

Metropolitan Transportation Plan

New Orleans Urbanized Area

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Contents

Chapter 1 Introduction and Overview of the Planning Process

| | |
|---|----|
| Introduction | 2 |
| Transportation Philosophy in SAFETEA-LU | 3 |
| The Metropolitan Planning Organization | 4 |
| Statutory Authority for Plan Development | 5 |
| Hurricane Katrina | 6 |
| Metropolitan Transportation Plan | 8 |
| Metropolitan Planning Process | 9 |
| Safety Conscious Planning | 14 |
| Planning for Security of the Transportation Network | 15 |
| Smart Growth | 16 |
| Smart Growth Post-Katrina | 18 |
| The New Orleans Urbanized Area | 18 |
| High Priority Funding | 25 |

Chapter II Highway and Transit Project Descriptions by Functional Category

| | |
|---|----|
| Overlay Projects on Major Roadways | 27 |
| Reconstruction Projects | 28 |
| Highway Safety/Hazard Elimination | 29 |
| Intermodal Facilities | 29 |
| Transit Bus Replacement Program | 30 |
| Transit Preventive Maintenance | 31 |
| Transit Capital Facility Investment | 31 |
| Transit Connectivity | 32 |
| Environmental Impact Studies | 34 |
| Transportation Enhancements | 35 |
| Metro Bikeway System | 36 |
| Computerized Traffic Signal Upgrade and Replacement | 37 |
| Intelligent Transportation/Incident Management System | 38 |
| Transportation System Management Projects | 38 |
| Transportation System Preservation | 39 |
| Bridge Replacement/Inspection | 40 |
| New Construction/Capacity Increases | 40 |
| Almonaster Bridge Replacement | 41 |
| Canal Street Streetcar | 42 |
| Desire Streetcar | 43 |
| Riverfront Streetcar Extension | 44 |

| | |
|--|----|
| East-West Corridor Transit Project----- | 44 |
| Earhart Ramp Connector to US 61 and US 90----- | 45 |
| Florida Avenue Bridge at the IHNC----- | 46 |
| Interstate 10 Bottleneck Elimination & Interchange Reconstruction----- | 47 |
| I-10 East Widening----- | 48 |
| West Napoleon Avenue Completion----- | 48 |
| LA 3154 - Relocated Hickory----- | 49 |
| I-10 Twin-Span Widening----- | 50 |
| Lapalco Widening----- | 50 |
| US 90 at Danziger Bridge----- | 51 |
| Peters Road Corridor----- | 52 |
| Earhart Corridor----- | 53 |
| Causeway Boulevard Widening----- | 54 |
| Harvey/Lapalco - Harvey Canal Crossing----- | 54 |
| Huey P. Long Bridge----- | 55 |
| Severn Avenue /I-10 Overpass----- | 55 |
| Old Algiers Ramp----- | 56 |
| I-49S/I-310 Elevated Section----- | 56 |
| Widening or Extension of Existing Roadways----- | 57 |

Chapter III Highway and Transit Project Funding and Phasing in Federal-Aid Format

Appendices

- A Roadways in FHWA's Emergency Relief Program
- B SAFETEA-LU's Eight Planning Factors
- C The Metropolitan Planning Process Flowchart
- D Funding Category Abbreviations

Chapter I

**Introduction and Overview of the
Planning Process**

Introduction

A transportation system is a global term describing the network of travel modes for people and goods movement. The nature of the system is to cross local, state and national jurisdictions creating a complex, interconnected network of facilities requiring an immense investment from various funding sources. Transportation needs tend to result in exceptionally large infrastructure projects taking a long time to plan, construct, and administer. The transportation system fulfills a public service, requires public revenues to build and maintain, and is, therefore, a shared public asset.

Because the transportation system is a public asset, the role and involvement of the federal government in transportation planning and implementation has always been large. Significant federal legislation, the Intermodal Surface Transportation Efficiency Act of 1991, or ISTEA, was passed as a comprehensive transportation bill, funded at \$155 billion for six years through September 30, 1997. Reauthorization of the bill was suspended with a six month Continuing Resolution when basic precepts concerning balancing the federal budget and unequal state apportionment's surfaced. The new bill, The Transportation Equity Act of the 21st Century, nicknamed TEA-21, was approved in March 1998 and authorized through fiscal year 2003. TEA-21 exceeded the previous funding level of ISTEA authorizing \$214 billion over the life of the Act and validated a continuing central role for Metropolitan Planning Organizations and a financially constrained long range Metropolitan Transportation Plan, hereinafter known as the MTP.

The successor bill to TEA 21 was passed in September, 2005. The reauthorization is known as SAFETEA-LU; an acronym for Safe, Accountable, Flexible, Efficient, Transportation Equity Act, a Legacy for Users.

The latest reauthorization reaffirms 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 for a more efficient national freight rail system. SAFETEA-LU also integrates transportation safety (i.e., Safety Conscious Planning)

into the metropolitan planning process with emphasis on vehicle crash reduction and improved pedestrian and bicycle safety. SAFETEA-LU mandates linkages between transportation planning, database systems and evaluation, and deployment of Intelligent Transportation System (ITS) technologies with Homeland Security preparedness and response. SAFETEA-LU covers the five year period FY06 through FY10. Funding over the life of the bill totals \$ billion.

The scope of projects included in this Metropolitan Transportation Plan is based on historic revenue levels. The MTP can not designate a spending program larger than the funds reasonably expected to accrue over the next 20 years. It is hoped that this extensive documentation of the planning process employed by the Metropolitan Planning Organization will provide an improved mechanism for public understanding and therefore enhance the public's ability to participate in the planning process.



Regional Planning Commission
Jefferson, Orleans, Plaquemines, St. Bernard and St. Tammany Parishes

Transportation Philosophy in SAFETEA-LU

The significance of ISTEA, TEA-21, and now SAFETEA-LU, 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, conceptually and fiscally separating 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 transit requirements of disabled Americans under ISTEA.

In addition, for the first time diverse transportation interests also clamored 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 again 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 six new management systems were recommended, TEA-21 mandated that MPO's develop only one, a Congestion Management Plan. SAFETEA-LU expanded the mandate to broaden the scope of congestion management as a collaborative effort between the MPO, state and local and operator of major modes transportation in the coverage area. The Regional Planning Commission has assisted local jurisdictions to produce a Pavement Management Plan and has assisted several local communities in developing the tools necessary to implement a pavement management system, and has informally, but no less rigorously effectuated plans and projects for Intelligent Transportation Systems (ITS) and Intermodal Transportation Systems. For example, the Regional Planning Commission, in a joint effort with the State of Louisiana DOTD, has conducted a region-wide Rail Network analysis that has resulted in identifying

We recognize today that resources are limited and improved management of existing systems can effectively add capacity to transportation networks.

The Regional Planning Commission, as MPO, is mandated to assess the needs and deficiencies of the region with direction from public officials; citizens; modal representatives; local planning department; and, the Louisiana Department of Transportation and Development (DOTD). The formal Commission membership consists of a combination of public officials and citizen members of the five participating parishes (Jefferson, Orleans, Plaquemines, St. Bernard, and St. Tammany parishes), and the Secretary of DOTD.

operational and physical problems in the New Orleans Rail Gateway and may lead to a new Rail Coordination and Communication Center, as well as other projects of benefit to the region. Architectural design is underway to construct an Intelligent Transportation System Operations Center for the New Orleans regional highway network that will integrate ITS architecture and communication protocol to provide traffic management, traveler information, emergency vehicle priority systems, and improve commercial vehicle operations.

While ISTEA incorporated a new planning paradigm of Fifteen Metropolitan Planning Factors, TEA-21 condensed them into seven factors, and SAFETEA-LU introduced an eighth planning factor- Security (See Appendix A for a listing of all eight planning factors). The Planning Factors are established as an integral piece of the selection and criteria policy framework used to guide the parameters of any project evaluation.

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.

The Metropolitan Planning Organization

Under federal requirements a Metropolitan Planning Organization (MPO) must be designated for each Urbanized Area (UZAs) with a population of 50,000 persons or more. These Metropolitan Planning Organizations play an integral role in regionally implementing the strategies contained in SAFETEA-LU. 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 Transportation Policy Committee of the Regional Planning Commission is the MPO for the New Orleans, Slidell, and Mandeville-Covington Urbanized areas. There are ten urbanized areas in the state of Louisiana and eight MPOs designated by the governor. The Regional Planning Commission is the only Metropolitan Planning Organization in the state representing three urban areas.

Although the Regional Planning Commission must consider the wider needs of a multi-modal system, the primary responsibilities are highway, transit, and transportation management planning with congestion and air quality performance considerations. Nationally, vehicle miles traveled (VMT), has grown dramatically, 157% between 1970 and 2002¹. With this kind of dramatic increase in traffic it is critical to encourage transit usage and apply skillful management strategies to the elements that influence these figures.

¹Federal Highway Administration, <http://www.fhwa.dot.gov/environment/aqfactbk/page05.htm>

The Commission also hosts a policy group called the Transportation Policy Committee, that wields final decision-making authority concerning federal transportation programs. The RPC broadened the Transportation Policy Committee in 1991, adding significant modal representatives to provide for a broader constituency on regional transportation issues. In addition, St. Charles Parish joined the Transportation Policy Committee in May 2001 and St. John the Baptist Parish joined in January 2002. The eastern edge of St. Charles Parish had been included in the 20 year urban forecast area for many years because of its steady rise in population. St. Charles Parish continues to be represented by South Central Planning in Houma, Louisiana for all other regional planning needs. Other members include representatives from various transportation modes: port; aviation; passenger rail; freight rail; trucking; and, transit, along with current Commission members,

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. 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 outlined in SAFETEA-LU.

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.

The UPWP provides a summary of all federally-funded transportation planning activities within the region. Tasks listed within any study design may be carried out by any of the participating agencies and/or their consultants, and may respond to specific problems or to broad policy issues. The UPWP considers a range of possible responses

to transportation deficiencies with an emphasis on balanced, financially feasible solutions.

Statutory Authority for Plan Development

A major component established by ISTEA (1991) and preserved by SAFETEA-LU is the statutory thrust to grant the local Metropolitan Planning Organizations with decision-making authority, legally empowering them with decisive planning and coordination abilities. MPO activities and responsibilities are undertaken pursuant to 23 CFR 450.

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 projects in the UZA.

The Regional Planning Commission has direct programming supervision of an annual allocation of approximately \$12 million dollars in Federal Highway Administration (FHWA) funds, with similar amounts of \$14 to \$15 million dollars from the Federal Transit Administration (FTA) formula funds. In addition to these recurring funds, other discretionary or selective funds are also programmed when available. By law, the MPO must program all TEA-21 funds targeted for the Urbanized Area. They must also identify and analyze the impacts of all regionally significant projects funded through state and local sources such as the Louisiana Transportation Trust Fund, state and local general funds, and toll collections or local bond issues.

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 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

of Transportation and Development. At the DOTD's discretion, the DOTD can raise their own obligation ceiling for the year using MPO funds or may allow the MPO to roll it into later years.

Substantial changes of responsibility for MPOs occurred in the areas of Congestion Management Air Quality (CMAQ) and the Surface Transportation Program (STP) funds. Functioning essentially as block grants, the MPO is allowed to program a substantial portion of the Surface Transportation Program (STP), the largest single source of discretionary funding for urbanized areas outlined in SAFETEA-LU. STP funding can be applied to projects that cross the historic separations in highway, transit, and non-motorized transportation, promoting flexibility in the selection of projects in region.

In addition, ten percent of Surface Transportation Program funds are designated for Transportation Enhancement Activities. Enhancement activities are applicable to non-traditional, transportation-related projects. Eligible categories remain at 12 under SAFETEA-LU. The state DOTD has chosen to administer this fund source as a state-wide competitive program. Recent changes in the application process mandate coordination with the MPO. Eligible projects include provision of facilities for pedestrians and bicycles; safety and educational activities for pedestrians and bicycles; acquisition of scenic easements and scenic or historic sites; tourist and welcome center facilities; landscaping and scenic beautification; historic preservation; rehabilitation and operation of historic transportation buildings or structures; preservation of abandoned railway corridors; control and removal of outdoor advertising; archaeological planning and research; mitigation of water pollution due to highway run-off or reduction in vehicle caused wildlife mortality while maintaining connectivity; and establishment of transportation museums. Our region has successfully pursued funding for numerous bicycle path projects over the last 10 years. The STP allocation is, therefore, the best reflection of the local priorities and needs in politically diverse regions

Hurricane Katrina

The Transportation Planning and Recovery Process

On or about August 29, 2005, the New Orleans area and counties on the Mississippi Gulf Coast were struck by Hurricane Katrina. The hurricane made landfall in Buras, Louisiana in Plaquemines Parish, approximately 52 miles southeast of downtown New Orleans. Eighteen hours prior to landfall, Katrina was a category five hurricane on the Safford-Simpson scale (most powerful in terms of wind speed), and the fourth most powerful storm ever recorded in the Atlantic Basin². The hurricane proceeded due north, over Breton Sound and St. Bernard Parish, making final landfall in eastern St. Tammany Parish. Storm surges of over 25 feet and sustained winds in excess of 130 miles per hour proved devastating to the region. The eastern areas of St. Tammany Parish, particularly the City of Slidell and the community of Northshore, were severely damaged, having taken a direct hit from the land-falling storm. Moreover, the hurricane protection system in place on the southshore of Lake Pontchartrain, particularly in Orleans and St. Bernard Parishes, suffered catastrophic failure. The subsequent inundation of these areas forced the relocation of hundreds of thousands of residents, and has had far-reaching impacts across the nation. The hurricane has proven not only to be the costliest, but the scale of devastation is unprecedented in the American experience, with 90,000 square miles of devastation over three states, an area equal to that of Great Britain³. 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 displacees 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 now accelerated into a timeframe of about three months in some parts of the region, while other parts struggle with basic human needs, such as housing, water, and sanitation services.

²NOAA, <http://www.ncdc.noaa.gov/oa/climate/research/2005/katrina.html>

³FEMA Fact Sheet, August 2006



Plaquemines Parish



Twin Span



St. Bernard Parish



Orleans Parish



17th Street Canal



St. Tammany Parish

Fundamental questions about where former residents are living and whether they intend to return to their former residence are still largely unanswered. Establishing base conditions for population, income, age, and other demographic variables are problematic in that these data by and large do not exist in the post-Katrina New Orleans area. Previous forecasts for many of these trends are now very fluid and may well prove irrelevant in the new, post-Katrina reality of southeast Louisiana.

Significant amounts of federal resources have been deployed to the region to assist in the recovery effort. Billions of dollars in recovery aid have been appropriated

by Congress at the recommendation of the President. As of this writing, nearly two years after the storm, precious few recovery dollars have made it to this region. Projects that have long been recognized by the community as needed but unfunded for a variety of reasons may potentially be undertaken with a renewed sense of urgency and purpose through the use of disaster and hazard mitigation-related sources, pending receipt and expenditure of recovery dollars as intended by Congress.

At the same time, the massive reconstruction effort has brought with it shortages in construction materials and labor. Bid prices for construction projects have risen

approximately 40% since Hurricane Katrina. RPC believes this will be a near-term anomaly. Price increases have had an impact to fiscal constraint, and care has been taken to reassess construction costs given the best data available.

Regional Planning Commission has been working closely with member parishes to support and supplement many functions that can no longer be undertaken by individual parishes. RPC is working with the Federal Highway Administration on behalf of our member parishes to implement the Emergency-Relief (E-R) program, as one example. RPC is also working with the Federal Transit Administration toward implementing provisions of Section 7025 of the 4th Emergency Supplemental funding bill passed by the 109th Congress to assist local transit agencies in using formula Section 5307 Capital dollars toward operating expenses through 2008.

In the early days of the recovery process, RPC worked closely with Federal Emergency Management Agency's Emergency Support Function (ESF) 14, which identified disparate recovery projects throughout the region. That federal effort has been supplanted of late by the Louisiana Recovery Authority (LRA), which is the recipient of billions of dollars in Community Development Block Grants (CDBG) as appropriated by Congress. RPC has been working with the LRA at both the policy level (via the Infrastructure Subcommittee) and at the tactical level to implement recovery plans and policies in the New Orleans region. Time will tell whether this effort will actually lead to reinvestments in infrastructure that are essential to a sustainable recovery as envisioned by Congress and the American people.

RPC has been very active in recovery planning at the parish and even neighborhood level. RPC staff members have participated in the Bring New Orleans Back, and sundry other planning efforts that are occurring at the neighborhood, citywide, and statewide levels. RPC has generated numerous graphics, GIS data and professional expertise to assist community recovery efforts.

Based on what is known at this time, the Metropolitan Transportation Plan for the New Orleans urbanized area is presented as a "work in progress." Long-term projects in

the plan are reflective of the need to enhance evacuation of what is now a much more "coastal" area.

Metropolitan Transportation Plan

There are two complementary planning documents to meet the MPO responsibilities to prioritize projects in the urbanized area. The first, required pursuant to 23 CFR 450.322, is the Metropolitan Transportation Plan (MTP). It is the chief legal document reflecting the resources, the fundamental planning process, and the selection of projects for the region. The MTP describes the long-term transportation needs and goals over the next 25 years. The second, the Transportation Improvement Program, or TIP, details funding and programming for the first three to five years of the plan. Pursuant to changes in the Air Quality status of the region, as well as regulatory changes brought about by SAFETEA-LU, the Regional Planning Commission reviews the MTP every five years, and the TIP is completed (revised) bi-annually.

The Metropolitan Transportation Plan is a 25-year forecast of transportation improvements and projected funding in the Metropolitan Planning Organization 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 writing the Metropolitan Transportation Plan. Being fiscally constrained, the MTP must be revised every four 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.

The Transportation Improvement Program for the New Orleans UZA is a bi-annual update of the first five years of the Metropolitan Transportation Plan. This provides an immediate map for upcoming projects and follow-up phasing. It is a baseline, specifically for the first three

years, while years four and five, although not mandated for inclusion except by local initiative, give an outline of projects in the pipeline. 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 annual Transportation Improvement Program unless it is first on the Metropolitan Transportation Plan.

Projects which surface from local parish initiatives often overlap high priority deficiencies discovered in RPC evaluations for the Metropolitan Planning Organization. Should similar parish and MPO priority projects exist, trades can be worked out between the RPC and parish programs to improve the implementation schedules for regionally significant projects. Often locally funded projects can move faster than those requiring federal funds. Thus, it is paramount that the MPO and parishes interact cooperatively, cultivating a good relationship to move high priority projects quickly. As always, all regionally significant projects are reflected in the TIP and MTP documents.

The Metropolitan Planning Process

➔ LaDOTD and MPO Responsibilities

The Louisiana Department of Transportation and Development has oversight of the Louisiana transportation system, directing allocations to highway, port, aviation, transit, and rail programs plus related public works projects, such as levee building, in the state. The entire DOTD budget is an amalgamation of multiple federal and state funding sources. Modal funding distributions and allotments within modal categories, as well as urban area allocations, are determined by a mixture of funding formulas set out by SAFETEA-LU and limited by obligation ceilings at the federal and state level.

Federal dollars flowing to Louisiana are called federal-aid funds and in general are used to repair and maintain the National Highway System and the Interstate System. Also funded are programs designated for certain categories and types of projects. These include the Highway Bridge

Program, the Congestion Mitigation and Air Quality Improvement Program and the Surface Transportation Program whose program further breaks out statewide and urban funding categories.

Just as the LaDOTD has authority to plan and administer programs and projects on the state level, the Metropolitan Planning Organization (MPO) has a special role to guide funds and prioritize transportation projects at the regional level. A mutually cooperative relationship is required between the DOTD and the MPO in order to fulfill each of their responsibilities under SAFETEA-LU and the state priority program established by Act 334 of the Louisiana Legislature. The DOTD approves the final disbursement of MPO funds, while each MPO of over 200,000 in population, called a Transportation Management Area (TMA), must concur on the state programming of the National Highway System and Bridge and Interstate Maintenance funds in their respective region.

➔ Participation from All Sectors

To arrive at a successful product, community input and increased representation from all sectors are required. The RPC has been purposively inclusive, undertaking pro-active outreach to groups traditionally involved in the planning process, as well as providing educational brochures and instruction for participants new to the process. The RPC also makes extensive use of print and electronic media, including cable broadcasts of critical public meetings, to keep the community informed about transportation issues. Opportunities for public comment are provided at regular RPC meetings, and additional public meetings are also held in response to specific problems in order to allow comments from as many persons as possible. This fluid approach has proven successful in meeting SAFETEA-LU mandates for an enhanced public participation process in which the public has the opportunity to put forth positions that will be considered and valued during critical decision making.

 **Environmental Justice Considerations**

By involving a broad spectrum of the population in the planning process, the RPC is attempting to promote environmental justice as an outcome of the plan. It is important to balance all factors when reviewing a project. One of the major criticisms of transportation system growth is that transportation infrastructure is highly detrimental to the quality of life in the neighborhoods and sub-communities impacted by a facility, while the benefits of that facility often flow to other stakeholders. Often the poorest neighborhoods in a community are disproportionately affected in this way. The goal of the environmental justice concept is to ensure that no communities are sacrificed for the good of the others.

 **Introduction of a Project**

In concert with SAFETEA-LU mandates to standardize the review process for new projects, a set of steps to identify an issue or possible problem area has evolved. In addition to internal studies to identify problems and devise solutions, new projects in need of evaluation generally come to the attention of the RPC through three avenues. These avenues are: the public involvement process in which citizens communicate either directly with the RPC staff or through their elected official; technical input from public and private transportation providers or agencies through frequent meetings with RPC staff; or as the result of various outside studies which are initiated for tangential purposes, such as real estate or economic development. Outside studies often identify possible transportation system deficiencies. The nature and scope of a problem determines the agency that has jurisdiction over it. Many times a cooperative inter-agency collaboration must exist in order to solve a transportation problem. If a problem comes directly to the RPC, a determination of the appropriate lead agency is made immediately and the responsible agency is contacted.

Project types might include a tangible repair such as an overlay; a micro-resurfacing of a roadway; a bridge replacement; an added lane; or, improved turning radii for trucks. It may also include a less tangible

improvement that also upgrades traffic flows and decreases congestion. These types of projects include traffic signal upgrades; incident management techniques to rid corridors of breakdowns which slow traffic; or installation of cameras to remotely view and then direct traffic by communicating best routes with variable message signs or over the radio.

Other alternative solutions are often sought in an Environmental Impact Statement (EIS) or a less intensive evaluation called an Environmental Assessment (EA). Both of these analyses incorporate essential steps formerly carried out in the Major Investment Study (MIS), rolled together in TEA-21 and retained in SAFETEA-LU. An EIS is used to analyze potential growth and development and a range of impacts associated with proposed transportation alternatives. The EIS measures cultural, social, ecological and fiscal impacts. Public participation is invited and encouraged to help identify important environmental issues related to the proposed alternatives and to suggest alternatives which are more economical or which have less environmental effects while achieving similar transportation objectives. Burgeoning corridors such as the corridor between the Louis Armstrong International Airport and the Central Business District where a current EIS/EA is being conducted are targeted because of the range and magnitude of transportation problems associated with the corridor. The goals outlined by the eight MPO Planning Factors require the MPO to work toward relieving congestion and to enhance safety, security, economic development, and provide integration and connectivity of the transportation system, across and between modes, for people and freight.

 **Transitioning from TEA-21 to SAFETEA-LU**

Significant transitional issues in regard to MPO adaptation of the new planning rules, roles and responsibilities set out in SAFETEA-LU are well underway at the Regional Planning Commission. RPC is working expeditiously toward the goal of full compliance with guidance promulgated in SAFETEA-LU for the July 1, 2007 deadline established in law. This MTP update reflects those changes.

At the same time, RPC member parishes have continued to develop a close partnership with the RPC and a trust derived from mutual benefits accrued from coordinated planning. For example, post-Katrina land use planning and mapping is being carried out in individual parishes and largely funded by partnerships established or initiated by RPC. Under a broad-based planning paradigm, projects chosen for inclusion in the Metropolitan Transportation Plan optimize solutions for regional problems, and reflect shared problems and needs among parishes. More and more projects are evaluated in terms of long-term, multi-parish regional needs.

➔ **Data and Evaluation Issues**

Whether dealing with existing project proposals or developing new ones, identifying the proper solution to a transportation problem requires fundamental or basic data collection. The development, manipulation and dissemination of data is an ongoing task in the Unified Planning Work Program (UPWP). The RPC continues to advance original data research, collect new existing data sets, and formulate management strategies to make the data available to appropriate parties. In addition, the RPC staff creates needed subsets of original data by building effective composite images with a mosaic approach. Aerial photographs and satellite imagery help to substantiate current and anticipated land uses and puts into perspective the pertinent nature of certain problems.

The RPC maintains an on-going reconnaissance and transportation surveillance effort. In the field they observe and collect various data including intersection-turning movements, the number of vehicles, and classification of vehicles. It also includes availability and timeliness of transit services, ridership, and signal phasing.

Socio-economic data obtained from the U.S. Census accounts for age, population and income level. The RPC uses the U.S. Census data to assist in monitoring the number of driving-age persons, number of cars per household, and number of households per census tract.

Each of these points of data contributes to determining the origin, destination, frequency, and mode of person trips. Complex or unique problems may require supplementary data collection related to the impacted transportation facilities.

Among the tools used to analyze the compiled data is a computerized transportation demand model. Transportation demand modeling is becoming increasingly sophisticated as computer technology improves. This tool allows the Regional Planning Commission staff to simulate existing and projected traffic volumes and transit ridership for various transportation scenarios. Over the last several years the RPC has begun integrating and populating a new modeling data base that links data tables to a regional map base. It is a Geographic Information System program specifically designed for transportation modeling efforts called TransCad. The RPC has also conducted extensive travel surveys in order to amass up-to-date data on typical travel patterns. The aggregate information assists the RPC finding appropriate transportation solutions.

Transportation models aid in evaluating the complex interactive impacts of multiple project “packages”. Frequently the best or most cost-effective solution may be to improve a related facility other than the one on which the problem occurs. Transportation modeling provides the ability to project the adequacy of the existing transportation system in an ever-changing environment and realistically evaluate solutions for comparison with other projects competing for available resources.

➔ **The Interconnected Nature of Management Systems**

The relatively new CMPP (Congestion Management Planning Process), as defined by SAFETEA-LU has gathered comprehensive congestion measurements (travel time data, level of service, volume to capacity ratios, speed) and linked it with existing roadway segments in a Geographic Information Database. Performance objectives were identified and procedures outlined to “grade segments” and better see and understand identified segments or corridor that are

congested and varying degrees of deficiencies. Data is continuously collected around the region and input into the model. CMS is only one tool to identify problems in the highway network.

CMS Goals include reducing congestion; reducing the percentage of freight movements in congested corridors; maintaining or reducing vehicle miles traveled; minimizing non-recurring congestion; and, improving air quality. Expanding on this theme, the CMPP is visualized to be a more inclusive of other transportation providers and stakeholders, with more outreach and inclusion to the community at large.

An integral strategy to reach CMPP goals includes the development and implementation of an Intelligent Transportation System. Early efforts were initiated with an Early Deployment Strategic Plan in 1997 –98, through a variety of pre-implementation activities designed to coordinate institutional efforts and begin project level implementation. Incident management is also a component of the Intelligent Transportation System. Any vehicle breakdown will adversely impact traffic flows. Incident management seeks to quickly remove impediments to avoid subsequent or heightened congestion.

Intermodal Management System is made up of numerous components. The RPC initially conducted a systematic evaluation of the National Highway System routes and the connected NHS Intermodal Connectors. These are essentially highway connections between intermodal freight and passenger terminals and the larger highway system that met federal criteria demonstrating certain freight movement volumes per day or passenger enplanements and deplanements per day.

A survey tool to better monitor and understand freight movements is also planned. Together these data will form the basis for capacity analysis, understanding impacts on highway systems of projected multi-modal freight volume increases and provide detailed project specific information for improved connectivity between modes. Intermodal and Intelligent Management Systems

are being coordinated with the Congestion Management Systems Plan.

Air Quality Considerations

One of the most significant roles of computer modeling in the transportation planning process is the development of the Air Quality Conformity Analysis of the MTP and TIP. In the Conformity Analysis, cumulative mobile source emissions impacts of all projects proposed for inclusion in the MTP are analyzed regardless of funding source. The mobile source emissions must not exceed federal performance standards set by the 1990 Clean Air Act Amendment (CAAA) and the National Ambient Air Quality Standards (NAAQS). The CAAA mandates that each urbanized area demonstrate a reduction in mobile source emissions, however small, in order to be in compliance. Ultimately, non-compliance may affect the amount of federal transportation funding received.

The Louisiana Department of Environmental Quality (LDEQ), continuously monitors local air quality at regional stations. The DEQ submits a State Implementation Plan (SIP) every three years to the Environmental Protection Agency (EPA) describing the intended air quality goals or air quality budget for each urbanized area of the state. Each conformity analysis requires the estimation of total mobile source emissions. Of particular interest to New Orleans are smog precursors of hydrocarbon (a proxy for VOC) and oxides of nitrogen (NOx),

Projects listed in the MTP must be evaluated prior to being adopted, approved and accepted in any air-quality nonattainment or maintenance areas.

The New Orleans UZA is currently designated as an air-quality attainment area for ozone in accordance with the National Ambient Air Quality Standards (NAAQS) as promulgated in the Clean Air Act Amendments of 1990 (CAAA). As such, LDEQ must prepare a maintenance plan for the New Orleans area under Section 110(a)(1) of the Clean Air Act. Under the provisions of Section 110, LaDEQ is not required to establish motor vehicle

emissions budgets for the New Orleans region. Rather, LDEQ has chosen to continue standard, ongoing emissions reduction and mitigation efforts with industry as the primary means for maintaining NAAQS for this region.

Nonetheless, RPC continues to emphasize a regionwide reduction in VMT. RPC's aim is congruent with smart growth strategies, such as increased use of transit, bicycle, and pedestrian improvements to encourage the use of non-motorized transportation where feasible.

Further Technical Advisement

During this data collection and analysis process the proposed packages of projects are presented to the RPC Technical Advisory Committee (TAC) for consideration. The Technical Advisory Committee is loosely constructed from transportation professionals from the six participating Transportation Policy Committee member parishes, the RPC, the Department of Transportation and Development personnel, and other technical persons linked to transportation planning in the region. The TAC is a source of supporting technical expertise and information as well as a liaison between RPC staff and the elected officials of their respective jurisdictions.

Understanding a Timeline, Maturity of Project and Phasing Considerations

Among the issues considered jointly by the RPC staff and the TAC are a project's conceptual feasibility; probable funding sources; a lead agency; and scheduled timelines. In examining a probable timeline one must note the type of project under consideration. Different projects inherently possess different "maturity levels". Different types of projects require greater or lesser amounts of time and attention, depending on the type of work and the magnitude of the project.

Transportation Systems Management solutions are typically less complicated, require comparatively less money, have a short implementation cycle, and are, therefore, easier to implement. A large construction project, such as a major bridge, may require ten years of staged planning and engineering and ten years

of continuous phased construction. Each plateau and associated cost is summarized in the MTP and considered against other desired or previously scheduled projects. A more modestly scaled project is appropriately shorter and possibly less costly, although the average project life span of any construction project is eight to ten years from the time the initial concept is introduced to completion. Project selection is complicated by fiscal constraints when phasing multiple projects over multiple years. Any difficulty can have multiple or compound effects on existing and future projects, especially when projects are complex or require long term phasing.

All findings are presented to the Transportation Policy Committee for an informal consensus. The Transportation Policy Committee, after review, may be of the opinion that more conceptual work is needed, or they ask for feedback on the preferred solution from professional organizations and the community. If it is in the best interest of the project to gain political consensus or wide public support before placing it on the Metropolitan Transportation Plan, the Transportation Policy Committee may pursue stronger concurrence from the community.

Placing A Project in the Metropolitan Transportation Plan, the TIP, and STIP

Once the project meets all the criteria for acceptance on the MTP a formal vote is taken of the Transportation Policy Committee and officially amended into the Plan. Should it fall anywhere in the first five years of the MTP, it is also incorporated into the TIP document. To be included, it must meet eligibility requirements for federal funding; fall within the projected budget for future program years; adhere to the eight planning factors mandated by SAFETEA-LU; and, meet local guidelines. By the time a project is included in the TIP it will have obtained the consensus of numerous public bodies and been considered extensively in light of the entire network of needs in the region.

The Transportation Improvement Program (TIP) is the foundation for all regional projects proposed for implementation in the coming year and must

be submitted to the DOTD for inclusion in the State Transportation Improvement Plan (STIP). The DOTD must resolve any conflicts between regional TIPs and coordinate the STIP with the Act 334 Priorities Program. If the DOTD does not concur with the TIP a negotiation period may result. The STIP may be approved without projects from a particular MPO, but DOTD cannot modify a submitted TIP without MPO concurrence. All effort is made to reach an agreed-upon list of projects acceptable by both parties.

