



2024

Annual Report





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Introduction

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

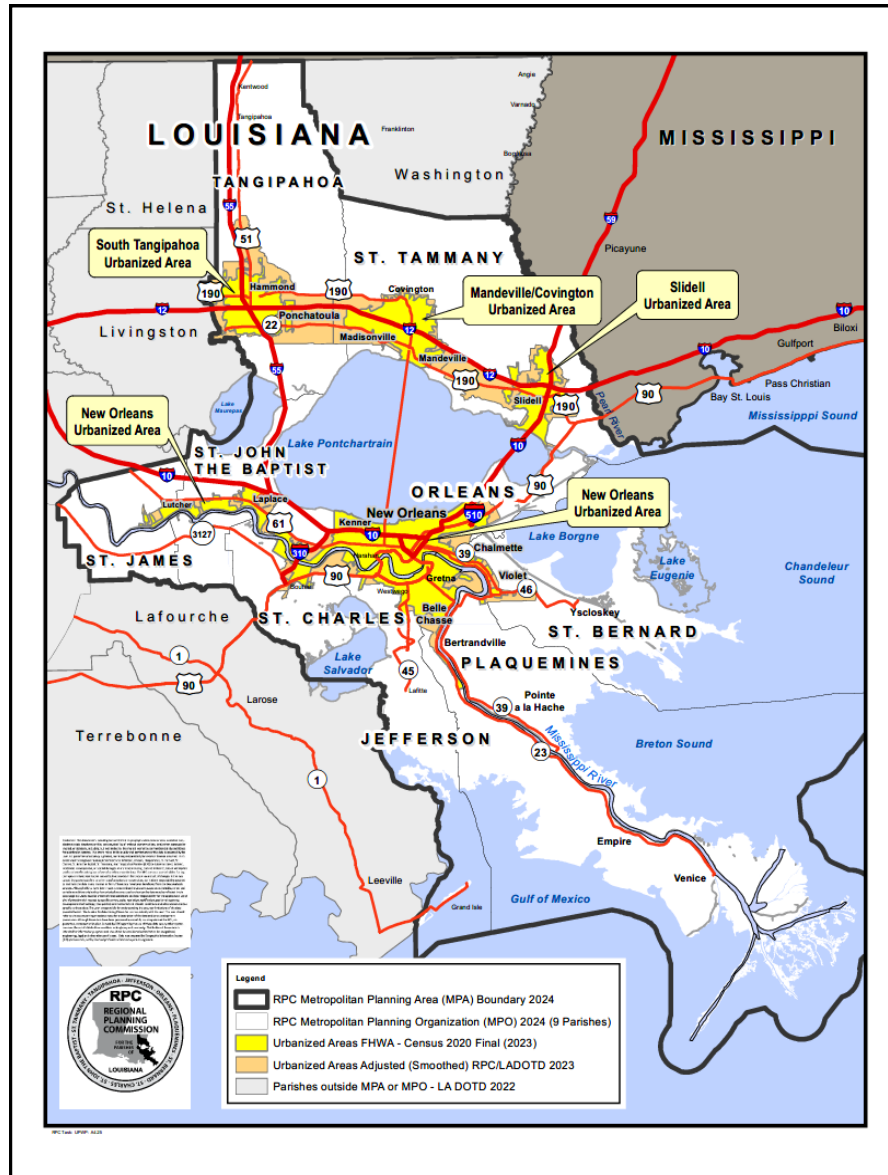
The report also includes a description of studies that were completed or begun in 2024. Sections are dedicated to major initiatives from 2024: the Path to Zero Safety Action Plan, an update to RPC's Complete Streets Policy, and the Priority Climate Action Plan.

Finally, the report also has a summary of progress made toward the goals and objectives of the 2052 Metropolitan Transportation Plan, a summary of projects obligated in 2024, and descriptions of projects that were either completed or obligated during the report year.

2024 proved to be a busy and successful year for the Regional Planning Commission, and we are looking forward to further progress in 2025.

Your Metropolitan Planning Organization

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



What is an MPO?

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

Parish Population & Housing Data

RPC



Total Population:
1,393,312

Minority: **47.55%**

Hispanic/Latino Ethnicity:
11.01%

Limited English Speaking
Households: **2.75%**

REGION



Housing Units (HU):
634,609 (total)

Averages below:

Occupied HU: **86.84%**

Owner Occ HU: **72.78%**

Renter Occ HU: **27.22%**

Median Value Owner
Occ HU: **\$235,911** (avg)

9 PARISHES



Median Gross Rent:
\$1,159 (avg)

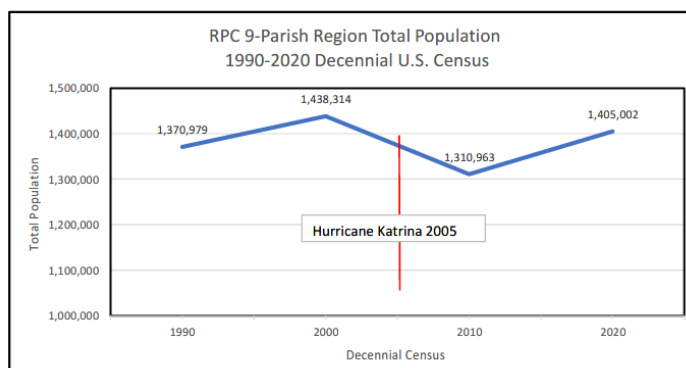
Median Household
Income: **\$67,973** (avg)

Population in Poverty
2023: **17.19%**

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

The RPC tracks population and demographic trends over decades. The latest U.S. Census American Community Survey (ACS) estimates published by parish on the preceding pages are a small snapshot of data RPC collects and enables in mapping software.

Tracking data using the decennial census is the most reliable data for developing trends. RPC studies trends at the state, regional, urbanized area, and parish levels noting changes in industry, migration, and natural disasters. Louisiana and the region are experiencing population declines.





JEFFERSON Parish



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



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

Median Value of Owner Occ HU:
\$243,500

Median Gross Rent: **\$1,162**



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

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



ORLEANS Parish



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



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

Median Value of Owner Occ HU:
\$296,400

Median Gross Rent: **\$1,211**



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

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



PLAQUEMINES Parish



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



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

Median Value of Owner Occ HU:
\$275,800

Median Gross Rent: **\$1,611**



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

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



ST. BERNARD Parish



Total Population: 44,172

Minority: **38.41%**

Hispanic/Latino Ethnicity:
13.56%

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



**Housing Units (HU):
18,004**

Occupied HU: **87.8%**

Of Occupied HU

Owner Occ HU: **70.1%**

Renter Occ HU: **29.9%**

Median Value of Owner Occ HU:

\$192,100

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



**Median Household Income:
\$57,638**

**Population in Poverty 2023:
22.61%**

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



ST. CHARLES Parish



Total Population: 51,863

Minority: **35.01%**

Hispanic/Latino Ethnicity:
7.97%

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



**Housing Units (HU):
20,595**

Occupied HU: **90.4%**

Of Occupied HU

Owner Occ HU: **82.7%**

Renter Occ HU: **17.3%**

Median Value of Owner Occ HU:

