

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

Metropolitan Transportation Plan 2052

Mandeville-Covington Metropolitan Planning Area

Adopted August 9, 2022

Regional Planning Commission 10 Veterans Blvd. New Orleans, LA 70124

Phone: 504-483-8500 Email: rpc@norpc.org Web: www.norpc.org

U.S. DOT Funding: The preparation of this document was financed in part through grants from the U.S. Department of Transportation, Federal Highway Administration, in under the Metropolitan Planning Program, Section 104(f) of Title 23, U.S. Code. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation.

GIS Disclaimer: The data herein, including but not limited to geographic data, tabular data, analytical data, electronic data structures or files, are provided "as is" without warranty of any kind, either expressed or implied, or statutory, including, but not limited to, the implied warranties or merchantability and fitness for a particular purpose. The entire risk as to the quality and performance of the data is assumed by the user. No guarantee of accuracy is granted, nor is any responsibility for reliance thereon assumed. In no event shall the Regional Planning Commission for

Jefferson, Orleans, Plaquemines, St. Bernard, St. Charles, St. John the Baptist, St. Tammany, and Tangipahoa Parishes (RPC) be liable for direct, indirect, incidental, consequential, or special damages of any kind, including, but not limited to, loss of anticipated profits or benefits arising out of use of or reliance on the data. The RPC does not accept liability for any damages or misrepresentation caused by inaccuracies in the data or as a result of changes to the data caused by system transfers or other transformations or conversions, nor is there responsibility assumed to maintain the data in any manner or form. These data have been developed from the best available sources. Although efforts have been made to ensure that the data are accurate and reliable, errors and variable conditions originating from physical sources used to develop the data may be reflected in the data supplied. Users must be aware of these conditions and bear responsibility for the appropriate use of the information with respect to possible errors, scale, resolution, rectification, positional accuracy, development methodology, time period, environmental and climatic conditions and other circumstances specific to these data. The user is responsible for understanding the accuracy limitations of the data provided herein. The burden for determining fitness for use lies entirely with the user. The user should refer to the accompanying metadata notes for a description of the data and data development procedures. Although these data have been processed successfully on computers at the RPC, no guarantee, expressed or implied, is made by RPC regarding the use of these data on any other system, nor does the act of distribution constitute or imply any such warranty. Distribution of these data is intended for information purposes and should not be considered authoritative for navigational, engineering, legal and other site-specific uses. Data was prepared by Geographic Information System (GIS) professionals, not by licensed professional land surveyors or engineers.

Demographic Data Citation: Data compiled from the American Community Survey (ACS) 5 Year Summary File (2015-2019) published December, 2020 by the U.S. Department of Commerce, Economics and Statistics Administration, U.S. Census Bureau. Data received in text format, and joined to spatial geography files by the

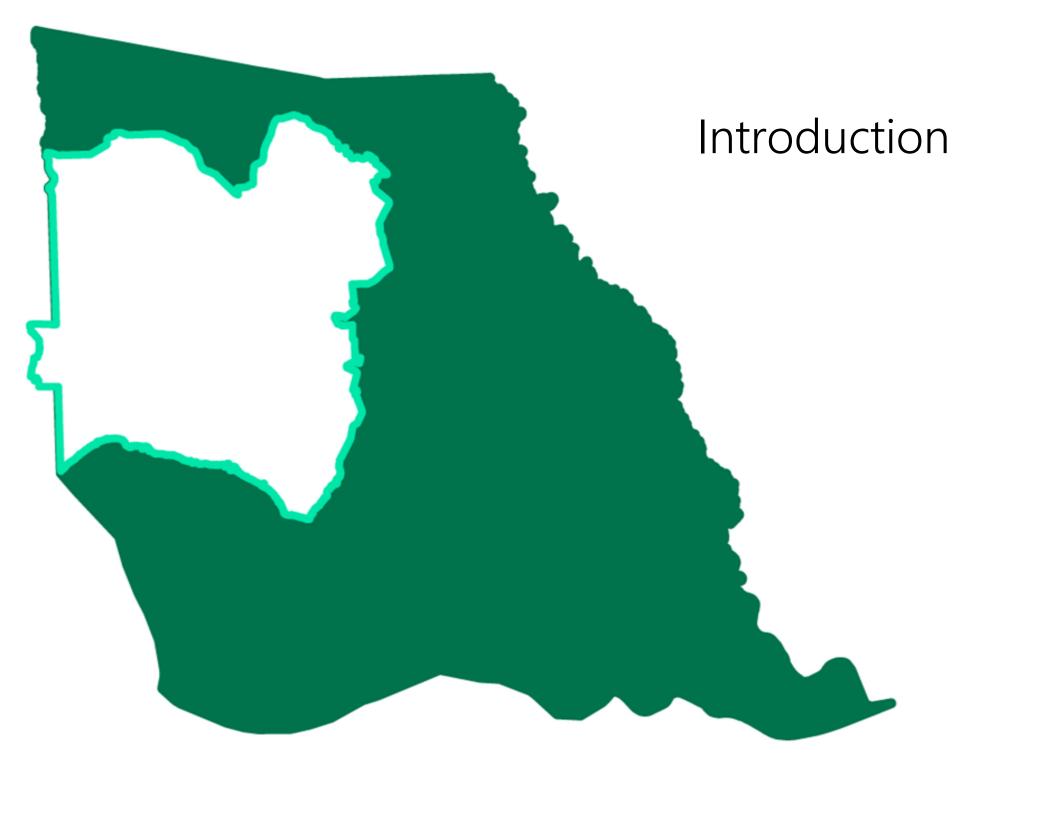
New Orleans Regional Planning Commission (RPC). Specific tabular data relating to RPC Activities formatted for mapping and analytical purposes. For Further information please contact Lynn Dupont, GIS Manager.

Title VI Notice: The Regional Planning Commission (RPC) fully complies with Title VI of the Civil Rights Act of 1964 and related statutes, executive orders, and regulations in all programs and activities. RPC operates without regard to race, color, national origin, income, gender, age, and disability. Any person who believes him/herself or any specific class of persons, to be subject to discrimination prohibited by Title VI may by him/herself or by representative file a written complaint with the Louisiana Department of Transportation (LADOTD). LADOTD Title VI Program Manager may be reached via phone at 225-379-1361. A Complaint must be filed no later than 180 days after the date of the alleged discrimination.

RPC meetings are conducted in accessible locations and materials can be provided in accessible formats and in languages other than English. If you would like accessibility or language accommodations, please contact the Title VI Coordinator at RPC at 504-483-8513 or mgivhan@norpc.org. If you wish to attend a RPC function and require special accommodations, please give RPC on week's notice in advance.

Contents

ntroduction	3
Planning Priorities, Strategies, and Actions	10
RPC's Programs	25
mplementation	36
Project List	51
Appendix A: List of Acronyms	116
Appendix B: List of Funding Sources	119
Appendix C: Additional Projects	
Appendix D: Public Comments	





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 St. Tammany Parish that includes the cities of Mandeville, Covington, and Madisonville. 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

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

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, state and federal agencies; public transit providers; community and advocacy groups; and the public. The Transportation Policy Committee (TPC), which includes representatives from various transportation interests in the region, including transit agencies, railroads, airports, ports, and over the road freight, serves as the MPO policy board for the RPC.

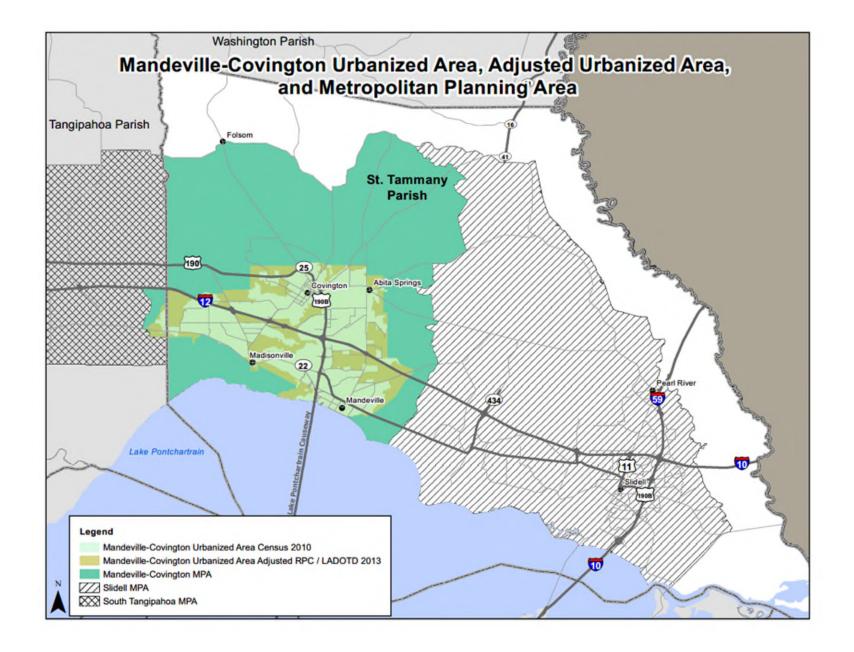
The Mandeville-Covington Urbanized Area and Metropolitan Planning Area

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.

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). This plan addresses the long term transportation needs of the Mandeville-Covington MPA, which encompasses multiple municipalities and unincorporated areas in the western portion of St. Tammany Parish. In 2019, the total estimated population of the Mandeville-Covington MPA was just over 130,000². The RPC also serves as MPO to three other MPAs: New Orleans, Slidell, and South Tangipahoa.

² ACS 5-Year Estimates (2015-2019, pub. 2020)



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.

MTP 2052 provides an overview of the Mandeville-Covington MPA, its transportation needs, and the RPC's process for addressing those needs moving forward. The MTP first identifies the region's key planning Priorities, which 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.

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 Process

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.

Stakeholder Engagement

During the MTP development process, the RPC consulted with partner agencies such as parishes and cities, as well as the general public. 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 stakeholders.

Common themes identified by Mandeville-Covington MPA stakeholders include:

- Need for improved roadway operations for current roads
- Proactively planning for future growth
- 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
- Improved ability for the transportation system to withstand natural hazards, particularly flooding

Coordination With Other 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
- 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.



Planning Priorities, Strategies, and Actions

Overview

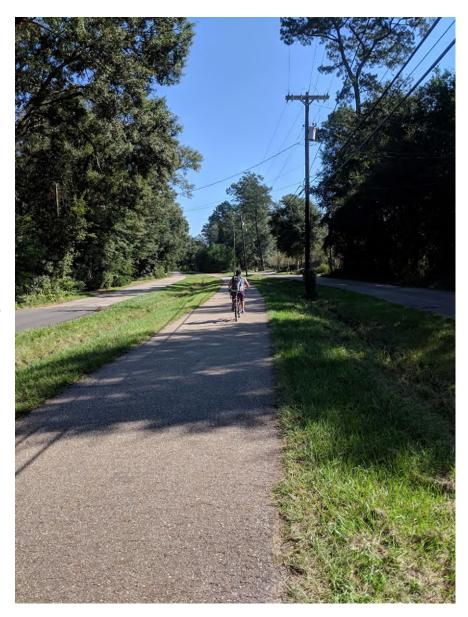
Regional transportation planning will be guided by six overarching **Priorities** that will be considered throughout all levels of decision making. These priorities synthesize the MTP's planning input data, stakeholder feedback, and RPC staff expertise. The plan further identifies a series of **Strategies** that describe the broad activity types that will address one or more of the Priorities. Subsequent chapters of the MTP describe specific **Actions** that the RPC will complete, via its programs and projects, to implement the Strategies.

Accomplishing defined Actions that are part of broader Strategies, which in turn are guided by the MTP's Priorities, will result in a transportation planning process that comprehensively addresses the region's needs in a thoughtful, deliberative manner.

Planning Priorities

The six Planning Priorities that will guide the RPC's transportation planning process are:

- Safety & Security
- Sustainability & Resilience
- Equity
- Economic Opportunity
- Reliability & Connectivity
- System Preservation & Stewardship





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.



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

Safety & Security

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 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 fur ther 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.



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 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

Southeast Louisiana 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 as many 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.



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

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. Individuals in poverty face 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 people's 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 of the regional economy.

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



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

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

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. The descriptions below further indicate which Priorities are addressed by each Strategy and its associated Actions.

