MOVE 2050

Capital Region Planning Commission

2050 Metropolitan Transportation Plan



MOVE 2050

November 2026

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Capital Regional Planning Commission

2050 Metropolitan Transportation Plan
MOVE 2050

Placeholder for Resolution to Adopt

MOVE 2050

Capital Region Planning Commission
Metropolitan Planning Organization
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1.0 The MPO and the MTP

Move 2050 is the updated Metropolitan Transportation Plan (MTP) for the Capital Region Planning Commission (CRPC) Metropolitan Planning Organization (MPO). As such, it provides the defining vision for the region's transportation system and established long-term goals, objectives, and transportation priorities through the plan horizon year of 2050.

The geographic scope of MOVE 2050, shown in **Figure 1-1**, includes the urbanized areas, and areas anticipated to be urbanized by the year 2050, within Ascension, East Baton Rouge, Iberville, Livingston, and West Baton Rouge Parishes.

To help ensure that this updated MTP continues to meet the diverse and evolving needs of the region, MOVE 2050 considers a broad range of topics, which include:

- roads and bridges
- rail
- public transit
- bikeways, sidewalks, and trails
- airports
- navigable waterways

These topics are further discussed in seven reports that provide technical information on each step of the plan development process.

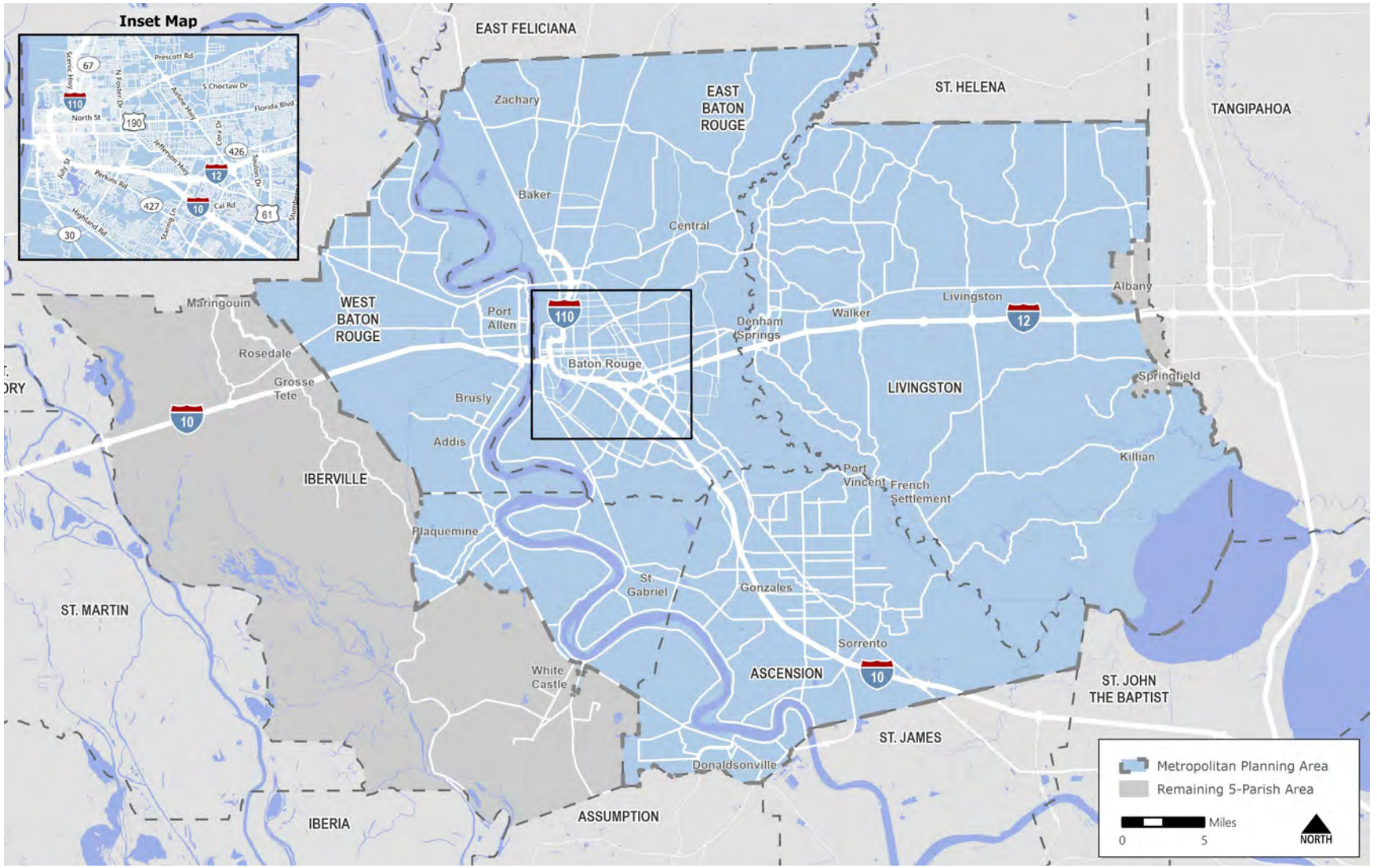
MTP Technical Reports