\$256,800

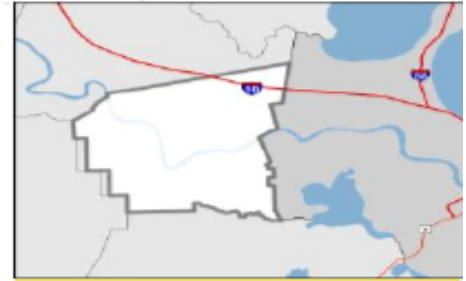
Median Gross Rent: **\$1,144**



**Median Household Income:
\$82,172**

**Population in Poverty 2023:
9.83%**

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



ST. JAMES Parish



Total Population: 19,797

Minority: **50.33%**

Hispanic/Latino Ethnicity:
1.88%

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



**Housing Units (HU):
8,651**

Occupied HU: **86%**

Of Occupied HU

Owner Occ HU: **85.5%**

Renter Occ HU: **14.5%**

Median Value of Owner Occ HU:

\$197,800

Median Gross Rent: **\$821**



**Median Household Income:
\$64,536**

**Population in Poverty 2023:
10.49%**

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



ST. JOHN THE BAPTIST Parish



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



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

Median Value of Owner Occ HU:
\$184,000

Median Gross Rent: **\$1,118**



Median Household Income:
\$67,418

Population in Poverty 2023:
12.58%

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



ST. TAMMANY Parish



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



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

Median Value of Owner Occ HU:
\$272,200

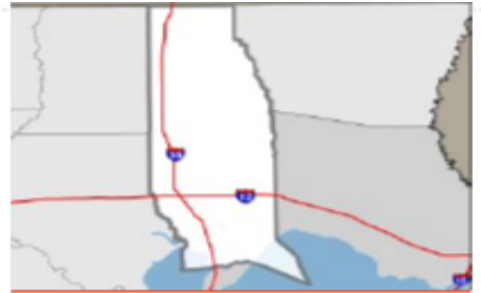
Median Gross Rent: **\$1,305**



Median Household Income:
\$79,277

Population in Poverty 2023:
12.18%

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



TANGIPAHOA Parish



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



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

Median Value of Owner Occ HU:
\$204,600

Median Gross Rent: **\$974**



Median Household Income:
\$57,256

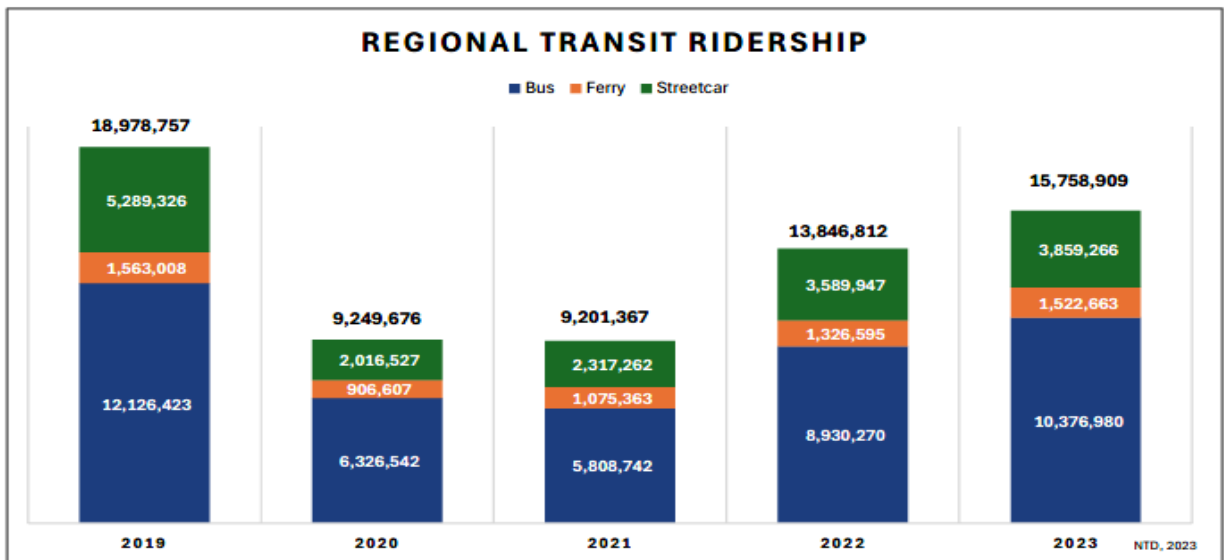
Population in Poverty 2023:
19.43%

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

Regional Transit



Regional public transportation trends of 2023* are marked by a steady increase across all modes, showing signs of returning to Pre-Pandemic levels. Bus ridership run by Jefferson Parish (JP) Transit and New Orleans Regional Transit Authority (RTA), had a combined 16.2% increase in 2023 compared to 2022. Ferry services run by Plaquemines Parish and RTA had a 14% increase from the previous year, only 3% away from Pre-Pandemic ridership volume. Key contributors of increased ridership include improved service frequency and on-time performance., as well as increased tourism. Transit agencies have also introduced affordable fare options, particularly for younger people promoting both ridership growth and removing financial barriers.



2024 Transit Projects

Bus Rapid Transit (BRT): RTA’s project for New Orleans’ first bus rapid transit system is wrapping up community engagement and moving into the corridor engagement phase. The project is now included in the TIP and MTP.

Algiers Ferry Terminal Renovation Project: Final design phase is winding up and will be moving into construction activities. The completion date will be in Spring 2026.

