5,643,000.00	NHPP	FFY 26	DOTD

Project Urban Area(s):
NO

Project Parish(es):
ORLEANS

Total Cost:	$5,700,000.00	$6,270,000.00	$5,643,000.00

Project: H.011222 I-10: NO CBD 4 LOUISA- I-510

Project is in a STIP Line Item ☑

Route:	Cntrl Section:	Beg. Log Mile:	End Log Mile:	Parish:	Non-State Road:
I-10	450-90	8.224	15.900	ORLEANS	

Remarks:	Type Improvement:	Work Type:
MATCH FROM DOTD	SIGNING AND SIGNING STRUCTURE REPLACEMENTS	OPER EFFICIENCY/MOTORIST ASSISTANCE TRAFFIC CONTROL DEVICS

FHWA Performance Category:	Priorities:
ROAD CONDITION	(1) (6)

Project Phase:	Project Cost:	Tot.Cost (w/Contingency):	Federal Share:	Fund:	Year:	Sponsor:
DESIGN (ENGINEERING)	$800,000.00	$800,000.00	$640,000.00	NHPP	FFY 25	DOTD
CONSTRUCTION	$5,800,000.00	$6,380,000.00	$5,104,000.00	NHPP	FFY 26	

Project Urban Area(s):
NO

Project Parish(es):
ORLEANS

Total Cost:	$6,600,000.00	$7,180,000.00	$5,744,000.00

Project: H.014042 NEW ORLEANS TULLIS- RIVER ROUTE

Project is in a STIP Line Item ☑

Route:	Cntrl Section:	Beg. Log Mile:	End Log Mile:	Parish:	Non-State Road:
A LOCAL	000-36	0.000	0.000	ORLEANS	ARIZONA ST.
A LOCAL	000-36	0.000	0.000	ORLEANS	BEHRMAN HWY
A LOCAL	000-36	0.000	0.000	ORLEANS	DE ARMAS ST.
A LOCAL	000-36	0.000	0.000	ORLEANS	LB LANDRY AVE.
A LOCAL	000-36	0.000	0.000	ORLEANS	MARDI GRAS BLVD.
A LOCAL	000-36	0.000	0.000	ORLEANS	TECHE ST.
A LOCAL	000-36	0.000	0.000	ORLEANS	TULLIS DR.
LA 428	410-01	0.109	0.577	ORLEANS	
LA 428	410-01	2.315	2.733	ORLEANS	

Remarks:	Type Improvement:	Work Type:
MATCH FROM CITY OF NEW ORLEANS	SHARED USE PATH, STRIPING, SIGNAGE	ENHANCEMENTS

FHWA Performance Category:	Priorities:
SAFETY NON-MOTORIZED	

Project Phase:	Project Cost:	Tot.Cost (w/Contingency):	Federal Share:	Fund:	Year:	Sponsor:
CONSTRUCTION	$731,000.00	$804,100.00	$643,280.00	TAP>200K	FFY 26	CITY OF NEW ORLEANS

Project Urban Area(s):
NO

Project Parish(es):
ORLEANS

Total Cost:	$731,000.00	$804,100.00	$643,280.00

Project: RPC* **S. CARROLLTON: WASHINGTON TO CANAL ST.** **Project is in a STIP Line Item** ☑

Remarks:	Type Improvement:	Work Type:
MATCH FROM CITY OF NEW ORLEANS *Project is listed for information only and not included in STIP until Stage 0 is complete and/or project number is assigned.	PAVEMENT REHAB / ADA IMPROVEMENTS	

FHWA Performance Category:	Priorities:
SAFETY NON-MOTORIZED ROAD CONDITION	(1) (2) (3) (6)

Project Phase:	Project Cost:	Tot.Cost (w/Contingency):	Federal Share:	Fund:	Year:	Sponsor:
CONSTRUCTION	$4,652,000.00	$5,117,200.00	$4,093,760.00	STP>200K	FFY 26	CITY OF NEW ORLEANS

Project Urban Area(s):
NO

Project Parish(es):
ORLEANS

Total Cost:	$4,652,000.00	$5,117,200.00	$4,093,760.00

Project: H.011219 I-10: NO CBD1 I 610 - CARROLTON

Project is in a STIP Line Item ☑

Route:	Cntrl Section:	Beg. Log Mile:	End Log Mile:	Parish:	Non-State Road:
I-10	450-15			ORLEANS	
I-10	450-90			ORLEANS	

Remarks:	Type Improvement:	Work Type:
MATCH FROM DOTD	SIGNING AND SIGNING STRUCTURES REPLACEMENT	OPER EFFICIENCY/MOTORIST ASSISTANCE TRAFFIC CONTROL DEVICS

FHWA Performance Category:	Priorities:
ROAD CONDITION	(1) (6)

Project Phase:	Project Cost:	Tot.Cost (w/Contingency):	Federal Share:	Fund:	Year:	Sponsor:
CONSTRUCTION	$954,000.00	$1,049,400.00	$0.00	NFI	FFY 27	DOTD
CONSTRUCTION	$3,816,000.00	$4,197,600.00	$296,000.00	NHPP	FFY 27	

Project Urban Area(s):
NO

Project Parish(es):
ORLEANS

Total Cost:	$4,770,000.00	$5,247,000.00	$296,000.00

Project: **MURL BRIDGE @ MAGELLAN CANAL**

Project is in a STIP Line Item ☐

Remarks:	Type Improvement:	Work Type:
MATCH FROM CITY OF NEW ORLEANS	BRIDGE REPLACEMENT	

FHWA Performance Category:	Priorities:
BRIDGE CONDITION	(6)

Project Phase:	Project Cost:	Tot.Cost (w/Contingency):	Federal Share:	Fund:	Year:	Sponsor:
CONSTRUCTION	$5,000,000.00	$5,500,000.00	$4,400,000.00	BIP	TIER II	CITY OF NEW ORLEANS

Project Urban Area(s):
NO

Project Parish(es):
ORLEANS

Total Cost:	$5,000,000.00	$5,500,000.00	$4,400,000.00

Project: **READ BRIDGE @ MORRISON CANAL**

Project is in a STIP Line Item ☐

Remarks:	Type Improvement:	Work Type:
MATCH FROM CITY OF NEW ORLEANS	BRIDGE REPLACEMENT	

FHWA Performance Category:	Priorities:
BRIDGE CONDITION	(6)

Project Phase:	Project Cost:	Tot.Cost (w/Contingency):	Federal Share:	Fund:	Year:	Sponsor:
CONSTRUCTION	$5,000,000.00	$5,500,000.00	$4,400,000.00	BIP	TIER II	CITY OF NEW ORLEANS

Project Urban Area(s):
NO

Project Parish(es):
ORLEANS

Total Cost:	$5,000,000.00	$5,500,000.00	$4,400,000.00

Project: H.006517 **NEW ORLEANS RAIL GATEWAY ANALYSIS** **Project is in a STIP Line Item** ☐

Remarks:	Type Improvement:	Work Type:
MATCH FROM DOTD	ENVR. GRADE X-ING. OPER. IMPROVEMENT	DEMO / HIGH PRIORITY

FHWA Performance Category:	Priorities:
SAFETY MOTORIZED CONGESTION RELIABILITY FREIGHT RELIABILITY	(1) (4) (5)

Project Phase:	Project Cost:	Tot.Cost (w/Contingency):	Federal Share:	Fund:	Year:	Sponsor:
FEASIBILITY	$6,000,000.00	$6,000,000.00	$4,800,000.00	DEMO	TIER II	DOTD

Project Urban Area(s):
NO

Project Parish(es):
ORLEANS

Total Cost:	$6,000,000.00	$6,000,000.00	$4,800,000.00

Project: H.009419 **LA 3019 @ I-10 RAMP IMPROVEMENTS**

Project is in a STIP Line Item ☑

Remarks:	Type Improvement:	Work Type:
MATCH FROM DOTD	TWO-LANE ROUNDABOUT	SAFETY INTERSTATE

FHWA Performance Category:	Priorities:
SAFETY MOTORIZED CONGESTION RELIABILITY	(1) (5)

Project Phase:	Project Cost:	Tot.Cost (w/Contingency):	Federal Share:	Fund:	Year:	Sponsor:
UTILITY RELOCATION	$100,000.00	$100,000.00	$100,000.00	HSIP	TIER II	DOTD
DESIGN (ENGINEERING)	$4,000.00	$4,000.00	$4,000.00	HSIP	TIER II	
CONSTRUCTION	$900,000.00	$990,000.00	$990,000.00	HSIP	TIER II	
Total Cost:	**$1,004,000.00**	**$1,094,000.00**	**$1,094,000.00**			

Project Urban Area(s):
NO

Project Parish(es):
ORLEANS

Project: H.011646 US 90 - US 61 - LA 611-9 CORRIDOR IMPROV

Project is in a STIP Line Item ☑

Remarks:	Type Improvement:	Work Type:
MATCH FROM DOTD	INTERSECTION IMPROVEMENT STUDY	OPER EFFICIENCY/MOTORIST ASSISTANCE TRAFFIC CONTROL DEVICS

FHWA Performance Category:	Priorities:
CONGESTION RELIABILITY FREIGHT RELIABILITY	(2) (4) (5)

Project Phase:	Project Cost:	Tot.Cost (w/Contingency):	Federal Share:	Fund:	Year:	Sponsor:
FEASIBILITY	$24,000.00	$24,000.00	$19,200.00	NHPP	TIER II	DOTD
FEASIBILITY	$3,000.00	$3,000.00	$2,400.00	STP FLEX	TIER II	
DESIGN (ENGINEERING)	$302,000.00	$302,000.00	$241,600.00	NHPP	TIER II	
DESIGN (ENGINEERING)	$58,000.00	$58,000.00	$48,140.00	STP FLEX	TIER II	
CONSTRUCTION	$1,250,000.00	$1,375,000.00	$1,100,000.00	NHPP	TIER II	
CONSTRUCTION	$750,000.00	$825,000.00	$660,000.00	STP FLEX	TIER II	

Project Urban Area(s):
NO

Project Parish(es):
ORLEANS

Total Cost:	$2,387,000.00	$2,587,000.00	$2,071,340.00

Project: RPC* **ALGIERSMRT:ODEON-CHALMETTE,ALGIERS FERRY**

Project is in a STIP Line Item ☐

Remarks:	Type Improvement:	Work Type:
MATCH FROM *Project is listed for information only and not included in STIP until Stage 0 is complete and/or project number is assigned.	MISS RIVER BIKE TRAIL RAMPS	

FHWA Performance Category:	Priorities:
SAFETY NON-MOTORIZED	(2) (3)

Project Phase:	Project Cost:	Tot.Cost (w/Contingency):	Federal Share:	Fund:	Year:	Sponsor:
CONSTRUCTION	$5,000,000.00	$5,500,000.00	$4,000,000.00	STP>200K	TIER II	

Project Urban Area(s):
NO

Project Parish(es):
ORLEANS

Total Cost:	$5,000,000.00	$5,500,000.00	$4,000,000.00

Project: RPC* **ALMONASTER BRIDGE @ FLORIDA CANAL** **Project is in a STIP Line Item** ☐

Remarks:	Type Improvement:	Work Type:
MATCH FROM CITY OF NEW ORLEANS *Project is listed for information only and not included in STIP until Stage 0 is complete and/or project number is assigned.	BRIDGE REHAB	

FHWA Performance Category:	Priorities:
BRIDGE CONDITION	(6)

Project Phase:	Project Cost:	Tot.Cost (w/Contingency):	Federal Share:	Fund:	Year:	Sponsor:
CONSTRUCTION	$5,000,000.00	$5,500,000.00	$4,400,000.00	BIP	TIER II	CITY OF NEW ORLEANS

Project Urban Area(s):
NO

Project Parish(es):
ORLEANS

Total Cost:	$5,000,000.00	$5,500,000.00	$4,400,000.00

Project: RPC* **ALVAR BRIDGE @ FLORIDA CANAL**

Project is in a STIP Line Item ☐

Remarks:	Type Improvement:	Work Type:
MATCH FROM CITY OF NEW ORLEANS *Project is listed for information only and not included in STIP until Stage 0 is complete and/or project number is assigned.	BRIDGE REHAB	

FHWA Performance Category:	Priorities:
BRIDGE CONDITION	(6)

Project Phase:	Project Cost:	Tot.Cost (w/Contingency):	Federal Share:	Fund:	Year:	Sponsor:
CONSTRUCTION	$5,000,000.00	$5,500,000.00	$4,400,000.00	BIP	TIER II	CITY OF NEW ORLEANS

Project Urban Area(s):
NO

Project Parish(es):
ORLEANS

Total Cost:	$5,000,000.00	$5,500,000.00	$4,400,000.00

Project: RPC* **BULLARD BIDGE @ MORRISON CANAL**

Project is in a STIP Line Item ☐

Remarks:	Type Improvement:	Work Type:
MATCH FROM CITY OF NEW ORLEANS *Project is listed for information only and not included in STIP until Stage 0 is complete and/or project number is assigned.	BRIDGE REPLACEMENT	

FHWA Performance Category:	Priorities:
BRIDGE CONDITION	(6)

Project Phase:	Project Cost:	Tot.Cost (w/Contingency):	Federal Share:	Fund:	Year:	Sponsor:
CONSTRUCTION	$5,000,000.00	$5,500,000.00	$4,400,000.00	BIP	TIER II	CITY OF NEW ORLEANS

Project Urban Area(s):
NO

Project Parish(es):
ORLEANS

Total Cost:	$5,000,000.00	$5,500,000.00	$4,400,000.00

Project: RPC* **CROWDER BRIDGE @ MORRISON CANAL** **Project is in a STIP Line Item** ☐

Remarks:	Type Improvement:	Work Type:
MATCH FROM CITY OF NEW ORLEANS *Project is listed for information only and not included in STIP until Stage 0 is complete and/or project number is assigned.	BRIDGE REPLACEMENT	

FHWA Performance Category:	Priorities:
BRIDGE CONDITION	(6)

Project Phase:	Project Cost:	Tot.Cost (w/Contingency):	Federal Share:	Fund:	Year:	Sponsor:
CONSTRUCTION	$5,000,000.00	$5,500,000.00	$4,400,000.00	BIP	TIER II	CITY OF NEW ORLEANS

Project Urban Area(s):
NO

Project Parish(es):
ORLEANS

Total Cost:	$5,000,000.00	$5,500,000.00	$4,400,000.00

Project: RPC* **E. 6TH STREET BRIDGE @ HWY 406** **Project is in a STIP Line Item** ☐

Remarks:	Type Improvement:	Work Type:
MATCH FROM CITY OF NEW ORLEANS *Project is listed for information only and not included in STIP until Stage 0 is complete and/or project number is assigned.	BRIDGE REPLACEMENT	

FHWA Performance Category:	Priorities:
BRIDGE CONDITION	(6)

Project Phase:	Project Cost:	Tot.Cost (w/Contingency):	Federal Share:	Fund:	Year:	Sponsor:
CONSTRUCTION	$5,000,000.00	$5,500,000.00	$0.00	BIP	TIER II	CITY OF NEW ORLEANS

Project Urban Area(s):
NO

Project Parish(es):
ORLEANS

Total Cost:	$5,000,000.00	$5,500,000.00	$0.00

Project: RPC* **FRANKLIN BRIDGE @ FLORIDA CANAL** **Project is in a STIP Line Item** ☐

Remarks:	Type Improvement:	Work Type:
MATCH FROM CITY OF NEW ORLEANS *Project is listed for information only and not included in STIP until Stage 0 is complete and/or project number is assigned.	BRIDGE REHAB	

FHWA Performance Category:	Priorities:
BRIDGE CONDITION	(6)

Project Phase:	Project Cost:	Tot.Cost (w/Contingency):	Federal Share:	Fund:	Year:	Sponsor:
CONSTRUCTION	$5,000,000.00	$5,500,000.00	$4,400,000.00	BIP	TIER II	CITY OF NEW ORLEANS

Project Urban Area(s):
NO

Project Parish(es):
ORLEANS

Total Cost:	$5,000,000.00	$5,500,000.00	$4,400,000.00

Project: RPC* **JOE BROWN PARK BRIDGE @ LAGOON** **Project is in a STIP Line Item** ☐

Remarks:	Type Improvement:	Work Type:
MATCH FROM *Project is listed for information only and not included in STIP until Stage 0 is complete and/or project number is assigned.	BRIDGE REPLACEMENT	

FHWA Performance Category:	Priorities:
BRIDGE CONDITION	(6)

Project Phase:	Project Cost:	Tot.Cost (w/Contingency):	Federal Share:	Fund:	Year:	Sponsor:
CONSTRUCTION	$5,000,000.00	$5,500,000.00	$4,400,000.00	BIP	TIER II	

Project Urban Area(s):
NO

Project Parish(es):
ORLEANS

Total Cost:	$5,000,000.00	$5,500,000.00	$4,400,000.00

Project: RPC* **LA 46 ST. CLAUDE BRIDGE OVER IHNC**

Project is in a STIP Line Item ☐

Remarks:	Type Improvement:	Work Type:
MATCH FROM PORT OF N.O. *Project is listed for information only and not included in STIP until Stage 0 is complete and/or project number is assigned.	HISTORIC BRIDGE REHABILITATION	

FHWA Performance Category:	Priorities:
BRIDGE CONDITION	(6)

Project Phase:	Project Cost:	Tot.Cost (w/Contingency):	Federal Share:	Fund:	Year:	Sponsor:
CONSTRUCTION	$30,000,000.00	$33,000,000.00	$29,700,000.00	BIP	TIER II	PORT OF N.O.