The State Intermodal Transportation Plan (SITP)
The SITP is the Department of Transportation and Development document that identifies and establishes the State's needs-list for all transportation modes. It is not fiscally constrained but does prioritize projects within each modal category. MPO Transportation Improvement Programs are adopted in their entirety into the SITP, therefore, leaving local priorities in tact. In some cases state level priorities coincide with projects in the Metropolitan Planning Organizations Metropolitan Transportation Plan. The first SITP was completed in 1995 and the second is underway at this time.

The SITP is the official Long Range Plan for the State of Louisiana. It assists the State in estimating future funding required under various scenarios and identifies planning issues for further exploration. For example, the State recently participated in the Latin America Trade and Transportation Study (LATTs). It was a multi-state evaluation of the impact of growing Latin American trade on the Southeast United States transportation system (rail, maritime, and highway). Future demand

and the capacity, or lack thereof, to accommodate traffic was analyzed. It is also good example of a transportation planning analysis that was appropriate only at the state level.

Safety Conscious Planning

The metropolitan planning process is placing increasing emphasis on transportation safety. A Safety Advisory Committee was formed by RPC and LaDOTD District 02 to identify data needs, review accident information, and to develop countermeasures for addressing the high incidence of vehicular, pedestrian and bicycle accidents occurring in the region.

An RPC review of crash data obtained from LaDOTD and the Highway Safety Commission indicated abnormally high levels of pedestrian and bicycle accidents with vehicles occurring in the New Orleans area. Safety Advisory Committee members include state and local police, emergency services, local traffic departments, MPO and national safety council members, among others.

Various sub-committees have been formed in order to expand the consultation process with appropriate agencies and organizations and to formulate effective Transportation Systems Management countermeasures. In addition to geometric or traffic operational improvements, it is anticipated that public education programs will be increasingly emphasized to properly inform drivers, bicyclists, and pedestrians about safety

Key elements of RPC's Safety Conscious Planning Program include:

1. Research and Public Education to inform motorists and cyclists about safety procedures and laws;
2. Pilot Programs to address high vehicular crash locations;
3. Expanded Consultation and Stakeholders to provide for involvement of community groups, special interests such as the Metropolitan Bicycle Association, and planning and enforcement agencies

and planning and implementation of Traffic Calming Measures to reduce vehicular conflicts with pedestrians and bicyclists.

policies and procedures. Safety projects will continue to be added to the Metropolitan Transportation Plan and Transportation Improvement Program based on needs analysis and as recommended by the Safety Advisory team members.

Planning for Security of the Transportation Network

The metropolitan planning process is placing increasing emphasis on transportation system security. Pursuant to guidance promulgated in SAFETEA-LU, the MPO's across the nation have been tasked with incorporating security among the other seven planning factors.

The need for a secure transportation network was made brutally apparent because of the terrorist attack on American soil on September 11, 2001. However, around the world terrorists have targeted transportation systems, be it trains in Madrid or buses in Tel Aviv. The aim is simple - to disrupt the transportation network is to disrupt the economic and physical security of a populace. Transportation systems are inherently vulnerable in this regard.

In New Orleans, the events around the landfall of Hurricane Katrina pointed out both weaknesses and strengths of the transportation system in the region. The ability to evacuate citizens away from the urban core, be it for a weather event or a terrorist attack is paramount in transportation planning and homeland security concerns in the region. Southeast Louisiana in general and the Mississippi River corridor in particular can be seen as vulnerable to a security threat for numerous reasons, among them

- The area is home to numerous petrochemical and industrial activities,
- A large nuclear power facility,
- The ports of South Louisiana and New Orleans are the busiest in the world in terms of tonnage, and ports have been deemed vulnerable to terrorist infiltration via falsified or poorly documented cargo manifests.

- The strategic importance of the railroads in New Orleans, particularly as a rail gateway and the use of the Huey P. Long Bridge over the Mississippi River.

All told, security of the transportation system in the New Orleans area has been a major concern prior to Hurricane Katrina. It is more so now. In implementing ways to enhance system security, RPC is actively involved in several ITS initiatives, all of which have surveillance and coordination with emergency responders as their common theme.

These initiatives include:

- ➔ The development and implementation of a Traffic Management Center at I-10 near West End in New Orleans. This regional center will monitor traffic conditions and alert emergency responders of an incident on the interstate highway and principal arterial roadway networks for all parishes in the region.
- ➔ Implementation of Advanced Public Transit System advances congruent with the regional plan completed in 2006. At this time, new RTA buses will be equipped with cameras in the vehicle to monitor conditions inside the bus, outside the bus, and incorporate Global Positioning Satellite (GPS) tracking to monitor bus movements at all times along the route. Bus engines can even be shut down from a remote location should the need arise.
- ➔ ITS Camera deployment along key corridors in the region. RPC intends to devote significant resources toward installing surveillance cameras along CMS corridors in the region to monitor traffic flow and alert local DPW's and emergency responders of problems along the network. Access to the cameras will be given as a priority to first responders to an incident per agreements outlined in the ITS deployment plan.

Pursuant to SAFETEA-LU, RPC recognizes its responsibility for the maintenance of the regional ITS architecture. RPC has been proactively involved with local DPW's, local police and Sheriff's offices, Louisiana State Police, and numerous other stakeholders. Additionally, ITS in the New Orleans region is designed to work hand-in glove with Incident Management initiatives to help manage, reroute and otherwise mitigate incidents that occur on the transportation network, in concert with first responders and area law enforcement.

Smart Growth

How the RPC Embraces the National Trend

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. Smart growth 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 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.

Many smart growth principles naturally align with the Regional Planning Commission's (RPC) mandate and general philosophy, which strives to achieve comprehensive, sustainable development. The RPC is currently working on projects and programs that complement each of the ten smart growth principles. The below section describes each of the ten smart growth principles and RPC projects/ programs that complement the growing interest and attention given to living and growing in a smart, sustainable manner.

1

Mixed Land Uses

The RPC addresses mixed-use development by providing land use planning services to various local governments. In 2001, the RPC assembled a land use plan for the Metairie CBD emphasizing clustered, mixed-use, compact development in the downtown area. In 2002, the RPC also assembled a land use plan for St. Bernard Parish that emphasized the significance of preserving environmentally sensitive areas. The RPC also assisted the parish in preparing a land use plan that avoided over development and incompatible land uses.

2

Compact Building Design

In 2003, the RPC initiated the Orleans Neighborhood Business Development (ONBD) program, a Main Street type initiative, which emphasizes the importance of preserving and rehabilitating New Orleans' traditional business districts with an emphasis on compact, walkable neighborhoods. The RPC has also studied the feasibility of developing compact Transit Oriented Developments (TODs) along major transportation corridors. TOD design has been incorporated into discussions concerning light rail development linking the CBD to the Louis Armstrong International Airport.

3

Mixed Housing Opportunities Including Styles and Levels of Affordability

The RPC does not directly address housing initiatives. However, the RPC does support mixed-income housing opportunities by supporting the Housing Authority of New Orleans (HANO), and various housing agencies/ organizations, efforts towards creating more mixed-use and mixed income housing projects through various federal programs.

4

Walkable Neighborhoods

The RPC encourages the development and preservation of walkable neighborhoods by addressing pedestrian

concerns in various transportation programs and plans. Currently, the RPC is developing and planning bicycle corridors throughout the five parish region. Bike lanes, through RPC's urging, are now being incorporated into regional recreation and downtown plans. Also, the RPC's recent Camp Street extension, which focuses on lane narrowing and signalization, encourages and facilitates pedestrian activity in the heart of New Orleans' CBD.

The RPC is also addressing the need to enhance neighborhood walkability by studying a potential riverside streetcar extension plan. This proposed extension would help strengthen the connection between the Lower Garden District and the CBD. Many of RPC's transportation initiatives also include landscaping (Claiborne, I-10, the airport access road, Belle Chase Highway, etc) as a means of enhancing both community aesthetic and general perception of neighborhood walkability.

5

Distinctive, Attractive Communities with a Strong Sense of Place

Distinction is at the core of the RPC's comprehensive planning initiatives. The RPC strives to preserve regional cultural identity and New Orleans' unique, walkable building patterns and architectural heritage. All RPC transportation and community plans address local concerns and strive to provide transportation options that enhance a community's overall health and sustainability.

6

Preservation of Open Space, Environmentally Sensitive Land, and Culturally Significant Areas/ Buildings

The RPC utilizes advanced GIS planning and aerial cartography to ensure the preservation of environmentally sensitive areas. The RPC is also at the forefront of utilizing advanced GIS technology to allow for the development of more sustainable land use planning at the local level. GIS information is further used to help guide sustainable economic development initiatives for the five parish region.

7

Reinvestment in Existing Buildings/Communities and Balanced Regional Development

The RPC comprehensively addresses community concerns at a regional level through a variety of initiatives. The RPC's transportation focus has grown to address many environmental and economic issues with an emphasis on community-oriented economic development and sustainable, cost-effective growth. RPC strategies focus on the need to grow in a manner that does not significantly stress existing infrastructure, that conserves ecologically sensitive areas, and that remains cost-effective (limits sprawl).

8

Mixed Transportation Options

The RPC, through an array of transportation studies, advocates the need to develop mixed transportation options. The RPC researched the feasibility of developing a light rail system connecting the downtown to the New Orleans' airport. The RPC has also researched the feasibility of developing high speed trains to connect the North and South Shores and the greater tri-state area. The RPC has further studied and offered solutions to improving existing heavy rail lines to enhance access and service to manufacturing bases and ports in a manner that complements the natural environment and residential growth.

9

Fair, Cost-Effective Development Options

The RPC does not directly engage in real estate development or construction projects, but the Commission, through comprehensive planning, encourages cost effective practices. The RPC supports the development of plans that reduce sprawl and utilize existing infrastructure. New highway development addresses the use of fewer, narrower lanes to keep costs low and to avoid a negative impact on the local environment and community. Light rail development has also been proposed as a low impact transportation option that becomes more affordable over time

(minimal community impact and low maintenance cost). Comprehensive planning ensures that RPC proposals remain fair, sustainable and cost effective for future generations.

10

Active Citizen Participation in the Development Process

The RPC encourages public input at all phases of a project's development. Many RPC projects, such as the ONBD program, require active civic engagement. The RPC firmly believes that local communities should participate and help direct the planning process. In fact, the ONBD program is guided by a multi party task force composed of individuals from the not-for-profit, for profit, and public sectors. The RPC also supports CBNO/MACs initiative to facilitate enhanced civic engagement in the policy making process. The RPC firmly believes that strong, organized community groups result in a more organized, effective planning process.

The RPC could be labeled as a "smart" MPO as the organization addresses all ten smart growth principles. Recent attention to smart growth is encouraging, but such discussion must continue to evolve within both the private and public sectors. In the meantime, the RPC will continue to provide and guide smart, sustainable projects at both the local and regional levels.

Smart Growth Post-Katrina

Post-Katrina, the RPC has worked to embed smart growth principles in the region's recovery plans. Recognizing the need to reinvigorate core commercial corridors for the economic and social vitality of neighborhoods, the RPC established an Urban Main Street program. The Urban Main Streets program encourages infill development through reinvestment in existing building and communities, promotes pedestrian friendly environments, and emphasizes the preservation of heritage and culture. In addition, the RPC spearheaded efforts to retain and revitalize the Medical District in downtown New

Orleans. The retention of the Medical District is critical to balancing regional development and limiting the potential for sprawl should the various institutions disband. The RPC also created a redevelopment plan for West End, a marina and recreation area next to Lake Pontchartrain. The site plan, which spans Jefferson and Orleans parishes, proposes mixed use, compact building design, the preservation of open space and adopts green building principles. Citizens have been actively engaged in the formation and refinement of site plans. These are a few of the many smart growth projects and activities the RPC has pioneered post-Katrina.

The New Orleans Urbanized Area

Community Characteristics (Attributes/Constraints)

The New Orleans metropolitan area, including St. Tammany Parish, is comprised of a historically significant central city surrounded by contemporary suburban areas with a total population of about 1.3 million people. 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 experienced minor changes with Orleans losing approximately 12,000 and Jefferson gaining approximately 7,000 persons. Plaquemines and St. Bernard each experienced small increases, approximately 1200 and 600 respectively while St. Charles Parish, an outer ring suburb on the south shore, gained approximately 5600 persons. This snapshot indicates that Orleans Parish is 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 suffers from deteriorating infrastructure due to its age. It is also home to disproportionately large low income population. The 2000 census ascertained that the State of Louisiana has the highest rate of poverty in the nation. Principle industries include tourism; health care; maritime port industries; and, the petro-chemical industry.

The location of the New Orleans region along the Mississippi River near the Gulf of Mexico has shaped

two extensive and interdependent transportation gateways (other than highway) through the urbanized area. Maritime and rail systems converge, producing significant multi-modal interactions and operations. Multiple ports, the Gulf Intracoastal Waterway barge traffic, and the man-made Mississippi River Gulf Outlet, designed to reduce vessel transit time from the Gulf of Mexico to New Orleans, are all inside the jurisdiction of the Metropolitan Planning Organization. In response to maritime development, a parallel expansion of the railroad industry has equipped the New Orleans region as the origination point for six Class I railroads, one regional short line railroad, and the only publicly owned railroad in the State of Louisiana, the New Orleans Public Belt Railroad.

In addition, one surface passenger rail line (Amtrak) serves the New Orleans region, stopping at the New Orleans Union Passenger Terminal near the Central Business District. Ever-increasing air transportation demand captures high cost/low weight cargo and high-speed passenger travel at the New Orleans International Airport. The trucking industry, with direct access to the Interstate highway network, services port, rail, and aviation connections at intermodal terminals and has the unique ability among freight transport to make doorstep deliveries outside terminal facilities. Both port and aviation networks are actively pursuing Latin American trade and the expansion of North/South hemispheric markets.

The large number of natural and man-made bodies of water in and around the New Orleans Metropolitan Area serve as a natural restraint on urban sprawl and provide special challenges to the growth of the transportation system. Many of the congestion problems in the area are related to bottlenecks created by the small number of facilities crossing water features.

Bus transit service operates in three of the five parishes of the Metropolitan Planning Organization - Orleans (Regional Transit Authority), Jefferson (Jefferson Transit – eastbank and westbank), and St. Bernard (St. Bernard Urban Transit). Prior to Hurricane Katrina, the Regional Transit Authority had the distinction of having one of

The Central Business District and its adjacent historic district, the Vieux Carre, are vital centers for both business and tourist activity and are the scene of significant activity at all hours of the day and night. Travel in these areas, as well as many of the other older areas of the community, is very pedestrian oriented. The area also contains large amounts of green space, not only in traditional settings such as local parks, but also in numerous large medians, levees, and urban wildlife preserves. The citizens are very conscious of the history, culture, and ambiance of the community and are very protective of the city's unique character. For this reason historic and green space preservation are often considered more important factors than economic development and improved travel.



New Orleans CBD



New Orleans French Quarter

the largest riderships per population in the nation. The Regional Planning Commission successfully influenced enactment of the first cross-parish all day bus pass and establishment of connecting cross-parish bus routes between Orleans and Jefferson Parishes. Commuter patterns indicated growing linkages between New Orleans East and job centers in East Bank Jefferson Parish such as Elmwood Business Park and Lakeview Shopping Mall and on the West Bank, Avondale Industries. These desired origins and destinations are basically rewriting historic commuter patterns that formerly directed routes to downtown locations. Since Hurricane Katrina, transit ridership has changed significantly in the region. RTA is still the dominant transit provider in the region, but has at this writing, experienced a significant decline in ridership, having lost approximately 80% of its ridership, a direct result of the depopulation of New Orleans and the lack of affordable housing units for working class families.

New Orleans is a very transit-oriented city when compared to cities of comparable size. Light rail operates in a limited capacity along three routes in the New Orleans region - the Riverfront Streetcar running between the Convention Center and French Quarter, and the St. Charles Avenue line, in continuous operation since the mid 1830's. The Regional Transit Authority was successful in securing Federal Transit Administration New Start federal funding to build the Canal Streetcar Line between the Riverfront and the cemeteries along Canal Street, and a spur along N. Carrollton Avenue that ends at the entrance to City Park.



St. Charles Avenue and Canal Street Streetcars

Goals and Objectives of the Urbanized Area

The Regional Planning Commission authorized a Public Participation Outreach effort during 1997-98. The effort strove both to be an evaluative tool to determine the best way to effectuate public participation and also to synthesize current goals and objectives held by various participants. Although this effort is now somewhat dated, it still provides useful direction for ascertaining the needs of the community and providing general planning guidance to RPC personnel. Users, providers, and transportation technical advisory personnel were surveyed. Findings revealed several items of note. Technical personnel and providers of transportation perceive a greater public dissatisfaction than the public reports. Also, goals and objectives identified in the planning process relate strongly to the character of parish communities, not necessarily identical across the region.

Findings further reflected the diversity between the two largest parishes. Orleans Parish residents are more strongly in favor of improved transit provision and maintenance of local streets. Jefferson Parish residents emphasized greatest concern with coordinated land use and transportation development in burgeoning areas and improving key intersections to smooth traffic flow for suburban commuters. Although Jefferson Parish residents also voiced some transit concerns, the issue was less compelling in relationship to job provision and finding work that pays a living wage as reported in Orleans Parish. While Jefferson Parish is a suburban community with higher income levels, Orleans is made up of lower income groups and a larger minority population having greater transit needs.

The existing variable community characteristics motivates a broad-based approach designed to guide long-range planning at the system level. Constant feedback from the community, local planning officials, the business community, and federal, state or local initiatives which involve transportation solutions, such as Job Access Reverse Commute (JARC), shape the goals and objectives in this plan. In this way, broad direction for individual projects is a result of a community-wide effort.

A system level assessment must be guided by the goals and objectives, including the eight planning factors mandated by SAFETEA-LU, to decide transportation strategies and measures. As always, regionally significant projects require focused technical evaluation to ascertain system-wide impacts of potential air quality changes and to determine system sufficiency. The RPC strives to employ community goals in an enhanced planning process to develop outcomes that successfully address viable community needs.

Principle goals in relationship to transportation are identified below.

Goal 1

Repair and maintain the existing highway and transit infrastructure. Manage the transportation system to mitigate traffic congestion through infrastructure improvements that make the best use of the existing system by allowing traffic to flow better and through measures that encourage people to travel by means other than the single-occupant vehicle. Promote non-motorized modes of travel to reduce congestion.

Goal 2

Develop and fund an intermodal transportation system that strives to support and promote economic development goals.

Goal 3

Provide improved transportation services to persons with limited mobility, including the disabled; the poor; those in isolated communities; and other persons without convenient access to or financial ability to operate automobiles.

Goal 4

Develop and manage the transportation system with recognition of the need to avoid adverse effects on human health, the environment, and energy consumption. Work to preserve the unique culture of the region.

Goal 5

Work with the State of Louisiana and nearby regions to encourage a diverse choice of options for travel beyond the New Orleans region, including air, high-speed rail, bus, and auto transportation modes.

Goal 6

Promote and fund the development and deployment of intelligent transportation management including incident management techniques and procedures to reduce congestion on the transportation system throughout the metropolitan area.

Program/Project Selection Criteria

Project selection criterion 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. The original ISTEA helped to establish clear air quality and noise level performance standards, yet most criterion can not 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.

A rough outline of the project evaluation prioritization process is listed below.

1. Has the concern expressed over a problem been echoed generally through the community, or does it come from a particular interest group?
2. What persons or groups are in opposition (to proposed solutions) and why?

3. Does the project clearly address the problem being identified?
4. 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?
5. If a problem requires implementation of multiple solutions, should they be implemented simultaneously or in phases?
6. Is implementation feasible? (Politically, fiscally, environmentally)
7. What other projects already underway might currently address the problem, in whole or in part?
8. Have there been similar problems elsewhere with applied solutions that demonstrate project worthiness?
9. What financial resources exist to solve the problem?
10. What are the financial constraints? Can they be resolved by phased implementation?
11. What are the potential impacts (fiscal, social and environmental) of possible solutions?
12. What are the potential impacts if the problem is not addressed?

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 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 constantly blended into current considerations. Additionally, input from the Transportation Policy Committee representatives, the technical advisory committee, the RPC staff and the

public participation process help bring best criteria into focus.

Financing Projects in the New Orleans Urbanized Area

Federal and state moneys are the primary source of funds for proposed transportation projects in the New Orleans urbanized area. Federal transportation funds are created by a nationwide fuel tax of 18.5 cents per gallon. Louisiana's federal apportionment fluctuates annually but is approximately \$230 million for roadway transportation infrastructure.

Federal dollars flowing to Louisiana are called federal-aid funds. They are designated for certain categories of roadway and types of repairs. These include repair and maintenance of the National Highway System, the State Highway System and the Interstate system. They also fund the Overlay Program, Federal Bridge Replacement program, and 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 local government. STP Flex funds are distributed statewide. They are coordinated by LaDOTD with the concurrence of MPOs when it is spent in MPO urban areas and the local match is provided by the state DOTD.

The state of Louisiana is required to commit their 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 \$44 billion 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 Intermodal Transportation Plan was published in 2001 with guidelines developed through the state planning process. The SITP 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 weight stations. Safety refers to highway and rail crossing safety, while capacity refers to any project which adds lanes to the system rather than management of the existing system. Other categories of projects include the TIMED program, demo or high priority program, enhancements, and 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 raise 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.

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.

Municipalities use local tax dollars and general revenue bonds to finance, maintain, and build local streets. They 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.

State and Local Funding Efforts (Non-Federal)

Also contributing to capital infrastructure in the region are four short term funding initiatives not associated with federal aid. They each include regionally significant transportation projects in the New Orleans area and therefore must be reflected in the Metropolitan Transportation Plan. The associated planning process for these groups of projects are independent of the Regional Planning Commission but coordination with the RPC is still needed to monitor federal Air Quality Conformance standards which are effected by any new capacity projects.

Two initiatives are state level programs. These include the Transportation Infrastructure Model for Economic Development of 1989 (TIMED) and the Crescent City Connection (CCC) Mississippi River Bridge tolls. The state TIMED program established a Constitutional Amendment in 1989 to build 16 projects statewide with a statewide four cent fuel tax over 15 years, ending in 2004. TIMED projects were selected on the basis of advancing economic development statewide. Most TIMED projects were large scale endeavors, not otherwise affordable through existing means. The program gained passage by roughly distributing the dollar amounts of projects equally over all legislative districts of the state.

Included in the list of projects were major improvements to seven state or national highways and four New Orleans roadways not on the state system. Also included was the reconstruction of three bridges (two in New Orleans), capital investments at the Port of New Orleans (\$100 million), and the New Orleans International Airport (\$75 million). Nearly \$1.4 billion dollars worth of projects were originally estimated but that estimate proved to be grossly insufficient. After considerable debate, a new bill was introduced and passed in 1998 to indefinitely extend the four-cent fuel tax in order to complete only the original sixteen projects. The tax generates approximately \$52 million per year. The revenue was eligible to be bonded after 2005.

The largest inaccuracies when estimating project costs in the New Orleans region were bridge related. Widening of the Huey P Long Bridge from four to six lanes was originally estimated at \$60 million and is now estimated at \$660 million. Construction of the Florida Avenue Bridge was originally estimated at \$32 million and is now estimated at \$300 million. LaDOTD has committed to building these projects, with the Huey P. Long Bridge widening proceeding first in 2010, while the Florida Avenue Bridge will proceed within two years thereafter.



Huey P. Long Bridge (artist rendering)

As many TIMED projects were comparatively small and not on the state system, the local parishes became the lead agencies. These projects were easier to implement than the high cost, large-scale highway or bridge projects in the program. New Orleans has enjoyed successful implementation of all or part of six of the

projects, the most productive implementation schedule across the state.



Florida Avenue Bridge (artist rendering)

The Port and Airport TIMED projects were accomplished as a part of their well organized five-year capital building programs. Listed as a separate highway project, the Tchoupitoulas Corridor, a dedicated truckway inside the Port of New Orleans, is nearing completion. It is a National Highway System intermodal connector. Earhart Boulevard reconstruction cost went from \$10 million to \$20 million. Several segments are complete and several await resolution of local real estate and environmental issues before construction can begin.

Tchoupitoulas received \$13 million in STP greater than 200K funds and Earhart will continue to be supported by STP greater than 200K funds from the Metropolitan Planning Organization to continue work. In Jefferson Parish, an extension of the West Bank Expressway from Ames Boulevard to Avenue D is complete and all but one segment along West Napoleon Avenue are finished.

Construction of the Crescent City Connection, a parallel span of the Mississippi River Bridge, was authorized in 1976 along with the establishment of the Mississippi Bridge Authority in Act 402 of the state Legislature. Over the last 22 years, numerous amendments have expanded the allowed amounts for general obligation and revenue bonds to pay for the increased cost of the bridge and in

1988, the scope widened to include the extension of the West Bank Expressway, considered an approach to the bridge. In addition, Amendment 36 in 1994 considerably broadened the scope of projects allowed for funding through CCC tolls. Projects paid for out of toll receipts are mainly directed at bridge maintenance or to improve west bank deficiencies directly and indirectly connected with the bridge. The state legislature approved a bill to extend tolls on the CCC from June 30, 1999 forward. Debate over the burden on toll users and setting project priorities was resolved when constituents were allowed to form an oversight committee to monitor and give input in the selection process.

High Priority Funding

High priority or demo funds for particular projects were authorized for Louisiana and other states in the SAFETEA-LU bill. These projects may or may not have wide-spread local consensus and community support. The amount authorized often provides a small percentage of the overall project cost. In general High Priority projects support innovative, or unique projects that may meet many planning factors but may still be outside mainstream projects. For example, \$1 million was dedicated initial planning for the Louisiana High Speed Rail Corridor in TEA-21. This has opened the door for further funding to upgrade railroad crossings in Louisiana.

The two local funding initiatives for local streets include a Jefferson Parish referendum called Jeff 2000 in January 1998 raising \$51.5 million for major street work and the Rebuild New Orleans Now referendum of Orleans Parish in July 1995 designating \$47 million for major street reconstruction. A second Orleans Parish bond referendum passed in 2000 raising \$100 million. General obligation bonds were sold in each case to support the cost of the capital projects to be completed in five year programs. Jefferson Parish went through a lengthy public outreach process to identify and set priorities for projects. In both parishes, most projects selected are major roadways which are eligible for MPO STP greater than 200K funds but have gone unfunded due to the massive number of critical projects which rank higher for repair.

In making funding projections for the 2008 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.

Chapter II

Highway and Transit Project Descriptions by Functional Category

The following pages provide a description, by category, of the projects contained in this plan. In addition to a general description of each category, further information is provided on project purpose and need, limits and scope, community issues, and sources of funding. Specific projects within the category are identified where appropriate. Major projects are described and discussed in detail. More routine projects are identified in a summary table listing project location, proposed implementation date, funding amount and category. Abbreviations are used throughout the tables to describe funding categories. A list defining the abbreviations can be found in Appendix C.

A chronological listing of projects including detailed phasing and funding can be found in Chapter III.

Overlay Projects on Major Roadways

DESCRIPTION

Overlay is the process of putting down a thin protective surface (usually asphalt) over a roadway that has begun to deteriorate from traffic and weather exposure, thus preserving the surface, roadway base, and improving drivability.

LIMITS AND SCOPE

Overlay projects are an ongoing item in the Long Range Transportation Plan and are included in the plan on an annual basis. Locations are chosen based on data from the LaDOTD highway needs assessment and from Parish Pavement Management Programs. Because overlay projects are preventative in nature, identification of projects is a short-term process. In Chapter III, which lists projects in each Tier of the Metropolitan Transportation Plan, specific sites are identified for Tier I (the TIP) covering years 2007-2010 where that information was available. Other identified but backlogged needs but are listed in Tier II. Tier III program listings reflect only proposed funding allocations. Specific sites are to be determined through the TIP development process on a bi-annual basis.

PURPOSE AND NEED

Overlay Projects are a critically important tool in the effort to maintain our existing roadways in a condition of peak operating efficiency. These projects are quick and relatively inexpensive, taking only a few weeks or months to complete. More importantly, if maintenance is delayed until the roadbed is seriously deteriorated and reconstruction is required, then the direct construction costs will be six times the cost of a timely overlay even without adding in the cost in user delay during the lengthier reconstruction process. Overlays are one of the most cost-effective of transportation infrastructure maintenance projects.

COMMUNITY ISSUES

Most of the overlay projects in the region are conducted on state routes using federal funds. These funds cannot be used for projects on local streets where the need for pothole repair and overlay is critical. Further, few of the local jurisdictions have any continuing funding for these local projects. In order to remedy this situation, RPC initiated a Pilot Program in 2003 to address overlay needs on major arterial streets that are non-state highways in Orleans and Jefferson parishes. Fifteen major streets were included in the Pilot Program, representing a capital investment of nearly \$60 million. This program is part of the region's commitment to address system preservation needs in a more timely manner. Many of these streets have been completed. Others were in the project development stage and were postponed due to the hurricane. RPC has requested FHWA Emergency Relief funding for fifty five key roadway sections in the region to help address repairing federal aid eligible roads. These roadways are listed in Appendix A. Many of these roads were inundated with several feet of salt water for up to 89 days as a result of the catastrophic failure of the hurricane protection system. At this writing, no resurfacing has been done on any eligible street via the E-R program. RPC continues to monitor developments in the program and work state, local and federal partners to implement resurfacing projects.

FINANCING

It is anticipated that all of the overlay projects in the Metropolitan Transportation Plan will be funded using federal formula funds with match coming from LaDOTD on state routes and from the respective parishes on major roadways that are not state routes. Additionally, roadways that are eligible for inclusion in the E-R program are also eligible for 100% federal funding. Annual future year allocations from the formula funds are expected to average about \$12 million per year.

Reconstruction / Rehabilitation Projects

DESCRIPTION

Reconstruction involves the demolition of the existing road surface that is beyond repair, re-stabilizing or replacing the roadbed and foundation, and rebuilding the road surface with appropriate materials (e.g. concrete). Reconstruction is usually undertaken when overlay is inadequate to meet the problem, and further deferral of maintenance would result in the road reaching the limits of drivability.

LIMITS AND SCOPE

| Reconstruction/ Projects |
|---|
| Patricia/Genie |
| Packenham/Jackson |
| Robert E. Lee Blvd. |
| Martin Luther King Blvd. |
| Poydras St. (Claiborne - Broad) |
| Woodland Drive (Tullis to DeGaulle) |
| Earhart Blvd (Hamilton to Fern) |
| Fleur De Lis (Veterans to Hammond Highway) |
| LA 3060 (US 90 to LA 18) Relocate/ Reconstruct |
| Woodland Dr. (Tullis to DeGaulle) |

Reconstruction / Rehabilitation Projects can often be lengthy, rivaling the time necessary for actual construction of the road. Most of the listed projects are anticipated to have relatively short completion times. Those with longer time frames such as Earhart Blvd. are programmed in phases as described in Chapter III. Projects that add capacity during the reconstruction are identified in the section on Highway Capacity Increases.

PURPOSE AND NEED

Because of unstable soil conditions throughout the region, heavily trafficked roadways, particularly those

roads that carry a high volume of heavy truck traffic, suffer severe damage under normal wear and tear. The roadways identified in this section have deteriorated beyond the point where simple overlay or light rehabilitation would be useful. Projects are identified from the LaDOTD Highway Needs Assessment and local parish maintenance evaluations.

COMMUNITY ISSUES

There have been no community comments received on these smaller reconstruction projects, even those involving capacity increases. In general, however, there has been continuing discussion about the following issues:

1. The length of time it takes to get a project through the program to construction
2. The construction impacts and phasing of projects
3. The project prioritization and selection process

These issues are being addressed in our ongoing liaison with DOTD and the Parish traffic and public works staffs. RPC's work in prioritization based on need was recently enhanced through the citizens based Comprehensive Planning Process being undertaken in Jefferson and Orleans parishes. Community-based Focus Group meetings were conducted to pro-actively solicit citizens input into the Land Use and Transportation Elements of the individual parishes as well as RPC's Regional Comprehensive Plan. This interactive process between local neighborhoods and planners resulted in a more complete and updated set of transportation improvement needs and priorities for the regional community.

FINANCING

Reconstruction projects are funded from multiple sources as individual construction projects. Most funds come from federal formula funds with state or local match depending upon whether or not the road is on the state maintenance system. There is currently no recurring funding dedicated to the reconstruction category.

Highway Safety / Hazard Eliminations

DESCRIPTION

Safety and Hazard Elimination Projects address several aspects of safety, including accident prevention, crime prevention, accident response, and investigation. The projects in the current plan are mostly low-cost efforts to improve visibility at critical locations; provide advisory and warning signs to aid motorists in negotiating difficult or confusing roadway segments; and mechanisms for reducing the delays, congestion, and secondary accident potential after an accident has occurred. High traffic volume corridors, i.e., I-10 West and I-10 East, are benefiting from Motorist Assistance Patrol (MAP) programs that are designed to reduce traveler delay through improved response time to breakdowns or incidents. MAP services include on site traffic safety management, motorist assistance, removal of stalled vehicles, and re-institution of normal traffic flow conditions.

