

Metropolitan Transportation Plan

New Orleans Urbanized Area

Fiscal Years 2015-2044

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2015-2044 Metropolitan Transportation Plan

New Orleans Urbanized Area

REGIONAL PLANNING COMMISSION

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Part I

Introduction

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Chapter 1



Plan Summary

The New Orleans Urbanized Area Metropolitan Transportation Plan (MTP) is the chief legal document reflecting the goals and objectives, the resources, the fundamental planning process, and the schedule of transportation projects for the region over the next 30 years¹. The Regional Planning Commission, serving as the Metropolitan Planning Organization for the New Orleans Urbanized Area, is responsible for the development and upkeep of the MTP. The MTP must be revised every four years so that incoming or newly identified projects and priorities can be identified and updated. This latest update, for the years 2015-2044, describes the regional vision for transportation over this time frame. This vision, along with the goals and objectives that will lead toward its achievement, and the performance measures used to gauge their efficacy in doing so, are described in Part I of the MTP. Part I also includes an overview of the legal requirements and organization structure of the New Orleans Metropolitan Planning Organization.

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

Part III of this document describes the strategies that RPC will pursue in order to achieve its selected goals and objectives. Though these strategies are organized into separate chapters for roads and highways, public transportation, pedestrian and bicycle, and intermodal freight, it should be recognized that all are integrated and interdependent within the greater transportation system. The strategies themselves are as diverse as the transportation modes they seek to improve, ranging from education and outreach programs, to the targeted maintenance of existing road and transit assets, to operational and technological improvements, to large capital intensive transportation infrastructure expansions. All are considered integral to the short and long term viability of our region's transportation system.

A complementary document is the Transportation Improvement Program (TIP) for the New Orleans Urbanized Area. The TIP serves as Tier 1, or the first four years of the MTP, and provides an immediate map for upcoming projects and follow-up phasing. It is the opinion of the Commission that the inclusion of these future projects is warranted to best inform all stakeholders well in advance of potential start dates. No project will be accepted into the TIP unless it is in accordance with the policies, goals, objectives, strategies, or projects in the Metropolitan Transportation Plan. The MTP also includes medium range (Tier 2 – fiscal years 2019-2028) and long range (Tier 3 – fiscal years 2029-2044) projects identified for future implementation. This implementation schedule is Part IV of this document.

¹ Pursuant to 23 CFR 450.322

REGIONAL TRANSPORTATION VISION

Create and maintain a safe and reliable transportation system that will promote livable, equitable, economically viable, and environmentally sustainable communities in our region for current and future generations.

Goals of the 2015-2044 New Orleans Urbanized Area Metropolitan Transportation Plan

SAFETY

Improve the safety of the regional transportation system for all users

LIVABLE COMMUNITIES

Improve the quality of life of the region's residents

STATE OF GOOD REPAIR

Protect and modernize existing transportation investments and assets

ECONOMIC COMPETITIVENESS

Develop a multimodal transportation system that cultivates economic development, growth, and resiliency

ENVIRONMENTAL SUSTAINABILITY

Develop a transportation system that contributes to a healthier environment for future generations

Chapter 2



Metropolitan Planning Background

I. Introduction to Metropolitan Transportation Planning

The transportation philosophy promulgated in MAP-21 reflects an all-inclusive approach to transportation that acknowledges the need for more balanced, multi-modal planning. Transportation systems should be safe and effective, and should contribute to economic development, community livability, and environmental sustainability. Moreover, the decision-making process should include both objective measures of success and stakeholder input, with a constant emphasis on optimizing the efficient use of the existing system. The RPC has sought to incorporate these concepts into this Metropolitan Transportation Plan as well as its other initiatives through various policies and programs, such as its Smart Growth Policy and Complete Streets Advisory Committee. These are intended to influence the development of the future transportation system in a manner that most effectively meets the wide variety of the region's current and future needs.

Federal Legislation: ISTEA to MAP-21

The post-Interstate Highway System era of federal transportation policy has been shaped by four legislative Acts: Intermodal Surface Transportation Efficiency Act of 1991 (Public Law 102-240; ISTEA, 1991), Transportation Equity Act for the 21st Century (Public Law 105-178; TEA-21, 1998), Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (Public Law 109-159; SAFETEA-LU, 2005), and Moving Ahead for Progress in the 21st Century Act (Public Law 112-141; MAP-21, 2012).

ISTEA was enacted at a time when the original Interstate Highway System was nearing completion and is considered a landmark piece of legislation for its approach to federal transportation planning and policy. Among the notable changes were the shift in focus from wholesale expansion of the highway network to an emphasis on maintenance. It also emphasized intermodalism, attempting to link highway, rail, air, and marine transportation as one seamless network. ISTEA also drastically changed how Federal highway funds could be spent and provided more local and state control over funding.

TEA-21 built on the initiatives of ISTEA by continuing to emphasize intermodalism and local participation in the planning and implementation process. TEA-21 also increased the minimum funding levels for transportation projects and at the time was the largest public works bill in history.

SAFETEA-LU reaffirmed the underlying tenets of the two previous transportation bills while expanding the growing national emphasis on global economic competitiveness through new or improved transportation connections to port and intermodal terminals and increasing attention on a more efficient national freight rail system. Another notable tenet of SAFETEA-LU was the integration of transportation safety (i.e., Safety Conscious Planning) into the planning process with an emphasis on vehicle crash reduction and improved pedestrian and bicycle safety. SAFETEA-LU mandated linkages between transportation planning, database systems and evaluation, and deployment of Intelligent Transportation System (ITS) technologies with Homeland Security preparedness and response.

MAP-21 is the most recent and current Federal legislation. It emphasizes a more data driven planning process along with the use of performance measures to track and report on the effectiveness of the transportation program. Funding levels have remained generally consistent though a number of funding programs have been consolidated. MAP-21 also makes freight planning and operations a focus area and calls for a national freight policy.

The significance of ISTEA, TEA-21, SAFETEA-LU, and MAP-21 was in their comprehensive nature. ISTEA introduced, and subsequent legislation upheld, a re-directed federal, state and regional program emphasis by the incorporation of institutional change. It was a purposeful transition for transportation users and providers. Formerly, an inflexible categorical funding strategy existed that conceptually and fiscally separated highway and transit systems. These bills encouraged flexibility in funding across traditional categories and agencies formed in previous decades when other needs, distinct for those periods, were in focus. They also moved to encourage flexible funding within regions in order to address the specific concerns of communities. In particular, the new comprehensive view promoted improved operational strategies, intermodal solutions to problems, safety requirements, traffic monitoring and management systems, bicycle and pedestrian facilities, high occupancy vehicle lanes and roadway enhancements. It also encompassed traditional highway building and maintenance issues.

Early transportation philosophy was dominated by large highway construction projects, especially when the construction of the interstate system was a priority. The shift in emphasis found in ISTEA demanded more interaction with the Clean Air Act of 1990

and the Americans with Disabilities Act of 1990 (ADA). Each of these new federal laws played a role in setting the performance standards for air quality and meeting transportation requirements of disabled Americans under ISTEA and subsequent legislation.

In addition, for the first time diverse transportation interests also demonstrated the need for representation. ISTEA culminated the growing cognizance that the transportation environment was made up of wide-ranging interests and needs. As a result of the emphasis placed on reducing pollution and increasing alternatives to the automobile, ISTEA endorsed transit projects and issues. Demonstrating long-term credibility of the concept, TEA-21, SAFETEA-LU, and MAP-21 supported and enacted similar language. Consideration of preservation and identification of used and unused rights-of-ways for future transit corridors, the establishment of a methodology to expand and enhance transit services; and, capital investments resulting in increased security for transit systems were all emphasized.

While ISTEA incorporated a new planning paradigm of fifteen Metropolitan Planning Factors, TEA-21 condensed them into seven factors, SAFETEA-LU introduced an eighth planning factor – Security, and MAP-21 calls for the measurement and reporting by states and Metropolitan Planning Organizations on their progress toward achievement of seven national goal areas.

Ultimately it was recognized that for the U.S. to compete effectively in the fluctuating world market, financial accountability and constraint; cost effectiveness; community support and extensive community input must be mandated. The link to economic development considerations established under ISTEA were

continued under TEA-21, and enhanced further in SAFETEA-LU and MAP-21.

Metropolitan Planning Organizations

A major component established by ISTEA and preserved through to MAP-21 is the statutory thrust to grant local Metropolitan Planning Organizations with decision-making authority, legally empowering them with decisive planning and coordination abilities.

Metropolitan Planning Organization activities and responsibilities are undertaken pursuant to 23 CFR 450.

Under federal requirements a Metropolitan Planning Organization (MPO) must be designated for each Urbanized Area (UZA) with a population of 50,000 persons or more. Tasked with planning and programming a substantial portion of the federal transportation funds allocated to the region, these MPOs play an integral role in regionally implementing the strategies contained in MAP-21. They provide the vehicle to ascertain regional problems, analyze alternatives, and facilitate community involvement when resolving difficulties. Finally, they contribute information to state and federal transportation agencies, furnishing critical feedback in a reiterative communication loop so further enhancements can be made.

The MPO is authorized to act as the focal point, judging the viability of plans, regulating funds, and ranking projects with a broad brush planning approach. Although previously enabled to adhere to a regional perspective, the expanded responsibilities include programming (identifying and prioritizing) all federally funded transportation projects in the Urbanized Area.

Each year, states, and, in turn the Metropolitan Planning Organizations throughout each state, receive a commitment or obligation of the federal government to pay through the reimbursement of the federal share of project costs. There is a cap on reimbursable amounts, called an obligation ceiling. The funds that are obligated must be used or they may possibly be lost. If scheduled project phases are delayed for any reason, the planned MPO allocation remains with the State Department (LADOTD) of Transportation and Development. At the LADOTD's discretion, they can raise their own obligation ceiling for the year using MPO funds or may allow the MPO to roll it into later years.

Common MPO Planning Themes

RPC has endeavored to use federal guidance and current transportation planning best practices in the preparation of this MTP. Several of the more significant issues are discussed below.

Accessibility vs. Mobility

One of the most significant trends in transportation planning philosophy in both practice and policy is a shift away from maximizing personal mobility towards optimizing accessibility. In other words, the primary measure of the effectiveness of a transportation system is how easily one can access basic needs, work, recreation, and amenities (i.e. accessibility); as opposed to evaluating a transportation system based on how far and how quickly one can travel (i.e. mobility). This is a fundamental paradigm shift that more accurately recognizes the purpose of urban transportation: a means by which users accomplish necessary or desired tasks. Striving to improve accessibility more fully recognizes

that people use the transportation system to achieve certain tasks such as going to work, shopping, or accessing community amenities.

Efficient Use of the Existing Transportation System

A number of important considerations have led to an increasing emphasis on more efficient uses of existing transportation infrastructure, as opposed to constructing new additions to the system. First, basic fiscal responsibility dictates that if operational effectiveness can be improved through lower-cost measures rather than costly new construction projects, they should be pursued first. Similarly the increasing scarcity of maintenance funds combined with aging infrastructure has lead transportation agencies to more carefully consider taking on future maintenance obligations that they may not be able to satisfy. Finally, the construction of new transportation infrastructure may not always be the most effective way to address transportation problems and delays.

In a phenomenon known as “induced demand,” increasing infrastructure supply can frequently lead to a corresponding increase in travel demand, resulting in a higher capacity system that has the same problems and delays that existed before “improvements” were made. Recognizing the difficulties and limitations of adding new transportation infrastructure has led to policies and projects that attempt to improve system performance through multiple strategies, with new construction only taking place when all other options have been exhausted and after careful consideration.

Transportation’s Multiple Interrelationships

Another important concept that has received increasing recognition is the interrelationship between transportation and other important issues affecting metropolitan areas, most notably land use, the economy, the environment, and quality of life. These connections were first acknowledged in legislation in ISTEA, and policy emphasis on them has steadily increased since then.

Diversity of Choices

For several decades transportation planning and construction in the U.S. was primarily concerned with accommodating automobile travel. This focus, accompanied by large-scale infrastructure construction projects, resulted in a national highway system of unprecedented quality and extent. However, creation of such an impressive system meant that single-occupant vehicles were given priority over public transit, walking, biking, and rail; as accommodations for each of these modes declined, so too did people’s ability to use them.

Entire communities have been planned and built around accommodating cars, and many Americans are necessarily automobile-dependent, having lost the freedom to choose the transportation mode that most appropriately fits their needs. Recent transportation policy has sought to correct this imbalance by funding and encouraging projects that will create a diversity of transportation choices, especially within metropolitan regions. While private automobiles will always be the preferred mode of choice for many people, developing a more balanced transportation system offers people the opportunity to choose a mode of

transportation that best fits the requirements of individuals and families.

Performance-Based, Objectives-Driven Planning

A practice that has become increasingly important, particularly given the performance based mandate of MAP-21, is the use of decision-making processes that clearly identify objectives and the performance measures used to evaluate their achievement. Measurable objectives bring a level of accountability to the planning process, and allow both planners and the public to evaluate the success of various initiatives.

Stakeholder Participation

Transportation systems that effectively serve the public cannot be developed without significant input and guidance from the affected stakeholders. For this reason more sophisticated and robust public outreach methods are continually being developed and refined, and the importance of stakeholder input on program development and project selection continues to grow. The value of public participation has been acknowledged in legislation at all levels of government, and its inclusion in the planning process can only be expected to become increasingly common and necessary in the future.

Smart Growth

Smart Growth, as defined by the Smart Growth Network, is development that serves the economy, community, and environment. Smart Growth evolved as both a social and fiscal response to the impacts of unplanned development on local and

regional infrastructure and quality of life. It is an outcome-oriented movement that applies sustainable, equitable development principles to current development practices. These development principles include the belief that communities should strive for: Mixed land uses; Compact building design; Mixed housing opportunities including different styles and levels of affordability; Walkable neighborhoods; Distinctive, attractive communities with a strong sense of place; Preservation of open space, environmentally sensitive land, and culturally significant areas/buildings; Reinvestment in existing buildings/communities and balanced regional development; mixed transportation options; fair, cost-effective development options; and active citizen participation in the development process.

II. The Regional Planning Commission

The Regional Planning Commission is a 31-member board of local elected officials and citizen members appointed to represent the region on a variety of issues. 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 RPC and TPC have been designated by the state of Louisiana as the MPO for four urbanized areas: New Orleans, Slidell, Mandeville-Covington, and South Tangipahoa. This plan is for the New Orleans urbanized area.

The Regional Planning commission retains a professional staff with expertise in transportation planning, program management, air quality conformity analysis, environmental planning, and geographic information systems (GIS). The staff works closely with the

Commission to formally evaluate the transportation needs of the urban area and make recommendations to the Transportation Policy Committee. RPC staff also facilitates community input, assists in project management, and adheres to and guides the Metropolitan Planning Process prescribed in MAP-21. The RPC and RPC staff also gain valuable stakeholder input from a technical advisory committee and various advisory councils, which are described in more detail in Chapter 6: Stakeholder and Public Involvement.

The Regional Planning Commission undertakes its role in the planning process through a contractual relationship with the DOTD and several funding administrations within the US Department of Transportation. The tasks to be undertaken in this relationship are defined in a Unified Planning Work Program (UPWP) prepared each year by the RPC staff.

Geographic and Transportation Profile of the New Orleans Metropolitan Planning Area

This Metropolitan Transportation Plan is for the New Orleans Transportation Management Area (TMA), a contiguous urbanized area defined by the United States Census, as well as the Metropolitan Planning Area (MPA), the larger boundary which is expected to become urbanized in the next 20 years (see Figure 1).

The TMA is comprised of a historically significant central city surrounded by contemporary (20th century) suburban areas. It stretches as far upriver as St. Charles and St. John the Baptist Parishes, to the southern shores of Lake Pontchartrain in Jefferson and Orleans Parish, and downriver into Plaquemines Parish and St.

Bernard Parish. The borders encompass part or all of these six parishes which together, and in 2010 had a total population of nearly 900,000 people.

Since its earliest settlement by Native Americans, and later by Europeans, the geographic location of the New Orleans region has presented many transportation opportunities and at times as many challenges. Many would argue that it would not exist were it not for its strategic location on the Mississippi River and Lake Pontchartrain, which led to its role first as a crucial portage and trade settlement, and in to modern times where it is a critically significant port city and rail gateway to much of the United States. Additionally, the past several decades have seen an increase in the region's participation in the energy, tourism, and healthcare industries. Population movements have generally conformed to national patterns and shifts, with populations moving from the central city in Orleans Parish to suburban areas beginning in the 1960s. In more recent years the central cities have seen a renewal of investment. These movements have strengthened the need for adjusting to shifting travel patterns and regional transportation planning cooperation. Additionally, as described below, the New Orleans region witnessed unprecedented demographic shifts following the hurricanes of 2005.

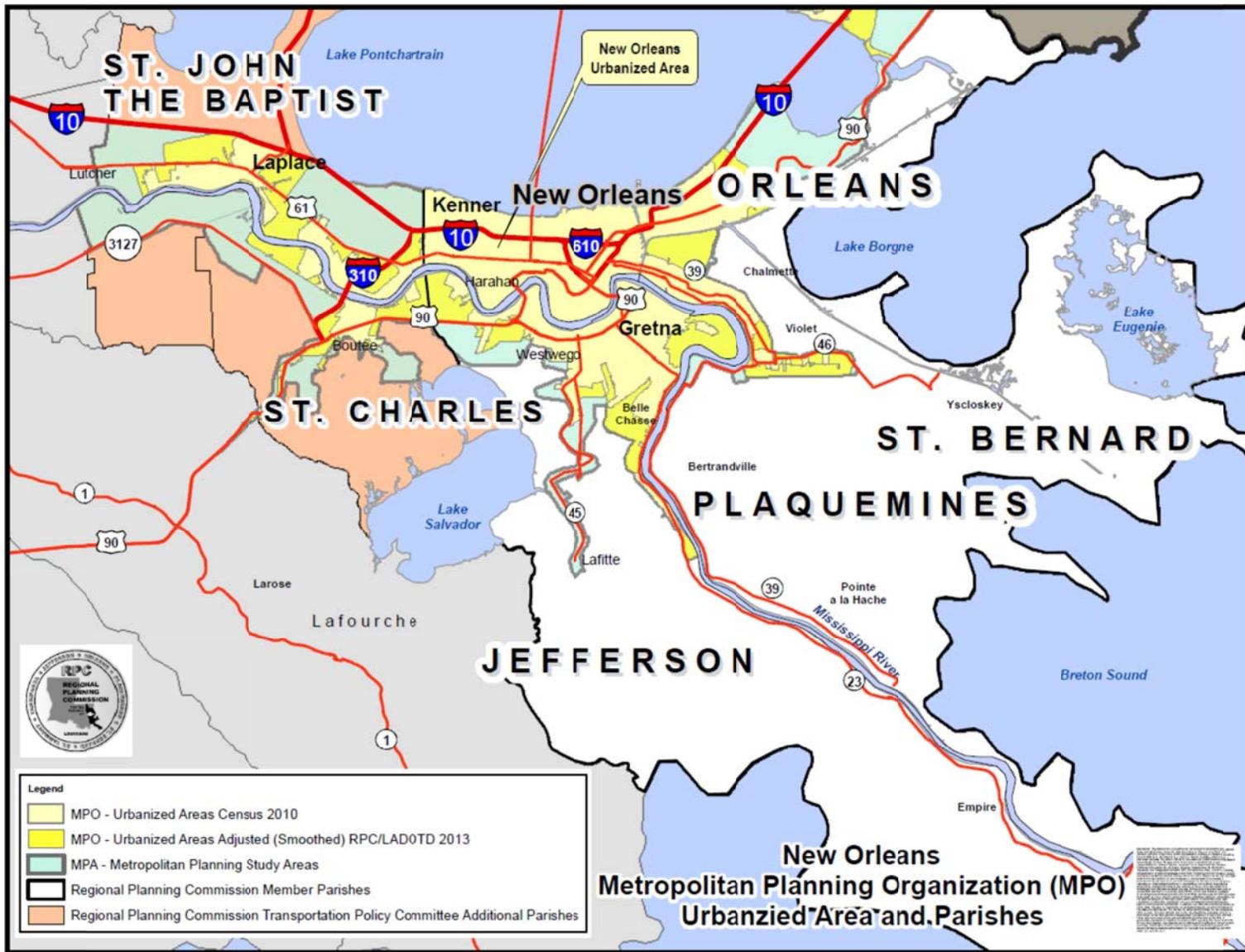


Figure 1: Map of New Orleans UZA and MPA

Hurricane Katrina and Beyond

One of the biggest challenges faced by the region is its vulnerability to tropical storms. Though the City of New Orleans was founded nearly 300 years ago, one of the most defining events of the region's history occurred in the summer of 2005. On August 29th of that year Hurricane Katrina made landfall in Buras, Louisiana, about 52 miles southeast of downtown New Orleans. As the storm passed through the region it brought with it sustained winds in excess of 130 miles per hour and storm surges over 25 feet high. Moreover, crucial links in the flood protection system failed, bringing additional devastation to populated areas. This destruction, unparalleled in American history in both scale and cost, forced long term and often permanent displacement of many residents, and wreaked havoc on the region's transportation systems.

While recovery from the storms of 2005 is ongoing, the region has bounced back in resounding fashion in the years since. Following the disaster, significant amounts of federal resources were deployed to the region to repair roads and transit facilities damaged by the storm, and projects long identified as unfunded priorities were undertaken with a renewed sense of urgency through hazard mitigation funding. Citizens demonstrated a reinvigorated and engaged interest in planning responsibly for the future. The economy of the region has seen an emphasis on new sectors, such as film entertainment and healthcare, and existing industries, like the ports and tourism, have witnessed renewed success. The completion of substantial transportation projects, such as the Loyola streetcar line and the widening of the Huey P. Long Bridge,

further reveal a region that is moving past recovery and into the future.

The changes that accompany this new era will, however, present new challenges. Changes in demographics, land-uses, and the natural environment that are projected over the next 30 years will force a new paradigm when considering the future of transportation in the New Orleans urbanized area. Movements in population and jobs throughout the region require a re-consideration of travel patterns and modal demand. An aging population nationally and locally will have vastly different transportation needs. Also aging is the region's transportation infrastructure, and special attention will be required to ensure that existing assets are maintained in a useful condition. Finally, the geography of the New Orleans region forces decision makers to be cognizant of the challenges that accompany transportation planning in a coastal environment that is vulnerable to tropical weather and is particularly susceptible to the potential impacts of sea level rise. The RPC continually takes these factors into consideration in its planning process, and they have been reflected in this Metropolitan Transportation Plan.

Transportation Profile

RPC places an emphasis on improving safety and maintaining a state of good repair on the region's 1,908 miles of Federal Aid eligible roadways, while ensuring that they meet the needs of future travel demand and support economic development throughout the urbanized area. Strategies for achieving these goals include overlay or more extensive rehabilitation projects, intelligent transportation systems and other transportation management programs, and capacity increases. Detailed descriptions of RPC's strategies for

maintaining and improving the region’s street and highway systems can be found in Chapter Nine.

RPC also supports the region’s transit agencies by providing planning assistance and programming federal transit funds for capital and operating projects. There are three major fixed route/paratransit providers in the New Orleans urbanized area (Regional Transit Authority, Jefferson Transit, and St. Bernard Urban Rapid Transit), one demand response service (River Parish Transit Authority), and two ferry services operating four passages across the Mississippi River (Regional Transit Authority and Plaquemines Parish). In 2012 these services provided nearly 30 million trips to passengers². More on RPC’s transit planning strategies for the 2044 MTP are described in Chapter Ten.

The RPC also places a priority of promoting and making safe the use the regional transportation system for pedestrians, bicyclists, and other non-motorized travelers for both recreational and utilitarian use. In order to increase mode share for walkers and bicyclists, RPC has facilitated or directly participated in the installation of over 160 miles of bikeways throughout the region, and has assisted parishes in the completion of their own bicycle and pedestrian planning efforts. RPC also evaluates each roadway project for the potential implementation of Complete Streets components, including pedestrian and bicycling facilities. A further description of RPC’s pedestrian and bicycle program can be found in Chapter Ten.

In order to promote economic development and freight movement in the region, a number of projects that support the efficient and

² Unlinked Passenger Trips on all service modes, according to the National Transit Database: www.ntdprogram.gov

safe movement of freight on the region’s highways, railroads, and in and out of the urbanized area’s numerous intermodal transfer facilities.

Airports serving commercial, general aviation, and/or military	7
Ports	4
Railroads connecting to 132,000 miles of track across North America	7
Ferry Crossings	4
Miles of Federal Aid eligible roads	1,908
Total fixed-route transit lines	48
Annual fixed route transit trips (millions)	22.6
Miles of bikeways	163

*Includes St. Tammany and Tangipahoa UZAs.

All told, there are four seaports in the urbanized area connecting to six Class I railroads, thus giving them potential to access over 132,000 miles of track across North America. In addition, the New Orleans Public Belt Railroad serves as a terminal switching entity on 27 miles of track along the Mississippi River. More on RPC’s role in freight planning can be found in Chapter 11.

Chapter 3



Goals and Objectives

I. Summary

The goals set forth in the MTP will serve as guides for program and project selection. By orienting projects toward clearly defined goals, the RPC can ensure its efforts will achieve desired transportation outcomes. Satisfying specific objectives will mark progress towards goal achievement, and pre-determined performance measures will serve as evaluation tools to reach stated objectives. This model for goal achievement is substantially more thorough and well defined than previous iterations of the MTP, and is in keeping with a growing emphasis on objectives-driven, performance-based planning. The use of clearly defined goals and objectives is expected to help the RPC monitor the outcomes of its own work, as well as provide a greater level of accountability to the public and elected officials.

Federal guidance encourages the use of “SMART” objectives, which means that objectives are specific, measurable, agreed upon, realistic, and time-bound. To the extent possible, the RPC has incorporated this guidance into the MTP and other initiatives. Under MAP-21, the FHWA and FTA have been directed, in concert with states and MPOs, to develop a series of performance measures for use in state and metropolitan planning. The LADOTD will subsequently provide statewide performance targets. As of the publication of this document, only highway safety performance measures have been released, and will be included in the MTP. The RPC will continue to incorporate USDOT and LADOTD guidance and incorporate it into its planning process as it is provided.

SMART Objectives

Specific – Objectives should clearly state a desired end result.

Measurable – The results of an objective should be able to be quantified or objectively evaluated.

Agreed – Stakeholders have reached a consensus about the objective’s ability to help the region progress toward the achievement of a stated goal.

Realistic – Achievement of the objective can reasonably be expected to occur.

Time-bound – The objective states a specific time period in which it shall be achieved or completed.

Development Process

Goals, objectives, and performance measures were developed through consultation with 3 sources, (1) the general public; (2) the technical advisory committee; (3) RPC staff; (4) Federal guidance

Guided by its Public Involvement Plan, the RPC has pursued multiple means to solicit public input on the development of the MTP's Goals and Objectives. A transportation opinion survey was developed and distributed by the RPC, in both paper form and online, and at the writing of this plan has received over 200 responses. The results of the survey have been compiled, statistically analyzed, and summarized. RPC staff has also conducted several neighborhood-specific information sharing meetings with the dual purpose of informing residents of the RPC's purpose and to solicit opinions, advice, and concerns about future policies and projects. Finally, a region-wide public information meeting was held prior to the writing of this plan to offer an additional forum for the public to interact with RPC staff and provide input into the planning process. Both the survey and the public meeting input have been used in developing both the objectives of this plan as well as the strategies that will be used to achieve them. The public process that contributed to the development of the MTP is described in more detail in Chapter 6. It is important to note that Public Involvement is an ongoing process at the RPC, as outlined by its Public Involvement Plan. Public input is considered at all stages of the planning and project development process.

As further described in Chapter 6, Federal, regional, state, and local stakeholder agencies also significantly influenced the goals and objectives set forth in this plan, and will further be important partners in their achievement. The RPC works extensively with Federal Highway Administration, Federal Transit Administration, and other federal agencies on various programs and initiatives. This relationship allows for an ongoing conversation about the roles, responsibilities, and expectations of federal agencies in the

metropolitan transportation planning process. Similarly, the RPC maintains close ties with the Louisiana Department of Transportation and Development, and has used that experience to shape this plan. Perhaps most importantly, the region's member parishes, municipalities, and transit operators each have a strong influence on the long-term direction of RPC's planning efforts.

Using all available stakeholder input, the RPC's staff is responsible for finalizing the goals and objectives laid out in the MTP, and for developing the performance measures that will be used to evaluate their achievement. RPC staff offer expertise in a variety of topics, including transportation, land use, environment, economic development, information technology, and geographic information systems. Moreover, the RPC staff has significant experience in resolving the often conflicting goals of stakeholders to develop programs and projects that benefit the entire region.

MTP 2044 Goals, Objectives, and Performance Measures

The goals described below will serve to direct the RPC's long-term planning efforts and, as shown in Figure 2, are in line with the national goal areas defined in MAP-21. They broadly state the RPC's role in planning for the most important transportation-related issues in the region. Several Objectives are listed for each Goal. These are specific statements of desired future conditions that, if achieved, will serve to accomplish the broader Goal. For each objective, example strategies are listed to illustrate the types of policies, programs, or projects that could be used to satisfy the given Objective. It should be noted that these are provided as broad

descriptors only; the specific projects that the RPC plans to implement are discussed in Part III and Part IV of the MTP. Finally, Performance Measures have been developed for each objective. These are quantitative or objective measures that will be used to assess the achievement of particular Objectives. Goals, objectives, and performance measures are summarized in Figure 3 at the end of the chapter.

2044 Metropolitan Transportation Plan Goals	MAP-21 Goal Area
<p align="center">Safety</p> <p align="center"><i>Improve the safety of the regional transportation system for all users</i></p>	<p align="center">Safety</p>
<p align="center">Livable Communities</p> <p align="center"><i>Improve the quality of life of the region's residents</i></p>	<p align="center">Congestion System Reliability</p>
<p align="center">State of Good Repair</p> <p align="center"><i>Protect and modernize existing transportation investment and assets</i></p>	<p align="center">Infrastructure Condition</p>
<p align="center">Economic Competitiveness</p> <p align="center"><i>Develop a multimodal transportation system that cultivates economic development, growth, and resiliency</i></p>	<p align="center">Freight Movement</p>
<p align="center">Environmental Sustainability</p> <p align="center"><i>Develop a transportation system that contributes toward a healthier environment for future generations</i></p>	<p align="center">Environment</p>

Figure 2: 2044 MTP Goals and MAP-21 National Goal Areas. .

Goal 1 – SAFETY

Improve the safety of the regional transportation system for all users

Safety is the first priority of any transportation planning, construction, or improvement process, and it is the RPC's responsibility to the public to ensure that the transportation system is as safe as possible. The commission and its staff are committed to protecting the health and wellbeing of the region's residents and visitors.

Transportation projects will only be advanced if they include all possible considerations for the maintenance or improvement of system safety, regardless of the purpose of the project. Moreover, the RPC will continue to implement projects with the explicit purpose of improving system safety.

Objective 1A: Reduce the number of serious injuries and fatalities resulting from motor vehicle crashes by 50% by 2030.

Strategies

- Coordinate efforts with the State of Louisiana's Strategic Highway Safety Plan
- Identify common crash types (e.g., road departures), and address through low cost, system-wide improvements.
- Identify high fatality locations and prioritize safety improvements.

Performance Measures

- Annual number of serious injuries or fatalities
- Annual number of serious injuries or fatalities per vehicle mile travelled

Objective 1B: Reduce the number of pedestrian and bicyclist serious injuries resulting from motor accidents by 50% by 2030.

Strategies

- Include the consideration of bicycle and pedestrian safety improvements within the larger planning process
- Improve bicycle and pedestrian facilities
- Maintain or repair existing bicycle and pedestrian facilities
- Conduct outreach and education programs for cyclists, pedestrians, and motorists

Performance Measures

- Annual number of pedestrian serious injuries or fatalities
- Annual number of bicycle serious injuries or fatalities

Objective 1C: Assist transit agencies in reducing vehicle accidents per 1,000,000 in service vehicle miles.

Strategies

- Implement Advanced Public Transportation System technologies that reduce the likelihood of transit vehicle crashes
- Identify and implement capacity for reducing or apprehending criminal activity on transit vehicles and at transit stops

Performance Measure

- Vehicle accidents per 1,000,000 in service vehicle miles

Goal 2: Livable Communities

Improve quality of life of the region’s residents

Livable communities can be shaped by coordinating transportation investments with other community needs to strategically foster more livable neighborhoods and an overall higher quality of life for the region. The transportation system is inextricably linked to community livability. It is the physical link through which people connect with each other, access work, recreation, and basic necessities. A seamless, easy-to-use transportation system improves community livability by making everyday tasks easier to accomplish. Offering residents a range of transportation choices that can fit their specific needs contributes to their quality of life, and has an overall positive impact on the community.

Moreover, the physical infrastructure that makes up the transportation system forms a large, integral part of every community’s public space. It has a direct and powerful impact on the physical appearance of a community, and more importantly the manner in which community members can interact with each other and their living environment. This important connection means that transportation infrastructure strongly impacts a community’s dynamics, its sense of identity, and its residents’ quality of life – all of which contribute to the overall concept of community livability.

Recognizing the impact that its work has on the community, the RPC will seek to implement projects that have a positive impact on community livability. Achieving this goal will require the consideration of project impacts beyond basic measures of mobility, such as accessibility and context-sensitive design. Improving livability may also require coordination with entities that have not traditionally been a part of the transportation planning process, including housing agencies, economic development organizations, and advocacy groups. Integrating the RPC’s efforts with those of other, non-transportation related agencies is key to improving overall community livability.

Objective 2A: Assist transit agencies in offering residents greater accessibility to the transit system.

Strategies

- Decrease headways and improve system reliability through the use of ITS, improved vehicles, and/or expanded fixed-guideway service
- Facilitate greater coordination between transit operators

- Work with transit operators to ensure that routes are planned in a way that offers residents reasonable access to transit to the extent possible

Performance Measure

- Percentage of population in parishes with fixed route transit within ¼ mile of transit routes

Objective 2B: Limit growth of delay on congestion management system to 2% or less annually.

Strategies

- Continued implementation of the RPC’s Congestion Management Planning Process
- Utilize Travel Demand Management and Transportation System Management, as well as other identified low cost measures to reduce recurring congestion
- Utilize ITS and other operational strategies to reduce non-recurring congestion and improve system reliability
- Increase roadway capacity where lower cost measures are deemed inadequate

Performance Measures

- Growth of delay on congestion management system
- Number of transportation systems management projects completed annually

Objective 2C: Ensure that walking and biking are convenient and safe modes of transportation within and between neighborhoods.

Strategies

- Construction of bike lanes, trails, and shared use facilities
- Construction and repair of sidewalks and ADA curb ramps
- Installation and upgrading of crosswalks
- Installation of secure bike parking facilities

Performance Measure

- Miles of bicycle lanes constructed
- Miles of multi-use trails constructed

Goal 3: State of Good Repair

Protect and modernize existing transportation investments and assets

The transportation system in the New Orleans region developed over centuries and continues to evolve. It represents a massive public investment that provides the backbone for nearly all the activities that take place in the region. Given the significance of the system, 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.

A balance must also be struck between the construction 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. The RPC is mindful of this challenge and will continue to strive for a strategic balance between preservation and new construction.

In the past preservation projects such as overlaying or reconstructing roadways have been a substantial component of the RPC's work program, and they will remain so. The RPC will also continue to support the preservation of infrastructure critical to other modes, such as transit vehicles and sidewalks, by working with partner agencies and providing guidance and assistance where necessary.

Objective 3A: Complete a full conditions inventory of the Congestion Management System every four years.

Strategies

- Maintain an inventory of the major components of the regional transportation system and their conditions
- Coordinate with partner agencies to identify and prioritize preservation tasks
- Implement preservation projects before infrastructure deterioration impacts safety or system performance

Performance Measure

- Percentage of Congestion Management System roadway conditions inventory collected annually

Objective 3B: Select and implement roadway overlay and rehabilitation projects

Strategies

- Include considerations of all alternatives in the project development process
- When outcomes are similar, give preference and priority to projects that preserve existing infrastructure rather than requiring new construction
- Coordinate with partner agencies to encourage transportation uses and development patterns that do not require new infrastructure

Performance Measure

- Miles of roadway overlain or rehabilitated annually

Objective 3C: Assist transit agencies in increasing the average number of miles between in-service failures on regional fixed route transit service.

Strategies

- Assist in the preparation of transit agency Transit Asset Management Plans to guide the monitoring of vehicle lifecycle and application of routine maintenance programs

- Dedicate FTA capital funding toward the upkeep of transit assets

Performance Measure

- Average miles between in-service failures on regional fixed route service

Goal 4: Economic Competitiveness

Develop a multimodal transportation system that cultivates economic development, growth, and resiliency

Transportation infrastructure directly impacts the regional economy in a number of important 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. Finally, the shipment of goods to, from, and through the region via all freight modes is a significant source of employment and revenue.

The significant relationship between transportation and the economy means that the RPC’s transportation decisions can have a substantial impact on the regional economy, as well as the development or revitalization of specific locations throughout the region. Individuals are also impacted in their ability to access jobs, affordable housing, and basic needs, an especially important consideration for traditionally disadvantaged or underserved populations. The RPC has a responsibility to not only recognize these impacts, but to strategically direct its transportation

investments to those projects which will have the most positive impact on the strength and resiliency of the regional economy, both now and in the future.

Objective 4A: Invest in projects that improve freight movements and improve freight movement on the National Highway System.

Strategies

- Maintain an inventory of intermodal facilities, the connections to them, and their condition.
- Garner input from freight facility operators and freight carriers
- Foster relationships with freight stakeholders that are traditionally not part of the planning process, such as forwarders, brokers, and public-private partnerships.
- Include freight considerations in the development phases of all projects
- Develop a methodology for introducing freight-specific projects into the RPCs overall program

Performance Measure

- Miles of roadway improvements on the National Highway System completed annually

Objective 4B: Invest in projects that are in and will benefit economically depressed communities.

Strategies

- Invest in projects that may have a positive impact on economic growth.
- Select for implementation projects that can increase the flow of people to and from areas in need of economic revitalization.
- Require the potential economic impacts of a project be considered in the project development process.

Performance Measure

- Number of street overlay or transportation enhancement projects completed annually within census tracts with an average median household income at or below the poverty level

Objective 4C: Invest in projects that are in and will benefit economically depressed communities.

Strategies

- Use GIS and other analysis tools to determine the relationship of potential projects to traditionally disadvantaged or underserved neighborhoods and businesses
- Work with community stakeholders to identify the transportation needs of residents and businesses

- Implement projects that explicitly seek to improve job access and economic development in neighborhoods that have high populations of traditionally disadvantaged or underserved populations
- Utilize the RPC's Title VI Plan to ensure that projects are chosen and implemented in a just and equitable manner
- Ensure that all projects meet the requirements of the mobility impaired
- Assist local jurisdictions in implementing ADA Transition Plans

Performance Measure

- Number of street overlay or transportation enhancement projects completed annually within census tracts that are predominantly minority

Objective 4D: Invest in projects that are in and will benefit identified employment centers.

Strategies

- Identify major employment centers through geographic analysis
- Proactively identify and plan for the transportation needs of portions of the region with employment that is growing or forecasted to grow, or are otherwise identified as economic development areas
- During project development, ensure impacts on access and employment are included in feasibility and design analyses.

Performance Measure

- Number of street overlay or transportation enhancement projects in identified employment centers

Goal 5: Environmental Sustainability

Develop a transportation system that contributes toward a healthier environment for future generations

An ever increasing awareness of the impact transportation has on the environment has led planners to give a greater consideration to environmental sustainability in their decisions and recommendations. The effects of fossil fuel use on air quality are well documented, as are the impacts on water quality by urban runoff caused by non-point source pollutants such as automobiles. These issues are particularly important in areas like Southeast Louisiana, which is both home to large swaths of sensitive wetlands and is predicted to experience significant negative consequences resulting from global climate change. Travel by Single Occupant Vehicle (SOV) has a particularly strong role in these impacts, and is a mode that RPC can have substantial influence over. However, most modes, including freight rail, transit, maritime and air, have some impact on environmental quality.

Considerations of environmental sustainability also indicate the need for increased transportation mode choice, giving travelers the ability to choose the mode that best meets their needs while also resulting in the least severe environmental impact. Such strategies are not intended to inhibit economic growth or eschew the land use

and travel preferences of regional stakeholders. In fact, through more efficient and strategic land uses and transportation choices, both economic development and quality of life can be enhanced while also contributing to environmental sustainability.

Objective 5A: Encourage the increased use of clean fuels in public and private fleets.

Strategy

- Participate in and implement projects that encourage the use of more fuel efficient and alternative fuel vehicles for private transportation, public transit, and freight

Performance Measure

- Reductions in traditional fuel consumption in gasoline gallons equivalent by participants in the Southeast Louisiana Clean Fuel Partnership

Objective 5B: Implement projects that encourage or increase transportation choices beyond single-occupancy vehicle.

