



MOVE

2046

Connecting Communities – Shaping Our Future

Baton Rouge MPA's 2046 Metropolitan Transportation Plan

MARCH 2022





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LEFT
EXIT 1H

Laurel St
DOWNTOWN
1/2 MILE

EXIT
1G

EXIT
35
MPH

SECTION 1: TRANSPORTATION IN BATON ROUGE MPA

A well-connected and high-quality multimodal transportation system is vital to a growing economy and quality of life in the Baton Rouge Metropolitan Planning Area (MPA). Sustained transportation infrastructure investments support safe and efficient travel for residents, businesses, and tourists. Baton Rouge MPA's extensive transportation network requires significant investment to preserve, modernize, and expand infrastructure to meet the changing needs of the growing population and economy, despite limited funds through which to make these investments.

A lack of investment in the region's infrastructure would create inefficiencies that impact its residents, businesses, and visitors through traffic congestion, unreliable travel times, poor pavement and bridge conditions, and increasing travel costs. As the region continues to grow and the Baton Rouge MPA's residents, workers, and visitors continue to travel, local jurisdictions and agencies must understand how demand for the transportation network is evolving to provide efficient and affordable mobility today and in the future.

Key Benefits of Transportation Investment



Safer travel



Shorter and more reliable travel times



Lower vehicle maintenance costs



Increased accessibility



Expanded access to jobs



Improved quality of life



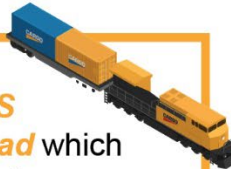
Enhanced economic competitiveness

A MULTIMODAL SYSTEM

Cargo moving from ports to rails and roadways, and eventually to the doorsteps of residents and retailers, relies upon the region's multimodal transportation system. Transportation options are also critical for providing access to employment for the region's residents and providing visitors access to the Baton Rouge MPA's greatest attractions. The inventory below provides a snap-shot of scale and demand on the region's transportation system.

Railroads

Baton Rouge has **6 CLASS I RAILROADS** operating over **220 miles of railroad** which carry **36,000 tons of freight** annually



Aviation

Baton Rouge has **2 PUBLIC AIRPORTS** Approximately **55,000 enplaned passengers** per year use the Baton Rouge Metropolitan Airport.



Ports

Baton Rouge has **1 PORT** along the Mississippi River which handles approximately **83 million tons of goods** annually.



Highways

Baton Rouge has **2,200 CENTERLINE MILES** of functionally classified public road supporting over **75 million tons of freight** carried by trucks annually.



Bike & Pedestrian

Baton Rouge has

1,000 MILES OF BIKE/ PEDESTRIAN FACILITIES but most are in East Baton Rouge Parish



Transit

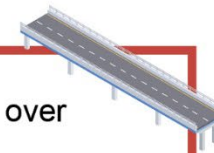
CATS serves over **3.8 million passenger trips** annually.



Bridges

Baton Rouge has over







1,000 BRIDGES
174 bridges are structurally deficient

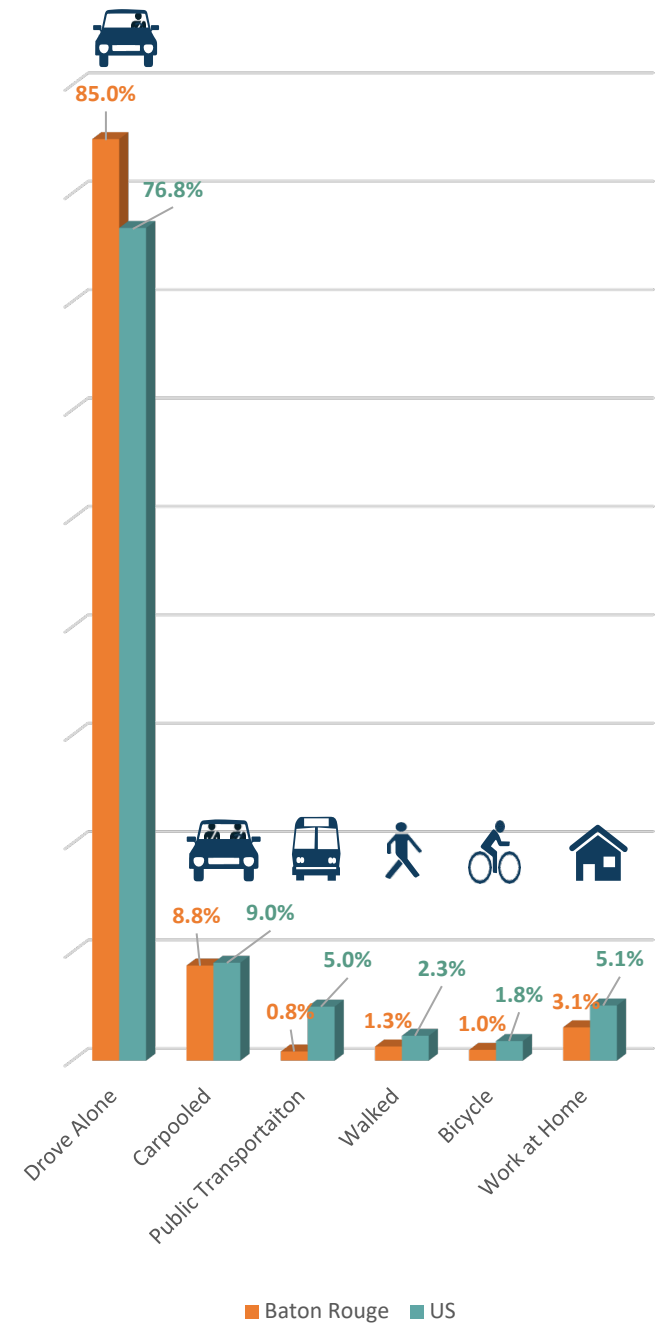


HOW BATON ROUGE MPA'S TRANSPORTATION SYSTEM MEASURES UP

By most measures, the transportation system in the MPA today functions in a serviceable manner and meets most of the diverse needs of residents and businesses. Similar to national trends, vehicle miles traveled (VMT) in the MPA is increasing. In the Baton Rouge MPA, like the rest of the United States, most employees chose to commute by driving alone in a private vehicle; however, the region sees a noticeably higher rate of single-occupancy vehicles.

In the Baton Rouge MPA, percentages of workers taking other forms of transportation for their commute such as carpooling, public transit, bicycling, walking, and working from home are lower than national averages, particularly the use of public transit. These key commuting statistics indicate opportunities to reduce peak hour delays by enhancing mobility across the range of transportation choices.

Safety	Pavement	Bridge Conditions	Travel Time Reliability	Truck Time Reliability	Transit State of Repair
					
Good	Poor	Good	Good	Good	Poor
Good	Meets Target	Needs Improvement	Does Not Meet Some Targets	Poor	Does Not Meet Most Targets





HOW DOES **THE REGION'S** TRANSPORTATION **MEASURE UP?**

Interstate Pavements

43% of Interstate pavements are in **GOOD** condition
but **34%** of Interstate pavements are in **POOR** condition



Roadway Safety

Baton Rouge experiences **114 FATALITIES** per year | **218 SERIOUS INJURIES** per year



Non-Interstate Pavements

26% of non-interstate pavements are in **GOOD** condition | but **50%** of non-interstate pavements are in **POOR** condition performing worse than the State's average

Bicyclist/Pedestrian Safety

53 FATALITIES or **SERIOUS INJURIES** among non-motorized users per year

Bridge Quality

54% of bridges are in **GOOD** condition | but **5%** of bridges are in **POOR** condition



Transit Safety

0 FATALITIES | **21 INJURIES** among transit users per year

Roadway Reliability

A 93% of interstate and non-interstate NHS routes **ARE RELIABLE**

Transit Condition

2% of buses | and **34%** of cutaway buses exceed the **USEFUL LIFE BENCHMARK (ULB)**



Freight

The Region has a **TRUCK TRAVEL TIME RELIABILITY (TTTR) INDEX** of **1.60** compared to the State's average of **1.36** indicating a need for improvement

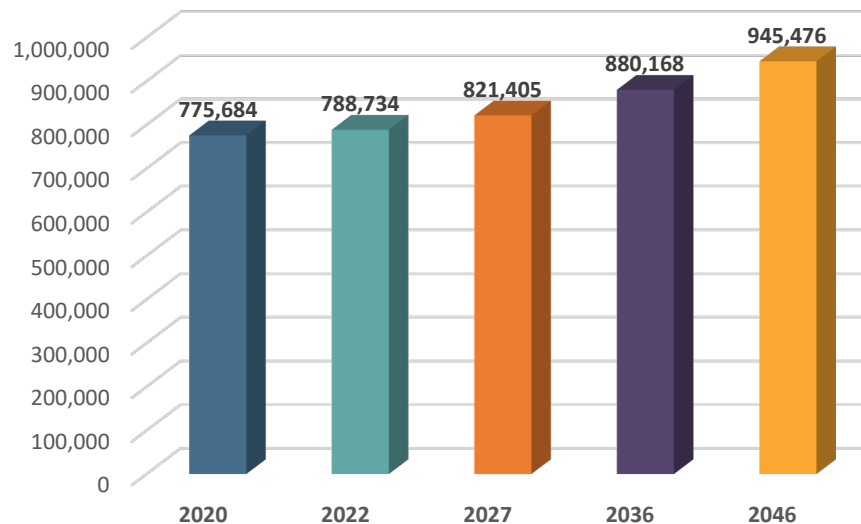
GROWTH FUELING TRANSPORTATION DEMAND

Trends in transportation, travel behavior, and revenue vary over time with changing economic and population characteristics, energy regulations, environmental concerns, new technologies, and political transitions. The most direct influence on transportation demand is the presence of people and access to jobs, goods, or services. While the total population is the best indicator of system usage, other factors such as income level and age distribution influence the amount of travel, the mode used, and the purpose of a given trip.

Population

Future population projections show that the region continuing the recent historic growth patterns it has, with approximately 170,000 additional residents by 2046. The general aging and growth of the population over the next 25 years is a key consideration in implementing a transportation system that provides safe and adequate means of mobility for all people, especially as the population continues to age.

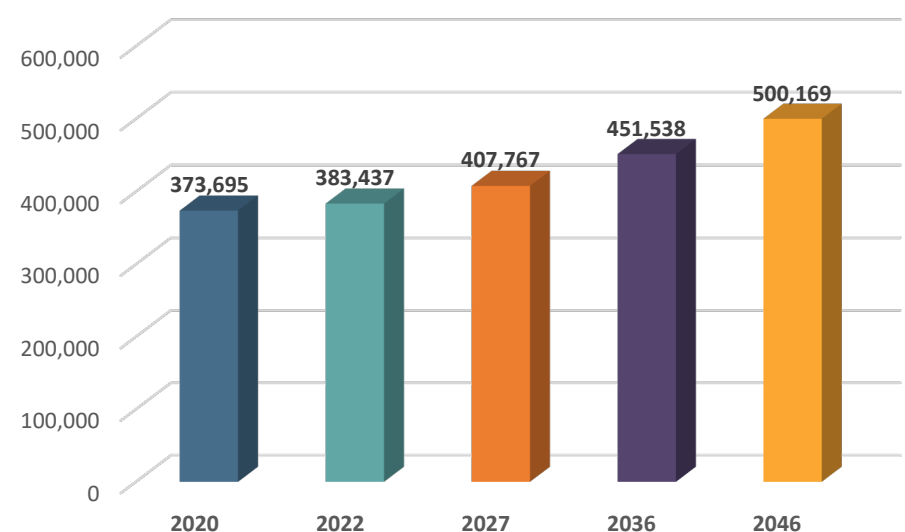
BATON ROUGE MPA POPULATION, 2020 TO 2046



Economy

Between 2020 and 2046, the total number of employees is expected to increase by approximately 34 percent; resulting in an estimated 500,000 employees in 2046.

BATON ROUGE MPA EMPLOYEES, 2020 TO 2046



Source: American Community Survey, Woods & Poole, Neel-Schaffer, Inc

Vehicle Miles Traveled (VMT)

Total VMT measures the total number of miles travelled by all vehicles within a certain area. Increasing VMT suggests there are either new vehicles on the roadway or that trip lengths are increasing. The projected growth in population and employment will itself increase demand and result in additional VMT and vehicle-hours traveled (VHT). Total daily VMT and VHT are estimated to increase by 39 percent and 57 percent, respectively, from 2020 to 2046.

TOTAL DAILY VEHICLE MILES TRAVELED AND VEHICLE HOURS TRAVELED, 2020 and 2046



Freight Transportation Demand

Every business and resident in the Baton Rouge MPA depends on efficient and safe freight transportation. Freight demand is closely tied to the economy; and a well-performing and connected freight transportation network is a critical factor for economic development. Total freight tonnage is projected to increase to more than 700 million tons in 2045, an increase of about 57 percent.

BATON ROUGE MPA FREIGHT TONNAGE, THOUSANDS OF TONS, 2017 AND 2045

	TRUCK	RAIL	WATER	PIPELINE	AIR (including truck-air)
2017	75,384	36,167	83,021	262,278	0.57
2045	118,936	63,586	137,704	396,507	1.18
% Growth	+58%	+76%	+66%	+51%	+107%

Source: Freight Analysis Framework (FAF) Version 5.



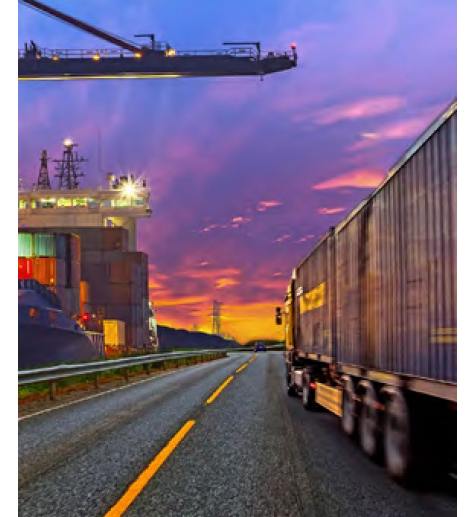
Environmental Factors

There is a significant relationship between environmental hazards and their impacts on transportation infrastructure and operations. Baton Rouge MPA's threats and hazards are categorized by natural, technological, and human-caused hazards. Events like tornadoes, hurricanes, and flooding reiterate the importance of creating sufficient evacuation routes; whereas technological hazards such as bridge damage and dam failures can easily disrupt everyday transportation activities and deteriorate existing infrastructure. Creating a resilient system that can easily respond to system disruption ensures that MPA's critical infrastructure is protected during unforeseen hazards.



Urbanization of the Population

Changes in people's travel behavior are mainly driven by changes in young people's socioeconomic conditions (less secure jobs and decline in disposable income, increased higher education participation) and living conditions (decline in home ownership and reurbanization), new ways of social interaction, and mode shift toward environmentally friendly transportation modes (transit, cycling, walking). Urban areas, like the Baton Rouge MPA, are projected to grow at a faster rate than surrounding rural parishes.