In addition to Incident Management, traffic safety and operations are becoming an increasingly important part of RPC’s overall transportation program. In cooperation with State Farm Insurance Company, RPC has completed traffic safety studies for ten high accident locations in the region. RPC is presently working with LaDOTD and the Louisiana Highway Safety Commission on collecting and analyzing traffic data and safety concerns for abnormal intersections, including locations involving vehicular and pedestrian or bicycle accidents.

LIMITS AND SCOPE

| Safety/Hazard Elimination Projects |
|---|
| LA 3127 (LA 3141 - I-310) Microsurface |
| LA 406 at English Turn Pkwy. (roundabout) |
| US 61 at LA 3224 (Hemlock) |
| I-10 West Motorist Assistance Patrol |
| I-10 East Motorist Assistance Patrol |

PURPOSE AND SCOPE

In addition to the obvious financial and human costs of accidents to individuals, the cost to the state and the region from accident claims is excessive. Reducing accident potential is necessary from a risk management standpoint. From a systems standpoint, delays and economic impacts associated with accidents have been identified nationally as one of the most serious impediments to goods movement and other commerce. The economic health of the region is also affected by high insurance rates due to an extraordinary claim rate on auto accidents.

COMMUNITY ISSUES

The business community has identified incident management, including accident prevention, as one of the most important transportation priorities in the region.

Hurricane evacuation is a major consideration in the New Orleans area. RPC is a member of the Southeast Louisiana Emergency Management Task Force that has responsibility for evacuation planning for hurricanes, homeland security, or other emergency management situations. RPC is working with this Task Force, the LaDOTD, and local parishes to plan and implement signage, surveillance, communications, and geometric improvements that will better inform motorists as to conditions and add capacity to the system in evacuation scenarios.

FINANCING

Most of the financing for this category of projects comes from either federal interstate maintenance funds, or from state and local sources.

Intermodal Facilities

DESCRIPTION

Like its predecessor legislation, SAFETEA-LU calls for increased attention on the interaction between modes of transportation in regard to both passengers and freight. In this effort several Congressional Earmarks for the

development of intermodal facilities have been received. The Port of St. Bernard has undertaken improvements to its facilities to provide for more efficient freight handling, and the City of New Orleans has developed a master plan for enhancing the Union Passenger Terminal in its role as an intermodal passenger terminal.

LIMITS AND SCOPE

| |
|--|
| Intermodal Facilities Projects |
| Port of St. Bernard (Phase 2) Intermodal Freight Terminal |
| Union Passenger Intermodal Terminal |

PURPOSE AND NEED

Many of the most pressing and costly problems associated with the transportation system have to do with locations where modes meet and transfers of goods or people must take place. Proper provision of facilities at these critical locations can significantly improve mobility and economic competitiveness.

FINANCING

There are no SAFETEA-LU funding categories specifically for Intermodal projects. In each case identified here, funding was obtained through earmarked demonstration project funds.

Transit Bus Replacement Program

DESCRIPTION

Public Transit Operators throughout the urbanized area have made a concerted effort to upgrade their fleets by replacing a large percentage of their aging buses. Although progress has been made, this is an ongoing process. A permanent fixture of this transportation plan is a systematic replacement program intended to maintain and improve fleet operations.

LIMITS AND SCOPE

Buses will be replaced system-wide on all transit systems in the urbanized area. Retirement of old buses and assignment of new buses will be carried out in accordance with Federal Transit Administration guidelines on bus life cycles and allowable spare bus ratios.

PURPOSE AND NEED

The New Orleans climate and operating conditions have proven to be very demanding on the public transit fleet. As vehicles age, an increasing number of breakdowns occur resulting in loss of service, higher maintenance costs and deteriorating quality of service.

Bus Replacement has been cited by the Technical Advisory Committee as one of the most important transportation priorities in the region if we are to continue to serve our transit-dependent population and attract the numbers of discretionary riders necessary to support the various transit systems.

HURRICANE KATRINA

As a result of Hurricane Katrina the Regional Transit Authority lost 205 of their 364 bus fleet due to flooding. St. Bernard Urban Rapid Transit (SBURT) lost nine of their ten revenue vehicle fleet. These two parishes (Orleans and St. Bernard) suffered major damage from Hurricane Katrina. At this writing, both agencies are looking to replace lost assets via funding from the Federal Emergency Management Agency’s (FEMA) Public Assistance (PA) program.

COMMUNITY ISSUES

Since Hurricane Katrina, RTA ridership has dropped nearly 80% of pre-storm levels. Jefferson Transit is down significantly as is St. Bernard transit. At this writing, St. Bernard Transit is operating with 10 school buses on loan from Operation Blessing. RTA is operating a 65 bus fleet with buses borrowed from different transit agencies across the country, and with buses that were slated for disposal prior to the storm. Breakdowns are frequent and maintenance is problematic.

Financing

Transit Capital funding traditionally comes from the Federal Transit Administration - Section 5307 formula funds and Section 5309 discretionary funds. Typically, a combination of these funds has been necessary to do major bus replacement. In recent years formula funds have remained relatively stable, but availability of discretionary funds has diminished.

Under TEA-LU, traditional highway funds can be flexed to transit purposes, and the New Orleans area was among the first to take advantage of these provisions. Flexing of STP funds from highway to transit for the purposes of bus replacement is anticipated throughout the life of the plan.

Transit Preventive Maintenance

DESCRIPTION

Formerly covered by federal operating assistance, preventive maintenance is a program to maintain transit vehicles in revenue service by performing routine maintenance, parts replacement or refurbishment prior to major equipment failure.

LIMITS AND SCOPE

Each of the transit providers in the region programs a portion of their Section 5307 formula funds for preventive maintenance. The scale of this expenditure is determined by the individual transit properties.

PURPOSE AND NEED

The climate, street conditions, congestion and localized heavy transit passenger loads in the metro New Orleans area are very hard on transit vehicles. In order to avoid major equipment failure, it is necessary to provide routine, but often extensive maintenance to vehicles, vehicle parts, tires etc. in order to keep the transit fleets operating effectively.

COMMUNITY ISSUES

Reliability of the bus fleet is an often-cited issue in discussions with transit patrons, and is a determinate factor in the decision to use the transit mode. This is particularly true of low and moderate-income commuters using the transit system for job access.

FINANCING

Formerly covered by transit operating subsidies from federal sources, preventive maintenance efforts are now considered a capital expense. The local transit operators routinely program a portion of the FTA Section 5307 formula funds, available to the New Orleans Urbanized Area each year, for preventive maintenance of their revenue fleet. As described in the earlier, the New Orleans area has been able to convert Section 5307 dollars from solely capital tasks, into dollars to help subsidize the operation. This was done under the auspices of Section 7025 of P.L. 109-234. At this time, this provision of law expires on July 15, 2008.

Transit Capital Facility Investment

DESCRIPTION

The various transit providers throughout the New Orleans UZA have developed Capital Facility Management and System Maintenance Plans. The projects identified in this section are maintenance and other facilities that support the operation of the various transit systems in the region.

LIMITS AND SCOPE

The region has recently completed a series of investments in major capital facilities. Recent projects in this category relate mostly to construction or upgrade of SIS or other maintenance facilities in conjunction with the Canal and Desire Streetcar Projects.

PURPOSE AND NEED

Modern, state of the art maintenance facilities are vital in the transit providers efforts to maintain a modern transit fleet and maintain peak efficiency.

COMMUNITY ISSUES

Transit maintenance facility site selection is critical with regard to neighborhoods and surrounding land uses. Care must be taken to locate and design the facility in such a way as to minimize the negative impacts on surrounding neighborhoods. However, attention must also be paid to positive impacts as well. These maintenance facilities are job sites and can provide employment both directly on site, or in spin-off businesses such as grocery stores and lunchrooms.

Following Hurricane Katrina, Operation and Maintenance Facilities for RTA and SBURT were all but destroyed. RTA suffered severe damage to:

1. Administrative Headquarters at Plaza Drive in eastern New Orleans, six feet of flood water and total roof damage, flooding the third floor of the facility.
2. Seven feet of water at the expansive Eastern New Orleans Facility (ENO), rendering all maintenance bays unusable and flooding @ ¼ of the bus fleet
3. Randolph Facility on Canal Street, Five feet of water, flooding the entire Canal and Riverfront Streetcar fleets, service vehicles, and @1/2 of the bus fleet.
4. SBURT operations and Maintenance Facility on Paris Road in Chalmette, LA. Suffered @12 feet of rushing water, plus the toxic residue of caused by a nearby oil refinery storage tank levee failure, resulting in the spillage of semi-processed oil over several square miles, including the SBURT Facility.

FINANCING

Prior to Hurricane Katrina, RTA facilities identified are construction of new maintenance facilities and are funded through Section 5309 formula and discretionary funds. The Jefferson projects are additional improvements to existing facilities and are funded through Section 5307 formula funds.

Since Hurricane Katrina, RTA and SBURT are both in the process of claims review with FEMA pursuant to the Public Assistance program. At this writing, neither entity has received compensation for this loss.

Transit Connectivity

DESCRIPTION

The Metropolitan Transportation Plan promotes the development of a comprehensive transportation system. One of the highest priorities of the RPC over the life of the 2032 transportation plan is to promote improved transit connectivity across jurisdictional lines, and to make transfer activity as safe and efficient as possible. The long-range goal is to foster the development of a truly regional system that provides transit patrons a seamless ride whatever their destination.

LIMITS AND SCOPE

Current activities to promote inter-parish transit coordination and connectivity include the one-day ride bus pass that has matured from a demonstration project to a permanent service, and reconfiguration of routes to facilitate transfers between systems, particularly on the West Bank between Algiers and Jefferson and between Jefferson and Orleans. Future activities will focus on regional traveler information services, and improved coordination of system schedules, hours, and fare structures. The focus is not so much on a single regional operator as it is on institutional cooperation and consistency across operators. The goal is to provide a seamless regional system that has an overall identity regardless of ownership or operator. From a “bricks and mortar” perspective, transfer facilities are being planned for heavily utilized routes to make the process of transferring between buses safe and convenient for the user.

PURPOSE AND NEED

The area of greatest need for transit connectivity is in the area of job access and reverse commute. Many low and moderate income, transit-dependent, citizens remain unemployed because they live in areas where jobs are

scarce. These individuals desperately need reliable, inexpensive, and appropriately scheduled transit service to suburban job centers.

COMMUNITY ISSUES

Issues raised by transit patrons trying to move across parish lines include:

1. Poor system connectivity at jurisdictional boundaries
2. The inordinate travel time and circuitous routes created when transit operators plan in isolation instead of regionally.
3. The lack of late night suburban service. Suburban bus lines are useful if you want to shop in a store that closes at 9:30 PM, but not if you have to close up, clean up and leave nearer 11:00 PM.
4. Some areas of the region have no transit service at all, especially post-Katrina.
5. Residents near existing transfer locations complain of poor upkeep and maintenance of transfer areas.

FINANCING

At the current time the RPC in conjunction with the transit operators and local parishes has been programming formula regional and local planning funds to examine these issues with the local governments providing match.

In the case of implementation the cost of the improvement is very small or even provides an improvement in cost effectiveness that cancels out the new costs. In cases where significant funds are necessary to implement a strategy, such as funds to purchase revenue vehicles, the RPC works with the transit providers through the transit technical advisory committee to program formula, competitive, or discretionary funds. In the three years since the last plan update expenditures for inter-jurisdictional connectivity,

job access, and reverse commute projects have averaged about \$250,000 per year from combined sources.

Facilities in Planning Stages include:

1. A major transit terminal is being planned for the eastbank of Jefferson Parish. The proposed location for the facility is at the intersection of Airline Drive (US Highway 61) and Causeway Boulevard. The terminal will serve as a transfer point for passengers on four of the six eastbank bus lines. It will also serve as a park and ride facility and will offer transit riders services such as childcare, social services and a police substation. Proposed retail facilities include a newsstand, dry cleaner, bank branch or ATM, drug store, and fast food outlets. Funding for the project is through Sections 5307 and 5309 funds.
2. A transit terminal at Carrollton and Claiborne Avenues in the Uptown neighborhood of New Orleans that will consolidate transfer opportunities for JeT's Kenner Local, RTA's St. Charles Streetcar, Tulane, S. Claiborne and Leonidas bus lines
3. A transit transfer terminal at Elysian Fields and Gentilly Boulevard (US 90) to service Gentilly area buses and to support revitalized land uses promulgated under the New Orleans recovery plan.
4. A transit terminal in the northern section of the New Orleans CBD and Medical Districts that will consolidate transfer opportunities for RTA, Jefferson and St. Bernard transit lines.
5. A transfer facility at Canal Blvd. just north of City Park Avenue, that includes an extension of the Canal Streetcar line. The facility will consolidate numerous existing stops across several directions of traffic into a single consolidated location.

Environmental Impact Studies

DESCRIPTION

Environmental Studies are planning efforts carried out under guidance from the National Environmental Policy Act (NEPA). In the context of transportation policy and planning, the NEPA process is designed to help a community create a climate for open public dialogue using objective technical data in order to reach a consensus on the most environmentally sound and cost effective means of accomplishing community goals in a transportation corridor.

Environmental Impact Studies consider multiple alternative travel modes at varying expenditure levels and attempts to build a community consensus on a preferred alternative. The action of completion in an EIS is called a Record of Decision.

LIMITS AND SCOPE

| Environmental Impact Studies |
|--|
| East-West Corridor (Airport to CBD) |
| Desire Streetcar Project Supplemental EIS |
| Interstate 49 |
| I-10 /Reserve Interchange |
| New Orleans Middle Belt Rail Relocation |

In the current plan, there are five corridors that have been programmed for Environmental Impact Studies under the NEPA process. The East-West Corridor which includes New Orleans, East Jefferson, and East bank St. Charles, to analyze alternative solutions to problems associated with travel between the New Orleans International Airport and downtown New Orleans, and Desire Corridor to examine mobility issues in the Downriver area between the CBD and the Inner Harbor Navigation Canal. The DOTD is also conducting an EIS on the I-49 Corridor in West Jefferson and St. Charles, which is described in another section. Other Environmental Impact Studies will be undertaken as systems planning

efforts reach a point where they are appropriate. Examples in this category include a roadway project supporting the Port of South Louisiana, and a proposed bridge crossing of the Lower Harvey Canal.

PURPOSE AND NEED

Each of the corridors for which an EIS is being considered has exhibited significant, long term, traffic problems or some other deficiency in transportation service. The East-West Corridor between the Mississippi River and Lake Pontchartrain is the most heavily traveled corridor in the region and exhibits some of the most complex travel patterns, including heavy reverse commute volumes, non-traditional peaking characteristics.

The Desire Corridor is a distressed urban corridor with a highly transit dependent population vocal about improved transit mobility and connectivity.

New Orleans Middle Belt Rail Relocation project is one that is envisioned that would relocate the existing Norfolk-Southern Backbelt to an improved corridor following the UPT railroad right of way to Carrollton, where new right of way would be needed to make the westbound turn into Jefferson Parish, and into an existing rail corridor. Doing this would remove at grade crossing conflicts in Old Metairie, an upscale suburban neighborhood, and would allow for the improvement of an existing underpass of the I-10 at Mounds Avenue into an at-grade or elevated highway section. This area has been notoriously prone to flooding for many years and has caused the shut-down of the Interstate Highway. In addition to significant cost, the project may face environmental justice concerns.

I-49 is an interstate commerce link and potential “relief valve” for traffic throughout the metro area.

The Lower Harvey Canal Crossing Environmental Assessment will evaluate the benefits, costs, and impacts associated with widening the existing Lapalco Bridge versus a new bridge facility and crossing location.

Each of these corridors has been studied at length, with a variety of highway, transit, and transportation systems management solutions being proposed. The proposed EIS activities will further refine this earlier work and provide decision makers with the information they need to proceed in an optimum way.

COMMUNITY ISSUES

Environmental Impact Studies are planning efforts designed to identify and take into consideration community issues through an open public involvement process. The most significant community issue will be to properly identify and inform the various stakeholders who may have an interest in the study or its outcome to insure that the study outcome properly represents community interests.

FINANCING

The East-West Corridor EIS is budgeted for about \$1.5 million with most of the money coming from traditional federal formula funds usually used for implementation. Some highway priority discretionary funds are also included in the budget. The Desire Corridor effort is funded with approximately \$2.5 million dollars from a Congressional Earmark being administered by FTA. The Howard Avenue and Harvey Canal Crossing environmental documents are about \$300,000 apiece.

Transportation Enhancements

DESCRIPTION

SAFETEA-LU sets aside a percentage of the formula funds allocated to each state for use on projects that improve the functionality of non-motorized modes such as bicycles and pedestrians as well as improve the aesthetic appearance of roadways and other transportation facilities. These projects are developed primarily by citizens' groups and proposed for funding by DOTD from the available enhancement funds on a competitive basis. The RPC assists with project identification and development.

LIMITS AND SCOPE

| Enhancement Projects |
|---|
| I-10 East Landscaping (Read - US 90), Ph. 2 |
| Tricentennial Park |
| I-10 East Service Road Sidewalks |
| Claiborne Avenue Streetscape |
| Museum District Streetscape |

PURPOSE AND NEED

One of the major criticisms of transportation system growth is that the transportation infrastructure is highly detrimental to the quality of life in the neighborhoods and sub-communities impacted by a facility, but the benefits of that facility often flow to other stakeholders. One has only to examine the history of the Treme community and the impacts of the Claiborne Avenue/I-10 alignment for a prime example.

The Transportation Enhancement Program is a program to demonstrate that it is in the community's best interest, both socially and economically, to include in its overall strategy projects that mitigate the detrimental impacts of transportation infrastructure, or even more aggressively, projects that enhance economic potential and quality of life, not just for the users and beneficiaries, but for the sites through which they travel. A prime example of such a project is the Tammany Trace, which is not only considered a community aesthetic asset, but has prompted economic development along its route.

COMMUNITY ISSUES

The enhancement program is a major tool for promoting non-motorized travel that reduces VMT, improves air quality and promotes quality of life. The enhancement program has strong advocates among the transit community, bicycling and wheelchair community, and neighborhood and business organizations.

The Enhancement Program is not popular with highway traditionalists who feel it takes away from road projects

needed for economic productivity of the highway system. This is currently a minority position, however, and the enhancement program is a popular component of SAFETEA-LU.

FINANCING

The projects listed in this category are funded on an 95% federal, 5% local basis with the match coming from the sponsor (e.g. the local parish) or from the community organization proposing the work. Some projects that are not successful in the competition for enhancement funds, especially strong projects that were eliminated strictly on the basis of funding availability, may still be eligible for funding with regular STP formula funds.

Metro Bikeway System

DESCRIPTION

The RPC has developed and is promoting a comprehensive Metropolitan New Orleans Bicycle Path Plan that emphasizes path locations that would encourage commuting by non-motorized means. High priority has been given to serving the university community, and other student populations that traditionally has a high level of non-recreational bicycle use.

LIMITS AND SCOPE

| Bike Path Projects |
|---|
| St. Charles Bike Path, Phase B |
| New Basin Canal Bike Path |
| Gretna Bike Path, Westbank River Levee |
| Wisner and Marconi Bike Paths |
| St. John Bike Path |
| St. Bernard Miss. River Bike Path |
| Plaquemines Miss. River Bike Path |

Projects undertaken are derived from this effort. Bike and pedestrian corridors were identified that utilize both street networks and mode-separated paths. RPC has recently conducted a comprehensive bike and pedestrian plan for the region. Recently completed sections include bicycle route along the Mississippi River Levee from Harahan to uptown New Orleans and part of the lakefront route in Jefferson Parish. Bicycle corridors within the existing street network have been identified through extensive public outreach efforts.

PURPOSE AND NEED

Motorized travel is subject to congestion that hinders economic vitality, contributes to air pollution, and consumes non-renewable fossil fuels. By encouraging the use of non-motorized travel for commuter and other trip purposes, some of these impacts can be mitigated. At the same time, facilities also have a secondary purpose as recreation facilities that improve the quality of life.

COMMUNITY ISSUES

Response to proposals for bike paths in the region has been generally positive. The Metropolitan Bicycle Association, universities, health organizations, and neighborhood associations have networked with the city of New Orleans and RPC in developing a regional Bicycle Master Plan. In the case of some projects, particularly along the river levees, residents have expressed concerns about the impacts to their neighborhoods due to increased bicycle and pedestrian traffic moving through the area, as well as the impacts of vehicular traffic accessing the bicycle path. The concerns raised were considered in deciding whether to proceed with the projects, and these issues will be addressed in the development of operation and maintenance plans for the specific facilities.

FINANCING

Bikeway projects are sometimes funded with urbanized attributable funds, but more typically they are funded with transportation enhancement funds administered by DOTD. These funds are competitive in nature and limited in availability, but by working with community groups

the RPC hopes to continue to be successful in pursuing a reasonable program of bike related projects.

RPC has been working with local DPW's to add pavement striping and other delineation methods to scheduled roadway overlay and rehabilitation projects in the area. Incorporating these items during design saves significant time and expense, while providing residents with significant benefits to their quality of life.

Computerized Traffic Signal Upgrade and Replacement

DESCRIPTION

The Metropolitan Transportation Plan contains several projects related to the replacement, upgrading, and computer coordination of traffic signals throughout the region, particularly in Orleans Parish. These projects will allow for the proper timing of lights to improve intersection operation throughout the day, the progression of signals along a corridor to promote traffic flow during periods of heavy demand, and the ability to selectively control signals or groups of signals to meet the unusual demand due to special situations such as weather emergencies, accidents, or construction blockages elsewhere in the system.

LIMITS AND SCOPE

| Signalization Projects |
|------------------------------------|
| Jefferson/Belle Chasse Signals |
| Jefferson Signal & Systems Upgrade |
| New Orleans Traffic Signal System |
| Regional Traffic Management Center |
| Gretna/Metairie Signals |

PURPOSE AND NEED

One of the largest impediments to smooth traffic flow in the region, particularly in the Central Business District, is ill timed and poorly coordinated traffic signals. Traffic congestion, and significant delays are being experienced

on facilities that theoretically have the capacity to handle the demand. Because of aging equipment and budget constraints, keeping traffic signals operating properly at a minimum acceptable level has taken priority over optimizing traffic flow. The result is severe congestion on arterial and collector streets during peak travel periods along with the resultant economic and environmental impacts. In the CBD it has often been necessary to employ police officers to manually direct traffic at critical intersections. The suburban parishes and DOTD, because they are dealing with far fewer signals and a less dense street network, have had better success at keeping pace with the need. The emphasis, therefore, of the current effort puts the highest priority on the CBD and central city. It is, however, also necessary to address the continuing needs of the suburban parishes.

COMMUNITY ISSUES

Traffic congestion due to poor signal timing and intersection progression in the CBD was one of the highest priorities identified by the Transportation Committee of the City of New Orleans Comprehensive Planning Study.

It has been noted in the general literature that improving signal coordination increases capacity and promotes increased driving. Locally, however, the signal situation is so bad that no one has supported the relevance of that argument. The incremental speed increases in the highly congested CBD would certainly not be enough to encourage latent demand, but would, nonetheless, be beneficial to air quality and mobility.

One issue that has been raised by the community is the issue of compatibility of signal hardware with the aesthetics of historic neighborhoods. Careful consideration has been given to these issues. The RPC has been working with historic groups and neighborhoods to select a signal pole and pedestal base that is unique to New Orleans and appropriate for these areas. A consensus demonstration project has been implemented at the Camp and O'Keefe streets off-ramps on the edge of the historic warehouse district, and is the prototype for other traffic signals in historic areas in the city.

HURRICANE KATRINA

As mentioned earlier in the document, the failure of the hurricane protection system in the City of New Orleans and in St. Bernard Parish led to widespread flooding in these areas. Traffic signals and controllers throughout these two parishes were destroyed. At this writing the FHWA E-R program has paid for the ongoing reconstruction of nearly all traffic signals in New Orleans, and many in St. Bernard Parish. Since these are essentially new signals the scope of the original signal replacement program has changed somewhat. The program to identify what areas of concern still needs to be addressed.

FINANCING

Financing for these signal improvements comes primarily from federal formula funds received by the urbanized area with match coming from the owner of the signals, which, in most cases, is the local parish in which they are located. Some projects are eligible for 100% federal funding, provided that only signal hardware and software are upgraded, and no geometric improvements are undertaken in conjunction with the upgrade. Signals replaced by the E-R program were undertaken at the 100% federal funding level.

Intelligent Transportation / Incident Management System Deployment

DESCRIPTION

The Regional Planning Commission in conjunction with the LaDOTD has developed an Intelligent Transportation System Early Deployment Strategic Plan that proposes the use of high-tech communications, surveillance and computing equipment to improve the operational capacity and efficiency of the existing freeway system.

LIMITS AND SCOPE

The ITS Early Deployment Strategic Plan focuses primarily on the freeway system including I-10, I-12, Pontchartrain and Westbank Expressways in Orleans, Jefferson and St.

Tammany Parishes. The primary goal of the study is to improve operational traffic flow in the region and support efforts to improve incident identification, response and management on the freeway system. Elements proposed include variable message signs, video surveillance cameras, and a computerized freeway/incident management center. Details of the ITS deployment are contained in the ITS Strategic Deployment Plan, copies of which are available from the Regional Planning Commission.

PURPOSE AND NEED

In various public meetings, particularly with business leaders, the problem of congestion on the freeway system particularly during accidents and other incidents was cited as among the highest transportation priorities in the region. The problem was further identified through technical fieldwork in conjunction with the Congestion Management Systems data collection, which showed severe congestion bottlenecks on the freeway system. In addition the region has experienced several serious weather related incidents, particularly fog, which resulted in fatal multi-car collisions. ITS technology has the potential to aid in all of these areas. The need is particularly critical in the I-10 construction areas, and in fog prone areas around and across Lake Pontchartrain.

FINANCING

Funding for the ITS deployment is to be provided through both STP flex funds controlled by the state as well as >200K urban formula funds. There is also the possibility of congressional demonstration project funding that could accelerate phasing of the project. Non-federal match would come from both state and local sources.

Transportation Systems Management Projects

DESCRIPTION

Transportation Systems Management Projects are low cost, non- construction or minimal construction road projects designed to correct problems and improve operations at specific locations, particularly intersections.

Because of their low cost and targeted scope, TSM projects can usually be implemented quickly to provide a short-range solution to a problem, while longer-term solutions to underlying causes can be worked out. Typical TSM projects are traffic signal improvements at individual intersections, turning-lane additions, lane re-striping etc.

LIMITS AND SCOPE

| Transportation System Management Projects |
|--|
| US 90B at Manhattan Boulevard |
| Hemlock at US 61 |
| US 90 at I-310 |
| Almedia Road at US 61 |
| I-10 at Loyola Interchange |

PURPOSE AND NEED

The street system in the New Orleans Urbanized Area is constrained by a large number of water bodies. These include the Mississippi River whose winding path tends to twist the city’s streets out of a standard grid pattern, as well as many drainage and navigation canals that restrict the number of through streets. The result of this topography is that traffic in the New Orleans Metropolitan Area is characterized by localized, peak hour congestion at specific hot spots where a limited number of streets cross water features. Additional capacity is not feasible in most cases. Therefore, operational solutions are necessary to reduce conflicts and optimize traffic flow.

COMMUNITY ISSUES

In many cases where congestion is localized, drivers divert to neighborhood streets, creating a safety and quality of life problem. TSM projects must be designed in such a way that they encourage drivers to travel predominantly on the major arterials designed to carry the majority of the traffic.

FINANCING

TSM projects are generally funded through federal formula funds attributed to urbanized areas over 200,000 in population with the match coming from the owner of the facility in question.

Transportation System Preservation

DESCRIPTION

Transportation System Preservation Projects are miscellaneous interventions to perform preventive or corrective maintenance on the existing transportation system. They generally do not involve capacity increases or changes to the character of the roadway.

LIMITS AND SCOPE

| Transportation System Preservation Projects |
|---|
| Interstate Guardrail Program Rehabilitation, District 02 |
| Gen. DeGaulle Cross Drain Improvements |
| Arterial Streets Overlay Program |

PURPOSE AND NEED

Preventive and corrective maintenance on existing roadways is important because if maintenance is deferred, the increase in cost for full reconstruction can be geometrically larger than the cost of early intervention. National statistics have shown that a delay of one year in performing needed maintenance can increase the cost of the repair six-fold.

COMMUNITY ISSUES

Although preventive maintenance has been identified as a high priority, it has been noted on numerous occasions by policy makers and the general public that maintenance needs far exceed the available budget.

In an effort to help address this deficiency, the RPC has initiated the Urban Arterial Overlay Program to establish

credibility with the public by addressing deteriorating street conditions in a more timely manner.

HURRICANE KATRINA

As mentioned earlier, the inundation resulting from the failed hurricane protection system did enormous damage to the infrastructure of the area. Arterial streets, particularly in Orleans and St. Bernard parishes were under several feet of brackish water for as long as 89 days. FHWA sent assessment teams into the area shortly after the city was “de-watered” to assess damage and determine eligibility of roadways for FHWA’s Emergency Relief (E-R) program.

FINANCING

Funding for these maintenance projects comes primarily from federal sources associated with the classification of the roadway in question. Most interstate projects are funded with interstate maintenance funds. Roadways on the National Highway System are funded from the NHS category, and the remainder of roadways are funded from the federal formula funds for areas over 200,000 in population.

Bridge Replacement / Inspection

DESCRIPTION

Bridge replacement is a specific SAFETEA-LU funding category that is administered by LaDOTD. The projects are identified primarily through the DOTD preventive maintenance program. Many of the items identified are funding categories that will be applied to multiple bridges for either inspections or a particular repair.

PURPOSE AND NEED

Nationally, bridge maintenance and safety has been identified as one of the most significant infrastructure challenges facing transportation planners. The ages and particularly high number of bridges in the New Orleans area make the problem even greater.

LIMITS AND SCOPE

| |
|--|
| Bridge Replacement/Inspection Projects |
| Off System Bridge Replacement |
| Bridge rail and Guard rail Upgrade Program/rail replacement |
| Almonaster Bridge at IHNC Bridge Replacement |
| US 90 Bridge Span and Approach at Chef Pass |

COMMUNITY ISSUES

When bridges are being repaired they significantly disrupt traffic flow on major arteries. Efforts must be made in the construction plan to mitigate delays. Because of the dense development around bridges in this area, land use and environmental impacts are often of critical concern.

FINANCING

Most of the funding for this category comes from federal bridge replacement funds provided under SAFETEA-LU with some supplement from other state and federal sources.

New Construction / Capacity Increases

Although the primary emphasis of the SAFETEA-LU or its successor legislation is a focus on maintaining and improving the operation of the existing transportation system, there are situations in which construction of a new roadway or expansion of an existing one is the most logical solution to a transportation problem. New capacity is warranted when it completes a logical component without which the transportation system cannot operate properly; when it eliminates bottlenecks or safety hazards; and finally, when all reasonable Transportation Systems and Transportation Demand Management efforts have not proven effective in dealing with the problem.

Additional Capacity has been proposed very sparingly. Given that this is a twenty-five year transportation plan, the identified capacity increases are a modest menu of road widening and new roads that address specific needs. Of the projects listed on the following pages the new roadways complete segments of projects already partially completed under previous plans, such as Lapalco and Dickory. Most of the other projects eliminated bottlenecks or addressed specific operational or safety problems not addressable through other means. In most cases the widening is in already developed areas currently experiencing heavy traffic delays and will not encourage additional development.

The primary community issues related to these projects are impacts on adjacent land uses and the potential for increased traffic through adjacent neighborhoods. The RPC works closely with neighborhood groups to address these issues, including exploring alternative solutions.

Almonaster Bridge Replacement

DESCRIPTION

Prior to Hurricane Katrina, conceptual design plans to replace the existing Almonaster Bridge would widen the bridge to accommodate four vehicle lanes from two, provide a bicycle path and pedestrian walkway, as well as accommodating existing freight rail (two tracks). A new vertical lift span bridge with a 126' height and 200' width would replace the current bascule design extending over the Inner Harbor Navigational Canal. Current shoulder widths on the bridge and approach roads are inadequate. The primary benefit of its replacement is in economic development from improved multi-modal freight activities and improved access to jobs at the nearby New Orleans Region Business and Industrial District.

LIMITS AND SCOPE

Almonaster Boulevard is a four lane divided highway narrowing to two lanes at the bridge. The bridge services maritime and rail needs as well as vehicular traffic. Navigational vessel clearances for height and width

were important. The proximity of the bridge to Interstate 10 and to Jourdan Road down ramps prevents the new design from being a high rise fixed span or mid-rise bridge.