Project Urban Area(s):
NO

Project Parish(es):
ORLEANS

Total Cost:	$30,000,000.00	$33,000,000.00	$29,700,000.00

Project: RPC* **LAKE FOREST BIDGE @ CITRUS CANAL**

Project is in a STIP Line Item ☐

Remarks:	Type Improvement:	Work Type:
MATCH FROM CITY OF NEW ORLEANS *Project is listed for information only and not included in STIP until Stage 0 is complete and/or project number is assigned.	BRIDGE REPLACEMENT	

FHWA Performance Category:	Priorities:
BRIDGE CONDITION	(6)

Project Phase:	Project Cost:	Tot.Cost (w/Contingency):	Federal Share:	Fund:	Year:	Sponsor:
CONSTRUCTION	$5,000,000.00	$5,500,000.00	$4,400,000.00	BIP	TIER II	CITY OF NEW ORLEANS

Project Urban Area(s):
NO

Project Parish(es):
ORLEANS

Total Cost:	$5,000,000.00	$5,500,000.00	$4,400,000.00

Project: RPC* **LAKE FOREST BRIDGE @ BENSON CANAL** **Project is in a STIP Line Item** ☐

Remarks:	Type Improvement:	Work Type:
MATCH FROM CITY OF NEW ORLEANS *Project is listed for information only and not included in STIP until Stage 0 is complete and/or project number is assigned.	BRIDGE REPLACEMENT	

FHWA Performance Category:	Priorities:
BRIDGE CONDITION	(6)

Project Phase:	Project Cost:	Tot.Cost (w/Contingency):	Federal Share:	Fund:	Year:	Sponsor:
CONSTRUCTION	$5,000,000.00	$5,500,000.00	$4,400,000.00	BIP	TIER II	CITY OF NEW ORLEANS

Project Urban Area(s):
NO

Project Parish(es):
ORLEANS

Total Cost:	$5,000,000.00	$5,500,000.00	$4,400,000.00

Project: RPC* **LAKE FOREST BRIDGE @ BERG CANAL**

Project is in a STIP Line Item ☐

Remarks:	Type Improvement:	Work Type:
MATCH FROM CITY OF NEW ORLEANS *Project is listed for information only and not included in STIP until Stage 0 is complete and/or project number is assigned.	BRIDGE REPLACEMENT	

FHWA Performance Category:	Priorities:
BRIDGE CONDITION	(6)

Project Phase:	Project Cost:	Tot.Cost (w/Contingency):	Federal Share:	Fund:	Year:	Sponsor:
CONSTRUCTION	$5,000,000.00	$5,500,000.00	$4,400,000.00	BIP	TIER II	CITY OF NEW ORLEANS

Project Urban Area(s):
NO

Project Parish(es):
ORLEANS

Total Cost:	$5,000,000.00	$5,500,000.00	$4,400,000.00

Project: RPC* **LAKE FOREST BRIDGE @ LAWRENCE CANAL** **Project is in a STIP Line Item** ☐

Remarks:	Type Improvement:	Work Type:
MATCH FROM CITY OF NEW ORLEANS *Project is listed for information only and not included in STIP until Stage 0 is complete and/or project number is assigned.	BRIDGE REPLACEMENT	

FHWA Performance Category:	Priorities:
BRIDGE CONDITION	(6)

Project Phase:	Project Cost:	Tot.Cost (w/Contingency):	Federal Share:	Fund:	Year:	Sponsor:
CONSTRUCTION	$5,000,000.00	$5,500,000.00	$4,400,000.00	BIP	TIER II	CITY OF NEW ORLEANS

Project Urban Area(s):
NO

Project Parish(es):
ORLEANS

Total Cost:	$5,000,000.00	$5,500,000.00	$4,400,000.00

Project: RPC* **LIVABLE CLAIBORNE**

Project is in a STIP Line Item ☐

Remarks:	Type Improvement:	Work Type:
MATCH FROM DOTD *Project is listed for information only and not included in STIP until Stage 0 is complete and/or project number is assigned.	CORRIDOR IMPROVEMENTS	

FHWA Performance Category:	Priorities:
SAFETY MOTORIZED SAFETY NON-MOTORIZED CONGESTION RELIABILITY FREIGHT RELIABILITY	(1) (2) (3) (4) (6)

Project Phase:	Project Cost:	Tot.Cost (w/Contingency):	Federal Share:	Fund:	Year:	Sponsor:
CONSTRUCTION	$100,000,000.00	$110,000,000.00	$88,000,000.00	FHWA Discr.	TIER II	DOTD

Project Urban Area(s):
NO

Project Parish(es):
ORLEANS

Total Cost:	$100,000,000.00	$110,000,000.00	$88,000,000.00

Project: RPC* **MAYO BRIDGE @ MORRISON CANAL** **Project is in a STIP Line Item** ☐

Remarks:	Type Improvement:	Work Type:
MATCH FROM CITY OF NEW ORLEANS *Project is listed for information only and not included in STIP until Stage 0 is complete and/or project number is assigned.	BRIDGE REHAB	

FHWA Performance Category:	Priorities:
BRIDGE CONDITION	(6)

Project Phase:	Project Cost:	Tot.Cost (w/Contingency):	Federal Share:	Fund:	Year:	Sponsor:
CONSTRUCTION	$5,000,000.00	$5,500,000.00	$4,400,000.00	BIP	TIER II	CITY OF NEW ORLEANS

Project Urban Area(s):
NO

Project Parish(es):
ORLEANS

Total Cost:	$5,000,000.00	$5,500,000.00	$4,400,000.00

Project: RPC* **MORRISON BRIDGE @ CITRUS CANAL EASTBOUND** **Project is in a STIP Line Item** ☐

Remarks:	Type Improvement:	Work Type:
MATCH FROM CITY OF NEW ORLEANS *Project is listed for information only and not included in STIP until Stage 0 is complete and/or project number is assigned.	BRIDGE REPLACEMENT	

FHWA Performance Category:	Priorities:
BRIDGE CONDITION	(6)

Project Phase:	Project Cost:	Tot.Cost (w/Contingency):	Federal Share:	Fund:	Year:	Sponsor:
CONSTRUCTION	$5,000,000.00	$5,500,000.00	$4,400,000.00	BIP	TIER II	CITY OF NEW ORLEANS

Project Urban Area(s):
NO

Project Parish(es):
ORLEANS

Total Cost:	$5,000,000.00	$5,500,000.00	$4,400,000.00

Project: RPC* **MORRISON BRIDGE @ ST. CHARLES CANAL** **Project is in a STIP Line Item** ☐

Remarks:	Type Improvement:	Work Type:
MATCH FROM CITY OF NEW ORLEANS *Project is listed for information only and not included in STIP until Stage 0 is complete and/or project number is assigned.	BRIDGE REPLACEMENT	

FHWA Performance Category:	Priorities:
BRIDGE CONDITION	(6)

Project Phase:	Project Cost:	Tot.Cost (w/Contingency):	Federal Share:	Fund:	Year:	Sponsor:
CONSTRUCTION	$5,000,000.00	$5,500,000.00	$0.00	BIP	TIER II	CITY OF NEW ORLEANS

Project Urban Area(s):
NO

Project Parish(es):
ORLEANS

Total Cost:	$5,000,000.00	$5,500,000.00	$0.00

Project: RPC* **N. GALVEZ BRIDGE @ RAILYARD**

Project is in a STIP Line Item ☐

Remarks:	Type Improvement:	Work Type:
MATCH FROM CITY OF NEW ORLEANS *Project is listed for information only and not included in STIP until Stage 0 is complete and/or project number is assigned.	BRIDGE REPLACEMENT	

FHWA Performance Category:	Priorities:
BRIDGE CONDITION	(6)

Project Phase:	Project Cost:	Tot.Cost (w/Contingency):	Federal Share:	Fund:	Year:	Sponsor:
CONSTRUCTION	$5,000,000.00	$5,500,000.00	$4,400,000.00	BIP	TIER II	CITY OF NEW ORLEANS

Project Urban Area(s):
NO

Project Parish(es):
ORLEANS

Total Cost:	$5,000,000.00	$5,500,000.00	$4,400,000.00

Project: RPC* **PALMETTO BRIDGE @ AIRLINE**

Project is in a STIP Line Item ☐

Remarks:	Type Improvement:	Work Type:
MATCH FROM CITY OF NEW ORLEANS *Project is listed for information only and not included in STIP until Stage 0 is complete and/or project number is assigned.	BRIDGE REPLACEMENT	

FHWA Performance Category:	Priorities:
BRIDGE CONDITION	(6)

Project Phase:	Project Cost:	Tot.Cost (w/Contingency):	Federal Share:	Fund:	Year:	Sponsor:
CONSTRUCTION	$5,000,000.00	$5,500,000.00	$0.00	BIP	TIER II	CITY OF NEW ORLEANS

Project Urban Area(s):
NO

Project Parish(es):
ORLEANS

Total Cost:	$5,000,000.00	$5,500,000.00	$0.00

Project: RPC* **PEOPLE'S AVE BRIDGE @ FLORIDA CANAL** **Project is in a STIP Line Item** ☐

Remarks:	Type Improvement:	Work Type:
MATCH FROM CITY OF NEW ORLEANS *Project is listed for information only and not included in STIP until Stage 0 is complete and/or project number is assigned.	BRIDGE REPLACEMENT	

FHWA Performance Category:	Priorities:
BRIDGE CONDITION	(6)

Project Phase:	Project Cost:	Tot.Cost (w/Contingency):	Federal Share:	Fund:	Year:	Sponsor:
CONSTRUCTION	$5,000,000.00	$5,500,000.00	$0.00	BIP	TIER II	CITY OF NEW ORLEANS

Project Urban Area(s):
NO

Project Parish(es):
ORLEANS

Total Cost:	$5,000,000.00	$5,500,000.00	$0.00

Project: RPC* **S. BROAD STREET BRIDGE @ I-10/RAIL** **Project is in a STIP Line Item** ☐

Remarks:	Type Improvement:	Work Type:
MATCH FROM CITY OF NEW ORLEANS *Project is listed for information only and not included in STIP until Stage 0 is complete and/or project number is assigned.	BRIDGE REHAB	

FHWA Performance Category:	Priorities:
BRIDGE CONDITION	(6)

Project Phase:	Project Cost:	Tot.Cost (w/Contingency):	Federal Share:	Fund:	Year:	Sponsor:
CONSTRUCTION	$5,000,000.00	$5,500,000.00	$4,400,000.00	BIP	TIER II	CITY OF NEW ORLEANS

Project Urban Area(s):
NO

Project Parish(es):
ORLEANS

Total Cost:	$5,000,000.00	$5,500,000.00	$4,400,000.00

Project: RPC* **S. NORMAN C FRANCIS BRIDGE @ I-10/RAIL** **Project is in a STIP Line Item** ☐

Remarks:	Type Improvement:	Work Type:
MATCH FROM CITY OF NEW ORLEANS *Project is listed for information only and not included in STIP until Stage 0 is complete and/or project number is assigned.	BRIDGE REHAB	

FHWA Performance Category:	Priorities:
BRIDGE CONDITION	(6)

Project Phase:	Project Cost:	Tot.Cost (w/Contingency):	Federal Share:	Fund:	Year:	Sponsor:
CONSTRUCTION	$5,000,000.00	$5,500,000.00	$4,400,000.00	BIP	TIER II	CITY OF NEW ORLEANS

Project Urban Area(s):
NO

Project Parish(es):
ORLEANS

Total Cost:	$5,000,000.00	$5,500,000.00	$4,400,000.00

Project: RPC* **US 90 PORT OF NO ACCESS IMP.**

Project is in a STIP Line Item ☐

Remarks:	Type Improvement:	Work Type:
MATCH FROM *Project is listed for information only and not included in STIP until Stage 0 is complete and/or project number is assigned.	ACCESS IMPROVEMENTS	

FHWA Performance Category:	Priorities:
CONGESTION RELIABILITY FREIGHT RELIABILITY	(2) (4) (5)

Project Phase:	Project Cost:	Tot.Cost (w/Contingency):	Federal Share:	Fund:	Year:	Sponsor:
CONSTRUCTION	$8,000,000.00	$8,800,000.00	$0.00	FHWA Discr.	TIER II	

Project Urban Area(s):
NO

Project Parish(es):
ORLEANS

Total Cost:	$8,000,000.00	$8,800,000.00	$0.00

Project: RPC* **VANDERKLOOT BRIDGE @ MORRISON CANAL** **Project is in a STIP Line Item** ☐

Remarks:	Type Improvement:	Work Type:
MATCH FROM CITY OF NEW ORLEANS *Project is listed for information only and not included in STIP until Stage 0 is complete and/or project number is assigned.	BRIDGE REPLACEMENT	

FHWA Performance Category:	Priorities:
BRIDGE CONDITION	(6)

Project Phase:	Project Cost:	Tot.Cost (w/Contingency):	Federal Share:	Fund:	Year:	Sponsor:
CONSTRUCTION	$5,000,000.00	$5,500,000.00	$4,400,000.00	BIP	TIER II	CITY OF NEW ORLEANS

Project Urban Area(s):
NO

Project Parish(es):
ORLEANS

Total Cost:	$5,000,000.00	$5,500,000.00	$4,400,000.00

Project: RPC* **WALL BRIDGE**

Project is in a STIP Line Item ☐

Remarks:	Type Improvement:	Work Type:
MATCH FROM CITY OF NEW ORLEANS *Project is listed for information only and not included in STIP until Stage 0 is complete and/or project number is assigned.	BRIDGE REPLACEMENT	

FHWA Performance Category:	Priorities:
BRIDGE CONDITION	(6)

Project Phase:	Project Cost:	Tot.Cost (w/Contingency):	Federal Share:	Fund:	Year:	Sponsor:
CONSTRUCTION	$5,000,000.00	$5,500,000.00	$4,400,000.00	BIP	TIER II	CITY OF NEW ORLEANS

Project Urban Area(s):
NO

Project Parish(es):
ORLEANS

Total Cost:	$5,000,000.00	$5,500,000.00	$4,400,000.00

Project: H.009499 LEAKE AVENUE IMPROVEMENTS

Project is in a STIP Line Item ☐

Route:	Cntrl Section:	Beg. Log Mile:	End Log Mile:	Parish:	Non-State Road:
A LOCAL	000-36			ORLEANS	

Remarks:	Type Improvement:	Work Type:
MATCH FROM DOTD	CORRIDOR IMPROVMENTS	URBAN SYSTEMS

FHWA Performance Category:	Priorities:
CONGESTION RELIABILITY	(5)

Project Phase:	Project Cost:	Tot.Cost (w/Contingency):	Federal Share:	Fund:	Year:	Sponsor:
CONSTRUCTION	$20,000,000.00	$22,000,000.00	$17,600,000.00	FHWA Discr.	TIER III	DOTD

Project Urban Area(s):
NO

Project Parish(es):
ORLEANS

Total Cost:	$20,000,000.00	$22,000,000.00	$17,600,000.00

Project: H.011967 US 90Z: GNO1 BRIDGE, APP REHABILITATION

Project is in a STIP Line Item ☐

Route:	Cntrl Section:	Beg. Log Mile:	End Log Mile:	Parish:	Non-State Road:
US 90-Z	283-08			ORLEANS	

Remarks:	Type Improvement:	Work Type:
MATCH FROM DOTD	CLEANING, PAINTING, STRUCTURE	PRESERVATION

FHWA Performance Category:	Priorities:
BRIDGE CONDITION	(1) (6)

Project Phase:	Project Cost:	Tot.Cost (w/Contingency):	Federal Share:	Fund:	Year:	Sponsor:
CONSTRUCTION	$280,000.00	$308,000.00	$224,000.00	NHPP	TIER III	DOTD
CONSTRUCTION	$70,000.00	$77,000.00	$0.00	UNKNOWN	TIER III	

Project Urban Area(s):
NO

Project Parish(es):
ORLEANS

Total Cost:	$350,000.00	$385,000.00	$224,000.00

Project: RPC* **BR - NO RAIL**

Project is in a STIP Line Item ☐

Remarks:	Type Improvement:	Work Type:
MATCH FROM BRAF MATCH FROM CRPC MATCH FROM REGIONAL PLANNING COMMISSION *Project is listed for information only and not included in STIP until Stage 0 is complete and/or project number is assigned.	FREIGHT AND PASSENGER RAIL IMPROVEMENTS	RAILROADS RPC OTHER

FHWA Performance Category:	Priorities:
CONGESTION RELIABILITY	(2) (3) (4) (5)

Project Phase:	Project Cost:	Tot.Cost (w/Contingency):	Federal Share:	Fund:	Year:	Sponsor:
CONSTRUCTION	$265,000,000.00	$291,500,000.00	$233,200,000.00	NFI	TIER III	BRAF CRPC REGIONAL PLANNING COMMISSION

Project Urban Area(s):
NO

Project Parish(es):
ORLEANS

Total Cost:	$265,000,000.00	$291,500,000.00	$233,200,000.00

Project: RPC* **FLORIDA AVE EXPY**

Project is in a STIP Line Item ☐

Remarks:	Type Improvement:	Work Type:
MATCH FROM DOTD *Project is listed for information only and not included in STIP until Stage 0 is complete and/or project number is assigned.	TIMED PROJECTS	CAPACITY NON-INTERSTATE ON NHS SYSTEM

FHWA Performance Category:	Priorities:
CONGESTION RELIABILITY FREIGHT RELIABILITY	(4) (5)

Project Phase:	Project Cost:	Tot.Cost (w/Contingency):	Federal Share:	Fund:	Year:	Sponsor:
CONSTRUCTION	$400,000,000.00	$440,000,000.00	$352,000,000.00	NFI	TIER III	DOTD

Project Urban Area(s):
NO

Project Parish(es):
ORLEANS

Total Cost:	$400,000,000.00	$440,000,000.00	$352,000,000.00

Project: RPC* **I-10 HIGH RISE IMPROVEMENTS**

Project is in a STIP Line Item ☐

Remarks:	Type Improvement:	Work Type:
MATCH FROM DOTD *Project is listed for information only and not included in STIP until Stage 0 is complete and/or project number is assigned.		