Global Policy and Transportation Investments

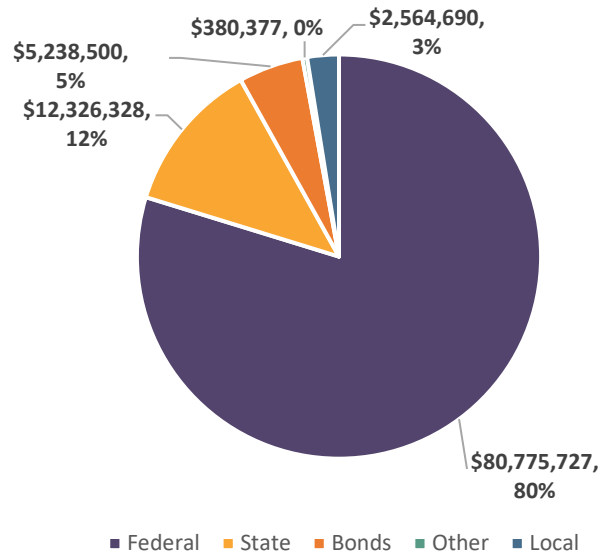
Increasing global trade continues to be fueled by international trade agreements. By 2045, the flow of cargo tonnage carried by truck is projected to grow by 58 percent. However, technological advancements and unforeseen events like COVID-19 could significantly increase the demand for freight movement across the state. The MPA's geographic location positions the state and the region to benefit from global opportunities by continuing to invest in partnerships with deepwater ports, intermodal facilities, air cargo facilities, rail lines, and highways.

FUNDING TRANSPORTATION IN BATON ROUGE MPA

How Transportation is Funded in Baton Rouge MPA

Funding for transportation within the region comes from a variety of state and federal sources. Historically, roughly 80 percent has come from federal sources through the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA), and the remainder comes from a variety of state taxes and fees. The majority of federal funding is derived from the federal motor vehicle fuel tax, and combined with the state fuel tax, the vast majority of funding for the MPA's transportation system is dependent on revenues from the fuel pump.

BATON ROUGE MPA REVENUE SOURCES, 2021



DECLINING REVENUE

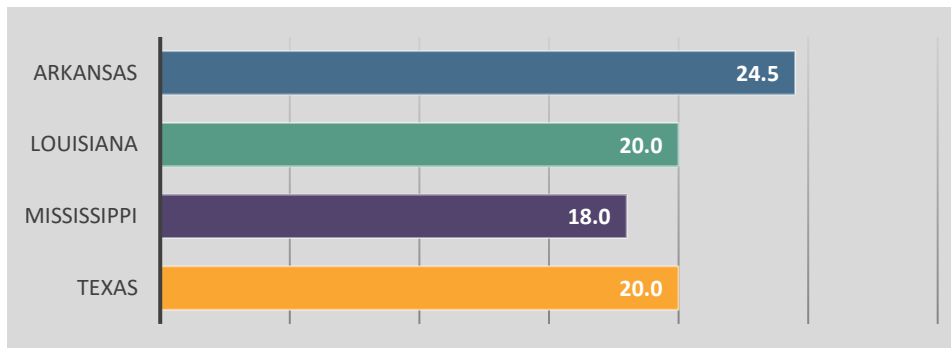
Transportation revenue in the Baton Rouge MPA has not kept pace with the region's transportation needs. Over time, transportation revenue is projected to decline due to:

- Gas tax not indexed to inflation;
- Increases in vehicle fuel efficiency;
- Increased adoption of electric/alternative fuels vehicles;
- Slow growth in vehicle miles traveled; and
- Possible reductions in federal funding share.

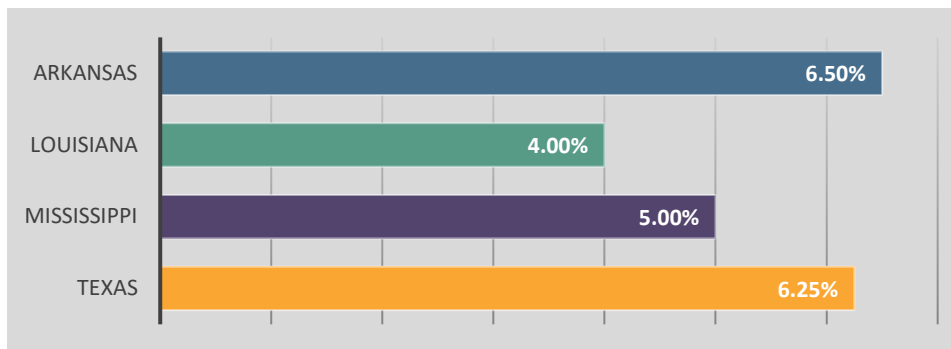
How Transportation Funds Are Raised in Louisiana

Comparing common transportation revenue sources, the State of Louisiana collects lower rates of key funding sources compared to surrounding southeastern states.

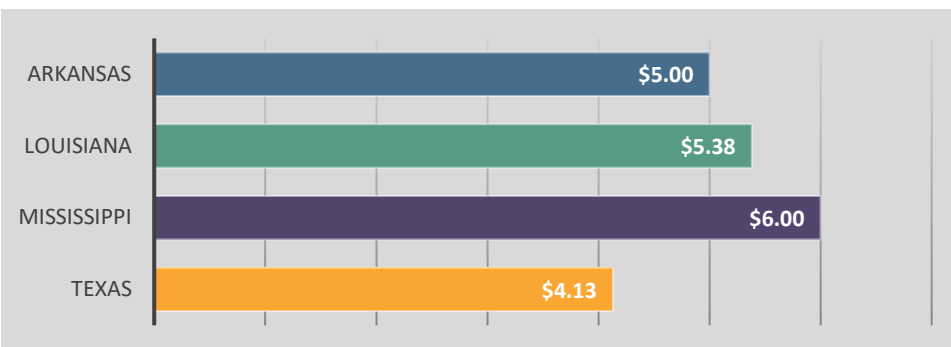
BATON ROUGE MPA AND SURROUNDING SOUTHEAST STATES COMPARISON



Gasoline Tax
(Cents per Gallon)



Excise Tax on Vehicles
(Percent)



Non-commercial Driver's License Fee
(Dollars per Year)

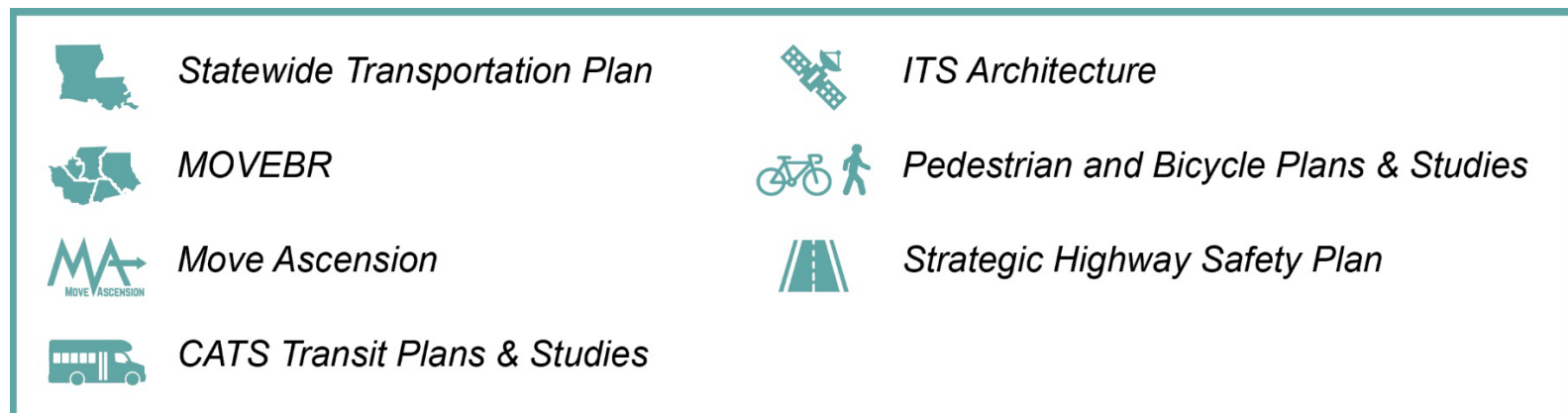


SECTION 2: MOVE 2046 PLANNING PROCESS

A LONG-RANGE PLAN FOR BATON ROUGE MPA'S MULTIMODAL TRANSPORTATION SYSTEM

MOVE 2046 is the Baton Rouge MPA's Metropolitan Transportation Plan for 2046. This plan is a continuation of previous planning efforts and is an update to the most recent MOVE 2042 adopted in 2018. The Capital Region Planning Commission (CRPC) works with the Louisiana Department of Transportation and Development (LADOTD) and several local and federal agencies to craft a comprehensive plan that is coordinated and consistent with the goals and progress of the MPO's partner agencies.

REGION-WIDE AND STATEWIDE PLANNING EFFORTS



The MOVE 2046 process identifies transportation needs and goals of residents, businesses, and visitors; compares various investment strategies based on impacts to the transportation system and presents a plan of action for the region. A Metropolitan Transportation Plan is required by each urban area with a population greater than 50,000 persons. This planning process includes consideration and implementation of projects, strategies, and services that address:

- Economic vitality;
- Safety and security;
- Accessibility and mobility of people and freight;
- Protection and enhancement of the environment;
- Connectivity of the transportation system, across and between modes;
- Efficient system management and operations;
- Preservation of the existing transportation system
- Resiliency and risk; and
- Travel and tourism

MOVE 2046 PLANNING PROCESS





Consistent with the previous four updates of the MOVE plans, this plan update leverages other statewide, regional, and local planning efforts and included close collaboration with the LADOTD, Federal Highway Administration (FHWA), the Capital Area Transit System (CATS), Federal Transit Administration (FTA), Louisiana Department of Environmental Quality (LDEQ), and Environmental Protection Agency (EPA).

MOVE 2046 is an actionable plan, highlighting unmet funding needs compared with available resources. By comparing strategies based on transportation system impacts and how they address systemwide goals, MOVE 2046 provides a plan of action for the MPA.

Declining revenues and increases in population and employment mean the Baton Rouge MPA must strategically prioritize investments and do more with fewer resources. MOVE 2046 outlines the overall system needs, the financial constraints, and the plan of action to achieve the region's transportation goals.



Federal Highway Administration



Federal Transit Administration



MOVE
2046

Connecting Communities – Shaping Our Future

PERFORMANCE-BASED PLANNING

Measuring progress toward goals is a critical element of a long-range planning process. Performance-based planning takes place within an overall Planning for Performance Framework, which is comprised of five (5) basic elements. As part of the MOVE 2046 update, CRPC and its partners established goals, identified the performance measures to track progress, set reasonable targets, used analysis of public input to determine a preferred funding allocation, and made plans to measure and track results.

OUTREACH

Providing integral guidance of long-range planning for transportation, the general public, stakeholders, and CRPC partners gave important insight into local and regional concerns and priorities related to *transportation*.

Input from a varied group of stakeholders was solicited through targeted outreach and advisory committees, a key stakeholder mailing list, a public engagement website, meetings, as well as public surveys. The goal of the outreach process was to understand what residents and workers within the Baton Rouge MPA need from the transportation system to develop long term strategies for improvements.

General Public

provided input and survey responses during several public meetings and surveys. These engagements garnered input on the transportation system, priorities, and needs throughout the region.

Key Business & Public Stakeholders

assisted with the refinement of the vision, goals, objectives, and performance measures.

CRPC Partners

established the MOVE 2046 goals and the performance goals, measures, and targets which were informed by key themes prioritized by stakeholders and the general public.

PUBLIC INVOLVEMENT

Over 5,300 people provided input to develop MOVE 2046.

Round 1

- 82 Stakeholders
- 41 Attendees in Virtual Public Meetings
- 3,637 People Took the Online Survey
- 369 People Took the Paper Survey at Pop-up Events and Community Groups

Round 2

- 1,354 People Took the Online Survey

Round 3

- 54 Attendees in Virtual Public Meetings
- 16 Draft Plan Comments

ESTABLISHING TRANSPORTATION PRIORITIES

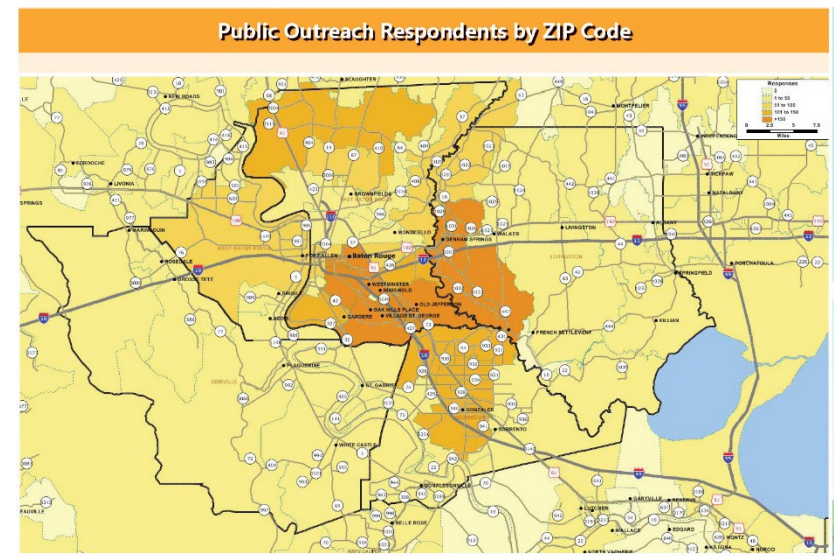
Key findings from the outreach phase of MOVE 2046, which occurred at the beginning, midpoint, and near the end of the planning process, helped guide the planning process. Participation from the public, key stakeholders, and CRPC partners established the transportation priorities for MOVE 2046.

To gain a better understanding of the public attitudes about transportation system improvements and transportation funding options, a survey of members of the public throughout the region was conducted in the first round of outreach. The survey asked respondents their thoughts on issues such as transportation priorities, budget priorities, most congested roadways, and roadways with the most safety issues.

Overall, managing/adding capacity is seen as the greatest need within the region, followed by maintaining the existing infrastructure and improving safety. This is reflected by the recurring congestion in the region and the aging and deteriorating roads and bridges within the region.

As part of MOVE 2046, a survey of key industry stakeholders and transportation leadership around the region was conducted to gain a better understanding of what transportation improvement strategies will have the greatest impact to meet the needs of the travelling public for current and future changes in transportation demand.

