MOVE 2046

Connecting Communities – Shaping Our Future

Plan Development

March 2022

CRPC
Capital Region Planning Commission
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1.0 Introduction

This report describes how the Metropolitan Transportation Plan (MTP) was developed and details the associated information and planning process that was used. It builds on the other technical reports and addresses the following topics:

- Public and Stakeholder Involvement
- Visioning and Strategies
- Project Development
- Environmental Analysis and Mitigation
- Project Prioritization
- Financial Plan
- Implementation Plan

Figure 1.1: Metropolitan Transportation Planning Process

2.0 Public and Stakeholder Involvement Phase 1

The first phase of the planning process – Visioning – was arranged to provide information on transportation priorities and ideas for improvement in the region. It was also an opportunity to meet with key stakeholders and learn about needs and upcoming plans. During this phase, the project team engaged with over 4,000 people across the region.

Input in this phase was used to develop the vision, goals, and objectives and to identify potential projects to be included in the plan.

2.1 How We Engaged

Stakeholder Meetings

During the Visioning phase of the planning process, stakeholder engagement was conducted using virtual stakeholder meetings. The purpose of stakeholder engagement during this phase of the planning process was to better understand stakeholder priorities and needs.

A series of virtual stakeholder meetings were held in February of 2021. During these meetings, stakeholders were provided an overview of the purpose of the Metropolitan Transportation Plan and the planning process. Then, stakeholder input was sought on growth patterns and transportation needs and projects. This interactive portion of the meeting was done utilizing interactive polling and mapping software.

Virtual Stakeholder Meetings were conducted for each parish within the metropolitan planning area and were conducted during the following times:

- February 23, 2021, 1:30pm-3:30pm (Ascension Parish)
- February 24, 2021, 9:30am-11:30am (Livingston Parish)
- February 24, 2021, 1:30pm-3:30pm (West Baton Rouge Parish)
- February 25, 2021, 9:30am-11:30am (East Baton Rouge Parish)
- February 25, 2021, 1:30pm-3:30pm (Iberville Parish)

Follow-up meetings with key stakeholders were also conducted and a request for existing plans was submitted to key stakeholders. Input from stakeholder engagement during this phase of the planning process is summarized in Section 2.2.

Public Meeting and Online Survey

During the Visioning phase of the planning process, public engagement was conducted using virtual public meetings and a public survey. The purpose of public engagement during this phase of the planning process was to better understand public priorities and needs.

A series of virtual public meetings were held in March of 2021. During these meetings, participants were provided an overview of the purpose of the Metropolitan Transportation Plan and the planning process. While questions and answers were allowed during the meeting, participants were directed to submit their comments using an online survey, mailing or emailing comments to CRPC, or calling CRPC staff.

Virtual Public Meetings were open to the general public and were conducted during the following times:

- March 2, 2021, 12:00pm-1:00pm
- March 2, 2021, 6:00pm-7:00pm
- March 4, 2021, 12:00pm-1:00pm
- March 4, 2021, 6:00pm-7:00pm

A narrated recording of the Virtual Public Meeting presentation was made available on CRPC's website and the planning team was made available for presenting at existing community meetings.

The public survey was the primary tool used to receive public input during this phase of the planning process. The online survey was set up using the MetroQuest survey platform and a paper version of this survey was also created to collect input from people at pop-up meetings and from community groups that preferred to collect input by paper. Informal pop-up events were conducted by the planning team at strategic locations intended to target hard-to-reach populations. These included major transit centers and places of worship.

Surveying for public input lasted from March 2, 2021 to April 20, 2021.

The online and paper surveys asked people to rank their top transportation priorities, complete a transportation budgeting exercise, and map their transportation needs. Results from these activities are shown in Section 2.3.

Table 2.1: Visioning Phase Outreach

Type of Input	Activity	Number of Participants
Stakeholder	Virtual Stakeholder Meetings	82
Public	Virtual Public Meetings	41
	Online Survey	3,637
	Paper Survey (pop-up events and community groups)	369

2.2 Stakeholder Input

Attendees at the virtual stakeholder meetings participated in interactive polling and mapping exercises aimed at understanding transportation needs and priorities and expectations for growth. The figures and tables on the following pages summarize the results of these exercises.

Figure 2.1: Stakeholder Transportation Priorities Ranked in Order of Importance

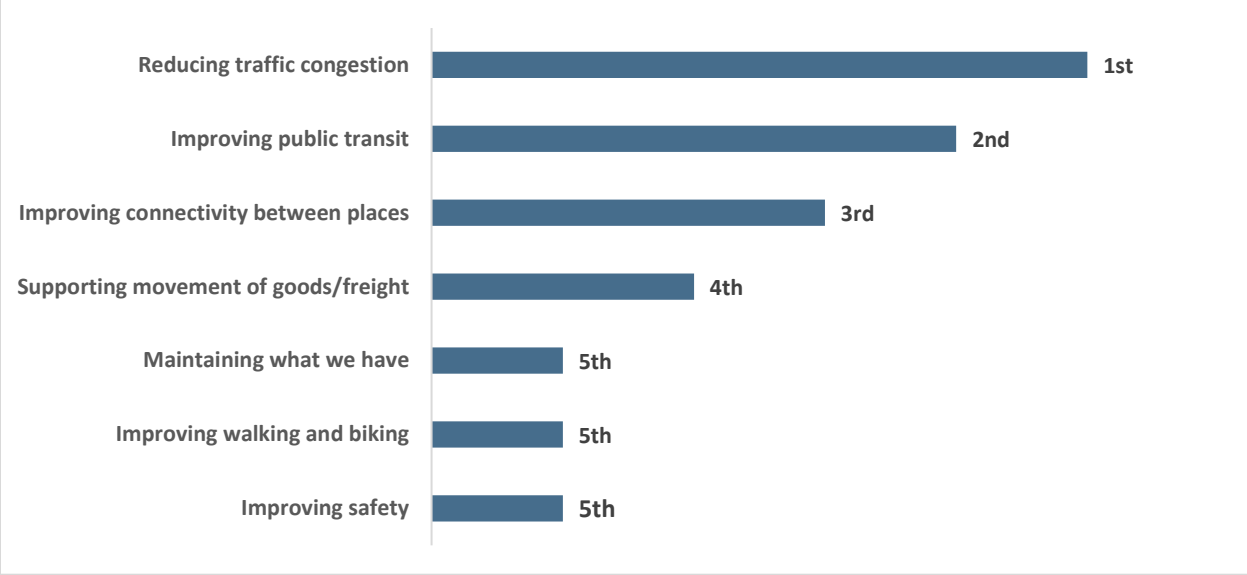


Table 2.2: Top Stakeholder Roadway Concerns

Issue	Corridor
Corridors most in need of safety improvements	I-10
	LA 1
	LA 30
	Florida Blvd
	Airline Hwy
Most congested corridors	I-10
	I-12
	LA 1
	LA 30
	LA 73
	College Dr
	Siegen Ln

Note: All locations were mentioned at least five times by stakeholders.

Table 2.3: Stakeholder Growth Rate Expectations by Parish

	Parish	Slow	Average	Fast	Very Fast	Extremely Fast	I don't know
Population Growth Rate	Ascension	2%	7%	44%	41%	7%	0%
	East Baton Rouge	41%	45%	9%	3%	0%	2%
	Iberville	60%	29%	5%	0%	0%	5%
	Livingston	7%	10%	41%	38%	3%	0%
	West Baton Rouge	19%	58%	19%	2%	0%	2%
Employment Growth Rate	Ascension	4%	14%	42%	35%	4%	2%
	East Baton Rouge	11%	46%	42%	2%	0%	0%
	Iberville	63%	32%	5%	0%	0%	0%
	Livingston	7%	19%	26%	32%	14%	2%
	West Baton Rouge	11%	37%	42%	5%	2%	4%

2.3 Public Input

The public survey promoted during this phase of the planning process sought resident input to better understand regional priorities and needs by asking about the following topics:

- General transportation priorities,
- Budget allocation priorities, and
- Greatest needs.

The online and paper survey asked identical questions and the results have been combined when summarized in this section. More than 4,000 surveys were completed and survey participants were not required to answer all questions.

Public Priorities Exercise

Participants were asked to independently rank seven (7) transportation priorities from first to last. Figure 2.2 displays the priority ranking results of the survey based on age group and vehicle access.

Public Budget Allocation Exercise

Participants were asked to imagine they had $100 to spend on transportation projects and to allocate their money among eight (8) different categories. Figure 2.3 displays the budget allocation results of the survey based on age group and vehicle access.

Figure 2.2: Average Priority Ranking

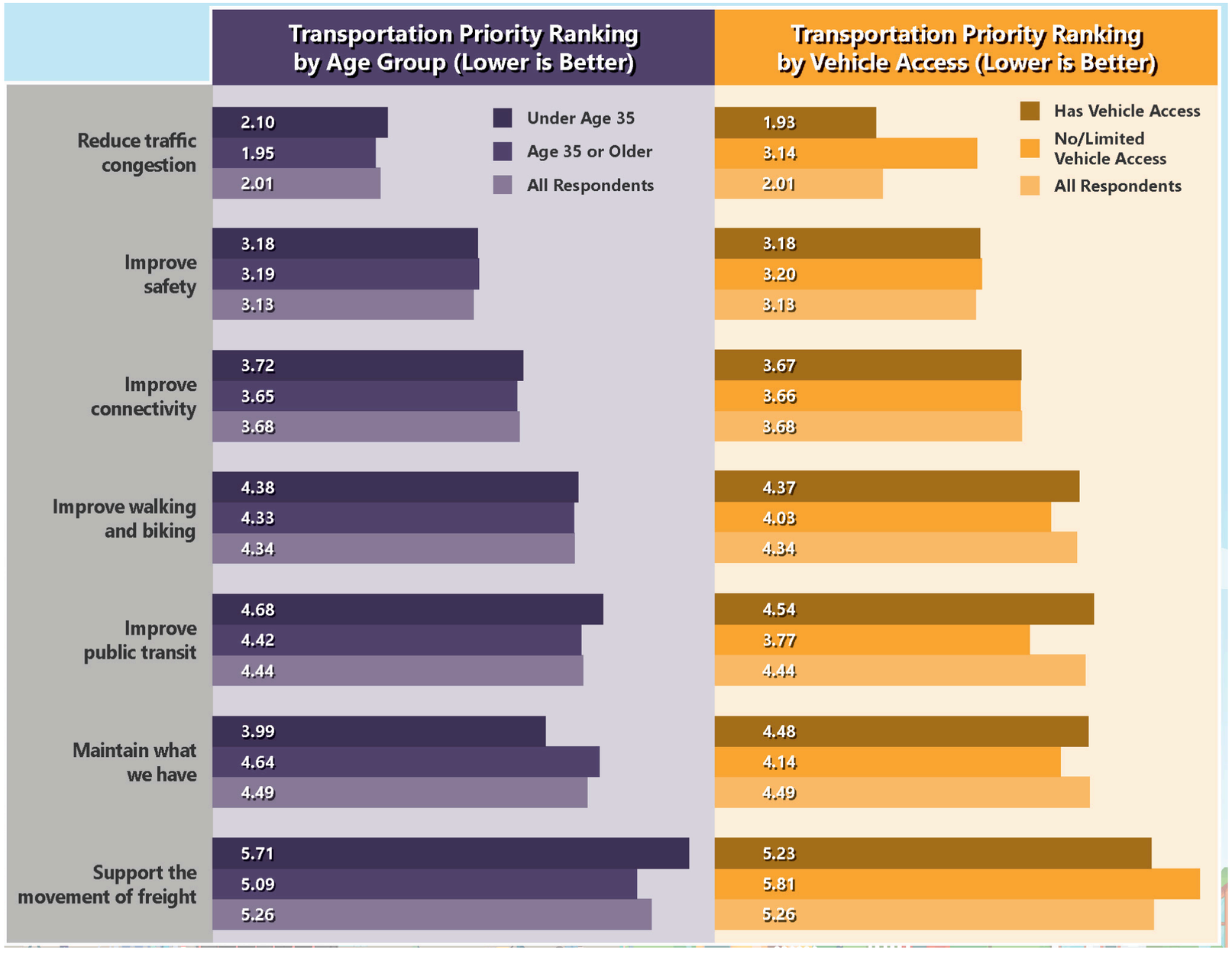
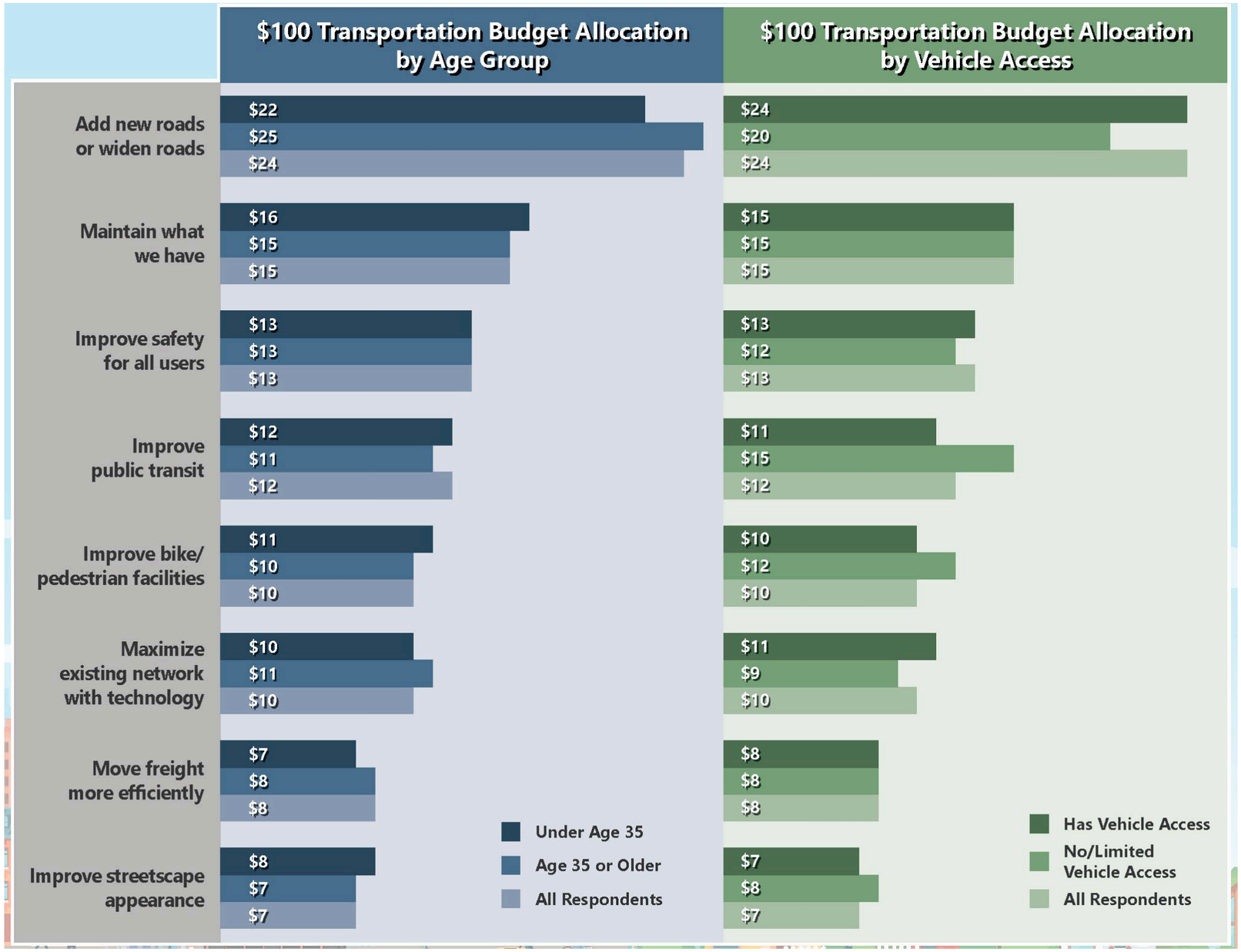


Figure 2.3: Budget Allocation Results



Biggest Needs Exercise

Respondents were asked what are their biggest needs. This included safety, congestion relief, bicycle and pedestrian travel, transit, and more. Tables 2.4 through 2.7 show the most mentioned needs.

Table 2.4: Current Issues with Transportation System

Issue	Times Mentioned
Public Transportation / Transit	297
Bridge	241
Downtown	128
Ice Storm	106
Traffic Lights	71
Safety	68
Potholes	61
Speeding	51
Sidewalks	49
Maintenance	33
Repair	27
Increase Enforcement of Laws	26
Unreliable	25
Lack of Facilities/Affordable Transportation	25
Intersections	22
Signs	15
Not Clean	15
Surface Streets	14
Wasted Funds	12
Broken	11
Lack of Police Presence	11
Hidden Costs of Maintenance	10

Table 2.5: Roadways Most in Need of Maintenance, Safety, or Congestion Relief

Roadway	Times Mentioned
Florida Blvd	85
Airline	36
I-12	34
Government St	32
LA 30	28
Sherwood Forest	21
I-110	14
US 61	13
US 190	9
Washington St	9
Plank RD	5
LA 42	5

Table 2.6: Peer Cities to Model Baton Rouge Transportation After

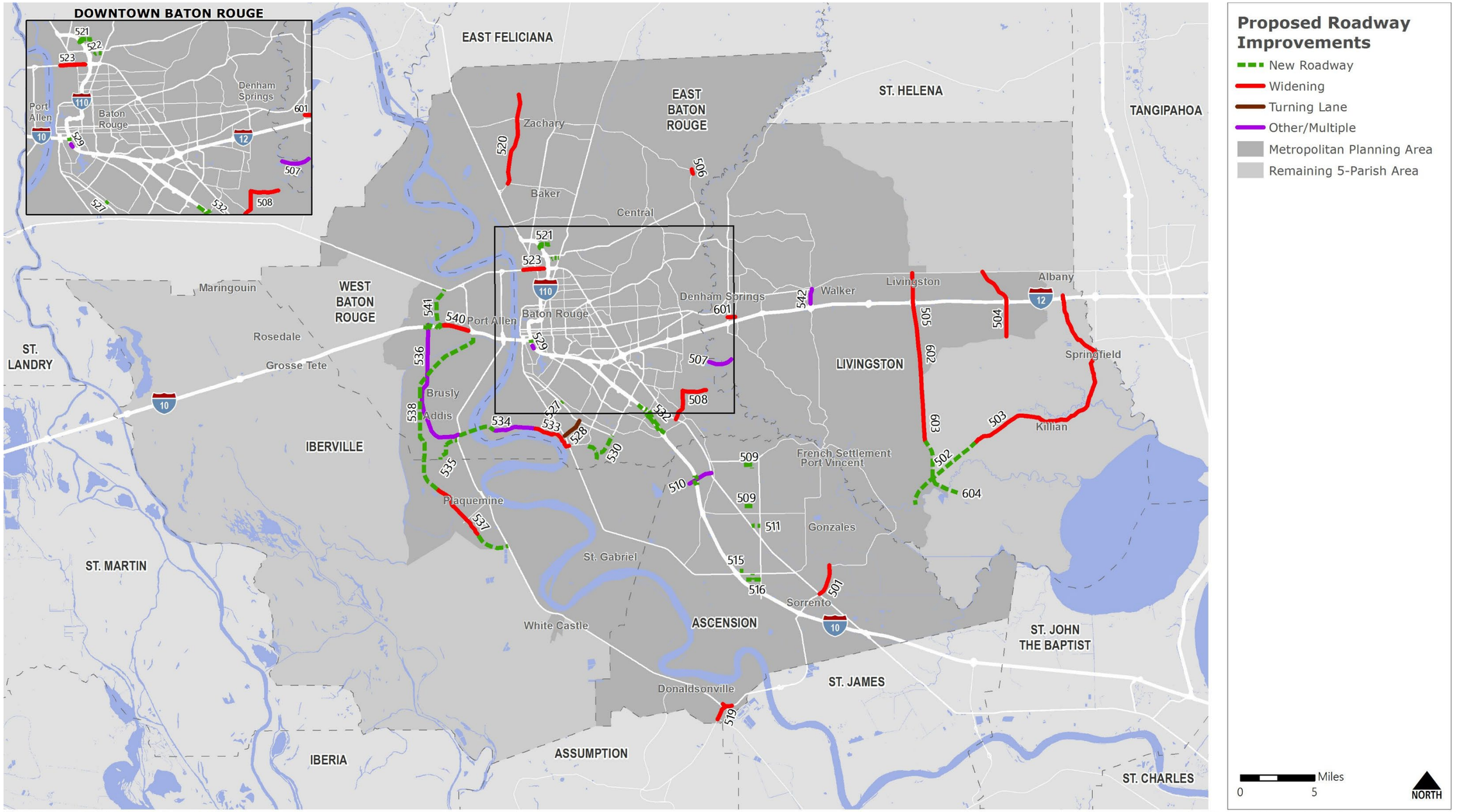
Roadway	Times Mentioned
Madison, Wisconsin	1
Houston, Texas	13
New Orleans, Louisiana	45

Table 2.7: Solutions Proposed for Current Issues

Issue	Times Mentioned
Improved Public Transportation / Transit	297
New Bridge	281
Install Passenger Rail	133
Build Loop	94
Traffic Lights (Retime, evaluate)	71
Increase Safety	68
Bypass	60
Increased Maintenance	86
Better Sidewalks	49
Bike Paths	31
Increase Connectivity	30
Repair	27
Increased Enforcement	37
Economic Impact	23
Improve Intersections	22
Alternative Routes	16
Cleaner Streets	15
Stop Distracted Driving	15
Crosswalks	14
Reduce Crashes	11
Driver Education	11
Reliable System	10

Figure 2.4 displays the projects that were proposed during the public outreach survey.

Figure 2.4: Proposed Roadway Improvement Projects



Data Sources: Neel-Schaffer, Inc.; CRPC

Disclaimer: This map is for planning purposes only.

3.0 Public and Stakeholder Involvement Phases 2 and 3

During this phase, the public and stakeholders had a chance to weigh-in on potential strategies and growth scenarios before reviewing and providing comment on the draft plan.

3.1 How We Engaged

Online Survey for Potential Strategies and Growth Scenarios

During the Strategies and Projects phase of the planning process, public engagement was conducted using an online public survey. The purpose of public engagement during this phase of the planning process was to seek input on potential funding strategies, potential corridors to prioritize for improvement, and potential growth scenarios.

The online survey was set up using the MetroQuest survey platform and lasted from October 25, 2021 to November 19, 2021. The survey was open to the general public and received over 1,300 responses. A summary of the survey results is provided in Section 3.2.

Draft Plan Comment Period

Public commenting for MOVE 2046 began on January 25, 2022 and ended March 3, 2022. During this timeframe, three (3) virtual public meetings were held and members of the general public were asked to submit questions and comments about the draft plan. Table 3.1 displays the number of participants and comments received during this time, while the Appendix contains the public comments received and the responses to them.

Table 3.1: Phase 2 and 3 Outreach

Activity	Number of Participants
Online Survey #2 - Evaluating Options	1,354
Virtual Public Meetings	54
Draft Plan Comments Received	12

3.2 Public and Stakeholder Input

Online Survey for Potential Strategies and Growth Scenarios

The online survey was open to the public and over 1,300 people participated in the survey. Results were segmented by different types of survey respondents based on self-identified age and vehicle access survey questions. The results are shown in the following figures.

Figure 3.1: Ranking of Potential Funding Options

Figure 3.2: Ranking of Major Corridors for Improvement

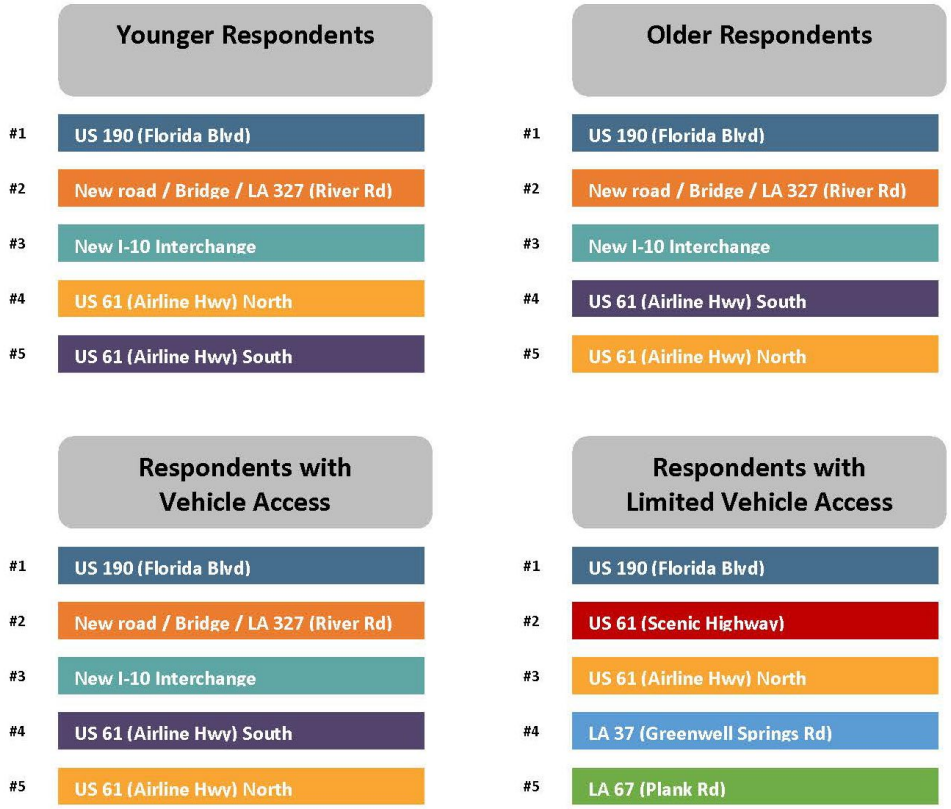
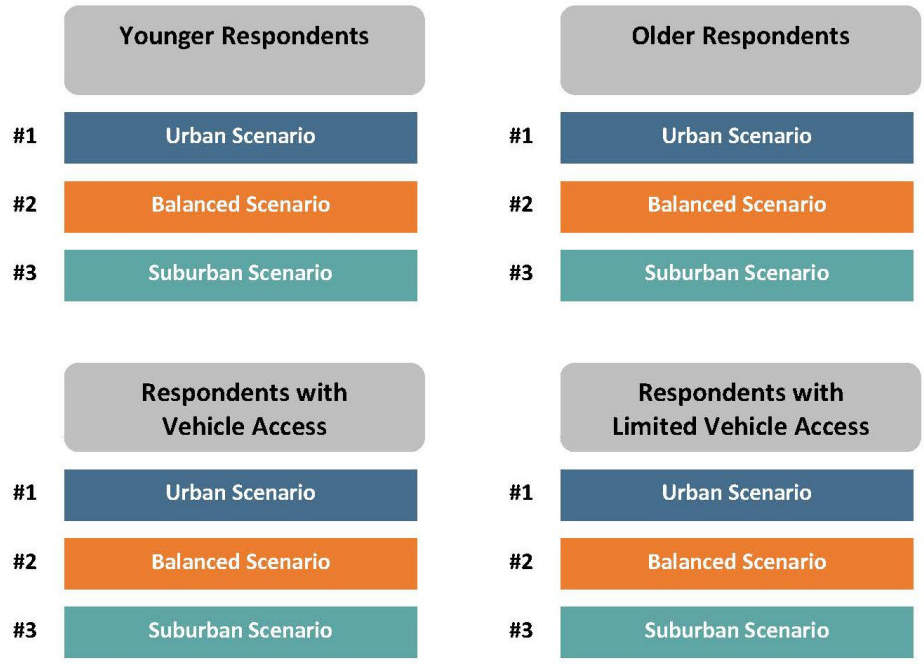


Figure 3.3: Ranking of Potential Growth Scenarios



4.0 Visioning and Strategies

Using public and stakeholder input from the Listening and Learning phase of the project, a long-term vision was developed followed by supporting goals and objectives. These goals and objectives are consistent with national goals set forth in federal transportation legislation.

4.1 Vision and Strategic Framework

The graphic below shows the long-term vision, goals, and objectives for the Metropolitan Planning Area. These reflect local priorities as well as national transportation goals.

The graphic also illustrates the overall strategic framework and how the goals and objectives support the vision. Strategies and the implementation plan address the goals and objectives and are discussed later.

Figure 4.1: Vision and Strategic Framework

4.2 Goals and Objectives

For each goal, objectives were identified that clarify and expand upon the goal statement. These activity-based objectives are used later 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 system

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.

4.3 Relationship with Planning Factors

Federal legislation requires the Metropolitan Transportation Plan to consider the following ten (10) planning factors:

1) Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
2) Increase the safety of the transportation system for motorized and non-motorized users
3) Increase the security of the transportation system for motorized and non-motorized users;
4) Increase accessibility and mobility of people and freight;
5) Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
6) Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7) Promote efficient system management and operation;
8) Emphasize the preservation of the existing transportation system;
9) Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
10) Enhance travel and tourism.

Table 4.1 shows how these planning factors are addressed by each goal area.

4.4 National Goals and Performance Measures

Following federal legislation and rulemaking, the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) have moved to performance-based planning and have established national goals and performance measures. These national goals and performance measures are summarized below.

The MTP goals and objectives are consistent with these national goals and federal performance measures, as indicated in Table 4.1.

- **Safety** - To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
    - Number of fatalities
    - Rate of fatalities per 100 million VMT
    - Number of serious injuries
    - Rate of serious injuries per 100 million VMT
    - Number of non-motorized fatalities and serious injuries
- **Infrastructure Condition** - To maintain the highway infrastructure asset system in a state of good repair
    - Percentage of Interstate pavements in Good condition
    - Percentage of Interstate pavements in Poor condition
    - Percentage of non-Interstate NHS pavements in Good condition
    - Percentage of non-Interstate NHS pavements in Poor condition
    - Percentage of NHS bridges by deck area in Good condition
    - Percentage of NHS bridges by deck area in Poor condition
- **Congestion Reduction** - To achieve a significant reduction in congestion on the National Highway System
    - Annual hours of peak-hour excessive delay per capita*
    - Percent of non-single-occupant vehicle travel
- **System Reliability** - To improve the efficiency of the surface transportation system
    - Percent of the person-miles traveled on the Interstate that are reliable
    - Percent of the person-miles traveled on the non-Interstate NHS that are reliable

- **Freight Movement and Economic Vitality** - To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
    - Truck Travel Time Reliability (TTTR) Index
- **Environmental Sustainability** - To enhance the performance of the transportation system while protecting and enhancing the natural environment.
    - Total emissions reduction*
- **Transit Asset Management** - To maintain transit assets in a state of good repair.
    - Percentage of track segments that have performance restrictions
    - Percentage of revenue vehicles that exceed useful life benchmark
    - Percentage of non-revenue vehicles that exceed useful life benchmark
    - Percentage of facilities rated less than 3.0 on TERM Scale

**only required for areas designated as nonattainment or maintenance for certain pollutants*

Current Performance

The MPO adopted performance targets for the required federal performance measures and is monitoring performance for these measures over time. The graphic below summarizes how the MPO and region are performing today for these performance measures.

For more detailed information, see the Transportation Performance Management technical report.

Figure 4.2: Current Transportation Performance Overview

Table 4.1: Relationship between Goals, Objectives, Performance Measures, and Federal Planning Factors

	Objectives	Performance Measures	Federal Planning Factors
Goal 1: Improve and expand transportation choices	**1.1** Improve mobility and access across the region for pedestrians and bicyclists. **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. **1.3** Support shared mobility options to put more people into fewer vehicles. **1.4** Support convenient and affordable access to local and regional air, rail, and water transportation.	No associated federal performance measures.	**(4)** Increase accessibility and mobility of people and freight **(6)** Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight
Goal 2: Improve Safety and Security	**2.1** Reduce motor vehicle crash fatalities and serious injuries. **2.2** Reduce pedestrian and bicycle crash fatalities and serious injuries. **2.3** Enhance corridors with safety improvements that consider the community context. **2.4** Support coordination among local and state stakeholders to improve enforcement of traffic regulations, transportation safety education, and emergency response. **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. **2.6** Support the improvement of transit safety and security for all transit providers in the region.	**Safety** > Number of fatalities > Rate of fatalities > Number of serious injuries > Rate of serious injuries > Number of non-motorized fatalities and serious injuries **Transit Safety** > Transit-related fatalities, injuries, and safety events by mode > Rate of transit-related fatalities, injuries, and safety events by mode > Mean distance between major mechanical failures by mode	**(2)** Increase the safety of the transportation system for motorized and non-motorized users **(3)** Increase the security of the transportation system for motorized and non-motorized users

	Objectives	Performance Measures	Federal Planning Factors
Goal 3: Provide a reliable and high performing transportation system	**3.1** Enhance regional connectivity across all transportation modes. **3.2** Maintain the transportation infrastructure, facilities, and assets in a good state of repair. **3.3** Improve mobility by reducing traffic congestion and delay. **3.4** Prepare for technological advances that will efficiently and dynamically manage roadway demand and capacity and overall systems operations.	**NHS Travel Time Reliability** > Percent of the person-miles traveled on the Interstate that are reliable > Percent of the person-miles traveled on the non-Interstate NHS that are reliable **Freight Reliability** > Truck Travel Time Reliability (TTTR) Index **Bridge Conditions** > Percentage of NHS bridges by deck area in Good condition > Percentage of NHS bridges by deck area in Poor condition **Pavement Conditions** > Percentage of Interstate pavements in Good condition > Percentage of Interstate pavements in Poor condition > Percentage of non-Interstate NHS pavements in Good condition > Percentage of non-Interstate NHS pavements in Poor condition **Transit Asset Management** > Percentage of revenue vehicles that exceed useful life benchmark > Percentage of non-revenue vehicles that exceed useful life benchmark > Percentage of facilities rated less than 3.0 on TERM Scale	**(1)** Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency **(4)** Increase accessibility and mobility of people and freight **(6)** Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight **(7)** Promote efficient system management and operation **(8)** Emphasize the preservation of the existing transportation system **(9)** Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation
Goal 4: Support the economic vitality of the region	**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. **4.2** Use transportation improvements to support vibrant activity centers and that are consistent with local plans for growth and economic development. **4.3** Improve and enhance the mobility of freight by truck, rail, and other modes. **4.4** Support a fiscally constrained 25-year Metropolitan Transportation Plan that addresses existing and future needs while maximizing projected revenues.	No associated federal performance measures.	**(1)** Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency **(4)** Increase accessibility and mobility of people and freight **(5)** Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns **(6)** Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight **(10)** Enhance travel and tourism

	Objectives	Performance Measures	Federal Planning Factors
Goal 5: Consider the relationship of transportation and environment	**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 **5.2** Minimize or avoid adverse impacts from transportation improvements to the natural environment. **5.3** Provide an inclusive setting for regional transportation decision-making. **5.4** Support the reduction of transportation-related greenhouse gas emissions and the improvement of air quality.	No associated federal performance measures.	**(5)** Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns **(9)** Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation
Goal 6: Provide an equitable transportation system	**6.1** Ensure transportation improvements provide equitable benefits across the region. **6.2** Minimize or avoid adverse impacts from transportation improvements to the human environment, such as historic sites, recreational areas, and environmental justice populations. **6.3** Improve regional mobility choices for underserved communities.	No associated federal performance measures.	**(4)** Increase accessibility and mobility of people and freight **(5)** Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns

4.5 Strategies

These strategies, identified from a technical needs assessment and stakeholder and public input, will help the region achieve the transportation goals previously stated.

Responsibly Improve Roadway System

Funding for new roads and widening roads is limited. The MPO will prioritize roadway 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 bicyclists and pedestrians. These corridors can be found in the list of line-item roadway projects.

Rapidly Expand Biking and Walking Infrastructure

There were frequent comments from public input advocating for better walking and biking conditions. The MPO should encourage more bicycle and pedestrian projects and encourage bicycle and pedestrian improvements as part of 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, as well as 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 actively repair 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.

Establish a 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.

5.0 Project Development

This chapter summarizes how committed and potential transportation projects were identified and how cost estimates were developed for these projects.

5.1 Project Identification

Roadway Projects

A preliminary list of roadway projects was developed for both capacity and non-capacity roadway projects. Each list included the following:

- All projects included in the current Transportation Improvement Program (TIP)
- Projects from the previous MTP, MOVE 2042
- Projects addressing needs frequently cited in public input
- Projects identified in stakeholder consultation and in existing plans
- Projects that addressed any remaining needs identified in the Needs Assessment

The list of projects was refined with stakeholders and some projects were removed or modified in scale/scope based on feasibility assessments.

Bicycle and Pedestrian Projects

Bicycle and pedestrian projects listed in the current TIP were incorporated into the MTP. Additionally, the MPO will continue to work with its local agencies to identify and prioritize bicycle and pedestrian projects.

To be consistent with FHWA guidance, unless restrictions apply, bicycle and pedestrian improvements should be part of the overall design phase of all projects.

Transit Projects

At a minimum, the MTP assumes that existing transit services will continue to operate at current levels and that vehicles will be kept in a good state of repair.

The Needs Assessment also revealed demand for increased transit service throughout the region. The MTP provides a Regional Transit Strategy to address these needs and specific projects will be identified by local transit providers in coordination with the MPO as these providers conduct their short-range and long-range planning activities.

5.2 Estimating Project Costs

Roadway Project Cost Estimates

Cost estimates for some projects were available from existing studies or preliminary engineering work from local governments or LADOTD. For the remaining projects, order-of-magnitude cost estimates were developed using LADOTD's historical funding data. These typical construction cost estimates for various types of improvements are shown in Table 5.1.

No cost estimates were made for maintenance projects such as bridge and pavement projects.

Bicycle and Pedestrian Project Cost Estimates

Cost estimates for programmed bicycle and pedestrian projects were taken from the TIP. Cost estimates for future projects will be developed as these projects are identified and advance through planning and design. Furthermore, incidental bicycle and pedestrian improvements may be implemented alongside planned roadway projects and these costs will be included as part of the overall roadway project costs.

Transit Project Cost Estimates

The annual cost of operating public transit in the MPO was taken from the current levels of expenditures shown in the TIP. Costs for capital transit projects were estimated based on historical trends.

Table 5.1: Typical Roadway Costs by Improvement Type

Improvement Type	Average Cost (2021 dollars)	Unit
Interstate Widening	$26,325,000	Per Mile
New 2 Lane Arterial	$6,750,000	Per Mile
New 4 Lane Arterial	$12,487,500	Per Mile
Arterial Widening	$8,100,000	Per Mile
Center Turn Lane	$4,312,500	Per Mile
Reconstruction 2 Lane	$2,587,500	Per Mile
Reconstruction 4 Lane	$4,312,500	Per Mile
Overlay	$735,000	Per Mile
New Interchange	$40,500,000	Each
Interchange Improvement	$7,425,000	Each
Intersection Improvement	$1,890,000	Each

Note: Total Costs include Construction, Engineering, Right-of-Way & Utilities

6.0 Environmental Analysis and Mitigation

6.1 The Environment and MTP

The MTP must consider the impacts of transportation on both the natural and human environment. By providing appropriate consideration of environmental impacts early in the planning process, the plan increases opportunities for inter-agency coordination, enables expedited project delivery, and promotes outcomes that are more environmentally sustainable.

Table 6.1 shows resources typically considered in environmental impact evaluations. This chapter focuses on these resources and their implications in the Baton Rouge MPA.

Table 6.1: Typical Environmental Resources Evaluated

Resource	Importance
HAZMAT Sites	Health hazards, costs, delays, liability for both state and federal projects on either existing or acquired right-of-way
Air Quality	Public health, welfare, productivity, and the environment are degraded by air pollution
Noise	Noise can irritate, interrupt, and disrupt, as well as generally diminish the quality of life
Wetlands	Flood control, wildlife habitat, water purification; applies to both state and federally funded projects
Threatened and Endangered Species	Loss of species can damage or destroy ecosystems, to include the human food chain
Floodplains	Encroaching on or changing the natural floodplain of a water course can result in catastrophic flooding of developed areas
Farmlands	Insure conversion compatibility with state and local farmland programs and policies
Recreation Areas	Quality of life; neighborhood cohesion
Historic Structures	Quality of life; preservation of the national heritage
Archaeological Sites	Quality of life; preservation of national and Native American heritage
Environmental Justice	To avoid, minimize, or mitigate disproportionately high impacts on minorities and low-income populations; basic American fairness

Source: LADOTD, EPA, NWI, FEMA, NRHP, ACS

6.2 Air Quality and Change in Climate

Air Quality and Transportation

Highway vehicles and non-road equipment are mobile sources of air pollutants, some of which are known or suspected by the Environmental Protection Agency (EPA) to cause cancer or other serious health and environmental effects. Mobile sources, via the combustion of fossil fuels, release nitrogen dioxide and Volatile Organic Compounds (VOC), which chemically react in the presence of heat and sunlight to form ground-level ozone. Ground-level ozone can trigger a variety of health problems such as asthma and can also have harmful effects on sensitive vegetation and ecosystems. Mobile sources also contribute to climate change when combustion of fossil fuels release nitrous oxide and carbon dioxide.