FHWA Performance Category:	Priorities:
SAFETY MOTORIZED CONGESTION RELIABILITY FREIGHT RELIABILITY	(2) (4) (5)

Project Phase:	Project Cost:	Tot.Cost (w/Contingency):	Federal Share:	Fund:	Year:	Sponsor:
CONSTRUCTION	$120,000,000.00	$132,000,000.00	$108,000,000.00	NHPP	TIER III	DOTD

Project Urban Area(s):
NO

Project Parish(es):
ORLEANS

Total Cost:	$120,000,000.00	$132,000,000.00	$108,000,000.00

Project: RPC* **NOIA TO CBD FIXED GUIDEWAY**

Project is in a STIP Line Item ☐

Remarks:	Type Improvement:	Work Type:
MATCH FROM REGION *Project is listed for information only and not included in STIP until Stage 0 is complete and/or project number is assigned.	FIXED GUIDEWAY TRANSIT	CONGESTION MITIGATION

FHWA Performance Category:	Priorities:
CONGESTION RELIABILITY	(2) (3) (4) (5)

Project Phase:	Project Cost:	Tot.Cost (w/Contingency):	Federal Share:	Fund:	Year:	Sponsor:
CONSTRUCTION	$700,000,000.00	$770,000,000.00	$616,000,000.00	FTA DISC	TIER III	REGION

Project Urban Area(s):
NO

Project Parish(es):
ORLEANS

Total Cost:	$700,000,000.00	$770,000,000.00	$616,000,000.00

Highway Projects: Plaquemines Parish

Project: H.008220 **LA 406 : ROUNDABOUT @ FE HEBERT**

Project is in a STIP Line Item ☐

Route:	Cntrl Section:	Beg. Log Mile:	End Log Mile:	Parish:	Non-State Road:
A LOCAL	000-38	0.000	0.000	PLAQUEMINES	F.E. HEBERT BLVD
LA 406	838-06	0.000	0.500	PLAQUEMINES	

Remarks:	Type Improvement:	Work Type:
MATCH FROM DOTD	CONSTRUCT ROUNDABOUT	URBAN SYSTEMS

FHWA Performance Category:	Priorities:
CONGESTION RELIABILITY	(5)

Project Phase:	Project Cost:	Tot.Cost (w/Contingency):	Federal Share:	Fund:	Year:	Sponsor:
CONSTRUCTION	$1,800,000.00	$1,980,000.00	$1,584,000.00	STP>200K	FFY 23	DOTD

Project Urban Area(s):
NO

Project Parish(es):
PLAQUEMINES

Total Cost:	$1,800,000.00	$1,980,000.00	$1,584,000.00

Project: H.015020 **LA 39: RAISING AT CAERNARVON LEVEE**

Project is in a STIP Line Item ☐

Remarks:	Type Improvement:	Work Type:
MATCH FROM DOTD	RAISING LA 39 @ CAERNARVON LEVEE	

FHWA Performance Category:	Priorities:
ROAD CONDITION	(1) (2) (6)

Project Phase:	Project Cost:	Tot.Cost (w/Contingency):	Federal Share:	Fund:	Year:	Sponsor:
CONSTRUCTION	$1,200,000.00	$1,320,000.00	$1,320,000.00	COVID>200K	FFY 24	DOTD
CONSTRUCTION	$120,000.00	$132,000.00	$105,600.00	STP>200K	FFY 24	

Project Urban Area(s):
NO

Project Parish(es):
PLAQUEMINES

Total Cost:	$1,320,000.00	$1,452,000.00	$1,425,600.00

Project: H.008068 PETERS RD. BRIDGE, EXT. PH 2B

Project is in a STIP Line Item ☐

Route:	Cntrl Section:	Beg. Log Mile:	End Log Mile:	Parish:	Non-State Road:
LA 1261	826-63	0.000	0.950	JEFFERSON	
LA 3017	826-11	4.510	5.080	JEFFERSON	
LA 3017	838-01	0.000	0.320	PLAQUEMINES	

Remarks:	Type Improvement:	Work Type:
MATCH FROM DOTD MATCH FROM PLAQUEMINES PARISH	APPROACHES FOR NEW BRIDGE	OTHER / MISCELLANEOUS

FHWA Performance Category:	Priorities:
CONGESTION RELIABILITY	(2) (4) (5)

Project Phase:	Project Cost:	Tot.Cost (w/Contingency):	Federal Share:	Fund:	Year:	Sponsor:
CONSTRUCTION	$0.00	$0.00	$0.00	NHPP	FFY 25	DOTD
CONSTRUCTION	$15,191,813.00	$16,710,994.30	$0.00	ST BONDS	FFY 25	PLAQUEMINES PARISH
CONSTRUCTION	$0.00	$0.00	$0.00	ST CASH	FFY 25	
CONSTRUCTION	$15,637,041.00	$17,200,745.10	$0.00	STP FLEX	FFY 25	

Project Urban Area(s):
NO

Project Parish(es):
PLAQUEMINES

Total Cost:	$30,828,854.00	$33,911,739.40	$0.00

Project: H.008069 PETERS RD BRIDGE, EXTENSION (PHASE 3)

Project is in a STIP Line Item ☐

Route:	Cntrl Section:	Beg. Log Mile:	End Log Mile:	Parish:	Non-State Road:
LA 1261	826-63			JEFFERSON	
LA 1261	838-07			PLAQUEMINES	

Remarks:	Type Improvement:	Work Type:
MATCH FROM DOTD	NEW BRIDGE @ GIWW	CONGESTION MITIGATION BRIDGE (ON SYSTEM)

FHWA Performance Category:	Priorities:
CONGESTION RELIABILITY FREIGHT RELIABILITY	(2) (4) (5)

Project Phase:	Project Cost:	Tot.Cost (w/Contingency):	Federal Share:	Fund:	Year:	Sponsor:
CONSTRUCTION	$60,000,000.00	$66,000,000.00	$52,800,000.00	FHWA Discr.	TIER II	DOTD

Project Urban Area(s):
NO

Project Parish(es):
PLAQUEMINES

Total Cost:	$60,000,000.00	$66,000,000.00	$52,800,000.00

Project: H.010397 **LA 406:INDUSTRIAL CANAL - BAILEY ESTATES**

Project is in a STIP Line Item ☐

Remarks:	Type Improvement:	Work Type:
MATCH FROM	COLD PLANING AND SUPERPAVE ASPHALTIC CONCRETE	PRESERVATION NON-INTERSTATE ON STP SYSTEM

FHWA Performance Category:	Priorities:
ROAD CONDITION	(6)

Project Phase:	Project Cost:	Tot.Cost (w/Contingency):	Federal Share:	Fund:	Year:	Sponsor:
CONSTRUCTION	$400,000.00	$440,000.00	$352,000.00	NHPP	TIER II	

Project Urban Area(s):
NO

Project Parish(es):
PLAQUEMINES

Total Cost:	$400,000.00	$440,000.00	$352,000.00

Project: RPC* **LA 23 REALIGNMENT FOR PORT OF PLAQ.** **Project is in a STIP Line Item** ☐

Remarks:	Type Improvement:	Work Type:
MATCH FROM DOTD *Project is listed for information only and not included in STIP until Stage 0 is complete and/or project number is assigned.	HWY RELOCATION FOR PORT ACTIVITY	

FHWA Performance Category:	Priorities:
CONGESTION RELIABILITY FREIGHT RELIABILITY	(4) (5)

Project Phase:	Project Cost:	Tot.Cost (w/Contingency):	Federal Share:	Fund:	Year:	Sponsor:
CONSTRUCTION	$15,000,000.00	$16,500,000.00	$13,200,000.00	FHWA Discr.	TIER II	DOTD

Project Urban Area(s):
NO

Project Parish(es):
PLAQUEMINES

Total Cost:	$15,000,000.00	$16,500,000.00	$13,200,000.00

Project: RPC* **RAIL RELOCATION FROM LA 23 TO LA 301**

Project is in a STIP Line Item ☐

Remarks:	Type Improvement:	Work Type:
MATCH FROM DOTD *Project is listed for information only and not included in STIP until Stage 0 is complete and/or project number is assigned.	RAIL RELOCATION	

FHWA Performance Category:	Priorities:
SAFETY MOTORIZED CONGESTION RELIABILITY FREIGHT RELIABILITY	(1) (4) (5)

Project Phase:	Project Cost:	Tot.Cost (w/Contingency):	Federal Share:	Fund:	Year:	Sponsor:
CONSTRUCTION	$276,000,000.00	$303,600,000.00	$242,880,000.00	FHWA Discr.	TIER II	DOTD

Project Urban Area(s):
NO

Project Parish(es):
PLAQUEMINES

Total Cost:	$276,000,000.00	$303,600,000.00	$242,880,000.00

Project: H.001399 HAPPY JACK - N. PORT SULPHUR

Project is in a STIP Line Item ☐

Route:	Cntrl Section:	Beg. Log Mile:	End Log Mile:	Parish:	Non-State Road:
LA 23	062-04			PLAQUEMINES	

Remarks:	Type Improvement:	Work Type:
MATCH FROM DOTD	WIDEN TO FOUR LANES	CAPACITY

FHWA Performance Category:	Priorities:
CONGESTION RELIABILITY FREIGHT RELIABILITY	(3) (4) (5)

Project Phase:	Project Cost:	Tot.Cost (w/Contingency):	Federal Share:	Fund:	Year:	Sponsor:
CONSTRUCTION	$54,000,000.00	$59,400,000.00	$47,520,000.00	FHWA Discr.	TIER III	DOTD

Project Urban Area(s):
NO

Project Parish(es):
PLAQUEMINES

Total Cost:	$54,000,000.00	$59,400,000.00	$47,520,000.00

Highway Projects: St. Bernard Parish

Project: H.013343 ST. BERNARD MISS. RIVER TRAIL PH IV

Project is in a STIP Line Item ☑

Route:	Cntrl Section:	Beg. Log Mile:	End Log Mile:	Parish:	Non-State Road:
A LOCAL	000-44	0.000	0.000	ST. BERNARD	MOBILE ACCESS RD.

Remarks:	Type Improvement:	Work Type:
MATCH FROM ST. BERNARD PARISH	SHARED USE PATH ON LEVEE TOP	ENHANCEMENTS AMERICANS WITH DISABILITIES ACT

FHWA Performance Category:	Priorities:
SAFETY NON-MOTORIZED	(2)

Project Phase:	Project Cost:	Tot.Cost (w/Contingency):	Federal Share:	Fund:	Year:	Sponsor:
CONSTRUCTION	$145,600.00	$160,160.00	$0.00	LOCAL	FFY 23	ST. BERNARD PARISH
CONSTRUCTION	$728,000.00	$800,800.00	$582,400.00	TAP>200K	FFY 23	

Project Urban Area(s):
NO

Project Parish(es):
ST. BERNARD

Total Cost:	$873,600.00	$960,960.00	$582,400.00

Project: H.013758 LA 39: LEFT TURN LANE AT LA 47

Project is in a STIP Line Item ☐

Route:	Cntrl Section:	Beg. Log Mile:	End Log Mile:	Parish:	Non-State Road:
LA 39	046-32			ST. BERNARD	
LA 47	148-01			ST. BERNARD	

Remarks:	Type Improvement:	Work Type:
MATCH FROM DOTD	EXTEND EB DUAL LEFT TURN LANES - OPS IMPROVEMENT ON NHS ROUTE	OPER EFFICIENCY/MOTORIST ASSISTANCE TRANSPORTATION SYSTEMS MANAGEMENT

FHWA Performance Category:	Priorities:
CONGESTION RELIABILITY FREIGHT RELIABILITY	(2) (4) (5)

Project Phase:	Project Cost:	Tot.Cost (w/Contingency):	Federal Share:	Fund:	Year:	Sponsor:
CONSTRUCTION	$300,000.00	$330,000.00	$240,000.00	NHPP	FFY 23	DOTD
CONSTRUCTION	$240,000.00	$264,000.00	$0.00	NHPP	FFY 23	

Project Urban Area(s):
NO

Project Parish(es):
ST. BERNARD

Total Cost:	$540,000.00	$594,000.00	$240,000.00

Project: H.013936 40 ARPENT TRAIL BIKE, PEDESTRIAN BRIDGE

Project is in a STIP Line Item ☐

Route:	Cntrl Section:	Beg. Log Mile:	End Log Mile:	Parish:	Non-State Road:
A LOCAL	000-44	0.000	0.000	ST. BERNARD	40 ARPENT TRAIL BIKE/PEDESTRIAN BRIDGE

Remarks:	Type Improvement:	Work Type:
MATCH FROM ST. BERNARD PARISH	GRADE SEPARATION TRAIL - BIKE/PED BRIDGE	URBAN SYSTEMS

FHWA Performance Category:	Priorities:
SAFETY NON-MOTORIZED	(2) (3) (4) (5)

Project Phase:	Project Cost:	Tot.Cost (w/Contingency):	Federal Share:	Fund:	Year:	Sponsor:
CONSTRUCTION	$4,950,000.00	$5,445,000.00	$4,356,000.00	STP>200K	FFY 23	ST. BERNARD PARISH

Project Urban Area(s):
NO

Project Parish(es):
ST. BERNARD

Total Cost:	$4,950,000.00	$5,445,000.00	$4,356,000.00

Project: H.014031 MELVYN PEREZ PKWY AT LA 46: NSRR PREEMP

Project is in a STIP Line Item ☑

Route:	Cntrl Section:	Beg. Log Mile:	End Log Mile:	Parish:	Non-State Road:
A LOCAL	000-44	0.000	0.000	ST. BERNARD	MELVYN PEREZ PKWY

Remarks:	Type Improvement:	Work Type:
MATCH FROM DOTD	CONNECT CROSSING WITH TRAFFIC SIGNAL FOR PRE-EMPTION	RAILROADS TRAFFIC CONTROL DEVICS

FHWA Performance Category:	Priorities:
SAFETY MOTORIZED CONGESTION RELIABILITY	(5)

Project Phase:	Project Cost:	Tot.Cost (w/Contingency):	Federal Share:	Fund:	Year:	Sponsor:
CONSTRUCTION	$30,000.00	$33,000.00	$26,400.00	STP FLEX	FFY 23	DOTD

Project Urban Area(s):
NO

Project Parish(es):
ST. BERNARD

Total Cost:	$30,000.00	$33,000.00	$26,400.00

Project: H.014049 ST. BERNARD PEDESTRIAN IMPROVEMENTS

Project is in a STIP Line Item ☐

Route:	Cntrl Section:	Beg. Log Mile:	End Log Mile:	Parish:	Non-State Road:
LA 39	046-32	3.400	3.410	ST. BERNARD	
LA 39	046-32	7.506	8.118	ST. BERNARD	
LA 47	148-01	0.762	0.772	ST. BERNARD	
LA 47	148-01	1.423	1.433	ST. BERNARD	