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. 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	 Continue to monitor regional congestion via the Congestion Management Process, and identify opportunities for congestion mitigation. 	√	✓	✓		✓	✓

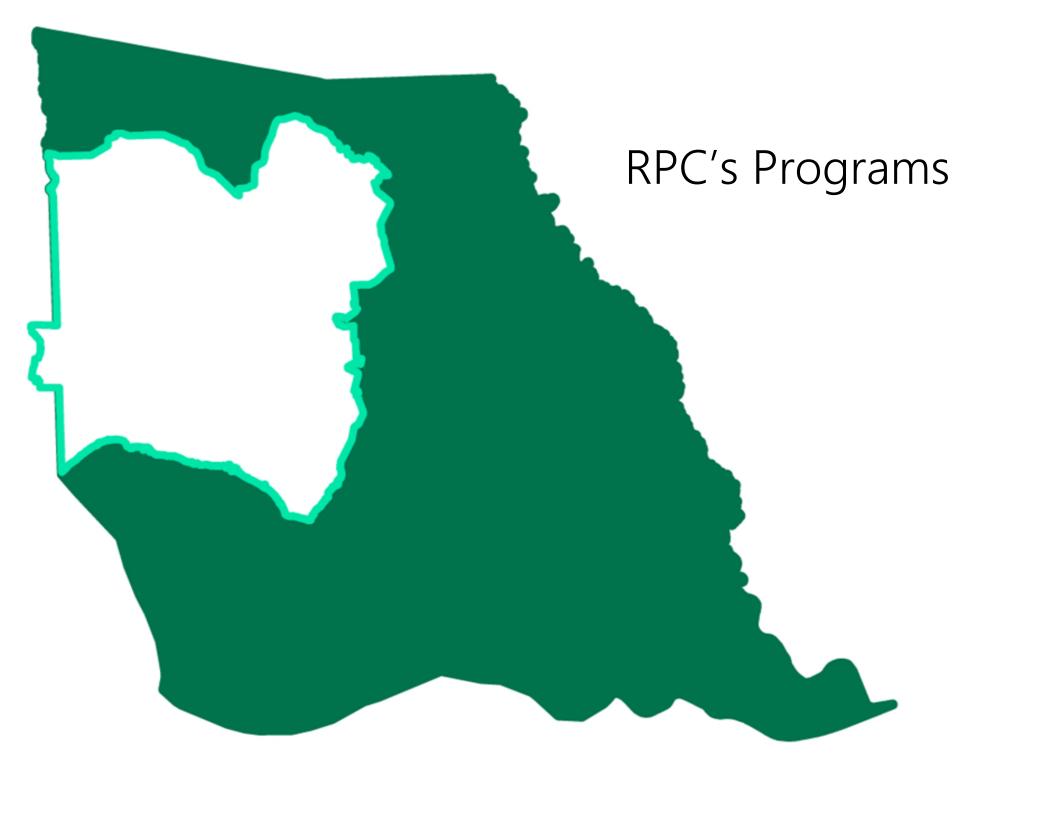
 During project development encourage the use of management and operations strategies to improve traffic movement and reliability. Continue to support the LADOTD MAP Patrol units in the region to address roadway vehicle crashes & incidents. 			
--	--	--	--

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 LWI 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 regional economic development goals. 			





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.

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. The agency works 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.

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.

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. 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.

Coordinated Public Transit - Human Services

RPC's 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. 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. 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.

Looking Forward

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.

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.

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. In2015, 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.

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 will have 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. The Mandeville-Covington MPA is served by the North Shore Regional Safety Coalition (NSRSC). The NSRSC is structured to coincide with the Louisiana State Police Troop L boundary and therefore serves the Mandeville-Covington, Slidell, and South Tangipahoa MPAs by working in St. Tammany and Tangipahoa Parishes. The coalition also works with Washington and St. Helena Parishes, which are outside of RPC's MPA's.

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.

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 more comprehensively serve regional needs. 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.

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 US 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.

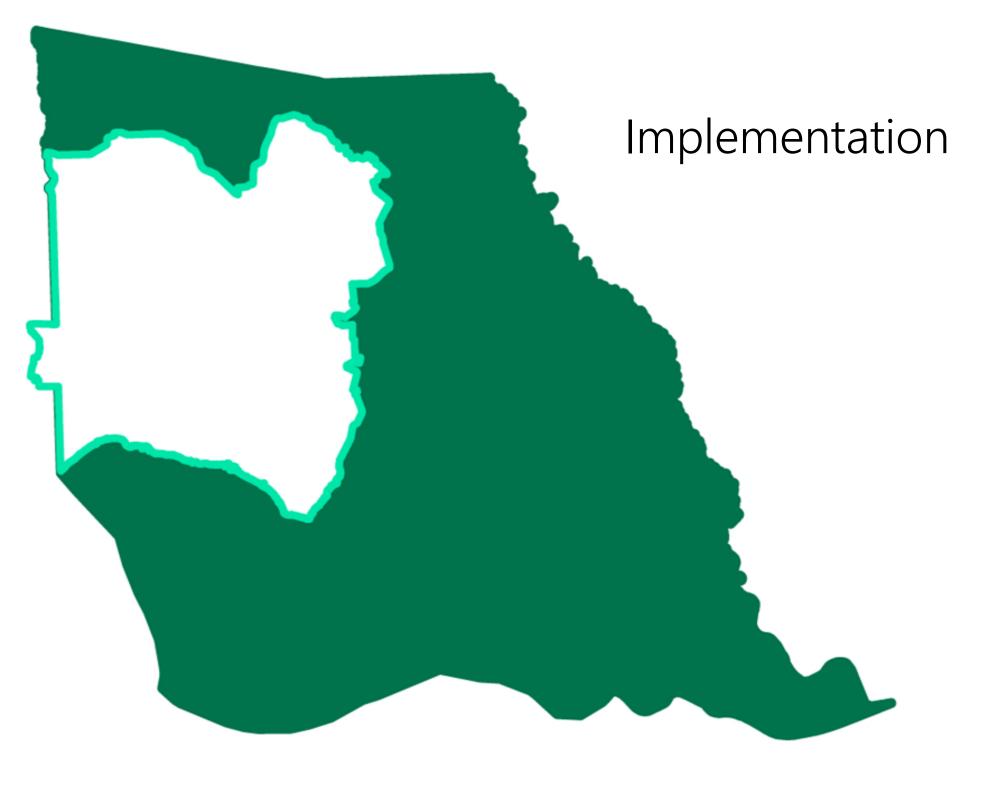
From the first RPC CEDS steering committee meeting, the CEDS process has stressed the importance of integrating research, discussion, strategies and action planning on economic resilience and sustainability. The overall CEDS strategic planning framework places emphasis on the region adapting to ever-changing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

Linking Transportation/Non-Transportation Programs to each other and Planning Priorities

The region's residents directly benefit from the 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 contributes to the Priorities outlined in this MTP, and in turn the RPC's transportation planning activities add value to its other work as an agency. While this multidisciplinary approach has long been one of the RPC's greatest advantages, it is committed to further strengthening the coordination between its various programs.



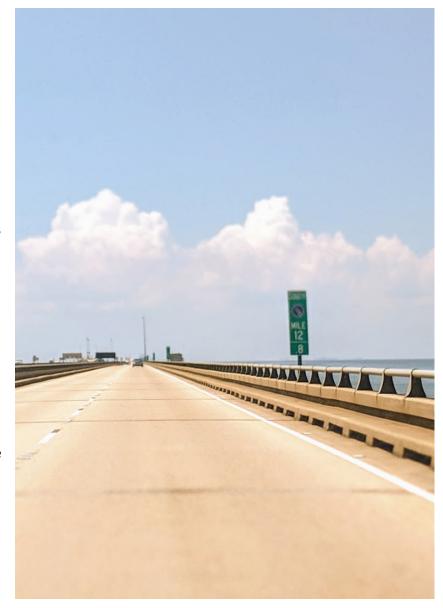
Implementation

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:

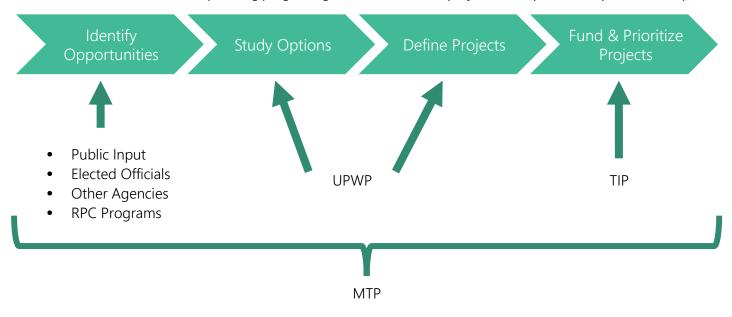
- 1. Identify Opportunities for Improvement: Most projects begin with the identification of an opportunity to change the transportation system in a way that will better serve the region. For example, there may be a problem that needs to be solved such as congestion at a major intersection, or there may 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.



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

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

Other methods were also employed to establish financial constraint. This consisted of a review of the actual letting list of projects over the last ten years to establish a history of federal and state funding by project category. An average estimated amount of both federal and non-federal financial resources was thereby derived and used as a benchmark in the prioritization process.

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:
 - o 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:
 - o 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.
 - o 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.

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 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.

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 Quality³ (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.

_

³ 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

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.

Safety targets for the Mandeville-Covington 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 the table to the right. 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

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

Mandeville-Covington MPA 2022 Safety Targe	ets		
	2022		
	Baseline	Targeted	2022 Target
	(2016-2020	Annual	(2018-2022
	Avg.)	Change*	Avg.)
Number of Fatalities	13.6	-1%	13.3
Rate of Fatalities per 100 million vehicle miles traveled	0.97	-1%	0.95
Number of Serious Injuries	20.8	-1%	20.4
Rate of serious injuries per 100 million vehicle miles traveled	1.48	-1%	1.45
Number of non-motorized fatalities and serious injuries	4.4	-1%	4.3

*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%).

⁴ 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.

base: a 1% reduction in 2021 and another 1% reduction in 2022.

Since 2018 very few of the safety targets in the Mandeville-Covington MPA have been achieved. 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.

Mandeville-Covington MPA Safety Target Achievement, 2018-2020



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. 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 Mandeville-Covington MPA are listed below.

Mandeville-Covington MPA Pavement & Bridge Condition Targets, 2018-2022

			Non-Int	erstate		
	Interstate		NHS		NHS Bridge	
	Good	Poor	Good		Good	Poor
	%	%	%	Poor %	%	%
Baseline	0.00%	0.00%	16.31%	13.54%	10.51%	0.00%
2-year Target (2020)	0.00%	0.00%	14.66%	13.68%	8.21%	0.00%
4-year Target (2022)	0.00%	0.00%	12.83%	13.81%	7.04%	0.00%

Baseline Source: LADOTD, 2018

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 National Highway System (NHS):

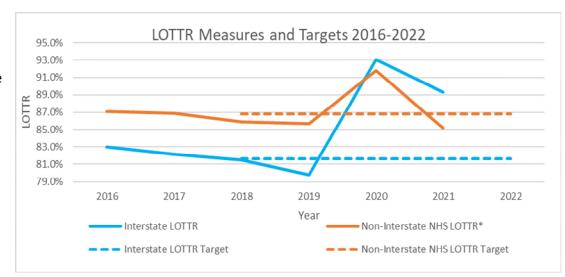
- Interstate Level of Travel Time Reliability (Interstate LOTTR) The percentage of person-miles traveled on the Interstate system that are considered reliable (i.e., 100% is ideal);
- Non-Interstate NHS Level of Travel Time Reliability (Non-Interstate NHS LOTTR) The percentage of person-miles traveled 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).

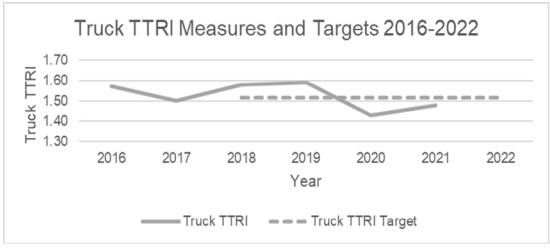
For the LOTTR and Truck TTRI measures, data for all four of the MPAs served by the RPC (South Tangipahoa, Slidell, Mandeville-Covington, and New Orleans) have been aggregated to provide region-wide measures and targets. These reliability-focused measures are primarily used to assess congestion on the 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 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.

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





LOTTR and TTRI Source: National Performance Management Research Dataset, 2022

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 targets regional asset management targets when updating the MTP. See the table 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 our 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.

Regional, 4-year Transit Asset Management Targets

Dalling Charle	111.5	TARCET
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

Tracking Progress

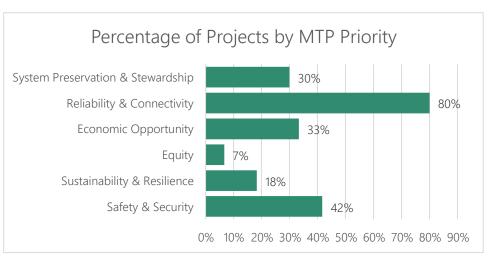
The recommendations of the MTP will not be enacted at a single point in time; rather, the plan directs the RPC to undertake a series of activities that will influence the overall transportation planning process. To ensure the MTP is fully implemented, the RPC has developed mechanisms to track progress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

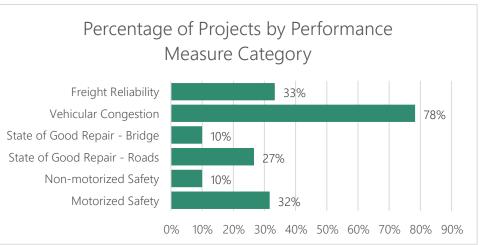
Linking Projects to MTP Priorities

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 chart at right). 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. The chart on the right 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





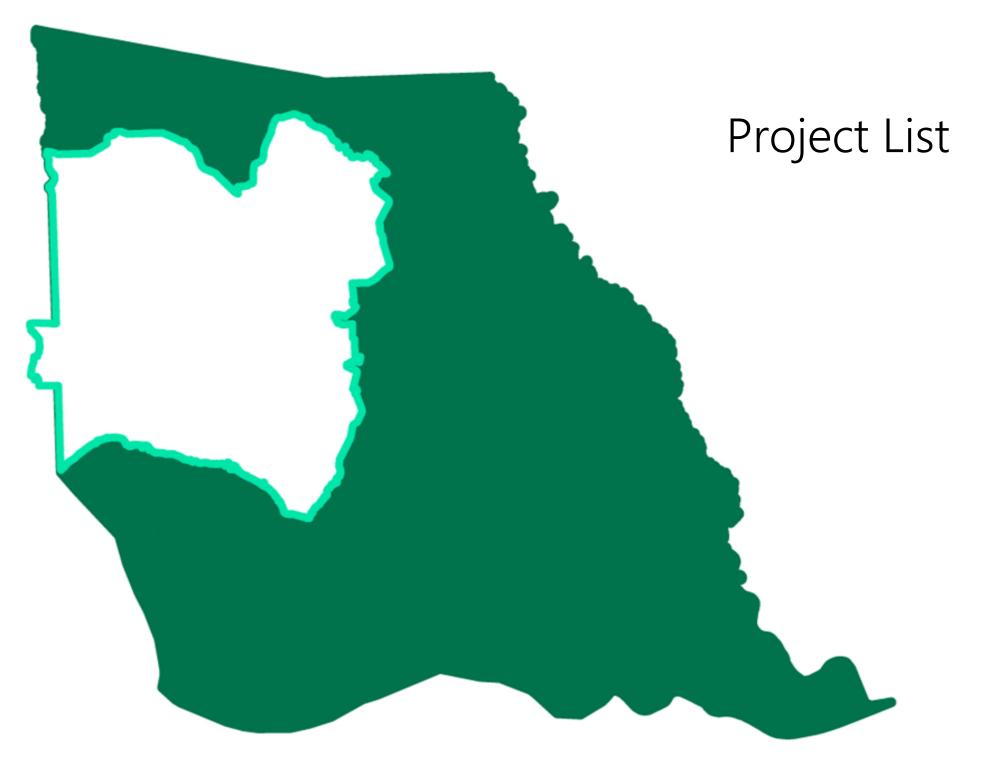
measure categories. This indicates that the RPC has taken a balanced approach to addressing the region's transportation needs as defined by the federally required performance measures.