The EPA regulates vehicle emissions and fuel efficiency through its vehicle Greenhouse Gas Emissions and Corporate Average Fuel Economy (CAFE) standards. It also regulates and monitors pollutants considered harmful to public health and the environment through the National Ambient Air Quality Standards (NAAQS) authorized by the Clean Air Act (1970). The EPA has set NAAQS for six (6) principal "criteria" pollutants. These are listed in Table 6.2 along with the current standards.

All parishes within the MPA are currently in attainment of the NAAQS.

In 2015, the EPA revised the primary and secondary ozone standards to 70 parts per billion (ppb), down from 2008 standard of 75 ppb, and retained their indicators (O_3), forms [fourth-highest daily maximum, averaged across three (3) consecutive years] and averaging times (eight hours). The Baton Rouge MPA is not anticipated to immediately be affected by the 70 ppb standard. However, it should be noted that the EPA still displays Baton Rouge as a Maintenance area for the 2008 standard.

> Transportation conformity is a process required of MPOs pursuant to the Clean Air Act Amendments of 1990 (CAAA of 1990) to ensure that Federal funding and approval are given to those transportation activities that are consistent with air quality goals.

The CAAA requires that transportation plans, programs, and projects in nonattainment or maintenance areas that are funded or approved by the FHWA be in conformity with the State

Implementation Plan (SIP), which represents the state's plan, to either achieve or maintain the NAAQS for a particular pollutant.

Currently, the MTP is subject to a conformity analysis due to the previous maintenance standard. The transportation model, which forms the basis of transportation decision-making, provides numeric outputs that may be utilized in regional air quality modeling.

Change in Climate

The current scientific belief holds that the planet is going through a period of warming. This changing trend in climate is believed to be caused by the increase in Greenhouse Gases (GHGs), which has only been increased through human behavior through the use of fossil fuels. According to the EPA, the transportation sector generated the largest share of GHG emissions in the United States in 2018, responsible for over 28 percent. The MPO understands the need for air quality within the area and is taking several steps to address this new challenge.

Table 6.2: National Ambient Air Quality Standards (NAAQS) as of 2021

Pollutant	Primary/Secondary	Averaging Time	Level	Form
Carbon Monoxide	primary	8 hours	9 ppm	Not to be exceeded more than once per year
		1 hour	35 ppm	
Lead	primary and secondary	Rolling 3-month average	0.15 µg/m3	Not to be exceeded
Nitrogen Dioxide	primary	1 hour	100 ppb	98th percentile of 1-hour daily maximum concentrations, averaged over 3 years
	primary and secondary	1 year	53 ppb	
Ozone	primary and secondary	8 hours	0.070 ppm	Annual fourth-highest daily maximum 8-hr concentration, averaged over 3 years
Particle Pollution	primary	1 year	12.0 µg/m3	annual mean, averaged over 3 years
	secondary	1 year	15.0 µg/m3	annual mean, averaged over 3 years
	primary and secondary	24 hours	35 µg/m3	98th percentile, averaged over 3 years
	primary and secondary	24 hours	150 µg/m3	Not to be exceeded more than once per year on average over 3 years
Sulfur Dioxide	primary	1 hour	75 ppb	99th percentile of 1-hour daily maximum concentrations, averaged over 3 years
	secondary	3 hours	0.5 ppm	Not to be exceeded more than once per year

Source: EPA

Note: ppm - parts per million

ppb - parts per billion

µg/m3 - micograms per cubic meter

Effects of Climate Change

Geographically, the Baton Rouge MPA is inland and away from the coast, but inland flooding and hurricanes are still considered a direct concern to the area. These events can impact the area over time. The most obvious and immediate effect of climate change has been the increased global temperature, which has a large impact on the transportation system. The increased heat warps the steel of railroad tracks, stresses bridge joints, and affects pavement conditions. Pavement that has been softened by heat to which it was never designed can buckle and rut under high truck volumes. This in turn creates a need for further maintenance and the use of more material, which itself is carbon-based.

The rising temperatures are not the only major impact that has been observed with the recent climate change. Storms have been rising in intensity with the shift in the climate and "Superstorms" such as Katrina, Sandy, and Harvey are becoming a more regular occurrence. Louisiana has seen direct impacts of weather extreme amplification recently in the historic 2016 Flood in August of that year. During this event a sizeable number of homes and businesses were damaged from the flood waters throughout south Louisiana, particularly in the Baton Rouge region.

Recent storms with a high intensity over a short period of time are becoming common and can result in flash floods. These flash floods trap motorists and deposit large amounts of water on the impervious surfaces of the roadways. This water eventually becomes surface runoff, which can damage a roadway's substructure if not properly diverted to stormwater drainage systems. This impact is worse near major rivers, such as the Mississippi River, leading to potential disasters that can affect roadways and other infrastructure.

A strategy that the MPO can employ to deal with this need is the increased inspection of bridges and roadways. This will ensure that the infrastructure is structurally sound and that erosion from storms has not degraded it. Drainage for the infrastructure is also important and should be inspected to ensure that roadways will not contribute to uncontrolled runoff.

Climate Change Strategies

The transportation system is the largest contributor to GHGs, contributing over one-quarter of the total amount. These gases come from vehicle emissions and air conditioning. Vehicle emissions are increased when a vehicle is idling and less efficient. This contribution to GHGs makes the transportation sector a priority to address climate change. There are several strategies that may be employed to reduce the impact of transportation on climate change.

Introducing Low-Carbon Fuels

This strategy explores the use of fuels from alternative sources which produce less carbon and are more efficient. These fuels include ethanol, biodiesel, natural gas, and more. Additional low-carbon fuels include alternatives such as hybrids, electric vehicles, and hydrogen fuel. In an effort to reduce emissions, the local transit systems, including CATS, have been making the switch to hybrid buses. The current low-carbon fuels within the region are discussed in *Technical Report: Needs Assessment*.

Reduction of High-Carbon Activities

Single occupancy vehicles and motorcycles are comparatively inefficient modes of transportation that produce GHGs. Strategies can be implemented that encourage transportation users to choose alternative transportation modes which reduce the emissions on the transportation system. These include the use of carpooling, increased transit ridership, and the reduction of unnecessary trips.

The construction and maintenance of transportation systems can also contribute to GHGs, as many of the products used in these processes are carbon-based. The use of lower-carbon materials during construction and maintenance would aid with this strategy.

Improving System Efficiency

The transportation network is the system by which people, goods, and services are moved through the area. This strategy encourages the use of an efficient transportation system to reduce travel time, reduce idling vehicles, and increase quality of traffic operations. This can be achieved using:

- ITS,
- Traffic signal retiming and coordination,
- Travel Demand Management, and
- Other means to reduce congestion and idling vehicles.

Additional Strategies

The strategies listed on the previous page cover the key methods that can be used to reduce the effect of GHGs from transportation sources. The following strategies may also be deployed:

- Reducing the amount of travel necessary for transportation users
- Increasing vehicle occupancies for all modes
- Establishing transportation pricing
- Encouraging non-vehicular travel
- Promoting trip-chaining
- Improved freight logistics
- Using LED lights in traffic signals

6.3 Environmental Regulations

Planning Requirements

Federal regulations (23 C.F.R. §450) require the MTP to address environmental concerns by consulting with relevant stakeholder agencies and discussing potential environmental mitigation activities.

The plan should involve consultation with state and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation. This should include a comparison of the plan with State conservation plans or maps and inventories of natural or historic resources, if this information is available.

The plan must discuss types of potential environmental mitigation activities related to the implementation of the plan. This includes potential areas for these activities to occur and activities which may have the greatest potential to mitigate the effects of the plan projects and strategies. Mitigation activities do not have to be project-specific and can instead focus on broader policies, programs, and strategies. The discussion must involve consultation with federal, state, and tribal land management, wildlife, and regulatory agencies.

Defining Mitigation

The National Environmental Policy Act (1970), or NEPA, established the basic framework for integrating environmental considerations into federal decision-making. Federal regulations relating to NEPA (40 C.F.R. 1508) define mitigation as:

- Avoiding the impact altogether by not taking a certain action or parts of an action.
- Minimizing impacts by limiting the degree or magnitude of the action and its implementation.
- Rectifying the impact by repairing, rehabilitating, or restoring the affected environment.
- Reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action.
- Compensating for the impact by replacing or providing substitute resources or environments.

6.4 The Natural Environment

Wetlands, Waterways, and Flooding

Transportation projects were evaluated for proximity to wetlands, impaired waters, flood zones, and navigable waters. While transportation projects should be sensitive to all bodies of water, these water bodies merit special attention for the following reasons:

Wetlands have many environmental benefits, most notably:

- Water purification,
- Flood protection,
- Shoreline stabilization,
- Groundwater recharge,
- Streamflow maintenance, and
- Fish and wildlife habitat.
- Impaired waters are already too polluted or otherwise degraded to meet the state water quality standards.
- Both wetlands and impaired waters are protected by the Clean Water Act.
- Encroaching on or changing the natural floodplain of a water course can result in catastrophic flooding of developed areas.

- Structures built across navigable waterways must be designed in consultation with the Coast Guard, as required by the Coast Guard Authorization Act of 1982.

Figure 6.1 displays the proposed MTP transportation projects along with the location of wetlands and impaired waters. Figure 6.2 displays the proposed MTP transportation projects and flood zones. The individual project factsheets located in Appendix A display if a project impacts wetlands or flood zones.

Navigable waterways are defined as waters that have been used in the past, are now used, or are susceptible to use to transport interstate or foreign commerce up to the head of navigation. The Mississippi River, which passes through the study areas, is a navigable waterway.

Mitigation

This early in the planning stage, there are not enough resources available to assess project level impacts to specific wetlands. As individual projects proceed through the LADOTD project delivery process and NEPA process, it is anticipated that project sponsors will:

- Ensure that transportation facilities constructed in floodways will not increase flood heights
- Take steps to avoid wetland and flood zone impacts where feasible
- Consider strategies which minimize potential impacts to wetlands and flood zones
- Provide compensation for any remaining unavoidable impacts through activities to restore or create wetlands
- Projects near impaired waters should consider measures to improve the quality of these waters.

Spotlight: Stormwater Mitigation

In urban areas, unmanaged stormwater often leads to excessive flooding. This flooding can damage property and create environmental and public health hazards by introducing contaminants into new areas. Without proper drainage and stormwater mitigation efforts, new transportation projects have the potential to exacerbate existing stormwater issues.

Transportation Related Strategies

- During project design, minimize impervious surfaces and alterations to natural landscapes.
- Promote the use of "green infrastructure" and other low-impact development practices. Examples include the use of rain barrels, rain gardens, buffer strips, bioswales, and replacement of impervious surfaces on property with pervious materials such as gravel or permeable pavers.
- Adopt ordinances that include stormwater mitigation practices, including landscaping standards, tree preservation, and "green streets".
- Develop a Standard Urban Stormwater Mitigation Plan at multiple levels; including state, region, and municipality. Efforts should be made to coordinate these plans, even though multiple agencies would have them in place.

Wildlife

The test projects were evaluated for proximity to identified critical habitat areas for threatened and endangered species and wildlife refuges. The Endangered Species Act of 1973, as amended, was enacted to provide a program for the preservation of endangered and threatened species. The Act provides protection for the ecosystems upon which these species depend for their survival. All federal agencies or projects utilizing federal funding are required to implement protection programs for designated species and to apply them in facilitating their survival.

Additionally, Section 4(f) of the Department of Transportation (DOT) Act of 1966 affords protection to wildlife or waterfowl refuges when USDOT funds are invested in a project.

An endangered species is a species in danger of extinction throughout all or a significant portion of its range. A threatened species is a species likely to become endangered within the foreseeable future throughout all or a significant portion of its range. Proposed species are those which have been formally submitted to Congress for official listing as threatened or endangered.

Species may be considered endangered or threatened when any of the five (5) following criteria occur:

- The current/imminent destruction, modification, or curtailment of their habitat or range
- Overuse of the species for commercial, recreational, scientific, or educational purposes
- Disease or predation
- The inadequacy of existing regulatory mechanisms
- Other natural or human-induced factors affect continued existence.

Table 6.2 lists species classified as endangered, threatened, or recovered within the MPA parishes. Figure 6.3 displays the proposed MTP transportation projects along with the location of identified critical habitat areas.

Mitigation

Preliminary planning undertaken within the context of development of the MTP does not include resources sufficient to assess project specific impacts to species habitats. As projects are carried forward through the LADOTD project delivery process, the NEPA process, design, and construction, projects will be developed in consultation with U.S. Fish and Wildlife Service and

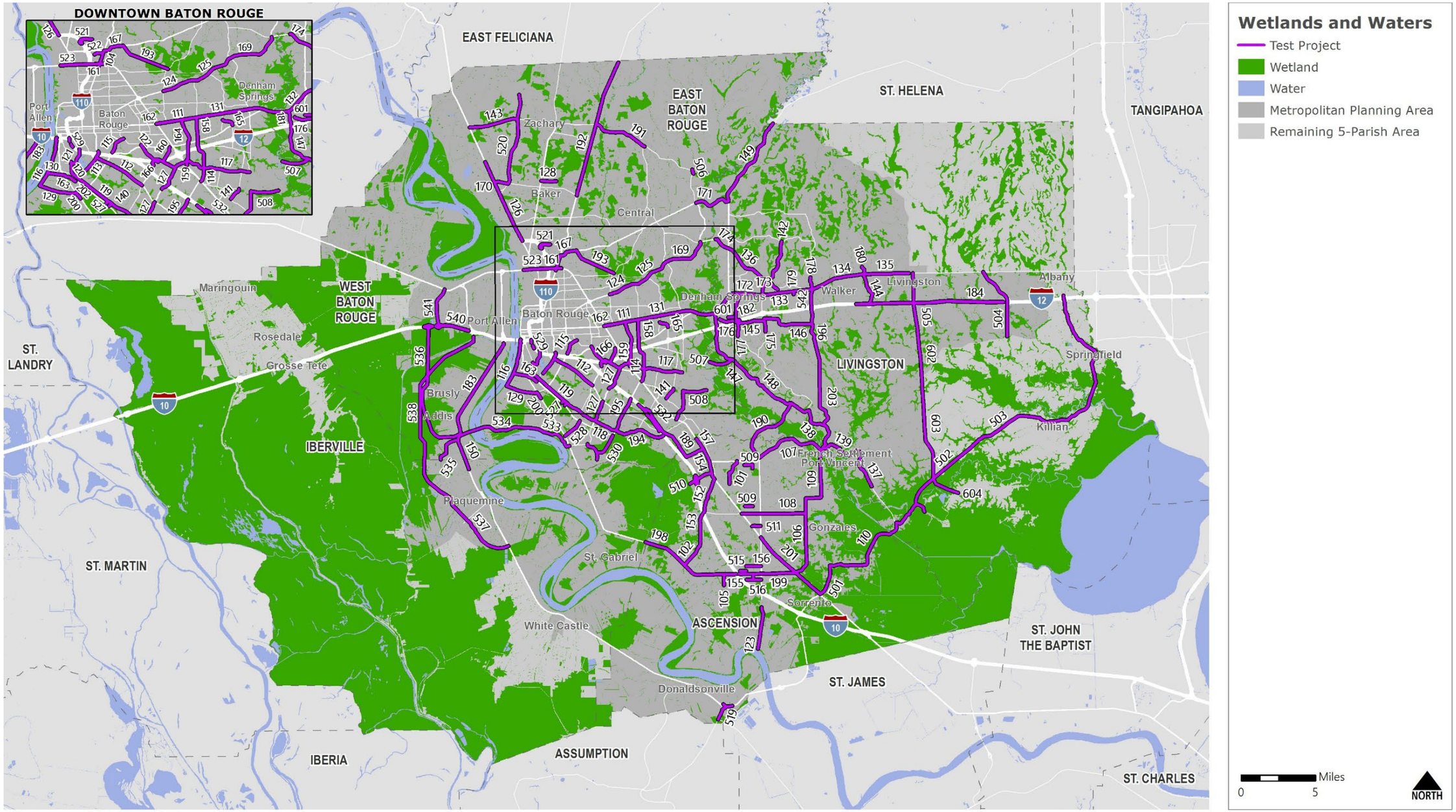
Louisiana Department of Wildlife and Fisheries. Where practicable, actions which impact critical habitats will be avoided.

Table 6.3: Species Identified under Endangered Species Act in Baton Rouge, LA

Group	Common Name	Scientific Name	Status
Birds	Red-cockaded woodpecker	Picoides borealis	Endangered
Clams	Rabbitsfoot	Quadrula cylindrica cylindrica	Threatened
Fish	Atlantic sturgeon (Gulf subspecies)	Acipenser oxyrinchus (=oxyrhynchus) desotoi	Threatened
Mammal	Louisiana black bear	Ursus americanus luteolus	Recovery
Reptiles	Ringed map turtle	Graptemys oculifera	Threatened
	Gopher tortoise	Gopherus polyphemus	Threatened

Source: U.S. Fish and Wildlife Service, Environmental Conservation Online System; National Marine Fisheries Service (NOAA Fisheries)

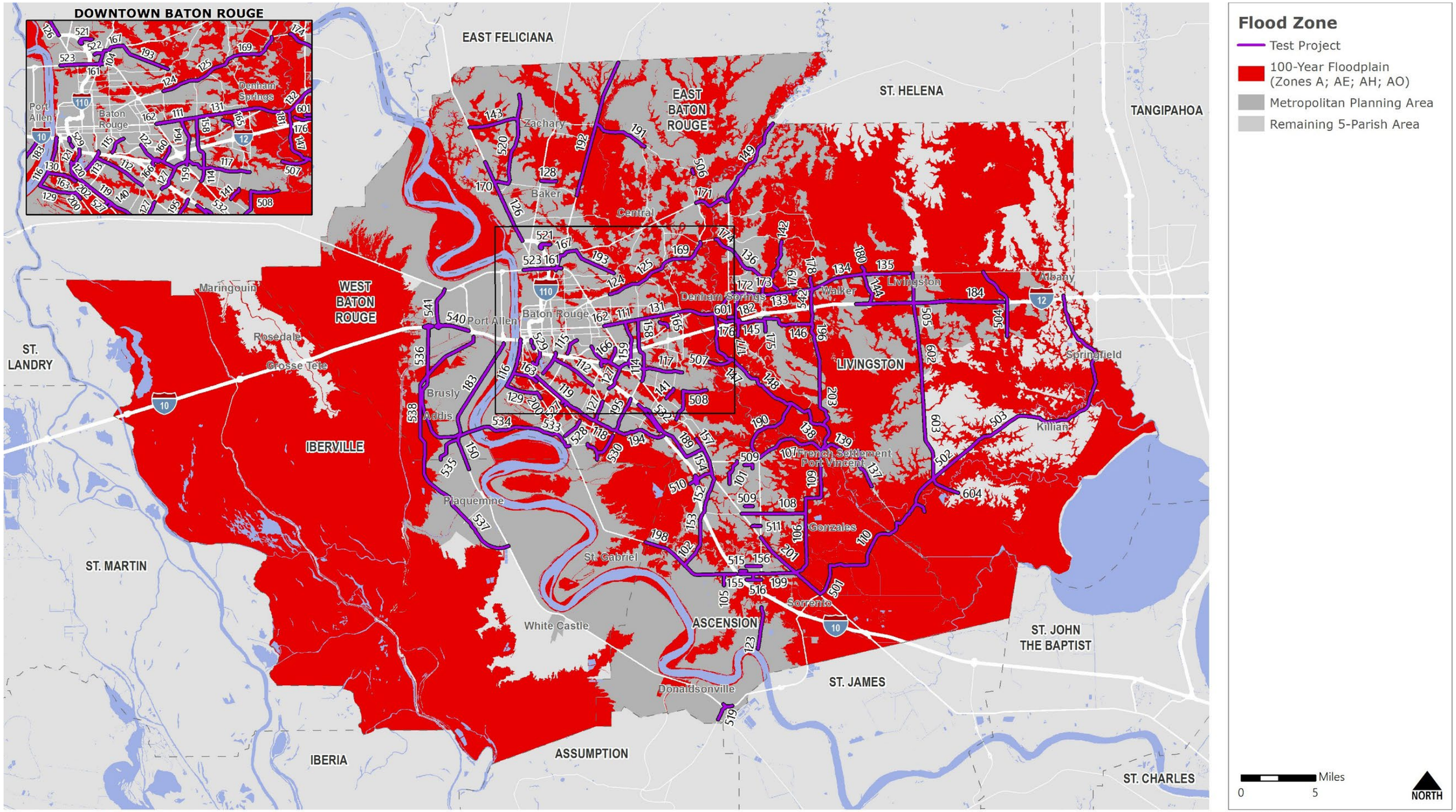
Figure 6.1: Wetlands and Waterways



Data Sources: NWI; Neel-Schaffer, Inc.

Disclaimer: This map is for planning purposes only.

Figure 6.2: Flood Zones



Data Sources: FEMA; Neel-Schaffer, Inc.

Disclaimer: This map is for planning purposes only.

6.5 The Human Environment

Historic and Recreational Resources

The test projects were evaluated for proximity to historic sites and publicly owned recreational facilities. Section 4(f) of the Department of Transportation (DOT) Act of 1966 affords protection to publicly owned parks and recreation areas and all historic sites listed or eligible for listing on the National Register of Historic Places (NRHP) when USDOT funds are invested in a project.

To be eligible for the NRHP, a district, site, building, structure, or object must possess:

- Integrity of location
- Design
- Setting
- Materials
- Workmanship
- Feeling
- Association
- Generally must be at least 50 years old.

It will also be evaluated by the following criteria:

- Association with events that have made a significant contribution to the broad patterns of our history; or
- Association with the lives of significant persons in our past; or
- Embodiment of the distinctive characteristics of a type, period, or method of construction, or representative of the work of a master, or possession of high artistic values, or representative of a significant and distinguishable entity whose components may lack individual distinction; or
- Provision or likelihood to provide information important in history or prehistory.

Figure 6.3 displays all historic sites listed on the National Register and State Register. It is important to note the State Register properties are not necessarily protected by Section 4(f) regulations unless they meet NRHP eligibility. Furthermore, there may be additional properties not listed on either register which are eligible for the NRHP. Note that Figure 6.3 excludes all historic features deemed 'restricted' or 'sensitive', such as sensitive archaeological sites. Figure 6.3 also displays all publicly-owned parks and recreation areas deemed significant by a review of public agency websites.

Mitigation

Projects will be developed in consultation with the State Historic Preservation Office (SHPO) and to the extent practicable, actions which adversely impact NRHP properties and publicly owned recreation areas will be avoided. When historic properties are adversely affected, mitigation will include data recovery as appropriate to document the essential qualities of the historic resources. When publicly owned recreation areas are adversely affected, appropriate compensation will be provided.

Potentially Hazardous Materials

Accidents, spills, leaks, and past improper disposal and handling of hazardous materials and wastes have resulted in contamination of many sites across the country.

The Comprehensive Environmental Response, Compensations, and Liability Act (CERCLA), commonly known as Superfund, was enacted in 1980 and:

- Established prohibitions and requirements concerning closed and abandoned hazardous waste sites
- Provided for liability of persons responsible for releases of hazardous waste at these sites
- Established a trust fund to provide for cleanup when no responsible party could be identified

CERCLA also enabled the revision of the National Contingency Plan, which established the National Priorities List (NPL). The NPL is the list of national priorities among the known releases or threatened releases of hazardous substances, pollutants, or contaminants throughout the United States and its territories. It is intended primarily to guide the EPA in determining which sites warrant further investigation.

It was determined there are three (3) sites listed on the National Priorities List in the MPA, as illustrated in Figure 6.4. These NPL sites were identified using the EPA's Cleanups in My Community database, which includes cleanup sites, facilities and properties for which EPA collects information by law, or voluntarily via grants.

Mitigation

At this stage in project development, not enough information is available to determine impacts and mitigation. However, transportation projects affected by or affecting potentially hazardous properties will be evaluated during the LADOTD project delivery process, the NEPA process, design, and construction.

Environmental Justice Populations

Executive Order 12898: Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, was signed in 1994. It reaffirms the intent of Title VI of the Civil Rights Act of 1964, NEPA, and other federal laws, regulations, and policies by establishing the following Environmental Justice (EJ) principles for all federal agencies and agencies receiving federal funds, such as MPOs:

- To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations.
- To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.
- To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

Figure 6.5 shows areas in the MPA where low-income households make up a greater share of the overall population.

Similarly, Figure 6.6 shows areas in the MPA where minority populations make up a greater share of the overall population.

Mitigation

To prevent disproportionately high and adverse effects on minority or low-income populations early in the planning process, the MPO should encourage high community and stakeholder engagement in the design phase of projects. This is especially important for projects that are in areas with a disproportionately high minority and/or low-income population. Figures 6.5 and 6.6 illustrate transportation projects in relation to disproportionately high minority or low-income populations, but in-depth discussions need to be held to further explore the potential negative impacts in these communities.

Historical Urban Development

The historical urban development of the MPA breaks down the likely distribution of historic and other cultural resources. Figure 6.7 shows that the areas with the greatest concentrations of historical housing structures, or those at least 50 years old, are in the core of the City of Baton Rouge, East Baton Rouge Parish above I-12, the Cities of Plaquemine and St. Gabriel, and the Towns of Addis and Brusly . There are likely smaller concentrations not revealed by historic centers of many of the smaller municipalities within the MPA. This information is merely intended to illustrate general patterns.

Land Cover

The land cover of the MPA is illustrated in Figure 6.8 and summarized in Figure 6.9. Forested, pasture, and herbaceous lands make up the majority of the land area in the MPA. Developed areas still only account for around 17 percent of the land area.

Other Community Impacts

In addition to the community impacts already discussed, a transportation project may produce various impacts to public spaces, residences, and businesses. These impacts may relate to property, air quality, noise, or other issues and many will not be well understood until a project is substantially advanced.

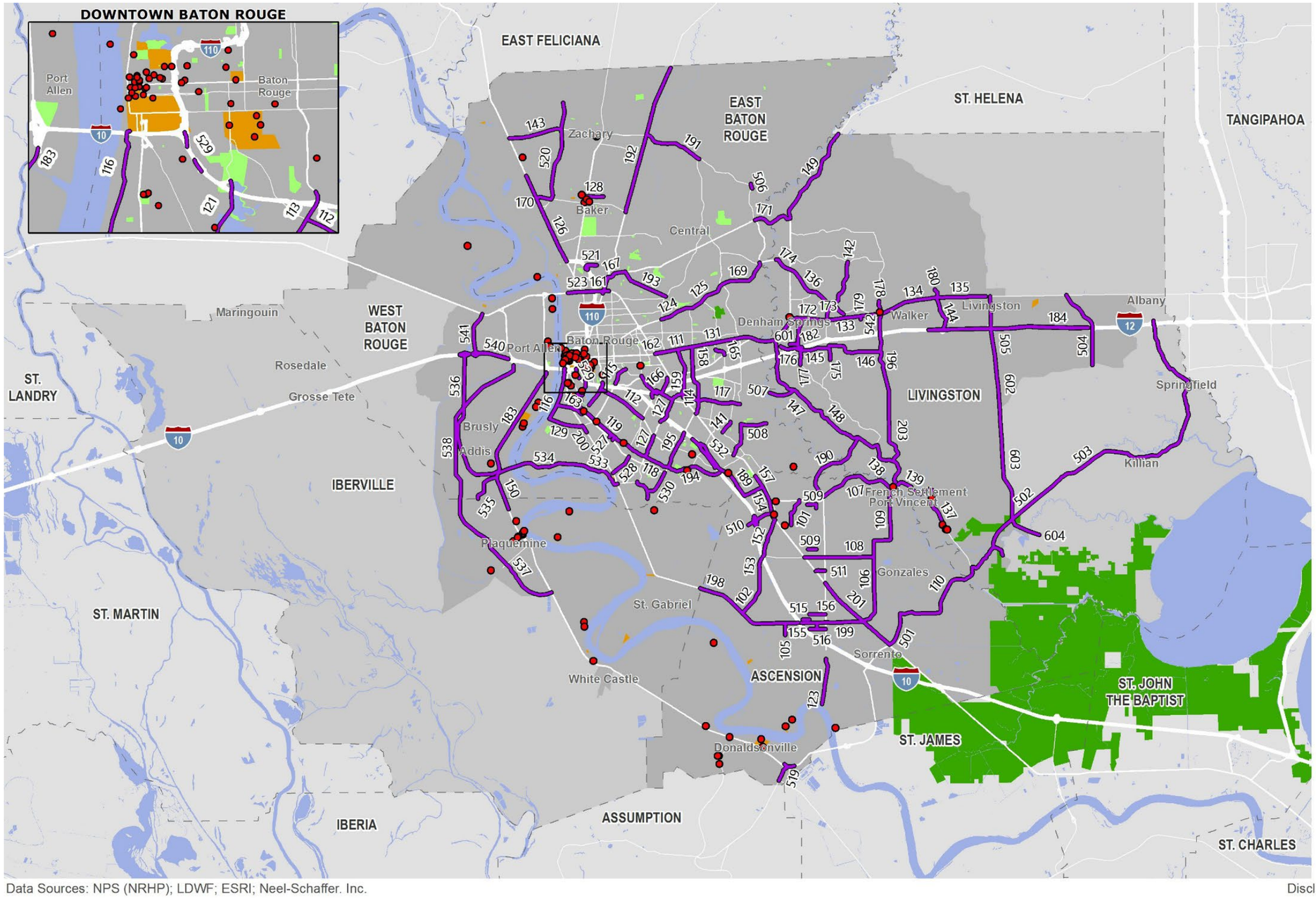
Mitigation

Impacts associated with specific projects will be assessed in conformance with local, state, and federal regulations, NEPA guidance, and the LADOTD project delivery process.

Certain impacts, such as those associated with an increase in traffic related noise, can potentially be mitigated. Also, to the extent practicable, projects should be developed using Context Sensitive Solutions.

The individual project factsheets located in Appendix A display if a project impacts low income populations, minority populations, or other parts of the human environment.

Figure 6.3: Historic and Recreational Resources



Historic and Recreational Resources

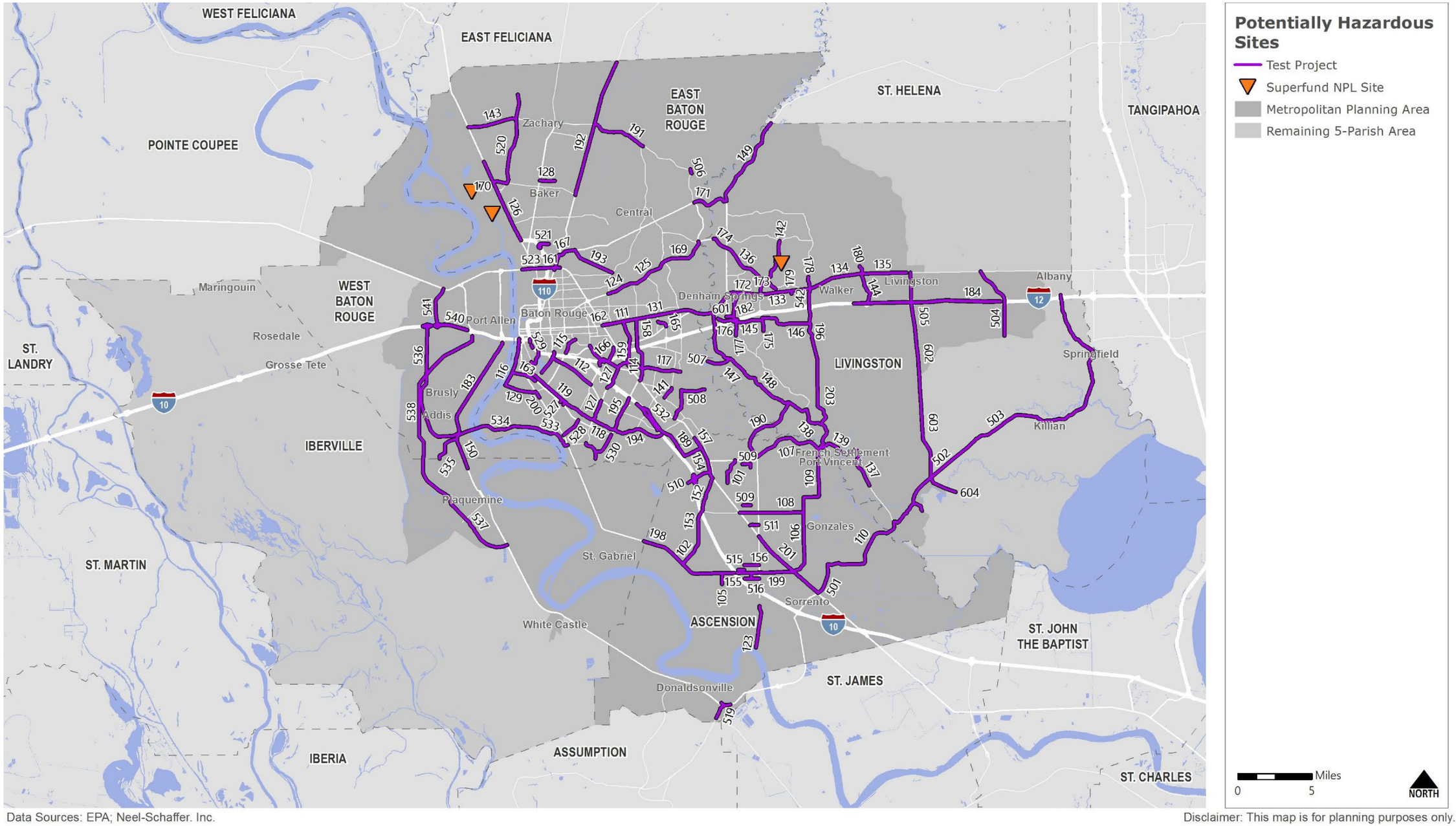
- Test Project
- National Register Historic Location (Point)
- National Register Historic Location (Area)
- Wildlife Management Area
- Park
- Metropolitan Planning Area
- Remaining 5-Parish Area

Miles
0 5
NORTH

Data Sources: NPS (NRHP); LDWF; ESRI; Neel-Schaffer. Inc.

Disclaimer: This map is for planning purposes only.

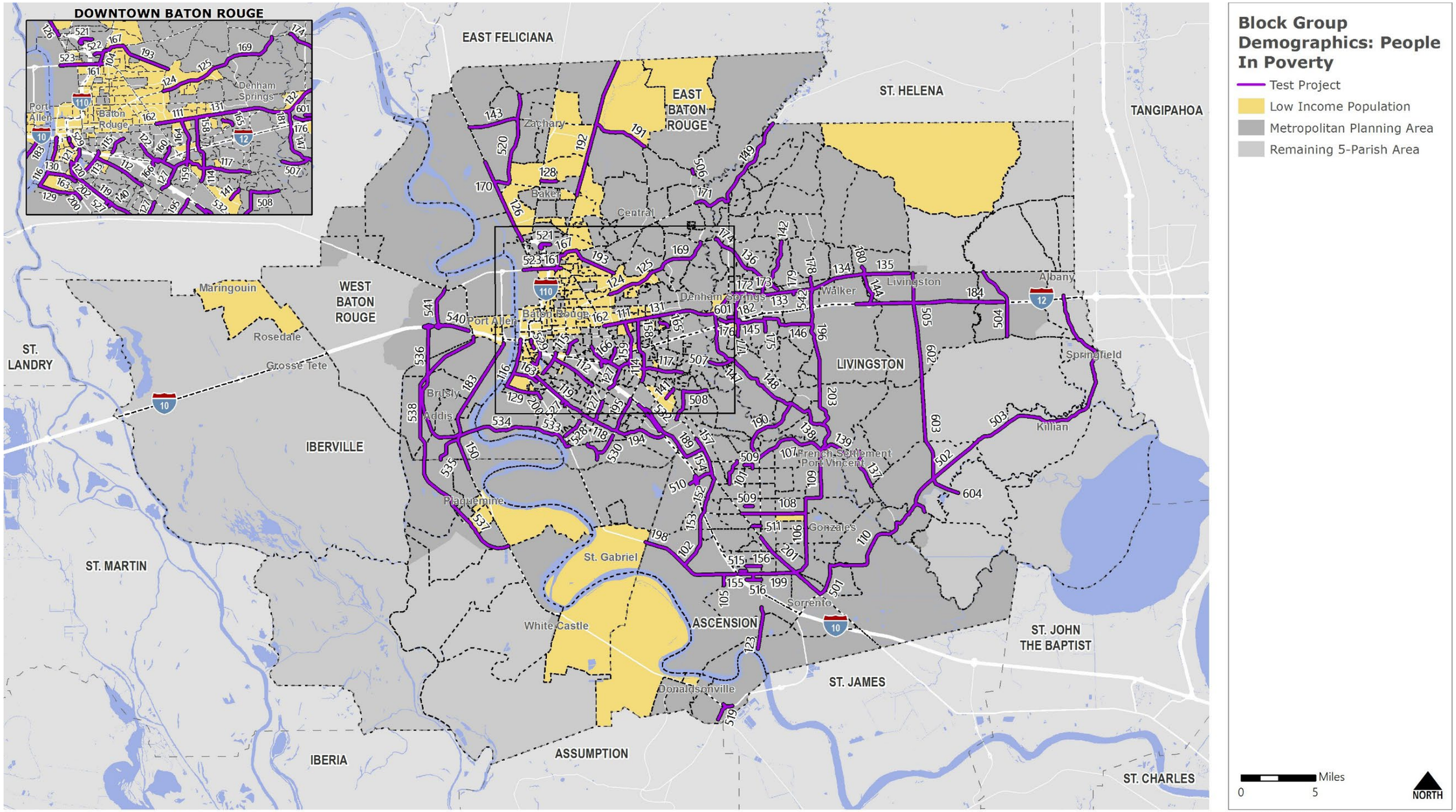
Figure 6.4: Potentially Hazardous Sites



Data Sources: EPA; Neel-Schaffer. Inc.

Disclaimer: This map is for planning purposes only.