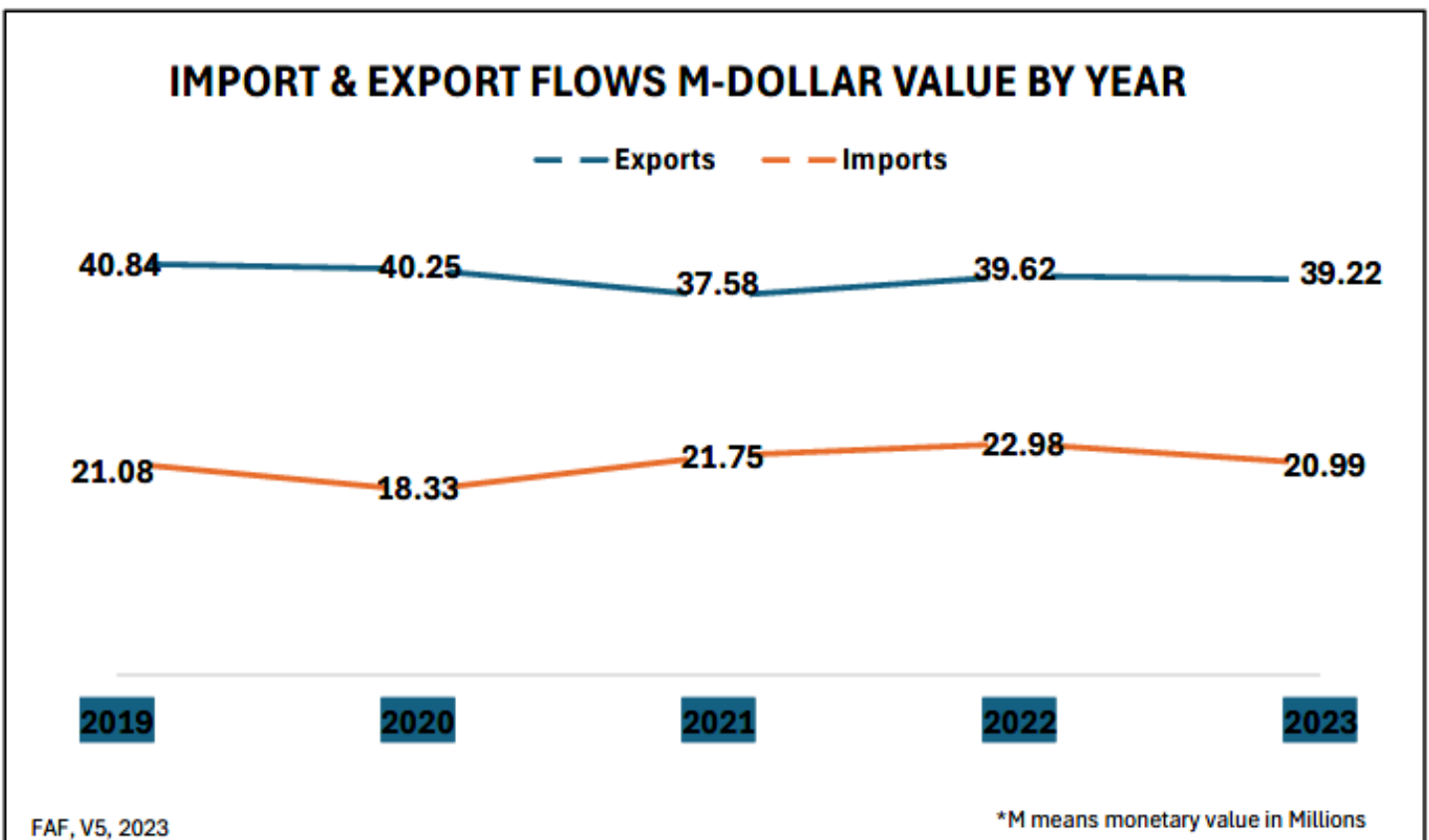
Jefferson Parish Transit East Bank Bus Facility: JP Transit’s ribbon cutting ceremony was held on May 16, 2024 for opening of new transit bus facility on the East Bank. The facility will serve as the operations building for staff.

Kenner Loop Returns to Jefferson Parish Transit: JP Transit E201 Kenner Loop route changes took effect on September 23, 2024.

Freight: Import and Export Flows Dollar Value by Year

The chart below shows trends of domestic import and export flows, measured in million dollar (M-dollar) value over the five year period for the New Orleans-Metairie-Hammond, LA-MS CFS ¹ Area (LA Part), the most recent years data were available. The five year comparison aims to highlight growth or decline (2019-2023). Exports experienced fluctuations throughout the observed period. Starting in 2019, \$40.84 million in value dipped the following two years due to the pandemic. However, exports rebounded in 2022 and remained relatively stable with an ending value in 2023 of \$39.22 million.

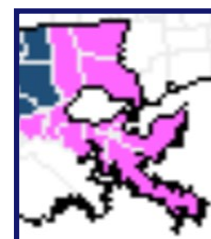
Imports follow a different trajectory. Starting at \$21.08 million in 2019 they decreased to \$18.33 million in 2020 due to disruption during the COVID pandemic. Imports recovered over two years reaching its highest level of \$22.98 million in 2022, before slightly declining to \$20.99 million in 2023. Overall both imports and exports have had a slight decrease in value. Exports consistently remain at a higher value than imports.



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

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

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

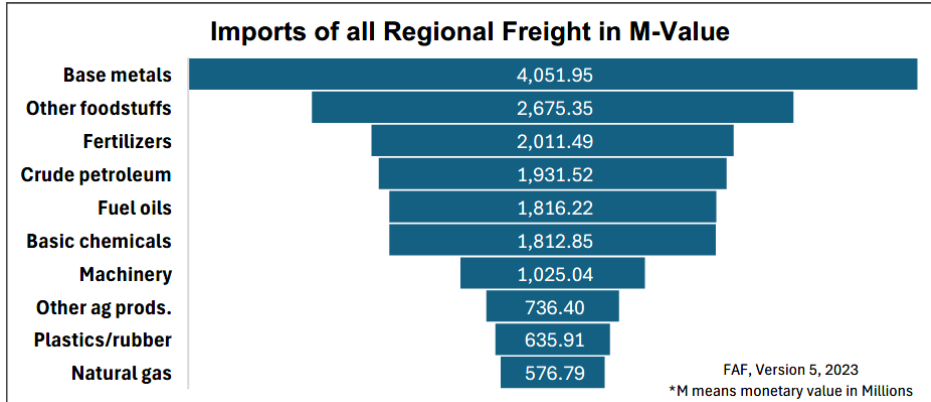


Freight: Top Ten Commodity Imports and Exports



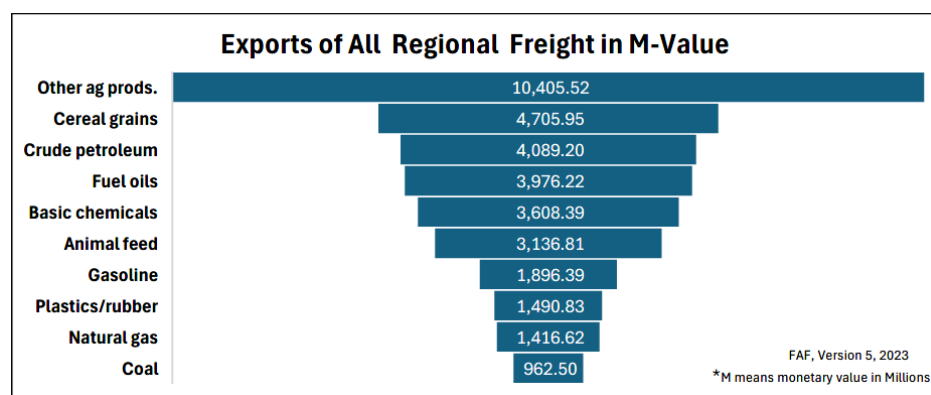
The New Orleans region's economy is heavily influenced by its strategic location, which supports the active movement of imports and exports. The freight transport system facilitates the movement of these various commodities including raw material, perishable and non-perishable, merchandise goods and cargo. The chart below shows the top ten imported commodities in monetary value (in millions). Base metals lead imports demonstrates the region's role in industrial manufacturing and construction industries. Other Foodstuffs ranks second. Fertilizers come in third. Runner-ups are Crude Petroleum and Fuel Oils highlighting reliance on energy imports for refining, plus strong demand for transportation and industrial use.

