



Executive Summary



Louisiana Statewide Transportation Plan

December 2015



prepared for



prepared by



in collaboration with:

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INTRODUCTION

Louisiana has a vast interconnected system of roads, rails, airports, ports, and transit that touches every resident, visitor, business, and industry in the state. While the Louisiana Department of Transportation and Development (DOTD) operates and maintains significant parts of this system, much of it is operated and maintained by local governments and independent authorities. As the DOTD works to create a state transportation system that is safe and efficient today, it also is thinking ahead to 2044 and asking, how Louisiana can invest in its transportation system to provide a high quality of life and strong economy in the future.

The DOTD has prepared a 30-year investment and policy plan to create the well-connected, and community-friendly transportation system that the state needs to compete in the global economy and to provide improved mobility for residents. The Statewide Transportation Plan, hereafter referred to as “the Plan,” is the result of vigorous discussions with public and private sector partners and communities throughout the state about what the State’s system needs to accomplish in the years ahead. It is also the result of in-depth analyses of Louisiana’s financial future and transportation system’s condition and performance. Out of these discussions and analyses, the Plan team developed important policies and key implementation strategies (recommendations) to meet the common objectives of the DOTD and its partner agencies.



Plan Highlights

30-YEAR HORIZON PLAN

The Statewide Transportation Plan identifies funding needs and policies to accomplish ambitious but realistic goals and objectives over a 30-year time horizon.

MULTIMODAL IN NATURE

The Plan covers all modes including highways and bridges, freight and passenger rail, ports and waterways, aviation, trucking, public transportation, and non-motorized transportation.

\$56 BILLION IN NEEDS

The Plan identifies roughly \$56 billion in transportation needs for all modes, with a heavy emphasis on state highway pavement and bridge preservation.

FOUR FUNDING SCENARIOS

The Plan identifies four funding scenarios, ranging in value from \$16 billion to \$35 billion over 30 years.

FAST ACT COMPLIANT

The Plan is consistent and compliant with the intent and provisions of the *Fixing America’s Surface Transportation Act (FAST ACT)*, and fully accounts for federal guidance in statewide transportation planning processes.

DOTD INITIATIVES

The Plan recognizes and furthers the DOTD’s performance management initiatives.

The results of these efforts are summarized briefly in this document. Full details are available in the Statewide Transportation Plan document and can be found on the DOTD website (www.dotd.la.gov/study). The Plan was adopted by the Policy Committee in November 2015.

VISION

Louisiana’s transportation vision was developed based upon feedback from a legislative questionnaire, DOTD executive staff interviews, public telephone surveys, visioning workshop, and Advisory Council members:

Louisianians enjoy the quality of life offered by both the urban and rural areas of the state. Louisiana will nurture and support a continuation of small- and medium-sized towns and cities with open space between them. The State’s economy will prosper, due in large part to an integrated, connected, safe and secure, well-maintained, and balanced transportation system that moves people and freight effectively from, within, and between Louisiana’s urban and rural areas via land, water, and air.

Louisiana recognizes that while a majority of the State’s residents prefer to live and work in small- and medium-sized communities, some of the State’s citizens also desire to live and work in more dense or compact urban environments. Both futures require more local decision-making and responsibility regarding transportation investments and local land use planning, along with an increased emphasis on quality of life and passenger travel choices, in partnership with DOTD.

Louisiana will continue to support its extractive and other key industries (agribusiness, mining, heavy manufacturing, transshipment, and other port related activities, etc.) as the major economic drivers in the State. However, the potential for increased economic activity associated with arts and entertainment, retirement, tourism, and research and technology in select areas also will be reflected in freight and passenger transportation services and infrastructure investments.



GOALS AND OBJECTIVES

The Plan outlines five goals that are driven by the vision and are consistent with the FAST Act's national goals. Objectives were established to define how each goal is to be accomplished. Many of these objectives are matched with numeric performance targets. Over the next few years, DOTD will collaborate with MPOs to assess factors that are influencing the level of performance of various transportation modes, and to develop performance targets that will be necessary to maintain or improve operational efficiency.

Goal 1: Infrastructure Preservation and Maintenance



Preserve Louisiana's multi-modal infrastructure in a state-of-good-repair through timely maintenance of existing infrastructure.

Objectives

- ◆ Keep Louisiana's state highway pavement, bridges, and highway related assets in good condition
- ◆ Assist modal partners in achieving state-of-good repair for aviation, port, rail, transit, and navigable waterway infrastructure
- ◆ Assist local roadway departments in achieving state-of-good-repair for locally owned roads and streets

Goal 2: Safety



Provide safe and secure travel conditions across all transportation modes through physical infrastructure improvements, operational controls, programs, and public education and awareness.

Objectives

- ◆ Reduce the number and rate of highway-related crashes, fatalities, and serious injuries
- ◆ Reduce the number of pedestrian and bicycle crashes
- ◆ Assist modal partners in achieving safe and secure aviation, port, rail, transit, and waterway performance

Goal 3: Economic Competitiveness



Provide a transportation system that fosters diverse economic and job growth, international and domestic commerce, and tourism.

Objectives

- ◆ Improve the efficiency of freight transportation and the capacity of freight related infrastructure throughout Louisiana
- ◆ Improve access to intermodal facilities and the efficiency of intermodal transfers
- ◆ Provide predictable, reliable travel times throughout Louisiana
- ◆ Ensure small urban areas (5,000+ population) are well connected with one another and with large urban employment centers

Goal 4: Community Development and Enhancement



Provide support for community transportation planning, infrastructure, and services.

Objectives

- ◆ Cooperate with and support MPOs, state planning and development districts, and local governments with the establishment and refinement of land use, transportation, and community development plans
- ◆ Increase options available to local governments to seek sustainable revenue for local transportation needs
- ◆ Continue the Road Transfer Program as a voluntary program to assist local governments in addressing local transportation needs
- ◆ Reduce barriers to state and local collaboration.
- ◆ Enhance access to jobs for both urban and rural populations
- ◆ Improve modal options associated with supporting the economy and quality of life regardless of age, disability, or income
- ◆ Identify methods to preserve the integrity and character of "town centers" and preserve open space, or the appearance of open space, between them

Goal 5: Environmental Stewardship



Ensure transportation policies and investments are sensitive to Louisiana's environment, history, and culture.

Objectives

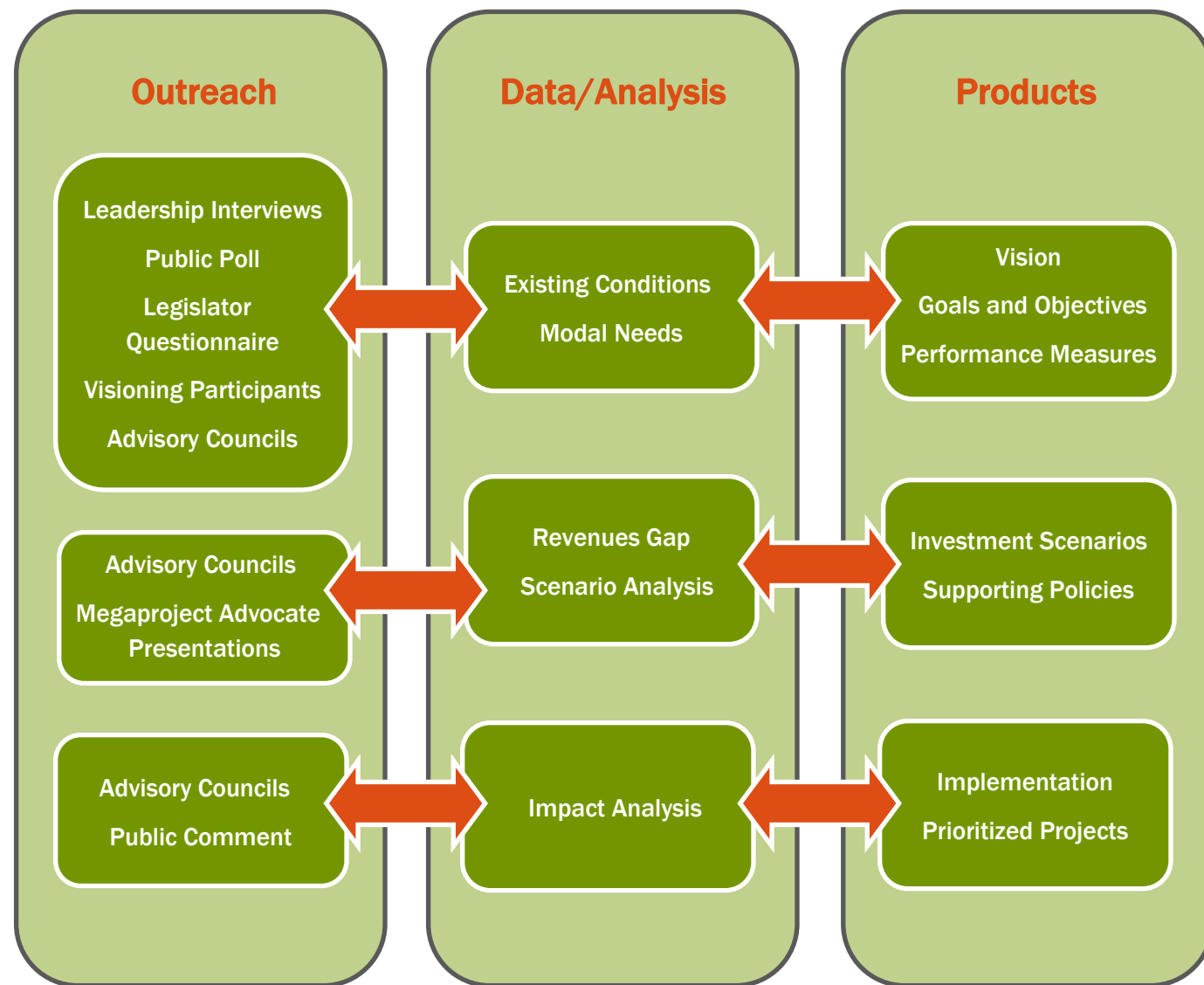
- ◆ Minimize the environmental impacts of building, maintaining, and operating Louisiana's transportation system
- ◆ Comply with all federal and state environmental regulations