Remarks:	Type Improvement:	Work Type:
MATCH FROM ST. BERNARD PARISH	SIGNING, STRIPING, SIGNAL, CROSSWALK IMPROVEMENTS	URBAN SYSTEMS

FHWA Performance Category:	Priorities:
SAFETY NON-MOTORIZED	(3)

Project Phase:	Project Cost:	Tot.Cost (w/Contingency):	Federal Share:	Fund:	Year:	Sponsor:
CONSTRUCTION	$378,000.00	$415,800.00	$332,640.00	STP>200K	FFY 23	ST. BERNARD PARISH

Project Urban Area(s):
NO

Project Parish(es):
ST. BERNARD

Total Cost:	$378,000.00	$415,800.00	$332,640.00

Project: H.014847 **LA 39: ORLEANS P/L - NORTON AVE**

Project is in a STIP Line Item ☑

Route:	Cntrl Section:	Beg. Log Mile:	End Log Mile:	Parish:	Non-State Road:
LA 39	046-32	0.000	0.897	ST. BERNARD	

Remarks:	Type Improvement:	Work Type:
MATCH FROM DOTD	MILL AND OVERLAY ASPHALT ROADWAY	PRESERVATION NON-INTERSTATE ON NHS SYSTEM

FHWA Performance Category:	Priorities:
ROAD CONDITION	(1) (6)

Project Phase:	Project Cost:	Tot.Cost (w/Contingency):	Federal Share:	Fund:	Year:	Sponsor:
CONSTRUCTION	$2,350,000.00	$2,585,000.00	$2,068,000.00	NHPP	FFY 23	DOTD

Project Urban Area(s):
NO

Project Parish(es):
ST. BERNARD

Total Cost:	$2,350,000.00	$2,585,000.00	$2,068,000.00

Project: H.011800 ST. BERNARD MISS RIVER TRAIL PH III

Project is in a STIP Line Item ☑

Route:	Cntrl Section:	Beg. Log Mile:	End Log Mile:	Parish:	Non-State Road:
A LOCAL	000-44	0.000	0.000	ST. BERNARD	LEVEE TOP

Remarks:	Type Improvement:	Work Type:
MATCH FROM ST. BERNARD PARISH	SHARED USE PATH ON LEVEE TOP	ENHANCEMENTS

FHWA Performance Category:	Priorities:
SAFETY NON-MOTORIZED	(2) (3)

Project Phase:	Project Cost:	Tot.Cost (w/Contingency):	Federal Share:	Fund:	Year:	Sponsor:
CONSTRUCTION	$1,022,000.00	$1,124,200.00	$817,600.00	TAP>200K	FFY 25	ST. BERNARD PARISH

Project Urban Area(s):
NO

Project Parish(es):
ST. BERNARD

Total Cost:	$1,022,000.00	$1,124,200.00	$817,600.00

Project: H.011820 JEAN LAFITTE PKWY: SW, SHARED USE PATH

Project is in a STIP Line Item ☑

Route:	Cntrl Section:	Beg. Log Mile:	End Log Mile:	Parish:	Non-State Road:
A LOCAL	000-44	0.000	0.000	ST. BERNARD	JEAN LAFITTE PARK
A LOCAL	000-44	0.000	0.000	ST. BERNARD	JEAN LAFITTE PARK

Remarks:	Type Improvement:	Work Type:
MATCH FROM ST. BERNARD PARISH	SIDEWALKS AND SHARED USE PATH	ENHANCEMENTS AMERICANS WITH DISABILITIES ACT

FHWA Performance Category:	Priorities:
SAFETY NON-MOTORIZED	(2) (3)

Project Phase:	Project Cost:	Tot.Cost (w/Contingency):	Federal Share:	Fund:	Year:	Sponsor:
CONSTRUCTION	$95,260.00	$104,786.00	$0.00	LOCAL	FFY 25	ST. BERNARD PARISH
CONSTRUCTION	$381,040.00	$419,144.00	$304,831.00	TAP>200K	FFY 25	

Project Urban Area(s):
NO

Project Parish(es):
ST. BERNARD

Total Cost:	$476,300.00	$523,930.00	$304,831.00

Project: H.012891 LA 300: BAYOU LALOUTRE BRIDGE

Project is in a STIP Line Item ☑

Route:	Cntrl Section:	Beg. Log Mile:	End Log Mile:	Parish:	Non-State Road:
LA 300	284-30	8.600	8.800	ST. BERNARD	

Remarks:	Type Improvement:	Work Type:
MATCH FROM DOTD	BRIDGE REPLACEMENT	PRESERVATION BRIDGE (ON SYSTEM)

FHWA Performance Category:	Priorities:
BRIDGE CONDITION	(1) (6)

Project Phase:	Project Cost:	Tot.Cost (w/Contingency):	Federal Share:	Fund:	Year:	Sponsor:
CONSTRUCTION	$540,000.00	$594,000.00	$475,200.00	FBRON	FFY 25	DOTD
CONSTRUCTION	$60,000.00	$66,000.00	$52,800.00	STP FLEX	FFY 25	

Project Urban Area(s):
NO

Project Parish(es):
ST. BERNARD

Total Cost:	$600,000.00	$660,000.00	$528,000.00

Project: H.014421 JACKSON BLVD.: LA 39 - W. GENIE DR.

Project is in a STIP Line Item ☐

Route:	Cntrl Section:	Beg. Log Mile:	End Log Mile:	Parish:	Non-State Road:
A LOCAL	000-44	0.000	0.000	ST. BERNARD	JACKSON BLVD.

Remarks:	Type Improvement:	Work Type:
MATCH FROM ST. BERNARD PARISH	ROADWAY RECONSTRUCTION	URBAN SYSTEMS

FHWA Performance Category:	Priorities:
ROAD CONDITION	(1) (6)

Project Phase:	Project Cost:	Tot.Cost (w/Contingency):	Federal Share:	Fund:	Year:	Sponsor:
CONSTRUCTION	$5,315,000.00	$5,846,500.00	$4,677,200.00	STP>200K	FFY 25	ST. BERNARD PARISH

Project Urban Area(s):
NO

Project Parish(es):
ST. BERNARD

Total Cost:	$5,315,000.00	$5,846,500.00	$4,677,200.00

Project: H.014643 **LA 39: W. JUDGE PEREZ DR. ENHANCEMENTS**

Project is in a STIP Line Item ☐

Route:	Cntrl Section:	Beg. Log Mile:	End Log Mile:	Parish:	Non-State Road:
LA 39	046-32	0.891	1.962	ST. BERNARD	

Remarks:	Type Improvement:	Work Type:
MATCH FROM ST. BERNARD PARISH	MULTI-USE PATH AND NEW BIKE/PED FACILITIES	URBAN SYSTEMS

FHWA Performance Category:	Priorities:
SAFETY NON-MOTORIZED	(2)

Project Phase:	Project Cost:	Tot.Cost (w/Contingency):	Federal Share:	Fund:	Year:	Sponsor:
CONSTRUCTION	$818,000.00	$899,800.00	$719,840.00	STP>200K	FFY 25	ST. BERNARD PARISH

Project Urban Area(s):
NO

Project Parish(es):
ST. BERNARD

Total Cost:	$818,000.00	$899,800.00	$719,840.00

Project: H.014412 JEAN LAFITTE PWY: LA 39 TO HERMITAGE DR.

Project is in a STIP Line Item ☐

Route:	Cntrl Section:	Beg. Log Mile:	End Log Mile:	Parish:	Non-State Road:
A LOCAL	000-44	0.000	0.000	ST. BERNARD	JEAN LAFITTE PKWY
A LOCAL	000-44	0.000	0.000	ST. BERNARD	JEAN LAFITTE PKWY

Remarks:	Type Improvement:	Work Type:
MATCH FROM ST. BERNARD PARISH	ROADWAY RECONSTRUCTION	URBAN SYSTEMS

FHWA Performance Category:	Priorities:
ROAD CONDITION	(1) (6)

Project Phase:	Project Cost:	Tot.Cost (w/Contingency):	Federal Share:	Fund:	Year:	Sponsor:
CONSTRUCTION	$4,900,000.00	$5,390,000.00	$4,312,000.00	STP>200K	FFY 26	ST. BERNARD PARISH

Project Urban Area(s):
NO

Project Parish(es):
ST. BERNARD

Total Cost:	$4,900,000.00	$5,390,000.00	$4,312,000.00

Project: H.014778 LA 46: LA 39-LA 300

Project is in a STIP Line Item ☑

Route:	Cntrl Section:	Beg. Log Mile:	End Log Mile:	Parish:	Non-State Road:
LA 46	284-01	0.000	5.764	ST. BERNARD	
LA 46	284-01	5.764	8.044	ST. BERNARD	

Remarks:	Type Improvement:	Work Type:
MATCH FROM DOTD	PATCH MILL AND OVERLAY	PRESERVATION NON-INTERSTATE ON NHS SYSTEM

FHWA Performance Category:	Priorities:
ROAD CONDITION	(1) (6)

Project Phase:	Project Cost:	Tot.Cost (w/Contingency):	Federal Share:	Fund:	Year:	Sponsor:
CONSTRUCTION	$5,750,000.00	$6,325,000.00	$0.00	STP FLEX	FFY 26	DOTD

Project Urban Area(s):
NO

Project Parish(es):
ST. BERNARD

Total Cost:	$5,750,000.00	$6,325,000.00	$0.00

Project: H.009967 LA 624 ELEVATION, STABILIZATION

Project is in a STIP Line Item ☐

Remarks:	Type Improvement:	Work Type:
MATCH FROM DOTD	ELEVATION AND STABILIZATION	OTHER / MISCELLANEOUS

FHWA Performance Category:	Priorities:
SAFETY MOTORIZED ROAD CONDITION	(2) (6)

Project Phase:	Project Cost:	Tot.Cost (w/Contingency):	Federal Share:	Fund:	Year:	Sponsor:
CONSTRUCTION	$3,869,000.00	$4,255,900.00	$4,255,900.00	FEMA	TIER II	DOTD

Project Urban Area(s):
NO

Project Parish(es):
ST. BERNARD

Total Cost:	$3,869,000.00	$4,255,900.00	$4,255,900.00

Project: H.009968 LA 625 ELEVATION, STABILIZATION

Project is in a STIP Line Item ☐

Remarks:	Type Improvement:	Work Type:
MATCH FROM DOTD	ELEVATION AND STABILIZATION	OTHER / MISCELLANEOUS

FHWA Performance Category:	Priorities:
SAFETY MOTORIZED ROAD CONDITION	(2) (6)

Project Phase:	Project Cost:	Tot.Cost (w/Contingency):	Federal Share:	Fund:	Year:	Sponsor:
CONSTRUCTION	$403,000.00	$443,300.00	$443,300.00	FEMA	TIER II	DOTD

Project Urban Area(s):
NO

Project Parish(es):
ST. BERNARD

Total Cost:	$403,000.00	$443,300.00	$443,300.00

Project: H.014771 LA 300: LA 39 - LA 46

Project is in a STIP Line Item ☑

Route:	Cntrl Section:	Beg. Log Mile:	End Log Mile:	Parish:	Non-State Road:
LA 300	284-30			ST. BERNARD	
LA 300	284-30			ST. BERNARD	
LA 300	284-30			ST. BERNARD	

Remarks:	Type Improvement:	Work Type:
MATCH FROM DOTD	PATCH MILL AND OVERLAY	MAINTENANCE NON-INTERSTATE ON STP SYSTEM

FHWA Performance Category:	Priorities:
ROAD CONDITION	(6)

Project Phase:	Project Cost:	Tot.Cost (w/Contingency):	Federal Share:	Fund:	Year:	Sponsor:
CONSTRUCTION	$6,220,000.00	$6,842,000.00	$0.00	STP FLEX	TIER II	DOTD

Project Urban Area(s):
NO

Project Parish(es):
ST. BERNARD

Total Cost:	$6,220,000.00	$6,842,000.00	$0.00

Project: RPC* **LOUISIANA INTERNATIONAL TERMINAL, ST. B**

Project is in a STIP Line Item ☐

Remarks:	Type Improvement:	Work Type:
MATCH FROM PORT OF N.O. *Project is listed for information only and not included in STIP until Stage 0 is complete and/or project number is assigned.	NEW CAPACITY HIGHWAY FOR LIT	

FHWA Performance Category:	Priorities:
CONGESTION RELIABILITY FREIGHT RELIABILITY	(4) (5)

Project Phase:	Project Cost:	Tot.Cost (w/Contingency):	Federal Share:	Fund:	Year:	Sponsor:
CONSTRUCTION	$50,000,000.00	$55,000,000.00	$44,000,000.00	FHWA Discr.	TIER II	PORT OF N.O.
CONSTRUCTION	$50,000,000.00	$55,000,000.00	$44,000,000.00	TOLLS	TIER II	

Project Urban Area(s):
NO

Project Parish(es):
ST. BERNARD

Total Cost:	$100,000,000.00	$110,000,000.00	$88,000,000.00

Project: RPC* **REALIGN LA 46 FOR LIT, VIOLET**

Project is in a STIP Line Item ☐

Remarks:	Type Improvement:	Work Type:
MATCH FROM PORT OF N.O. *Project is listed for information only and not included in STIP until Stage 0 is complete and/or project number is assigned.	ROADWAY REALIGNMENT IN SUPPORT OF LIT	

FHWA Performance Category:	Priorities:
CONGESTION RELIABILITY FREIGHT RELIABILITY	(4) (5)

Project Phase:	Project Cost:	Tot.Cost (w/Contingency):	Federal Share:	Fund:	Year:	Sponsor:
CONSTRUCTION	$12,500,000.00	$13,750,000.00	$11,000,000.00	FHWA Discr.	TIER II	PORT OF N.O.
CONSTRUCTION	$12,500,000.00	$13,750,000.00	$11,000,000.00	TOLLS	TIER II	

Project Urban Area(s):
NO

Project Parish(es):
ST. BERNARD

Total Cost:	$25,000,000.00	$27,500,000.00	$22,000,000.00

Project: H.002567 REGGIO CANAL BRIDGE

Project is in a STIP Line Item ☐

Remarks:	Type Improvement:	Work Type:
MATCH FROM DOTD	BRIDGE REPLACEMENT	PRESERVATION

FHWA Performance Category:	Priorities:
BRIDGE CONDITION	(1) (6)

Project Phase:	Project Cost:	Tot.Cost (w/Contingency):	Federal Share:	Fund:	Year:	Sponsor:
CONSTRUCTION	$1,834,000.00	$2,017,400.00	$1,467,200.00	FBRON	TIER III	DOTD

Project Urban Area(s):
NO

Project Parish(es):
ST. BERNARD

Total Cost:	$1,834,000.00	$2,017,400.00	$1,467,200.00

Project: RPC* **LA 300 REHAB (SILVIA DRIVE - LA 46)** **Project is in a STIP Line Item** ☐

Remarks:	Type Improvement:	Work Type:
MATCH FROM DOTD *Project is listed for information only and not included in STIP until Stage 0 is complete and/or project number is assigned.	REHAB	

FHWA Performance Category:	Priorities:
ROAD CONDITION	(1) (6)

Project Phase:	Project Cost:	Tot.Cost (w/Contingency):	Federal Share:	Fund:	Year:	Sponsor:
CONSTRUCTION	$4,000,000.00	$4,400,000.00	$0.00	FED/STATE	TIER III	DOTD
CONSTRUCTION	$1,000,000.00	$1,100,000.00	$0.00	OTHER	TIER III	

Project Urban Area(s):
NO

Project Parish(es):
ST. BERNARD

Total Cost:	$5,000,000.00	$5,500,000.00	$0.00

Highway Projects: St. Charles Parish

Project: H.013245.NO MOTORIST ASSISTANCE PATROL (MAP)

Project is in a STIP Line Item ☑

Route:	Cntrl Section:	Beg. Log Mile:	End Log Mile:	Parish:	Non-State Road:
I-10 I-310				REGIONAL ST. CHARLES	

Remarks:	Type Improvement:	Work Type:
MATCH FROM DOTD	MAP FOR NOUZA	OPER EFFICIENCY/MOTORIST ASSISTANCE INTERSTATE

FHWA Performance Category:	Priorities:
SAFETY MOTORIZED CONGESTION RELIABILITY	(5)

Project Phase:	Project Cost:	Tot.Cost (w/Contingency):	Federal Share:	Fund:	Year:	Sponsor:
OTHER	$2,730,000.00	$2,730,000.00	$1,365,000.00	STP FLEX	FFY 22	DOTD
OTHER	$2,730,000.00	$2,730,000.00	$1,365,000.00	STP>200K	FFY 23	
OTHER	$2,730,000.00	$2,730,000.00	$1,365,000.00	STP>200K	FFY 24	
OTHER	$2,730,000.00	$2,730,000.00	$1,365,000.00	STP>200K	FFY 25	
OTHER	$2,730,000.00	$2,730,000.00	$1,365,000.00	STP>200K	FFY 26	

Project Urban Area(s):
NO

Project Parish(es):
JEFFERSON, ORLEANS, ST. CHARLES, ST. JOHN THE BAPTIST

Total Cost:	$13,650,000.00	$13,650,000.00	$6,825,000.00

Project: H.010417 LA 306: LA 631 - LA 632

Project is in a STIP Line Item ☑

Route:	Cntrl Section:	Beg. Log Mile:	End Log Mile:	Parish:	Non-State Road:
LA 306	845-07	0.000	4.470	ST. CHARLES	

Remarks:	Type Improvement:	Work Type:
MATCH FROM DOTD	COLD PLANE GEOGRID & 4" OVERLAY	PRESERVATION NON-INTERSTATE NFA

FHWA Performance Category:	Priorities:
ROAD CONDITION	(1) (6)

Project Phase:	Project Cost:	Tot.Cost (w/Contingency):	Federal Share:	Fund:	Year:	Sponsor:
CONSTRUCTION	$3,600,000.00	$3,960,000.00	$3,168,000.00	STP FLEX	FFY 24	DOTD

Project Urban Area(s):
NO

Project Parish(es):
ST. CHARLES

Total Cost:	$3,600,000.00	$3,960,000.00	$3,168,000.00

Project: H.014050 **WILLOWDALE BLVD: US 90 - E. HEATHER DR.**

Project is in a STIP Line Item ☐

Route:	Cntrl Section:	Beg. Log Mile:	End Log Mile:	Parish:	Non-State Road:
A LOCAL	000-45	0.000	0.000	ST. CHARLES	WILLOWDALE BLVD.