IMPORTS



The New Orleans Regions also serves as a significant hub for exporting commodities, especially those underpinning agriculture and energy sectors. The chart shows the top ten exported commodities in monetary value. Other Agricultural Products ranks first indicating agriculture is the foundation of regional exports. Cereal grains ranks second. Positioned next are Crude Petroleum, Fuel Oils, and Gasoline. Natural gas and coal is the lowest in value but exhibits the essential role of energy to this region.

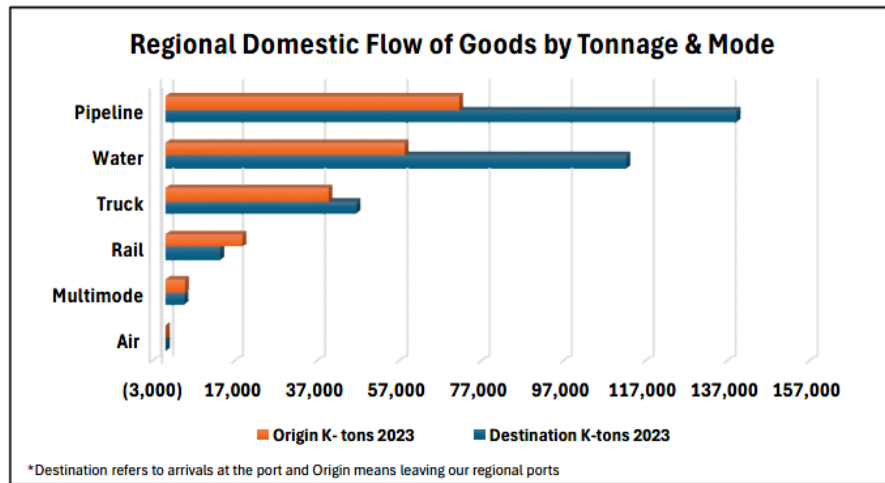
EXPORTS



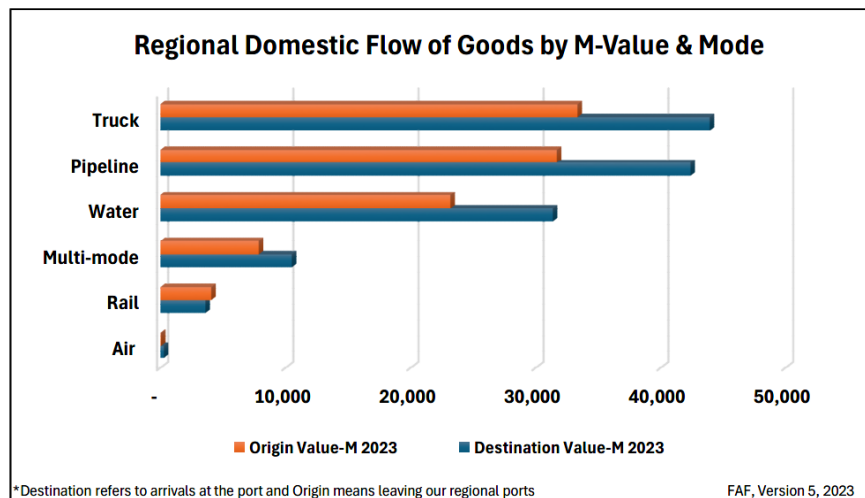
Freight: Domestic Flow of Goods by Mode



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



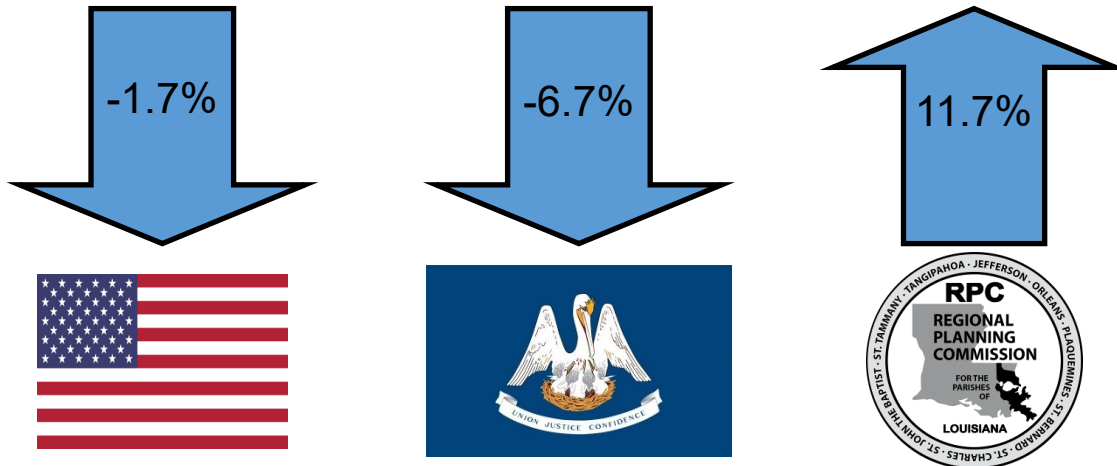
Truck transport led in the measurement of monetary value for domestic flows. Pipeline ranks second generating significant value driven by energy product movement. Water transport dominates tonnage, but provides a more moderate value. Rail and air fall at the end of the scale reflecting both bulk, heavy,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