Strategies

- Implement programs to encourage travelers to take more trips using more environmentally sustainable modes, and educate the public on the importance, use, and availability of such systems
- Construct separated bicycle lanes
- Construct or maintain pedestrian facilities
- Encourage transit use

Performance Measures

- Unlinked passenger trips on all regional transit

Objective 5B: Implement projects that consider the impacts of climate change and natural hazard mitigation.

Strategies

- Consider the impacts of repetitive flooding when planning and designing roadway projects
- Consider the impacts of projected coastal sea level rise when selecting and designing projects

Performance Measures

- Number of projects implemented annually that raise roadway grade or otherwise increase resiliency against climate change or natural disasters

Figure 3: SUMMARY OF GOALS, OBJECTIVES, & PERFORMANCE MEASURES

Goal	Objective	Performance Measure
<p><u>Goal 1 - Safety:</u> Continually improve the safety of the regional transportation system for all users</p>	<p><u>Objective 1A:</u> Reduce the number of serious injuries and fatalities resulting from auto crashes by 50% by 2030.</p>	Annual number of serious injuries or fatalities
	<p><u>Objective 1B:</u> Reduce the number of pedestrian and bicyclist accidents by 50% by 2030</p>	Annual number of serious injuries or fatalities per vehicle mile travelled
	<p><u>Objective 1C:</u> Assist transit agencies in reducing transit vehicle accidents per 1,000,000 vehicles.</p>	Annual number of serious pedestrian injuries or fatalities
	<p><u>Objective 2A:</u> Assist transit agencies in offering residents greater accessibility to the transit system</p>	Annual number of serious bicycle injuries and fatalities
<p><u>Goal 2 - Livable Communities:</u> Improve the quality of life of the region's residents</p>	<p><u>Objective 2A:</u> Assist transit agencies in offering residents greater accessibility to the transit system</p>	Transit vehicle accidents per 1,000,000 vehicle revenue miles.
	<p><u>Objective 2B:</u> Reduce growth of delay on the congestion management system to 2% or less a year</p>	Percentage of population in Parishes with fixed route service within 1/4 mile of transit stops
	<p><u>Objective 2C:</u> Improve mobility options by increasing the miles of dedicated bicycle facilities and multi-use trails in the region</p>	Growth of delay on Congestion Management System
<p><u>Goal 3 - State of Good Repair:</u> Protect and modernize existing transportation investments</p>	<p><u>Objective 3A:</u> Complete a full conditions inventory of the Congestion Management System every four years</p>	Miles of bicycle lanes striped or protected bicycle lanes constructed
	<p><u>Objective 3B:</u> Select and implement roadway overlay and rehabilitation projects</p>	Miles of multi-use trails constructed
<p><u>Objective 3A:</u> Complete a full conditions inventory of the Congestion Management System every four years</p>	<p><u>Objective 3B:</u> Select and implement roadway overlay and rehabilitation projects</p>	Percentage of Congestion Management System roadway condition data collected annually
<p><u>Objective 3B:</u> Select and implement roadway overlay and rehabilitation projects</p>	<p><u>Objective 3C:</u> Increase the number of miles of roadway overlays or rehabilitation projects completed annually</p>	Miles of roadway overlays or rehabilitation completed annually

	<u>Objective 3C</u> : Assist transit agencies in reducing the average number of miles between in-service failures on regional fixed route transit service	Average miles between in-service failures on regional fixed route service
<u>Goal 4: Economic Competitiveness</u> Develop a multimodal transportation system that cultivates economic development, growth, and resiliency	<u>Objective 4A</u> : Invest in projects that improve freight movements on the National Highway System	Miles of roadway improvements on National Highway System completed annually
	<u>Objective 4B</u> : Invest in projects that are in and will benefit economically depressed areas	Number of street overlay or transportation enhancement projects within census tracts with an average median household income at or below the poverty level completed annually
	<u>Objective 4C</u> : Invest in projects that are in and will benefit areas that have predominantly minority populations	Number of street overlay or transportation enhancement projects within census tracts that are predominantly minority completed annually
	<u>Objective 4D</u> : Invest in projects that are in and will benefit employment centers	Number of street overlay or transportation enhancement projects in identified employment centers
<u>Goal 5: Environmental Sustainability</u> Develop a transportation system that contributes toward a healthier environment for future generations	<u>Objective 5A</u> : Encourage the increased use of clean fuels in public and private fleets	Reductions in traditional fuel consumption in gasoline gallons equivalent by participants in the Southeast Louisiana Clean Fuel Partnership
	<u>Objective 5B</u> : Implement projects that encourage transportation choices beyond single-occupancy vehicle	Unlinked passenger trips on all regional transit
	<u>Objective 5C</u> : Consider the potential future impacts of change in the planning and implementation of roadway construction projects.	Number of projects that increase roadway grade or otherwise improve resiliency against sea level rise or natural disasters

Part II

The Planning Process

Chapter 4 – Financial Planning

Chapter 5 – Data Driven Planning

Chapter 6 – Stakeholder and Public Involvement

Chapter 7 – Project Selection

Chapter 4



Financial Planning

I. Overview

The Metropolitan Transportation Plan is required to include a financial plan that forecasts funding through the planning horizon and demonstrates that the proposed program of transportation improvements within the plan is constrained within these funding projections.

This chapter will provide a general overview of the primary types of funding and revenue available from federal, state, and local sources that can be invested in the region's transportation infrastructure. The chapter will describe a financial forecast scenario for the short, mid, and long term planning horizons, and demonstrate the rationale behind these projections. The MTP's program of projects exists within these financial constraints.

II. Federal Highway Funding Categories

The Federal government is the largest source of funding for the region's roadways. Federal highway and transit funds are distributed to states and regions through various funding programs, which are themselves funded through the nation's Highway Trust Fund. Louisiana's federal apportionment fluctuates annually but is approximately \$677 million for roadway transportation infrastructure in FY-14. The federal government has also historically provided non-recurring funding, most often in the form of economic stimulus or disaster relief programs.

Federal dollars flowing to Louisiana are called federal-aid funds. They are designated for certain categories of roadways and types of repairs as well as transit and transportation alternatives. The

following lists the primary FHWA funding programs for the region's roadways. Projects funded by these programs within the UZA are developed in coordination between RPC, LaDOTD, and local governments.

Metropolitan Planning

The Metropolitan Planning program is funding received by the RPC in order to conduct the annual requirements of an MPO, including development of this Metropolitan Transportation Plan, the Transportation Improvement Program, public outreach, performance management, and other related transportation planning activities.

Surface Transportation Program

Transportation Management Areas (populations over 200,000) receive a formula apportionment of Surface Transportation Funds (STP) which are divided into STP flex funds and greater than 200K funds, sometimes called "attributable funds." Greater than 200K funds are programmed directly by the MPO for their urban area and the match is provided by the local government. STP flex funds are distributed statewide. They are coordinated by LaDOTD with the concurrence of MPOs when they are spent in MPO urban areas and the local match is provided by the state DOTD.

Highway Safety Improvement Program

The Highway Safety Improvement Program (HSIP) funds projects that are implemented in order to reduce traffic fatalities and serious injuries on all public roads. The HSIP project selection process is

performance based, and projects are selected for the ability to quantifiably demonstrate improvements to safety.

National Highway Performance Program

The purpose of the National Highway Performance Program (NHPP) is to provide for the support of the maintenance and performance of roadways on the National Highway System (NHS). Projects funded through NHPP must support progress toward improving infrastructure condition, safety, mobility, or freight movement. NHPP also includes money to address structural deficiencies on bridges that are located on the NHS.

Transportation Alternatives Program

The Transportation Alternatives Program funds (TAP) primarily funds the planning, design, and construction of facilities for pedestrians and bicyclists. Under MAP-21, TAP combines the former Transportation Enhancements, Recreational Trails, and Safe Routes to School programs, and most projects formerly eligible under these programs are eligible under TAP. TAP projects are developed and sponsored by local governments, who may apply to LaDOTD for funding on a biennial basis. RPC assists in the selection of projects within the urbanized area.

Congestion Management and Air Quality Improvement

The Congestion Management and Air Quality program (CMAQ) funds projects that are designed to reduce roadway congestion and emissions caused by motorized vehicles. These projects can come

in many diverse forms, including transit vehicle engine retrofits, traffic signal timing, rideshare programs, HOV lane construction, and various ITS improvements. CMAQ is administered through the LaDOTD, who selects projects on a biennial basis.

III. Federal Transit Funding Categories

Areas with populations of at least 200,000 receive an annual allocation of Federal Transit Administration formula funds based on various transit service characteristics, population, and population density. RPC allocates an annual UZA apportionment of these programs to local transit providers. The federal share for public transportation projects is 80% for capital and 50% for operating expenses, with the remainder generally contributed by the grantee.

Urbanized Area Formula

Urbanized Area Formula (Section 5307) funds are the primary federal investment in the region's public transportation. These funds can be used for the capital cost of purchasing and maintaining vehicles and facilities, transit planning, and, in limited cases, operating expenses. Since 2012 the region has received between 13 and 14 million dollars annually in this program.

Bus and Bus Facilities

Bus and Bus Facilities (Section 5339) is another formula program that provides capital funding to replace, rehabilitate, and purchase buses and bus related equipment and to construct bus related facilities. This program is new under MAP-21, and since its

inception the region has received approximately \$1.3 million annually.

State of Good Repair

State of Good Repair (Section 5337) is a formula program dedicated to the maintenance and modernization of fixed guideway systems (rail transit and high intensity motor bus). In the New Orleans region, the vast majority of this funding currently goes toward the upkeep of the RTA streetcar system, with some dedicated to service that operates on the Mississippi River Bridge high-occupancy vehicle lanes. Since its inception the region has received approximately \$3.8 million annually from this program.

Enhanced Mobility for Seniors and Individuals with Disabilities

The Enhanced Mobility for Seniors and Individuals with Disabilities program (Section 5310) is intended to enhance mobility for these populations by funding public transportation options beyond what is provided by traditional transit service or the ADA requirements pertaining to paratransit. Though the New Orleans UZA receives a dedicated amount of 5310 funds via formula, the program is currently administered through an agreement with LaDOTD.

IV. Non-Recurring Federal Funds

Recently the region has been the recipient of funds from several non-recurring federal sources that have contributed to a significant number of projects. In some cases the RPC has been the direct

recipient of funds, while in others the RPC has acted as a partner in qualifying for and implementing new programs.

Submerged Roads

The South Louisiana Submerged Roads Program was funded by the federal Emergency Relief program, and was intended to repair major local roads damaged by flooding and reconstruction work following Hurricane Katrina. The Program provided over \$100 million for overlaying of 54 routes in Jefferson, Orleans, and St. Bernard Parishes. Routes were selected through a collaboration between the RPC, LaDOTD, and local agencies based on damaged received and the potential for encouraging recovery.

American Recovery and Reinvestment Act

In response to the major recession that began in 2008, the federal government made substantial transportation construction funds available via the American Recovery and Reinvestment Act (ARRA). The intent of ARRA was to stimulate employment by funding “shovel-ready” projects that could be implemented quickly, and to provide funding for transportation projects that could contribute to long-term economic stability.

General ARRA funds were used for six roadway improvement projects in the New Orleans urbanized area at a total of approximately \$107 million: St. Bernard Highway Drainage and Safety Improvements (\$700,000); I-10 & Causeway Interchange modification (\$75.6 million); Lapalco Blvd. Overlay between Manhattan Blvd. and Bayou Fatma (\$1.2 million); Earhart Blvd. Reconstruction between Hamilton St. and Fern St. (\$14.6 million);

Fleur de Lis Blvd. reconstruction between Veterans Blvd. and 30th St. (\$13.3 million); and the widening of Woodland Highway to three lanes (\$1.3 million). These projects were selected by the RPC in consultation with local agencies and LaDOTD, and selection was based on project readiness and need.

Finally, ARRA provided the New Orleans urbanized area with nearly \$12 million in Transportation Enhancement funds, which are designated for non-motorized transportation facilities, beautification, landscaping, and other transportation-related projects not eligible for funding through standard attributable funds. Approximately \$1 million was used to improve landscaping and fencing along I-10 in New Orleans East, with the remainder of the funds will be used in combination with the Submerged Roads Program. Using the ARRA Enhancement funds, several of the routes being repaired through the Submerged Roads Program received pedestrian and bicycle treatments, including bike lanes and sidewalk improvements.

Transportation Investment Generation Economic Recovery Grants

The Transportation Investment Generating Economic Recovery (TIGER) grants are discretionary funds awarded by the US DOT for investment in planning and transportation, transit, and intermodal infrastructure capital projects. Since 2009 there have been six rounds of TIGER grant awards, totaling \$4.1 billion nationally. The Regional Transit Authority was awarded \$45 million in 2009 for construction of a new downtown streetcar line that acts as a circulator for central New Orleans. The Port of New Orleans was

also awarded a TIGER grant in 2012 for rail yard improvements. In both cases the RPC served as a major partner, assisting with grant application development, data procurement, and general planning, and will continue to do so under future rounds of TIGER grant opportunities.

V. State Funding

The state of Louisiana is required to commit its own funds, usually 10 to 20 percent of the federal contribution, for certain programs. This contribution is called the “local match” and ranges from \$40 to \$45 million per year. In Louisiana, the local match is one of many costs paid by the Louisiana Transportation Trust Fund, the principal state transportation funding source created through a constitutional amendment in 1989 and funded by a permanent 16-cent tax on gasoline and special fuels statewide. The Louisiana Transportation Trust Fund is augmented with revenue from tolls, permits, vehicle registration fees, and bond sales. As a state constitutional amendment, the Trust Fund is protected from being used for other state needs, dedicating the revenue to transportation-related programs and projects only.

Approximately \$63 million is available in the state’s Transportation Trust fund annually. It is the foundation of many state transportation programs and includes funding for infrastructure improvements by contributing to the highway priority program; the ports priority program; the parish transportation fund; the mass transit fund; and the state flood control and aviation programs. It also funds traffic control functions of the State Police and operating expenses for the DOTD.

The State Transportation Plan was published in 2003 and updated in 2008 to reflect priority changes following Hurricanes Katrina and Rita. LADOTD is currently at work on the newest version of the plan, with an estimated completion date of late 2014. The STP prioritizes multi-modal projects and outlines four primary categories in the regular program that are still in use today: Preservation includes bridges and related work on the state system; Operations includes motorist assistance, intelligent transportation systems, rest area maintenance and operations, traffic control devices and weigh stations; Safety refers to highway and rail crossing safety; Capacity refers to any project which adds lanes to the system rather than management of the existing system. Other state programs include Transportation Alternatives, High Priority, and the Urban System greater than 200K program (including congestion management air quality for urban areas that are in the non-attainment category).

The capital outlay program is a state fund supported through the sale of general obligation bonds which rise up to a statutory cap of \$200 million each year. It is designed as a discretionary fund for all categories of capital infrastructure improvement. There is an application process on a project by project basis. Often the capital outlay program supplements large, costly projects which otherwise have a funding shortfall. The state legislature has historically included transportation projects among the other requests, but a move has been suggested to eliminate transportation projects from capital outlay eligibility.

The state general fund also contributes to the overall cost of the transportation system. It makes a non-federal match requirement for the Louisiana Airport System Plan and helps to fund the state highway program directed by DOTD. State general fund revenues

are also used to supplement federal funds in the overlay and other maintenance programs.

VI. Local Funding

As the national economic recovery continues to gain momentum, local governments are looking at ways to finance road, transit, and streetscape improvements. Municipalities and Parishes use local tax dollars, transit fares, and general revenue bonds to finance, maintain, and build local streets, operate public transportation, and to fulfill matching requirements for federally funded projects. Local governments are also the recipients of some state and federal moneys through the parish transportation fund. Because smaller local roads are not eligible for federal funds, the Metropolitan Planning Organization may only program funds for local streets if they are categorized as an urban collector or above and therefore eligible for STP attributable funds.

The City of Kenner recently refinanced bonds to provide for the Kenner 2030 Strategic Plan, including match for proposed urban system projects. The City of New Orleans also issued bonds to provide a stable funding base for ongoing and proposed street improvements. Jefferson Parish is presently working with the RPC in identifying transportation needs based on their conditions inventory for roadway repairs and resurfacing priorities. Based on the results of this assessment, Jefferson Parish will prepare a cost and financing plan for a roadway improvement program. RPC will continue to work with local governmental entities on the development, financing, and implementation of local financing plans and their coordination with the federal-aid urban program, especially for street resurfacing and rehabilitation.

VII. Funding Projections

In accordance with the requirements of the Metropolitan Transportation Planning Process, the MTP must be financially viable. In developing the MTP, extensive consultation took place between the New Orleans MPO and LaDOTD, especially with the federal aid urban and capital programming divisions. Emphasis was placed on the development of a single, agreed upon set of project priorities. Each individual project in the overall state program was reviewed as to its financial requirements and implementation status. Based on this review, selected projects were agreed upon for advancement, some were eliminated, other local conforming priorities were added. In every case, careful attention was given to the financial capacity of the state or region to carry the projects through to completion. Under the urban program, it was agreed that \$20 million annually (consisting of \$16 million federal and \$4 million of local match) would be used for programming purposes.

It was also recognized that some additional funding would be available from non-federal sources, including the TIMED, the cash portion of the Transportation Trust Fund, State General Funds, and from state bond moneys. The ceiling imposed by the state Legislature on the bonding capacity of the state and the limited amount of cash made available for new construction under the Louisiana Highway Trust Fund was taken into account as part of this decision-making process.

An analysis of the region's funding history demonstrates a gradual strengthening of its funding capacity due largely to an increase in federal-aid funding to Louisiana as a result of ISTEA and TEA 21. Prior to ISTEA, the New Orleans region received between \$34 - \$36

million annually for highway construction and about \$20 million annually for mass transit. Under the ISTEA program (1992-1997), the New Orleans urbanized area averaged \$40.9 million annually for highways and approximately \$30 million for transit.

As federal funding increased under TEA 21, the region's implementation program expanded to approximately \$82.7 million annually for the six parish area of Jefferson, Orleans, Plaquemines, St. Bernard, St. Charles and St. John the Baptist. The funding experience over the entire ISTEA and TEA 21 period (1992-2004) resulted in an average annual construction expenditure of \$63.4 million.

Under the successor legislation of SAFETEA-LU (2005-2012), the level of transportation investment in the region increased dramatically to an average of around \$300 million annually, or \$2.4 billion over the course of eight years (2005-2012). Traditional federal fund sources were augmented with FHWA Emergency Relief monies (\$501.7 million) for roadway restoration in the aftermath of Hurricane Katrina. Additional federal aid came from the American Recovery and Reinvestment Act (ARRA) or economic stimulus package (\$80.3 million). State funding in the form of the Transportation Infrastructure Model for Economic Development (TIMED) program (4¢ per gallon gas tax) was used to finance the rehabilitation and widening of the Huey P. Long rail-highway bridge crossing of the Mississippi River.

Moving Ahead for Progress in the 21st Century (MAP-21) is the most recent and, as of the preparation of this document, the current funding and authorization bill to govern federal transportation spending. It was signed into law on July 6, 2012, and authorizes two

federal fiscal years, beginning October 1, 2012 and ending September 30, 2014. It is notable for its emphasis on a more data driven planning process with the use of performance measures to track and report on the effectiveness of the transportation program. Funding levels have remained generally consistent at \$105 billion nationally over two years, though a number of SAFETEA-LU programs were consolidated.

Table 1 below summarizes the level of transportation investment which has occurred in the region over the four most recent national transportation bills – ISTEA, TEA 21, SAFETEA-LU, and MAP-21.

Transportation Bill	Period	Amount Let to Construction
ISTEA	10/1/91 - 9/30/97	\$245,506,592
TEA 21	10/1/97 - 9/30/04	578,913,213
SAFETEA-LU	10/1/04 - 9/30/12	2,399,600,000
MAP-21	10/1/12 – 6/30/14	280,000,000
TOTAL (est.)		\$3,504,019,805

Table 1: Transportation Investments New Orleans MPO (FY92-FY14)

As noted in Table 1, the level of transportation investment in the New Orleans Metropolitan Planning Area over the 23 year period October 1, 1991 through September 30, 2014 was just over \$3.5 billion.

A number of major roadway and bridge rehabilitation projects were funded between FY05-FY14, including rebuilding of the I-10 bridges over Lake Pontchartrain, widening of the Huey P. Long Mississippi River Bridge, restoration of state highways and arterials roadways damaged by Hurricane Katrina, and expansion of the Port of New Orleans Intermodal facility. As shown in Table 2, monies for these

critical infrastructure repairs or improvements were tied to unique, non-recurring revenue sources.

Program	Fund Source	Amount FY05 - FY14
TIMED	4¢/Gallon Gas Tax	\$981,793,150
FHWA E-R	Emergency Relief Funds	501,707,664
ARRA	Stimulus Program	80,370,109
TIGER	Economic Recovery	\$61,700,000
TOTAL		\$1,625,507,923

Table 2: Non-Recurring Revenues (FY05-FY 14)

The amount of funding derived from non-recurring revenue sources in the period FY 05 through FY14 is about \$1.6 billion. In order to establish a more realistic baseline for the purpose of long-term economic planning and financial analysis, the non-recurring moneys were deducted from the total. The adjusted balance for the period FY 2005 to FY 2014 (MAP-21) is \$1,878,511,842.

Financial Capacity

The financial capacity of the New Orleans MPA has been derived quantitatively based on actual transportation investments made in the region over the past 23 years (10/1/91 – 9/30/14). The RPC is using the twenty three year average of \$81.6 million as the level of transportation investment which RPC reasonably expects to be available for transportation planning and programming in the region over the course of the 2044 Plan.

Transportation Bill	Period	Amount of Investment
ISTEA	10/1/91 - 9/30/97	\$245,506,592
TEA 21	10/1/97 - 9/30/04	578,913,213
SAFETEA-LU	10/1/04 - 9/30/12	2,399,600,000
MAP-21	10/1/12 - 9/30/14	280,000,000
TOTAL		\$3,504,019,805
LESS NON-RECURRING		-\$1,625,570,923
ADJUSTED TOTAL		\$1,878,448,882
ANNUAL AVERAGE		\$81,671,690

Table 3: Calculation of Financial Capacity for New Orleans MPO

VIII. Transportation Investment Strategy

Through outreach with the public, coordination with local and state leadership, and in line with national goals prescribed in MAP-21, the RPC has determined a strategy for the general way in which expected future transportation funds should be expended. These investment priorities are reflected both by the RPC project selection process described in Chapter 7 and in the program of projects in Part 4.

As shown in Table 4 (continued on the next page), system preservation and safety and operations account for 62% of all projects in the MTP. New capacity projects represent about 11% of all future projects. Since the last MTP update, pedestrian and bicycle projects have increased sharply from about 10% of all projects to about 27%. As bicycle and pedestrian improvements are identified through RPC's Complete Streets Committee they will be integrated into upcoming roadway rehabilitation projects.

Tier and Fiscal Year		Number of Projects	Estimated Total Cost
Maintenance and Preservation			
Tier I	FY 15-FY18	78	\$251,238,000
Tier II	FY 19-FY28	22	322,191,000
Tier III	FY 29-FY44	6	607,456,000
Total		106	\$1,180,885,000
Percent of Total		39.4	
Capacity			
Tier I	FY 15-FY18	8	\$59,293,000
Tier II	FY 19-FY28	14	440,744,000
Tier III	FY 29-FY44	7	1,060,705,000
Total		29	\$1,560,742,000
Percent of Total		10.8	
Safety and Operations			
Tier I	FY 15-FY18	43	\$43,152,000
Tier II	FY 19-FY28	13	66,911,000
Tier III	FY 29-FY44	5	625,150,000
Total		61	\$735,213,000
Percent of Total		22.7	
Bicycle and Pedestrian			
Tier I	FY 15-FY18	26	\$15,518,000
Tier II	FY 19-FY28	12	48,445,000
Tier III	FY 29-FY44	35	45,225,000
Total		73	\$198,188,000
Percent of Total		27.1	

Table 4: Classification of projects by improvement type, project tier, number of projects, and cost

The MTP project list is organized into three Tiers or planning periods. Tier I is the TIP and addresses those projects which are in advanced stages of planning and design and are being advanced towards project implementation for the period FY15 – FY18. Tier II covers the subsequent ten year period (FY19 – FY28). Nearly 90% of

the projects scheduled during this period (FY 15 through FY 28) are for system preservation, safety and operations, and bicycle and pedestrian improvements. These projects account for about 60% of capital funding. About 10% of all projects scheduled in Tier I and II are capacity-related. These projects would account for 40% of all moneys.

Tier III includes several mega projects (in excess of \$100 million each) which are listed for informational purposes, but for which no clear funding source has yet been identified. Examples of projects in this category include the New Orleans Freight Rail Gateway Improvements, the Port of South Louisiana connector roadway linking US 61 to Interstate 10, Belle Chasse Bridge and Tunnel replacement, Earhart to US 61 Connector, Bus Rapid Transit/Light Rail Transit corridor improvements, Baton Rouge to New Orleans Intercity Rail, and I-10 East widening and Intelligent Transportation System improvements. These projects are shown for illustrative purposes; project advancement is contingent upon successful completion of the environmental determination process and securing a firm funding source.

Fiscal Constraint

MAP-21, like its predecessor legislation, has mandated that projects listed in the Metropolitan Transportation Plan be “fiscally constrained.” FHWA defines the concept as “a demonstration of sufficient funds (federal, state, local and private) to implement proposed transportation system improvements, as well as to operate and maintain the entire system, through the comparison of revenues and costs.”

Predicting costs and predicting federal funding levels twenty-five to thirty years into the future is more art than science. However, as a means of demonstrating fiscal constraint, RPC staffed has tracked funding for projects in the program since the inception of ISTEA (starting in FY 1992) through FY 2013. A complete history of Financing Transportation Improvements in the New Orleans urbanized area is found in Table 5 at the end of this report section.

The level of transportation investment in the region has been rising steadily at around 4.1% per year on average since ISTEA. Starting in FY 05 and into FY 10, however, transportation investment in the New Orleans area increased significantly with letting of the Huey P. Long Bridge widening. The Huey P. Long Bridge project is being funded entirely with money from the TIMED program of LaDOTD, not with federal funds and is therefore considered an “outlier” for the purposes of this evaluation. In addition, FHWA Emergency Relief and ARRA (economic stimulus) moneys greatly enhanced the overall level of federal capital investment during this period.

Using the 22 years of data (FY 92 – FY 13) and controlling for the above special investments described above, RPC has established a trend line of forecast funding through FY 2044 (See Table 6 below). RPC forecasts an average annual program of approximately \$96 million starting in FY 15 and ending with \$166 million in 2028 (Tier II). This is based on an average annual inflation rate of 4% per year. The amounts are expressed in nominal terms to reflect the year of expenditure dollars.

Larger scale projects are anticipated starting in 2029 through the horizon year of 2044 (Tier III). Again, at 4% forecast growth, the program only nominally keeps up with inflation. As such, very few

large scale projects are actually identified for funding in Tier III. Projects which are expected to be advanced include the last phase of I-10 West widening between Veterans Boulevard and Williams Boulevard; ramp connectors between the Earhart Expressway and US 61; and widening of Lapalco Boulevard between Segnette Boulevard and Tanglewood.

Tier III also includes for informational purposes several mega projects (> than \$100 million), but these projects are shown only for illustrative purposes. It is anticipated that other, non-federal funding mechanisms would be required in combination with state and federal funds to help implement these projects, such as the New Orleans Rail Gateway program, inter-city rail improvements, and the proposed Port of South Louisiana Connector Road.

In making funding projections for the 2044 Metropolitan Transportation Plan, the RPC assumed that there would be very few, if any, new funding sources available. The program identified, therefore, is limited to what could reasonably be funded given historic funding levels from federal, state, and local sources. A full effort was made to identify funding sources (federal, state or local) and/or categories for funding (STP Flex, STP 200K, STP enhancement, Federal bridge replacement, etc.) with each project in the MTP in order to provide as much information as possible.

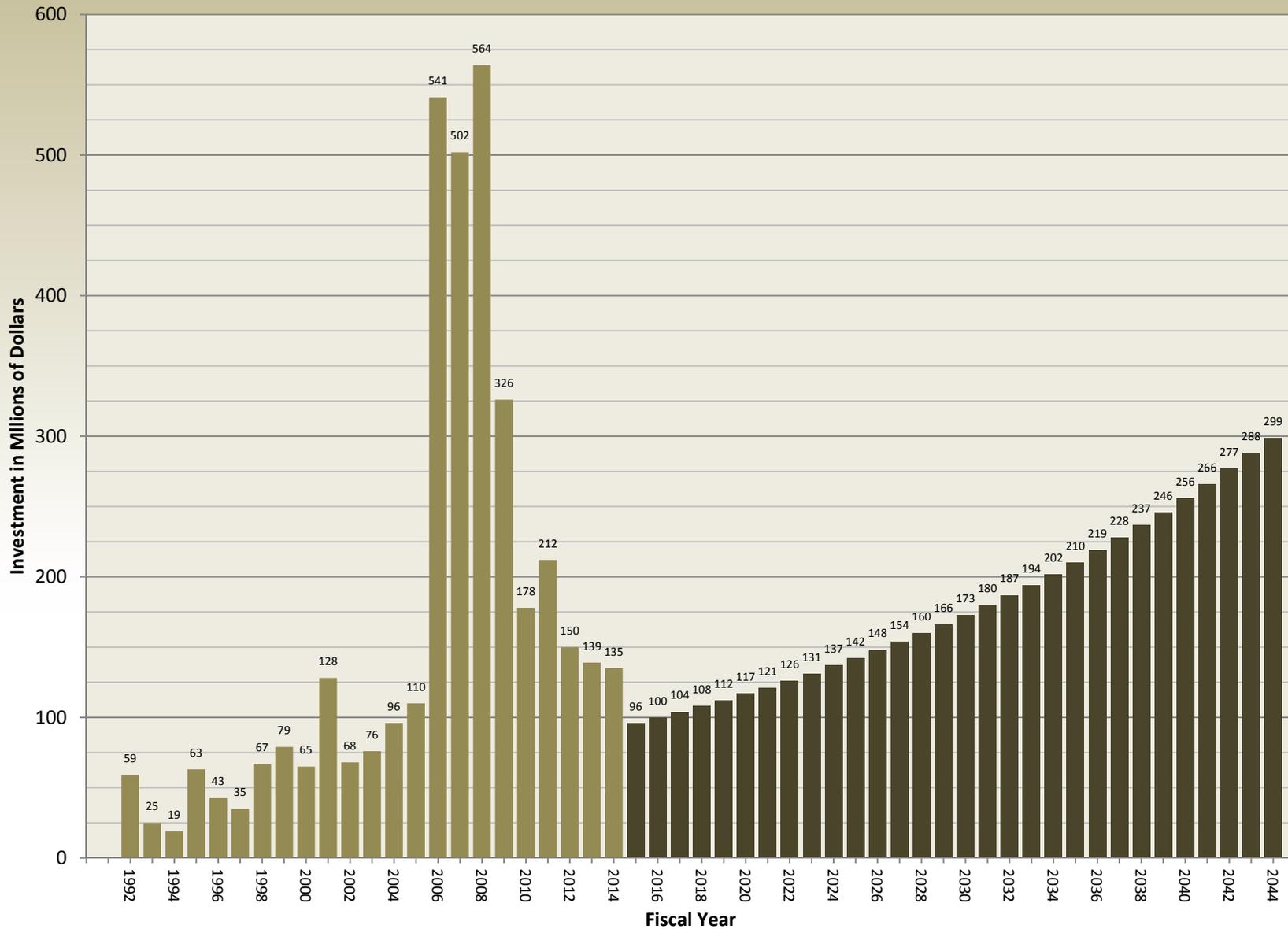


Figure 4: New Orleans MTP Investment history (1992 – 2014) and forecast (2015 – 2044)

Chapter 5



Data Driven Planning

I. Overview

The New Orleans metropolitan area, including St. Tammany and Tangipahoa parishes, is comprised of a historically significant central city surrounded by contemporary suburban areas with a total population of about 1.3 million people. Its strategic location on the Mississippi River and Lake Pontchartrain led to its role as a significant port city, and the extensive network of waterways in the region remains a defining factor in its economy, geography, and travel patterns. In addition to port activities, the past several decades saw an increase in the region's participation in the energy, tourism, and healthcare industries. There have also been population shifts that conformed to the trends seen in many major American cities. While Orleans Parish saw its population steadily decline after the 1960s, the surrounding parishes were more intensively developed and populated. These changes have resulted in more complex travel patterns and lengthier trips, and strengthened the need for increased regional cooperation in long term transportation planning.

II. Demographics

Growth in the region prior to Hurricane Katrina was slow (about 0.5% per year). The 2000 census indicated that the most dramatic population shift occurred in St. Tammany Parish between 1990 and 2000, growing by nearly 47,000 individuals. Orleans and Jefferson experience minor changes with Orleans losing approximately 12,000 and Jefferson gaining approximately 7,000 persons. Plaquemines and St. Bernard each experienced small increases, approximately

1,200 and 600 respectively while St. Charles parish, an outer ring suburb on the south shore, gained approximately 5,600 persons.

This snapshot indicates that prior to Katrina Orleans Parish was encountering the same fundamental problems all central cities are up against. While host to the bulk of the unique cultural character that the region is known for, it suffered from deteriorating infrastructure due to its age. It was also home to a disproportionately large low income population. Katrina, however, caused a displacement of residents that makes it extraordinarily difficult to develop an accurate profile of the region's current population. Many of these displaced residents have, at this writing resettled elsewhere within the region, or out of the New Orleans urbanized area entirely. It is unknown whether the displaced population will stay wherever they are permanently, or repopulate their former neighborhoods over a long period of time. This creates a singularly unique circumstance in transportation planning. Population, employment and socio-economic growth trends that were years and decades in the making have accelerated into a timeframe of several months, while uncertainties about future population shifts abound. Fundamental questions about where former residents are living and whether they intend to return to their former residence are hinder the establishment of base conditions that inform population, income, age, and other demographic variables. These data in the post-Katrina New Orleans area can only be arrived at through complex and potentially erroneous estimation techniques. Previous forecasts for many of these trends are now very fluid and may well prove irrelevant.

There are currently multiple entities providing population estimates, based on a number of different analysis techniques.

Generally the RPC relies on data provided by either the U.S. Census Bureau’s American Community Survey or Louisiana Tech University. The most recent estimates for the four core Southshore parishes (Jefferson, Orleans, Plaquemines and St. Bernard) indicate a population of approximately eight hundred thousand people, down from just over one million in 2000. Beyond these estimates, planners and analysts have been speculating about the composition of the post-Katrina population. Some believe that low-income and minority populations have had a more difficult time returning, and the region has therefore become less diverse but also more wealthy. There is also some speculation that the massive rebuilding effort has led to an influx of migrant construction workers, many of whom are of Latino descent and include some undocumented immigrants. Others have suggested that New Orleans has become a popular destination for young, well-educated, and socially-active people looking to both contribute to the rebuilding process and live in an intriguing place. There are numerous other possibilities, and none are mutually exclusive. The truth to these theories remains to be seen, as does their implications for transportation planning.

Transportation Demand

The Regional Planning Commission Maintains and operates a Travel Demand Model for forecasting anticipated transportation needs and measuring the potential impact of various implementation scenarios. The model allows the RPC to analyze the effects of changes to infrastructure and demographics on the mode travelers choose, the routes they travel, and the frequency of their trips. It is particularly well suited for forecasting the demand for transportation, and two of the most basic yet critical outputs of the

model is Vehicle Miles Travelled (VMT) per day, which is the total number of miles driven by every vehicle in a given area each day and Vehicle Hours Travelled (VHT), the number of hours spent on the roadway by every vehicle. VMT and VHT growth forecasts provide valuable information about the future conditions of the transportation system, and are used to identify general needs and priorities for regional transportation planning. While the Travel Demand Model is a useful tool, it should be noted that all forecasting methods are inherently limited. Unforeseen events and changes in the region can lead to vastly different results than those predicted by the model

Tables one through six summarize VMT and VHT model outputs for two different scenarios:

Travel Demand Forecast Scenarios	
No-Build Scenario	In the no-build scenario, the assumption is that while population, land use, and travel demand will change at forecasted rates, the transportation infrastructure of the region as it exists in 2015 will be unchanged in 2044.
Build Scenario	In the build scenario, roadway projects in the MTP are implemented in an effort to mitigate the impacts of increased travel demand.

Table 1 and 2 contain information about forecasted VMT and VHT growth by parish derived from travel demand model outputs based on a “No Build” scenario, thus offering an estimate of the travel demand growth that can be expected to occur if no improvements are made to the transportation system between 2014 and 2044, but

with the projected population and land use changes for that planning horizon.

Table 1: Vehicle Miles Travelled, 2014 and 2044 – No Build Scenario			
Parish	2014	2044	Increase
Jefferson	11,084,778	12,555,905	1,471,127
Orleans	9,377,999	10,649,799	1,271,800
Plaquemines	720,990	793,716	72,726
St. Bernard	636,739	834,500	197,761
St. Charles	3,769,605	5,075,690	1,306,085
St. John	3,288,783	4,753,586	1,464,803
Region	28,878,894	34,663,196	5,784,302

Table 2: Vehicle Hours Travelled, 2014 and 2044 – No Build Scenario			
Parish	2014	2044	Increase
Jefferson	922,074	1,545,310	623,236
Orleans	1,171,146	1,597,217	426,071
Plaquemines	21,240	23,624	2,384
St. Bernard	20,420	26,972	6,552
St. Charles	309,725	785,405	475,680
St. John	118,458	327,458	209,000
Region	2,563,063	4,305,986	1,742,923

Tables 3 and 4 show Vehicle Hours Travelled growth by parish under the MTP build scenario.

Table 3: Vehicle Miles Travelled, 2014 and 2044 – Build Scenario			
Parish	2014	2044	Increase
Jefferson	11,084,778	12,326,616	1,241,838
Orleans	9,377,999	10,076,134	698,135
Plaquemines	720,990	788,982	67,992
St. Bernard	636,739	832,370	195,631
St. Charles	3,769,605	4,851,229	1,081,624
St. John	3,288,783	4,557,981	1,269,198
Region	28,878,894	33,433,312	4,554,418

Table 4: Vehicle Hours Travelled, 2014 and 2044 – Build Scenario			
Parish	2014	2044	Increase
Jefferson	922,074	1,076,531	154,457
Orleans	1,171,146	1,216,281	45,135
Plaquemines	21,240	23,352	2,112
St. Bernard	20,420	26,850	6,430
St. Charles	309,725	582,768	273,043
St. John	118,458	253,452	134,994
Region	2,563,063	3,179,234	616,171

As summarized in Tables 7 and 8, VMT is forecasted to increase by 20% and VHT by 68% by 2044 if no transportation improvements are made. Changes to population and VMT vary across the parishes in the urbanized area, but each will see an increase in VMT and VHT. The fact that travel demand outpaces population growth indicates that not only will more people be living in the region, each of those residents will be driving significantly more miles than they do today and spending more time doing so. It can be expected that such a substantial increase in per capita VMT and VHT will correlate to increased congestion, longer trips, greater travel times, and decreased environmental quality.

Parish	2044 No Build	2044 Build Scenario
Jefferson	13.3%	11.2%
Orleans	13.6%	7.4%
Plaquemines	10.1%	9.4%
St. Bernard	31.1%	30.7%
St. Charles	34.7%	28.7%
St. John	44.5%	38.6%
Region	20.0%	15.7%

Parish	2044 No Build Scenario	2044 Build Scenario
Jefferson	67.6%	16.8%
Orleans	36.4%	3.9%
Plaquemines	11.2%	9.9%
St. Bernard	32.1%	31.5%
St. Charles	153.6%	88.1%
St. John	176.4%	114.0%
Region	68.0%	24.0%

Addressing this issue is one of the primary challenges to transportation planning in the metropolitan area and one of the primary intended outcomes of the MTP. Should the improvements in the 2044 MTP take place under the Build Scenario take place, VMT can be expected to increase at a slower 15.7% pace than the no-build scenario, and at much slower pace in VHT: 24.0%. This does not take into account planned transit improvements.

The obvious implication for planners demonstrated by this travel demand model scenario planning is that substantial investment in the transportation system will be necessary not only to accommodate a larger population but also to prevent residents from having to drive significantly more than they do today. In other

words, strategic planning is necessary to make the region’s future VMT and VHT growth more closely match its future population growth.

III. Performance-Based, Objectives-Driven Planning

A practice that has become increasingly important is the use of decision-making processes that clearly identify objectives and the performance measures used to evaluate their achievement. Measurable objectives bring a level of accountability to the planning process, and allow both planners and the public to evaluate the success of various initiatives. This practice was advanced and formalized for transportation planning in Section 1203 of MAP-21, which stipulates the use of performance measures in the areas of the National Highway Performance Program (NHPP), Highway Safety Improvement Program (HSIP), the Congestion Mitigation and Air Quality Improvement Program (CMAQ), and the National Freight Movement (Freight). Twelve performance measure categories are to be established by US DOT and state DOTs, transit providers, and MPOs will work cooperatively to implement and report on their progress in these areas. The anticipated effective date for implementation of the MAP-21 performance measure requirements is the second quarter of 2015.