Remarks:	Type Improvement:	Work Type:
MATCH FROM ST. CHARLES PARISH	PAVEMENT REHAB, TURN LANE	URBAN SYSTEMS

FHWA Performance Category:	Priorities:
ROAD CONDITION	(1) (6)

Project Phase:	Project Cost:	Tot.Cost (w/Contingency):	Federal Share:	Fund:	Year:	Sponsor:
CONSTRUCTION	$370,000.00	$407,000.00	$325,600.00	STP>200K	FFY 24	ST. CHARLES PARISH

Project Urban Area(s):
NO

Project Parish(es):
ST. CHARLES

Total Cost:	$370,000.00	$407,000.00	$325,600.00

Project: H.010413 LA 48: ORMOND PLANTATION - WESCO ST

Project is in a STIP Line Item ☑

Route:	Cntrl Section:	Beg. Log Mile:	End Log Mile:	Parish:	Non-State Road:
LA 48	282-02	7.864	10.800	ST. CHARLES	

Remarks:	Type Improvement:	Work Type:
MATCH FROM DOTD	PATCH, MILL, AND OVERLAY	NON-INTERSTATE ON STP SYSTEM

FHWA Performance Category:	Priorities:
ROAD CONDITION	(1) (6)

Project Phase:	Project Cost:	Tot.Cost (w/Contingency):	Federal Share:	Fund:	Year:	Sponsor:
CONSTRUCTION	$300,000.00	$330,000.00	$264,000.00	STP FLEX	FFY 25	DOTD
CONSTRUCTION	$700,000.00	$770,000.00	$609,400.00	STP FLEX	FFY 25	
Total Cost:	**$1,000,000.00**	**$1,100,000.00**	**$873,400.00**			

Project Urban Area(s):
NO

Project Parish(es):
ST. CHARLES

Project: H.011801 ST. CHARLES WB LEVEE PATH PH IV AND V

Project is in a STIP Line Item ☑

Route:	Cntrl Section:	Beg. Log Mile:	End Log Mile:	Parish:	Non-State Road:
A LOCAL	000-45	0.000	0.000	ST. CHARLES	WESTBANK LEVEE TOP

Remarks:	Type Improvement:	Work Type:
MATCH FROM ST. CHARLES PARISH	SHARED USE PATH	ENHANCEMENTS

FHWA Performance Category:	Priorities:
SAFETY NON-MOTORIZED CONGESTION RELIABILITY	(2) (3) (5)

Project Phase:	Project Cost:	Tot.Cost (w/Contingency):	Federal Share:	Fund:	Year:	Sponsor:
CONSTRUCTION	$2,602,000.00	$2,862,200.00	$2,289,760.00	TAP>200K	FFY 25	ST. CHARLES PARISH

Project Urban Area(s):
NO

Project Parish(es):
ST. CHARLES

Total Cost:	$2,602,000.00	$2,862,200.00	$2,289,760.00

Project: H.012532 LA 631: DRAIN CANAL BRIDGE

Project is in a STIP Line Item ☑

Route:	Cntrl Section:	Beg. Log Mile:	End Log Mile:	Parish:	Non-State Road:
LA 631	845-06	5.500	5.700	ST. CHARLES	

Remarks:	Type Improvement:	Work Type:
MATCH FROM DOTD	BRIDGE REPLACEMENT	PRESERVATION BRIDGE (ON SYSTEM)

FHWA Performance Category:	Priorities:
BRIDGE CONDITION	(1) (6)

Project Phase:	Project Cost:	Tot.Cost (w/Contingency):	Federal Share:	Fund:	Year:	Sponsor:
CONSTRUCTION	$1,498,000.00	$1,647,800.00	$1,318,240.00	STP FLEX	FFY 25	DOTD

Project Urban Area(s):
NO

Project Parish(es):
ST. CHARLES

Total Cost:	$1,498,000.00	$1,647,800.00	$1,318,240.00

Project: H.013495 LA 52: (PH2) US 90 - BLUEBERRY HILL

Project is in a STIP Line Item ☐

Route:	Cntrl Section:	Beg. Log Mile:	End Log Mile:	Parish:	Non-State Road:
LA 52	845-03	0.000	0.000	ST. CHARLES	

Remarks:	Type Improvement:	Work Type:
MATCH FROM ST. CHARLES PARISH	BIKE/PED - COMPLETE STREETS	URBAN SYSTEMS

FHWA Performance Category:	Priorities:
SAFETY NON-MOTORIZED CONGESTION RELIABILITY	(2) (3) (5)

Project Phase:	Project Cost:	Tot.Cost (w/Contingency):	Federal Share:	Fund:	Year:	Sponsor:
CONSTRUCTION	$3,351,000.00	$3,686,100.00	$2,948,880.00	STP>200K	FFY 25	ST. CHARLES PARISH

Project Urban Area(s):
NO

Project Parish(es):
ST. CHARLES

Total Cost:	$3,351,000.00	$3,686,100.00	$2,948,880.00

Project: H.013496 LA 52: (PH3) ANGUS DR. - LA 18

Project is in a STIP Line Item ☐

Route:	Cntrl Section:	Beg. Log Mile:	End Log Mile:	Parish:	Non-State Road:
LA 52	845-03	1.852	2.731	ST. CHARLES	

Remarks:	Type Improvement:	Work Type:
MATCH FROM ST. CHARLES PARISH	BIKE/PED - COMPLETE STREETS	URBAN SYSTEMS

FHWA Performance Category:	Priorities:
SAFETY NON-MOTORIZED	(2) (3)

Project Phase:	Project Cost:	Tot.Cost (w/Contingency):	Federal Share:	Fund:	Year:	Sponsor:
CONSTRUCTION	$2,439,000.00	$2,682,900.00	$2,146,320.00	STP>200K	FFY 25	ST. CHARLES PARISH

Project Urban Area(s):
NO

Project Parish(es):
ST. CHARLES

Total Cost:	$2,439,000.00	$2,682,900.00	$2,146,320.00

Project: RPC* **ST. CHARLES PARISH: DUFRESNE PKWY** **Project is in a STIP Line Item** ☐

Remarks:	Type Improvement:	Work Type:
MATCH FROM ST. CHARLES PARISH *Project is listed for information only and not included in STIP until Stage 0 is complete and/or project number is assigned.	CONNECTOR TO LA 52	URBAN SYSTEMS

FHWA Performance Category:	Priorities:
CONGESTION RELIABILITY	(3) (4) (5)

Project Phase:	Project Cost:	Tot.Cost (w/Contingency):	Federal Share:	Fund:	Year:	Sponsor:
CONSTRUCTION	$4,000,000.00	$4,400,000.00	$3,520,000.00	STP>200K	FFY 25	ST. CHARLES PARISH

Project Urban Area(s):
NO

Project Parish(es):
ST. CHARLES

Total Cost:	$4,000,000.00	$4,400,000.00	$3,520,000.00

Project: H.010753 US 90 AT I-310 CORRIDOR IMPROVEMENTS

Project is in a STIP Line Item ☐

Route:	Cntrl Section:	Beg. Log Mile:	End Log Mile:	Parish:	Non-State Road:
I-310	450-38			ST. CHARLES	
US 90	005-08			ST. CHARLES	

Remarks:	Type Improvement:	Work Type:
MATCH FROM DOTD	US 90 WIDENING AND OPERATIONAL IMPROVEMENTS	OPER EFFICIENCY/MOTORIST ASSISTANCE INTERSTATE

FHWA Performance Category:	Priorities:
CONGESTION RELIABILITY FREIGHT RELIABILITY	(2) (4) (5)

Project Phase:	Project Cost:	Tot.Cost (w/Contingency):	Federal Share:	Fund:	Year:	Sponsor:
CONSTRUCTION	$10,000,000.00	$11,000,000.00	$8,800,000.00	STP>200K	FFY 26	DOTD

Project Urban Area(s):
NO

Project Parish(es):
ST. CHARLES

Total Cost:	$10,000,000.00	$11,000,000.00	$8,800,000.00

Project: H.013567 I-310: PAVEMENT MARKING REPLACEMENT

Project is in a STIP Line Item ☑

Route:	Cntrl Section:	Beg. Log Mile:	End Log Mile:	Parish:	Non-State Road:
I-310	450-36	0.000	7.116	ST. CHARLES	
I-310	450-38	0.000	4.067	ST. CHARLES	

Remarks:	Type Improvement:	Work Type:
MATCH FROM DOTD	PAVEMENT MARKING REPLACEMENT - PRES. ON NHS ROUTE	OPER EFFICIENCY/MOTORIST ASSISTANCE TRAFFIC CONTROL DEVICS

FHWA Performance Category:	Priorities:
ROAD CONDITION	(1) (6)

Project Phase:	Project Cost:	Tot.Cost (w/Contingency):	Federal Share:	Fund:	Year:	Sponsor:
CONSTRUCTION	$1,200,000.00	$1,320,000.00	$1,080,000.00	NHPP	FFY 26	DOTD

Project Urban Area(s):
NO

Project Parish(es):
ST. CHARLES

Total Cost:	$1,200,000.00	$1,320,000.00	$1,080,000.00

Project: H.014797 LA 3142: LA 3127 - LA 18

Project is in a STIP Line Item ☑

Route:	Cntrl Section:	Beg. Log Mile:	End Log Mile:	Parish:	Non-State Road:
LA 3142	845-20	0.000	1.563	ST. CHARLES	

Remarks:	Type Improvement:	Work Type:
MATCH FROM DOTD	PATCH MILL AND OVERLAY	PRESERVATION NON-INTERSTATE ON STP SYSTEM

FHWA Performance Category:	Priorities:
ROAD CONDITION	(1) (6)

Project Phase:	Project Cost:	Tot.Cost (w/Contingency):	Federal Share:	Fund:	Year:	Sponsor:
CONSTRUCTION	$650,000.00	$715,000.00	$572,000.00	STP FLEX	FFY 26	DOTD

Project Urban Area(s):
NO

Project Parish(es):
ST. CHARLES

Total Cost:	$650,000.00	$715,000.00	$572,000.00

Project: RPC* **US 90 LULING: STREETSCAPING/ LIGHTING** **Project is in a STIP Line Item** ☐

Remarks:	Type Improvement:	Work Type:
MATCH FROM ST. CHARLES PARISH *Project is listed for information only and not included in STIP until Stage 0 is complete and/or project number is assigned.	ROADWAY IMPROVEMENTS	

FHWA Performance Category:	Priorities:
SAFETY MOTORIZED ROAD CONDITION	(1) (6)

Project Phase:	Project Cost:	Tot.Cost (w/Contingency):	Federal Share:	Fund:	Year:	Sponsor:
CONSTRUCTION	$5,000,000.00	$5,500,000.00	$4,400,000.00	FHWA Discr.	FFY 26	ST. CHARLES PARISH

Project Urban Area(s):
NO

Project Parish(es):
ST. CHARLES

Total Cost:	$5,000,000.00	$5,500,000.00	$4,400,000.00

Project: RPC* **EASY ST. EXT. (DUFRESNE-ASHTON PLANT.)** **Project is in a STIP Line Item** ☐

Remarks:	Type Improvement:	Work Type:
MATCH FROM ST. CHARLES PARISH *Project is listed for information only and not included in STIP until Stage 0 is complete and/or project number is assigned.	ROADWAY EXTENSION	

FHWA Performance Category:	Priorities:
CONGESTION RELIABILITY	(5)

Project Phase:	Project Cost:	Tot.Cost (w/Contingency):	Federal Share:	Fund:	Year:	Sponsor:
CONSTRUCTION	$10,000,000.00	$11,000,000.00	$8,800,000.00	FHWA Discr.	TIER II	ST. CHARLES PARISH

Project Urban Area(s):
NO

Project Parish(es):
ST. CHARLES

Total Cost:	$10,000,000.00	$11,000,000.00	$8,800,000.00

Project: RPC* **JUDGE DUFRESNE EXTENSION**

Project is in a STIP Line Item ☐

Remarks:	Type Improvement:	Work Type:
MATCH FROM ST. CHARLES PARISH *Project is listed for information only and not included in STIP until Stage 0 is complete and/or project number is assigned.	ROADWAY EXTENSION TO LA 3127	

FHWA Performance Category:	Priorities:
CONGESTION RELIABILITY	(5)

Project Phase:	Project Cost:	Tot.Cost (w/Contingency):	Federal Share:	Fund:	Year:	Sponsor:
CONSTRUCTION	$15,000,000.00	$16,500,000.00	$13,200,000.00	FHWA Discr.	TIER II	ST. CHARLES PARISH

Project Urban Area(s):
NO

Project Parish(es):
ST. CHARLES

Total Cost:	$15,000,000.00	$16,500,000.00	$13,200,000.00

Project: H.012531 I-310: LULING BRIDGE REHABILITATION

Project is in a STIP Line Item ☐

Route:	Cntrl Section:	Beg. Log Mile:	End Log Mile:	Parish:	Non-State Road:
I-310	450-36			ST. CHARLES	
I-310	450-37			ST. CHARLES	
I-310	450-38			ST. CHARLES	

Remarks:	Type Improvement:	Work Type:
MATCH FROM DOTD	CLEANING PAINTING AND STRUCTURAL REHABILITATION	PRESERVATION

FHWA Performance Category:	Priorities:
BRIDGE CONDITION	(1) (6)

Project Phase:	Project Cost:	Tot.Cost (w/Contingency):	Federal Share:	Fund:	Year:	Sponsor:
CONSTRUCTION	$62,228,000.00	$68,450,800.00	$54,760,640.00	NFI	TIER III	DOTD

Project Urban Area(s):
NO

Project Parish(es):
ST. CHARLES

Total Cost:	$62,228,000.00	$68,450,800.00	$54,760,640.00

Project: RPC* **I-49 SOUTH (I-310 - LAFOURCHE P.L.)** **Project is in a STIP Line Item** ☐

Remarks:	Type Improvement:	Work Type:
MATCH FROM DOTD *Project is listed for information only and not included in STIP until Stage 0 is complete and/or project number is assigned.	CAPACITY	

FHWA Performance Category:	Priorities:
CONGESTION RELIABILITY FREIGHT RELIABILITY	(4) (5)

Project Phase:	Project Cost:	Tot.Cost (w/Contingency):	Federal Share:	Fund:	Year:	Sponsor:
CONSTRUCTION	$200,000,000.00	$220,000,000.00	$0.00	NFI	TIER III	DOTD

Project Urban Area(s):
NO

Project Parish(es):
ST. CHARLES

Total Cost:	$200,000,000.00	$220,000,000.00	$0.00

Project: RPC* **WILLOWDALE EXT: US 90 - LA 18**

Project is in a STIP Line Item ☐

Remarks:	Type Improvement:	Work Type:
MATCH FROM ST. CHARLES PARISH *Project is listed for information only and not included in STIP until Stage 0 is complete and/or project number is assigned.	NEW ROADWAY	

FHWA Performance Category:	Priorities:
CONGESTION RELIABILITY	(4) (5)

Project Phase:	Project Cost:	Tot.Cost (w/Contingency):	Federal Share:	Fund:	Year:	Sponsor:
CONSTRUCTION	$15,000,000.00	$16,500,000.00	$0.00	FHWA Discr.	TIER III	ST. CHARLES PARISH

Project Urban Area(s):
NO

Project Parish(es):
ST. CHARLES

Total Cost:	$15,000,000.00	$16,500,000.00	$0.00

Highway Projects: St. John the Baptist Parish

Project: H.010076 IC (RESERVE) W. 19TH ST.