PLAN DEVELOPMENT

The Statewide Transportation Plan is the product of vigorous discussions with public and private sector partners and communities throughout Louisiana about what the State's transportation system needs to accomplish in the years ahead. It is also the result of in-depth analyses of Louisiana's financial future and transportation system condition and performance. Out of these discussions and analyses, important policies and key implementation strategies (recommendations) were developed to meet the identified objectives.

Statewide Transportation Plan Development Process



Stakeholder Outreach

Stakeholder involvement was critical to the development of the Statewide Transportation Plan. To understand the transportation needs of Louisiana's residents and businesses, DOTD used several methods to solicit stakeholder input, such as a public phone survey, legislative questionnaire, DOTD executive staff interviews, advisory council meetings, website, and policy committee meetings.

Stakeholder participation played a critical role in the development of the recommendations, which were formulated by a diverse group of public and private representatives from all transportation modes. The draft Plan document was available for public review and comment on the project website, at state libraries, and DOTD district offices across the state between September 25, 2015 and November 9, 2015.

NEEDS—\$56 BILLION IN NEEDS

The DOTD Plan includes an in-depth analysis of long-term capacity, preservation, safety and operational needs. Needs were developed using a combination of forecasts, discussions with managers and modal experts, and extrapolations of current needs.

The Plan identifies roughly \$56 billion in transportation needs for all modes, with a heavy emphasis on state highway pavement and bridge preservation. These needs equate to an average capital expenditure of \$1.86 billion annually to restore infrastructure, improve safety, and increase mobility. The needs estimate far exceeds current revenue estimates. Without new sources of revenue, DOTD will prioritize investments within available revenues and, generally speaking, focus on the preservation of the existing highway system in a constrained fiscal environment.

Analyses

- Existing System Review – A comprehensive inventory of the state transportation system components (all modes) provided a starting point for consideration of investment needs.
- Modal Needs Analysis – The Plan team estimated 30-year investment needs through a technical analysis of system deficiencies, which assessed maintenance, preservation, modernization, and expansion for state highways and bridges, freight and passenger rail, ports and waterways, aviation, trucking, public transportation, and non-motorized transportation.
- Revenue Analysis – A comprehensive, yet conservative, 30-year estimate of Louisiana's transportation revenues (based on existing sources) provided a means to infuse "financial realities" into the planning process.

Total Transportation Funding Needs for Louisiana

Mode	Needs
Road & Bridge	\$35.99
Ports and Waterways	\$7.13
Freight Rail	\$1.16
Aviation	\$3.48
Transit	\$7.19
Passenger Rail	\$0.56
Bicycle and Pedestrian	\$0.38
Total	\$55.89

Note: In billions of 2010 dollars

FINANCIAL ANALYSIS

Both Louisiana and the nation face significant long-term challenges in maintaining the transportation system with limited transportation funding. Evaluating whether DOTD will have adequate financial resources to accomplish its goals and meet future modal needs is a critical part of the planning process. The Plan evaluated Louisiana's financial resources to accomplish its transportation goals and its ability to meet future needs. The Plan forecasted revenues over 30 years, based on historic trends from DOTD's major revenue sources (i.e., state and federal motor fuels tax and limited federal transit funds). DOTD then compared the baseline revenue forecast with the corresponding financial costs from an analysis of modal needs. The comparison determined that, without additional funding, there will be a \$37.4 billion gap between transportation needs and the resources to pay for them. The financial needs for Louisiana's state-owned highways, bridges, and state-funded transit services from 2014 through 2044 are estimated to total \$55.9 billion. DOTD's total highway and transit revenues for the same time period are projected to be \$18.5 billion.

Because Louisiana's financial position 30 years from now is hard to predict, DOTD considered three funding scenarios in addition to the baseline just described. The four funding scenarios (including the baseline) range in value from \$16 billion to \$35.1 billion over 30 years and provide for different levels of expansion, modernization, and preservation investments.

- Scenario 1 = \$18.5 Billion
- Scenario 2 = \$16.0 Billion
- Scenario 3 = \$28.1 Billion
- Scenario 4 = \$35.1 Billion

Forecasted Revenue Scenarios | FY 2014-2040

- Scenario 1 - "BASELINE"**
Business as usual, no new revenues or adjustments.
- Scenario 2 - "REDUCTION"**
Major reduction in Federal funds (AASHTO, 2012), State funds remain unchanged.
- Scenario 3 - "MODERATE INCREASE"**
Increase in Transportation Trust Fund in FY 2020, Federal funds remain unchanged.
- Scenario 4 - "AGGRESSIVE INCREASE"**
State revenue increase in FY 2020 + increase in Federal funds in FY 2020.

Scenario 3 Highlights

By consensus, Scenario 3 is the most likely revenue-increase scenario. Compared to recent funding trends it:

- ◆ Provides additional funding for highway preservation, operations and safety
- ◆ Significantly increases funding for regular capacity projects and for megaprojects
- ◆ Maintains urban transit levels of funding
- ◆ Increases funding for matching Federal funds in urban areas and for access management
- ◆ Increases Port Priority Program funding, and
- ◆ Maintains support for local programs