In advance of this, the RPC has worked with the DOTD to integrate several existing planning data sets with the DOTD roadway network base GIS layer. This integration of software, databases, and mapping encourages and allows for more consistent analysis, improved interoperability, and better defined data and mapping standards.

This data integration effort aims to be inclusive a wide range of data sets, several of which are described below.

DOTD Base GIS Layer

The DOTD roadway network base GIS layer was developed to facilitate locating roadway attributes and information. The base layer was developed using a linear reference system with unique IDs for roadway segments. Associated with each unique ID are a number of data items such as access control, ADT, functional classification, median type, number of lanes, truck route designation, and pavement type. An example of the use of the GIS base layer is shown in Figure 2, displaying the current Functional Class network for the MPA.

Transportation Technology Innovation and Demonstration Program

RPC, along with DOTD and FHWA, participate in the Transportation Technology Innovation and Demonstration (TTID) Program, formerly the Intelligent Transportation Infrastructure Program (ITIP), and through this program have access to real-time and historic traffic sensor data. The purpose of this program is to address national, local, and commercial data needs through enhanced surveillance and data management in major metropolitan areas. Through this program, approximately 93 active traffic sensors have been installed along sections of 4 major roadways in the region (I-10, I-610, I-55, and US 90) and this data is made available in real time and as a historical database via a dedicated website. Additionally, this data can be sorted, aggregated, and exported in various formats.

RPC Conditions Inventory

RPC has developed a roadway conditions inventory in order to better understand the condition of existing roadways in the region. This inventory utilizes field surveys that are digitized and incorporated into a GIS layer. Engineers are tasked with surveying and recording the condition of the roadway, emergency vehicle access (fire, police, hospitals, etc.), evacuations route status, transit route status, and pedestrian and bicycle facilities.

Louisiana Crash Data

Data from crash reports are collected electronically on a daily basis from law enforcement agencies using the state's crash reporting software LACRASH and periodically from other law enforcement agencies using third party software or by submitting paper crash reports to the state. The Highway Safety Research Group at Louisiana State University maintains and shares crash data with DOTD and RPC. RPC has worked closely with LSU and DOTD to improve the quality of the data available for our region.

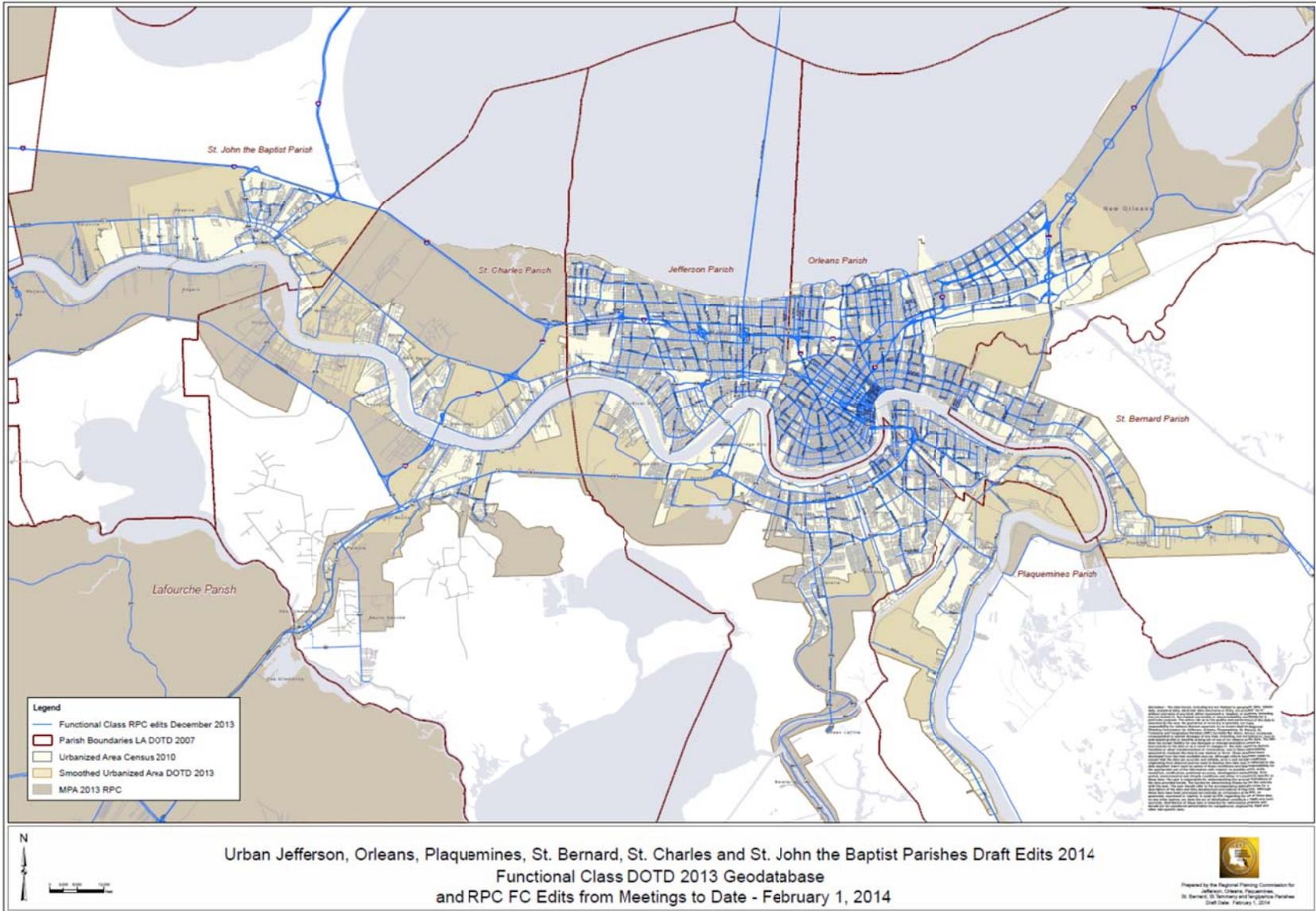


Figure 5: Map of the Functional Class Network, Feb 1, 2013

Traffic Count Database

The Regional Planning Commission operates an ongoing traffic data collection program, and maintains a database of traffic counts. The traffic count data consists of information collected from numerous sources including state, regional, and local traffic counting programs and transportation studies over varying years using a variety of collection methods. The traffic data is also made available via the RPC website.

Historical Speed Data

Technological advances have made performance planning products such as historical traffic data more accessible and more affordable for organizations such as RPC. FHWA has addressed this topic in their report, “Private Sector Data for Performance Management – Final Report” (July 2011, FHWA-HOP-11-029), which provides a state-of-the-practice review summarizing the products and services of several private sector data providers, and the experience of several public agency consumers of this data. These data are used in performance management and congestion performance measures.

National Performance Measure Research Data Set

The Federal Highway Administration (FHWA) acquired the National Performance Measure Research Data Set (NPMRDS) for use to support several of its programs. As part of this acquisition FHWA has shared the data with states and MPOs. The data set consists of vehicle probe-based travel time data for all National Highway System (NHS) facilities and provides average travel times in 5-

minute bins. This data is reported as freight-only, passenger-only, and all traffic.

RPC Project Data

RPC tracks the location of projects through a GIS database. This data set is generally based on the MPO planning documents (MTP and TIP) and is regularly updated. Information contained in the data is consistent with information contained in the planning documents such as route or street name information, type of project, state project number, cost and funding sources, year of implementation, project sponsor, etc.

Land Use and Employment Data

RPC acquires employment location data from InfoUSA and parish land use data, where available. These data are used for a variety of applications, including input into the travel demand model and for general purpose planning. Employment data can also be used to geographically identify employment clusters

Chapter 6



Stakeholder and Public Involvement

I. Overview

RPC provides multiple opportunities for meaningful participation in the transportation planning process to citizens, representatives of transportation and other public agencies, private providers of transportation, and other interested parties. RPC accomplishes this through a variety of ways including the inclusion of citizens as voting members on the Board of Commissioners; convening Technical Advisory Councils (TACs); Advisory Councils, public meetings, etc. Additionally, all RPC board meetings are open to the public and provide an opportunity for public comment on projects. One of RPC staff's primary roles is to facilitate coordination among the RPC Commissioners and these various public and stakeholding entities.

The regular public participation process that the RPC uses to engage the region's citizenry is described below, as well as the specific outreach efforts that went toward the update of the Metropolitan Transportation Plan. Also included is a description of the Technical Advisory Committee (TAC) and how they, and other public and private stakeholder agencies, contribute toward RPC's planning and project development.



I. Public Outreach

Public input into the planning process is critical in the development of policies and projects that effectively serve the region's population. To provide an opportunity for general public input on the metropolitan transportation planning process, the RPC has developed a Public Involvement Plan and initiated multiple strategies for soliciting input. RPC published a citizen's guide to transportation planning titled "Connecting People and Places – A New Orleans Metropolitan Area Guide to Transportation Planning" that assists the public in understanding the roles and responsibilities of the RPC and the ways citizens can be involved in the RPC planning process.

RPC both hosts its own public meetings to discuss topics/projects of interest with the public and makes presentations as requested at civic meetings and to other public agencies. Depending upon the scope of a project, RPC may also utilize surveys to gather public input.

RPC regularly publishes a newsletter in both print and e-format that provides updates on studies, projects, and initiatives. Finally, the RPC website contains links to all of these documents, as well as other planning studies, and provides constantly updated information on upcoming and ongoing projects and planning

initiatives. These outreach mechanisms are described in further detail in the RPC Public Participation Plan, which can also be found on the website.

II. Equitable Inclusion and Environmental Justice

RPC employs many strategies to ensure that all members of the community are included in the planning process. As RPC conducts this process, it follows the three fundamental environmental justice principles, which include: the avoidance, minimization or mitigation of disproportionately burdensome or adverse effects of its programs, policies or activities on minority and low-income populations; to actively work to ensure full and fair participation by all potentially affected communities in the transportation planning process; ensuring a fair distribution of resources amongst minority and low-income populations.

When reaching out to minority, low-income, and other underserved populations, the RPC is cognizant to employ additional outreach strategies to encourage participation by these communities. RPC works closely with leaders in these communities to identify the most appropriate channels of communication and to learn about any potential cultural sensitivities that may exist. RPC also actively works to accommodate Limited English Proficiency individuals by translating key documents into Spanish and Vietnamese, and by providing translation services at public meetings upon request.

RPC considers such strategies as more than just fulfillment of Title VI laws and requirements, and indeed will go beyond those

requirements if needed to guarantee that every resident of our region is given equal voice in the transportation decision making process.

III. RPC Technical Advisory Committee and Advisory Councils

The RPC board is advised by a Technical Advisory Committee (TAC) that is comprised of public works directors, planning directors, and transit operators, as well as representatives from the port, bridges, airport, and railroads (a current list of TAC membership is included in Appendix A). The TAC meets on a quarterly basis to review proposed amendments to the Transportation Improvement Program (TIP) and hear recommendations from each of the TACs subcommittees.

The TAC also consists of four subcommittees: The Transit Advisory Council; Complete Streets Advisory Council; the Freight Advisory Council; and the Regional Livability Advisory Council. The focuses of these councils are described in Chapter 7. Other advisory committees meet on an ad hoc basis as policy advisement and projects arise.

Metropolitan Plan Outreach

Although the metropolitan planning process is an ongoing one, there have been specific efforts to garner input in the creation of this plan. These efforts have included the development and distribution of a survey to the general public, focused meetings, and a public meeting presenting the plan and gathering additional input.

The survey consisted of 21 questions designed to gauge the demographic characteristics and transportation priorities of respondents. It was distributed both at public meetings, through stakeholder and agency partnerships, and via the RPC website. Complete survey results are summarized in Appendix B.

In addition to the survey, focused meetings were held in three locations: East New Orleans, West Bank Jefferson Parish, and in the City of Kenner. These locations were selected as likely to host populations who may traditionally be under-represented in the planning process. They consisted of a presentation describing RPC's roles and responsibilities and then facilitated charrettes that allowed attendees to describe their own transportation needs. A draft of the plan was distributed throughout the region's libraries in October of 2014, and in November a public meeting was held to present the draft plan.

The TAC has also been directly involved in the update and the ongoing Metropolitan Transportation Plan (MTP) update process. The TAC was advised of the MTP update in April of 2014 and given an overview of the plan's assumptions and goals. A call for projects was made to the membership at this time, and projects that were submitted have been reviewed through RPC's project selection process. In September of 2014 the TAC reviewed and gave input to the plan's objectives and performance measures, and in November they were given an opportunity to review the completed draft plan and project list.

Chapter 7



Project Selection & Supporting Initiatives

I. Overview

Project selection criteria or standards used by the Regional Planning Commission to evaluate a particular solution (or alternative solutions) actually represent a process, not a quantifiable list of parameters. The criterion used is dependent on the problems presented. ISTEA helped to establish clear air quality and noise level performance standards, yet most criterion cannot be expressed easily in data points; i.e., improving the quality of life. Alternative solutions may also have different goals in mind. For example, one solution may promote economic development and potential job growth while another may benefit an at-risk population in the city. In other words, juxtaposed goals can influence the criteria used. For this reason the criterion used is actually a series of questions, which not only relate to problem identification, but also to the capacity of perceived solutions to resolve a problem. The process must also take into consideration the impact on the entire transportation program and its dynamics.

There are a tremendous number of needed projects while resources are limited and variable from year to year. The project determinations are made, therefore, within a dynamic system, responding to deficiencies in the transportation networks identified through technical study, and to community needs identified through the participatory political processes. As events occur over the course of time and the region matures, the planning process will reflect modification of factors shaping the planning criteria. Legislated changes in policy and funding, technological advancements and new relevant information are continually blended into current considerations.

Project Evaluation Prioritization Process Outline

Has the concern expressed over a problem been echoed generally through the community, or does it come from a particular interest group?

What persons or groups are in opposition (to proposed solutions) and why?

Does the project clearly address the problem being identified?

Is the problem a dynamic one? In other words, is it actually more than one problem? Does it need to be addressed by a series of inter-related solutions?

If a problem requires implementation of multiple solutions, should they be implemented simultaneously or in phases?

Is implementation feasible? (Politically, fiscally, environmentally)

What other projects already underway might currently address the problem, in whole or in part?

Have there been similar problems elsewhere with applied solutions that demonstrate project worthiness?

What financial resources exist to solve the problem?

What are the financial constraints? Can they be resolved by phased implementation?

What are the potential impacts (fiscal, social, and environmental) of possible solutions?

What are the potential impacts if the problem is not addressed?

Additionally, input from Transportation Policy Committee representatives, the technical advisory committee, the RPC staff and the public participation process help bring the best criteria into focus. To aid the project selection and development process, the RPC engages in several supporting planning initiatives aimed at clarifying needs and developing project and policy recommendations. These programs are intended to identify the transportation needs of specific constituencies or interests that may not otherwise be brought to light during the project selection and development process. Together they ensure a metropolitan transportation planning process that takes a comprehensive view of the complex needs of the region. Several of the major programs that contribute to the project selection and development process are briefly described below.

II. Project Scorecard

In order to better forward these priorities, and to bring a greater level of objectivity to its project selection process, the RPC has developed a Project Ranking Scorecard. The scorecard describes a project by quantitatively rating its potential impacts on a variety of factors, such as congestion or safety. Projects are ranked by a committee of RPC staff members resulting in a single composite score.

The actual factors considered by the scorecard are derived from the federal, state, and regional policies that help define the RPC's overarching planning priorities and further performance based planning initiatives. It is intended as a method toward simplify decision making by providing a single, standardized tool for project

comparison. Through its use, RPC can be assured that they have given consideration to a comprehensive set of selection criteria.

It is acknowledged that there are multiple factors that may affect a project's eligibility and eventually advancement to the TIP that may not be quantifiably measurable. Highly scored projects may become undesirable because of other considerations, while the converse may hold true for lower scored projects. Nonetheless, when considered alongside the rest of the planning process, including deliberation with partner agencies and elected officials, outreach to the public, and financial analysis, the project scorecard proves to be an invaluable tool toward meeting the transportation goals of the RPC. The scorecard itself can be seen in Appendix C.

III. Supporting Planning Initiatives

Congestion Management Process

Federal legislation requires the RPC to maintain a Congestion Management Process (CMP) that attempts to identify and mitigate regional traffic congestion through projects and policies, with special emphasis on the Congestion Management Network, i.e., those routes designated as most significant to regional mobility and accessibility. The CMP focuses on four main tasks: 1) defining and identifying congestion, 2) selecting congestion reduction strategies, 3) implementing appropriate strategies, 4) monitoring and evaluating performance.

Relying heavily on stakeholder input and an ever-expanding data collection program, the CMP is an ongoing effort to maintain and improve efficient movement of goods and people. RPC conducts a

comprehensive surveillance program on the congestion management network and monitors the resultant database regularly to evaluate its performance (see Chapter Five). Representatives from the state, parishes, and transit providers participate in assisting with corridor identification, the strategy selection process, and with helping evaluate the success of implemented strategies.

Smart Growth

Smart growth is a philosophy supported by actions that direct growth in ways that give people better access to jobs, shopping, and recreational activities whether walking, cycling, or driving. Communities that embody smart growth principles are vibrant places that promote active transportation (walking and biking) while reducing cost of infrastructure and conserving environmentally sensitive areas.

In order to ensure development or redevelopment of these vibrant places, RPC reviews the future land use – as defined by member parishes – and the anticipated transportation investments – as outlined in the MTP – to see that the future transportation system appropriately links the future land use. As part of the RPC Smart Growth program, RPC is working to build capacity amongst local and regional planners through education opportunities for engineers, planners, and other stakeholders related to new smart growth techniques and technologies.

Complete Streets

Complete Streets is the concept that roads should be designed to move people rather than exclusively motor vehicles. In practice, this means designing streets to accommodate safe, efficient travel for all users, including pedestrians, bicyclists, transit users, and drivers. The Complete Streets Advisory Committee was established in 2010 as a means to incorporate pedestrian, bicycle, and transit access considerations into the RPC project development process. Committee members are asked to evaluate proposed projects for the potential inclusion of complete streets design features, and to make recommendations to the Transportation Policy Committee to that effect. Committee membership consists of citizens and advocacy groups from throughout the region, and is advised by technical experts on road design and non-motorized traveler safety.

Intermodal Freight Planning

The RPC has an intermodal freight planning program underway that seeks to fully incorporate the needs of freight operations into the metropolitan transportation planning process. The New Orleans region is one of the nation's busiest freight destinations, and the maritime, rail, air, and truck cargo operators have needs that are unique from regular travelers. Similarly, freight movement can have a significant impact on regular traffic flow. The RPC has conducted surveys with rail, maritime, and truck terminal operators to determine their needs at both the policy and project-specific level. A recently revived freight roundtable will provide a forum for an ongoing dialog between these interests and other transportation engineering and planning professionals. RPC also is developing a

truck freight modelling component into overall travel demand modelling efforts, supplemented by a surveillance program that counts truck movements on the region's major roadways. As seen in Chapter 11, the efficient and safe movement freight is now a consideration in all of RPC's transportation planning efforts and is the specific goal of a number of projects.

Coordinated Public Transit Human Services Transportation

The purpose of Coordinated Planning is to identify the transportation needs of individuals with disabilities, older adults, and those with low incomes or limited financial means, or those who are otherwise transportation disadvantaged. The Coordinated Public Transit Human Services Transportation Plan describes the challenges of efficiently and effectively providing public and private transportation to these populations and provides strategies for confronting and overcoming these challenges. The Coordinated Planning Advisory Council meets four times a year to discuss and refine these strategies to ensure that reliable transportation to work, medical care, education, and other services is available to all individuals in the region.

Americans with Disabilities Act Compliance

The Americans with Disabilities Act (ADA) and related regulations lay out a number of policies that require, among other things, transportation projects that are accessible for all users regardless of physical disabilities. During project development RPC ensures that all initiatives meet ADA requirements. It has also assisted member parishes in the development and implementation of their Section

504 ADA Transition Plans. Additionally, recent programs have included the installation of curb ramps at multiple locations identified as deficient in the New Orleans area.

Title VI

Title VI of the Civil Rights Act of 1964 prohibits discrimination on the basis of race, color, or national origin in programs that receive federal financial assistance. These include federal highway funds, federal transit funds, and other transportation related program. The RPC's Title VI Plan designates a Title VI Coordinator and lays out procedures for ensuring that RPC activities do not have disproportionate negative impacts on minorities, the poor, or other traditionally disadvantaged populations. The coordinator is responsible for ensuring compliance with the law and for reviewing Title VI complaints, and also leads the effort toward expanding outreach into traditionally under-represented populations.

National Environmental Policy Act

All RPC projects using federal funds are developed in compliance with the National Environmental Policy Act (NEPA), which lays out the requirements for identifying and mitigating project impacts on the natural and built environments. Projects are evaluated for their potential impact during the development process per state and federal guidelines. When negative impacts are identified, the project is modified to mitigate or eliminate to these impacts to the extent possible.

Part III

Strategies

Chapter 8 – Roads and Highways

Chapter 9 – Pedestrians and Bicyclists

Chapter 10 – Public Transportation

Chapter 11 – Intermodal Freight

Chapter 8



Roads and Highways

I. Introduction

The planning, operation, and maintenance of a roadway network that will meet the transportation needs of the present and the future are the core missions of the Regional Planning Commission. The region's roads carry people to jobs, schools, retail, healthcare, and other services via multiple modes of travel. They also carry goods and freight to and from intermodal transfers, markets, and distribution centers. As such, their condition and performance is vital to the economy and quality of life of the residents of the New Orleans metropolitan area.

As described in Part Two, all road and highway projects undergo a rigorous review process before inclusion in the MTP. RPC is continually conducting a comprehensive roadway data surveillance and analysis program, modelling future congestion, regional travel patterns, pavement conditions, and hazardous locations. The selection process also involves extensive coordination with federal, state, and local agencies and governments, as well as widespread outreach to the public.

Because there is no one size fits all solution to identified issues, projects are selected on a basis of context sensitivity, with strong consideration of their effects on the surrounding community. Special attention is paid to neighborhoods with high proportions of minority and/or low income residents, ensuring that they receive their fair share of projects but also that those projects do not result in significant negative impacts. Impacts on the natural environment and cultural resources are also given consideration through emissions modelling and appropriate application of the National Environmental Policy Act. Finally, national and local funding is

limited and the MTP must be financially constrained. Projects must demonstrate that they are the most cost effective way of managing the performance of the region's roads and highways.

As a result of this process, the majority of projects included in the MTP are relatively low cost measures aimed toward maintaining existing roads, improving operations given existing capacity, reducing congestion, decreasing vehicle emissions, and increasing safety for all users of the roadway system. Such strategies, described in more detail below, continue to demonstrate their effectiveness toward furthering the RPC's responsibility as an effective steward of the region's federal aid roads and the public funds that are dedicated to their maintenance and operation.

II. Highway and Road Assets

There are around 4,700 centerline miles of roadway in the New Orleans urbanized area. The FHWA classifies these roads in one of five broad major categories, in order of increasing traffic volumes and mobility function: Local Roads, Collectors, Arterials, Freeways and Expressways, and Interstate Highways.

Most of these miles in the region are on what are known as local roads because they carry only local traffic. These are the smaller roads that travelers may take into neighborhoods, such as to and from their house. The latter four categories carry the vast majority of the traffic in the region in increasing order. Broadly speaking, collectors carry travelers to and from local roads, arterials to and from collectors, and so forth.

The responsibility for maintaining local roads falls solely on the local municipality or parish, and they are generally not eligible for the federal funds described in Chapter Four. Roads that are eligible for federal funds are known as the Federal Aid Highway System. In the New Orleans Urbanized Area there are around 940 centerline miles of Federal Aid roadways. Interstates and State Highways, the “numbered” roads of the state system, make up 465 centerline miles of the Federal Aid network. These are maintained primarily by the state of Louisiana in coordination with local governments, FHWA, and the RPC.

Of the remaining arterial and collector roads, RPC works closely FHWA, LADOTD, and local governments every ten years to identify which of them are primary travel routes and designate their functional class. The 476 miles of non-state system Federal Aid roads in the New Orleans urbanized area are the primary focus of RPC’s planning and funding programs. A map of these roadway systems and their categories can be found in Chapter Five.

III. Community Issues and Challenges

State of Good Repair

Maintaining a state of good repair on the region’s roads and bridges is perhaps the greatest challenge to the region, and is one of the primary focuses of RPC’s transportation planning and funding efforts. As a consequence of the unstable soil conditions common throughout the region, especially when combined with heavy traffic, our roadways are particularly susceptible to fatigue and damage. When routine maintenance is neglected too long such roads will eventually become dangerous or even impassible, ultimately

necessitating far more expensive remedies. A comprehensive and sustained roadway maintenance program is therefore critical to the long term viability of the region’s transportation infrastructure.

Roadway Safety

The personal cost of a serious roadway accident can be immeasurable, possibly resulting in serious injuries or lives lost and families changed forever. The economic and societal cost of motorist vehicle crashes can be measured, and according to the National Highway Traffic Safety Administration it totaled \$871 billion nationwide in 2010, or around \$900 for each person living in the United States. Improving safety can thus have profound impacts at both an individual and an economic level³.

There are a wide range of conditions that can cause motorist accidents, such as distracted driving, impaired driving, or poor roadway design. RPC safety planning therefore encompasses a multi-pronged approach toward reducing motorist injuries and fatalities that includes identifying accident hot-spots, improving road design, and facilitating education and outreach campaigns toward motorists.

As evidenced by recent storm events, particularly the hurricanes of 2005, another critical aspect of highway safety is the orderly and safe evacuation of residents in the event of a natural disaster or other regional security incident. The unpredictability of a storm’s landfall location and the susceptibility to flooding in many parts of

³ NHTSA: “The Economic and Societal Impact of Motor Vehicle Crashes, 2010”, May 2014, <http://www-nrd.nhtsa.dot.gov/Pubs/812013.pdf>

the region require wide-ranging evacuation planning and, should such an event take place, real-time information for travelers.

Congestion

According to the Texas Transportation Institute's methodology in its 2012 Mobility Report, the total cost of roadway congestion to the nation was \$121 billion in 2011. Some measurable results of this congestion include 5.5 billion hours of wasted time, an extra 56 billion pounds of CO² released into the atmosphere, and 2.9 billion gallons of wasted fuel, enough to fill the Louisiana Superdome four times over. These figures are only expected to increase in coming decades. In the New Orleans urban area, the report estimates that the average auto commuter lost 28 hours and 13 gallons of gas a year to roadway congestion in 2011, costing \$629 per commuter.⁴

Congestion is the result of many factors, both recurring and non-recurring. Recurring congestion is a regular occurrence wherein the existing operational functionality and capacity of roadways and intersection is insufficient to handle the daily pulses of commuter traffic, particularly during peak travel time. Non-recurring traffic can be the result of roadway construction, weather events, or accidents. These unexpected events are difficult if not impossible to predict for drivers, and thus decrease what is known as system reliability. The region has a toolbox of strategies to draw on for dealing with both types of congestions, including increasing roadway capacity, improving operations at intersections, managing

⁴ TTI (2012), Urban Mobility Report, Texas Transportation Institute (<http://mobility.tamu.edu/ums/report>)

traffic through real-time traveler information, and providing alternatives to single-occupancy vehicle travel.

Economic Development

The transportation system plays a critical role in future economic development. Business decisions are made in part based on the available transportation infrastructure because of the need to receive and send goods and services, and for customer access. Due to this relationship transportation investments can have a significant influence on the location of new development as well as the economic revitalization of existing areas. Alternatively, lack of access can contribute to loss of customers and economic decline in a neighborhood, or serve as a disincentive to new investment.

Environmental Sustainability

Vehicles that run on petroleum based fuel are also a significant contributor to the region's toxic and greenhouse gas emissions. Emissions such as carbon monoxide, nitrous oxides, and particulate matter can have deleterious effects on the health of the region's residents. Should the region fall below air quality standards set by the EPA, the use of transportation dollars in the region becomes restricted in accordance with the Clean Air Act of 1970. Furthermore, according to the Environmental Protection Agency, transportation accounted for over 28% of greenhouse gas emissions nationwide in 2012, primarily in the form of carbon dioxide (CO₂)⁵. The consequences of transportation based emissions to the region's quality of life, and to the world's climate, are significant and their

⁵ <http://www.epa.gov/climatechange/ghgemissions/global.html>

reduction and mitigation is a primary goal of RPC. RPC's efforts toward reducing vehicle emissions include reducing congestion through operational improvements, reducing single occupancy vehicle travel demand, and promoting alternative fuels.

Hazard mitigation is also a critical concern for south Louisiana, a region particularly vulnerable to tropical storms and to sea level rise. This involves designing and retrofitting transportation facilities in ways that make them immune or less susceptible to environmental hazards and to the long term effects of climate change. Hazard mitigation for transportation infrastructure may include elevating roadways above current or projected flood levels and reinforcing structures to resist high wind speeds.

IV. Strategies

Roadway Overlays

Description

Overlay Projects are a critically important tool in the effort to maintain existing roadways in a condition of peak operating efficiency. Overlaying is the process of putting down a thin, protective surface (usually asphalt) over a roadway that has begun to deteriorate from traffic and weather. Overlaying preserves the surface, roadway base, and improves drivability.

These projects are quick and relatively inexpensive, taking only a few months or even weeks to accomplish. Moreover, if this routine maintenance is delayed until the roadbed becomes seriously compromised, roadway reconstruction becomes necessary, a

process which can be three times as expensive as overlaying with construction potentially taking far longer. Overlays are therefore one of the most cost and time effective methods of infrastructure maintenance.

MTP Goals and Objectives

Goal 3 – State of Good Repair

Goal 4 – Economic Competitiveness

Scope

Overlay projects are an ongoing task in the MTP and are included in the plan on an annual basis. Locations are based on data from the LaDOTD highway needs assessment and from parish Pavement Management programs. Because overlays are preventative in nature, identification of projects is a short term process. In part four of this document, which lists MTP projects by tier, planned overlay locations are identified for Tier I (the TIP) covering years 2015-2018 where that information is available. Other identified but backlogged needs are listed in Tier II. Tier III reflects only the amounts forecasted for an overall overlay program. Specific sites are determined through the TIP development process on a biannual basis.

Project Examples

- **St. Charles Avenue, Nashville Ave. to Louisiana Ave., Overlay, Orleans Parish**
- **LA 39, Lake Borgne Canal to LA 46, St. Bernard parish**
- **LA 628 Patch and Overlay, St. Charles Parish**
- **LA 3179, LA 44 to US 61, Overlay, St. John Parish**

- **Veterans Boulevard, Clearview to Severn, Overlay, Jefferson Parish**
- **Chateau Boulevard Resurfacing (with Bike/Ped Improvements), Jefferson Parish**
- **Morrison Road, Mayo Ave. to Bullard Ave., Overlay, Orleans Parish**
- **LA 3127, St James Parish line to St. Charles Parish Line, Overlay, St. John Parish**

Financing

It is anticipated that the vast majority of overlay projects in the MTP will be funded using federal formula funds with match on state routes provided by LaDOTD and on major non-state routes from respective parishes. Annual future year allocations from formula funds are expected to average about \$12 million per year.

Roadway Reconstruction & Rehabilitation

Description

Reconstruction and rehabilitation projects involve the partial or total demolition and restoration of a severely damaged roadway surface. In a roadway reconstruction project the roadbed or foundation is re-stabilized or replaced and the road itself rebuilt with appropriate materials (i.e., concrete, asphalt). Reconstruction is undertaken when an overlay is inadequate to address roadway damage, and where further deferral of maintenance would result in the road being unusable.

MTP Goals and Objectives

Goal 3 – State of Good Repair

Goal 4 – Economic Competitiveness

Scope

Roadways identified for reconstruction and rehabilitation have deteriorated beyond the point where an overlay or light rehabilitation would be sufficient. Projects are identified through the LaDOTD Highway Needs Assessment, local parish maintenance evaluations, and regional pavement conditions inventories. Because reconstruction projects are generally lengthy, RPC also takes into consideration is the amount of time it will take to get from project identification to reconstruction as well as the impacts of reconstruction on the surrounding community.

Most of the projects listed below are anticipated to have relatively short completion times. Projects with longer time frames are programmed in phases described in Part Four of this document.

Project Examples

- **Magazine Street Rehabilitation, Broadway Ave. to Nashville Ave., Orleans Parish**
- **Canal Boulevard, R.E. Lee to Amethyst, Reconstruction Orleans Parish**
- **I-10, Reserve Relief Canal to I-55, Restoration and Rehabilitation, St. John Parish**
- **St. Bernard Parish Street Rehabilitation Program**

Financing

Reconstruction projects are funded from multiple sources as individual construction projects. Most funds come from federal highway formula funding program with state or local match depending on whether or not the project is on the state system.

Bridge Maintenance and Replacement

Description

Nationally, bridge maintenance has been identified as one of the most significant infrastructure responsibilities facing transportation practitioners. The high number of bridges in the New Orleans region, and the significant age of many of those bridges, including several that provide critical links to communities and vital services, makes this a particularly challenging issue for the metropolitan area.

MTP Goals and Objectives

Goal 3 – State of Good Repair
Goal 4 – Economic Competitiveness

Scope

Bridge Replacement projects are identified primarily through the DOTD bridge inspection program, with bridges in poor or critical condition prioritized on a statewide bridge maintenance and/or replacement status list.

Project Examples

- **Wisner Boulevard Bridge Replacement, Orleans Parish**

- **LA 45 Drain Canal Bridge, Jefferson Parish**
- **LA 18, 4th Street Bridge Rehabilitation, Jefferson Parish**
- **LA 23 Bridge and Tunnel Replacement, Plaquemines Parish**

Financing

Bridge Replacement projects on the National Highway System are primarily funded through the National Highway Performance Program, administered by the LaDOTD. Off-system bridges are usually funded through a combination of local, state, and federal funds.

Safety Improvements & Hazard Elimination

Description

Safety and Hazard Elimination projects fall into multiple categories, including accident prevention, incident management, and disaster response. RPC's approach to reducing roadway accidents, injuries, and fatalities is in coordination with LADOTD's multipronged "4E" approach, as defined in the Statewide Highway Safety Plan: Engineering, Enforcement, Education, and Emergency Response.

MTP Goals and Objectives

Goal 1 - Safety
Goal 3 – State of Good Repair

Scope

Accident prevention projects in this plan are focused on improvements that reduce conflicts between vehicles as well as pedestrians and bicycles. These may include complete streets

improvements such as medians and controlled access points that can dramatically reduce the number of turning conflicts on a given corridor. Lighting projects or the removal of obstructions can also reduce conflicts by improving visibility. Whether or not a project is implemented in order to specifically improve safety, such safety elements are generally incorporated into all roadway projects.

Incident management projects are relatively low cost measures that can help motorists respond in real time to conditions on the roadway, thus helping to prevent secondary accidents and to mitigate resultant congestion. These are often reliant on Intelligent Transportation Systems (ITS) described in more detail below, such as traffic cameras and variable message signage. The regional Motorist Assistance Patrol (MAP) responds to incidents and can direct traffic and remove breakdowns on high traffic corridors, primarily the interstate system.

ITS also complements a large role in disaster response and evacuation planning. Through the implementation of variable signage, roadway surveillance, and communications, ITS projects assist disaster management agencies in providing motorists with information that allows for better decision making during an evacuation event. RPC also continues to work toward improved capacity on highways that have been identified as regional evacuation corridors.

All of these efforts are embodied RPC's participation in LADOTD's Louisiana Highway Safety Commission, the Local Roads Safety Program, and the coordinated development of the Statewide Louisiana Highway Safety Plan, including a leadership role in New Orleans Regional Safety Coalition. These initiatives, encompassed

by LADOTD's *Destination Zero Deaths* vision, involve local and statewide planners, engineers, and law enforcement agencies, and allow the RPC and its partner agencies to perform safety education and outreach to motorists. They also facilitate the collection and analysis roadway data that can assist in the identification of intersection or roadway segments with an abnormal amount of incidents, and promote innovative solutions toward solving problem hot spots. More information on RPC's accident data analysis can be found in Chapter Five.

Project Examples

- **US 61/90 (Tulane) Claiborne – Carrollton Intersection Safety and Traffic Operations Improvements, Orleans Parish**
- **I-10 Motorist Assistance Patrol**
- **Speed Curve Advisory Dynamic Message Signs, Jefferson Parish**
- **US 61, Jefferson Parish Line to LA 50, median widening and access management, St. Charles Parish**

Financing

Safety is a consideration in every roadway project RPC undertakes, and thus can be funded as a component of such projects through multiple sources.

Traffic Signal Upgrades and Replacement

Description

The MTP contains several projects related to the replacement, upgrade, and coordination of traffic signals throughout the region. Poorly timed signals along a corridor can contribute to capacity issues that a roadway should, theoretically, be able to handle. In addition to congestion issues, idling vehicles also contribute to vehicle emissions. These projects allow for the proper timing of signals, thereby improving operations at intersections, reducing delay along corridors, and selectively operating intersections during special events.

MTP Goals and Objectives

Goal 3 – State of Good Repair

Goal 5 – Environmental Sustainability

Scope

Upgrades to the coordination signal systems along select corridors, using fiber or wireless communication, can serve to ease congestion and delay by regulating traffic flow and expediting the movement of vehicle platoons through a succession of green lights. Several corridors have been identified for the technology upgrades that would facilitate this. Such projects are related

In addition, while many traffic signal controllers were destroyed during the flooding caused by Hurricane Katrina in 2005 and subsequently replaced, parts of the region that did not flood still contain many aging controllers which are incompatible with

technology upgrades and are susceptible to failure. These locations, which are predominantly in Orleans Parish, have been identified by RPC and prioritized for upgrades.

Project Examples

- **Algiers Traffic Signals Upgrade, Orleans Parish**
- **Kenner Traffic Signals Upgrade, Jefferson Parish**

Financing

Financing for these signal improvements comes primarily from federal formula funds received by the urbanized areas with match coming from the owner of the signal systems which, in most cases, is the parish or municipality where they are located.

Intelligent Transportation Systems

Description

Intelligent Transportation Systems (ITS) include a menu of high-tech communications, surveillance, and computing equipment designed and implemented to improve the operational capacity and efficiency of the highway system. ITS strategies serve as relatively low cost measures for improving traffic flow by assisting in identifying incidents, facilitating incident response, and managing traffic by providing real time roadway conditions information to travelers and traffic operations staff.

MTP Goals and Objectives

Goal 1 – Safety

Goal 3 – State of Good Repair

Goal 4 – Economic Competitiveness

Scope

The Regional Planning Commission in coordination with the LaDOTD has developed an Intelligent Transportation System Early Deployment Strategic Plan that proposes the implementation of variable message signs, video surveillance cameras, traffic detection devices (microwave, etc.), and other elements, integrated where feasible into the Regional Transportation Management Center (RTMC). The RTMC is a state of the art facility that serves as the nerve center for real time traffic operations monitoring and response for the region.

Transportation Systems Management

Description

Transportation Systems Management (TSM) strategies are implemented to correct operational issues at specific locations, particularly at intersections. These projects may provide permanent solutions to problems or short term interventions until longer term remedies can be implemented.

MTP Goals and Objectives

Goal 1 – Safety

Goal 2 – Livable Communities

Goal 4 – Economic Competitiveness

Scope

Typical TSM projects are geometric improvements at individual intersections, such as the addition of turning lanes or the re-timing of signals. Such improvements are targeted toward localized hot spots that are failing during peak hour congestion but where additional capacity is not necessary or, due to right-of-way limitations, cost, or other community issues, is not currently feasible.

Project Examples

- **US 90B at Manhattan Intersection Improvements, Jefferson Parish**
- **Hickory Ave./Dock Ave. Roundabout Installation, Jefferson Parish**
- **US 90 at I-310 Ramp Connectors, St. Charles Parish**
- **LA 52, LA 18 to US 90 Safety and TSM Improvements, St. Charles Parish**
- **Causeway Boulevard at Earhart Expressway Interchange, Jefferson Parish**

Financing

TSM projects can be financed through a combination of federal STP > 200K, NHPP, STP Flex, and local funds.

Travel Demand Management

Description

Travel Demand Management (TDM) is a collection of strategies that mitigate traffic congestion by reducing the number of Single Occupancy Vehicles (SOV) trips and/or Vehicle Miles Travelled (VMT). Though they generally fall outside of the scope of traditional roadway construction or operational improvements, TDM strategies can offer low cost and easy to implement methods for reducing congestion and emissions on our region's roadways.

Strategies can generally be grouped into three categories: increasing the number of passengers in a vehicle, changing mode of travel, and changing travel behavior.