Safety: Statistics

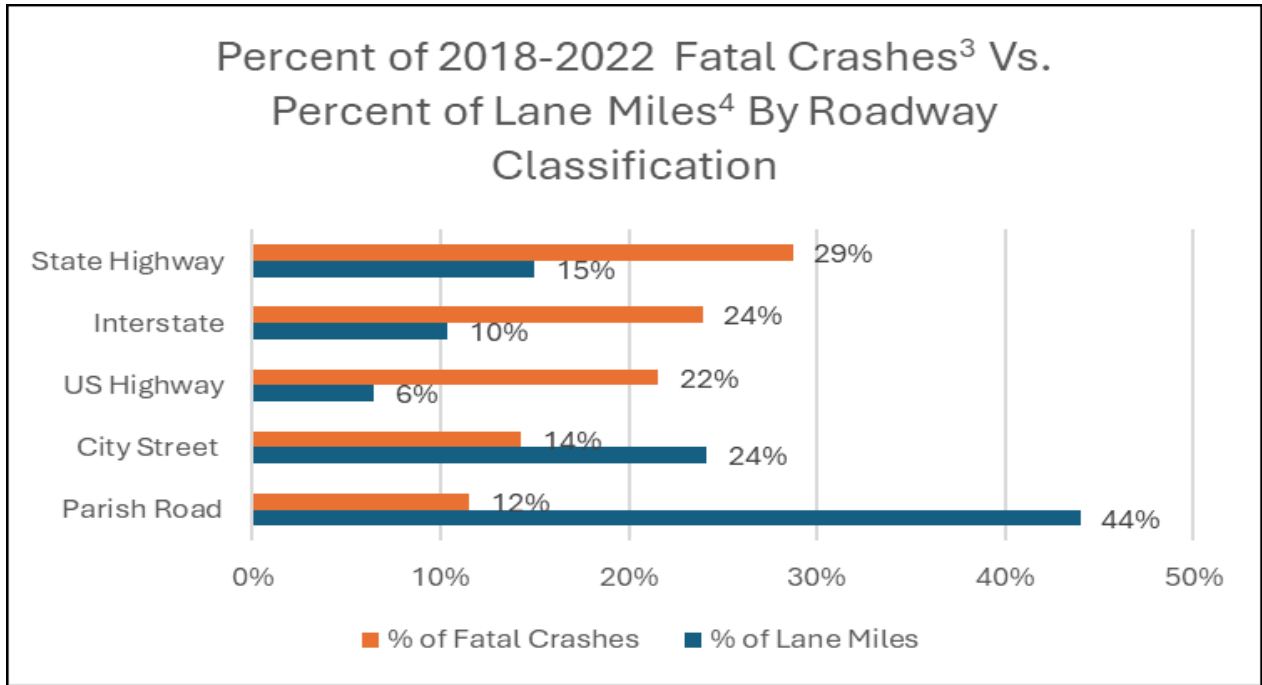
Traffic fatalities nationally and from a statewide perspective appear to have peaked in 2021 and have begun to decline. Based on NHTSA's reporting, national fatalities dropped from 43,230¹ in 2021 to 42,514¹ in 2023. From a statewide perspective, Louisiana saw a drop in fatalities from 971² in 2021 to 906² in 2022.

While the nation and the state are experiencing reductions in traffic fatalities, the nine parish RPC region unfortunately saw an increase in fatalities from 196² in 2021 to 219² in 2022.



Where are fatalities happening?

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



What are the fatal crash contributing factors?

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



385 Crashes

Lane Departure⁵



292 Crashes

Predicted Alcohol⁵



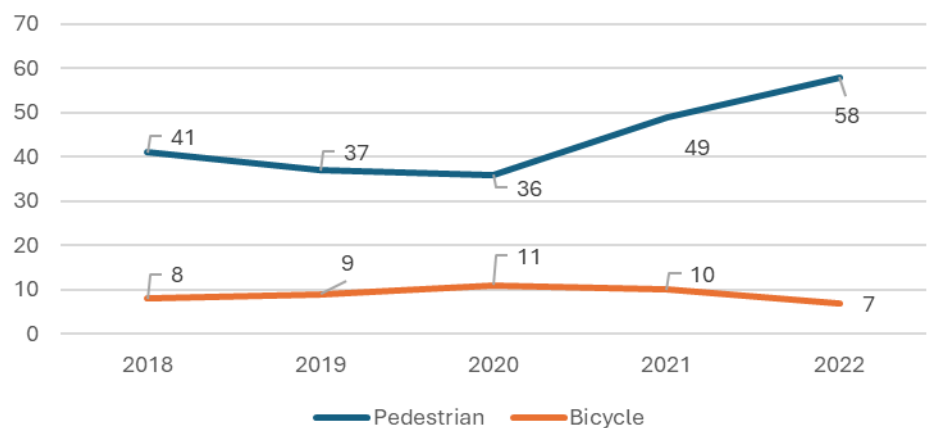
281 Crashes

No Restraint⁵

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

Of the 933 traffic related fatalities in the RPC region from 2017-2022, 266 (29%) were people walking or bicycling. This exceeds the statewide percent of 23%, and 20% nationally.

RPC Region Walking and Bicycling Fatalities
2018-2022⁶

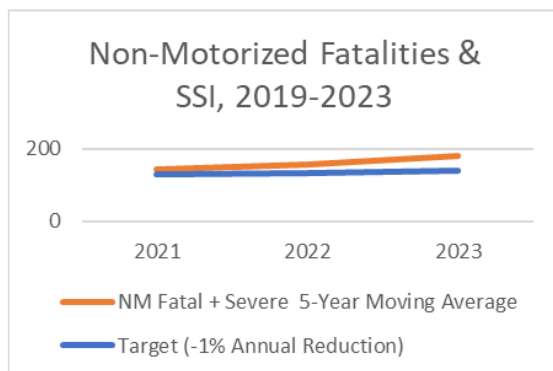
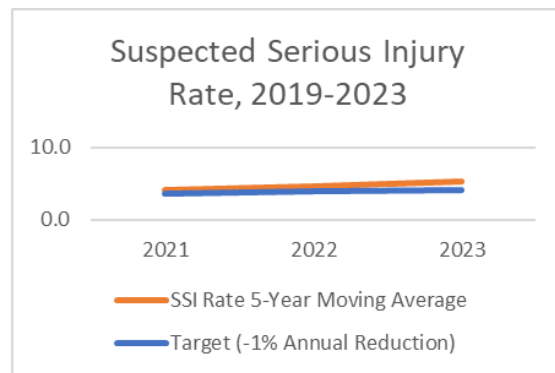
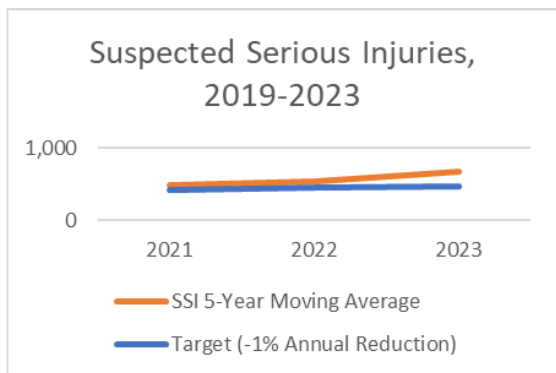
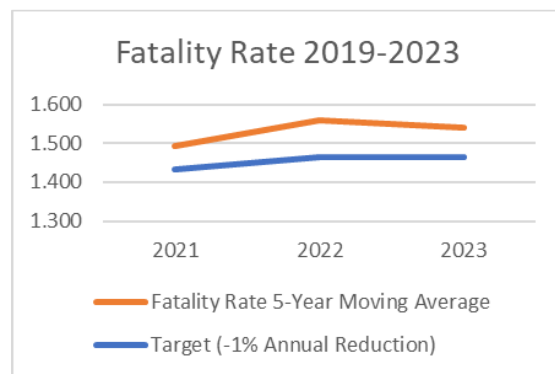
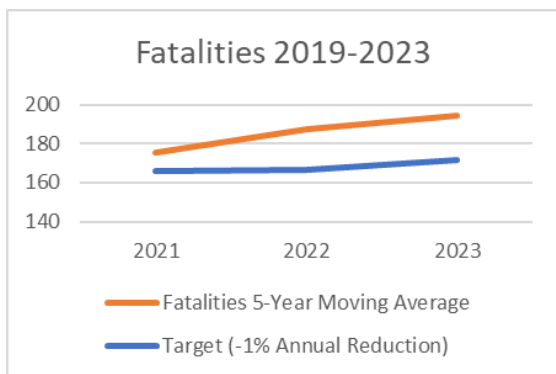