Transportation Survey Key Words by Category	
Current Issues Respondents identified their biggest problems with the existing transportation system, and how they describe it. bridge, broken, downtown, equity, ice storm, intersections, lack of facilities/affordable transportation, lack of maintenance, lack of police enforcement, not clean, potholes, public transportation/transit, repair, safety, sidewalks, signs, speeding, surface streets, traffic lights, unreliable, wasted funding	Peer Cities Respondents identified cities that Baton Rouge can model its transportation after. Houston (TX), New Orleans (LA)
Roadways Respondents identified roadways most in need of maintenance, safety improvements, or congestion relief. Airline Highway, Florida Boulevard, Government Street, I-110, I-12, LA 30, Sherwood Forest Boulevard, US 61	Solutions Needed Respondents identified their biggest needs or potential solutions alternative route, better sidewalks, bike paths, bypass, clean, connectivity, crosswalks, economic impact, education, enforcement, intersections, loop, maintenance, new bridge, passenger rail, police, public transportation/transit, reduce crashes, reliable system, repair, safety, stop distracted driving, traffic lights



Source: MOVE 2046 Public Input Survey Results, May 2021

Using the feedback provided from the public and stakeholders, CRPC leadership set a vision, goals, and objectives that are meaningful to all residents and workers within the region. The MOVE 2046 vision, goals, and objectives, along with performance measures and targets, guide the direction of transportation system over the next 25 years.

VISION

Our Aspiration

The Baton Rouge metropolitan region will have a seamlessly integrated multi-modal transportation system that supports the sustainability and resiliency of the region and connects residents, workers, and visitors to their desired destinations safely, conveniently and efficiently, regardless of their circumstances or abilities, while supporting passenger vehicles, bicyclists, pedestrians, public transportation, and freight.



SECTION 3: MOVE 2046 GOALS, OBJECTIVES, AND STRATEGIES

Several key transportation goals guided the development of MOVE 2046 to work towards the vision of the Baton Rouge MPA's future transportation system. These goals are consistent with the current and previous plan updates and directly relate to one or more of federal planning factors established in the FAST Act.



MOVE 2046 GOALS AND OBJECTIVES

For each goal created for MOVE 2046, objectives were identified that clarify and expand upon the goal statement. These activity-based objectives were used to identify specific strategies that help the MPO achieve its stated goals.



Goal 1: Improve and expand transportation choices

- Objective 1.1: Improve mobility and access across the region for pedestrians and bicyclists.
- Objective 1.2: Make public transportation a viable and affordable choice as a mode of transportation. Improve and expand regional transit coverage to give citizens more transportation options.
- Objective 1.3: Support shared mobility options to put more people into fewer vehicles.
- Objective 1.4: Support convenient and affordable access to local and regional air, rail, and water transportation.



Goal 2: Improve safety and security

- Objective 2.1: Reduce motor vehicle crash fatalities and serious injuries.
- Objective 2.2: Reduce pedestrian and bicycle crash fatalities and serious injuries.
- Objective 2.3: Enhance corridors with safety improvements that consider the community context.
- Objective 2.4: Support coordination among local and state stakeholders to improve enforcement of traffic regulations, transportation safety education, and emergency response.
- Objective 2.5: Increase the redundancy and diversity of the transportation system to provide emergency alternatives for evacuation and access during disruptive man-made or natural incidents.
- Objective 2.6: Support the improvement of transit safety and security for all transit providers in the region.



Goal 3: Provide a reliable and high performing transportation

- Objective 3.1: Enhance regional connectivity across all transportation modes.
- Objective 3.2: Maintain the transportation infrastructure, facilities, and assets in a good state of repair.
- Objective 3.3: Improve mobility by reducing traffic congestion and delay.
- Objective 3.4: Prepare for technological advances that will efficiently and dynamically manage roadway demand and capacity and overall systems operations.



Goal 4: Support the economic vitality of the region

- Objective 4.1: Improve the transportation system to enhance workforce development, economic competitiveness, support recreation and tourism, and to provide access to regional, national, and global markets.
- Objective 4.2: Use transportation improvements to support vibrant activity centers and that are consistent with local plans for growth and economic development.
- Objective 4.3: Improve and enhance the mobility of freight by truck, rail, and other modes.
- Objective 4.4: Support a fiscally constrained 25-year Metropolitan Transportation Plan that addresses existing and future needs while maximizing projected revenues.



Goal 5: Consider the relationship of transportation and environment

- Objective 5.1: Build resiliency into the transportation system across all modes, especially to address known points of failure and to effectively manage and mitigate stormwater runoff.
- Objective 5.2: Minimize or avoid adverse impacts from transportation improvements to the natural environment.
- Objective 5.3: Provide an inclusive setting for regional transportation decision-making.
- Objective 5.4: Support the reduction of transportation-related greenhouse gas emissions and the improvement of air quality.



Goal 6: Provide an equitable transportation system

- Objective 6.1: Ensure transportation improvements provide equitable benefits across the region.
- Objective 6.2: Minimize or avoid adverse impacts from transportation improvements to the human environment, such as historic sites, recreational areas, and environmental justice populations.
- Objective 6.3: Improve regional mobility choices for underserved communities.



Responsibly Improve Roadway System

Funding for new roads and widening roads is limited. The MPO will prioritize roadway capacity expansion projects that have a high benefit/cost ratio.



Redesign Key Corridors and Intersections

This plan has identified major corridors that should be redesigned to be safer, more efficient, and more accessible to all users of the transportation system.



Rapidly Expand Biking and Walking Infrastructure

There were frequent comments from the public advocating for better walking and biking conditions. The MPO should promote more bicycle and pedestrian projects and encourage bicycle and pedestrian improvements as part of the planned roadway projects.



Address Freight Bottlenecks and Needs

The MPO should prioritize projects that reduce delay for freight vehicles to support local businesses and industry. The MPO should also conduct a regional freight study to understand the commodity flows of the region and to identify needed investments for better freight movement within the MPA.



Monitor Emerging Technology Options

Transportation technology is changing rapidly but much is still uncertain. The MPO should continue to monitor trends in emerging mobility options and consider partnerships with mobility companies and pilot programs as appropriate.



Improve and Expand Public Transit

The MPO will coordinate with local governments and transit providers in the region to advance public transit and shared mobility initiatives. This may include a “system redesign” of CATS and Tiger Trails routes, introduction of new mobility options like Microtransit and Bus Rapid Transit (BRT), and potential expansion of transit service into new areas or markets.



Prioritize Maintenance

The MPO must work towards repairing roadways in Poor condition, which are extensive throughout the region. The MPO should proactively address pavement conditions, bridge conditions, and transit asset management. Additional studies may be worthwhile to collect maintenance data on roadways outside of the National Highway System.



Safety Management System

The typical traffic safety program includes a crash record system, identification of hazardous locations, engineering studies, selection of countermeasures, prioritization of projects, planning and implementation, and evaluation.



Travel Demand Management

The MPO must continue to promote and practice Travel Demand Management (TDM) as a means of reducing traffic congestion and improving air quality. The MPO recommends continued use of ride share services and expanding the current TDM pilot program to reduce demand during peak periods on roadways. This includes the addition of High Occupancy Vehicle lanes on heavily travelled roadways.



SECTION 4: TRANSPORTATION

ASSETS AND NEEDS

The Baton Rouge MPA's businesses, residents, and visitors rely on a multimodal transportation network to serve diverse transportation demands. Each mode within the region serves an important role in facilitating the movement of goods, people, or both. To determine the region's transportation investment needs, MOVE 2046 analyzed the current and forecasted capacity and performance for each mode. By aligning the MOVE 2046 transportation goals with the identified deficiencies, key investment strategies were developed for each transportation program.

TRANSPORTATION PROGRAMS

» *Pavement*

» *Bridges*

» *Capacity*

» *Safety*

» *Intelligent Transportation Systems*

» *Rail*

» *Ports*

» *Aviation*

» *Public Transportation*

» *Bike and Pedestrian*

Transportation program snapshots summarize key information gathered and analyzed as part of the MOVE 2046 planning process. Below is a list of key information.



KEY STATISTICS



KEY FEATURES



INVESTMENT AVAILABILITY



PERFORMANCE MEASURES AND TARGETS



IMPACT OF INVESTMENT



PAVEMENT

KEY STATISTICS

- Interstates are divided roadways with high mobility for longer trips with limited access
- Freeways and expressways provide directional travel lanes separated by a physical barrier or median with limited access.
- Principal arterials serve as high volume traffic corridors. They provide access to the major activity centers of a metropolitan area from its furthest points.
- Minor arterials connect the principal arterials and provide a lower level of travel mobility for shorter travel lengths.
- Collectors are those roadways that carry low to medium traffic volumes and connect arterials, minor/major collectors, and local streets.
- Local roadways are not intended for long-distance travel but provide direct access to nearby land uses.

BATON ROUGE MPA CENTERLINE MILES AND LANE MILES, 2020

Functional Class	Centerline Miles		Lane Miles	
	Number	Percent	Number	Percent
Interstate	327	14.9%	670	21.6%
Principal Arterial	564	25.6%	943	30.4%
Minor Arterial	385	17.5%	523	16.8%
Major Collector	585	26.6%	611	19.7%
Minor Collector	338	15.4%	360	11.6%
Total	2,199	100.0%	3,107	100.0%

Source: CRPC Model, 2021.

KEY FEATURES

Pavement conditions are assessed using a variety of factors. The final measurement assigns either a Good, Fair, or Poor condition to each roadway segment. More than a third of Interstate pavements within the MPA are in Poor condition and more than half of the Non-Interstate NHS pavements in the MPA are in Poor condition.



INVESTMENT AVAILABILITY (2020 TO 2046)

\$637.8 Million for Overlays and Maintenance

PERFORMANCE MEASURES AND TARGETS

Bridge/Pavement Performance Measures (PM2)				
Measure	MPO Target	2018 Trends/Results		Score
Percent of Pavements of the Interstate System in Good Condition	16.3%	<p>43.4% (MPA), 19.6% (LA), 16.3% (Target)</p>		<p>The Interstate System pavements in Good Condition within the MPA performs considerably better than the MPO target and State performance.</p>
Percent of Pavements of the Interstate System in Poor Condition	2.5%	<p>33.8% (MPA), 2.9% (LA), 2.5% (Target)</p>		<p>The MPA performs considerably worse than the MPO target and the State. Reducing the amount of Interstate System pavements in Poor Condition needs to be a focus for the MPA.</p>
Percent of Pavements of the Non-Interstate NHS in Good Condition	19.8%	<p>26.4% (MPA), 43.6% (LA), 19.8% (Target)</p>		<p>The MPA performs better than the MPO target for Non-Interstate NHS pavements in Good Condition but worse than the State performance.</p>
Percent of Pavements of the Non-Interstate NHS in Poor Condition	14.9%	<p>50.6% (MPA), 20.9% (LA), 14.9% (Target)</p>		<p>The MPA performs considerably worse than the MPO target and the State. Reducing the amount of non-Interstate NHS pavements in Poor Condition needs to be a focus for the MPA.</p>

Note: Federal Performance Measure Rule 2 (PM2) requires the reporting of the percentage of Interstate and non-Interstate NHS pavements in good and poor condition.

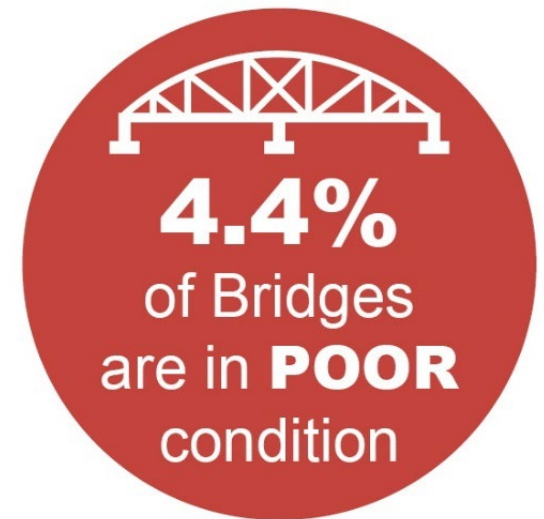
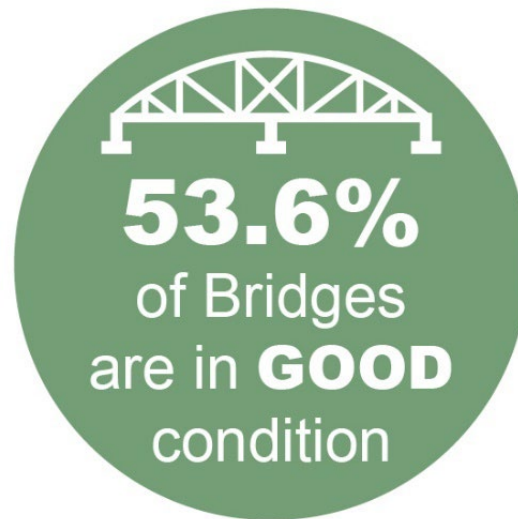




BRIDGES

KEY STATISTICS

There are over a thousand bridges or bridge-like structures within, or in close proximity to, the Baton Rouge MPA. Using the 2019 National Bridge Inventory data, within the region there are 174 structurally deficient bridges. Nineteen (19) of those bridges are on the reported sections of the NHS. However, less than five (5) percent of National Highway System bridges within the region are in poor condition.



Source: U.S. National Bridge Inventory Database 2019

KEY FEATURES

Bridges are assigned a rating based on the available National Bridge Inventory data, determined by the lowest rating of deck, superstructure, substructure, or culvert, that represents the general condition of the structure.



INVESTMENT AVAILABILITY (2020 TO 2046)

\$637.8 Million for Bridge Projects

PERFORMANCE MEASURES AND TARGETS

Bridge/Pavement Performance Measures (PM2)				
Measure	MPO Target	2018 Trends/Results	Score	Analysis
Percent of NHS bridges in Good Condition by Deck Area	30.0%	<p>54.0% (MPA), 41.1% (LA), 30.0% (Target)</p>		The percent of NHS bridge in Good Condition within the MPA performs better than the MPO target and State performance.
Percent of NHS bridges in Poor Condition by Deck Area	9.9%	<p>4.5% (MPA), 7.6% (LA), 9.9% (Target)</p>		The percent of NHS bridge in Poor Condition within the MPA performs better than the MPO target and State performance.

Impacts of Investment



Deficient Bridges Impact Marketability of Land for Economic Development

Diverted Traffic Around Bridges Leads to Higher Transportation Costs



Bridge Closures Eliminate Access for People and Goods





CAPACITY

KEY STATISTICS

Unreliable travel times and congestion arise as traffic volumes increase with limited capacity, costing time and money. Ensuring reliable travel times requires maintaining enough roadway capacity to meet the demands of a growing population and the economy. The demand for roadways is measured by Vehicle Miles Traveled (VMT).

Both VMT and vehicle hours traveled (VHT) are projected to increase with VHT increasing at a faster rate. This suggests that congestion will worsen in the absence of additional roadway expansions or demand management strategies.

BATON ROUGE MPA CENTERLINE MILES AND LANE MILES, 2020

Category	2020 (Existing)	2046 (E+C Projects)	Change	Percent Difference
Centerline Miles	2,144	2,149	5	0.2%
Vehicle Miles Traveled	9,764,436	13,586,978	3,822,542	39.1%
Vehicle Hours Traveled	225,111	353,224	128,113	56.9%
Vehicle Hours of Delay	47,693	107,035	59,342	124.4%

Source: CRPC Model, 2021.