MTP Goals and Objectives

Goal 2 – Livable Communities

Goal 5 – Environmental Sustainability

Scope

RPC's strategies toward encouraging use of public transit and encouraging walking or bicycling are detailed in chapters nine and ten. An additional TDM measure that RPC currently operates is an online rideshare matching system known as *Geaux Together*. Given input about origins, destinations, and other preferences, the online system is able to match users with potential rideshare partners. The website can also be customized for employers who seek to coordinate or operate car and vanpooling for their employees.

Financing

LaDOTD has made Congestion Management Air Quality (CMAQ) funding available to the state's MPOs for the establishment of regional TDM measures. The funding will be made available on a recurring, annual basis in the short term with possible extensions depending on program success and funding availability.

New Roadway Construction & Roadway Widening

Description

When operational strategies such as TDM or traffic signal timing fail to alleviate congestion on a high demand corridor, or where incomplete segments of roadways are creating bottlenecks, travel network distortions, or hazards, increasing physical capacity on that corridor may be the only logical solution to the problem. Similarly, construction of a new roadway may be the only remedy to alleviating congestion on adjacent corridors, increasing access to new development, or otherwise solving distortions in the overall highway network that create inefficiencies and excess vehicle miles travelled.

MTP Goals and Objectives

Goal 1 – Safety

Goal 2 – Livable Communities

Goal 4 – Economic Competitiveness

Scope

Due to their high cost and long implementation time, as well as the common need for right-of-way and subsequent community

disruption, capacity and roadway construction projects are proposed sparingly. The majority of widening projects included in the MTP will be undertaken in order to either eliminate bottlenecks or safety concerns in an otherwise wider corridor or to alleviate congestion on adjacent roadways. New roadway construction is generally proposed to complete segments of projects that are already underway. All widening projects and new roadway construction will take place with complete streets considerations, with the appropriate inclusion of medians, access control, and non-motorized transportation facilities.

discretionary programs, state trust funds, or other federal or state programs.

Project Examples

- **I-10 Widening, Jefferson Parish**
- **LA 18, 4th Street Extension to Burmaster Blvd., Gretna, LA**
- **Lapalco Boulevard Widening, Jefferson Parish**
- **Harvey Boulevard Extension, Peters Rd. to Manhattan Blvd., Jefferson Parish**
- **LA 23 Widening, Engineers Rd to Lapalco Blvd., Plaquemines Parish**
- **Howard Avenue Extension, Orleans Parish**
- **Peters Road Extension, Plaquemines Parish**

Financing

Roadway capacity and expansion projects on the Federal Aid system can be financed through a wide range of programs and, due to their relatively high cost, often must be funded through a combination of these sources. STP>200K funds often contribute at least a part of these projects, supplemented with local contributions, national

Chapter 9



Pedestrians and Bicyclists

I. Introduction

Walking and bicycling, two of the oldest forms of travel, have multiple benefits not only for individuals, but for the New Orleans region as a whole. Non-motorized travel is arguably one of the most equitable forms of travel, available to all residents without significant, if any, personal investment. Improving a community's accessibility to non-motorized users has also proven to have positive impacts on the quality of life and health of its citizens, as well as the health of its economy. Travelling by foot or by bicycle has no environmental impact, and by potentially removing motorized vehicles from the roadway they can in fact reduce congestion and emissions. Finally, when compared to general roadway maintenance and expansion, the installation of bicycle and pedestrian infrastructure is a relatively inexpensive investment, especially upon consideration of the numerous positive outcomes.

For these reasons, the New Orleans region requires a transportation system that is shared among all modes of transportation, and regardless of the mode of travel users of that system should find it safe, accessible, convenient, and useful. Walking and bicycling, however, are two types of transportation that require special attention in many of these regards. In particular, due to decreased visibility, lack of awareness, and simple physical exposure, pedestrians and bicyclists are especially vulnerable to conflicts with automobiles, and safety is a critical consideration when designing transportation infrastructure and educating the public. Furthermore, like any form of transportation, a non-motorized improvement is also often only as good as its connectivity to a community or regional network.

RPC's planning efforts therefore encourage non-motorized travel through a comprehensive approach that considers the construction of safe and accessible infrastructure, education and enforcement of the proper rules of sharing the road, and the development of a well-connected non-motorized network that is accessible by and attractive to all members of the community.

II. Community Issues and Challenges

Pedestrian and Bicycle Safety

Despite the numerous benefits of non-motorized travel, pedestrian and bicycle travelers can be particularly vulnerable to traffic accidents. This is the result of many factors, including poorly designed non-motorized facilities, disregard or lack of knowledge of traffic laws, lack of visibility, impairment, or some combination of the above. According to FHWA, fatalities involving pedestrians comprised approximately 12 percent of all traffic fatalities nationwide, resulting in around 4,000 reported deaths a year. An additional 59,000 pedestrians and 52,000 bicyclists were injured in 2010⁶. The New Orleans region is unfortunately no exception to this national trend. RPC has made it a priority to improve non-motorized safety through better design of all transportation facilities and through increasing public awareness of pedestrian and bicycle safety and law.

⁶ NHTSA Traffic Safety Facts 2010, <http://www-nrd.nhtsa.dot.gov/Pubs/811659.pdf>

Transportation Equity

In a region with high rates of people with limited access to a private vehicle and low median household incomes (see Chapter 5), the provision of safe, affordable, and convenient transportation options such as walking and bicycling is an important component of the overall transportation. RPC recognizes that all communities, regardless of demographics or location, deserve equal investment in pedestrian and bicycle infrastructure. Neighborhoods that are predominantly low-income are, therefore, weighted more heavily when selecting locations for new pedestrian and bicycle facilities.

Pedestrians also include those who have visibility or hearing impairments, or require wheelchairs or other mobility assistance. Care must therefore also be taken to ensure that access to the pedestrian network is available to all residents of the region regardless of physical ability.

Community Health

Travelling by foot or by bicycle, both forms of active transportation, has the added benefit of contributing toward personal health. According to the Centers for Disease Prevention and Control, obesity affects more than one-third of adults nationwide, with 34.9% of surveyed Louisianans self-reporting as obese in 2012⁷. The physical costs of being overweight include increased rates of heart disease, stroke, type-2 diabetes, and certain types of cancer, and the costs of medical care are no less daunting. Regular walking and bicycling have been demonstrated as effective means of dealing

⁷ <http://www.cdc.gov/obesity/data/adult.html>

with or preventing these health concerns. Communities that promote active transportation over vehicle travel are communities that are working toward the health of their residents

Environmental Sustainability

Walking and bicycling are emissions free forms of travel and have no negative impacts on the environment. Projects that successfully encourage people to use non-motorized travel for trips are an effective means of improving air quality region-wide and promoting an environmentally sustainable transportation system.

III. Strategies

Expand and Connect Pedestrian and Bicycle Networks

Description

The RPC is continually in the process of implementing a comprehensive pedestrian and bicycle network expansion program. Much of the planning behind this effort is detailed in the RPC's 2005 New Orleans Metropolitan Bicycle and Pedestrian Plan. The plan, and associated pedestrian and bicycle planning efforts at RPC, emphasize route locations that: encourage non-motorized commuting, are safe and contextually appropriate, and contribute toward filling the gaps in a well-connected, regional pedestrian and bicycle network. High priority is given to serving populations that traditionally have a high level of non-motorized travel, such as universities, low-income communities and mixed-use neighborhoods.

MTP Goals and Objectives

Goal 1 – Safety

Goal 2 – Livable Communities

Goal 4 – Economic Development

Goal 5 – Environmental Sustainability

Scope

The Louisiana Department of Transportation and Development (DOTD) and the RPC have both adopted Complete Streets policies requiring that for all roadway construction or reconstruction projects consideration should be given to the installation of pedestrian and bicycle facilities, provided that they are appropriate to the context of the roadway, safe for non-motorized users, and commensurate with the overall cost of the project.

Bicycle facilities include shared lane routes, bike lanes, protected bike lanes (cycletracks), and shared-use trails exclusive to non-motorized travel.

Pedestrian improvements are focused on capitalizing on the installation or maintenance of sidewalk and curb ramp facilities as part of associated roadway maintenance or construction. Roadway crossing improvements, including striping, signals and refuge islands, are also priorities in creating safe and appealing walking conditions. Particular emphasis will be placed on projects that fill gaps in the pedestrian network, or are otherwise in locations that will benefit from increased pedestrian circulation or pedestrian safety improvements.

Project Examples

- **Magnolia Pedestrian Bridge Rehabilitation, Orleans Parish**
- **Earhart Corridor Bikeway, Orleans Parish**
- **St. Bernard Mississippi River Trail, St. Bernard Parish**
- **St. Charles Parish Eastbank Levee Multiuse Path**
- **St. John Parish Eastbank Levee Multiuse Path**
- **Martin Luther King Boulevard Rehabilitation with ADA Ramp Installation, Orleans Parish**

Financing

Bicycle and pedestrian facilities can be financed through the transportation alternatives program, or as part of other associated roadway improvements (i.e., overlays, rehabilitations).

Improve Safety for Non-Motorized Travelers through Roadway Design

Description

There is a menu of roadway design improvements that can be implemented as either standalone projects or as components of street rehab or reconstruction projects that can significantly improve safety for pedestrians or bicyclists. RPC's approach to implementing such projects is first through identifying locations where they would be most beneficial, both through geographic accident analysis and roadway safety audits, or as part of a Complete Streets recommendation. Context appropriate design measures that separate pedestrians and bicyclists from traffic, increase visibility, maintain sidewalks or bike paths, provide

designated street crossings, or otherwise protect non-motorized travelers can then be designed and constructed in either a spot location or through a comprehensive corridor implementation program.

MTP Goals and Objectives

Goal 1 – Safety

Goal 2 – Livable Communities

Scope

Pedestrian and bicycle safety projects include the installation and maintenance of bikeways, sidewalks, crosswalks, medians, pedestrian signals, and other facilities that reduce conflicts between non-motorized users and vehicles.

RPC uses geographic information systems (GIS) to analyze pedestrian and bicycle crash data as part of a multi-modal safety analysis program. This process can identify locations where an abnormal number of incidents are taking place and thus serves as a tool for prioritizing locations where the installation of safety improvements can have the greatest impact.

RPC regularly conducts a *Designing Streets for Pedestrians and Bicycles* training for private and public planners and engineers. The courses are intended to educate practitioners on state of the art best practices in designing roads, sidewalks, bikeways, and other non-motorized facilities in ways that provide increased comfort and protection to pedestrians or bicyclists and/or encourage safe behavior among all roadway users.

Project Examples

- **Williams Boulevard Improvements, Jefferson Parish**

Financing

Roadway safety design improvements are regular components of most RPC roadway projects, and thus funded through traditional FHWA and state funding programs. They may also be specifically funded through state safety or transportation alternatives funds.

Improve Safety for Non-Motorized Travelers through Education and Enforcement

Description

RPC hosts several initiatives intended toward increasing awareness about safe practices and roadway user responsibilities not only among pedestrians and bicycles, but also law enforcement agencies, local officials, and drivers who share the road with non-motorized users.

MTP Goals and Objectives

Goal 1 – Safety

Goal 2 – Livable Communities

Scope

RPC's Greater New Orleans Pedestrian and Bicycle Program consists of several initiatives aimed at enhancing knowledge about the safe use of the bicycling and pedestrian network and the legal responsibilities of those using these modes of travel.

RPC's Bicycle Commuter Workshop serves as a venue for instructing the general public on laws, safety, and general tips for regular bicycle usage. Similarly, RPC publishes a Bike Map and Guide to Safer Biking for distribution to the general public. RPC's Law Enforcement Workshop instructs agencies on Louisiana laws pertaining to bicycling, common crash types, and enforcement methods. RPC also organizes an annual media campaign focused on pedestrian or bicycle topics with a wide exposure across outdoor, print, radio and internet advertising. The most recent campaigns have partnered with the 610 Stompers to deliver the safety messages in a memorable format.

Financing

RPC's pedestrian and bicycle education and outreach programs are primarily financed through LADOTD safety funding.

Livable Communities Streetscaping Enhancements

Description

The physical design of streets represents a major opportunity to include features to encourage multi-modal transportation while improving community livability through the development of a human scaled urban environment. Such projects incorporate Complete Streets principals by acknowledging the relationship between a street's design and the way in which it is perceived and used by the community.

MTP Goals and Objectives

Goal 1 – Safety

Goal 2 – Livable Communities

Goal 3 – Environmental Sustainability

Goal 4 – Economic Development

Scope

Streetscaping enhancements include a variety of improvements to roadways that improve the comfort, aesthetic appeal, and functionality of a roadway to non-motorized users and also increase awareness to drivers that they are travelling through a pedestrian environment. Projects can include pavement treatments, transit stop improvements, landscaping, lighting, and related other design features.

Project Examples

- **St. Charles Avenue Streetscaping and Lighting, Orleans Parish**
- **Andrew Higgins Boulevard Streetscaping, Orleans Parish**
- **Canal St. Streetscaping and Bike/Ped Improvements, Jefferson Parish**

Financing

Most of these enhancements are eligible for funding under FHWA's Transportation Alternatives (TA) program. In Louisiana this program is administered by the LADOTD and requires that local governments apply for TA grants. RPC will assist local governments in the Transportation Alternative application process and the subsequent conduct of selected projects, and ensure that they are integrated into other RPC planning efforts.

Chapter 10



Public Transportation

I. Introduction

Public transportation comes in many forms in the New Orleans metropolitan area. A network of 45 bus routes connects travelers with jobs, schools, businesses, and other destinations throughout Orleans and Jefferson Parishes. In Orleans Parish, streetcars carry residents and visitors along St. Charles Avenue, Canal Street, and, as of 2013, Loyola Avenue. Ferries carry pedestrians and automobiles across the Mississippi River at three crossings. Demand response buses serve residents in the River Parishes and in St. Bernard. A fleet of non-profit, for profit, and para-transit vehicles carry elderly persons and person with disabilities to jobs, healthcare, and other critical services.

The future viability of such a diverse system will depend on a multi-jurisdictional and multi-modal vision of regional public transit connectivity. While Individual transit agencies are ultimately responsible for the day-to-day operations within their service areas, the Regional Planning Commission strives to ensure that the overall regional public transit network will adapt to meet the existing and future travel demands of the populace.

A well planned public transportation network will result in several positive outcomes for the region. Maintaining a state of good repair among all public transit assets will guarantee that the region's transit infrastructure will be viable well into the 21st century, and will be able to adapt to the introduction of new technologies. Services will be adequate to meet the travel demands of the region's residents and workforce, thus enhancing the economic competitiveness of the region. A higher share of transit riders will reduce congestion on the roadway and greenhouse gas emissions

that result from single occupancy vehicle travel. Equitable service provision will ensure that transit is accessible by all members of the community, particularly those who most need it. Finally, responsible planning should lead toward increasingly seamless and convenient transit travel, regardless of length of trip or travel across operator jurisdictions.

II. Public Transportation Assets

The following are some characteristics of those transit providers in the region that receive FTA Urbanized Area Formula (5307) funds. Travel statistics and vehicle counts described below are derived from the latest information available from Federal Transit Administration's (FTA) National Transit Database (www.ntdprogram.gov) unless otherwise indicated.

Regional Transit Authority

The Regional Transit Authority (RTA) operates 100 vehicles (out of 152 available for service) on 33 bus routes and three streetcar lines in Orleans Parish and in Kenner, LA. The RTA system has multiple transfers to Jefferson and St. Bernard Parish on the east and west banks of the Mississippi River. In 2012 RTA's fixed route and streetcar service provided over 23,600,000 unlinked trips.

RTA also operates a curb-to-curb demand response paratransit service known as The Lift. In 2012 The Lift provided nearly 200,000 trips to passengers who were eligible under the Americans with Disabilities Act. The Lift has 45 paratransit vehicles available for service.

In 2014 the Regional Transit Authority took over operation from LADOTD two Mississippi River ferry crossings: Chalmette to Lower Algiers and Canal Street to Algiers Point. There are six vessels available for service. The Chalmette crossing carries both vehicles and pedestrians while the Canal Street crossing is exclusively a pedestrian carrier.

Jefferson Transit

Jefferson Parish Transit (JET) is administered by the Department of Transit Administration within the Jefferson Parish Government. JET operates 29 buses (out of 41 available for service) on twelve routes in Jefferson Parish, including six routes on the east bank of the Mississippi River and six routes on the west bank. In 2012 JET fixed route service provided 2,043,810 unlinked trips.

JET also operates a curbside-to-curbside demand response paratransit service, known as the Mobility Impaired Transit System (MITS). In 2012 MITS provided 71,506 trips to passengers who were eligible under the Americans with Disabilities Act. MITS has sixteen paratransit vehicles available for service.

St. Bernard Urban Rapid Transit

St. Bernard Urban Rapid Transit (SBURT), a division within the St. Bernard Parish Government, provided 32,621 unlinked trips in 2012. SBURT provides service between the communities of Arabi and Poydras, primarily via Judge Perez Drive and St. Bernard Highway in Chalmette. The route can deviate at seven locations at a passenger's request.

River Parishes Transit Authority

River Parishes Transit Authority (RPTA) offers curbside-to-curbside demand response service in St. Charles and St. John the Baptist Parishes. Beginning service in 2009, RPTA clearly met a latent demand for public transportation, providing 17,583 unlinked trips in 2012. In that year RPTA had five vehicles in service.

Plaquemines Parish Ferry

Plaquemines Parish provides ferry service across the Mississippi River at two locations: Belle Chasse and Point a la Hache. As of 2014 the parish has four ferry vessels in service, all of which are capable of carrying both pedestrians and vehicles. The next closest public crossings of the river are the Chalmette-Lower Algiers Ferry and the Mississippi River Bridge, both several miles upriver.

Community Issues and Challenges

Regional Connectivity

Survey work and subsequent analysis completed as part of RPC's 2012 Comprehensive Operations Analysis (COA) demonstrate one primary finding and confirm one of the region's foremost transit challenges: while there are multiple transit providers in the region there is one transit market, i.e., transit systems rely on each other for riders and the travel patterns of riders often cross service boundaries. Many riders also rely on multiple transfers, both within individual systems and between jurisdictions.

This regional system requires coordination between systems, and when such coordination does not take place the results are inconvenient for riders and inefficient for providers. Long waits for transfers within and between service areas or irregular arrival times both make travel inconvenient and trips difficult to plan. Disparate fare structures among agencies force riders to pay a full fare when transferring, and may also result in agencies making inefficient routing decisions in order to protect “their” riders.

Demand and Frequency

Though transit ridership suffered severe losses in ridership in the months following Katrina in 2005, it has seen equally dramatic increases in ridership in subsequent years. Total combined unlinked passenger trips on RTA and JET systems in 2012 were only 45% of that in 2002, but were a 147% increase from 2007.

This continual growth and recovery in transit ridership, while a boon to the region, has created capacity and frequency issues throughout the system, and many routes have been unable to meet demand. Available resources, both federal and local, are limited, and agencies have struggled to keep up with the ridership that has returned as the region’s population has recovered. 60% of the respondents of RPC’s 2014 survey indicated that buses or streetcars arriving on time would be a very important factor in encouraging their increased use of the public transportation system, or making their current use easier.

The 2012 COA specifically identified nine RTA bus routes, two streetcar lines, and three JET routes that were regularly operating over capacity, as well as many identified issues relating to on-time

performance. Other demands include the need on certain routes for service later in the evening or on weekends.

Transit Asset Management

Transit asset management is a priority of the Department of Transportation, the Regional Planning Commission, and of our regional transit partners. Maintaining a state of good repair will help ensure the viability of the region’s transit infrastructure well into the 21st century.

Managing the region’s transit assets will require inventorying and assessing the region’s transit vehicles and facilities, and prioritizing the capital investment required to sustain their upkeep. In addition to maintaining assets, RPC will assist agencies in identifying and funding opportunities to replace, upgrade, and modernize transit fleets and facilities.

Equitable Service

It is important that transit service delivery is equitable in nature. As such, RPC strives for environmental justice in all of its planning and implementation efforts. Transit planning functions at the RPC, as with all other RPC transportation planning efforts, are undertaken with the intention that no communities or persons, regardless of race, color, nationality, ability, or income, are excluded from the benefits of federal transportation investment or are negatively affected by any individual projects or the cumulative impacts of multiple projects.

Regarding specific transit requirements under Title VI of the Civil Rights Act of 1964, any major change to service or change in fares

will require a service equity analysis on the part of the transit provider to ensure that there are no intentional or unintentional impacts on persons of any race, color, or national origin. RPC will assist with these analyses by providing demographic data when requested and appropriate.

Through the RPC Coordinated Planning effort, RPC has also identified mobility management strategies that work toward human services transportation that is available and convenient for the elderly and disabled, including and beyond those minimum provisions established by the Americans with Disabilities Act of 1990.

III. Strategies

Enhance Regional Connectivity

Description

Because of the regional nature of transit travel in the region it is critical that transit trips are as seamless as possible, regardless of the number of transfers required or jurisdictional boundaries crossed in the trip. This seamlessness will improve the travel experience for riders and increase the efficiency of service provision and region-wide accessibility.

MTP Goals Addressed

Goal 2 – Livable Communities

Goal 4 – Economic Competitiveness

Goal 5 – Environmental Sustainability

Scope

RPC will facilitate the planning and potential implementation of regional fare integration, particularly between RTA and JET, by exploring the use of various technologies, payment media, and agreements so as to ensure that no provider suffers undue hardship. RPC will also continue to work with transit providers in determining routing and scheduling that best enable coordinated interactions between systems. RPC’s transit capital funding program and Advanced Public Transportation Systems (APTS) architecture will continue to encourage compatible fare collection systems.

Automatic Vehicle Location (AVL) devices have been installed on all RTA and JET vehicles. These GPS devices, along with other communication devices, can be used by the provider for service monitoring and subsequent adjustments to improve overall service. These data, when made public and integrated between systems, can facilitate regional trip planning.

Financing

APTS projects can also be funded through the FTA 5307, 5337, or 5339 programs. FTA capital programs can also assist in the funding of farebox and communications technologies that contribute toward better regional coordination and connectivity.

Level of Service Improvements

Description

The quality of transit service is a priority in the region. RPC works with transit providers, both fixed route and demand response, to ensure that service is available to riders in the right locations, that it is going to the right place at the right times, that it is frequent enough to meet traveler's needs, and that it is reliable and on time.

MTP Goals and Objectives

Goal 2 – Livable Communities

Goal 4 – Economic Competitiveness

Goal 5 – Environmental Sustainability

Scope

By undertaking travel demand modelling and transit planning studies, and by providing and mapping travel and demographic data, RPC will continue to assist transit providers with service planning as necessary to promote the best use of each agency's budgeted operational funds. However, given the limited use of federal funds permitted for transit operations, RPC planning and funding efforts are focused on capital improvements that can improve service levels within the bounds of existing and projected operational resources.

RPC will facilitate the funding and implementation of Intelligent Advanced Public Transportation Systems (APTS) that provide technological strategies for improving levels of service at a relatively low cost. A transit signal priority (TSP) system is an APTS application

that uses transponders to dynamically and automatically give a traffic signal green light (or hold a green light) to approaching buses or streetcars. A corridor based TSP system can help keep vehicles on schedule by improving travel time and reducing travel time variability on a transit route. RPC is also coordinating with transit providers in the planning and potential installation of alternative fare collection technologies (i.e., smart cards, proof-of-payment, smart phone applications). These will enable faster boarding times and therefore decrease travel delay. Pursuant to its responsibilities for the New Orleans UZA, RPC will ensure compliance of all APTS projects with the region's adopted ITS Architecture plan.

Financing

Under MAP-21, FTA allows a prescribed portion of 5307 for operational funding on fixed route service providers. These funds must be matched at 100%. All other operational funding must be provided by the local entity.

APTS projects such as TSP and fare collection devices can be funded through the FTA 5307, 5337, or 5339 programs. Funding for traffic signal optimization may also come through highway programs such as CMAQ.

Transit Vehicle State of Good Repair

Description

A state of good repair will improve transit system reliability and customer satisfaction. Preventative maintenance programs keep transit vehicles in revenue service by performing routine maintenance, parts replacement, or refurbishment prior to

equipment failure. As vehicles age, there will be a loss or deteriorating quality of service and higher maintenance costs, at which point they will need to be replaced. Vehicle replacement provides opportunities for upgrades and modernization.

MTP Goals and Objectives

Goal 2 – Livable Communities

Goal 3 – State of Good Repair

Goal 4 – Economic Competitiveness

Goal 5 – Environmental Sustainability

Scope

In order to avoid equipment failure, it is necessary to provide routine maintenance to vehicles, vehicle parts, etc., in order to keep transit fleets in a reliable state of operation. Ongoing programs should also be in place to replace vehicles as they come to the end of their lifecycle, in accordance with FTA guidelines on vehicle lifecycles and allowable spare bus ratios.

These maintenance and replacement programs require a strategic and systemic asset management approach that will ensure that transit vehicle fleets are reliable for users of the transit system, and that the costs and schedule of asset procurement, maintenance, rehabilitation, and replacement, are responsibly managed.

When practicable, vehicle replacement programs should take advantage of opportunities to upgrade and modernize the fleet. New technologies may, for example, provide for vehicles with cleaner emissions, higher fuel efficiencies, or increased rider comfort.

Financing

Preventive maintenance and vehicle replacement can be financed through a combination of local and federal funding. In the case of the latter, FTA's Urbanized Formula program (5307) and Bus and Bus Facilities program (5339) provide capital funds on an annual basis that can be used for preventative vehicle maintenance and replacement. These funds must be matched with at least a 20 percent local share. The Environmental Protection Agency and the Department of Energy have programs that will assist in funding clean fuel or alternative fuel technologies. The CMAQ program funds vehicle retrofits that improve fuel efficiency and decrease emissions.

Transfer Hub, Transit Stop, and Maintenance Facilities Investment

Description

Well designed, comfortable, and accessible shelters and facilities at major transfer points provide a comfortable, safe, and easily navigable location for riders to wait for arriving buses and streetcars. They may also provide an attractive boon to surrounding neighborhoods and businesses. Similarly, all transit stop locations should be appropriately marked and, when feasible given right-of-way and spacing constraints, provided with adequate shelters, benches, and system navigation tools. Transfer facilities, shelters, and stops must also be accessible as per the requirements of the Americans with Disabilities Act.

As part of each provider’s capital improvement and state of good repair programs, state of the art maintenance facilities are vital in transit providers’ efforts to maintain a modern transit fleet at peak efficiency.

MTP Goals and Objectives

Goal 2 – Livable Communities

Goal 3 – State of Good Repair

Scope

There are several locations in the region identified as priorities for the planning and construction of accessible, safe, and comfortable transfer locations, or the improvement of existing transfer facilities, particularly those utilized by a large number of routes and/or routes operated by different providers. Transfer facilities may include other amenities such as wayfaring signage, map and information kiosks, and real-time bus arrival information.

Shelter and signage improvement programs are also underway throughout the region, and RPC continues to assist providers, municipalities, and Parishes in the provision of ADA transit accessibility measures where they are currently insufficient. Maintenance facility renovation is currently existent in providers’ capital improvement programs, and RPC annually provides funds for the construction or maintenance of shops, offices, and related facilities (bus washes, etc.) through FTA’s formula grant programs.

Projects

- Canal Boulevard and City Park Avenue Streetcar Terminal

- Carrollton Streetcar Barn Renovation
- Carrollton and Claiborne Streetcar Shelter
- New Orleans East RTA Facility
- Napoleon Boulevard Facility Renovation
- Downtown Transfer Facility

Financing

There are two primary federal sources for capital facilities improvements: FTA 5307 Urbanized Area formula funding and FTA 5339 Bus and Bus Facilities funding. DOT TIGER is also a potential source of funding for large-scale facility construction or improvement. CMAQ or highway funds can also be utilized for select projects. All of these funds must be matched by at least a 20 percent local share.

Human Services Mobility Management

Description

The improved coordination of the multiple providers of human services transportation throughout the metropolitan area through a variety of mobility management strategies is a priority that is not necessarily addressed in the discussion of traditional fixed route public transportation. In addition to para-transit services provided by RTA and JET, there are numerous private non-profit and for-profit organizations found in every parish that provide demand response transportation services for residents who are elderly, have disabilities, or are otherwise of limited means, but need access to work, work training, education, or medical services.

MTP Goals and Objectives

Goal 2 – Livable Communities

Goal 4 – Economic Competitiveness

Scope

Mobility management describes a series of strategies that seek to better coordinate efficient and cost-effective human services transportation, to develop sensible transportation policy at a regional and statewide level, and ultimately, through these strategies, to ease the experience of the customer at the point of service delivery. The RPC Coordinated Public Transportation – Human Services Transportation Planning process, as described in the Coordinated Plan, describe the mobility management strategies prioritized for the region. Some strategies in the plan include the creation and maintenance of a regional transportation provider database, the development and operation of a regional One Call-One Click Center, or a travel training program.

Financing

Human services mobility management may be funded through a variety of local, state, and federal funds. The primary source for vehicle purchasing FTA funding source is FTA’s 5310 Elderly and Disabled formula grants. Other mobility management activities, such as mobility management programs, may also be funded under the 5310 program. There are a multitude of funding programs for human services transportation outside of the purview of the Department of Transportation, including Medicaid (Department of Health and Hospitals), workforce development, and Veterans

Affairs. As mentioned above, coordinating these funding mechanisms is a primary goal of mobility management.

Bus Rapid Transit

Description

Bus Rapid Transit is defined by in *Transit Cooperative Research Program Report 118* “a rubber-tired form of rapid transit that combines stations, vehicles, services, running ways, and ITS elements into an integrated system with a strong image and identity.” Corridors that demonstrate regional travel characteristics, supportive land uses, and appropriate forecasted demand should be identified and analyzed as potential opportunities for BRT implementation.

MTP Goals and Objectives

Goal 2 – Livable Communities

Goal 4 – Economic Competitiveness

Goal 5 – Environmental Sustainability

Scope

Bus Rapid Transit implementation is defined by in *Transit Cooperative Research Program Report 118* “a rubber-tired form of rapid transit that combines stations, vehicles, services, running ways, and ITS elements into an integrated system with a strong image and identity.” BRT components may include a combination of high frequency service, off board fare collection, at-grade boarding, high capacity buses, traffic signal priority, intersection queue jumps, dedicated bus lanes, and high quality, well-spaced

stations. BRT routes are often branded to distinguish them from regular bus service. Such enhancements can be installed incrementally or as appropriate to the context and/or constraints of the corridor, as per an integrated facilities and service plan.

Project Examples

RPC planning efforts, as described in the 2012 COA, as well as within agency capital improvement programs, have defined regional corridors or areas as potential BRT routes that warrant further analysis. These routes include Veterans Boulevard, Jefferson Highway/Claiborne, New Orleans East, General DeGaulle Boulevard, Tulane Avenue, and a connection between New Orleans International Airport and the New Orleans Central Business District.

Financing

Capital improvements can be financed via a combination of FTA formula funds and local funding. BRT projects are also candidates for TIGER or New Starts grants. BRT corridor plans should also include exploration innovative public-private financing such as joint development and tax increment financing (TIF) districts.

Streetcar Network Expansion

Description

Streetcars have long been a part of the transportation landscape in New Orleans, and continue to provide a vital transportation link for both residents and visitors, providing circulation and connectivity both downtown and throughout adjacent neighborhoods. Streetcars are often considered more attractive to discretionary

riders, thus having the potential to further increase the transit mode share and taking single-occupancy vehicles off of the street.

Streetcars have also demonstrated their ability to stimulate investment and revitalization in surrounding neighborhoods, as demonstrated by the development that followed the installation of the Canal streetcar in 2004 and more recently the Loyola spur in 2011.

Finally, streetcars provide an environmentally sustainable mode of transportation. The vehicles are electrified and therefore do not have the mobile source emissions associated with diesel buses.

MTP Goals Achieved

Goal 2 – Livable Communities

Goal 4 – Economic Competitiveness

Goal 5 – Environmental Sustainability

Scope

The proposed streetcar capital program outlined below is intended to complete and supplement the existing streetcar circulation network in the city of New Orleans. Corridors are illustrative, with detailed alignments and characteristics to be determined through the environmental process and extensive corridor analyses.

Project Examples

As part of a long range streetcar master planning effort and capital investment program, RTA has identified several potential new alignments for long-term implementation:

- Desire Line – St. Claude Ave, Elysian Fields to Press St. - *1.2 track miles connecting Rampart Streetcar to Bywater neighborhoods*
- Desire Line – St. Claude Ave., Press St. to Lower 9th Ward - *5.6 track miles connecting Rampart Streetcar to Lower 9th Ward*
- Warehouse District Expansion - *4.2 track miles connecting Warehouse District and CBD with Convention Center*
- Elysian Fields Avenue – Riverfront to Rampart St. - *1 track mile connecting Riverfront Streetcar with Rampart/St. Claude line*
- Iberville/Treme - *4.4 track miles connecting Elysian Fields Ave., Rampart St., and 7th Ward/Treme*
- Carrollton Avenue - *3.6 track miles to connect St. Charles Streetcar to Carrollton Streetcar*
- Poydras Street - *1.8 track miles to connect Loyola Ave. Streetcar with Claiborne Ave.*

Financing

Streetcar projects are candidates for FTA discretionary programs such as TIGER and New Starts.

Chapter 11



Intermodal Freight

I. Introduction

The location of the New Orleans region near the mouth of the Mississippi River has shaped three extensive and interdependent transportation gateways within the urbanized area: waterborne, railroad, and trucking. Maritime and rail system converge, producing significant interactions and operations, creating a regional multimodal complex interwoven with the highway network.

Multiple ports and a portion of the Gulf Intracoastal Waterway are inside the jurisdictional boundaries of the MPO. In response to maritime development, a parallel expansion of the railroad industry has equipped the New Orleans region with six Class I railroads and two regional short line railroads, one of which is the only publicly owned railroad in the state of Louisiana. The trucking industry, with direct access Interstate highway network, services port, rail, and aviation connections at multiple intermodal terminals, and has the unique ability among freight transporters to make doorstep deliveries outside of terminal facilities.

The combined interaction of these networks is vital to the economic vitality of the region as it serves to function as the southern freight gateway to the continental United States. RPC's freight planning emphasis is on projects that assist in easing the moving of freight through the region on rail, ship, truck, or plane, through strategic infrastructure investments. RPC also serves as a forum where freight interests can convene and coordinate their interests. Finally, RPC seeks to ensure that the interaction between freight movement and the publicly accessed transportation network is safe and with

minimal negative impacts on either the public or the freight shipping industry.

MAP-21 Legislation - Freight Requirements

MAP-21 only requires the State DOT's to create a Freight Plan and establish a Freight Advisory Committee. However, RPC participated in and contributed to the LADOTD State Freight Plan and State Transportation Plan update while locally, to better address regional freight needs, the RPC set up a regional Freight Roundtable that meets to inform regional project selection and policies.

National freight objectives ultimately are to strengthen economic competitiveness, reduce congestion, increase productivity, improve safety and security of freight transportation, improve the state of good repair and incorporate concepts of performance, innovation, competition and accountability into the operation and maintenance of the National Freight Network and deploy advanced technology while reducing the environmental impacts of freight. RPC's programs work to advance these goals and objectives in our region.

Feasibility studies, environmental evaluations and preliminary design carried out under the auspices of the RPC or in partnership with LaDOTD, help reach federal, state and local goals for freight and commerce. The Rail Gateway Environmental Impact Study and the 2014 evaluation of truck movements to and from the Port of New Orleans leading to ramp metering and lane restriping are direct examples of freight planning.

V. Intermodal Freight Assets

Maritime

There are four ports in the region: the Port of South Louisiana, the Port of New Orleans, the Port of Plaquemines Parish, and the Port of St. Bernard Parish. Together, these ports represent one of the largest port complexes in the world by cargo volume. Goods movement is enhanced by six class one railroads operating in the region and four interstates. In addition, efforts to finance mid-stream container transfer operations in the lower Mississippi River by private and public entities are under development.

The RPC lends assistance to the region's port authorities by planning for the needs of the landside transportation network, which connects the port to regional, national, and international population centers. Congestion management, intelligent transportation systems and safety planning at the RPC support the network of ports in the SE Louisiana region.

Railroads

The New Orleans metro area has six Class I railroads operating in North America, including the Burlington Northern Santa Fe (BNSF), Canadian National (CN), CSX Transportation, Kansas City Southern (KCS), Norfolk Southern (NS), and Union Pacific (UP). Combined, these six class I railroads offer connections to 132,000 miles of track across the United States and Canada. Each railroad also operates an intermodal freight terminal within the region. The New Orleans Public Belt Railroad, a publicly owned asset of the City of New Orleans, serves as a terminal switching and consolidation entity on

27 miles of track along the Mississippi River crescent and Inner Harbor Navigation Canal. The New Orleans Gulf Coast Railway serves industry in Jefferson and Plaquemines Parishes. Altogether they provide 446 miles of rail track in the 8 parish region.

Trucking

As a major urban area with an active port, the New Orleans metro region has a network of nationally significant highway infrastructure carrying freight. Major East-West routes such as I-10 and I-12 accommodate substantial truck traffic. In fact, nearly 25% of all vehicles traveling on I-10 near the New Orleans CBD are trucks.

To plan effectively for the mobility of goods via truck, the Regional Planning Commission develops plans in consultation with local and state officials, community members, and other stakeholders. Planning for the infrastructure needs of freight and passenger movement requires the integration of various facilities to create an operational network, which include the National Highway System (NHS)-an interconnected system of urban and rural principal arterial routes including the Interstate system which serve major population centers, international border crossings, ports, airports, public transportation facilities and other intermodal facilities and major travel destinations, meet national defense requirements and serve interstate and inter-regional travel needs, the NHS Intermodal Connectors-roadways that connect an intermodal facility where the transfer of freight from one mode to another takes place to the nearest NHS route, locally designated truck routes and locally owned roads. The federal government further designated the Primary Freight Network, a subset of the NHS totaling only 27,000 miles across the U.S., as essential to commerce.

Working in tandem with the Interstate and National Highway Systems, NHS Intermodal Connectors are the critical links that join these systems to major terminuses. The number of trucks moving to and from terminals is the primary criteria for designating NHS Intermodal Connectors. Generally, NHS Intermodal Connectors are the last mile of roadway into ports, commercial airports, intercity bus, interstate or international ferries, pipeline facilities, and freight and passenger rail terminals.

Aviation

The New Orleans region has five airports, with Louis Armstrong International Airport serving as the primary commercial airport. Augmenting the services of Louis Armstrong International Airport, the Lakefront Airport in the City of New Orleans, St. Tammany Regional Airport and Slidell Airport serve general aviation needs. Finally, Plaquemines Parish is home to the Alvin Callender Field, a large military airport at the Naval Air Station Joint Reserve Base in Belle Chasse.

Community Issues and Challenges

Efficient Freight Movement

Due to the positive economic impact of commodities moving within and throughout the region, it is important to ensure that the transportation infrastructure is in place to permit and encourage the efficient movement of goods, increase productivity of domestic industry and business and improve the safety, security and resilience of freight transportation. Improving the condition and performance of the national freight network within the New

Orleans region can be challenging due to the multiple stakeholders participating in freight movement, both public and private, and the multiple modes upon which freight travels.

RPC follows Federal Highway Administration (FHWA) programs and policies which focus freight related improvements around the region's highway network while the roadway improvements also enhance commerce at railroad, aviation, port and pipeline facilities. Highway system reliability is necessary to achieve efficient freight movement and productivity for all freight modes because trucks interface with each mode.

RPC helps create a reliable highway network by problem solving in multiple areas:

Emissions

Trucks, locomotives, aircraft, and maritime traffic are all significant contributors to the region's mobile source emissions, including volatile organic compounds, carbon monoxide, nitrous oxides, greenhouse gases, and diesel particulate matter. These contributions are exacerbated when vehicles are forced to idle at intermodal centers or due to roadway congestions. RPC efforts toward mitigating these effects are focused on improving operations at intermodal centers to reduce bottlenecks and idling, operational improvements on roadways that reduce truck traffic congestion, and promoting the use alternative fuels such as biodiesel that emit fewer hazardous and greenhouse gas emissions through the Clean Cities Program.

Roadway Congestion

On many major roadways in the New Orleans urbanized area, high levels of truck traffic result in congested highways, travel delay, and depressed economic productivity. The high level of intermodal facilities in the New Orleans region and the similarly high volume of inter-city truck travel passing through the region on key corridors create a competition for space between local and intercity truck freight movements and local passenger vehicle travel. These effects are especially noticeable in certain bottleneck locations, such as vehicle entrances and egresses to major intermodal facilities, local roadways and interchanges that connect these facilities to the highway system, and on the highway system itself, particularly the I-10 and I-12 corridors.