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

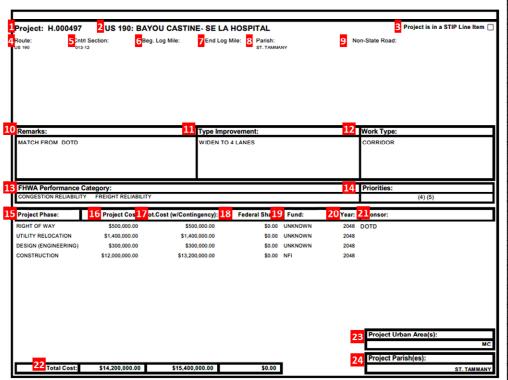
Progress towards MTP implementation is also aided and tracked via other RPC processes. The UPWP is updated annually and incorporates the MTP's recommendations into its work plan for RPC staff, budget, and description of studies to be completed. The RPC also annually produces a List of Obligated Projects, 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

Highway Projects

Highway projects in the MTP are listed in ascending order by year, then state project number. An example project page and field descriptions are included below.



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)

							52
Project: H.0	08358 BLAC	K BAYOU BR. NE	AR MADISO	NVILLE			Project is in a STIP Line Item [
Coute: A 1077	Cntrl Section: 852-13	Beg. Log Mile: 0.499	End Log Mil 0.674	le: Parish: ST. TAMMAI	ΙΥ	No	on-State Road:
Remarks:			Type Improv	/ement:			Work Type:
	ST. TAMMANY PARISH		BRIDGE REP				PRESERVATION
							BRIDGE (ON SYSTEM)
FHWA Perforr	nance Category:						Priorities:
BRIDGE CONDITI	ON						(1) (6)
Project Phase:	Project	Cost: Tot.Cost (w/Con	tingency):	Federal Share:	Fund:	Year:	Sponsor:
CONSTRUCTION	\$3,027,0	000.00 \$3,3	329,700.00	\$2,663,760.00	FBROFF	FFY 23	ST. TAMMANY PARISH
							Project Urban Area(s):
							MC
							Project Parish(es):

\$2,663,760.00

Total Cost:

\$3,027,000.00

\$3,329,700.00

							53
Project: H.0)11137 I-12: I	LA 1077 TO LA 21					Project is in a STIP Line Item
Route: I-12	Cntrl Section: 454.04	Beg. Log Mile: 4.130	End Log Mile: 7.520	Parish: ST. TAMMANY	Υ	Non-State Road	:
Remarks:			Type Improvement			Work Type	:
MATCH FROM	DOTD		ROADWAY WIDE WIDENING/ REPL	NING AND OV LACEMENT	/ERLAY, BRIDGE	CAPACITY	
			<u> </u>			INTERSTAT	E
	mance Category:	SOURCE COMPITION CO	· · · · · · · · · · · · · · · · · · ·	TY EDELOUT D	=: IABU IT/	Priorities:	(4) (4) (5) (6)
SAFETY WILLION	IZED ROAD CONDITION	BRIDGE CONDITION CON	IGESTION RELIABILIT	Y FKEIGHT NE	=LIABILITY		(1) (4) (5) (6)
Project Phase:	Project /	Cost: Fot.Cost (w/Conti	ingency): Fer	deral Share:	Fund: Ye	ear: Sponsor:	
CONSTRUCTION						Y 23 DOTD	
CONSTRUCTION	\$72,5	500.00 \$7	379,750.00	\$63,800.00 N	NHPP FF	FY 23	
							I
ı							
i							
i							
i						Project U	Jrban Area(s):
i						<u> </u>	МС
· — — — — — — — — — — — — — — — — — — —	* ***	* ****	-			Project P	Parish(es):
Tota	l Cost: \$38,072,5	J00.00 \$41,879	9,750.00 \$41,8	,863,800.00			ST. TAMMANY

- 1 1 010000						54
Project: H.012398	US 190 @	LA 25 ROUNDABOU	T			Project is in a STIP Line Item
Remarks:			mprovement:			Work Type:
MATCH FROM DOTD		ROUND	DABOUT			
FHWA Performance Cate	egory:					Priorities:
SAFETY MOTORIZED					_	(1)
i						
Project Phase:	Project Cost:	Tot.Cost (w/Contingency):	Federal Share:	Fund:	Year:	Sponsor:
Project Phase: DESIGN (ENGINEERING)	Project Cost: \$800,000.00	Tot.Cost (w/Contingency): \$800,000.00		Fund: STBONDS	Year: FFY 23	
						DOTD
						Project Urban Area(s):

_	_
O	o

Project: H.013245.MC MOTORIST ASSISTANCE PATROL (MAP)

Project is in a STIP Line Item ✓

Route:

Cntrl Section:

Beg. Log Mile:

End Log Mile: Par

Parish: ST. TAMMANY Non-State Road:

Remarks:	Type Improvement:	Work Type:
MATCH FROM DOTD	MOTORIST ASSIST PATROL ALONG I-12	OPER EFFICIENCY/MOTORIST ASSISTANCE
		INTERSTATE
		INVERSIALE

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

Project Phase:	Project Cost:	Tot.Cost (w/Contingency):	Federal Share:	Fund:	Year:	Sponsor:
CONSTRUCTION	\$664,000.00	\$664,000.00	\$332,000.00	STPFLEX	FFY 23	DOTD
CONSTRUCTION	\$664,000.00	\$664,000.00	\$332,000.00	STP50-200K	FFY 24	
CONSTRUCTION	\$664,000.00	\$664,000.00	\$332,000.00	STPFLEX	FFY 25	
CONSTRUCTION	\$664,000.00	\$664,000.00	\$332,000.00	STP50-200K	FFY 26	

Total Cost: \$2,656,000.00 \$2,656,000.00 \$1,328,000.00

Project Urban Area(s):

MC

Project Parish(es):

							5	6
Project: H.0	13408 JEFFE	RSON AVE SHAF	RED USE PA	TH COVING	ГОИ		Project is in a STIP Lin	e Item 🗔
Route: LOCAL LOCAL	Cntrl Section: 000-52 000-52	Beg. Log Mile: 0.000 0.000	End Log Mile 0.000 0.000	e: Parish: ST. TAMMAI ST. TAMMAI			n-State Road: E. 26TH AVE N. JEFFERSON AVE	
Remarks:			Type Improve	ement:			Work Type:	
MATCH FROM	CITY OF COVINGTON		SHARED USE				ENHANCEMENTS	
SAFETY NON-MO	mance Category: DTORIZED CONGESTION F					T	Priorities: (2) (5)	
Project Phase: CONSTRUCTION	Project C \$1,198,00	ost: Tot.Cost (w/Cont	ingency): 17,800.00	Federal Share: \$958,238.00	Fund:	Year:	Sponsor: CITY OF COVINGTON	
							Project Urban Area(s):	
							Project Urban Area(s):	MC

\$958,238.00

Total Cost:

\$1,198,000.00

\$1,317,800.00

								57
Project: H.0	13872 LA 22 @	LA 1085 ROUNDA	ABOUT				Project is in a STI	P Line Item
Route: LA 1085 LA 22	Cntrl Section: 852-02 261-05	Beg. Log Mile: 0.000 0.540	End Log Mile: 0.200 1.000	Parish: ST. TAMMAN		Noi	n-State Road:	
Remarks:		Īт	ype Improvem	nent:			Work Type:	
MATCH FROM	DOTD		CONSTRUCT RO				URBAN SYSTEMS	
FHWA Perform	nance Category:						Priorities:	
SAFETY MOTORI	ZED ROAD CONDITION CO	NGESTION RELIABILITY					(1) (5) (6)	
Project Phase:	Project Cos	st: Fot.Cost (w/Continge	ency): Fe	deral Share:	Fund:	Year:	Sponsor:	
RIGHT OF WAY	\$250,000.0	90 \$250,00	00.00	\$200,000.00	STP50-200K	FFY 23	DOTD	
UTILITY RELOCAT	TION \$150,000.0	90 \$150,00	00.00	\$120,000.00	STP50-200K	FFY 23		
CONSTRUCTION	\$1,000,000.0	\$1,100,00	00.00	\$880,000.00	STP50-200K	FFY 23		
							Project Urban Area(s):	MC
								МС
Total	Cost: \$1,400,000.	00 \$1,500,00	0.00 \$1	,200,000.00			Project Parish(es):	CT TAMMAANY
Total	φ1,400,000.	φ1,500,00	U.UU \$1	,200,000.00				ST. TAMMANY

Project: U.	04.4750 1.4.4	0. I A 25 TO I A 11	20				58 Project is in a STIP Line Item
Project: H.(0: LA 25 TO LA 112					
Route: .A 40	Cntrl Section: 269-08	Beg. Log Mile: 0.000	End Log Mile 8.204	e: Parish: ST. TAMMAN	IY	Noi	on-State Road:
Remarks:			Type Improve	ement:			Work Type:
MATCH FROM	DOTD		PATCH, MILL 8	& OVERLAY			PRESERVATION
							NON-INTERSTATE ON STP SYSTEM
FHWA Perfor	rmance Category:						Priorities:
	JN						(1) (6)
ROAD CONDITION				Federal Chara	Fund:	Year:	Sponsor:
	e: Project	t Cost: Tot.Cost (w/Cont	ingency):	Federal Share:	Fulla.		- openson.

Project Phase:	Project Cost:	Tot.Cost (w/Contingency):	Federal Share:	Fund:	Year:	Sponsor:
CONSTRUCTION	\$2,000,000.00	\$2,200,000.00	\$1,760,000.00	STPFLEX	FFY 23	DOTD

Project Urban Area(s): MC Project Parish(es): ST. TAMMANY

						59	9
Project: RPC*	PARISH BI	KE AND PED MASTI	ER PLAN			Project is in a STIP Line	e Item 🗌
Remarks:		Type II	mprovement:			Work Type:	
MATCH FROM ST. TAMMA	NY PARISH	ROAD	iiprovement.			Work Type.	
*Decision in Particul Control Control	a alice and a set to alice dead.	's OTIP and 'I Otama O					
*Project is listed for information of is complete and/or project numb	er is assigned.	in STIP until Stage 0					
FHWA Performance Cate	egory:					Priorities:	
SAFETY NON-MOTORIZED						(1) (2) (3)	
Project Phase:		Tot.Cost (w/Contingency):		Fund:		Sponsor:	
RPC STUDY	\$200,000.00	\$200,000.00	\$160,000.00	STP50-200K	FFY 23	ST. TAMMANY PARISH	
						Project Urban Area(s):	
							MC, SL
						Project Parish(es):	
Total Cost:	\$200,000.00	\$200,000.00	\$160,000.00				AMMANY

								60
Project:	H.010116	LA 1088: \$	SOULT AND T	RINITY RO	UNDABOUTS			Project is in a STIP Line Item
Route: A LOCAL A LOCAL A LOCAL LA 1088	Cntrl Sec 000-52 000-52 000-52 852-11	tion:	Beg. Log Mile: 0.000 0.000 0.000 1.400	End Log N 0.000 0.000 0.000 1.800	/lile: Parish: ST. TAMMAI ST. TAMMAI ST. TAMMAI	NY NY		on-State Road: SOULT STREET TRINITY DRIVE VIOLA STREET
Remarks:				Type Impro	ovement:			Work Type:
	ROM DOTD				TUDY ON LA 1088			OPER EFFICIENCY/MOTORIST ASSISTANCE
								ACCESS MANAGEMENT
FHWA Pe	erformance Categ	gory:						Priorities:
CONGESTIO	ON RELIABILITY							(5)
Project Ph	ase:	Project Cost:	Tot.Cost (w/Cont	ingency):	Federal Share:	Fund:	Year:	Sponsor:
RIGHT OF W	/AY	\$1,000,000.00	\$1,00	00,000.00	\$800,000.00	STPFLEX	FFY 23	DOTD
UTILITY REL		\$350,000.00		50,000.00	\$280,000.00		FFY 23	
CONSTRUCT	TION	\$4,500,000.00	\$4,95	50,000.00	\$3,960,000.00	STPFLEX	FFY 24	
								Project Urban Area(s):
								MC
						ı		Project Parish(es):
	Total Cost:	\$5,850,000.00	\$6,300	0,000.00	\$5,040,000.00	<u> </u>		ST. TAMMANY