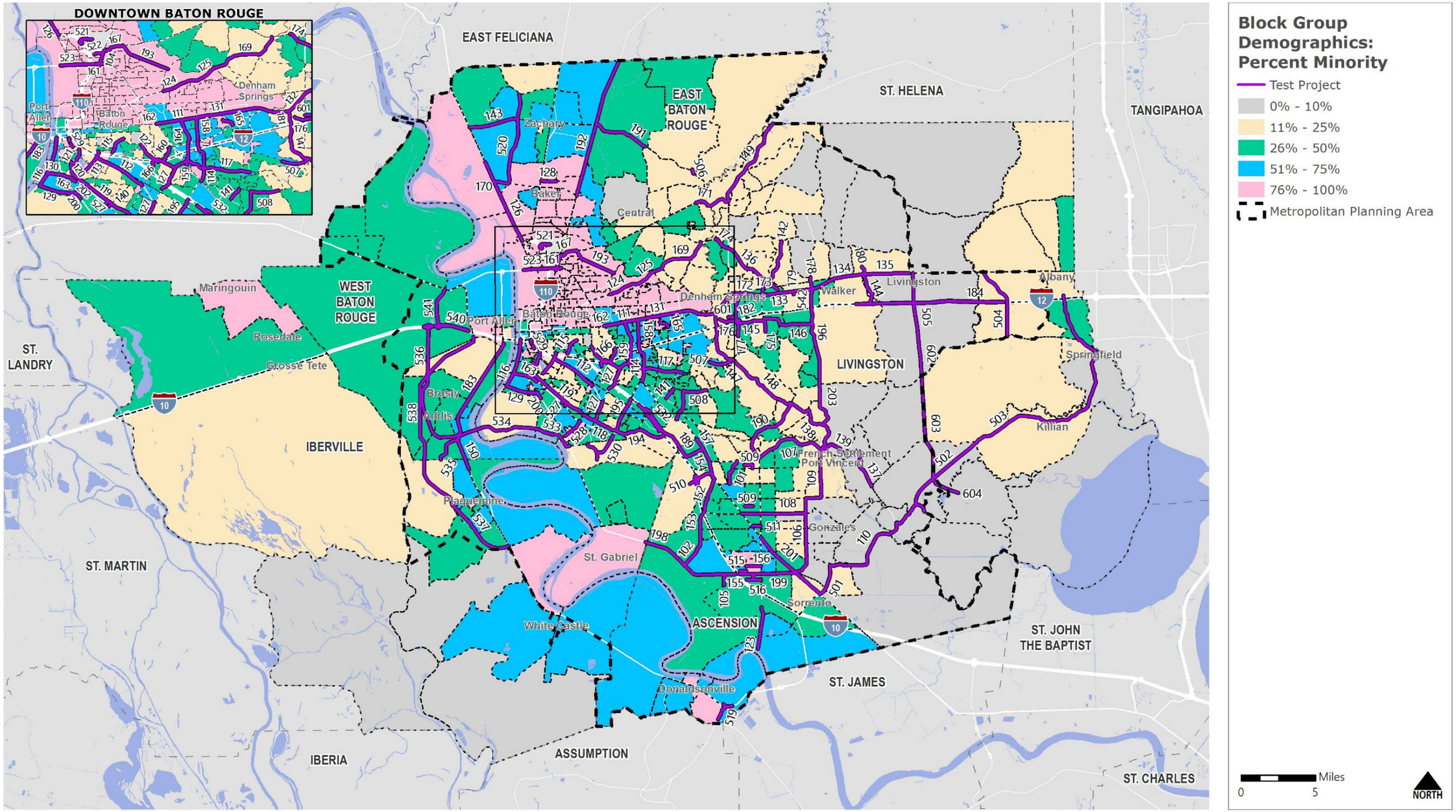
Figure 6.5: Block Group Demographics: People in Poverty



Data Sources: Census Bureau; Neel-Schaffer, Inc.

Disclaimer: This map is for planning purposes only.

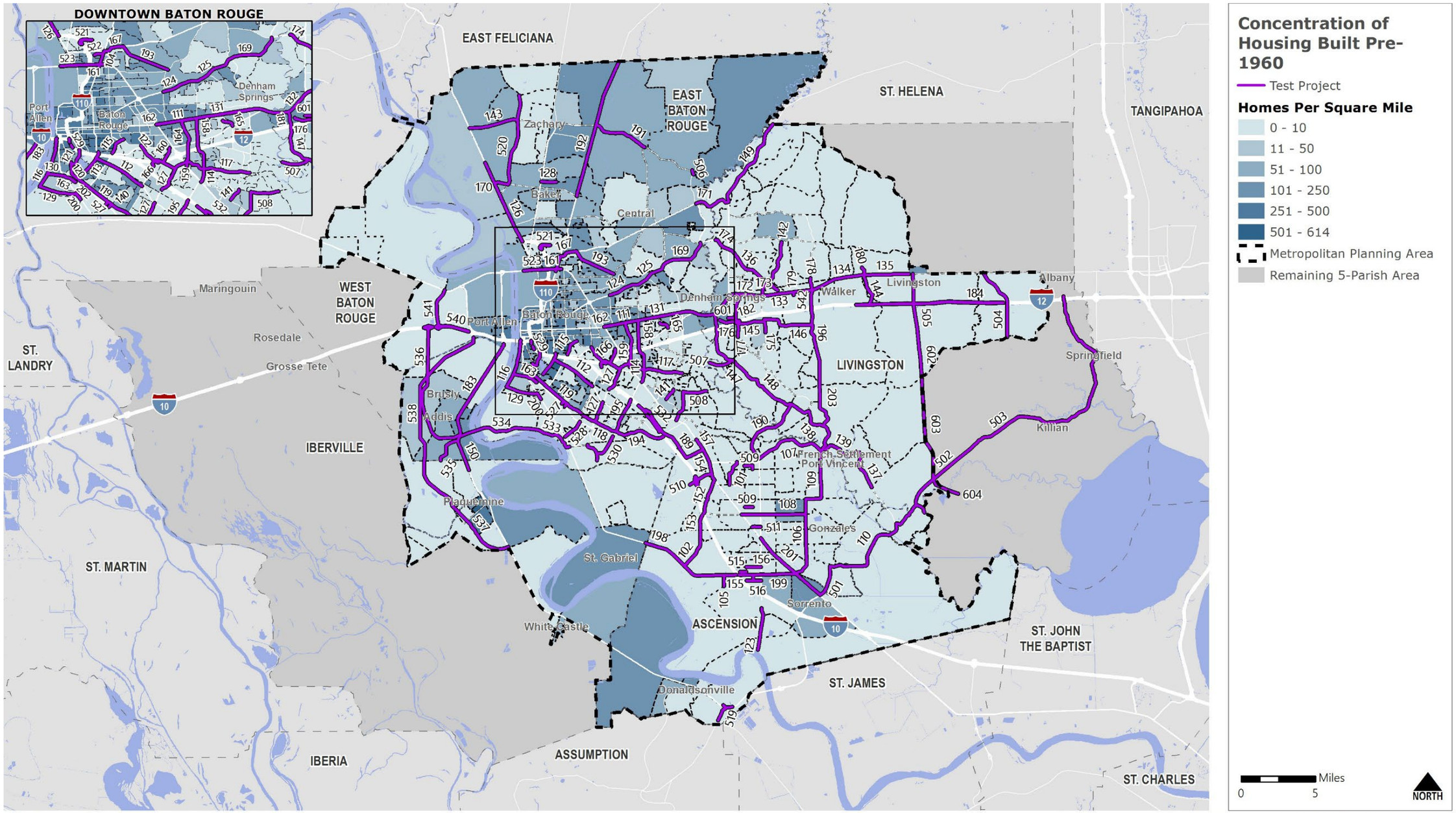
Figure 6.6: Block Group Demographics: Minority Populations



Data Sources: Census Bureau; Neel-Schaffer, Inc.

Disclaimer: This map is for planning purposes only.

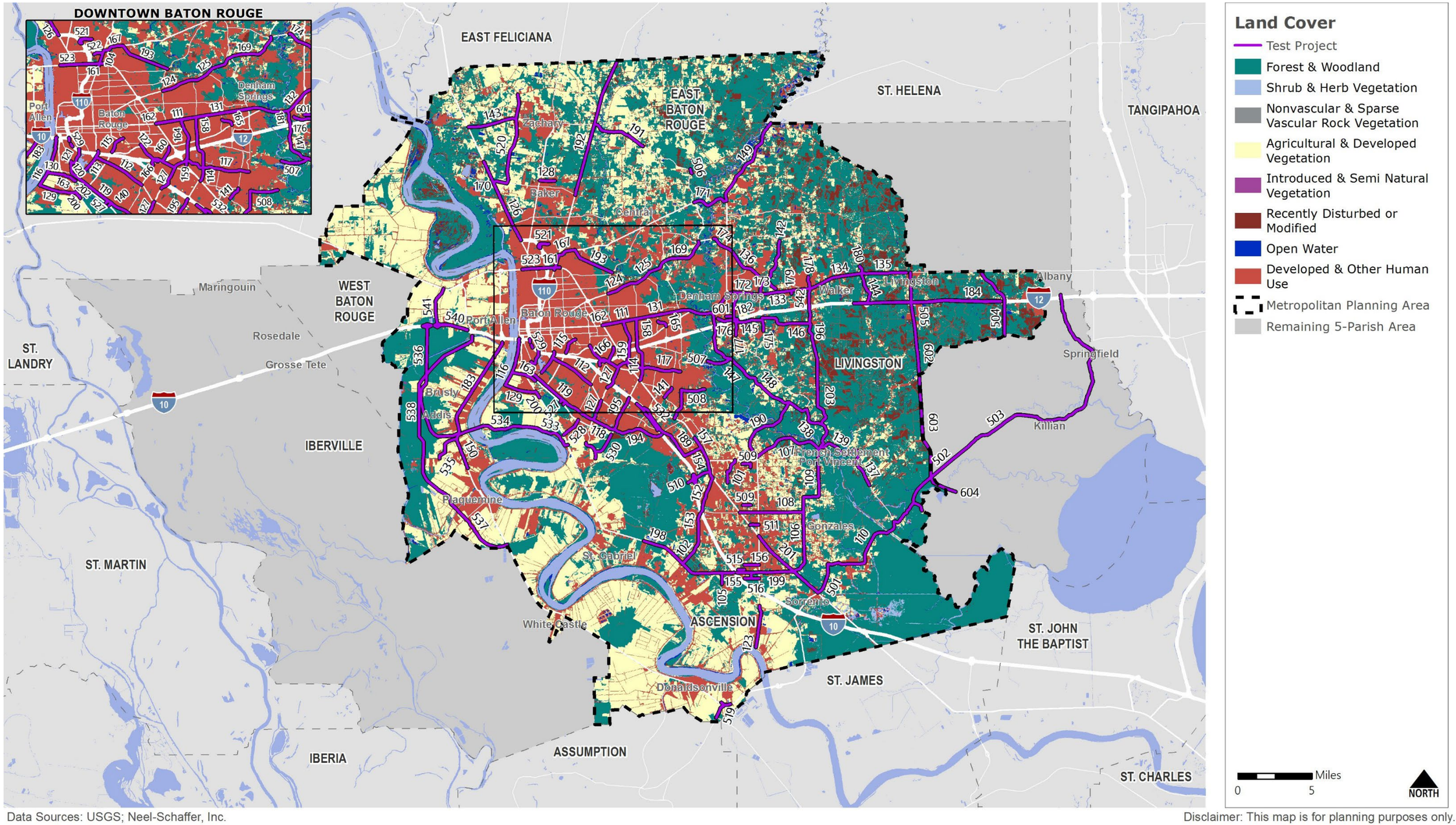
Figure 6.7: Concentration of Housing Built Pre-1960



Data Sources: Census Bureau; Neel-Schaffer, Inc.

Disclaimer: This map is for planning purposes only.

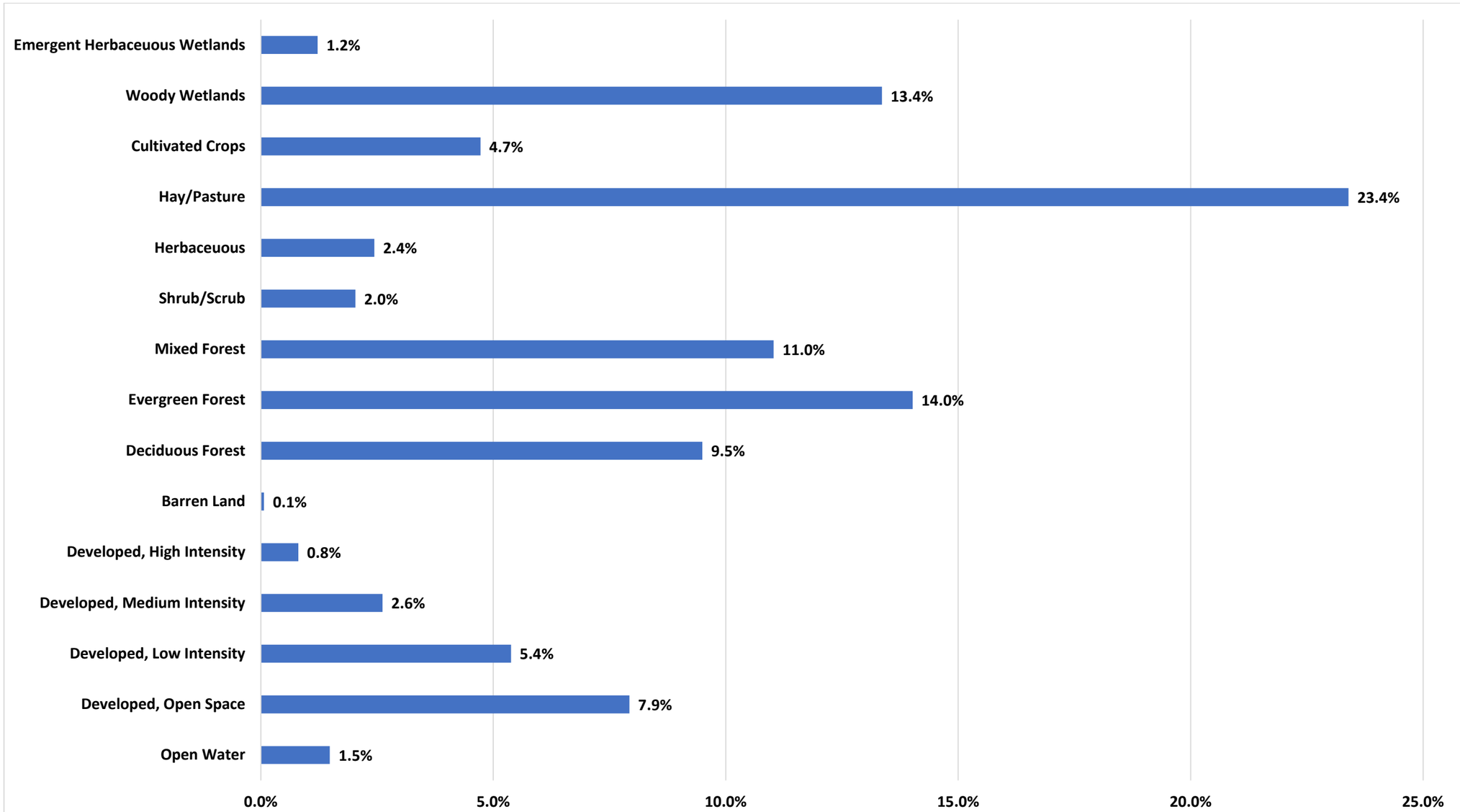
Figure 6.8: Land Cover Classification



Data Sources: USGS; Neel-Schaffer, Inc.

Disclaimer: This map is for planning purposes only.

Figure 6.9: Land Cover Classification Breakdown



7.0 Project Prioritization

Roadway capacity projects were prioritized based on the goals and objectives stated earlier in this MTP. Non-capacity roadway projects, such as safety and maintenance projects, were not prioritized. Instead, the MPO will continue to identify and prioritize these projects on a regular basis with local governments.

Bicycle, pedestrian, and public transit projects are not prioritized as part of the Metropolitan Transportation Plan. The Regional Bicycle and Pedestrian Plan that is currently being developed by CRPC will prioritize major bicycle and pedestrian improvements in the region. Public transit providers, such as CATS, will prioritize improvements on a regular basis, in coordination with the MPO and other stakeholders.

7.1 Roadway Capacity Project Prioritization

To maximize the selections of projects using the limited funding available within the MPA, roadway capacity projects were prioritized. Table 7.1 shows the criteria and weights that were utilized to prioritize the identified roadway capacity projects. This methodology is intended to support the previously stated goals and objectives.

During the project scoring process, the MPO and the local jurisdictions were asked to provide local priority ratings for each project in the form of high, medium, or low. These were used to further refine project selection for the Staged Improvement Program.

The results of this prioritization exercise are shown in Table 7.2 and illustrated in Figure 7.1. Full project scores are displayed in the project factsheets found in Appendix A.

Table 7.1: Project Prioritization Methodology for Roadway Capacity Projects

Criterion	Rationale	Measure	Scoring Scale (Points Possible)				
			0	5	10	15	20
Congestion Reduction	Prioritize projects that reduce congestion.	Reduction in Vehicle Hours of Delay from baseline conditions (Existing + Committed Network)	Points awarded in increments of 5 based upon logical in the data (Projects automatically received higher points based on the results of the Congestion Management Process and if the roadway was identified in the Process or not)				
Benefit Cost Ratio	Prioritize projects with congestion reduction benefits exceeding construction costs and maximize limited federal funds.	Benefit/Cost Ratio: annual dollars saved from delay reduction divided by project cost.	Points awarded in increments of 5 based upon logical breaks in the data				
Safety Benefits	Prioritize projects that will improve safety conditions.	Qualitative assessment based on crash data, bridge conditions, and engineering analysis.	Minimal safety benefits	Some safety benefits	Moderate safety benefits	Significant safety benefits	Very significant safety benefits
Bicycle and Pedestrian Benefits	Prioritize projects that will allow for incidental bike/ped improvements.	Latent Multimodal Demand: Demand for biking, walking, and transit within 0.25 mile of project based on GIS analysis in *Technical Report #2: Existing Conditions Analysis*.	Minimal demand (or along Interstate or Expressway)	Some demand	Moderate demand	Significant demand	
Freight Benefits	Prioritize projects that benefit the movement of goods.	Reduction in Truck Hours of Delay from baseline conditions (Existing + Committed Network). Designation as part of the statewide freight network.	Points awarded in increments of 5 based upon logical breaks in the data (projects that are part of statewide freight network automatically receive maximum points)				
Supports Existing Plans	Prioritize projects that have been vetted in locally-adopted plans or existing studies and plans.	In locally-adopted plan, previous MTP, or existing study/plan.	Not in previous plan or study	In previous MTP OR existing study/plan (not in comprehensive plan)	In previous MTP AND existing study/plan (not in comprehensive plan) OR in local comprehensive plan		
Protect the Environment & Environmental Justice	Prioritize projects that reduce environmental damage or don't disproportionately affect communities.	Qualitative assessment based on GIS analysis of environmental assets and Census data.	More points will be awarded if the project is not impacting or close to environmentally sensitive issues or communities of concern.				

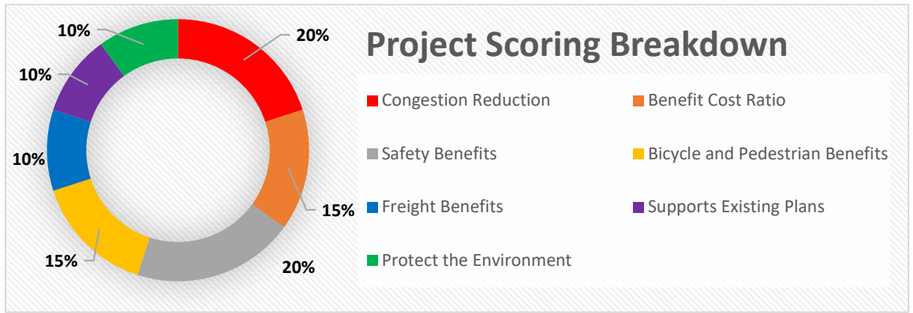


Table 7.2: Project Prioritization Results for Roadway Capacity Projects

Rank	Parish	Project ID	Location	Limits	Length (miles)	Improvement	2021 Cost	Total Score	Rank	Local Priority	Notes
N/A	ASC	901	I-10	at La 74	--	New Interchange	$40,500,000	0	N/A	N/A	Project not scored. Project included for Air Quality purposes.
N/A	ASC	902	La 429 Connector	La 30/La73 to US61	6.65	New 4 Lane Roadways, New Interchange, Widen to 4 Lanes	$108,859,613	0	N/A	N/A	Project not scored. Project included for Air Quality purposes.
N/A	EBR/LIV	903	I-12	Drusilla Ln to Satsuma Rd	12.29	Create HOV Lanes	$323,441,020	0	N/A	N/A	Project not scored. Project included for Air Quality purposes.
N/A	ASC	904	La 3127 Ext	La 70 to La 1	6.68	New 2 Lane Roadway	$45,079,187	0	N/A	N/A	Project not scored. Project included for Air Quality purposes.
N/A	EBR	905	Hooper Rd	La 3034 to La 37	2.94	Widen to 4 Lanes	$23,845,096	0	N/A	N/A	Project not scored. Project included for Air Quality purposes.
N/A	ASC	906	I-10	LA 73 to LA 22	3.0	Widen to 6 Lanes	$170,000,000	0	N/A	N/A	Project not scored. Project included for Air Quality purposes.
N/A	EBR	543	Wax Road Extension	Hooper Rd to Wax Rd Existing Terminus	1.25	New 2 Lane Roadway	$8,465,492	0	N/A	N/A	Project not scored. Project has identified funding.
1	EBR/LIV	171	Hooper Rd Ext	Greenwell Springs Rd to La 16	2.52	New 4 Lane and Amite River bridge	$50,275,073	82	1	Medium	
2	EBR	200	Nicholson Dr	W Lee Dr to Ben Hur Rd	0.48	Widen to 4 Lanes	$3,850,951	80	2	High	
3	EBR	121	Dalrymple Dr	Highland Rd to E Lakeshore Dr	1.24	Widen to 4 Lanes	$10,063,489	78	3	Low	
4	EBR/LIV	132	Florida Blvd/Florida Ave	O'Neal Ln to Pete's Hwy	4.82	Widen to 6 Lanes	$39,027,857	77	4	High	
5	EBR	507	Harrell's Ferry Rd Ext	Indian Run Rd to 4-H Club Rd	1.60	New 4 Lane Roadway	$20,005,225	74	5	Low	
6	EBR	115	College Dr	Corporate Blvd to Jefferson Hwy	1.17	Widen to 6 Lanes	$9,515,734	73	6	High	
8	ASC	157	Airline Hwy	EBR Parish Line to Perkins Rd	0.81	Widen to 6 Lanes	$6,569,448	70	8	High	
9	LIV	174	Magnolia Bridge Rd	Thunderbird Beach Rd to La 16	1.12	Widen to 4 Lanes	$9,080,092	70	9	High	
10	WBR	183	La 1	I-10 to La 989-1	4.48	Widen to 6 Lanes	$36,272,513	70	10	Medium	
11	WBR/EBR	534	New Bridge and La 327	La 1 to Ben Hur Rd	5.33	New Mississippi River Bridge and Widen to 4 Lanes	$750,000,000	70	11	High	
12	EBR	113	Acadian Thwy/ Stanford Ave	Bawell St to S Stadium Rd	1.67	Widen to 6 Lanes	$13,498,804	69	12	Low	
13	EBR	120	Highland Rd	Lee Dr to Chimes St	2.03	Widen to 4 Lanes	$16,455,474	69	13	Low	
14	LIV	133	Florida Ave	Juban Rd to Walker South Rd	3.35	Widen to 4 Lanes	$27,171,426	69	14	High	
15	ASC	155	La 30	La 3251 to La 44	2.31	Widen to 5 Lanes	$18,750,309	69	15	High	
16	EBR	159	Cedarcrest Ave	Old Hammond Hwy to Airline Hwy	1.48	Widen to 4 Lanes	$12,021,202	69	16	Low	

Rank	Parish	Project ID	Location	Limits	Length (miles)	Improvement	2021 Cost	Total Score	Rank	Local Priority	Notes
17	EBR	162	Florida Blvd	Airline Hwy to Monterey Blvd	0.72	Widen to 8 Lanes	$5,850,282	69	17	High	
18	EBR	114	Sherwood Forest Rd	Airline Hwy to Old Hammond Hwy	2.78	Widen to 6 Lanes	$22,483,867	67	18	High	
19	LIV	196	Walker South Rd	I-12 to Hood Rd	5.45	Widen to 4 Lanes	$44,177,797	65	19	High	
20	EBR	119	Highland Rd	Lee Dr to Staring Ln	2.81	Widen to 4 Lanes	$22,754,131	64	20	Low	
21	EBR	122	Jefferson Hwy	Lobdell Ave to Bluebonnet Blvd	2.55	Widen to 6 Lanes	$20,637,196	64	21	Medium	
22	LIV	136	Lockhart Rd	N Range Ave to Burgess Ave	4.51	Widen to 4 Lanes	$36,496,551	64	22	Medium	
23	LIV	149	La 16	Springfield Rd to La 63	6.32	Widen to 4 Lanes	$51,171,556	64	23	Medium	
24	LIV	184	I-12	Satsuma Rd to La 441	9.89	Widen to 6 Lanes	$260,365,372	64	24	High	
26	EBR/ASC/LIV	190	New Alignment	La 42 to 4-H Club Rd	5.21	New 2 Lane Roadway and Amite River bridge	$42,721,566	64	26	Low	
27	ASC	510	New Alignment	Airline Hwy to Bluff Rd	1.70	New 2 Lane Roadway and Interchange	$51,614,861	64	27	Medium	
28	ASC	123	LA 44	Hodgeson Rd to La 942	2.84	Widen to 4 Lanes	$22,992,944	63	28	High	
29	LIV	172	Florida Ave	Pete's Hwy to Juban Rd	1.56	Widen to 4 Lanes	$12,664,909	63	29	High	
30	LIV	173	Juban Rd Ext	Florida Ave to Lockhart Rd	1.08	New 4 Lane Roadway	$21,841,000	63	30	High	
31	EBR	127	Bluebonnet Blvd	Highland Rd To Perkins Rd and Picardy Ave to Airline Hwy	3.69	Widen to 6 Lanes	$29,884,488	62	31	High	
32	EBR/ASC	189	Perkins Rd	Highland Rd to Airline Hwy	3.42	Widen to 4 Lanes	$27,738,183	62	32	High	
33	ASC	102	La 73	Nicholson Dr to La 74	2.78	Center Turn Lane	$11,990,492	60	33	High	
34	EBR	116	River Rd	Brightside Dr to South Blvd	3.33	Widen to 4 Lanes	$26,971,566	60	34	Low	
35	ASC	198	La 30	La 3115 to La 3251	6.02	Widen to 5 Lanes	$48,780,314	60	35	High	
36	LIV	134	Florida Ave	Walker South Rd to Satsuma Rd	3.66	Widen to 4 Lanes	$29,613,146	59	36	Medium	
37	EBR	158	Cedarcrest Ave	Florida Blvd to Old Hammond Hwy	1.60	Widen to 4 Lanes	$12,985,191	59	37	Medium	
38	EBR	522	Ford St Ext	Plank Rd to Howell blvd	0.52	New 2 Lane Divided Roadway	$3,497,479	59	38	High	
39	EBR	528	Gardere Ln	Burbank Dr to Nicholson Dr	1.43	Center Turn Lane	$6,157,241	59	39	High	
40	WBR	536	La 1 Bypass	I-10 to La 1	9.39	Interchange, New 4 Lane Roadway & new ICWW bridge	$143,961,878	59	40	Medium	
41	ASC	156	Orice Roth Rd	E Ascension School Rd to Burnside Ave	0.99	Widen to 4 Lanes	$8,020,661	58	41	Medium	
42	EBR	169	Greenwell Springs Rd	Central Thwy to Magnolia Bridge Rd	3.07	Widen to 5 Lanes	$24,854,064	58	42	Medium	
43	ASC	201	Airline Hwy	La 44 to La 22	5.54	Widen to 6 Lanes	$44,846,930	58	43	Low	

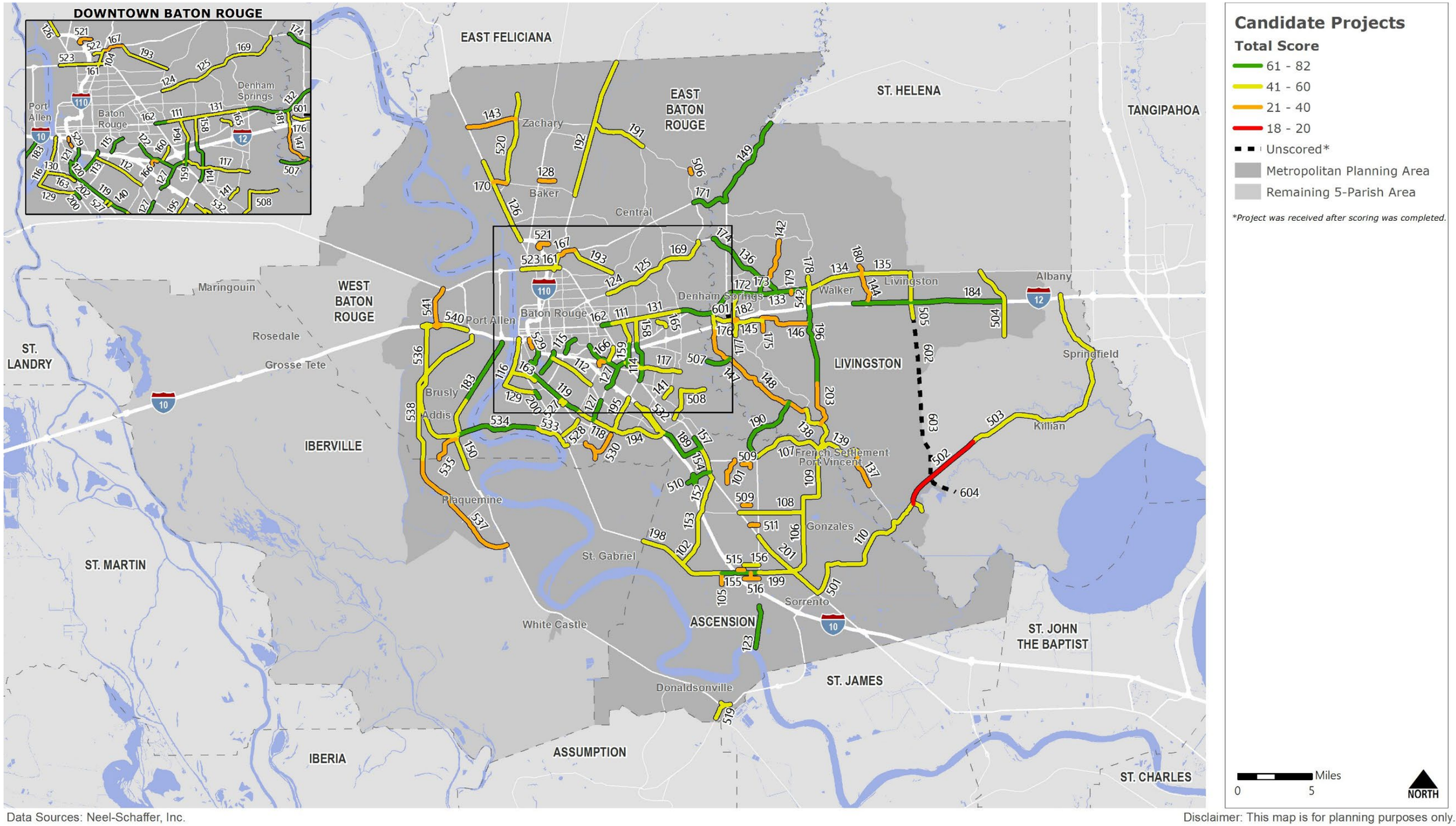
Rank	Parish	Project ID	Location	Limits	Length (miles)	Improvement	2021 Cost	Total Score	Rank	Local Priority	Notes
44	EBR	117	Corporate Blvd	Airline Hwy to O'Neal Ln	3.93	Widen to 6 Lanes	$31,832,133	57	44	Low	
45	EBR	141	Jones Creek Rd Ext	Tiger Bend Rd to Jefferson Hwy	0.83	New 4 Lane	$10,333,019	57	45		
46	EBR	194	Highland Rd	Siegen Ln to I-10	3.45	Widen to 4 Lanes	$27,969,980	57	46	High	
47	EBR	161	Airline Hwy	Through I-110 and Plank Rd Interchanges	1.15	Widen to 6 Lanes	$9,301,518	56	47	High	
48	ASC	106	La 431	Airline Hwy to La 931	5.39	Widen to 4 Lanes	$43,662,272	55	48	Medium	
49	ASC/LIV	110	La 22	La 429 to Petite Dr	9.28	Widen to 4 Lanes	$75,133,081	55	49	Medium	
50	ASC	153	La 73	I-10 to La 74	1.03	Widen to 5 Lanes	$8,367,462	55	50	High	
51	LIV	176	Rushing Rd	Jerlyn Dr to Pete's Hwy	1.30	Widen to 4 Lanes	$10,546,362	55	51	Medium	
52	LIV	177	Pete's Hwy	Florida Ave to Vincent Rd	2.96	Widen to 4 Lanes	$23,944,831	55	52	Medium	
53	EBR	191	La 64	Plank Rd to Joor Rd	3.78	Widen to 4 Lanes	$30,604,400	55	53	Low	
54	ASC	199	Nicholson Dr	La 44 to Airline Hwy	2.33	Widen to 5 Lanes	$18,893,874	55	54	High	
55	WBR	539	I-10 to La 1 Connector	La 415 to La 1	3.73	New 4 Lane Roadway and new ICWW bridge	$150,000,000	55	55	High	
56	LIV	542	Walker South Rd	I-12 to US 190	1.00	Convert to 4 Lane Divided	$4,319,840	55	56	High	
57	ASC	107	La 42	La 44 to La 431	4.92	Widen to 4 Lanes	$39,851,401	54	57	Medium	
58	EBR	130	Gourier Ave	Nicholson Dr to River Rd	0.90	Widen to 4 Lanes	$7,309,448	54	58	Low	
59	ASC	152	La 73	Airline Hwy to I-10	2.40	Widen to 5 Lanes	$19,451,591	54	59	High	
60	EBR	160	Drusilla Ln	Old Hammond Hwy to Jefferson Hwy	1.04	Widen to 4 Lanes	$8,385,120	54	60	Low	
61	LIV	181	4-H Club Rd	Florida Ave to Vincent Rd	1.14	Widen to 4 Lanes	$9,211,004	54	61	High	
62	EBR	192	Plank Rd (La 67)	Groom Rd to W Feliciana Parish Line	9.37	Widen to 4 Lanes	$75,926,492	54	62	Low	
63	EBR	202	Burbank Dr	Jennifer Jean Dr southeast 0.3 mi	0.16	Widen to 6 Lanes	$1,276,050	54	63	Low	
64	EBR	532	I-10	Mall of Louisiana to Highland Rd	2.23	New service roads	$15,027,987	54	64	High	
65	EBR	118	Highland Rd	Staring Ln to Siegen Ln	2.71	Widen to 4 Lanes	$21,952,887	53	65	Medium	
66	EBR	163	Burbank Dr	Nicholson Dr toJennifer Jean Dr	0.65	Widen to 6 Lanes	$5,289,778	53	66	Low	
69	EBR	523	Airline Hwy	I-110 to Mississippi River bridge	1.37	Widen to 6 Lanes	$11,092,561	53	69	High	
70	EBR	104	Plank Rd (La 67)	Airline Hwy to Hooper Blvd	1.04	Widen to 6 Lanes	$8,462,054	52	70	High	
71	WBR	150	La 1	La 989-1 to La 1148	5.04	Widen to 6 Lanes	$40,842,063	52	71	Medium	

Rank	Parish	Project ID	Location	Limits	Length (miles)	Improvement	2021 Cost	Total Score	Rank	Local Priority	Notes
72	EBR	165	S Flannery Rd/ Millerville Rd	S Flannery Rd to Old Hammond Hwy	0.71	Widen to 4 Lanes and realignment	$5,781,853	52	72	Low	
73	EBR	112	Perkins Rd	Acadian Thwy to Staring Ln	3.17	Widen to 6 Lanes	$25,673,857	51	73	Low	
74	ASC	154	Airline Hwy	Perkins Rd to La 73	2.12	Widen to 8 Lanes	$17,169,092	51	74	Medium	
1	ASC	501	La 22	Airline Hwy to Weber City Rd	2.14	Widen to 4 Lanes	$17,317,444	50	75	Low	
76	ASC	503	La 444, La 22, La 42, La 43	17 miles tp I-12	16.97	Widen to 4 Lanes	$137,432,903	50	76	Low	
77	ASC	504	La 441	La 42 to Florida Ave	5.00	Widen to 4 Lanes	$40,484,804	50	77	Low	
78	WBR	538	West Baton Rouge Bypass	La 415 to La 1148	10.15	New 4 Lane Roadway and new ICWW bridge	$44,893,436	50	78	Low	
79	LIV	135	Florida Ave	Satsuma Rd to La 63	3.02	Widen to 4 Lanes	$24,427,462	49	79	Medium	
80	EBR	140	Kenilworth Pkwy Ext	Highland Rd to Burbank Dr	0.23	New 3 Lane	$2,881,453	49	80	Low	
81	EBR	508	Antioch Rd/ Tiger Bend Rd	Airline Hwy to Babin Rd	3.66	Widen to 4 Lanes	$29,650,042	49	81	High	
82	EBR	126	US 61	I-110 to Irene Rd	5.85	Widen to 6 Lanes	$47,344,573	48	82	High	
83	EBR	131	Florida Blvd	Sherwood Forest Blvd to O'Neal Ln	2.92	Widen to 6 Lanes	$23,653,470	47	83	Low	
84	LIV	138	La 16	4-H Club Rd to La 42	3.82	Widen to 4 Lanes	$30,923,143	47	84	Medium	
85	EBR	111	Florida Blvd	Monterey Blvd to Sherwood Forest Blvd	1.60	Widen to 8 Lanes	$12,930,625	46	85	Medium	
86	LIV	145	Forest Delatte Rd	Pete's Hwy to Juban Rd	1.84	Widen to 4 Lanes	$14,875,456	45	86	Low	
87	EBR	164	Sherwood Forest Blvd	Old Hammond Hwy to Florida Blvd	1.53	Widen to 4 Lanes	$12,380,121	45	87	High	
88	LIV	505	La 63	I-12 to US 190	3.07	Widen to 4 Lanes	$28,630,000	45	88	Low	
89	ASC	519	La 70	La 3127 to La 3089	2.00	Widen to 4 Lanes and redesign interchange	$32,466,442	45	89	Medium	
90	EBR	533	La 327/ Bluebonnet Blvd Ext	Ben Hur Rd to La 30	2.80	Widen to 4 Lanes and New 4 Lane Roadway	$23,591,250	45	90	Medium	
91	ASC	108	La 621	Airline Hwy to La 431	4.27	Widen to 4 Lanes	$34,588,434	44	91	High	
92	ASC	109	La 431	La 931 to La 42	4.25	Widen to 4 Lanes	$34,439,483	44	92	Medium	
93	LIV	178	Walker North Rd	Florida Ave to Hodges Ln	0.82	Widen to 4 Lanes	$6,627,339	44	93	Medium	
94	EBR	195	Siegen Ln	Highland Rd to I-10	2.38	Widen to 6 Lanes	$19,239,063	44	94	Medium	
95	EBR	520	La 964	Groom Rd to Port Hudson-Pride Rd	6.15	Widen to 5 Lanes	$49,845,513	44	95	Low	

Rank	Parish	Project ID	Location	Limits	Length (miles)	Improvement	2021 Cost	Total Score	Rank	Local Priority	Notes
96	EBR	527	New Alignment	Highland Rd to Burbank Dr	0.19	New 2 Lane Roadway	$1,309,453	44	96	Low	
97	WBR	540	I-10	La 415 west 2.5 miles	1.83	Widen to 6 Lanes	$48,257,582	44	97	Medium	
98	EBR	124	Greenwell Springs Rd	Oak Villa Blvd to Sherwood Forest Blvd	1.89	Widen to 6 Lanes	$15,333,438	43	98	Low	
99	EBR	125	Greenwell Springs Rd	Sherwood Forest Blvd to Central Thwy	2.61	Widen to 6 Lanes	$21,152,154	43	99	Low	
100	EBR	129	Brightside Dr	Nicholson Dr to River Rd	2.13	Widen to 5 Lanes	$17,292,034	42	100	Low	
101	LIV	139	La 16	La 42 to La 42	3.16	Widen to 4 Lanes	$25,623,710	42	101	Low	
102	EBR	193	Mickens Rd	Hooper Rd to Joor Rd	3.01	Widen to 4 & 5 Lanes	$24,372,900	41	102	High	
103	ASC	105	La 3251	La 30 to 0.75 mi south	0.74	Widen to 4 Lanes	$5,980,254	40	103	High	
104	LIV	146	Buddy Ellis Rd	Juban Rd to Walker South Rd	3.48	Widen to 4 Lanes	$28,150,667	40	104	Medium	
105	LIV	147	4-H Club Rd	Vincent Rd to Hillon Hood Rd	3.90	Widen to 4 Lanes	$31,590,632	40	105	High	
106	LIV	175	Juban Rd	Forest Delatte Rd to Wax Rd	0.67	Widen to 4 Lanes	$5,446,286	40	106	Medium	
107	LIV	142	Burgess Rd	Lockhart Rd to Arnold Rd	2.99	Widen to 4 Lanes	$24,212,714	39	107	Low	
108	EBR	530	New Alignments	Bluebonnet Blvd to Burbank Dr	3.13	New 4 Lane and New 2 Lane Roadways	$29,099,588	39	108	Low	
109	LIV	180	Satsuma Rd Ext	Florida Ave to La 1024	0.55	New 2 Lane Roadway	$3,741,653	38	109	Low	
110	ASC	511	La 74 Ext	Airline Hwy to La 44	0.58	New 2 Lane Roadway	$3,933,407	38	110	High	
111	EBR	529	I-10	Terrace Ave to Washington St	--	Relocate Off Ramp	$7,425,000	38	111	High	
112	EBR	128	Baker Blvd	La 19 to McHugh Rd	1.03	Widen to 4 Lanes	$8,379,426	37	112	Low	
113	EBR	521	I-110	at Baton Rouge Airport	--	New Interchange	$40,500,000	37	113	Medium	
114	ASC	101	Daigle Rd (La 930)	La 42 to Causey Rd	1.77	Widen to 4 Lanes	$14,320,606	35	114	Medium	
115	EBR	143	Mt Pleasant-Zachary Rd	US 61 to La 964	3.30	Widen to 4 Lanes	$26,696,304	35	115	Low	
116	LIV	148	4-H Club Rd	Hillon Hood Rd to Pete's Hwy	5.33	Widen to 4 Lanes	$43,150,020	35	116	Medium	
117	EBR	167	Hooper Rd	Plank Rd to Mickens Rd	1.19	Widen to 6 Lanes	$9,655,484	35	117	High	
118	LIV	144	Satsuma Rd	I-12 to Florida Ave	2.07	Widen to 4 Lanes	$16,791,413	34	118	Medium	
119	EBR	166	I-12	Essen Ln Interchange	--	New WB exit Ramp	$7,425,000	34	119	High	
120	EBR	170	Groom Rd Ext	US 61 to La 964	0.94	New 2 Lane Roadway	$6,374,079	34	120	High	
121	ASC	515	New Alignment	S Veterans Blvd to E Ascension School Rd	0.40	New 2 Lane Roadway	$2,723,787	34	121	Medium	

Rank	Parish	Project ID	Location	Limits	Length (miles)	Improvement	2021 Cost	Total Score	Rank	Local Priority	Notes
122	ASC	516	New Alignments	S Darla Ave to La 44, La 30 south to New street	1.39	New 2 Lane Roadway	$9,402,622	34	122	Medium	
123	LIV	137	La 16	La 42 to La 444	2.42	Widen to 4 Lanes	$19,597,731	33	123	Low	
124	IBE	537	Iberville Bypass	La 1148 to La 1	8.96	Widen to 4 Lanes and New 4 Lane Roadway	$93,815,213	33	124		
126	LIV	179	New Alignment	Florida Ave to Pendarvis Ln	0.20	New 2 Lane Roadway	$1,350,324	29	126	Low	
127	ASC	509	New Alignment	Hornsby Rd to Fountainbleu Dr	1.30	New 2 Lane Roadway	$8,746,090	29	127	High	
128	LIV	182	I-12	at Pete's Hwy	--	New Interchange	$40,500,000	28	128	High	
129	LIV	203	La 447	Hood Rd to La 16	3.09	Widen to 4 Lanes	$25,041,442	25	129	Medium	
130	EBR	506	La 409	La 37 to Greenwell Springs-Port Hudson Rd	0.28	Widen to 4 Lanes	$2,306,224	25	130	Low	
131	WBR	535	Enterprise Blvd Ext	La 1 to La 1148	2.02	New 2 Lane Roadway	$13,635,000	25	131	Low	
132	WBR	541	New Alignment	I-10 to US 190	2.76	New 4 Lane Roadway and New Interchange	$76,965,766	24	132	Medium	
133	ASC	502	New Alignment	La 22 to La 444	5.97	New 4 Lane Roadway	$74,609,691	18	133	Low	
134	LIV	601	DEMCO RD	Range Ave - Pete's Hwy	0.50	New 4 Lane Roadway	$5,064,063	0	134	High	Project not scored. Project added after initial project scoring.
135	LIV	602	LA 63	LA 42 - I-12	4.60	Widen to 4 Lanes	$37,260,000	0	135	High	Project not scored. Project added after initial project scoring.
136	LIV	603	LA 63	LA 42 - LA 444	2.50	Widen to 4 Lanes	$20,250,000	0	136	High	Project not scored. Project added after initial project scoring.
137	LIV	604	LA 63	LA 444 to LA 22	4.50	New 4 Lane Roadway	$36,450,000	0	137	Medium	Project not scored. Project added after initial project scoring.