Project is in a STIP Line Item ☑

Route:	Cntrl Section:	Beg. Log Mile:	End Log Mile:	Parish:	Non-State Road:
A LOCAL	000-48	0.000	0.000	ST. JOHN THE BAPTIST	RR W. 19TH ST.

Remarks:	Type Improvement:	Work Type:
MATCH FROM DOTD	RAILROAD SIGNALIZATION	RAILROADS

FHWA Performance Category:	Priorities:
SAFETY MOTORIZED	(3)

Project Phase:	Project Cost:	Tot.Cost (w/Contingency):	Federal Share:	Fund:	Year:	Sponsor:
CONSTRUCTION	$300,000.00	$330,000.00	$330,000.00	HSIP	FFY 23	DOTD

Project Urban Area(s):
NO

Project Parish(es):
ST. JOHN THE BAPTIST

Total Cost:	$300,000.00	$330,000.00	$330,000.00

Project: H.011515 LA 44: PALM ST, BEECH ST DRAINAGE

Project is in a STIP Line Item ☑

Route:	Cntrl Section:	Beg. Log Mile:	End Log Mile:	Parish:	Non-State Road:
LA 44	256-01	0.290	0.920	ST. JOHN THE BAPTIST	
LA 44	256-01	0.920	1.828	ST. JOHN THE BAPTIST	

Remarks:	Type Improvement:	Work Type:
MATCH FROM DOTD	ADDITIONAL PIPE(S), CATCH BASINS, AND/OR ASPHALT	OPER EFFICIENCY/MOTORIST ASSISTANCE ROADWAY FLOODING

FHWA Performance Category:	Priorities:
CONGESTION RELIABILITY	(2) (3) (5)

Project Phase:	Project Cost:	Tot.Cost (w/Contingency):	Federal Share:	Fund:	Year:	Sponsor:
CONSTRUCTION	$50,000.00	$55,000.00	$44,000.00	STP FLEX	FFY 23	DOTD

Project Urban Area(s):
NO

Project Parish(es):
ST. JOHN THE BAPTIST

Total Cost:	$50,000.00	$55,000.00	$44,000.00

Project: H.013017 IC RR CORRIDOR (ST JOHN THE BAPTIST)

Project is in a STIP Line Item ☑

Route:	Cntrl Section:	Beg. Log Mile:	End Log Mile:	Parish:	Non-State Road:
A LOCAL	000-48	0.000	0.000	ST. JOHN THE BAPTIST	APRICOT ST.
A LOCAL	000-48	0.000	0.000	ST. JOHN THE BAPTIST	E. 12TH ST.
A LOCAL	000-48	0.000	0.000	ST. JOHN THE BAPTIST	SPRUCE ST.
A LOCAL	000-48	0.000	0.000	ST. JOHN THE BAPTIST	W. 19TH ST.
A LOCAL	000-48	0.000	0.000	ST. JOHN THE BAPTIST	W. 2ND ST.
A LOCAL	000-48	0.000	0.000	ST. JOHN THE BAPTIST	W. 3RD ST.
A LOCAL	000-48	0.000	0.000	ST. JOHN THE BAPTIST	WALNUT ST.
LA 3217	848-17	0.300	0.320	ST. JOHN THE BAPTIST	
LA 636-1	848-05	0.140	0.160	ST. JOHN THE BAPTIST	

Remarks:	Type Improvement:	Work Type:
MATCH FROM DOTD	INSTALL F/L'S, GATES AND BELLS	RAILROADS

FHWA Performance Category:	Priorities:
SAFETY MOTORIZED	(3)

Project Phase:	Project Cost:	Tot.Cost (w/Contingency):	Federal Share:	Fund:	Year:	Sponsor:
CONSTRUCTION	$1,500,000.00	$1,650,000.00	$1,650,000.00	HSIP	FFY 23	DOTD
CONSTRUCTION	$500,000.00	$550,000.00	$550,000.00	RAIL PD	FFY 23	

Project Urban Area(s):
NO

Project Parish(es):
ST. JOHN THE BAPTIST

Total Cost:	$2,000,000.00	$2,200,000.00	$2,200,000.00

Project: H.013245.NO MOTORIST ASSISTANCE PATROL (MAP)

Project is in a STIP Line Item ☑

Route:	Cntrl Section:	Beg. Log Mile:	End Log Mile:	Parish:	Non-State Road:
I-10 I-310				REGIONAL ST. CHARLES	

Remarks:	Type Improvement:	Work Type:
MATCH FROM DOTD	MAP FOR NOUZA	OPER EFFICIENCY/MOTORIST ASSISTANCE INTERSTATE

FHWA Performance Category:	Priorities:
SAFETY MOTORIZED CONGESTION RELIABILITY	(5)

Project Phase:	Project Cost:	Tot.Cost (w/Contingency):	Federal Share:	Fund:	Year:	Sponsor:
OTHER	$2,730,000.00	$2,730,000.00	$1,365,000.00	STP FLEX	FFY 22	DOTD
OTHER	$2,730,000.00	$2,730,000.00	$1,365,000.00	STP>200K	FFY 23	
OTHER	$2,730,000.00	$2,730,000.00	$1,365,000.00	STP>200K	FFY 24	
OTHER	$2,730,000.00	$2,730,000.00	$1,365,000.00	STP>200K	FFY 25	
OTHER	$2,730,000.00	$2,730,000.00	$1,365,000.00	STP>200K	FFY 26	

Project Urban Area(s):
NO

Project Parish(es):
JEFFERSON, ORLEANS, ST. CHARLES, ST. JOHN THE BAPTIST

Total Cost:	$13,650,000.00	$13,650,000.00	$6,825,000.00

Project: H.014109 US 61: WILDCAT DR.- AIRPORT RD

Project is in a STIP Line Item ☑

Route:	Cntrl Section:	Beg. Log Mile:	End Log Mile:	Parish:	Non-State Road:
US 61	007-04	5.950	8.920	ST. JOHN THE BAPTIST	

Remarks:	Type Improvement:	Work Type:
MATCH FROM DOTD	MEDIUM OVERLAY	PRESERVATION NON-INTERSTATE ON NHS SYSTEM

FHWA Performance Category:	Priorities:
ROAD CONDITION	(1) (6)

Project Phase:	Project Cost:	Tot.Cost (w/Contingency):	Federal Share:	Fund:	Year:	Sponsor:
CONSTRUCTION	$2,100,000.00	$2,310,000.00	$1,848,000.00	NHPP	FFY 23	DOTD

Project Urban Area(s):
NO

Project Parish(es):
ST. JOHN THE BAPTIST

Total Cost:	$2,100,000.00	$2,310,000.00	$1,848,000.00

Project: H.014736 ST. JOHN; W. BANK MISS R. TRAIL PHASE 2

Project is in a STIP Line Item ☐

Route:	Cntrl Section:	Beg. Log Mile:	End Log Mile:	Parish:	Non-State Road:
A LOCAL	000-48	0.000	0.000	ST. JOHN THE BAPTIST	WEST BANK MISSISSIPPI RIVER TRAIL

Remarks:	Type Improvement:	Work Type:
MATCH FROM ST. JOHN THE BAPTIST PARISH	10' ASPHALT TRAIL, ADA RAMP, BONFIRE SHELVES AND BENCHES	URBAN SYSTEMS

FHWA Performance Category:	Priorities:
SAFETY NON-MOTORIZED	(2) (3)

Project Phase:	Project Cost:	Tot.Cost (w/Contingency):	Federal Share:	Fund:	Year:	Sponsor:
CONSTRUCTION	$1,859,000.00	$2,044,900.00	$1,635,920.00	STP>200K	FFY 24	ST. JOHN THE BAPTIST PARISH

Project Urban Area(s):
NO

Project Parish(es):
ST. JOHN THE BAPTIST

Total Cost:	$1,859,000.00	$2,044,900.00	$1,635,920.00

Project: H.010385 **LA 3127: ST JAMES P L - ST CHARLES P L**

Project is in a STIP Line Item ☑

Route:	Cntrl Section:	Beg. Log Mile:	End Log Mile:	Parish:	Non-State Road:
LA 3127	428-02	0.000	8.870	ST. JOHN THE BAPTIST	

Remarks:	Type Improvement:	Work Type:
MATCH FROM DOTD	COLD PLANE & OVERLAY	PRESERVATION NON-INTERSTATE ON STP SYSTEM

FHWA Performance Category:	Priorities:
ROAD CONDITION	(1) (6)

Project Phase:	Project Cost:	Tot.Cost (w/Contingency):	Federal Share:	Fund:	Year:	Sponsor:
CONSTRUCTION	$5,500,000.00	$6,050,000.00	$4,840,000.00	STP FLEX	FFY 26	DOTD

Project Urban Area(s):
NO

Project Parish(es):
ST. JOHN THE BAPTIST

Total Cost:	$5,500,000.00	$6,050,000.00	$4,840,000.00

Project: H.011136 MRT EXTENSION ST. JOHN PARISH

Project is in a STIP Line Item ☐

Route:	Cntrl Section:	Beg. Log Mile:	End Log Mile:	Parish:	Non-State Road:
LA 44	256-02			ST. JOHN THE BAPTIST	

Remarks:	Type Improvement:	Work Type:
MATCH FROM ST. JOHN THE BAPTIST PARISH	STAGE 0 FEASIBILITY STUDY	

FHWA Performance Category:	Priorities:
SAFETY NON-MOTORIZED CONGESTION RELIABILITY	(2) (3) (5)

Project Phase:	Project Cost:	Tot.Cost (w/Contingency):	Federal Share:	Fund:	Year:	Sponsor:
CONSTRUCTION	$1,859,000.00	$2,044,900.00	$1,636,000.00	STP>200K	TIER II	ST. JOHN THE BAPTIST PARISH
RPC STUDY	$1,816,000.00	$1,816,000.00	$1,452,800.00	DEMO	UNKNOWN	

Project Urban Area(s):
NO

Project Parish(es):
ST. JOHN THE BAPTIST

Total Cost:	$3,675,000.00	$3,860,900.00	$3,088,800.00

Project: RPC* **MRT TO US 61**

Project is in a STIP Line Item ☐

Remarks:	Type Improvement:	Work Type:
MATCH FROM ST. JOHN THE BAPTIST PARISH *Project is listed for information only and not included in STIP until Stage 0 is complete and/or project number is assigned.	BIKE/PED ACCESS	

FHWA Performance Category:	Priorities:
SAFETY NON-MOTORIZED	(1) (2) (3)

Project Phase:	Project Cost:	Tot.Cost (w/Contingency):	Federal Share:	Fund:	Year:	Sponsor:
CONSTRUCTION	$2,318,000.00	$2,549,800.00	$1,854,400.00	STP>200K	TIER II	ST. JOHN THE BAPTIST PARISH

Project Urban Area(s):
NO

Project Parish(es):
ST. JOHN THE BAPTIST

Total Cost:	$2,318,000.00	$2,549,800.00	$1,854,400.00

Project: RPC* **NO - BR STATION STOP, LAPLACE**

Project is in a STIP Line Item ☐

Remarks:	Type Improvement:	Work Type:
MATCH FROM ST. JOHN THE BAPTIST PARISH *Project is listed for information only and not included in STIP until Stage 0 is complete and/or project number is assigned.	INTERMODAL FACILITY	

FHWA Performance Category:	Priorities:
CONGESTION RELIABILITY	(2) (3) (5)

Project Phase:	Project Cost:	Tot.Cost (w/Contingency):	Federal Share:	Fund:	Year:	Sponsor:
CONSTRUCTION	$1,500,000.00	$1,650,000.00	$1,200,000.00	FHWA Discr.	TIER II	ST. JOHN THE BAPTIST PARISH

Project Urban Area(s):
NO

Project Parish(es):
ST. JOHN THE BAPTIST

Total Cost:	$1,500,000.00	$1,650,000.00	$1,200,000.00

Project: RPC* **US 51 CORRIDOR, I-10 TO SUNSET PARK**

Project is in a STIP Line Item ☐

Remarks:	Type Improvement:	Work Type:
MATCH FROM ST. JOHN THE BAPTIST PARISH *Project is listed for information only and not included in STIP until Stage 0 is complete and/or project number is assigned.	BIKE/PED ACCESS- MRT TO MANCHAC GREENWAY PH 2	

FHWA Performance Category:	Priorities:
SAFETY MOTORIZED	(1) (2)

Project Phase:	Project Cost:	Tot.Cost (w/Contingency):	Federal Share:	Fund:	Year:	Sponsor:
CONSTRUCTION	$3,000,000.00	$3,300,000.00	$2,640,000.00	FHWA Discr.	TIER II	ST. JOHN THE BAPTIST PARISH

Project Urban Area(s):
NO

Project Parish(es):
ST. JOHN THE BAPTIST

Total Cost:	$3,000,000.00	$3,300,000.00	$2,640,000.00

Project: RPC* **US 51 CORRIDOR, US 61 TO I-10**

Project is in a STIP Line Item ☐

Remarks:	Type Improvement:	Work Type:
MATCH FROM ST. JOHN THE BAPTIST PARISH *Project is listed for information only and not included in STIP until Stage 0 is complete and/or project number is assigned.	BIKE/PED ACCESS- MRT TO MANCHAC GREENWAY PH 1	

FHWA Performance Category:	Priorities:
SAFETY MOTORIZED	(1) (2)

Project Phase:	Project Cost:	Tot.Cost (w/Contingency):	Federal Share:	Fund:	Year:	Sponsor:
CONSTRUCTION	$3,000,000.00	$3,300,000.00	$2,640,000.00	FHWA Discr.	TIER II	ST. JOHN THE BAPTIST PARISH

Project Urban Area(s):
NO

Project Parish(es):
ST. JOHN THE BAPTIST

Total Cost:	$3,000,000.00	$3,300,000.00	$2,640,000.00

Project: H.002960 LA 3213:GRAMERCY BRIDGE OVER UP RAILROAD

Project is in a STIP Line Item ☐

Route:	Cntrl Section:	Beg. Log Mile:	End Log Mile:	Parish:	Non-State Road:
LA 3213	434-01			ST. JOHN THE BAPTIST	

Remarks:	Type Improvement:	Work Type:
MATCH FROM DOTD	GRADE SEPARATE EXISTING AT GRADE CROSSING	RAILROADS GRADE SEPARATION

FHWA Performance Category:	Priorities:
SAFETY MOTORIZED CONGESTION RELIABILITY FREIGHT RELIABILITY	(3) (4) (5)

Project Phase:	Project Cost:	Tot.Cost (w/Contingency):	Federal Share:	Fund:	Year:	Sponsor:
CONSTRUCTION	$15,700,000.00	$17,270,000.00	$13,816,000.00	NFI	TIER III	DOTD

Project Urban Area(s):
NO

Project Parish(es):
ST. JOHN THE BAPTIST

Total Cost:	$15,700,000.00	$17,270,000.00	$13,816,000.00

Project: H.004891 RESERVE TO I-10 CONNECTOR

Project is in a STIP Line Item ☐

Remarks:	Type Improvement:	Work Type:
MATCH FROM DOTD	US 61 TO I-10 CONNECTOR	

FHWA Performance Category:	Priorities:
CONGESTION RELIABILITY FREIGHT RELIABILITY	(4) (5)

Project Phase:	Project Cost:	Tot.Cost (w/Contingency):	Federal Share:	Fund:	Year:	Sponsor:
CONSTRUCTION	$110,000,000.00	$121,000,000.00	$96,800,000.00	FHWA Discr.	TIER III	DOTD

Project Urban Area(s):
NO

Project Parish(es):
ST. JOHN THE BAPTIST

Total Cost:	$110,000,000.00	$121,000,000.00	$96,800,000.00

Project: RPC* **LA 3127 WIDENING**

Project is in a STIP Line Item ☐

Remarks:	Type Improvement:	Work Type:
MATCH FROM *Project is listed for information only and not included in STIP until Stage 0 is complete and/or project number is assigned.	WIDEN TO 4 LANES	

FHWA Performance Category:	Priorities:
CONGESTION RELIABILITY	(5)

Project Phase:	Project Cost:	Tot.Cost (w/Contingency):	Federal Share:	Fund:	Year:	Sponsor:
CONSTRUCTION	$20,000,000.00	$22,000,000.00	$0.00	FHWA Discr.	TIER III	

Project Urban Area(s):
NO

Project Parish(es):
ST. JOHN THE BAPTIST

Total Cost:	$20,000,000.00	$22,000,000.00	$0.00

Project: RPC* **ST. JOHN IJR, EXT OF LA637 TO I-10**

Project is in a STIP Line Item ☐

Remarks:	Type Improvement:	Work Type:
MATCH FROM DOTD *Project is listed for information only and not included in STIP until Stage 0 is complete and/or project number is assigned.	NEW ROADWAY	

FHWA Performance Category:	Priorities:
CONGESTION RELIABILITY FREIGHT RELIABILITY	(4) (5)

Project Phase:	Project Cost:	Tot.Cost (w/Contingency):	Federal Share:	Fund:	Year:	Sponsor:
CONSTRUCTION	$110,000,000.00	$121,000,000.00	$96,800,000.00	NHS	TIER III	DOTD
CONSTRUCTION	$0.00	$0.00	$0.00	STP>200K	TIER III	
CONSTRUCTION	$0.00	$0.00	$0.00	TOLLS	TIER III	

Project Urban Area(s):
NO

Project Parish(es):
ST. JOHN THE BAPTIST

Total Cost:	$110,000,000.00	$121,000,000.00	$96,800,000.00

Transit Projects

Tier 1 transit projects (the TIP) are listed by operator. Tiers 2 and 3 combine all operators and list proposed funding by category.