PURPOSE AND NEED

Existing Almonaster Bridge is a critical choke point in vehicle, rail and maritime movements. It is a vital component of the New Orleans Rail Gateway, providing access for almost all east-west railroad freight movements in the southern United States with the exception of that percentage of cars diverted on the New Orleans Public Belt Railroad. The New Orleans Regional Business and Industrial District (NOBID), east of the bridge with over 100 businesses, is hindered landside by one lane vehicle capacity eastbound over Almonaster exiting Interstate 10. Also to the east is the CSX railroad intermodal facility. Vehicles must cross two CSX mainline rail track and two rail spur alignments, which are frequently blocked by train building activities between the CSX intermodal facility and the bridge.

The span is the narrowest point on the IHNC at 96 feet making it the choke point for maritime movements along the IHNC. Numerous bridge openings, an average of twenty-one per day, further impede vehicle and rail traffic. The facility is long past its design life as mechanical and electrical systems are in need of work. The existing bridge is 84 years old and has a sufficiency rating of 46 out of 100.

COMMUNITY ISSUES

The project has broad support by the community (residential and freight interests) because it greatly improves both auto and truck traffic flows. The design completely separates main line track movements from vehicle traffic along Almonaster Avenue. Economic development should be enhanced due to better auto and truck access to NOBID and Port related facilities on France and Jourdan Roads servicing the IHNC.

Replacement of the bridge will improve train transit time. This will shorten the time vehicles wait at rail crossings, especially for north-south vehicle movements at Louisa

Street. The proposed design, with continuous four-lane vehicle access from I-510 to Faubourg Marigny, provides an alternative route for I-10 traffic, decreasing congestion on the Interstate. The bridge is so important to intercity and freight rail the track can only be out of service for 24 to 48 hours during construction and will have to be built off site.

To address future community needs for non-motorized transportation facilities to access job sites in the area, bicycle and pedestrian lanes were included in the design to service New Orleans East, the NOBID industrial area, and the low-income public in the immediate area. Exclusive transit lanes were considered during the early design phase, but later fell out due to geometric problems, high cost, and lack of connectivity to Chef Highway and potential transit dependent areas.

FINANCING

Because of the intermodal nature of the project the state has listed it as a Tier I high priority project in the State Intermodal Transportation Plan. Almonaster Boulevard is on the National Highway System but is not a state route. Therefore it is ineligible for state funds.

The state has currently committed \$20 million in Federal Bridge Replacement and an additional \$5 million has been programmed from STP urban funds (greater than 200K). The remaining funds will come from local sources such as the city of New Orleans and the Port of New Orleans. Efforts are underway to increase the level of federal participation through formula grant programs and congressional reauthorization of the transportation bill.

POST-HURRICANE KATRINA

Estimated project costs have risen significantly since Hurricane Katrina, now at \$89 Million for a four lane facility. Much of the additional cost entails work mandated by the US Coast Guard to the Industrial Canal itself. RPC, DOTD and the Port of New Orleans are currently re-evaluating the scope of the project, as costs continue to escalate.

Canal Streetcar Project

DESCRIPTION

The RTA has completed the construction of the Canal Street Corridor. The Project runs from a connection with the existing Riverfront Streetcar line at the foot of Canal Street to the cemeteries area of the city of New Orleans, a distance of just over 4 miles in the median of Canal Street. A spur line would connect to the Canal line at Carrollton Avenue and proceed north approximately 2 miles to a terminus at the intersection of North Carrollton Avenue and Esplanade Avenue.

LIMITS AND SCOPE

Supplemental Activities for the Streetcar Project include extending the Cemeteries Terminus to a location north of the existing terminus, across City Park Avenue to the first blocks of Canal Boulevard. Relocating the terminus of the streetcar operation would allow more flexibility to better integrate other transit into one consolidated area improving safety and efficiency of this intersection.

Additionally, the RPC, RTA and the city of New Orleans are investigating the feasibility of a spur connection of the Canal Street line along the Loyola Avenue corridor. This spur would link the Union Passenger Terminal with Canal Street, as well as service numerous redevelopment initiatives planned for the corridor since Hurricane Katrina.

PURPOSE AND NEED

Canal Street is in need of an aesthetic and economic development boost. One of the proposals arising from the effort to meet these needs was to eliminate noisy, polluting, buses and replace them with streetcars. The advantage would be a clean-running, economical, handicapped-accessible service that would support rather than conflict with the proposed redevelopment of Canal Street as a low-rise hotel and small storefront corridor. In addition, the shift to streetcars would provide the RTA with a cost-effective way to meet its requirements in regard to vehicle replacement, alternative fuels, and fleet accessibility.

COMMUNITY ISSUES

There has been a tremendous ground swell of grass roots community support for the return of the streetcar to Canal Street. Proposals for modern, low floor light rail vehicles raised during early planning phases were met with hostility and quickly became politically unfeasible. At this time, logistical issues of crossing City Park Avenue (a heavily congested arterial roadway) may cause concern with some area residents. Initial traffic simulations of the area suggest that it is possible to relocate the terminus with a minimum of traffic disruption

FINANCING

Financing has come from congressionally sponsored 5309 Discretionary Earmarks at 80% federal participation with local match from taxes generated from the hotel/motel tax within the city of New Orleans.

Desire Streetcar

DESCRIPTION

This project involves construction of a Streetcar Line along the median of N. Rampart / St. Claude Ave with supporting feeder bus service.

LIMITS AND SCOPE

The original concept for the Desire Streetcar Line was to run along N. Rampart from Canal Street to Toulouse Street and then along St. Claude from Toulouse to Poland Avenue. This corridor alignment was identified in 2003 as the locally preferred alternative. However, RTA has reached an impasse at the Press Street rail corridor, where the streetcar track would cross the Norfolk-Southern rail line at-grade. At this time no agreements for crossing the Norfolk Southern Railroad have been made, nor appear likely in the foreseeable future. As such, RTA is reviewing different alternatives for this endeavor.

PURPOSE AND NEED

The purpose and need for the project have not changed, even post-Hurricane Katrina. The Corridor in question is one of the historic streetcar corridors in the region. The adjacent community has largely returned and is highly transit dependent. Existing bus routes have relatively high ridership throughout the day. The area also hosts several regional facilities including the Port of Embarkation and the New Orleans Center for the Creative Arts (NOCCA), a regional magnet high school. The corridor is also highly congested and the urban context makes capacity increases to streets unlikely. Several historic districts border on the Desire Streetcar route. The proposed streetcar line would also support changing land use patterns in the area, including a proposed cruise ship terminal near Poland Avenue and the Mississippi River. An alternative to auto travel is necessary.

ISSUES AND EXPECTED OUTCOMES

The purpose of the project and the need of the community are to optimize transit service in the corridor. This project is designed to accomplish that task, but it should also have positive ancillary land use and economic development impacts in terms of community revitalization.

FINANCING

Financing for this project is similar to the Canal Streetcar Project with federal funds coming primarily from Congressional earmarks and matching funds expected to come from the hotel motel tax. Recent changes to federal participation in new transit starts have changed the funding ratio from 80% federal / 20% as demonstrated for the Canal Streetcar, to 60% federal / 40% local for subsequent new start projects. Financing the project is a major concern for the Federal Transit Administration (FTA), as this project received a low rating under FTA New Start criteria.

Riverfront Streetcar Extension

DESCRIPTION

This project proposes the extension of the Riverfront Streetcar Line to approximately Jackson Avenue in the Lower Garden District in the upriver direction and to Poland Avenue in the downriver direction.

LIMITS AND SCOPE

The upriver project entails extending the line approximately one mile to a terminus at or near Jackson Avenue using existing rail rights-of-way, or a new right-of-way, to be determined from planning study. A modification of the trackwork/switch at Canal Street at the river should also be included in this effort, providing direct upbound access to Canal Street vehicles, similar to that enjoyed in the French Quarter.

The downriver portion would extend approximately two miles, using existing or new rights of way, again to be determined from a planning study. This extension may be undertaken in conjunction with a modified “Desire Corridor” project, again to be determined from a planning study.

PURPOSE AND NEED

Either extension will allow the Riverfront Streetcar to better serve the convention center, port facilities, cruise terminals, and several mixed use developments of combined commercial, residential and hotel uses that are being undertaken and developed in the area.

ISSUES AND EXPECTED OUTCOMES

The primary issues involve competing development plans related to the Convention Center, and port consolidation, and riverfront land use changes promulgated by the City of New Orleans pursuant to their mater planning efforts. Coordinated planning will be necessary to keep this a viable project.

FINANCING

Financing is expected to come from a combination of federal rail modernization formula funds, other transit formula funds and from private sources through public private partnership efforts.

East-West Corridor Transit Project

DESCRIPTION

This project provides a fixed guideway transit improvement between Louis Armstrong New Orleans International Airport and the central business district of New Orleans.

LIMITS AND SCOPE

The East-West Corridor Project is currently in the Environmental Impact Statement process. Several technologies are being reviewed, including commuter rail, light rail, and bus rapid transit. All options entail the use of a fixed guideway over part, if not all, of a proposed alignment.

PURPOSE AND NEED

The corridor between eastern St. Charles Parish and the New Orleans CBD is arguably the most congested in the state of Louisiana, even post-Hurricane Katrina. Although the I-10 widening project will relieve a great deal of existing and future congestion, it will not, in itself be enough to accommodate the projected growth of VMT in the corridor, particularly in specific market segments, such as tourism. The East-West Corridor project presents an excellent opportunity not only to alleviate congestion in the corridor, but also to leverage the investment to affect positive change in land use, density and curtailing sprawl.

COMMUNITY ISSUES

The primary issues involve the competitive nature of funding, potential environmental justice issues (that can be positively dealt with in a win-win for all involved), and potential right-of-way issues for some alignment alternatives.

Transit oriented development policies are being developed by RPC and local participating governments to further support this proposal for major transit capital investment in the corridor. The proposed project is consistent with Jefferson Parish's plan for a major new bus terminal at US Highway 61 and Causeway Boulevard. The proposed fixed guideway project could be further enhanced through the possible future consolidation of the Jefferson and RTA bus transit systems into a single operating entity to achieve lower systemwide operations and maintenance costs and greater efficiency.

FINANCING

Financing is expected to come from a combination of federal new starts, congressional earmarks, state of Louisiana capital outlay funds, highway formula funds (flex), other transit formula funds and from private sources through public private partnership efforts.

Earhart Ramp Connector to US 61 and US 90

DESCRIPTION

Two ramp connections are proposed to enter and exit Earhart Boulevard, the only limited access elevated expressway connecting eastbank Orleans Parish and Jefferson Parish besides Interstate 10. The connectors would be built near the Orleans/Jefferson boundary west of the 17th Street Canal. A westbound ascending connector would proceed from Airline Highway (US 61) near the west end of LaBarre Business Park to merge with Earhart, near Cold Storage Road. The second ramp would exit Earhart at nearly the same point, descending to the west side of the 17th Street Canal on Dakin Street in Jefferson Parish and proceed to Jefferson Highway (US 90) south. Both ramps were foreseen but not funded in the initial design of Earhart when ramp stub-outs were built to accommodate future construction.

LIMITS AND SCOPE

Although stub-out connectors were constructed on Earhart in recognition that this effort would take place as funding was available, the design was not finalized.

Connector design is complicated by two railroads, a major gas line and metering facility and industrial property constraints. The Parish is working to provide a major local arterial (four-lane divided roadway) from Jefferson Highway to Airline Highway along Dakin Street in coordination with design of these ramp connectors and to address extensive flooding and drainage problems at LaBarre Business Park. The new Parish roadway, included in this plan as the Dakin Street Extension, would provide egress and ingress into LaBarre Business Park and provide entrance and exit to the proposed Earhart ramp connectors.

PURPOSE AND NEED

Earhart is underutilized at this time, lacking good north-south feeders. Airline Highway (US 61) and Jefferson Highway (US 90) are heavily congested serving industrial, commercial and residential activity. Improved access to Earhart Boulevard would greatly alleviate traffic on these alternative routes and would particularly address commercial vehicle trips between Elmwood Industrial Business Park and clustered businesses along US 61, US 90 and truck trips on I-10. US 61 accommodates westbound traffic originating from I-10 and the CBD on the east which could be relieved by Earhart Boulevard as a secondary route with the construction of an access ramp from Airline to Earhart. In addition, LaBarre Business Park is located directly north of Earhart Expressway but lacks direct access except by circuitous routes via Airline Highway to Carrollton or to Clearview Parkway.

COMMUNITY ISSUES

The elevated, limited access portion of Earhart Boulevard terminates in the Hollygrove/Carrollton neighborhood directly west of 17th Street Canal between Airline Highway and Jefferson Highway. The Hollygrove/Carrollton neighborhood is impacted by numerous cut through trips seeking a shorter route to or from Earhart. Boulevard from US 61 and US 90. Exits and entrances to Earhart are limited. Carrollton Avenue is the first major arterial on the eastern end of the elevated section but is congested and requires a longer trip length to use, encouraging neighborhood cut throughs. Westbound

traffic is restricted to two exits between Carrollton and Clearview Parkway. The first exit design goes southbound only (to Jefferson Highway) at Deckbar Street. The second exit design goes northbound only (to Airline Highway) to Cleary. There are no eastbound exits between Clearview Parkway and the Carrollton intersection. Because entrance is limited to Carrollton, Clearview Parkway, and the western terminus at Dickory in Harahan, distant locales, it encourages cut through trips in the Hollygrove/Carrollton neighborhood. The construction of the access ramps would redirect these trips, taking through trips off neighborhood streets, and providing a faster, easier route to Earhart between Carrollton and Clearview Parkway.

FINANCING

This US 61 and US 90 ramp connectors are identified as a Tier III project in the Metropolitan Transportation Plan and are estimated to cost \$120 million dollars. National Highway System federal-aid funding is planned with a local match coming from parish sources.

Florida Avenue Bridge and Boulevard at the IHNC

DESCRIPTION

The Florida Avenue Bridge and Boulevard project calls for the construction of a major four lane, fixed span bridge across the Inner Harbor Navigation Canal (IHNC/Industrial Canal) in the Florida Avenue right-of-way. Access to the bridge on the east side of the canal will be at Caffin and Tupelo streets, and on the west side at Alvar/Louisa Street.

LIMITS AND SCOPE

The project has been going through the environmental assessment process as defined in 23 CFR 771, with the US Coast Guard as the lead federal agency. The current consensus for the project involves a four lane, fixed span bridge over the IHNC, between Alvar and Caffin avenues. The four lane section will continue to Tupelo Street. At Tupelo Street the roadway will taper to two lanes and continue to Paris Road (LA 47) in St. Bernard Parish.

Prior to Hurricane Katrina, a future extension of this project was envisioned by St. Bernard Parish that included extending the roadway south and east from LA 47 to Colonial Boulevard, near the Violet Canal. This roadway is currently being reassessed by parish officials.

PURPOSE AND NEED

The primary traffic corridor connecting St. Bernard Parish to New Orleans by way of the 9th Ward is heavily congested. The primary impediment to traffic is the limited number of bridge crossings at the IHNC. The current Florida (Avenue) Bridge is a substandard, at grade crossing that must open repeatedly for all marine traffic, no matter how small the vessel. This new bridge would provide a third arterial connection across the bridge to deal with recurring peak-hour congestion and provide additional capacity in the event of a hurricane evacuation.

COMMUNITY ISSUES

Many citizens in the communities of St. Bernard Parish and in the lower 9th Ward in Orleans, geographically east of the IHNC, have voiced support for a high-rise bridge. Such an asset will not be affected by marine traffic, and would provide a secure route for hurricane evacuation despite the heavy marine movements that take place when a hurricane threatens.

Residents of the neighborhoods that would be impacted by the bridge structure are mixed in their response to the project. Some residents believe the high level bridge would adversely affect the neighborhood. Others believe it will improve access to their community.

FINANCING

Currently identified funding for the Florida (Avenue) Bridge comes from the TIMED program. The cost estimate for the project as described is approximately \$150 million.

The extended roadway to Colonial Boulevard would be paid for with Parish funds, with some funding potentially provided through the STP>200K program.

Interstate 10 Bottleneck Elimination & Interchange Reconstruction

DESCRIPTION

The I-10 widening is a bottleneck elimination project on the primary western access route to the New Orleans Urbanized Area. The project effectively adds an additional through travel lane in each direction from the Metairie Road interchange in Orleans Parish to the Veterans Interchange in Jefferson as well as provide for redesign and reconstruction of the Bonnabel, Causeway, and Williams Boulevard interchanges.

LIMITS AND SCOPE

| Project Phases |
|---|
| I-10/I-610 at 17th St. Canal - completed |
| I-10 Williams Interchange - completed |
| 17th St. Canal to Metairie Road - completed |
| I-10 Causeway to 17th St. Canal (let FY05) |
| I-10/Causeway interchange |
| I-10 Widening Causeway to Clearview - completed |
| I-10 Widening Clearview to Veterans |
| I-10 Widening Veterans to Williams |

PURPOSE AND NEED

The purpose of this project is to alleviate severe congestion and improve access to the urban area from the west. At the project location, Interstate 10 is still the most heavily traveled roadway in the state of Louisiana, even after Hurricane Katrina. Typical weekday traffic totals over 170,000 for a 24-hour period, and recurring delays in the a.m. and p.m. peaks are significant with cars backed up for miles. The a.m. peak movement, when even the slightest incident (e.g. stalled car) can effectively shut down the interstate for more than six miles, is particularly critical.

Furthermore, levels of traffic remain high in the off-peak direction during peak hours, as well as during the midday and evening off-peak times. Projected increases in commuter demand as well as the growth of commercial activity in East Jefferson point to worsening conditions and increased congestion unless efforts are undertaken to eliminate the bottleneck.

COMMUNITY ISSUES

Virtually all community input concerning this project acknowledges the fact that this project is extremely important and that efforts to relieve congestion in the corridor should be given a high priority. However, various neighborhood groups living near the project area have expressed concerns about construction impacts, and post project impacts to neighborhoods adjacent to the redesigned interchanges, particularly at Bonnabel Boulevard.

Specific comments have been received regarding concerns over increased traffic in the Bonnabel neighborhood after project completion. Residents feel that increasing traffic, most of which is perceived as overflow from Causeway Boulevard, will deteriorate the quality of the neighborhood. However, planned improvements to the Causeway Boulevard interchange, including direct fly-over ramp connections to and from mainline I-10, would be expected to mitigate a significant part of the problem at Bonnabel. Discussions with the neighborhood associations in the area are continuing.

As part of mitigation of this capacity improvement, sound walls are being constructed along some parts of the interstate to shield sensitive receptors from adverse impacts related to noise that can rationally be attributed to the improvement. Community input, by way of a Technical Advisory Committee, was solicited by the Regional Planning Commission to help guide design criteria of the sound walls. Sound walls now contain modest design elements and enhancements that make them more aesthetically pleasing than were originally planned. Landscaping adjacent to the sound walls is also under development.

FINANCING

Financing for the remainder of this project is expected to come from NHS funds controlled by the LaDOTD. Funding availability may be hampered by the fact that LaDOTD has only about \$70 million dollars annually for new capacity projects statewide. Several of the phases of this project are estimated at \$60 million each with some of the interchange work expected to be even more.

I-10 East Widening, Elysian Fields to Bullard

DESCRIPTION

The widening of the I-10 between Elysian Fields and Bullard Road, including the High Rise Bridge over the IHNC is a project that will alleviate a severe traffic bottleneck that has hampered mobility in the eastern corridor for many years. The project entails widening the High Rise Bridge to an eight lane section

LIMITS AND SCOPE

Limits for this project entail widening the Interstate mainline from six to eight lanes between Elysian Fields Avenue and Bullard Road, a distance of approximately 8 miles. A related improvement includes eliminating the bottleneck at the I-10 twin span bridge by widening from four to six lanes.

PURPOSE AND NEED

The purpose of this project is to alleviate severe congestion and improve access to the urban area to and from the east. Typical weekday traffic totals over 150,000 for a 24-hour period, and recurring delays in the a.m. and p.m. peaks are significant with cars backed up for miles. The a.m. peak movement, when even the slightest incident (e.g. stalled car) can effectively shut down the interstate for more than six miles, is particularly critical. Due to the grade of the bridge, (a substandard 6% for an interstate highway), and the severe grade of the Downman and Louisa on ramps (over 7%) traffic is severely hindered, and levels of service of the roadway diminishes very quickly. Moreover, both on-ramps serve the industrial land uses associated with the Inner

Harbor Navigation Canal. A high number of heavy trucks entering the highway at very steep grades causing safety problems as trucks merge into traffic in addition to the upstream affect of vehicles on the mainline slowing down precipitously to allow heavy vehicle onto the roadway. Furthermore, levels of traffic remain high in the off-peak direction during peak hours, as well as during the midday and evening off-peak times.

COMMUNITY ISSUES

Virtually all community input concerning this project thus far acknowledges the fact that this project is extremely important and that efforts to relieve congestion in the corridor should be given a high priority. However, a number of issues would need to be addressed, such as noise and air quality impacts to nearby residents.

FINANCING

The Regional Planning Commission is in the process of determining funding sources for this project. RPC believes that a number of financial resources can be utilized for the project, including the possibility of toll collection. It is for this reason that this project is considered financially constrained. This project is included in LaDOTD's Transportation Master Plan as a "Priority A" mega-project. Preliminary cost estimates for this project as provided by LaDOTD are \$185 million.

West Napoleon Avenue Completion

DESCRIPTION

This project is a TIMED project designed to facilitate the completion of West Napoleon Avenue, an east-west arterial in East Jefferson Parish. The roadway is complete between Causeway Blvd and David Drive in Metairie, and a section between Williams Blvd, and Roosevelt Blvd. in Kenner. The last remaining section consists of the section between Roosevelt and David Drive, which is under construction at this time.

LIMITS AND SCOPE

The limits of the project are between Causeway Boulevard and Williams Boulevard. The scope of the project entails the creation of a much needed east-west corridor to serve as an alternative to the over-capacity roadways of Veterans, I-10 and Airline Drive.

PURPOSE AND NEED

Currently, the entire East Jefferson Corridor is congested. West Napoleon would not only provide a parallel alternative to I-10 for local trips, but would also provide alternative access to major regional facilities such as Lafreniere Park and the East Jefferson Library.

COMMUNITY ISSUES

Project is expected to greatly enhance mobility within East Jefferson Parish. The project was identified by area residents in the Jefferson 2020 program as a high transportation project priority.

FINANCING

This project received funding through the TIMED program, which has incorporated a full funding guarantee into the recent legislative extension of the gasoline tax.

LA 3154 - Relocated Hickory (Gardner to Mounes/Mounes to LA 48)

DESCRIPTION

LA 3154 is the perpendicular western terminus of Earhart Blvd. and services Elmwood Industrial and Business District. When Earhart Boulevard was built (a limited access elevated expressway connecting Orleans and Jefferson Parishes), a portion of LA 3154 or Hickory Lane, was moved slightly east and widened to a four lane divided roadway. The initial widening stretched from Airline Highway ¼ mile north of Earhart Boulevard and approximately ¼ mile south ending at Gardner Road. This project is now addressing the final segments of widening and extending LA 3154 south, one segment traversing

two lane Hickory and one segment in a new alignment from approximately Mounes to Jefferson Highway.

The segment from Gardner to Mounes has been constructed and is open to traffic at this time. Mounes was extended approximately 200 feet to intersect with Dicky.

LIMITS AND SCOPE

This full reconstruction and extension of LA 3154 will offer a new four lane divided roadway between Jefferson Highway and Airline Highway, providing a new north-south alternative route for truck and commuter traffic. The majority of the land has been acquired by DOTD and plans are being updated. The proposed route would provide separation from existing local streets that currently connect to the existing route.

PURPOSE AND NEED

Elmwood employs over 28,500 persons and 1200 businesses. It is a vital hub for commercial and industrial development, providing a large tax base for the State of Louisiana and Jefferson Parish. Demands on this route have grown in proportion to the build out in Elmwood. The current roadway is inadequate for increasing travel demands and may actually encourage out migration of business to St. Charles Parish or St. James Business Park.

Concurrently, Jefferson Parish is extending Mounes Street to LA 3154 (located midway between Earhart Boulevard and Jefferson Highway) as part of their major street bond issue, to open another western arterial for Elmwood traffic. Importantly, the capacity increase will substantially reduce congestion on Clearview Parkway, operating at Level of Service F during a.m. and p.m. peak periods. Clearview is currently the primary route into and out of Elmwood and the only arterial for north-south movements across the Mississippi River in Jefferson Parish.

COMMUNITY ISSUES

The four laning of these segments will especially benefit Elmwood Industrial Park with an improved route but

could also increase the volume of commercial vehicle trips near the neighboring community of Harahan to the west of LA 3154. The Clearview corridor carries 18% commercial vehicle traffic, reflecting the commercial-industrial nature of Elmwood. Relocated Hickory will divert a great deal of the commercial vehicle traffic from Clearview Parkway. Plans are also being developed in partnership with the community to rehabilitate Old Hickory with minor lane widening, drainage and lighting to enhance its new function as a minor arterial serving local land use.

FINANCING

State capital outlay bonds and state cash from the highway trust fund gasoline tax receipts are targeted to redesign and reconstruct LA 3154.

I-10 Twin-Span Widening

DESCRIPTION

The I-10 Twin Span bridge is the primary connection between the Slidell/ Eastern St. Tammany areas and the City of New Orleans. The bridge, consisting of two separate directional spans with two lanes in each direction and breakdown lanes, was severely impacted by Hurricane Katrina. The westbound span in particular suffered significant damage during the storm and now operates with a temporary prefabricated steel bridge.

LIMITS AND SCOPE

The project entails the widening of the bridge to a six lane section (three lanes in each direction plus breakdown lanes) for approximately 5.5 miles over Lake Pontchartrain. The bridge will also be raised from its current height of 9 ft above the lake to 30 feet. The new spans will be approximately 300 feet east of the old spans.

PURPOSE AND NEED

The purpose of this project is to repair damage to the existing I-10 bridge. The project will also mitigate damage from future storms by raising the elevation of

the roadway to avoid tidal surge, as well as to expand capacity of the facility to accommodate significant projected traffic growth on the roadway.

COMMUNITY ISSUES

This project was identified as an unfunded need in earlier versions of both the St. Tammany and Southshore MTP's. Prior to Hurricane Katrina, RPC was undertaking a toll study to look at how this project could be funded using tolls and other financing mechanisms. The bridge widening is essentially a bottleneck elimination project, as both land side ends of the bridge are six lane facilities. Therefore the community issues don't revolve around the widened bridge, but the disposition of the old spans. The plan at this time calls for the demolition of the existing spans. Since this action is relatively new no consensus has emerged on what to do with the asset. RPC will be working with St. Tammany and Orleans Parishes, as well as LaDOTD to review options.

FINANCING

The \$803 Million project is programmed for financing with FHWA Emergency-Relief funds allocated by the 109th Congress as part of an overall \$1.1 Billion E-R package.

Lapalco Widening

DESCRIPTION

Lapalco is a principal arterial providing east-west access between Algiers, on the West Bank of Orleans Parish, and the western portion of Jefferson Parish at US 90. Lapalco Boulevard is an at-grade roadway with 34 signalized intersections over the 14.18 miles between its intersection with DeGaulle at Behrman, and Lapalco at US 90. Lapalco is a six lane divided roadway on the eastern half to Baratavia Boulevard. Lapalco serves as a parallel east west arterial to the Westbank Expressway (US 90B), servicing the lower portions of West Jefferson and Algiers. It is heavily developed with commercial and retail activities. Ultimately this is a phased effort to widen all the four lane sections of Lapalco to six lanes, and two lane sections to four lanes.

LIMITS AND SCOPE

| Lapalco Widening - Project Phases |
|--|
| Destrehan to Barataria - completed |
| Barataria to Westwood - completed |
| Westwood to Tanglewood (FY 08) |
| Widening of the Lapalco Bridge across Bayou Segnette (Tanglewood to Segnette) |
| Segnette to US 90 (under construction) |

The phases identified for reconstruction in the current plan are western portion of Lapalco. They include (from east to west):

The intent of the project is to upgrade these four lane sections to six lanes. The bridge widening will probably occur last and very late in the plan because of costs.

PURPOSE AND NEED

Current congestion on Lapalco is growing due to increased Westbank development and the nature of the roadway as a major east-west arterial, only one of three crossing the Harvey Canal. This upgrade and widened segments will provide improved access for points west of the region experiencing heavy growth from oil and gas offshore exploration and continued residential expansion.

COMMUNITY ISSUES

Minor impacts are expected during the construction phase but the Regional Planning Commission and Jefferson Parish will continue to address any community concerns as the project proceeds.

FINANCING

This project is will be funded with STP greater than 200K funds targeted for the urbanized area. Lapalco has also been included in the RPC high priority funding package for congressionally earmarked discretionary funds.

US 90 @ Danziger Bridge

DESCRIPTION

A district of intense industrial and port use, with associated freight and vehicular movement, is located along the Inner Harbor Navigational Canal in New Orleans East. The roadway system encompasses US 90 (Chef Menteur Highway), the mid-level Danziger Bridge on US 90, the Interstate and I-10 high rise bridge, Almonaster Boulevard and the low rise Almonaster Bridge, France Road, parallel and to the west of IHNC, Jourdan Road, parallel and to the east of IHNC, and Downman Road parallel and to the east of Jourdan Road. Trucks account for between 13 to 21% of the traffic stream. The present roadway system design has major defects east of the IHNC given the need for and the lack of direct access to either I-10 or US 90 from Jourdan Road. Vehicles westbound generally take a circuitous route to I-10 proceeding from Jourdan Road to US 90 East to Downman to I-10 West.

LIMITS AND SCOPE

An up-ramp connector is proposed off Jourdan Road to US 90 (Chef Menteur Highway) between the Danziger Bridge and Downman Road to improve westbound access. Another down-ramp is proposed which would address eastbound traffic from US 90 to the Jourdan Road vicinity, virtually allowing the same circulation as mirrored west of the IHNC. Very little range existed in selecting ramp placement due to physical constraints on available land and the ascending height of the bridge going west over the IHNC.

PURPOSE AND NEED

The greatest need for vehicle and truck movements are to the west either on US 90 or I-10. Presently, US 90 is not a viable route for westward movement from Jourdan Rd. It acts as a major connector for most heavy industrial traffic either generated from New Orleans Business and Industrial District (NOBID), the Inner Harbor Navigational Canal (IHNC), the CSX railroad intermodal facility, or businesses north of US 90 along the IHNC. Presently westbound traffic from Jourdan Road to US 90

is hampered by an indirect, inadequate, and awkward route. Westbound traffic must enter US 90 bridge traffic on an incline, by doing a U-turn from a two lane service road after a complete stop. Trucks suffer severe turning and acceleration constraints with the present geometry. The configuration is perilous to oncoming high-speed vehicles as well as truck drivers and is compounded by the potential for a large scale accident if the cargo is a hazardous substance.

ISSUES AND EXPECTED OUTCOMES

Other possible solutions to westbound traffic problems entail much greater investment of public dollars on other roadways and bridges and would still provide only indirect access to Jourdan Road. Ramp connectors are the least costly and best alternative to address the identified problem.

Improved access would not have any significant change on residential communities nearby except to lessen the danger to drivers traveling west over the Danziger Bridge on US 90 as Jourdan road truck traffic enters traffic flows with more ease. Also, businesses and employees working in the area would also benefit from better westbound access with improved travel time. This project resolves travel demands for one of the regions' most heavily industrialized areas.

FINANCING

The ramp connectors are to be financed from state capital outlay and federal-aid funds with local match. Exact funding breakouts are not identified yet but the project is presently estimated at \$5-10 million.

Peters Road Corridor

DESCRIPTION

Peters Road is a north-south minor arterial along the Harvey Canal serving an industrial area that produces heavy truck volumes. There is also some residential access and a riverboat casino that generates substantial trips.

LIMITS AND SCOPE

1. Peters Road Widening to three lanes between US 90B and the Bayou Barataria Bridge (complete).
2. Peters Road/ WB Expressway Interchange
3. Peters Road Extension to LA 23 with Bridge

PURPOSE AND NEED

Traffic volumes exceed capacity and the highly variable mix of vehicle types and the proximity of other modes such as railroads that affect access to adjacent land uses make improvement to Peters Road essential for commercial and safety reasons. The Peters Road extension serves as a potential bypass of Belle Chasse for lower Plaquemines Parish and gets evacuees to US 90 and other roadways leading out of the area in a much direct way. The interchange at the elevated US 90 and Peters Road will also help this movement by providing direct access to the controlled access freeway.

ISSUES AND EXPECTED OUTCOMES

This series of projects is designed to increase capacity, reduce turning movement conflicts and improve access to the industrial corridor especially for large trucks.

The proposed bridge and extension into Plaquemines will allow for a better land use distribution of business, commercial and residential uses thus reducing conflicts. The new bridge and extension will provide new and more secure access to Alvin Calendar Naval Air Station. It will also become part of the New Orleans region hurricane evacuation route system.