							61
Project: H.0)12633 LA 10	088: FOREST BRO	OK BLVD. RO	UNDABOU	T		Project is in a STIP Line Item
Route: A 1088	Cntrl Section: 852-11	Beg. Log Mile: 1.800	End Log Mile: 2.500	Parish: ST. TAMMAN	14	No	on-State Road:
Remarks:			Tuna Improve				Mark Tuna.
MATCH FROM	DOTE		Type Improver				Work Type: OPER EFFICIENCY/MOTORIST ASSISTANCE
MIATOR FROM	DOTD		CONSTRUCTIV	UUNDADOO			OPER EFFICIENCI/MOTORIST ASSISTANCE
							ACCESS MANAGEMENT
FHWA Perfor	rmance Category:						Priorities:
CONGESTION R							(2) (5)
Project Phase:	: Project	Cost: Tot.Cost (w/Con	tingency):	ederal Share:	Fund:	Year:	Sponsor:
CONSTRUCTION	\$2,500,0	000.00 \$2,7	750,000.00	\$2,200,000.00	STPFLEX	FFY 24	
							Project Urban Area(s):

\$2,200,000.00

Total Cost:

\$2,500,000.00

\$2,750,000.00

ST. TAMMANY

Project Parish(es):

							60
Ci	144 I A 22. D	TOLOO OBEEK	TO DINE OF	TEL DD			62 Project is in a STIP Line Item
Project: H.0144 Route: LA 22 LA 22	Cntrl Section: 261-04 261-05	Beg. Log Mile: 10.547 0.000	End Log Mile 11.923 3.010			Noi	on-State Road:
Remarks:			Type Improv				Work Type:
MATCH FROM DO	·TD		WIDENING AN	ND INERSECTION	N IMPROVMENTS	;	URBAN SYSTEMS
FHWA Performan							Priorities:
SAFETY MOTORIZED	D CONGESTION RELIABILI	ĪŢ					(5)
Project Phase:	Project Cost	t: Tot.Cost (w/Conti	ingency):	Federal Share:	Fund:	Year:	Sponsor:
RIGHT OF WAY	\$750,000.00		750,000.00	\$600,000.00		FFY 23	DOTD
UTILITY RELOCATION			50,000.00	\$120,000.00		FFY 23	
CONSTRUCTION	\$5,600,000.00	φυ, ι ι	60,000.00	\$4,928,000.00	S1P50-200K	FFY 24	
							Project Urban Area(s): MC Project Parish(es):

	63		
ΓIP	Line	Item	✓

Project: H.014763 LA 59: SHARP RD TO I-12

Project is in a STIP Line Item 🕟

Route: LA 59 Cntrl Section: 281-03

Beg. Log Mile: 2.538

End Log Mile: 3.516

Parish: ST. TAMMANY Non-State Road:

Remarks:	Type Improvement:	Work Type:
MATCH FROM DOTD	THIN OVERLAY	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	\$450,000.00	\$495,000.00	\$396,000.00	STPFLEX	FFY 24	DOTD

Project Urban Area(s):

MC

Project Parish(es):

ST. TAMMANY

^	
n	4
u	_

Proiect: H.011822	LA21: LA1085 - PINNACLE, SHARED USE PA	ТΗ

3.730

Project is in a STIP Line Item ✓

Route: A LOCAL LA 21 Cntrl Section: 000-52

059-01

Beg. Log Mile: 0.000 End Log Mile: 0.000

4.426

Parish: ST. TAMMANY ST. TAMMANY Non-State Road:
PINNACLE PARKWAY

Remarks:	Type Improvement:	Work Type:
MATCH FROM ST. TAMMANY PARISH	SHARED USE PATH	ENHANCEMENTS

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

Project Phase:	Project Cost:	Tot.Cost (w/Contingency):	Federal Share:	Fund:	Year:	Sponsor:
RIGHT OF WAY	\$500,000.00	\$500,000.00	\$400,000.00	TAP<200K	FFY 24	ST. TAMMANY PARISH
CONSTRUCTION	\$1,146,000.00	\$1,260,600.00	\$1,009,600.00	TAP<200K	FFY 25	

Total Cost: \$1,646,000.00 \$1,760,600.00 \$1,409,600.00

Project Urban Area(s):

MC

Project Parish(es):

						65
roject: H.(013268 LA 1	129: LA 40-LA TUI	NG RD			Project is in a STIP Line Item [
Route: Cntrl Section: Beg. Lo A 1129 279-02 0.000		Beg. Log Mile: 0.000				ate Road:
Remarks:			Type Improve	ement:	Wo	ork Type:
MATCH FROM DOTD		PATCH MILL C			ESERVATION	
					NO	N-INTERSTATE NFA
FHWA Perfor	mance Category:				Pri	orities:
ROAD CONDITION						(1) (6)
Project Phase	: Project	Cost: Tot.Cost (w/Cor	tingency):	Federal Share: Fund:	Year: Spe	onsor:
ONSTRUCTION			190,000.00	\$0.00 NFA	FFY 25 DO	
					F	Project Urban Area(s):

\$0.00

Total Cost:

\$2,900,000.00

\$3,190,000.00

							66
roject: H.	014091 US	190: ST TAMMAN	Y P/L TO LA	1077			Project is in a STIP Line Item
Route: Cntrl Section: Beg. Log M US 190 013-10 0.000		Beg. Log Mile: 0.000	End Log N 2.641	Mile: Parish: ST. TAMMAN	Y	No	n-State Road:
Remarks:			Type Impro	ovement:			Work Type:
MATCH FROM	MATCH FROM DOTD			H OVERLAY			PRESERVATION
							NON-INTERSTATE ON NHS SYSTEM
FHWA Perfo	rmance Category:						Priorities:
ROAD CONDITI	ON						(1) (6)
Project Phase	e: Proje	ct Cost: Tot.Cost (w/C	ontingency):	Federal Share:	Fund:	Year:	Sponsor:
ONSTRUCTION	\$2,20	0,000.00	52,420,000.00	\$1,936,000.00	NHPP	FFY 25	DOTD
							Project Urban Area(s):
							M
							IV

\$1,936,000.00

Total Cost:

\$2,200,000.00

\$2,420,000.00

							67
Project: H.01471	0 CEDAR S	TREET EXT. T	O LA22 AN	D ROUNDAB	OUT		Project is in a STIP Line Item
A LOCAL (Ontrl Section: 000-52 000-52 261-05	Beg. Log Mile: 0.000 0.000 5.743	End Log Mil 0.000 0.000 5.795	lile: Parish: ST. TAMMAN ST. TAMMAN ST. TAMMAN	NY		on-State Road: CEDAR STREET CEDAR STREET
Remarks:			Type Improv	vement:			Work Type:
MATCH FROM ST. T.	AMMANY PARISH		EXTENSION (CEDAR AND I	OF CEDAR ST AN LA22	ID A ROUNDABO	OUT AT	URBAN SYSTEMS
FHWA Performance	e Category:						Priorities:
	CONGESTION RELIABILITY	Υ					(5)
Project Phase:	Project Cost:	Tot.Cost (w/Cont	tingency):	Federal Share:	Fund:	Year:	Sponsor:
RIGHT OF WAY	\$500,000.00	•	500,000.00	\$400,000.00	STP50-200K	FFY 24	ST. TAMMANY PARISH
DESIGN (ENGINEERING			270,000.00	\$216,000.00	STP50-200K	FFY 24	
UTILITY RELOCATION	\$750,000.00		750,000.00	\$600,000.00	STP50-200K	FFY 25	
CONSTRUCTION	\$2,108,000.00	\$2,34	318,800.00	\$1,855,040.00	STP50-200K	FFY 25	
							Project Urban Area(s):
							Project Urban Area(s):

Proiect: H.014888	LA 21: INT IMPROVEMENTS AT LA 36

Project is in a STIP Line Item ✓

Route:

Cntrl Section: 030--01

FHWA Performance Category:

CONGESTION RELIABILITY

Beg. Log Mile: 0.100 End Log Mile: 0.400

Parish: ST. TAMMANY Non-State Road:

Priorities:

(5)

Remarks:	Type Improvement:	Work Type:
MATCH FROM DOTD	INTERSECTION RECONFIGURATION	OPER EFFICIENCY/MOTORIST ASSISTANCE
		TRANSPORTATION SYSTEMS MANAGEMENT

Project Phase:	Project Cost: Tot.Cost (w/Contingency):	Federal Share:	Fund:	Year:	Sponsor:

CONSTRUCTION \$1,250,000.00 \$1,375,000.00 \$1,100,000.00 STPFLEX FFY 25 DOTD

							69		
Project: RPC*	LA 1077: I	-12 TO US 190	PH. 1				Project is in a STIP Line Iten	n 🗌	
Route: Cntrl Section: Beg. Log Mile: LA 1077 852-03			End Log Mile: Parish: No ST. TAMMANY				Non-State Road:		
Remarks:		<u> </u>	Type Improve	ement:			Work Type:		
MATCH FROM ST.		CLUDES I-12 RAI	MP MODS)		CORRIDOR				
*Project is listed for inf is complete and/or pro	formation only and not included ject number is assigned.	in STIP until Stage 0					NON-INTERSTATE ON STP SYSTEM		
FHWA Performan							Priorities:		
CONGESTION RELIA	BILITY FREIGHT RELIABILIT	ΓΥ					(4) (5)		
Project Phase:	Project Cost:	Tot.Cost (w/Conting	gency):	Federal Share:	Fund:	Year:	Sponsor:		
ENVIRONMENTAL	\$700,000.00	\$700,	000.00	\$560,000.00	STP50-200K	FFY 25	ST. TAMMANY PARISH		
							Project Urban Area(s):		
								MC	
7.4.10	-1.I #700 000 00	4700	00.00	\$500.000.00			Project Parish(es):		
Total Co	st: \$700,000.00	\$700,0	00.00	\$560,000.00			ST. TAMMA	ANY	

							70
Project: H.00	9934 ABI	TA SPRINGS TO	WN CTR SIDE	WALK LIGHTI	NG		Project is in a STIP Line Item ✓
Route: A LOCAL A 435	Cntrl Section: 000-52 281-04	Beg. Log Mile: 0.000 0.100	End Log M 0.000 0.443	lile: Parish: ST. TAMMAI ST. TAMMAI			on-State Road: TAMMANY TRACE, LEVEL STREET
Remarks:			Type Impro	vement:			Work Type:
MATCH FROM T	TOWN OF ABITA SPI	RINGS	SIDEWALK,	LIGHTING & RELA	TED WORK		ENHANCEMENTS
	nance Category:						Priorities:
SAFETY NON-MOT	TORIZED						(3) (4) (5)
Project Phase:	Projec	ct Cost: Tot.Cost (w/C	Contingency):	Federal Share:	Fund:	Year:	Sponsor:
CONSTRUCTION	\$356	5,250.00	\$391,875.00	\$285,000.00	TAP<200K	FFY 26	TOWN OF ABITA SPRINGS
							Project Urban Area(s):
							Project Parish(es):

									71
Project: H.0123	82 US 190: L	A 25 - BOGUE FAL	AYA (PH 2	B)				Project is in a ST	TP Line Item
Route: US 190	Cntrl Section: 059-30		nd Log Mile: .790	Parish: ST. TAMMAI	NY	No	n-State Road:		
Remarks:		Тур	e Improveme	ent:			Work Type:		
MATCH FROM DOT	⁻ D	WIE	DEN TO 4 LANE	ES 5 ROUNE	DABOUTS		CAPACITY		
FHWA Performand	ce Category:						Priorities:		
	ROAD CONDITION CONG	ESTION RELIABILITY FRE	IGHT RELIABILI	TY				(1) (2) (4) (5) (6)	
Project Phase:	Project Cost:	Tot.Cost (w/Contingend	cy): Fed	eral Share:	Fund:	Year:	Sponsor:		
DESIGN (ENGINEERING	G) \$1,257,000.00	\$1,257,000.	00 \$1	,005,600.00	STP50-200K	FFY 23			-
UTILITY RELOCATION	\$2,013,000.00	\$2,013,000.	00 \$1	,610,400.00	STP50-200K	FFY 26			
I									
1									
							Project Ur	rban Area(s):	
									MC
							Project Pa	arish(es):	
Total Cos	t: \$3,270,000.00	\$3,270,000.0	\$2,6	616,000.00					ST. TAMMANY

								72
Project: 013-12-0041	US 190: F0	OY ST - LITTLE BAY	OU CASTAIN				Project is in a S	TIP Line Item
-								
ı								
I								
I								
I								
I								
Remarks:		Type	Improvement:			Work Type:		
MATCH FROM DOTD			Improvement: NING TO 4 LANES			WOIK Type.		
WATCH FROM DOTD		***************************************	NING TO 4 LAIVES		!	1		
					•	1		
		1			!	1		
Time A Designation Coto	_					D 1 141001		
FHWA Performance Cate	∉gory:					Priorities:		ì
							(5)	
CONGESTION RELIABILITY							(5)	
		Tot.Cost (w/Contingency)): Federal Share:	Fund:		Sponsor:	(5)	
CONGESTION RELIABILITY		Tot.Cost (w/Contingency) \$13,200,000.00					(5)	
CONGESTION RELIABILITY Project Phase:	Project Cost:				Year:		(5)	
CONGESTION RELIABILITY Project Phase:	Project Cost:				Year:		(5)	
CONGESTION RELIABILITY Project Phase:	Project Cost:				Year:		(5)	
CONGESTION RELIABILITY Project Phase:	Project Cost:				Year:		(5)	
CONGESTION RELIABILITY Project Phase:	Project Cost:				Year:		(5)	
CONGESTION RELIABILITY Project Phase:	Project Cost:				Year:		(5)	
CONGESTION RELIABILITY Project Phase:	Project Cost:				Year:		(5)	
CONGESTION RELIABILITY Project Phase:	Project Cost:				Year:		(5)	
CONGESTION RELIABILITY Project Phase:	Project Cost:				Year:	DOTD		
CONGESTION RELIABILITY Project Phase:	Project Cost:				Year:	DOTD	oan Area(s):	
CONGESTION RELIABILITY Project Phase:	Project Cost:				Year:	DOTD		MC
CONGESTION RELIABILITY Project Phase:	Project Cost:	\$13,200,000.00			Year:	DOTD	oan Area(s):	MC

