



2025

Annual Report





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Introduction

The Annual Report shows trends that have been tracked by RPC in 2025. These snapshots of data can tell a story about how our transportation system is performing, as well as help inform where to focus efforts moving forward. Metrics highlighted in the report include demographics, freight, public transportation, safety, traffic congestion. It should be noted that while the report is for 2024, much of the data collected (such as Congestion and Transit) are only available for the previous year. The report includes the most recent year's available data.

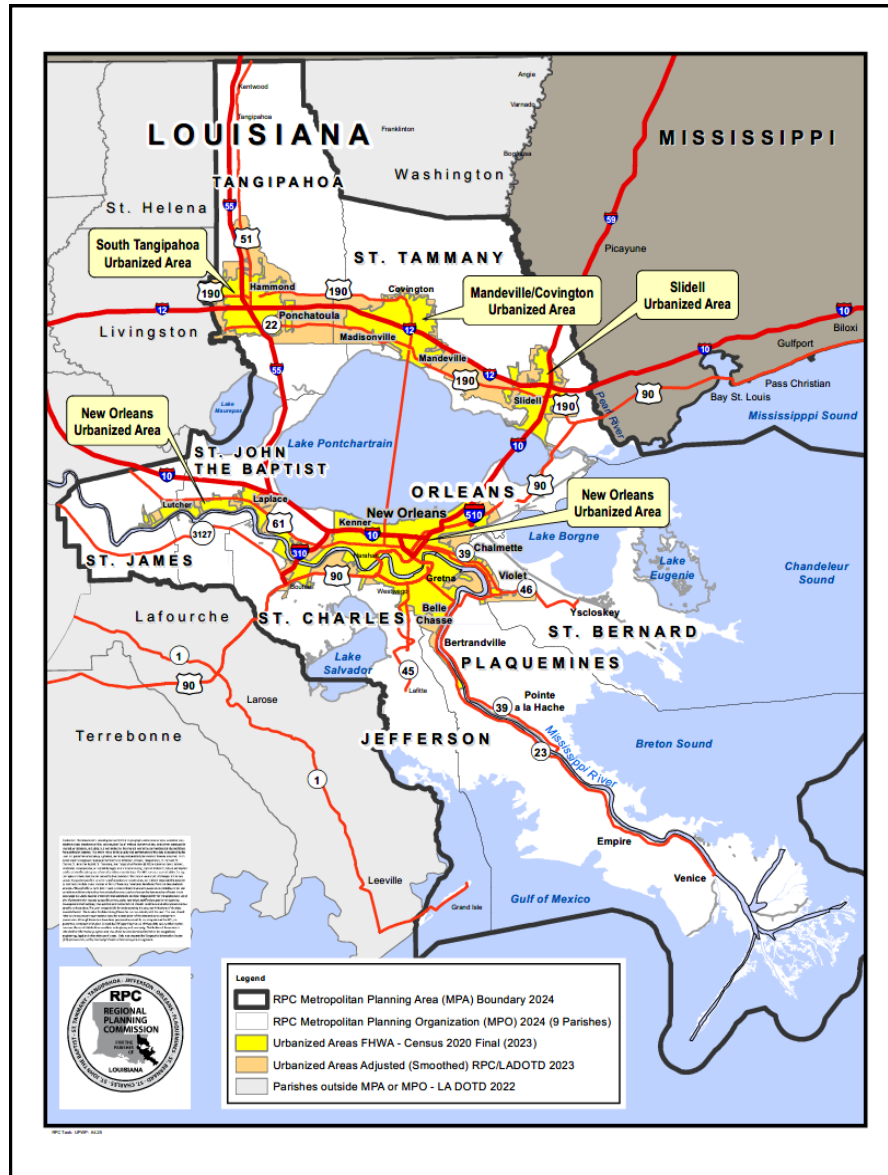
The report also includes a description of studies that were completed or begun in 2026. An additional section is dedicated to the Comprehensive Climate Action Plan

Finally, the report also has a summary of progress made toward the goals and objectives of the 2052 Metropolitan Transportation Plan, a summary of projects obligated in 2025, and descriptions of projects that were either completed or are underway during the report year.

2025 proved to be a busy and successful year for the Regional Planning Commission, and we are looking forward to further progress in 2026.

Your Metropolitan Planning Organization

The Regional Planning Commission's (RPC) Transportation Policy Committee serves as the Metropolitan Planning Organization (MPO) for the urbanized areas of southeast Louisiana. This jurisdiction includes all or part of nine parishes: Jefferson, Orleans, Plaquemines, St. Bernard, St. Charles, St. James, St. John the Baptist, St. Tammany, and Tangipahoa. The RPC MPO board (the Transportation Policy Committee) is made up of elected officials, citizens, and representatives from various transportation entities who meet once a month.



What is an MPO?

MPOs are created by Federal law and are responsible for carrying out the Metropolitan Planning Process. This process ensures that the planning for federal transportation funds are spent reflecting a continuing, cooperative, and comprehensive manner.

The Metropolitan Planning Area

The New Orleans Metropolitan Planning Organizations (MPO), known as the Metropolitan Traffic Planning Area (MPA) for the southeast Louisiana Metropolitan Planning Organization serving Jefferson, Orleans, Plaquemines, St. Bernard, St. Charles, St. John the Baptist, St. Tammany and Tangipahoa parishes entitled the Regional Planning Commission (RPC). The Metropolitan Planning Area (MPA) for the New Orleans MPO is modified after each decennial census. This feature is used as a factor in funding projects for the MPO and is based on the 2020 US Census final urban area designations.

Metropolitan Planning Area (MPA)-New Orleans Region								
American Community Survey (ACS) 5-Year Estimate (2019-2023): Demographics by Parish for New Orleans Area								
Parish	Total Pop	White	Black	Native Amer	Asian	*Minority	Hispanic/Latino	Non-Hisp/Lat
Jefferson	432,484	227,711	112,620	3,134	18,113	204,773	78,562	353,922
Orleans	376,035	118,979	207,633	1,002	10,463	257,056	29,855	346,180
Plaquemines	23,070	14,254	5,157	299	927	8,816	2,193	20,877
St. Bernard	44,172	27,206	10,533	318	939	16,966	5,988	38,184
St. Charles	51,863	33,706	11,881	549	432	18,157	4,134	47,729
St. James	19,797	9,834	9,572	21	6	9,963	372	19,425
St. John the Baptist	41,342	13,358	23,233	150	473	27,984	3,449	37,893
St. Tammany	269,331	201,888	32,914	2,016	3,514	67,443	21,369	247,962
Tangipahoa	135,218	83,835	40,430	98	1,029	51,383	7,511	127,707
² Livingston (MPA Region Only)	12,265	10,425	716	8	16	1,840	897	11,368
^{***3} RPC MPA Region	1,405,577	741,196	454,689	7,595	35,912	664,381	154,330	1,251,247
Louisiana	4,621,025	2,678,942	1,434,953	27,605	79,925	1,942,083	321,022	4,300,003

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

²RPC Livingston-Parish MPA Region = 8 Block Groups (BG) within the parish that adjoins South Tangipahoa Urban Area.

³RPC MPA Region = Jefferson, Orleans, Plaquemines, St. Bernard, St. Charles, St. James, St. John the Baptist, St. Tammany, Tangipahoa and 8BG in Livingston Parishes

The latest revision of these features was **01/30/2024**. This feature is used to determine the extent of a Metropolitan Planning Organization (MPO)'s ability to use certain funds to perform selected projects. The Metropolitan Planning Area (MPA) geographic area is designated for metropolitan transportation planning for the New Orleans Region through a collaborative process between the Regional Planning Commission (RPC), the Louisiana Department of Transportation and Development (LA DOTD), and the Governor to ensure a coordinated and comprehensive transportation planning process across the metropolitan region. The area must include the entire existing urbanized area(s) and be contiguous. It should encompass predictable urbanization within a 20-year forecast period. The MPA includes a small area adjacent to Hammond, LA within Livingston Parish.