FINANCING

These projects will be funded with a combination of federal formula, congressional high priority, state and local funds including, in some cases, tolls from the CCC bridge. The US Economic Development Administration, with Jefferson Parish, is also funding some ancillary sewer improvements required by the roadway widening. Bridge and roadway work for the extension project is estimated to be approximately \$65 Million dollars

Earhart Corridor

DESCRIPTION

The Earhart Expressway is a controlled access, non-interstate freeway serving East Jefferson Parish. The program described here is a series of interchange additions and improvements concluding with the upgrade of US 61/Airline Highway into St. Charles Parish, thus allowing it to function as a truly regional facility.

LIMITS AND SCOPE

A number of projects are being considered for the Earhart Corridor to improve access and connectivity:

1. A new interchange at Causeway
2. Ramp connections at Dakin Street and at L&A Road
3. A new interchange consisting of a flyover ramp at Hickory connecting Earhart to US 61 to the west

Each of these project concepts is being examined in the East-West Corridor EIS to determine their environmental impacts and cost effectiveness. The outcome of the EIS will affect project design and implementation.

PURPOSE AND NEED

The Earhart Expressway has excellent potential to serve as a congestion relief valve in the heavily congested East Jefferson Corridor. It is also valuable to truck movements in the region because of its proximity to Elmwood Business Park and various intermodal facilities. The facility is underutilized, however, because of poor access. The proposed projects work together to optimize various aspects of the corridor.

1. The Causeway Interchange will provide connectivity for regional commuter trips now captive to I-10. The project has just completed the environmental assessment phase.
2. The US 61 flyover ramp at Hickory will provide continuity to the east-west flow that is

choked off now at the Hickory Ave. terminus of the facility. This project is part of the East-West Corridor EIS, and a Record of Decision undertaken between FHWA and LaDOTD in early 2007.

3. Connector Ramps at Dakin Street and at L&A Road will facilitate better access between two large commercial and light industrial areas, the L&A Business Park and Elmwood Industrial Park by way of the Earhart Expressway.

ISSUES AND EXPECTED OUTCOMES

This series of projects has strong support from both the business community and the local governments, particularly in Jefferson Parish. It is generally recognized that Earhart is an underutilized asset in our toolbox for improving freight movement and commerce in the region.

There are competing interests that must be considered and addressed, however. The negative impacts of the project relate primarily to construction impacts and to increased traffic on approach arterials.

The Causeway Interchange will increase traffic on Causeway Boulevard which traverses a mixed commercial / residential community that is resistant to proposed road widening along Causeway.

The western flyover ramp to US 61 will involve some takings and impact several businesses due to the elevated infrastructure.

Finally, as these projects make Earhart a more desirable route for commuter and truck traffic, the resulting increase in traffic volumes in New Orleans could adversely affect the edge neighborhoods along Earhart Boulevard such as Hollygrove and Gerttown.

Avoidance or mitigation of these impacts were given priority consideration during the EIS. One concept that is being given consideration during the EIS, is fixed guideway transit service along the corridor in conjunction with a modified set of Earhart improvements.

FINANCING

Proposed financing for the proposed projects will come from a variety of federal and State sources.

Causeway Boulevard Widening

DESCRIPTION

The current plan calls for lane additions and geometric improvements to several sections of Causeway Boulevard to improve traffic flow and level of service particularly during peak hour.

LIMITS AND SCOPE

The project limits of the widening project run from US 61 to West Napoleon Boulevard. This project is being proposed by Jefferson Parish to alleviate existing congestion in the corridor.

PURPOSE AND NEED

Causeway Boulevard is a major north-south arterial running from Lake Pontchartrain to the Mississippi River in East Jefferson Parish. From the lake to Airline Drive, the roadway operates at a level of service of F during peak period, and sometimes during off peak travel as well.

ISSUES AND EXPECTED OUTCOMES

The primary issues relate to neighborhood impacts of the widening and increased traffic on adjacent neighborhoods and businesses. However, the projects have been endorsed by the Jefferson Chamber and Business Council.

The roadway widening is under design as part of a parishwide bond issue. Additionally, the proposed Earhart/Causeway Interchange will further increase traffic on Causeway Boulevard which traverses a mixed commercial / residential community that may be resistant to the proposed road widening along Causeway.

FINANCING

A portion of Causeway from Veterans to West Napoleon will be included in the I-10 Causeway Interchange reconstruction. The section from West Napoleon to US 61 will be funded with local parish funds, GNOEC funding, and possibly STP>200K.

Harvey / Lapalco - Harvey Canal Crossing

DESCRIPTION

The scope of the Harvey/Lapalco Corridor project is to improve east-west capacity over the Harvey Canal on the westbank of Jefferson Parish. The need for this project has been brought up in community meetings and economic development roundtables on the westbank of Jefferson Parish.

LIMITS AND SCOPE

The initiative calls for improving capacity at either the existing Lapalco Bridge (to a six lane section) or a new four lane alignment over the Harvey Canal at Harvey Boulevard. The project is completing the environmental phase of analysis.

PURPOSE AND NEED

The existing Lapalco corridor is extremely congested. While the parish and RPC have worked to add capacity along this thoroughfare, a bottleneck exists at the bridge. The corridor improvement would alleviate congestion along Lapalco by making a new corridor available to motorists while at the same time alleviating network connectivity problems posed by the Harvey Canal.

COMMUNITY ISSUES

The primary issues related to this project concern traffic flow in the corridor. Other issues will include the overall growth of traffic along Harvey Boulevard, and the impact of that growth to adjacent neighborhoods east of the Harvey Canal should that alignment be chosen in the environmental process.

FINANCING

Neither Lapalco nor Harvey Boulevard are a state route. Therefore, funding for this project is expected to come primarily from Jefferson Parish. However, some federal aid (urbanized attributable) funds are expected to be utilized, as well as Congressional High Priority funds.

Huey P. Long Bridge

DESCRIPTION

The Huey P. Long Bridge Project is a TIMED project to widen the existing bridge to six lanes. The need for this project has been brought up in community meetings and economic development roundtables on both the east and west banks of Jefferson Parish. The project has been widely discussed as part of the Jefferson 2020 Visioning Process and Jefferson 2008 Plan.

LIMITS AND SCOPE

The project calls for widening of the elevated structure of the Huey P. Long Bridge from four to six lanes, the elimination of the traffic circles at either end of the bridge and the construction of controlled access interchanges at US 48 on the east bank and LA 18 on the west bank.

PURPOSE AND NEED

The current travel lanes on the Huey P. Long Bridge are of substandard width with poor guard rails and poor geometry at both ends and at the center of the bridge. The bridge is heavily congested during peak hour and dangerous at any time particularly because of the heavy truck volumes. The Huey P. Long is a primary river crossing used by commercial vehicles and is a serious impediment to economic growth.

COMMUNITY ISSUES

The primary issues related to this project concern traffic flow in the corridor. The Huey P. Long Bridge itself is substandard in width and unsafe, but the bridge itself is not the only obstacle to movement in the corridor. The approach roadways, particularly Clearview north of Airline, also have capacity issues. Redesign of the

traffic circles into interchanges will help. The project was endorsed by the Chamber of Commerce, Greater New Orleans, Inc., the Jefferson Business Council, and is widely supported by the public.

FINANCING

Funding for the Huey P. Long Bridge Widening Project is from the TIMED program of the state constitution. The renewal of the TIMED program extended the four-cent per gallon gasoline tax with a full funding commitment for projects in the original legislation. TIMED money is only available within the limits of the current traffic circles on each end of the bridge, and does not presently include plans for a controlled access connector from the bridge to Earhart. Current cost estimates for the Huey P Long Bridge is \$660 Million.

Severn Avenue / I-10 Overpass

DESCRIPTION

This project calls for linking together the portions of Severn north and south of the interstate with an overpass.

LIMITS AND SCOPE

The roadway would be a four-lane arterial bridge across the I-10 at Severn, just west of the Causeway Boulevard Interchange.

PURPOSE AND NEED

North South movement in East Jefferson is greatly hindered and highly congested by the lack of through streets crossing I-10, which acts as a "great wall" to impede mobility. Severn Avenue would provide a viable alternative to Causeway Boulevard while providing direct access to the commercial land uses in the area including Lakeside Mall.

COMMUNITY ISSUES

Neighborhood issues and obtaining favorable federal action on permits to cross the interstate are two of the prominent issues on this project.

FINANCING

This is a locally sponsored project proposed by Jefferson Parish. The project is currently programmed for local parish funding.

Old Algiers Ramp

DESCRIPTION

Egress from US 90B (West Bank Expressway) to Old Algiers

LIMITS AND SCOPE

The proposed project would involve the construction of a new off-ramp from the Crescent City Connection Bridge into old Algiers to aid truck movements and improve access to commercial sites in the area. The ramp will need to be studied and designed carefully and may have to be a fairly low speed ramp because of grade considerations.

PURPOSE AND NEED

The proposed ramp will provide significantly improved access to the Algiers Naval Station located between General Meyer Avenue and the Mississippi River. The proposed ramp will allow motorists to avoid the confusing and difficult routing through residential neighborhoods now necessary to get from the CCC to Old Algiers.

COMMUNITY ISSUES

This project contributes significantly to the regional goals of military base consolidation, business expansion on the westbank, and neighborhood revitalization. Moreover, as with any large elevated structure, issues are primarily related to the impacts of infrastructure and traffic on the historic Algiers neighborhood.

FINANCING

The project is currently proposed for funding with CCC bridge tolls.

I-49S / I-310 Elevated Section

DESCRIPTION

I-49 is a section of Interstate highway the Louisiana portion of which is proposed to run from just north of Shreveport to New Orleans.

LIMITS AND SCOPE

The portion of I-49 from Shreveport to Lafayette has been completed. The portion through Lafayette is currently being designed. The phase of the project in the New Orleans metropolitan area generally follows the US 90 alignment. The project will attempt, where possible, to take advantage of existing rights of way in the area west of New Orleans some of which have already been constructed to interstate standards. The project identified in this plan is a section from the terminus of the existing elevated WB Expressway (US 90B) westward to the vicinity of I-310. Currently, an Environmental Impact Statement is under preparation with community input and evaluation of project alternatives.

PURPOSE AND NEED

The upgrade of this portion of US 90B is designed to provide improved mobility and access to the major corridors on the west bank. The project has been touted as an excellent economic development engine as well as a much needed additional hurricane evacuation route.

COMMUNITY ISSUES

There are mixed reactions to the proposed roadway as an economic development project. Additional community concerns focus on the impact of the proposed interstate facility on existing businesses and downtown centers in the Westwego and Boutte areas. As a result of the community participation process, alternative alignments are under study evaluation. The Transportation Policy Board has provided only conditional support as long as the project will not affect funding for the remainder of the federal aid urban area.

FINANCING

Currently funding is proposed to come from federal formula funds controlled by DOTD and from Congressional earmarks.

Widening or Extension of Existing Roadways

DESCRIPTION

The projects listed in the table below are typically highway reconstruction projects that also include lane additions in one or more sections or minor extensions to provide better connectivity. For the most part they are projects of similar scope on minor arterials or on short sections of major arterials.

LIMITS AND SCOPE

| Capacity Increases to Existing Roadways |
|---|
| Destrehan Avenue - Patriot to US 90B (in construction) |
| East Ames Blvd. - 3 lane (Ames to Bayou Bouef) |
| 4th Street Extension to Burmaster |
| Harvey Blvd. Extension (Wall - Engineers), 4 lane |
| Harvey Blvd. Extension (Peters - Manhattan), 4 lane |
| Harvey Blvd. (Wall to Manhattan), 2 to 4 lanes |
| Howard Ave. Extension to N.O. Arena |
| LA 23 (Happy Jack - North Port Sulphur) Roadway Widening |
| LA 406 Woodland Hwy. Upgrade 2-4 lanes |
| LA 23 Widening, Wall Blvd. to LA 3017 |

PURPOSE AND NEED

In addition to being necessary for the same reasons and with the same benefits as the projects identified in the

earlier section on reconstruction, these projects required additional action to meet existing or projected demand due to intense growth in land use in the surrounding areas or to provide alternate access routes to relieve congestion on adjacent major arterials.

COMMUNITY ISSUES

The primary community issues related to these projects are impacts on adjacent land uses and the potential for increased traffic through adjacent neighborhoods. The RPC works closely with neighborhood groups to address these issues, including exploring alternative solutions.

FINANCING

Financing for reconstruction projects, with or without capacity increases, depends on the designation of the roadway in question. Roadways on the state system are usually funded with state or federal funds controlled by DOTD and matching state funds. Collectors and arterials off the state system are typically financed with federal urban formula funds (>200K) with local matching funds from the jurisdiction in which the facility is located.

Chapter III

**Highway and Transit Project Funding
and Phasing in Federal-Aid Format**

Metropolitan Transportation Plan

New Orleans Region - Financially Constrained

FY - 07 (10/1/06 - 9/30/07)

| Project Number | Route | Project Description | Parish | Proposed Improvement | Work Phase | Est. Cost | Federal Share | Fund Source |
|----------------|-------|---------------------------------|-----------|------------------------------|------------|--------------------|--------------------|---------------------------|
| | | I-10/Reserve Interchange | St. John | New Interchange | EIS | 700,000 | 560,000 | Demo |
| 063-04-0034 | LA 18 | US 90 to Avondale Shipyards | Jefferson | Widen to 4 lanes | C | 2,400,000 | 1,920,000 | Demo |
| 700-92-0020 | | Smart Growth Mgmt. Plan | Region | Growth Plan | SDY | 400,000 | 320,000 | Demo |
| 737-92-0035 | | Regional TMC | Orleans | Construction | C | 8,625,000 | 6,900,000 | Demo=6M; STP>200K=2.6M |
| 742-26-0033 | | Lapalco (Westwood - Tanglewood) | Jefferson | Widen 2 to 4 Lanes | C | 6,500,000 | 5,400,000 | Demo |
| 826-03-0012 | | Clearview @ Earhart | Jefferson | Drainage of Evacuation Route | C | 5,187,000 | 4,149,600 | Demo |
| | | | | | | Total | Demo | |
| | | | | | | 23,812,000 | 19,249,600 | |
| 450-90-0210 | | I-10 Pump Station Repairs | Orleans | Pump Station Repairs | C | 962,000 | 962,000 | E-R |
| 704-36-0036 | | Submerged Roads | Orleans | Repair | C | 160,000,000 | 160,000,000 | E-R |
| | | | | | | Total | E-R | |
| | | | | | | 160,962,000 | 160,962,000 | |

Metropolitan Transportation Plan

New Orleans Region - Financially Constrained

FY - 07 (10/1/06 - 9/30/07)

| Project Number | Route | Project Description | Parish | Proposed Improvement | Work Phase | Est. Cost | Federal Share | Fund Source | |
|----------------|-------|--|--------------|-------------------------------|------------|--------------|---------------|-------------------|------------------|
| 423-01-0025 | | LA 3046 over US 90 Bridge | Jefferson | Bridge Rehabilitation | C | 2,537,000 | 2,026,600 | FBR | |
| 713-02-FY07 | | Off System Bridge Replacement (Dist. 02) | Districtwide | Off System Bridge Replacement | C | 2,200,000 | 1,760,000 | FBR | |
| 713-38-0001 | | Doullut Canal Bridge | Plaquemines | Bridge Replacement | C | 6,500,000 | 5,200,000 | FBR | |
| | | | | | | Total | FBR | 11,237,000 | 8,986,600 |
| 450-43 | I-510 | ICWW to I-10 | Orleans | Overlay | C | 1,500,000 | 1,350,000 | IM | |
| | | | | | | Total | IM | 1,500,000 | 1,350,000 |
| 001-07-NHOL | | NHS Overlays (Dist. 02) | Districtwide | NHS Overlays | C | 1,000,000 | 800,000 | NHS | |
| 737-99-0545 | | N.O. Region ITS (Northshore Deployment) | Regionwide | N.O. Interim TMC, Phase 2 | C | 7,100,000 | 5,680,000 | NHS | |
| | | | | | | Total | NHS | 8,100,000 | 6,480,000 |

Metropolitan Transportation Plan

New Orleans Region - Financially Constrained

FY - 07 (10/1/06 - 9/30/07)

| Project Number | Route | Project Description | Parish | Proposed Improvement | Work Phase | Est. Cost | Federal Share | Fund Source |
|----------------|--------|-----------------------------------|--------------|------------------------|------------|--------------|-------------------|--------------------------------------|
| 063-03- | LA 18 | LA 45 to LA 18S | Jefferson | Chip Seal | C | 225,000 | | State Cash |
| 845-09-0010 | LA 632 | LA 306 - LA 631 | St. Charles | Overlay | C | 1,850,000 | | State Cash |
| | | | | | | Total | State Cash | 2,075,000 |
| 001-07-OLAY | | STP Overlays (Dist. 02) | Districtwide | STP Overlays | C | 2,000,000 | 1,600,000 | STP |
| 001-07-PVMT | | Preventive Maintenance (Dist. 02) | Districtwide | Preventive Maintenance | C | 100,000 | 80,000 | STP |
| | | | | | | Total | STP | 2,100,000 1,680,000 |
| 001-07-ENH | | Enhancements (Dist. 02) | Districtwide | Enhancements | C | 200,000 | 160,000 | STP ENH |
| 744-36-0004 | | Wisner Blvd. Bike Path | Orleans | Bike Path | C | 1,418,000 | 1,134,400 | STP ENH |
| | | | | | | Total | STP ENH | 1,618,000 1,294,400 |

Metropolitan Transportation Plan

New Orleans Region - Financially Constrained

FY - 07 (10/1/06 - 9/30/07)

| Project Number | Route | Project Description | Parish | Proposed Improvement | Work Phase | Est. Cost | Federal Share | Fund Source |
|----------------|----------|---|--------------|-----------------------------|------------|------------------|------------------|--------------------------------|
| 006-03-0052 | US 90 | Jefferson Parish Line to S. Carrollton | Orleans | Overlay | C | 1,200,000 | 960,000 | STP FLEX |
| 256-01-0044 | LA 44 | LA 44 and LA 3223 (Intersection Improvements) | St. John | Clear and Grubbing | C | 3,483,000 | 2,766,400 | STP FLEX |
| 428-03-0012 | LA 3127 | LA 3141 to I-310 | St. Charles | Overlay | C | 2,442,000 | 1,953,000 | STP FLEX=1.6M; STP HAZ=400K |
| 848-05 | LA 636-1 | (LA 628 - US 61) | St. John | Chip Seal | C | 15,000 | 12,000 | STP FLEX |
| | | | | | | Total | STP FLEX | |
| | | | | | | 7,140,000 | 5,691,400 | |
| 001-07-HAZ | | Misc. Hazardous Elimination (Dist. 02) | Districtwide | Misc. Hazardous Elimination | C | 150,000 | 120,000 | STP HAZ |
| 001-07-RR01 | | RR Xing Safety (Dist. 02) | Districtwide | RR Xing Safety | C | 500,000 | 400,000 | STP HAZ |
| 737-07-ATTN | | Crash Attenuator Repairs (Dist. 02) | Districtwide | Crash Attenuator Repairs | C | 20,000 | 16,000 | STP HAZ |
| | | | | | | Total | STP HAZ | |
| | | | | | | 670,000 | 536,000 | |

Metropolitan Transportation Plan

New Orleans Region - Financially Constrained

FY - 07 (10/1/06 - 9/30/07)

| Project Number | Route | Project Description | Parish | Proposed Improvement | Work Phase | Est. Cost | Federal Share | Fund Source |
|----------------|-------|--|-----------|----------------------------|------------|-------------------|-------------------|-------------|
| | US 61 | Widening in Laplace | St. John | Proposed Widening | SDY | 70,000 | 56,000 | STP>200K |
| 742-26-0044 | | Harvey Blvd., Phase 1 | Jefferson | ROW | C | 2,000,000 | 1,600,000 | STP>200K |
| 742-26-0066 | | Segnette (Lapalco - US 90B) | Jefferson | Overlay | C | 1,400,000 | 1,120,000 | STP>200K |
| 742-36-0109 | | Robert E. Lee (Elysian Fields - Wickfield) | Orleans | Rehab | C | 5,200,000 | 4,160,000 | STP>200K |
| 742-36-0110 | | Robert E. Lee (Pratt - Paris) | Orleans | Rehab | C | 2,304,000 | 1,843,200 | STP>200K |
| 742-36-0122 | | New Orleans Signals, Phase 3 | Orleans | Signal Improvements | C | 1,000,000 | 1,000,000 | STP>200K |
| 742-36-0123 | | Woodland Avenue (Tullis - DeGaulle) | Orleans | Reconstruction | C | 2,950,000 | 2,360,000 | STP>200K |
| 742-36-0138 | | Magazine (Andrew Higgins - US 90B) | Orleans | Overlay and Rehabilitation | C | 2,500,000 | 2,000,000 | STP>200K |
| 836-08-0072 | | Algiers Cut-Off Bridge Lighting | Orleans | Roadway Lighting | C | 400,000 | 320,000 | STP>200K |
| Total | | | | | | 17,824,000 | 14,459,200 | |

Metropolitan Transportation Plan

New Orleans Region - Financially Constrained

FY - 07 (10/1/06 - 9/30/07)

| Project Number | Route | Project Description | Parish | Proposed Improvement | Work Phase | Est. Cost | Federal Share | Fund Source |
|----------------|-------|---------------------|-----------|-------------------------|------------|-------------|---------------|-------------|
| 006-01-0018 | | Huey P. Long Bridge | Jefferson | Bridge Rehab & Widening | C | 270,292,000 | | TIMED |
| | | | | | | 270,292,000 | | |
| | | | | | | Total | TIMED | |

Metropolitan Transportation Plan

New Orleans Region - Financially Constrained

FY - 08 (10/1/07 - 9/30/08)

| Project Number | Route | Project Description | Parish | Proposed Improvement | Work Phase | Est. Cost | Federal Share | Fund Source |
|----------------|-------|---|----------------------|-------------------------------|------------|-------------------|-------------------|-------------|
| 700-36 | | City Park (Tricentennial Park) | Orleans | Roadway Improvements | C | 1,250,000 | 1,000,000 | Demo |
| 700-36-0195 | | Bike/Ped. Crossing at Wash. Ave. at Xavier U. | Orleans | Ped. Improvements | E/E | 50,000 | 40,000 | Demo |
| 737-26A | | Rail Relocation Study | Jefferson Orleans | Env. Impact Statement | EIS | 3,000,000 | | Demo |
| | | | | | | Total | Demo | |
| | | | | | | 4,300,000 | 1,040,000 | |
| 064-01-0040 | | LA 1 (Caminada Bay Bridges) | Jefferson | Bridge Replacement | C | 25,000,000 | 20,000,000 | FBR |
| 713-02-FY08 | | Off System Bridge Replacement (Dist. 02) | Districtwide | Off System Bridge Replacement | C | 2,200,000 | 1,760,000 | FBR |
| | | | | | | Total | FBR | |
| | | | | | | 27,200,000 | 21,760,000 | |

Metropolitan Transportation Plan

New Orleans Region - Financially Constrained

FY - 08 (10/1/07 - 9/30/08)

| Project Number | Route | Project Description | Parish | Proposed Improvement | Work Phase | Est. Cost | Federal Share | Fund Source | |
|----------------|-------|--------------------------------|--------------|--------------------------|------------|--------------|---------------|-------------------|-------------------|
| 450-34-0083 | I-610 | I-10 West - I-10 East | Orleans | IM Signing | C | 720,000 | 648,000 | IM | |
| 450-36-0033 | I-10 | N. End of the Miss. River | St. Charles | Overlay | C | 1,000,000 | 900,000 | IM | |
| 450-38-0022 | US 90 | S. End of the Miss. River | St. Charles | Overlay | C | 961,000 | 864,900 | IM | |
| 450-43-0078 | I-510 | ICWW Bridge to I-10 | Orleans | Overlay | C | 2,025,000 | 1,822,500 | IM | |
| 452-01-0051 | | I-55 at Ruddock Interchange | St. John | Drainage Improvements | C | 500,000 | 450,000 | IM | |
| | | | | | | Total | IM | 5,206,000 | 4,685,400 |
| 001-08-NHOL | | NHS Overlays (Dist. 02) | Districtwide | NHS Overlays | C | 1,000,000 | 800,000 | NHS | |
| 007-01-0023 | US 61 | S. Broad - Labarre | Orleans | Overlay | C | 4,000,000 | 3,200,000 | NHS | |
| 450-15-0100 | I-10 | I-10 @ Causeway Blvd., Phase 1 | Jefferson | Interchange Modification | C | 30,614,000 | 24,491,200 | NHS | |
| | | | | | | Total | NHS | 35,614,000 | 28,491,200 |

Metropolitan Transportation Plan

New Orleans Region - Financially Constrained

FY - 08 (10/1/07 - 9/30/08)

| Project Number | Route | Project Description | Parish | Proposed Improvement | Work Phase | Est. Cost | Federal Share | Fund Source |
|----------------|---------|-----------------------------------|--------------|-------------------------|------------|------------------|--------------------|-------------|
| 450-34-0092 | I-610 | Marconi to St. Bernard | Orleans | Drainage Improvements | C | 150,000 | | St. Cash |
| 737-92-0062 | | Traffic Loop Repair, Dist. 02 | Orleans | Repair Inductance Loops | C | 100,000 | 100,000 | St. Cash |
| 826-38-0010 | LA 3018 | Drainage Improvements | Jefferson | Drainage Improvements | C | 200,000 | | St. Cash |
| | | | | | | Total | St. Cash | |
| | | | | | | 450,000 | 100,000 | |
| 046-03-0070 | | St. Bernard Hwy. Drainage, Ph. 2 | St. Bernard | Drainage Improvements | C | 3,000,000 | | State Bonds |
| | | | | | | Total | State Bonds | |
| | | | | | | 3,000,000 | | |
| 001-08-OLAY | | STP Overlays (Dist. 02) | Districtwide | STP Overlays | C | 2,000,000 | 1,600,000 | STP |
| 001-08-PVMT | | Preventive Maintenance (Dist. 02) | Districtwide | Preventive Maintenance | C | 100,000 | 80,000 | STP |
| | | | | | | Total | STP | |
| | | | | | | 2,100,000 | 1,680,000 | |
| 001-08-ENH | | Enhancements (Dist. 02) | Districtwide | Enhancements | C | 200,000 | 160,000 | STP ENH |
| | | | | | | Total | STP ENH | |
| | | | | | | 200,000 | 160,000 | |

Metropolitan Transportation Plan

New Orleans Region - Financially Constrained

FY - 08 (10/1/07 - 9/30/08)

| Project Number | Route | Project Description | Parish | Proposed Improvement | Work Phase | Est. Cost | Federal Share | Fund Source |
|----------------|---------|--|--------------|-----------------------------|------------|------------------|------------------|-------------|
| 062-01-0025 | | Belle Chasse/Behrman | Jefferson | Signal Improvements | C | 2,018,000 | 1,085,000 | STP FLEX |
| 249-01-0053 | | Barataria Blvd. (LA 18 to Ames Blvd.) | Jefferson | Concrete Rehab. | C | 2,380,000 | 1,904,000 | STP FLEX |
| 826-38-0009 | LA 3018 | LA 18 to Patriot | Jefferson | Overlay | C | 650,000 | 520,000 | STP FLEX |
| 826-44-0030 | LA 3154 | Hickory St. | Jefferson | Overlay | C | 900,000 | 720,000 | STP FLEX |
| 845-18 | LA 3060 | US 90 to LA 18 | St. Charles | Overlay | C | 800,000 | 640,000 | STP FLEX |
| | | | | | | Total | STP FLEX | |
| | | | | | | 6,748,000 | 4,869,000 | |
| 001-08-HAZ | | Misc. Hazardous Elimination (Dist. 02) | Districtwide | Misc. Hazardous Elimination | C | 150,000 | 120,000 | STP HAZ |
| 001-08-RR01 | | RR Xing Safety (Dist. 02) | Districtwide | RR Xing Safety | C | 500,000 | 400,000 | STP HAZ |
| 737-08-ATTN | | Crash Attenuator Repairs (Dist. 02) | Districtwide | Crash Attenuator Repairs | C | 20,000 | 16,000 | STP HAZ |
| | | | | | | Total | STP HAZ | |
| | | | | | | 670,000 | 536,000 | |

Metropolitan Transportation Plan

New Orleans Region - Financially Constrained

FY - 08 (10/1/07 - 9/30/08)

| Project Number | Route | Project Description | Parish | Proposed Improvement | Work Phase | Est. Cost | Federal Share | Fund Source |
|----------------|-------|--|-------------|-------------------------------|------------|-------------------|-------------------|--------------------------|
| 742-26-0044 | | Harvey Boulevard (Wall to Parish Line) | Jefferson | New Road | C | 5,041,000 | 4,032,800 | STP>200K |
| 742-26-0056 | | Lapalco (Brooklyn St. - Murphy Canal) | Jefferson | Overlay | C | 650,000 | 520,000 | STP>200K |
| 742-36-0008 | | Earhart (Hamilton - Fern), Phase 1 | Orleans | Reconstruction | C | 5,102,000 | 4,081,600 | STP>200K=2M; Other=2M |
| 742-36-0120 | | New Orleans Signals, Phase 8 | Orleans | Signal Improvement in Algiers | C | 2,400,000 | 2,400,000 | STP>200K |
| 742-36-0126 | | St. Charles Ave. (Calliope St. to Napoleon Ave.) | Orleans | Overlay | C | 3,300,000 | 2,640,000 | STP>200K |
| 742-38-0003 | | Harvey Blvd. Extension | Plaquemines | New Roadway | C | 2,533,000 | 2,026,400 | STP>200K |
| 742-44-0006 | | Packenhams / Jackson (LA 46 - LA 39) | St. Bernard | Reconstruction | C | 4,000,000 | 3,200,000 | STP>200K |
| 838-01-0006 | | Harvey Blvd. Extension | Plaquemines | New Roadway | C | 729,000 | 583,200 | STP>200K |
| Total | | | | | | 23,755,000 | 19,484,000 | |

Metropolitan Transportation Plan

New Orleans Region - Financially Constrained

FY - 08 (10/1/07 - 9/30/08)

| Project Number | Route | Project Description | Parish | Proposed Improvement | Work Phase | Est. Cost | Federal Share | Fund Source |
|----------------|-------|---|-------------|--------------------------------------|------------|--------------------|---------------|--------------|
| 006-01-0021 | | Huey P. Long Bridge | Jefferson | Bridge Rehab & Widening (West Appr.) | C | 321,184,000 | | TIMED |
| 703-36-0001 | | Florida Ave. (Poland - Alvar) | Orleans | New Bridge | C | 73,787,000 | | TIMED |
| 703-44-0001 | | Florida Ave. Bridge (Tupelo to Paris Rd.) | St. Bernard | New Bridge | C | 81,256,000 | | TIMED |
| | | | | | | Total | | |
| | | | | | | | | TIMED |
| | | | | | | 476,227,000 | | |
| 826-11-0009 | | Peters Road | Jefferson | Minor Widen to 3 Lanes | C | 250,000 | | Tolls |
| | | | | | | Total | | |
| | | | | | | | | Tolls |
| | | | | | | 250,000 | | |

Metropolitan Transportation Plan

New Orleans Region - Financially Constrained

FY - 09 (10/1/08 - 9/30/09)

| Project Number | Route | Project Description | Parish | Proposed Improvement | Work Phase | Est. Cost | Federal Share | Fund Source |
|----------------|--------|--|--------------|-------------------------------|----------------|------------------|------------------|-------------|
| 700-26-0295 | | Loyola at I-10 Interchange in Kenner | Jefferson | Mobility Improvements | C | 5,000,000 | 4,000,000 | Demo |
| | | | | Total | Demo | 5,000,000 | 4,000,000 | |
| 713-02-FY09 | | Off System Bridge Replacement (Dist. 02) | Districtwide | Off System Bridge Replacement | C | 2,200,000 | 1,760,000 | FBR |
| 845-09-0008 | LA 632 | Main Canal Bridge | St. Charles | Bridge Replacements | C | 651,000 | 520,800 | FBR |
| | | | | Total | FBR | 2,851,000 | 2,280,800 | |
| 713-36-0101 | | Harrison Ave. Bridge over Bayou St. John | Orleans | Bridge Replacement | C | 1,265,000 | 1,012,000 | FBR-OFF |
| | | | | Total | FBR-OFF | 1,265,000 | 1,012,000 | |