1. **Model Development** – Provides information on the updated information used within the region's travel demand model (TDM).
2. **State of the Current Systems** – Provides an inventory and assessment of existing conditions.
3. **Transportation Performance Management** – Details the existing performance targets and regional performance.
4. **Needs Assessment** – Discusses anticpated changes and future transportation needs.
5. **Congestion Management Process** – Updates the region's congestion management process using plan results.
6. **Air Quality Conformity** – Provides data and analysis on transportation activities to confirm compliance with air quality standards.
7. **Federal Compliance Checklist** – Lists and reviews the federal requirements to ensure the MTP complies with federal regulations.



20+ Year Outlook | Updated Every 4 Years | Fiscally-Constrained | Air Quality Conformity | Performance Management

Figure 1-1: Metropolitan Planning Area



Source: Capital Region Planning Commission (CRPC)

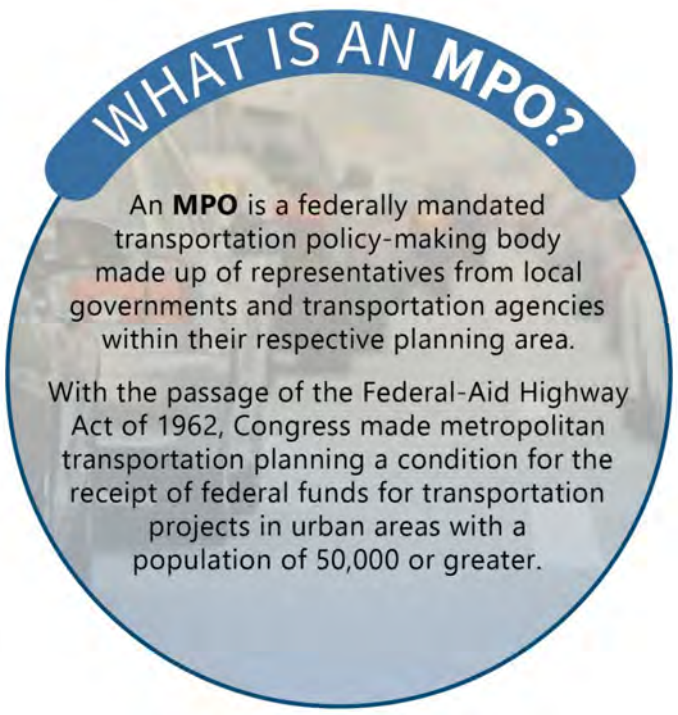
1.1 Guiding the MTP

As the MPO's Metropolitan Transportation Plan, MOVE 2050 is guided and shaped by regional policies and systems, legislative requirements, previous plans and studies, and public input. Although these each help shape the plan, they do so in different ways. This chapter provides an overview of the MPO structure, community engagement, federal legislation, financial requirements, and previous plans and studies and how these each impact the plan development process.