Truck and Rail Safety

The 2006 Louisiana Strategic Highway Safety Plan lists commercial vehicle safety as an emphasis area. At the time of that plan, trucks were involved in 4.5% of all injury crashes and 12 percent of fatal crashes.⁸ Accidents involving trucks are often more destructive than car to car collisions, involving more vehicles and with more potential for serious injuries or fatalities. Because of driver blind spots and slower braking speeds, the likelihood for truck related accidents may be increased if truck or car drivers are inattentive or in high congestion or otherwise poor roadway conditions.

Louisiana unfortunately ranked 4th in the number of all rail crossing collisions and 9th in the number of crossing fatalities (7 deaths) in

⁸ <http://www.destinationzerodeaths.com/strategic/>

the nation in 2011. This is a consequence of many factors, including the high number of rail miles in the state, the high number of public and private at-grade crossings, drivers not obeying posted warnings, or insufficient safety features at these crossings.

VI. Strategies

Truck Modelling

Description

In order to better visualize and quantify the movements of truck-born freight through and within the planning area, RPC has integrated truck modelling into its travel demand modelling efforts. The model further allows RPC to project these movements and impacts to a future planning horizon. Data derived from this modelling effort allows for consideration of freight movement in the project identification and selection process.

MTP Goals Addressed

Goal 4 – Economic Competitiveness

Scope

RPC's truck modelling considers both local and national truck traffic, and their impact on truck routes within the New Orleans planning area. The model is capable of deriving and forecasting truck flows on key corridors and corridor segments based on national travel patterns and commodity flows, national and statewide imports and exports, and local origins, destinations, trip purposes, and intermodal attractors and distribution centers.

Financing

Modelling activities are carried out under RPC's regular planning funds, provided by FHWA and FTA.

Data Collection (traffic count, speed and crash data)

Description

RPC collects data for both in-house and consultant based evaluations. This includes traffic counts conducted on a regular basis across the region to stay current on substantial change in the number of cars and trucks operating on the Federal-Aid network. Speed data is also collected regularly and 10 parish historic speed data has been purchased to support trend analysis. Both speed and counts reflect congestion experienced by motor carriers.

RPC staff has instituted geocoding and analysis of high incident crash track locations. These findings are protected by 23 U.S.C. 409 to allow the agency to create strategies to mitigate the number and severity of truck involved crashes.

MTP Goals Addressed

Goal 1 – Safety

Financing

Data collection activities are carried out under RPC's regular planning funds, provided by FHWA and FTA.

Project Examples

Ongoing contract work and in-house management

Truck Congestion Mitigation

Description

The various strategies used to relieve congestion on the region's roadways, as described in Chapter 8, may be especially impactful when applied to corridors that serve as gateways to intermodal facilities or otherwise carry heavy loads of truck traffic. Improvements to truck flow and the elimination of truck bottlenecks can have an exponential impact on a corridor's overall congestion and

MTP Goals Addressed

Goal 1 - Safety

Goal 4 – Economic Competitiveness

Scope

There are a range of strategies that can be applied in a context appropriate manner toward alleviating truck congestion at locations identified as experiencing trucking bottlenecks or as experiencing an unusually high number of accidents involving trucks. Operational improvements such as signal retiming, lane restriping, ITS installations, or ramp metering on the interstate provide low-cost strategies toward improving truck flow. Capacity improvements are also an alternative to meeting these needs should studies demonstrate their cost effectiveness.

Financing

Operational and capacity improvements are generally funded with STP > 200K or safety funds.

Air Quality

Description

The Southeast Louisiana Clean Fuel Partnership (SLCFP) is a coalition of vehicle fleet managers and operators; alternative fuel, vehicle and technology providers; local, state and federal government agencies; and other organizations interested in promoting policies and practices that diversify our transportation fuel options and improve our environment by reducing U.S. dependence on gasoline and diesel fuels in the transportation sector. The Clean Fuel Partnership's initiatives can help private vehicle fleets incorporate alternative fuels and fuel saving technologies and practices into their operations including cleaner fuels, advanced vehicle technology, fuel economy, and idle reduction.

MTP Goals Addressed

Goal 4 – Economic Competitiveness
Goal 5 – Environmental Sustainability

Scope

RPC staff work with network fleet representatives, fuel, vehicle and technology providers, regulatory agencies and trade associations to facilitate clean transportation projects, provide information resources and funding opportunities to facilitate implementation.

Financing

The U.S. Department of Energy sponsors RPC staff time to support this initiative. Project funding includes Congestion Mitigation Air Quality (CMAC) funding and various grant awards.

Rail Track Throughput and Safety Assessments

Description

RPC coordinates with the Federal Railroad Administration to determine the potential benefits and impacts of realigning existing rail infrastructure or upgrading existing rail lines for the benefit of freight and/or passenger rail movements. Realignments are often considered alternatives to relieve bottlenecks in the rail system, though they may also be undertaken to remove rail lines from environmentally sensitive neighborhoods, to eliminate at hazardous grade road crossings, or are otherwise part of a roadway project.

MTP Goals Addressed

Goal 1 – Safety
Goal 2 – Livable Communities
Goal 4 – Economic Competitiveness

Scope

RPC utilizes rail and highway accident data to locate crossings where collisions have occurred and works with DOTD to prioritize locations for focused remediation or closures. Relatively low cost strategies for reducing the risk posed at high incident at-grade crossings

include the installation of warning, yield, or stop or signs, signalization, and gates. Studies may also reveal opportunities to remove, relocate, or elevate crossings where to do so contributes to regional or national economic development.

Financing

The source of funding for both planning and implementation may be earmarked funds, TIGER grant discretionary funds, FRA corridor planning or capital funds, FHWA Surface Transportation Program funds, and Highway Safety funds.

Part IV



Project Implementation

The projects contained in the MTP reflect a 30-year forecast of transportation improvements based on projected funding in the urbanized area. It incorporates policy considerations and related long term impacts. Discussions with parish officials and planning departments encompass land use changes, population growth and density patterns, and commercial and residential zoning questions. Any effects, achieved or desired, resulting from improved Transportation System Management, are also carefully included when developing the MTP. Being fiscally constrained, the MTP must be revised every five years so those incoming or newly identified projects can rotate on to the list if they are deemed a high priority. All regionally significant projects are identified in the plan regardless of their funding source; and, in many cases, projects are funded with combinations of state, federal, and local funds.

Funding Category Abbreviations

ARRA – American Reinvestment and Recovery Act

DEMO – Congressionally Earmarked Demonstration Project Direct Federal Appropriation

E-R – FHWA Emergency Relief Funds

FBR – Federal Bridge Replacement

FBR OFF – Federal Bridge Replacement, Route off state highway system

IM – Interstate Maintenance

NFI – No Funds Identified; Project is still in development phase

NHS – National Highway System

OLY – Overlay

State Bonds – Capital Outlay Bonding Program, La. Bond Debt

St. Gen. – State General Fund

STP – Surface Transportation Program Funds

STP<200K – Urban Area with population under 200,000 Formula Funds

STP ENH – Enhancements

STP FLEX – Federal funds programmed statewide through DOTD needs assessment process

STP HAZ – Federal funds for hazard elimination and safety improvements

TIMED – Transportation Infrastructure Model for Economic Development (state gas tax funds)



METROPOLITAN TRANSPORTATION PLAN

Project Implementation - Tier I

Project No.	H.006138	Parish	Jefferson	Work Phase	Total Cost	Federal Share	Fund Source
Project Title	Poplar Street Bridge over Bonnabel Canal			ENG	\$50,000	\$40,000	FBROFF
Improvement	Bridge Replacement			C	\$662,200	\$529,760	FBROFF
Construction Year	FFY 14 (Federal Fiscal Year 10/1/13 - 9/30/14)						
Goal Area							
Federal Total	\$569,760						
Non-Federal Total	\$142,440						
Total Cost	\$712,200						

Project No.	H.008046	Parish	Jefferson	Work Phase	Total Cost	Federal Share	Fund Source
Project Title	LA 3152: Clearview Operational Improv.			C	\$1,650,000	\$1,320,000	STP>200K
Improvement	Intersection Improvements, Including Turn Lanes						
Construction Year	FFY 14 (Federal Fiscal Year 10/1/13 - 9/30/14)						
Goal Area							
Federal Total	\$1,320,000						
Non-Federal Total	\$330,000						
Total Cost	\$1,650,000						



METROPOLITAN TRANSPORTATION PLAN

Project Implementation - Tier I

Project No.	Parish	Jefferson	Work Phase	Total Cost	Federal Share	Fund Source
H.009066	Jefferson		C	\$187,000		SATRANS
Project Title	LA 49: Williams Blvd. Ped. Improvements					
Improvement	Signals, Striping, and Sidewalks					
Construction Year	FFY 14 (Federal Fiscal Year 10/1/13 - 9/30/14)					
Goal Area						
Federal Total	\$0					
Non-Federal Total	\$187,000					
Total Cost	\$187,000					

Project No.	Parish	Jefferson	Work Phase	Total Cost	Federal Share	Fund Source
H.009187	Jefferson		ENG	\$70,000	\$56,000	FBROFF
Project Title	23rd St. Bridge over Canal No. 17 (Butler)					
Improvement	Bridge Replacement		C	\$1,412,400	\$1,129,920	FBROFF
Construction Year	FFY 14 (Federal Fiscal Year 10/1/13 - 9/30/14)					
Goal Area						
Federal Total	\$1,185,920					
Non-Federal Total	\$296,480					
Total Cost	\$1,482,400					



METROPOLITAN TRANSPORTATION PLAN

Project Implementation - Tier I

Project No.	H.009325	Parish	Jefferson	Work Phase	Total Cost	Federal Share	Fund Source
Project Title	Lake Pont. Causeway - Fender Repair			C	\$1,216,600	\$973,280	DEMO
Improvement	Repair Damage and Deterioration of S. Fender						
Construction Year	FFY 14 (Federal Fiscal Year 10/1/13 - 9/30/14)						
Goal Area	1	3					
Federal Total	\$973,280						
Non-Federal Total	\$243,320						
Total Cost	\$1,216,600						
Project No.	H.009406	Parish	Jefferson	Work Phase	Total Cost	Federal Share	Fund Source
Project Title	LA 48 @ Evans Dr.			R/W	\$36,000		STCASH
Improvement	Drainage Structure Replacements and Additions						
Construction Year	FFY 14 (Federal Fiscal Year 10/1/13 - 9/30/14)						
Goal Area							
Federal Total	\$396,880						
Non-Federal Total	\$135,220						
Total Cost	\$532,100						
				C	\$496,100	\$396,880	NHPP



METROPOLITAN TRANSPORTATION PLAN

Project Implementation - Tier I

Project No.	H.009441	Parish	Jefferson	Work Phase	Total Cost	Federal Share	Fund Source
Project Title	Veterans Blvd. OVLY and Br. Mod (PH2)			C	\$1,620,300	\$1,296,240	STP>200K
Improvement	Resurfacing and minor bridge work						
Construction Year	FFY 14 (Federal Fiscal Year 10/1/13 - 9/30/14)						
Goal Area							
Federal Total	\$1,296,240						
Non-Federal Total	\$324,060						
Total Cost	\$1,620,300						

Project No.	H.010327	Parish	Jefferson	Work Phase	Total Cost	Federal Share	Fund Source
Project Title	LA 45: Tusa Dr. - Oak Forest			C	\$416,900	\$333,520	STPFLEX
Improvement	Drainage Structure Additions						
Construction Year	FFY 14 (Federal Fiscal Year 10/1/13 - 9/30/14)						
Goal Area							
Federal Total	\$333,520						
Non-Federal Total	\$83,380						
Total Cost	\$416,900						



METROPOLITAN TRANSPORTATION PLAN

Project Implementation - Tier I

Project No.	H.010329	Parish	Jefferson	Work Phase	Total Cost	Federal Share	Fund Source
Project Title	US 61 @ Causeway Overpass			C	\$220,000	\$176,000	NHPP
Improvement	Installation of Submersible Pumps						
Construction Year	FFY 14 (Federal Fiscal Year 10/1/13 - 9/30/14)						
Goal Area							
Federal Total	\$176,000						
Non-Federal Total	\$44,000						
Total Cost	\$220,000						

Project No.	H.010505	Parish	Jefferson	Work Phase	Total Cost	Federal Share	Fund Source
Project Title	LA 303: LA 45 - 0.23 Mi. E Ditcharo St.			C	\$204,600		NFA
Improvement	Ultra Thin Overaly						
Construction Year	FFY 14 (Federal Fiscal Year 10/1/13 - 9/30/14)						
Goal Area							
Federal Total	\$0						
Non-Federal Total	\$204,600						
Total Cost	\$204,600						



METROPOLITAN TRANSPORTATION PLAN

Project Implementation - Tier I

Project No.	H.010506	Parish	Jefferson	Work Phase	Total Cost	Federal Share	Fund Source
Project Title	LA 3150: LA 1 - Louisiana Ave			C	\$46,200		NFABOND
Improvement	Ultra Thin Overlay						
Construction Year	FFY 14 (Federal Fiscal Year 10/1/13 - 9/30/14)						
Goal Area							
Federal Total	\$0						
Non-Federal Total	\$46,200						
Total Cost	\$46,200						

Project No.	H.010507	Parish	Jefferson	Work Phase	Total Cost	Federal Share	Fund Source
Project Title	LA 3151: LA 1 - Amaris Blvd.			C	\$180,400		NFABOND
Improvement	Ultra Thin Overlay						
Construction Year	FFY 14 (Federal Fiscal Year 10/1/13 - 9/30/14)						
Goal Area							
Federal Total	\$0						
Non-Federal Total	\$180,400						
Total Cost	\$180,400						



METROPOLITAN TRANSPORTATION PLAN

Project Implementation - Tier I

Project No.	H.011206	Parish	Jefferson	Work Phase	Total Cost	Federal Share	Fund Source
Project Title	Replace High Voltage Cable Tray			C	\$1,381,600	\$1,381,600	ER
Improvement	Repair Cable/ Hurricane Isaac Damage						
Construction Year	FFY 14 (Federal Fiscal Year 10/1/13 - 9/30/14)						
Goal Area	1 2 3						
Federal Total	\$1,381,600						
Non-Federal Total	\$0						
Total Cost	\$1,381,600						

Project No.	H.003181	Parish	Orleans	Work Phase	Total Cost	Federal Share	Fund Source
Project Title	I-10 WB Over Julia Street			C	\$1,191,300	\$953,040	NHPP
Improvement	Girder Rehab						
Construction Year	FFY 14 (Federal Fiscal Year 10/1/13 - 9/30/14)						
Goal Area							
Federal Total	\$953,040						
Non-Federal Total	\$238,260						
Total Cost	\$1,191,300						



METROPOLITAN TRANSPORTATION PLAN

Project Implementation - Tier I

Project No.	H.003182	Parish	Orleans	Work Phase	Total Cost	Federal Share	Fund Source
Project Title	IHNC and Algiers Cutoff Bridge Rehab			ENG	\$165,000	\$132,000	FBRON
Improvement	Finger Joint, Rocker Bearings & Deck Overlay			C	\$8,976,000	\$7,180,800	NHPP
Construction Year	FFY 14 (Federal Fiscal Year 10/1/13 - 9/30/14)						
Goal Area							
Federal Total	\$7,312,800						
Non-Federal Total	\$1,828,200						
Total Cost	\$9,141,000						

Project No.	H.006567	Parish	Orleans	Work Phase	Total Cost	Federal Share	Fund Source
Project Title	Pedestrian Crosswalk Enhancements			C	\$303,600		SATRANS
Improvement	Signs & Pvmt. Markings Installation						
Construction Year	FFY 14 (Federal Fiscal Year 10/1/13 - 9/30/14)						
Goal Area							
Federal Total	\$0						
Non-Federal Total	\$303,600						
Total Cost	\$303,600						



METROPOLITAN TRANSPORTATION PLAN

Project Implementation - Tier I

Project No.	H.006575	Parish	Orleans	Work Phase	Total Cost	Federal Share	Fund Source
Project Title	Pedestrian Crosswalk Enhancements			C	\$435,600		SATRANS
Improvement	Signs & Pavement Markings Installation						
Construction Year	FFY 14 (Federal Fiscal Year 10/1/13 - 9/30/14)						
Goal Area							
Federal Total	\$0						
Non-Federal Total	\$435,600						
Total Cost	\$435,600						

Project No.	H.009308	Parish	Orleans	Work Phase	Total Cost	Federal Share	Fund Source
Project Title	New Orleans DPW - EP Harvey School Proj.			ENG	\$15,000		SATRANS
Improvement	Bike/Ped Crossing Improvements				\$30,000		SATRANS
Construction Year	FFY 14 (Federal Fiscal Year 10/1/13 - 9/30/14)			C	\$25,000	\$25,000	SR2S
Goal Area					\$225,000	\$225,000	SR2S
Federal Total	\$250,000						
Non-Federal Total	\$45,000						
Total Cost	\$295,000						



METROPOLITAN TRANSPORTATION PLAN

Project Implementation - Tier I

Project No.	Parish	Orleans	Work Phase	Total Cost	Federal Share	Fund Source
H.009354	Orleans		C	\$100,000	\$89,000	RTP
Project Title Broad Street Corridor Bikeway						
Improvement Construction of Bike Lanes						
Construction Year FFY 14 (Federal Fiscal Year 10/1/13 - 9/30/14)						
Goal Area						
Federal Total \$89,000						
Non-Federal Total \$11,000						
Total Cost \$100,000						

Project No.	Parish	Orleans	Work Phase	Total Cost	Federal Share	Fund Source
H.009579	Orleans		C	\$9,023,300	\$7,218,640	NHPP
Project Title I-10: I-160 Split - US90 Split						
Improvement Cold Plane & Overlay						
Construction Year FFY 14 (Federal Fiscal Year 10/1/13 - 9/30/14)						
Goal Area						
Federal Total \$7,218,640						
Non-Federal Total \$1,804,660						
Total Cost \$9,023,300						



METROPOLITAN TRANSPORTATION PLAN

Project Implementation - Tier I

Project No.	H.009838	Parish	Orleans	Work Phase	Total Cost	Federal Share	Fund Source
Project Title	Safe Routes to Arise Academy			C	\$50,000	\$50,000	SR2S
Improvement	Non-Infrastructure SRTS Project						
Construction Year	FFY 14 (Federal Fiscal Year 10/1/13 - 9/30/14)						
Goal Area							
Federal Total	\$50,000						
Non-Federal Total	\$0						
Total Cost	\$50,000						

Project No.	H.009949	Parish	Orleans	Work Phase	Total Cost	Federal Share	Fund Source
Project Title	Esperanza Safe Routes to School			C	\$18,000	\$18,000	SR2S
Improvement	Non-Infrastructure SRTS Project						
Construction Year	FFY 14 (Federal Fiscal Year 10/1/13 - 9/30/14)						
Goal Area							
Federal Total	\$18,000						
Non-Federal Total	\$0						
Total Cost	\$18,000						



METROPOLITAN TRANSPORTATION PLAN

Project Implementation - Tier I

Project No.	H.010086	Parish	Orleans	Work Phase	Total Cost	Federal Share	Fund Source
Project Title	E.P. Harvey School SRTS			C	\$35,000	\$35,000	SR2S
Improvement	SRTS Non-Infrastructure						
Construction Year	FFY 14 (Federal Fiscal Year 10/1/13 - 9/30/14)						
Goal Area							
Federal Total	\$35,000						
Non-Federal Total	\$0						
Total Cost	\$35,000						

Project No.	H.010112	Parish	Orleans	Work Phase	Total Cost	Federal Share	Fund Source
Project Title	Audubon Charter School SRTS			C	\$125,000	\$125,000	SR2S
Improvement	Bike/Ped Safety Training						
Construction Year	FFY 14 (Federal Fiscal Year 10/1/13 - 9/30/14)						
Goal Area							
Federal Total	\$125,000						
Non-Federal Total	\$0						
Total Cost	\$125,000						



METROPOLITAN TRANSPORTATION PLAN

Project Implementation - Tier I

Project No.	H.010113	Parish	Orleans	Work Phase	Total Cost	Federal Share	Fund Source
Project Title	Einstein Charter School SRTS			C	\$100,000	\$100,000	SR2S
Improvement	Bike/Ped Safety Training						
Construction Year	FFY 14 (Federal Fiscal Year 10/1/13 - 9/30/14)						
Goal Area							
Federal Total	\$100,000						
Non-Federal Total	\$0						
Total Cost	\$100,000						

Project No.	H.010576	Parish	Orleans	Work Phase	Total Cost	Federal Share	Fund Source
Project Title	Jefferson Davis Trails			C	\$126,000	\$112,000	RTP
Improvement	Construction of Bike Lanes						
Construction Year	FFY 14 (Federal Fiscal Year 10/1/13 - 9/30/14)						
Goal Area							
Federal Total	\$112,000						
Non-Federal Total	\$14,000						
Total Cost	\$126,000						



METROPOLITAN TRANSPORTATION PLAN

Project Implementation - Tier I

Project No.	H.010712	Parish	Orleans	Work Phase	Total Cost	Federal Share	Fund Source
Project Title	I-10 Median Cable Barrier: I-510-Twin Span			C	\$1,391,500	\$1,113,200	HSIP
Improvement	Median Cable Barrier						
Construction Year	FFY 14 (Federal Fiscal Year 10/1/13 - 9/30/14)						
Goal Area							
Federal Total	\$1,113,200						
Non-Federal Total	\$278,300						
Total Cost	\$1,391,500						

Project No.	H.010719	Parish	Orleans	Work Phase	Total Cost	Federal Share	Fund Source
Project Title	US 90 Ramp Improvements			ENG	\$472,000	\$378,000	STP>200K
Improvement	Improve EB On Ramp to US 90Z From Claiborne			C	\$1,375,000	\$1,100,000	STP>200K
Construction Year	FFY 14 (Federal Fiscal Year 10/1/13 - 9/30/14)				\$1,375,000	\$1,100,000	NHPP
Goal Area							
Federal Total	\$2,578,000						
Non-Federal Total	\$644,000						
Total Cost	\$3,222,000						



METROPOLITAN TRANSPORTATION PLAN

Project Implementation - Tier I

Project No.	H.010734	Parish	Orleans	Work Phase	Total Cost	Federal Share	Fund Source
Project Title	F.M./C.B.D. Streets			ENG	\$142,000	\$114,000	STP>200K
					\$142,000	\$114,000	STP>200K
					\$142,000	\$114,000	STP>200K
Improvement	Overlay, Patching, Striping, Improving ADA			C	\$678,700	\$542,960	STP>200K
					\$1,199,000	\$959,200	STP>200K
Construction Year	FFY 14 (Federal Fiscal Year 10/1/13 - 9/30/14)				\$1,288,100	\$1,030,480	STP>200K
Goal Area							
Federal Total	\$2,874,640						
Non-Federal Total	\$717,160						
Total Cost	\$3,591,800						

Project No.	H.010735	Parish	Orleans	Work Phase	Total Cost	Federal Share	Fund Source
Project Title	Algiers Area Roadways #1			ENG	\$117,000	\$94,000	STP>200K
					\$117,000	\$94,000	STP>200K
					\$117,000	\$94,000	STBOND
Improvement	Cold Plane Exist. A.C. Surface			C	\$1,435,500	\$1,148,400	STP>200K
					\$1,004,300	\$803,440	STP>200K
Construction Year	FFY 14 (Federal Fiscal Year 10/1/13 - 9/30/14)				\$234,300		STBOND
Goal Area							
Federal Total	\$2,233,840						
Non-Federal Total	\$791,260						
Total Cost	\$3,025,100						



METROPOLITAN TRANSPORTATION PLAN

Project Implementation - Tier I

Project No.	H.010736	Parish	Orleans	Work Phase	Total Cost	Federal Share	Fund Source
Project Title	Algiers Area Roadways #2			ENG	\$121,000	\$97,000	STP>200K
Improvement	Rehab including Panel Patching/Replacement				\$121,000	\$97,000	STP>200K
Construction Year	FFY 14 (Federal Fiscal Year 10/1/13 - 9/30/14)			C	\$1,395,900	\$1,116,720	STP>200K
Goal Area					\$397,100	\$317,680	STP>200K
Federal Total	\$1,628,400						
Non-Federal Total	\$406,600						
Total Cost	\$2,035,000						

Project No.	H.010789	Parish	Orleans	Work Phase	Total Cost	Federal Share	Fund Source
Project Title	I-10:Irish Bayou Bridge			C	\$1,051,600	\$1,051,600	ER
Improvement	Emergency Repair						
Construction Year	FFY 14 (Federal Fiscal Year 10/1/13 - 9/30/14)						
Goal Area							
Federal Total	\$1,051,600						
Non-Federal Total	\$0						
Total Cost	\$1,051,600						



METROPOLITAN TRANSPORTATION PLAN

Project Implementation - Tier I

Project No.	H.010892	Parish	Orleans	Work Phase	Total Cost	Federal Share	Fund Source
Project Title	US 90: Improve U-turn Under Danziger Br			C	\$55,000	\$44,000	NHPP
Improvement	Improve U-turn Under Danziger Bridge						
Construction Year	FFY 14 (Federal Fiscal Year 10/1/13 - 9/30/14)						
Goal Area							
Federal Total	\$44,000						
Non-Federal Total	\$11,000						
Total Cost	\$55,000						

Project No.	H.010893	Parish	Orleans	Work Phase	Total Cost	Federal Share	Fund Source
Project Title	US 90: L Turn EB @ 14765 Chef Menteur Hwy.			C	\$110,000	\$88,000	STPFLEX
Improvement	Add Left Turn Lane						
Construction Year	FFY 14 (Federal Fiscal Year 10/1/13 - 9/30/14)						
Goal Area							
Federal Total	\$88,000						
Non-Federal Total	\$22,000						
Total Cost	\$110,000						



METROPOLITAN TRANSPORTATION PLAN

Project Implementation - Tier I

Project No.	H.010326	Parish	Plaquemines	Work Phase	Total Cost	Federal Share	Fund Source
Project Title	LA 23: Ave B - Apricot St.			C	\$254,100	\$203,280	NHPP
Improvement	Modification of CB-06 and CB-07						
Construction Year	FFY 14 (Federal Fiscal Year 10/1/13 - 9/30/14)						
Goal Area							
Federal Total	\$203,280						
Non-Federal Total	\$50,820						
Total Cost	\$254,100						
Project No.	H.010970	Parish	St. Bernard	Work Phase	Total Cost	Federal Share	Fund Source
Project Title	LA 39: Turn Lane at St. Bernard Hospital			C	\$176,000	\$140,800	NHPP
Improvement	Add Turn Lane						
Construction Year	FFY 14 (Federal Fiscal Year 10/1/13 - 9/30/14)						
Goal Area							
Federal Total	\$140,800						
Non-Federal Total	\$35,200						
Total Cost	\$176,000						



METROPOLITAN TRANSPORTATION PLAN

Project Implementation - Tier I

Project No.	H.008322	Parish	St. John	Work Phase	Total Cost	Federal Share	Fund Source
Project Title	LA 637: Port of S. Louisiana Connector			R/W	\$3,000,000	\$2,400,000	STPFLEX
Improvement	Asph Widen and Overlay			U	\$3,850,000	\$3,080,000	STPFLEX
Construction Year	FFY 14 (Federal Fiscal Year 10/1/13 - 9/30/14)				\$247,000	\$197,600	DEMO
Goal Area				ENG	\$1,000,000	\$800,000	STPFLEX
					\$135,000	\$108,000	DEMO
Federal Total	\$12,673,440			C	\$7,059,800	\$5,647,840	STPFLEX
Non-Federal Total	\$3,168,360				\$550,000	\$440,000	DEMO
Total Cost	\$15,841,800						

Project No.	H.009282	Parish	St. John	Work Phase	Total Cost	Federal Share	Fund Source
Project Title	St. John the Baptist Parish Project			ENG	\$41,000		SATRANS
Improvement	Sidewalks, Markings, Signals, Education (Laplace Elementary)				\$34,000	\$34,000	SR2S
Construction Year	FFY 14 (Federal Fiscal Year 10/1/13 - 9/30/14)			C	\$295,000	\$324,500	SR2S
Goal Area							
Federal Total	\$358,500						
Non-Federal Total	\$11,500						
Total Cost	\$370,000						



METROPOLITAN TRANSPORTATION PLAN

Project Implementation - Tier I

Project No.	H.010076	Parish	St. John	Work Phase	Total Cost	Federal Share	Fund Source
Project Title	IC (Reserve) W. 19th St.			C	\$165,000	\$165,000	RAIL PD
Improvement	Railroad Signalization						
Construction Year	FFY 14 (Federal Fiscal Year 10/1/13 - 9/30/14)						
Goal Area							
Federal Total	\$165,000						
Non-Federal Total	\$0						
Total Cost	\$165,000						
Project No.	H.010077	Parish	St. John	Work Phase	Total Cost	Federal Share	Fund Source
Project Title	IC (Reserve) Several RR X-ing Garyville			C	\$440,000	\$440,000	RAIL PD
Improvement	Railroad Signalization						
Construction Year	FFY 14 (Federal Fiscal Year 10/1/13 - 9/30/14)						
Goal Area							
Federal Total	\$440,000						
Non-Federal Total	\$0						
Total Cost	\$440,000						



METROPOLITAN TRANSPORTATION PLAN

Project Implementation - Tier I

Project No.	H.010185	Parish	St. John	Work Phase	Total Cost	Federal Share	Fund Source
Project Title	Garyville Mill Pond & Northern Trail PH1			C	\$125,000	\$110,000	RTP
Improvement	Construction of 8' Wide 2,800' Long Path						
Construction Year	FFY 14 (Federal Fiscal Year 10/1/13 - 9/30/14)						
Goal Area							
Federal Total	\$110,000						
Non-Federal Total	\$15,000						
Total Cost	\$125,000						
Project No.	H.010693	Parish	St. John	Work Phase	Total Cost	Federal Share	Fund Source
Project Title	LA 54: ICRR X-ing			C	\$82,500	\$82,500	RAIL PD
Improvement	Upgrade Existing Signals & Gates						
Construction Year	FFY 14 (Federal Fiscal Year 10/1/13 - 9/30/14)						
Goal Area							
Federal Total	\$82,500						
Non-Federal Total	\$0						
Total Cost	\$82,500						



METROPOLITAN TRANSPORTATION PLAN

Project Implementation - Tier I

Project No.	H.011043	Parish	St. John	Work Phase	Total Cost	Federal Share	Fund Source
Project Title	LA 643: St. James P/L - Lac Des Allemands			C	\$1,436,600		NFABOND
Improvement	Patch & Overlay						
Construction Year	FFY 14 (Federal Fiscal Year 10/1/13 - 9/30/14)						
Goal Area							
Federal Total	\$0						
Non-Federal Total	\$1,436,600						
Total Cost	\$1,436,600						
Project No.	H.011128	Parish	St. John	Work Phase	Total Cost	Federal Share	Fund Source
Project Title	I-10 @ LA 3188 Overpass Girder Repair			C	\$550,000	\$440,000	REIMB
Improvement	Repair: Truck Impacted Girders						
Construction Year	FFY 14 (Federal Fiscal Year 10/1/13 - 9/30/14)						
Goal Area							
Federal Total	\$440,000						
Non-Federal Total	\$110,000						
Total Cost	\$550,000						



METROPOLITAN TRANSPORTATION PLAN

Project Implementation - Tier I

Project No.	H.001439	Parish	Jefferson	Work Phase	Total Cost	Federal Share	Fund Source
Project Title	LA 1 Bridges Near Grand Isle			R/W	\$10,000	\$8,000	STPFLEX
Improvement	New Bridge			U	\$30,000	\$24,000	STPFLEX
Construction Year	FFY 15 (Federal Fiscal Year 10/1/14 - 9/30/15)			C	\$880,000	\$704,000	STPFLEX
Goal Area					\$3,190,000	\$2,552,000	NHPP
Federal Total	\$3,288,000						
Non-Federal Total	\$822,000						
Total Cost	\$4,110,000						

Project No.	H.002260	Parish	Jefferson	Work Phase	Total Cost	Federal Share	Fund Source
Project Title	Goose Bayou Bridge			R/W	\$900,000	\$720,000	FBRON
Improvement	Brdige Replacement			U	\$150,000	\$120,000	FBRON
Construction Year	FFY 15 (Federal Fiscal Year 10/1/14 - 9/30/15)			ENG	\$711,000	\$569,000	FBRON
Goal Area	3			C	\$4,219,600	\$3,375,680	STPFLEX
Federal Total	\$4,784,680						
Non-Federal Total	\$1,195,920						
Total Cost	\$5,980,600						



METROPOLITAN TRANSPORTATION PLAN

Project Implementation - Tier I

Project No.	H.005972	Parish	Jefferson	Work Phase	Total Cost	Federal Share	Fund Source
Project Title	Lake Pont. Causeway (9 Mile Turn.)			C	\$5,720,000	\$5,720,000	ER
Improvement	X-over widening, Electrical Mods.						
Construction Year	FFY 15 (Federal Fiscal Year 10/1/14 - 9/30/15)						
Goal Area	1	3					
Federal Total	\$5,720,000						
Non-Federal Total	\$0						
Total Cost	\$5,720,000						

Project No.	H.009570	Parish	Jefferson	Work Phase	Total Cost	Federal Share	Fund Source
Project Title	US 61: Transcontinental - David Dr.			C	\$1,615,900	\$1,292,720	NHPP
Improvement	Cold Plane & Overlay						
Construction Year	FFY 15 (Federal Fiscal Year 10/1/14 - 9/30/15)						
Goal Area		3					
Federal Total	\$1,292,720						
Non-Federal Total	\$323,180						
Total Cost	\$1,615,900						



METROPOLITAN TRANSPORTATION PLAN

Project Implementation - Tier I

Project No.	H.009571	Parish	Jefferson	Work Phase	Total Cost	Federal Share	Fund Source
Project Title	Us 61: David Dr - Williams Blvd.			C	\$2,197,800	\$1,758,240	NHS
Improvement	Cold Plane & Overlay						
Construction Year	FFY 15 (Federal Fiscal Year 10/1/14 - 9/30/15)						
Goal Area	3						
Federal Total	\$1,758,240						
Non-Federal Total	\$439,560						
Total Cost	\$2,197,800						

Project No.	H.009804	Parish	Jefferson	Work Phase	Total Cost	Federal Share	Fund Source
Project Title	Kenner: S Williams Blvd. Streetscaping			C	\$446,000	\$357,000	TAP
Improvement	Sidewalks w/ Lighting, Streetscaping & Related						
Construction Year	FFY 15 (Federal Fiscal Year 10/1/14 - 9/30/15)						
Goal Area	2 5						
Federal Total	\$357,000						
Non-Federal Total	\$89,000						
Total Cost	\$446,000						



METROPOLITAN TRANSPORTATION PLAN

Project Implementation - Tier I

Project No.	H.010973	Parish	Jefferson	Work Phase	Total Cost	Federal Share	Fund Source
Project Title	Veterans Blvd. Lighting (Airport - Loyola)			ENG	\$110,000	\$88,000	STP>200K
Improvement	Roadway Lighting			C	\$726,000	\$580,800	STP>200K
Construction Year	FFY 15 (Federal Fiscal Year 10/1/14 - 9/30/15)						
Goal Area							
Federal Total	\$668,800						
Non-Federal Total	\$167,200						
Total Cost	\$836,000						

Project No.	H.010985	Parish	Jefferson	Work Phase	Total Cost	Federal Share	Fund Source
Project Title	US90: Extend Acceleration Lane @ US90B			C	\$275,000	\$220,000	NHPP
Improvement	Extend Acceleration Lane @ Intersection						
Construction Year	FFY 15 (Federal Fiscal Year 10/1/14 - 9/30/15)						
Goal Area							
Federal Total	\$220,000						
Non-Federal Total	\$55,000						
Total Cost	\$275,000						



METROPOLITAN TRANSPORTATION PLAN

Project Implementation - Tier I

Project No.	H.010986	Parish	Jefferson	Work Phase		Total Cost		Federal Share		Fund Source	
Project Title	US 90B: Intersection Improvements @ Manhattan			C		\$165,000		\$132,000		NHPP	
Improvement	Intersection Improvements										
Construction Year	FFY 15 (Federal Fiscal Year 10/1/14 - 9/30/15)										
Goal Area	1	2									
Federal Total	\$132,000										
Non-Federal Total	\$33,000										
Total Cost	\$165,000										
Project No.	H.010990	Parish	Jefferson	Work Phase		Total Cost		Federal Share		Fund Source	
Project Title	I-10: Clearview Pkwy - Causeway Blvd.			C		\$4,400,000		\$3,520,000		NHPP	
Improvement	Joint Repair and Overlay										
Construction Year	FFY 15 (Federal Fiscal Year 10/1/14 - 9/30/15)										
Goal Area	1	4									
Federal Total	\$3,520,000										
Non-Federal Total	\$880,000										
Total Cost	\$4,400,000										



METROPOLITAN TRANSPORTATION PLAN

Project Implementation - Tier I

Project No.	H.011217	Parish	Jefferson	Work Phase	Total Cost	Federal Share	Fund Source
Project Title	Demolish 9 Mile Turnaround			C	\$234,080	\$234,080	ER
Improvement	Provide For the Demolition Of the Nine Mile Turnaround						
Construction Year	FFY 15 (Federal Fiscal Year 10/1/14 - 9/30/15)						
Goal Area							
Federal Total	\$234,080						
Non-Federal Total	\$0						
Total Cost	\$234,080						

Project No.	H.006196	Parish	Orleans	Work Phase	Total Cost	Federal Share	Fund Source
Project Title	Wisner Blvd Bridge Replacement			C	\$11,000,000	\$8,800,000	FBROFF
Improvement	Bridge Replacement						
Construction Year	FFY 15 (Federal Fiscal Year 10/1/14 - 9/30/15)						
Goal Area							
Federal Total	\$10,560,000						
Non-Federal Total	\$2,440,000						
Total Cost	\$13,000,000						



METROPOLITAN TRANSPORTATION PLAN

Project Implementation - Tier I

Project No.	H.007259	Parish	Orleans	Work Phase	Total Cost	Federal Share	Fund Source
Project Title	Fluer De Lis (30th St - Old Hammond Hwy)			U	\$500,000	\$400,000	STP>200K
Improvement	Reconstruction			C	\$12,760,000	\$10,208,000	STP>200K
Construction Year	FFY 15 (Federal Fiscal Year 10/1/14 - 9/30/15)						
Goal Area							
Federal Total	\$10,608,000						
Non-Federal Total	\$2,652,000						
Total Cost	\$13,260,000						

Project No.	H.007265	Parish	Orleans	Work Phase	Total Cost	Federal Share	Fund Source
Project Title	St. Charles Ave. (LA Ave - Calliope St)			C	\$4,070,000	\$3,256,000	STP>200K
Improvement	Overlay						
Construction Year	FFY 15 (Federal Fiscal Year 10/1/14 - 9/30/15)						
Goal Area							
Federal Total	\$3,256,000						
Non-Federal Total	\$814,000						
Total Cost	\$4,070,000						



METROPOLITAN TRANSPORTATION PLAN

Project Implementation - Tier I

Project No.	H.007274	Parish	Orleans	Work Phase	Total Cost	Federal Share	Fund Source
Project Title	Magazine (Calhoun to Nashville)			C	\$3,300,000	\$2,640,000	STP>200K
Improvement	Rehabilitation						
Construction Year	FFY 15 (Federal Fiscal Year 10/1/14 - 9/30/15)						
Goal Area							
Federal Total	\$2,640,000						
Non-Federal Total	\$660,000						
Total Cost	\$3,300,000						

Project No.	H.007277	Parish	Orleans	Work Phase	Total Cost	Federal Share	Fund Source
Project Title	Lake Forest Boulevard			ENV	\$25,000	\$20,000	STP>200K
Improvement	Minor Widening			ENG	\$60,000	\$48,000	STP>200K
Construction Year	FFY 15 (Federal Fiscal Year 10/1/14 - 9/30/15)			C	\$847,000	\$677,600	STP>200K
Goal Area							
Federal Total	\$745,600						
Non-Federal Total	\$186,400						
Total Cost	\$932,000						



METROPOLITAN TRANSPORTATION PLAN

Project Implementation - Tier I

Project No.	H.009286	Parish	Orleans	Work Phase	Total Cost	Federal Share	Fund Source
Project Title	N.O. Motorist Assistance Patrol			C	\$998,800	\$998,800	CMAQ
Improvement	I-10 MAP Patrol Incident Response				\$599,500	\$599,500	NHPP
Construction Year	FFY 15 (Federal Fiscal Year 10/1/14 - 9/30/15)						
Goal Area	1 2						
Federal Total	\$1,598,300						
Non-Federal Total	\$0						
Total Cost	\$1,598,300						

Project No.	H.009419	Parish	Orleans	Work Phase	Total Cost	Federal Share	Fund Source
Project Title	LA 3019: Roundabout @ I-10 Ramp			U	\$100,000	\$100,000	HSIP
Improvement	Two-Lane Roundabout			ENG	\$4,000	\$4,000	HSIP
Construction Year	FFY 15 (Federal Fiscal Year 10/1/14 - 9/30/15)						
Goal Area							
Federal Total	\$1,094,000						
Non-Federal Total	\$0						
Total Cost	\$1,094,000						