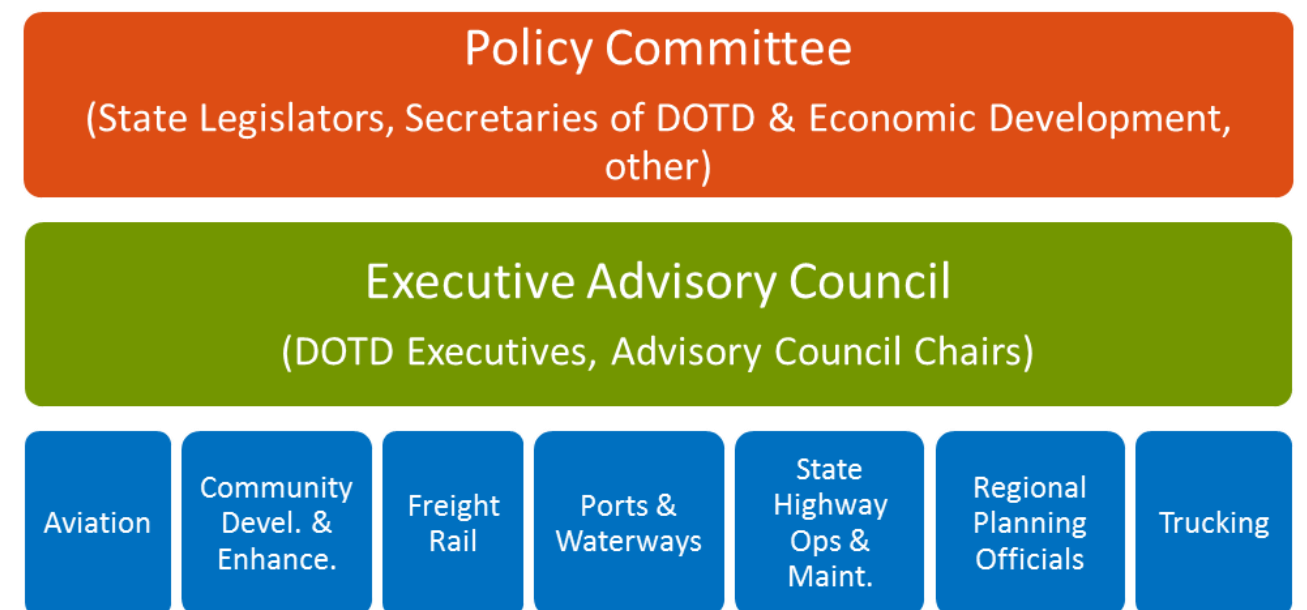
State of the Future

Annual funding for transportation can no longer keep pace with the costs of operating, maintaining, and improving the statewide transportation system. The gas tax, DOTD's main source of funding, has a flat rate that hasn't increased in nearly 30 years. Future growth in population and driving will increase congestion and wear and tear on Louisiana's transportation system, while the increased fuel efficiency of autos and trucks will translate to less revenue collected at the pump. At the same time, Louisianians are asking for more travel options, improved mobility, better connectivity, reliable travel times, less congestion, and above all, better maintenance and improved safety.



DECISION-MAKING PROCESS

DOTD invited transportation experts and decision makers from around the state to help frame the Plan's recommendations. Eight advisory councils were utilized as independent bodies responsible for identifying needs/issues and proposed recommendations relevant to their area of expertise. Seven of the advisory councils represented the private and public sector for modal topic areas including: aviation, community development and enhancement, freight rail, ports and waterways, state highway operations and maintenance, trucking, and regional planning officials. The eighth advisory council, the Executive Advisory Council, included the chairs from the other seven advisory councils and executive DOTD staff. The Executive Advisory Council served a facilitation role between the individual advisory councils and the Policy Committee.



Policy Committee

The Policy Committee gave final approval to the Louisiana Statewide Transportation Plan and formally adopted it. The Policy Committee was the ultimate decision-making body for the Louisiana Statewide Transportation Plan. The Committee's duties included establishing priorities among transportation-related economic development projects and/or policies. The Committee's role also included advising other members of the Legislature, local elected officials, public and private agencies, companies, groups, and individuals on transportation issues pertaining to policies, regulations, programs, projects, and funding. The Policy Committee included the following members:

- ◆ State Senator John A. Alario, President of the Senate
- ◆ State Senator Robert Adley, Chair, Senate Transportation Committee
- ◆ State Senator Mike Walsworth
- ◆ State Representative Charles E. "Chuck" Kleckley, Speaker of the House
- ◆ State Representative Karen Gaudet St. Germain, Chair, House Transportation Committee
- ◆ State Representative Stephen E. Pugh
- ◆ Sherri H. LeBas, PE, Secretary, Louisiana Department of Transportation and Development (Chair)
- ◆ Steven Grissom, Secretary, Louisiana Department of Economic Development
- ◆ Robert T. Scott, President, Public Affairs Research Council

RECOMMENDATIONS

The Plan includes 83 recommendations that are based on stakeholder input and technical analysis. The recommendations are a combination of policy, funding, and programming-related initiatives for DOTD's implementation. The recommendations were identified during the Plan's development with the eight advisory councils. The recommendations are grouped by mode and are identified by the Plan goal area each is most closely aligned with: Infrastructure Preservation and Maintenance (INF), Safety (S), Economic Competitiveness (EC), Community Development and Enhancement (CDE), and Environmental Stewardship (ES). Fifteen of the recommendations require new funding and are tied to the DOTD's budget line items. These 83 recommendations, together with the megaprojects, constitute the Louisiana Statewide Transportation Plan. *[Note: Recommendation ID numbers are not assigned or listed in any order of priority.]*



Aviation Recommendations

ID	No.	Recommendation
CDE	1	Provide state support for commercial service airport capital development in accordance with approved master plans.
EC	1	Develop an aviation marketing program, using General Fund monies, to attract additional air service, air cargo, and aerospace companies.
EC	2	Study the challenges and opportunities of the helicopter industry in support of Louisiana businesses and industries and economic growth.
EC	3	Update the Statewide Economic Impact of the Aviation System every 3 to 5 years.
INF	1	Upgrade the General Aviation infrastructure identified in the Louisiana Airport System Plan to minimum standards.
INF	2	Re-establish a program of land acquisition/aviation easements for obstruction removal.
INF	3	Support an ongoing annual appropriation to the General Aviation and Air Carrier Airport Maintenance Program.
INF	4	Support a reauthorization and appropriation of the Federal Airport Improvement Program that best benefits Louisiana aviation.
INF	5	Give priority to Louisiana airport system facilities for state-funded projects.
INF	6	Support federal funding of air traffic control towers (both federal and contract).
INF	7	Consider changing NPIAS airport designations based on Louisiana Airport System Plan (LASP) analysis and recommendations.
INF	8	Change state system airport designations based on LASP analysis and recommendations.
S	1	Define the strategic roles of Louisiana aviation resources during natural disasters. [eg. Nursing home evacuation plan.]
EC	4	Establish a comprehensive state policy that defines the application process and development of new airports/heliports to include the evaluation of impacts to existing airports and the ability of the new facilities to be self-sustaining.

Community Development and Enhancement Recommendations

ID	No.	Recommendation
CDE	2	Educate public and elected officials about the need for, and benefits of, public transportation.
CDE	3	Coordinate implementation of federal funding sources for specialized transit. Develop a task force of state agencies using federal funds for human services transportation and public transportation. Regional coordination plans and a statewide coordination plan should be developed.
CDE	4	Encourage all MPOs to develop a comprehensive transit master plan.
CDE	5	Continue implementation of complete streets policy.
CDE	6	Develop and implement a statewide bicycle goals map.
CDE	7	Continue to fund local transportation plans but expand scope to include land use, public buildings/facilities, public infrastructure including stormwater management, transportation, drainage, utilities, etc.

Community Development and Enhancement Recommendations, Cont'd

ID	No.	Recommendation
CDE	8	Support rail compacts in partners' efforts to develop intercity passenger rail corridors where ridership levels justify service.
CDE	9	Promote and develop connectivity between public transportation systems and other transportation modes.
CDE	10	Evaluate the feasibility of an airport-to-New Orleans central business district bus rapid transit service.
CDE	11	Continue to update and maintain the statewide bicycle suitability map.
CDE	12	Support local efforts to convert abandoned rail corridors to recreational trails.
CDE	13	Provide funding for a portion of rural transit operating expenses to meet current and future expansion needs.
CDE	14	Develop a state-administered Local Assistance Program to rehabilitate/reconstruct locally-owned roads. A local match may be required that will vary according to transportation planning criteria.
CDE	15	Continue to fund transportation demand management for MPOs.
ES	1	Work with a congressional delegation to create wetland mitigation credits for preserving existing wetlands.
ES	2	Preserve buffers, preferably as wetlands mitigation, to provide separation or the appearance of separation between adjacent communities.

Freight Rail Recommendations

ID	No.	Recommendation
EC	17	Conduct an economic impact analysis of freight rail in Louisiana in coordination with LED.
EC	18	Educate the state legislature and congressional delegation on the need for state and federal legislation to support funding for the State's freight railroads.
EC	19	Maintain a minimum balance of \$25 million in Priority 2 of the State Capital Outlay Program for navigation and port related freight rail capital projects in accordance with a priority program developed by DOTD and approved by the Joint Transportation Committee.
INF	25	Assist freight railroads in securing grants and loans from existing and future federal assistance programs.
INF	26	Support the establishment of a state-funded Rail Retention and Infrastructure Program and provide statewide funding for short line rail program.
S	8	Fund a highway/rail grade separation program.
S	9	Research incentive programs for closures of public and private grade crossings.
S	10	Continue funding for active warning devices at rail/highway crossings.
CDE	17	Support rail compacts in partners' efforts to develop intercity passenger rail corridors where ridership levels justify service.