MPO Structure

The MPO itself operates under a committee structure, with the Transportation Policy Committee (TPC) governing the MPO and the Technical Advisory Committee (TAC) providing advice on technical matters, plans, and policies.[1] The TPC serves as the official governing authority for the MPO and is comprised of elected officials, stakeholders, and representatives from the Federal Highway Administration (FHWA), the Louisiana Department of Transportation and Development (LA DOTD), and CRPC.

TAC members serve in an advisory capacity to review and make recommendations on transportation plans, reports, studies, projects, and policies. Due to the technical nature of the committee, membership is comprised of engineers, planners, elected officials, and other professionals that represent public works or planning departments, or have been appointed by their city mayor.



[1] Capital Region Planning Commission (CRPC) Committees. (n.d.). https://www.crpcla.org/mpo-committees

Community Engagement

Three rounds of engagement were completed to help better understand the CRPC region and public priorities. The results of this effort, discussed in **Chapter 2**, were used to update the Vision, Goals, and Objectives, identify potential transportation projects, and inform how projects were prioritized and included within the staged improvement plan.

Federal Legislation

The Federal-Aid Highway Act of 1962 established the requirement for MPOs to prepare and update a fiscally constrained long-range MTP to support eligibility for federal transportation funding. The MTP must address ten federal planning factors, shown in **Figure 1-2,** which inform MOVE2050's Goals and Objectives, discussed in **Chapter 3**.

Environmental Requirements

Additionally, the MTP is required by several federal regulatory agencies to address concerns to natural environment, such as air quality, wetlands, impaired waters, and navigable waterways, and the human environment, such as historic sites, public recreational areas, and sites of previous contamination. This process includes reviewing available data related to each topic, consulting with relevant stakeholders, and considering potential mitigation activities, further discussed in **Chapter 4**.

Financial Requirements

The MTP is required to be fiscally constrained, meaning that the projects selected for the Staged Improvement Program must not exceed the amount of funding anticipated through the plan horizon year of 2050. Funding sources and their requirements, as well as the anticipated funding levels, are included in **Chapter 5**.