Metropolitan Transportation Plan

New Orleans Region - Financially Constrained

FY - 09 (10/1/08 - 9/30/09)

| Project Number | Route | Project Description | Parish | Proposed Improvement | Work Phase | Est. Cost | Federal Share | Fund Source |
|----------------|---------|--|--------------|-----------------------|------------|-------------------|-------------------|-------------|
| 450-13-0047 | I-10 | St. James Parish Line - Reserve Relief Canal | St. John | Overlay | C | 8,550,000 | 7,695,000 | IM |
| 450-90 | I-10 | L.M. 21.24 - Lk. Pontchartrain | Orleans | Resurfacing | C | 10,000,000 | 9,000,000 | IM |
| 450-90-0162 | I-10 | Paris Rd. - Lake Pontchartrain | Orleans | Resurfacing | C | 10,000,000 | 9,000,000 | IM |
| | | | | | | Total | IM | |
| | | | | | | 28,550,000 | 25,695,000 | |
| 001-09-NHOL | | NHS Overlays (Dist. 02) | Districtwide | NHS Overlays | C | 1,000,000 | 800,000 | NHS |
| 062-04-0031 | LA 23 | W. Point-a-la-Hache - CSLM (5.86) | Plaquemines | Overlay | C | 4,000,000 | 3,200,000 | NHS |
| | | | | | | Total | NHS | |
| | | | | | | 5,000,000 | 4,000,000 | |
| 826-44-0027 | LA 3154 | Relocate Hickory (Mounes - LA 48) | Jefferson | Relocation and 4-lane | C | 10,750,000 | | St. Bonds |
| | | | | | | Total | St. Bonds | |
| | | | | | | 10,750,000 | | |

Metropolitan Transportation Plan

New Orleans Region - Financially Constrained

FY - 09 (10/1/08 - 9/30/09)

| Project Number | Route | Project Description | Parish | Proposed Improvement | Work Phase | Est. Cost | Federal Share | Fund Source |
|----------------|---------|-------------------------------------|--------------|---------------------------|------------|------------------|------------------|---------------------------------|
| 001-09-OLAY | | STP Overlays (Dist. 02) | Districtwide | STP Overlays | C | 2,000,000 | 1,600,000 | STP |
| 001-09-PVMT | | Preventive Maintenance (Dist. 02) | Districtwide | Preventive Maintenance | C | 100,000 | 80,000 | STP |
| | | | | | | Total | STP | |
| | | | | | | 2,100,000 | 1,680,000 | |
| 001-09-ENH | | Enhancements (Dist. 02) | Districtwide | Enhancements | C | 200,000 | 160,000 | STP ENH |
| 744-45-0007 | | Westbank Pedestrian/Bike Path | St. Charles | Enhancement | C | 456,000 | 433,200 | STP ENH |
| | | | | | | Total | STP ENH | |
| | | | | | | 656,000 | 593,200 | |
| 007-04-0049 | US 61 | St. Charles Parish Line - CSLM 2.14 | St. John | Overlay | C | 1,230,000 | 984,000 | STP FLEX |
| 256-01-0044 | LA 44 | LA 44 & LA 3223 | St. John | Intersection Improvements | C | 1,154,000 | 923,200 | STP FLEX=523K; STP>200K=400K |
| 844-05-0004 | LA 3228 | LA 46 to LA 39 | St. Bernard | Overlay | C | 500,000 | 400,000 | STP FLEX |
| | | | | | | Total | STP FLEX | |
| | | | | | | 2,884,000 | 2,307,200 | |

Metropolitan Transportation Plan

New Orleans Region - Financially Constrained

FY - 09 (10/1/08 - 9/30/09)

| Project Number | Route | Project Description | Parish | Proposed Improvement | Work Phase | Est. Cost | Federal Share | Fund Source |
|----------------|-------|--|--------------|-----------------------------|------------|----------------|----------------|-------------|
| 001-09-HAZ | | Misc. Hazardous Elimination (Dist. 02) | Districtwide | Misc. Hazardous Elimination | C | 150,000 | 120,000 | STP HAZ |
| 001-09-RR01 | | RR Xing Safety (Dist. 02) | Districtwide | RR Xing Safety | C | 500,000 | 400,000 | STP HAZ |
| 737-09-ATTN | | Crash Attenuator Repairs (Dist. 02) | Districtwide | Crash Attenuator Repairs | C | 20,000 | 16,000 | STP HAZ |
| Total | | | | | | 670,000 | 536,000 | |

Metropolitan Transportation Plan

New Orleans Region - Financially Constrained

FY - 09 (10/1/08 - 9/30/09)

| Project Number | Route | Project Description | Parish | Proposed Improvement | Work Phase | Est. Cost | Federal Share | Fund Source |
|----------------|-------|--|-------------|--------------------------------------|------------|-----------|---------------|-----------------------------|
| 700-26-0296 | | Wall Blvd. (Lapalco to LA 23) | Jefferson | Overlay | C | 2,200,000 | 1,760,000 | STP>200K |
| 742-26-0053 | | Lapalco (Manhattan - Bayou Fatma) | Jefferson | Overlay | C | 975,000 | 780,000 | STP>200K |
| 742-26-0054 | | Lapalco (Bayou Fatma to Brooklyn St.) | Jefferson | Overlay | C | 600,000 | 480,000 | STP>200K |
| 742-26-0078 | | Veterans Blvd. (Virginia Ave. to Loyola Drive) | Jefferson | Overlay | C | 400,000 | 320,000 | STP>200K |
| 742-26-0079 | | Veterans Blvd. (Loyola Dr. to Canal No. 17) | Jefferson | Widening 2 to 4 Lanes | C | 3,000,000 | 2,400,000 | STP>200K |
| 742-26-0082 | | Madison St. (Americus - Cook) | Jefferson | Overlay and Railroad Crossing Safety | C | 805,000 | 644,000 | STP>200K=486K; Demo=160K |
| 742-36-0135 | | Canal Blvd. (R.E. Lee - Amethyst) | Orleans | Reconstruction | C | 3,000,000 | 2,400,000 | STP>200K |
| 742-36-0137 | | Magazine (Broadway - Calhoun) | Orleans | Rehabilitation | C | 3,500,000 | 2,800,000 | STP>200K |
| 845-17-0010 | | Almedia Road at US 61 | St. Charles | Intersection Improvements | C | 700,000 | 560,000 | STP>200K |

Metropolitan Transportation Plan

New Orleans Region - Financially Constrained

FY - 09 (10/1/08 - 9/30/09)

| Project Number | Route | Project Description | Parish | Proposed Improvement | Work Phase | Est. Cost | Federal Share | Fund Source |
|----------------|-------|-------------------------------|---------|-----------------------|----------------------|--------------------|-------------------|-------------|
| | | | | Total | STP > 200K | 15,180,000 | 12,144,000 | |
| 703-36-0002 | | Florida Ave. (Poland - Alvar) | Orleans | New Bridge Approaches | C | 188,080,000 | | TIMED |
| | | | | Total | TIMED | 188,080,000 | | |

Metropolitan Transportation Plan

New Orleans Region - Financially Constrained

FY - 10 (10/1/09 - 9/30/10)

| Project Number | Route | Project Description | Parish | Proposed Improvement | Work Phase | Est. Cost | Federal Share | Fund Source |
|----------------|-------|--|--------------|-------------------------------|------------|------------------|------------------|-------------|
| 700-36-0176 | | Tchoupitoulas (Canal St. to US 90B) | Orleans | Overlay | C | 1,500,000 | 1,200,000 | Demo |
| 700-36-0184 | | Howard Ave. Extension | Orleans | New Roadway | C | 6,000,000 | 4,800,000 | Demo |
| 700-36-0193 | | Carrollton (US 61 to US 90) | Orleans | Rehab. | C | 1,250,000 | 1,000,000 | Demo |
| | | | | | | Total | Demo | |
| | | | | | | 8,750,000 | 7,000,000 | |
| 005-10-0034 | US 90 | Drain Canal Bridge on US 90 | Jefferson | Bridge Replacement | C | 1,300,000 | 1,040,000 | FBR |
| 249-90-0037 | LA 45 | Drain Canal Bridge on LA 45 | Jefferson | Bridge Replacement | C | 932,000 | 745,600 | FBR |
| 713-02-FY10 | | Off System Bridge Replacement (Dist. 02) | Districtwide | Off System Bridge Replacement | C | 2,200,000 | 1,760,000 | FBR |
| | | | | | | Total | FBR | |
| | | | | | | 4,432,000 | 3,545,600 | |

Metropolitan Transportation Plan

New Orleans Region - Financially Constrained

FY - 10 (10/1/09 - 9/30/10)

| Project Number | Route | Project Description | Parish | Proposed Improvement | Work Phase | Est. Cost | Federal Share | Fund Source |
|----------------|--------|-----------------------------------|--------------|------------------------|------------|-------------------|-------------------|---------------------------------|
| 001-10-NHOL | | NHS Overlays (Dist. 02) | Districtwide | NHS Overlays | C | 1,000,000 | 800,000 | NHS |
| 062-04-0029 | LA 23 | Happy Jack - N. Port Sulphur | Plaquemines | Widen to 4 Lanes | C | 16,122,000 | 12,897,600 | NHS |
| | | | | | | Total | NHS | |
| | | | | | | 17,122,000 | 13,697,600 | |
| 001-10-OLAY | | STP Overlays (Dist. 02) | Districtwide | STP Overlays | C | 2,000,000 | 1,600,000 | STP |
| 001-10-PVMT | | Preventive Maintenance (Dist. 02) | Districtwide | Preventive Maintenance | C | 100,000 | 80,000 | STP |
| | | | | | | Total | STP | |
| | | | | | | 2,100,000 | 1,680,000 | |
| 001-10-ENH | | Enhancements (Dist. 02) | Districtwide | Enhancements | C | 200,000 | 160,000 | STP ENH |
| | | | | | | Total | STP ENH | |
| | | | | | | 200,000 | 160,000 | |
| 838-03-0018 | LA 406 | Woodland Highway | Plaquemines | Widen to 3 lanes | C | 5,350,000 | 4,280,000 | STP FLEX=856K; STP>200K=3.4M |
| | | | | | | Total | STP FLEX | |
| | | | | | | 5,350,000 | 4,280,000 | |

Metropolitan Transportation Plan

New Orleans Region - Financially Constrained

FY - 10 (10/1/09 - 9/30/10)

| Project Number | Route | Project Description | Parish | Proposed Improvement | Work Phase | Est. Cost | Federal Share | Fund Source |
|----------------|-------|--|--------------|-----------------------------|------------|-------------------|--------------------|-------------|
| 001-10-HAZ | | Misc. Hazardous Elimination (Dist. 02) | Districtwide | Misc. Hazardous Elimination | C | 150,000 | 120,000 | STP HAZ |
| 001-10-RR01 | | RR Xing Safety (Dist. 02) | Districtwide | RR Xing Safety | C | 500,000 | 400,000 | STP HAZ |
| 737-10-ATTN | | Crash Attenuator Repairs (Dist. 02) | Districtwide | Crash Attenuator Repairs | C | 20,000 | 16,000 | STP HAZ |
| | | | | | | Total | STP HAZ | |
| | | | | | | 670,000 | 536,000 | |
| 742-26-0038 | | Ames Blvd. (Barataria Blvd. to Oregon Dr.) | Jefferson | Cont. Turn Lane & Drainage | C | 5,490,000 | 4,392,000 | STP>200K |
| 742-26-0077 | | Ames Blvd. (Barataria to Oregon Dr.) | Jefferson | Cont. Turn Lane & Drainage | ROW | 500,000 | 400,000 | STP>200K |
| 742-36-0117 | | Fleur De Lis (Harrison Ave. - Veterans Blvd.), Phase 2 | Orleans | Reconstruction | C | 5,000,000 | 3,080,000 | STP>200K |
| 742-36-0139 | | Magazine (Calhoun - Nashville) | Orleans | Rehabilitation | C | 3,000,000 | 2,400,000 | STP>200K |
| | | | | | | Total | STP>200K | |
| | | | | | | 13,990,000 | 10,272,000 | |

Metropolitan Transportation Plan

New Orleans Region - Financially Constrained

FY - 11 (10/1/10 - 9/30/11)

| Project Number | Route | Project Description | Parish | Proposed Improvement | Work Phase | Est. Cost | Federal Share | Fund Source |
|----------------|-------|--|--------------|-------------------------------|----------------|------------------|------------------|-------------|
| 249-90-0035 | LA 45 | Goose Bayou Bridge | Jefferson | Bridge Replacement | C | 1,110,000 | 888,000 | FBR |
| 713-02-FY11 | | Off System Bridge Replacement (Dist. 02) | Districtwide | Off System Bridge Replacement | C | 2,200,000 | 1,760,000 | FBR |
| | | | | Total | FBR | 3,310,000 | 2,648,000 | |
| 001-11-NHOL | | NHS Overlays (Dist. 02) | Districtwide | NHS Overlays | C | 1,000,000 | 800,000 | NHS |
| | | | | Total | NHS | 1,000,000 | 800,000 | |
| 001-11-OLAY | | STP Overlays (Dist. 02) | Districtwide | STP Overlays | C | 2,000,000 | 1,600,000 | STP |
| 001-11-PVMT | | Preventive Maintenance (Dist. 02) | Districtwide | Preventive Maintenance | C | 100,000 | 80,000 | STP |
| | | | | Total | STP | 2,100,000 | 1,680,000 | |
| 001-11-ENH | | Enhancements (Dist. 02) | Districtwide | Enhancements | C | 200,000 | 160,000 | STP ENH |
| | | | | Total | STP ENH | 200,000 | 160,000 | |

Metropolitan Transportation Plan

New Orleans Region - Financially Constrained

FY - 11 (10/1/10 - 9/30/11)

| Project Number | Route | Project Description | Parish | Proposed Improvement | Work Phase | Est. Cost | Federal Share | Fund Source |
|----------------|-------|--|--------------|-----------------------------|------------|----------------|----------------|-------------|
| 001-11-HAZ | | Misc. Hazardous Elimination (Dist. 02) | Districtwide | Misc. Hazardous Elimination | C | 150,000 | 120,000 | STP HAZ |
| 001-11-RR01 | | RR Xing Safety (Dist. 02) | Districtwide | RR Xing Safety | C | 500,000 | 400,000 | STP HAZ |
| 409-02-0016 | | LA 407 and LA 406 Roundabout | Orleans | Int. Improvements | C | 250,000 | 200,000 | STP HAZ |
| 737-11-ATTN | | Crash Attenuator Repairs (Dist. 02) | Districtwide | Crash Attenuator Repairs | C | 20,000 | 16,000 | STP HAZ |
| Total | | | | | | 920,000 | 736,000 | |
| STP HAZ | | | | | | | | |

Metropolitan Transportation Plan

New Orleans Region - Financially Constrained

FY - 11 (10/1/10 - 9/30/11)

| Project Number | Route | Project Description | Parish | Proposed Improvement | Work Phase | Est. Cost | Federal Share | Fund Source |
|----------------|-------|-----------------------------------|-------------|---------------------------|------------|-------------------|-------------------|-------------|
| | | LA 47 at LA 39 | St. Bernard | Intersection Improvements | C | 280,000 | 224,000 | STP>200K |
| | | Canal St. (Orpheum to Oaklawn) | Jefferson | Overlay | C | 3,000,000 | 2,400,000 | STP>200K |
| 006-03A | | Claiborne Avenue Landscaping | Orleans | Streetscape Improvements | C | 500,000 | 400,000 | STP>200K |
| 006-90 | US 90 | US 90 Ramps at Jourdan Road | Orleans | New Ramps | C | 4,500,000 | 3,600,000 | STP>200K |
| 062-02-0048 | LA 18 | 4th Street Extension to Burmaster | Jefferson | Construct 2 Lanes | C | 7,500,000 | 2,000,000 | STP>200K |
| 430-01-0020 | | Earhart Ramps at Dakin | Jefferson | New Ramp Connector | C | 1,000,000 | 800,000 | STP>200K |
| 742-26-0074 | | West Esplanade @ Clearview | Jefferson | Intersection Improvements | C | 1,500,000 | 1,200,000 | STP>200K |
| 742-36-0018 | | Fleur De Lis, Phase 3 | Orleans | Reconstruction | C | 7,000,000 | 5,600,000 | STP>200K |
| Total | | | | | | 25,280,000 | 16,224,000 | |

Metropolitan Transportation Plan

New Orleans Region - Financially Constrained

FY - ReScope due to Hurricane Katrina

| Project Number | Route | Project Description | Parish | Proposed Improvement | Work Phase | Est. Cost | Federal Share | Fund Source |
|----------------|-------|---------------------------------------|---------|-------------------------------|------------|------------------|------------------|-------------|
| 742-36-0121 | | New Orleans Signals, Phase 9 | Orleans | Signal Improvement, N.O. East | C | 2,100,000 | 2,100,000 | STP>200K |
| 742-36-0210 | | N.O. Signals, Phases 8A and 10 | Orleans | Signal Improvement | C | 2,800,000 | 2,800,000 | STP>200K |
| 742-36B | | Computerized Traffic Signals, Phase 4 | Orleans | Signal Improvement | C | 2,300,000 | 2,300,000 | STP>200K |
| Total | | | | | | 7,200,000 | 7,200,000 | |

Metropolitan Transportation Plan

New Orleans Region - Financially Constrained

Tier 2 (Fiscal Years 2012 - 2021)

| Project Number | Route | Project Description | Parish | Proposed Improvement | Work Phase | Est. Cost | Federal Share | Fund Source |
|----------------|---------|---|-------------|------------------------------|------------|------------|---------------|-------------|
| | | Peters Road Extension | Plaquemines | New Bridge and Roadway | C | 65,000,000 | 52,000,000 | Demo, State |
| | | Bike/Ped. Crossing at Xavier | Orleans | Bike/Ped Crossing | C | 4,000,000 | 3,200,000 | Demo |
| 000-26-DEM1 | | Lake Pontchartrain Causeway | Jefferson | Capacity Improvement | SDY | 1,500,000 | 1,200,000 | Demo |
| 430-01-0013 | LA 3139 | Earhart at Causeway | Jefferson | New Interchange | C | 36,023,000 | 28,818,400 | Demo |
| 700-26-0242 | | Earhart Multi-Modal Project | Jefferson | Env./Line and Grade Study | SDY | 469,000 | 375,000 | Demo |
| 700-36-0155 | | N-S/Loyola, Interchange Improvements | Jefferson | Mobility Improvements | C | 5,000,000 | 4,000,000 | Demo |
| 700-48-0107 | | Port of South Louisiana, Internal Roadway | St. John | New Roadway | C | 0 | 0 | Demo |
| 736-92-0003 | | Airport - CBD Commuter Rail Study | Jefferson | Study | SDY | 1,000,000 | 800,000 | Demo |
| 737-26-0001 | US 61 | Corridor Preservation | Jefferson | R/W Acquisition | ROW | 6,750,000 | 5,400,000 | Demo |
| 737-26-0006 | | N.O. Rail Gateway Analysis | Jefferson | Env./Grade Xing/Ops. Improv. | C | 6,000,000 | 4,800,000 | Demo |

Metropolitan Transportation Plan

New Orleans Region - Financially Constrained

Tier 2 (Fiscal Years 2012 - 2021)

| Project Number | Route | Project Description | Parish | Proposed Improvement | Work Phase | Est. Cost | Federal Share | Fund Source |
|----------------|--------|------------------------------------|-------------|-------------------------|------------|--------------------|--------------------|--|
| 737-26-KCS | | KCS Corridor Preservation, Phase 2 | Jefferson | RPW Acquisition | ROW | 4,200,000 | 3,360,000 | Demo=1.3M; STP>200K=840K; STPFLEX=1.3M |
| 744-26-0013 | | Jefferson Lakefront | Jefferson | Bikepath Reconstruction | C | 1,000,000 | 800,000 | Demo |
| 744-26-0021 | | Orpheum - Huron Bike Path | Jefferson | Linear Bike Path | C | 326,000 | 260,800 | Demo |
| 848-19-0003 | US 61 | US 61 at Hemlock St. (LA 3224) | St. John | Safety & Cap. Mod. | C | 365,000 | 292,000 | Demo |
| | | | | | | Total | Demo | |
| | | | | | | 131,633,000 | 105,306,200 | |
| 006-05-0067 | US 90 | Chef Menteur Br. & Approaches | Orleans | Bridge Replacement | C | 15,900,000 | 12,720,000 | FBR |
| 007-01-0022 | US 61 | I-10 - US 61 Overpass | Orleans | Bridge Replacement | C | 4,000,000 | 3,200,000 | FBR |
| 284-02-0032 | LA 46 | Bayou La Loutre Bridge | St. Bernard | Bridge Replacement | C | 6,150,000 | 4,920,000 | FBR |
| 284-30-0023 | LA 300 | Reggio Canal Bridge | St. Bernard | Bridge Replacement | C | 1,100,000 | 880,000 | FBR |
| 826-39-0090 | LA 302 | Bayou Barataria Bridge at Lafitte | Jefferson | Bridge Replacement | C | 26,205,000 | 20,964,000 | FBR=21.2M; DEMO=5M |
| | | | | | | Total | FBR | |
| | | | | | | 53,355,000 | 42,684,000 | |

Metropolitan Transportation Plan

New Orleans Region - Financially Constrained

Tier 2 (Fiscal Years 2012 - 2021)

| Project Number | Route | Project Description | Parish | Proposed Improvement | Work Phase | Est. Cost | Federal Share | Fund Source |
|----------------|-------|--|-------------|---------------------------------------|------------|------------------|------------------|--|
| 700-99-0348 | | Integrated Electronic Toll Collection System | Orleans | Toll System | C | 6,000,000 | 4,800,000 | FBR-ON |
| | | | | | | Total | FBR-ON | |
| | | | | | | 6,000,000 | 4,800,000 | |
| 000-26-DEM6 | | Gulf Coast High Speed Rail | Jefferson | Grade Crossing, Signal, Cap. Analysis | C | 1,000,000 | 800,000 | HP |
| 737-26-0005 | | KCS Corridor Preservation, Phase 1 | Jefferson | ROW Acquisition | ROW | 4,200,000 | 3,360,000 | HP=1.3M; STP>200K=840K; STPFLEX=1.3M |
| | | | | | | Total | HP | |
| | | | | | | 5,200,000 | 4,160,000 | |
| 450-13-0022 | I-10 | Bonne Carre Spillway | St. John | Deck Repairs | C | 540,000 | 486,000 | IM |
| 450-34 | | I-10 & I-610 Preventive Maintenance | Orleans | Repairs & Restoration | C | 2,000,000 | 1,800,000 | IM |
| 700-45-0107 | | I-310 Mississippi River Bridge, Phase 1 | St. Charles | Inspection | C | 250,000 | 225,000 | IM |
| | | | | | | Total | IM | |
| | | | | | | 2,790,000 | 2,511,000 | |

Metropolitan Transportation Plan

New Orleans Region - Financially Constrained

Tier 2 (Fiscal Years 2012 - 2021)

| Project Number | Route | Project Description | Parish | Proposed Improvement | Work Phase | Est. Cost | Federal Share | Fund Source |
|----------------|-------|--|-----------|--------------------------|------------|-------------------|--------------------|-------------|
| 450-15-0099 | I-10 | Veterans - Clearview | Jefferson | Widening | C | 37,100,000 | 29,680,000 | NHS |
| 450-15-0103 | | I-10 at Causeway Blvd., Phase 2 | Jefferson | Interchange Modification | C | 42,627,000 | 34,101,600 | NHS |
| | | | | | | Total | NHS | |
| | | | | | | 79,727,000 | 63,781,600 | |
| 700-26-0294 | | Clearview Drainage at Earhart | Jefferson | Drainage Improvements | C | 23,000,000 | | State Bonds |
| | | | | | | Total | State Bonds | |
| | | | | | | 23,000,000 | | |
| 742-26-0012 | | Gretna/Metairie Signals | Jefferson | Upgrade & Replace | C | 2,500,000 | 2,000,000 | STP FLEX |
| 742-26-0025 | | Jefferson Signals (Avondale - Barataria) | Jefferson | Traffic Signals | C | 500,000 | 400,000 | STP FLEX |
| | | | | | | Total | STP FLEX | |
| | | | | | | 3,000,000 | 2,400,000 | |

Metropolitan Transportation Plan

New Orleans Region - Financially Constrained

Tier 2 (Fiscal Years 2012 - 2021)

| Project Number | Route | Project Description | Parish | Proposed Improvement | Work Phase | Est. Cost | Federal Share | Fund Source |
|----------------|--------|--|-------------|----------------------------|------------|------------|---------------|----------------------------|
| | | Clearview (Yale - W. Esplanade) | Jefferson | Overlay | C | 1,500,000 | 1,200,000 | STP>200K |
| | US 90B | Intersection Improvements at Manhattan | Jefferson | TSM Improvements | C | 3,000,000 | 2,400,000 | STP>200K |
| | | Harvey Blvd. (Manhattan to Wall) | Jefferson | Widen to 4 Lanes | C | 8,000,000 | 6,400,000 | STP>200K |
| | | Ames Blvd. (Blanche - Bayou Bouef) | Jefferson | Cont. Turn Lane & Drainage | C | 5,490,000 | 4,392,000 | STP>200K |
| | | Harvey Blvd. (Peters - Manhattan) | Jefferson | New 4 Lane | C | 10,000,000 | 8,000,000 | STP>200K |
| | LA 23 | Wall Blvd. - LA 3017 | Plaquemines | Widen to 6 Lanes | C | 6,300,000 | 5,040,000 | STP>200K |
| | | Manhattan (Gretna - US 90B) | Jefferson | Overlay | C | 2,300,000 | 1,340,000 | STP>200K |
| | | Five Traffic Signals | Jefferson | Signal Upgrade | C | 600,000 | 480,000 | STP>200K |
| | | Ames Blvd. (Oregon Dr. - Blanche Dr.) | Jefferson | Reconstruction and 3 Lanes | C | 7,400,000 | 5,920,000 | STP>200K |
| 410-01-0034 | LA 428 | Gen. DeGaulle at Sandra Dr. | Orleans | Drainage Improvements | C | 1,473,000 | 1,000,000 | STP>200K=1M; Other=473K |

Metropolitan Transportation Plan

New Orleans Region - Financially Constrained

Tier 2 (Fiscal Years 2012 - 2021)

| Project Number | Route | Project Description | Parish | Proposed Improvement | Work Phase | Est. Cost | Federal Share | Fund Source |
|----------------|--------|------------------------------------|-----------|-----------------------|------------|------------|---------------|------------------------------|
| 410-01-0035 | LA 428 | Gen. DeGaulle at Wall Boulevard | Orleans | Drainage Improvements | C | 1,698,000 | 800,000 | STP>200K=800K; Other=898K |
| 410-01-0036 | LA 428 | Gen. DeGaulle at Seine Ct. | Orleans | Drainage Improvements | C | 1,781,000 | 800,000 | STP>200K=800K; Other=981K |
| 410-01-0037 | LA 428 | Gen. DeGaulle at MacArthur | Orleans | Drainage Improvement | C | 1,944,000 | 720,000 | STP>200K=720K; Other=1.2M |
| 410-01-0038 | LA 428 | Gen. DeGaulle at West Bend Pkwy. | Orleans | Drainage Improvements | C | 2,300,000 | 880,000 | STP>200K=880K; Other=1.4M |
| 410-01-0039 | LA 428 | Gen. DeGaulle at Behrman | Orleans | Drainage Improvements | C | 2,938,000 | 880,000 | STP>200K=880K; Other=2.1M |
| 430-01-0016 | | Earhart Expressway | Jefferson | Access Improvements | C | 5,000,000 | 4,000,000 | STP>200K |
| 742-26-0032 | | Lapalco (Segnette - Tanglewood) | Jefferson | Widen to 4 Lanes | C | 21,000,000 | 5,000,000 | STP>200K=5M; Other=16M |
| 742-26-0043 | | L&A Rd. @ LA 3139 (Earhart Expwy.) | Jefferson | Access Improvements | C | 5,000,000 | 4,000,000 | STP>200K |
| 742-36-0130 | | Lake Forest @ Bullard | Orleans | New Signal | C | 150,000 | 120,000 | STP>200K |
| 742-361 | | Lake Forest (I-510 - Eastover) | Orleans | Minor Widening | C | 370,000 | 296,000 | STP>200K |

Metropolitan Transportation Plan

New Orleans Region - Financially Constrained

Tier 2 (Fiscal Years 2012 - 2021)

| Project Number | Route | Project Description | Parish | Proposed Improvement | Work Phase | Est. Cost | Federal Share | Fund Source |
|----------------|-------|--|-------------|--------------------------|------------|-------------------|--------------------|-------------|
| 742-44-0005 | | Rowley St. (LA 39 to LA 46) | St. Bernard | Rehab. | E | 150,000 | 120,000 | STP>200K |
| 742-44-0005 | | Rowley St. (Judge Perez/LA 39 - St. Bernard Hwy/LA 46) | St. Bernard | Rehab. | C | 1,000,000 | 800,000 | STP>200K |
| | | | | | | Total | STP>200K | |
| | | | | | | 89,394,000 | 54,588,000 | |
| 000-00-TOLL | | Toll Funded Projects | Jefferson | On-going Projects | C | 1,000,000 | | Tolls |
| 410-01-0040 | | Gen. DeGaulle Improvement | Orleans | Traffic Flow Improvement | C | 4,700,000 | | Tolls |
| | | | | | | Total | Tolls | |
| | | | | | | 5,700,000 | | |

Metropolitan Transportation Plan

New Orleans Region - Financially Constrained

Tier 3 (Fiscal Years 2022 - 2032)

| Project Number | Route | Project Description | Parish | Proposed Improvement | Work Phase | Est. Cost | Federal Share | Fund Source |
|----------------|-------|--------------------------------|-------------|-----------------------------|---------------|--------------------|-------------------|--|
| | | Severn Overpass of I-10 | Jefferson | New Overpass | C | 20,000,000 | | Demo, State, STP>200K |
| | | US 61 | Jefferson | Widen to St. Charles Parish | C | 48,000,000 | | Demo, State, STP>200K |
| | | Western Earhart Ext. to US 61 | Jefferson | Ext. of Expressway | C | 110,000,000 | | Demo, State, STP>200K |
| | | Lapalco Bridge at Harvel Canal | Jefferson | Widen to Six Lanes | C | 24,000,000 | | Demo, State, STP>200K |
| | | | | Total | Demo | 202,000,000 | | |
| 742-36-0104 | | Almonaster Bridge & Approaches | Orleans | Bridge Replacement | C | 44,000,000 | 35,200,000 | FBR=\$16M; Other=\$17.4M; STP=800K |
| | | | | Total | FBR-ON | 44,000,000 | 35,200,000 | |
| 700-38-0108 | | LA 23 at ICWW | Plaquemines | Replace Tunnel with Bridge | C | 50,000,000 | 40,000,000 | NHS |
| | | | | Total | NHS | 50,000,000 | 40,000,000 | |

Metropolitan Transportation Plan

New Orleans Region - Financially Constrained

Tier 3 (Fiscal Years 2022 - 2032)

| Project Number | Route | Project Description | Parish | Proposed Improvement | Work Phase | Est. Cost | Federal Share | Fund Source |
|----------------|-------|--------------------------------------|-------------|-------------------------|-----------------|----------------------|----------------------|-------------------|
| | | I-10 Highrise Bridge @ IHNC | Orleans | Widen to 8 Lanes | C | 400,000,000 | 0 | Port/State/FBR |
| | | | | Total | Port | 400,000,000 | 0 | |
| | I-49 | Westwego to Raceland | St. Charles | New Interstate Highway | C | 2,000,000,000 | 1,600,000,000 | State, Fed, Tolls |
| | | | | Total | State | 2,000,000,000 | 1,600,000,000 | |
| 046-03A | LA 46 | Grade Separation (Railroad overpass) | St. Bernard | Overpass of NS Railroad | C | 15,000,000 | 12,000,000 | STP FLEX; Demo |
| | | | | Total | STP FLEX | 15,000,000 | 12,000,000 | |
| | | I-10 Reserve Interchange | St. John | New Interchange | C | 0 | 0 | Unfunded |
| | | | | Total | Unfunded | 0 | 0 | |