Ports and Waterways Recommendations

ID	No.	Recommendation
EC	20	Establish a statewide maritime marketing program.
EC	21	Study the economic competitiveness of Louisiana ports.
EC	22	Support multi-state coordination of infrastructure improvements along the Mississippi River corridor and tributaries.
EC	23	Continue partnerships to increase funding for and utilization of the inland waterway system and of coastal ports.
EC	24	Support the development of major container terminals and distribution centers through individual port authorities.
EC	25	Support P3s for maritime facility investment, including distribution centers, through tax credits and other tax incentives.
EC	26	Implement the recommendations of the Louisiana Marine Transportation Systems Plan.
INF	27	Support the full appropriation in the Harbor Maintenance Trust Fund for maintenance of navigation channels.
EC	27	Increase funding for the Port Priority Program.
EC	19	Maintain a minimum balance of \$25 million in Priority 2 of the State Capital Outlay Program for navigation and port-related freight rail capital projects, in accordance with a priority program developed by DOTD and approved by the Joint Transportation Committee.

State Highway Operations and Maintenance Recommendations

ID	No.	Recommendation
INF	9	Utilize federal funds for preservation repairs by DOTD work forces.
INF	10	Support the implementation of the CVISN plan.
INF	11	Transfer 5,000 miles of state highways to local governments through an incentive program.
INF	12	Implement a statewide ITS plan and integrate use of cost-effective ITS elements into other projects.
INF	13	Increase the cost threshold for DOTD constructed projects when determined to be cost-effective.
INF	14	Coordinate with local governments to identify and study alternative local funding sources.
INF	15	Support the interoperability of ITS technologies for trucks.
EC	5	Allow mobility funds to be used on priority A and B megaprojects without tolling.
INF	16	Increase amount for DOTD letter bids from \$500,000 to \$1 million.
INF	17	Increase funding for pavement preservation to meet established goals.
INF	18	Increase funding for bridge preservation to meet established goals.
INF	19	Increase funding for highway operations.

State Highway Operations and Maintenance Recommendations, Cont'd

ID	No.	Recommendation
INF	20	Increase funding for district operations and contract maintenance.
EC	6	Implement the highway megaprojects in priority A and B.
INF	21	Continue the regular small capacity program.
ES	3	Convert public vehicle fleets to alternative fuels.
S	2	Evaluate the DOTD's emergency preparedness protocol and plans to determine opportunities for improvement.
S	3	Increase funding for highway safety.
INF	22	Provide a minimum of \$70 million in the state Transportation Trust Fund (TTF) annually to match federal funds for the preservation of state highway pavements and bridges.

Trucking Recommendations

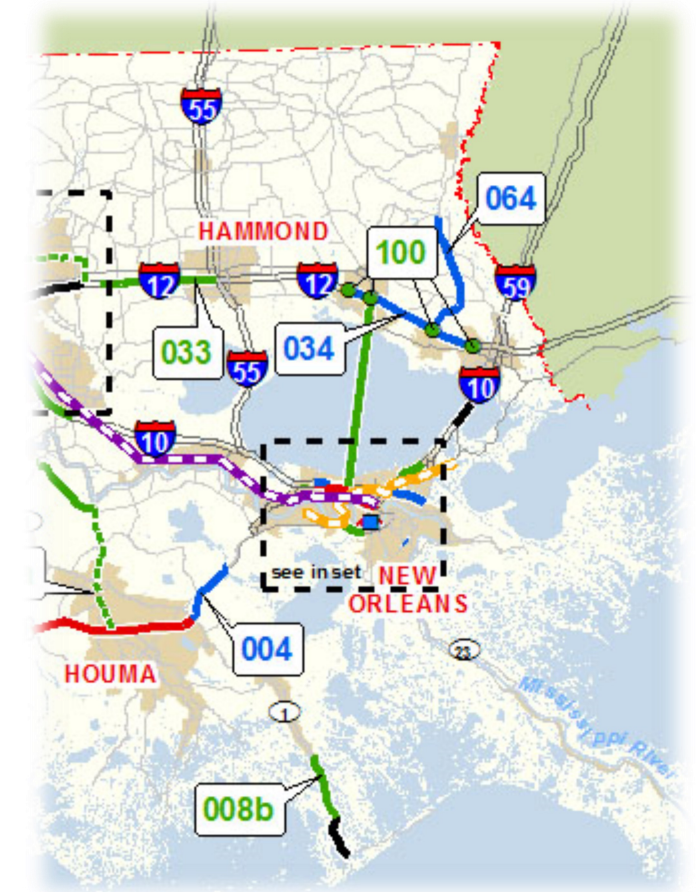
ID	No.	Recommendation
CDE	16	Ensure representation by the trucking industry and participation by the private sector in MPO planning processes.
EC	7	Develop seamless electronic credentialing; one-stop shop for permitting, registrations, license plates, etc.
EC	8	Work with LED and others to address peak hour congestion by extending hours of port operations.
EC	9	Improve quality of connectivity to ports and rail yards.
EC	10	Re-establish the Motor Carrier Advisory Committee.
EC	11	Develop a process to identify, monitor, and restore the condition of special truck routes that support the energy and mining industry.
EC	12	Improve access to liquefied natural gas (LNG), compressed natural gas (CNG), propane, and other alternative fuels to support commercial transportation.
EC	13	Create a policy to enhance private sector conversion from diesel/gasoline to LNG/CNG, propane, or other alternative fuels to support transportation.
EC	14	Improve regional consistency and uniformity in oversized/overweight truck permitting.
EC	15	Construct weigh station on I-49 at the Arkansas state line.
EC	16	Enhance DOTD and LED collaboration in identifying transportation needs, issues, and impacts when recruiting industry/business into the state.
INF	23	Oppose increases in federal weight limits.
INF	24	Increase funding for roadway maintenance and construction.
S	4	Improve incident management.
S	5	Increase the supply of truck parking.
S	6	Revise/improve roadway designs and accommodations for large trucks at intersections and roundabouts.
S	7	Relocate and/or redesign the weigh station along I-10 at the Texas state line.

MEGAPROJECTS

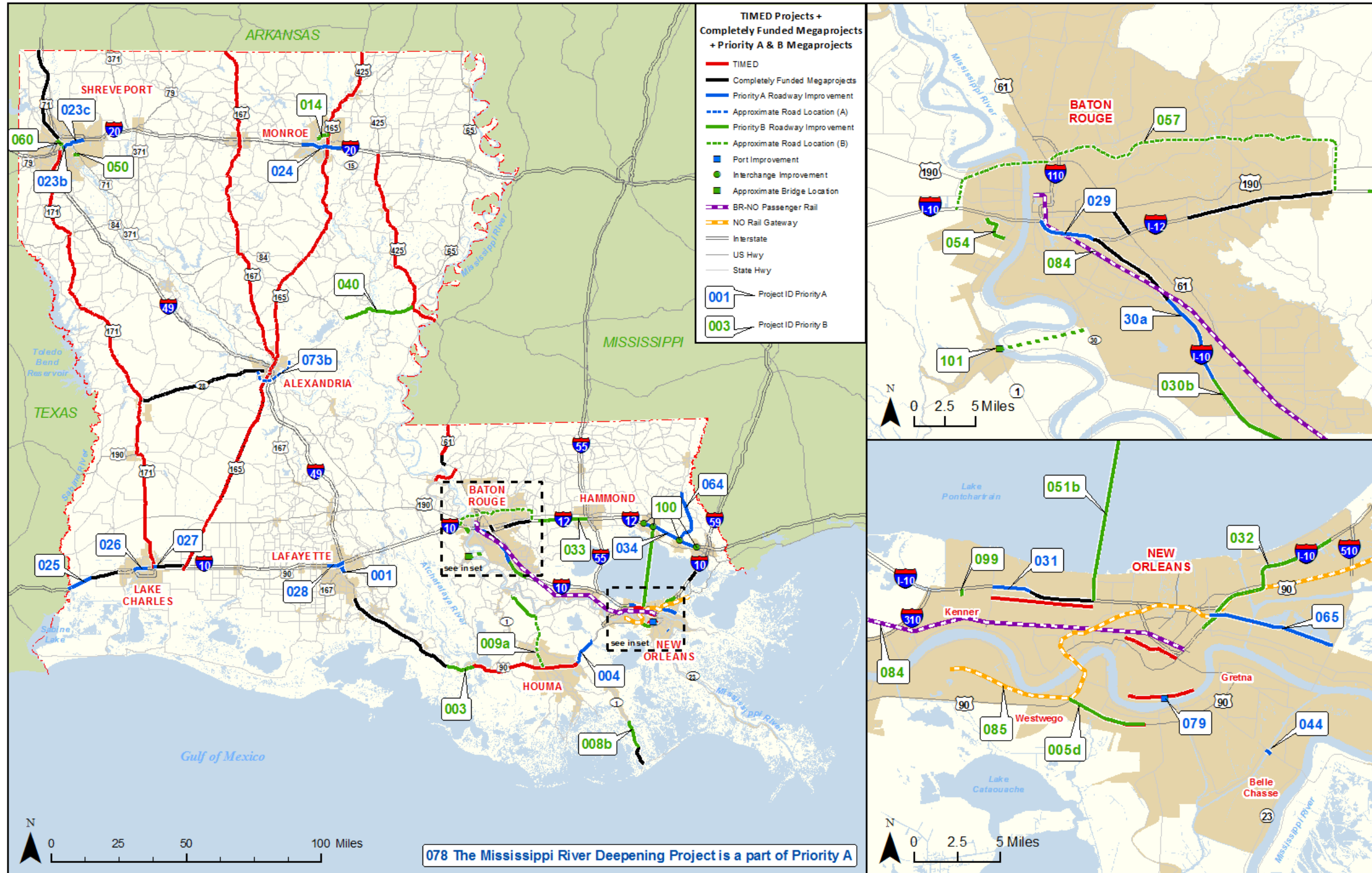
A key component of the Plan is selecting the right mix of projects and project types that best achieve intended outcomes, goals, and objectives. Transportation agencies must balance the requirements of sustaining their existing system pavements and bridges against “modernization” improvements (safety, wider lanes, ITS) versus expansion investments (new construction, additional capacity). Many citizens, elected officials, and business groups are interested in advancing large, complex expansion projects, like new highways or additional lanes.