New Orleans Area Parishes ACS 5 Year Estimates (2019 -2023)							
Parish	Population in Poverty		Households in Poverty		Families in Poverty		Household Income
	Total Population ^{*4}	Population in Poverty	Total Households	Households in Poverty	Total Families	Families in Poverty	Median HH Income (2023 Dollars) ^{*4}
Jefferson	428,843	69,819	176,986	27,979	107,961	13,823	\$65,246
Orleans	363,814	82,338	155,060	36,201	73,585	12,013	\$55,339
Plaquemines	22,629	3,024	8,200	1,187	6,127	623	\$82,874
St. Bernard	43,805	9,906	15,803	3,437	10,394	1,920	\$57,638
St. Charles	51,317	5,047	18,622	2,038	13,865	1,040	\$82,172
St. James	19,615	2,057	7,436	889	5,409	376	\$64,536
St. John the Baptist	40,904	5,146	14,922	1,941	10,322	844	\$67,418
St. Tammany	266,028	32,413	103,286	11,878	72,626	6,881	\$79,277
Tangipahoa	131,063	25,465	50,191	9,489	32,782	4,484	\$57,256
Livingston	12,229	1,574	4,340	678	3,453	312	\$75,028
RPC MPA Region	1,380,247	236,789	554,846	95,717	336,524	42,316	\$68,678
^{*3} New Orleans-Metairie MSA	970,927	177,337	397,029	73,672	227,663	30,639	\$62,748
Louisiana	4,494,539	848,769	1,783,168	336,693	1,127,294	159,527	\$60,023

^{*1}RPC PDD 5-Parish Region includes Jefferson, Orleans, Plaquemines, St. Bernard and St. Tammany Parishes ^{*2}RPC 9-Parish Region includes Jefferson, Orleans, Plaquemines, St. Bernard, St. Charles, St. James, St. John the Baptist, St. Tammany and Tangipahoa Parishes.

^{*3}MSA = Metropolitan Statistical Area as Designated by the U. S. Census Bureau 2023 includes the first 7 parishes listed, but does not include St. Tammany (Slidell, Mandeville-Covington MSA), Tangipahoa (Hammond MSA) or Washington Parishes.

^{*4} Poverty population includes individuals in housing units and noninstitutional group quarters. The poverty universe excludes children under the age of 15 who are not related to the householder, people living in institutional group quarters (e.g., nursing homes or correctional facilities), and people living in college dormitories or military barracks. Some regional median household income (grey) values are averaged using ArcPro statistics explorer. All data from American Community Survey (ACS) 5-year estimates (2019-2023).



JEFFERSON Parish



Total Population: 432,484
 Minority: **47.35%**
 Hispanic/Latino Ethnicity: **18.17%**
 Limited English-Speaking Households: **5.18%**



Housing Units (HU): 194,109
 Occupied HU: **91.2%**
 Of Occupied HU
 Owner Occ HU: **62.3%**
 Renter Occ HU: **37.7%**

Median Value of Owner Occ HU: **\$243,500**
 Median Gross Rent: **\$1,162**



Median Household Income: **\$65,246**
 Population in Poverty 2023: **16.28%**

Data Source: ACS 5-year Estimates (2019—20123) noted as 2024 American Community Survey (ACS). Prepared by the Regional Planning Commission for Jefferson, Orleans, Plaquemines, St. Bernard, St. Charles, St. John the Baptist, St. Tammany, and Tangipahoa Parishes, 2025.



ORLEANS Parish



Total Population: 376,035
 Minority: **68.36%**
 Hispanic/Latino Ethnicity: **7.94%**
 Limited English-Speaking Households: **1.82%**



Housing Units (HU): 194,758
 Occupied HU: **79.6%**
 Of Occupied HU
 Owner Occ HU: **50.5%**
 Renter Occ HU: **49.5%**

Median Value of Owner Occ HU: **\$296,400**
 Median Gross Rent: **\$1,211**



Median Household Income: **\$55,339**
 Population in Poverty 2023: **22.63%**

Data Source: ACS 5-year Estimates (2019—20123) noted as 2024 American Community Survey (ACS). Prepared by the Regional Planning Commission for Jefferson, Orleans, Plaquemines, St. Bernard, St. Charles, St. John the Baptist, St. Tammany, and Tangipahoa Parishes, 2025.



PLAQUEMINES Parish



Total Population: 23,070
 Minority: **38.21%**
 Hispanic/Latino Ethnicity: **9.51%**
 Limited English-Speaking Households: **2.94%**



Housing Units (HU): 9,625
 Occupied HU: **85.5%**
 Of Occupied HU
 Owner Occ HU: **73.9%**
 Renter Occ HU: **26.1%**

Median Value of Owner Occ HU: **\$275,800**
 Median Gross Rent: **\$1,611**



Median Household Income: **\$82,874**
 Population in Poverty 2023: **13.36%**

Data Source: ACS 5-year Estimates (2019—20123) noted as 2024 American Community Survey (ACS). Prepared by the Regional Planning Commission for Jefferson, Orleans, Plaquemines, St. Bernard, St. Charles, St. John the Baptist, St. Tammany, and Tangipahoa Parishes, 2025.



ST. BERNARD Parish



Total Population: **44,172**

Minority: **38.41%**

Hispanic/Latino Ethnicity:
13.56%

Limited English-Speaking Households: **1.72%**



Housing Units (HU):

18,004

Occupied HU: **87.8%**

Of Occupied HU

Owner Occ HU: **70.1%**

Renter Occ HU: **29.9%**

Median Value of Owner Occ HU:

\$192,100

Median Gross Rent: **\$1,083**



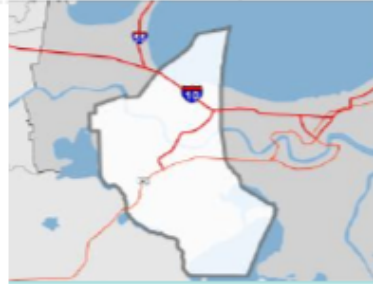
Median Household Income:

\$57,638

Population in Poverty 2023:

22.61%

Data Source: ACS 5-year Estimates (2019—20123) noted as 2024 American Community Survey (ACS). Prepared by the Regional Planning Commission for Jefferson, Orleans, Plaquemines, St. Bernard, St. Charles, St. John the Baptist, St. Tammany, and Tangipahoa Parishes, 2025.



ST. CHARLES Parish



Total Population: **51,863**

Minority: **35.01%**

Hispanic/Latino Ethnicity:
7.97%

Limited English-Speaking Households: **1.32%**



Housing Units (HU):

20,595

Occupied HU: **90.4%**

Of Occupied HU

Owner Occ HU: **82.7%**

Renter Occ HU: **17.3%**

Median Value of Owner Occ HU:

\$256,800

Median Gross Rent: **\$1,144**



Median Household Income:

\$82,172

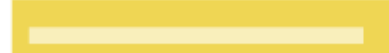
Population in Poverty 2023:

9.83%

Data Source: ACS 5-year Estimates (2019—20123) noted as 2024 American Community Survey (ACS). Prepared by the Regional Planning Commission for Jefferson, Orleans, Plaquemines, St. Bernard, St. Charles, St. John the Baptist, St. Tammany, and Tangipahoa Parishes, 2025.



ST. JAMES Parish



Total Population: **19,797**

Minority: **50.33%**

Hispanic/Latino Ethnicity:
1.88%

Limited English-Speaking Households: **0.79%**



Housing Units (HU):

8,651

Occupied HU: **86%**

Of Occupied HU

Owner Occ HU: **85.5%**

Renter Occ HU: **14.5%**

Median Value of Owner Occ HU:

\$197,800

Median Gross Rent: **\$821**



Median Household Income:

\$64,536

Population in Poverty 2023:

10.49%

Data Source: ACS 5-year Estimates (2019—20123) noted as 2024 American Community Survey (ACS). Prepared by the Regional Planning Commission for Jefferson, Orleans, Plaquemines, St. Bernard, St. Charles, St. John the Baptist, St. Tammany, and Tangipahoa Parishes, 2025.