						73
Project: H.010	441 GRADE R	RAISING ON LA 1077				Project is in a STIP Line Item
Route: LA 1077	Cntrl Section: 852-13	Beg. Log Mile: End Log	g Mile: Parish: ST. TAMMAN	NY	Non-State Roa	ad:
Remarks:		Type Imp	provement:		Work Typ	oe:
MATCH FROM DO	TD	ROADWA	AY DRAINAGE		OPER EFI	FICIENCY/MOTORIST ASSISTANCE
FHWA Performar	nce Category:				Priorities	:
						(2)
Project Phase:	Project Cost:	: Fot.Cost (w/Contingency):	Federal Share:	Fund: Y	ear: Sponsor:	
CONSTRUCTION	\$2,000,000.00		\$0.00		TIER II DOTD	
ı						
ı						
ı						
ı					Project	: Urban Area(s):
r						МС
7 :-10-	\$2,000,000,00	************	*2.00		Project	Parish(es):
Total Co	st: \$2,000,000.00	\$2,200,000.00	\$0.00			ST. TAMMANY

						74
Project: H.012242	COVINGTO	ON COMMUNITY TRAIL	_ (PH 2)			Project is in a STIP Line Item
Remarks:			rovement:			Work Type:
MATCH FROM CITY OF (COVINGTON	CONSTRU NETWOR	JCTION OF BIKE PE K	O TRAIL IN UF	RBAN	RECREATIONAL TRAILS PROGRAM
FHWA Performance Ca	ntegory:					Priorities:
SAFETY MOTORIZED						(1) (3)
Project Phase:	Project Cost:	Tot.Cost (w/Contingency):	Federal Share:	Fund:	Year:	Sponsor:
CONSTRUCTION	\$84,000.00	\$92,400.00		LOCAL		CITY OF COVINGTON
CONSTRUCTION	\$112,000.00	\$123,200.00	\$89,600.00	RTP	TIER II	
						Project Urban Area(s):
						MC
						Project Parish(es):
Total Cost:	\$196,000.00	\$215,600.00	\$89,600.00	l I		ST. TAMMANY

							75
Project: H.012382	US 190: LA	25 - BOGUE FALAYA	(PH 2B)			Project is in a	STIP Line Item
Remarks:		Type Imp	rovement:			Work Type:	
MATCH FROM DOTD		WIDEN TO	4 LANES 5 ROUND	ABOUTS		CAPACITY	
FHWA Performance Ca						Priorities:	
SAFETY MOTORIZED CON	GESTION RELIABILITY	FREIGHT RELIABILITY				(1) (5)	
Project Phase:	Project Cost: T	ot.Cost (w/Contingency):	Federal Share:	Fund:	Year:	Sponsor:	
RIGHT OF WAY	\$4,087,000.00	\$4,087,000.00	\$4,087,000.00	DEMO	TIER II	DOTD	
CONSTRUCTION	\$1,935,682.00	\$2,129,250.20	\$1,703,400.00	DEMO	TIER II		
CONSTRUCTION	\$12,346,136.00	\$13,580,749.60	\$10,884,600.00	FED/STATE	TIER II		
						Project Urban Area(s):	MC
							IVIC
Total Cost:	\$18,368,818.00	\$40.700.000.00	\$16,675,000.00	ľ		Project Parish(es):	
Intal Cost	\$18.368.818.00	\$19,796,999.80	\$16.675.000.00				ST. TAMMANY

									76
Project: H.01	2386 US	190: LA 437 -	US 190B (PH 3)				Project is in a S	TIP Line Item
Route: US 190 US 190-X US 190-X	Cntrl Section: 059-30 013-10 013-10	Beg. Log N	Mile: End Lo	og Mile: Parish: ST. TAMMA ST. TAMMA ST. TAMMA	NY	No	n-State Road:		
Remarks:			Tuno Im	provoment			Work Typo		
MATCH FROM I	OOTD			provement: BRIDGE 4 ROUNDABO	OUTC		Work Type: CAPACITY		
WATCHT ROW I	5015		WIDEN	SKIDGE 4 KOONDAD	5013		CALACITI		
FHWA Perform	ance Category:						Priorities:		
		TION CONGESTION	RELIABILITY FREIGH	IT RELIABILITY				(1) (4) (5) (6)	
Project Phase:	Proje	ect Cost: Tot.Cost	(w/Contingency):	Federal Share:	Fund:	Year:	Sponsor:		
CONSTRUCTION		00,000.00	\$60,500,000.00	\$48,400,000.00		TIER II			
							Project Ur	ban Area(s):	
							Project Ur	pan Area(s):	MC
							Project Pa	arish(es):	
Total	Cost: \$55,00	00,000.00	\$60,500,000.00	\$48,400,000.00			,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	. (/-	ST. TAMMANY

						77
Project: H.012398	US 190 @	LA 25 ROUNDABOUT	(PH 2A)			Project is in a STIP Line Item
Route: Cnti A LOCAL 000 LA 25 059 US 190 030 US 190 059	-52 -02 -31	Beg. Log Mile: End Lo	og Mile: Parish: ST. TAMMA ST. TAMMA ST. TAMMA ST. TAMMA	NY NY	Non-State Road	d:
Remarks:		Type Im	provement:		Work Type	e:
MATCH FROM DOTD			NE ROUNDABOUT		CAPACITY	
FHWA Performance (Category:				Priorities:	
CONGESTION RELIABILIT	Y FREIGHT RELIABILIT	Υ				(2) (4) (5)
Project Phase:	Project Cost:	Tot.Cost (w/Contingency):	Federal Share:	Fund:	Year: Sponsor:	
DESIGN (ENGINEERING) CONSTRUCTION	\$732,000.00 \$8,700,000.00	\$732,000.00 \$9,570,000.00	\$585,600.00 \$7,656,000.00		FFY 23 DOTD TIER II	
					Project (Urban Area(s):
					Project	Parish(es):
Total Cost:	\$9,432,000.00	\$10,302,000.00	\$8,241,600.00			ST. TAMMANY

					78	
Project: H.012	658 LA 59: KC	OOP DRIVE ROUNDAB	OUT		Project is in a STIP Line Ite	em 🗌
Route: LA 59	Cntrl Section: 281-03	Beg. Log Mile: End Lo	og Mile: Parish: ST. TAMMAI	NY	Non-State Road:	
Remarks:		Type Im	provement:		Work Type:	
MATCH FROM DC	OTO	ROUNDA			OPER EFFICIENCY/MOTORIST ASSISTAN	ICE
WATERT ROW BE	,,,,	NOOND!	15001		of Election (Mile Former Medical)	.oL
					ACCESS MANAGEMENT	
FHWA Performan	nce Category:				Priorities:	
SAFETY MOTORIZED	D CONGESTION RELIABILIT	Ύ			(5)	
Project Phase:	Project Cost:	Tot.Cost (w/Contingency):	Federal Share:	Fund: Ye	/ear: Sponsor:	
RIGHT OF WAY	\$500,000.00	\$500,000.00	\$400,000.00	STPFLEX TIE	TIER II DOTD	
CONSTRUCTION	\$2,500,000.00	\$2,750,000.00	\$2,200,000.00	STPFLEX TIE	TIER II	
	• • • •	+ ,,	ψ=,=σσ,σσσ.σσ		ILIX II	
	. , ,	, ,,	+=,===,=====		ILIX II	
		, ,	4 =,=30,000.00		IEN II	
		, ,	4 =,=30,000.00		ILIX II	
		, ,	4 =,=30,000.00		ILIX II	
			4 =,=30,000.00		ILIX II	
			4 =,=30,000.00		ILIN II	
			4 =,=30,000.00			
			4 =,=30,000.00			
			4 =,=30,000.00		Project Urban Area(s):	мс
			4 =,=30,000.00		Project Urban Area(s):	MC
Total Co			\$2,600,000.00			

							79
Project: H.0126	62 LA 108	88: I-12 ROUNDA	BOUTS				Project is in a STIP Line Item ✓
Route: A 1088	Cntrl Section: 852-11	Beg. Log Mile: 3.000	End Log N 3.700	/lile: Parish: ST. TAMMAI	NΥ	No	on-State Road:
Remarks:			Type Impro	ovement:			Work Type:
MATCH FROM DOT	TD		ROUNDABO				OPER EFFICIENCY/MOTORIST ASSISTANCE
WATERT ROW BOT			NOOND/NDC	5010			of ERCELLIGIENG LYMOLOURIST AGGICTATION
							ACCESS MANAGEMENT
FHWA Performan	ce Category:						Priorities:
SAFETY MOTORIZED		ABILITY					(5)
Project Phase:	Project C	Cost: Tot.Cost (w/Con	tingency):	Federal Share:	Fund:	Year:	Sponsor:
CONSTRUCTION	\$4,000,00		00,000.00	\$3,520,000.00		TIER II	
							Project Urban Area(s):
							МС
							Project Parish(es):
Total Cos	st: \$4,000,00	00.00 \$4,40	0,000.00	\$3,520,000.00	•		ST. TAMMANY

									80
Project: H.	013711	NORTHSH	ORE PHASE	3 ITS DEF	PLOYMENT				Project is in a STIP Line Item 🗸
Route: 12 S 190	Cntrl Sec 454-04 013-11	tion:	Beg. Log Mile:	End Log	Mile: Parish: ST. TAMMAI ST. TAMMAI		No	n-State Road:	
Remarks:				Type Imp	rovement:			Work Type:	
MATCH FROM	/I DOTD			NEW ITS E OPTIC CA	EQUIPMENT, UPGRA BLE	ADE EQUIPN	IENT, FIBER	UNKNOWN	
								ITS	
	rmance Categ							Priorities:	
SAFETY MOTO	RIZED CONGES	STION RELIABILITY	′						(5)
Project Phase) :	Project Cost:	Tot.Cost (w/Cont	ingency):	Federal Share:	Fund:	Year:	Sponsor:	
CONSTRUCTION	N	\$2,000,000.00	\$2,20	00,000.00	\$1,760,000.00	NHPP	TIER II	DOTD	
								Project Ur	ban Area(s): MC, SL
	al Cost:	\$2,000,000.00		,000.00	\$1,760,000.00	•		Project Pa	rish(es):

							81
Project: H.0137	717 W. 11TH A	VE. PED AND BICYO	CLE IMPR. ((COV)			Project is in a STIP Line Item
Route: A LOCAL	Cntrl Section: 000-52	Beg. Log Mile: End I		Parish: ST. TAMMAN	NY	No	n-State Road:
Remarks:	V OF COVINCTON		mprovement:				Work Type:
MATCH FROM CIT	Y OF COVINGTON	FEASI	BILITY STUDY				SAFE ROUTES TO PUBLIC PLACES
FHWA Performan							Priorities:
SAFETY NON-WOTOR	RIZED						
Project Phase:	Project Cost:	Tot.Cost (w/Contingency):	Federa	I Share:	Fund:	Year:	Sponsor:
FEASIBILITY	\$3,000.00	\$3,000.00	\$:	3,000.00	HSIPPEN	TIER II	CITY OF COVINGTON
							Project Urban Area(s):
							MC
Total Car	42.000.00	¢2 000 00	¢o.	000.00			Project Parish(es):
Total Cos	st: \$3,000.00	\$3,000.00	\$3 ,	000.00			ST. TAMMANY

						82
Project: RPC*	EAST CAUSE	WAY APPROACH A	T MONROE ST	•		Project is in a STIP Line Item $\ \Box$
Remarks:		Type Imp	rovement:			Work Type:
MATCH FROM CITY OF M	ANDEVILLE	ROUNDAB				CONGESTION MITIGATION
*Project is listed for information	only and not included in ST	IP until Stage 0				
is complete and/or project num	ber is assigned.	in drill Glage o				
FHWA Performance Cat						Priorities:
SAFETY MOTORIZED CONG	SESTION RELIABILITY					(5)
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	STP50-200K	TIER II	CITY OF MANDEVILLE
						Project Urban Area(s):
						MC
				İ		Project Parish(es):
Total Cost:	\$3,000,000.00	\$3,300,000.00	\$2,640,000.00			ST. TAMMANY

							83
Project: RPC*	JUDGE TA	NNER BLVD. SIDEWAL	_K			Project is in a S	TIP Line Item
Remarks:		Type Impi	rovement:			Work Type:	
MATCH FROM ST. TAMM	ANY PARISH	ROAD					
*Project is listed for information is complete and/or project num	n only and not included	in STIP until Stage 0					Ī
						•	
FHWA Performance Car SAFETY MOTORIZED	tegory:					Priorities: (1) (3)	
SAFETT WOTOTIZED						(1) ()	
Project Phase:	Project Cost:	Tot.Cost (w/Contingency):	Federal Share:	Fund:	Year:	Sponsor:	
CONSTRUCTION	\$159,163.64	\$175,080.00	\$0.00	LOCAL	TIER II	ST. TAMMANY PARISH	
						Project Urban Area(s):	
							МС
						Project Parish(es):	
Total Cost:	\$159,163.64	\$175,080.00	\$0.00				ST. TAMMANY