The Plan analyzed and prioritized 113 large infrastructure projects that address mobility, capacity and economic development opportunities. These megaprojects have been designed and planned by individuals or groups known as project advocates. The advocates have presented their justifications for their projects to the Regional Planning Officials Advisory Council, and the Council analyzed and prioritized each project into one of four categories, labeled A through D. None of the megaprojects can be supported without additional funding. However, Priority A and B projects can be implemented under revenue Scenarios 3 and 4, respectively. Even so, funding from other sources will be required for some projects.

Out of 113 projects, 39 were ranked as Priority A or B, coincide with the funding Scenarios 3 and 4, and have an unfunded cost of \$6.6 billion. An additional 74 megaprojects in Priority C and D are included in this Plan, but are not included in any of the funding scenarios. The 53 Priority C megaprojects have an unfunded cost of \$14.6 billion, while the 21 Priority D megaprojects total \$16.4 billion.



Priority A and B Megaprojects + TIMED Program Projects + Completely Funded Megaprojects



Priority A Megaprojects

- ◆ 20 megaprojects worth \$4.8 billion (\$3.7 billion from DOTD)
- ◆ Can be funded under funding Scenarios 3 or 4
- ◆ Includes 13 interstate upgrades/widening projects, three bridge projects, two new highways, Mississippi River deepening, and the expansion of a Port of New Orleans container terminal

Priority A Megaprojects

ID No.	Area	Facility	Limits	Improvement Type	Total Cost (\$M)	DOTD (\$M)	Other Funding Sources (\$M)
1	Lafayette	I-49 South	I-10 in Lafayette to Lafayette Airport	Upgrade to freeway	\$750	\$700	\$50
4	Lafourche & St. Charles Parishes	I-49 South	Raceland to Des Allemands	Upgrade to freeway	\$190	\$190	\$0
23b	Shreveport	I-20	Red River Bridge (I-49, Shreveport to Traffic Street, Bossier City)	Widen to six lanes	\$135	\$135	\$0
23c	Shreveport	I-20	LA 3 to I-220 E	Widen to six lanes	\$90	\$90	\$0
24	Monroe	I-20	LA 546 to LA 594 (Monroe)	Widen to six lanes	\$220	\$220	\$0
25	Sulphur/Lake Charles	I-10	TX SL to LA 108	Widen to six lanes	\$65	\$65	\$0
26	Lake Charles	I-10 (Calcasieu River Br./Approach)	I-210W to US 90 (Lake Charles)	Replace bridge, widen highway	\$450	\$450	\$0
27	Lake Charles	I-10	UPRR Overpass (Lake Charles) to I-210	Widen 4-lane to 6-lane	\$50	\$50	\$0
28	Lafayette	I-10	LA 93 to I-49	Widen 4-lane to 6-lane	\$100	\$100	\$0
29	Baton Rouge	I-10	I-110 to I-12 (Baton Rouge)	Widen 6-lane to 8-lane	\$320	\$320	\$0
30a	Ascension	I-10	LA 42 to LA 74	Widen 4-lane to 6-lane & new interchange	\$100	\$100	\$0
31	New Orleans	I-10	Williams Blvd. (LA 49) to Veterans Blvd.	Widen to eight lanes	\$150	\$150	\$0
34	Slidell	I-12	LA 21 to Airport Rd. (to I-10/I-59)	Widen 4-lane to 6-lane	\$170	\$170	\$0
44	New Orleans	LA 23	Belle Chasse Tunnel (New Orleans)	Build 4-lane bridge	\$180	\$160	\$20
64	St. Tammany	LA 3241 (TIMED)	I-12 to Bush	New 4-lane	\$230	\$230	\$0
65	St. Bernard	Florida Avenue (TIMED)	Bridge and Approaches	New bridge and approaches	\$270	\$270	\$0
73b	Alexandria/ Pineville	Alexandria/Pineville Beltway	Beltway (Segments "E, F,G,H,I"/Red Route) from LA 28 East to LA 28 West	Build/upgrade 4-lane highway (Relocate LA 28 south of urban area)	\$175	\$155	\$20
78a	MS River	MS River	MS River	Deepen River to Baton Rouge	\$300	\$0	\$300
78b	Louisiana Coastal Access Channels	Coastal Access Channels	Coastal Access Channels	Deepen coastal access channels	\$300	\$0	\$300
79	New Orleans	Port of NO	Port of New Orleans	Napoleon Avenue Container Terminal Phase II & III	\$550	\$100	\$450
Total Costs					\$4,795	\$3,655	\$1,140

Priority B Megaprojects

- ◆ 19 megaprojects worth \$5.8 billion (\$3 billion from DOTD)
- ◆ Can be funded only under Scenario 4
- ◆ Includes one highway and five interstate upgrades/widening projects, four new highways, two rail projects, two interchange improvements, three new bridges, and Pontchartrain Causeway Bridge safety improvements

Priority B Megaprojects

ID No.	Area	Facility	Limits	Improvement Type	Total Cost (\$M)	DOTD (\$M)	Other Funding Sources (\$M)
3	St. Mary	I-49 South	Wax Lake outlet to Berwick	Upgrade to freeway	\$250	\$225	\$25
5d	Jefferson Parish	I-49 South	Extend West Bank Expressway (Ames Blvd. to Westwego)	Upgrade to freeway	\$150	\$150	\$0
8b	S. Central LA	LA 1 South	Golden Meadow to Leeville (Phase 2)	Complete 2-lane elevated roadway	\$320	\$250	\$70
9a	Houma	Houma-Thibodaux NS Connection to LA 3127 – Interstate Access Highway Phase I	US 90 to LA 3127; LA 3127	Purchase right-of-way for four lanes; Build out two lanes of new alignment; Widen LA 3127 (LA 3213 to LA 70)	\$550	\$350	\$200
14	Monroe	New Bridge	Ouachita River in Monroe	New bridge & connections	\$350	\$150	\$200
30b	Ascension	I-10	LA 74 to LA 22	Widen 4-lane to 6-lane	\$80	\$80	\$0
32	New Orleans	I-10	Elysian Fields Ave. to Bullard Ave. (New Orleans)	Widen, implement ITS	\$225	\$225	\$0
33	Hammond	I-12	Satsuma to I-55 (S. Satsuma Rd. – I-55)	Widen to six lanes	\$180	\$180	\$0
40	E. Central Louisiana	US 84	Archie to Ferriday (El Camino)	Widen 2-lane to 4-lane	\$85	\$75	\$10
50	Shreveport/ Bossier City	LA 511 (J. Davis Bridge)	70th St. to Barksdale Blvd. (Shreveport)	Construct new 2-lane bridge	\$60	\$50	\$10
51b	New Orleans	Pontchartrain Causeway	US 190 to I-10	Raise SB Railing, Safety Bays, 10-foot shoulders	100% Toll Funded	\$0	\$0
54	W. Baton Rouge Parish	LA 1 Connector	I-10 to LA 1	Build 4-lane	\$125 (\$60 from tolls)	\$65	\$60
57	Baton Rouge	Baton Rouge North Bypass	I-10 to I-12 (Baton Rouge)	Build/upgrade to 4-lane freeway, upgrade existing or build new MS River Bridge	\$1,000	\$500	\$500
60	Shreveport	I-49 North (Inner City Connector)	I-20 at I-49S to I-220 at I-49N Shreveport	New 4-lane freeway	\$380	\$300	\$80
84	S. Central LA	Rail	Baton Rouge to New Orleans Intercity Passenger Rail	Passenger/Freight Rail	\$262	\$0	\$262
85	New Orleans	Rail	New Orleans Rail Gateway Project	Rail Gateway	\$700	\$100	\$600
99	New Orleans	Loyola Drive/I-10 interchange, Kenner	Reconstruct Loyola Interchange (Improve access to new Louis Armstrong N.O. International Airport Terminal)	Reconstruct Interchange	\$90	\$80	\$10
100	St. Tammany Parish	I-12 Interchange Upgrade Projects	I-12 @ LA 21, US 190, LA 434, and Northshore Blvd.	Reconstruct Interchanges	\$160	\$160	\$0
101	Baton Rouge Metro Area	New MRB	LA 1 to LA 30	New MS River Bridge	\$800	\$100	\$700
Total Costs					\$5,767	\$3,040	\$2,727