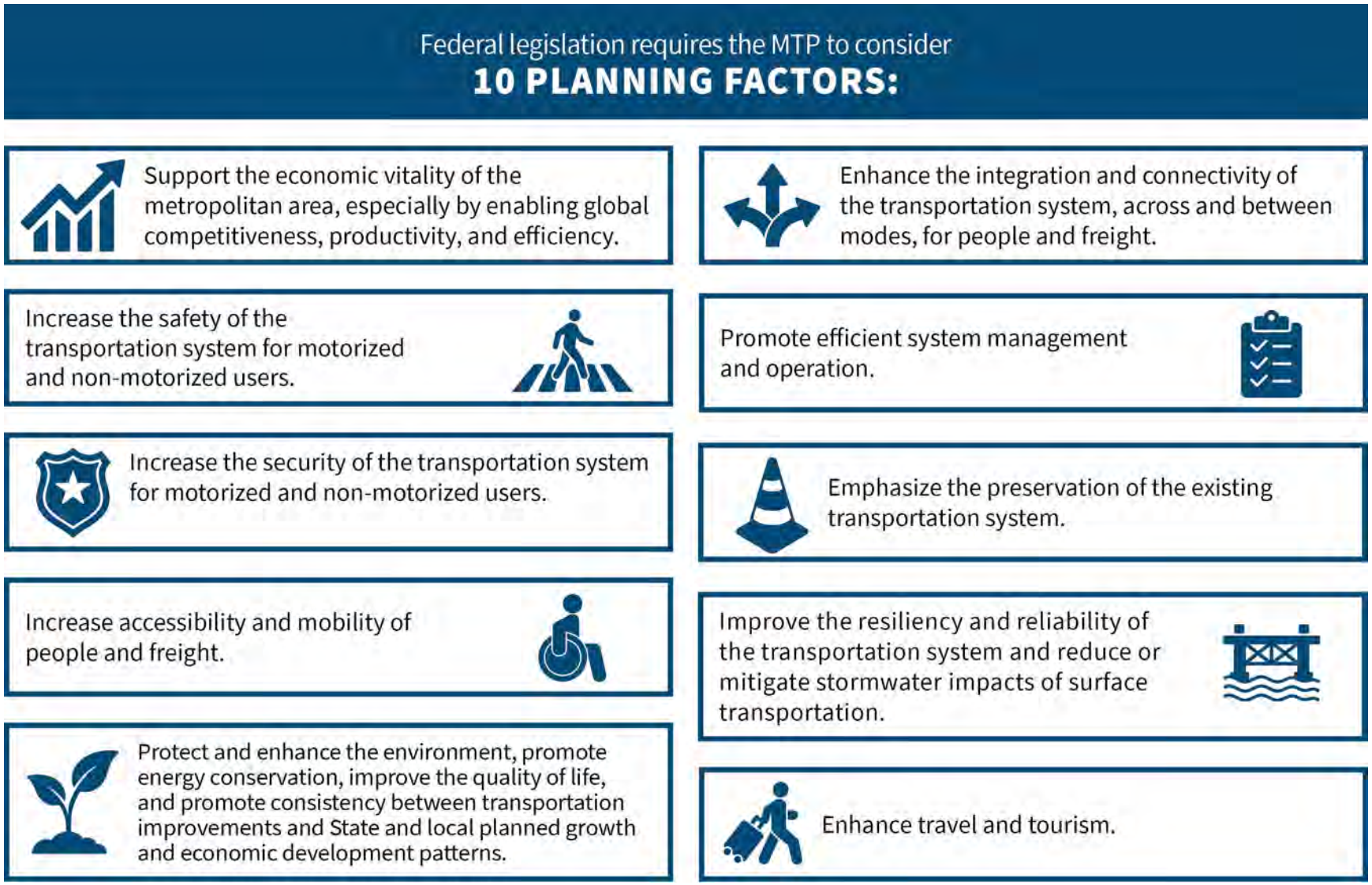
Previous Plans and Studies

Previous plans and studies were reviewed as part of the plan development process, allowing for the MTP to support and build from existing planning efforts. Findings from this review directly impacted the identification of priority projects and informed part of the scoring matrix, which is discussed in **Chapter 6.** More information about the previous plan and study review is available in *Appendix #2: State of the Current Systems*.

The FHWA defines metropolitan transportation planning as:

"...the process of examining travel and transportation issues and needs in metropolitan areas. It includes a demographic analysis of the community in question, as well as an examination of travel patterns and trends.

Figure 1-2: Ten Planning Factors



1.2 The Planning Process

The primary purpose of metropolitan transportation planning is to ensure transportation planning in urbanized areas is executed to meet federal requirements and that a Continuing, Cooperative, and Comprehensive (3-C) approach is incorporated within the transportation planning process.

Additionally, each step in the plan development process supports future steps, allowing for the plan to build from a data-driven and community-focused foundation. As a result, Metropolitan Transportation Plans:

- are based on the most current information
- reflect regional needs and priorities that are consistent with those of the state
- considers all modes of transportation are consistent with other planning efforts

An overview of the MTP development process roadmap is provided in **Figure 1-3**.

Figure 1-3: MTP Planning Development Process Roadmap





2.0 Public and Stakeholder Outreach

To help align the MTP with community priorities, outreach activities were conducted with both the public and transportation stakeholders. This chapter provides a summary of this effort, including the engagement activities, the input collected, and how the findings were used within MOVE2050.

2.1 Outreach Activities and Methods

Multiple in-person and virtual opportunities were held to gather public input across three rounds of engagement to meet specific goals for engagement. This section provides a summary of engagement activities completed for the three rounds. Outreach materials and images are available in **Appendix A.1**.