Safety: Performance Measures

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

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

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

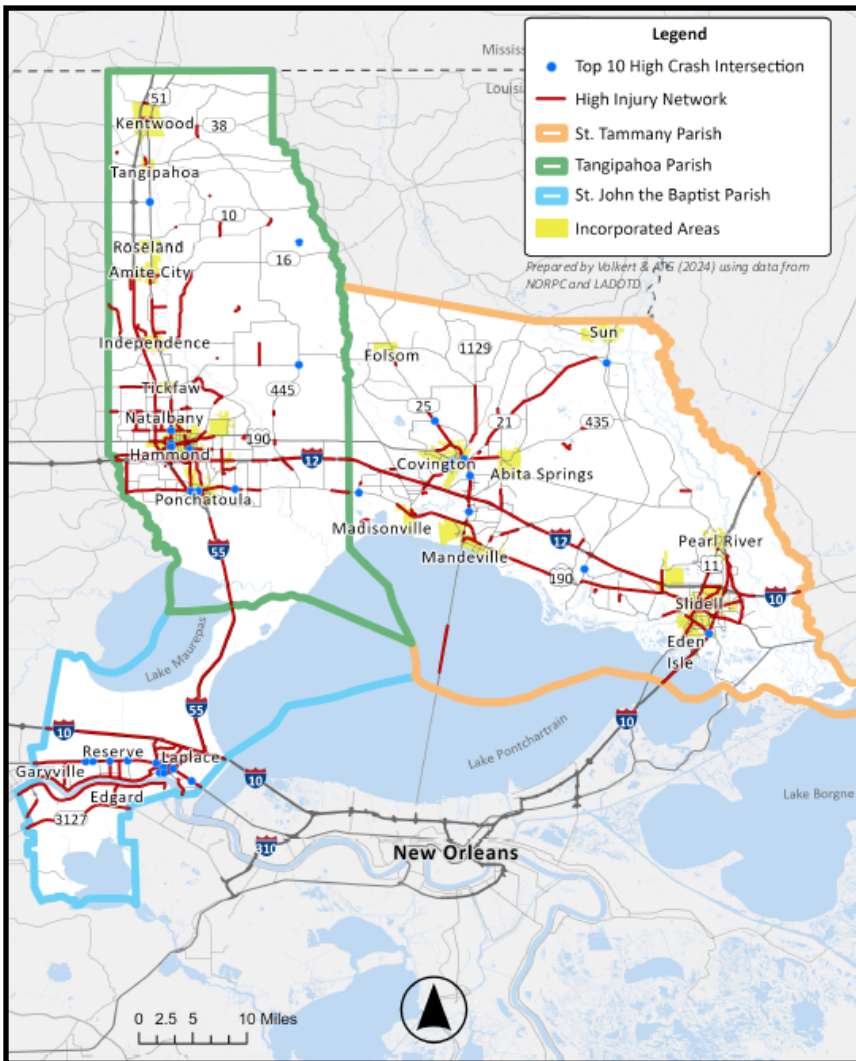


Source: LADOTD (2024). Louisiana HSIP Performance Measure Target Planning

Path To Zero: Safety Action Plan

The 2021 Infrastructure Investment and Jobs Act (IIJA) established the Safe Streets and Roads for All Program (SS4A) to support regional and local efforts to achieve the goal of zero roadway deaths. The program is broken into two phases, the action plan phase, and the implementation phase. The Path to Zero Plan fulfills the action plan requirement, and the now completed action plan allows the participating parishes to apply for SS4A Implementation Funds for the projects, and strategies outlined in the action plan.

The Path to Zero Plan utilized crash data, public input, public health methodologies, equity analysis, and best practices to develop a comprehensive list of infrastructure, policy, and behavioral countermeasures to eliminate traffic fatalities. The result is a list of countermeasures tailored to each parish to pursue overtime to reach the goal of zero traffic fatalities.



CONFIDENTIAL INFORMATION

This document and the information contained herein is prepared solely for the purpose of identifying, evaluating, and planning safety improvements on public roads which may be implemented utilizing federal aid highway funds; and is therefore exempt from discovery or admission into evidence pursuant to 23 U.S.C. 407. Contact the LADOTD Traffic Safety Office at (225) 379-1941 before releasing any information.

Complete Streets



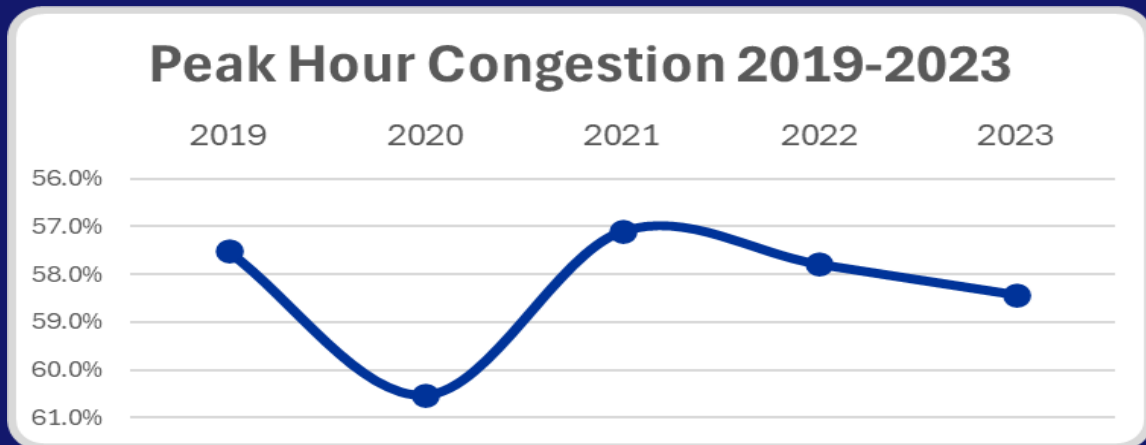
Regional Planning Commission (RPC) staff completed a Complete Streets Report in 2024 to improve and update Complete Streets practices within the agency. The report includes a review of RPC and Louisiana Department of Transportation (DOTD) Complete Streets policies, active transportation plans, and associated initiatives across the New Orleans metro region since 2012. A review of peer MPO Complete Streets policies provides best practices for policy implementation.