						8	34
Project: RPC*	LA 1077 @	BREWSTER RD.				Project is in a STIP Lin	ne Item 🗌
-		<u></u>				··· . =	
Remarks:		Type Imp ROUNDAE	rovement:			Work Type:	
MATCH FROM DOTD		ROUNDAE	3001				
*Project is listed for informati is complete and/or project nu	on only and not included imber is assigned.	in STIP until Stage 0					
FHWA Performance C	ategory:					Priorities:	
SAFETY MOTORIZED COM		,				(1) (5)	
Project Phase:	Project Cost:	Tot.Cost (w/Contingency):	Federal Share:	Fund:	Year:	Sponsor:	
CONSTRUCTION	\$2,500,000.00	\$2,750,000.00	\$2,200,000.00		TIER II		
	* =,,	* -,·,·	~ -,,			5015	
						Project Urban Area(s):	
						Troject Groun Area(s).	МС
						Project Parish(es):	
Total Cost:							

						85
Project: RPC*	LA 1077: I	-12 TO US 190 PH 2				Project is in a STIP Line Item
Remarks:			rovement:			Work Type:
MATCH FROM DOTD		CAPACITY	(
*Project is listed for informatis complete and/or project n	tion only and not included umber is assigned.	in STP until Stage 0				
FHWA Performance (Priorities:
CONGESTION RELIABILIT	Y FREIGHT RELIABILIT	Υ				(5)
Project Phase:	Project Cost:	Tot.Cost (w/Contingency):	Federal Share:	Fund:	Year:	Sponsor:
CONSTRUCTION	\$21,100,000.00	\$23,210,000.00	\$18,568,000.00	FHWA Discr.	TIER II	DOTD
						Project Urban Area(s):
						МС
				•		Project Parish(es):
Total Cost:	\$21,100,000.00	\$23,210,000.00	\$18,568,000.00			ST. TAMMANY

							86
Project: RPC*	LA 1077: I	-12 TO US 190	PH. 1				Project is in a STIP Line Item
Remarks:			Type Imp	rovement:			Work Type:
MATCH FROM DOTD			CAPACITY	(CORRIDOR
*Project is listed for information	only and not included	Lin STIP until Stage 0					NON-INTERSTATE ON STP SYSTEM
is complete and/or project numb	per is assigned.	Till Still Until Stage 0					
FHWA Performance Cat	egory:						Priorities:
CONGESTION RELIABILITY							(5)
Project Phase:	Project Cost:	Tot.Cost (w/Contin	gency):	Federal Share:	Fund:	Year:	Sponsor:
CONSTRUCTION	\$11,500,000.00	\$12,650	,000.00	\$10,120,000.00	FHWA Discr.	TIER II	DOTD
							Project Urban Area(s):
							Project Urban Area(s): MC Project Parish(es):

							87
Project: RPC*	LA 1088: I	12 - LA 36				Project is in a S	STIP Line Item
-						<u>_</u>	
Remarks:	MANN DADIOLI		Improvement:			Work Type:	
MATCH FROM ST. TAMM	MANY PARISH	MINO	R WIDEN/ DRAINAGE				
*Project is listed for information is complete and/or project numbers.	on only and not included mber is assigned.	in STIP until Stage 0					
FHWA Performance C	ategory:					Priorities:	
CONGESTION RELIABILITY						(2) (5)	
Project Phase:	Project Cost:	Tot.Cost (w/Contingency): Federal Share:	Fund:	Year:	Spansor	
CONSTRUCTION	\$2,500,000.00	\$2,750,000.00				Sponsor: ST. TAMMANY PARISH	
CONOTROCTION	Ψ2,000,000.00	ψ2,700,000.00	Ψ2,200,000.00	1111171 21301.	HEIVII	OT. TAIWIMANTT ARTON	
						Project Urhan Area(s)	
						Project Urban Area(s):	МС
						Project Urban Area(s): Project Parish(es):	МС

						88
Project: RPC*	LA 21 @ U	S 190B (TYLER @ BO	OSTON STREET)			Project is in a STIP Line Item
Remarks:		Typo Im	nrovomonti			Work Type
MATCH FROM CITY OF	E COVINCTON		nprovement: ECTION IMPROVEME	NTC		Work Type: OPER EFFICIENCY/MOTORIST ASSISTANCE
WATCH FROW CITT OF	COVINGTON	INTERS	ECTION IMPROVEME	NIS		OPER EFFICIENCY/WOTORIST ASSISTANCE
*Project is listed for informatis complete and/or project n	tion only and not included umber is assigned.	in STIP until Stage 0				
						Detackton
FHWA Performance C	Sategory:					Priorities:
CONGESTION RELIABILIT	Υ					(5)
CONGESTION RELIABILIT	Υ					(5)
CONGESTION RELIABILIT Project Phase:		Tot.Cost (w/Contingency):	Federal Share:	Fund:	Year:	Sponsor:
		Tot.Cost (w/Contingency): \$3,300,000.00	Federal Share: \$2,640,000.00			
Project Phase:	Project Cost:					Sponsor:
Project Phase:	Project Cost:					Sponsor:
Project Phase:	Project Cost:					Sponsor:
Project Phase:	Project Cost:					Sponsor:
Project Phase:	Project Cost:					Sponsor:
Project Phase:	Project Cost:					Sponsor:
Project Phase:	Project Cost:					Sponsor:
Project Phase:	Project Cost:					Sponsor:
Project Phase:	Project Cost:					Sponsor: CITY OF COVINGTON
Project Phase:	Project Cost:					Sponsor: CITY OF COVINGTON Project Urban Area(s):
Project Phase:	Project Cost:					Sponsor: CITY OF COVINGTON Project Urban Area(s):
Project Phase:	Project Cost:					Sponsor: CITY OF COVINGTON Project Urban Area(s):

						89
Project: RPC*	LA 59 AT I	HARRISON ROAD				Project is in a STIP Line Item \Box
Damanka		T 1				Manda Tura
Remarks: MATCH FROM DOTD			rovement:			Work Type: CONGESTION MITIGATION
MATCH FROM DOTD		CONSTRU	JCT ROUNDABOUT			CONGESTION MITIGATION
*Project is listed for informati is complete and/or project nu	ion only and not included umber is assigned.	in STIP until Stage 0				
FHWA Performance C	ategory:					Priorities:
SAFETY MOTORIZED CO	NGESTION RELIABILITY	′				(5)
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	FED/STATE	TIER II	DOTD
						Project Urban Area(s):
						МС
Total Cost:	\$3,000,000.00	\$3,300,000.00	\$2,640,000.00	r		Project Parish(es): ST. TAMMANY

								90
Project: RPC*	LA22:CED	AR-MARINA DEI	L RAY	(MADISONVILL	E)		Project is in a	STIP Line Item
Remarks:		Т	ype Imp	rovement:			Work Type:	
MATCH FROM TOWN OF	MADISONVILLE		NHANCE MPROVEI	D BIKE AND PEDES MENTS	TRIAN SAFETY		UNKNOWN	
*Project is listed for information	n only and not included	in STIP until Stage 0						
is complete and/or project num	nber is assigned.	m om unin otage o						
FHWA Performance Ca SAFETY NON-MOTORIZED	tegory:						Priorities:	
SAFETY NON-WOTORIZED								
Project Phase:	Project Cost:	Tot.Cost (w/Continge	ency):	Federal Share:	Fund:	Year:	Sponsor:	
CONSTRUCTION	\$1,000,000.00	\$1,100,00	00.00	\$880,000.00	STP50-200K	TIER II	TOWN OF MADISONVILLE	
							Project Urban Area(s):	
								МС
Total Cost:	\$1,000,000.00	\$1,100,000	0.00	\$880,000.00			Project Parish(es):	OT TARABAANY
Total Cost:	φι,υυυ,υυυ.υυ	Φ1,100,000	0.00	φοου,υυυ.υυ				ST. TAMMANY

						91
Project: RPC*	LEE ROAD IN	IPROVEMENTS				Project is in a STIP Line Item
Domouko		Toma langu				Wark Time
Remarks: MATCH FROM ST. TAMM	ANV DADICH		rovement:			Work Type:
IVIATOTT ROW 31. TAIVIIVI	ANTIANION	COMMIDO	VAIVALTOIO			
*Duning the listed for information	a anka and not included in Ci	TID watil Ctare 0				
*Project is listed for information is complete and/or project num	n only and not included in Sinber is assigned.	IP until Stage 0				
FHWA Performance Ca	tegory:					Priorities:
CONGESTION RELIABILITY						(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	FHWA Discr.	TIER II	ST. TAMMANY PARISH
						Project Urban Area(s):
						MC
Total Cost:	\$4,000,000.00	\$4,400,000.00	\$3,520,000.00	1		Project Parish(es): ST. TAMMANY

							92
Project: RPC*	US 190 AT	SOULT ST.				Project is in	n a STIP Line Item 🗌
Remarks:		Type Im	provement:			Work Type:	
MATCH FROM DOTD		ROUNDA	BOUT				
*Project is listed for informa is complete and/or project n	tion only and not included	in STIP until Stage 0					
is complete and/or project n	number is assigned.						
FHWA Performance						Priorities:	
SAFETY MOTORIZED CO	ONGESTION RELIABILITY					(1) (5)	
Project Phase:	Project Cost:	Tot.Cost (w/Contingency):	Federal Share:	Fund:	Year:	Sponsor:	
CONSTRUCTION	\$3,500,000.00	\$3,850,000.00	\$3,080,000.00	FHWA Discr.	TIER II	DOTD	
						Project Urban Area(s)	:
							MC
						Project Parish(es):	
Total Cost:	\$3,500,000.00	\$3,850,000.00	\$3,080,000.00				ST. TAMMANY

							93
Project: RPC*	US 190: E.	. CAUSEWAY TO	CLAUSEL				Project is in a STIP Line Item
Route: US 190	Cntrl Section: 013-02	Beg. Log Mile:	End Log Mile:	Parish: ST. TAMMAI	NY	No	on-State Road:
Remarks:		Τι	/pe Improveme	nt:			Work Type:
	Y OF MANDEVILLE		EDIAN INSTALLA		5 LANE SECTIO		OPER EFFICIENCY/MOTORIST ASSISTANC
*Project is listed for infi is complete and/or proj	formation only and not included ject number is assigned.	in STIP until Stage 0					NON-INTERSTATE ON NHS & STP SYSTEM Priorities:
	ice Category: BILITY FREIGHT RELIABILIT	ΓΥ					(4) (5)
Project Phase:	Project Cost:	Tot.Cost (w/Continger	ncy): Fede	ral Share:	Fund:	Year:	Sponsor:
RIGHT OF WAY	\$250,000.00	\$250,000	0.00 \$	200,000.00	STP50-200K	FFY 26	CITY OF MANDEVILLE
UTILITY RELOCATION	\$250,000.00	\$250,000	0.00 \$	200,000.00	STP50-200K	FFY 26	

\$400,000.00

Total Cost:

\$500,000.00

\$500,000.00

MC

Project Urban Area(s):

Project Parish(es):

						94
Project: RPC*	US 190: E	. CAUSEWAY TO CLA	JSEL			Project is in a STIP Line Item ☐
Remarks:		Type Im	provement:			Work Type:
*Project is listed for informati	ion only and not included umber is assigned.	MEDIAN	INSTALLATION OF A	5 LANE SECTION	NO	OPER EFFICIENCY/MOTORIST ASSISTANCE NON-INTERSTATE ON NHS & STP SYSTEM
FHWA Performance C	ategory:					Priorities:
CONGESTION RELIABILITY	FREIGHT RELIABILIT	TY				(5)
Project Phase:	Project Cost:	Tot.Cost (w/Contingency):	Federal Share:	Fund:	Year:	Sponsor:
CONSTRUCTION	\$2,000,000.00	\$2,200,000.00	\$1,760,500.00	STP50-200K	TIER II	DOTD
						Project Urban Area(s):
				•		Project Parish(es):
Total Cost:	\$2,000,000.00	\$2,200,000.00	\$1,760,500.00			ST. TAMMANY

							95
Project: H.000497	US 190: B	AYOU CASTINE- SE	LA HOSPITA	L			Project is in a STIP Line Item
Route: Cntrl US 190 013-		Beg. Log Mile: End	Log Mile: Pari ST. 1	sh: ^F AMMANY	No	n-State Road:	
		<u>.</u>				=	
Remarks:			mprovement:			Work Type:	
MATCH FROM DOTD		WIDEN	I TO 4 LANES			CORRIDOR	
FHWA Performance C	ategory:					Priorities:	
CONGESTION RELIABILITY	FREIGHT RELIABILIT	Υ					(4) (5)
Project Phase:	Project Cost:	Tot.Cost (w/Contingency):	Federal St	nare: Fund:	Year:	Sponsor:	
RIGHT OF WAY	\$500,000.00	\$500,000.00	\$400,00	00.00 FHWA Disc	cr. TIER III	DOTD	
UTILITY RELOCATION	\$1,400,000.00	\$1,400,000.00	\$1,120,00	00.00 FHWA Disc	er. TIER III		
DESIGN (ENGINEERING)	\$300,000.00	\$300,000.00	\$240,00	00.00 FHWA Disc			
CONSTRUCTION	\$12,000,000.00	\$13,200,000.00	\$10,560,00	00.00 FHWA Disc	or. TIER III		
						Project Ur	ban Area(s):
							MC
						Project Pa	rish(es):
Total Cost:	\$14,200,000.00	\$15,400,000.00	\$12,320,000				

						96
Project: H.002391	LA 22 (TCHEF	UNCTE RIVER - CA	USEWAY APP)		Project is in a STIP Line Item $\ \Box$
Remarks:			rovement:			Work Type:
MATCH FROM ST. TAMM	ANY PARISH	WIDEN TO	FOUR LANES			CAPACITY
ELIMA Denfermence Con						Delacition
FHWA Performance Car		HT RELIABILITY				Priorities: (1) (4) (5) (6)
						· · · · · · · · · · · · · · · · · · ·
Project Phase:	Project Cost: Tot.0	Cost (w/Contingency):	Federal Share:	Fund:	Year:	Sponsor:
CONSTRUCTION	\$50,000,000.00	\$55,000,000.00	\$40,000,000.00	FED/STATE	TIER III	ST. TAMMANY PARISH
						Project Urban Area(s):
						MC
				1		Project Parish(es):
Total Cost:	\$50,000,000.00	\$55,000,000.00	\$40,000,000.00			ST. TAMMANY