Nearly **25 miles** of roadway are expected to have volumes exceeding capacities by the year 2045, impacting travel for the residents of the Baton Rouge MPA and freight movement within the region.

KEY FEATURES

Highway capacity is often measured using Level of Service (LOS). LOS is based on the traffic volume to roadway capacity ratio. The higher the ratio, the worse the congestion and lower the LOS. LOS of traffic differs by type of roadway and is a complex consideration of traffic density, speeds, delay, and volume to capacity ratio, peak conditions, etc.



INVESTMENT AVAILABILITY (2020 TO 2046)

\$1.18 Billion for Capacity Improvements

*Excludes one-time funds

PERFORMANCE MEASURES AND TARGETS

System Performance Measures (PM3)				
Measure	MPO Target	2018 Trends/Results	Score	Analysis
Percent of Person-Miles Traveled on the Interstate that are Reliable	74.4%	<p>MPA: 92.9% LA: 89.6% Target: 74.4%</p>		The percent of person-miles travelled on the Interstate performs better than the MPO target and somewhat above State performance.
Percent of Person-Miles Traveled on the Non-Interstate NHS that are Reliable	75.2	<p>MPA: 92.8% LA: N/A Target: 75.2%</p>		The percent of person-miles travelled on the Non-Interstate NHS performs better than the MPO target.
Truck Travel Time Reliability (TTTR) Index on the Interstate	2.01	<p>MPA: 1.60 LA: 1.36 Target: 2.01</p>		The TTTR of the MPA performs better than the MPO target but somewhat worse than the State.





SAFETY

KEY STATISTICS

Providing a safe transportation system for all roadway users is a top priority for CRPC. To provide this safe transportation system and lower fatality and injury rates, short-term and long-term solutions are needed. Continuing investment in engineering, enforcement, education, and emergency medical services is necessary to continue to lower fatality and injury rates in the region and keep transportation system users safe.



INVESTMENT AVAILABILITY (2020 TO 2046)

\$273.4 Million for Safety Projects

PERFORMANCE MEASURES AND TARGETS



Impacts
of Crash
Reduction



Reduced
Fatalities



Increased
Productivity and
Earning Ability



Reduced
Insurance
Costs



Reduced
Property
Damage
Costs



Reduced
Cargo
Loss
Costs



INTELLIGENT TRANSPORTATION SYSTEMS (ITS)

KEY STATISTICS

ITS technologies are continuously evolving, with new, more efficient, and less expensive infrastructure constantly being developed. Some of the emerging ITS technologies to address traveler's needs include automated driving systems, data exchanges, cybersecurity, and artificial intelligence. CRPC plans to use emerging ITS advancements as part of the future projects and will look for opportunities to evaluate, test, and analyze new devices, technologies and systems that may help operate the transportation system in a safer and more efficient manner.

Below are the key benefits of ITS investments:

SAFETY: reduction in the overall number of crashes and severity;

MOBILITY: reduction in delay and variability in travel time;

CAPACITY/THROUGHPUT: the number of vehicles or people that can move through a transportation facility within a certain timeframe;

CUSTOMER SATISFACTION: the quality of service and number of complaints and/or compliments received;

PRODUCTIVITY: operational efficiencies and cost savings; and

ENERGY AND ENVIRONMENT: reduction in emissions and energy output.

KEY FEATURES

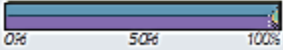
Transportation Management Centers (TMC)/Traffic Operation Centers (TOC) are the base for operating and monitoring the statewide, regional, or local transportation network. Typically manned 24 hours a day, seven days a week, TMCs provide a wide range of services, including relaying traveler information, monitoring traffic and weather conditions, and coordinating incident response.



INVESTMENT AVAILABILITY (2020 TO 2046)

\$7.9 Million for Enhancement Projects

PERFORMANCE MEASURES AND TARGETS

PROGRAMS	MEASURE	CURRENT CONDITION	PERF. TARGET	<div> <div>Current Condition</div> <div>Performance Target</div> </div>
INTELLIGENT TRANSPORTATION SYSTEMS by % of Current Spending	% of Current Spending	100%	100%	

Impacts of Investment





RAILROADS

KEY STATISTICS

The region’s rail system, comprised of six Tier 1 railroads, is operated by: Kansas City Southern (KCS), Canadian Northern (CN) [two rail lines], Union Pacific (UP), Royal Gorge Route, and Acadian Railway Co.

The freight rail system is a critical component of the Baton Rouge MPA’s economy, generating jobs and carrying millions of tons of goods in 2017. By 2045, freight rail demand is projected to increase:

140% MORE in freight value carried; and 76% ADDITIONAL tonnage carried.

Direction	Tons (Thousand)			Value (\$ million)		
	2017	2045	Percent Change	2017	2045	Percent Change
Inbound (Interstate)	7,761	7,933	2%	1,804	2,785	54%
Inbound (Intrastate)	14,607	21,368	46%	385	1,023	165%
Outbound (Interstate)	7,128	18,276	156%	4,677	11,774	152%
Outbound (Intrastate)	233	680	192%	313	884	183%
Within MPA	6,438	15,329	138%	5,838	14,745	153%
Total	36,167	63,586	76%	13,017	31,211	140%

KEY FEATURES

Rail is a vital aspect to the region as it is a means of transporting goods and other large freight items.



INVESTMENT AVAILABILITY (2020 TO 2046)

MOVE 2046 does not have a dedicated funding source for railway improvements. However, the plan supports safety improvements and pavement preservation at roadway intersections with rail lines.

PERFORMANCE MEASURES AND TARGETS

PROGRAMS	MEASURE	CURRENT CONDITION	PERF. TARGET	Current Condition
				Performance Target
Rail by % of Current Spending	% of Current Spending	100%	100%	





PORTS

KEY STATISTICS

The MPA is served by one port, the Port of Greater Baton Rouge, and six (6) major waterways:

- Mississippi River
- Gulf Intracoastal Waterway
- Morgan City-Port Allen Route
- Bayou Grosse Tete
- Bayou Lafourche Waterway
- Amite River and Bayou Manchac

The amount of freight shipped by waterways within the MPA is expected to increase a sizeable amount from 2017 through 2045.

Direction	Tons (Thousand)			Value (\$ million)		
	2017	2045	Percent Change	2017	2045	Percent Change
Inbound (Interstate)	19,945	26,902	35%	5,995	10,640	77%
Inbound (Intrastate)	17,047	28,946	70%	4,584	7,588	66%
Outbound (Interstate)	13,031	26,110	100%	4,476	10,259	129%
Outbound (Intrastate)	28,460	47,844	0%	7,891	13,190	0%
Within MPA	4,538	7,902	0%	1,631	2,644	0%
Total	83,021	137,704	66%	24,578	44,321	80%

Source: FAF 5

KEY FEATURES

The Port provides access to the Mississippi River and the Gulf Intracoastal Waterway. This strategic location provides links to other major ports between Florida and Texas as well as 15,000 miles of the Mississippi River inland waterway system, the Gulf of Mexico, and ocean trade lanes to the world.

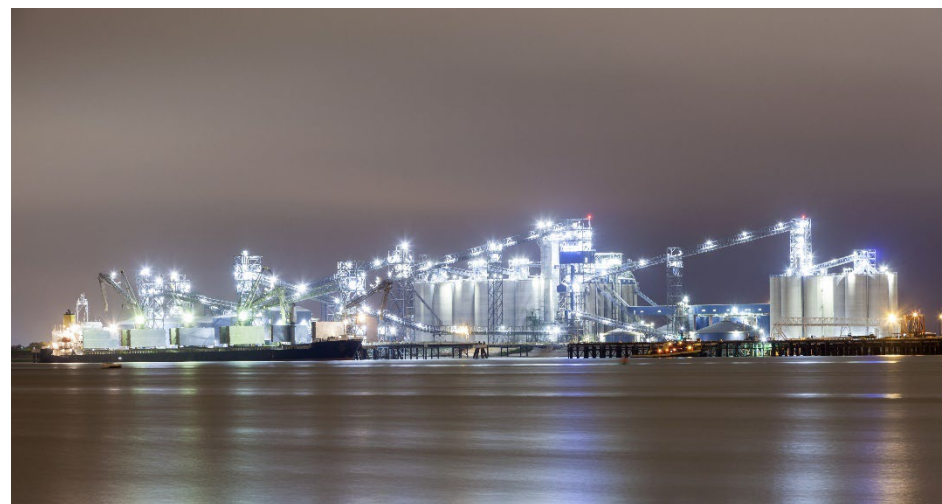


INVESTMENT AVAILABILITY (2020 TO 2046)

MOVE 2046 does not have a dedicated funding source for waterway improvements. However, the plan supports providing access to these facilities and considers navigable waterway needs in project evaluation and scoring.

PERFORMANCE MEASURES AND TARGETS

PROGRAMS	MEASURE	CURRENT CONDITION	PERF. TARGET	<div> <div>Current Condition</div> <div>Performance Target</div> </div>
Ports by % of Current Spending	% of Current Spending	100%	100%	<div> <div></div> <div>0%50%100%</div> </div>





AVIATION



KEY STATISTICS

The region's airports connect people and goods at local and national levels. The quality of air transportation within the region impacts ability to improve the quality of life for residents and to ensure efficient commerce and freight travel as well.

TOP COMMODITIES SHIPPED BY AIR IN BATON ROUGE MPA, BY WEIGHT, 2017 AND 2045

Rank	Commodity	Tons (hundred)		Change	Percent Change
		2017	2045		
1	Machinery	2.21	4.04	1.83	82.8%
2	Precision instruments	0.82	1.77	0.94	114.6%
3	Plastics/rubber	0.67	1.44	0.76	113.4%
4	Textiles/leather	0.29	0.89	0.60	206.9%
5	Articles-base metal	0.47	0.96	0.49	104.3%
6	Electronics	0.37	0.83	0.46	124.3%
7	Animal feed	0.17	0.50	0.33	194.1%
8	Misc. mfg. prods.	0.20	0.48	0.27	135.0%
9	Chemical prods.	0.41	0.61	0.20	48.8%
10	Pharmaceuticals	0.10	0.28	0.17	170.0%

Source: FAF 5

KEY FEATURES

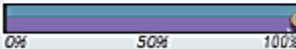
Although the amount of freight shipped by air is small, the commodities transported by air tend to be high-value and time-sensitive. The region's airports are also critical to the movement of people to other regions.



INVESTMENT AVAILABILITY (2020 TO 2046)

MOVE 2046 does not have a dedicated funding source for aviation improvements. However, the plan supports providing access to these facilities.

PERFORMANCE MEASURES AND TARGETS

PROGRAMS	MEASURE	CURRENT CONDITION	PERF. TARGET	<div>Current Condition</div> <div>Performance Target</div>
Aviation by % of Current Spending	% of Current Spending	100%	100%	



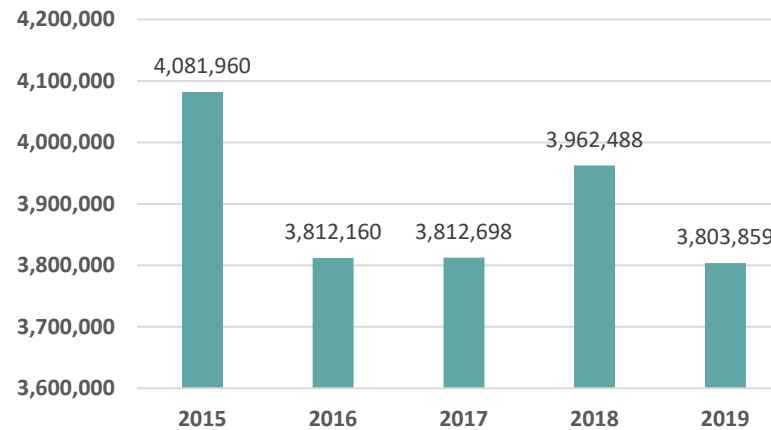


TRANSIT

KEY STATISTICS

Public transportation ridership has been steady over the last five years in the region, averaging 3.8 million riders per year on fixed route services and nearly 90,000 riders per year for demand-response services.

TOTAL CATS RIDERSHIP, 2015 THROUGH 2019



Source: CATS, 2021.






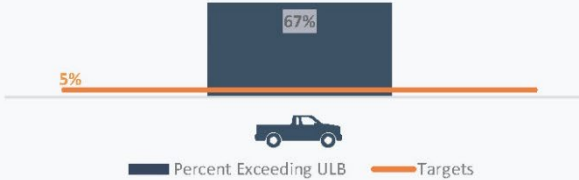





KEY FEATURES

The City of Baton Rouge, operating as CATS, is the primary public transit provider in the region; offering both fixed route bus service and complementary paratransit service within the City limits.