Total Number of Reports Reviewed 92	Complete Streets Website 	MPO Complete Streets Policies Reviewed 10
LADOTD 2016 Complete Streets Policy Reviewed 1	NORPC 2012 Complete Streets Policy RPC Updating in 2025	Local Complete Streets Policies Reviewed 9

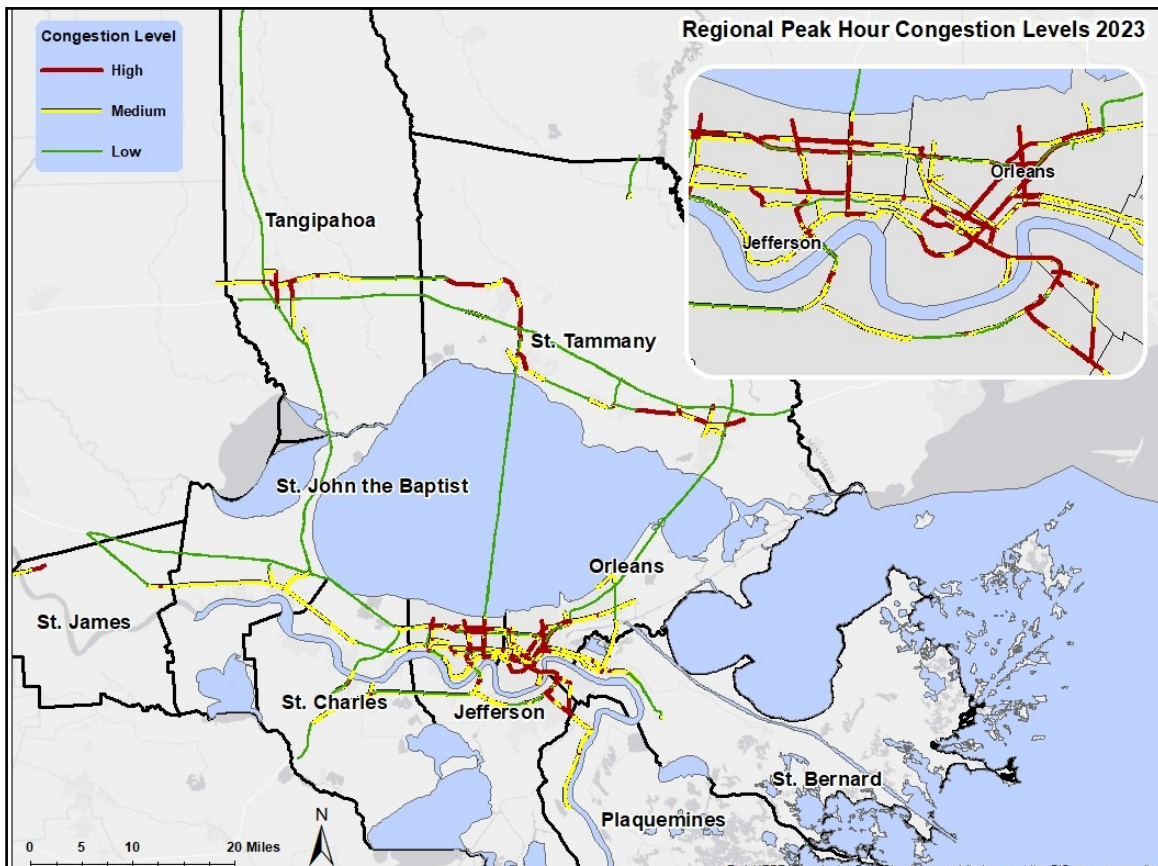
RPC staff will update the 2012 Regional Complete Streets Policy and develop a Regional Complete Streets Guide and Handbook in coordination with a consulting team beginning in FY 25 with expected completion in FY 26. This project will define Complete Streets through an updated regional policy and provide a framework for identifying opportunities to fund, design, and implement Complete Streets improvements on the region's roadways, both for use by RPC and local governments.

Congestion Management

Congestion Management includes identifying traffic congestion throughout the region, defining needs related to reducing congestion, and recommending congestion mitigation strategies. RPC continues to work on travel reliability for motor vehicles through a variety of means, including real time traveler information, roadway operational improvements, and providing alternatives to driving. The chart below indicates that while congestion decreased dramatically in 2020 during the Covid-19 pandemic, it returned to pre-pandemic levels in 2021 before decreasing slightly in 2022 and 2023.



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



Source: National Performance Management Research Data Set (2024).







Priority Climate Action Plan

In March, 2024 the RPC published the Southeast Louisiana Priority Climate Action Plan (PCAP). This effort was funded by an EPA grant through its Climate Pollution Reduction Grant program, and is a major first step in regional climate action planning. The PCAP includes a greenhouse gas inventory, list of priority emission reduction measures, and an analysis of potential benefits to low income and disadvantaged communities. An updated and more expansive plan, the Comprehensive Climate Action Plan (CCAP), will be completed by December, 2025.

As seen in the table below, regional emissions sources are similar to emissions sources statewide. However, both the state and region differ considerably from the nation as a whole, with proportionally more emissions coming from the industrial sector.

Sector	US % of GHG Emissions	State % of GHG Emissions	Region % of GHG Emissions
Residential & Commercial	12.8%	3.1%	5.5%
Industry	23.8%	60.9%	64.7%
Agriculture	9.9%	3.1%	0.1%
Mobile Combustion	28.4%	19.5%	14.2%
Electric Power Generation	25%	13.4%	15.6%

16 GHG Emissions Reduction Strategies Across 7 Sectors

Sector	Strategies
  	<p>Transportation</p> <ul style="list-style-type: none"> Reduce vehicle miles traveled by increasing the use of public trans- Reduce vehicle miles traveled by supporting non-motorized trans- Reduce vehicular congestion. Transition to low emissions vehicles.
	<p>Industry</p> <ul style="list-style-type: none"> Decarbonize industrial processes. Mitigate emissions at industrial facilities.
	<p>Energy</p> <ul style="list-style-type: none"> Expand clean and renewable electric power generation. Improve the efficiency and resilience of the power grid. Make buildings more energy efficient.
	<p>Agriculture</p> <ul style="list-style-type: none"> Transition to low emissions agricultural processes.
	<p>Wastewater</p> <ul style="list-style-type: none"> Create more efficient wastewater treatment systems. Reduce emissions from wastewater treatment processes.
	<p>Materials Management</p> <ul style="list-style-type: none"> Reduce community waste. Reduce emissions from waste management processes.
<p>Carbon Removal & Storage</p>	<ul style="list-style-type: none"> Use natural processes to capture and store atmospheric carbon di- Implement carbon capture technologies and processes.

Source: RPC (2024). Southeast Louisiana Priority Climate Action Plan.