Metropolitan Transportation Plan
Transit Element - Financially Constrained

| Project | Parish | Total Cost | Section 5307 | Section 5309 (Discret.) | Section 5309 (New Start) | Section 5309 (Rail Mod.) | Section 5310 | Section 5311 | Section 5316/3037 | Section 5317 | Local Match* | Comments |
|---|-----------|----------------|----------------|-------------------------|--------------------------|--------------------------|--------------|--------------|-------------------|--------------|--------------|--|
| Planning Post-Katrina Recovery (FY 07) | RPC | 110.0 | 110.0 | | | | | | | | 0.0 | Ongoing Support Activities |
| Planning-Ferry Ridership Forecast (FY 07) | RPC/DOTD | 120.0 | 120.0 | | | | | | | | 0.0 | Forecast/ Planning Study |
| Bus & Bus Facilities (FY 06) | RPC | 95.2 | | 95.2 | | | | | | | 0.0 | LA-E2006-BUSP-462 |
| Bus & Bus Facilities (FY 07) | RPC | 100.3 | | 100.3 | | | | | | | 0.0 | SAFETEA-LU Earmark |
| Regional JARC (FY 06) | Region | 747.1 | | | | | | | 747.1 | | 0.0 | LA-E2007-BUSP-0290 |
| Regional JARC (FY 07) | Region | 787.5 | | | | | | | 787.5 | | 0.0 | SAFETEA-LU Earmark |
| Regional New Freedom (FY 06) | Region | 326.1 | | | | | | | | 326.1 | 0.0 | Carryover FY 06, per Consolidated Plan |
| Regional New Freedom (FY 07) | Region | 346.0 | | | | | | | | 346.0 | 0.0 | FY 07 Allocation |
| Preventive Maintenance (FY07) | DOTD | 860.0 | 860.0 | | | | | | | | 0.0 | Carryover FY 06, per Consolidated Plan |
| TOTAL | | 3,492.2 | 1,090.0 | 195.5 | | | | | 1,534.6 | 672.1 | 0.0 | CCCD Ferry |
| Operating Assistance (FY 06) | Jefferson | 1,500.0 | 1,500.0 | | | | | | | | 0.0 | Reprogram LA 90-X288, FY 06 Funding |
| Preventive Maintenance (FY 06) | Jefferson | 1,500.0 | 1,500.0 | | | | | | | | 0.0 | Reprogram LA 90-X288, FY 06 Funding |
| Jefferson COA (Van Procurement) | Jefferson | 45.0 | | | | | 45.0 | | | | 0.0 | Award 4/3/2007 |
| Eastbank Terminal (FY 07) | Jefferson | 312.8 | | 312.8 | | | | | | | 0.0 | FY 07 Program Activities |
| Radios (FY 07) | Jefferson | 10.0 | 10.0 | | | | | | | | 0.0 | FY 07 Program Activities |
| Maintenance Equip (FY 07) | Jefferson | 35.0 | 35.0 | | | | | | | | 0.0 | FY 07 Program Activities |
| Paratransit Vehicles FY 07) | Jefferson | 200.0 | 200.0 | | | | | | | | 0.0 | FY 07 Program Activities |
| Office/Computer (FY 07) | Jefferson | 30.0 | 30.0 | | | | | | | | 0.0 | FY 07 Program Activities |
| Support Vehicle (FY 07) | Jefferson | 20.0 | 20.0 | | | | | | | | 0.0 | FY 07 Program Activities |
| Bus Stop Amenities (FY 07) | Jefferson | 25.0 | 25.0 | | | | | | | | 0.0 | FY 07 Program Activities |
| Planning (FY 07) | Jefferson | 250.0 | 250.0 | | | | | | | | 0.0 | FY 07 Program Activities |
| Operating Assistance (FY 07) | Jefferson | 1,750.0 | 1,750.0 | | | | | | | | 0.0 | FY 07 Program Activities |
| Security Lighting, Terminal/ Maintenance Facilities | Jefferson | 50.0 | 50.0 | | | | | | | | 0.0 | FY 07 Program Activities, Prev. part of PM line item |

Metropolitan Transportation Plan
Transit Element - Financially Constrained

| Project | Parish | Total Cost | Section 5307 | Section 5309 (Discret.) | Section 5309 (New Start) | Section 5309 (Rail Mod.) | Section 5310 | Section 5311 | Section 5316/3037 | Section 5317 | Local Match* | Comments |
|---|-----------|----------------|----------------|-------------------------|--------------------------|--------------------------|--------------|--------------|-------------------|--------------|--------------|---|
| Preventive Maintenance (FY 07) | Jefferson | 1,750.0 | 1,750.0 | | | | | | | | 0.0 | FY 07 Program Activities |
| TOTAL JEFFERSON | | 7,477.8 | 7,120.0 | 312.8 | | | 45.0 | | | | 0.0 | |
| Central City (Van Procurement, FY 07) | Orleans | 45.0 | | | | | 45.0 | | | | 0.0 | Award 4/3/2007 |
| Intermodal Riverfront Center (FY 07) | Orleans | 100.3 | | 100.3 | | | | | | | 0.0 | Recurrent SAFETEA-LU Earmark |
| NOUPT (FY 07) | Orleans | 200.6 | | 200.6 | | | | | | | 0.0 | Recurrent SAFETEA-LU Earmark |
| Extend Evening & Night Service | Orleans | 544.0 | | | | | | | 544.0 | | 0.0 | Carryover FY 05 Grant, match waived Sec. 7025 |
| Purchase 5 Buses | Orleans | 2,045.0 | | 2045.0 | | | | | | | 0.0 | FY 06 Carryover |
| Purchase 9 Buses | Orleans | 3,238.0 | | 3238.0 | | | | | | | 0.0 | FY 05 Carryover |
| Bus Shelters, Non-FEMA Bus Shelters, New Shelters | Orleans | 606.5 | | 606.5 | | | | | | | 0.0 | FY 04, 05, & 06 Carryover |
| Canal Streetcar (FY 05) | Orleans | 6,709.1 | | | 6,709.1 | | | | | | 0.0 | Carryover FY 05 Grant (LA03-0072), match waived per Sec. 7025, Corrected 5/07 |
| Canal Streetcar (FY 05) | Orleans | 16,455.2 | | | 16,455.2 | | | | | | 0.0 | Carryover FY 05 Grant (LA03-0072), match waived per Sec. 7025 |
| Operating Assistance (FY 06) | Orleans | 3,295.9 | 3,295.9 | | | | | | | | 0.0 | Reprogram LA 90-0280, Carryover FY05 & 06 funds |
| Operating Assistance (FY 06) | Orleans | 10,295.0 | 10,295.0 | | | | | | | | 0.0 | Carryover FY05 & 06 funds |
| Capital/Planning Grants (FY 90 - FY 06) | Orleans | 23,715.5 | 23,715.5 | | | | | | | | 0.0 | Match Waived, 14 Capital/ 3 Planning Grants per Section 7025 |
| Capital/Planning Grants to Operating (FY 90- FY 06) | Orleans | 834.1 | 834.1 | | | | | | | | 0.0 | Conversion of Capital Grants to Operating per Section 7025 |
| Capital/Planning Grants to Prev. Mainten.(FY 90 -FY 06) | Orleans | 140.8 | 140.8 | | | | | | | | 0.0 | Planning to PM, per Section 7025 |
| BRT/Corridor Planning, Kenner (FY06) | Kenner | 160.0 | 160.0 | | | | | | | | 0.0 | Carryover FY06 funds, Combined 06 initiatives |

Metropolitan Transportation Plan
Transit Element - Financially Constrained

| Project | Parish | Total Cost | Section 5307 | Section 5309 (Discret.) | Section 5309 (New Start) | Section 5309 (Rail Mod.) | Section 5310 | Section 5311 | Section 5316/3037 | Section 5317 | Local Match* | Comments |
|--|-------------|-----------------|-----------------|-------------------------|--------------------------|--------------------------|--------------|--------------|-------------------|--------------|--------------|--|
| Transit Enhancements- Bus Shelters | Orleans | 100.0 | 100.0 | | | | | | | | 0.0 | |
| Transit Security Enhancements | Orleans | 100.0 | 100.0 | | | | | | | | 0.0 | |
| Post-Katrina Transit Planning, Kenner (FY07) | Kenner | 160.0 | 160.0 | | | | | | | | 0.0 | New Study |
| Operating Assistance (FY 07) | Orleans | 10,070.0 | 10,070.0 | | | | | | | | 0.0 | Conversion of Capital to Operating, Sec. 7025 |
| St. Charles Catenary | Orleans | 4,179.5 | | | | 4,179.5 | | | | | 0.0 | FY 07 Apportionment (\$3.34M) + FY06 Carryover (\$831K) |
| TOTAL ORLEANS | | 82,994.5 | 48,871.3 | 6,190.4 | 23,164.3 | 4,179.5 | 45.0 | | 544.0 | | 0.0 | |
| Operating Assistance (FY 07 Grants) | St. Bernard | 240.0 | 240.0 | | | | | | | | | |
| Operating Assistance (FY 05 Grants) | St. Bernard | 421.2 | 421.2 | | | | | | | | | Change PM to OP, Consolid. \$244K & \$177.2K into FY 05 LA 90-X283 Grant |
| Operating Assistance (FY 06 Grants) | St. Bernard | 40.0 | 40.0 | | | | | | | | 0.0 | Change Capital to Operating (FY 06 Grant) |
| Intermodal Center (FY 06) | St. Bernard | 190.4 | | 190.4 | | | | | | | 0.0 | LA-E2006-BUSP-468 SAFETEA-LU Earmark |
| Intermodal Center (FY 07) | St. Bernard | 200.6 | | 200.6 | | | | | | | 0.0 | LA-E2007-BUSP-0295 SAFETEA-LU Earmark |
| TOTAL ST. BERNARD | | 1,092.2 | 701.2 | 391.0 | | | | | | | | |
| Rural Transit (FY 07) | Plaq | 203.0 | | | | | | | | | | Rural Transit, 100% per Section 7025 |
| TOTAL PLAQUEMINES | | 203.0 | | | | | | 203.0 | | | 0.0 | |
| River Parish Transit- Bus & Bus Facility (FY 06) | STC/STJ | 190.4 | | 190.4 | | | | | | | | LA-E2006-BUSP-463 SAFETEA-LU Earmark |
| River Parish Transit- Bus & Bus Facility (FY 06) | STC/STJ | 158.4 | | 158.4 | | | | | | | | LA-E2006-BUSP-464 SAFETEA-LU Earmark |
| River Parish Transit- Capital (FY 07) | STC/STJ | 132.5 | 106.0 | | | | | | | | 26.5 | |

**Metropolitan Transportation Plan
Transit Element - Financially Constrained**

| Project | Parish | Total Cost | Section 5307 | Section 5309 (Discret.) | Section 5309 (New Start) | Section 5309 (Rail Mod.) | Section 5310 | Section 5311 | Section 5316/3037 | Section 5317 | Local Match* | Comments |
|---|----------------|-----------------|-----------------|-------------------------|--------------------------|--------------------------|--------------|--------------|-------------------|--------------|--------------|--|
| River Parish Transit- Bus & Bus Facility (FY 07) | STC/STJ | 250.8 | | 200.6 | | | | | | | 50.2 | LA-E2007-BUSP-0291 SAFETEA-LU Earmark |
| River Parish Transit- Bus & Bus Facility (FY 07) | STC/STJ | 225.0 | | 180.0 | | | | | | | 45.0 | LA-E2007-BUSP-0292 SAFETEA-LU Earmark |
| River Parish Transit- Rural Operating (FY 07) (80/20) | STC/STJ | 470.0 | | | | | | 235.0 | | | 235.0 | |
| River Parish Transit- Rural Capital (FY 07) (80/20) | STC/STJ | 250.0 | | | | | | 200.0 | | | 50.0 | |
| TOTAL ST. CHARLES/ ST. JOHN | STC/STJ | 1,677.1 | 106.0 | 729.4 | | | | 435.0 | | | 406.7 | |
| REGIONAL TOTAL FOR FY 2007 | | 96,936.8 | 57,888.5 | 7,819.1 | 23,164.3 | 4,179.5 | 90.0 | 638.0 | 2,078.6 | 672.1 | 0.0 | |

Total Section 5307 for FY 07: \$15,986,000

*All Matching requirements waived pursuant to section 7025 of PL 109-234

Metropolitan Transportation Plan
Transit Element - Financially Constrained

| Project | Parish | Total Cost | Section 5307 | Section 5309 (Discretionary) | Section 5309 (Rail Mod.) | Section 5310 | Section 5311 | Section 5316/3037 | Section 5317 | Total Federal | Local Match* | Comments |
|--|------------|------------------|----------------|------------------------------|--------------------------|--------------|--------------|-------------------|--------------|------------------|--------------|--|
| Planning (Post-Katrina Recovery) | Region | 150.0 | 150.0 | | | | | | | 150.0 | 0.0 | Recovery Activities |
| Elderly & Disabled Access Vans | Regionwide | 200.0 | | | | 200.0 | | | | 200.0 | 0.0 | Pending award by LaDOTD |
| Bus & Bus Facilities | RPC | 100.3 | | 100.3 | | | | | | 100.3 | 0.0 | Recurrent SAFETEA-LU Earmark |
| Regional JARC | Region | 787.5 | | | | | | 787.5 | | 787.5 | 0.0 | FY 08 Allocation |
| Regional New Freedom | Region | 346.0 | | | | | | | 346.0 | 346.0 | 0.0 | FY 08 Allocation |
| Baton Rouge to N.O. Rail | DOTD | 100,000.0 | | | | | | | | 100,000.0 | 0.0 | LaDOTD/CDBG Funds from Hurricane Katrina Recovery (FY's) |
| CCCD Preventive Maintenance | DOTD | 900.0 | 900.0 | | | | | | | 900.0 | 0.0 | CCCD Ferry |
| CCCD Ferry Vessel Engine Replacement** | DOTD | 2,100.0 | | 2,100.0 | | | | | | 2,100.0 | 0.0 | Contingency Proj., per funding avail., w/FHWA FBD (Q95) |
| CCCD Vehicle Bridge Jacking System Replacement** | DOTD | 1,400.0 | | 1,400.0 | | | | | | 1,400.0 | 0.0 | Contingency Proj., per funding avail., w/FHWA FBD (Q95) |
| TOTAL | | 105,983.8 | 1,050.0 | 3,600.3 | 0.0 | 200.0 | 0.0 | 787.5 | 346.0 | 105,983.8 | 0.0 | |
| Radios | Jefferson | 6.5 | 6.5 | | | | | | | 6.5 | 0.0 | |
| Maintenance Equip | Jefferson | 40.0 | 40.0 | | | | | | | 40.0 | 0.0 | |
| Paratransit Vehicles (83/17) | Jefferson | 0.0 | 0.0 | | | | | | | 0.0 | 0.0 | |
| Replace Rixed Route Veh. | Jefferson | 269.5 | | 269.5 | | | | | | 269.5 | 0.0 | |
| Office/ Computer Equipment | Jefferson | 30.0 | 30.0 | | | | | | | 30.0 | 0.0 | |
| Support Vehicles | Jefferson | 20.0 | 20.0 | | | | | | | 20.0 | 0.0 | |
| Bus Stop Amenities | Jefferson | 35.0 | 35.0 | | | | | | | 35.0 | 0.0 | |
| Preventive Maintenance (FY 08 Grant) | Jefferson | 1,750.0 | 1,750.0 | | | | | | | 1,750.0 | 0.0 | Anticipated FY 08 5307 Allocation, Eligible per Section 7025 |
| Operating Assistance (FY 08 Grant) | Jefferson | 1,750.0 | 1,750.0 | | | | | | | 1,750.0 | 0.0 | Anticipated FY 08 5307 Allocation |
| Planning | Jefferson | 250.0 | 250.0 | | | | | | | 250.0 | 0.0 | |
| TOTAL JEFFERSON | | 4,151.0 | 3,881.5 | 269.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4,151.0 | 0.0 | |
| Intermodal Riverfront Center (FY 08) | Orleans | 100.3 | | 100.3 | | | | | | 100.3 | 0.0 | Recurrent SAFETEA-LU Earmark |
| NOUPT (FY 08) | Orleans | 200.6 | | 200.6 | | | | | | 200.6 | 0.0 | Recurrent SAFETEA-LU Earmark |
| Purchase Buses | Orleans | | | | | | | | | | | Competitive Grant, Amount Unknown |
| Preventive Maintenance - Rail | Orleans | 2,988.0 | | | | 2,988.0 | | | | 2,988.0 | 0.0 | Anticipated FY 08 5309 Allocation, 100% per Section 7025 |

Fiscal Year 2008

**Metropolitan Transportation Plan
Transit Element - Financially Constrained**

| Project | Parish | Total Cost | Section 5307 | Section 5309 (Discretionary) | Section 5309 (Rail Mod.) | Section 5310 | Section 5311 | Section 5316/3037 | Section 5317 | Total Federal | Local Match* | Comments |
|---|-------------|------------------|-----------------|------------------------------|--------------------------|--------------|--------------|-------------------|--------------|------------------|--------------|--|
| St. Charles Catenary | Orleans | 356.9 | | | 356.9 | | | | | 356.9 | | |
| Transit Enhancements | Orleans | 100.0 | 100.0 | | | | | | | 100.0 | 0.0 | Anticipated FY 08 5307 Allocation, Eligible per Section 7025 |
| Transit Security | Orleans | 100.0 | 100.0 | | | | | | | 100.0 | 0.0 | Anticipated FY 08 5307 Allocation, Eligible per Section 7025 |
| Planning Study | Orleans | 80.0 | 80.0 | | | | | | | 80.0 | 0.0 | Anticipated FY08 5307 Allocation, Eligible per Section 7025 |
| Planning Study | Orleans | 80.0 | 80.0 | | | | | | | 80.0 | 0.0 | Anticipated FY08 5307 Allocation, Eligible per Section 7025 |
| Operating Assistance (FY 08 Grant) | Orleans | 10,070.0 | 10,070.0 | | | | | | | 10,070.0 | 0.0 | Anticipated FY 08 5307 Allocation, Eligible per Section 7025 |
| TOTAL ORLEANS | | 14,075.8 | 10,430.0 | 300.9 | 3,344.9 | 0.0 | 0.0 | 0.0 | 0.0 | 14,075.8 | 0.0 | |
| Operating Assistance (FY 08) | St. Bernard | 304.8 | 304.8 | | | | | | | 304.8 | 0.0 | FY 08 Grant, 100% per Section 7025 |
| TOTAL ST. BERNARD | | 304.8 | 304.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 304.8 | 0.0 | |
| Rural Transit | Plaquemines | 252.0 | | | | | 252.0 | | | 252.0 | 0.0 | 100% per Section 7025 |
| TOTAL PLAQUEMINES | | 252.0 | 0.0 | 0.0 | 0.0 | 0.0 | 252.0 | 0.0 | 0.0 | 252.0 | 0.0 | |
| River Parish Transit- Capital (FY 08) | STC/STJ | 132.5 | 106.0 | | | | | | | 106.0 | 26.5 | |
| River Parish Transit- Bus & Bus Facility (FY 08) | STC/STJ | 250.8 | | | 200.6 | | | | | 200.6 | 50.2 | Recurrent SAFETEA-LU Earmark |
| River Parish Transit- Bus & Bus Facility (FY 08) | STC/STJ | 225.0 | | | 180.0 | | | | | 180.0 | 45.0 | Recurrent SAFETEA-LU Earmark |
| River Parish Transit- Rural Operating (FY 08) (50/50) | STC/STJ | 470.0 | | | | | | 235.0 | | 235.0 | 235.0 | |
| River Parish Transit- Rural Capital (FY 08) (80/20) | STC/STJ | 250.0 | | | | | | 200.0 | | 200.0 | 50.0 | |
| Total St. Charles/St. John | | 1,328.3 | 106.0 | 380.6 | 0.0 | 0.0 | 0.0 | 435.0 | 0.0 | 921.6 | 406.7 | |
| REGIONAL TOTAL FOR FY 2008 | | 126,095.7 | 15,772.3 | 4,551.3 | 3,344.9 | 200.0 | 252.0 | 1,222.5 | 346.0 | 125,689.0 | 406.7 | |

* Local Match waived per Section 7025

**Contingency Project, undertaken upon funding availability

Fiscal Year 2009

**Metropolitan Transportation Plan
Transit Element - Financially Constrained**

| Project | Parish | Total Cost | Section 5307 | Section 5309 (Discretionary) | Section 5309 (Rail Mod.) | Section 5310 | Section 5311 | Section 5316/3037 | Section 5317 | Total Federal | Local Match | Comments |
|--|-------------|-----------------|----------------|------------------------------|--------------------------|--------------|--------------|-------------------|--------------|-----------------|----------------|---|
| Elderly & Disabled Access Vans | Regionwide | 250.0 | | | | 200.0 | | | | 200.0 | 50.0 | Pending award by LaDOTD |
| Bus & Bus Facilities | RPC | 125.4 | | 100.3 | | | | | | 100.3 | 25.1 | Recurrent SAFETEA-LU Earmark |
| Regional JARC | Region | 515.6 | | | | | | 412.5 | | 412.5 | 103.1 | FY 09 Allocation |
| Regional New Freedom | Region | 265.6 | | | | | | | 212.5 | 212.5 | 53.1 | FY 09 Allocation |
| CCCD Preventive Maintenance | DOTD | 750.0 | 600.0 | | | | | | | 600.0 | 150.0 | CCCD Ferry |
| CCCD Canal Street Escalators** | DOTD | 875.0 | | 700.0 | | | | | | 700.0 | 175.0 | Contingency Proj., per funding avail., w/FHWA FBD (Q95) |
| CCCD Vehicle Bridge Jacking System Replacement** | DOTD | 1,455.0 | | 1,455.0 | | | | | | 1,455.0 | 0.0 | Contingency Proj., per funding avail., w/FHWA FBD (Q95) |
| TOTAL | | 4,236.6 | 600.0 | 2,255.3 | 0.0 | 200.0 | 0.0 | 412.5 | 212.5 | 3,680.3 | 556.3 | |
| Maintenance Equip | Jefferson | 31.3 | 25.0 | | | | | | | 25.0 | 6.3 | |
| Paratransit Vehicles (83/17) | Jefferson | 337.7 | | 280.3 | | | | | | 280.3 | 57.4 | FY 07 5309 Request- Pending Approval |
| Replace Fixed Route Veh. | Jefferson | 6,562.5 | | 5,250.0 | | | | | | 5,250.0 | 1,312.5 | FY 07 5309 Request- Pending Approval |
| Bus Terminals | Jefferson | 177.5 | | 142.0 | | | | | | 142.0 | 35.5 | FY 07 5309 Request- Pending Approval |
| Office/ Computer Equipment | Jefferson | 18.8 | 15.0 | | | | | | | 15.0 | 3.8 | |
| Bus Stop Amenities | Jefferson | 6.3 | 5.0 | | | | | | | 5.0 | 1.3 | |
| Preventive Maintenance (FY 09 Grant) | Jefferson | 3,125.0 | 2,500.0 | | | | | | | 2,500.0 | 625.0 | Anticipated FY 09 5307 Allocation |
| Planning | Jefferson | 225.0 | 180.0 | | | | | | | 180.0 | 45.0 | |
| TOTAL JEFFERSON | | 10,484.0 | 2,725.0 | 5,672.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8,397.3 | 2,086.7 | |
| Intermodal Riverfront Center (FY 09) | Orleans | 125.4 | | 100.3 | | | | | | 100.3 | 25.1 | Recurrent SAFETEA-LU Earmark |
| NOUPT (FY 09) | Orleans | 250.8 | | 200.6 | | | | | | 200.6 | 50.2 | Recurrent SAFETEA-LU Earmark |
| Bus Purchase | Orleans | | | | | | | | | | | Competitive Grant, Amount Unknown |
| Preventive Maintenance - Rail | Orleans | 4,390.3 | | | 3,512.2 | | | | | 3,512.2 | 878.1 | |
| Transit Enhancements | Orleans | 81.3 | 65.0 | | | | | | | 65.0 | 16.3 | |
| Transit Security | Orleans | 81.3 | 65.0 | | | | | | | 65.0 | 16.3 | |
| Planning Study | Orleans | 100.0 | 80.0 | | | | | | | 80.0 | 20.0 | |
| Planning Study | Orleans | 100.0 | 80.0 | | | | | | | 80.0 | 20.0 | |
| Preventive Maintenance (FY 09 Grant) | Orleans | 8,125.0 | 6,500.0 | | | | | | | 6,500.0 | 1,625.0 | |
| TOTAL ORLEANS | | 13,254.0 | 6,790.0 | 300.9 | 3,512.2 | 0.0 | 0.0 | 0.0 | 0.0 | 10,603.1 | 2,650.9 | |
| Preventive Maintenance (FY 09) | St. Bernard | 187.5 | 150.0 | | | | | | | 150.0 | 37.5 | Anticipated FY 09 5307 Allocation |

Fiscal Year 2009

Metropolitan Transportation Plan
Transit Element - Financially Constrained

| Project | Parish | Total Cost | Section 5307 | Section 5309 (Discretionary) | Section 5309 (Rail Mod.) | Section 5310 | Section 5311 | Section 5316/3037 | Section 5317 | Total Federal | Local Match | Comments |
|---|-------------|-----------------|-----------------|------------------------------|--------------------------|--------------|--------------|-------------------|--------------|-----------------|----------------|------------------------------|
| Curb Cuts - ADA Walkways | St. Bernard | 50.0 | 40.0 | | | | | | | 40.0 | 10.0 | |
| TOTAL ST. BERNARD | | 237.5 | 190.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 190.0 | 47.5 | |
| Rural Transit | Plaquemines | 252.0 | | | | | 252.0 | | | 252.0 | 252.0 | |
| TOTAL PLAQUEMINES | | 252.0 | 0.0 | 0.0 | 0.0 | 0.0 | 252.0 | 0.0 | 0.0 | 252.0 | | |
| River Parish Transit- Capital (FY 09) | STC/STJ | 96.5 | 70.0 | | | | | | | 70.0 | 26.5 | |
| River Parish Transit- Bus & Bus Facility (FY 09) | STC/STJ | 250.8 | | 200.6 | | | | | | 200.6 | 50.2 | Recurrent SAFETEA-LU Earmark |
| River Parish Transit- Bus & Bus Facility (FY 09) | STC/STJ | 225.0 | | 180.0 | | | | | | 180.0 | 45.0 | Recurrent SAFETEA-LU Earmark |
| River Parish Transit- Rural Operating (FY 09) (50/50) | STC/STJ | 470.0 | | | | | | 235.0 | | 235.0 | 235.0 | |
| River Parish Transit- Rural Capital (FY 09) (80/20) | STC/STJ | 250.0 | | | | | | 200.0 | | 200.0 | 50.0 | |
| Total St. Charles/St. John | | 1,292.3 | 70.0 | 380.6 | 0.0 | 0.0 | 0.0 | 435.0 | 0.0 | 885.6 | 406.7 | |
| REGIONAL TOTAL FOR FY 2009 | | 29,756.4 | 10,375.0 | 8,609.1 | 3,512.2 | 200.0 | 252.0 | 847.5 | 212.5 | 24,008.3 | 5,748.1 | |

**Contingency Project, undertaken upon funding availability

Metropolitan Transportation Plan
Transit Element - Financially Constrained

| Project | Parish | Total Cost | Section 5307 | Section 5309 (Discretionary) | Section 5309 (Rail Mod.) | Section 5310 | Section 5311 | Section 5316/3037 | Section 5317 | Total Federal | Local Match | Comments |
|--|------------|-----------------|----------------|------------------------------|--------------------------|--------------|--------------|-------------------|--------------|----------------|----------------|---|
| Elderly & Disabled Access Vans | Regionwide | 250.0 | | | | 200.0 | | | | 200.0 | 50.0 | Pending award by LaDOTD |
| Bus & Bus Facilities | RPC | 125.4 | | 100.3 | | | | | | 100.3 | 25.1 | Recurrent SAFETEA-LU Earmark |
| Regional JARC | Region | 515.6 | | | | | | 412.5 | | 412.5 | 103.1 | FY 10 Allocation |
| Regional New Freedom | Region | 265.6 | | | | | | | 212.5 | 212.5 | 53.1 | FY 10 Allocation |
| CCCD Preventive Maintenance | DOTD | 750.0 | 600.0 | | | | | | | 600.0 | 150.0 | CCCD Ferry |
| CCCD Replace Vehicle Bridge at Chalmette** | DOTD | 3,375.0 | | 2,700.0 | | | | | | 2,700.0 | 675.0 | Contingency Proj., per funding avail., w/FHWA FBD (Q95) |
| TOTAL | | 5,281.6 | 600.0 | 2,800.3 | 0.0 | 200.0 | 0.0 | 412.5 | 212.5 | 4,225.3 | 1,056.3 | |
| Maintenance Equip | Jefferson | 25.0 | 20.0 | | | | | | | 20.0 | 5.0 | |
| Paratransit Vehicles (83/17) | Jefferson | 208.8 | | 173.3 | | | | | | 173.3 | 35.5 | FY 07 5309 Request- Pending Approval |
| Replace Fixed Route Veh. | Jefferson | 6,758.8 | | 5,407.0 | | | | | | 5,407.0 | 1,351.8 | FY 07 5309 Request- Pending Approval |
| Bus Terminals | Jefferson | 1,062.5 | | 850.0 | | | | | | 850.0 | 212.5 | FY 07 5309 Request- Pending Approval |
| Security Cameras | Jefferson | 237.5 | | 190.0 | | | | | | 190.0 | 47.5 | FY 07 5309 Request- Pending Approval |
| Maintenance Facility Improvements | Jefferson | 250.0 | | 200.0 | | | | | | 200.0 | 50.0 | Approval |
| Office/ Computer Equipment | Jefferson | 20.0 | 16.0 | | | | | | | 16.0 | 4.0 | |
| Bus Stop Amenities | Jefferson | 5.0 | 4.0 | | | | | | | 4.0 | 1.0 | |
| Preventive Maintenance (FY 10 Grant) | Jefferson | 3,125.0 | 2,500.0 | | | | | | | 2,500.0 | 625.0 | Anticipated FY 10 5307 Allocation |
| Planning | Jefferson | 225.0 | 180.0 | | | | | | | 180.0 | 45.0 | |
| TOTAL JEFFERSON | | 11,917.5 | 2,720.0 | 6,820.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9,540.3 | 2,377.2 | |
| Intermodal Riverfront Center (FY 10) | Orleans | 125.4 | | 100.3 | | | | | | 100.3 | 25.1 | Recurrent SAFETEA-LU Earmark |
| NOUPT (FY 10) | Orleans | 250.8 | | 200.6 | | | | | | 200.6 | 50.2 | Recurrent SAFETEA-LU Earmark |
| Preventive Maintenance - Rail | Orleans | 4,609.8 | | | 3,687.8 | | | | | 3,687.8 | 922.0 | |
| Transit Enhancements | Orleans | 81.3 | 65.0 | | | | | | | 65.0 | 16.3 | |
| Transit Security | Orleans | 81.3 | 65.0 | | | | | | | 65.0 | 16.3 | |
| Planning Study | Orleans | 100.0 | 80.0 | | | | | | | 80.0 | 20.0 | |
| Planning Study | Orleans | 100.0 | 80.0 | | | | | | | 80.0 | 20.0 | |

Fiscal Year 2010

Metropolitan Transportation Plan
Transit Element - Financially Constrained

| Project | Parish | Total Cost | Section 5307 | Section 5309 (Discretionary) | Section 5309 (Rail Mod.) | Section 5310 | Section 5311 | Section 5316/3037 | Section 5317 | Total Federal | Local Match | Comments |
|---|-------------|-----------------|-----------------|------------------------------|--------------------------|--------------|--------------|-------------------|--------------|-----------------|----------------|-----------------------------------|
| Preventive Maintenance (FY 10 Grant) | Orleans | 8,125.0 | 6,500.0 | | | | | | | 6500.0 | 1,625.0 | Anticipated FY 10 5307 Allocation |
| TOTAL ORLEANS | | 13,473.5 | 6,790.0 | 300.9 | 3,687.8 | 0.0 | 0.0 | 0.0 | 0.0 | 10,778.7 | 2,694.8 | |
| Preventive Maintenance (FY 10) | St. Bernard | 187.5 | 150.0 | | | | | | | 150.0 | 37.5 | Anticipated FY 10 5307 Allocation |
| Security Equipment | St. Bernard | 50.0 | 40.0 | | | | | | | 40.0 | 10.0 | |
| TOTAL ST. BERNARD | | 237.5 | 190.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 190.0 | 47.5 | |
| Rural Transit | Plaquemines | 252.0 | | | | | 252.0 | | | 252.0 | 252.0 | |
| TOTAL PLAQUEMINES | | 252.0 | 0.0 | 0.0 | 0.0 | 0.0 | 252.0 | 0.0 | 0.0 | 252.0 | | |
| River Parish Transit- Capital (FY 10) | STC/STJ | 96.5 | 70.0 | | | | | | | 70.0 | 26.5 | |
| River Parish Transit- Bus & Bus Facility (FY 10) | STC/STJ | 250.8 | | 200.6 | | | | | | 200.6 | 50.2 | Recurrent SAFETEA-LU Earmark |
| River Parish Transit- Bus & Bus Facility (FY 10) | STC/STJ | 225.0 | | 180.0 | | | | | | 180.0 | 45.0 | Recurrent SAFETEA-LU Earmark |
| River Parish Transit- Rural Operating (FY 10) (50/50) | STC/STJ | 470.0 | | | | | | 235.0 | | 235.0 | 235.0 | |
| River Parish Transit- Rural Capital (FY 10) (80/20) | STC/STJ | 250.0 | | | | | | 200.0 | | 200.0 | 50.0 | |
| | | 1,292.3 | 70.0 | 380.6 | 0.0 | 0.0 | 0.0 | 435.0 | 0.0 | 885.6 | 406.7 | |
| REGIONAL TOTAL FOR FY 2010 | | 32,454.5 | 10,370.0 | 10,302.1 | 3,687.8 | 200.0 | 252.0 | 847.5 | 212.5 | 25,871.9 | 6,582.6 | |