Priority C Megaprojects

- ◆ 53 megaprojects with an unfunded cost of \$14.6 billion
- ◆ Of the 53 projects, five are non-highway projects

Priority C Megaprojects

ID No.	Area	Facility	Limits	Improvement Type	Total Cost (\$M)
2	Lafayette	I-49 South	Lafayette Airport to LA 88	Upgrade to freeway	\$450
5a	St. Charles Parish	I-49 South	Des Allemands to I-310 (includes improvements to I-310/US 90 interchange)	Upgrade to freeway	\$470
5b	St. Charles and Jefferson Parishes	I-49 South	I-310 to Avondale (East of Lapalco Blvd.)	Upgrade to freeway	\$253
5c	Jefferson Parish	I-49 South	Avondale (East of Lapalco Blvd.) to Westwego (includes HPL/US 90 Interchange upgrade)	Upgrade to freeway	\$270
7	NW LA	I-69, SIU 15	I-20 Haughton to US 171 near Stonewall	New 4-lane freeway	\$950
9b	Houma	Houma-Thibodaux North South Connection to LA 3127 – Interstate Access Highway Phase 2	US 90 to LA 3127	Build out final two lanes to complete 4-lane corridor	\$325
11	New Orleans	LA 3139 (Earhart Expressway Ramp)	Hickory Ave/Orleans Parish Line (Earhart to Airline Connector Ramp)	Add ramps to Airline Highway (US 61)	\$125
12	New Orleans	LA 3139 (Earhart Expressway)/US 61 (Airline) Widening	Hickory to I-310	Build 6-lane freeway	\$250
16	Bastrop	US 165/US 425 Bypass (Bastrop Bypass)	US 425 to US 165	Build two lanes (4-lane RW)	\$90
20	W. Central LA	LA 117 Improvement	LA 8 to Military Training Ground (Peason Ridge)	Reconstruct two lanes with full shoulders	\$30
22	N. Central LA	Tarbutton Rd (LA 149)	I-20 to US 80	Interchange and I-20 frontage road	\$20
23a	Shreveport	I-20	TX SL to I-220W	Widen to six lanes	\$180
41	Abbeville/ Esther	US 167/LA 82	Abbeville to Esther	Build/upgrade 0/2 to 4/2 lanes	\$40
42	Baton Rouge Metro	LA 408 (Hooper)	LA 37 to LA 16	Build 2-lane	\$150
43	Houma Metro	LA 3040	Houma Tunnel	Build 4-lane bridge	\$65
45	New Orleans Metro	Chalmette Bridge/I-510	Almonaster Blvd. to West Bank Expressway	Extend freeway, build new bridge	\$1,350
46	Central LA	East Bypass, Natchitoches, LA	LA 1 to LA 6	Build 2-lane roadway	\$65

Priority C Megaprojects, Cont'd

ID No.	Area	Facility	Limits	Improvement Type	Total Cost (\$M)
47	Central LA	LA 28 East	Alexandria to Archie	Widen 2-lane to 4-lane	\$275
48	Baton Rouge	US 61 (Airline)	Gonzales to Cedarcrest Avenue	Widen 4-lane to 6-lane	\$125
49	SE LA	LA 67 (Plank Rd.)	Baker to Clinton	Widen 2-lane to 4-lane	\$130
51a	New Orleans	Pontchartrain Causeway	US 190 to I-10	Widen 4-lane to 6-lane	100% Toll Funded
52	St. Tammany Parish	US 190	LA 1077 to US 11	Widen 2-lane to 4-lane	\$180
53	S. Central LA	Lafayette Beltway	I-10 to US 90	Build 4-lane	\$400
55	Alexandria Metro	MacArthur Drive	I-49N to I-49S	Upgrade to freeway	\$110
61	W. Central LA	LA 8	TX SL to US 171	Widen 2-lane to 4-lane	\$175
62	North Shore	I-12	Hammond to Mandeville, I-55 to LA 21	Widen 4-lane to 6-lane	\$375
66	Lafayette/ Baton Rouge	I-10	East of Lafayette to west of Baton Rouge (Louisiana Ave to LA 1)	Widen 4-lane to 6-lane	\$950
67	Lafayette	Lafayette Loop	I-10E to I-49N to I-10W to I-49S	Build 4-lane	\$1,600
68	Lake Charles	I-210	I-10 to I-10	Corridor upgrade	\$165
69	Monroe	US 165 Widening	Monroe Metro	Corridor upgrade/widening	\$165
70	SW LA	US 171 DeRidder Bypass	US 171 to US 171	Corridor upgrade	\$90
74	River Region	I-10/I-55 Interchange	Connection between I-10EB with I-55NB	Build new freeway connection	\$110
75	Mandeville/ Covington	LA 25	Covington to Folsom	Widen 2-lane to 4-lane	\$135
77	Baton Rouge	BUMP	US 61/US 190 Connecting I-10, I-12, I-110, US 61, and US 190	Upgrade to freeway	\$1,000
81	New Orleans	Earhart Expressway	US 61 to I-10	Extend to I-10	\$225
82	New Orleans	Peters Road LA 3017	West Bank Expressway to LA 23	Widen/build 2/0 to 3/2 lanes	\$110
87	Shreveport	LA 3132 Inner Loop	LA 523 to TBD (LA 1 or future I-69)	New Freeway	\$160
88	Ascension/ Livingston	Ascension/ Livingston Parkway Connector	NE Ascension Parish to SW Livingston Parish	New 2-lane road w/ bridge	\$50

Priority C Megaprojects, Cont'd

ID No.	Area	Facility	Limits	Improvement Type	Total Cost (\$M)
92	Lafayette	I-49	Lafayette to Opelousas, I-10 to US 190	Widen to six through lanes	\$200
93	S. Central LA	I-10	Sunshine Bridge to Veterans Memorial Bridge, LA 22 to LA 641	Widen to six through lanes	\$120
94	Shreveport	I-20	Shreveport to Minden, I-220 E to US 371	Widen to six through lanes	\$200
95	Monroe	I-20	Ruston to Monroe	Widen to six through lanes	\$220
96	Monroe	I-20	Minden to Ruston, US 371 to US 167	Widen to six through lanes	\$380
97	Lake Charles/Lafayette	I-10	Lake Charles to Lafayette, US 165 to LA 93	Widen to six through lanes	\$530
98	Lake Charles	Hwy 378 Loop	John Stine to West Fork Bridge	5-lane and realignment	\$50
102	Shreveport	I-220 Ext to Barksdale Air Force Base	I-220 Extension to Barksdale AFB (New Gate)	Extend to Barksdale AFB new gate	\$80
104	Ascension	LA 30/LA 431	LA 30/431 Commercial-industrial loop (includes LA 30 to LA 492 section from 2008)	Widen 2-lane to 4-lane	\$440
105	Ascension	LA 73 to I-10	Industrial Access: I-10/LA 429	New interstate interchange on LA 429	\$35
Total Costs					\$13,868
Non-Highway Megaprojects					
83	New Orleans	Rail	New Orleans CBD to New Orleans Airport	Passenger rail	\$500
86	North LA	Rail	Shreveport to Texas state line	Passenger rail	\$160
89	Northeast LA	Vidalia Port (on MS river)	South of MRB between Vidalia & Natchez	Port development & industrial facilities	\$20
90	Central LA	Avoyelles Parish Port	Site adjacent to Atchafalaya River	Port development & industrial park/ staging	\$25
91	Central LA	Site adjacent to US 165/LA 1, at I-49	Alexandria Multimodal Development	Rail rehab and extension, road improvements	\$20
Total Costs					\$725
GRAND TOTAL					\$14,593