ST. JOHN THE BAPTIST Parish



Total Population: 41,342
 Minority: **67.69%**
 Hispanic/Latino Ethnicity: **8.34%**
 Limited English-Speaking Households: **0.46%**



Housing Units (HU): 17,790
 Occupied HU: **83.9%**
 Of Occupied HU
 Owner Occ HU: **79.7%**
 Renter Occ HU: **20.3%**

Median Value of Owner Occ HU: **\$184,000**
 Median Gross Rent: **\$1,118**



Median Household Income: **\$67,418**
 Population in Poverty 2023: **12.58%**

Data Source: ACS 5-year Estimates (2019—2023) noted as 2024 American Community Survey (ACS). Prepared by the Regional Planning Commission for Jefferson, Orleans, Plaquemines, St. Bernard, St. Charles, St. John the Baptist, St. Tammany, and Tangipahoa Parishes, 2025.



ST. TAMMANY Parish



Total Population: 269,331
 Minority: **25.04%**
 Hispanic/Latino Ethnicity: **7.93%**
 Limited English-Speaking Households: **1.55%**



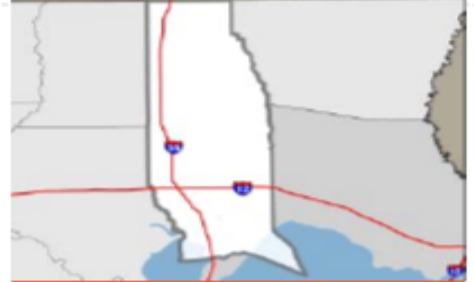
Housing Units (HU): 112,414
 Occupied HU: **91.9%**
 Of Occupied HU
 Owner Occ HU: **78.8%**
 Renter Occ HU: **21.2%**

Median Value of Owner Occ HU: **\$272,200**
 Median Gross Rent: **\$1,305**



Median Household Income: **\$79,277**
 Population in Poverty 2023: **12.18%**

Data Source: ACS 5-year Estimates (2019—2023) noted as 2024 American Community Survey (ACS). Prepared by the Regional Planning Commission for Jefferson, Orleans, Plaquemines, St. Bernard, St. Charles, St. John the Baptist, St. Tammany, and Tangipahoa Parishes, 2025.



TANGIPAHOA Parish



Total Population: 135,218
 Minority: **38%**
 Hispanic/Latino Ethnicity: **5.55%**
 Limited English-Speaking Households: **1.29%**



Housing Units (HU): 58,663
 Occupied HU: **85.6%**
 Of Occupied HU
 Owner Occ HU: **71.5%**
 Renter Occ HU: **28.5%**

Median Value of Owner Occ HU: **\$204,600**
 Median Gross Rent: **\$974**



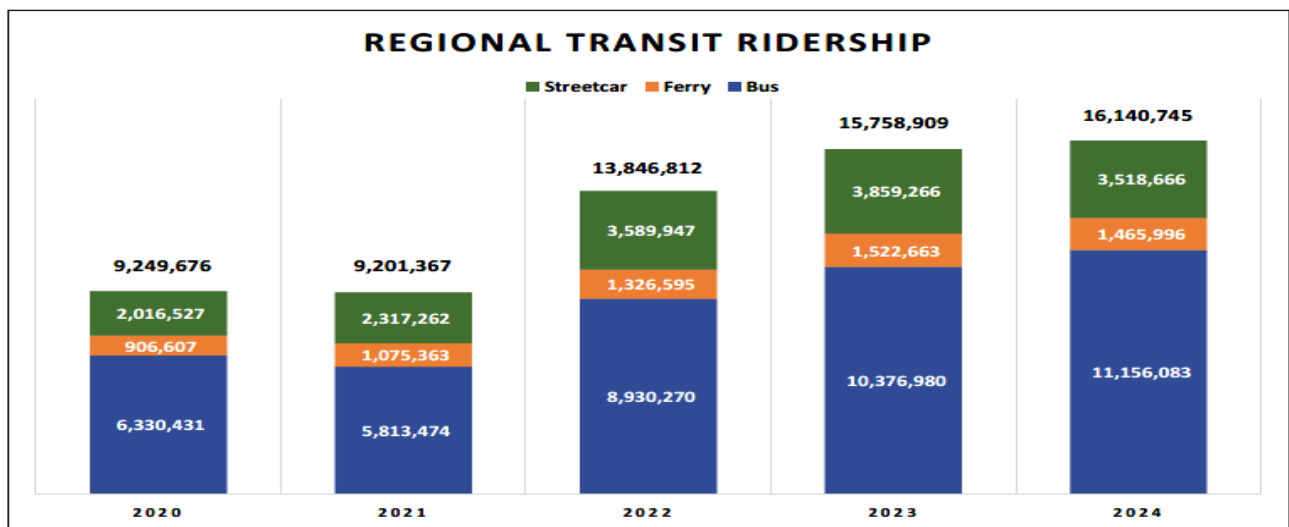
Median Household Income: **\$57,256**
 Population in Poverty 2023: **19.43%**

Data Source: ACS 5-year Estimates (2019—2023) noted as 2024 American Community Survey (ACS). Prepared by the Regional Planning Commission for Jefferson, Orleans, Plaquemines, St. Bernard, St. Charles, St. John the Baptist, St. Tammany, and Tangipahoa Parishes, 2025.

Regional Transit



Regional public transportation ridership trends of 2024 reflects continued recovery and steady progress toward pre-pandemic travel patterns. Total ridership reached 16.14 million trips in 2024, representing the highest annual ridership in the five-year period shown. Bus service remains the backbone of the regional transit network, accounting for over 11.15 million trips in 2024, primarily operated by Jefferson Parish (JP) Transit and New Orleans Regional Transit Authority (RTA). Streetcar ridership also remains strong, exceeding 3.5 million trips, reinforcing its role in both a commuter and visitor oriented service. Ferry ridership remained stable at approximately 1.47 million trips, supporting to multi-modal connections within the regional transportation system. Overall, the 2024 ridership trends demonstrate positive impacts of effective service planning, growing travel demand, and continued accessibility enhancements benefiting both residents and visitors. Additionally the introduction of affordable fare options, particularly for younger people has helped remove financial barriers and support sustained ridership growth across the system.



Project and Studies

Bus Rapid Transit (BRT) : RTA's project for New Orleans' first bus rapid transit system is moving into the environmental and design phase. The project is now included in the MTP, ensuring the city's future towards a transportation network that is more efficient, accessible, and, sustainable.