INVESTMENT AVAILABILITY (2020 TO 2046)

\$444.1 Million for Transit Projects

PERFORMANCE MEASURES AND TARGETS

Transit Asset Management 2020 Performance and Target						
Rolling Stock						
Measure	Asset Category		MPO 2021 Target	2020 Trends/Results	Score	Analysis
Percent of Revenue Vehicles Exceeding Their Useful Life Benchmark (ULB)	Bus		0%	 <p>0% 2% 9% 34%</p> <p>Bus Cutaway</p> <p>■ Percent Exceeding ULB ■ Targets</p>		The percent of revenue vehicles (bus and cutaway) exceeding their ULB exceeds the MPO target.
	Cutaway		9%			
Equipment						
Measure	Asset Category		MPO 2021 Target	2020 Trends/Results	Score	Analysis
Percent of Non-Revenue Service Vehicles Exceeding Their ULB	Trucks and Other Rubber Tire Vehicles		5%	 <p>5% 67%</p> <p>■ Percent Exceeding ULB ■ Targets</p>		The percent of non-revenue service vehicles exceeding their ULB, exceeding the MPO target.
Facilities						
Measure	Asset Category		MPO 2021 Target	2020 Trends/Results	Score	Analysis
Percent of Facilities Rated Under 3.0 on the Transit Economic Requirements Model (TERM) Scale	Administration Buildings		0%	 <p>0% 0% 0% 0%</p> <p>Admin. Buildings Maintenance Facility Service Buildings Passenger Facility</p> <p>■ Targets</p>		None of the facilities are rated under 3.0 on the TERM Scale.
	Maintenance Facility		0%			



**IMPACTS OF
TRANSIT
INDUSTRY**



*Improved
Safety*



*Reduced
Emissions*



*Increased
Capacity and
Traffic Flow*



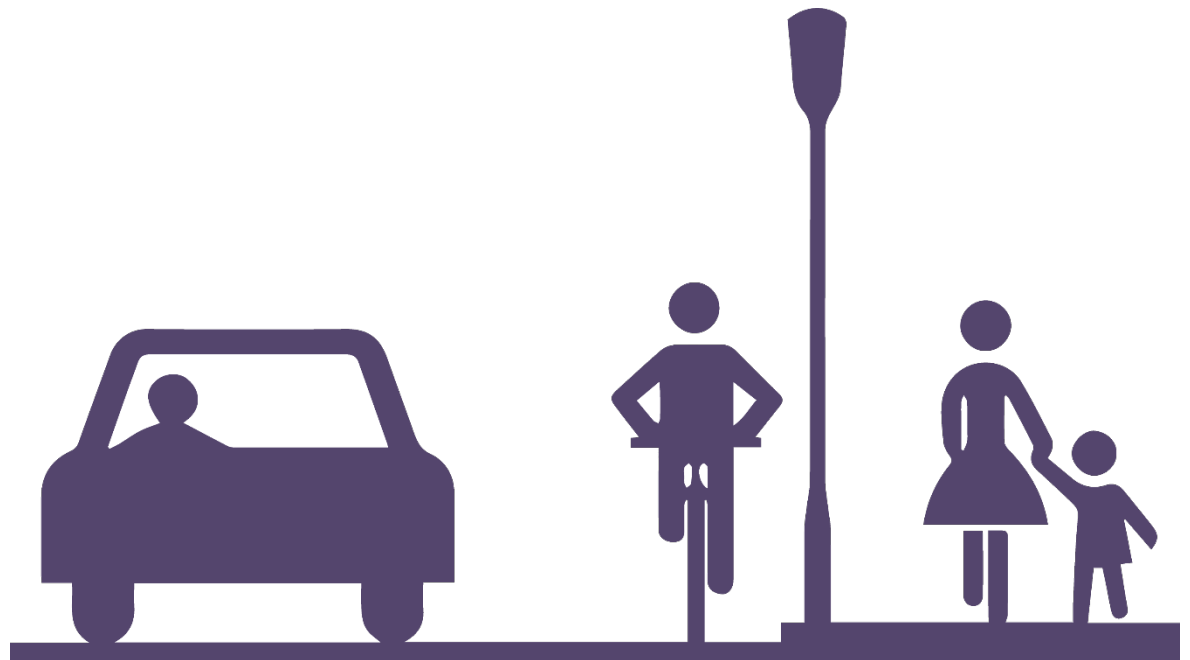
BIKE AND PEDESTRIAN

KEY STATISTICS

Bicycling and walking trips across the country have steadily increased in the past 25 years. While bicycling and walking trips in the MPA fall below the national average, the MPO supports bicycling and walking and has developed a bicycle and pedestrian master plan. Providing safe and complete bicycle routes and pedestrian networks allows the citizens and workers of the region to safely and conveniently travel.

KEY FEATURES

There are 130 proposed bicycle and pedestrian facilities identified in the most recent bike and pedestrian plan.





 INVESTMENT AVAILABILITY (2020 TO 2046)

**\$56.6 Million for
Bike and Pedestrian Projects**



IMPACTS OF INVESTMENT



Increased
Tourism



Low Cost
Transportation
Services



Decreased
Health Costs



SECTION 5: TRANSPORTATION

INVESTMENT NEEDS

MOVE 2046 aims to provide a roadmap for meeting the region's future multimodal transportation needs, despite the challenges facing funding in the future. Transportation investments are necessary to maintain the existing infrastructure, modernize/ upgrade existing assets, and provide needed capacity through system expansion or travel demand management.

PROJECTED TRANSPORTATION FUNDING

Understanding how much funding is expected to be available for transportation in the MPA is critical when analyzing the impacts of future investment scenarios. This section describes the estimated transportation funding forecasts, the priorities for investment, and potential issues funding those priorities including gaps in funding.

Roadway Funding Projections

Using historical funding data, the table below summarizes the expected funding projections available for roadway projects over the next 25 years.

BATON ROUGE MPA's EXPECTED TRANSPORTATION FUNDING FOR ROADWAY PROJECTS

PROGRAMMING TIERS	PROJECTED FUNDING		
	ROADWAY PROJECTS	LINE-ITEMS	TOTAL FUNDING
2022 - 2027	\$288,541,408	\$278,541,407	\$567,082,815
2028 - 2036	\$401,773,172	\$401,773,170	\$803,546,342
2037 - 2046	\$490,710,680	\$490,710,680	\$981,421,360
Total	\$1,181,025,260	\$1,171,025,257	\$2,352,050,517

Transportation Alternatives and Transit Funding Projections

Using historical funding data, the table below summarizes the expected funding projections available for bicycle/pedestrian and transit projects over the next 25 years.

BATON ROUGE MPA's EXPECTED TRANSPORTATION FUNDING FOR BICYCLE/PEDESTRIAN AND TRANSIT PROJECTS

PROGRAMMING TIERS	PROJECTED FUNDING	
	Bicycle/Pedestrian	Transit
2021 - 2027	\$11,993,554	\$95,594,645
2028 - 2036	\$19,032,894	\$148,823,396
2037 - 2046	\$25,532,814	\$199,648,052
Total	\$56,559,262	\$444,066,093

Potential Funding Disruptors

Predicting future funding through 2046 is a challenge and several disruptors could change the anticipated transportation funding in the Baton Rouge MPA.

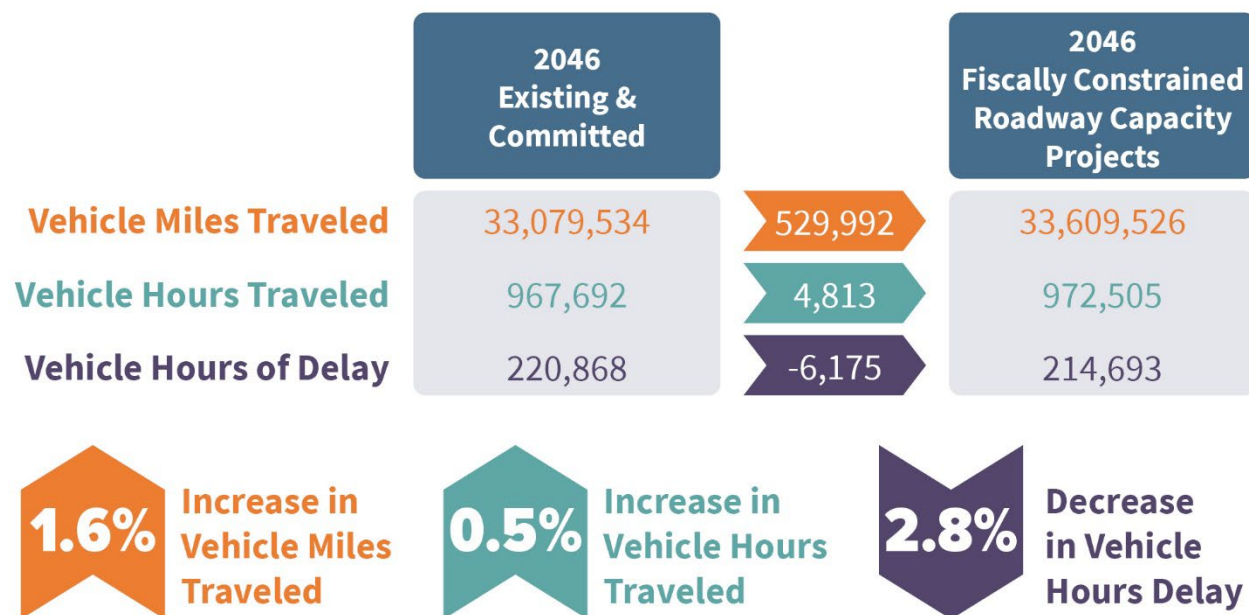
- **Federal Program Funding:** If there was any change in federal funding programs or the allocation methodology, then the region could be impacted positively or negatively. This happened in 2015 with the passage of the FAST Act, which replaced MAP-21. Current projections from the IJJA show the State of Louisiana will receive a funding boost, which would in turn trickle down to the Baton Rouge region. However, the reverse could happen in future years as well.
- **Motor Fuel Tax Revenues:** Accounts for the vast bulk of the state sources of transportation funding, which could be reduced over the long-term due to a variety of factors, such as:
 - The continued mileage efficiency in new vehicles and federal government legislation mandating certain mileage for new vehicles;
 - An increase in electric/hybrid vehicles;
 - A reduction in personal vehicle ownership rates;
 - A reduction in the number of new drivers; and
 - An increase in telecommuting and on-demand delivery services (Uber Eats, Amazon, etc.).



SECTION 6: STAGED IMPROVEMENT PROGRAM

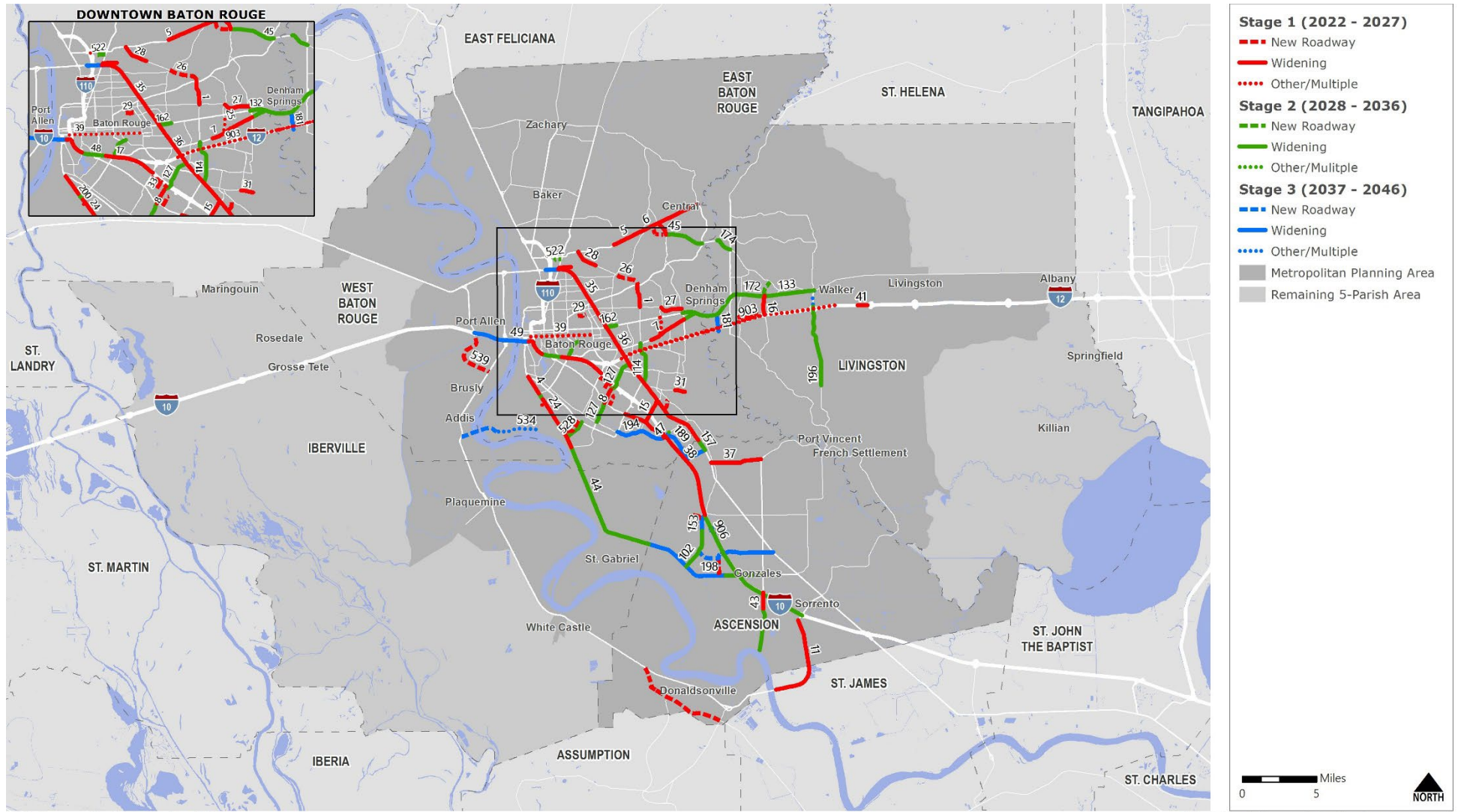
The fiscally constrained plan is the list of transportation projects that best address the needs of the region with the limited funding available. All other projects are “unfunded” and are listed later as visionary projects. Over the next 25 years, the MPO plans to implement a variety of roadway capacity projects (adding lanes or new roadways) and roadway non-capacity projects. The MPO receives funding from many federal sources and provides local funding in addition to federal funding. Based on the analysis of historical finances, approximately \$2.35 billion in federal funds will be available to the MPO for roadway projects from 2020 to 2046.

Visionary projects are identified projects that are unfunded or unprogrammed in the fiscally constrained list of projects. Unfunded roadway capacity projects are not necessarily less important or ineffective; they just cannot be accommodated within the fiscally constrained budget.



Note: Values displayed above reflect average weekday conditions.

MOVE 2046 FISCALLY CONSTRAINED TRANSPORTATION PROGRAM



Data Sources: Neel-Schaffer, Inc.; MPO

Disclaimer: This map is for planning purposes only.