Figure 7.1: Project Prioritization Results for Roadway Capacity Projects



Data Sources: Neel-Schaffer, Inc.

Disclaimer: This map is for planning purposes only.

8.0 Financial Plan

Federal legislation requires that Metropolitan Transportation Plans be fiscally constrained. To demonstrate fiscal constraint, the costs of programmed projects must not exceed the amount of funding that is reasonably expected to be available.

This chapter reviews available funding sources and forecasts the amount of funding that can reasonably be anticipated to be available for transportation projects and programs in the MPA through 2046. Forecasts used in this chapter are for planning purposes only and do not commit any jurisdiction or agency to provide a specific level of funding.

8.1 Roadway Funding

Federal Funding Sources

Federal funding for transportation is authorized through the current transportation bill (FAST Act) and includes several major "formula" programs and discretionary programs. While "formula" programs may change somewhat in future transportation bills, such as the INVEST in America Act being proposed to replace the FAST Act, they have been relatively stable over time.

National Highway Performance Program (NHPP)

Overview: The NHPP provides support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's asset management plan.

Eligible Activities: Projects or programs supporting progress toward the achievement of national performance goals for improving infrastructure condition, safety, congestion reduction, system reliability, or freight movement on the NHS.

Federal Share: 90 percent for most projects on the Interstate System and 80 percent elsewhere.

Surface Transportation Block Grant Program (STBG)

Overview: The STBG Program provides flexible funding that may be used for just about any type of transportation-related project. The FAST Act continues the regulation that 50 percent of a state's STBG apportionment is sub-allocated to areas based on their relative share of the total state population, with the other 50 percent available for use in any area of the state. These sub-allocations to the urban areas are called attributable funds.

Eligible Activities: Most transportation projects are eligible for STBG funding. See 23 U.S.C. 133(b)(15) for details.

Federal Share: 90 percent for most projects on the Interstate System and 80 percent elsewhere.

Highway Safety Improvement Program (HSIP)

Overview: The HSIP seeks to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned public roads and roads on tribal lands. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads that focuses on performance.

Eligible Activities: Safety projects that are consistent with the State's Strategic Highway Safety Plan (SHSP) and that correct or improve a hazardous road location or feature or address a highway safety problem.

Federal Share: 90 percent except as provided in 23 U.S.C. 120 and 130.

Congestion Mitigation and Air Quality Improvement Program (CMAQ)

Overview: The CMAQ program provides a flexible funding source to State and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act. Funding is available to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter (nonattainment areas) and for former nonattainment areas that are now in compliance (maintenance areas).

Eligible Activities: Projects or programs that are likely to contribute to the attainment or maintenance of a national ambient air quality standard, with a high level of effectiveness in reducing air pollution.

Federal Share: 90 percent for most projects on the Interstate System and 80 percent elsewhere.

National Highway Freight Program (NHFP)

Overview: The NHFP seeks to improve the efficient movement of freight on the National Highway Freight Network (NHFN) and support national freight related goals.

Eligible Activities: Generally, NHFP funds must contribute to the efficient movement of freight on the NHFN and be identified in a freight investment plan included in the State's freight plan.

Federal Share: 90 percent for most projects on the Interstate System and 80 percent elsewhere.

State and Local Funding Sources

State Funding

State transportation revenues come from motor fuel taxes and fees and vehicles taxes and fees. Of these, the gasoline excise tax is the state's largest funding source for roadway projects.

Property, Sales, and Income Taxes

Taxation contributes the most revenue to local governments in the United States. Property taxes, sales taxes, and income taxes are the most common and biggest sources of local government tax revenue. Taxes may be levied by states, parishes, municipalities, or other authorities.

User Fees

User fees are fees collected from those who utilize a service or facility. The fees are collected to pay for the cost of a facility, finance the cost of operations, and/or generate revenue for other uses. User fees are commonly charged for public parks, water and sewer services, transit systems, and solid waste facilities. The theory behind the user fee is that those who directly benefit from these public services pay for the costs.

Special Assessments

Special assessment is a method of generating funds for public improvements, whereby the cost of a public improvement is collected from those who directly benefit from the improvement. In some instances, new streets are financed by special assessment. The owners of property located adjacent to the new streets are assessed a portion of the cost of the new streets, based on the amount of frontage they own along the new streets.

Special assessments have also been used to generate funds for general improvements within special districts, such as central business districts. These assessments may be paid over an established period of time rather than as a lump sum payment.

Impact Fees

New developments create increased traffic volumes on the streets around them. Development impact fees are a way of attempting to place a portion of the burden of funding improvements on developers who are creating or adding to the need for improvements.

Bond Issues

Property tax and sales tax funds can be used on a pay-as-you-go basis, or the revenues from them can be used to pay off general obligation or revenue bonds. These bonds are issued by local governments upon approval of the voting public.

Forecasting Available Funds

Using analysis of historical funding within the MPA, the forecasted amount of federal funding that the MPO can reasonably expect to be available for roadway projects over the next 25 years was developed. These forecasts account for inflation and were provided for seven (7) categories:

- Capacity
- Enhancement
- Safety
- Bridge
- Overlay
- Maintenance
- Congestion Management

Using the assumptions above, the amount of federal funding reasonably expected to be available for roadway projects in the MPO, used at the MPO's discretion through 2046 is as follows:

- Capacity Projects
    - Stage 1 (2022-2027) - $288,541,408
    - Stage 2 (2028-2036) - $401,773,172
    - Stage 3 (2037-2046) - $490,710,680
- Non-capacity Funding
    - Stage 1 (2022-2027) - $278,541,407
    - Stage 2 (2028-2036) - $401,773,170
    - Stage 3 (2037-2046) - $490,710,680

8.2 Bicycle and Pedestrian Funding

This section addresses funding for independent or stand-alone bicycle and pedestrian projects. Funding for bicycle and pedestrian improvements that are part of other projects are addressed in other sections.

Federal Funding Sources

Transportation Alternatives (TA) Set-Aside

Overview: This set-aside program within the Surface Transportation Block Grant (STBG) program includes all projects and activities previously eligible under the Transportation Alternatives Program (TAP).

Eligible Activities: Pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity.

Federal Share: 90 percent for most projects on the Interstate System and 80 percent elsewhere.

"Flex" Funding

Other federal roadway and public transit funding sources are also flexible enough to fund construction of bicycle and pedestrian facilities. However, most funding from these sources ultimately do not go to bicycle and pedestrian projects.

State and Local Funding Sources

State and local funding sources for bicycle and pedestrian projects are the same as those listed for roadways.

Forecasting Available Funds

Funding forecasts for independent bicycle and pedestrian projects are based on the Transportation Alternatives (TA) set-aside. TA funding for the MPO was forecast based on the following assumptions:

- The MPO will continue to administer the TA program for the metropolitan planning area, receiving an annual allocation from FHWA. In 2021, that allocation amount was $711,259 and that amount is estimated to increase to $1,157,679 in 2022 based on the increased funding levels in the Infrastructure Investment and Jobs Act (IIJA).

- The Louisiana Department of Transportation and Development (DOTD) will continue to administer the statewide TA program and is assumed to allocate approximately 25% of its TA funding for independent bike/ped projects. The metropolitan planning area can expect to receive approximately 16% of this amount based on its share of the statewide population. In 2021, this amounts to $706,341 in statewide TA funding and in 2022, this amount is anticipated to increase to $1,149,673 based on increased funding levels in the IIJA.
- TA revenue for the MPO and DOTD will increase two percent annually after 2022, consistent with the IIJA.

Using the assumptions above, the amount of federal TA funding reasonably expected to be available for bicycle and pedestrian projects in the MPO through 2046 is as follows:

- Stage 1 (2022-2027) - $11,993,554
- Stage 2 (2028-2036) - $19,032,894
- Stage 3 (2037-2046) - $25,532,814

8.3 Public Transit Funding

Federal Funding Sources

There are many federal funding sources for public transit. Most of these sources are programs funded by the Federal Transit Administration (FTA) and administered by the State.

Urbanized Area Formula Grants (Section 5307)

Overview: This formula-based funding program provides funds for capital and operating assistance for transit service in urbanized areas with populations greater than 50,000 and for transportation-related planning.

As part of the *Coronavirus Aid, Relief, and Economic Security (CARES) Act*, FTA allocated $22.7 billion to recipients of urbanized area formula funds. Funding is provided at a 100-percent federal share, with no local match required, and will be available to support capital, operating, and other expenses generally eligible under those programs to prevent, prepare for, and respond to COVID-19.

Eligible Activities: Funds can be used for planning, engineering, design and evaluation of transit projects and other technical transportation-related studies; capital investments in bus and bus-related activities such as replacement of buses, overhaul of buses, rebuilding of buses, crime prevention and security equipment and construction of maintenance and passenger facilities; computer hardware/software; and operating assistance in urbanized areas under 200,000 in

population or with 100 or fewer fixed-route buses operating in peak hours. Activities eligible under the former Job Access and Reverse Commute (JARC) program, which provided services to low-income individuals to access jobs, are now eligible under the Urbanized Area Formula program.

Federal Share: 80 percent for capital projects, 50 percent for operating assistance, and 80 percent for ADA non-fixed route paratransit service.

Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310)

Overview: Grants are made by the State to private non-profit organizations (and certain public bodies) to increase the mobility of seniors and persons with disabilities. The former New Freedom program (Section 5317) is folded into this program.

Eligible Activities: Projects must be included in a coordinated human service transportation plan. Funds can be used for buses and vans; wheelchair lifts, ramps, and securement devices; transit-related information technology systems; mobility management programs; acquisition of transportation services under a contract, lease, or other arrangement; travel training; volunteer driver programs; building an accessible path to a bus stop; and incremental cost of providing same day service or door-to-door service.

Federal Share: 80 percent for capital projects, 50 percent for operating assistance.

Rural Area Formula Grants (Section 5311)

Overview: This formula-based funding program provides administration, capital, planning, and operating assistance to support public transportation in rural areas, defined as areas with fewer than 50,000 residents.

Eligible Activities: Planning, capital, operating, job access and reverse commute projects, and the acquisition of public transportation services. Activities eligible under the former JARC program, which provided services to low-income individuals to access jobs, are now eligible under the Rural Area Formula program.

Federal Share: 80 percent for capital projects, 50 percent for operating assistance, and 80 percent for ADA non-fixed route paratransit service.

Bus and Bus Facilities Formula Grants (Section 5339a)

Overview: This program provides funds to replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities.

Eligible Activities: Capital projects to replace, rehabilitate and purchase buses, vans, and related equipment, and to construct bus-related facilities, including technological changes or innovations to modify low or no emission vehicles or facilities.

Federal Share: 80 percent for capital projects.

Other FTA Grant Programs

The FTA has several other funding sources that each address specific issues. Most of these are more limited in funding and are competitive programs, meaning that applicants must compete for funding based on the merits of their project.

More details can be found at https://www.transit.dot.gov/grants

Flexible, Non-FTA Funds

Surface Transportation Block Grant Program (STBG): Provides funding that may be used by states and localities for a wide range of projects to preserve and improve the conditions and performance of surface transportation, including highway, transit, intercity bus, bicycle and pedestrian projects.

National Highway Performance Program (NHPP): Funds may only be used for the construction of a public transportation project that supports progress toward the achievement of national performance goals for improving infrastructure condition, safety, mobility, or freight movement on the NHS and which is eligible for assistance under chapter 53 of title 49, if: the project is in the same corridor as, and in proximity to, a fully access-controlled NHS route; the construction is more cost-effective (as determined by a benefit-cost analysis) than a NHS improvement; and the project will reduce delays or produce travel time savings on the NHS, as well as improve regional traffic flow. Local match requirement varies.

Congestion Mitigation and Air Quality Program (CMAQ): Provides funding to areas in nonattainment or maintenance for ozone, carbon monoxide, and/or particulate matter. States that have no nonattainment or maintenance areas still receive a minimum apportionment of CMAQ funding for either air quality projects or other elements of flexible spending. Funds may be used for any transit capital expenditures otherwise eligible for FTA funding as long as they have an air quality benefit.

State and Local Funding Sources

The primary local funding sources for CATS is a local property tax that was recently extended through 2031. Other local funding sources for CATS and other public transit providers in the

region are local government general fund revenues and to a lesser extent, fare revenues and advertising.

Forecasting Available Funds

Forecasts were developed for federal transit programs Sections 5307, 5310, 5311, and 5339 that are utilized by transit providers in the region, using the following assumptions:

- The region will receive 100 percent of annual Section 5307, 5310, and 5339 funding allocated to the Baton Rouge, LA Urbanized Area.
- The region will receive 17.6 percent of annual Section 5310, 5311, and 5339 funding allocated to the Louisiana Department of Transportation and Development (DOTD) for non-urbanized areas, based on the region's share of statewide non-urbanized population.
- In addition to the four federal transit programs above, it is assumed that the region can reasonably expect to utilize approximately $2,000,000 per year in additional federal funding from other discretionary or flexible USDOT funding programs. This is based on recent trends from the MPO's Transportation Improvement Program (TIP).
- Federal funding from these sources is inflated two percent annually. This is consistent with the increased funding levels in the Infrastructure Investment and Jobs Act (IIJA).

Based on these assumptions, the following levels of federal funding for public transit in the MPO can be expected through 2046:

- Stage 1 (2022-2027) - $95,594,645 for operating and capital projects
- Stage 2 (2028-2036) - $148,823,396 for operating and capital projects
- Stage 3 (2037-2046) - $199,648,052 for operating and capital projects

9.0 Implementation Plan

Based on the amount of funding anticipated in the financial plan, this section presents the recommended Implementation Plan. This plan advances the strategies previously outlined and incorporates the results of the project prioritization process.

9.1 Fiscally Constrained Plan

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.

Roadways

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 projections by LADOTD, approximately $2.35 billion in federal funds will be available to the MPO for roadway projects from 2022 to 2046.

Table 9.2 lists all roadway projects in the fiscally constrained plan. The capacity projects are mapped in Figure 9.4. Funds not used for capacity projects will instead be reserved for roadway maintenance.

As shown in Table 9.1, the fiscally constrained capacity projects will reduce vehicle hours of delay by nearly three (3) percent, representing nearly 6,200 hours per day, when compared to only implementing projects that are currently funded.

Figure 9.1: Fiscally Constrained Roadway Projects (Federal Funding Only)

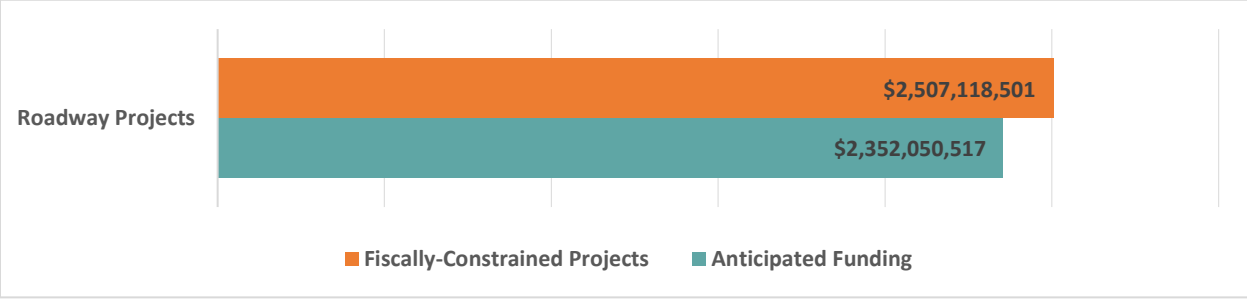


Table 9.1: Travel Impacts of Fiscally Constrained Roadway Capacity Projects

	2046 Existing and Committed	2046 Fiscally Constrained Roadway Capacity Projects	Difference	Percent Difference
Vehicle Miles Traveled	33,079,534	33,609,526	529,992	1.60%
Vehicle Hours Traveled	967,692	972,505	4,813	0.50%
Vehicle Hours of Delay	220,868	214,693	-6,175	-2.80%

Source: CRPC Regional Travel Demand Model; NSI

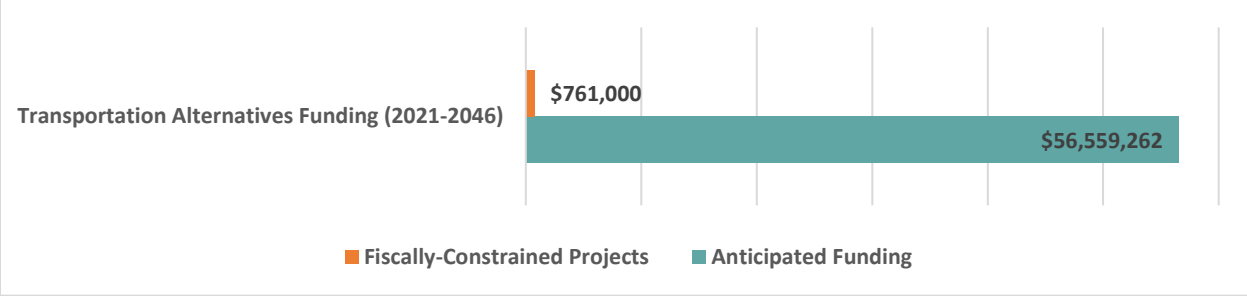
Bicycle and Pedestrian

In addition to bicycle and pedestrian improvements included with planned roadway projects, the region will continue to fund stand-alone bicycle and pedestrian projects.

The major federal source for bicycle and pedestrian projects is the Transportation Alternatives (TA) Set-Aside program. Both the MPO and LADOTD have funds to competitively distribute. Based on historical funding levels and the region's share of the state population, this plan assumes that approximately $56.6 million in federal TA funds will be available to local public agencies in the metropolitan planning area from 2022 to 2046. Local governments should continue to apply for TA funds.

The MTP incorporated bicycle and pedestrian projects listed in the current TIP, shown in Table 9.3 and Figure 9.5. Other than these projects, the MPO will encourage local agencies to make improvements based on local priorities and along regionally significant corridors, as identified in CRPC's Regional Bicycle and Pedestrian Plan that is currently under development.

Figure 9.2: Fiscally Constrained Bicycle/Pedestrian Projects (Federal Funding Only)



Public Transit

Over the next 25 years, CATS and other public transit providers in the region will continue to provide transit services. At a minimum, the MTP assumes that existing transit services will continue to operate at current levels and that vehicles will be kept in a good state of repair.

Figure 9.3: Fiscally Constrained Transit Projects (Federal Funding Only)

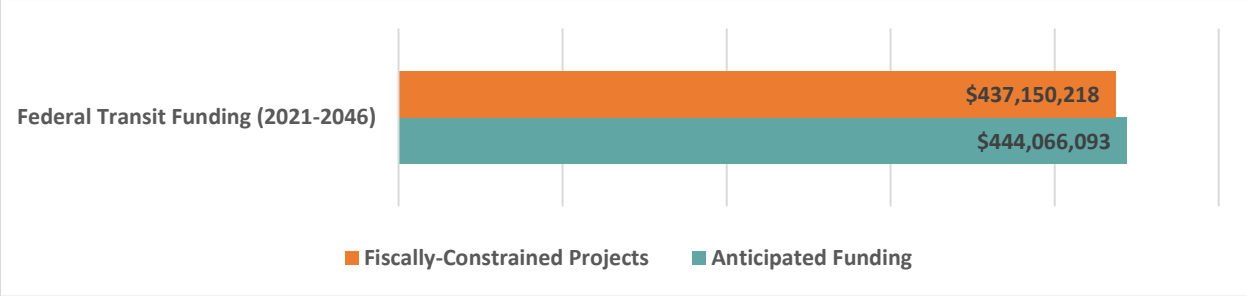


Table 9.2: Fiscally Constrained Roadway Projects

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	Blvd 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	
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	

Project ID	Stage	Roadway	Limits	Improvement	Year of Expenditure Total Cost	MOVEBR or Local Funding	Fiscal Constraint Portion
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
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

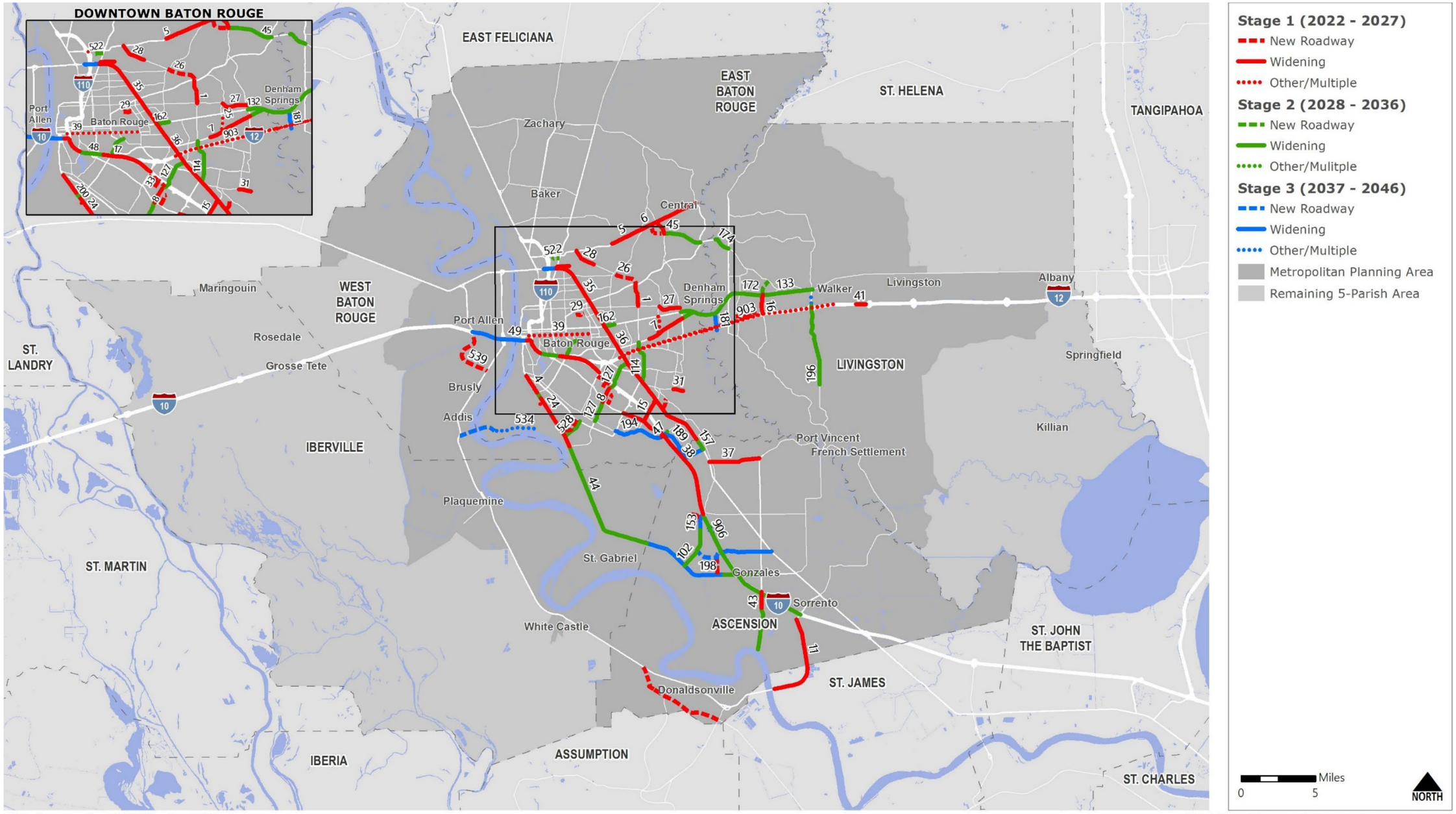
Project ID	Stage	Roadway	Limits	Improvement	Year of Expenditure Total Cost	MOVEBR or Local Funding	Fiscal Constraint Portion
162	Stage 2	Florida Blvd	Airline Hwy to Monterey Blvd	Widen to 8 Lanes	$7,271,900		$7,271,900
114	Stage 2	Sherwood Forest Rd	Airline Hwy to Old Hammond Hwy	Widen to 6 Lanes	$27,947,446		$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		
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

Project ID	Stage	Roadway	Limits	Improvement	Year of Expenditure Total Cost	MOVEBR or Local Funding	Fiscal Constraint Portion
	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
	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

Project ID	Stage	Roadway	Limits	Improvement	Year of Expenditure Total Cost	MOVEBR or Local Funding	Fiscal Constraint Portion
	Stage 2	Florida Blvd	22nd St to Airline Hwy	Enhancement Improvements	$48,000,000	$24,000,000	$24,000,000
	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 Aydell 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.

Figure 9.4: Fiscally Constrained Roadway Capacity Projects



Data Sources: Neel-Schaffer, Inc.; MPO

Disclaimer: This map is for planning purposes only.

Table 9.3: Fiscally Constrained List of Bicycle and Pedestrian Projects

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

Figure 9.4 Fiscally Constrained Bicycle and Pedestrian Projects

Data Sources: CRPC

Disclaimer: This map is for planning purposes only.

Table 9.4: Fiscally Constrained List of 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.

9.2 Visionary (Unfunded) Projects

Visionary projects are identified projects that are unfunded or unprogrammed in the fiscally constrained list of projects.

Visionary Roadway Capacity Projects

> Unfunded projects that could become funded with additional funding or if the fiscally constrained plan is changed.

Unfunded roadway capacity projects are not necessarily less important or effective; they just cannot be accommodated within the fiscally constrained budget. This may be due to project costs or overall feasibility.

Table 9.5 shows the list of visionary roadway capacity projects and Figure 9.5 maps these projects.

Visionary Bicycle and Pedestrian Corridors

> Projects that can be programmed within the line-item budget for Transportation Alternatives projects.

The fiscally constrained plan has a line-item for Transportation Alternatives (TA) projects. Local agencies should consider local priorities as well as regionally significant corridors identified in CRPC's Regional Bicycle and Pedestrian Plan when the MPO or DOTD releases a call for TA project grant applications.

Figure 9.6 maps the Draft Regional Bicycle Network Vision from CRPC's Regional Bicycle and Pedestrian Plan. This plan is still under development and final corridor alignments may change in the future.

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.

Table 9.5: Visionary Roadway Capacity Projects

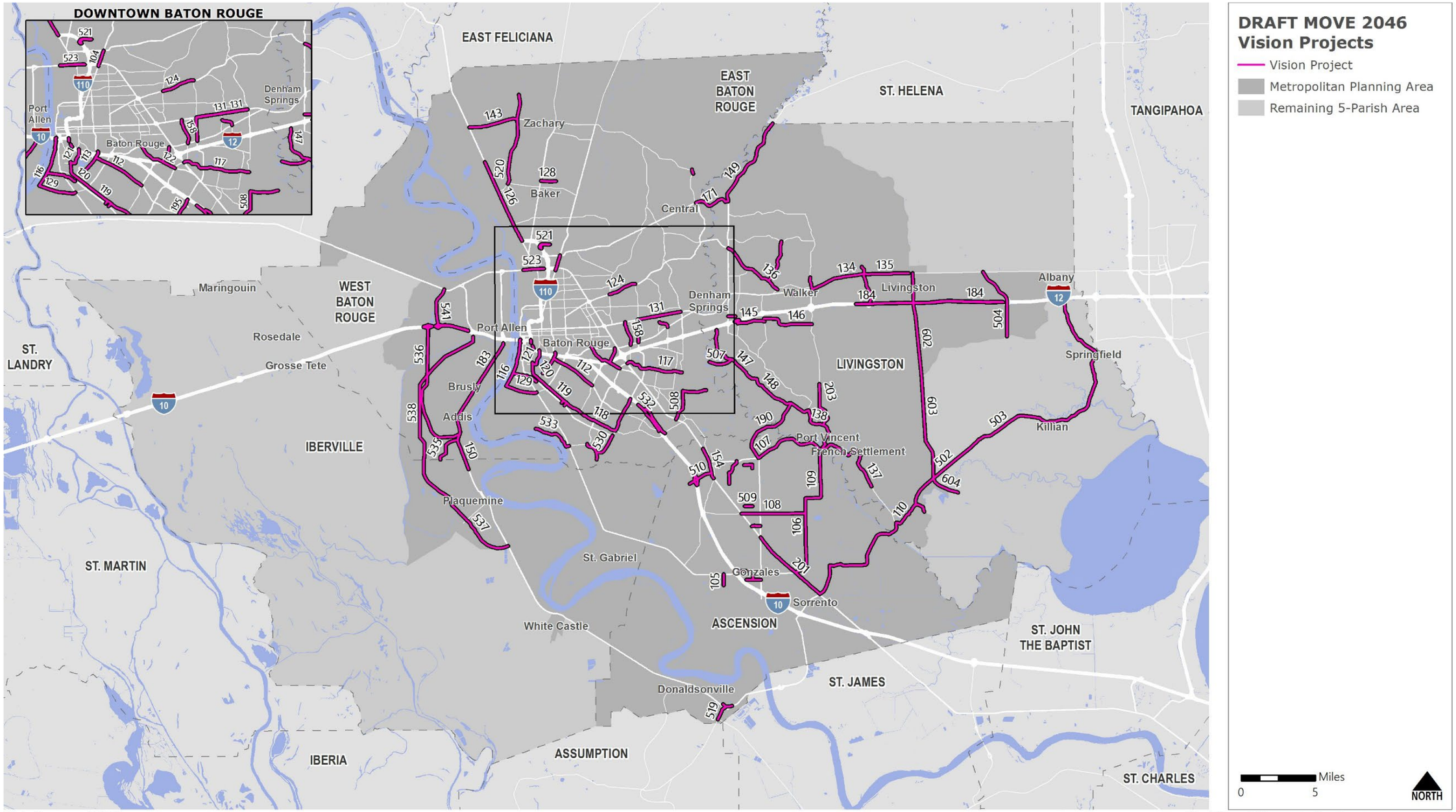
Project ID	Roadway	Limits	Improvement	2021 Total Cost
199	LA 30 / Nicholson Dr	La 44 to Airline Hwy	Widen to 5 Lanes	$18,893,874
152	La 73	Airline Hwy to I-10	Widen to 5 Lanes	$19,451,591
108	La 621	Airline Hwy to La 431	Widen to 4 Lanes	$34,588,434
105	La 3251	La 30 to 0.75 mi south	Widen to 4 Lanes	$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 to 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
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

Project ID	Roadway	Limits	Improvement	2021 Total Cost
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
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

Project ID	Roadway	Limits	Improvement	2021 Total Cost
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
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

Project ID	Roadway	Limits	Improvement	2021 Total Cost
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
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

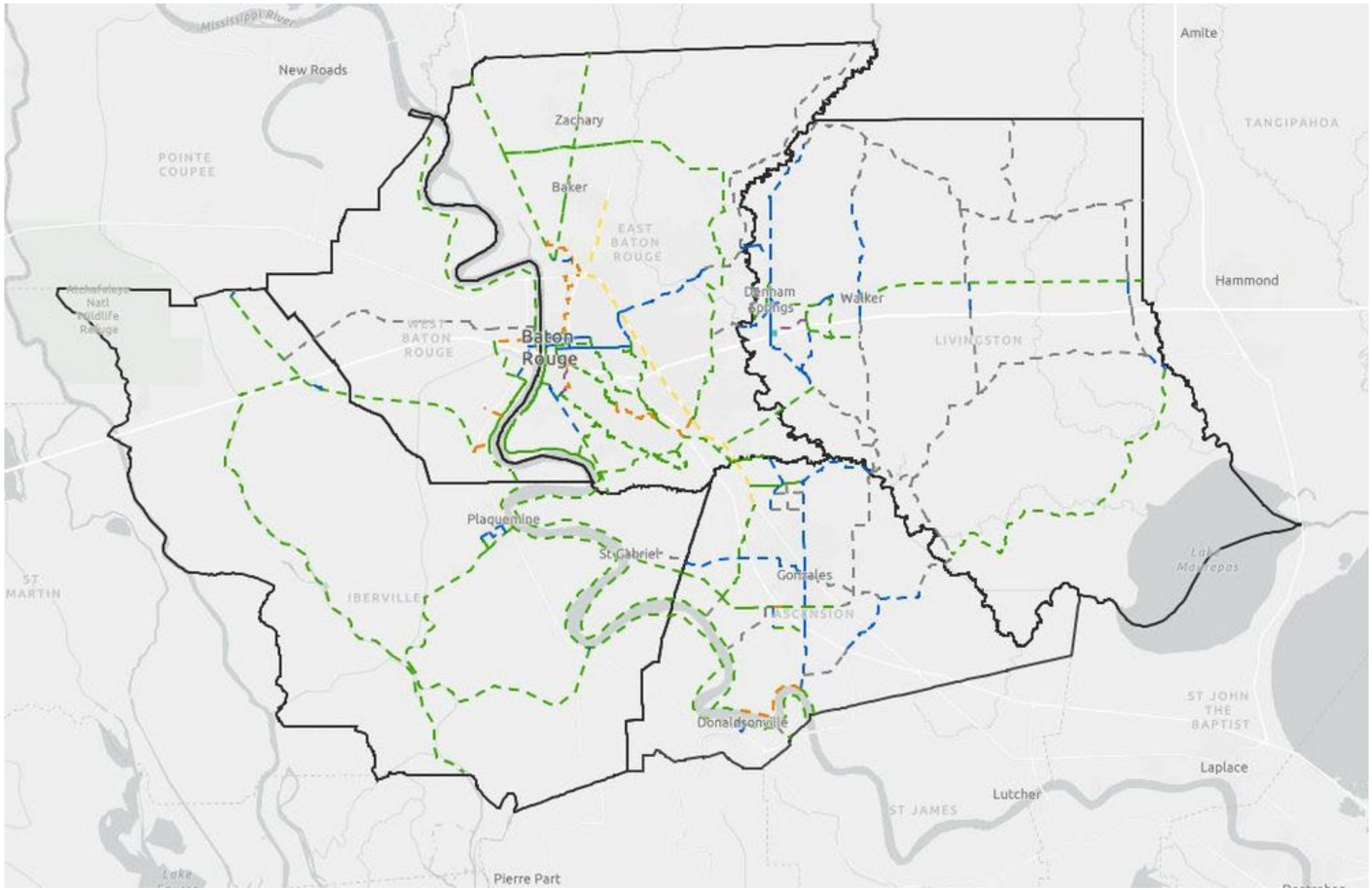
Figure 9.5: Visionary Roadway Capacity Projects



Data Sources: CRPC

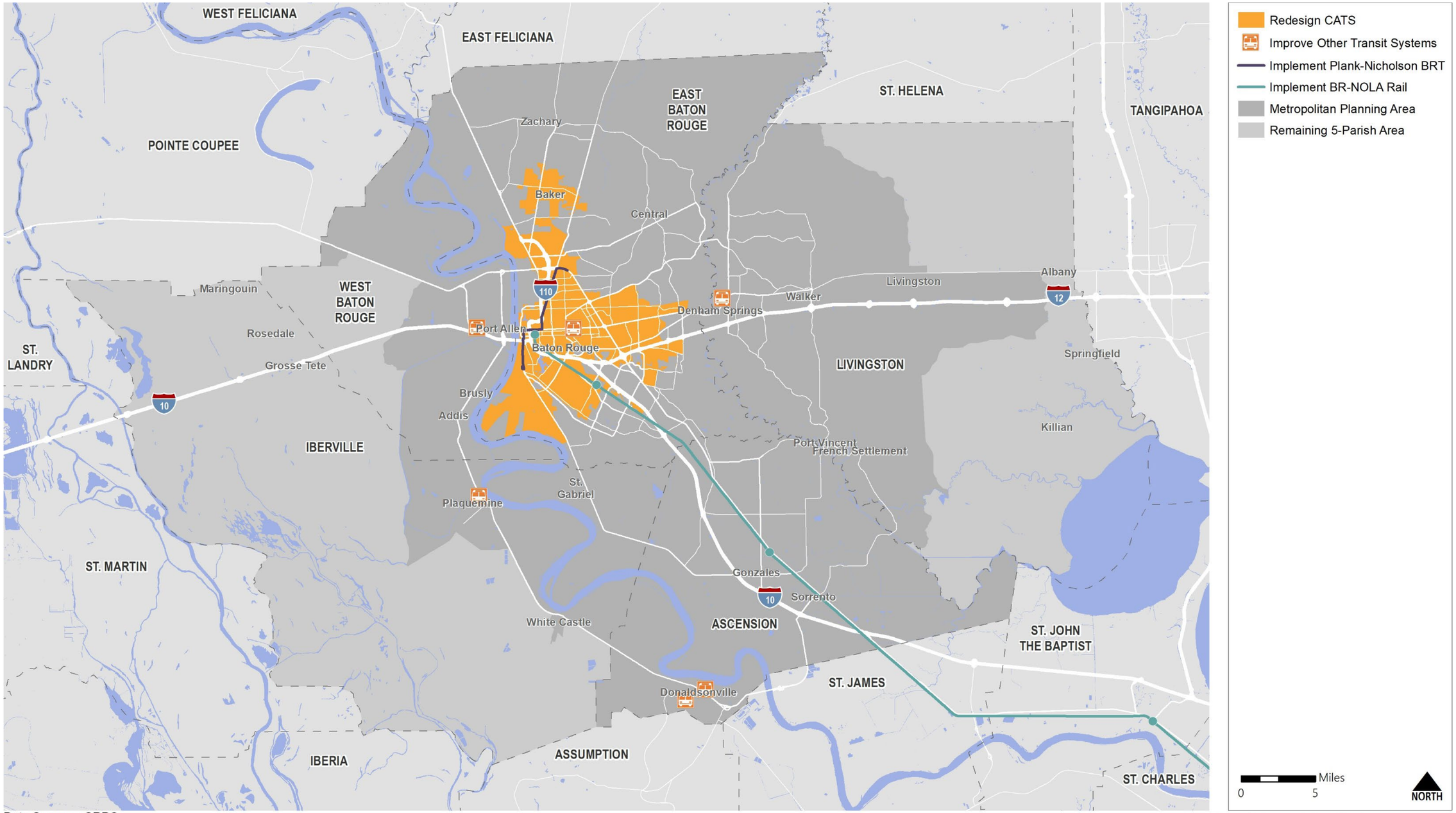
Disclaimer: This map is for planning purposes only.