Note: The “Comment” field in the Transit TIP indicates the state of good repair asset management category to which a project contributes. The abbreviations for categories are as follows:

- RS: Rolling Stock
- EQ: Equipment
- FA: Facilities
- IN: Infrastructure (applies to rail infrastructure only; RTA is the sole operator of rail transit in the region)

2023 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	1,125.0					900.0	900.0	225.0	
Total Region FY-23		1,125.0	0.0	0.0	0.0		900.0	900.0	225.0	
Total Region		1,125.0	0.0	0.0	0.0		900.0	900.0	225.0	
Preventative Maintenance	Jefferson	2,481.6	1,750.0		235.3			1,985.3	496.3	RS
Operating Assistance - Fixed Route	Jefferson	5,200.0	2,600.0					2,600.0	2,600.0	
Facility Improvements	Jefferson	187.5	150.0					150.0	37.5	FA
Capital Project Management - 3rd Party	Jefferson	87.5	70.0					70.0	17.5	
Planning	Jefferson	256.3	205.0					205.0	51.3	
Security Equipment	Jefferson	43.8	35.0					35.0	8.8	
Support Vehicle	Jefferson	87.5	70.0					70.0	17.5	EQ
New Fixed Route Vehicles	Jefferson	1,125.0	300.0			600.0		900.0	225.0	RS
New Paratransit Vehicles	Jefferson	145.0	50.0			66.0		116.0	29.0	RS
Total Jefferson FY-23		9,614.1	5,230.0	0.0	235.3	666.0	0.0	6,131.3	3,482.8	
Total Jefferson		9,614.1	5,230.0	0.0	235.3	666.0	0.0	6,131.3	3,482.8	
Preventative Maintenance (Bus)	Orleans (RTA)	14,500.0	11,600.0					11,600.0	2,900.0	RS
Preventative Maintenance (Rail)	Orleans (RTA)	5,419.1	600.0	3,500.0	235.3			4,335.3	1,083.8	RS
Shop Equipment	Orleans (RTA)	25.0	20.0					20.0	5.0	FA
Security Equipment	Orleans (RTA)	250.0	200.0					200.0	50.0	
New Vehicles	Orleans (RTA)	3,128.8	949.0			1,554.0		2,503.0	625.8	RS
Streetcar Facility, Facility Equip.	Orleans (RTA)	1,481.3		1,185.0				1,185.0	296.3	FA
Streetcar Track Repairs	Orleans (RTA)	500.0		400.0				400.0	100.0	IN
Support Vehicle	Orleans (RTA)		70.0					70.0	17.5	EQ
Planning	Orleans (RTA)	100.0	80.0					80.0	20.0	
Ferry Maintenance	Orleans (RTA)	791.9	633.5					633.5	158.4	RS
Total Orleans FY-23		26,196.0	14,152.5	5,085.0	235.3	1,554.0	0.0	21,026.8	5,256.7	
Total Orleans		26,196.0	14,152.5	5,085.0	235.3	1,554.0	0.0	21,026.8	5,256.7	
Operating Assistance		416.0	208.0					208.0	208.0	
Preventative Maintenance		112.5	90.0					90.0	22.5	RS
New Vehicle		60.1	48.1					48.1	12.0	
Total St. Bernard FY-23		588.6	346.1	0.0	0.0	0.0	0.0	346.1	242.5	
Total St. Bernard		588.6	346.1	0.0	0.0	0.0	0.0	346.1	242.5	
Operating Assistance		140.2	70.1					70.1	70.1	
Preventive Maintenance		107.5	86.0					86.0	21.5	RS
Project Administration		50.0	40.0					40.0	10.0	
New Vehicles		187.5	150.0					150.0	37.5	RS
Total St. John/St. Charles FY-23		485.2	346.1	0.0	0.0	0.0	0.0	346.1	139.1	
Total St. John/St. Charles		485.2	346.1	0.0	0.0	0.0	0.0	346.1	139.1	
Ferry Preventative Maintenance		432.6	346.1					346.1	86.5	RS
Total Plaquemines FY-23		432.6	346.1	0.0	0.0	0.0	0.0	346.1	86.5	
Total Plaquemines		432.6	346.1	0.0	0.0	0.0	0.0	346.1	86.5	
TOTAL FY-23		38,441.6	20,420.8	5,085.0	470.6	2,220.0	900.0	29,096.4	9,432.7	
TOTAL		38,441.6	20,420.8	5,085.0	470.6	2,220.0	900.0	29,096.4	9,432.7	

** Dollars are in Thousands*

*** State of Good Repair Abbreviations: RS (Rolling Stock); FA (Facilities); EQ (Equipment); IN (Infrastructure)*

2024 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	1,187.5					950.0	950.0	237.5	
Total Region FY-24		1,187.5	0.0	0.0	0.0		950.0	950.0	237.5	
Total Region		1,187.5	0.0	0.0	0.0		950.0	950.0	237.5	
Preventative Maintenance	Jefferson	2,550.0	1,800.0		240.0			2,040.0	510.0	RS
Operating Assistance - Fixed Route	Jefferson	5,200.0	2,600.0					2,600.0	2,600.0	
Facility Improvements	Jefferson	70.0	56.0					56.0	14.0	FA
Capital Project Management - 3rd Party	Jefferson	87.5	70.0					70.0	17.5	
Planning	Jefferson	250.0	200.0					200.0	50.0	
Security Equipment	Jefferson	50.0	40.0					40.0	10.0	
New Fixed Route Vehicles	Jefferson	1,137.5	300.0			610.0		910.0	227.5	RS
New Paratransit Vehicles	Jefferson	150.1	51.1			69.0		120.1	30.0	RS
Total Jefferson FY-24		9,495.1	5,117.1	0.0	240.0	679.0	0.0	6,036.1	3,459.0	
Total Jefferson		9,495.1	5,117.1	0.0	240.0	679.0	0.0	6,036.1	3,459.0	
Preventative Maintenance (Bus)	Orleans (RTA)	11,875.0	9,500.0					9,500.0	2,375.0	RS
Preventative Maintenance (Rail)	Orleans (RTA)	4,800.0		3,600.0	240.0			3,840.0	960.0	RS
Facilities, Shop Equipment	Orleans (RTA)	1,875.0	1,500.0					1,500.0	375.0	FA
Security Equipment	Orleans (RTA)	262.5	210.0					210.0	52.5	
New Vehicles	Orleans (RTA)	4,481.4	2,000.0			1,585.1		3,585.1	896.3	RS
Streetcar Facility, Facility Equipment	Orleans (RTA)	2,375.0		1,900.0				1,900.0	475.0	FA
Streetcar Track Repairs	Orleans (RTA)	500.0		400.0				400.0	100.0	IN
Support Vehicle	Orleans (RTA)	312.5	250.0					250.0	62.5	EQ
Planning	Orleans (RTA)	250.0	200.0					200.0	50.0	
Ferry Maintenance	Orleans (RTA)	807.8	646.2					646.2	161.6	RS
Misc. Equipment	Orleans (RTA)	500.0	400.0					400.0	100.0	
Total Orleans FY-24		28,039.1	14,706.2	5,900.0	240.0	1,585.1	0.0	22,431.3	5,607.8	
Total Orleans		28,039.1	14,706.2	5,900.0	240.0	1,585.1	0.0	22,431.3	5,607.8	
Operating Assistance		424.0	212.0					212.0	212.0	
Preventative Maintenance		166.3	133.0					133.0	33.3	RS
Security Equipment		10.1	8.1					8.1	2.0	
Total St. Bernard FY-24		600.4	353.1	0.0	0.0	0.0	0.0	353.1	247.3	
Total St. Bernard		600.4	353.1	0.0	0.0	0.0	0.0	353.1	247.3	
Operating Assistance		152.2	76.1					76.1	76.1	
Preventive Maintenance		108.8	87.0					87.0	21.8	RS
Project Administration		50.0	40.0					40.0	10.0	
New Vehicles		187.5	150.0					150.0	37.5	RS
Total St. John/St. Charles FY-24		498.5	353.1	0.0	0.0	0.0	0.0	353.1	145.4	
Total St. John/St. Charles		498.5	353.1	0.0	0.0	0.0	0.0	353.1	145.4	
Ferry Preventative Maintenance		441.4	353.1					353.1	88.3	RS
Total Plaquemines FY-24		441.4	353.1	0.0	0.0	0.0	0.0	353.1	88.3	
Total Plaquemines		441.4	353.1	0.0	0.0	0.0	0.0	353.1	88.3	
TOTAL FY-24		40,261.9	20,882.6	5,900.0	480.0	2,264.1	950.0	30,476.7	9,785.2	
TOTAL		40,261.9	20,882.6	5,900.0	480.0	2,264.1	950.0	30,476.7	9,785.2	

** Dollars are in Thousands*

*** State of Good Repair Abbreviations: RS (Rolling Stock); FA (Facilities); EQ (Equipment); IN (Infrastructure)*

2025 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	1,375.0					1,100.0	1,100.0	275.0	
Total Region FY-25		1,375.0	0.0	0.0	0.0		1,100.0	1,100.0	275.0	
Total Region		1,375.0	0.0	0.0	0.0		1,100.0	1,100.0	275.0	
Preventative Maintenance	Jefferson	2,806.0	2,000.0		244.8			2,244.8	561.2	RS
Operating Assistance - Fixed Route	Jefferson	5,400.0	2,700.0					2,700.0	2,700.0	
Terminal and Stop Improvements	Jefferson	71.3	57.0					57.0	14.3	FA
Capital Project Management - 3rd Party	Jefferson	93.8	75.0					75.0	18.8	
Planning	Jefferson	250.0	200.0					200.0	50.0	
Security Equipment	Jefferson	81.3	65.0					65.0	16.3	
New Fixed Route Vehicles	Jefferson	1,151.3	300.0			621.0		921.0	230.3	RS
Support Vehicles	Jefferson	65.0	52.0					52.0	13.0	
Total Jefferson FY-25		9,918.5	5,449.0	0.0	244.8	621.0	0.0	6,314.8	3,603.7	
Total Jefferson		9,918.5	5,449.0	0.0	244.8	621.0	0.0	6,314.8	3,603.7	
Preventative Maintenance (Bus)	Orleans (RTA)	13,875.0	11,100.0					11,100.0	2,775.0	RS
Preventative Maintenance (Rail)	Orleans (RTA)	4,556.0		3,400.0	244.8			3,644.8	911.2	RS
Shop Equipment	Orleans (RTA)	500.0	400.0					400.0	100.0	FA
Facility Improvements	Orleans (RTA)	1,000.0	800.0					800.0	200.0	FA
Security Equipment	Orleans (RTA)	270.0	216.0					216.0	54.0	
New Vehicles	Orleans (RTA)	3,271.0	1,000.0			1,616.8		2,616.8	654.2	RS
Streetcar Equipment, Facility, Track	Orleans (RTA)	3,272.5		2,618.0				2,618.0	654.5	FA
Streetcar Track Repairs	Orleans (RTA)	837.5	670.0					670.0	167.5	IN
Planning	Orleans (RTA)	113.8	91.0					91.0	22.8	
Ferry Maintenance	Orleans (RTA)	823.9	659.1					659.1	164.8	RS
Total Orleans FY-25		28,519.6	14,936.1	6,018.0	244.8	1,616.8	0.0	22,815.7	5,703.9	
Total Orleans		28,519.6	14,936.1	6,018.0	244.8	1,616.8	0.0	22,815.7	5,703.9	
Operating Assistance		432.2	216.1					216.1	216.1	
Preventative Maintenance		125.0	100.0					100.0	25.0	RS
Shop Equipment		55.0	44.0					44.0	11.0	FA
Total St. Bernard FY-25		612.2	360.1	0.0	0.0	0.0	0.0	360.1	252.1	
Total St. Bernard		612.2	360.1	0.0	0.0	0.0	0.0	360.1	252.1	
Operating Assistance		156.2	78.1					78.1	78.1	
Preventive Maintenance		111.3	89.0					89.0	22.3	RS
Project Administration		50.0	40.0					40.0	10.0	
New Vehicles		191.3	153.0					153.0	38.3	RS
Total St. John/St. Charles FY-25		508.7	360.1	0.0	0.0	0.0	0.0	360.1	148.6	
Total St. John/St. Charles		508.7	360.1	0.0	0.0	0.0	0.0	360.1	148.6	
Ferry Preventative Maintenance		450.2	360.1					360.1	90.0	RS
Total Plaquemines FY-25		450.2	360.1	0.0	0.0	0.0	0.0	360.1	90.0	
Total Plaquemines		450.2	360.1	0.0	0.0	0.0	0.0	360.1	90.0	
TOTAL FY-25		41,384.2	21,465.4	6,018.0	489.6	2,237.8	1,100.0	31,310.8	10,073.4	
TOTAL		41,384.2	21,465.4	6,018.0	489.6	2,237.8	1,100.0	31,310.8	10,073.4	

** Dollars are in Thousands*

21,299

*** State of Good Repair Abbreviations: RS (Rolling Stock); FA (Facilities); EQ (Equipment); IN (Infrastructure)*

2026 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	1,562.5					1,250.0	1,250.0	312.5	
Total Region FY-22		1,562.5	0.0	0.0	0.0		1,250.0	1,250.0	312.5	
Total Region		1,562.5	0.0	0.0	0.0		1,250.0	1,250.0	312.5	
Preventative Maintenance	Jefferson	2,812.1	2,000.0		249.7			2,249.7	562.4	RS
Operating Assistance - Fixed Route	Jefferson	5,400.0	2,700.0					2,700.0	2,700.0	
Capital Project Management - 3rd Party	Jefferson	218.8	175.0					175.0	43.8	
Planning	Jefferson	343.8	275.0					275.0	68.8	
Shop Equipment	Jefferson	53.8	43.0					43.0	10.8	FA
New Fixed Route Vehicles	Jefferson	1,288.8	400.0			631.0		1,031.0	257.8	RS
Total Jefferson FY-22		10,117.1	5,593.0	0.0	249.7	631.0	0.0	6,473.7	3,643.4	
Total Jefferson		10,117.1	5,593.0	0.0	249.7	631.0	0.0	6,473.7	3,643.4	
Preventative Maintenance (Bus)	Orleans (RTA)	14,375.0	11,500.0					11,500.0	2,875.0	RS
Preventative Maintenance (Rail)	Orleans (RTA)	3,687.1		2,700.0	249.7			2,949.7	737.4	RS
Shop Equipment	Orleans (RTA)	750.0	600.0					600.0	150.0	FA
Security Equipment	Orleans (RTA)	118.8	95.0					95.0	23.8	
New Vehicles	Orleans (RTA)	4,561.5	2,000.0			1,649.2		3,649.2	912.3	RS
Streetcar Equipment, Facility	Orleans (RTA)	3,297.5		2,638.0				2,638.0	659.5	FA
Streetcar Track Repairs	Orleans (RTA)			830.0						IN
Support Vehicle	Orleans (RTA)		250.0							
Planning	Orleans (RTA)	150.0	120.0					120.0	30.0	
Ferry Maintenance	Orleans (RTA)	840.4	672.3					672.3	168.1	RS
Total Orleans FY-22		27,780.2	15,237.3	6,168.0	249.7	1,649.2	0.0	22,224.2	5,556.0	
Total Orleans		27,780.2	15,237.3	6,168.0	249.7	1,649.2	0.0	22,224.2	5,556.0	
Operating Assistance	St Bernard	440.0	220.0					220.0	220.0	
Preventative Maintenance	St Bernard	169.1	135.3					135.3	33.8	RS
Security Equipment	St Bernard	15.0	12.0					12.0	3.0	
Total St. Bernard FY-22		624.1	367.3	0.0	0.0	0.0	0.0	367.3	256.8	
Total St. Bernard		624.1	367.3	0.0	0.0	0.0	0.0	367.3	256.8	
Operating Assistance	St. John/St. Charles	160.6	80.3					80.3	80.3	
Preventive Maintenance	St. John/St. Charles	117.5	94.0					94.0	23.5	RS
Project Administration	St. John/St. Charles	50.0	40.0					40.0	10.0	
New Vehicles	St. John/St. Charles	191.3	153.0					153.0	38.3	RS
Total St. John/St. Charles FY-22		519.4	367.3	0.0	0.0	0.0	0.0	367.3	152.1	
Total St. John/St. Charles		519.4	367.3	0.0	0.0	0.0	0.0	367.3	152.1	
Ferry Preventative Maintenance		459.1	367.3					367.3	91.8	RS
Total Plaquemines FY-22		459.1	367.3	0.0	0.0	0.0	0.0	367.3	91.8	
Total Plaquemines		459.1	367.3	0.0	0.0	0.0	0.0	367.3	91.8	
TOTAL FY-22		41,062.5	21,932.2	6,168.0	499.4	2,280.2	1,250.0	31,049.8	10,012.7	
TOTAL		41,062.5	21,932.2	6,168.0	499.4	2,280.2	1,250.0	31,049.8	10,012.7	