Priority D Megaprojects

- ◆ 21 megaprojects with an unfunded cost of \$16.4 billion
- ◆ All projects are highway related

Priority D Megaprojects

ID No.	Area	Facility	Limits	Improvement Type	Total Cost (\$M)
6	NW LA	I-69, SIU 14	I-20 Houghton, LA to AR SL	Build 4-lane freeway	\$1,212
8a	S. Central LA	LA 1 South	Port Fourchon to US 90 (Phase 1)	New 2-lane elevated roadway, 4-lane	\$1,300
13	E. Central LA	Z. Taylor Parkway	I-49 to I-59	Widen 2-lane to 4-lane	\$1,750
15	Monroe	Ouachita Loop	I-20 Monroe to I-20 West Monroe	Build two lanes	\$600
18	NE LA / Clayton	US 65	LA 15 to AR SL	Widen 2-lane to 4-lane	\$870
19	SW LA	Acadiana Trail, US 190 / LA 12	TX SL to Basile (Acadiana Trail)	Widen 2-lane to 4-lane	\$600
21	W. Central LA	LA 117 Widening	LA 8 to LA 6	Widen 2-lane to 4-lane	\$380
35	Lake Charles-Monroe	US 165	I-10 to I-20	Upgrade to freeway	\$2,700
36	NW LA	LA 1	LA 169 to LA 538	Widen two to four or five lanes	\$30
37	NW LA	LA 1 (Tri-State)	LA 538 to AR SL	Widen 2-lane to 4-lane	\$220
39	W. Central LA	LA 6 / US 84	TX SL to Archie (El Camino)	Widen 2-lane to 4-lane	\$925
56	New Orleans Metro	Donner Rd.	West Bank Expressway to Peters Rd.	Build 4-lane	\$110
58	Baton Rouge	Baton Rouge South Bypass	I-10 to I-12 (Baton Rouge)	New 4-lane freeway	\$2,170
59	Monroe	LA 137/133, US 425	I-20 Rayville to Bastrop	Widen 2-lane to 4-lane	\$260
63	South Central LA	I-10 Alternative, US 165/190	US 165, I-10 to US 190; US 190, US 165 to I-49	Upgrade to freeway	\$1,075
71	NW LA	US 371	US 71 to AR SL	Construct passing lanes	\$50
72	Baton Rouge – River Parishes	West Side Connector	I-10 (WBR) to St. John/St. Charles Parish Line + connectors	Build new 4-lane highway + new Miss. River Bridge; upgrade exist. highways	\$1,700
73a	Alexandria/ Pineville	Alexandria/ Pineville Beltway	Beltway (Segment "J"/Green Route) from LA 28 West to I-49	Build new 4-lane highway	\$20
76	North Shore	LA 25	Folsom to Mississippi	4-lane (Widen to 4-lane divided)	\$250
80	New Orleans	Leake Avenue	Port of New Orleans	Extend to Port of NO	\$75
103	St. John Parish	I-10 Connector	I-10 to US 61 with interchange	New 4 lane & interchange	\$110
Total Costs					\$16,407

BUDGET ALLOCATION

The 2015 Plan provides budget allocations for DOTD's program line items by revenue scenario for fiscal years 2022 and 2042 compared to a baseline budget from 2012. Working with DOTD's executive staff, the advisory councils provided input on the budgeted line items that then received approval from the Policy Committee. The budget allocation was developed for planning purposes and will serve as a guide for DOTD programming, depending on how the DOTD's budget grows relative to the funding scenarios.

Forecast Funding Scenarios* | FYs 2012, 2022, & 2042 | Budget Line Items (\$M, in Year of Expenditure Dollars)

Budget Line Item	2012 Budget	FY 2022 Scenarios				FY 2042 Scenarios			
		1	2	3	4	1	2	3	4
Highway Preservation									
Non-Interstate Pavement (NHS)	27.7	55.0	55.0	55.0	55.0	80.0	75.0	80.0	80.0
Non-Interstate Pavement (SHS)	98.4	100.0	80.0	110.0	110.0	110.0	83.0	165.0	165.0
Non-Interstate Pavement (RHS)	43.2	50.0	45.0	60.0	60.0	50.0	45.0	90.0	90.0
Interstate Pavement	80.0	85.0	65.0	85.0	85.0	90.0	70.0	125.0	125.0
Bridge Preservation (on)	165.5	169.4	144.4	255.0	415.0	168.8	153.8	280.0	510.0
Bridge Preservation (off)	20.4	12.0	12.0	48.0	48.0	12.0	12.0	48.0	72.0
SUBTOTAL	435.2	471.4	401.4	613.0	773.0	510.8	438.8	788.0	1,042.0
Highway Operations									
ITS	13.0	15.0	15.0	15.0	15.0	15.0	15.0	18.0	18.0
Traffic Control Devices	16.0	19.0	19.0	25.0	25.0	19.0	19.0	29.0	29.0
Interstate Lighting	3.0	3.5	3.5	6.0	6.0	3.5	3.5	10.0	10.0
TSM	8.0	8.0	8.0	9.0	9.0	10.0	10.0	10.0	10.0
Roadway Flooding	4.0	4.5	4.5	4.5	6.0	5.0	5.0	7.0	7.5
Weigh Stations	2.1	3.0	3.0	3.0	3.0	3.0	3.0	3.5	3.5
Rest Areas	12.0	4.0	4.0	4.0	4.0	4.0	4.0	5.0	5.0
Ferries	0.7	1.5	1.5	1.5	1.5	2.0	2.0	2.0	2.0
Moveable Bridges	2.1	2.5	2.5	10.0	10.0	3.6	3.6	11.0	11.0
Major Repairs/ Generators/Pump Stations	2.8	4.0	4.0	4.5	5.0	5.0	5.0	6.0	7.0
SUBTOTAL	63.7	65.0	65.0	82.5	84.5	70.1	70.1	101.5	103.0
Highway Safety									
Roadway Safety	50.9	50.0	36.0	60.0	70.0	60.0	40.0	70.0	80.0

Forecast Funding Scenarios* | FYs 2012, 2022, & 2042 | Budget Line Items (\$M, in Year of Expenditure Dollars), Cont'd

Budget Line Item	2012 Budget	FY 2022 Scenarios				FY 2042 Scenarios			
		1	2	3	4	1	2	3	4
Rail/Highway Crossings Devices	9.0	10.0	10.0	10.0	12.0	10.0	10.0	12.0	12.0
Rail/Grade Separations	1.0	10.0	10.0	10.0	12.0	10.0	10.0	12.0	15.0
SUBTOTAL	60.9	70.0	56.0	80.0	94.0	80.0	60.0	94.0	107.0
Megaprojects	0.0	0.0	0.0	105.5	217.2	0.0	0.0	170.5	405.2
SUBTOTAL	0.0	0.0	0.0	105.5	217.2	0.0	0.0	170.5	405.2
Regular Capacity	51.4	0.0	0.0	35.0	50.0	0.0	0.0	55.0	55.0
SUBTOTAL	51.4	0.0	0.0	35.0	50.0	0.0	0.0	55.0	55.0
Non-Highway									
Rural Transit	0.0	0.0	0.0	10.0	10.0	0.0	0.0	10.0	13.0
Urban Transit	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	7.0
CMAQ	8.6	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Freight Rail	0.0	0.0	0.0	3.0	3.0	0.0	0.0	5.0	5.0
Ports Program	19.7	20.0	20.0	51.1	51.1	20.0	20.0	70.9	70.9
Aviation Program	28.5	28.5	28.5	28.9	28.9	31.9	31.9	31.9	31.9
SUBTOTAL	61.8	59.0	59.0	103.5	103.5	62.4	62.4	128.3	133.3
Other Transportation									
Intermodal Connectors	10.0	10.0	10.0	10.0	12.0	10.0	10.0	12.0	15.0
Additional for DOTD Equip.	0.0	0.0	0.0	10.0	10.0	0.0	0.0	12.0	12.0
Additional for District Supplies	0.0	0.0	0.0	27.0	27.0	0.0	0.0	30.0	30.0
Additional for District Contract Maintenance	0.0	0.0	0.0	10.0	10.0	0.0	0.0	12.0	12.0
Access Management	4.0	10.0	10.0	15.0	15.0	10.0	10.0	18.0	18.0
Road Transfer Fund	9.8	25.0	25.0	25.0	25.0	25.0	25.0	30.0	30.0
Travel Demand Management	1.0	1.4	1.4	1.4	1.4	2.0	2.0	2.0	2.0
Urban Systems Match	0.0	7.0	6.0	7.0	7.0	7.0	6.0	7.0	7.0
Increased Local Assistance (local road rehab program)	0.0	0.0	0.0	30.0	30.0	0.0	0.0	30.0	30.0
Misc.	13.7	5.6	5.6	5.6	5.6	6.2	6.2	6.2	6.2
SUBTOTAL	38.5	59.0	58.0	141.0	143.0	60.2	59.2	159.2	162.2