							97
roject: H.0126	660 LA 59	: LITTLE CREEK,	I-12, DOVE	RNBT			Project is in a STIP Line Item [
oute: A 59	Cntrl Section: 281-03	Beg. Log Mile: 3.500	End Log Mi 3.910	le: Parish: ST. TAMMAI	۱Y	No	on-State Road:
Remarks:			Type Improv	vement:			Work Type:
MATCH FROM DOT	TD		ROUNDABOL				OPER EFFICIENCY/MOTORIST ASSISTANCE
WATOTT KOW BO			ROONDADOO	510			OF ER EFFICIENCE/MOTORIOT AGGISTANCE
							ACCESS MANAGEMENT
FHWA Performan	ce Category:						Priorities:
CONGESTION RELIAE							(2) (5)
Project Phase:	Project (Cost: Tot.Cost (w/Con	tingency):	Federal Share:	Fund:	Year:	Sponsor:
ONSTRUCTION	\$4,000,00	•	00,000.00	\$3,520,000.00	LOCAL	FFY 25	
							Project Urban Area(s):
							MC
							Due is at Daniels (a.e.)
							Project Parish(es):

ST. TAMMANY

						98
Project: RPC*	I-12 (LA 21	TO LA 445)				Project is in a STIP Line Item $\ \Box$
Remarks:			provement:			Work Type:
MATCH FROM DOTD		WIDEN 1	O 6 LANES (STP/TAN	IGI)		
*Project is listed for information is complete and/or project num	only and not included in ber is assigned.	n STIP until Stage 0				
FHWA Performance Ca	tegory:	<u> </u>				Priorities:
ROAD CONDITION CONGES		REIGHT RELIABILITY				(1) (4) (5) (6)
				<u> </u>	1	
Project Phase:		Tot.Cost (w/Contingency):	Federal Share:	Fund:	Year:	Sponsor:
CONSTRUCTION	\$100,000,000.00	\$110,000,000.00	\$80,000,000.00	NHPP	TIER III	DOTD
						Project Urban Area(s):
Total Cost:	\$100,000,000.00	\$110,000,000.00	\$80,000,000.00	İ		Project Parish(es):
Total Cost:	φ ι υυ,υυυ,υυυ.υ	φ110,000,000.00	φου,υυυ,υυυ.υ υ	l		ST. TAMMANY, TANGIPAHOA

								99
Project: RPC*	I-12 @ LA ′	1077					Project is in	a STIP Line Item 🗌
Remarks:				rovement:			Work Type:	
MATCH FROM DOTD		11	NTERCHA	ANGE IMPROVEMEN	ITS			
*Project is listed for information is complete and/or project num	only and not included i	in STIP until Stage 0						
							Priorities:	
FHWA Performance Car CONGESTION RELIABILITY		Y					(4) (5)	
Project Phase:		Tot.Cost (w/Conting		Federal Share:	Fund:	Year:	Sponsor:	
CONSTRUCTION	\$25,000,000.00	\$27,500,0	00.00	\$22,000,000.00	FHWA Discr.	TIER III	DOTD	
							Project Urban Area(s):	
								МС
							Project Parish(es):	
Total Cost:	\$25,000,000.00	\$27,500,00	0.00	\$22,000,000.00				ST. TAMMANY

						100
Project: RPC*	I-12 @ LA	1085				Project is in a STIP Line Item ☐
Remarks:		Type II	mprovement:			Work Type:
MATCH FROM ST. TAMM MATCH FROM REGIONA MATCH FROM DOTD *Project is listed for informatio is complete and/or project num	L PLANNING COMM on only and not included	NEW IN	NTERCHANGE			CONGESTION MITIGATION
FHWA Performance Ca	ategory:					Priorities:
CONGESTION RELIABILITY	FREIGHT RELIABILIT	Y				(4) (5)
CONGESTION RELIABILITY Project Phase:		Y Tot.Cost (w/Contingency):	Federal Share:	Fund:	Year:	(4) (5) Sponsor:
				Fund: FHWA Discr.		
Project Phase:	Project Cost:	Tot.Cost (w/Contingency):				Sponsor:
Project Phase:	Project Cost:	Tot.Cost (w/Contingency):			TIER III	Sponsor: ST. TAMMANY PARISH
Project Phase:	Project Cost:	Tot.Cost (w/Contingency):			TIER III	Sponsor: ST. TAMMANY PARISH REGIONAL PLANNING COMMISSION DOTD Project Urban Area(s):
Project Phase:	Project Cost:	Tot.Cost (w/Contingency):			TIER III	Sponsor: ST. TAMMANY PARISH REGIONAL PLANNING COMMISSION DOTD Project Urban Area(s): MC
Project Phase:	Project Cost:	Tot.Cost (w/Contingency):			TIER III	Sponsor: ST. TAMMANY PARISH REGIONAL PLANNING COMMISSION DOTD Project Urban Area(s):

							1	01
Project: RPC*	I-12 @ LA	21					Project is in a STIP L	ine Item 🗌
Remarks:				provement:			Work Type:	
MATCH FROM DOTD		\	WIDEN/	IMPROVE INTERCHAI	NGE			
*Project is listed for informatio is complete and/or project nun	n only and not included nber is assigned.	in STIP until Stage 0						
FHWA Performance Ca	tegory:	-					Priorities:	
ROAD CONDITION BRIDGE		STION RELIABILITY F	REIGHT I	RELIABILITY			(1) (4) (5) (6)	
						1.,		
Project Phase:	·	Tot.Cost (w/Conting		Federal Share:	Fund:	Year:	Sponsor:	
CONSTRUCTION	\$45,000,000.00	\$49,500,0	00.00	\$36,000,000.00	FED/STATE	TIER III	טוט	
							1 5 (111 A ())	
							Project Urban Area(s):	MC
							Dreiget Davick/cc):	5
Total Cost:	\$45,000,000.00	\$49,500,00	00.00	\$36,000,000.00			Project Parish(es):	. TAMMANY
. 5.0. 5551.	ψ.10,000,000.00	Ψ-10,000,00	. 3.03	400,000,000.00			31.	. I AININIAIN I

								102
Project: RPC*	I-12 @ US	190				Р	roject is in a STIP	Line Item
Remarks:		Type Ir	nprovement:			Work Type:		
MATCH FROM DOTD		WIDEN	/ IMPROVE INTERCHA	NGE				
*Project is listed for information is complete and/or project numb	only and not included	in STIP until Stage 0						
FHWA Performance Cate						Priorities:	(1) (2) (1) (7) (2)	
SAFETY MOTORIZED ROAD	CONDITION BRIDG	E CONDITION CONGESTION	RELIABILITY FREIGHTE	RELIABILITY			(1) (2) (4) (5) (6)	
Project Phase:	Project Cost:	Tot.Cost (w/Contingency):	Federal Share:	Fund:	Year:	Sponsor:		
CONSTRUCTION	\$45,000,000.00	\$49,500,000.00	\$36,000,000.00	FED/STATE	TIER III	DOTD		
						Project Urba	n Area(s):	
								MC
						Project Paris	sh(es):	
Total Cost:	\$45,000,000.00	\$49,500,000.00	\$36,000,000.00					ST. TAMMANY

							103
Project: RPC*	LA 1077: E	BREWSTER RD - I-12				Project is in a ST	IP Line Item
Remarks:			provement:			Work Type:	
MATCH FROM ST. TAMM	IANY PARISH	WIDEN	TO 4 LANES, W/ TURN	I LANES			
*Project is listed for information is complete and/or project num	n only and not included nber is assigned.	in STIP until Stage 0					
FHWA Performance Ca	tegory:	•				Priorities:	
CONGESTION RELIABILITY		Υ				(4) (5)	
				I	1	_	
Project Phase:	·	Tot.Cost (w/Contingency):	Federal Share:	Fund:	Year:	Sponsor:	
CONSTRUCTION	\$2,500,000.00	\$2,750,000.00	\$2,200,000.00	FHWA Discr.	HER III	ST. TAMMANY PARISH	
						Project Urban Area(s):	MC
						Duration (David ()	IVIO
Total Cost:	\$2,500,000.00	\$2,750,000.00	\$2,200,000.00	ı		Project Parish(es):	
		•	₹2 200 000 00 ■				ST. TAMMANY

							104
Project: RPC*	LA 1077: l	JS 190 - LA 1078				Project is in a STIP I	Line Item
Remarks:			provement:			Work Type:	
MATCH FROM ST. TAMM	ANY PARISH	3 LANE S	ECTION				
*Project is listed for information is complete and/or project num	n only and not included	in STIP until Stage 0					
						D	
FHWA Performance Ca		Y				Priorities: (4) (5)	
						(/ (- /	
Project Phase:	Project Cost:	Tot.Cost (w/Contingency):	Federal Share:	Fund:	Year:	Sponsor:	
CONSTRUCTION	\$1,300,000.00	\$1,430,000.00	\$1,144,000.00	FHWA Discr.	TIER III	ST. TAMMANY PARISH	
						Project Urban Area(s):	
						Project Urban Area(s):	MC
Total Cost:	\$1,300,000.00	\$1,430,000.00	\$1,144,000.00			Project Urban Area(s): Project Parish(es):	МС

							105
Project: RPC*	LA 1078: L	A 25 - LA 1077				Project is in a	STIP Line Item
Remarks:		Type Imp	rovement:			Work Type:	
MATCH FROM ST. TAMM	ANY PARISH	MINOR W	IDEN/ DRAINAGE				
*Project is listed for information is complete and/or project num	n only and not included	in STIP until Stage 0					
						Dulanisiaa	
FHWA Performance Ca CONGESTION RELIABILITY	tegory:					Priorities: (2) (5)	
Project Phase:		Tot.Cost (w/Contingency):	Federal Share:	Fund:	Year:	Sponsor:	
CONSTRUCTION	\$4,000,000.00	\$4,400,000.00	\$3,520,000.00	LOCAL	TIER III	ST. TAMMANY PARISH	
						Project Urban Area(s):	
							МС
						Project Parish(es):	
Total Cost:	\$4,000,000.00	\$4,400,000.00	\$3,520,000.00			r reject r arien(ce):	

						106
Project: RPC*	LA 1081: JCT	LA 437 S - JCT LA 4	437 N			Project is in a STIP Line Item [
ı						
Remarks:		Type Impr				Work Type:
MATCH FROM ST. TAMMA	ANY PARISH	MINOR WII	DEN			
*Project is listed for information is complete and/or project number	only and not included in Starties assigned.	TIP until Stage 0				
FHWA Performance Cat CONGESTION RELIABILITY	egory:					Priorities:
						(5)
						(5)
Project Phase:	Project Cost: Tot	t.Cost (w/Contingency):	Federal Share:	Fund:	Year:	Sponsor:
	Project Cost: Tot \$6,000,000.00	t.Cost (w/Contingency): \$6,600,000.00	Federal Share: \$5,280,000.00			
Project Phase:		_				Sponsor:
Project Phase:		_				Sponsor:
Project Phase:		_				Sponsor:
Project Phase:		_				Sponsor:
Project Phase:		_				Sponsor:
Project Phase:		_				Sponsor:
Project Phase:		_				Sponsor:
Project Phase:		_				Sponsor:
Project Phase:		_				Sponsor:
Project Phase:		_				Sponsor: ST. TAMMANY PARISH
Project Phase:		_				Sponsor: ST. TAMMANY PARISH Project Urban Area(s):

						107
Project: RPC*	LA 25 (CO	VINGTON TO MS S L)				Project is in a STIP Line Item
Remarks:			provement:			Work Type:
MATCH FROM DOTD		WIDEN T	O 4 LANES STP/WSF	1		
*Project is listed for information	only and not included	in STIP until Stage 0				
is complete and/or project num	iber is assigned.					
FHWA Performance Car						Priorities:
ROAD CONDITION BRIDGE	CONDITION CONGE	STION RELIABILITY				(1) (4) (5) (6)
Project Phase:	Project Cost:	Tot.Cost (w/Contingency):	Federal Share:	Fund:	Year:	Sponsor:
CONSTRUCTION	\$150,000,000.00	\$165,000,000.00	\$120,000,000.00	FED/STATE	TIER III	DOTD
						Project Urban Area(s):
						MC
						Project Parish(es):
Total Cost:	\$150,000,000.00	\$165,000,000.00	\$120,000,000.00			ST. TAMMANY
. 3141 00011	Ţ.55,550,000.00	Ţ,,	Ţ,,,			SI. IAWIWANI

					108
Project: RPC*	LA 36 (JC	T 21 TO JCT LA 59	9)		Project is in a STIP Line Item
Remarks:		Тур	pe Improvement:		Work Type:
MATCH FROM ST. TAMMA	NY PARISH		DEN TO 4 LANES		
*Project is listed for information	only and not included	in STIP until Stage 0			
is complete and/or project numb	per is assigned.	Till Citil Clage o			
FHWA Performance Cate	egory:				Priorities:
ROAD CONDITION CONGEST	TION RELIABILITY				(1) (5) (6)
Project Phase:	Project Cost:	Tot Cost /w/Contingen	cv): Fodoral Sharo:	Fund: Vest	Spansor
Project Phase:	·	Tot.Cost (w/Contingen			: Sponsor:
Project Phase: CONSTRUCTION	Project Cost: \$27,400,000.00	Fot.Cost (w/Contingen: \$30,140,000.			: Sponsor: III ST. TAMMANY PARISH
	·				
	·				
	·				
	·				
	·				
	·				
	·				
	·				
	·				
	·				III ST. TAMMANY PARISH
	·				III ST. TAMMANY PARISH Project Urban Area(s):