Round 1

The first round of engagement was available from December 15, 2025 through February 14, 2026. This round focused on educating the public about the MTP in addition to requesting input. Opportunities to provide input were marketed through:

- CRPC and partner agency social media and websites
- Email databases
- Fliers and promotional cards
- Newspaper press release
- Television and radio broadcast



Public Engagement

An online survey was available throughout the duration of the first round of engagement. It included multiple exercises to request public comment, including:

- Transportation goal-ranking
- Transportation budget allocation
- Interactive mapping activities
- Open-ended feedback opportunities

Demographic questions were also included to ensure the survey was completed by a representative sample of planning area residents.

Additionally, in-person engagement events (**Table 2-1**) allowed residents to provide input in-person and speak to members of the planning team. In order to maintain survey integrity, the display boards used at these events mirrored the questions and exercises available on the virtual survey.

Table 2-1: Round 1 In-Person Engagement Opportunities

Date	Time	Event	Location
Dec. 6, 2025	2:00 pm – 5:00 pm	Christmas on the Bayou	**North Iberville Visitors Center** 17525 Hwy. 77, Grosse Tate, LA 70740
Dec. 9, 2025	11:00 am – 1:00 pm	N/A	**East Baton Rouge Parish Library – Main Branch** 7711 Goodwood Blvd., Baton Rouge, LA 70806
Dec. 9, 2025	3:00 pm – 6:00 pm	Carols at the Library – with Erin Perdue	**Accension Parish Library – Gonzales Branch** 708 S. Irma Blvd., Gonzalas, LA 70737
Dec. 11, 2025	5:00 pm – 7:00 pm	Kiwanis Lighting of the Christmas Tree	**Livingston Parish - Station Park** Corner of Railroad Ave. and N. Ridge Rd., Denham Springs, LA 70726
Dec. 12, 2025	6:00 pm – 8:00 pm	Holiday Open House	**West Baton Rouge Museum** 845 N. Jefferson Ave., Port Allen, LA 70767

Stakeholder Engagement

In addition to community outreach, CRPC conducted meetings with regional stakeholders to discuss transportation needs, community growth trends, freight concerns, bicycle and pedestrian opportunities, and multimodal transportation priorities. These meetings were conducted in each of the five MPO parishes during spring 2026 and included participation from more than 60 representatives from local governments, transportation providers, planning officials, and community leaders. Locations and dates of the Stakeholder meetings are listed in **Table 2-2.**

A virtual opportunity to provide input was also provided to stakeholders through a survey sent through an email distribution list. Survey topics included:

- Safety concerns
- Population growth impacts
- Freight mobility
- Bicycle, pedestrian, and transit needs

Table 2-2: Round 1 Stakeholder Engagement Opportunities

Date	Time	Parish	Location
March 26, 2026	10:00 am – 12:00 pm	Livingston	**Livingston Parish Government Office** 20399 Government Blvd., Livingston, LA 70754
April 28, 2026	10:00 am – 12:00 pm	West Baton Rouge	**Addis Community Center** 7520 LA-1, Addis, LA 70710
April 28, 2026	1:30 pm – 3:30 pm	Iberville	**Iberville Parish Courthouse** 58050 Meriam St., Plaquemine, LA 70764
April 29, 2026	1:00 pm – 3:00 pm	East Baton Rouge	**East Baton Rouge Library – Main** 7711 Goodwood Blvd., Baton Rouge, LA 70806
May 6, 2026	9:30 am – 11:30 am	Ascension	**Ascension Parish Government Offices** 615 E Worthey St., Gonzales, LA 70737