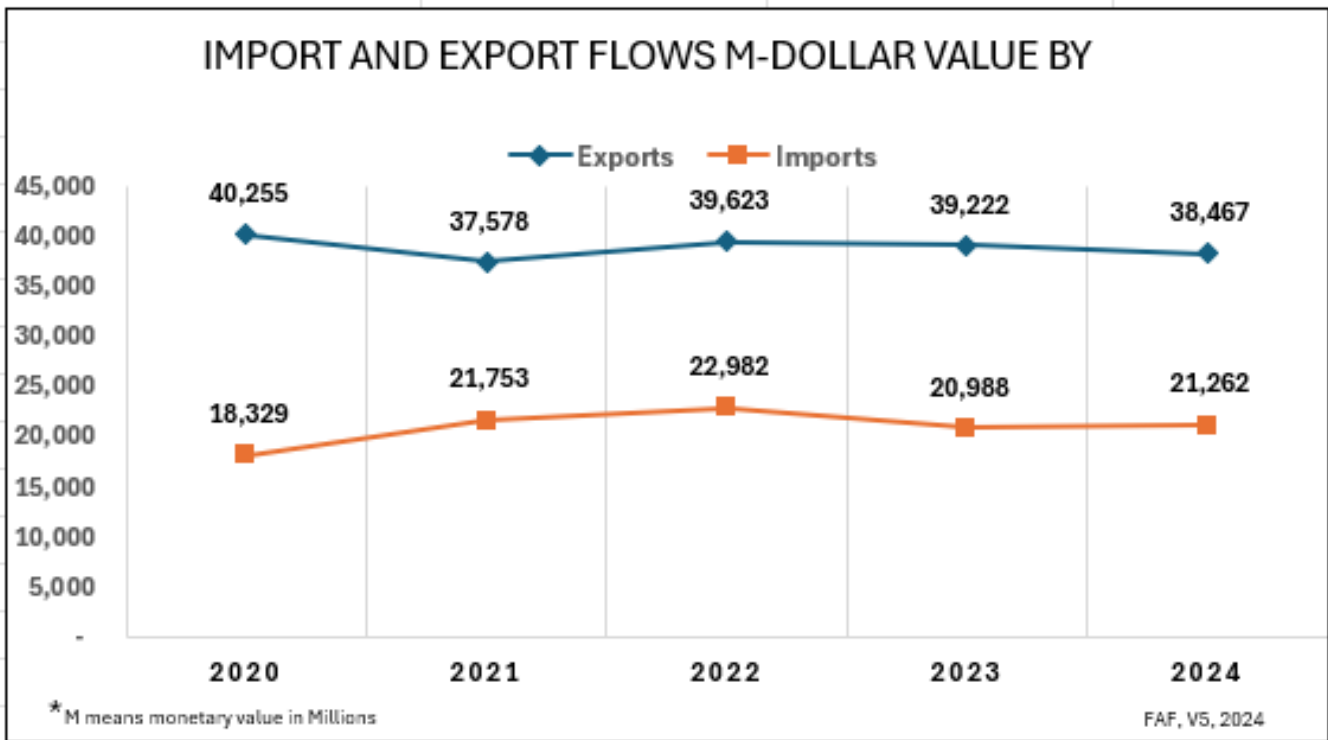
Algiers Ferry Terminal Renovation Project : Final design phase is winding up and will be moving into construction activities. Ferry Renovation will include ADA accessibility, weather protection, passenger waiting area seating, and etc. The completion date will be in Spring 2026.

ADA-Compliant Bus Stop Improvements : Jefferson Parish Transit is continuing to actively prioritize ADA-compliant bus stop improvements, supported by secured funding and recent grant awards.

Freight: Import and Export Flows Dollar Value by Year

Illustrated in the pages are trends in freight. The chart below shows trends of domestic import and export flows, measured in million dollar (M-dollar) value over the five year period for the New Orleans-Metairie-Hammond, LA-MS CFS ¹ Area (LA Part), the most recent years data available. The five year comparison aims to highlight growth or decline (2020-2024). Exports experienced fluctuations throughout the observed period. Starting in 2020, \$40.255 million in value dipped the following two years due to the pandemic. Following the Pandemic exports rebounded in 2022 and modestly decreased with ending value in 2024 of \$38,467 million.

Imports follow a different trajectory. Starting at \$18,329 million in 2020 due to disruption during the COVID pandemic. Imports recovered over two years reaching its highest level of \$22,982 million in 2022, before slightly declining to \$20,988 million in 2023 and a small rise ending 2024 with 21,262 million. Overall both imports and exports have had a slight decrease in value. Exports consistently remain at a higher value than imports.



* Import Flows in the Freight Analysis Framework (FAF) zone is data captured from New Orleans LA_MS (LA Part), which is the US Entry Region (Domestic Origin), where an import enters the United States. Export Flows in the FAF zone of New Orleans LA_MS (LA part), is also the US Exit region (Domestic Destination) where an export leaves the United States. Total Value uses units of Million Dollar

* Import Flows in the Freight Analysis Framework (FAF) zone is data captured from New Orleans LA_MS (LA Part), which is the US Entry Region (Domestic Origin), where an import enters the United States. Export Flows in the FAF zone of New Orleans LA_MS (LA part), is also the US Exit region (Domestic Destination) where an export leaves the United States. Total Value uses units of Million Dollar

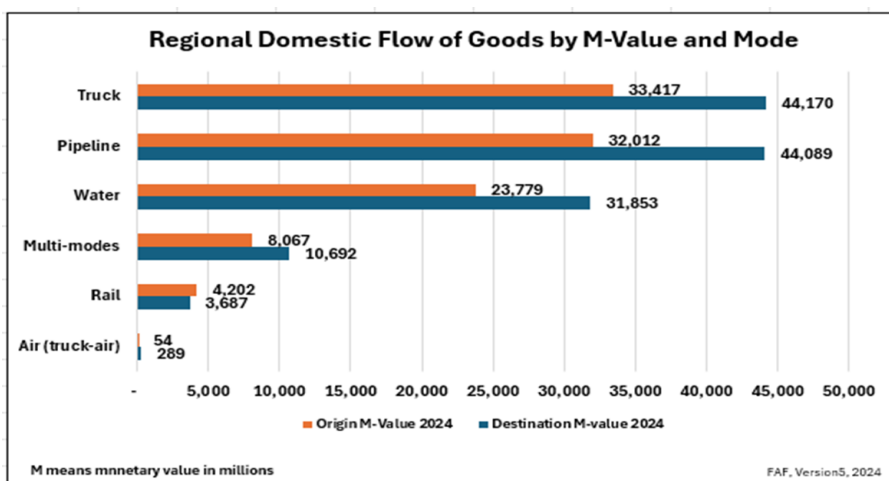
¹ The Commodity Flow Survey (CFS) is conducted every five years for the Bureau of Transportation Statistics (BTS) by the U.S. Census Bureau as part of the Economic Census.

² New Orleans-Metairie-Hammond, LA-MS CFS Area includes the Parishes of Washington, Tangipahoa, St. Tammany, St. James, St. John the Baptist, St. Charles, Jefferson, Plaquemines, St. Bernard, and Orleans.

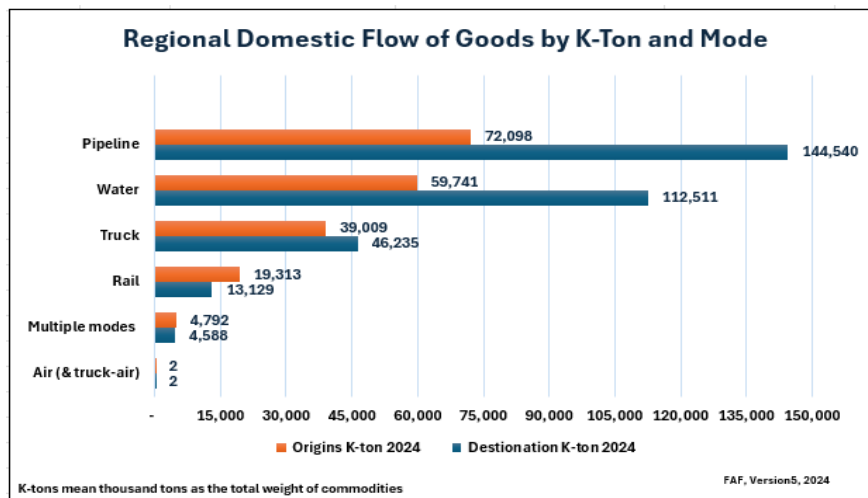
Freight: Domestic Flow of Goods by Mode



Our region plays a vital role in the domestic flows of large volumes of goods transported across various modes: air, truck, rail, water and pipeline. The charts below show domestic flow of goods measured in tonnage (thousand tons) and freight type or mode. Pipeline transport accounts for the largest share of tonnage, underlining its efficiency for moving liquids and gases like oil and natural gas. Water transport is second due to the region's waterways which support heavy freight movement, evidence of New Orleans' strategic location along the Mississippi River. Truck transport ranks third by handling the majority of short and medium distance freight with considerable tonnage. Rail freight, as a runner-up, provides long-distance and bulk freight into and out of our region. Air handles the smallest share of regional flows.