METROPOLITAN TRANSPORTATION PLAN

Project Implementation - Tier I

Project No.	Parish	Orleans	Work Phase	Total Cost	Federal Share	Fund Source
H.009652	Orleans		C	\$3,520,000	\$2,816,000	STPFLEX
Project Title	I-10: Service Roads North & South					
Improvement	Cold Plane and Overlay					
Construction Year	FFY 15 (Federal Fiscal Year 10/1/14 - 9/30/15)					
Goal Area						
Federal Total	\$2,816,000					
Non-Federal Total	\$704,000					
Total Cost	\$3,520,000					

Project No.	Parish	Orleans	Work Phase	Total Cost	Federal Share	Fund Source
H.010111	Orleans		ENG	\$40,000	\$40,000	SR2S
Project Title	Audubon Charter School SRTS Infrastructure					
Improvement	Sidewalk Improvements, Traffic Calming, Stripe		C	\$235,000	\$258,500	SR2S
Construction Year	FFY 15 (Federal Fiscal Year 10/1/14 - 9/30/15)					
Goal Area						
Federal Total	\$298,500					
Non-Federal Total	(\$23,500)					
Total Cost	\$275,000					



METROPOLITAN TRANSPORTATION PLAN

Project Implementation - Tier I

Project No.	H.010114	Parish	Orleans	Work Phase	Total Cost	Federal Share	Fund Source
Project Title	Einstein Charter School Infrastructure			ENG	\$42,000	\$42,000	SR2S
Improvement	Sidewalk Improvements, Traffic Calming, Markings			C	\$458,000	\$503,800	SR2S
Construction Year	FFY 15 (Federal Fiscal Year 10/1/14 - 9/30/15)						
Goal Area							
Federal Total	\$545,800						
Non-Federal Total	(\$45,800)						
Total Cost	\$500,000						

Project No.	H.010331	Parish	Orleans	Work Phase	Total Cost	Federal Share	Fund Source
Project Title	US 90: Floodwall - Chef Pass Bridge			C	\$660,000	\$528,000	STPFLEX
Improvement	Raising Roadway Grade						
Construction Year	FFY 15 (Federal Fiscal Year 10/1/14 - 9/30/15)						
Goal Area							
Federal Total	\$528,000						
Non-Federal Total	\$132,000						
Total Cost	\$660,000						



METROPOLITAN TRANSPORTATION PLAN

Project Implementation - Tier I

Project No.	H.010872	Parish	Orleans	Work Phase	Total Cost	Federal Share	Fund Source
Project Title	Earhart Corridor Bikeway Linkage			C	\$176,000	\$154,880	RTP
Improvement	Continuation of 2.3 miles of Bike Lanes						
Construction Year	FFY 15 (Federal Fiscal Year 10/1/14 - 9/30/15)						
Goal Area							
Federal Total	\$154,880						
Non-Federal Total	\$21,120						
Total Cost	\$176,000						

Project No.	H.011246	Parish	Orleans	Work Phase	Total Cost	Federal Share	Fund Source
Project Title	P2P Group 38 (Sullen and Mac Arthur)			ENG	\$320,000	\$256,000	STP>200K
Improvement	Overlay				\$343,000	\$274,000	STP>200K
Construction Year	FFY 15 (Federal Fiscal Year 10/1/14 - 9/30/15)			C	\$2,855,600	\$2,284,480	STP>200K
Goal Area	1 3				\$1,443,200	\$1,154,560	STP>200K
Federal Total	\$3,969,040						
Non-Federal Total	\$992,760						
Total Cost	\$4,961,800						



METROPOLITAN TRANSPORTATION PLAN

Project Implementation - Tier I

Project No.	H.011625	Parish	Orleans	Work Phase	Total Cost	Federal Share	Fund Source
Project Title	PUBLIC EDUC, OUTREACH, PLANNING (NO RPC)			ENG	\$365,000	\$292,000	CMAQ
Improvement	CLEANER TRANSPORTATION FOR THE MARITIME AND ENERGY						
Construction Year	FFY 15 (Federal Fiscal Year 10/1/14 - 9/30/15)						
Goal Area							
Federal Total	\$292,000						
Non-Federal Total	\$73,000						
Total Cost	\$365,000						
Project No.	H.002562	Parish	St. Bernard	Work Phase	Total Cost	Federal Share	Fund Source
Project Title	Bayou Laloutre Bridge Rehabilitaion			ENG	\$475,000	\$380,000	FBRON
Improvement	Structural/Electrical Repairs, Cleaning & Painting						
Construction Year	FFY 15 (Federal Fiscal Year 10/1/14 - 9/30/15)						
Goal Area							
Federal Total	\$4,340,000						
Non-Federal Total	\$865,000						
Total Cost	\$5,205,000						
				C	\$3,850,000	\$3,080,000	FBRON
					\$880,000	\$880,000	E-R



METROPOLITAN TRANSPORTATION PLAN

Project Implementation - Tier I

Project No.	Parish	St. Bernard	Work Phase	Total Cost	Federal Share	Fund Source
H.007331	St. Bernard		C	\$4,517,700	\$3,614,000	STP>200K
Project Title Pakenham Dr. (LA 46 - LA 39)						
Improvement Reconstruct						
Construction Year FFY 15 (Federal Fiscal Year 10/1/14 - 9/30/15)						
Goal Area						
Federal Total \$3,614,000						
Non-Federal Total \$903,700						
Total Cost \$4,517,700						

Project No.	Parish	St. Bernard	Work Phase	Total Cost	Federal Share	Fund Source
H.009418	St. Bernard		U	\$50,000	\$40,000	HSIP
Project Title LA 39: Roundabout @ LA 46 & LA 300						
Improvement Install Single-Lane Roundabout						
Construction Year FFY 15 (Federal Fiscal Year 10/1/14 - 9/30/15)						
Goal Area						
Federal Total \$524,000						
Non-Federal Total \$298,000						
Total Cost \$822,000						
			ENG	\$167,000		SATRANS
			C	\$605,000	\$484,000	HSIP



METROPOLITAN TRANSPORTATION PLAN

Project Implementation - Tier I

Project No.	Parish	St. Bernard	Work Phase	Total Cost	Federal Share	Fund Source
H.009834	St. Bernard Parish Street Rehab Program	St. Bernard	C	\$5,170,000	\$4,136,000	STP>200K
Project Title	St. Bernard Parish Street Rehab Program					
Improvement	Overlay/Panel Repair/Panel Replacement					
Construction Year	FFY 15 (Federal Fiscal Year 10/1/14 - 9/30/15)					
Goal Area						
Federal Total	\$4,136,000					
Non-Federal Total	\$1,034,000					
Total Cost	\$5,170,000					

Project No.	Parish	St. Bernard	Work Phase	Total Cost	Federal Share	Fund Source
H.010406	LA 46: Orleans P/L - Paris Rd.	St. Bernard	C	\$3,300,000	\$2,640,000	STP>200K
Project Title	LA 46: Orleans P/L - Paris Rd.					
Improvement	Cold Planing and Superpave Asphaltic Concrete					
Construction Year	FFY 15 (Federal Fiscal Year 10/1/14 - 9/30/15)					
Goal Area						
Federal Total	\$2,640,000					
Non-Federal Total	\$660,000					
Total Cost	\$3,300,000					



METROPOLITAN TRANSPORTATION PLAN

Project Implementation - Tier I

Project No.	H.010407	Parish	St. Bernard	Work Phase	Total Cost	Federal Share	Fund Source
Project Title	LA 46: Paris - 0.025 Mi. N Webster St.			C	\$1,650,000	\$1,320,000	STPFLEX
Improvement	Cold Planing and Superpave Asphaltic Concrete						
Construction Year	FFY 15 (Federal Fiscal Year 10/1/14 - 9/30/15)						
Goal Area							
Federal Total	\$1,320,000						
Non-Federal Total	\$330,000						
Total Cost	\$1,650,000						
Project No.	H.010586	Parish	St. Bernard	Work Phase	Total Cost	Federal Share	Fund Source
Project Title	St. Bernard Mississippi River Trail PH3			C	\$537,000	\$112,000	RTP
Improvement	Construction of a ped-bike trail						
Construction Year	FFY 15 (Federal Fiscal Year 10/1/14 - 9/30/15)						
Goal Area							
Federal Total	\$112,000						
Non-Federal Total	\$425,000						
Total Cost	\$537,000						



METROPOLITAN TRANSPORTATION PLAN

Project Implementation - Tier I

Project No.	Parish	St. Charles	Work Phase	Total Cost	Federal Share	Fund Source
Project Title	LA 48 (I-310 to Ormond Blvd)		C	\$1,045,000	\$836,000	STP>200K
Improvement	Safety/ Operational Improvements					
Construction Year	FFY 15 (Federal Fiscal Year 10/1/14 - 9/30/15)					
Goal Area						
Federal Total	\$836,000					
Non-Federal Total	\$209,000					
Total Cost	\$1,045,000					

Project No.	Parish	St. Charles	Work Phase	Total Cost	Federal Share	Fund Source
Project Title	H.009176	Luling Intersection Safety Improvements	C	\$11,000		SATRANS
Improvement	Install Signs and Solar Beacons					
Construction Year	FFY 15 (Federal Fiscal Year 10/1/14 - 9/30/15)					
Goal Area						
Federal Total	\$0					
Non-Federal Total	\$11,000					
Total Cost	\$11,000					



METROPOLITAN TRANSPORTATION PLAN

Project Implementation - Tier I

Project No.	H.010780	Parish	St. Charles	Work Phase	Total Cost	Federal Share	Fund Source
Project Title	US 90: LA 306 - Early St.			C	\$1,650,000		STGEN
Improvement	Cold Plane, Overlay, Striping, Curb				\$247,500	\$198,000	NHPP
Construction Year	FFY 15 (Federal Fiscal Year 10/1/14 - 9/30/15)						
Goal Area							
Federal Total	\$198,000						
Non-Federal Total	\$1,699,500						
Total Cost	\$1,897,500						
Project No.	H.010843	Parish	St. Charles	Work Phase	Total Cost	Federal Share	Fund Source
Project Title	Ormond Blvd Pavement Rehab			C	\$4,712,400	\$3,769,920	STP>200K
Improvement	Cold Plane, Asphalt Patching, Overlay						
Construction Year	FFY 15 (Federal Fiscal Year 10/1/14 - 9/30/15)						
Goal Area							
Federal Total	\$3,769,920						
Non-Federal Total	\$942,480						
Total Cost	\$4,712,400						



METROPOLITAN TRANSPORTATION PLAN

Project Implementation - Tier I

Project No.	H.010889	Parish	St. Charles	Work Phase	Total Cost	Federal Share	Fund Source
Project Title	LA 3127: Add Acceleration Lanes			C	\$330,000	\$264,000	STPFLEX
Improvement	Add Acceleration Lanes						
Construction Year	FFY 15 (Federal Fiscal Year 10/1/14 - 9/30/15)						
Goal Area							
Federal Total	\$264,000						
Non-Federal Total	\$66,000						
Total Cost	\$330,000						
Project No.	H.010891	Parish	St. Charles	Work Phase	Total Cost	Federal Share	Fund Source
Project Title	US 90: Left Turn Lane at LA 635			C	\$110,000	\$88,000	NHPP
Improvement	Add Left Turn Lane						
Construction Year	FFY 15 (Federal Fiscal Year 10/1/14 - 9/30/15)						
Goal Area							
Federal Total	\$88,000						
Non-Federal Total	\$22,000						
Total Cost	\$110,000						



METROPOLITAN TRANSPORTATION PLAN

Project Implementation - Tier I

Project No.	H.011010	Parish	St. Charles	Work Phase	Total Cost	Federal Share	Fund Source
Project Title	LA 628: St. Charles PL - Airline Overlay			C	\$550,000	\$440,000	STPFLEX
Improvement	Thin Lift Overlay						
Construction Year	FFY 15 (Federal Fiscal Year 10/1/14 - 9/30/15)						
Goal Area							
Federal Total	\$440,000						
Non-Federal Total	\$110,000						
Total Cost	\$550,000						
Project No.	H.000326	Parish	St. John	Work Phase	Total Cost	Federal Share	Fund Source
Project Title	Hemlock St. (LA 3224) @ US 61			R/W	\$280,000	\$224,000	STP>200K
Improvement	Safety and Capacity Modifications				\$520,000	\$416,000	DEMO
Construction Year	FFY 15 (Federal Fiscal Year 10/1/14 - 9/30/15)			ENG	\$200,000	\$160,000	STP>200K
Goal Area				C	\$159,500	\$127,600	STP>200K
Federal Total	\$1,248,800				\$401,500	\$321,200	DEMO
Non-Federal Total	\$312,200						
Total Cost	\$1,561,000						



METROPOLITAN TRANSPORTATION PLAN

Project Implementation - Tier I

Project No.	H.009391	Parish	St. John	Work Phase	Total Cost	Federal Share	Fund Source
Project Title	LA 3188 Drainage Improvements			ENG	\$100,000	\$80,000	STPFLEX
Improvement	Drainage Improvements			C	\$1,980,000	\$1,584,000	STPFLEX
Construction Year	FFY 15 (Federal Fiscal Year 10/1/14 - 9/30/15)						
Goal Area							
Federal Total	\$1,664,000						
Non-Federal Total	\$416,000						
Total Cost	\$2,080,000						

Project No.	H.010110	Parish	St. John	Work Phase	Total Cost	Federal Share	Fund Source
Project Title	East St. John Elem School SR2S Project			ENG	\$41,000	\$41,000	SR2S
Improvement	Sidewalk Improvements, Traffic Calming, Striping			C	\$260,000	\$286,000	SR2S
Construction Year	FFY 15 (Federal Fiscal Year 10/1/14 - 9/30/15)						
Goal Area							
Federal Total	\$327,000						
Non-Federal Total	(\$26,000)						
Total Cost	\$301,000						



METROPOLITAN TRANSPORTATION PLAN

Project Implementation - Tier I

Project No.	H.010257	Parish	St. John	Work Phase	Total Cost	Federal Share	Fund Source
Project Title	Grade Raising I-10 Ramps @ LA 3188 Int.			C	\$330,000	\$264,000	NHPP
Improvement	Raising Existing Grade of I-10 Ramps						
Construction Year	FFY 15 (Federal Fiscal Year 10/1/14 - 9/30/15)						
Goal Area							
Federal Total	\$264,000						
Non-Federal Total	\$66,000						
Total Cost	\$330,000						
Project No.	H.011455	Parish	St. John	Work Phase	Total Cost	Federal Share	Fund Source
Project Title	LA 3179: LA 44 - US 61			C	\$660,000	\$528,000	STP>200K
Improvement	Ultra Thin Overlay						
Construction Year	FFY 15 (Federal Fiscal Year 10/1/14 - 9/30/15)						
Goal Area							
Federal Total	\$528,000						
Non-Federal Total	\$132,000						
Total Cost	\$660,000						



METROPOLITAN TRANSPORTATION PLAN

Project Implementation - Tier I

Project No.	H.001413	Parish	Jefferson	Work Phase	Total Cost	Federal Share	Fund Source
Project Title	LA 18 (4th St. Ext – Burmaster(Gretna))			C	\$5,368,000	\$4,294,400	STP>200K
Improvement	New 2-Lane Roadway				\$242,000	\$193,600	STP<200K
Construction Year	FFY 16 (Federal Fiscal Year 10/1/15 - 9/30/16)				\$1,100,000		STATE
Goal Area	1	2	4				
Federal Total	\$4,488,000						
Non-Federal Total	\$2,222,000						
Total Cost	\$6,710,000						
Project No.	H.002258	Parish	Jefferson	Work Phase	Total Cost	Federal Share	Fund Source
Project Title	LA 45: Flood Gate to LA 560-4			C	\$1,706,100	\$1,364,880	STPFLEX
Improvement	Cold Plane & Overlay						
Construction Year	FFY 16 (Federal Fiscal Year 10/1/15 - 9/30/16)						
Goal Area	1	3					
Federal Total	\$1,364,880						
Non-Federal Total	\$341,220						
Total Cost	\$1,706,100						



METROPOLITAN TRANSPORTATION PLAN

Project Implementation - Tier I

Project No.	H.002262	Parish	Jefferson	Work Phase	Total Cost	Federal Share	Fund Source
Project Title	Drain Canal Bridge on LA 45			R/W	\$132,000	\$106,000	FBRON
Improvement	Brdige Replacement			U	\$35,000	\$28,000	STPFLEX
Construction Year	FFY 16 (Federal Fiscal Year 10/1/15 - 9/30/16)			ENG	\$50,000	\$40,000	FBRON
Goal Area	3			C	\$1,751,200	\$1,400,960	STPFLEX
Federal Total	\$1,574,960						
Non-Federal Total	\$393,240						
Total Cost	\$1,968,200						

Project No.	H.007175	Parish	Jefferson	Work Phase	Total Cost	Federal Share	Fund Source
Project Title	Lapalco Blvd. (Victory Dr. - Westwood Dr.)			R/W	\$615,000	\$541,200	STP>200K
Improvement	Widening to 4 lanes			C	\$9,435,800	\$7,548,640	STP>200K
Construction Year	FFY 16 (Federal Fiscal Year 10/1/15 - 9/30/16)				\$3,960,000	\$3,168,000	DEMO
Goal Area	2 4						
Federal Total	\$11,257,840						
Non-Federal Total	\$2,752,960						
Total Cost	\$14,010,800						



METROPOLITAN TRANSPORTATION PLAN

Project Implementation - Tier I

Project No.	H.009753	Parish	Jefferson	Work Phase	Total Cost	Federal Share	Fund Source
Project Title	Jean Lafitte: Downtown Sidewalk, PH. 2			C	\$336,000	\$269,000	TAP
Improvement	Sidewalk w/ Lighting, Landscape						
Construction Year	FFY 16 (Federal Fiscal Year 10/1/15 - 9/30/16)						
Goal Area	2	5					
Federal Total	\$269,000						
Non-Federal Total	\$67,000						
Total Cost	\$336,000						
Project No.	H.009794	Parish	Jefferson	Work Phase	Total Cost	Federal Share	Fund Source
Project Title	Gretna Bicycle Access Improvements			C	\$320,000	\$256,000	TAP
Improvement	Signing, Pavement Marking, M/U Path						
Construction Year	FFY 16 (Federal Fiscal Year 10/1/15 - 9/30/16)						
Goal Area	2	5					
Federal Total	\$256,000						
Non-Federal Total	\$64,000						
Total Cost	\$320,000						



METROPOLITAN TRANSPORTATION PLAN

Project Implementation - Tier I

Project No.	H.010402	Parish	Jefferson	Work Phase	Total Cost	Federal Share	Fund Source
Project Title	I-10: Williams Blvd. - Veterans Blvd.			C	\$4,400,000	\$3,520,000	NHPP
Improvement	Cold Planing & Superpave Asphaltic Concrete						
Construction Year	FFY 16 (Federal Fiscal Year 10/1/15 - 9/30/16)						
Goal Area							
Federal Total	\$3,520,000						
Non-Federal Total	\$880,000						
Total Cost	\$4,400,000						

Project No.	H.010673	Parish	Jefferson	Work Phase	Total Cost	Federal Share	Fund Source
Project Title	US90Z: Harvey Canal Tunnel Rehabilitation			ENG	\$370,000		TOLLS
Improvement	Cleaning, Mechanical, Electrical, and Structural						
Construction Year	FFY 16 (Federal Fiscal Year 10/1/15 - 9/30/16)						
Goal Area	1 3						
Federal Total	\$11,176,000						
Non-Federal Total	\$3,164,000						
Total Cost	\$14,340,000						



METROPOLITAN TRANSPORTATION PLAN

Project Implementation - Tier I

Project No.	H.010882	Parish	Jefferson	Work Phase	Total Cost	Federal Share	Fund Source
Project Title	LA 18: 4th. Street Bridge Rehabilitation			C	\$5,500,000	\$4,400,000	STPFLEX
Improvement	Repair & Rehabilitation of Mechanical, Electrical						
Construction Year	FFY 16 (Federal Fiscal Year 10/1/15 - 9/30/16)						
Goal Area	3 4						
Federal Total	\$4,400,000						
Non-Federal Total	\$1,100,000						
Total Cost	\$5,500,000						
Project No.	H.011276	Parish	Jefferson	Work Phase	Total Cost	Federal Share	Fund Source
Project Title	Aberdeen St./Loyola Dr.: Airport Connector			C	\$3,300,000	\$2,640,000	STP>200K
Improvement	Airport Connector Roadway						
Construction Year	FFY 16 (Federal Fiscal Year 10/1/15 - 9/30/16)						
Goal Area							
Federal Total	\$2,640,000						
Non-Federal Total	\$660,000						
Total Cost	\$3,300,000						



METROPOLITAN TRANSPORTATION PLAN

Project Implementation - Tier I

Project No.	H.007271	Parish	Orleans	Work Phase	Total Cost	Federal Share	Fund Source
Project Title	Canal Blvd (R.E. Lee - Amethyst)			C	\$3,300,000	\$2,640,000	STP>200K
Improvement	Reconstruct Existing 4 Lane Divided						
Construction Year	FFY 16 (Federal Fiscal Year 10/1/15 - 9/30/16)						
Goal Area							
Federal Total	\$2,640,000						
Non-Federal Total	\$660,000						
Total Cost	\$3,300,000						

Project No.	H.007273	Parish	Orleans	Work Phase	Total Cost	Federal Share	Fund Source
Project Title	Magazine St (Broadway - Calhoun)			C	\$3,850,000	\$3,080,000	STP>200K
Improvement	Rehabilitation						
Construction Year	FFY 16 (Federal Fiscal Year 10/1/15 - 9/30/16)						
Goal Area							
Federal Total	\$3,080,000						
Non-Federal Total	\$770,000						
Total Cost	\$3,850,000						



METROPOLITAN TRANSPORTATION PLAN

Project Implementation - Tier I

Project No.	H.010636	Parish	Orleans	Work Phase	Total Cost	Federal Share	Fund Source
Project Title	US 90 Over Miss RVR (GNO2) - Clean & Paint			ENG	\$300,000		TOLLS
Improvement	Bridge Repair, Cleaning & Painting			C	\$9,900,000	\$9,900,000	NHPP
Construction Year	FFY 16 (Federal Fiscal Year 10/1/15 - 9/30/16)						
Goal Area							
Federal Total	\$9,900,000						
Non-Federal Total	\$300,000						
Total Cost	\$10,200,000						

Project No.	H.000320	Parish	St. Charles	Work Phase	Total Cost	Federal Share	Fund Source
Project Title	US 61: Jefferson Parish LN - LA 50			C	\$1,856,800	\$1,485,440	NHPP
Improvement	Thin HMA Wearing Course						
Construction Year	FFY 16 (Federal Fiscal Year 10/1/15 - 9/30/16)						
Goal Area							
Federal Total	\$1,485,440						
Non-Federal Total	\$371,360						
Total Cost	\$1,856,800						



METROPOLITAN TRANSPORTATION PLAN

Project Implementation - Tier I

Project No.	H.009763	Parish	St. Charles	Work Phase	Total Cost	Federal Share	Fund Source
Project Title	St. Charles Ebank Levee MU Path, PH6			C	\$1,025,000	\$973,000	TAP
Improvement	Multi-Use Path & Related Work						
Construction Year	FFY 16 (Federal Fiscal Year 10/1/15 - 9/30/16)						
Goal Area							
Federal Total	\$973,000						
Non-Federal Total	\$52,000						
Total Cost	\$1,025,000						
Project No.	H.010413	Parish	St. Charles	Work Phase	Total Cost	Federal Share	Fund Source
Project Title	LA 48: Ormond Plantation - Wesco St			C	\$1,925,000	\$1,540,000	STP>200K
Improvement	Cold Planing and Superpave Asphaltic Concrete						
Construction Year	FFY 16 (Federal Fiscal Year 10/1/15 - 9/30/16)						
Goal Area							
Federal Total	\$1,540,000						
Non-Federal Total	\$385,000						
Total Cost	\$1,925,000						



METROPOLITAN TRANSPORTATION PLAN

Project Implementation - Tier I

Project No.	H.010498	Parish	St. Charles	Work Phase	Total Cost	Federal Share	Fund Source
Project Title	I-310: Luling Br. Deck Overlay & Repair			ENG	\$755,000	\$604,000	NHPP
Improvement	Replace Bridge Deck and Overlay			C	\$11,000,000	\$8,800,000	NHPP
Construction Year	FFY 16 (Federal Fiscal Year 10/1/15 - 9/30/16)				\$11,000,000	\$8,800,000	NHPP
Goal Area							
Federal Total	\$18,204,000						
Non-Federal Total	\$4,551,000						
Total Cost	\$22,755,000						

Project No.	h.011022	Parish	St. Charles	Work Phase	Total Cost	Federal Share	Fund Source
Project Title	US 61 @ Evangeline Rd.			C	\$275,000	\$220,000	STPFLEX
Improvement	Raising Roadway Grade						
Construction Year	FFY 16 (Federal Fiscal Year 10/1/15 - 9/30/16)						
Goal Area							
Federal Total	\$220,000						
Non-Federal Total	\$55,000						
Total Cost	\$275,000						



METROPOLITAN TRANSPORTATION PLAN

Project Implementation - Tier I

Project No.	H.008318	Parish	St. John	Work Phase	Total Cost	Federal Share	Fund Source
Project Title	LA 636-3 (LA 628-LA 44)			C	\$884,400	\$707,520	STP>200K
Improvement	Cold Plane, Patch, and Overlay						
Construction Year	FFY 16 (Federal Fiscal Year 10/1/15 - 9/30/16)						
Goal Area							
Federal Total	\$707,520						
Non-Federal Total	\$176,880						
Total Cost	\$884,400						

Project No.	H.009593	Parish	St. John	Work Phase	Total Cost	Federal Share	Fund Source
Project Title	I-10, I-12, I-55, I-59: Districtwide Spot RP			C	\$1,650,000	\$1,320,000	NHPP
Improvement	Roadway Maintenance Restoration & Rehab						
Construction Year	FFY 16 (Federal Fiscal Year 10/1/15 - 9/30/16)						
Goal Area							
Federal Total	\$1,320,000						
Non-Federal Total	\$330,000						
Total Cost	\$1,650,000						



METROPOLITAN TRANSPORTATION PLAN

Project Implementation - Tier I

Project No.	Parish	Jefferson	Work Phase	Total Cost	Federal Share	Fund Source
Project Title	Veterans Blvd: WB (Clearview - Severn)		C	\$1,925,000	\$1,540,000	STP>200K
Improvement	Overlay					
Construction Year	FFY 17 (Federal Fiscal Year 10/1/16 - 9/30/17)					
Goal Area						
Federal Total	\$1,540,000					
Non-Federal Total	\$385,000					
Total Cost	\$1,925,000					

Project No.	Parish	Jefferson	Work Phase	Total Cost	Federal Share	Fund Source
Project Title	W. Esplanade Bridges @ Duncan Canal		C	\$12,100,000	\$6,050,000	STP>200K
Improvement	Bridge Replacement					
Construction Year	FFY 17 (Federal Fiscal Year 10/1/16 - 9/30/17)					
Goal Area						
Federal Total	\$6,050,000					
Non-Federal Total	\$6,050,000					
Total Cost	\$12,100,000					



METROPOLITAN TRANSPORTATION PLAN

Project Implementation - Tier I

Project No.	Parish	Jefferson	Work Phase	Total Cost	Federal Share	Fund Source
Project Title	Westwood Drive (WB Expy to Lapalco)		C	\$3,960,000	\$3,168,000	STP>200K
Improvement	Panel replacement					
Construction Year	FFY 17 (Federal Fiscal Year 10/1/16 - 9/30/17)					
Goal Area						
Federal Total	\$3,168,000					
Non-Federal Total	\$792,000					
Total Cost	\$3,960,000					

Project No.	Parish	Jefferson	Work Phase	Total Cost	Federal Share	Fund Source
H.006519			C	\$264,000		SATRANS
Project Title	Speed Curve Advisory			\$66,000		STATE
Improvement	Dynamic Message Sign & Flasher					
Construction Year	FFY 17 (Federal Fiscal Year 10/1/16 - 9/30/17)					
Goal Area	1					
Federal Total	\$0					
Non-Federal Total	\$330,000					
Total Cost	\$330,000					



METROPOLITAN TRANSPORTATION PLAN

Project Implementation - Tier I

Project No.	H.008065	Parish	Jefferson	Work Phase	Total Cost	Federal Share	Fund Source
Project Title	Hickory/Dock Roundabout			C	\$440,000	\$352,000	STPFLEX
Improvement	Roundabout Installation						
Construction Year	FFY 17 (Federal Fiscal Year 10/1/16 - 9/30/17)						
Goal Area							
Federal Total	\$352,000						
Non-Federal Total	\$88,000						
Total Cost	\$440,000						
Project No.	H.009028	Parish	Jefferson	Work Phase	Total Cost	Federal Share	Fund Source
Project Title	Airline Park Blvd: W. Metairie Ave. - 0.4M N			C	\$2,673,000	\$2,138,400	STP>200K
Improvement	Panel Replacement & Drainage						
Construction Year	FFY 17 (Federal Fiscal Year 10/1/16 - 9/30/17)						
Goal Area	2 3						
Federal Total	\$2,138,400						
Non-Federal Total	\$534,600						
Total Cost	\$2,673,000						



METROPOLITAN TRANSPORTATION PLAN

Project Implementation - Tier I

Project No.	H.010626	Parish	Jefferson	Work Phase	Total Cost	Federal Share	Fund Source
Project Title	Sauve Road / Soniat Canal Bridge			ENG	\$86,000	\$69,000	FBROFF
Improvement	Bridge Replacement			C	\$1,136,300	\$909,040	FBROFF
Construction Year	FFY 17 (Federal Fiscal Year 10/1/16 - 9/30/17)						
Goal Area							
Federal Total	\$978,040						
Non-Federal Total	\$244,260						
Total Cost	\$1,222,300						

Project No.	H.011007	Parish	Jefferson	Work Phase	Total Cost	Federal Share	Fund Source
Project Title	Chateau Blvd. Resurfacing			ENG	\$150,000	\$120,000	STP>200K
Improvement	Overlay, Bike/Ped			C	\$1,617,000	\$1,293,600	STP>200K
Construction Year	FFY 17 (Federal Fiscal Year 10/1/16 - 9/30/17)						
Goal Area	3						
Federal Total	\$1,413,600						
Non-Federal Total	\$353,400						
Total Cost	\$1,767,000						



METROPOLITAN TRANSPORTATION PLAN

Project Implementation - Tier I

Project No.	H.011457	Parish	Jefferson	Work Phase	Total Cost	Federal Share	Fund Source
Project Title	Williams/US 61 Intersection Improvement			ENG	\$120,000		LOCAL
Improvement	Intersection Enhancement			C	\$1,606,000	\$1,284,800	STP>200K
Construction Year	FFY 17 (Federal Fiscal Year 10/1/16 - 9/30/17)						
Goal Area							
Federal Total	\$1,284,800						
Non-Federal Total	\$441,200						
Total Cost	\$1,726,000						

Project No.		Parish	Orleans	Work Phase	Total Cost	Federal Share	Fund Source
Project Title	Morrison Rd (Mayo - Bullard)			C	\$6,600,000	\$5,280,000	STP>200K
Improvement	Overlay						
Construction Year	FFY 17 (Federal Fiscal Year 10/1/16 - 9/30/17)						
Goal Area							
Federal Total	\$5,280,000						
Non-Federal Total	\$1,320,000						
Total Cost	\$6,600,000						



METROPOLITAN TRANSPORTATION PLAN

Project Implementation - Tier I

Project No.	H.007275	Parish	Orleans	Work Phase	Total Cost	Federal Share	Fund Source
Project Title	St. Charles Ave (Nashville to LA Ave)			C	\$3,300,000	\$1,320,000	STP>200K
Improvement	Overlay						
Construction Year	FFY 17 (Federal Fiscal Year 10/1/16 - 9/30/17)						
Goal Area							
Federal Total	\$1,320,000						
Non-Federal Total	\$1,980,000						
Total Cost	\$3,300,000						
Project No.	H.006441	Parish	Plaquemines	Work Phase	Total Cost	Federal Share	Fund Source
Project Title	LA 23 (Engineers Rd.-Lapalco)			C	\$6,869,500	\$3,636,000	STP>200K
Improvement	Widening						
Construction Year	FFY 17 (Federal Fiscal Year 10/1/16 - 9/30/17)						
Goal Area							
Federal Total	\$3,636,000						
Non-Federal Total	\$3,233,500						
Total Cost	\$6,869,500						



METROPOLITAN TRANSPORTATION PLAN

Project Implementation - Tier I

Project No.	Parish	St. Bernard	Work Phase	Total Cost	Federal Share	Fund Source
H.009573	St. Bernard		C	\$2,875,400	\$2,300,320	STPFLEX
Project Title						
LA 39: Lake Borgne Canal BR - LA 46						
Improvement						
Cold Plane and Overlay						
Construction Year						
FFY 17 (Federal Fiscal Year 10/1/16 - 9/30/17)						
Goal Area						
Federal Total						
\$2,300,320						
Non-Federal Total						
\$575,080						
Total Cost						
\$2,875,400						

Project No.	Parish	St. John	Work Phase	Total Cost	Federal Share	Fund Source
H.009594	St. John		C	\$11,000,000	\$8,800,000	NHPP
Project Title						
I-10: Reserve Relief Canal - I-55 NB Ramp						
Improvement						
Roadway Maintenance Restoration & Rehab						
Construction Year						
FFY 17 (Federal Fiscal Year 10/1/16 - 9/30/17)						
Goal Area						
Federal Total						
\$8,800,000						
Non-Federal Total						
\$2,200,000						
Total Cost						
\$11,000,000						



METROPOLITAN TRANSPORTATION PLAN

Project Implementation - Tier I

Project No.	H.007181	Parish	Jefferson	Work Phase	Total Cost	Federal Share	Fund Source
Project Title	L&A Road Improvements			C	\$4,950,000	\$3,960,000	STP>200K
Improvement	New Roadway & Alignment						
Construction Year	FFY 18 (Federal Fiscal Year 10/1/17 - 9/30/18)						
Goal Area	4						
Federal Total	\$3,960,000						
Non-Federal Total	\$990,000						
Total Cost	\$4,950,000						

Project No.	H.007208	Parish	Jefferson	Work Phase	Total Cost	Federal Share	Fund Source
Project Title	Harvey Blvd (Peters Rd - Manhattan)			R/W	\$434,000	\$347,200	STP>200K
Improvement	New Roadway Extension			U	\$1,500,000	\$1,200,000	STP>200K
Construction Year	FFY 18 (Federal Fiscal Year 10/1/17 - 9/30/18)			C	\$16,577,000	\$13,261,600	STP>200K
Goal Area							
Federal Total	\$14,808,800						
Non-Federal Total	\$3,702,200						
Total Cost	\$18,511,000						



METROPOLITAN TRANSPORTATION PLAN

Project Implementation - Tier I

Project No.	H.011339	Parish	Jefferson	Work Phase	Total Cost	Federal Share	Fund Source
Project Title	W. Esplanade @ Homestead Traffic Signal			C	\$258,500	\$206,800	STP>200K
Improvement	Traffic Signal Install						
Construction Year	FFY 18 (Federal Fiscal Year 10/1/17 - 9/30/18)						
Goal Area							
Federal Total	\$206,800						
Non-Federal Total	\$51,700						
Total Cost	\$258,500						

Project No.	H.011463	Parish	Jefferson	Work Phase	Total Cost	Federal Share	Fund Source
Project Title	Kenner Traffic Signals Upgrade			C	\$379,500	\$303,600	STP>200K
Improvement	Replace Span Wire w/ Poles + Mast Arms						
Construction Year	FFY 18 (Federal Fiscal Year 10/1/17 - 9/30/18)						
Goal Area							
Federal Total	\$303,600						
Non-Federal Total	\$75,900						
Total Cost	\$379,500						



METROPOLITAN TRANSPORTATION PLAN

Project Implementation - Tier I

Project No.	Parish	Orleans	Work Phase	Total Cost	Federal Share	Fund Source
Project Title	ML King Blvd. (S. Claiborne – St. Charles)		C	\$4,400,000	\$3,520,000	STP>200K
Improvement	Rehabilitation w/ ADA Ramps					
Construction Year	FFY 18 (Federal Fiscal Year 10/1/17 - 9/30/18)					
Goal Area	1 2 3					
Federal Total	\$3,520,000					
Non-Federal Total	\$880,000					
Total Cost	\$4,400,000					

Project No.	Parish	Orleans	Work Phase	Total Cost	Federal Share	Fund Source
H.000304			U	\$30,000	\$24,000	NHPP
Project Title	I-10 - US 61 Overpass					
Improvement	Bridge Rehabilitation		C	\$4,400,000	\$3,520,000	NHPP
Construction Year	FFY 18 (Federal Fiscal Year 10/1/17 - 9/30/18)					
Goal Area						
Federal Total	\$3,544,000					
Non-Federal Total	\$886,000					
Total Cost	\$4,430,000					



METROPOLITAN TRANSPORTATION PLAN

Project Implementation - Tier I

Project No.	H.007272	Parish	Orleans	Work Phase		Total Cost		Federal Share		Fund Source	
Project Title	Howard Avenue Extension			C		\$3,548,600		\$2,838,880		DEMO	
Improvement	New 2-Lane Roadway										
Construction Year	FFY 18 (Federal Fiscal Year 10/1/17 - 9/30/18)										
Goal Area											
Federal Total	\$2,838,880										
Non-Federal Total	\$709,720										
Total Cost	\$3,548,600										



METROPOLITAN TRANSPORTATION PLAN

Project Implementation - Tier II

Project No.	Parish	Jefferson	Work Phase	Total Cost	Federal Share	Fund Source
Project Title	Airline Park Blvd (Camphor - W Napoleon)		C	\$3,300,000	\$2,640,000	STP>200K
Improvement	Panel replacement and drainage					
Construction Year	Tier II (Federal Fiscal Year 2019 - 2028)					
Goal Area						
Federal Total	\$2,640,000					
Non-Federal Total	\$660,000					
Total Cost	\$3,300,000					

Project No.	Parish	Jefferson	Work Phase	Total Cost	Federal Share	Fund Source
Project Title	I-10 @ Loyola Dr.		C	\$99,000,000	\$79,200,000	NFI
Improvement	Interchange Modification					
Construction Year	Tier II (Federal Fiscal Year 2019 - 2028)					
Goal Area						
Federal Total	\$79,200,000					
Non-Federal Total	\$19,800,000					
Total Cost	\$99,000,000					



METROPOLITAN TRANSPORTATION PLAN

Project Implementation - Tier II

Project No.	Parish	Jefferson	Work Phase	Total Cost	Federal Share	Fund Source
Project Title	Jefferson Parish: Canal St. Improvements		C	\$12,540,000	\$5,700,000	STP>200K
Improvement	Streetscape, Bike/Ped, Drainage					
Construction Year	Tier II (Federal Fiscal Year 2019 - 2028)					
Goal Area						
Federal Total	\$5,700,000					
Non-Federal Total	\$6,840,000					
Total Cost	\$12,540,000					

Project No.	Parish	Jefferson	Work Phase	Total Cost	Federal Share	Fund Source
Project Title	LA 3152 @ US 61		C	\$12,100,000	\$9,680,000	NHPP
Improvement	Intersection Improvements					
Construction Year	Tier II (Federal Fiscal Year 2019 - 2028)					
Goal Area						
Federal Total	\$9,680,000					
Non-Federal Total	\$2,420,000					
Total Cost	\$12,100,000					



METROPOLITAN TRANSPORTATION PLAN

Project Implementation - Tier II

Project No.	Parish	Jefferson	Work Phase	Total Cost	Federal Share	Fund Source
Project Title	Lapalco Bridge at Harvey Canal		C	\$55,000,000		NFI
Improvement	Widen to 6 lanes					
Construction Year	Tier II (Federal Fiscal Year 2019 - 2028)					
Goal Area						
Federal Total	\$0					
Non-Federal Total	\$55,000,000					
Total Cost	\$55,000,000					

Project No.	Parish	Jefferson	Work Phase	Total Cost	Federal Share	Fund Source
Project Title	Lapalco: (Tanglewood - Victory) PH2		C	\$7,150,000	\$5,720,000	STP>200K
Improvement	Widening to 4 lanes					
Construction Year	Tier II (Federal Fiscal Year 2019 - 2028)					
Goal Area						
Federal Total	\$5,720,000					
Non-Federal Total	\$1,430,000					
Total Cost	\$7,150,000					