Figure 9.6: Draft Regional Bicycle Network Vision



Source: CRPC

Figure 9.7: Visionary Regional Transit Strategy



Data Sources: CRPC

Disclaimer: This map is for planning purposes only.

Appendix: Test Project Factsheets

MOVE 2046 Test Project Factsheet

Project ID	Parish(es)	Project Source	Length (miles)	2021 Cost	Rank	Local Priority
101	ASC	MOVE 2042	1.77	$14,320,606	114	Medium

Roadway	Limits
Daigle Rd (La 930)	La 42 to Causey Rd

Improvement

Widen to 4 Lanes

Project Scoring

Congestion Reduction	Benefit/Cost	Safety Benefit	Bike/Ped Benefit	Freight Benefit	Plan Consistency	Environmental	Total
0	5	5	10	0	5	10	35

Scoring Notes

Environmental Screening

Wetlands	Flood Zone	Low Income/Poverty	Minority	Design Considerations	EM- Environmental Mitigation EJ – Environmental Justice
Yes	Yes	No	Yes		

MOVE 2046 Test Project Factsheet

Project ID	Parish(es)	Project Source	Length (miles)	2021 Cost	Rank	Local Priority
102	ASC	MOVE 2042	2.78	$11,990,492	33	High

Roadway	Limits
La 73	Nicholson Dr to La 74

Improvement

Center Turn Lane

Project Scoring

Congestion Reduction	Benefit/Cost	Safety Benefit	Bike/Ped Benefit	Freight Benefit	Plan Consistency	Environmental	Total
10	10	10	10	5	5	10	60

Scoring Notes

Environmental Screening

Wetlands	Flood Zone	Low Income/Poverty	Minority	Design Considerations	
Yes	Yes	No	Yes		EM- Environmental Mitigation EJ – Environmental Justice

MOVE 2046 Test Project Factsheet

Project ID	Parish(es)	Project Source	Length (miles)	2021 Cost	Rank	Local Priority
104	EBR	MOVE 2042	1.04	$8,462,054	70	High

Roadway	Limits
Plank Rd (La 67)	Airline Hwy to Hooper Blvd

Improvement

Widen to 6 Lanes

Project Scoring

Congestion Reduction	Benefit/Cost	Safety Benefit	Bike/Ped Benefit	Freight Benefit	Plan Consistency	Environmental	Total
10	5	0	15	10	5	7	52

Scoring Notes

Environmental Screening

Wetlands	Flood Zone	Low Income/Poverty	Minority	Design Considerations	
Yes	Yes	Yes	Yes	EM	EM- Environmental Mitigation EJ – Environmental Justice

MOVE 2046 Test Project Factsheet

Project ID	Parish(es)	Project Source	Length (miles)	2021 Cost	Rank	Local Priority
105	ASC	MOVE 2042	0.74	$5,980,254	103	High

Roadway	Limits
La 3251	La 30 to 0.75 mi south

Improvement

Widen to 4 Lanes

Project Scoring

Congestion Reduction	Benefit/Cost	Safety Benefit	Bike/Ped Benefit	Freight Benefit	Plan Consistency	Environmental	Total
0	5	10	5	5	5	10	40

Scoring Notes

Environmental Screening

Wetlands	Flood Zone	Low Income/Poverty	Minority	Design Considerations	
Yes	Yes	No	Yes		EM- Environmental Mitigation EJ – Environmental Justice

MOVE 2046 Test Project Factsheet

Project ID	Parish(es)	Project Source	Length (miles)	2021 Cost	Rank	Local Priority
106	ASC	MOVE 2042	5.39	$43,662,272	48	Medium

Roadway	Limits
La 431	Airline Hwy to La 931

Improvement

Widen to 4 Lanes

Project Scoring

Congestion Reduction	Benefit/Cost	Safety Benefit	Bike/Ped Benefit	Freight Benefit	Plan Consistency	Environmental	Total
20	5	5	5	5	5	10	55

Scoring Notes

Environmental Screening

Wetlands	Flood Zone	Low Income/Poverty	Minority	Design Considerations	
Yes	Yes	Yes	No		EM- Environmental Mitigation EJ – Environmental Justice

MOVE 2046 Test Project Factsheet

Project ID	Parish(es)	Project Source	Length (miles)	2021 Cost	Rank	Local Priority
107	ASC	MOVE 2042	4.92	$39,851,401	57	Medium

Roadway	Limits
La 42	La 44 to La 431

Improvement

Widen to 4 Lanes

Project Scoring

Congestion Reduction	Benefit/Cost	Safety Benefit	Bike/Ped Benefit	Freight Benefit	Plan Consistency	Environmental	Total
15	5	10	5	5	5	9	54

Scoring Notes

Environmental Screening

Wetlands	Flood Zone	Low Income/Poverty	Minority	Design Considerations	EM- Environmental Mitigation EJ – Environmental Justice
Yes	Yes	No	No		

MOVE 2046 Test Project Factsheet

Project ID	Parish(es)	Project Source	Length (miles)	2021 Cost	Rank	Local Priority
108	ASC	MOVE 2042	4.27	$34,588,434	91	High

Roadway	Limits
La 621	Airline Hwy to La 431

Improvement

Widen to 4 Lanes

Project Scoring

Congestion Reduction	Benefit/Cost	Safety Benefit	Bike/Ped Benefit	Freight Benefit	Plan Consistency	Environmental	Total
10	5	0	10	5	5	9	44

Scoring Notes

Environmental Screening

Wetlands	Flood Zone	Low Income/Poverty	Minority	Design Considerations	EM- Environmental Mitigation EJ – Environmental Justice
Yes	Yes	Yes	No		

MOVE 2046 Test Project Factsheet

Project ID	Parish(es)	Project Source	Length (miles)	2021 Cost	Rank	Local Priority
109	ASC	MOVE 2042	4.25	$34,439,483	92	Medium

Roadway	Limits
La 431	La 931 to La 42

Improvement

Widen to 4 Lanes

Project Scoring

Congestion Reduction	Benefit/Cost	Safety Benefit	Bike/Ped Benefit	Freight Benefit	Plan Consistency	Environmental	Total
10	5	10	0	5	5	9	44

Scoring Notes

Environmental Screening

Wetlands	Flood Zone	Low Income/Poverty	Minority	Design Considerations	
Yes	Yes	No	No		EM- Environmental Mitigation EJ – Environmental Justice

MOVE 2046 Test Project Factsheet

Project ID	Parish(es)	Project Source	Length (miles)	2021 Cost	Rank	Local Priority
110	ASC/LIV	MOVE 2042	9.28	$75,133,081	49	Medium

Roadway	Limits
La 22	La 429 to Petite Dr

Improvement

Widen to 4 Lanes

Project Scoring

Congestion Reduction	Benefit/Cost	Safety Benefit	Bike/Ped Benefit	Freight Benefit	Plan Consistency	Environmental	Total
15	5	10	0	10	5	10	55

Scoring Notes

Environmental Screening

Wetlands	Flood Zone	Low Income/Poverty	Minority	Design Considerations	
Yes	Yes	No	No		EM- Environmental Mitigation EJ – Environmental Justice

MOVE 2046 Test Project Factsheet

Project ID	Parish(es)	Project Source	Length (miles)	2021 Cost	Rank	Local Priority
111	EBR	MOVE 2042	1.60	$12,930,625	85	Medium

Roadway	Limits
Florida Blvd	Monterey Blvd to Sherwood Forest Blvd

Improvement

Widen to 8 Lanes

Project Scoring

Congestion Reduction	Benefit/Cost	Safety Benefit	Bike/Ped Benefit	Freight Benefit	Plan Consistency	Environmental	Total
10	5	0	15	5	5	6	46

Scoring Notes

Environmental Screening

Wetlands	Flood Zone	Low Income/Poverty	Minority	Design Considerations	
Yes	Yes	Yes	Yes	EM-EJ	EM- Environmental Mitigation EJ – Environmental Justice

MOVE 2046 Test Project Factsheet

Project ID	Parish(es)	Project Source	Length (miles)	2021 Cost	Rank	Local Priority
112	EBR	MOVE 2042	3.17	$25,673,857	73	Low

Roadway	Limits
Perkins Rd	Acadian Thwy to Staring Ln

Improvement

Widen to 6 Lanes

Project Scoring

Congestion Reduction	Benefit/Cost	Safety Benefit	Bike/Ped Benefit	Freight Benefit	Plan Consistency	Environmental	Total
15	5	0	15	5	5	6	51

Scoring Notes

Environmental Screening

Wetlands	Flood Zone	Low Income/Poverty	Minority	Design Considerations	
Yes	Yes	Yes	Yes	EJ	EM- Environmental Mitigation EJ – Environmental Justice

MOVE 2046 Test Project Factsheet

Project ID	Parish(es)	Project Source	Length (miles)	2021 Cost	Rank	Local Priority
113	EBR	MOVE 2042	1.67	$13,498,804	12	Low

Roadway	Limits
Acadian Thwy/Stanford Ave	Bawell St to S Stadium Rd

Improvement

Widen to 6 Lanes

Project Scoring

Congestion Reduction	Benefit/Cost	Safety Benefit	Bike/Ped Benefit	Freight Benefit	Plan Consistency	Environmental	Total
15	5	15	10	10	5	9	69

Scoring Notes

Environmental Screening

Wetlands	Flood Zone	Low Income/Poverty	Minority	Design Considerations	EM- Environmental Mitigation EJ – Environmental Justice
Yes	Yes	Yes	Yes		

MOVE 2046 Test Project Factsheet

Project ID	Parish(es)	Project Source	Length (miles)	2021 Cost	Rank	Local Priority
114	EBR	MOVE 2042	2.78	$22,483,867	18	High

Roadway	Limits
Sherwood Forest Rd	Airline Hwy to Old Hammond Hwy

Improvement

Widen to 6 Lanes

Project Scoring

Congestion Reduction	Benefit/Cost	Safety Benefit	Bike/Ped Benefit	Freight Benefit	Plan Consistency	Environmental	Total
20	10	5	15	5	5	7	67

Scoring Notes

Environmental Screening

Wetlands	Flood Zone	Low Income/Poverty	Minority	Design Considerations	
Yes	Yes	Yes	Yes	EM	EM- Environmental Mitigation EJ – Environmental Justice

MOVE 2046 Test Project Factsheet

Project ID	Parish(es)	Project Source	Length (miles)	2021 Cost	Rank	Local Priority
115	EBR	MOVE 2042	1.17	$9,515,734	6	High

Roadway	Limits
College Dr	Corporate Blvd to Jefferson Hwy

Improvement

Widen to 6 Lanes

Project Scoring

Congestion Reduction	Benefit/Cost	Safety Benefit	Bike/Ped Benefit	Freight Benefit	Plan Consistency	Environmental	Total
10	10	15	15	10	5	8	73

Scoring Notes

Environmental Screening

Wetlands	Flood Zone	Low Income/Poverty	Minority	Design Considerations	
Yes	Yes	Yes	Yes	EM	EM- Environmental Mitigation EJ – Environmental Justice

MOVE 2046 Test Project Factsheet

Project ID	Parish(es)	Project Source	Length (miles)	2021 Cost	Rank	Local Priority
116	EBR	MOVE 2042	3.33	$26,971,566	34	Low

Roadway	Limits
River Rd	Brightside Dr to South Blvd

Improvement

Widen to 4 Lanes

Project Scoring

Congestion Reduction	Benefit/Cost	Safety Benefit	Bike/Ped Benefit	Freight Benefit	Plan Consistency	Environmental	Total
10	5	10	10	10	5	10	60

Scoring Notes

Environmental Screening

Wetlands	Flood Zone	Low Income/Poverty	Minority	Design Considerations	
Yes	Yes	Yes	Yes		EM- Environmental Mitigation EJ – Environmental Justice

MOVE 2046 Test Project Factsheet

Project ID	Parish(es)	Project Source	Length (miles)	2021 Cost	Rank	Local Priority
117	EBR	MOVE 2042	3.93	$31,832,133	44	Low

Roadway	Limits
Corporate Blvd	Airline Hwy to O'Neal Ln

Improvement

Widen to 6 Lanes

Project Scoring

Congestion Reduction	Benefit/Cost	Safety Benefit	Bike/Ped Benefit	Freight Benefit	Plan Consistency	Environmental	Total
15	5	5	15	5	5	7	57

Scoring Notes

Environmental Screening

Wetlands	Flood Zone	Low Income/Poverty	Minority	Design Considerations	
Yes	Yes	Yes	Yes	EJ	EM- Environmental Mitigation EJ – Environmental Justice

MOVE 2046 Test Project Factsheet

Project ID	Parish(es)	Project Source	Length (miles)	2021 Cost	Rank	Local Priority
118	EBR	MOVE 2042	2.71	$21,952,887	65	Medium

Roadway	Limits
Highland Rd	Staring Ln to Siegen Ln

Improvement

Widen to 4 Lanes

Project Scoring

Congestion Reduction	Benefit/Cost	Safety Benefit	Bike/Ped Benefit	Freight Benefit	Plan Consistency	Environmental	Total
5	5	15	5	10	5	8	53

Scoring Notes

Environmental Screening

Wetlands	Flood Zone	Low Income/Poverty	Minority	Design Considerations	
Yes	Yes	No	Yes	EJ	EM- Environmental Mitigation EJ – Environmental Justice

MOVE 2046 Test Project Factsheet

Project ID	Parish(es)	Project Source	Length (miles)	2021 Cost	Rank	Local Priority
119	EBR	MOVE 2042	2.81	$22,754,131	20	Low

Roadway	Limits
Highland Rd	Lee Dr to Staring Ln

Improvement

Widen to 4 Lanes

Project Scoring

Congestion Reduction	Benefit/Cost	Safety Benefit	Bike/Ped Benefit	Freight Benefit	Plan Consistency	Environmental	Total
10	5	15	10	10	5	9	64

Scoring Notes

Environmental Screening

Wetlands	Flood Zone	Low Income/Poverty	Minority	Design Considerations	
Yes	Yes	Yes	Yes		EM- Environmental Mitigation EJ – Environmental Justice

MOVE 2046 Test Project Factsheet

Project ID	Parish(es)	Project Source	Length (miles)	2021 Cost	Rank	Local Priority
120	EBR	MOVE 2042	2.03	$16,455,474	13	Low

Roadway	Limits
Highland Rd	Lee Dr to Chimes St

Improvement

Widen to 4 Lanes

Project Scoring

Congestion Reduction	Benefit/Cost	Safety Benefit	Bike/Ped Benefit	Freight Benefit	Plan Consistency	Environmental	Total
10	5	20	15	5	5	9	69

Scoring Notes

Environmental Screening

Wetlands	Flood Zone	Low Income/Poverty	Minority	Design Considerations	
Yes	Yes	Yes	Yes		EM- Environmental Mitigation EJ – Environmental Justice

MOVE 2046 Test Project Factsheet

Project ID	Parish(es)	Project Source	Length (miles)	2021 Cost	Rank	Local Priority
121	EBR	MOVE 2042	1.24	$10,063,489	3	Low

Roadway	Limits
Dalrymple Dr	Highland Rd to E Lakeshore Dr

Improvement

Widen to 4 Lanes

Project Scoring

Congestion Reduction	Benefit/Cost	Safety Benefit	Bike/Ped Benefit	Freight Benefit	Plan Consistency	Environmental	Total
10	10	20	15	10	5	8	78

Scoring Notes

Environmental Screening

Wetlands	Flood Zone	Low Income/Poverty	Minority	Design Considerations	EM- Environmental Mitigation EJ – Environmental Justice
Yes	Yes	Yes	Yes	EM	

MOVE 2046 Test Project Factsheet

Project ID	Parish(es)	Project Source	Length (miles)	2021 Cost	Rank	Local Priority
122	EBR	MOVE 2042	2.55	$20,637,196	21	Medium

Roadway	Limits
Jefferson Hwy	Lobdell Ave to Bluebonnet Blvd

Improvement

Widen to 6 Lanes

Project Scoring

Congestion Reduction	Benefit/Cost	Safety Benefit	Bike/Ped Benefit	Freight Benefit	Plan Consistency	Environmental	Total
15	10	0	15	10	5	9	64

Scoring Notes

Environmental Screening

Wetlands	Flood Zone	Low Income/Poverty	Minority	Design Considerations	
Yes	Yes	No	Yes		EM- Environmental Mitigation EJ – Environmental Justice

MOVE 2046 Test Project Factsheet

Project ID	Parish(es)	Project Source	Length (miles)	2021 Cost	Rank	Local Priority
123	ASC	MOVE 2042	2.84	$22,992,944	28	High

Roadway	Limits
LA 44	Hodgeson Rd to La 942

Improvement
Widen to 4 Lanes

Project Scoring

Congestion Reduction	Benefit/Cost	Safety Benefit	Bike/Ped Benefit	Freight Benefit	Plan Consistency	Environmental	Total
15	5	15	5	10	5	8	63

Scoring Notes

Environmental Screening

Wetlands	Flood Zone	Low Income/Poverty	Minority	Design Considerations	EM- Environmental Mitigation EJ – Environmental Justice
Yes	Yes	No	Yes	EM	

MOVE 2046 Test Project Factsheet

Project ID	Parish(es)	Project Source	Length (miles)	2021 Cost	Rank	Local Priority
124	EBR	MOVE 2042	1.89	$15,333,438	98	Low

Roadway	Limits
Greenwell Springs Rd	Oak Villa Blvd to Sherwood Forest Blvd

Improvement

Widen to 6 Lanes

Project Scoring

Congestion Reduction	Benefit/Cost	Safety Benefit	Bike/Ped Benefit	Freight Benefit	Plan Consistency	Environmental	Total
5	5	5	15	5	5	3	43

Scoring Notes

Environmental Screening

Wetlands	Flood Zone	Low Income/Poverty	Minority	Design Considerations	
Yes	Yes	Yes	Yes	EM-EJ	EM- Environmental Mitigation EJ – Environmental Justice

MOVE 2046 Test Project Factsheet

Project ID	Parish(es)	Project Source	Length (miles)	2021 Cost	Rank	Local Priority
125	EBR	MOVE 2042	2.61	$21,152,154	99	Low

Roadway	Limits
Greenwell Springs Rd	Sherwood Forest Blvd to Central Thwy

Improvement

Widen to 6 Lanes

Project Scoring

Congestion Reduction	Benefit/Cost	Safety Benefit	Bike/Ped Benefit	Freight Benefit	Plan Consistency	Environmental	Total
10	5	5	5	5	5	8	43

Scoring Notes

Environmental Screening

Wetlands	Flood Zone	Low Income/Poverty	Minority	Design Considerations	
Yes	Yes	Yes	Yes		EM- Environmental Mitigation EJ – Environmental Justice

MOVE 2046 Test Project Factsheet

Project ID	Parish(es)	Project Source	Length (miles)	2021 Cost	Rank	Local Priority
126	EBR	MOVE 2042	5.85	$47,344,573	82	High

Roadway	Limits
US 61	I-110 to Irene Rd

Improvement

Widen to 6 Lanes

Project Scoring

Congestion Reduction	Benefit/Cost	Safety Benefit	Bike/Ped Benefit	Freight Benefit	Plan Consistency	Environmental	Total
20	5	0	0	10	5	8	48

Scoring Notes

Environmental Screening

Wetlands	Flood Zone	Low Income/Poverty	Minority	Design Considerations	EM- Environmental Mitigation EJ – Environmental Justice
Yes	Yes	Yes	Yes		

MOVE 2046 Test Project Factsheet

Project ID	Parish(es)	Project Source	Length (miles)	2021 Cost	Rank	Local Priority
127	EBR	MOVE 2042	3.69	$29,884,488	31	High

Roadway	Limits
Bluebonnet Blvd	Highland Rd To Perkins Rd and Picardy Ave to Airline Hwy

Improvement

Widen to 6 Lanes

Project Scoring

Congestion Reduction	Benefit/Cost	Safety Benefit	Bike/Ped Benefit	Freight Benefit	Plan Consistency	Environmental	Total
15	10	0	15	10	5	7	62

Scoring Notes

Environmental Screening

Wetlands	Flood Zone	Low Income/Poverty	Minority	Design Considerations	
Yes	Yes	Yes	Yes	EJ	EM- Environmental Mitigation EJ – Environmental Justice

MOVE 2046 Test Project Factsheet

Project ID	Parish(es)	Project Source	Length (miles)	2021 Cost	Rank	Local Priority
128	EBR	MOVE 2042	1.03	$8,379,426	112	Low

Roadway	Limits
Baker Blvd	La 19 to McHugh Rd

Improvement

Widen to 4 Lanes

Project Scoring

Congestion Reduction	Benefit/Cost	Safety Benefit	Bike/Ped Benefit	Freight Benefit	Plan Consistency	Environmental	Total
0	5	10	10	0	5	7	37

Scoring Notes

Environmental Screening

Wetlands	Flood Zone	Low Income/Poverty	Minority	Design Considerations	
Yes	Yes	Yes	Yes	EJ	EM- Environmental Mitigation EJ – Environmental Justice

MOVE 2046 Test Project Factsheet

Project ID	Parish(es)	Project Source	Length (miles)	2021 Cost	Rank	Local Priority
129	EBR	MOVE 2042	2.13	$17,292,034	100	Low

Roadway	Limits
Brightside Dr	Nicholson Dr to River Rd

Improvement

Widen to 5 Lanes

Project Scoring

Congestion Reduction	Benefit/Cost	Safety Benefit	Bike/Ped Benefit	Freight Benefit	Plan Consistency	Environmental	Total
0	5	5	10	10	5	7	42

Scoring Notes

Environmental Screening

Wetlands	Flood Zone	Low Income/Poverty	Minority	Design Considerations	EM- Environmental Mitigation EJ – Environmental Justice
Yes	Yes	Yes	Yes	EJ	

MOVE 2046 Test Project Factsheet

Project ID	Parish(es)	Project Source	Length (miles)	2021 Cost	Rank	Local Priority
130	EBR	MOVE 2042	0.90	$7,309,448	58	Low

Roadway	Limits
Gourier Ave	Nicholson Dr to River Rd

Improvement

Widen to 4 Lanes

Project Scoring

Congestion Reduction	Benefit/Cost	Safety Benefit	Bike/Ped Benefit	Freight Benefit	Plan Consistency	Environmental	Total
0	5	20	10	5	5	9	54

Scoring Notes

Environmental Screening

Wetlands	Flood Zone	Low Income/Poverty	Minority	Design Considerations	
Yes	Yes	Yes	Yes		EM- Environmental Mitigation EJ – Environmental Justice

MOVE 2046 Test Project Factsheet

Project ID	Parish(es)	Project Source	Length (miles)	2021 Cost	Rank	Local Priority
131	EBR	MOVE 2042	2.92	$23,653,470	83	Low

Roadway	Limits
Florida Blvd	Sherwood Forest Blvd to O'Neal Ln

Improvement

Widen to 6 Lanes

Project Scoring

Congestion Reduction	Benefit/Cost	Safety Benefit	Bike/Ped Benefit	Freight Benefit	Plan Consistency	Environmental	Total
10	5	5	10	5	5	7	47

Scoring Notes

Environmental Screening

Wetlands	Flood Zone	Low Income/Poverty	Minority	Design Considerations	
Yes	Yes	Yes	Yes	EJ	EM- Environmental Mitigation EJ – Environmental Justice

MOVE 2046 Test Project Factsheet

Project ID	Parish(es)	Project Source	Length (miles)	2021 Cost	Rank	Local Priority
132	EBR/LIV	MOVE 2042	4.82	$39,027,857	4	High

Roadway	Limits
Florida Blvd/Florida Ave	O'Neal Ln to Pete's Hwy

Improvement

Widen to 6 Lanes

Project Scoring

Congestion Reduction	Benefit/Cost	Safety Benefit	Bike/Ped Benefit	Freight Benefit	Plan Consistency	Environmental	Total
20	10	10	15	10	5	7	77

Scoring Notes

Environmental Screening

Wetlands	Flood Zone	Low Income/Poverty	Minority	Design Considerations	EM- Environmental Mitigation EJ – Environmental Justice
Yes	Yes	Yes	Yes	EJ	

MOVE 2046 Test Project Factsheet

Project ID	Parish(es)	Project Source	Length (miles)	2021 Cost	Rank	Local Priority
133	LIV	MOVE 2042	3.35	$27,171,426	14	High
Roadway			**Limits**			
Florida Ave			Juban Rd to Walker South Rd			
Improvement						
Widen to 4 Lanes						
Project Scoring						

Congestion Reduction	Benefit/Cost	Safety Benefit	Bike/Ped Benefit	Freight Benefit	Plan Consistency	Environmental	Total
20	10	10	5	10	5	9	69

Scoring Notes

Environmental Screening					
Wetlands	Flood Zone	Low Income/Poverty	Minority	Design Considerations	EM- Environmental Mitigation EJ – Environmental Justice
Yes	Yes	No	No		

MOVE 2046 Test Project Factsheet

Project ID	Parish(es)	Project Source	Length (miles)	2021 Cost	Rank	Local Priority
134	LIV	MOVE 2042	3.66	$29,613,146	36	Medium

Roadway	Limits
Florida Ave	Walker South Rd to Satsuma Rd

Improvement

Widen to 4 Lanes

Project Scoring

Congestion Reduction	Benefit/Cost	Safety Benefit	Bike/Ped Benefit	Freight Benefit	Plan Consistency	Environmental	Total
15	5	10	10	5	5	9	59

Scoring Notes

Environmental Screening

Wetlands	Flood Zone	Low Income/Poverty	Minority	Design Considerations	
Yes	Yes	No	No		EM- Environmental Mitigation EJ – Environmental Justice

MOVE 2046 Test Project Factsheet

Project ID	Parish(es)	Project Source	Length (miles)	2021 Cost	Rank	Local Priority
135	LIV	MOVE 2042	3.02	$24,427,462	79	Medium

Roadway	Limits
Florida Ave	Satsuma Rd to La 63

Improvement

Widen to 4 Lanes

Project Scoring

Congestion Reduction	Benefit/Cost	Safety Benefit	Bike/Ped Benefit	Freight Benefit	Plan Consistency	Environmental	Total
15	5	5	5	5	5	9	49

Scoring Notes

Environmental Screening

Wetlands	Flood Zone	Low Income/Poverty	Minority	Design Considerations	
Yes	Yes	No	No		EM- Environmental Mitigation EJ – Environmental Justice

MOVE 2046 Test Project Factsheet

Project ID	Parish(es)	Project Source	Length (miles)	2021 Cost	Rank	Local Priority
136	LIV	MOVE 2042	4.51	$36,496,551	22	Medium

Roadway	Limits
Lockhart Rd	N Range Ave to Burgess Ave

Improvement

Widen to 4 Lanes

Project Scoring

Congestion Reduction	Benefit/Cost	Safety Benefit	Bike/Ped Benefit	Freight Benefit	Plan Consistency	Environmental	Total
15	5	15	10	5	5	9	64

Scoring Notes

Environmental Screening

Wetlands	Flood Zone	Low Income/Poverty	Minority	Design Considerations	
Yes	Yes	No	No		EM- Environmental Mitigation EJ – Environmental Justice

MOVE 2046 Test Project Factsheet

Project ID	Parish(es)	Project Source	Length (miles)	2021 Cost	Rank	Local Priority
137	LIV	MOVE 2042	2.42	$19,597,731	123	Low

Roadway	Limits
La 16	La 42 to La 444

Improvement
Widen to 4 Lanes

Project Scoring

Congestion Reduction	Benefit/Cost	Safety Benefit	Bike/Ped Benefit	Freight Benefit	Plan Consistency	Environmental	Total
5	5	5	5	0	5	8	33

Scoring Notes

Environmental Screening

Wetlands	Flood Zone	Low Income/Poverty	Minority	Design Considerations	EM- Environmental Mitigation EJ – Environmental Justice
Yes	Yes	No	No		

MOVE 2046 Test Project Factsheet

Project ID	Parish(es)	Project Source	Length (miles)	2021 Cost	Rank	Local Priority
138	LIV	MOVE 2042	3.82	$30,923,143	84	Medium

Roadway	Limits
La 16	4-H Club Rd to La 42

Improvement

Widen to 4 Lanes

Project Scoring

Congestion Reduction	Benefit/Cost	Safety Benefit	Bike/Ped Benefit	Freight Benefit	Plan Consistency	Environmental	Total
10	5	10	5	5	5	7	47

Scoring Notes

Environmental Screening

Wetlands	Flood Zone	Low Income/Poverty	Minority	Design Considerations	
Yes	Yes	No	No	EJ	EM- Environmental Mitigation EJ – Environmental Justice

MOVE 2046 Test Project Factsheet

Project ID	Parish(es)	Project Source	Length (miles)	2021 Cost	Rank	Local Priority
139	LIV	MOVE 2042	3.16	$25,623,710	101	Low

Roadway	Limits
La 16	La 42 to La 42

Improvement

Widen to 4 Lanes

Project Scoring

Congestion Reduction	Benefit/Cost	Safety Benefit	Bike/Ped Benefit	Freight Benefit	Plan Consistency	Environmental	Total
5	5	10	5	5	5	7	42

Scoring Notes

Environmental Screening

Wetlands	Flood Zone	Low Income/Poverty	Minority	Design Considerations	EM- Environmental Mitigation EJ – Environmental Justice
Yes	Yes	No	No	EJ	

MOVE 2046 Test Project Factsheet

Project ID	Parish(es)	Project Source	Length (miles)	2021 Cost	Rank	Local Priority
140	EBR	MOVE 2042	0.23	$2,881,453	80	Low

Roadway	Limits
Kenilworth Pkwy Ext	Highland Rd to Burbank Dr

Improvement

New 3 Lane

Project Scoring

Congestion Reduction	Benefit/Cost	Safety Benefit	Bike/Ped Benefit	Freight Benefit	Plan Consistency	Environmental	Total
0	10	10	10	5	5	9	49

Scoring Notes

Environmental Screening

Wetlands	Flood Zone	Low Income/Poverty	Minority	Design Considerations	
Yes	Yes	No	Yes		EM- Environmental Mitigation EJ – Environmental Justice

MOVE 2046 Test Project Factsheet

Project ID	Parish(es)	Project Source	Length (miles)	2021 Cost	Rank	Local Priority
141	EBR	MOVE 2042	0.83	$10,333,019	45	

Roadway	Limits
Jones Creek Rd Ext	Tiger Bend Rd to Jefferson Hwy

Improvement

New 4 Lane

Project Scoring

Congestion Reduction	Benefit/Cost	Safety Benefit	Bike/Ped Benefit	Freight Benefit	Plan Consistency	Environmental	Total
10	15	10	5	5	5	7	57

Scoring Notes

Environmental Screening

Wetlands	Flood Zone	Low Income/Poverty	Minority	Design Considerations	
Yes	Yes	Yes	No	EJ	EM- Environmental Mitigation EJ – Environmental Justice

MOVE 2046 Test Project Factsheet

Project ID	Parish(es)	Project Source	Length (miles)	2021 Cost	Rank	Local Priority
142	LIV	MOVE 2042	2.99	$24,212,714	107	Low

Roadway	Limits
Burgess Rd	Lockhart Rd to Arnold Rd

Improvement

Widen to 4 Lanes

Project Scoring

Congestion Reduction	Benefit/Cost	Safety Benefit	Bike/Ped Benefit	Freight Benefit	Plan Consistency	Environmental	Total
0	5	10	10	0	5	9	39

Scoring Notes

Environmental Screening

Wetlands	Flood Zone	Low Income/Poverty	Minority	Design Considerations	
Yes	Yes	No	No		EM- Environmental Mitigation EJ – Environmental Justice

MOVE 2046 Test Project Factsheet

Project ID	Parish(es)	Project Source	Length (miles)	2021 Cost	Rank	Local Priority
143	EBR	MOVE 2042	3.30	$26,696,304	115	Low

Roadway	Limits
Mt Pleasant-Zachary Rd	US 61 to La 964

Improvement

Widen to 4 Lanes

Project Scoring

Congestion Reduction	Benefit/Cost	Safety Benefit	Bike/Ped Benefit	Freight Benefit	Plan Consistency	Environmental	Total
0	5	10	0	5	5	10	35

Scoring Notes

Environmental Screening

Wetlands	Flood Zone	Low Income/Poverty	Minority	Design Considerations	
Yes	Yes	No	Yes		EM- Environmental Mitigation EJ – Environmental Justice

MOVE 2046 Test Project Factsheet

Project ID	Parish(es)	Project Source	Length (miles)	2021 Cost	Rank	Local Priority
144	LIV	MOVE 2042	2.07	$16,791,413	118	Medium

Roadway	Limits
Satsuma Rd	I-12 to Florida Ave

Improvement

Widen to 4 Lanes

Project Scoring

Congestion Reduction	Benefit/Cost	Safety Benefit	Bike/Ped Benefit	Freight Benefit	Plan Consistency	Environmental	Total
0	5	5	10	0	5	9	34

Scoring Notes

Environmental Screening

Wetlands	Flood Zone	Low Income/Poverty	Minority	Design Considerations	
Yes	Yes	No	No		EM- Environmental Mitigation EJ – Environmental Justice

MOVE 2046 Test Project Factsheet

Project ID	Parish(es)	Project Source	Length (miles)	2021 Cost	Rank	Local Priority
145	LIV	MOVE 2042	1.84	$14,875,456	86	Low

Roadway	Limits
Forest Delatte Rd	Pete's Hwy to Juban Rd

Improvement

Widen to 4 Lanes

Project Scoring

Congestion Reduction	Benefit/Cost	Safety Benefit	Bike/Ped Benefit	Freight Benefit	Plan Consistency	Environmental	Total
5	5	10	5	5	5	10	45

Scoring Notes

Environmental Screening

Wetlands	Flood Zone	Low Income/Poverty	Minority	Design Considerations	
Yes	Yes	Yes	No		EM- Environmental Mitigation EJ – Environmental Justice

MOVE 2046 Test Project Factsheet

Project ID	Parish(es)	Project Source	Length (miles)	2021 Cost	Rank	Local Priority
146	LIV	MOVE 2042	3.48	$28,150,667	104	Medium

Roadway	Limits
Buddy Ellis Rd	Juban Rd to Walker South Rd

Improvement

Widen to 4 Lanes

Project Scoring

Congestion Reduction	Benefit/Cost	Safety Benefit	Bike/Ped Benefit	Freight Benefit	Plan Consistency	Environmental	Total
5	5	10	5	0	5	10	40

Scoring Notes

Environmental Screening

Wetlands	Flood Zone	Low Income/Poverty	Minority	Design Considerations	EM- Environmental Mitigation EJ – Environmental Justice
Yes	Yes	No	No		

MOVE 2046 Test Project Factsheet

Project ID	Parish(es)	Project Source	Length (miles)	2021 Cost	Rank	Local Priority
147	LIV	MOVE 2042	3.90	$31,590,632	105	High

Roadway	Limits
4-H Club Rd	Vincent Rd to Hillon Hood Rd

Improvement

Widen to 4 Lanes

Project Scoring

Congestion Reduction	Benefit/Cost	Safety Benefit	Bike/Ped Benefit	Freight Benefit	Plan Consistency	Environmental	Total
5	5	5	5	5	5	10	40

Scoring Notes

Environmental Screening

Wetlands	Flood Zone	Low Income/Poverty	Minority	Design Considerations	EM- Environmental Mitigation EJ – Environmental Justice
Yes	Yes	Yes	Yes		

MOVE 2046 Test Project Factsheet

Project ID	Parish(es)	Project Source	Length (miles)	2021 Cost	Rank	Local Priority
148	LIV	MOVE 2042	5.33	$43,150,020	116	Medium

Roadway	Limits
4-H Club Rd	Hillon Hood Rd to Pete's Hwy

Improvement

Widen to 4 Lanes

Project Scoring

Congestion Reduction	Benefit/Cost	Safety Benefit	Bike/Ped Benefit	Freight Benefit	Plan Consistency	Environmental	Total
0	5	5	5	5	5	10	35

Scoring Notes

Environmental Screening

Wetlands	Flood Zone	Low Income/Poverty	Minority	Design Considerations	
Yes	Yes	No	No		EM- Environmental Mitigation EJ – Environmental Justice

MOVE 2046 Test Project Factsheet

Project ID	Parish(es)	Project Source	Length (miles)	2021 Cost	Rank	Local Priority
149	LIV	MOVE 2042	6.32	$51,171,556	23	Medium

Roadway	Limits
La 16	Springfield Rd to La 63

Improvement

Widen to 4 Lanes

Project Scoring

Congestion Reduction	Benefit/Cost	Safety Benefit	Bike/Ped Benefit	Freight Benefit	Plan Consistency	Environmental	Total
15	5	10	10	10	5	9	64

Scoring Notes

Environmental Screening

Wetlands	Flood Zone	Low Income/Poverty	Minority	Design Considerations	
Yes	Yes	No	Yes		EM- Environmental Mitigation EJ – Environmental Justice

MOVE 2046 Test Project Factsheet

Project ID	Parish(es)	Project Source	Length (miles)	2021 Cost	Rank	Local Priority
150	WBR	MOVE 2042	5.04	$40,842,063	71	Medium

Roadway	Limits
La 1	La 989-1 to La 1148

Improvement
Widen to 6 Lanes

Project Scoring

Congestion Reduction	Benefit/Cost	Safety Benefit	Bike/Ped Benefit	Freight Benefit	Plan Consistency	Environmental	Total
10	5	5	15	5	5	7	52

Scoring Notes

Environmental Screening

Wetlands	Flood Zone	Low Income/Poverty	Minority	Design Considerations	EM- Environmental Mitigation EJ – Environmental Justice
Yes	No	No	Yes	EM	

MOVE 2046 Test Project Factsheet

Project ID	Parish(es)	Project Source	Length (miles)	2021 Cost	Rank	Local Priority
152	ASC	MOVE 2042	2.40	$19,451,591	59	High

Roadway	Limits
La 73	Airline Hwy to I-10

Improvement

Widen to 5 Lanes

Project Scoring

Congestion Reduction	Benefit/Cost	Safety Benefit	Bike/Ped Benefit	Freight Benefit	Plan Consistency	Environmental	Total
15	5	5	10	5	5	9	54

Scoring Notes

Environmental Screening

Wetlands	Flood Zone	Low Income/Poverty	Minority	Design Considerations	EM- Environmental Mitigation EJ – Environmental Justice
Yes	Yes	No	No		

MOVE 2046 Test Project Factsheet

Project ID	Parish(es)	Project Source	Length (miles)	2021 Cost	Rank	Local Priority
153	ASC	MOVE 2042	1.03	$8,367,462	50	High

Roadway	Limits
La 73	I-10 to La 74

Improvement

Widen to 5 Lanes

Project Scoring

Congestion Reduction	Benefit/Cost	Safety Benefit	Bike/Ped Benefit	Freight Benefit	Plan Consistency	Environmental	Total
5	10	5	15	5	5	10	55