**Contingency Project, undertaken upon funding availability

Metropolitan Transportation Plan
Transit Element - Financially Constrained

| Project | Parish | Total Cost | Section 5307 | Section 5309 (Discretionary) | Section 5309 (Rail Mod.) | Section 5310 | Section 5311 | Section 5316/3037 | Section 5317 | Total Federal | Local Match | Comments |
|--------------------------------------|------------|-----------------|----------------|------------------------------|--------------------------|--------------|--------------|-------------------|--------------|----------------|----------------|--------------------------------------|
| Elderly & Disabled Access Vans | Regionwide | 250.0 | | | | 200.0 | | | | 200.0 | 50.0 | Pending award by LaDOTD |
| Regional JARC | Region | 515.6 | | | | | | 412.5 | | 412.5 | 103.1 | FY 11 Allocation |
| Regional New Freedom | Region | 265.6 | | | | | | | 212.5 | 212.5 | 53.1 | FY 11 Allocation |
| Preventive Maintenance | DOTD | 750.0 | 600.0 | | | | | | | 600.0 | 150.0 | CCCD Ferry |
| TOTAL | | 1,781.3 | 600.0 | 0.0 | 0.0 | 200.0 | 0.0 | 412.5 | 212.5 | 1,425.0 | 356.3 | |
| Maintenance Equip | Jefferson | 25.0 | 20.0 | | | | | | | 20.0 | 5.0 | |
| Paratransit Vehicles (83/17) | Jefferson | 208.8 | | 173.3 | | | | | | 173.3 | 35.5 | FY 11 5309 Request- Pending Approval |
| Replace Fixed Route Veh. | Jefferson | 6,758.8 | | 5,407.0 | | | | | | 5,407.0 | 1,351.8 | FY 11 5309 Request- Pending Approval |
| Bus Terminals | Jefferson | 1,062.5 | | 850.0 | | | | | | 850.0 | 212.5 | FY 11 5309 Request- Pending Approval |
| Security Cameras | Jefferson | 237.5 | | 190.0 | | | | | | 190.0 | 47.5 | FY 11 5309 Request- Pending Approval |
| Maintenance Facility Improvements | Jefferson | 250.0 | | 200.0 | | | | | | 200.0 | 50.0 | FY 11 5309 Request- Pending Approval |
| Office/ Computer Equipment | Jefferson | 20.0 | 16.0 | | | | | | | 16.0 | 4.0 | |
| Bus Stop Amenities | Jefferson | 5.0 | 4.0 | | | | | | | 4.0 | 1.0 | |
| Preventive Maintenance (FY 11 Grant) | Jefferson | 3,125.0 | 2,500.0 | | | | | | | 2,500.0 | 625.0 | Anticipated FY 11 5307 Allocation |
| Planning | Jefferson | 225.0 | 180.0 | | | | | | | 180.0 | 45.0 | |
| TOTAL JEFFERSON | | 11,917.5 | 2,720.0 | 6,820.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9,540.3 | 2,377.2 | |
| Preventive Maintenance - Rail | Orleans | 3,125.0 | | | 2,500.0 | | | | | 2500.0 | 625.0 | |
| Transit Enhancements | Orleans | 125.0 | 100.0 | | | | | | | 100.0 | 25.0 | |
| Transit Security | Orleans | 125.0 | 100.0 | | | | | | | 100.0 | 25.0 | |
| Preventive Maintenance (FY 11 Grant) | Orleans | 8,125.0 | 6,500.0 | | | | | | | 6500.0 | 1,625.0 | Anticipated FY 11 5307 Allocation |
| TOTAL ORLEANS | | 11,500.0 | 6,700.0 | 0.0 | 2,500.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9,200.0 | 2,300.0 | |

Metropolitan Transportation Plan
Transit Element - Financially Constrained

| Project | Parish | Total Cost | Section 5307 | Section 5309 (Discretionary) | Section 5309 (Rail Mod.) | Section 5310 | Section 5311 | Section 5316/3037 | Section 5317 | Total Federal | Local Match | Comments |
|---|-------------|-----------------|-----------------|------------------------------|--------------------------|--------------|--------------|-------------------|--------------|-----------------|----------------|-----------------------------------|
| Preventive Maintenance (FY 11) | St. Bernard | 187.5 | 150.0 | | | | | | | 150.0 | 37.5 | Anticipated FY 11 5307 Allocation |
| Security Equipment | St. Bernard | 50.0 | 40.0 | | | | | | | 40.0 | 10.0 | |
| TOTAL ST. BERNARD | | 237.5 | 190.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 190.0 | 47.5 | |
| Rural Transit | Plaquemine | 252.0 | | | | | 252.0 | | | 252.0 | 252.0 | |
| TOTAL PLAQUEMINES | | 252.0 | 0.0 | 0.0 | 0.0 | 0.0 | 252.0 | 0.0 | 0.0 | 252.0 | | |
| River Parish Transit- Capital (FY 11) | STC/STJ | 96.5 | 70.0 | | | | | | | 70.0 | 26.5 | |
| River Parish Transit- Rural Operating (FY 11) (50/50) | STC/STJ | 470.0 | | | | | | 235.0 | | 235.0 | 235.0 | |
| River Parish Transit- Rural Capital (FY 11) (80/20) | STC/STJ | 250.0 | | | | | | 200.0 | | 200.0 | 50.0 | |
| Total St. Charles/St. John | | 816.5 | 70.0 | 0.0 | 0.0 | 0.0 | 0.0 | 435.0 | 0.0 | 505.0 | 311.5 | |
| REGIONAL TOTAL FOR FY 2011 | | 26,504.8 | 10,280.0 | 6,820.3 | 2,500.0 | 200.0 | 252.0 | 847.5 | 212.5 | 21,112.3 | 5,392.5 | |

**Metropolitan Transportation Plan
Transit Element - Financially Constrained**

**Tier 2
Fiscal Years 2012-2021**

| Project | Parish | Total Cost | Section 5307* | Section 5309 (Discretionary) | Section 5309 (Small Start) | Section 5309 (Rail Mod.) | Section 5310* | Section 5311* | Section 5316* | Section 5317* | Total | Local | Comments |
|---|------------|-----------------|-----------------|------------------------------|----------------------------|--------------------------|----------------|---------------|----------------|----------------|-----------------|----------------|---|
| Elderly & Disabled Access Vans | Regionwide | 1,500.0 | | | | | 1,200.0 | | | | 1,200.0 | 300.0 | Pending award by LaDOTD CCCD Ferry |
| JARC | Regionwide | 6,600.0 | | | | | | | | 5,280.0 | 5,280.0 | 1,320.0 | |
| New Freedom | Regionwide | 2,900.0 | | | | | | | 2,320.0 | | 2,320.0 | 580.0 | |
| Preventive Maintenance | DOTD | 6,250.0 | 5,000.0 | | | | | | | | 5,000.0 | 1,250.0 | |
| TOTAL | | 17,250.0 | 5,000.0 | 0.0 | 0.0 | 0.0 | 1,200.0 | 0.0 | 2,320.0 | 5,280.0 | 13,800.0 | 3,450.0 | |
| Construction of Transfer Terminal | Jefferson | 875.0 | | 700.0 | | | | | | | 700.0 | 175.0 | Causeway at Jefferson Highway Anticipated FY 10 5307 Allocation |
| Construction of Eastbank Terminal** | Jefferson | 3,750.0 | | 3,000.0 | | | | | | | 3,000.0 | 750.0 | |
| Capital Equipment | Jefferson | 13,750.0 | 11,000.0 | | | | | | | | 11,000.0 | 2,750.0 | |
| Planning | Jefferson | 1,875.0 | 1,500.0 | | | | | | | | 1,500.0 | 375.0 | |
| Preventive Maintenance | Jefferson | 15,000.0 | 12,000.0 | | | | | | | | 12,000.0 | 3,000.0 | |
| TOTAL JEFFERSON | | 35,250.0 | 24,500.0 | 3,700.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 28,200.0 | 7,050.0 | |
| Transfer Facilities (3)*** | Orleans | 3,750.0 | | 3,000.0 | | | | | | | 3,000.0 | 750.0 | Palmer Park, Louisa at Chef Menteur Upriver to Jackson, Downriver to Poland Ave. From Canal via Loyola Canal to Elysian Fields via St. Claude, Elysian Fields to Riverfront |
| Streetcar Extension (Riverfront Extensions)*** | Orleans | 25,000.0 | | | 20,000.0 | | | | | | 20,000.0 | 5,000.0 | |
| Streetcar Extension (Canal Extension to NOUPT)*** | Orleans | 26,250.0 | | | 21,000.0 | | | | | | 21,000.0 | 5,250.0 | |
| Desire Streetcar Loop# | Orleans | 67,500.0 | | | 54,000.0 | | | | | | 54,000.0 | 13,500.0 | |
| Prev. Maint./Facility Upgrade - Rail | Orleans | 41,812.5 | | | | 33,450.0 | | | | | 33,450.0 | 8,362.5 | |

**Metropolitan Transportation Plan
Transit Element - Financially Constrained**

**Tier 2
Fiscal Years 2012-2021**

| Project | Parish | Total Cost | Section 5307* | Section 5309 (Discretionary) | Section 5309 (Small Start) | Section 5309 (Rail Mod.) | Section 5310* | Section 5311* | Section 5316* | Section 5317* | Total | Local | Comments |
|---------------------------------------|-------------|------------------|------------------|------------------------------|----------------------------|--------------------------|----------------|----------------|----------------|----------------|------------------|-----------------|-----------------------------------|
| Preventive Maintenance | Orleans | 41,062.5 | 32,850.0 | | | | | | | | 32,850.0 | 8,212.5 | Anticipated FY 10 5307 Allocation |
| Transit Enhancements | Orleans | 1,375.0 | 1,100.0 | | | | | | | | 1,100.0 | 275.0 | |
| Transit Security | Orleans | 1,375.0 | 1,100.0 | | | | | | | | 1,100.0 | 275.0 | |
| Capital Equipment | Orleans | 41,250.0 | 33,000.0 | | | | | | | | 33,000.0 | 8,250.0 | |
| TOTAL ORLEANS | | 249,375.0 | 68,050.0 | 3,000.0 | 95,000.0 | 33,450.0 | 0.0 | 0.0 | 0.0 | 0.0 | 199,500.0 | 49,875.0 | |
| Capital Equipment | St. Bernard | 2,187.5 | 1,750.0 | | | | | | | | 1,750.0 | 437.5 | |
| TOTAL ST. BERNARD | | 2,187.5 | 1,750.0 | | | | | | | | 1,750.0 | 437.5 | |
| Rural Transit | Plaquemines | 4,060.0 | | | | | | 2,030.0 | | | 2,030.0 | 2,030.0 | |
| TOTAL PLAQUEMINES | | 203.0 | | | | | | 203.0 | | | 2,030.0 | 2,030.0 | |
| River Parish Transit - Capital | STC/STJ | 875.0 | 700.0 | | | | | | | | 700.0 | 175.0 | |
| River Parish Transit- Rural Operating | STC/STJ | 4,700.0 | | | | | | 2,350.0 | | | 2,350.0 | 2,350.0 | |
| River Parish Transit- Rural Capital | STC/STJ | 2,500.0 | | | | | | 2,000.0 | | | 2,000.0 | 500.0 | |
| | | 8,075.0 | 700.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4,350.0 | 0.0 | 0.0 | 5,050.0 | 3,025.0 | |
| REGIONAL TOTAL FOR FY 2010 | | 312,340.5 | 100,000.0 | 6,700.0 | 95,000.0 | 33,450.0 | 1,200.0 | 4,553.0 | 2,320.0 | 5,280.0 | 250,330.0 | 65,867.5 | |

* Funding based on estimate of annual allocation aggregated for 10 fiscal years
 ** Funding based on existing 5309 Earmark and required re-evaluation of proposed site
 *** Funding based on receipt of Section 5309 "Small Start funds" per SAFETEA-LU program guidance
 # Congressionally authorized but no allocated Section 5309 funding

**Metropolitan Transportation Plan
Transit Element - Financially Constrained**

**Tier 3
Fiscal Years 2022-2032**

| Project | Parish | Total Cost | Section 5307* | Section 5309 (Discretionary) | Section 5309 (New Start) | Section 5309 (Rail Mod.) | Section 5310 | Section 5311 | Section 5316 | Section 5317 | Total | Local | Comments |
|--------------------------------------|-----------------------|------------------|-----------------|------------------------------|--------------------------|--------------------------|----------------|--------------|----------------|----------------|------------------|------------------|---|
| Elderly & Disabled Access Vans | Regionwide | 1,815.0 | | | | | 1,452.0 | | | | 1,452.0 | 363.0 | Pending award by LaDOTD |
| JARC | Regionwide | 7,986.0 | | | | | | | | 6,388.8 | 6,388.8 | 1,597.2 | |
| New Freedom | Regionwide | 3,509.0 | | | | | | | 2,807.2 | | 2,807.2 | 701.8 | |
| Preventive Maintenance | DOTD | 6,875.0 | 5,500.0 | | | | | | | | 5,500.0 | 1,375.0 | CCCD Ferry |
| TOTAL | | 20,185.0 | 5,500.0 | 0.0 | 0.0 | 0.0 | 1,452.0 | 0.0 | 2,807.2 | 6,388.8 | 16,148.0 | 4,037.0 | |
| Capital Equipment | Jefferson | 16,637.5 | 13,310.0 | | | | | | | | 13,310.0 | 3,327.5 | |
| Planning | Jefferson | 2,268.8 | 1,815.0 | | | | | | | | 1,815.0 | 453.8 | |
| Preventive Maintenance | Jefferson | 18,140.0 | 14,512.0 | | | | | | | | 14,512.0 | 3,628.0 | Anticipated FY 10 5307 Allocation |
| TOTAL JEFFERSON | | 37,046.3 | 29,637.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 29,637.0 | 7,409.3 | |
| East-West Corridor | Orleans/ Jefferson | 400,000.0 | | | 200,000.0 | | | | | | 200,000.0 | 200,000.0 | Fixed Guideway Transit Asset, LANOIA to CBD |
| Prev. Maint./Facility Upgrade - Rail | Orleans | 50,593.1 | | | | 40,474.5 | | | | | 40,474.5 | 10,118.6 | |
| Preventive Maintenance | Orleans | 49,685.6 | 39,748.5 | | | | | | | | 39,748.5 | 9,937.1 | |
| Transit Enhancements | Orleans | 1,663.8 | 1,331.0 | | | | | | | | 1,331.0 | 332.8 | |
| Transit Security | Orleans | 1,663.8 | 1,331.0 | | | | | | | | 1,331.0 | 332.8 | |
| Capital Equipment | Orleans | 49,912.5 | 39,930.0 | | | | | | | | 39,930.0 | 9,982.5 | Anticipated FY 10 5307 Allocation |
| TOTAL ORLEANS | | 553,518.8 | 82,340.5 | 0.0 | 200,000.0 | 40,474.5 | 0.0 | 0.0 | 0.0 | 0.0 | 322,815.0 | 230,703.8 | |

**Metropolitan Transportation Plan
Transit Element - Financially Constrained**

**Tier 3
Fiscal Years 2022-2032**

| Project | Parish | Total Cost | Section 5307* | Section 5309 (Discretionary) | Section 5309 (New Start) | Section 5309 (Rail Mod.) | Section 5310 | Section 5311 | Section 5316 | Section 5317 | Total | Local | Comments |
|---------------------------------------|-------------|------------------|------------------|------------------------------|--------------------------|--------------------------|----------------|----------------|----------------|----------------|------------------|------------------|----------|
| Capital Equipment | St. Bernard | 2,646.9 | 2,117.5 | | | | | | | | 2,117.5 | 529.4 | |
| TOTAL ST. BERNARD | | 2,646.9 | 2,117.5 | | | | | | | | 2,117.5 | 529.4 | |
| Rural Transit | Plaq. | 4,912.6 | | | | | | 2,456.3 | | | 2,456.3 | 2,456.3 | |
| TOTAL PLAQUEMINES | | 4,912.6 | | | | | | 2,456.3 | | | 2,456.3 | 2,456.3 | |
| River Parish Transit - Capital | STC/STJ | 1,058.8 | 847.0 | | | | | | | | 847.0 | 211.8 | |
| River Parish Transit- Rural Operating | STC/STJ | 5,687.0 | | | | | | 2,843.5 | | | 2,843.5 | 2,843.5 | |
| River Parish Transit- Rural Capital | STC/STJ | 3,025.0 | | | | | | 2,420.0 | | | 2,420.0 | 605.0 | |
| | | 9,770.8 | 847.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5,263.5 | 0.0 | 0.0 | 6,110.5 | 3,660.3 | |
| REGIONAL TOTAL FOR FY 2010 | | 628,080.2 | 120,442.0 | 0.0 | 200,000.0 | 40,474.5 | 1,452.0 | 7,719.8 | 2,807.2 | 6,388.8 | 379,284.3 | 248,795.9 | |

*Funding based on estimate of annual allocation aggregated for 11 fiscal years + 10%

**Funding based on existing 5309 Earmark and required re-evaluation of proposed site

***Funding based on receipt of Section 5309 "Small Start funds" per SAFETEA-LU program guidance

Appendix A

Roadways in FHWA's Emergency Relief
Program

Revised Federal Aid Network Post-Katrina Restoration Needs List:
Effective 11/30/2006

| List # | Community | Roadway | Limits | Centerline Length (LF) | Est. Cost# | Evac. Route | Attributes |
|-------------------|-----------|---------------------|--------------------------------|------------------------|--------------|-------------|---|
| Priority 1 | | | | | | | |
| 1 | Lakeview | Pontchartrain Blvd | Robert E. Lee to Veterans | 7,191 | \$ 2,546,908 | Y | 2 lanes with Parking |
| 2 | Lakeview | Harrison Ave. | West End to Orleans Canal | 4,639 | \$ 3,286,082 | Y | 4 lanes with large median, with parking |
| 3 | Lakeview | Harrison Ave. | Marconi - Wisner | 4,550 | \$ 1,074,346 | Y | 2 lanes, no parking |
| 4 | Lakeview | Canal Blvd. | Harrison to Robt. E. Lee | 5,427 | \$ 3,844,270 | Y | 4 lanes, large median, with parking |
| 5 | Lakeview | Marconi Dr. | Robt. E. Lee to NS RR | 9,034 | \$ 4,266,216 | | 4 lanes, no median, no parking |
| 6 | Gentilly | Leon C. Simon Dr. | Fields | 2,850 | \$ 2,018,826 | | 4 lanes , large median, with parking |
| 7 | Gentilly | Robert E. Lee Blvd. | St. Bernard to Paris | 1,970 | \$ 1,395,469 | | 4 lanes, small median, with parking |
| 8 | Gentilly | Mirabeau Ave. | St. Bernard to Elysian Fields | 7,080 | \$ 5,015,189 | Y | 4 lanes, large median, with parking |
| 9 | Gentilly | Filmore Ave. | St. Bernard to Elysian Fields | 6,930 | \$ 4,908,935 | Y | 4 lanes, large median, with parking |
| 10 | Gentilly | St. Bernard Ave. | I-610 to Robt. E. Lee | 10,561 | \$ 7,480,990 | Y | 4 lanes, large median, with parking |
| 11 | Gentilly | Paris Ave. | I-610 to Mirabeau | 5,744 | \$ 4,068,820 | | 4 lanes, large median, with parking |
| 12 | Gentilly | Elysian Fields Ave. | Lakeshore Drive to US 90* | 11,310 | \$ 8,011,552 | Y | 4 lanes, large median, with parking |
| 13 | Gentilly | Franklin Ave. | I-610 to LA 46 | 8,591 | \$ 6,085,521 | Y | 4 lanes, small median, with parking |
| 14 | Mid-City | Carrollton Ave. | I-10 to Claiborne (US 90)* | 5,800 | \$ 5,477,984 | Y | 6 lanes, small median, with parking |
| 15 | Mid-City | Carrollton Ave. | Charles Ave. | 6,356 | \$ 2,251,168 | Y | 2 lanes,streetcar in median, with parking |
| 16 | Mid-City | Orleans | Ave.* | 11,670 | \$ 8,266,561 | Y | 4 lanes, small median, with parking |
| 17 | Mid-City | N. Miro St. | Elysian Fields to Orleans | 8,579 | \$ 4,051,347 | | 2 lanes, no median,with parking |
| 18 | Mid-City | N. Galvez St. | Elysian Fields to Orleans* | 8,239 | \$ 3,890,785 | Y | 2 lanes, no median,with parking |
| 19 | Uptown | St. Charles Ave. | Broadway to S. Carrollton*** | 3,188 | \$ 752,751 | Y | 2 lanes,streetcar in median, with parking |
| 20 | Uptown | Magazine St. | US 90B to Nashville | 18,891 | \$ 8,921,086 | Y | 2 lane, no median, with parking |
| 24 | Uptown | Napoleon Ave. | St. Charles to Tchoupitoulas** | 3,375 | \$ 2,390,715 | | 4 lane, large median, with parking |
| 22 | Uptown | Louisiana | St. Charles to Magazine* | 2,060 | \$ 972,814 | | 4 lanes, large median, with parking |

Revised Federal Aid Network Post-Katrina Restoration Needs List:
Effective 11/30/2006

| List # | Community | Roadway | Limits | Centerline Length (LF) | Est. Cost# | Evac. Route | Attributes |
|--------|-----------|------------------|---------------------------------------|------------------------|--------------|-------------|---|
| 23 | Uptown | Nashville | US 90 to Tchoupitoulas | 9,770 | \$ 2,306,892 | Y | 2 lane, no median, with parking |
| 24 | Uptown | Jefferson | US 90 to Tchoupitoulas | 9,020 | \$ 4,259,605 | | 2 Lane, small median with park. to Mag, no median to Tch. |
| 25 | Uptown | St. Charles Ave. | Nashville to S. Carrollton | 7,212 | \$ 3,405,795 | Y | 2 lanes,streetcar in median, with parking |
| 26 | CBD | Poydras St. | Carondelet to Camp | 843 | \$ 796,197 | Y | 6 lanes, large median, with parking |
| 27 | CBD | LaSalle St. | Poydras to Tulane Ave. | 1,500 | \$ 708,360 | | 2 lanes, no median with parking |
| 28 | CBD | Gravier St. | Loyola to S. Peters | 3,237 | \$ 1,528,641 | | 2 lanes no median, with parking |
| 29 | CBD | Common St. | Loyola to S. Peters | 3,158 | \$ 1,491,334 | | 2 lanes no median, with parking |
| 30 | CBD | Girod St. | Loyola to S. Peters | 3,416 | \$ 1,613,172 | | ^ See Below |
| 31 | CBD | Magazine St. | Canal St. to US 90 | 4,013 | \$ 1,895,099 | | 2 lanes no median, with parking |
| 32 | CBD | Camp St. | Canal St. to US 90 | 4,321 | \$ 2,040,549 | | 2 lanes no median, with parking |
| 33 | CBD | St.Charles Ave. | Canal St. to US 90 | 4,339 | \$ 2,049,049 | | 2 lanes no median, with parking, streetcar in street |
| 34 | CBD | Carondelet St. | Canal St. to US 90 | 2,167 | \$ 1,023,344 | | 2 lanes no median, with parking, streetcar in street |
| 35 | CBD | Loyola Ave. | Canal St. to US 90 | 4,290 | \$ 4,051,819 | Y | 6 lanes, large median, with parking |
| 36 | CBD | Poydras St. | LaSalle to Loyola | 850 | \$ 802,808 | Y | 6 lanes, large median, with parking |
| 37 | Gentilly | Press St. | US 90 to Robt. E. Lee* | 7,280 | \$ 5,156,861 | Y | 4 lanes, large median, wth parking |
| 38 | NO East | Downman Rd. | Hayne Blvd. to US 90 | 8,610 | \$ 6,098,980 | Y | 4 lanes, small median, with paking |
| 39 | Bucktown | Old Hammond Hwy | 17th St. Canal to Pontchartrain | 780 | \$ 460,434 | | 5 lanes, center turn lane, no parking |
| 40 | Bucktown | Lake Avenue | Old Hammond Hwy. to W. Esplanade Ave. | 2,490 | \$ 587,939 | | 2 lanes, no median, no parking |
| 41 | Lakeview | Veterans Blvd. | Pontchartrain Dr. to 17th St. Canal | 1,880 | \$ 1,331,717 | | 6 lanes, small median, no parking |
| 42 | Chalmette | Jean Lafitte | LA 46 to Florida Walk Canal* | 8,650 | \$ 2,042,438 | | 2 lanes, no median, with parking |

Revised Federal Aid Network Post-Katrina Restoration Needs List:
Effective 11/30/2006

| List # | Community | Roadway | Limits | Centerline Length (LF) | Est. Cost# | Evac. Route | Attributes |
|--------------------------|-----------------|--------------|------------------------|------------------------|-----------------------|-------------|----------------------------------|
| 43 | Chalmette/Arabi | Patricia St. | Jean Lafitte to Cougar | 3,485 | \$ 822,878 | | 2 lanes, no median, no parking |
| 44 | Chalmette | Rowley St. | LA 46 to LA 39 | 2,270 | \$ 535,992 | | 2 lanes, no median, with parking |
| 45 | Belle Chasse | Barriere Rd. | LA 23 to Rho St.** | 4,120 | \$ 972,814 | | 2 lanes, no median, no parking |
| Total Priority 1: | | | | | \$ 132,844,772 | | |

Notes

Cost Estimate based on actual bid price for Robert E. Lee Blvd., SPN 742-36-0124, bid 7/06 at a cost of \$118.06 per lane foot for Asphaltic Concrete overlay

* Project limit changed after inspection 11/29 - 11/30/2006

** Project deleted after inspection 11/29 - 11/30/2006

*** Project coincident with another and thus deleted

^ 2 lanes no median, with parking, S. Peters to O'Keefe. 4 lanes with small median and parking between O'Keefe and Loyola

"large median defined as > 20' wide or more
small median defined as < 20' wide or less
Assume lane widths of between 11 -12 feet, 8 ft parking

Priority 2

| | | | | | | | |
|----|--------------|--------------------|------------------------------------|--------|---------------|---|--|
| 46 | Algiers | DeGaulle Dr. | 6 Crossdrains (Sandra to Behrmann) | NA | 15,000,000 | Y | 6 lanes, drainage canal median, no parking |
| 47 | Algiers | Berkeley Dr. | Kabel - Woodland | 7,130 | \$ 3,367,071 | | 2 lanes, no median, with parking |
| 48 | Hollygrove | Earhart Blvd. | Hamilton to Fern | 4,462 | \$ 3,160,702 | Y | 4 lanes, large median, with parking |
| 49 | Mid-City | Poydras | Claiborne to Broad | 4,900 | \$ 2,313,976 | | 4 lanes, large median, no parking |
| 50 | Central City | Martin Luther King | Claiborne to Broad | 3,828 | \$ 2,711,602 | | 4 lanes, large median, with parking |
| 51 | NO East | Almonaster Rd. | Jourdan - Read | 17,610 | \$ 12,474,220 | | 4 lanes, large median, with parking |
| 52 | NO East | Crowder Rd. | Dwyer to US 90 | 3,680 | \$ 1,737,843 | | 2 lanes, small median, with parking |

Revised Federal Aid Network Post-Katrina Restoration Needs List:
Effective 11/30/2006

| List # | Community | Roadway | Limits | Centerline Length (LF) | Est. Cost# | Evac. Route | Attributes |
|--|--------------|------------------------|-------------------------------|------------------------|-----------------------|-------------|---|
| 53 | Algiers | Brooklyn St. | Newton to Opelousas | 1,288 | \$ 608,245 | | 2 lanes, no median, with parking |
| 54 | Central City | S. Galvez St. | MLK to Toledano | 2,006 | \$ 1,420,970 | | 4 lanes, large median, with parking |
| 55 | Lakeview | Navarre Ave. | Canal Blvd to Marconi | 2,508 | \$ 1,184,378 | | 2 lanes, no median, with parking |
| 56 (new) | Ninth Ward | Alvar St./ Poland Ave. | St. Claude to Florida Avenue | 6,072 | \$ 4,301,162 | Y | 4 lanes, small median, with parking |
| 57 (new) | Gentilly | Wisner | Robert E. Lee to Esplanade | 13,728 | \$ 6,482,911 | | 4 lanes, small median, no parking, with bike lane |
| 58 (new) | Central City | Washington Ave. | S. Broad St. to S. Carrollton | 6,390 | \$ 4,526,420 | | 4 lanes, small median, with parking |
| | Algiers | Whitney | DeGaulle - Patterson | 8,606 | \$ 6,096,146 | | 4 lanes, large median, with parking |
| Total Priority 2: | | | | | 65,385,647 | | |
| Total All Priorities: | | | | | \$ 198,230,419 | | |
| Available E-R Funds, effective 12/1/2006: | | | | | \$ 233,622,339 | | |

Appendix B

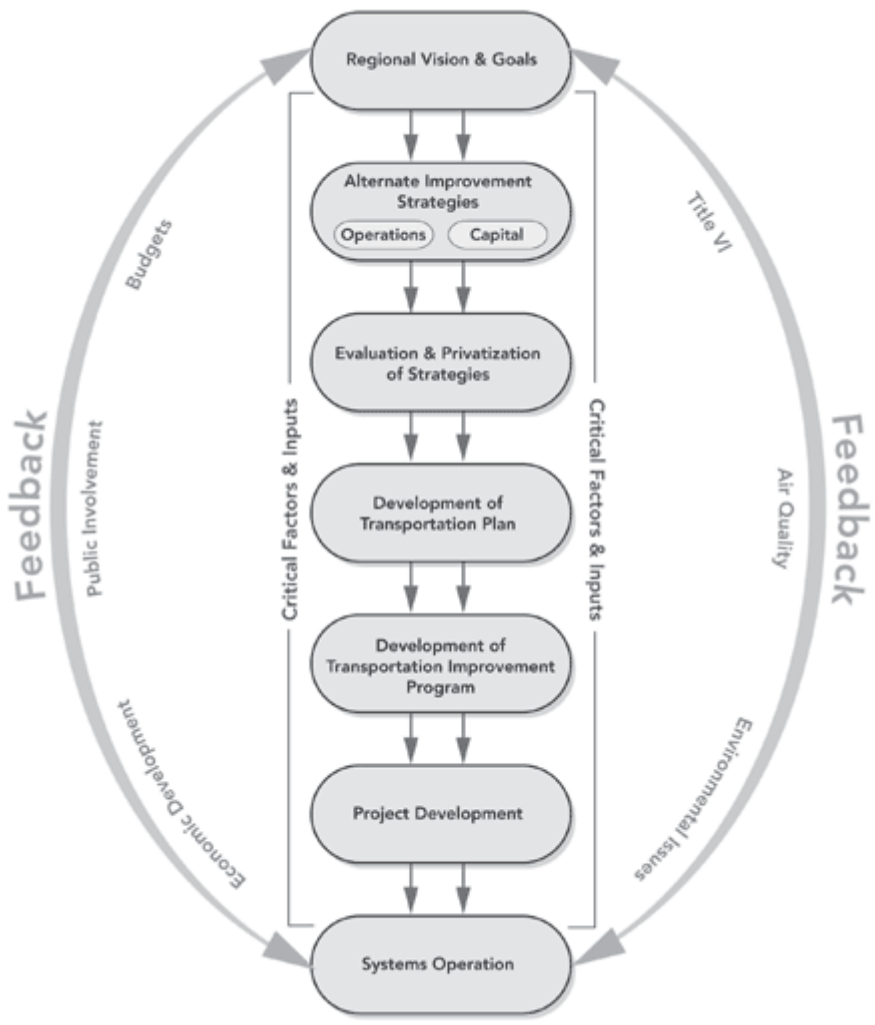
SAFETEA-LU's Eight Planning Factors

The Transportation Equity Act for the 21st Century (SAFETEA-LU) requires metropolitan planning organizations throughout the country to consider the following factors in planning for the future transportation needs of the region:

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency;
- Increase the safety of the transportation system for motorized and non-motorized users;
- Increase the security of the transportation system for motorized and non-motorized users;
- Increase the accessibility and mobility options available to people and to freight;
- Protect and enhance the environment, promote energy conservation, and improve quality of life;
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and for freight;
- Promote efficient system management and operation through the development of a congestion management plan; and
- Emphasize the preservation of the existing transportation system

Appendix C

**The Metropolitan Planning Process
Flowchart**



Appendix D

Funding Category Abbreviations

Source

| | |
|---------------|--|
| >200K - | Urban Area with population over 200,000 Formula Funds, SAFETEA-LU |
| CCC Bonds - | Crescent City Connection Bonding Authority, Toll Supported Revenue Bonds |
| DEMO - | Congressionally Earmarked Demonstration Project Direct Federal Appropriation |
| ENH - | Enhancements, SAFETEA-LU |
| FBR - | Federal Bridge Replacement, SAFETEA-LU |
| IM - | Interstate Maintenance, SAFETEA-LU |
| NHS - | National Highway System, SAFETEA-LU |
| OLY - | Overlay, SAFETEA-LU |
| State Bonds - | Capital Outlay Bonding Program, La. Bond Debt |