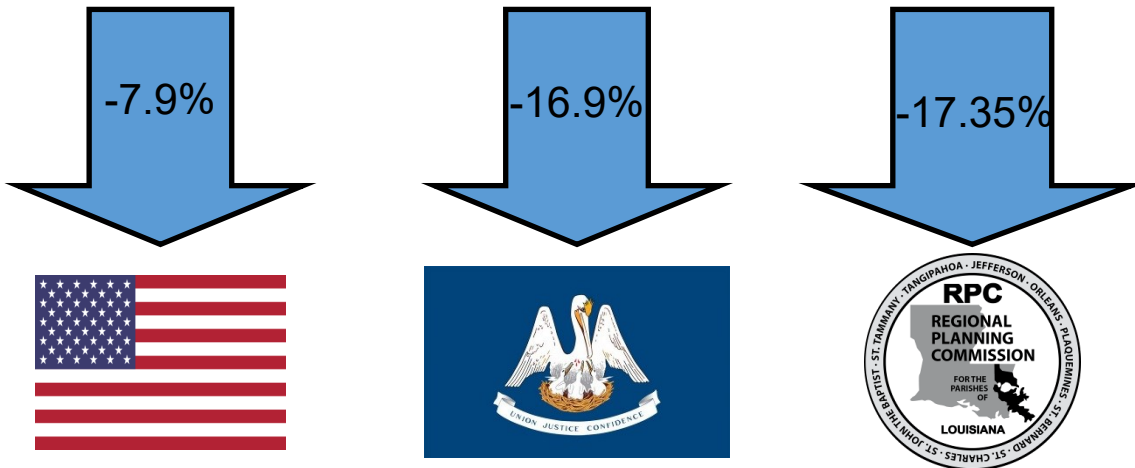


Truck transport led in the measurement of monetary value for domestic flows. Pipeline ranks second, generating significant value driven by energy product movement. Water transport dominates tonnage, but provides a more moderate value. Rail and air fall at the end of the scale, reflecting both bulk, heavy, lower-value goods and fewer, light-weight, high-value goods. The data highlights the diverse roles of transportation modes in the New Orleans region, each distinctively contributing to the movement of goods.



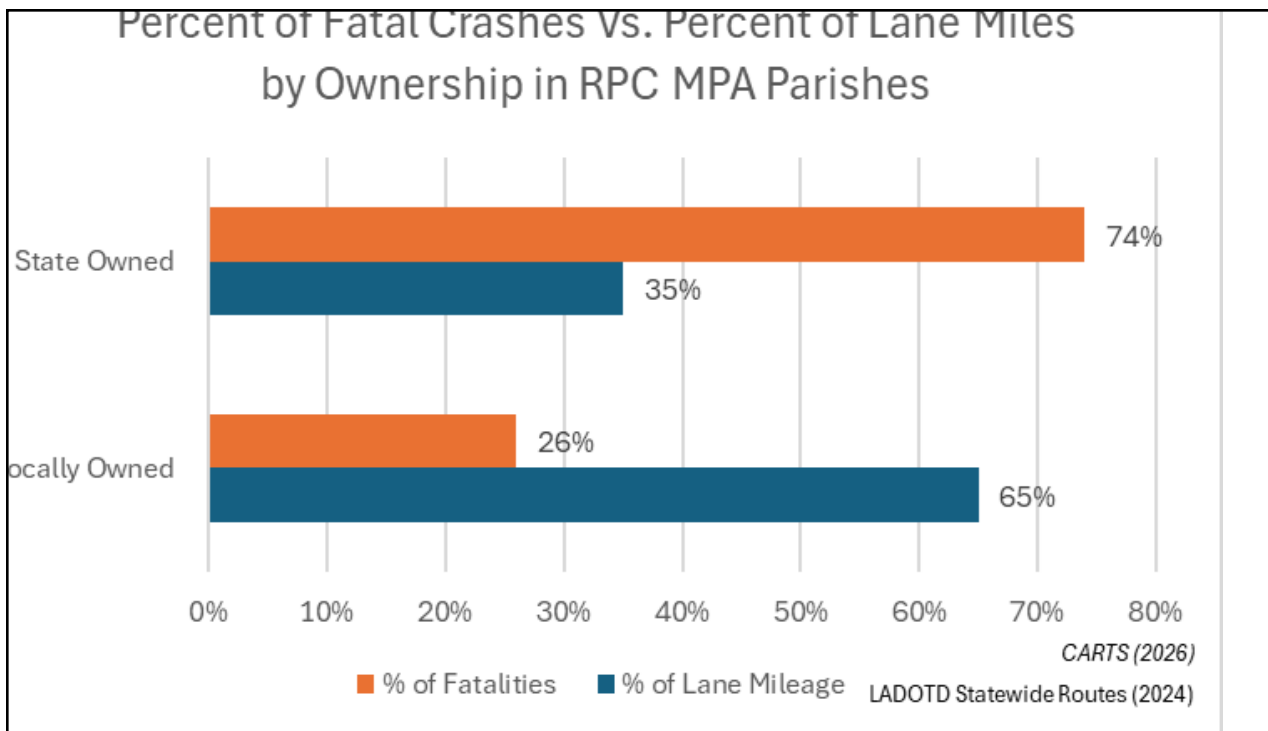
Safety: Statistics

Traffic fatalities nationally and statewide peaked in 2021 and regionally peaked in 2022 and have begun to decline. Based on NHTSA's 2024 estimated fatality reporting, national fatalities dropped from 42,721¹ in 2022 to 39,345¹ in 2024. From a statewide perspective, Louisiana saw a drop in fatalities from 906² in 2022 to 753² in 2024. Following national and state trends, the nine parish RPC region saw a reduction in fatalities from 219 in 2022 to 181 in 2024.



Where are fatalities happening?

The roads we walk, bike, roll, and drive on everyday are owned and maintained by three main entities: LADOTD, parishes, and municipalities. To eliminate traffic fatalities, coordination and cooperation is essential between roadway owners and the variety of agencies involved in behavior modification.



What are the fatal crash contributing factors?

The Louisiana Strategic Highway Safety Plan (SHSP) identifies four main “emphasis areas” which are the leading contributing factors in fatal crashes: distracted/inattentive driving, impaired driving, occupant protection, and infrastructure and operations (lane departure, roadway departure, intersections, and pedestrians and bicycles). The top emphasis areas involved in fatal crashes for the RPC region were lane departure, predicted alcohol, and no restraint.



403 Crashes
Lane Departure

CARTS (2026)



339 Crashes
Predicted Alcohol

CARTS (2026)



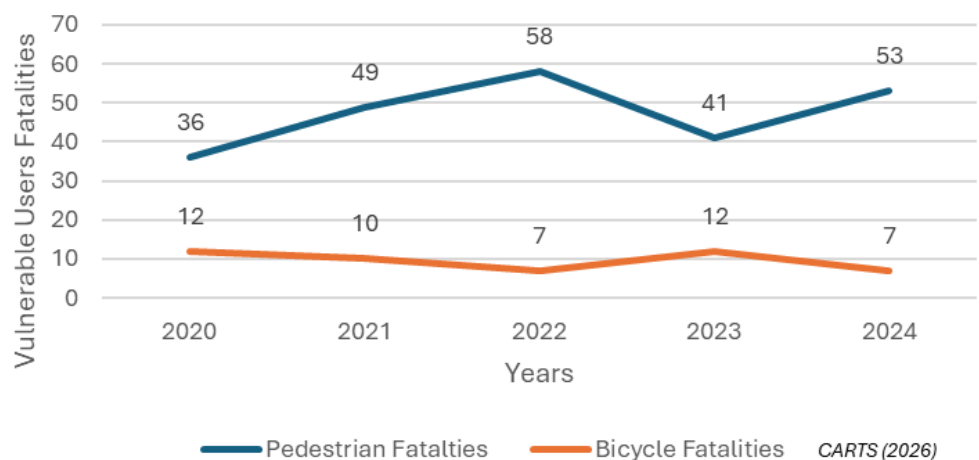
324 Crashes
No Restraint

CARTS (2026)

Ensuring the safety of all users of our transportation network is a vital part of our work at RPC. While great strides have been made over the past decade, there is still considerable work to be done to ensure all of our neighbors, friends, and loved ones can walk, bike, and roll safely.