Forecast Funding Scenarios* | FYs 2012, 2022, & 2042 | Budget Line Items (\$M, in Year of Expenditure Dollars), Cont'd

Budget Line Item	2012 Budget	FY 2022 Scenarios				FY 2042 Scenarios			
		1	2	3	4	1	2	3	4
Local Programs**									
Urban Systems	60.7	61.3	61.3	61.3	61.3	65.0	65.0	65.0	65.0
Local Road Safety	3.0	3.0	3.0	3.0	3.0	3.0	3.0	7.0	7.0
Transp. Alternatives Program	11.2	11.7	11.7	11.7	11.7	13.0	13.0	13.0	13.0
Parish Transportation Fund	46.4	46.4	46.4	55.0	55.0	46.4	46.4	55.0	61.0
SUBTOTAL	121.3	122.4	122.4	131.0	131.0	127.4	127.4	140.0	146.0
Capital Outlay Dedication for Navigation	0.0	25.0	25.0	25.0	25.0	25.0	25.0	25.0	25.0
GRAND TOTAL	832.8	846.8	761.8	1,291.5	1,596.2	910.9	817.9	1,636.5	2,153.7

*The forecasted revenue scenarios and budgeted line items are in nominal dollars and are for planning purposes only.

**Local program funding is federal funding that is administered by DOTD to local or regional agencies.

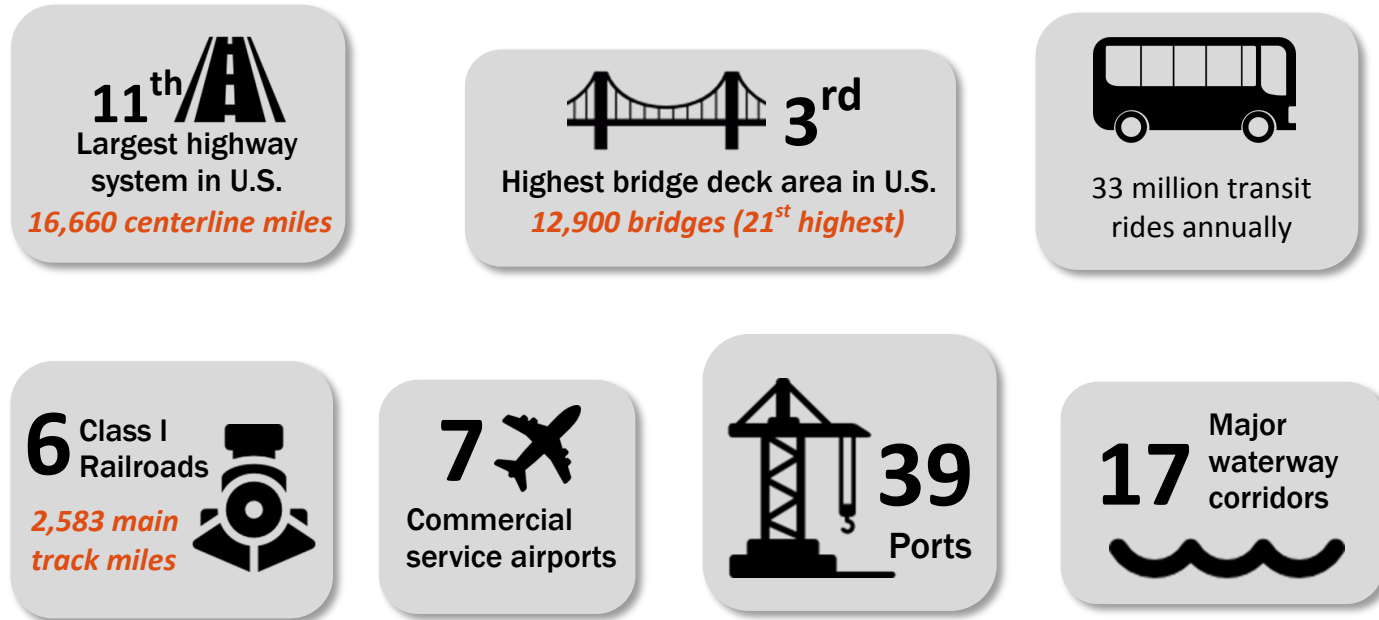
Line Item Descriptions:

- ◆ Highway preservation
 - ◇ Non-interstate pavement – overlays, rehabilitation
 - ◇ Interstate pavement – overlays, rehabilitation
 - ◇ Bridge preservation (on/off) – rehabilitation, reconstruction
- ◆ Highway operations
 - ◇ ITS – DMS, motor assistance patrols, CCTV, maintenance
 - ◇ Traffic control devices – signs, signals, striping
 - ◇ Interstate lighting – construction of high mast towers and lighting systems
 - ◇ TSM – turn lanes, other minor traffic flow, and safety items
 - ◇ Roadway flooding – drainage improvements, culvert addition/replacement to prevent roadway flooding
 - ◇ Weigh stations – capital improvements, building construction, weigh in motion
 - ◇ Rest areas – construction, maintenance, rehabilitation
 - ◇ Ferries – dry docking, major repairs
 - ◇ Moveable bridges – repair projects to electrical & mechanical components
 - ◇ Major repairs/generators/pump stations – rehabilitation, replacement, repair
- ◆ Highway safety
 - ◇ Roadway safety – roundabouts, cable barrier, striping, curve realignment
 - ◇ Rail/highway crossings devices – flashing signals, signs, gates
 - ◇ Rail/grade separations – new overpasses over railroad
- ◆ Megaprojects – large projects requiring additional funding
- ◆ Regular capacity – new roads/additional traffic lanes

Line Item Descriptions, Cont'd:

- ◆ Non-highway
 - ◇ Rural transit – operating and capital assistance to rural transit agencies
 - ◇ Urban transit – capital assistance to urban transit agencies
 - ◇ CMAQ – air quality improvement projects
 - ◇ Freight rail – assisting short line railroads
 - ◇ Ports Priority Program – port projects
 - ◇ Aviation program – participation in capital projects, maintenance program
- ◆ Other transportation
 - ◇ Intermodal connectors – highway connectors to rail yards, airports, ports, and transit terminals
 - ◇ DOTD equipment – heavy equipment, fleet replacement
 - ◇ District supplies/contract maintenance – hot mix, herbicide, mowing, guardrail repairs, cable barrier repairs, signal agreements
 - ◇ Access management – projects to manage public street and driveway access to state highways
 - ◇ Road Transfer Fund – funding to local agencies to take over state roads
 - ◇ Travel demand management – support for ride matching, van pooling
 - ◇ Urban systems match – federal match for urban system projects on state highways
 - ◇ Increased local assistance – state-administered program to rehabilitate/reconstruct parish and municipal roads & streets local programs (federal funds)
 - ◇ Misc. – budget reserved to address unforeseen needs
- ◆ Local programs (federal funds)
 - ◇ Urban systems – new construction, rehabilitation, projects
 - ◇ Local road safety – striping, roundabouts, safety training
 - ◇ Transportation Alternatives Program – enhancement projects, bike paths, etc.
 - ◇ Parish Transportation Fund – parish operations and maintenance

Louisiana Infrastructure By the Numbers



WHAT'S AT STAKE?

The policies, programs, and projects in the Louisiana Statewide Transportation Plan are intended to:

- ◆ Support the wealth-building industries and employment that we already have.
- ◆ Strengthen our foundation for economic growth.
- ◆ Take advantage of opportunities in international trade.
- ◆ Enhance the quality of life for Louisiana citizens.
- ◆ Send the message that our state is progressive.

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