1 New River Crossing

I-10 to LA1 Connector

I-10 Widening

Airline Hwy Widening

\$3.8 billion in projects
*includes one-time funds

MOVE 2046 FISCALLY CONSTRAINED TRANSPORTATION PROGRAM

Project ID	Stage	Roadway	Limits	Improvement	Year of Expenditure Total Cost	MOVEBR or Local Funding	Fiscal Constraint Portion
ROADWAY CAPACITY PROJECTS							
1	Stage 1	N Sherwood Forest Blvd	Choctaw Blvd to Greenwell Springs Rd	Widen to 5 Lanes	\$19,140,440		\$19,140,440
2	Stage 1	Sullivan Rd	Wax Rd to Hooper Rd	Widen to 4 Lanes	\$13,811,820		\$13,811,820
3	Stage 1	I-10	@Pecue Ln	New Interchange	\$50,079,200		\$50,079,200
4	Stage 1	LA 30 / Nicholson Dr	Brightside Dr to Gourrier Ave	Widen to 4 Lanes Divided	\$24,777,533		\$24,777,533
5	Stage 1	Hooper Rd	Blackwater Rd to Joor Rd	Widen to 4 Lanes	\$18,383,947	\$17,327,000	
6	Stage 1	Hooper Rd	Joor Rd to Sullivan Rd	Widen to 4 Lanes	\$31,154,143	\$29,363,000	
7	Stage 1	Old Hammond Hwy	Bldv De Province to Millerville Rd	Widen to 4 Lanes	\$31,830,000	\$30,000,000	
8	Stage 1	Picardy Perkins Connector	Picardy Ave to Perkins Ave	New 4 Lane Roadway	\$40,800,000	\$40,000,000	
9	Stage 1	Glen Oaks Dr	Plank Rd to McClelland Dr	Center Turn Lane	\$10,170,420		\$10,170,420
10	Stage 1	Cook Rd	Pete's Hwy to Juban Rd	New 4 Lane Roadway	\$22,405,320		\$22,405,320
11	Stage 1	LA 70	Sunshine Bridge to LA 22	Widen to 4 Lanes	\$31,070,324		\$31,070,324
12	Stage 1	Perkins Rd	Siegen Ln to Highland Rd	Widen to 4 Lanes	\$48,705,205	\$28,820,000	\$18,127,185
13	Stage 1	Dijon Dr Phase I (Constantin Blvd)	LA 3064 to Midway	New 2 Lane Roadway	\$14,271,840		\$14,271,840
14	Stage 1	Dijon Dr Phase II (Constantin Blvd)	Midway to LA 1248	New 2 Lane Roadway	\$11,777,100		\$11,777,100
15	Stage 1	Pecue Ln	Perkins Rd to Airline Hwy	Widen to 4 Lanes	\$58,355,000	\$55,000,000	
16	Stage 1	Juban Rd	I-12 to US 190	Widen to 4 Lanes	\$7,609,200		\$7,609,200
17	Stage 1	I-10	I-110 to Dalrymple Dr Acadian Thwy to Essen Ln	Widen, Add Lanes	\$515,752,100		\$12,000,000
18	Stage 1	LA 327 Spur (Staring Extension)	Burbank Dr to Nicholson Dr	New 4 Lane Divided Roadway	\$14,854,000	\$14,000,000	
19	Stage 1	I-10	@ College Dr	Flyover Ramp	\$56,020,800		\$56,020,800
20	Stage 1	N Robert Wilson Rd	LA 30 to Buzzard Roost	New 2 Lane Roadway	\$5,305,000	\$5,000,000	

Project ID	Stage	Roadway	Limits	Improvement	Year of Expenditure Total Cost	MOVEBR or Local Funding	Fiscal Constraint Portion
21	Stage 1	LA 73 to Bluff Road Connector	LA 73 to Bluff Road	New 2 Lane Roadway	\$7,427,000	\$7,000,000	
22	Stage 1	I-110	@ Harding Blvd	Interchange Improvement	\$5,305,000	\$5,000,000	
23	Stage 1	Ben Hur Rd	Nicholson Dr	Intersection Realignment	\$2,550,000	\$2,500,000	
24	Stage 1	LA 30 / Nicholson Dr	Bluebonnet Blvd to Ben Hur Rd	Widen to 4 Lanes	\$44,562,000	\$42,000,000	
25	Stage 1	Flannery Rd	Old Hammond Hwy to Florida Blvd	Convert to 2 Lanes Divided	\$18,037,000	\$17,000,000	
26	Stage 1	Sherwood Forest Rd Extension	Greenwell Springs Rd to Joor Rd	New 2 Lane Roadway	\$31,830,000	\$30,000,000	
27	Stage 1	S Choctaw Rd	Flannery Rd to Central Thwy	Widen to 4 Lanes	\$12,240,000	\$12,000,000	
28	Stage 1	Mickens Rd	Hooper Rd to Lanier Rd	Center Turn Lane	\$26,525,000	\$25,000,000	
29	Stage 1	Ardenwood/Lobdell Connector	Ardenwood Dr to Lobdell Blvd	New 2 Lane Roadway	\$3,183,000	\$3,000,000	
30	Stage 1	Jones Creek Rd	Tiger Bend Rd to Airline Hwy	New 4 Lane Roadway	\$20,159,000	\$19,000,000	
31	Stage 1	Tiger Bend Rd	Jones Creek Rd to Antioch Rd	Widen to 4 Lanes Divided	\$16,976,000	\$16,000,000	
32	Stage 1	Bluebonnet Rd	Perkins Rd to Picardy Ave	Widen to 6 Lanes	\$20,159,000	\$19,000,000	
33	Stage 1	Midway	Picardy Ave to Dijon Phase II	New 4 Lane Roadway	\$6,896,500	\$6,500,000	
34	Stage 1	Old Hammond Hwy	Millerville Rd to O'Neal Rd	Widen to 4 Lanes Divided	\$19,278,000	\$18,900,000	
35	Stage 1	Airline Hwy	Florida Blvd to I-110	Widen to 6 Lanes	\$42,000,000	\$22,000,000	\$20,000,000
36	Stage 1	Airline Hwy	Ascension Parish Line to Bluebonnet Blvd	Add 2 Lanes	\$65,000,000	\$25,000,000	\$40,000,000
43	Stage 1	LA 44 (N Burnside Ave) -b	I-10 to Loosemoore Rd	Widen to 4 Lanes and Roundabout	\$6,885,000		\$6,885,000
543	Stage 1	Wax Rd Extension	Hooper Rd to Wax Rd Existing Terminus	New 2 Lane Roadway	\$8,981,887	\$8,465,492	
539	Stage 1	I-10 to La 1 Connector	La 415 to La 1	New 4 Lane Roadway & new ICWW bridge	\$159,150,000		
904	Stage 1	La 3127 Ext	La 70 to La 1	New 2 Lane Roadway	\$86,939,120		\$86,939,120
905	Stage 1	Hooper Rd	La 3034 to La 37	Widen to 4 Lanes	\$88,278,157		\$88,278,157
48	Stage 2	I-10	Dalrymple Dr to Acadian Thwy	Widen, Add Lanes	\$37,290,000		\$12,000,000

Project ID	Stage	Roadway	Limits	Improvement	Year of Expenditure Total Cost	MOVEBR or Local Funding	Fiscal Constraint Portion
44	Stage 2	LA 30 / Nicholson Dr	Ascension Parish Line to Bluebonnet Blvd	Widen to 4 Lanes	\$22,705,000	\$19,000,000	
45	Stage 2	Wax Rd/Magnolia Bridge Rd	Sullivan Rd to Greenwell Springs Rd	Widen to 4 Lanes	\$47,234,000	\$38,000,000	
46	Stage 2	Old Hammond Hwy	O'Neal Rd to Florida Blvd	Widen to 4 Lanes Divided	\$14,628,000	\$12,000,000	
47	Stage 2	Highland Rd	Perkins Rd to Old Perkins Rd	Interchange Improvement	\$13,424,400	\$10,800,000	
157	Stage 2	Airline Hwy	EBR Parish Line to Perkins Rd	Widen to 6 Lanes	\$8,165,824		\$8,165,824
155	Stage 2	La 30	La 3251 to La 44	Widen to 5 Lanes	\$23,306,634		\$23,306,634
123	Stage 2	LA 44	Hodgeson Rd to La 942	Widen to 4 Lanes	\$28,580,229		\$28,580,229
102	Stage 2	La 73	Nicholson Dr to La 74	Center Turn Lane	\$14,904,182		\$14,904,182
200	Stage 2	Nicholson Dr	W Lee Dr to Ben Hur Rd	Widen to 4 Lanes	\$4,786,732		\$4,786,732
115	Stage 2	College Dr	Corporate Blvd to Jefferson Hwy	Widen to 6 Lanes	\$11,828,058		\$11,828,058
162	Stage 2	Florida Blvd	Airline Hwy to Monterey Blvd	Widen to 8 Lanes	\$7,271,900		\$7,271,900
114	Stage 2	Sherwood Forest Rd	Airline Hwy to Old Hammond Hwy	Widen to 6 Lanes	\$27,947,446		\$27,947,446
127	Stage 2	Bluebonnet Blvd	Highland Rd to Perkins Rd and Picardy Ave to Airline Hwy	Widen to 6 Lanes	\$37,146,419		\$37,146,419
522	Stage 2	Ford St Ext	Plank Rd to Howell Blvd	New 2 Lane Divided Roadway	\$4,347,366		\$4,347,366
528	Stage 2	Gardere Ln	Burbank Dr to Nicholson Dr	Center Turn Lane	\$7,653,450		\$7,653,450
132	Stage 2	Florida Blvd/Florida Ave	O'Neal Ln to Pete's Hwy	Widen to 4 Lanes	\$48,511,627		\$48,511,627
174	Stage 2	Magnolia Bridge Rd	Thunderbird Beach Rd to La 16	Widen to 4 Lanes	\$11,286,554		\$11,286,554
133	Stage 2	Florida Ave	Juban Rd to Walker South Rd	Widen to 4 Lanes	\$33,774,082		\$33,774,082
196	Stage 2	Walker South Rd	I-12 to Hood Rd	Widen to 4 Lanes	\$54,913,002		\$54,913,002
172	Stage 2	Florida Ave	Pete's Hwy to Juban Rd	Widen to 4 Lanes	\$15,742,482		\$15,742,482
173	Stage 2	Juban Rd Ext	Florida Ave to Lockhart Rd	New 4 Lane Roadway	\$21,841,000	\$10,641,964	\$11,199,036
906**	Stage 2	I-10	LA 73 to LA 22	Widen to 6 Lanes	\$170,000,000		

Project ID	Stage	Roadway	Limits	Improvement	Year of Expenditure Total Cost	MOVEBR or Local Funding	Fiscal Constraint Portion
49	Stage 3	I-10	LA 415 to I-110 (excluding MRB)	Widen, Add Lanes	\$79,177,750		\$79,177,750
901	Stage 3	I-10	at La 74	New Interchange	\$30,556,041		\$30,556,041
902	Stage 3	La 429 Connector	La 30/La73 to US61	New 4 Lane Roadways, New Interchange, Widen to 4 Lanes	\$94,705,000	\$13,000,000	\$75,764,000
198	Stage 3	La 30	La 3115 to La 3251	Widen to 5 Lanes	\$73,219,251		\$73,219,251
153	Stage 3	La 73	I-10 to La 74	Widen to 5 Lanes	\$12,559,560		\$12,559,560
194	Stage 3	Highland Rd	Siegen Ln to I-10	Widen to 4 Lanes	\$41,982,941		\$41,982,941
161	Stage 3	Airline Hwy	Through I-110 and Plank Rd Interchanges	Widen to 6 Lanes	\$13,961,578		\$13,961,578
189	Stage 3	Perkins Rd	Highland Rd to Airline Hwy	Widen to 4 Lanes	\$41,635,012		\$41,635,012
542	Stage 3	Walker South Rd	I-12 to US 190	Convert to 4 Lane Divided	\$6,484,080		\$6,484,080
181	Stage 3	4-H Club Rd	Florida Ave to Vincent Rd	Widen to 4 Lanes	\$13,825,717		\$13,825,717
534**	Stage 3	New MRB	LA 1 to LA 30	New Mississippi River Bridge, Widen to 4 Lanes	\$1,125,750,000		
NON-CAPACITY "LINE-ITEM" PROJECTS							
	Stage 1	College Dr Corridor Enhancements Phase 1	College Dr from LA 427 to Bankers Ave	Roadway Enhancements	\$50,000,000	\$40,000,000	\$10,000,000
903	Stage 1	I-12	Drusilla Ln to Satsuma Rd	Create HOV Lanes	\$33,120,000		\$33,120,000
	Stage 1	West Colyell Bridge	Burgess Rd @ West Colyell Creek Bridge	Bridge Replacement	\$1,142,415	\$228,483	\$913,932
	Stage 1	Aydell Ln Bridge	Aydell Ln @ Dumplin Creek Bridge	Bridge Replacement	\$629,847	\$125,969	\$503,878
	Stage 1	Carrol Ave Bridge	Carrol Ave @ Middle Colyell Creek Bridge	Bridge Replacement	\$965,847	\$193,169	\$772,678
	Stage 1	US 61 Superstreet	US 61 from Lowes Ave to S Purpera Ave	Convert Roadway to Superstreet Design	\$11,850,000	\$2,370,000	\$9,480,000
	Stage 1	LA 447	LA 447 from Pendarvis Ln to US 190	Remove Center Turn Lane	\$2,688,269	\$537,654	\$2,150,615
	Stage 1	LA 1	LA 1 from Horace Wilkinson to the Huey P Long Bridge	Roadway Rehabilitation	\$600,000	\$120,000	\$480,000
	Stage 1	Bass Pro Blvd	Bass Pro Blvd from LA 1032 to Sac-au-Lait	Roadway Rehabilitation	\$481,033	\$96,207	\$384,826