Scoring Notes

Environmental Screening

Wetlands	Flood Zone	Low Income/Poverty	Minority	Design Considerations	
Yes	Yes	No	No		EM- Environmental Mitigation EJ – Environmental Justice

MOVE 2046 Test Project Factsheet

Project ID	Parish(es)	Project Source	Length (miles)	2021 Cost	Rank	Local Priority
154	ASC	MOVE 2042	2.12	$17,169,092	74	Medium

Roadway	Limits
Airline Hwy	Perkins Rd to La 73

Improvement

Widen to 8 Lanes

Project Scoring

Congestion Reduction	Benefit/Cost	Safety Benefit	Bike/Ped Benefit	Freight Benefit	Plan Consistency	Environmental	Total
15	10	0	10	5	5	6	51

Scoring Notes

Environmental Screening

Wetlands	Flood Zone	Low Income/Poverty	Minority	Design Considerations	
Yes	No	No	No	EM-EJ	EM- Environmental Mitigation EJ – Environmental Justice

MOVE 2046 Test Project Factsheet

Project ID	Parish(es)	Project Source	Length (miles)	2021 Cost	Rank	Local Priority
155	ASC	MOVE 2042	2.31	$18,750,309	15	High
Roadway			**Limits**			
La 30			La 3251 to La 44			
Improvement						
Widen to 5 Lanes						
Project Scoring						

Congestion Reduction	Benefit/Cost	Safety Benefit	Bike/Ped Benefit	Freight Benefit	Plan Consistency	Environmental	Total
15	10	5	15	10	5	9	69

Scoring Notes

Environmental Screening					
Wetlands	Flood Zone	Low Income/Poverty	Minority	Design Considerations	EM- Environmental Mitigation EJ – Environmental Justice
Yes	Yes	No	Yes		

MOVE 2046 Test Project Factsheet

Project ID	Parish(es)	Project Source	Length (miles)	2021 Cost	Rank	Local Priority
156	ASC	MOVE 2042	0.99	$8,020,661	41	Medium

Roadway	Limits
Orice Roth Rd	E Ascension School Rd to Burnside Ave

Improvement

Widen to 4 Lanes

Project Scoring

Congestion Reduction	Benefit/Cost	Safety Benefit	Bike/Ped Benefit	Freight Benefit	Plan Consistency	Environmental	Total
5	5	15	15	5	5	8	58

Scoring Notes

Environmental Screening

Wetlands	Flood Zone	Low Income/Poverty	Minority	Design Considerations	
Yes	No	No	Yes	EJ	EM- Environmental Mitigation EJ – Environmental Justice

MOVE 2046 Test Project Factsheet

Project ID	Parish(es)	Project Source	Length (miles)	2021 Cost	Rank	Local Priority
157	ASC	MOVE 2042	0.81	$6,569,448	8	High

Roadway	Limits
Airline Hwy	EBR Parish Line to Perkins Rd

Improvement

Widen to 6 Lanes

Project Scoring

Congestion Reduction	Benefit/Cost	Safety Benefit	Bike/Ped Benefit	Freight Benefit	Plan Consistency	Environmental	Total
15	15	5	15	5	5	10	70

Scoring Notes

Environmental Screening

Wetlands	Flood Zone	Low Income/Poverty	Minority	Design Considerations	
Yes	Yes	No	No		EM- Environmental Mitigation EJ – Environmental Justice

MOVE 2046 Test Project Factsheet

Project ID	Parish(es)	Project Source	Length (miles)	2021 Cost	Rank	Local Priority
158	EBR	MOVE 2042	1.60	$12,985,191	37	Medium

Roadway	Limits
Cedarcrest Ave	Florida Blvd to Old Hammond Hwy

Improvement

Widen to 4 Lanes

Project Scoring

Congestion Reduction	Benefit/Cost	Safety Benefit	Bike/Ped Benefit	Freight Benefit	Plan Consistency	Environmental	Total
10	5	10	15	5	5	9	59

Scoring Notes

Environmental Screening

Wetlands	Flood Zone	Low Income/Poverty	Minority	Design Considerations	
Yes	Yes	Yes	Yes		EM- Environmental Mitigation EJ – Environmental Justice

MOVE 2046 Test Project Factsheet

Project ID	Parish(es)	Project Source	Length (miles)	2021 Cost	Rank	Local Priority
159	EBR	MOVE 2042	1.48	$12,021,202	16	Low

Roadway	Limits
Cedarcrest Ave	Old Hammond Hwy to Airline Hwy

Improvement

Widen to 4 Lanes

Project Scoring

Congestion Reduction	Benefit/Cost	Safety Benefit	Bike/Ped Benefit	Freight Benefit	Plan Consistency	Environmental	Total
15	10	10	15	5	5	9	69

Scoring Notes

Environmental Screening

Wetlands	Flood Zone	Low Income/Poverty	Minority	Design Considerations	
Yes	Yes	Yes	Yes		EM- Environmental Mitigation EJ – Environmental Justice

MOVE 2046 Test Project Factsheet

Project ID	Parish(es)	Project Source	Length (miles)	2021 Cost	Rank	Local Priority
160	EBR	MOVE 2042	1.04	$8,385,120	60	Low

Roadway	Limits
Drusilla Ln	Old Hammond Hwy to Jefferson Hwy

Improvement

Widen to 4 Lanes

Project Scoring

Congestion Reduction	Benefit/Cost	Safety Benefit	Bike/Ped Benefit	Freight Benefit	Plan Consistency	Environmental	Total
5	5	10	15	5	5	9	54

Scoring Notes

Environmental Screening

Wetlands	Flood Zone	Low Income/Poverty	Minority	Design Considerations	
Yes	Yes	Yes	Yes		EM- Environmental Mitigation EJ – Environmental Justice

MOVE 2046 Test Project Factsheet

Project ID	Parish(es)	Project Source	Length (miles)	2021 Cost	Rank	Local Priority
161	EBR	MOVE 2042	1.15	$9,301,518	47	High

Roadway	Limits
Airline Hwy	Through I-110 and Plank Rd Interchanges

Improvement

Widen to 6 Lanes

Project Scoring

Congestion Reduction	Benefit/Cost	Safety Benefit	Bike/Ped Benefit	Freight Benefit	Plan Consistency	Environmental	Total
0	5	15	15	10	5	6	56

Scoring Notes

Environmental Screening

Wetlands	Flood Zone	Low Income/Poverty	Minority	Design Considerations	
Yes	Yes	Yes	Yes	EM	EM- Environmental Mitigation EJ – Environmental Justice

MOVE 2046 Test Project Factsheet

Project ID	Parish(es)	Project Source	Length (miles)	2021 Cost	Rank	Local Priority
162	EBR	MOVE 2042	0.72	$5,850,282	17	High

Roadway	Limits
Florida Blvd	Airline Hwy to Monterey Blvd

Improvement

Widen to 8 Lanes

Project Scoring

Congestion Reduction	Benefit/Cost	Safety Benefit	Bike/Ped Benefit	Freight Benefit	Plan Consistency	Environmental	Total
10	15	10	10	10	5	9	69

Scoring Notes

Environmental Screening

Wetlands	Flood Zone	Low Income/Poverty	Minority	Design Considerations	
Yes	Yes	Yes	Yes		EM- Environmental Mitigation EJ – Environmental Justice

MOVE 2046 Test Project Factsheet

Project ID	Parish(es)	Project Source	Length (miles)	2021 Cost	Rank	Local Priority
163	EBR	MOVE 2042	0.65	$5,289,778	66	Low
Roadway			**Limits**			
Burbank Dr			Nicholson Dr toJennifer Jean Dr			
Improvement						
Widen to 6 Lanes						
Project Scoring						

Congestion Reduction	Benefit/Cost	Safety Benefit	Bike/Ped Benefit	Freight Benefit	Plan Consistency	Environmental	Total
5	5	5	15	10	5	8	53

Scoring Notes

Environmental Screening					
Wetlands	Flood Zone	Low Income/Poverty	Minority	Design Considerations	EM- Environmental Mitigation EJ – Environmental Justice
Yes	Yes	Yes	Yes		

MOVE 2046 Test Project Factsheet

Project ID	Parish(es)	Project Source	Length (miles)	2021 Cost	Rank	Local Priority
164	EBR	MOVE 2042	1.53	$12,380,121	87	High

Roadway	Limits
Sherwood Forest Blvd	Old Hammond Hwy to Florida Blvd

Improvement

Widen to 4 Lanes

Project Scoring

Congestion Reduction	Benefit/Cost	Safety Benefit	Bike/Ped Benefit	Freight Benefit	Plan Consistency	Environmental	Total
10	5	0	10	5	5	10	45

Scoring Notes

Environmental Screening

Wetlands	Flood Zone	Low Income/Poverty	Minority	Design Considerations	EM- Environmental Mitigation EJ – Environmental Justice
Yes	Yes	Yes	Yes		

MOVE 2046 Test Project Factsheet

Project ID	Parish(es)	Project Source	Length (miles)	2021 Cost	Rank	Local Priority
165	EBR	MOVE 2042	0.71	$5,781,853	72	Low

Roadway	Limits
S Flannery Rd/Millerville Rd	S Flannery Rd to Old Hammond Hwy

Improvement

Widen to 4 Lanes and realignment

Project Scoring

Congestion Reduction	Benefit/Cost	Safety Benefit	Bike/Ped Benefit	Freight Benefit	Plan Consistency	Environmental	Total
5	15	10	5	5	5	7	52

Scoring Notes

Environmental Screening

Wetlands	Flood Zone	Low Income/Poverty	Minority	Design Considerations	EM- Environmental Mitigation EJ – Environmental Justice
Yes	Yes	Yes	Yes	EM	

MOVE 2046 Test Project Factsheet

Project ID	Parish(es)	Project Source	Length (miles)	2021 Cost	Rank	Local Priority
166	EBR	MOVE 2042	--	$7,425,000	119	High

Roadway	Limits
I-12	Essen Ln Interchange

Improvement

New WB exit Ramp

Project Scoring

Congestion Reduction	Benefit/Cost	Safety Benefit	Bike/Ped Benefit	Freight Benefit	Plan Consistency	Environmental	Total
5	10	0	0	5	5	9	34

Scoring Notes

Environmental Screening

Wetlands	Flood Zone	Low Income/Poverty	Minority	Design Considerations	
Yes	Yes	No	Yes		EM- Environmental Mitigation EJ – Environmental Justice

MOVE 2046 Test Project Factsheet

Project ID	Parish(es)	Project Source	Length (miles)	2021 Cost	Rank	Local Priority
167	EBR	MOVE 2042	1.19	$9,655,484	117	High

Roadway	Limits
Hooper Rd	Plank Rd to Mickens Rd

Improvement

Widen to 6 Lanes

Project Scoring

Congestion Reduction	Benefit/Cost	Safety Benefit	Bike/Ped Benefit	Freight Benefit	Plan Consistency	Environmental	Total
5	5	5	10	0	5	5	35

Scoring Notes

Environmental Screening

Wetlands	Flood Zone	Low Income/Poverty	Minority	Design Considerations	
Yes	Yes	Yes	Yes	EM-EJ	EM- Environmental Mitigation EJ – Environmental Justice

MOVE 2046 Test Project Factsheet

Project ID	Parish(es)	Project Source	Length (miles)	2021 Cost	Rank	Local Priority
169	EBR	MOVE 2042	3.07	$24,854,064	42	Medium

Roadway	Limits
Greenwell Springs Rd	Central Thwy to Magnolia Bridge Rd

Improvement

Widen to 5 Lanes

Project Scoring

Congestion Reduction	Benefit/Cost	Safety Benefit	Bike/Ped Benefit	Freight Benefit	Plan Consistency	Environmental	Total
15	5	15	5	5	5	8	58

Scoring Notes

Environmental Screening

Wetlands	Flood Zone	Low Income/Poverty	Minority	Design Considerations	
Yes	Yes	No	No		EM- Environmental Mitigation EJ – Environmental Justice

MOVE 2046 Test Project Factsheet

Project ID	Parish(es)	Project Source	Length (miles)	2021 Cost	Rank	Local Priority
170	EBR	MOVE 2042	0.94	$6,374,079	120	High

Roadway	Limits
Groom Rd Ext	US 61 to La 964

Improvement

New 2 Lane Roadway

Project Scoring

Congestion Reduction	Benefit/Cost	Safety Benefit	Bike/Ped Benefit	Freight Benefit	Plan Consistency	Environmental	Total
0	5	10	5	0	5	9	34

Scoring Notes

Environmental Screening

Wetlands	Flood Zone	Low Income/Poverty	Minority	Design Considerations	
Yes	No	Yes	Yes		EM- Environmental Mitigation EJ – Environmental Justice

MOVE 2046 Test Project Factsheet

Project ID	Parish(es)	Project Source	Length (miles)	2021 Cost	Rank	Local Priority
171	EBR/LIV	MOVE 2042	2.52	$50,275,073	1	Medium
Roadway			**Limits**			
Hooper Rd Ext			Greenwell Springs Rd to La 16			
Improvement						
New 4 Lane and Amite River bridge						
Project Scoring						

Congestion Reduction	Benefit/Cost	Safety Benefit	Bike/Ped Benefit	Freight Benefit	Plan Consistency	Environmental	Total
20	15	20	5	10	5	7	82

Scoring Notes

Environmental Screening					
Wetlands	Flood Zone	Low Income/Poverty	Minority	Design Considerations	EM- Environmental Mitigation EJ – Environmental Justice
Yes	Yes	No	No	EJ	

MOVE 2046 Test Project Factsheet

Project ID	Parish(es)	Project Source	Length (miles)	2021 Cost	Rank	Local Priority
172	LIV	MOVE 2042	1.56	$12,664,909	29	High

Roadway	Limits
Florida Ave	Pete's Hwy to Juban Rd

Improvement

Widen to 4 Lanes

Project Scoring

Congestion Reduction	Benefit/Cost	Safety Benefit	Bike/Ped Benefit	Freight Benefit	Plan Consistency	Environmental	Total
15	10	10	10	5	5	8	63

Scoring Notes

Environmental Screening

Wetlands	Flood Zone	Low Income/Poverty	Minority	Design Considerations	
Yes	Yes	No	Yes	EJ	EM- Environmental Mitigation EJ – Environmental Justice

MOVE 2046 Test Project Factsheet

Project ID	Parish(es)	Project Source	Length (miles)	2021 Cost	Rank	Local Priority
173	LIV	MOVE 2042	1.08	$13,460,426	30	High

Roadway	Limits
Juban Rd Ext	Florida Ave to Lockhart Rd

Improvement

New 4 Lane Roadway

Project Scoring

Congestion Reduction	Benefit/Cost	Safety Benefit	Bike/Ped Benefit	Freight Benefit	Plan Consistency	Environmental	Total
10	10	15	10	5	5	8	63

Scoring Notes

Environmental Screening

Wetlands	Flood Zone	Low Income/Poverty	Minority	Design Considerations	EM- Environmental Mitigation EJ – Environmental Justice
Yes	Yes	No	No		

MOVE 2046 Test Project Factsheet

Project ID	Parish(es)	Project Source	Length (miles)	2021 Cost	Rank	Local Priority
174	LIV	MOVE 2042	1.12	$9,080,092	9	High

Roadway	Limits
Magnolia Bridge Rd	Thunderbird Beach Rd to La 16

Improvement

Widen to 4 Lanes

Project Scoring

Congestion Reduction	Benefit/Cost	Safety Benefit	Bike/Ped Benefit	Freight Benefit	Plan Consistency	Environmental	Total
15	10	15	10	5	5	10	70

Scoring Notes

Environmental Screening

Wetlands	Flood Zone	Low Income/Poverty	Minority	Design Considerations	
Yes	Yes	No	No		EM- Environmental Mitigation EJ – Environmental Justice

MOVE 2046 Test Project Factsheet

Project ID	Parish(es)	Project Source	Length (miles)	2021 Cost	Rank	Local Priority
175	LIV	MOVE 2042	0.67	$5,446,286	106	Medium

Roadway	Limits
Juban Rd	Forest Delatte Rd to Wax Rd

Improvement

Widen to 4 Lanes

Project Scoring

Congestion Reduction	Benefit/Cost	Safety Benefit	Bike/Ped Benefit	Freight Benefit	Plan Consistency	Environmental	Total
0	5	15	5	0	5	10	40

Scoring Notes

Environmental Screening

Wetlands	Flood Zone	Low Income/Poverty	Minority	Design Considerations	
No	No	No	No		EM- Environmental Mitigation EJ – Environmental Justice

MOVE 2046 Test Project Factsheet

Project ID	Parish(es)	Project Source	Length (miles)	2021 Cost	Rank	Local Priority
176	LIV	MOVE 2042	1.30	$10,546,362	51	Medium

Roadway	Limits
Rushing Rd	Jerlyn Dr to Pete's Hwy

Improvement

Widen to 4 Lanes

Project Scoring

Congestion Reduction	Benefit/Cost	Safety Benefit	Bike/Ped Benefit	Freight Benefit	Plan Consistency	Environmental	Total
5	5	15	15	0	5	10	55

Scoring Notes

Environmental Screening

Wetlands	Flood Zone	Low Income/Poverty	Minority	Design Considerations	
Yes	Yes	Yes	No		EM- Environmental Mitigation EJ – Environmental Justice

MOVE 2046 Test Project Factsheet

Project ID	Parish(es)	Project Source	Length (miles)	2021 Cost	Rank	Local Priority
177	LIV	MOVE 2042	2.96	$23,944,831	52	Medium

Roadway	Limits
Pete's Hwy	Florida Ave to Vincent Rd

Improvement

Widen to 4 Lanes

Project Scoring

Congestion Reduction	Benefit/Cost	Safety Benefit	Bike/Ped Benefit	Freight Benefit	Plan Consistency	Environmental	Total
10	5	10	10	5	5	10	55

Scoring Notes

Environmental Screening

Wetlands	Flood Zone	Low Income/Poverty	Minority	Design Considerations	
Yes	Yes	Yes	Yes		EM- Environmental Mitigation EJ – Environmental Justice

MOVE 2046 Test Project Factsheet

Project ID	Parish(es)	Project Source	Length (miles)	2021 Cost	Rank	Local Priority
178	LIV	MOVE 2042	0.82	$6,627,339	93	Medium

Roadway	Limits
Walker North Rd	Florida Ave to Hodges Ln

Improvement

Widen to 4 Lanes

Project Scoring

Congestion Reduction	Benefit/Cost	Safety Benefit	Bike/Ped Benefit	Freight Benefit	Plan Consistency	Environmental	Total
0	5	15	10	0	5	9	44

Scoring Notes

Environmental Screening

Wetlands	Flood Zone	Low Income/Poverty	Minority	Design Considerations	
Yes	Yes	No	No		EM- Environmental Mitigation EJ – Environmental Justice

MOVE 2046 Test Project Factsheet

Project ID	Parish(es)	Project Source	Length (miles)	2021 Cost	Rank	Local Priority
179	LIV	MOVE 2042	0.20	$1,350,324	126	Low

Roadway	Limits
New Alignment	Florida Ave to Pendarvis Ln

Improvement

New 2 Lane Roadway

Project Scoring

Congestion Reduction	Benefit/Cost	Safety Benefit	Bike/Ped Benefit	Freight Benefit	Plan Consistency	Environmental	Total
0	0	10	5	0	5	9	29

Scoring Notes

Environmental Screening

Wetlands	Flood Zone	Low Income/Poverty	Minority	Design Considerations	
Yes	Yes	No	No		EM- Environmental Mitigation EJ – Environmental Justice

MOVE 2046 Test Project Factsheet

Project ID	Parish(es)	Project Source	Length (miles)	2021 Cost	Rank	Local Priority
180	LIV	MOVE 2042	0.55	$3,741,653	109	Low

Roadway	Limits
Satsuma Rd Ext	Florida Ave to La 1024

Improvement

New 2 Lane Roadway

Project Scoring

Congestion Reduction	Benefit/Cost	Safety Benefit	Bike/Ped Benefit	Freight Benefit	Plan Consistency	Environmental	Total
5	5	5	5	5	5	8	38

Scoring Notes

Environmental Screening

Wetlands	Flood Zone	Low Income/Poverty	Minority	Design Considerations	
Yes	Yes	No	No		EM- Environmental Mitigation EJ – Environmental Justice

MOVE 2046 Test Project Factsheet

Project ID	Parish(es)	Project Source	Length (miles)	2021 Cost	Rank	Local Priority
181	LIV	MOVE 2042	1.14	$9,211,004	61	High

Roadway	Limits
4-H Club Rd	Florida Ave to Vincent Rd

Improvement

Widen to 4 Lanes

Project Scoring

Congestion Reduction	Benefit/Cost	Safety Benefit	Bike/Ped Benefit	Freight Benefit	Plan Consistency	Environmental	Total
5	5	10	15	5	5	9	54

Scoring Notes

Environmental Screening

Wetlands	Flood Zone	Low Income/Poverty	Minority	Design Considerations	
Yes	Yes	Yes	No		EM- Environmental Mitigation EJ – Environmental Justice

MOVE 2046 Test Project Factsheet

Project ID	Parish(es)	Project Source	Length (miles)	2021 Cost	Rank	Local Priority
182	LIV	MOVE 2042	--	$40,500,000	128	High

Roadway	Limits
I-12	at Pete's Hwy

Improvement

New Interchange

Project Scoring

Congestion Reduction	Benefit/Cost	Safety Benefit	Bike/Ped Benefit	Freight Benefit	Plan Consistency	Environmental	Total
0	5	10	0	0	5	8	28

Scoring Notes

Environmental Screening

Wetlands	Flood Zone	Low Income/Poverty	Minority	Design Considerations	
Yes	Yes	Yes	No		EM- Environmental Mitigation EJ – Environmental Justice

MOVE 2046 Test Project Factsheet

Project ID	Parish(es)	Project Source	Length (miles)	2021 Cost	Rank	Local Priority
183	WBR	MOVE 2042	4.48	$36,272,513	10	Medium

Roadway	Limits
La 1	I-10 to La 989-1

Improvement

Widen to 6 Lanes

Project Scoring

Congestion Reduction	Benefit/Cost	Safety Benefit	Bike/Ped Benefit	Freight Benefit	Plan Consistency	Environmental	Total
20	5	10	15	10	5	5	70

Scoring Notes

Environmental Screening

Wetlands	Flood Zone	Low Income/Poverty	Minority	Design Considerations	EM- Environmental Mitigation EJ – Environmental Justice
Yes	Yes	Yes	Yes	EM	

MOVE 2046 Test Project Factsheet

Project ID	Parish(es)	Project Source	Length (miles)	2021 Cost	Rank	Local Priority
184	LIV	MOVE 2042	9.89	$260,365,372	24	High

Roadway	Limits
I-12	Satsuma Rd to La 441

Improvement

Widen to 6 Lanes

Project Scoring

Congestion Reduction	Benefit/Cost	Safety Benefit	Bike/Ped Benefit	Freight Benefit	Plan Consistency	Environmental	Total
20	5	10	5	10	5	9	64

Scoring Notes

Environmental Screening

Wetlands	Flood Zone	Low Income/Poverty	Minority	Design Considerations	EM- Environmental Mitigation EJ – Environmental Justice
Yes	Yes	No	No		

MOVE 2046 Test Project Factsheet

Project ID	Parish(es)	Project Source	Length (miles)	2021 Cost	Rank	Local Priority
189	EBR/ASC	MOVE 2042	3.42	$27,738,183	32	High

Roadway	Limits
Perkins Rd	Highland Rd to Airline Hwy

Improvement

Widen to 4 Lanes

Project Scoring

Congestion Reduction	Benefit/Cost	Safety Benefit	Bike/Ped Benefit	Freight Benefit	Plan Consistency	Environmental	Total
20	10	10	0	10	5	7	62

Scoring Notes

Environmental Screening

Wetlands	Flood Zone	Low Income/Poverty	Minority	Design Considerations	
Yes	Yes	No	No	EM	EM- Environmental Mitigation EJ – Environmental Justice

MOVE 2046 Test Project Factsheet

Project ID	Parish(es)	Project Source	Length (miles)	2021 Cost	Rank	Local Priority
190	EBR/ASC/LIV	MOVE 2042	5.21	$42,721,566	26	Low

Roadway	Limits
New Alignment	La 42 to 4-H Club Rd

Improvement

New 2 Lane Roadway and Amite River bridge

Project Scoring

Congestion Reduction	Benefit/Cost	Safety Benefit	Bike/Ped Benefit	Freight Benefit	Plan Consistency	Environmental	Total
15	5	20	5	5	5	9	64

Scoring Notes

Environmental Screening

Wetlands	Flood Zone	Low Income/Poverty	Minority	Design Considerations	
Yes	Yes	No	No		EM- Environmental Mitigation EJ – Environmental Justice

MOVE 2046 Test Project Factsheet

Project ID	Parish(es)	Project Source	Length (miles)	2021 Cost	Rank	Local Priority
191	EBR	MOVE 2042	3.78	$30,604,400	53	Low

Roadway	Limits
La 64	Plank Rd to Joor Rd

Improvement

Widen to 4 Lanes

Project Scoring

Congestion Reduction	Benefit/Cost	Safety Benefit	Bike/Ped Benefit	Freight Benefit	Plan Consistency	Environmental	Total
15	5	15	0	5	5	10	55

Scoring Notes

Environmental Screening

Wetlands	Flood Zone	Low Income/Poverty	Minority	Design Considerations	
Yes	Yes	Yes	Yes		EM- Environmental Mitigation EJ – Environmental Justice

MOVE 2046 Test Project Factsheet

Project ID	Parish(es)	Project Source	Length (miles)	2021 Cost	Rank	Local Priority
192	EBR	MOVE 2042	9.37	$75,926,492	62	Low

Roadway	Limits
Plank Rd (La 67)	Groom Rd to W Feliciana Parish Line

Improvement

Widen to 4 Lanes

Project Scoring

Congestion Reduction	Benefit/Cost	Safety Benefit	Bike/Ped Benefit	Freight Benefit	Plan Consistency	Environmental	Total
15	5	10	0	10	5	9	54

Scoring Notes

Environmental Screening

Wetlands	Flood Zone	Low Income/Poverty	Minority	Design Considerations	
Yes	Yes	Yes	Yes		EM- Environmental Mitigation EJ – Environmental Justice

MOVE 2046 Test Project Factsheet

Project ID	Parish(es)	Project Source	Length (miles)	2021 Cost	Rank	Local Priority
193	EBR	MOVE 2042	3.01	$24,372,900	102	High

Roadway	Limits
Mickens Rd	Hooper Rd to Joor Rd

Improvement

Widen to 4 & 5 Lanes

Project Scoring

Congestion Reduction	Benefit/Cost	Safety Benefit	Bike/Ped Benefit	Freight Benefit	Plan Consistency	Environmental	Total
5	5	10	0	10	5	6	41

Scoring Notes

Environmental Screening

Wetlands	Flood Zone	Low Income/Poverty	Minority	Design Considerations	
Yes	Yes	Yes	Yes	EM-EJ	EM- Environmental Mitigation EJ – Environmental Justice

MOVE 2046 Test Project Factsheet

Project ID	Parish(es)	Project Source	Length (miles)	2021 Cost	Rank	Local Priority
194	EBR	MOVE 2042	3.45	$27,969,980	46	High

Roadway	Limits
Highland Rd	Siegen Ln to I-10

Improvement

Widen to 4 Lanes

Project Scoring

Congestion Reduction	Benefit/Cost	Safety Benefit	Bike/Ped Benefit	Freight Benefit	Plan Consistency	Environmental	Total
15	5	10	10	5	5	7	57

Scoring Notes

Environmental Screening

Wetlands	Flood Zone	Low Income/Poverty	Minority	Design Considerations	
Yes	Yes	No	No	EM	EM- Environmental Mitigation EJ – Environmental Justice

MOVE 2046 Test Project Factsheet

Project ID	Parish(es)	Project Source	Length (miles)	2021 Cost	Rank	Local Priority
195	EBR	MOVE 2042	2.38	$19,239,063	94	Medium

Roadway	Limits
Siegen Ln	Highland Rd to I-10

Improvement

Widen to 6 Lanes

Project Scoring

Congestion Reduction	Benefit/Cost	Safety Benefit	Bike/Ped Benefit	Freight Benefit	Plan Consistency	Environmental	Total
10	5	0	10	5	5	9	44

Scoring Notes

Environmental Screening

Wetlands	Flood Zone	Low Income/Poverty	Minority	Design Considerations	
Yes	Yes	No	Yes		EM- Environmental Mitigation EJ – Environmental Justice

MOVE 2046 Test Project Factsheet

Project ID	Parish(es)	Project Source	Length (miles)	2021 Cost	Rank	Local Priority
196	LIV	MOVE 2042	5.45	$44,177,797	19	High

Roadway	Limits
Walker South Rd	I-12 to Hood Rd

Improvement

Widen to 4 Lanes

Project Scoring

Congestion Reduction	Benefit/Cost	Safety Benefit	Bike/Ped Benefit	Freight Benefit	Plan Consistency	Environmental	Total
15	5	15	5	10	5	10	65

Scoring Notes

Environmental Screening

Wetlands	Flood Zone	Low Income/Poverty	Minority	Design Considerations	
Yes	Yes	No	No		EM- Environmental Mitigation EJ – Environmental Justice

MOVE 2046 Test Project Factsheet

Project ID	Parish(es)	Project Source	Length (miles)	2021 Cost	Rank	Local Priority
198	ASC	MOVE 2042	6.02	$48,780,314	35	High
Roadway			**Limits**			
La 30			La 3115 to La 3251			
Improvement						
Widen to 5 Lanes						
Project Scoring						

Congestion Reduction	Benefit/Cost	Safety Benefit	Bike/Ped Benefit	Freight Benefit	Plan Consistency	Environmental	Total
20	5	10	0	10	5	10	60

Scoring Notes

Environmental Screening					
Wetlands	Flood Zone	Low Income/Poverty	Minority	Design Considerations	EM- Environmental Mitigation EJ – Environmental Justice
Yes	Yes	Yes	Yes		

MOVE 2046 Test Project Factsheet

Project ID	Parish(es)	Project Source	Length (miles)	2021 Cost	Rank	Local Priority
199	ASC	MOVE 2042	2.33	$18,893,874	54	High

Roadway	Limits
Nicholson Dr	La 44 to Airline Hwy

Improvement

Widen to 5 Lanes

Project Scoring

Congestion Reduction	Benefit/Cost	Safety Benefit	Bike/Ped Benefit	Freight Benefit	Plan Consistency	Environmental	Total
10	5	15	5	5	5	10	55

Scoring Notes

Environmental Screening

Wetlands	Flood Zone	Low Income/Poverty	Minority	Design Considerations	EM- Environmental Mitigation EJ – Environmental Justice
Yes	Yes	No	Yes		

MOVE 2046 Test Project Factsheet

Project ID	Parish(es)	Project Source	Length (miles)	2021 Cost	Rank	Local Priority
200	EBR	MOVE 2042	0.48	$3,850,951	2	High

Roadway	Limits
Nicholson Dr	W Lee Dr to Ben Hur Rd

Improvement

Widen to 4 Lanes

Project Scoring

Congestion Reduction	Benefit/Cost	Safety Benefit	Bike/Ped Benefit	Freight Benefit	Plan Consistency	Environmental	Total
10	15	15	15	10	5	10	80

Scoring Notes

Environmental Screening

Wetlands	Flood Zone	Low Income/Poverty	Minority	Design Considerations	
Yes	Yes	Yes	Yes		EM- Environmental Mitigation EJ – Environmental Justice

MOVE 2046 Test Project Factsheet

Project ID	Parish(es)	Project Source	Length (miles)	2021 Cost	Rank	Local Priority
201	ASC	MOVE 2042	5.54	$44,846,930	43	Low

Roadway	Limits
Airline Hwy	La 44 to La 22

Improvement

Widen to 6 Lanes

Project Scoring

Congestion Reduction	Benefit/Cost	Safety Benefit	Bike/Ped Benefit	Freight Benefit	Plan Consistency	Environmental	Total
15	5	5	15	5	5	8	58

Scoring Notes

Environmental Screening

Wetlands	Flood Zone	Low Income/Poverty	Minority	Design Considerations	
Yes	Yes	No	Yes	EM	EM- Environmental Mitigation EJ – Environmental Justice

MOVE 2046 Test Project Factsheet

Project ID	Parish(es)	Project Source	Length (miles)	2021 Cost	Rank	Local Priority
202	EBR	MOVE 2042	0.16	$1,276,050	63	Low

Roadway	Limits
Burbank Dr	Jennifer Jean Dr southeast 0.3 mi

Improvement
Widen to 6 Lanes

Project Scoring

Congestion Reduction	Benefit/Cost	Safety Benefit	Bike/Ped Benefit	Freight Benefit	Plan Consistency	Environmental	Total
5	10	5	10	10	5	9	54

Scoring Notes

Environmental Screening

Wetlands	Flood Zone	Low Income/Poverty	Minority	Design Considerations	
Yes	Yes	Yes	Yes		EM- Environmental Mitigation EJ – Environmental Justice

MOVE 2046 Test Project Factsheet

Project ID	Parish(es)	Project Source	Length (miles)	2021 Cost	Rank	Local Priority
203	LIV	MOVE 2042	3.09	$25,041,442	129	Medium

Roadway	Limits
La 447	Hood Rd to La 16

Improvement

Widen to 4 Lanes

Project Scoring

Congestion Reduction	Benefit/Cost	Safety Benefit	Bike/Ped Benefit	Freight Benefit	Plan Consistency	Environmental	Total
0	5	5	0	0	5	10	25

Scoring Notes

Environmental Screening

Wetlands	Flood Zone	Low Income/Poverty	Minority	Design Considerations	
Yes	Yes	No	No		EM- Environmental Mitigation EJ – Environmental Justice

MOVE 2046 Test Project Factsheet

Project ID	Parish(es)	Project Source	Length (miles)	2021 Cost	Rank	Local Priority
501	ASC	Public/Stakeholder	2.14	$17,317,444	75	Low

Roadway	Limits
La 22	Airline Hwy to Weber City Rd

Improvement

Widen to 4 Lanes

Project Scoring

Congestion Reduction	Benefit/Cost	Safety Benefit	Bike/Ped Benefit	Freight Benefit	Plan Consistency	Environmental	Total
10	5	10	10	5	0	10	50

Scoring Notes

Environmental Screening

Wetlands	Flood Zone	Low Income/Poverty	Minority	Design Considerations	
Yes	Yes	No	No		EM- Environmental Mitigation EJ – Environmental Justice

MOVE 2046 Test Project Factsheet

Project ID	Parish(es)	Project Source	Length (miles)	2021 Cost	Rank	Local Priority
502	ASC	Public/Stakeholder	5.97	$74,609,691	133	Low

Roadway	Limits
New Alignment	La 22 to La 444

Improvement

New 4 Lane Roadway

Project Scoring

Congestion Reduction	Benefit/Cost	Safety Benefit	Bike/Ped Benefit	Freight Benefit	Plan Consistency	Environmental	Total
0	5	5	0	0	0	8	18

Scoring Notes

Environmental Screening

Wetlands	Flood Zone	Low Income/Poverty	Minority	Design Considerations	
Yes	Yes	No	No	EM	EM- Environmental Mitigation EJ – Environmental Justice

MOVE 2046 Test Project Factsheet

Project ID	Parish(es)	Project Source	Length (miles)	2021 Cost	Rank	Local Priority
503	ASC	Public/Stakeholder	16.97	$137,432,903	76	Low

Roadway	Limits
La 444, La 22, La 42, La 43	17 miles tp I-12

Improvement

Widen to 4 Lanes

Project Scoring

Congestion Reduction	Benefit/Cost	Safety Benefit	Bike/Ped Benefit	Freight Benefit	Plan Consistency	Environmental	Total
15	5	5	5	10	0	10	50

Scoring Notes

Environmental Screening

Wetlands	Flood Zone	Low Income/Poverty	Minority	Design Considerations	EM- Environmental Mitigation EJ – Environmental Justice
No	No	No	No		

MOVE 2046 Test Project Factsheet

Project ID	Parish(es)	Project Source	Length (miles)	2021 Cost	Rank	Local Priority
504	ASC	Public/Stakeholder	5.00	$40,484,804	77	Low

Roadway	Limits
La 441	La 42 to Florida Ave

Improvement

Widen to 4 Lanes

Project Scoring

Congestion Reduction	Benefit/Cost	Safety Benefit	Bike/Ped Benefit	Freight Benefit	Plan Consistency	Environmental	Total
15	5	5	5	10	0	10	50

Scoring Notes

Environmental Screening

Wetlands	Flood Zone	Low Income/Poverty	Minority	Design Considerations	
Yes	Yes	No	No		EM- Environmental Mitigation EJ – Environmental Justice

MOVE 2046 Test Project Factsheet

Project ID	Parish(es)	Project Source	Length (miles)	2021 Cost	Rank	Local Priority
505	LIV	Public/Stakeholder	3.07	$28,630,000	88	Low

Roadway	Limits
La 63	I-12 to US 190

Improvement

Widen to 4 Lanes

Project Scoring

Congestion Reduction	Benefit/Cost	Safety Benefit	Bike/Ped Benefit	Freight Benefit	Plan Consistency	Environmental	Total
10	5	5	5	10	0	10	45

Scoring Notes

Environmental Screening

Wetlands	Flood Zone	Low Income/Poverty	Minority	Design Considerations	
Yes	Yes	No	No		EM- Environmental Mitigation EJ – Environmental Justice

MOVE 2046 Test Project Factsheet

Project ID	Parish(es)	Project Source	Length (miles)	2021 Cost	Rank	Local Priority
506	EBR	Public/Stakeholder	0.28	$2,306,224	130	Low

Roadway	Limits
La 409	La 37 to Greenwell Springs-Port Hudson Rd

Improvement
Widen to 4 Lanes

Project Scoring

Congestion Reduction	Benefit/Cost	Safety Benefit	Bike/Ped Benefit	Freight Benefit	Plan Consistency	Environmental	Total
0	5	10	0	0	0	10	25

Scoring Notes

Environmental Screening

Wetlands	Flood Zone	Low Income/Poverty	Minority	Design Considerations	EM- Environmental Mitigation EJ – Environmental Justice
Yes	Yes	No	No		

MOVE 2046 Test Project Factsheet

Project ID	Parish(es)	Project Source	Length (miles)	2021 Cost	Rank	Local Priority
507	EBR	Public/Stakeholder	1.60	$20,005,225	5	Low

Roadway	Limits
Harrell's Ferry Rd Ext	Indian Run Rd to 4-H Club Rd

Improvement

New 4 Lane Roadway

Project Scoring

Congestion Reduction	Benefit/Cost	Safety Benefit	Bike/Ped Benefit	Freight Benefit	Plan Consistency	Environmental	Total
20	15	20	0	10	0	9	74

Scoring Notes

Environmental Screening

Wetlands	Flood Zone	Low Income/Poverty	Minority	Design Considerations	
Yes	Yes	No	Yes		EM- Environmental Mitigation EJ – Environmental Justice

MOVE 2046 Test Project Factsheet

Project ID	Parish(es)	Project Source	Length (miles)	2021 Cost	Rank	Local Priority
508	EBR	Public/Stakeholder	3.66	$29,650,042	81	High

Roadway	Limits
Antioch Rd/Tiger Bend Rd	Airline Hwy to Babin Rd

Improvement

Widen to 4 Lanes

Project Scoring

Congestion Reduction	Benefit/Cost	Safety Benefit	Bike/Ped Benefit	Freight Benefit	Plan Consistency	Environmental	Total
10	5	10	10	5	0	9	49

Scoring Notes

Environmental Screening

Wetlands	Flood Zone	Low Income/Poverty	Minority	Design Considerations	
Yes	Yes	No	No		EM- Environmental Mitigation EJ – Environmental Justice

MOVE 2046 Test Project Factsheet

Project ID	Parish(es)	Project Source	Length (miles)	2021 Cost	Rank	Local Priority
509	ASC	Public/Stakeholder	1.30	$8,746,090	127	High

Roadway	Limits
New Alignment	Hornsby Rd to Fountainbleu Dr

Improvement

New 2 Lane Roadway

Project Scoring

Congestion Reduction	Benefit/Cost	Safety Benefit	Bike/Ped Benefit	Freight Benefit	Plan Consistency	Environmental	Total
0	5	5	10	0	0	9	29