Of the 972 traffic related fatalities in the RPC region from 2020 -2024, 285 (29%) were people walking or bicycling. This exceeds the statewide percent of 24%.

RPC MPA Parish Vulnerable Users Fatalities
2020-2024



1. National Center for Statistics and Analysis. (2025, April). Early estimate of motor vehicle traffic fatalities in 2024 (Traffic Safety Facts Crash•Stats Brief Statistical Summary. Report No. DOT HS 813 710). National Highway Traffic Safety Administration.

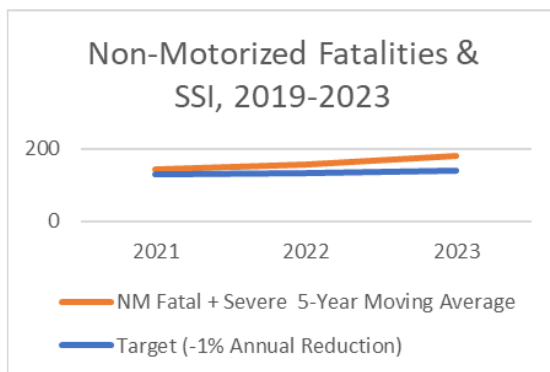
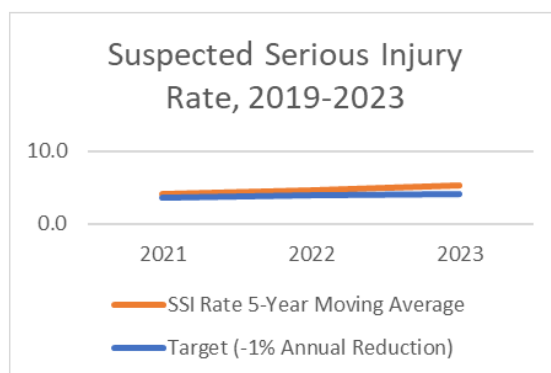
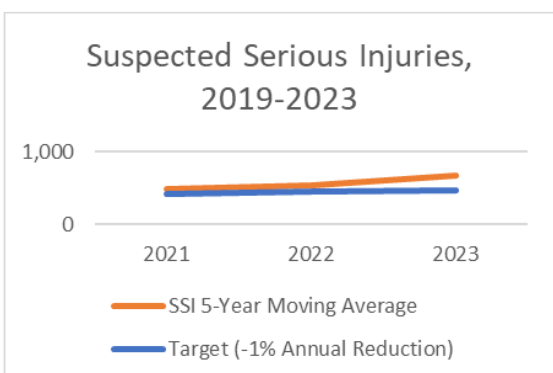
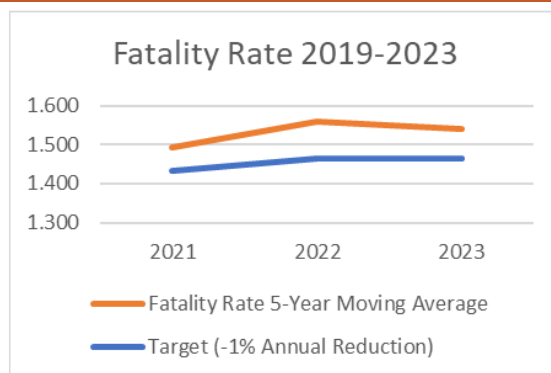
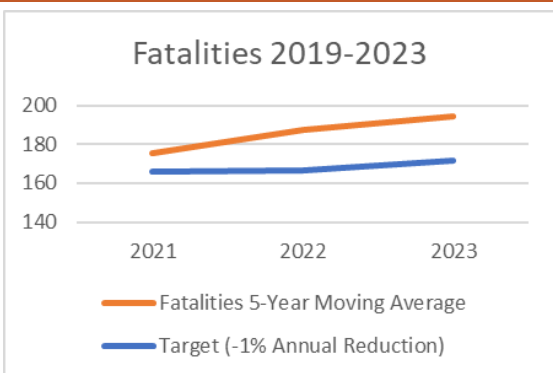
2. Center for Analytics & Research in Transportation Safety. (n.d.). SHSP person dashboard [Data dashboard]. Louisiana State University. Retrieved January 29, 2026, from <https://carts.lsu.edu/datareports/report/shspperson>

Safety: Performance Measures

Federal legislation requires the RPC to track a series of safety performance measures and set targets for each. In turn, the RPC programs projects that aim to achieve the targets over time. The RPC tracks and sets targets for five safety performance measures:

- Number of Fatalities
- Rate of Fatalities per Hundred Million Vehicle Miles (HMVMT) traveled
- Number of Suspected Serious Injuries (SSI)
- Rate of Suspected Serious Injuries (SSI) per HMVMT
- Number of Non-motorized Fatalities and SSI combined

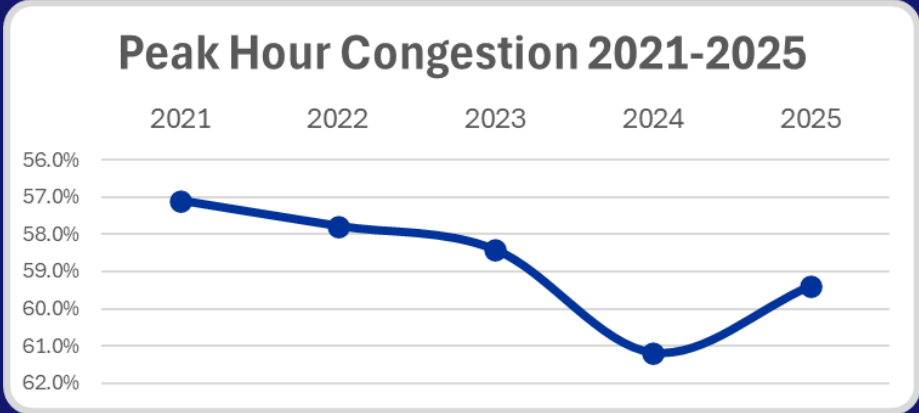
Since 2018 the RPC has targeted a 1% annual reduction in each performance measures, in line with DOTD's statewide target. Targets are calculated against 5-year running averages, and performance over the past several years is shown in the charges below.