METROPOLITAN TRANSPORTATION PLAN

Project Implementation - Tier II

Project No.	Parish	Jefferson	Work Phase	Total Cost	Federal Share	Fund Source
Project Title	Severn Ave: Veterans - W. Esplanade		C	\$8,360,000	\$6,688,000	STP>200K
Improvement	Drainage, Bike/Ped, Streetscape					
Construction Year	Tier II (Federal Fiscal Year 2019 - 2028)					
Goal Area						
Federal Total	\$6,688,000					
Non-Federal Total	\$1,672,000					
Total Cost	\$8,360,000					

Project No.	Parish	Jefferson	Work Phase	Total Cost	Federal Share	Fund Source
Project Title	US 90: MacArthur Dr. Interchange PH2		ENG	\$1,600,000	\$1,600,000	
Improvement	Completion PH2		C	\$38,500,000		
Construction Year	Tier II (Federal Fiscal Year 2019 - 2028)					
Goal Area						
Federal Total	\$1,600,000					
Non-Federal Total	\$38,500,000					
Total Cost	\$40,100,000					



METROPOLITAN TRANSPORTATION PLAN

Project Implementation - Tier II

Project No.	H.002264	Parish	Jefferson	Work Phase	Total Cost	Federal Share	Fund Source
Project Title	Bayou Barataria Bridge @ Jean Lafitte			U	\$30,000	\$24,000	DEMO
Improvement	Bridge Replacement (Kerner's)			ENG	\$2,732,000	\$2,186,000	DEMO
Construction Year	Tier II (Federal Fiscal Year 2019 - 2028)						
Goal Area	3 4			C	\$4,560,600	\$3,317,000	DEMO
Federal Total	\$53,527,000				\$66,000,000	\$48,000,000	FBR-ON/OFF
Non-Federal Total	\$19,795,600						
Total Cost	\$73,322,600						

Project No.	H.002956	Parish	Jefferson	Work Phase	Total Cost	Federal Share	Fund Source
Project Title	Earhart at Dakin			ENG	\$340,000	\$272,000	STP>200K
Improvement	Ramp Connector (EB Earhart - Dakin)			C	\$4,620,000	\$3,696,000	STP>200K
Construction Year	Tier II (Federal Fiscal Year 2019 - 2028)						
Goal Area	4 5						
Federal Total	\$3,968,000						
Non-Federal Total	\$992,000						
Total Cost	\$4,960,000						



METROPOLITAN TRANSPORTATION PLAN

Project Implementation - Tier II

Project No.	H.003074	Parish	Jefferson	Work Phase	Total Cost	Federal Share	Fund Source
Project Title	I-10: Williams Blvd. - Veterans			ENG	\$1,984,000	\$1,587,200	NHS
Improvement	Widening, Add Travel Lanes			C	\$77,000,000	\$61,600,000	NFI
Construction Year	Tier II (Federal Fiscal Year 2019 - 2028)						
Goal Area	1	4					
Federal Total	\$63,187,200						
Non-Federal Total	\$15,796,800						
Total Cost	\$78,984,000						

Project No.	H.004359	Parish	Jefferson	Work Phase	Total Cost	Federal Share	Fund Source
Project Title	Hickory - LA 48 to Mounes			C	\$9,350,000		STBOND
Improvement	Road Relocation & 4-Laning				\$2,970,000		OTHER
Construction Year	Tier II (Federal Fiscal Year 2019 - 2028)						
Goal Area	2	4					
Federal Total	\$0						
Non-Federal Total	\$12,320,000						
Total Cost	\$12,320,000						



METROPOLITAN TRANSPORTATION PLAN

Project Implementation - Tier II

Project No.	H.006442	Parish	Jefferson	Work Phase	Total Cost	Federal Share	Fund Source
Project Title	Airport - CBD Commuter Rail Study			ENG	\$500,000	\$400,000	DEMO
Improvement	Study						
Construction Year	Tier II (Federal Fiscal Year 2019 - 2028)						
Goal Area	2	5					
Federal Total	\$400,000						
Non-Federal Total	\$100,000						
Total Cost	\$500,000						
Project No.	H.006513	Parish	Jefferson	Work Phase	Total Cost	Federal Share	Fund Source
Project Title	US 61 Corridor Preservation			R/W	\$300,000	\$240,000	DEMO
Improvement	Abandoned RR R/W Acquisition (HP No. 1600)			C	\$7,425,000	\$5,940,000	DEMO
Construction Year	Tier II (Federal Fiscal Year 2019 - 2028)						
Goal Area	2						
Federal Total	\$6,180,000						
Non-Federal Total	\$1,545,000						
Total Cost	\$7,725,000						



METROPOLITAN TRANSPORTATION PLAN

Project Implementation - Tier II

Project No.	H.007214	Parish	Jefferson	Work Phase	Total Cost	Federal Share	Fund Source
Project Title	Ames Boulevard Improvements			R/W	\$500,000	\$440,000	STP>200K
Improvement	Widen from 2 to 3 Lanes (Oregon Dr. - Blanche Dr.)			U	\$750,000	\$660,000	STP>200K
Construction Year	Tier II (Federal Fiscal Year 2019 - 2028)			C	\$8,140,000	\$6,512,000	STP>200K
Goal Area							
Federal Total	\$7,612,000						
Non-Federal Total	\$1,778,000						
Total Cost	\$9,390,000						

Project No.	H.007223	Parish	Jefferson	Work Phase	Total Cost	Federal Share	Fund Source
Project Title	Harvey Blvd. (Manhattan - Wall Blvd.)			C	\$7,810,000	\$6,248,000	STP>200K
Improvement	Widen to 4 Lanes with Median						
Construction Year	Tier II (Federal Fiscal Year 2019 - 2028)						
Goal Area	2						
Federal Total	\$6,248,000						
Non-Federal Total	\$1,562,000						
Total Cost	\$7,810,000						



METROPOLITAN TRANSPORTATION PLAN

Project Implementation - Tier II

Project No.	H.009087	Parish	Jefferson	Work Phase	Total Cost	Federal Share	Fund Source
Project Title	I-10: Loyola Dr. to Williams Blvd.			ENG	\$1,205,000	\$1,060,000	NHS
Improvement	Add Travel Lane			C	\$11,000,000	\$8,800,000	NFI
Construction Year	Tier II (Federal Fiscal Year 2019 - 2028)						
Goal Area							
Federal Total	\$9,860,000						
Non-Federal Total	\$2,345,000						
Total Cost	\$12,205,000						

Project No.	H.010017	Parish	Jefferson	Work Phase	Total Cost	Federal Share	Fund Source
Project Title	US90Z: Westbank Expressway Rehab			ENG	\$500,000	\$400,000	NHPP
Improvement	Major Bridge Rehabilitation			C	\$13,200,000	\$10,560,000	NHPP
Construction Year	Tier II (Federal Fiscal Year 2019 - 2028)						
Goal Area							
Federal Total	\$10,960,000						
Non-Federal Total	\$2,740,000						
Total Cost	\$13,700,000						



METROPOLITAN TRANSPORTATION PLAN

Project Implementation - Tier II

Project No.	H.010325	Parish	Jefferson	Work Phase	Total Cost	Federal Share	Fund Source
Project Title	LA 1: LA 3090 - Caminada Bay			C	\$440,000	\$352,000	STPFLEX
Improvement	Raising Roadway Grade				\$385,000	\$308,000	STPFLEX
Construction Year	Tier II (Federal Fiscal Year 2019 - 2028)						
Goal Area							
Federal Total	\$660,000						
Non-Federal Total	\$165,000						
Total Cost	\$825,000						

Project No.	H.010418	Parish	Jefferson	Work Phase	Total Cost	Federal Share	Fund Source
Project Title	LA 611-1 & LA 611-3: Cold Plane & Overlay			C	\$1,127,500	\$902,000	STPFLEX
Improvement	Cold Planing and Superpave Asphaltic Concr.				\$110,000	\$88,000	STPFLEX
Construction Year	Tier II (Federal Fiscal Year 2019 - 2028)						
Goal Area							
Federal Total	\$990,000						
Non-Federal Total	\$247,500						
Total Cost	\$1,237,500						



METROPOLITAN TRANSPORTATION PLAN

Project Implementation - Tier II

Project No.	Parish	Orleans	Work Phase	Total Cost	Federal Share	Fund Source
Project Title	Algiers MRT		C	\$6,600,000	\$5,280,000	STP>200K
Improvement	Bike/Ped MU Path					
Construction Year	Tier II (Federal Fiscal Year 2019 - 2028)					
Goal Area						
Federal Total	\$5,280,000					
Non-Federal Total	\$1,320,000					
Total Cost	\$6,600,000					

Project No.	Parish	Orleans	Work Phase	Total Cost	Federal Share	Fund Source
Project Title	Andrew Higgins Blvd.		C	\$8,250,000	\$6,600,000	STP>200K
Improvement	Sidewalks, Lighting, Streetscape					
Construction Year	Tier II (Federal Fiscal Year 2019 - 2028)					
Goal Area						
Federal Total	\$6,600,000					
Non-Federal Total	\$1,650,000					
Total Cost	\$8,250,000					



METROPOLITAN TRANSPORTATION PLAN

Project Implementation - Tier II

Project No.	Parish	Orleans	Work Phase	Total Cost	Federal Share	Fund Source
Project Title	Orleans Bike Share PH1		C	\$2,200,000	\$1,760,000	STP>200K
Improvement	Bike Share Program Improvements					
Construction Year	Tier II (Federal Fiscal Year 2019 - 2028)					
Goal Area						
Federal Total	\$1,760,000					
Non-Federal Total	\$440,000					
Total Cost	\$2,200,000					

Project No.	Parish	Orleans	Work Phase	Total Cost	Federal Share	Fund Source
Project Title	Transit: Alternative Evaluation		SDY	\$1,500,000	\$1,200,000	DEMO
Improvement	Various Corridors/Analyses					
Construction Year	Tier II (Federal Fiscal Year 2019 - 2028)					
Goal Area						
Federal Total	\$1,200,000					
Non-Federal Total	\$300,000					
Total Cost	\$1,500,000					



METROPOLITAN TRANSPORTATION PLAN

Project Implementation - Tier II

Project No.	H.000263	Parish	Orleans	Work Phase	Total Cost	Federal Share	Fund Source
Project Title	Chef Menteur Pass Bridge & Approach			ENG	\$750,000	\$600,000	STPFLEX
Improvement	Bridge Replacement			C	\$93,500,000	\$74,800,000	STPFLEX
Construction Year	Tier II (Federal Fiscal Year 2019 - 2028)						
Goal Area							
Federal Total	\$75,400,000						
Non-Federal Total	\$18,850,000						
Total Cost	\$94,250,000						
Project No.	H.006517	Parish	Orleans	Work Phase	Total Cost	Federal Share	Fund Source
Project Title	New Orleans Rail Gateway Analysis			SDY	\$6,000,000	\$4,800,000	DEMO
Improvement	Envr. Grade X-ing. Oper. Improvement						
Construction Year	Tier II (Federal Fiscal Year 2019 - 2028)						
Goal Area							
Federal Total	\$4,800,000						
Non-Federal Total	\$1,200,000						
Total Cost	\$6,000,000						



METROPOLITAN TRANSPORTATION PLAN

Project Implementation - Tier II

Project No.	H.007250	Parish	Orleans	Work Phase	Total Cost	Federal Share	Fund Source
Project Title	Almonaster Bridge and Appr.			ENG	\$5,760,000	\$4,608,000	STPFLEX
Improvement	Bridge Replacement			C	\$22,000,000	\$17,600,000	STPFLEX
Construction Year	Tier II (Federal Fiscal Year 2019 - 2028)				\$22,000,000	\$17,600,000	STPFLEX
Goal Area					\$24,200,000	\$19,360,000	OTHER
Federal Total	\$59,168,000						
Non-Federal Total	\$14,792,000						
Total Cost	\$73,960,000						

Project No.	H.008220	Parish	Orleans	Work Phase	Total Cost	Federal Share	Fund Source
Project Title	LA 406/Woodland Hwy (LA 23 - LA 407)			ENG	\$240,000	\$192,000	STP>200K
Improvement	Widening			C	\$30,800,000		NFI
Construction Year	Tier II (Federal Fiscal Year 2019 - 2028)						
Goal Area							
Federal Total	\$192,000						
Non-Federal Total	\$30,848,000						
Total Cost	\$31,040,000						



METROPOLITAN TRANSPORTATION PLAN

Project Implementation - Tier II

Project No.	H.009572	Parish	Orleans	Work Phase	Total Cost	Federal Share	Fund Source
Project Title	LA 39: Judge Seeber Br - St. Bernard P/L			C	\$1,546,600	\$1,237,280	NHPP
Improvement	Cold Plane and Overlay						
Construction Year	Tier II (Federal Fiscal Year 2019 - 2028)						
Goal Area							
Federal Total	\$1,237,280						
Non-Federal Total	\$309,320						
Total Cost	\$1,546,600						

Project No.	H.009661	Parish	Orleans	Work Phase	Total Cost	Federal Share	Fund Source
Project Title	LA 406: Donner Canal Br. - Stanton Rd.			C	\$905,300	\$724,240	STPFLEX
Improvement	Cold Plane and Overlay						
Construction Year	Tier II (Federal Fiscal Year 2019 - 2028)						
Goal Area							
Federal Total	\$724,240						
Non-Federal Total	\$181,060						
Total Cost	\$905,300						



METROPOLITAN TRANSPORTATION PLAN

Project Implementation - Tier II

Project No.	H.009663	Parish	Orleans	Work Phase	Total Cost	Federal Share	Fund Source
Project Title	LA 47: I-10 - Bullard Rd.			C	\$4,950,000	\$3,960,000	STPFLEX
Improvement	Rehab and Asphalt Concrete Overlay						
Construction Year	Tier II (Federal Fiscal Year 2019 - 2028)						
Goal Area							
Federal Total	\$3,960,000						
Non-Federal Total	\$990,000						
Total Cost	\$4,950,000						

Project No.	H.009918	Parish	Orleans	Work Phase	Total Cost	Federal Share	Fund Source
Project Title	Replace 2 CCCD Ferries			C	\$17,600,000	\$14,080,000	CMAQ
Improvement	Replace up to 2 CCCD Ferries						
Construction Year	Tier II (Federal Fiscal Year 2019 - 2028)						
Goal Area							
Federal Total	\$14,080,000						
Non-Federal Total	\$3,520,000						
Total Cost	\$17,600,000						



METROPOLITAN TRANSPORTATION PLAN

Project Implementation - Tier II

Project No.	H.009919	Parish	Orleans	Work Phase	Total Cost	Federal Share	Fund Source
Project Title	Rehabilitation of CCCD Ferry Terminals			C	\$3,000,000	\$2,640,000	TAP
Improvement	Rehabilitation of Ferry Terminals						
Construction Year	Tier II (Federal Fiscal Year 2019 - 2028)						
Goal Area							
Federal Total	\$2,640,000						
Non-Federal Total	\$360,000						
Total Cost	\$3,000,000						

Project No.	H.010016	Parish	Orleans	Work Phase	Total Cost	Federal Share	Fund Source
Project Title	US 11: Lake Pontchartrain Bridge Rehab			ENG	\$1,496,000	\$1,197,000	STPFLEX
Improvement	Major Bridge Rehabilitation			C	\$27,500,000	\$22,000,000	STPFLEX
Construction Year	Tier II (Federal Fiscal Year 2019 - 2028)						
Goal Area							
Federal Total	\$23,197,000						
Non-Federal Total	\$5,799,000						
Total Cost	\$28,996,000						



METROPOLITAN TRANSPORTATION PLAN

Project Implementation - Tier II

Project No.	H.010018	Parish	Orleans	Work Phase	Total Cost	Federal Share	Fund Source
Project Title	I-10: N.O. East Drain Canal			ENG	\$750,000	\$600,000	NHPP
Improvement	Bridge Rehabilitation			C	\$12,933,800	\$10,347,040	NHPP
Construction Year	Tier II (Federal Fiscal Year 2019 - 2028)						
Goal Area							
Federal Total	\$10,947,040						
Non-Federal Total	\$2,736,760						
Total Cost	\$13,683,800						

Project No.	H.010405	Parish	Orleans	Work Phase	Total Cost	Federal Share	Fund Source
Project Title	US 90: Camelot Dr. - Flood Gate			C	\$1,540,000	\$1,232,000	STPFLEX
Improvement	Cold Plane and Superpave Asphaltic Concr.						
Construction Year	Tier II (Federal Fiscal Year 2019 - 2028)						
Goal Area							
Federal Total	\$1,232,000						
Non-Federal Total	\$308,000						
Total Cost	\$1,540,000						



METROPOLITAN TRANSPORTATION PLAN

Project Implementation - Tier II

Project No.	H.010414	Parish	Orleans	Work Phase	Total Cost	Federal Share	Fund Source
Project Title	LA 1253: Downman Rd - I-10 Frontage Rd			C	\$275,000	\$220,000	STPFLEX
Improvement	Cold Planing and Superpave Asphaltic Concrete						
Construction Year	Tier II (Federal Fiscal Year 2019 - 2028)						
Goal Area							
Federal Total	\$220,000						
Non-Federal Total	\$55,000						
Total Cost	\$275,000						

Project No.	H.010634	Parish	Orleans	Work Phase	Total Cost	Federal Share	Fund Source
Project Title	CCCD - US 90 Bus Sign Upgrade			ENG	\$100,000	\$80,000	NHPP
Improvement	Upgrading East and West Bank Signs						
Construction Year	Tier II (Federal Fiscal Year 2019 - 2028)						
Goal Area							
Federal Total	\$6,320,000						
Non-Federal Total	\$1,580,000						
Total Cost	\$7,900,000						



METROPOLITAN TRANSPORTATION PLAN

Project Implementation - Tier II

Project No.	H.001399	Parish	Plaquemines	Work Phase	Total Cost	Federal Share	Fund Source
Project Title	LA 23: Happy Jack - N. Port Sulphur			R/W	\$6,000,000		NFI
Improvement	Widen to 4-Lanes			U	\$2,125,000		NFI
Construction Year	Tier II (Federal Fiscal Year 2019 - 2028)			C	\$44,000,000		NFI
Goal Area							
Federal Total	\$0						
Non-Federal Total	\$52,125,000						
Total Cost	\$52,125,000						

Project No.	H.008068	Parish	Plaquemines	Work Phase	Total Cost	Federal Share	Fund Source
Project Title	Peters Rd. Bridge and Ext. PH2			R/W	\$4,300,000	\$3,440,000	STP>200K
Improvement	New 2 Lane Roadway			C	\$4,400,000	\$3,520,000	STP>200K
Construction Year	Tier II (Federal Fiscal Year 2019 - 2028)				\$17,600,000		STBOND
Goal Area							
Federal Total	\$6,960,000						
Non-Federal Total	\$19,340,000						
Total Cost	\$26,300,000						



METROPOLITAN TRANSPORTATION PLAN

Project Implementation - Tier II

Project No.	H.010397	Parish	Plaquemines	Work Phase	Total Cost	Federal Share	Fund Source
Project Title	LA 406: Industrial Canal - Bailey Estates			C	\$440,000	\$352,000	NHPP
Improvement	Cold Planing and Superpave Asphaltic Concrete						
Construction Year	Tier II (Federal Fiscal Year 2019 - 2028)						
Goal Area							
Federal Total	\$352,000						
Non-Federal Total	\$88,000						
Total Cost	\$440,000						
Project No.	H.009967	Parish	St. Bernard	Work Phase	Total Cost	Federal Share	Fund Source
Project Title	LA 624: Elevation and Stabilization			C	\$4,255,900	\$4,255,900	FEMA
Improvement	Elevation and Stabilization						
Construction Year	Tier II (Federal Fiscal Year 2019 - 2028)						
Goal Area							
Federal Total	\$4,255,900						
Non-Federal Total	\$0						
Total Cost	\$4,255,900						



METROPOLITAN TRANSPORTATION PLAN

Project Implementation - Tier II

Project No.	H.009968	Parish	St. Bernard	Work Phase	Total Cost	Federal Share	Fund Source
Project Title	LA 625: Elevation and Stabilization			C	\$443,300	\$443,300	FEMA
Improvement	Elevation and Stabilization						
Construction Year	Tier II (Federal Fiscal Year 2019 - 2028)						
Goal Area							
Federal Total	\$443,300						
Non-Federal Total	\$0						
Total Cost	\$443,300						

Project No.		Parish	St. Charles	Work Phase	Total Cost	Federal Share	Fund Source
Project Title	LA 52: LA 18 - US 90			ENG	\$240,000	\$192,000	STP>200K
Improvement	Drainage, Bike/Ped			C	\$11,000,000	\$8,800,000	STP>200K
Construction Year	Tier II (Federal Fiscal Year 2019 - 2028)						
Goal Area							
Federal Total	\$8,992,000						
Non-Federal Total	\$2,248,000						
Total Cost	\$11,240,000						



METROPOLITAN TRANSPORTATION PLAN

Project Implementation - Tier II

Project No.	Parish	St. Charles	Work Phase	Total Cost	Federal Share	Fund Source
Project Title	St. Charles Parish: Dufresne Pkwy		C	\$4,400,000	\$3,520,000	STP>200K
Improvement	Connector to LA 52					
Construction Year	Tier II (Federal Fiscal Year 2019 - 2028)					
Goal Area						
Federal Total	\$3,520,000					
Non-Federal Total	\$880,000					
Total Cost	\$4,400,000					

Project No.	Parish	St. Charles	Work Phase	Total Cost	Federal Share	Fund Source
Project Title	US 61: Jefferson Parish LN - LA 50		C	\$5,500,000	\$4,400,000	STP>200K
Improvement	Median widening and access improvements					
Construction Year	Tier II (Federal Fiscal Year 2019 - 2028)					
Goal Area						
Federal Total	\$4,400,000					
Non-Federal Total	\$1,100,000					
Total Cost	\$5,500,000					



METROPOLITAN TRANSPORTATION PLAN

Project Implementation - Tier II

Project No.	Parish	St. Charles	Work Phase	Total Cost	Federal Share	Fund Source
Project Title	US 90 @ I-310 Ramps		ENG	\$1,400,000	\$1,120,000	NHPP
Improvement	New Ramp Connectors		R/W	\$2,000,000	\$1,600,000	NHPP
Construction Year	Tier II (Federal Fiscal Year 2019 - 2028)		U	\$500,000	\$400,000	NHPP
Goal Area			C	\$18,480,000	\$14,784,000	NHPP
Federal Total	\$17,904,000					
Non-Federal Total	\$4,476,000					
Total Cost	\$22,380,000					

Project No.	Parish	St. Charles	Work Phase	Total Cost	Federal Share	Fund Source
Project Title	H.004876	LA 52: LA 18 - US 90	ENG	\$119,000	\$95,000	STP>200K
Improvement	Safety and TSM Improvements		ENV	\$210,000	\$168,000	STP>200K
Construction Year	Tier II (Federal Fiscal Year 2019 - 2028)		C	\$2,035,000	\$1,628,000	STP>200K
Goal Area				\$2,035,000	\$1,628,000	OTHER
Federal Total	\$3,519,000					
Non-Federal Total	\$880,000					
Total Cost	\$4,399,000					



METROPOLITAN TRANSPORTATION PLAN

Project Implementation - Tier II

Project No.	H.010416	Parish	St. Charles	Work Phase	Total Cost	Federal Share	Fund Source
Project Title	LA 3127: St. John P/L - 3700' W I-310			C	\$6,050,000	\$4,840,000	STPFLEX
Improvement	Cold Planing and Superpave Asphaltic Concrete						
Construction Year	Tier II (Federal Fiscal Year 2019 - 2028)						
Goal Area							
Federal Total	\$4,840,000						
Non-Federal Total	\$1,210,000						
Total Cost	\$6,050,000						
Project No.	H.010417	Parish	St. Charles	Work Phase	Total Cost	Federal Share	Fund Source
Project Title	LA 306: LA 18 - LA 632			C	\$3,960,000	\$3,168,000	STPFLEX
Improvement	Cold Plane, Geogrid & 4" Overlay						
Construction Year	Tier II (Federal Fiscal Year 2019 - 2028)						
Goal Area							
Federal Total	\$3,168,000						
Non-Federal Total	\$792,000						
Total Cost	\$3,960,000						



METROPOLITAN TRANSPORTATION PLAN

Project Implementation - Tier II

Project No.	H.002960	Parish	St. John	Work Phase	Total Cost	Federal Share	Fund Source
Project Title	LA 3213: Gramercy Bridge Over UP Railroad			ENV	\$250,000	\$200,000	STPFLEX
Improvement	Grade Separate Existing at Grade Crossing			ENG	\$2,100,000	\$1,680,000	STPFLEX
Construction Year	Tier II (Federal Fiscal Year 2019 - 2028)			C	\$22,000,000	\$17,600,000	STPFLEX
Goal Area							
Federal Total	\$19,480,000						
Non-Federal Total	\$4,870,000						
Total Cost	\$24,350,000						

Project No.	H.009770	Parish	St. John	Work Phase	Total Cost	Federal Share	Fund Source
Project Title	St. John Miss Eastbank MU Path, PH 3/3A			C	\$855,000	\$812,000	TAP
Improvement	Multi-Use Path on EB Miss. River Levee						
Construction Year	Tier II (Federal Fiscal Year 2019 - 2028)						
Goal Area							
Federal Total	\$812,000						
Non-Federal Total	\$43,000						
Total Cost	\$855,000						



METROPOLITAN TRANSPORTATION PLAN

Project Implementation - Tier II

Project No.	H.010385	Parish	St. John	Work Phase	Total Cost	Federal Share	Fund Source
Project Title	LA 3127: St. James P/L - St. Charles P/L			C	\$3,426,500	\$2,741,200	STPFLEX
Improvement	Cold Plane & Overlay						
Construction Year	Tier II (Federal Fiscal Year 2019 - 2028)						
Goal Area							
Federal Total	\$2,741,200						
Non-Federal Total	\$685,300						
Total Cost	\$3,426,500						



METROPOLITAN TRANSPORTATION PLAN

Project Implementation - Tier III

Project No.	H.002861	Parish	Jefferson	Work Phase	Total Cost	Federal Share	Fund Source
Project Title	Causeway Blvd. - Earhart Expressway Interchange			ENG	\$4,612,000	\$3,689,600	DEMO
Improvement	New Interchange			C	\$66,000,000	\$52,800,000	NFI
Construction Year	Tier III (Federal Fiscal Year 2029 - 2044)						
Goal Area	1	4					
Federal Total	\$56,489,600						
Non-Federal Total	\$14,122,400						
Total Cost	\$70,612,000						

Project No.	H.004367	Parish	Jefferson	Work Phase	Total Cost	Federal Share	Fund Source
Project Title	LA 3139: Earhart Expressway Ext to US 61			ENG	\$5,582,000	\$4,465,600	DEMO
Improvement	Overpass Connection				\$2,712,000	\$2,169,600	STP>200K
					\$2,411,000	\$1,928,800	STPFLEX
				C	\$137,500,000	\$110,000,000	NFI
Construction Year	Tier III (Federal Fiscal Year 2029 - 2044)						
Goal Area	1	2	4				
Federal Total	\$118,564,000						
Non-Federal Total	\$29,641,000						
Total Cost	\$148,205,000						



METROPOLITAN TRANSPORTATION PLAN

Project Implementation - Tier III

Project No.	LSTP-006	Parish	Jefferson	Work Phase	Total Cost	Federal Share	Fund Source
Project Title	LA 3139/Earhart: Hickory - I-310			C	\$275,000,000	\$220,000,000	NFI
Improvement	Widen US 61 4 to 6 Lanes						
Construction Year	Tier III (Federal Fiscal Year 2029 - 2044)						
Goal Area							
Federal Total	\$220,000,000						
Non-Federal Total	\$55,000,000						
Total Cost	\$275,000,000						

Project No.	LSTP-044	Parish	Jefferson	Work Phase	Total Cost	Federal Share	Fund Source
Project Title	Pontchartrain Causeway: US190 - I-10			C	\$467,500,000	\$374,000,000	NFI
Improvement	Safety Improvements						
Construction Year	Tier III (Federal Fiscal Year 2029 - 2044)						
Goal Area							
Federal Total	\$374,000,000						
Non-Federal Total	\$93,500,000						
Total Cost	\$467,500,000						



METROPOLITAN TRANSPORTATION PLAN

Project Implementation - Tier III

Project No.	Parish	Orleans	Work Phase	Total Cost	Federal Share	Fund Source
Project Title	Airport to CBD		C	\$495,000,000	\$225,000,000	NFI
Improvement	Transit Connection (BRT/LRT)					
Construction Year	Tier III (Federal Fiscal Year 2029 - 2044)					
Goal Area						
Federal Total	\$225,000,000					
Non-Federal Total	\$270,000,000					
Total Cost	\$495,000,000					

Project No.	Parish	Orleans	Work Phase	Total Cost	Federal Share	Fund Source
Project Title	B.R. to N.O. Rail		C	\$291,500,000	\$233,200,000	NFI
Improvement	Freight and Passenger Rail Improvements					
Construction Year	Tier III (Federal Fiscal Year 2029 - 2044)					
Goal Area						
Federal Total	\$233,200,000					
Non-Federal Total	\$58,300,000					
Total Cost	\$291,500,000					



METROPOLITAN TRANSPORTATION PLAN

Project Implementation - Tier III

Project No.	Parish	Orleans	Work Phase	Total Cost	Federal Share	Fund Source
Project Title	Florida Ave. Bridge and Approaches		C	\$165,000,000	\$30,000,000	NFI
Improvement	New Bridge @ IHNC					
Construction Year	Tier III (Federal Fiscal Year 2029 - 2044)					
Goal Area						
Federal Total	\$30,000,000					
Non-Federal Total	\$135,000,000					
Total Cost	\$165,000,000					

Project No.	Parish	Orleans	Work Phase	Total Cost	Federal Share	Fund Source
Project Title	Florida Ave. Expwy		C	\$440,000,000	\$352,000,000	NFI
Improvement	I-10 - Florida Bridge					
Construction Year	Tier III (Federal Fiscal Year 2029 - 2044)					
Goal Area						
Federal Total	\$352,000,000					
Non-Federal Total	\$88,000,000					
Total Cost	\$440,000,000					



METROPOLITAN TRANSPORTATION PLAN

Project Implementation - Tier III

Project No.	Parish	Orleans	Work Phase	Total Cost	Federal Share	Fund Source
Project Title	I-10: Bullard - Elysian Fields Ave.		C	\$203,500,000	\$162,800,000	NFI
Improvement	Operational Efficiency					
Construction Year	Tier III (Federal Fiscal Year 2029 - 2044)					
Goal Area						
Federal Total	\$162,800,000					
Non-Federal Total	\$40,700,000					
Total Cost	\$203,500,000					

Project No.	Parish	Plaquemines	Work Phase	Total Cost	Federal Share	Fund Source
Project Title	H.004791 Repl. Bridge and Tunnel Belle Chasse		ENG			
Improvement	Replace Tunnel with Bridge					
Construction Year	Tier III (Federal Fiscal Year 2029 - 2044)					
Goal Area						
Federal Total	\$0					
Non-Federal Total	\$143,000,000					
Total Cost	\$143,000,000		C	\$143,000,000		



METROPOLITAN TRANSPORTATION PLAN

Project Implementation - Tier III

Project No.	H.008069	Parish	Plaquemines	Work Phase	Total Cost	Federal Share	Fund Source
Project Title	Peters Rd. Bridge and Ext. PH3			C	\$66,000,000		NFI
Improvement	New Bridge @ GIWW						
Construction Year	Tier III (Federal Fiscal Year 2029 - 2044)						
Goal Area							
Federal Total	\$0						
Non-Federal Total	\$66,000,000						
Total Cost	\$66,000,000						
Project No.	H.002567	Parish	St. Bernard	Work Phase	Total Cost	Federal Share	Fund Source
Project Title	Reggio Canal Bridge			R/W	\$90,000	\$72,000	STPFLEX
Improvement	Bridge Replacement			U	\$45,000	\$36,000	STPFLEX
Construction Year	Tier III (Federal Fiscal Year 2029 - 2044)			ENG	\$75,000	\$60,000	STPFLEX
Goal Area				C	\$2,017,400	\$1,467,000	STPFLEX
Federal Total	\$1,635,000						
Non-Federal Total	\$592,400						
Total Cost	\$2,227,400						



METROPOLITAN TRANSPORTATION PLAN

Project Implementation - Tier III

Project No.	Parish	St. Charles	Work Phase	Total Cost	Federal Share	Fund Source
Project Title	LA 3127: Widening and Ext.		C	\$440,000,000	\$352,000,000	NFI
Improvement	Westside Highway					
Construction Year	Tier III (Federal Fiscal Year 2029 - 2044)					
Goal Area						
Federal Total	\$352,000,000					
Non-Federal Total	\$88,000,000					
Total Cost	\$440,000,000					

Project No.	Parish	St. John	Work Phase	Total Cost	Federal Share	Fund Source
Project Title	I-10: Reserve Interchange		C	\$121,000,000	\$96,800,000	NFI
Improvement	US 61 to I-10 Connector					
Construction Year	Tier III (Federal Fiscal Year 2029 - 2044)					
Goal Area						
Federal Total	\$96,800,000					
Non-Federal Total	\$24,200,000					
Total Cost	\$121,000,000					



METROPOLITAN TRANSPORTATION PLAN

Project Implementation - Tier III

Project No.	H.003378	Parish	St. John	Work Phase	Total Cost	Federal Share	Fund Source
Project Title	I-55 Service Road			C	\$880,000	\$704,000	NHPP
Improvement	Drainage Improvements						
Construction Year	Tier III (Federal Fiscal Year 2029 - 2044)						
Goal Area							
Federal Total	\$704,000						
Non-Federal Total	\$176,000						
Total Cost	\$880,000						

Project No.	H.010902	Parish	St. John	Work Phase	Total Cost	Federal Share	Fund Source
Project Title	US 61 Feasibility Study			SDY	\$150,000		SATRANS
Improvement	Feasibility Study						
Construction Year	Tier III (Federal Fiscal Year 2029 - 2044)						
Goal Area							
Federal Total	\$0						
Non-Federal Total	\$150,000						
Total Cost	\$150,000						



METROPOLITAN TRANSPORTATION PLAN

Project Implementation - Tier III

Project No.	H.011136	Parish	St. John	Work Phase	Total Cost	Federal Share	Fund Source
Project Title	MRT Extension St. John Parish			SDY	\$225,000	\$180,000	DEMO
Improvement	Stage 0 Feasibility Study						
Construction Year	Tier III (Federal Fiscal Year 2029 - 2044)						
Goal Area							
Federal Total	\$180,000						
Non-Federal Total	\$45,000						
Total Cost	\$225,000						

FY 14 - Transportation Improvement Program - Transit Element
New Orleans Urbanized Area

2014 Transportation Improvement Program - Transit Element												
Project	Parish	Total Cost	Section 5307	Section 5337 (Rail)	Section 5337 (HOV)	Section 5339	Section 5310	Section 5316	Section 5317	Total Federal	Local Match	Comments
Paratransit Vehicles	Region	1,000.1					800.1			800.1	200.0	Pending DOTD Award
Ferry Preventative Maintenance	DOTD	625.0	500.0							500.0	125.0	
Inter-Parish Fare Coordination Study	Region	150.0	120.0							120.0	30.0	FY-13 5307 Funds
Total Region FY-14		1,625.1	500.0	0.0	0.0		800.1			1,300.1	325.0	
Total Region		1,775.1	620.0	0.0	0.0		800.1			1,420.1	355.0	
Preventative Maintenance	Jefferson	221.9			177.5					177.5	44.4	500,000 flexed from STP>200K
Operating Assistance - Fixed Route	Jefferson	3,900.3	1,950.1							1,950.1	1,950.1	
Bus Stop Signage	Jefferson	47.6	38.1							38.1	9.5	Transit Enhancement
Capital Project Management - 3rd Party	Jefferson	37.5	30.0							30.0	7.5	
Planning	Jefferson	112.5	90.0							90.0	22.5	
Security Equipment	Jefferson	47.6	38.1							38.1	9.5	Security Enhancement
New Vehicles	Jefferson	1,736.0	1,008.8			380.0				1,388.8	347.2	
Bus Wash	Jefferson	312.5	250.0							250.0	62.5	
Clearview Fixed Route Service	Jefferson	460.0							230.0	230.0	230.0	FY-14 New Freedom Award
Total Jefferson FY-14		6,875.7	3,405.0		177.5	380.0			230.0	4,192.5	2,683.2	
Total Jefferson		6,875.7	3,405.0		177.5	380.0			230.0	4,192.5	2,683.2	
Preventative Maintenance (Bus)	Orleans (RTA)	8,465.5	6,594.9		177.5					6,772.4	1,693.1	650,000 flexed from STP>200K
Preventative Maintenance (Paratransit)	Orleans (RTA)	509.6	407.7							407.7	101.9	
Employee Training	Orleans (RTA)	206.0	164.8							164.8	41.2	
Kiosks and Lighting - UPT	Orleans (RTA)	113.6	90.9							90.9	22.7	Transit Enhancement
Security Cameras	Orleans (RTA)	113.6	90.9							90.9	22.7	Security Enhancement
Bus and Streetcar Radios	Orleans (RTA)	1,106.3				885.0				885.0	221.3	
Preventative Maintenance (Rail)	Orleans (RTA)	6,033.7	1,737.7	3,089.2						4,826.9	1,206.7	
Shop Tools and Equipment	Orleans (RTA)	25.0		20.0						20.0	5.0	
Riverfront Catenary Repair	Orleans (RTA)	113.5		90.8						90.8	22.7	
Inspection Pit	Orleans (RTA)	350.0		280.0						280.0	70.0	
Operating Assistance	Orleans (RTA)	1,300.0	650.0							650.0	650.0	Algiers Ferry
Paratransit Customer Service Application	Orleans (RTA)	250.0							200.0	200.0	50.0	FY-14 New Freedom Award
Weekend Service	Orleans (RTA)	17.0						8.5		8.5	8.5	Supplement to existing project
Economic Impact of Transit Study	Orleans (RTA)	50.0	40.0							40.0	10.0	FY-10 5307 Funds
Total Orleans FY-14		18,603.6	9,776.8	3,480.0	177.5	885.0	0.0			14,487.8	4,115.8	
Total Orleans		18,653.6	9,776.8	3,480.0	177.5	885.0	0.0			14,527.8	4,125.8	
Operating Assistance	St. Bernard	247.9	124.0							124.0	124.0	
Preventative Maintenance	St. Bernard	133.9	107.1							107.1	26.8	
Shop Equipment	St. Bernard	55.0	44.0							44.0	11.0	
Passenger Amenities	St. Bernard	218.5	84.9			89.9				174.8	43.7	Transit Enhancement
ADP Hardware	St. Bernard	12.5	10.0							10.0	2.5	
Project Administration	St. Bernard	25.0	20.0							20.0	5.0	
Total St. Bernard FY-14		692.9	390.0	0.0	0.0	89.9	0.0			479.9	213.0	
Total St. Bernard		692.9	390.0	0.0	0.0	89.9	0.0			479.9	213.0	
Belle Chasse Ferry Landing Repairs	Plaquemines	400.0	320.0							320.0	80.0	
Total Plaquemines FY-14		400.0	320.0	0.0	0.0	0.0	0.0			320.0	80.0	
Total Plaquemines		400.0	320.0	0.0	0.0	0.0	0.0			320.0	80.0	
TOTAL FY-14		28,197.4	14,391.8	3,480.0	355.0	1,354.9	800.1			20,780.3	7,417.0	
TOTAL		28,397.4	14,511.8	3,480.0	355.0	1,354.9	800.1			20,940.3	7,457.0	

FY 15 - Transportation Improvement Program - Transit Element
New Orleans Urbanized Area