							109
Project: RPC*	LA 59 (I-12 T	TO LA 36)				Project is in a STII	P Line Item
Remarks:		Typo Imp	rovomenti			Work Type:	
MATCH FROM DOTD			o 4 LANES			work rype.	
WATOTT KOW BOTE		WIDLIVIC	J T LAINLO				
*Project is listed for information	only and not included in	STIP until Stage 0					
is complete and/or project numb	per is assigned.	STIF until Stage 0					
FHWA Performance Cat	egory:					Priorities:	
ROAD CONDITION CONGES	TION RELIABILITY FR	EIGHT RELIABILITY				(1) (4) (5) (6)	
Project Phase:	Project Cost: To	ot.Cost (w/Contingency):	Federal Share:	Fund:	Year:	Sponsor:	
CONSTRUCTION	\$64,200,000.00	\$70,620,000.00	\$51,360,000.00	FED/STATE	TIER III	DOTD	
						Project Urban Area(s):	110
							МС
Tatal Occid	¢c4 200 202 20	¢70 coο οοο οο	¢54 200 202 22	r		Project Parish(es):	
Total Cost:	\$64,200,000.00	\$70,620,000.00	\$51,360,000.00	ı			ST. TAMMANY

						110
Project: RPC*	LA 59 (US	190 TO I-12)				Project is in a STIP Line Item
		•				
Remarks:			provement:			Work Type:
MATCH FROM DOTD		WIDEN TO	O 4 LANES			
*Project is listed for information is complete and/or project num	n only and not included nber is assigned.	in STIP until Stage 0				
FHWA Performance Ca	tegory:	<u> </u>				Priorities:
ROAD CONDITION CONGES						(1) (5) (6)
Droject Phage	Duningt Cont	Tot Coot (w/Continuous)	Fadaral Chara	F. m. d.	Veen	Chamasu.
Project Phase: CONSTRUCTION	\$37,000,000.00	Tot.Cost (w/Contingency): \$40,700,000.00	Federal Share: \$29,600,000.00	Fund:	Year: TIER III	Sponsor:
CONSTRUCTION	φ3 <i>1</i> ,000,000.00	\$40,700,000.00	\$29,000,000.00	PED/STATE	IILK III	DOTE
						Project Urban Area(s):
						MC
						Project Parish(es):
Total Cost:	\$37,000,000.00	\$40,700,000.00	\$29,600,000.00			Project Parish(es): ST. TAMMANY

						111
Project: RPC*	US 190 (LA	25 TO 1077)				Project is in a STIP Line Item $\ \Box$
Domonico		Turna liman				Marie Tema
Remarks: MATCH FROM DOTD		WIDEN TO	rovement:			Work Type:
WATCHT KOW BOTD		WIDENTO	4 LANES			
*Dunio et in linte d'écuirée une eti		OTID watil Ctare 0				
*Project is listed for informati is complete and/or project nu	umber is assigned.	STIP until Stage 0				
FHWA Performance C	ategory:					Priorities:
ROAD CONDITION CONG	ESTION RELIABILITY FRE	IGHT RELIABILITY				(1) (4) (5) (6)
Project Phase:	Project Cost: To	ot.Cost (w/Contingency):	Federal Share:	Fund:	Year:	Sponsor:
CONSTRUCTION	\$40,000,000.00	\$44,000,000.00	\$32,000,000.00	FHWA Discr.	TIER III	DOTD
						Project Urban Area(s):
						MC
				1		Project Parish(es):
Total Cost:	\$40,000,000.00	\$44,000,000.00	\$32,000,000.00	is		ST. TAMMANY

2,894,500

Transit Projects

Notes: The first four years of the Transit MTP comprise the Transit Transportation Improvement Program (TIP). St. Tammany Parish operates transit services in both the Mandeville-Covington and Slidell UZAs. As such, the transit TIP combines funding for both UZAs.

2023 St. Tammany Transportation Improvement Program - Transit Element Section Section **Project Total Federal Local Match Total Cost** Section 5307 5311 5310 **Urban Operating Assistance** 4,960,000 2,480,000 2,480,000 2,480,000 252,000 252,000 **Rural Operating Assistance** 504,000 252,000 37,500 **Preventive Maintenance** 187,500 150,000 150,000 625,000 650,000 125,000 Capital Improvement/Vehicle Procurement 500,000

6,276,500

3,280,000

252,000

Total FY17

2024 St. Tammany Transportation Improvement Program - Transit Element							
Project	Total Cost	Section 5307	Section 5311	Section 5310	Total Federal	Local Match	
Urban Operating Assistance	5,000,000	2,500,000			2,500,000	2,500,000	
Rural Operating Assistance	514,080		257,040		257,040	257,040	
Preventive Maintenance	225,000	180,000			180,000	45,000	
Capital Improvement/Vehicle Procurement	625,000	670,000			500,000	125,000	
Total	6,364,080	3,350,000	257,040		3,437,040	2,927,040	

3,382,000

2025 St. Tammany Transportation Improvement Program - Transit Element

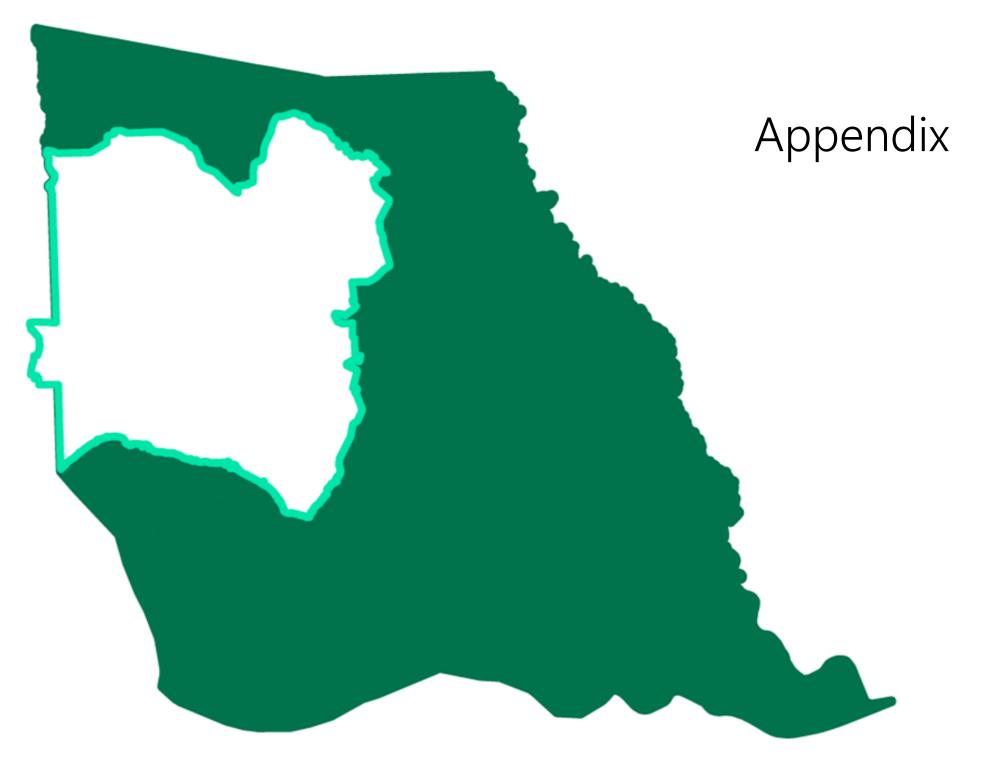
			Section	Section		
Project	Total Cost	Section 5307	5311	5310	Total Federal	Local Match
Urban Operating Assistance	5,160,000	2,580,000			2,580,000	2,580,000
Rural Operating Assistance	524,360		262,180		262,180	262,180
Preventive Maintenance	212,500	170,000			170,000	42,500
Capital Improvement/Vehicle Procurement	625,000	671,000			500,000	125,000
Total	6,521,860	3,421,000	262,180		3,512,180	3,009,680

2026 St. Tammany Transportation Improvement Program - Transit Element

			Section	Section		
Project	Total Cost	Section 5307	5311	5310	Total Federal	Local Match
Urban Operating Assistance	5,160,000	2,580,000			2,580,000	2,580,000
Rural Operating Assistance	534,846		267,423		267,423	267,423
Preventive Maintenance	250,000	200,000			200,000	50,000
Capital Improvement/Vehicle Procurement	625,000	700,000			500,000	125,000
Total	6,569,846	3,480,000	267,423		3,547,423	3,022,423

Mandeville-Covington Metropolitan Transportation Plan – Transit Element Tiers II and III

	Tier II	Tier III
Operating Expenses	\$13.6 million	\$20.6 million
Revenue Vehicles	\$6.8 million	\$10.3 million
Facilities	\$2.3 million	\$3.4 million



Appendix A: List of Acronyms

	3
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

JΡ

Transit Jefferson Parish Transit

UNOTI University of New Orleans Transportation InstituteMSY 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 TransportationNRSS 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 ProgramNFA Non Federal Aid FundsNFI 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</th>
 STP < 5,000 Population</td>

 STP>200K
 STP > 200,000 Population

 STP50-200K
 STP 50K-200K Population

 TAP<200K</th>
 TAP < 200,000 Population</td>

 TAP>200K
 TAT > 200,000 Population

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
Abita Airport Rd:LA1088-St Tammany Airport Rd	Tier 2	New Roadway	\$9,160,000.00
Airport Rd Covington From LA25-River Rd	Tier 2	Widen And Resurface	\$800,000.00
Bootlegger Rd: LA 1077 - LA 21	Tier 2	Overlay	\$9,000,000.00
Brewster Rd: LA 1077 - LA 1085 PH2	Tier 2	Road Improvements	\$2,640,000.00
Carbon Reduction Program	Tiers 1-3	Eligible Activities per IIJA	TBD
Electric Vehicle Infrastructure	Tiers 1-3	Eligible Activities per IIJA	TBD
Emerald Forest Blvd. Extension	Tier 2	Road Improvements	\$18,400,000.00
Fairway Dr Spur (LA59 @Fountainbleu School)	Tier 2	Roadway Extension	\$800,000.00
Fairway Dr, Judge Tanner Blvd:LA59 -LA1088	Tier 2	Roadway Extension	\$8,010,000.00
FalconerDr 4Lane:HarrisonAve-CrestwoodDr	Tier 2	Road Improvements	\$825,000.00
Francis Rd Ext	Tier 2	Road Improvements	\$550,000.00
Harrison Ave Ext: LA 59 - LA 36	Tier 2	New Roadway	\$5,000,000.00
Harrison Ave. @ LA 59 Roundabout	Tier 2	Road Improvements	\$2,758,636.36
Harrison Avenue Improvements	Tier 2	Road Improvements	\$15,500,000.00
Hawthorn Hollow Bridge	Tier 2	Bridge	\$927,272.73
Hillcrest Blvd Hwy 36 Connection	Tier 2	New Roadway	\$12,000,000.00
Holly Dr Bridge	Tier 2	Road Improvements	\$1,980,000.00
Horse Branch Rd	Tier 2	Road Improvements	\$1,100,000.00
Horse Branch/Penn Mill Rds	Tier 2	Road Mill & Overlay	\$11,363,636.36
I-10 Ramp Improvements	Tier 2	Slip Ramp	TBD
Isabel Swamp Rd	Tier 2	Road Improvements	\$3,300,000.00
Judge Tanner Blvd @ Us 190 Roundabout	Tier 2	Road	\$2,758,636.36
Keller Street Bridge	Tier 2	Bridge	\$1,230,909.09

Kings Road Bridge Replacement	Tier 2	Road Improvements	TBD
LA 1077: I-12 To LA 21	Tier 2	Widening	TBD
Little Creek Service Rd Ext - LA 1088	Tier 2	Roadway Extension	\$5,000,000.00
Lonesome Rd Mill & Overlay	Tier 2	Road Improvements	\$1,000,000.00
Lonesome Rd Widening	Tier 2	Road Improvements	\$3,080,000.00
Lowe Davis Rd	Tier 2	Minor Widen	\$725,000.00
Mandeville Bypass	Tier 2	Road Improvements	\$20,000,000.00
Perriloux Road	Tier 2	Road Improvements	\$545,454.55
Pinnacle Parkways Shared Use Path	Tier 2	Shared Use Path	\$681,818.18
PROTECT- Resilience Improvements	Tiers 1-3	Eligible Activities per IIJA	TBD
Reconnecting Neighborhoods	Tiers 1-3	Eligible Activities per IIJA	TBD
River Road In Covington	Tier 2	Widen And Rehab	\$300,000.00
Rousseau Road Bridge	Tier 2	Bridge	\$1,839,545.45
Safe Streets for All (SS4A)	Tiers 1-3	Eligible Activities per IIJA	TBD
Sharp Road Improvements (LA 3228 to LA 59)	Tier 2	Road Improvements	\$12,500,000.00
Smith Road Bridge	Tier 2	Bridge	\$1,636,363.64
Soult Rd Widening	Tier 2	Widen	\$1,000,000.00
Tammany Trace Overlay	Tier 3	Pavement Rehabilitation	TBD
Tantella Ranch Road - LA 1078 Bypass	Tier 2	New Roadway	\$6,000,000.00
Three Rivers Service Rd Ext To Us 190	Tier 2	New Roadway	\$3,000,000.00
US 190 (Fremaux Ave.; Hoover to US 190)	Tier 2	Roadway Improvements	TBD
US 190 (Gause Blvd., Medical Center Dr. to LA 1090	Tier 2	Roadway Improvements	TBD

Appendix D: Public Comments

The RPC did not receive written comments during the plan development process. Verbal comments received during public meetings have been incorporated into the plan.