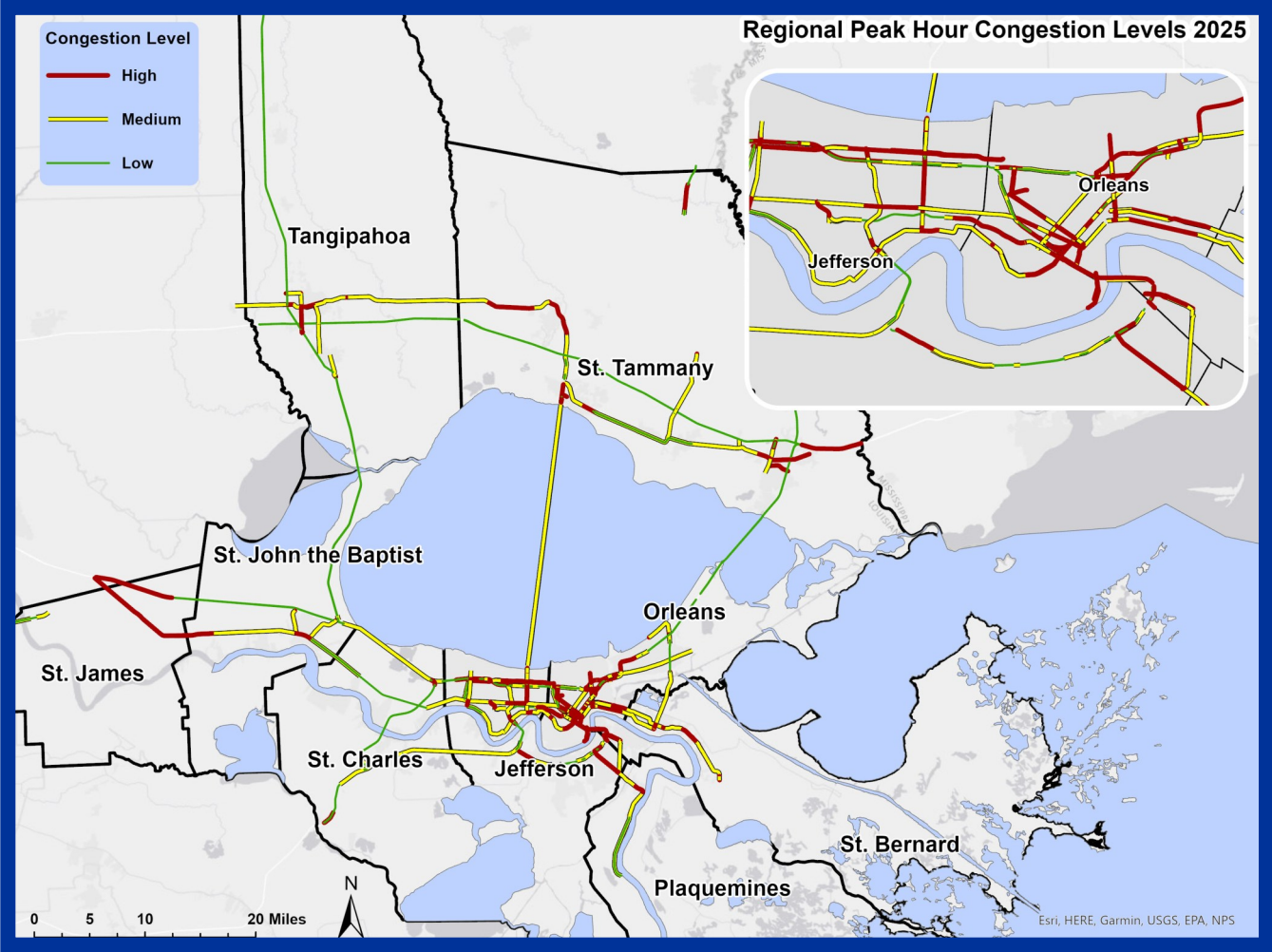
Source: LADOTD (2024). Louisiana HSIP Performance Measure Target Planning

Congestion Management

Congestion Management includes identifying traffic congestion throughout the region, defining needs related to reducing congestion, and recommending congestion mitigation strategies. RPC continues to work on travel reliability for motor vehicles through a variety of means, including real time traveler information, roadway operational improvements, and providing alternatives to driving. The chart below indicates that while congestion decreased between 2021 and 2024, it increased slightly in 2025.



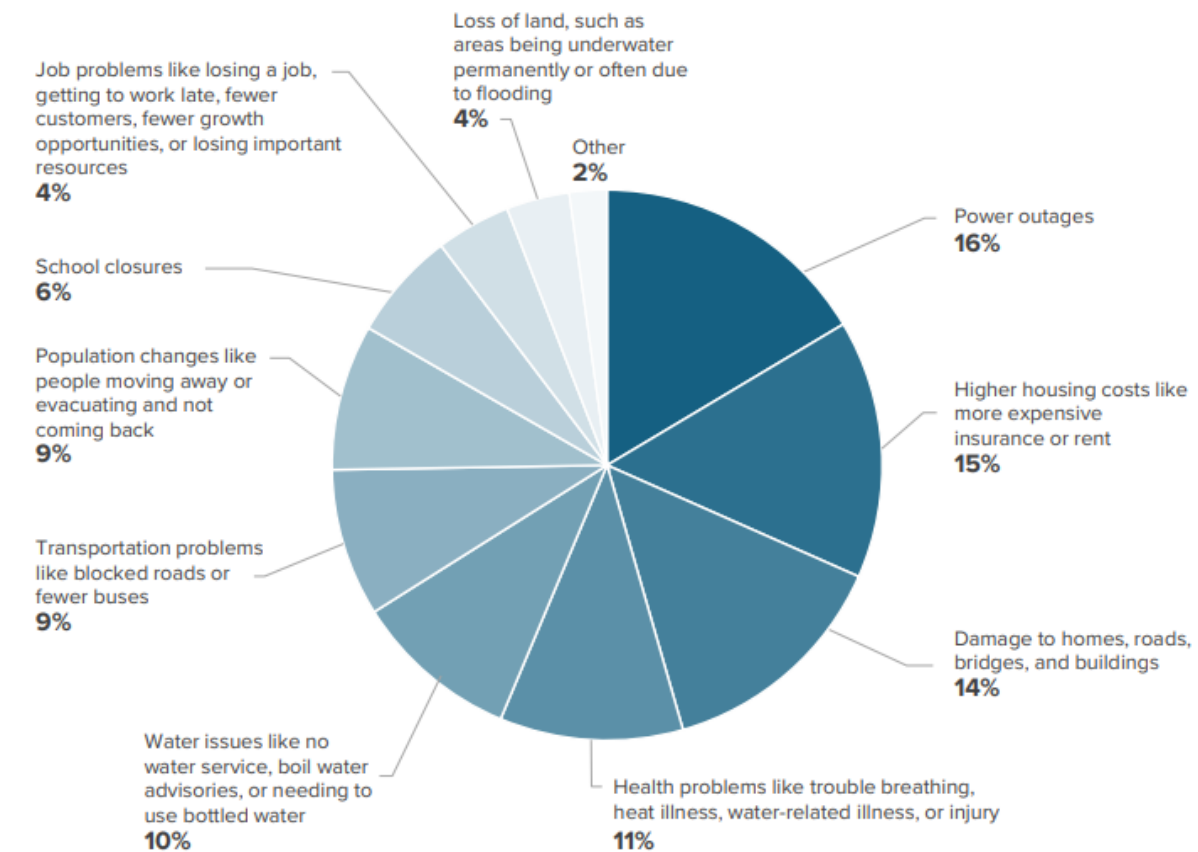
Peak hour is defined as the time of day during which congestion was at its worst during that year. Congestion is shown as a percentage of actual travel speeds versus free flow speeds; therefore, a score of 100% indicates less congestion.



Comprehensive Climate Action Plan

Building on the previously published Priority Climate Action Plan (PCAP), the RPC completed the Southeast Louisiana Comprehensive Climate Action Plan: Environment, Economy, and Equity in December 2025. This plan includes a slightly updated GHG inventory along with projections and targets for reducing emissions.

While the total emissions inventory changed little from 2023 and industrial emissions still account for the largest share in the region, the CCAP focused on gathering community and stakeholder input to help drive 23 new climate actions. From now until 2027, the RPC plans to help coordinate the implementation of these actions. A final status report will be released in Fall 2027 with the hopes of continuing this climate work after the CPRG program ends. Responses from a series of community pop-ups, surveys, and stakeholder focused meetings are below. Climate actions will follow the six categories of emissions reductions and will focus on adding resilience to the region.