** Dollars are in Thousands* 21,885

*** State of Good Repair Abbreviations: RS (Rolling Stock); FA (Facilities); EQ (Equipment); IN (Infrastructure)*

	Tier II	Tier III
Operating Expenses	$57.9 million	$108.8 million
Revenue Vehicles	$450 million	$846.1 million
Facilities	$64.3 million	$120.9 million
Streetcar Infrastructure	$32.2 million	$60.4 million
Support Vehicles	$9.7 million	$18.1 million
Miscellaneous	$30 million	$54.4 million

Appendix

Draft

Appendix A: List of Acronyms

Acronym	Description
ACS	American Community Survey
LEHD	Longitudinal Employment Household Dynamics program
NTD	National Transit Database
NHS	National Highway System
NHFS	National Highway Freight System
SOV	Single Occupant Vehicle
RPC	Regional Planning Commission
GIS	Geographic Information Systems
FAST	Fixing America's Surface Transportation Act
IIJA	Infrastructure, Investment, and Jobs Act (aka BIL)
BIL	Bipartisan Infrastructure Law (aka IIJA)
MPO	Metropolitan Planning Organization
TPC	Transportation Policy Committee
UZA	Urbanized Area
TMA	Transportation Management Area
MPA	Metropolitan Planning Area
MTP	Metropolitan Transportation Plan
CFR	Code of Federal Regulations
VMT	Vehicle Miles Traveled
VHT	Vehicle Hours Traveled
CBD	Central Business District
EDD	Economic Development District
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
LADOTD	Louisiana Department of Transportation and Development
CEDS	Comprehensive Economic Development Strategy
NAAQS	National Ambient Air Quality Standards
ICPP	United Nations Intergovernmental Panel on Climate Change

CTPP	Census Transportation Planning Package
NHTS	National Household Travel Survey
SOV	Single Occupant Vehicle
RTA	Regional Transit Authority
PPG	Plaquemines Parish Government
SBURT	St. Bernard Urban Rapid Transit
JP Transit	Jefferson Parish Transit
UNOTI	University of New Orleans Transportation Institute
MSY	Louis Armstrong New Orleans International Airport
UPT	New Orleans Union Passenger Terminal
Port NOLA	Port of New Orleans
NHS	National Highway System
NHFS	National Highway Freight System
SSI	Sustpected Serious Injuries
SVI	Social Vulnerability Index
TIP	Transportation Improvement Program
UPWP	Unified Planning Work Program
SBIRT	Screening Brief Intervention and Referral to Treatment
LWI	Louisiana Watershed Initiative
SLCFP	Southeast Louisiana Clean Fuel Partnership
CMP	Congestion Management Process
NORTSC	New Orleans Regional Traffic Safety Coalition
SCRSC	South Central Regional Safety Coalition
SHSP	Strategic Highway Safety Plan
USDOT	U.S. Department of Transportation
NRSS	National Roadway Safety Strategy
HUD	U.S. Department of Housing and Urban Development
GGE	Gallons of Gasoline Equivalent
GHG	Greenhouse Gasses

EPA	U.S. Environmental Protection Agency
BEOC	Louisiana Business Emergency Operations Center
GOHSEP	Governor's Office of Homeland Security and Emergency Preparedness
FFY	Federal Fiscal Year
PBPP	Performance Based Planning and Programming
LOTTR	Level of Travel Time Reliability
TTRI	Travel Time Reliability Index
TAM	Transit Asset Management
ULB	Useful Life Benchmark
AOI	Area of Interest

Appendix B: List of Funding Sources

Funding Source	Description
AC	Advanced Construction
AMTRAK	Amtrak Funding
ARPA	American Rescue Plan Act Of 2021
BDP	Bridge Discretionary Program
BIP	Bridge Improvement Program
COVID>200K	Coronavirus Response And Relief Supplemental Appropriations Act
DEMO	Demonstration
FBR-OFF	Off-System Bridge Replacement
FED/STATE	Federal/State Cost Share
FEMA	Federal Emergency Management
FHWA Discr.	FHWA Discretionary
FLH	Public Lands Highways (Discretionary And Non-Discretionary
FRA	Federal Railroad Administration
FREIGHT-HY	National Hwy Freight Program, Fast
FTA DISC	Federal Transit Authority Discretionary
HSIP	Highway Safety Improvement Program
HSIPPEN	HSIP Section 154 And 164
LOCAL	Local Funding
LRSP	Local Road Safety Program
NFA	Non Federal Aid Funds
NFI	No Funding Identified
NHPP	National Highway Performance Program
NHS	National Highway System
OTHER	Other
PLENV	Planning - Environmental
RAIL HE	Rail & Highway Crossings Hazard Elimination
RAIL PD	Rail & Highway Crossings Protective Devices
RR	Railroad

RTP	National Recreational Trails
SR2S	Safe Routes To Schools Program
ST BONDS	State Bonds/General Obligation Bonds
ST CASH	State Transportation Trust Fund
ST GEN	State General Funds
STATE	State Funding
STP	Surface Transportation Program
STP ENH	S Enhancements
STP FLEX	STP Flexible
STP<5K	STP < 5,000 Population
STP>200K	STP > 200,000 Population
STP50-200	STP 50K-200K Population
TAP<200K	TAP < 200,000 Population
TAP>200K	TAT > 200,000 Population
TIGER	TIGER/BUILD/RAISE Discretionary Grants
TOLLS	Toll Revenues

Appendix C: Additional Projects

In addition to the projects in the Project List section, the following projects have been identified through stakeholder input or RPC analysis. Projects listed below are pending additional information such as cost and funding program guidance, but are nonetheless considered important improvements for the Mandeville-Covington MPA.

Project Name	MTP Year	Improvement	Estimated Cost	Parish
Port of St. Bernard Arabi 2nd General Warehouse	Tier 2	Warehouse	$ 7,700,000.00	St. Bernard
Port of St. Bernard General Warehouse Transit Shed & Roadway Improvement	Tier 2	Warehouse	$ 11,000,000.00	St. Bernard
Port of St. Bernard Weinberger Rd. Realignment	Tier 2	Realignment	$ 1,000,000.00	St. Bernard
Elevation of I-10 near Irish Bayou	Tier 3	Mitigate Flooding	TBD	Orleans
Miss River Crossing Improvements	Tier 3	Operational/ Capacity/ Safety Improvements	TBD	Multiple
Carbon Reduction Program	Tiers 1-3	Eligible Activities per IIJA	TBD	All
Electric Vehicle Infrastructure	Tiers 1-3	Eligible Activities per IIJA	TBD	All
PROTECT- Resilience Improvements	Tiers 1-3	Eligible Activities per IIJA	TBD	All
Reconnecting Communities	Tiers 1-3	Eligible Activities per IIJA	TBD	All
Safe Streets for All (SS4A)	Tiers 1-3	Eligible Activities per IIJA	TBD	All
Airline Highway	Tiers 2-3	Federal safety funding	TBD	Orleans
Alvar St. (Overpass) RR Grade Separation Rehabilitation	Tiers 2-3	Bridge and Underpass Repair/ Modernization	TBD	Orleans
Behrman Place @ Holiday	Tiers 2-3	Bike and pedestrian safety improvements	TBD	Orleans
Bienville Avenue	Tiers 2-3	Roadway repairs; Bike plan	TBD	Orleans
BRT: CBD to Algiers	Tiers 2-3	Transit Improvement	TBD	Orleans
BRT: CBD to New Orleans East	Tiers 2-3	Transit Improvement	TBD	Orleans

Bundy Road	Tiers 2-3	New non-motorized bridge over I-10 per bike plan	TBD	Orleans
Canal Blvd (Underpass) RR Grade Separation Rehabilitation	Tiers 2-3	Bridge and Underpass Repair/ Modernization	TBD	Orleans
Canal Street	Tiers 2-3	Roadway repairs; Multi modal and green infrastructure project	TBD	Orleans
Chef Menteur Highway (US 90)	Tiers 2-3	Sidewalks and other pedestrian safety improvements	TBD	Orleans
City Park Avenue (at Grade) RR Grade Separation Rehabilitation	Tiers 2-3	Bridge and Underpass Repair/ Modernization	TBD	Orleans
Crescent Park Access Bridge	Tiers 2-3	Pedestrian bridge between Chartres and Crescent Park	TBD	Orleans
Desire Pedestrian Bridge	Tiers 2-3	Replace Pedestrian bridge between Desire Neighborhood over railroad tracks (restore community connection)	TBD	Orleans
Downman Rd (Underpass) RR Grade Separation Rehabilitation	Tiers 2-3	Bridge and Underpass Repair/ Modernization	TBD	Orleans
Downtown Transit Center	Tiers 2-3	Transit Improvement	TBD	Orleans
Elysian Fields (LA 3021) Overpass RR Grade Separation Rehabilitation	Tiers 2-3	Bridge and Underpass Repair/ Modernization	TBD	Orleans
Elysian Fields Bridge	Tiers 2-3	State highway asset; bridge rehabilitation and improved bike/ped access	TBD	Orleans
Filmore Avenue	Tiers 2-3	Roadway repairs	TBD	Orleans
Florida Ave. Bridge	Tiers 2-3	Historic Bridge Rehabilitation-Freight Program (Non-Highway)	TBD	Orleans
Franklin Ave (Overpass NS) RR Grade Separation Rehabilitation	Tiers 2-3	Bridge and Underpass Repair/ Modernization	TBD	Orleans

Franklin Ave (Underpass CSX) RR Grade Separation Rehabilitation	Tiers 2-3	Bridge and Underpass Repair/ Modernization	TBD	Orleans
Franklin Avenue	Tiers 2-3	Roadway repairs	TBD	Orleans
Freret Street	Tiers 2-3	Roadway repairs	TBD	Orleans
Harrison Avenue	Tiers 2-3	Roadway repairs	TBD	Orleans
I-10/I-610 E Interchange	Tiers 2-3	Improved connections from I-10 WB to I-610 EB	$ 10,000,000	Orleans
Johnny Jackson Blvd (formerly Louisa)	Tiers 2-3	Roadway repairs; Bike plan	TBD	Orleans
LaSalle Street	Tiers 2-3	Roadway repairs; Bike plan	TBD	Orleans
Leake Avenue Improvements	Tiers 2-3	Roadway repairs	TBD	Orleans
Leonidas Street	Tiers 2-3	Roadway repairs	TBD	Orleans
Louisa Street	Tiers 2-3	Roadway repairs; Bike plan; streetscape opportunities	TBD	Orleans
Louisiana Bootlace Network	Tiers 2-3	Multi-modal Path	TBD	Multiple
Marconi (Underpass) RR Grade Separation Rehabilitation	Tiers 2-3	Bridge and Underpass Repair/ Modernization	TBD	Orleans
Mirabeau Avenue	Tiers 2-3	Roadway repairs	TBD	Orleans
Morrison Road	Tiers 2-3	Roadway repairs; bike plan	TBD	Orleans
Moving New Orleans Accelerated Multimodal Network Initaitive	Tiers 2-3	Multi-modal Improvements	TBD	Orleans
N. Carrollton Avenue	Tiers 2-3	Roadway repairs; Bike/Walk/Safety improvements; in bike plan	TBD	Orleans
N. Galvez (Overpass) RR Grade Separation Rehabilitation	Tiers 2-3	Bridge and Underpass Repair/ Modernization	TBD	Orleans
N. Miro Street	Tiers 2-3	Roadway repairs	TBD	Orleans
N. Norman C Francis Pkwy	Tiers 2-3	Roadway repairs	TBD	Orleans
Napoleon Avenue	Tiers 2-3	Roadway repairs; Bike plan	TBD	Orleans
New Orleans Accessible Transit Initiative	Tiers 2-3	Transit Improvement	TBD	Orleans

Norman Francis Parkway (Overpass) RR Grade Separation Rehabilitation	Tiers 2-3	Bridge and Underpass Repair/ Modernization	TBD	Orleans
Norman Mayer Avenue	Tiers 2-3	Roadway repairs	TBD	Orleans
Old Gentilly Rd Drainage and Redevelopment	Tiers 2-3	Roadway repairs	TBD	Orleans
Opelousas Street	Tiers 2-3	Roadway repairs	TBD	Orleans
Palmetto Street	Tiers 2-3	Roadway repairs; Include bridge repairs (Non-Highway)	TBD	Orleans
Paris Avenue (Underpass) RR Grade Separation Rehabilitation	Tiers 2-3	Bridge and Underpass Repair/ Modernization	TBD	Orleans
Paris Avenue	Tiers 2-3	Roadway repairs; Bike plan	TBD	Orleans
Piety Street	Tiers 2-3	Roadway repairs; Bike plan	TBD	Orleans
Poland Avenue	Tiers 2-3	Roadway repairs	TBD	Orleans
Port of NO IHNC Rail Crossings	Tiers 2-3	Historic Bridge Rehabilitation-Freight Program (Non-Highway)	TBD	Orleans
Press Drive (Underpass NS) RR Grade Separation Rehabilitation	Tiers 2-3	Bridge and Underpass Repair/ Modernization	TBD	Orleans
S. Broad Street (Overpass) RR Grade Separation Rehabilitation	Tiers 2-3	Bridge and Underpass Repair/ Modernization	TBD	Orleans
S. Carrollton Avenue	Tiers 2-3	Roadway repairs; Bike/Walk/Safety improvements; in bike plan	TBD	Orleans
S. Claiborne Bridge Pedestrian Improvements	Tiers 2-3	Pedesrian safety improvements to bridge	TBD	Orleans
S. Claiborne Signal Synchonization	Tiers 2-3	Coordinate with LaDOTD	TBD	Orleans
Seabrook Bridge	Tiers 2-3	Historic Bridge Rehabilitation-Freight Program (Non-Highway)	TBD	Orleans
Simon Bolivar Avenue	Tiers 2-3	Roaway repairs; Bike plan	TBD	Orleans
St. Anthony Avenue	Tiers 2-3	Roadaway repairs	TBD	Orleans
St. Bernard Avenue (Underpass) RR Grade Separation Rehabilitation	Tiers 2-3	Bridge and Underpass Repair/ Modernization	TBD	Orleans

Traffic Signal remote Communication Network	Tiers 2-3	Evaluation of existing fiberoptic network vs wireless network and feasibility analysis	TBD	Orleans
Traffic Signal Upgrades (Throughout Distict C)	Tiers 2-3	Roadway repairs	TBD	Orleans
Traffic Signal Upgrades (Throughout District A)	Tiers 2-3	Roadway repairs	TBD	Orleans
Traffic Signal Upgrades (Throughout District B)	Tiers 2-3	Roadway repairs	TBD	Orleans
Traffic Signal Upgrades (Throughout District D)	Tiers 2-3	Roadway repairs	TBD	Orleans
Tullis Drive	Tiers 2-3	Roadway repairs; Bike plan; opportunity for green infrastructure	TBD	Orleans
Verret Street	Tiers 2-3	Roadway repairs	TBD	Orleans
Washington Avenue	Tiers 2-3	Roadway repairs	TBD	Orleans
Willow Street	Tiers 2-3	Roadway repairs; Bike boulevard per bike plan	TBD	Orleans