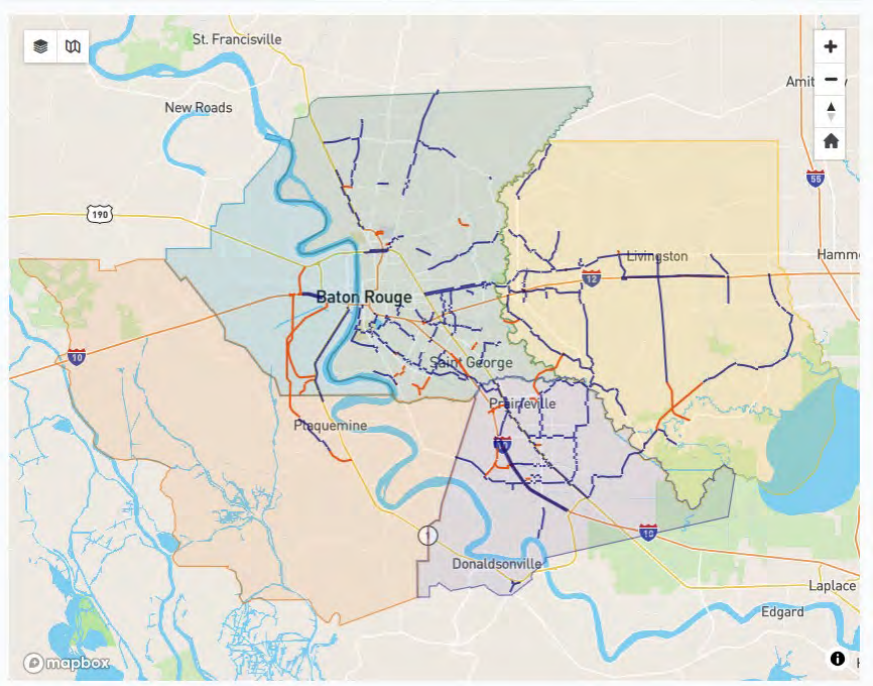
Round 2

Round 2 of public engagement was conducted from August 10th through August 24th, 2026. Input was gathered via an online survey which was advertised through email campaigns, social media posts, stakeholder outreach, local media, and the CRPC website.

This round of input focused on identifying which improvement types were most supported by the public to meet the priority needs identified within Round 1. This was done by asking the public to rank different intersection and corridor improvement types for both safety and traffic/congestion concerns.

Additionally, the public was provided with an opportunity to provide input on identified transportation projects. Survey participants were first asked which Parish they resided in and then prompted to review the projects within their Parish via an interactive map, shown in **Figure 2-1.** Input on these projects were then collected via comment boxes below the interactive project map.

Figure 2-1: Interactive Project Map



A total of **93 survey responses** were submitted during the second round of public engagement.

Round 3

The third round of engagement was open from October 12th to November 12th, 2026, and provided the public with an opportunity to review and comment on the draft plan. The plan and supporting appendices were made available online, at the main library branch within each Parish, and at the CRPC offices.

Four public meetings were held during Round 3 to discuss the planning process and recommendations, as well as to receive additional input. The date, time, and location of these engagement opportunities are described in **Table 2-3**.

Table 2-3: Round 3 Engagement Opportunities

Date	Time	Format	Location
October 14, 2026	5:30 pm – 7:00 pm	In-Person	**CRPC Offices** 14734 S. Harrell's Ferry Rd., Suite B, Baton Rouge, LA 70816
October 21, 2026	12:00 pm – 1:00 pm	Virtual	**Zoom Meeting Room** Participants could join via a meeting link, with the meeting ID and passcode, or by phone
October 28, 2026	5:30 pm – 7:00 pm	In-Person	**CRPC Offices** 14734 S. Harrell's Ferry Rd., Suite B, Baton Rouge, LA 70816
November 4, 2026	12:00 pm – 1:00 pm	Virtual	**Zoom Meeting Room** Participants could join via a meeting link, with the meeting ID and passcode, or by phone

2.2 Findings and Priorities

This section details the findings from both the public and stakeholder engagement activities described in the previous pages. The outcome of the engagement effort directly informed plan priorities and was included within the scoring matrix, discussed in **Chapter 6**.

Public Engagement Findings

Round 1

During the first round of engagement, survey participants used the budgeting exercise to identify how they would allocate funding to different transportation needs. The total funding spent per category was averaged to determine the top needs, which are:

- improving pavement and bridge conditions
- using technology to improve traffic operations
- adding road connections

These were followed by implementing safety improvements and adding or widening lanes. Overall results for this exercise are displayed in **Figure 2-2**. These results also support the goal ranking exercise, which found the public prioritized:

- reducing traffic congestion
- improving public transit
- improving biking and walking

This was followed by improving safety for all road users and maintaining existing infrastructure, as shown in **Figure 2-3**.