Metropolitan Transportation Plan

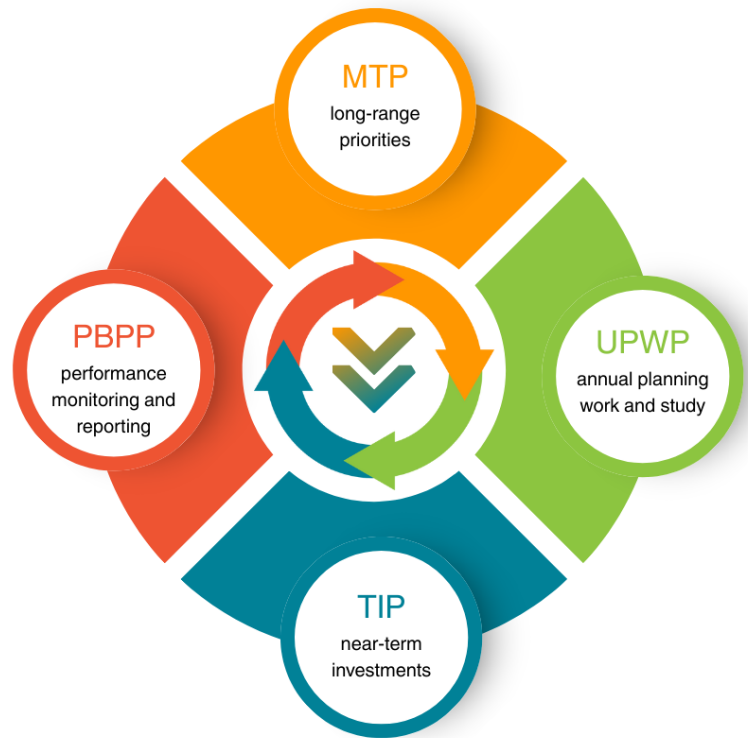
Update Underway

The Metropolitan Transportation Plan (MTP) is the overarching policy document that guides the work of the RPC. It is a long-range plan that serves as the regional blueprint for transportation investment over the next 30 years. It takes stock of trends and utilizes data to evaluate the quality of our region's transportation systems and determine future needs and priorities. Finally, the MTP lays out the region's multimodal goals and priorities as well as strategies to achieve them, including a fiscally constrained project list based on expected revenues.

Per federal law, metropolitan planning organizations must update their long-range plans at least once every five years in order to confirm the plan's consistency with current trends and forecasted conditions. The Regional Planning Commission staff are currently working on this update, with a draft expected to be published in June 2026.

MPO Transportation Planning & Programming Process

The Metropolitan Transportation Plan is updated every four years, but the planning process is continuous. The graphic aims to depict the cyclical nature of the RPC's transportation planning process, with the MTP informing the direction of the RPC's yearly work program as well as projects funded through the TIP. Finally, built into the process is regular evaluation of policies and investment impacts via federally required Performance Based Planning and Programming.



Community Input Needed

To better understand community transportation needs in our region and identify key issues and areas for improvement, the RPC is conducting a public survey. Results will be incorporated into the formulation of MTP priorities as well as future planning activities. To fill out the survey, go to <https://tinyurl.com/NORPC-MTP-Survey> or scan the QR code

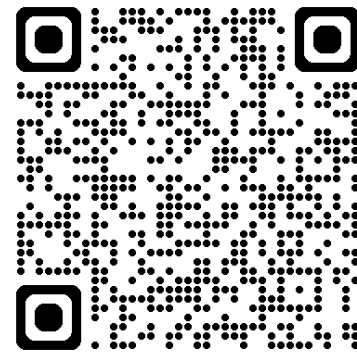


Obligated Projects



Every year the RPC develops a list of projects for which federal transportation funds were obligated in the preceding fiscal year. An obligation refers to the funding commitment made by FHWA or FTA to pay the federal share of a project's cost. This list allows our planning partners, stakeholders, and the public, to get a yearly glimpse of how many projects are funded, wholly or in part through RPC's programming of Federal dollars, and appropriated to the final step of the process: getting built.

The list helps us assess the extent to which the things getting built are in line with the planning priorities described in the Metropolitan Transportation Plan: Safety & Security; Sustainability & Resilience; Equity; Economic Opportunity; Reliability & Connectivity; and System Preservation & Stewardship..



See the [2025 Obligated Projects Report](#)



Percentage of highway projects obligated from FY 2020 through FY 2025 contributing to MTP Priorities:

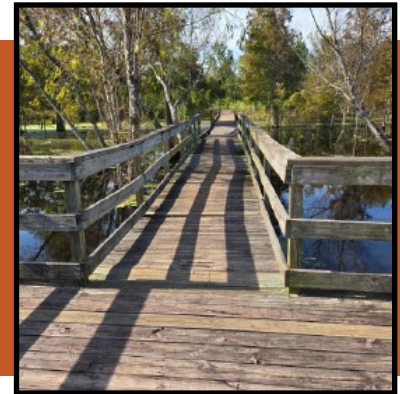
<p>Safety & Security</p> <p>36%</p>	<p>Sustainability & Resilience</p> <p>18%</p>	<p>Equity</p> <p>14%</p>
<p>Economic Opportunity</p> <p>7%</p>	<p>Reliability & Connectivity</p> <p>32%</p>	<p>System Preservation &</p> <p>56%</p>

Completed Studies

The following studies were either completed or begun by RPC in 2024. Study selection was guided by the priorities established in the Metropolitan Transportation Plan. Completed studies can be found at:

Bayou Sauvage Urban National Wildlife Refuge

The study developed comprehensive plan for transportation enhancements for the Refuge, located in the eastern portion of New Orleans. The plan identified a program of projects and actions for improving recreational access to, and within, the Refuge for all users, with an emphasis on non-motorized facilities, while still protecting the natural assets of the area.



St. Tammany Comprehensive Pedestrian & Bicycle Plan

RPC assisted the parish in preparing a Pedestrian and Bicycle Plan that will address existing deficiencies in the existing non-motorized transportation network and identify opportunities to expand the network, safely connecting users to facilities and other community assets.

Lower St. Bernard Louisiana International Terminal Roadway Network & Resiliency Study

RPC, St. Bernard Parish, and the Port of New Orleans coordinated on a study that is evaluating potential impacts the proposed Port of New Orleans Louisiana International Terminal may have on the Parish's roadway network, and assessed improvements that could mitigate these impacts, including a series of alternatives for a new roadway that would connect a new port facility to I-510.

US 11 Corridor Study

RPC and the City of Slidell embarked on this study to evaluate and potentially transform US 11 from US 190 to LA 433. This effort aimed to transform Front Street in Olde Slidell into a safer, more accessible, better connected corridor for pedestrians and cyclists.

Ongoing or Upcoming

- Firetower Road (LA 455) Corridor Study, Tangipahoa Parish
- Old Mandeville Complete Streets and Parking Study
- Barton Avenue Bicycle and Pedestrian Accessibility Study, St. Charles Parish
- Westbank Riverfront Rail Crossing and Complete Streets Study, Jefferson Parish
- Barrier Road Corridor Study, Plaquemines Parish

Questions? Or do you want to help us plan our region's transportation future? Visit our website or contact our staff. We're here to listen!



Regional Planning Commission
10 Veterans Boulevard
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504-483-8500

<https://www.norpc.org/contact/>

Citations

- 1.NHTSA. (2025, 01 10). *Fatality Analysis Reporting System (FARS) Web-Based Encyclopedia*. Retrieved from NHTSA.gov: <https://www-fars.nhtsa.dot.gov/Main/index.aspx>
- 2.CARTS. (2025, 01 10). *Louisiana SHSP: Person Dashboard*. Retrieved from Center For Analytics & Research in Transportation Safety : <https://carts.lsu.edu/datareports/report/shspperson>
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