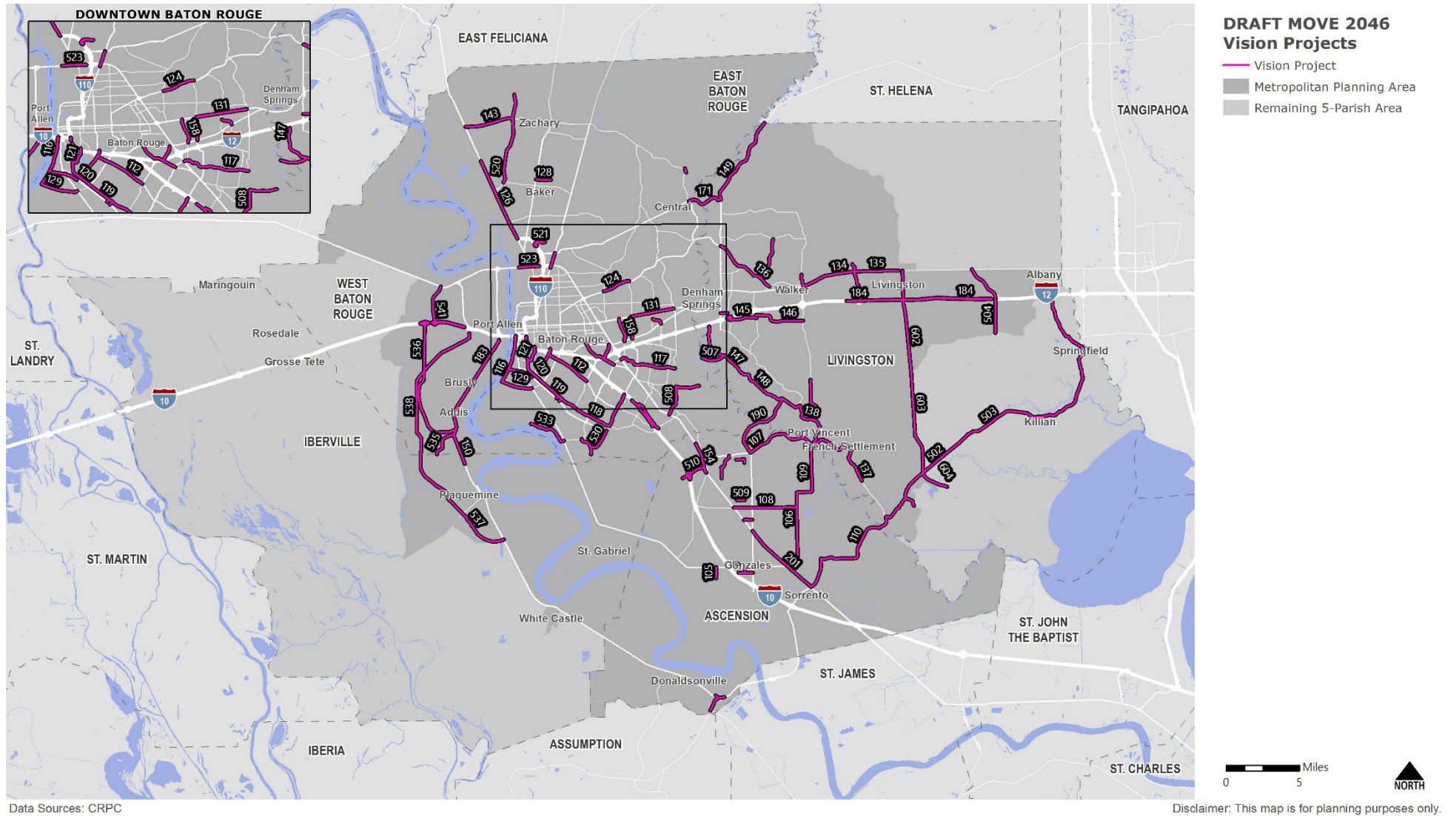
Project ID	Stage	Roadway	Limits	Improvement	Year of Expenditure Total Cost	MOVEBR or Local Funding	Fiscal Constraint Portion
	Stage 1	Lafiton Ln	Lafiton Ln from LA 986 to 1.42 miles west	Roadway Rehabilitation	\$325,000	\$65,000	\$260,000
	Stage 1	Bridgeside Rd	Bridgeside Rd from LA 1 to LA 986	Roadway Rehabilitation	\$73,650	\$14,730	\$58,920
	Stage 1	Baker Blvd Rd	Baker Blvd from LA 19 to McHugh Rd	Roadway Rehabilitation	\$418,000	\$122,000	\$296,000
	Stage 1	Bentley Blvd Rd	Bentley Blvd from McHugh Rd to Baker City Limits	Roadway Rehabilitation	\$185,000	\$53,400	\$131,600
	Stage 1	Centerville St NW	Centerville St from N River Rd to N Range Ave	Roadway Rehabilitation	\$798,668	\$159,734	\$638,934
	Stage 1	Linder Rd	Linder Rd from LA 1026 to LA 1025	Roadway Rehabilitation	\$4,779,796	\$955,959	\$3,823,837
	Stage 1	Hubbs Rd	Hubbs Road from Denham Rd to LA 641	Roadway Rehabilitation	\$4,383,705	\$876,741	\$3,506,964
	Stage 1	Rosedale Ln	Rosedale Ln @ LA 415	Intersection Improvements	\$775,000	\$155,000	\$620,000
	Stage 1	Greenwell Springs Rd	Greenwell Springs Rd @ Morgan Rd	Roundabout	\$1,815,070	\$363,014	\$1,452,056
	Stage 1	LA 30	LA 30 @ Buzzard Roost	Roundabout	\$2,100,000	\$420,000	\$1,680,000
	Stage 1	Perkins Rd	Perkins Rd @ Bluff Rd	Roundabout	\$2,000,000	\$400,000	\$1,600,000
	Stage 1	Commercial Dr	Commercial Dr @ various	Install guardrails	\$160,000	\$32,000	\$128,000
	Stage 1	Joor Rd	Joor Rd @ Sullivan Rd	Roundabout	\$1,822,580	\$364,516	\$1,458,064
	Stage 1	Bass Pro Blvd	Bass Pro Blvd @ Sac-au-Lait	Roundabout	\$2,088,303	\$417,661	\$1,670,642
	Stage 1	LA 1	LA 1 @ Emily Dr	Intersection Improvements	\$47,200	\$9,440	\$37,760
	Stage 1	Unidentified Enhancement Projects	Various	Various			\$0
	Stage 1	Unidentified Safety Projects	Various	Various	\$51,223,416		\$51,223,416
	Stage 1	Unidentified Bridge Projects	Various	Various	\$43,976,138		\$43,976,138
	Stage 1	Unidentified Overlay Projects	Various	Various	\$102,314,934		\$102,314,934
	Stage 1	Unidentified Maintenance Projects	Various	Various	\$40,092,507		\$40,092,507
	Stage 1	Unidentified Congestion Management Projects	Various	Various			\$0
	Stage 2	Florida Blvd	22nd St to Airline Hwy	Enhancement Improvements	\$48,000,000	\$24,000,000	\$24,000,000

Project ID	Stage	Roadway	Limits	Improvement	Year of Expenditure Total Cost	MOVEBR or Local Funding	Fiscal Constraint Portion
	Stage 2	Brown Road Ph 1	Brown Road from LA 1026 to Marlene Ave	Roadway Rehabilitation	\$3,667,163	\$733,433	\$2,933,730
	Stage 2	Old Baker/Zachary Rd	Old Baker/Zachary Rd from LA 19 to 3,000 ft north	Roadway Rehabilitation	\$357,000	\$71,400	\$285,600
	Stage 2	Black Mud Rd	Black Mud Rd from Gaylord Rd to Satsuma Rd	Roadway Rehabilitation	\$3,588,392	\$717,678	\$2,870,714
	Stage 2	Park St	Park St from Aydel Ln to US 190	Roadway Rehabilitation	\$453,238	\$90,648	\$362,590
	Stage 2	Planchet Rd	Planchet Rd from Frenchtown Rd to Thibodeaux Rd	Roadway Rehabilitation	\$728,036	\$145,607	\$582,429
	Stage 2	I-10	I-10 @ LA 415 Ramps	Roundabout	\$14,630,000	\$2,926,000	\$11,704,000
	Stage 2	LA 73	LA 73 @ LA 74	Roundabout	\$2,800,000	\$530,000	\$2,270,000
	Stage 2	Bluff Rd	Bluff Road @ LA 74	Roundabout	\$1,800,000	\$440,000	\$1,360,000
	Stage 2	Unidentified Enhancement Projects	Various	Various			\$0
	Stage 2	Unidentified Safety Projects	Various	Various	\$81,091,561		\$81,091,561
	Stage 2	Unidentified Bridge Projects	Various	Various	\$64,283,707		\$64,283,707
	Stage 2	Unidentified Overlay Projects	Various	Various	\$152,091,376		\$152,091,376
	Stage 2	Unidentified Maintenance Projects	Various	Various	\$57,831,073		\$57,831,073
	Stage 2	Unidentified Congestion Management Projects	Various	Various	\$16,070,927		\$16,070,927
	Stage 3	Unidentified Enhancement Projects	Various	Various	\$9,814,214		\$9,814,214
	Stage 3	Unidentified Safety Projects	Various	Various	\$117,770,563		\$117,770,563
	Stage 3	Unidentified Bridge Projects	Various	Various	\$78,513,709		\$78,513,709
	Stage 3	Unidentified Overlay Projects	Various	Various	\$186,470,058		\$186,470,058
	Stage 3	Unidentified Maintenance Projects	Various	Various	\$78,513,709		\$78,513,709
	Stage 3	Unidentified Congestion Management Projects	Various	Various	\$19,628,427		\$19,628,427

****:** Project will be funded through one-time funds and is not subject to fiscal constraint.

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MOVE 2046 VISIONARY (UNFUNDED) TRANSPORTATION IMPROVEMENTS



MOVE 2046 VISIONARY (UNFUNDED) TRANSPORTATION IMPROVEMENTS

Project ID	Roadway	Limits	Improvement	2021 Total Cost
199	LA 30 / Nicholson Dr	La 44 to Airline Hwy	Widen to 5 Lanes	\$18,893,874
152	La 73	Airline Hwy to I-10	Widen to 5 Lanes	\$19,451,591
108	La 621	Airline Hwy to La 431	Widen to 4 Lanes	\$34,588,434
105	La 3251	La 30 to 0.75 mi south	Widen to 4 Lanes	\$5,980,254
511	La 74 Ext	Airline Hwy to La 44	New 2 Lane Roadway	\$3,933,407
509	New Alignment	Hornsby Rd to Fountainbleu Dr	New 2 Lane Roadway	\$8,746,090
510	New Alignment	Airline Hwy to Bluff Rd	New 2 Lane Roadway and Interchange	\$51,614,861
156	Orice Roth Rd	E Ascension School Rd to Burnside Ave	Widen to 4 Lanes	\$8,020,661
106	La 431	Airline Hwy to La 931	Widen to 4 Lanes	\$43,662,272
107	La 42	La 44 to La 431	Widen to 4 Lanes	\$39,851,401
154	Airline Hwy	Perkins Rd to La 73	Widen to 8 Lanes	\$17,169,092
519	La 70	La 3127 to La 3089	Widen to 4 Lanes & redesign interchange	\$32,466,442
109	La 431	La 931 to La 42	Widen to 4 Lanes	\$34,439,483
101	Daigle Rd (La 930)	La 42 to Causey Rd	Widen to 4 Lanes	\$14,320,606
515	New Alignment	S Veterans Blvd to E Ascension School Rd	New 2 Lane Roadway	\$2,723,787
516	New Alignments	S Darla Ave to La 44, La 30 south to New street	New 2 Lane Roadway	\$9,402,622
201	Airline Hwy	La 44 to La 22	Widen to 6 Lanes	\$44,846,930
501	La 22	Airline Hwy to Weber City Rd	Widen to 4 Lanes	\$17,317,444
503	La 444, La 22, La 42, La 43	17 miles tp I-12	Widen to 4 Lanes	\$137,432,903
504	La 441	La 42 to Florida Ave	Widen to 4 Lanes	\$40,484,804
505	La 63	I-12 to US 190	Widen to 4 Lanes	\$28,630,000
502	New Alignment	La 22 to La 444	New 4 Lane Roadway	\$74,609,691

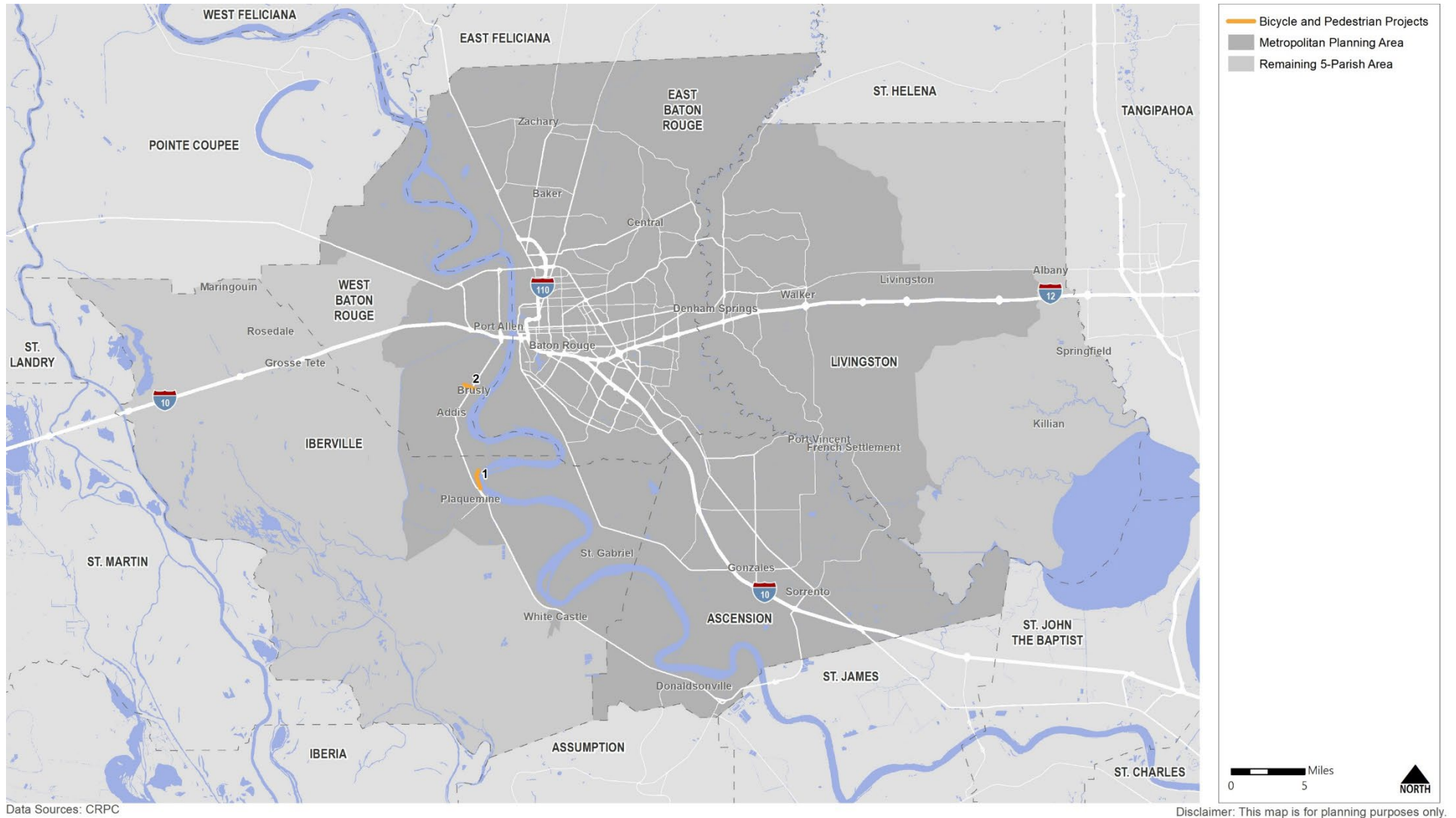
Project ID	Roadway	Limits	Improvement	2021 Total Cost
110	La 22	La 429 to Petite Dr	Widen to 4 Lanes	\$75,133,081
532	I-10	Mall of Louisiana to Highland Rd	New service roads	\$15,027,987
523	Airline Hwy	I-110 to Mississippi River bridge	Widen to 6 Lanes	\$11,092,561
104	Plank Rd (La 67)	Airline Hwy to Hooper Blvd	Widen to 6 Lanes	\$8,462,054
508	Antioch Rd/Tiger Bend Rd	Airline Hwy to Babin Rd	Widen to 4 Lanes	\$29,650,042
126	US 61	I-110 to Irene Rd	Widen to 6 Lanes	\$47,344,573
164	Sherwood Forest Blvd	Old Hammond Hwy to Florida Blvd	Widen to 4 Lanes	\$12,380,121
193	Mickens Rd	Hooper Rd to Joor Rd	Widen to 4 & 5 Lanes	\$24,372,900
529	I-10	Terrace Ave to Washington St	Relocate Off Ramp	\$7,425,000
167	Hooper Rd	Plank Rd to Mickens Rd	Widen to 6 Lanes	\$9,655,484
166	I-12	Essen Ln Interchange	New WB exit Ramp	\$7,425,000
170	Groom Rd Ext	US 61 to La 964	New 2 Lane Roadway	\$6,374,079
122	Jefferson Hwy	Lobdell Ave to Bluebonnet Blvd	Widen to 6 Lanes	\$20,637,196
158	Cedarcrest Ave	Florida Blvd to Old Hammond Hwy	Widen to 4 Lanes	\$12,985,191
169	Greenwell Springs Rd	Central Thwy to Magnolia Bridge Rd	Widen to 5 Lanes	\$24,854,064
118	Highland Rd	Staring Ln to Siegen Ln	Widen to 4 Lanes	\$21,952,887
111	Florida Blvd	Monterey Blvd to Sherwood Forest Blvd	Widen to 8 Lanes	\$12,930,625
533	La 327/Bluebonnet Blvd Ext	Ben Hur Rd to La 30	Widen to 4 Lanes, New 4 Lane Roadway	\$23,591,250
195	Siegen Ln	Highland Rd to I-10	Widen to 6 Lanes	\$19,239,063
521	I-110	at Baton Rouge Airport	New Interchange	\$40,500,000
121	Dalrymple Dr	Highland Rd to E Lakeshore Dr	Widen to 4 Lanes	\$10,063,489
507	Harrell's Ferry Rd Ext	Indian Run Rd to 4-H Club Rd	New 4 Lane Roadway	\$20,005,225
113	Acadian Thwy/Stanford Ave	Bawell St to S Stadium Rd	Widen to 6 Lanes	\$13,498,804