Scoring Notes

Environmental Screening

Wetlands	Flood Zone	Low Income/Poverty	Minority	Design Considerations	
Yes	No	No	No		EM- Environmental Mitigation EJ – Environmental Justice

MOVE 2046 Test Project Factsheet

Project ID	Parish(es)	Project Source	Length (miles)	2021 Cost	Rank	Local Priority
510	ASC	Public/Stakeholder	1.70	$51,614,861	27	Medium

Roadway	Limits
New Alignment	Airline Hwy to Bluff Rd

Improvement

New 2 Lane Roadway and Interchange

Project Scoring

Congestion Reduction	Benefit/Cost	Safety Benefit	Bike/Ped Benefit	Freight Benefit	Plan Consistency	Environmental	Total
20	10	15	0	10	0	9	64

Scoring Notes

Environmental Screening

Wetlands	Flood Zone	Low Income/Poverty	Minority	Design Considerations	EM- Environmental Mitigation EJ – Environmental Justice
Yes	No	No	No		

MOVE 2046 Test Project Factsheet

Project ID	Parish(es)	Project Source	Length (miles)	2021 Cost	Rank	Local Priority
511	ASC	Public/Stakeholder	0.58	$3,933,407	110	High

Roadway	Limits
La 74 Ext	Airline Hwy to La 44

Improvement

New 2 Lane Roadway

Project Scoring

Congestion Reduction	Benefit/Cost	Safety Benefit	Bike/Ped Benefit	Freight Benefit	Plan Consistency	Environmental	Total
0	10	5	10	5	0	8	38

Scoring Notes

Environmental Screening

Wetlands	Flood Zone	Low Income/Poverty	Minority	Design Considerations	
Yes	Yes	No	Yes		EM- Environmental Mitigation EJ – Environmental Justice

MOVE 2046 Test Project Factsheet

Project ID	Parish(es)	Project Source	Length (miles)	2021 Cost	Rank	Local Priority
515	ASC	Public/Stakeholder	0.40	$2,723,787	121	Medium

Roadway	Limits
New Alignment	S Veterans Blvd to E Ascension School Rd

Improvement

New 2 Lane Roadway

Project Scoring

Congestion Reduction	Benefit/Cost	Safety Benefit	Bike/Ped Benefit	Freight Benefit	Plan Consistency	Environmental	Total
0	10	5	10	0	0	9	34

Scoring Notes

Environmental Screening

Wetlands	Flood Zone	Low Income/Poverty	Minority	Design Considerations	
Yes	Yes	No	Yes		EM- Environmental Mitigation EJ – Environmental Justice

MOVE 2046 Test Project Factsheet

Project ID	Parish(es)	Project Source	Length (miles)	2021 Cost	Rank	Local Priority
516	ASC	Public/Stakeholder	1.39	$9,402,622	122	Medium

Roadway	Limits
New Alignments	S Darla Ave to La 44, La 30 south to New street

Improvement

New 2 Lane Roadway

Project Scoring

Congestion Reduction	Benefit/Cost	Safety Benefit	Bike/Ped Benefit	Freight Benefit	Plan Consistency	Environmental	Total
5	5	5	10	0	0	9	34

Scoring Notes

Environmental Screening

Wetlands	Flood Zone	Low Income/Poverty	Minority	Design Considerations	
Yes	Yes	No	Yes		EM- Environmental Mitigation EJ – Environmental Justice

MOVE 2046 Test Project Factsheet

Project ID	Parish(es)	Project Source	Length (miles)	2021 Cost	Rank	Local Priority
519	ASC	Public/Stakeholder	2.00	$32,466,442	89	Medium

Roadway	Limits
La 70	La 3127 to La 3089

Improvement

Widen to 4 Lanes & redesign interchange

Project Scoring

Congestion Reduction	Benefit/Cost	Safety Benefit	Bike/Ped Benefit	Freight Benefit	Plan Consistency	Environmental	Total
0	5	20	0	10	0	10	45

Scoring Notes

Environmental Screening

Wetlands	Flood Zone	Low Income/Poverty	Minority	Design Considerations	EM- Environmental Mitigation EJ – Environmental Justice
Yes	No	No	Yes		

MOVE 2046 Test Project Factsheet

Project ID	Parish(es)	Project Source	Length (miles)	2021 Cost	Rank	Local Priority
520	EBR	Public/Stakeholder	6.15	$49,845,513	95	Low

Roadway	Limits
La 964	Groom Rd to Port Hudson-Pride Rd

Improvement
Widen to 5 Lanes

Project Scoring

Congestion Reduction	Benefit/Cost	Safety Benefit	Bike/Ped Benefit	Freight Benefit	Plan Consistency	Environmental	Total
15	5	10	0	5	0	9	44

Scoring Notes

Environmental Screening

Wetlands	Flood Zone	Low Income/Poverty	Minority	Design Considerations	EM- Environmental Mitigation EJ – Environmental Justice
Yes	Yes	Yes	Yes		

MOVE 2046 Test Project Factsheet

Project ID	Parish(es)	Project Source	Length (miles)	2021 Cost	Rank	Local Priority
521	EBR	Public/Stakeholder	--	$40,500,000	113	Medium

Roadway	Limits
I-110	at Baton Rouge Airport

Improvement

New Interchange

Project Scoring

Congestion Reduction	Benefit/Cost	Safety Benefit	Bike/Ped Benefit	Freight Benefit	Plan Consistency	Environmental	Total
0	5	5	10	10	0	7	37

Scoring Notes

Environmental Screening

Wetlands	Flood Zone	Low Income/Poverty	Minority	Design Considerations	
Yes	Yes	No	Yes	EM	EM- Environmental Mitigation EJ – Environmental Justice

MOVE 2046 Test Project Factsheet

Project ID	Parish(es)	Project Source	Length (miles)	2021 Cost	Rank	Local Priority
522	EBR	Public/Stakeholder	0.52	$3,497,479	38	High

Roadway	Limits
Ford St Ext	Plank Rd to Howell blvd

Improvement

New 2 Lane Divided Roadway

Project Scoring

Congestion Reduction	Benefit/Cost	Safety Benefit	Bike/Ped Benefit	Freight Benefit	Plan Consistency	Environmental	Total
5	10	15	15	5	0	9	59

Scoring Notes

Environmental Screening

Wetlands	Flood Zone	Low Income/Poverty	Minority	Design Considerations	
Yes	Yes	Yes	Yes		EM- Environmental Mitigation EJ – Environmental Justice

MOVE 2046 Test Project Factsheet

Project ID	Parish(es)	Project Source	Length (miles)	2021 Cost	Rank	Local Priority
523	EBR	Public/Stakeholder	1.37	$11,092,561	69	High

Roadway	Limits
Airline Hwy	I-110 to Mississippi River bridge

Improvement

Widen to 6 Lanes

Project Scoring

Congestion Reduction	Benefit/Cost	Safety Benefit	Bike/Ped Benefit	Freight Benefit	Plan Consistency	Environmental	Total
10	10	10	5	10	0	8	53

Scoring Notes

Environmental Screening

Wetlands	Flood Zone	Low Income/Poverty	Minority	Design Considerations	
No	Yes	Yes	Yes	EM	EM- Environmental Mitigation EJ – Environmental Justice

MOVE 2046 Test Project Factsheet

Project ID	Parish(es)	Project Source	Length (miles)	2021 Cost	Rank	Local Priority
527	EBR	Public/Stakeholder	0.19	$1,309,453	96	Low

Roadway	Limits
New Alignment	Highland Rd to Burbank Dr

Improvement

New 2 Lane Roadway

Project Scoring

Congestion Reduction	Benefit/Cost	Safety Benefit	Bike/Ped Benefit	Freight Benefit	Plan Consistency	Environmental	Total
0	15	5	10	5	0	9	44

Scoring Notes

Environmental Screening

Wetlands	Flood Zone	Low Income/Poverty	Minority	Design Considerations	
Yes	Yes	No	No		EM- Environmental Mitigation EJ – Environmental Justice

MOVE 2046 Test Project Factsheet

Project ID	Parish(es)	Project Source	Length (miles)	2021 Cost	Rank	Local Priority
528	EBR	Public/Stakeholder	1.43	$6,157,241	39	High

Roadway	Limits
Gardere Ln	Burbank Dr to Nicholson Dr

Improvement

Center Turn Lane

Project Scoring

Congestion Reduction	Benefit/Cost	Safety Benefit	Bike/Ped Benefit	Freight Benefit	Plan Consistency	Environmental	Total
0	5	20	15	10	0	9	59

Scoring Notes

Environmental Screening

Wetlands	Flood Zone	Low Income/Poverty	Minority	Design Considerations	
Yes	Yes	No	Yes		EM- Environmental Mitigation EJ – Environmental Justice

MOVE 2046 Test Project Factsheet

Project ID	Parish(es)	Project Source	Length (miles)	2021 Cost	Rank	Local Priority
529	EBR	Public/Stakeholder	--	$7,425,000	111	High

Roadway	Limits
I-10	Terrace Ave to Washington St

Improvement

Relocate Off Ramp

Project Scoring

Congestion Reduction	Benefit/Cost	Safety Benefit	Bike/Ped Benefit	Freight Benefit	Plan Consistency	Environmental	Total
0	0	20	0	10	0	8	38

Scoring Notes

Environmental Screening

Wetlands	Flood Zone	Low Income/Poverty	Minority	Design Considerations	
No	No	Yes	Yes	EM	EM- Environmental Mitigation EJ – Environmental Justice

MOVE 2046 Test Project Factsheet

Project ID	Parish(es)	Project Source	Length (miles)	2021 Cost	Rank	Local Priority
530	EBR	Public/Stakeholder	3.13	$29,099,588	108	Low

Roadway	Limits
New Alignments	Bluebonnet Blvd to Burbank Dr

Improvement

New 4 Lane & New 2 Lane Roadways

Project Scoring

Congestion Reduction	Benefit/Cost	Safety Benefit	Bike/Ped Benefit	Freight Benefit	Plan Consistency	Environmental	Total
10	5	10	0	5	0	9	39

Scoring Notes

Environmental Screening

Wetlands	Flood Zone	Low Income/Poverty	Minority	Design Considerations	EM- Environmental Mitigation EJ – Environmental Justice
Yes	Yes	No	No		

MOVE 2046 Test Project Factsheet

Project ID	Parish(es)	Project Source	Length (miles)	2021 Cost	Rank	Local Priority
532	EBR	Public/Stakeholder	2.23	$15,027,987	64	High

Roadway	Limits
I-10	Mall of Louisiana to Highland Rd

Improvement

New service roads

Project Scoring

Congestion Reduction	Benefit/Cost	Safety Benefit	Bike/Ped Benefit	Freight Benefit	Plan Consistency	Environmental	Total
15	10	10	0	10	0	9	54

Scoring Notes

Environmental Screening

Wetlands	Flood Zone	Low Income/Poverty	Minority	Design Considerations	
Yes	Yes	No	Yes		EM- Environmental Mitigation EJ – Environmental Justice

MOVE 2046 Test Project Factsheet

Project ID	Parish(es)	Project Source	Length (miles)	2021 Cost	Rank	Local Priority
533	EBR	Public/Stakeholder	2.80	$23,591,250	90	Medium

Roadway	Limits
La 327/Bluebonnet Blvd Ext	Ben Hur Rd to La 30

Improvement

Widen to 4 Lanes, New 4 Lane Roadway

Project Scoring

Congestion Reduction	Benefit/Cost	Safety Benefit	Bike/Ped Benefit	Freight Benefit	Plan Consistency	Environmental	Total
20	5	5	0	5	0	10	45

Scoring Notes

Environmental Screening

Wetlands	Flood Zone	Low Income/Poverty	Minority	Design Considerations	
Yes	Yes	No	Yes		EM- Environmental Mitigation EJ – Environmental Justice

MOVE 2046 Test Project Factsheet

Project ID	Parish(es)	Project Source	Length (miles)	2021 Cost	Rank	Local Priority
534	WBR/EBR	Public/Stakeholder	5.33	$750,000,000	11	High

Roadway	Limits
New Bridge and La 327	La 1 to Ben Hur Rd

Improvement

New Mississippi River bridge & Widen to 4 Lanes

Project Scoring

Congestion Reduction	Benefit/Cost	Safety Benefit	Bike/Ped Benefit	Freight Benefit	Plan Consistency	Environmental	Total
20	5	20	5	10	0	10	70

Scoring Notes

Environmental Screening

Wetlands	Flood Zone	Low Income/Poverty	Minority	Design Considerations	EM- Environmental Mitigation EJ – Environmental Justice
Yes	Yes	No	Yes		

MOVE 2046 Test Project Factsheet

Project ID	Parish(es)	Project Source	Length (miles)	2021 Cost	Rank	Local Priority
535	WBR	Public/Stakeholder	2.02	$13,635,000	131	Low

Roadway	Limits
Enterprise Blvd Ext	La 1 to La 1148

Improvement

New 2 Lane Roadway

Project Scoring

Congestion Reduction	Benefit/Cost	Safety Benefit	Bike/Ped Benefit	Freight Benefit	Plan Consistency	Environmental	Total
0	5	10	0	0	0	10	25

Scoring Notes

Environmental Screening

Wetlands	Flood Zone	Low Income/Poverty	Minority	Design Considerations	
Yes	Yes	No	Yes		EM- Environmental Mitigation EJ – Environmental Justice

MOVE 2046 Test Project Factsheet

Project ID	Parish(es)	Project Source	Length (miles)	2021 Cost	Rank	Local Priority
536	WBR	Public/Stakeholder	9.39	$143,961,878	40	Medium

Roadway	Limits
La 1 Bypass	I-10 to La 1

Improvement

Interchange, New 4 Lane Roadway & new ICWW bridge

Project Scoring

Congestion Reduction	Benefit/Cost	Safety Benefit	Bike/Ped Benefit	Freight Benefit	Plan Consistency	Environmental	Total
20	5	15	0	10	0	9	59

Scoring Notes

Environmental Screening

Wetlands	Flood Zone	Low Income/Poverty	Minority	Design Considerations	EM- Environmental Mitigation EJ – Environmental Justice
Yes	Yes	No	Yes		

MOVE 2046 Test Project Factsheet

Project ID	Parish(es)	Project Source	Length (miles)	2021 Cost	Rank	Local Priority
537	IBE	Public/Stakeholder	8.96	$93,815,213	124	

Roadway	Limits
Iberville Bypass	La 1148 to La 1

Improvement

Widen to 4 Lanes and New 4 Lane Roadway

Project Scoring

Congestion Reduction	Benefit/Cost	Safety Benefit	Bike/Ped Benefit	Freight Benefit	Plan Consistency	Environmental	Total
0	5	10	0	10	0	8	33

Scoring Notes

Environmental Screening

Wetlands	Flood Zone	Low Income/Poverty	Minority	Design Considerations	
Yes	Yes	Yes	Yes		EM- Environmental Mitigation EJ – Environmental Justice

MOVE 2046 Test Project Factsheet

Project ID	Parish(es)	Project Source	Length (miles)	2021 Cost	Rank	Local Priority
538	WBR	Public/Stakeholder	10.15	$44,893,436	78	Low

Roadway	Limits
West Baton Rouge Bypass	La 415 to La 1148

Improvement

New 4 Lane Roadway & new ICWW bridge

Project Scoring

Congestion Reduction	Benefit/Cost	Safety Benefit	Bike/Ped Benefit	Freight Benefit	Plan Consistency	Environmental	Total
15	5	15	0	5	0	10	50

Scoring Notes

Environmental Screening

Wetlands	Flood Zone	Low Income/Poverty	Minority	Design Considerations	
Yes	Yes	Yes	Yes		EM- Environmental Mitigation EJ – Environmental Justice

MOVE 2046 Test Project Factsheet

Project ID	Parish(es)	Project Source	Length (miles)	2021 Cost	Rank	Local Priority
539	WBR	Public/Stakeholder	3.73	$150,000,000	55	High

Roadway	Limits
I-10 to La 1 Connector	La 415 to La 1

Improvement

New 4 Lane Roadway & new ICWW bridge

Project Scoring

Congestion Reduction	Benefit/Cost	Safety Benefit	Bike/Ped Benefit	Freight Benefit	Plan Consistency	Environmental	Total
15	10	15	0	5	0	10	55

Scoring Notes

Environmental Screening

Wetlands	Flood Zone	Low Income/Poverty	Minority	Design Considerations	EM- Environmental Mitigation EJ – Environmental Justice
Yes	Yes	Yes	Yes		

MOVE 2046 Test Project Factsheet

Project ID	Parish(es)	Project Source	Length (miles)	2021 Cost	Rank	Local Priority
540	WBR	Public/Stakeholder	1.83	$48,257,582	97	Medium

Roadway	Limits
I-10	La 415 west 2.5 miles

Improvement

Widen to 6 Lanes

Project Scoring

Congestion Reduction	Benefit/Cost	Safety Benefit	Bike/Ped Benefit	Freight Benefit	Plan Consistency	Environmental	Total
15	5	5	0	10	0	9	44

Scoring Notes

Environmental Screening

Wetlands	Flood Zone	Low Income/Poverty	Minority	Design Considerations	EM- Environmental Mitigation EJ – Environmental Justice
Yes	No	No	No		

MOVE 2046 Test Project Factsheet

Project ID	Parish(es)	Project Source	Length (miles)	2021 Cost	Rank	Local Priority
541	WBR	Public/Stakeholder	2.76	$76,965,766	132	Medium

Roadway	Limits
New Alignment	I-10 to US 190

Improvement

New 4 Lane Roadway & New Interchange

Project Scoring

Congestion Reduction	Benefit/Cost	Safety Benefit	Bike/Ped Benefit	Freight Benefit	Plan Consistency	Environmental	Total
0	5	10	0	0	0	9	24

Scoring Notes

Environmental Screening

Wetlands	Flood Zone	Low Income/Poverty	Minority	Design Considerations	EM- Environmental Mitigation EJ – Environmental Justice
Yes	No	No	Yes		

MOVE 2046 Test Project Factsheet

Project ID	Parish(es)	Project Source	Length (miles)	2021 Cost	Rank	Local Priority
542	LIV	Public/Stakeholder	1.00	$4,319,840	56	High

Roadway	Limits
Walker South Rd	I-12 to US 190

Improvement

Convert to 4 Lane Divided

Project Scoring

Congestion Reduction	Benefit/Cost	Safety Benefit	Bike/Ped Benefit	Freight Benefit	Plan Consistency	Environmental	Total
5	5	15	15	5	0	10	55

Scoring Notes

Environmental Screening

Wetlands	Flood Zone	Low Income/Poverty	Minority	Design Considerations	EM- Environmental Mitigation EJ – Environmental Justice
Yes	Yes	No	No		

MOVE 2046 Test Project Factsheet

Project ID	Parish(es)	Project Source	Length (miles)	2021 Cost	Rank	Local Priority
543	EBR	Public/Stakeholder	1.25	$8,465,492	0	

Roadway	Limits
Wax Road Extension	Hooper Rd to Wax Rd Existing Terminus

Improvement

New 2 Lane Roadway

Project Scoring

Congestion Reduction	Benefit/Cost	Safety Benefit	Bike/Ped Benefit	Freight Benefit	Plan Consistency	Environmental	Total
0	0	0	0	0	0	0	0

Scoring Notes

Not scored. Project already placed in Staged Improvement Program.

Environmental Screening

Wetlands	Flood Zone	Low Income/Poverty	Minority	Design Considerations	
Yes	Yes	No	No		EM- Environmental Mitigation EJ – Environmental Justice

MOVE 2046 Test Project Factsheet

Project ID	Parish(es)	Project Source	Length (miles)	2021 Cost	Rank	Local Priority
601	LIV	Public/Stakeholder	0.50	$5,064,063	134	High

Roadway	Limits
DEMCO RD	Range Ave - Pete's Hwy

Improvement

New 4 Lane Roadway

Project Scoring

Congestion Reduction	Benefit/Cost	Safety Benefit	Bike/Ped Benefit	Freight Benefit	Plan Consistency	Environmental	Total
0	0	0	0	0	0	0	0

Scoring Notes

Not scored. Project placed after scoring initially completed.

Environmental Screening

Wetlands	Flood Zone	Low Income/Poverty	Minority	Design Considerations	
**	**	**	**		EM- Environmental Mitigation EJ – Environmental Justice

MOVE 2046 Test Project Factsheet

Project ID	Parish(es)	Project Source	Length (miles)	2021 Cost	Rank	Local Priority
602	LIV	Public/Stakeholder	4.60	$37,260,000	135	High

Roadway	Limits
LA 63	LA 42 - I-12

Improvement

Widen to 4 Lanes

Project Scoring

Congestion Reduction	Benefit/Cost	Safety Benefit	Bike/Ped Benefit	Freight Benefit	Plan Consistency	Environmental	Total
0	0	0	0	0	0	0	0

Scoring Notes

Not scored. Project placed after scoring initially completed.

Environmental Screening

Wetlands	Flood Zone	Low Income/Poverty	Minority	Design Considerations	
**	**	**	**		EM- Environmental Mitigation EJ – Environmental Justice

MOVE 2046 Test Project Factsheet

Project ID	Parish(es)	Project Source	Length (miles)	2021 Cost	Rank	Local Priority
603	LIV	Public/Stakeholder	2.50	$20,250,000	136	High

Roadway	Limits
LA 63	LA 42 - LA 444

Improvement

Widen to 4 Lanes

Project Scoring

Congestion Reduction	Benefit/Cost	Safety Benefit	Bike/Ped Benefit	Freight Benefit	Plan Consistency	Environmental	Total
0	0	0	0	0	0	0	0

Scoring Notes

Not scored. Project placed after scoring initially completed.

Environmental Screening

Wetlands	Flood Zone	Low Income/Poverty	Minority	Design Considerations	
**	**	**	**		EM- Environmental Mitigation EJ – Environmental Justice

MOVE 2046 Test Project Factsheet

Project ID	Parish(es)	Project Source	Length (miles)	2021 Cost	Rank	Local Priority
604	LIV	Public/Stakeholder	4.50	$36,450,000	137	Medium

Roadway	Limits
LA 63	LA 444 to LA 22

Improvement

New 4 Lane Roadway

Project Scoring

Congestion Reduction	Benefit/Cost	Safety Benefit	Bike/Ped Benefit	Freight Benefit	Plan Consistency	Environmental	Total
0	0	0	0	0	0	0	0

Scoring Notes

Not scored. Project placed after scoring initially completed.

Environmental Screening

Wetlands	Flood Zone	Low Income/Poverty	Minority	Design Considerations	
**	**	**	**		EM- Environmental Mitigation EJ – Environmental Justice

MOVE 2046 Test Project Factsheet

Project ID	Parish(es)	Project Source	Length (miles)	2021 Cost	Rank	Local Priority
901	ASC	LADOTD	--	$40,500,000	0	

Roadway	Limits
I-10	at La 74

Improvement

New Interchange

Project Scoring

Congestion Reduction	Benefit/Cost	Safety Benefit	Bike/Ped Benefit	Freight Benefit	Plan Consistency	Environmental	Total
0	0	0	0	0	0	0	0

Scoring Notes

Not scored. Project already placed in Staged Improvement Program.

Environmental Screening

Wetlands	Flood Zone	Low Income/Poverty	Minority	Design Considerations	
Yes	Yes	No	Yes		EM- Environmental Mitigation EJ – Environmental Justice

MOVE 2046 Test Project Factsheet

Project ID	Parish(es)	Project Source	Length (miles)	2021 Cost	Rank	Local Priority
902	ASC	LADOTD	6.65	$108,859,613	0	

Roadway	Limits
La 429 Connector	La 30/La73 to US61

Improvement

New 4 Lane Roadways, New Interchange, Widen to 4 Lanes

Project Scoring

Congestion Reduction	Benefit/Cost	Safety Benefit	Bike/Ped Benefit	Freight Benefit	Plan Consistency	Environmental	Total
0	0	0	0	0	0	0	0

Scoring Notes

Not scored. Project already placed in Staged Improvement Program.

Environmental Screening

Wetlands	Flood Zone	Low Income/Poverty	Minority	Design Considerations	
Yes	Yes	No	Yes		EM- Environmental Mitigation EJ – Environmental Justice

MOVE 2046 Test Project Factsheet

Project ID	Parish(es)	Project Source	Length (miles)	2021 Cost	Rank	Local Priority
903	EBR/LIV	LADOTD	12.29	$323,441,020	0	

Roadway	Limits
I-12	Drusilla Ln to Satsuma Rd

Improvement

Create HOV Lanes

Project Scoring

Congestion Reduction	Benefit/Cost	Safety Benefit	Bike/Ped Benefit	Freight Benefit	Plan Consistency	Environmental	Total
0	0	0	0	0	0	0	0

Scoring Notes

Not scored. Project already placed in Staged Improvement Program.

Environmental Screening

Wetlands	Flood Zone	Low Income/Poverty	Minority	Design Considerations	
Yes	Yes	Yes	Yes		EM- Environmental Mitigation EJ – Environmental Justice

MOVE 2046 Test Project Factsheet

Project ID	Parish(es)	Project Source	Length (miles)	2021 Cost	Rank	Local Priority
904	ASC	LADOTD	6.68	$45,079,187	0	

Roadway	Limits
La 3127 Ext	La 70 to La 1

Improvement

New 2 Lane Roadway

Project Scoring

Congestion Reduction	Benefit/Cost	Safety Benefit	Bike/Ped Benefit	Freight Benefit	Plan Consistency	Environmental	Total
0	0	0	0	0	0	0	0

Scoring Notes

Not scored. Project already placed in Staged Improvement Program.

Environmental Screening

Wetlands	Flood Zone	Low Income/Poverty	Minority	Design Considerations	
Yes	No	Yes	Yes		EM- Environmental Mitigation EJ – Environmental Justice

MOVE 2046 Test Project Factsheet

Project ID	Parish(es)	Project Source	Length (miles)	2021 Cost	Rank	Local Priority
905	EBR	LADOTD	2.94	$23,845,096	0	

Roadway	Limits
Hooper Rd	La 3034 to La 37

Improvement

Widen to 4 Lanes

Project Scoring

Congestion Reduction	Benefit/Cost	Safety Benefit	Bike/Ped Benefit	Freight Benefit	Plan Consistency	Environmental	Total
0	0	0	0	0	0	0	0

Scoring Notes

Not scored. Project already placed in Staged Improvement Program.

Environmental Screening

Wetlands	Flood Zone	Low Income/Poverty	Minority	Design Considerations	
Yes	Yes	No	No		EM- Environmental Mitigation EJ – Environmental Justice

MOVE 2046 Test Project Factsheet

Project ID	Parish(es)	Project Source	Length (miles)	2021 Cost	Rank	Local Priority
906	ASC	LADOTD	3.0	$170,000,000	0	

Roadway	Limits
I-10	LA 73 to LA 22

Improvement

Widen to 6 Lanes

Project Scoring

Congestion Reduction	Benefit/Cost	Safety Benefit	Bike/Ped Benefit	Freight Benefit	Plan Consistency	Environmental	Total
0	0	0	0	0	0	0	0

Scoring Notes

Not scored. Project already placed in Staged Improvement Program.

Environmental Screening

Wetlands	Flood Zone	Low Income/Poverty	Minority	Design Considerations	
No	No	No	No		EM- Environmental Mitigation EJ – Environmental Justice

Appendix: Public/Stakeholder Outreach Documentation

First Round of Public Outreach

MOVE2046 Project Description for Website:

About the Plan

MOVE2046 is the Capital Region's Metropolitan Transportation Plan (MTP). This plan is a federal requirement and is updated every four years. It establishes a shared vision for the future of transportation in the region and develops goals, strategies, and projects that will help achieve that vision over the next 25 years.

The plan is comprehensive. It covers Ascension, East Baton Rouge, Iberville, Livingston, and West Baton Rouge parishes and considers all surface transportation modes (driving, bicycling, walking, riding transit, and moving freight). Transportation projects must be included in this plan to receive federal funding.

The plan is coordinated. The Capital Region Planning Commission (CRPC) is developing this plan in close coordination with local governments and key stakeholders to ensure that MOVE2046 supports existing plans in the region. CRPC is also coordinating MOVE2046 with its own ongoing planning efforts, such as the Ferry Feasibility Study and Regional Bicycle/Pedestrian Plan.

The plan is inclusive. Broad-based community engagement is the backbone of any successful transportation plan. MOVE2046 will include several opportunities for the public to get involved and share their input. This input will shape the development of the plan's vision, goals and recommendations.

Timeline

Stay Informed

Please sign up here to receive project updates and notification of public input opportunities.

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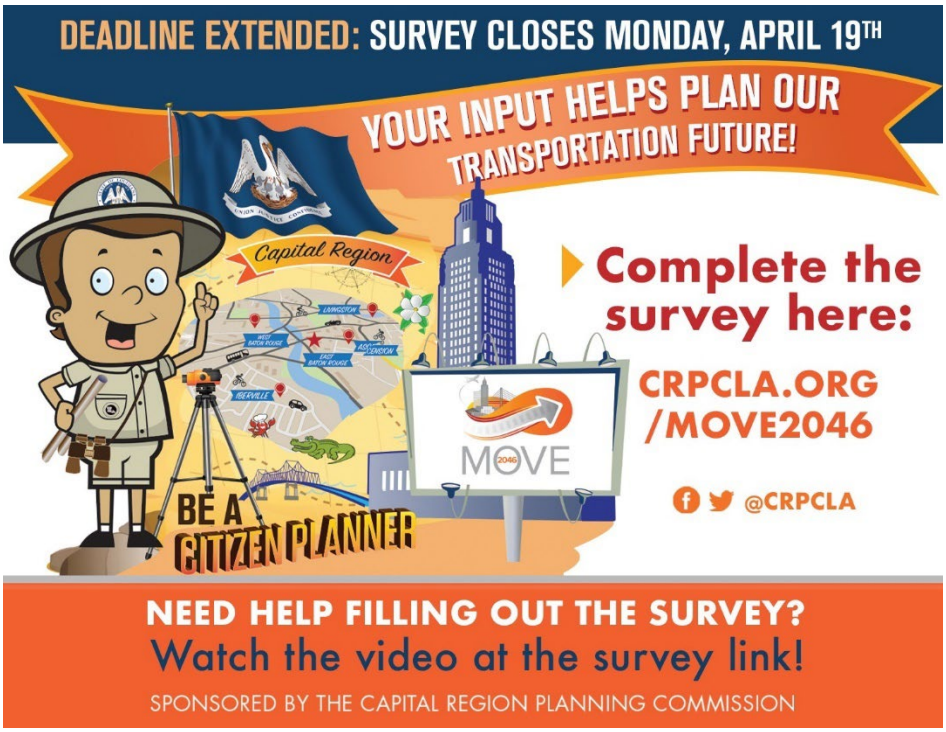
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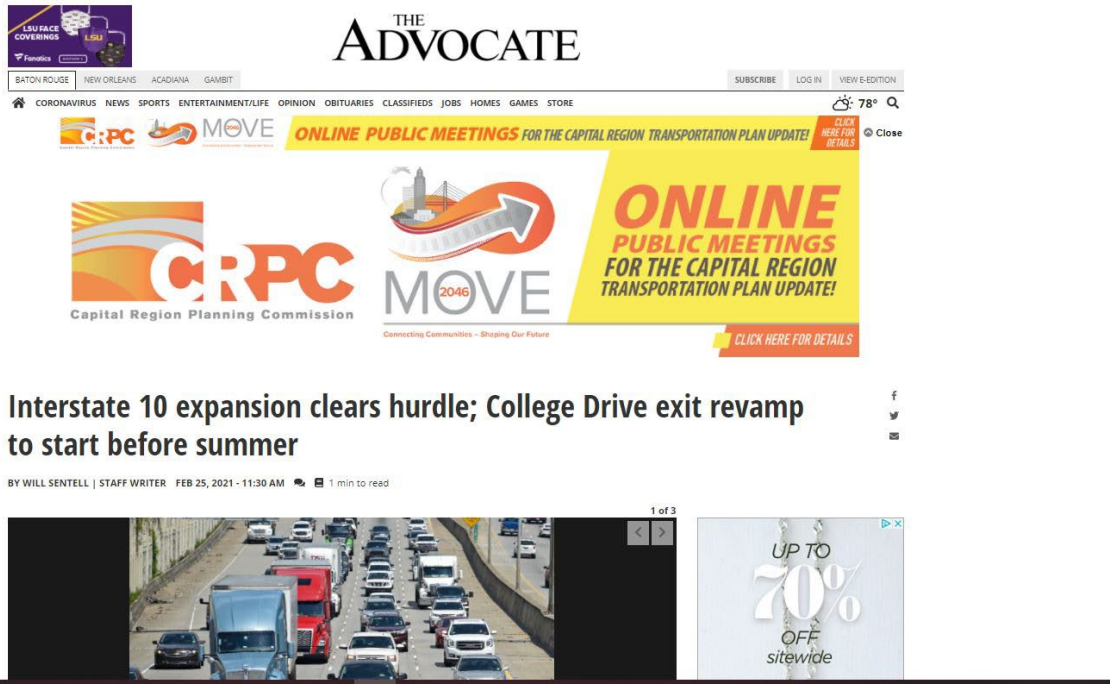
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for the Capital Region Transportation Plan Update
Your input is needed on priorities for these parishes:
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Tuesday, March 2nd
Meeting 1: Noon
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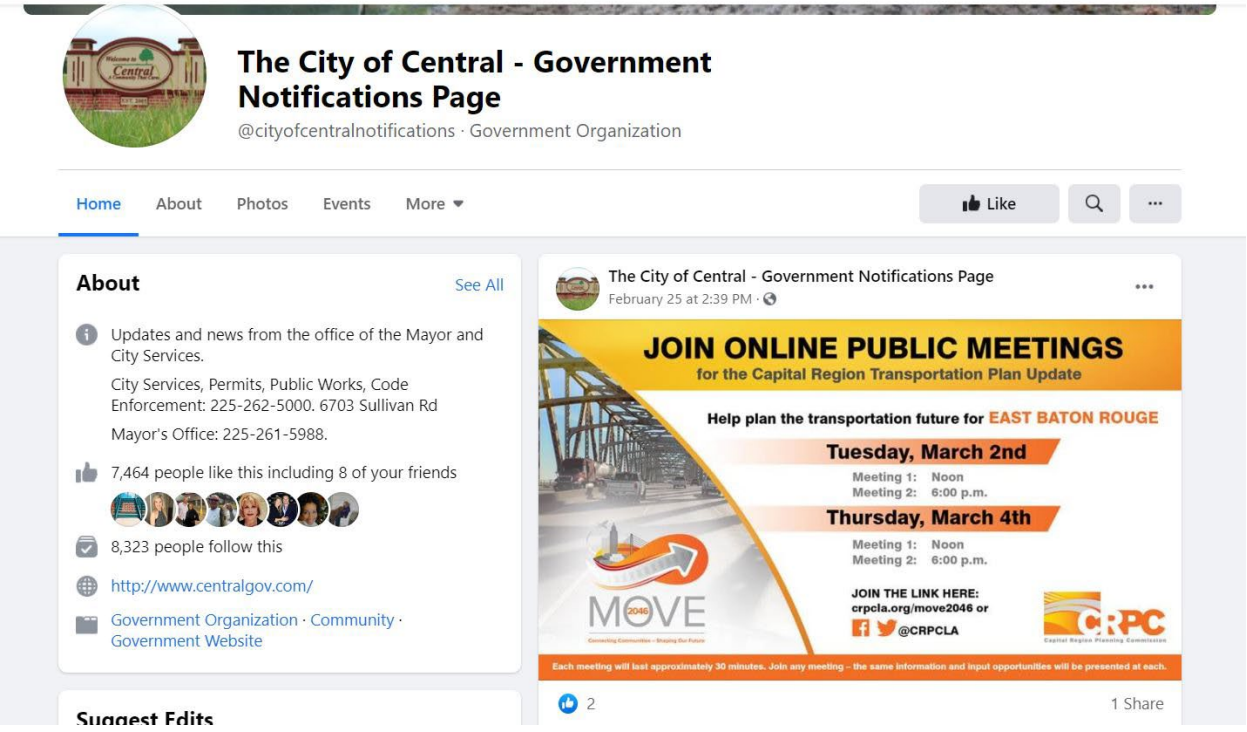
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Capital Region Planning Commission to host 'listening and learning' meetings for ideas, priorities of MOVE2046 Plan

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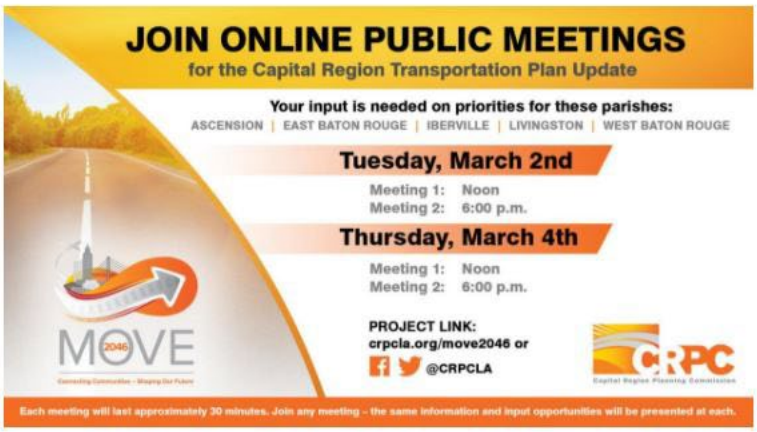
Capital Region Planning Commission to host 'listening and learning' meetings for ideas, priorities of MOVE2046 Plan

Staff Report | Editor@thewestsidejournal.com Feb 25, 2021 Updated Feb 25, 2021 0



West Baton Rouge Parish residents are asked to join online public meetings for the Capital Region Transportation Plan update on Tuesday, March 2 and Thursday, March 4. The MOVE2046 is the Capital Region's Metropolitan Transportation Plan that establishes a vision for the future of transportation in the region.

During the public meetings, residents may introduce ideas and help shape priorities for the region. The meetings are the first in a six-step process to bring transportation projects to fruition. Projects must be included in this plan to receive federal funding.

The Capital Region Planning Commission (CPRC) will be seeking public input for MOVE2046 in three phases: Listening and Learning, Evaluating Options, and Finalizing the Plan.

Meeting times are Tuesday, March 2 at Noon and 6 p.m. and Thursday, March 4 at Noon and 6 p.m.

MOVE2046 covers Ascension, East Baton Rouge, Iberville, Livingston, and West Baton Rouge parishes and considers all surface transportation modes, including driving, bicycling, walking, riding transit and moving freight.