2015 Transportation Improvement Program - Transit Element										
Project	Parish	Total Cost	Section 5307	Section 5337 (Rail)	Section 5337 (HOV)	Section 5339	Section 5310	Total Federal	Local Match	Comments
Paratransit Vehicles	Region	1,000.1					800.1	800.1	200.0	Pending DOTD Award
Ferry Preventative Maintenance	DOTD	625.0	500.0					500.0	125.0	
Total Region FY-15		1,625.1	500.0	0.0	0.0		800.1	1,300.1	325.0	
Total Region		1,625.1	500.0	0.0	0.0		800.1	1,300.1	325.0	
Preventative Maintenance	Jefferson	1,346.9	900.0		177.5			1,077.5	269.4	Transit Enhancement
Operating Assistance - Fixed Route	Jefferson	3,657.8	1,828.9					1,828.9	1,828.9	
Bus Stop Signage	Jefferson	47.6	38.1					38.1	9.5	Security Enhancement
Capital Project Management - 3rd Party	Jefferson	37.5	30.0					30.0	7.5	
Planning	Jefferson	112.5	90.0					90.0	22.5	Security Enhancement
Security Equipment	Jefferson	47.6	38.1					38.1	9.5	
New Vehicles	Jefferson	1,262.5	630.0			380.0		1,010.0	252.5	Security Enhancement
Transit Facilities	Jefferson	312.5	250.0					250.0	62.5	
Total Jefferson FY-15		6,824.8	3,805.0	0.0	177.5	380.0	0.0	4,362.5	2,462.3	
Total Jefferson		6,824.8	3,805.0	0.0	177.5	380.0	0.0	4,362.5	2,462.3	
Preventative Maintenance (Bus)	Orleans (RTA)	8,465.5	6,594.9		177.5			6,772.4	1,693.1	650,000 flexed from STP>200K
Preventative Maintenance (Paratransit)	Orleans (RTA)	509.6	407.7					407.7	101.9	
Employee Training	Orleans (RTA)	206.0	164.8					164.8	41.2	Transit Enhancement
Lighting and Signage	Orleans (RTA)	113.6	90.9					90.9	22.7	
Security Equipment	Orleans (RTA)	113.6	90.9					90.9	22.7	Security Enhancement
Communication Equipment	Orleans (RTA)	1,106.3				885.0		885.0	221.3	
Preventative Maintenance (Rail)	Orleans (RTA)	6,033.7	1,737.7	3,089.2				4,826.9	1,206.7	Security Enhancement
Shop Tools and Equipment	Orleans (RTA)	25.0		20.0				20.0	5.0	
Streetcar Facility Maintenance	Orleans (RTA)	113.5		90.8				90.8	22.7	Security Enhancement
Transit Facilities	Orleans (RTA)	350.0		280.0				280.0	70.0	
Total Orleans FY-15		17,036.6	9,086.8	3,480.0	177.5	885.0	0.0	13,629.3	3,407.3	
Total Orleans		17,036.6	9,086.8	3,480.0	177.5	885.0	0.0	13,629.3	3,407.3	
Operating Assistance		247.9	124.0					124.0	124.0	Transit Enhancement
Preventative Maintenance		133.9	107.1					107.1	26.8	
Shop Equipment		55.0	44.0					44.0	11.0	Transit Enhancement
Passenger Amenities		231.3	95.0			90.0		185.0	46.3	
Project Administration		25.0	20.0					20.0	5.0	Transit Enhancement
Total St. Bernard FY-15		693.1	390.1	0.0	0.0	90.0	0.0	480.1	213.0	
Total St. Bernard		693.1	390.1	0.0	0.0	90.0	0.0	480.1	213.0	
Preventive Maintenance		312.5	250.0					250.0	62.5	Transit Enhancement
Total St. John/St. Charles FY-15		312.5	250.0	0.0	0.0	0.0	0.0	250.0	62.5	
Total St. John/St. Charles		312.5	250.0	0.0	0.0	0.0	0.0	250.0	62.5	
Ferry Preventative Maintenance		400.0	320.0					320.0	80.0	Transit Enhancement
Total Plaquemines FY-15		400.0	320.0	0.0	0.0	0.0	0.0	320.0	80.0	
Total Plaquemines		400.0	320.0	0.0	0.0	0.0	0.0	320.0	80.0	
TOTAL FY-15		26,579.6	14,101.9	3,480.0	355.0	1,355.0	800.1	20,092.0	6,487.6	
TOTAL		26,579.6	14,101.9	3,480.0	355.0	1,355.0	800.1	20,092.0	6,487.6	

*Based on 2014 UZA Apportionment

FY 16 - Transportation Improvement Program - Transit Element
New Orleans Urbanized Area

2016 Transportation Improvement Program - Transit Element										
Project	Parish	Total Cost	Section 5307	Section 5337 (Rail)	Section 5337 (HOV)	Section 5339	Section 5310	Total Federal	Local Match	Comments
Paratransit Vehicles	Region	1,000.1					800.1	800.1	200.0	Pending DOTD Award
Ferry Preventative Maintenance	DOTD	625.0	500.0					500.0	125.0	
Total Region FY-16		1,625.1	500.0	0.0	0.0		800.1	1,300.1	325.0	
Total Region		1,625.1	500.0	0.0	0.0		800.1	1,300.1	325.0	
Preventative Maintenance	Jefferson	1,346.9	900.0		177.5			1,077.5	269.4	Transit Enhancement
Operating Assistance - Fixed Route	Jefferson	3,657.8	1,828.9					1,828.9	1,828.9	
Bus Stop Signage	Jefferson	47.6	38.1					38.1	9.5	
Capital Project Management - 3rd Party	Jefferson	37.5	30.0					30.0	7.5	
Planning	Jefferson	112.5	90.0					90.0	22.5	Security Enhancement
Security Equipment	Jefferson	47.6	38.1					38.1	9.5	
New Vehicles	Jefferson	1,262.5	630.0			380.0		1,010.0	252.5	
Transit Facilities	Jefferson	312.5	250.0					250.0	62.5	
Total Jefferson FY-16		6,824.8	3,805.0	0.0	177.5	380.0	0.0	4,362.5	2,462.3	
Total Jefferson		6,824.8	3,805.0	0.0	177.5	380.0	0.0	4,362.5	2,462.3	
Preventative Maintenance (Bus)	Orleans (RTA)	8,465.5	6,594.9		177.5			6,772.4	1,693.1	Transit Enhancement
Preventative Maintenance (Paratransit)	Orleans (RTA)	509.6	407.7					407.7	101.9	
Employee Training	Orleans (RTA)	206.0	164.8					164.8	41.2	
Lighting and Signage	Orleans (RTA)	113.6	90.9					90.9	22.7	
Security Equipment	Orleans (RTA)	113.6	90.9					90.9	22.7	Security Enhancement
Communication Equipment	Orleans (RTA)	1,106.3				885.0		885.0	221.3	
Preventative Maintenance (Rail)	Orleans (RTA)	6,033.7	1,737.7	3,089.2				4,826.9	1,206.7	
Shop Tools and Equipment	Orleans (RTA)	25.0		20.0				20.0	5.0	
Streetcar Facility Maintenance	Orleans (RTA)	113.5		90.8				90.8	22.7	
Transit Facilities	Orleans (RTA)	350.0		280.0				280.0	70.0	
Total Orleans FY-16		17,036.6	9,086.8	3,480.0	177.5	885.0	0.0	13,629.3	3,407.3	
Total Orleans		17,036.6	9,086.8	3,480.0	177.5	885.0	0.0	13,629.3	3,407.3	
Operating Assistance		247.9	124.0					124.0	124.0	Transit Enhancement
Preventative Maintenance		133.9	107.1					107.1	26.8	
Shop Equipment		55.0	44.0					44.0	11.0	
Passenger Amenities		231.3	95.0			90.0		185.0	46.3	
Project Administration		25.0	20.0					20.0	5.0	
Total St. Bernard FY-16		693.1	390.1	0.0	0.0	90.0	0.0	480.1	213.0	
Total St. Bernard		693.1	390.1	0.0	0.0	90.0	0.0	480.1	213.0	
Preventive Maintenance		312.5	250.0					250.0	62.5	
Total St. John/St. Charles FY-16		312.5	250.0	0.0	0.0	0.0	0.0	250.0	62.5	
Total St. John/St. Charles		312.5	250.0	0.0	0.0	0.0	0.0	250.0	62.5	
Ferry Preventative Maintenance		400.0	320.0					320.0	80.0	
Total Plaquemines FY-16		400.0	320.0	0.0	0.0	0.0	0.0	320.0	80.0	
Total Plaquemines		400.0	320.0	0.0	0.0	0.0	0.0	320.0	80.0	
TOTAL FY-15		26,579.6	14,101.9	3,480.0	355.0	1,355.0	800.1	20,092.0	6,487.6	
TOTAL		26,579.6	14,101.9	3,480.0	355.0	1,355.0	800.1	20,092.0	6,487.6	

*Based on 2014 UZA Apportionment

FY 17 - Transportation Improvement Program - Transit Element
New Orleans Urbanized Area

2017 Transportation Improvement Program - Transit Element										
Project	Parish	Total Cost	Section 5307	Section 5337 (Rail)	Section 5337 (HOV)	Section 5339	Section 5310	Total Federal	Local Match	Comments
Paratransit Vehicles	Region	1,000.1					800.1	800.1	200.0	Pending DOTD Award
Ferry Preventative Maintenance	DOTD	625.0	500.0					500.0	125.0	
Total Region FY-17		1,625.1	500.0	0.0	0.0		800.1	1,300.1	325.0	
Total Region		1,625.1	500.0	0.0	0.0		800.1	1,300.1	325.0	
Preventative Maintenance	Jefferson	1,346.9	900.0		177.5			1,077.5	269.4	Transit Enhancement
Operating Assistance - Fixed Route	Jefferson	3,657.8	1,828.9					1,828.9	1,828.9	
Bus Stop Signage	Jefferson	47.6	38.1					38.1	9.5	Security Enhancement
Capital Project Management - 3rd Party	Jefferson	37.5	30.0					30.0	7.5	
Planning	Jefferson	112.5	90.0					90.0	22.5	Security Enhancement
Security Equipment	Jefferson	47.6	38.1					38.1	9.5	
New Vehicles	Jefferson	1,262.5	630.0			380.0		1,010.0	252.5	
Transit Facilities	Jefferson	312.5	250.0					250.0	62.5	
Total Jefferson FY-17		6,824.8	3,805.0	0.0	177.5	380.0	0.0	4,362.5	2,462.3	
Total Jefferson		6,824.8	3,805.0	0.0	177.5	380.0	0.0	4,362.5	2,462.3	
Preventative Maintenance (Bus)	Orleans (RTA)	8,465.5	6,594.9		177.5			6,772.4	1,693.1	Transit Enhancement
Preventative Maintenance (Paratransit)	Orleans (RTA)	509.6	407.7					407.7	101.9	
Employee Training	Orleans (RTA)	206.0	164.8					164.8	41.2	Security Enhancement
Lighting and Signage	Orleans (RTA)	113.6	90.9					90.9	22.7	
Security Equipment	Orleans (RTA)	113.6	90.9					90.9	22.7	Security Enhancement
Communication Equipment	Orleans (RTA)	1,106.3				885.0		885.0	221.3	
Preventative Maintenance (Rail)	Orleans (RTA)	6,033.7	1,737.7	3,089.2				4,826.9	1,206.7	
Shop Tools and Equipment	Orleans (RTA)	25.0		20.0				20.0	5.0	
Streetcar Facility Maintenance	Orleans (RTA)	113.5		90.8				90.8	22.7	
Transit Facilities	Orleans (RTA)	350.0		280.0				280.0	70.0	
Total Orleans FY-17		17,036.6	9,086.8	3,480.0	177.5	885.0	0.0	13,629.3	3,407.3	
Total Orleans		17,036.6	9,086.8	3,480.0	177.5	885.0	0.0	13,629.3	3,407.3	
Operating Assistance		247.9	124.0					124.0	124.0	Transit Enhancement
Preventative Maintenance		133.9	107.1					107.1	26.8	
Shop Equipment		55.0	44.0					44.0	11.0	Transit Enhancement
Passenger Amenities		231.3	95.0			90.0		185.0	46.3	
Project Administration		25.0	20.0					20.0	5.0	
Total St. Bernard FY-17		693.1	390.1	0.0	0.0	90.0	0.0	480.1	213.0	
Total St. Bernard		693.1	390.1	0.0	0.0	90.0	0.0	480.1	213.0	
Preventative Maintenance		312.5	250.0					250.0	62.5	
Total St. John/St. Charles FY-17		312.5	250.0	0.0	0.0	0.0	0.0	250.0	62.5	
Total St. John/St. Charles		312.5	250.0	0.0	0.0	0.0	0.0	250.0	62.5	
Ferry Preventative Maintenance		400.0	320.0					320.0	80.0	
Total Plaquemines FY-17		400.0	320.0	0.0	0.0	0.0	0.0	320.0	80.0	
Total Plaquemines		400.0	320.0	0.0	0.0	0.0	0.0	320.0	80.0	
TOTAL FY-17		26,579.6	14,101.9	3,480.0	355.0	1,355.0	800.1	20,092.0	6,487.6	
TOTAL		26,579.6	14,101.9	3,480.0	355.0	1,355.0	800.1	20,092.0	6,487.6	

*Based on 2014 UZA Apportionment

FY 18 - Transportation Improvement Program - Transit Element
New Orleans Urbanized Area

2018 Transportation Improvement Program - Transit Element										
Project	Parish	Total Cost	Section 5307	Section 5337 (Rail)	Section 5337 (HOV)	Section 5339	Section 5310	Total Federal	Local Match	Comments
Paratransit Vehicles	Region	1,000.1					800.1	800.1	200.0	Pending DOTD Award
Ferry Preventative Maintenance	DOTD	625.0	500.0					500.0	125.0	
Total Region FY-18		1,625.1	500.0	0.0	0.0		800.1	1,300.1	325.0	
Total Region		1,625.1	500.0	0.0	0.0		800.1	1,300.1	325.0	
Preventative Maintenance	Jefferson	1,346.9	900.0		177.5			1,077.5	269.4	Transit Enhancement
Operating Assistance - Fixed Route	Jefferson	3,657.8	1,828.9					1,828.9	1,828.9	
Bus Stop Signage	Jefferson	47.6	38.1					38.1	9.5	Security Enhancement
Capital Project Management - 3rd Party	Jefferson	37.5	30.0					30.0	7.5	
Planning	Jefferson	112.5	90.0					90.0	22.5	
Security Equipment	Jefferson	47.6	38.1					38.1	9.5	
New Vehicles	Jefferson	1,262.5	630.0			380.0		1,010.0	252.5	
Transit Facilities	Jefferson	312.5	250.0					250.0	62.5	
Total Jefferson FY-18		6,824.8	3,805.0	0.0	177.5	380.0	0.0	4,362.5	2,462.3	
Total Jefferson		6,824.8	3,805.0	0.0	177.5	380.0	0.0	4,362.5	2,462.3	
Preventative Maintenance (Bus)	Orleans (RTA)	8,465.5	6,594.9		177.5			6,772.4	1,693.1	Transit Enhancement
Preventative Maintenance (Paratransit)	Orleans (RTA)	509.6	407.7					407.7	101.9	
Employee Training	Orleans (RTA)	206.0	164.8					164.8	41.2	Security Enhancement
Lighting and Signage	Orleans (RTA)	113.6	90.9					90.9	22.7	
Security Equipment	Orleans (RTA)	113.6	90.9					90.9	22.7	
Communication Equipment	Orleans (RTA)	1,106.3				885.0		885.0	221.3	
Preventative Maintenance (Rail)	Orleans (RTA)	6,033.7	1,737.7	3,089.2				4,826.9	1,206.7	
Shop Tools and Equipment	Orleans (RTA)	25.0		20.0				20.0	5.0	
Streetcar Facility Maintenance	Orleans (RTA)	113.5		90.8				90.8	22.7	
Transit Facilities	Orleans (RTA)	350.0		280.0				280.0	70.0	
Total Orleans FY-18		17,036.6	9,086.8	3,480.0	177.5	885.0	0.0	13,629.3	3,407.3	
Total Orleans		17,036.6	9,086.8	3,480.0	177.5	885.0	0.0	13,629.3	3,407.3	
Operating Assistance		247.9	124.0					124.0	124.0	Transit Enhancement
Preventative Maintenance		133.9	107.1					107.1	26.8	
Shop Equipment		55.0	44.0					44.0	11.0	
Passenger Amenities		231.3	95.0			90.0		185.0	46.3	
Project Administration		25.0	20.0					20.0	5.0	
Total St. Bernard FY-18		693.1	390.1	0.0	0.0	90.0	0.0	480.1	213.0	
Total St. Bernard		693.1	390.1	0.0	0.0	90.0	0.0	480.1	213.0	
Preventive Maintenance		312.5	250.0					250.0	62.5	
Total St. John/St. Charles FY-18		312.5	250.0	0.0	0.0	0.0	0.0	250.0	62.5	
Total St. John/St. Charles		312.5	250.0	0.0	0.0	0.0	0.0	250.0	62.5	
Ferry Preventative Maintenance		400.0	320.0					320.0	80.0	
Total Plaquemines FY-18		400.0	320.0	0.0	0.0	0.0	0.0	320.0	80.0	
Total Plaquemines		400.0	320.0	0.0	0.0	0.0	0.0	320.0	80.0	
TOTAL FY-18		26,579.6	14,101.9	3,480.0	355.0	1,355.0	800.1	20,092.0	6,487.6	
TOTAL		26,579.6	14,101.9	3,480.0	355.0	1,355.0	800.1	20,092.0	6,487.6	

Tier II - Transportation Improvement Program - Transit Element
New Orleans Urbanized Area

Transportation Improvement Program - Transit Element - TIER II (2019-2028)											
Project	Parish	Total Cost	Section 5307	Section 5337 (Rail)	Section 5337 (HOV)	Section 5339	TIGER/5309 /Discr.	Section 5310	Total Federal	Local Match	Comments
Ferry Preventative Maintenance and Facilities	DOTD	9,129.5	7,303.6						7,303.6	1,825.9	
Total Region Tier II		9,129.5	7,303.6	0.0	0.0			0.0	7,303.6	1,825.9	
Preventative Maintenance	Jefferson	28,241.0	20,000.0		2,592.8				22,592.8	5,648.2	Transit Enhancement
Operating Assistance - Fixed Route	Jefferson	33,600.0	16,800.0						16,800.0	16,800.0	
Transit Enhancements and Bust Stops	Jefferson	1,312.5	1,050.0						1,050.0	262.5	
Capital Project Management - 3rd Party Planning	Jefferson	1,500.0	1,200.0						1,200.0	300.0	Security Enhancement
Security Equipment	Jefferson	5,000.0	4,000.0						4,000.0	1,000.0	
New Fixed Route Vehicles	Jefferson	625.0	500.0						500.0	125.0	
New Paratransit Vehicles	Jefferson	13,191.6	6,000.0			4,553.3			10,553.3	2,638.3	
New Transit Equipment	Jefferson	2,508.8	2,007.0						2,007.0	501.8	
Bus Rapid Transit	Jefferson	2,500.0	2,000.0						2,000.0	500.0	
	Jefferson	20,000.0					10,000.0		10,000.0	10,000.0	Unfunded, pending DOT award
Total Jefferson Tier II		108,478.9	53,557.0	0.0	2,592.8	4,553.3		0.0	70,703.1	37,775.8	
Preventative Maintenance (Bus)	Orleans	113,153.5	87,930.0		2,592.8				90,522.8	22,630.7	Unfunded, Pending DOT Award
New Vehicles - Buses	Orleans	55,880.0	31,006.3			13,697.7			44,704.0	11,176.0	
New Vehicles - Paratransit	Orleans	4,420.0	3,536.0						3,536.0	884.0	
Security Enhancements	Orleans	1,250.0	1,000.0						1,000.0	250.0	
Transit Enhancements	Orleans	5,000.0	4,000.0						4,000.0	1,000.0	
Planning	Orleans	1,250.0	1,000.0						1,000.0	250.0	
Shop Equipment	Orleans	375.0	300.0						300.0	75.0	
Computer Equipment	Orleans	2,500.0	2,000.0						2,000.0	500.0	
New Vehicles - Streetcars	Orleans	32,000.0		25,600.0					25,600.0	6,400.0	
Streetcar Facility	Orleans	34,335.9		13,733.0			13,735.7		27,468.7	6,867.2	
Streetcar Rail Replacement	Orleans	14,375.8		11,500.6					11,500.6	2,875.2	
Rampart Streetcar Ext - Press	Orleans	31,800.0					15,900.0		15,900.0	15,900.0	
Rampart Streetcar Ext - Poland	Orleans	59,360.0					29,680.0		29,680.0	29,680.0	
Rampart Streetcar Ext - Refinery	Orleans	266,642.0					133,321.0		133,321.0	133,321.0	
Elysian Fields Streetcar - to River	Orleans	266,642.0					133,321.0		133,321.0	133,321.0	
Elysian Fields Streetcar - to UNO	Orleans	37,206.0					18,603.0		18,603.0	18,603.0	
Loyola Streetcar - Convention Center	Orleans	130,000.0					65,000.0		65,000.0	65,000.0	
Poydras Streetcar	Orleans	62,010.0					31,005.0		31,005.0	31,005.0	
St. Charles Streetcar, Canal via Carrollton	Orleans	120,000.0					60,000.0		60,000.0	60,000.0	
Total Orleans Tier II		1,238,200.1	130,772.3	50,833.6	2,592.8	13,697.7	500,565.7	0.0	698,462.1	539,738.0	
Operating Assistance		3,622.0	1,811.0						1,811.0	1,811.0	
Preventative Maintenance		1,953.8	1,563.0						1,563.0	390.8	
Shop Equipment		803.8	643.0						643.0	160.8	
Passenger Amenities		3,377.9	1,387.7			1,314.6			2,702.3	675.6	
Project Administration		365.0	292.0						292.0	73.0	
Total St. Bernard Tier II		10,122.4	5,696.7	0.0	0.0	1,314.6		0.0	7,011.3	3,111.1	
Vehicle Replacement and Maintenance		6,437.2	5,149.8						5,149.8	1,287.4	
Total St. John/St. Charles Tier II		6,437.2	5,149.8	0.0	0.0	0.0		0.0	5,149.8	1,287.4	
Ferry Replacement and Maintenance		6,437.2	5,149.8						5,149.8	1,287.4	
Total Plaquemines Tier II		6,437.2	5,149.8	0.0	0.0	0.0		0.0	5,149.8	1,287.4	
TOTAL Tier II		1,378,805.3	207,629.2	50,833.6	5,185.6	19,565.6	500,565.7	0.0	793,779.7	585,025.7	

Tier III - Transportation Improvement Program - Transit Element
New Orleans Urbanized Area

Transportation Improvement Program - Transit Element - TIER III (2029-2044)											
Project	Parish	Total Cost	Section 5307	Section 5337 (Rail)	Section 5337 (HOV)	Section 5339	TIGER/5309 /Discr.	Section 5310	Total Federal	Local Match	Comments
Ferry Preventative Maintenance and Facilities	DOTD	24,565.0	19,652.0						19,652.0	4,913.0	
Total Region Tier III		24,565.0	19,652.0	0.0	0.0			0.0	19,652.0	4,913.0	
Preventative Maintenance	Jefferson	71,220.0	50,000.0		6,976.0				56,976.0	14,244.0	Transit Enhancement
Operating Assistance - Fixed Route	Jefferson	36,000.0	18,000.0						18,000.0	18,000.0	
Transit Enhancements & Bus Stops	Jefferson	5,350.0	4,280.0						4,280.0	1,070.0	Security Enhancement
Capital Project Management - 3rd Party	Jefferson	4,025.0	3,220.0						3,220.0	805.0	
Planning	Jefferson	13,261.3	10,609.0						10,609.0	2,652.3	Security Enhancement
Security Equipment	Jefferson	3,750.0	3,000.0						3,000.0	750.0	
New Fixed Route Vehicles	Jefferson	51,489.5	33,000.0			8,191.6			41,191.6	10,297.9	Security Enhancement
New Paratransit Vehicles	Jefferson	12,500.0	7,000.0			3,000.0			10,000.0	2,500.0	
New Transit & Administrative Facilities	Jefferson	22,500.0	15,000.0			3,000.0			18,000.0	4,500.0	
Total Jefferson Tier III		220,095.8	144,109.0	0.0	6,976.0	14,191.6		0.0	165,276.6	54,819.2	
Preventative Maintenance (Bus)	Orleans	303,241.0	240,000.0		2,592.8				242,592.8	60,648.2	Security Enhancement
New Vehicles - Buses	Orleans	119,667.5	70,000.0			25,734.0			95,734.0	23,933.5	
New Vehicles - Paratransit	Orleans	10,750.0	8,600.0						8,600.0	2,150.0	Security Enhancement
Security Enhancements	Orleans	3,350.0	2,680.0						2,680.0	670.0	
Transit Enhancements	Orleans	10,250.0	8,200.0						8,200.0	2,050.0	Security Enhancement
Planning	Orleans	3,350.0	2,680.0						2,680.0	670.0	
Shop Equipment	Orleans	1,250.0	1,000.0						1,000.0	250.0	Security Enhancement
ITS and Computer Equipment	Orleans	7,500.0	6,000.0						6,000.0	1,500.0	
New Vehicles - Streetcars	Orleans	87,500.0		70,000.0					70,000.0	17,500.0	Security Enhancement
Streetcar Facilities Preventative Maint.	Orleans	41,250.0		33,000.0					33,000.0	8,250.0	
Maintenance and Administrative Facilities	Orleans	67,225.0	10,000.0	33,780.0		10,000.0			53,780.0	13,445.0	Security Enhancement
Poydras Streetcar Ext., Canal to Loyola	Orleans	62,100.0					31,050.0		31,050.0	31,050.0	
Claiborne Streetcar	Orleans	120,000.0					60,000.0		60,000.0	60,000.0	Unfunded, Pending DOT Award
Total Orleans Tier III		837,433.5	349,160.0	136,780.0	2,592.8	25,734.0	0.0	0.0	615,316.8	222,116.7	
Operating Assistance		9,740.0	4,870.0						4,870.0	4,870.0	Transit Enhancement
Preventative Maintenance		5,256.3	4,205.0						4,205.0	1,051.3	
Shop Equipment		2,150.0	1,720.0						1,720.0	430.0	Transit Enhancement
Passenger Amenities		9,078.8	3,733.0			3,530.0			7,263.0	1,815.8	
Project Administration		9,825.0	7,860.0						7,860.0	1,965.0	
Total St. Bernard Tier III		36,050.0	22,388.0	0.0	0.0	3,530.0		0.0	25,918.0	10,132.0	
Preventative Maintenance		17,320.0	13,856.0						13,856.0	3,464.0	
Total St. John/St. Charles Tier III		17,320.0	13,856.0	0.0	0.0	0.0		0.0	13,856.0	3,464.0	
Ferry Preventative Maintenance		17,320.0	13,856.0						13,856.0	3,464.0	
Total Plaquemines Tier III		17,320.0	13,856.0	0.0	0.0	0.0		0.0	13,856.0	3,464.0	
TOTAL TIER III		1,152,784.2	563,021.0	136,780.0	9,568.8	43,455.6	0.0	0.0	853,875.4	298,908.8	

Appendices

A – RPC and TAC Membership

B – Project Scorecard

Appendix A

2014 Regional Planning Commission, Transportation Policy Committee, and Technical Advisory Committee Membership

Regional Planning Commission – Summer 2014

Officers

Mitchell J. Landrieu
Chairman

Billy Nungesser
1st Vice Chairman

Patricia Brister
2nd Vice Chairman

John F. Young, Jr.
3rd Vice Chairman

Gordon Burgess
Secretary

David Peralta
Treasurer

St. Tammany Parish	Jefferson Parish	Orleans Parish	Plaquemines Parish	St. Bernard Parish	Tangipahoa Parish
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Patricia Brister
Parish President

John F. Young, Jr.
Parish President

Mitchell J. Landrieu
Mayor

Billy Nungesser
Parish President

David Peralta
Parish President

Gordon Burgess
Parish President

Steve Stefancik
Councilmember

Elton Lagasse
Councilmember-at-Large

Jason Williams
Councilmember-at-Large

Byron Marinovich
Councilmember

Casey W. Hunnicutt
Councilmember

Robert Zabbia
Mayor of
Pontchatoula

R. Reid Falconer
Councilmember

Belinda Constant
Mayor of Gretna

Stacy Head
Councilmember-at-Large

Kirk Lepine
Councilmember

Ray Lauga
Councilmember

David Vial
Council Chairman

Richard P. Kelley
Citizen

Lee Giorgio
Citizen

Ronald Carrerre, Jr.
Citizen

Darren Barrois, Sr.
Citizen

Charles H. Ponstein
Citizen

Dr. Bonnie Lewis
Citizen

John F. Stumpf, Jr.
Citizen

Jeffrey Schwartz
Citizen

Mike Ford
Citizen

David Munn
Citizen

Mitch Williams
Citizen

Louisiana Department of Transportation and Development

Sherri Lebas
Secretary

Additional Transportation Policy Committee Members (MPO & Full RPC Membership) – Summer 2014

Iftikhar Ahmad
Director
Louis Armstrong Intl. Airport

**Greater New Orleans
Expressway Commission**

Jeff Davis
General Manager
N.O. Public Belt Railroad

Ryan Brown
Director
Jefferson Parish Transit

Pat Gallwey
Chief Operating Officer
Port of New Orleans

Natalie Robottom
Parish President
St. John the Baptist Parish

Mike Cooper
Mayor
City of Covington

Cathy F. Gautreaux
Executive Director
Louisiana Motor Transport Assn.

V.J. St. Pierre, Jr.
Parish President
St. Charles Parish

Freddy Drennan
Mayor
City of Slidell

Salvador Longoria
Chairman
Regional Transit Authority

Donald Villere
Mayor
City of Mandeville

Mayson Foster
Mayor
City of Hammond

Technical Advisory Committee – Summer 2014

Jefferson Parish	Orleans Parish	Plaquemines Parish	St. Bernard Parish
<p>Kazem Alikhani Director, Public Works Jefferson Parish</p>	<p>Azalea Roussell Planning and Zoning Official City of Gretna</p>	<p>Mark Jernigan Director, Public Works City of New Orleans</p>	<p>Byron Williams Director, Public Services Plaquemines Parish</p>
<p>Mark Drewes Director, Engineering Division Jefferson Parish</p>	<p>Danny Lasyone Director, Public Works City of Gretna</p>	<p>Louis Haywood Traffic Division, Public Works City of New Orleans</p>	<p>Ken Dugas Parish Engineer Plaquemines Parish</p>
<p>Terri Wilkinson Director, Planning Jefferson Parish</p>	<p>Robert Rivers Director, City Planning Commission City of New Orleans</p>	<p>Robert Spears GIS Manager Plaquemines Parish</p>	<p>Michael Albert Director, Community Development St. Bernard Parish</p>
<p>Juliette Cassagne Planner Jefferson Parish</p>	<p>Leslie Alley Deputy Director, City Planning Commission City of New Orleans</p>	<p>Mike Metcalf Permits, Planning, and Zoning Plaquemines Parish</p>	<p>Robin Jones Planner III, Community Development St. Bernard Parish</p>
<p>Ryan Brown Director, Transit Administration Jefferson Parish</p>	<p>Justin Augustine Vice President Veolia Transportation Services, Inc.</p>	<p>Mary Chimento Planner, Community Development St. Bernard Parish</p>	<p>Lonnie Campbell Transit Manager - SBURT St. Bernard Parish</p>
<p>Stacey Vansickle Solutient / Jefferson Transit</p>	<p>Stefan Marks Director of Planning Regional Transit Authority</p>		
<p>Jay Hebert Director, Planning City of Kenner</p>			
<p>Jose Gonzalez Director, Public Works City of Kenner</p>			

St. Charles Parish	St. John the Baptist Parish	St. Tammany Parish	Tangipahoa Parish	
<p>Sam Scholle Director, Public Works St. Charles Parish</p>	<p>Brian Nunes Director, Public Works St. John the Baptist Parish</p>	<p>Shannon Davis Director, Public Works St. Tammany Parish</p>	<p>Louissette Kidd Director, Planning and Development City of Mandeville</p>	<p>Alyson Lapuma Director, Planning Tangipahoa Parish</p>
<p>Kimberly Marousek Director, Planning and Zoning St. Charles Parish</p>	<p>Verdell Kindrick Assistant Director, Public Works St. John the Baptist Parish</p>	<p>Eddie Williams Director, Engineering St. Tammany Parish</p>	<p>Tara Ingram-Hunter Director, Planning City of Slidell</p>	<p>Maurice Jordan Parish Engineer Tangipahoa Parish</p>
<p>Marny Stein Planning and Zoning St. Charles Parish</p>	<p>Angelic Sutherland Special Assistant to the Parish President St. John the Baptist Parish</p>	<p>Sidney Fontenot Director, Planning St. Tammany Parish</p>	<p>Donna O'Dell Director, Engineering City of Slidell</p>	<p>Lacy Landrum Grants Manager City of Hammond</p>
<p>Buddy Boe Chief Administrative Officer St. Charles Parish</p>		<p>Gina Campo Chief Operating Officer St. Tammany Parish</p>		<p>Charles Zweifel Public Works City of Pontchatoula</p>
		<p>Erin Stair Project Administrator St. Tammany Parish</p>		
		<p>Daniel Hill, PE City Engineer City of Covington</p>		
		<p>Naketah Bagby Director, Planning City of Covington</p>		
		<p>David DeGeneres Director, Public Works City of Mandeville</p>		

LA DOTD	Federal Government	Other Members	Non-Profit Members
<p>Dan Broussard Director, Planning LA DOTD</p>	<p>Allison Schilling District Administrator District 62 LA DOTD</p>	<p>Brandon Buckner Planning and Environmental Program Manager Federal Highway Administration</p>	<p>Jason Tudor Associate State Director AARP</p>
<p>Dawn Sholmire LA DOTD</p>	<p>Jesse McClendon Assistant District 62 Administrator LA DOTD</p>	<p>Mary Stringfellow Federal Highway Administration</p>	<p>Naomi Doerner Executive Director Bike Easy</p>
<p>Donna Lavigne Public Transportation Administrator LA DOTD</p>		<p>Laura Wallace Community Planner Federal Transit Administration</p>	<p>Rachel Diresto Executive Vice President Center for Planning Excellence</p>
<p>Dan Magri Traffic Safety Engineer LA DOTD</p>		<p>Earl Randall III Field Office Director U.S. Dept. of HUD</p>	<p>Rachel Heiligman Executive Director Ride New Orleans</p>
<p>Chris Morvant District Administrator District 02 LA DOTD</p>			
<p>Scott Boyle Assistant District 02 Administrator LA DOTD</p>			
<p>Allison Schilling District Administrator District 62 - LADOTD</p>			
		<p>Walter Krygowski Deputy Director and Chief Operating Officer New Orleans Aviation Board</p>	
		<p>Patrick Gallwey Chief Operating Officer New Orleans Port Authority</p>	
		<p>Curtis Broughton New Orleans Public Belt Railroad</p>	

Appendix B

Project Ranking Scorecard

Spring 2014

RPC Project Ranking Scorecard

The RPC's metropolitan planning process is firmly based in nationally recognized planning best practices, and consistently complies with both the letter and the spirit of federal transportation planning legislation. Projects are selected for inclusion in the Transportation Improvement Plan (TIP) or the Metropolitan Transportation Plan following an extensive vetting period that involves consultation with the public, elected officials, community leaders, relevant agencies, and RPC's own planning staff. The RPC Project Ranking Scorecard attempts to add another level of sophistication to that selection process by providing a systematic and quantitative process for selecting, ranking, and prioritizing projects. In addition, it serves as a tool for identifying projects that may disproportionately affect disadvantaged populations, and should therefore comply with the RPC's Title VI Plan.

The Scorecard describes a project by quantitatively rating its potential impacts on a variety of factors, such as safety or congestion. The actual factors considered by the Scorecard are derived from the variety of federal, state, and regional policies that help define the RPC's overarching planning priorities. It is intended to help simplify decision-making by providing a single, standardized tool for comparing projects. Through using it planners can be assured that they have considered a comprehensive set of criteria in the project selection process.

Projects will be rated based on their conformity with the following criteria:

- The eight planning factors as defined by 23 CMP 450.306
- The RPC's Congestion Management Process (CMP)
- The State of Louisiana's Strategic Highway Safety Plan (SHSP)
- Smart Growth Practices
- The region's Complete Streets initiatives
- Potential environmental and cultural impacts, positive or negative
- Potential economic development impacts
- Perceived acceptability among the public and elected officials

For each, projects will be ranked on a scale of 1 to 5, with 1 being a very negative impact and 5 being a very positive impact. Projects with no identifiable impact on a particular issue will be noted as "Not Applicable." The mean of the individual project rankings will be used as a general

priority ranking for each project. The score will indicate its compatibility with RPC's overarching planning goals, as well as its potential for successful implementation. **Projects with a rating of 3.5 or higher should be recommended for inclusion in the TIP.**

Regional Planning Commission

Project Ranking Scorecard

The project will be ranked based on its conformity to each of the topics below. For each section, assign a score of 1-5 based on its conformity. A score of 1 indicates a very negative potential impact, and a score of 5 indicates a very positive potential impact.

Project Title: _____

Score Summary:

Criteria	Score
Planning Factors	
Congestion Management	
Safety (SHSP)	
Smart Growth	
Complete Streets	
Environmental & Cultural	
Economic Development	
Public Support	
Total	
Average	

Recommended for Advancement (Y/N)? _____

Title VI Considerations (Y/N)? _____

Project Ranking Committee

_____ - *RPC Director of Planning*

_____ - *Transportation Planner*

_____ - *Title VI Coordinator*

Ranking Date _____

Ranking Criteria:

1. The Eight Planning Factors

23 CMP 45.306 outlines eight planning factors that an MPO should consider in its transportation planning process. In the table below, indicate the planning factors to which this project is related.

Preservation of System	
Management & Operations	
Intermodal/Multimodal	
Environment/Energy/Quality of Life/Planned Growth/Economic Development Patterns	
Accessibility & Mobility	
Security	
Safety	
Economic Vitality	

Notes:

Planning Factors Rank (1-5): _____

2. The Congestion Management Process

Rank the project according to its conformity with the priorities and strategies set forth in the RPC's Congestion Management Process Plan (CMP). Questions to Consider:

Does the project affect a Congestion Management route? If so, is the corridor identified by the CMP as a High Priority route?

Does the project include any strategies that have been identified as preferred strategies by the CMP, such as Transportation Demand Management (TDM), Incident Management, Access Management, or Operations improvement strategies?

Can the project be expected to help reduce congestion on the applicable corridors and/or region-wide?

Does the project aim to reduce congestion without increasing Single Occupant Vehicle (SOV) capacity?

Notes:

Congestion Management Rank (1-5): _____

3. The Louisiana Strategic Highway Safety Plan

Rank the project according to its conformity with the policies set forth in the State of Louisiana's Strategic Highway Safety Plan (SHSP). Questions to Consider:

Will the project help to achieve any of the objectives outlined in the SHSP?

Does the project address any of the SHSP's Emphasis Areas?

Does the project include any of the strategies recommended by the SHSP?

Notes:

SHSP Rank (1-5): _____

4. Smart Growth

Rank the project according to its conformity with the RPC's established Smart Growth Policies. Questions to consider:

How does the project link transportation and land use?

Will the project maintain or reduce the region's carbon footprint?

Does the project attempt to more efficiently use or maintain existing transportation infrastructure?

Will the project enhance community livability?

Notes:

Smart Growth Rank (1-5): _____

5. Complete Streets

Rank the project based on its consideration of the needs of all users, including pedestrians, cyclists, and transit riders. Questions to consider:

Is the project consistent with local, regional, or state bicycle Master Plans?

Does the project add or upgrade bike or pedestrian facilities?

Does the project take adequate precautions to protect the safety of cyclists and pedestrians?

Does the project include provisions to maintain or improve access to transit facilities?

Notes:

Complete Streets Rank (1-5): _____

6. Environmental Sustainability & Cultural Impact

Rank the project on its potential impact to environmental sustainability and culture, positive or negative. Questions to consider:

Will the project have an impact on vehicle emissions affecting air quality?

Will the project have an impact on fuel consumption?

Can the project be expected to improve transportation mode choice options?

Will the project improve mobility or accessibility without increasing VMT or ADT?

Will the project impact waterways or wetlands?

Are any culturally or historically significant sites impacted by the project?

Notes:

Environmental Sustainability Rank (1-5): _____

7. Economic Development

Rank the project on its potential impact, positive or negative, on local economic development. Questions to consider:

Does the project help advance the economic development goals of the project area, region, state, or nation?

Will the project aid in business retention or job creation?

Can the project be expected to encourage investment in the project area or region?

Notes:

Economic Development Rank (1-5): _____

8. Public Support

Rank the project according to its perceived support/popularity among the public and elected officials. Questions to consider:

Has the project been identified or supported by the RPC's Public Participation process?

Has the project been identified or supported by civic, community, neighborhood, or business groups?

Has the project been identified or supported by representatives or officials elected by the public?

Notes:

Public Support Rank (1-5): _____

Title VI Considerations

The Regional Planning Commission complies with all federal Title VI regulations. Before a project can be approved the following Title VI responsibilities must be considered.

Does the project impact or affect a minority community?

Does the project impact or affect a disadvantaged population (i.e. low income, elderly, and /or disabled)?

Does the project impact a LEP (Limited English Proficiency) population?

If the answer is “yes” to any of these questions then the RPC will take appropriate actions as stated in our Title VI Plan.

Notes & Required Actions:

Final Recommendation

Based on the project’s score on this Scorecard the following recommendation is made regarding its inclusion in the Transportation Improvement Program (TIP):

___ Present project to Transportation Policy Committee for consideration

___ Do not advance project

Statement of Certification:

As the Regional Planning Commission’s Director of Planning, I certify that the above recommendation indicates whether the project described on this Scorecard meets the quantitative criteria for inclusion in the regional Transportation Improvement Program (TIP). I also certify that efforts were made in good faith to objectively score the project, and acknowledge that considerations beyond the scope of this Scorecard may affect the project’s eligibility for inclusion in the TIP.