Project ID	Roadway	Limits	Improvement	2021 Total Cost
120	Highland Rd	Lee Dr to Chimes St	Widen to 4 Lanes	\$16,455,474
159	Cedarcrest Ave	Old Hammond Hwy to Airline Hwy	Widen to 4 Lanes	\$12,021,202
119	Highland Rd	Lee Dr to Staring Ln	Widen to 4 Lanes	\$22,754,131
116	River Rd	Brightside Dr to South Blvd	Widen to 4 Lanes	\$26,971,566
117	Corporate Blvd	Airline Hwy to O'Neal Ln	Widen to 6 Lanes	\$31,832,133
191	La 64	Plank Rd to Joor Rd	Widen to 4 Lanes	\$30,604,400
130	Gourier Ave	Nicholson Dr to River Rd	Widen to 4 Lanes	\$7,309,448
160	Drusilla Ln	Old Hammond Hwy to Jefferson Hwy	Widen to 4 Lanes	\$8,385,120
192	Plank Rd (La 67)	Groom Rd to W Feliciana Parish Line	Widen to 4 Lanes	\$75,926,492
202	Burbank Dr	Jennifer Jean Dr southeast 0.3 mi	Widen to 6 Lanes	\$1,276,050
163	Burbank Dr	Nicholson Dr to Jennifer Jean Dr	Widen to 6 Lanes	\$5,289,778
165	S Flannery Rd/Millerville Rd	S Flannery Rd to Old Hammond Hwy	Widen to 4 Lanes and realignment	\$5,781,853
112	Perkins Rd	Acadian Thwy to Staring Ln	Widen to 6 Lanes	\$25,673,857
140	Kenilworth Pkwy Ext	Highland Rd to Burbank Dr	New 3 Lane	\$2,881,453
131	Florida Blvd	Sherwood Forest Blvd to O'Neal Ln	Widen to 6 Lanes	\$23,653,470
520	La 964	Groom Rd to Port Hudson-Pride Rd	Widen to 5 Lanes	\$49,845,513
527	New Alignment	Highland Rd to Burbank Dr	New 2 Lane Roadway	\$1,309,453
124	Greenwell Springs Rd	Oak Villa Blvd to Sherwood Forest Blvd	Widen to 6 Lanes	\$15,333,438
125	Greenwell Springs Rd	Sherwood Forest Blvd to Central Thwy	Widen to 6 Lanes	\$21,152,154
129	Brightside Dr	Nicholson Dr to River Rd	Widen to 5 Lanes	\$17,292,034
530	New Alignments	Bluebonnet Blvd to Burbank Dr	New 4 Lane & New 2 Lane Roadways	\$29,099,588
128	Baker Blvd	La 19 to McHugh Rd	Widen to 4 Lanes	\$8,379,426
143	Mt Pleasant-Zachary Rd	US 61 to La 964	Widen to 4 Lanes	\$26,696,304

Project ID	Roadway	Limits	Improvement	2021 Total Cost
506	La 409	La 37 to Greenwell Springs-Port Hudson Rd	Widen to 4 Lanes	\$2,306,224
190	New Alignment	La 42 to 4-H Club Rd	New 2 Lane Roadway and Amite River bridge	\$42,721,566
171	Hooper Rd Ext	Greenwell Springs Rd to La 16	New 4 Lane and Amite River bridge	\$50,275,073
537	Iberville Bypass	La 1148 to La 1	Widen to 4 Lanes and New 4 Lane Roadway	\$93,815,213
184	I-12	Satsuma Rd to La 441	Widen to 6 Lanes	\$260,365,372
147	4-H Club Rd	Vincent Rd to Hillon Hood Rd	Widen to 4 Lanes	\$31,590,632
182	I-12	at Pete's Hwy	New Interchange	\$40,500,000
136	Lockhart Rd	N Range Ave to Burgess Ave	Widen to 4 Lanes	\$36,496,551
149	La 16	Springfield Rd to La 63	Widen to 4 Lanes	\$51,171,556
134	Florida Ave	Walker South Rd to Satsuma Rd	Widen to 4 Lanes	\$29,613,146
176	Rushing Rd	Jerlyn Dr to Pete's Hwy	Widen to 4 Lanes	\$10,546,362
177	Pete's Hwy	Florida Ave to Vincent Rd	Widen to 4 Lanes	\$23,944,831
135	Florida Ave	Satsuma Rd to La 63	Widen to 4 Lanes	\$24,427,462
138	La 16	4-H Club Rd to La 42	Widen to 4 Lanes	\$30,923,143
178	Walker North Rd	Florida Ave to Hodges Ln	Widen to 4 Lanes	\$6,627,339
146	Buddy Ellis Rd	Juban Rd to Walker South Rd	Widen to 4 Lanes	\$28,150,667
175	Juban Rd	Forest Delatte Rd to Wax Rd	Widen to 4 Lanes	\$5,446,286
148	4-H Club Rd	Hillon Hood Rd to Pete's Hwy	Widen to 4 Lanes	\$43,150,020
144	Satsuma Rd	I-12 to Florida Ave	Widen to 4 Lanes	\$16,791,413
203	La 447	Hood Rd to La 16	Widen to 4 Lanes	\$25,041,442
145	Forest Delatte Rd	Pete's Hwy to Juban Rd	Widen to 4 Lanes	\$14,875,456
139	La 16	La 42 to La 42	Widen to 4 Lanes	\$25,623,710
142	Burgess Rd	Lockhart Rd to Arnold Rd	Widen to 4 Lanes	\$24,212,714

Project ID	Roadway	Limits	Improvement	2021 Total Cost
180	Satsuma Rd Ext	Florida Ave to La 1024	New 2 Lane Roadway	\$3,741,653
137	La 16	La 42 to La 444	Widen to 4 Lanes	\$19,597,731
179	New Alignment	Florida Ave to Pendarvis Ln	New 2 Lane Roadway	\$1,350,324
601	DEMCO RD	Range Ave - Pete's Hwy	Widen to 4 Lanes	\$5,064,063
602	LA 63	LA 42 - I-12	Widen to 4 Lanes	\$37,260,000
603	LA 63	LA 42 - LA 444	Widen to 4 Lanes	\$20,250,000
604	LA 63	LA 444 to LA 22	New 4 Lane Roadway	\$36,450,000
183	La 1	I-10 to La 989-1	Widen to 6 Lanes	\$36,272,513
536	La 1 Bypass	I-10 to La 1	Interchange, New 4 Lane Roadway & new ICWW bridge	\$143,961,878
150	La 1	La 989-1 to La 1148	Widen to 6 Lanes	\$40,842,063
540	I-10	La 415 west 2.5 miles	Widen to 6 Lanes	\$48,257,582
541	New Alignment	I-10 to US 190	New 4 Lane Roadway & New Interchange	\$76,965,766
538	West Baton Rouge Bypass	La 415 to La 1148	New 4 Lane Roadway & new ICWW bridge	\$44,893,436
535	Enterprise Blvd Ext	La 1 to La 1148	New 2 Lane Roadway	\$13,635,000

MOVE 2046 FISCALLY CONSTRAINED BICYCLE AND PEDESTRIAN PROJECTS



MOVE 2046 FISCALLY CONSTRAINED BICYCLE AND PEDESTRIAN PROJECTS

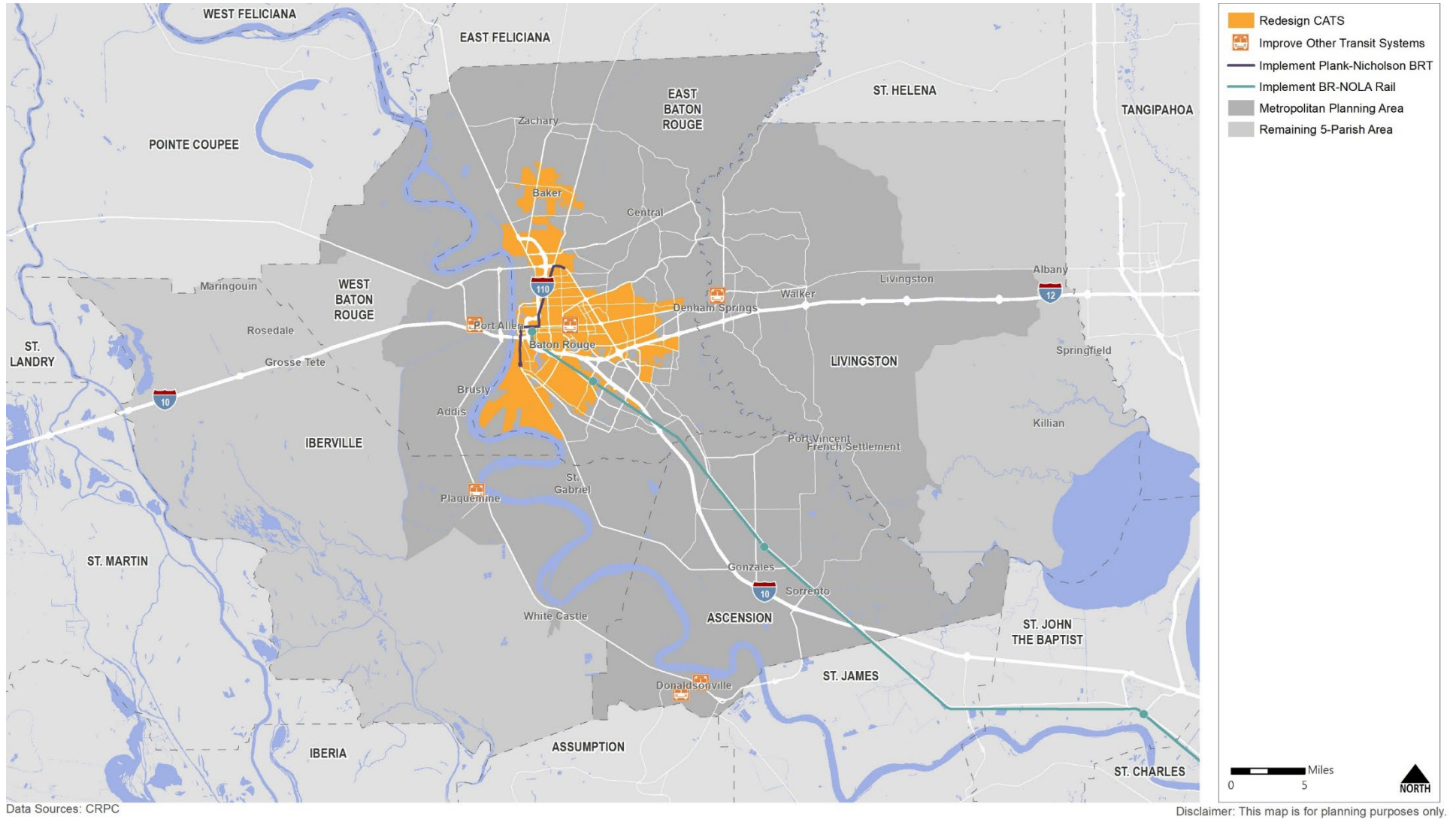
Project ID	Stage	TIP ID	Description	Responsible LPA	Fiscal Year	Total Funds (YOE)	Federal Funds (YOE)
BP-1	Stage I	H.014371	Plaquemine Riverfront Recreational Trail Phase 3 & 4	Plaquemine	2021	\$952,000	\$761,000
BP-2	Stage I	H.012834	Joliet Trail	Brusly	2022	\$572,000	\$458,000
BP-3	Stage I	n/a	Line Item Funding for Independent Bike/Ped Projects	n/a	n/a	n/a	\$11,232,554
BP-4	Stage II	n/a	Line Item Funding for Independent Bike/Ped Projects	n/a	n/a	n/a	\$19,032,894
BP-5	Stage III	n/a	Line Item Funding for Independent Bike/Ped Projects	n/a	n/a	n/a	\$25,532,814

MOVE 2046 FISCALLY CONSTRAINED TRANSIT PROJECTS

Project ID	Stage	Description	Sponsor	Federal Cost (YOE)
PT-1	Stage I	Operating and Capital Projects	CATS	\$74,317,238
PT-2	Stage I	Operating and Capital Projects	Rural and Specialized Transit Providers	\$22,202,251
PT-3	Stage II	Operating and Capital Projects	CATS	\$112,011,440
PT-4	Stage II	Operating and Capital Projects	Rural and Specialized Transit Providers	\$33,463,382
PT-5	Stage III	Operating and Capital Projects	CATS	\$150,264,451
PT-6	Stage III	Operating and Capital Projects	Rural and Specialized Transit Providers	\$44,891,457

Note: YOE (Year of Expenditure) costs assume a 2% annual inflation rate for transit projects.

MOVE 2046 VISIONARY REGIONAL TRANSIT STRATEGY



MOVE 2046 VISIONARY REGIONAL TRANSIT STRATEGY

The Needs Assessment from the MTP planning process revealed demand for increased transit service throughout the region. The MTP provides the following Regional Transit Strategy to address these needs:

- **Redesign CATS.** Redesign the suite of services offered by the Capital Area Transit System (CATS) within the City of Baton Rouge and City of Baker. This includes a system redesign, with route modifications and frequency adjustments, and potential introduction of new mobility options such as microtransit.
- **Improve Other Transit Systems.** There are rural and specialized transit systems, such as Council on Aging systems, in all five parishes within the metropolitan planning area. Improving and coordinating these services, which are primarily demand-response transit, will ensure that residents have can reach critical services by transit across the metropolitan planning area.
- **Implement the Plank-Nicholson BRT Project.** Implementing the Plank-Nicholson Bus Rapid Transit (BRT) project will provide frequent and reliable service along a regionally significant corridor that will become the spine for the transit system.
- **Implement BR-NOLA Rail.** Implementing passenger rail service between Baton Rouge and New Orleans will provide a highly visible, reliable alternative to driving between these two cities and foster the development of one super region.