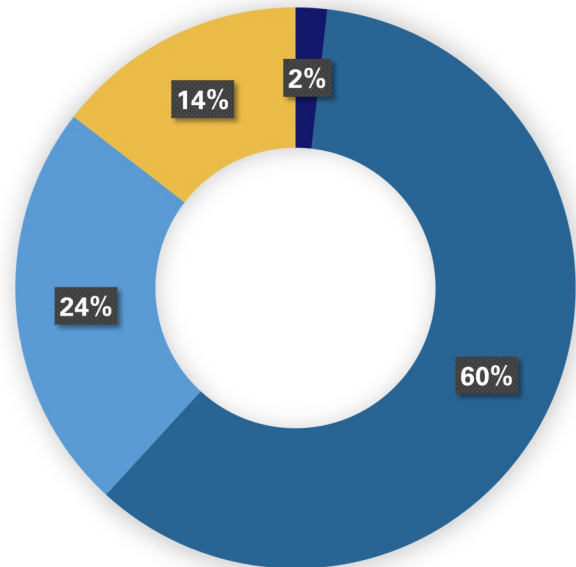
Metropolitan Transportation Plan

MTP Goals, Strategies, and Actions

The Metropolitan Transportation Plan (MTP) serves as the region’s long-term transportation plan, guiding transportation priorities and investments over a 30 year planning horizon. It is a federally required and fiscally constrained planning document which the RPC updates every four years. The most recent MTP was adopted on August 9, 2022 and includes a project implementation schedule through the year 2052. The planning process includes examinations of current conditions, regional trends, and as well as synthesizes the regions’ transportation priorities and goals into deliberate strategies and actions to be implemented by the RPC in furtherance of those goals. In addition to project implementation, the current MTP includes a list of 55 specific action items which address improving outcomes for different users of the transportation system, improving the effectiveness of certain modes, and improving functions of the agency or the transportation system as a whole. The RPC has committed to annually evaluating it’s implementation of these actions. The below assessment details RPC’s achievements in implementing MTP strategies in the past 2 years since adoption of the plan.

Implementation Status

Status	Definition
Implemented - Complete	The action is a one-time project and has been completed.
Implemented - Ongoing	The action has been completed to date but because of its recurring nature, it can be ongoing or continuous.
Under Development	The action has commenced to a degree but is not yet complete.
Not Started	The action is remaining and has not yet been started.
Delayed	The action has been delayed.



Achievements

The RPC has and continues to implement well over half of the MTP’s actions and strategies, while approximately a third of its actions are either under development or not yet started. None have been delayed. Some noteworthy achievements since 2022 include:

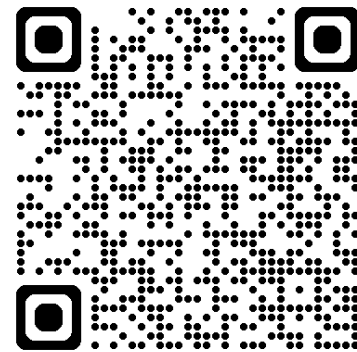
- To enhance the community’s ability to withstand disasters and disruptions, the RPC has piloted a methodology for assessing the vulnerability of the region’s transportation system and is incorporating this process into a comprehensive Transportation Resilience Plan to be completed in 2025.
- To ensure that programs and projects do not have adverse impacts on disadvantaged communities, the RPC has adopted an internal “area of interest” policy, to assess and identify specific communities based on their proximity to a proposed project or study and ensure these communities are included in outreach efforts.
- To prioritize improving walking and biking safety the RPC has funded 7 Stage Zero Feasibility Studies related to bike/ped infrastructure improvements and funded the development of 2 community-wide bike/ped plans for the City of Mandeville and St. Tammany Parish, respectively.

Obligated Projects



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

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



See the [2024 Obligated Projects Report](#)

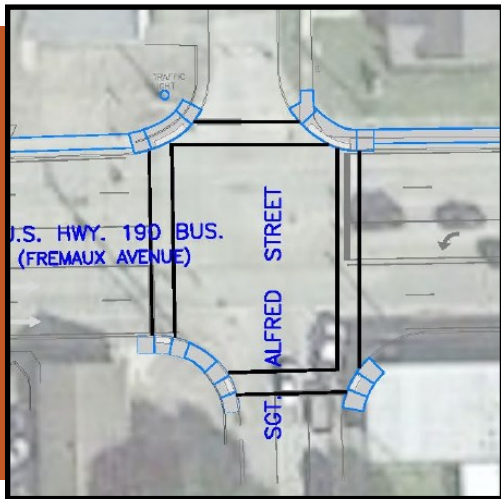


Percentage of highway projects obligated from FY 2020 through FY 2024 contributing to MTP Priorities:

<p>Safety & Security</p> <p>37%</p>	<p>Sustainability & Resilience</p> <p>18%</p>	<p>Equity</p> <p>13%</p>
<p>Economic Opportunity</p> <p>7%</p>	<p>Reliability & Connectivity</p> <p>34%</p>	<p>System Preservation & Stewardship</p> <p>54%</p>

Completed Studies

The following studies were either completed or begun by RPC in 2024. Study selection was guided by the priorities established in the Metropolitan Transportation Plan.



US 190 (Fremaux Ave.) Sidewalk Feasibility Study

This study evaluated pedestrian conditions along this roadway in Slidell between US 11 and Town Center Parkway. The study was done in response to the 2040 Slidell Comprehensive Plan, which prioritized improving walkability on major arterials.

After assessing traffic and pedestrian counts and roadway geometry, the study identifies the placement and type of new sidewalks and other pedestrian facilities along the corridor.

South Range Road

Operations along a portion of South Range Road in Tangipahoa Parish were the focus of this Stage 0 Report. The study area, east of Hammond, extended along the Range Road corridor from the Oaks Montessori School north to East Louisiana Street.

The study recommends new sidewalks along the corridor and a roundabout at Old Covington Highway.



Path to Zero Safety Action Plan

This Safe Streets for All Project encompassed three parishes: St. John the Baptist, St. Tammany, and Tangipahoa. The plan was done with the vision to eliminate serious injuries and deaths on roadways by 2045. The plan includes a comprehensive assessment of roadway safety conditions throughout each of the parishes, derived from extensive analysis and public outreach.

The study provides a program of behavioral and infrastructure projects intended to address identified safety issues. Identified projects may be eligible for additional Safe Streets for All Funding. For more information see

Ongoing Studies

Bayou Sauvage Urban National Wildlife Refuge

The study is developing a comprehensive plan for transportation enhancements for the Refuge, located in the eastern portion of New Orleans. The refuge is the second largest urban wildlife refuge in the United States, and a habitat for a diverse range of wildlife along with potential recreation and sightseeing opportunities.

This plan will identify actions for improving recreational access to, and within, the Refuge for all users, with an emphasis on non-motorized facilities, while still protecting the natural assets of the area.



US 11 Corridor Study

The Stage 0 Feasibility study is assessing potential modifications US 11 (Front Street) in Slidell. Potential improvements will include reconfiguration of travel lanes, streetscaping, water management features, walking and bicycling infrastructure, and other improvements that would improve safety and quality of life along the corridor.



St. Tammany Comprehensive Pedestrian & Bicycle Plan

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

This project is an extension of the Parish's own New Directions 2040 Comprehensive Plan.

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

RPC, St. Bernard Parish, and the Port of New Orleans are coordinating on a study that is evaluating potential impacts the proposed Port of New Orleans Louisiana International Terminal may have on the Parish's roadway network, and to assess improvements that could mitigate these impacts.

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



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Citations

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