To join the meeting or for more information, visit https://crpcla.org/move2046

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Share Your Voice in the Future of Transportation in Ascension Parish!
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Chief Communications Officer Mark Armstrong • 1 day ago

EBR Transportation. Join Capital Region Planning Commission (CRPC) to tell us your priorities for the future of transportation in East Baton Rouge Parish. Whether you're a bicyclist, pedestrian or motorist, we want to hear from you! Join the conversation at www.crpcla.org/move2046 or on Facebook

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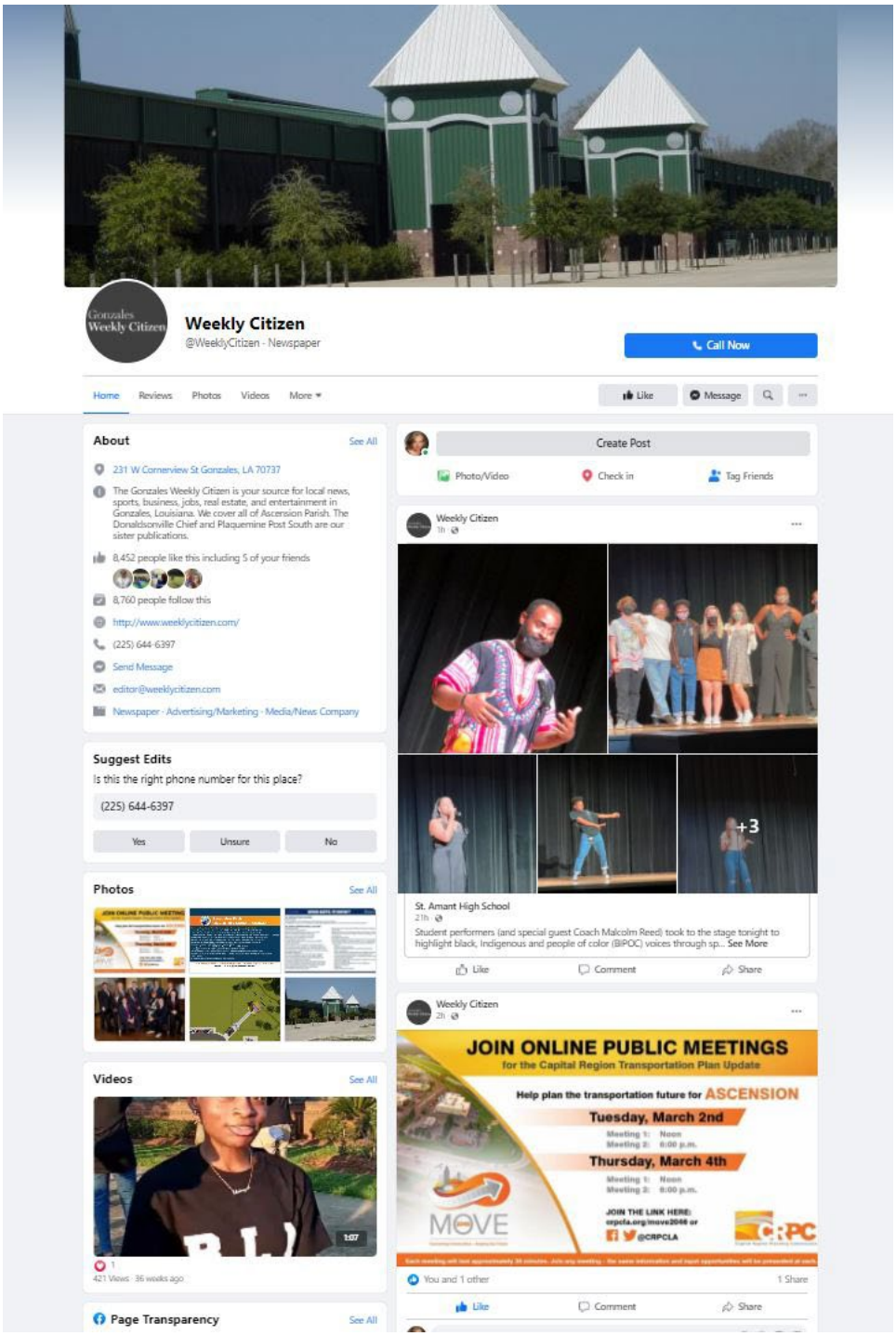
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1h
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St. Amant High School
21h
Student performers (and special guest Coach Malcolm Reed) took to the stage tonight to highlight black, indigenous and people of color (BIPOC) voices through sp... See More
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2h
JOIN ONLINE PUBLIC MEETINGS
for the Capital Region Transportation Plan Update
Help plan the transportation future for ASCENSION
Tuesday, March 2nd
Thursday, March 4th
MOVE
JOIN THE LINK HERE:
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1 Share
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Audubon Institute in 'dire situation,' asks to borrow $10 million for urgent help

BY ANTHONY MCAULEY | STAFF WRITER PUBLISHED SEP 23, 2020 AT 3:44 PM | UPDATED SEP 23, 2020 AT 10:59 PM 2 min to read


East Baton Rouge Parish Library
15h
JOIN ONLINE PUBLIC MEETINGS
for the Capital Region Transportation Plan Update
Your input is needed on priorities for these parishes:
ASCENSION | EAST BATON ROUGE | IBERVILLE | LIVINGSTON | WEST BATON ROUGE
Tuesday, March 2nd
Meeting 1: Noon
Meeting 2: 6:00 p.m.
Thursday, March 4th
Meeting 1: Noon
Meeting 2: 6:00 p.m.
PROJECT LINK:
crpcla.org/move2046 or
@CRPCLA
MOVE 2046
Connecting Communities – Shaping Our Future
CRPC
Capital Region Planning Commission
Each meeting will last approximately 30 minutes. Join any meeting – the same information and input opportunities will be presented at each.
Capital Region Planning Commission
Yesterday at 11:25 AM
Save the date for this week's public meetings. Your input is needed!
2


Commuter Krewe of Louisiana
27m ·
Join CRPC's online public meetings to help plan the future of transportation in Baton Rouge! #crpc #transportation #br #batonrouge #meeting #future #dotd #planning #access
JOIN ONLINE PUBLIC MEETINGS
for the Capital Region Transportation Plan Update
Help plan the transportation future for EAST BATON ROUGE
Tuesday, March 2nd
Meeting 1: Noon
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Louisiana Clean Fuels
14h ·
Join the Capital Region Planning Commission on Tuesday, March 2nd or Thursday, March 4th this week for their online public meetings! Help plan our transportation future!
Learn more: https://crpcla.org/move2046
JOIN ONLINE PUBLIC MEETINGS
for the Capital Region Transportation Plan Update
Your input is needed on priorities for these parishes:
ASCENSION | EAST BATON ROUGE | IBERVILLE | LIVINGSTON | WEST BATON ROUGE
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ASCENSION | EAST BATON ROUGE | IBERVILLE | LIVINGSTON | WEST BATON ROUGE
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PROJECT LINK:
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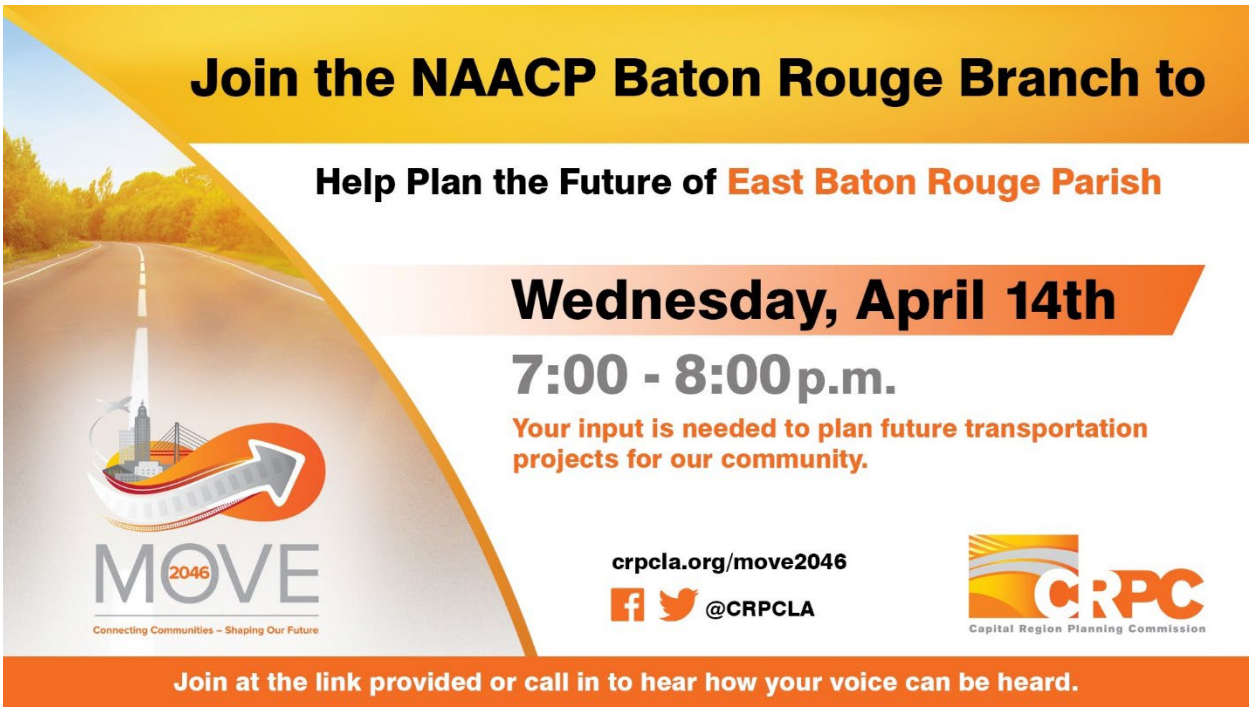
Capital Region Planning Commission
February 28 at 11:25 AM ·
Save the date for this week's public meetings. Your input is needed!
Like
Comment
Share


Join the NAACP Baton Rouge Branch to
Help Plan the Future of East Baton Rouge Parish
Wednesday, April 14th
7:00 - 8:00 p.m.
Your input is needed to plan future transportation projects for our community.
MOVE 2046
Connecting Communities – Shaping Our Future
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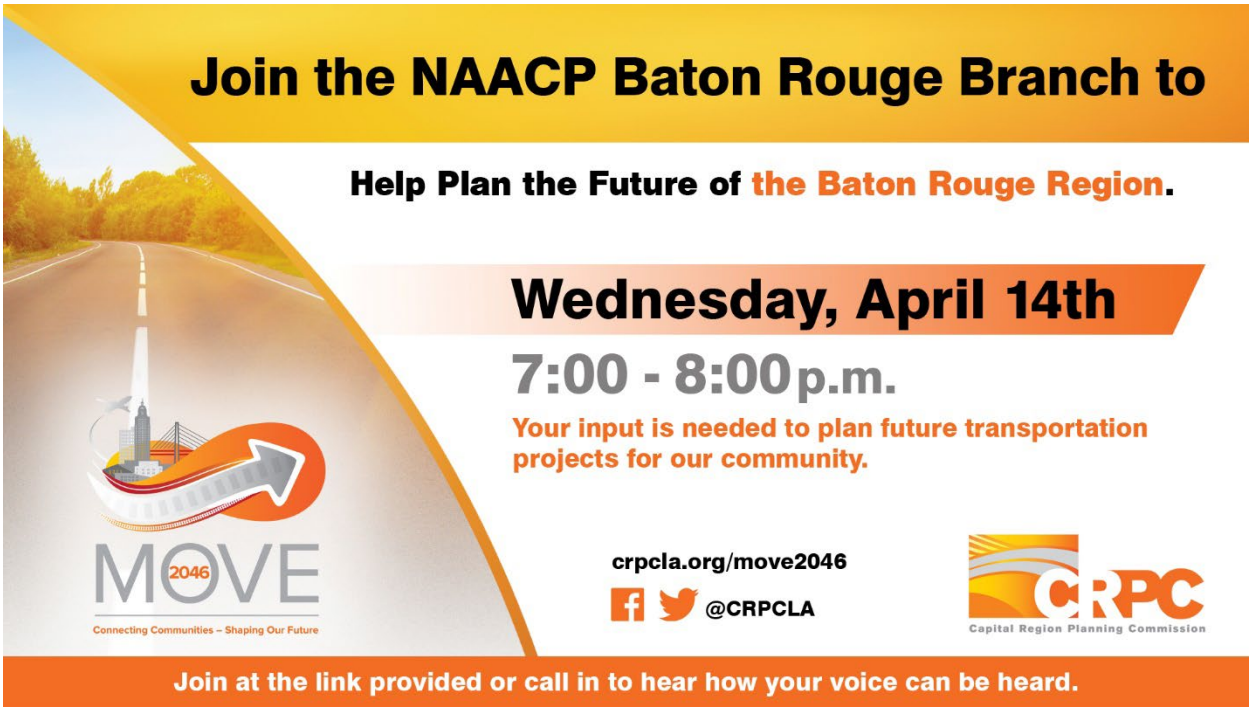
Join at the link provided or call in to hear how your voice can be heard.


Join the NAACP Baton Rouge Branch to
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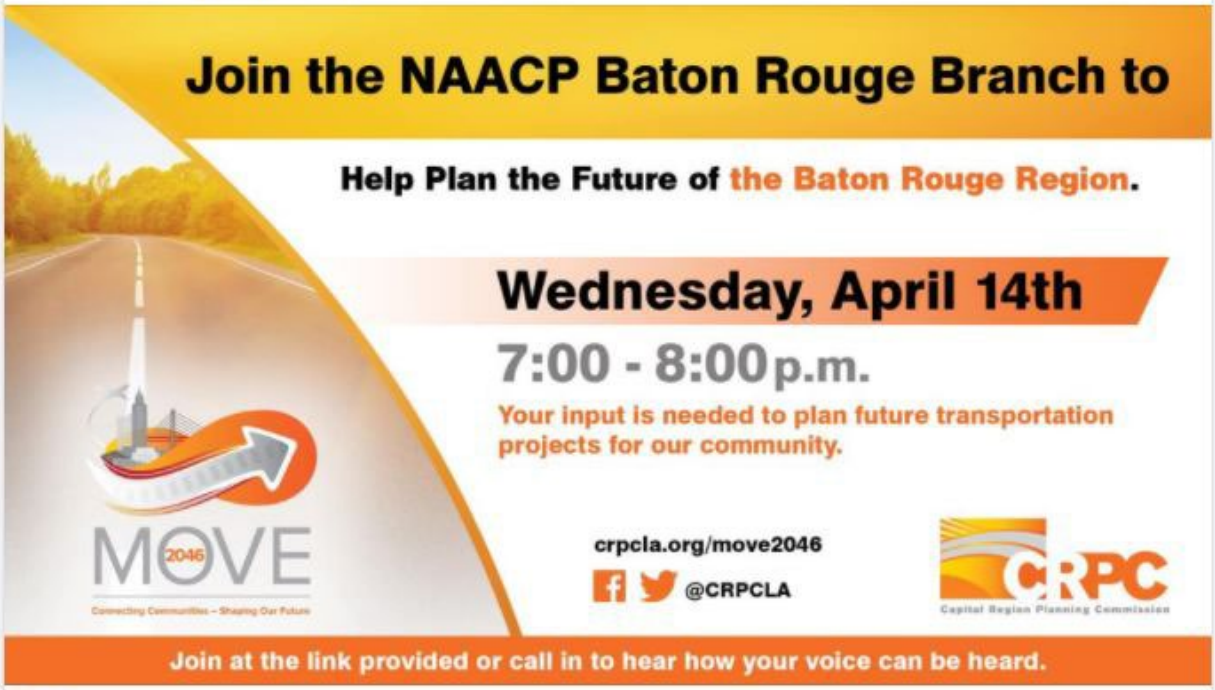
crpcla.org/move2046
@CRPCLA
CRPC
Capital Region Planning Commission
Join at the link provided or call in to hear how your voice can be heard.

NAACP Baton Rouge Branch
14h ·

Join us tomorrow and get informed.

MOVE2046 is the Capital Region's Metropolitan Transportation Plan (MTP). This plan is a federal requirement and is updated every four years. It establishes a shared vision for the future of transportation in the region and develops goals, strategies, and projects that will help achieve that vision over the next 25 years.

The plan is comprehensive. It covers Ascension, East Baton Rouge, Iberville, Livingston, and West Baton Rouge parish... See More



3

FREE Virtual Workshop from AARP Louisiana

Join AARP Louisiana at one of several upcoming virtual events. AARP staff and volunteers work together to bring fun and informative virtual events and activities to you during this time of social distancing. We connect you with many community partner organizations that provide unique tools and programs to tackle issues that matter most to you and your family. Our events are for educational and enjoyment purposes, no products are promoted, and they are FREE. Here's this month's schedule:

- **Caregiving: Prepare to Care**

10:30 a.m. Wednesday, March 24

No matter where you are in the journey of family caregiving – just beginning to anticipate a need, helping to coordinate a big move, or taking care of a family member full-time – having a good framework to help guide both you and your loved one will make the process easier. During this session, we will share a framework to help you make plans to care for friends, family members, or loved ones. You will have the opportunity to connect with other family caregivers, exchange tips and advice, and learn about resources available to you and your loved ones. To register, visit https://aarp.cvent.com/PrepareToCareVirtualWorkshop032421

All programs are free and open to the public. Registration for all programs is encouraged. To register, call the Library branch directly. For more information, visit www.ebrpl.com. *Registration required.

Grab & Geaux Crafts for Adults

Adults can head over to their local Library branch to pick up a Grab & Geaux craft kit! Check the Online Calendar to see what crafts are available at branches throughout the month, while supplies last. For more information, call the Library branch directly. Here's the schedule:

- **Clover Origami**
  All month long, Delmont Gardens Branch
- **OBOC Yellow Shotgun House Miniatures**
  All month long, Pride-Chaneyville Branch
- **3D Refrigerator Magnets**
  All month long, River Center Branch
- **Build Your Own Paper Rocket**
  Monday, March 1, Fairwood Branch
- **A Map of Me**
  March 8-14, Jones Creek Regional Branch
- **Louisiana String Art**
  Monday, March 8, Greenwell Springs Road Regional Branch
- **Fleur De Lis Plates**
  Tuesday, March 16, Fairwood Branch

Zen Coloring

Touted as a therapeutic source of creativity and relaxation, people everywhere are rediscovering coloring! Come to the River Center Branch at 3 p.m. Monday, March 1, to de-stress with other adults as we color inside and outside of the lines. Coloring sheets and colored pencils will be provided.

Second Round of Public Outreach

Survey Announcements:

Second Survey Email Template:

Subject: We need your input: Final Survey to Help Plan the Future of Transportation in the Capital Region

Hi XXXX:

We are working with the Capital Region Planning Commission (CRPC) on Long-Range Transportation Plan for the Capital Region.

Each update of the Plan involves an extensive public involvement process that ensures citizens have the opportunity to comment on the provisions of the proposed plan to ensure the plan reflects priorities for the community.

We urge you to complete the final online survey for the plan (https://crpcla.org/move2046) as soon as possible. We also encourage you to share the post attached with all your friends and social media contacts.

Thank you in advance for your help.

Best,

Third Round Public Outreach

Advocate Ads:

Press Release:

Date: January 25, 2022

For release: Immediately

For more information contact:

CRPC Releases Draft of Long-Range Capital Region Transportation Plan

Public Invited to Join Online Public Meetings for a Look at the Future

The Capital Region Planning Commission (CRPC) has released a draft transportation plan, MOVE2046, estimated to reduce more than 1.5 million hours of traffic delay in the Capital Region annually.

The plan, which covers all modes of transportation, is required to receive federal funds for transportation projects. The MOVE2046 plan covers Ascension, East Baton Rouge, Iberville, Livingston and West Baton Rouge parishes. CRPC has scheduled three opportunities for the public to join online presentations of the draft plan:

Tuesday, February 8th at Noon

Thursday, February 10th at Noon

Thursday, February 10th at 5:30 p.m.

Each presentation will last about 30 minutes and the same information and input opportunities are provided at each meeting.

The draft MOVE2046 plan has been developed with two rounds of robust stakeholder and public outreach that includes feedback from over 5,400 people during the process. The top three priorities that emerged are reducing traffic congestion, improving safety and improving connectivity.

By 2046, it is estimated that the Capital Region metropolitan planning area will have an additional 170,000 people and 125,000 more workers bringing the total region to nearly 1 million people and 500,000 jobs. This growth is expected to double the delay on roadways.

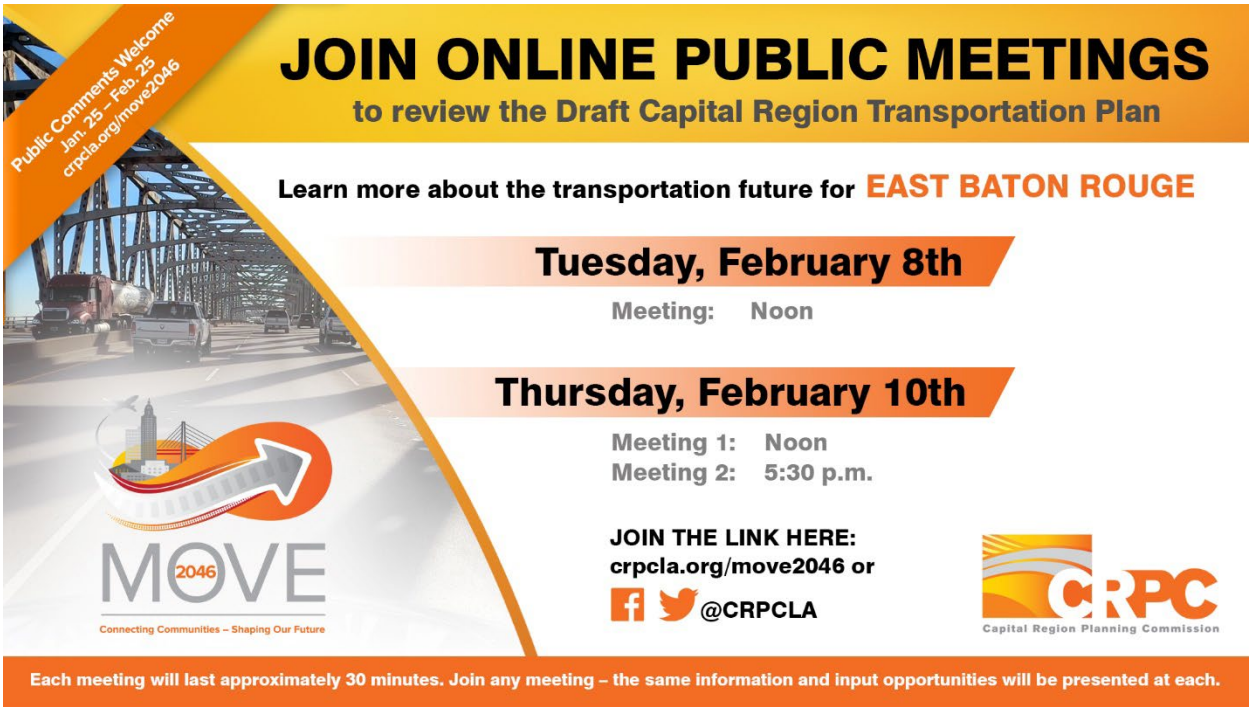
It is anticipated the plan will cost over $5 billion to implement, with more than $3 billion in unfunded needs.

###

The Capital Region Planning Commission (CRPC) is a council of governments representing 11 parishes and 38 municipalities. It serves Louisiana's Capital Region as the federally mandated Metropolitan Planning Organization (MPO) for transportation decision-making, the designated body for producing the region's economic development roadmap and the coordinator of resiliency planning and watershed management. In partnership with the Louisiana Department of Transportation and Development, CRPC promotes implementation of the state's strategic highway safety program.

Social Media Posts:


Public Comments Welcome
Jan. 25 – Feb. 25
crpcla.org/move2046
JOIN ONLINE PUBLIC MEETINGS
to review the Draft Capital Region Transportation Plan
Learn more about the transportation future for THE CAPITAL REGION
Tuesday, February 8th
Meeting: Noon
Thursday, February 10th
Meeting 1: Noon
Meeting 2: 5:30 p.m.
JOIN THE LINK HERE:
crpcla.org/move2046 or
@CRPCLA
MOVE 2046
Connecting Communities – Shaping Our Future
CRPC
Capital Region Planning Commission
Each meeting will last approximately 30 minutes. Join any meeting – the same information and input opportunities will be presented at each.


Public Comments Welcome
Jan. 25 – Feb. 25
crpcla.org/move2046
JOIN ONLINE PUBLIC MEETINGS
to review the Draft Capital Region Transportation Plan
Learn more about the transportation future for EAST BATON ROUGE
Tuesday, February 8th
Meeting: Noon
Thursday, February 10th
Meeting 1: Noon
Meeting 2: 5:30 p.m.
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MOVE 2046
Connecting Communities – Shaping Our Future
CRPC
Capital Region Planning Commission
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Public Comments Welcome
Jan. 25 – Feb. 25
crpcla.org/move2046
JOIN ONLINE PUBLIC MEETINGS
to review the Draft Capital Region Transportation Plan
Learn more about the transportation future for IBERVILLE PARISH
Tuesday, February 8th
Meeting: Noon
Thursday, February 10th
Meeting 1: Noon
Meeting 2: 5:30 p.m.
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Connecting Communities – Shaping Our Future
CRPC
Capital Region Planning Commission
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Public Comments Welcome
Jan. 25 – Feb. 25
crpcla.org/move2046
JOIN ONLINE PUBLIC MEETINGS
to review the Draft Capital Region Transportation Plan
Learn more about the transportation future for LIVINGSTON PARISH
Tuesday, February 8th
Meeting: Noon
Thursday, February 10th
Meeting 1: Noon
Meeting 2: 5:30 p.m.
JOIN THE LINK HERE:
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Public Comments Welcome
Jan. 25 – Feb. 25
crpcla.org/move2046
JOIN ONLINE PUBLIC MEETINGS
to review the Draft Capital Region Transportation Plan
Learn more about the transportation future for WEST BATON ROUGE
Tuesday, February 8th
Meeting: Noon
Thursday, February 10th
Meeting 1: Noon
Meeting 2: 5:30 p.m.
JOIN THE LINK HERE:
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Capital Region Planning Commission
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Public Comments Welcome
Jan. 25th – March 2nd
crpcla.org/move2046
JOIN ONLINE PUBLIC MEETINGS
to review the Draft Capital Region Transportation Plan
Learn more about the transportation future for THE CAPITAL REGION
FINAL MEETINGS
Thursday, February 10th
Meeting 1: Noon
Meeting 2: 5:30 p.m.
JOIN THE LINK HERE:
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MOVE 2046
Connecting Communities – Shaping Our Future
CRPC
Capital Region Planning Commission
Each meeting will last approximately 30 minutes. Join any meeting – the same information and input opportunities will be presented at each.

Updated Comment Period Posts:

Final Comment Period Posts:

Meeting Flyers (Advocate and Libraries):

Draft Plan Comments and Public Meeting Attendance Records:

Comments Received During Public Input Gathering Phase – Phase 1

March 3, 2021 by Email

Comment:

From: [redacted]

Sent: Wednesday, March 3, 2021 9:21 AM

To: Move 2046 <move2046@neel-schaffer.com>

Subject: [redacted]- Move 2046 CommentsTo whom it may concern,

My name is [redacted] and I have a few comments that I would like to submit for Move 2046. They are as follows:

- **I believe that regional connectivity is important. To that extent it is my hope that the regional connectivity for the Capitol Region is also done with broader connectivity in mind as well, such as the possibility of light rail connectivity beyond the capitol region to New Orleans as has been previously discussed in another study or even how this can connect to other major cities in Louisiana.**
- **One particular area of concern is the connectivity between East Baton Rouge Parish and West Baton Rouge Parish. In order to connect to any point West of Baton Rouge, it is necessary to cross the Mississippi River.**
- **Concerning the connectivity between East Baton Rouge and West Baton Rouge Parishes, I am strongly in favor of a ferry that can carry vehicles. If the ferry is capable of carrying vehicles it can help to alleviate traffic congestion as well as accommodate pedestrians, and provide a viable option for scooters.**
- **Connectivity that will promote tourists and locals alike in visiting cultural institutions which help to drive the economic engine.**
- **Without pedestrian connectivity between East Baton Rouge Parish and West Baton Rouge Parishes various cultural opportunities are being lost for both residents and tourists alike as Port Allen has a Cultural District and has cultural assets inclusive of the West Baton Rouge Museum which annually hosts the Sugar Fest.**
- **Connectivity with the River Boats on the Mississippi River to diversify the tourist economy so that tourists have other options to explore the Baton Rouge area such as guided walking tours of both East and West Baton Rouge Parishes once pedestrian connectivity exists helping to stimulate the local economy.**

- **Connectivity to Donaldsonville where the River Road African -American Museum is a cultural asset helping to stimulate the local economy.**
- **Bicycle racks should be a part of connectivity on all public transportation in the region to transport bikes such as one busses and ferry service, but also to safely park bikes.**
- **Transportation planning should include concerns of coastal land loss, hurricane protection and flood mitigation such as green infrastructure.**
- **Shelters should exist to protect from the elements.**
- **Proper lighting should exist along pedestrian and bicycle pathways.**
- **Proper signage should exist**
- **Sufficient placement of garbage receptacles.**
- **Safety measures such as call boxes**
- **Charging stations for electronic devices such as cell phones**
- **Transportation hubs for transfers**
- **Transportation fare which is transferable between bus and ferry service.**
- **Transportation fare which is transferable between parishes.**
- **Connectivity conducive to taxi, uber and other services.**
- **Park and ride**
- **Partnerships with cultural institutions such as the West Baton Rouge Museum and River Road African -American Museum**
- **Heart Walks in partnership with the Baton Rouge Arts Council**
- **Partnerships with the Recreation Departments in the Region, such as BREC**
- **Safe transportation options**
- **Eco-friendly transportation options**
- **Public facilities such as restrooms and water fountains**
- **Interpretative signs**
- **Art Installations**
- **Alleviation of traffic congestion**

Thank you very much,

[redacted]

Response: thank you very much for your detailed input. We will consider your input as we develop the plan elements.

Comments Received During Draft Plan Public Review Period

The MPO received the following comments during the public review period.

NOTE: Personal and confidential information has been redacted from this report.

January 25, 2022 by Email

Name: [redacted]

Email: [redacted]

Comments: Project 131 Florida Blvd (Sherwood to O'Neal)

Are you going to address the Florida / O'Neal intersection? O'Neal needs to be raised to meet Florida instead of the half designed camel hump that's there now.

Thank You

Response: The scope of the plan does not include project-level details; however, this would be discussed as the project progresses from conceptual phase into design phases.

January 25, 2022 by Email

Name: [redacted]

Email: [redacted]

Comments: I-10 east bound improvements should be higher priority. Having a major interstate that flows through the entire country go to 1 lane is a national embarrassment. I-10 to LA-1 should have been done by now (surveys were done by DOTD well over 10 years ago showing how popular it was). New bridge south of Addis should be a much higher priority as well.

Response: LADOTD is overseeing two projects that will address the areas mentioned in this comment. I-10 corridor improvements are currently under design phase and new Mississippi River Bridge crossing project is in planning level study.

January 25, 2022 by Email

Name: [redacted]

Email: [redacted]

Comments: This plan will make traffic significantly worse. The idea that increased vehicle miles traveled and decreased travel delays are somehow compatible is laughably outdated and out of touch with reality. This plan, if enacted, will exacerbate sprawl, urban blight and decay, flooding and the local and state governments' unfunded maintenance liabilities and debts. Start figuring out how to reduce the amount of driving people NEED to do, not maximizing the driving they CAN do. This is decades-old, backwards thinking that will do no one any good, save for the contractors who it will enrich. Before 1/2 these projects are complete, people will start saying the roads just widened will need to be widened again. That's what always happens. This plan is the epitome of the "larger pants to cure obesity" type of problem solving that not only doesn't work, but makes the original problem worse. The only way to reduce traffic is to reduce the number of vehicles on the roads. This will do the opposite, and will have horrible unintended consequences along the way. With all due respect, this is a very bad plan that will backfire horribly. Please don't do it. Any of it.

Response: The plan includes strategies for capacity and non-capacity improvements using the feedback received from over 5400 people. The plan's capacity improvements provide for a more efficient system, with increased vehicle miles travelled being a function of more options with less delay, thus reducing delay and improving air quality. The plan's non-capacity improvements contain funding for improved operations, maintenance, and congestion management, in addition to the Travel Demand Management strategy mentioned in the *Technical Memorandum: Plan Development* (page 28). Additionally, the plan promotes increased modal options for public transit, bicycle and pedestrian facilities, and the recommendation to consider a Bus Rapid Transit system within the City and passenger rail from Baton Rouge to New Orleans.

January 25, 2022 by Email

Name: [redacted]

Email: [redacted]

Comments: I believe that before any roads are improved or new roads are constructed, there needs to be a working, viable mass transit system, attracting and attractive to people of every socioeconomic level in the greater Baton Rouge metro area -- CATS is not that system. Has the planning commission researched how much a good mass transit system would do to alleviate the need for some of the proposed plans?

Response: The MOVE 2046 plan's regional transit visionary strategy references improvements to CATS including a redesign of the system and improvements to other specialized transit systems within the region. During the redesign, the systems impact on the roadways, communities, and other plans can be analyzed.

January 26, 2022 by Email

Name: [redacted]

Email: [redacted]

Comments: Is Project ID# 905, Hooper Road, La 3034 to La 37, approximately 3 miles long going to cost over $88 million?

Response: The year 2021 cost estimate provided by LADOTD is $74.2 million which includes $23 million dollars for right-of-way acquisition. The construction year is anticipated to be 2026, resulting in the $88 million estimated when indexed for inflation.

February 22, 2022 by Email

Comment:

[redacted]

Subject: Condition of CATS Fleet-2046 Plan

Good Afternoon,

Please correct the State of Good Repair/Vehicle overview in the 2046 plan.

This is what we have currently:
54 35’ diesel buses
6 35’ electric buses
We will be receiving 3 additional 35’ electric buses in March.
We have 25 cutaways for ADA/CATS On Demand use only.
The average fleet age is 6.15 years. ADA fleet average age is 8.84 years.

We do not operate the 4 trolley buses and cutaway vans on fixed route service. That equipment is being sold, as it has reached its useful life.

Response: Draft plan included data from the 2019 National Transit Database. Final report was updated with the available 2020 National Transit Database. *Technical Report: Existing Conditions* (pages 116 and 117) was also updated using the information provided by CATS for the year 2022.

March 1, 2022 by Email

-----Original Message-----
From: Squarespace <form-submission@squarespace.info>
Sent: Tuesday, March 1, 2022 9:27 AM
To: move2046@neel-schaffer.com
Subject: Form Submission - New Form

[redacted]

[redacted]

Comments: Highways like Airline Hwy and Florida Blvd need proposed u-turn lanes similar that loop from one side of the highway to a running lane to the other side of the highway that merges into the main highway, similar to Veterans Blvd in Metairie/New Orleans. But with a growing city like Baton Rouge, we need for streets like Airline Hwy and Florida Blvd to be an expressway (with no redlights) and install freeway feeder roads on the side similar to those in Houston to ease local and express traffic. Another solution is installing high-rise express roads in the center (no redlights) with the local traffic on streets on the side that allows for parallel or perpendicular traffic to access all businesses in the area, similar to Hwy 90 Business from downtown New Orleans to the Westbank (Westbank Expressway). Baton Rouge also needs express roads that connect our suburban cities together (other than I-12, I-10) like Prairieville, Denham Springs, Central, Zachary, etc (similar to Hwy 90 in New Orleans) as well as a public transportation bus route through our suburban areas. We also need plenty trees cut down throughout the Baton Rouge Metropolitan area along and away from the interstates and major roadways, too country.

Sent via form submission from Capital Region Planning Commission <https://crpcla.org>

[redacted]

Response: The MPO is supporting "superstreet" concepts and considered mobility improvements during the development of MOVE 2046 as described in *Technical Memorandum: Plan Development*.

The MOVE 2046 plan's regional transit visionary strategy references improvements to CATS including a redesign of the system and improvements to other specialized transit systems within the region. CATS recently has begun a 10-year update of their Comprehensive Operational Analysis (COA) of entire system – a detailed evaluation calling Smart CATS – A Blueprint for Stronger Connections. This process will include surveys, public meetings, rider focus groups, online research and interviews with people and organizations that rely on a strong public transit system.

March 2, 2022 by Email

Comment:

- There should be far more investment of time and money in seeing that all parishes served by the planning commission coordinate and define robust active and public transit system plans. With the increase in population projected over the next 2 decades, we need to center public transit, give people the opportunity, access and ubiquity of transit options, and we need to move away from highway expansions and more roads.

Response: The MOVE 2046 plan's regional transit visionary strategy references improvements to CATS including a redesign of the system and improvements to other specialized transit systems within the region.

CATS recently has begun a 10-year update of their Comprehensive Operational Analysis (COA) of entire system – a detailed evaluation calling Smart CATS – A Blueprint for Stronger Connections. This process will include surveys, public meetings, rider focus groups, online research and interviews with people and organizations that rely on a strong public transit system.

- We need to focus solely on maintenance, no new mega projects or roads that threaten land, air, and water quality and stop the building and discourage encroachment of wetlands and precious floodplains and waterways.

Response: The breakdown of funding, by improvement category, is a result of how much federal funding is normally provided for various types of improvements and the results of the public outreach, which received over 5,400 responses, where the public indicated how they wanted funds to be spent within the region. The development of funding forecasts and categories is discussed in *Technical Memorandum: Plan Development*.

During project development, test projects were screened for environmentally sensitive areas, including wetlands, waterways, and plant and animal life. Test projects were conceptually drawn to have minimal impact on the environment. The projects that did seem to have negative impacts were received fewer points during project scoring. Additionally, the air quality conformity analysis shows an improvement in the region's air quality, as shown in *Technical Memorandum: Air Quality Conformity Analysis*.

- We need a commitment and centering of electrification of our transit systems, strong workers and environmental justice standards.

Response: CATS has been upgrading its fleet for the last few years and is continuing to do so. This includes the addition of new EV buses, with more anticipated to be purchased in the future.

The plan includes environmental justice as part of the project scoring criteria and Goal 6 of MOVE 2046 was established to "Provide an Equitable Transportation System", as shown in *Technical Memorandum: Plan Development*, page 19 and the main report on page 21.

- Any state and federal funding CRPC and MoveBR receives should go to maintenance of current systems first, along with public transit, not new builds.

Response: As previously mentioned, the breakdown of funding by improvement category proposed under MOVE 2046 is a result of historical federal funding allocation and the results of the priorities voiced by over 5,400 people that provided input during the plan development.

The MOVEBR Transportation and Infrastructure Improvements Program is the most significant transportation infrastructure investment in East Baton Rouge Parish history and it is managed by the East Baton Rouge Parish Government. The 1/2 cent sales tax proposition was approved by the voters of East Baton Rouge Parish on December 8, 2018. The tax became effective on April 1, 2019 and will continue for 30 years until March 31, 2049. Proceeds of the tax can only be spent on the approved list of projects.

February 8, 2022

12:00 – 12:30

Capital Region Planning Commission

MOVE 2046

Virtual Public Meeting – DRAFT Plan Review

Participants (name, organization):

Jamie Setze, CRPC
Kim Marousek, CRPC
Sooraz Patro, CRPC
Vijay Kunada, NSI
Nicholas Broussard, NSI
Rannah Gray, Marmillion-Gray
Atley Walker Jr.
Bert Moore, Gresham Smith
Blaine Rabalais
Brandon Songy, CATS
Corey Rholdon
Curtis Ducote
Danielle
Dawn Sholmire, LADOTD
Desmond Sam
Doug Moore
Jackie Baumann, City of Gonzales
Joey Tureau, Ascension Parish
John Cagnolotti
Kathy Stites
Kyndall Jones
Lee Melancon
Mark Martin
Martha Castro da Sa
Michael Enlow
P Downs
Prasanth Malisetty
Reed Richard
Rick Foster
Rowdy Gaudet
Ryan Holcomb
Shaq Cooper
Todd Ruple
Tommie, WBRCOA
Vance Baldwin
WAFB-TV
Whitney Hoffman Sayal
Dana Carbo

Comments Received:

"Who will it be funded by?"

Plan development itself is funded by FHWA, but funding for the MOVE 2046 plan will be provided by various sources, mostly through FHWA with match by LADOTD and local jurisdictions.

"When will this funding be available? Who do we contact to apply for the funds?"

CRPC maintains a short-term improvement program, the TIP, where the funding is allocated. They are also who needs to be contacted when putting out a call for projects.

February 10, 2022

12:00 – 12:30

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Kim Marousek, CRPC

Sooraz Patro, CRPC

Vijay Kunada, NSI

Nicholas Broussard, NSI

Rannah Gray, Marmillion-Gray

Angela Machen, City of Baker

Brett Wallace

Carol Neusetzer

C Coleman, lavirtual.org

Cyndi Pennington

Denise Bottcher, AARP

Elana Lacheva

Janet Tharp, CPEX

Jeffrey Corbin

Josh Day

Josh Galasso, LSU

Kendra Hendricks

Kenneth

Lauren Marschall, CPEX

Rene Singleton

R Savoie

Trey Godfrey, BREC

Vivian Johnson, LDEQ

Kevin Durbin, WBR Parish

WBR Parish (Name not provided)

Comments Received:

"Did you consider using equity as one of the criteria"

Yes. When environmental analysis was conducted, Environmental Justice was considered and used in the scoring for the project selection process.

February 10, 2022

5:30 – 6:00

Capital Region Planning Commission

MOVE 2046

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Participants (name, organization):

Sooraz Patro, CRPC

Vijay Kunada, NSI

Nicholas Broussard, NSI

Rannah Gray, Marmillion-Gray

Darlene Schexnayder

Angelle Bradford, Sierra Club Delta Chapter

Comments Received:

"Why are we not taking this opportunity to infuse more money into public transit?"

The plan looks at all modes of transportation, requiring a balanced approach. The CATS transit plan should help towards more funding for transit service.

"Is there an opportunity to repair the current Mississippi River bridge instead of creating a new one?"

Currently LADOTD is doing a study for a new MRB crossing, which will look at options, including suggesting repair or upgrade of the current bridge, and include an opportunity for public comment.