Within the interactive mapping exercise, congestion, safety, and bike/ped markers were the three most common types used. A summary of map marker

Figure 2-2: Round 1 Budget Allocation Exercise Results

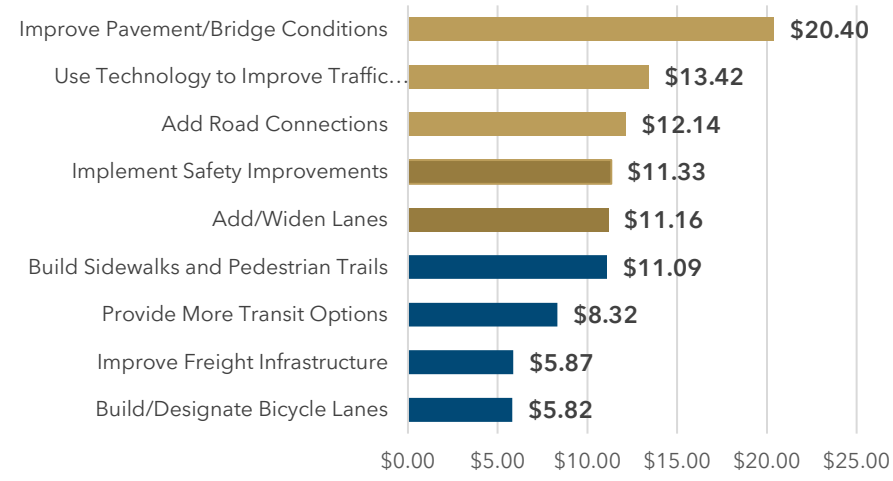
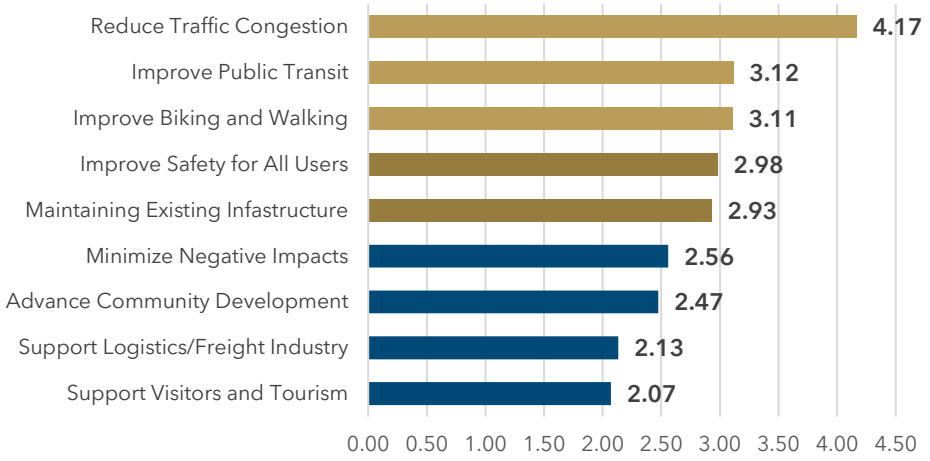
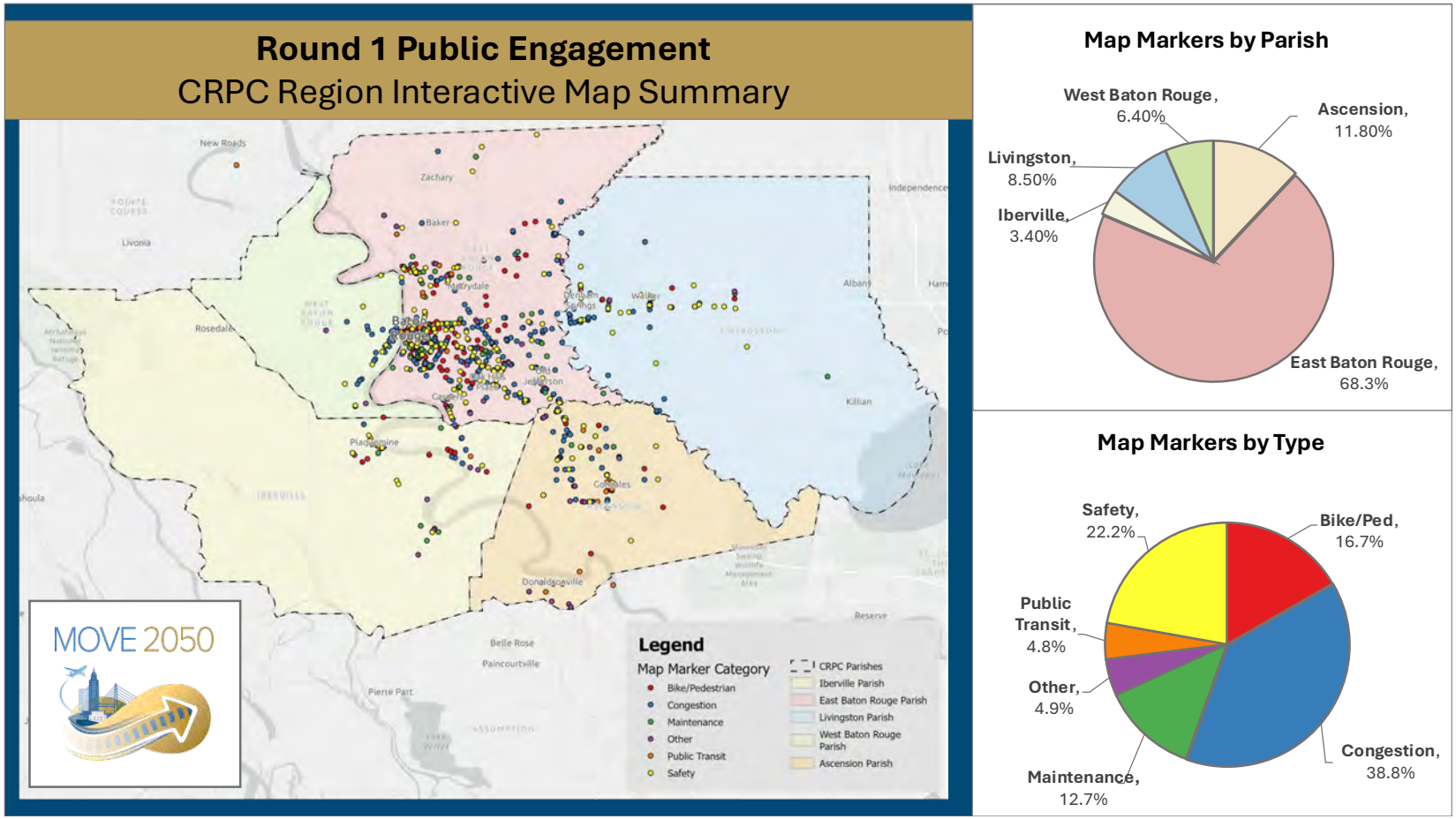


Figure 2-3: Round 1 Goal Ranking Exercise Results



responses is included in **Figure 2-4**. The results of Round 1 indicate a strong public preference for transportation investments that address congestion, enhance safety, maintain existing assets, and expand multimodal travel options within the MPO planning region.

Figure 2-4: Round 1 Interactive Map Exercise – Marker Summary



Round 2

The second round of engagement requested input on which types of improvements were preferred by the public to meet the needs identified through Round 1.

Increased corridor and intersection lighting, additional pedestrian walkways, crosswalk visibility enhancements, and lane reconfiguration were the most preferred safety improvements. To address traffic and congestion, preferred improvements include increasing roadway connectivity, implementing corridor access management practices, improving signal technology, and installing dedicated turn lanes at intersections

Comments were analyzed to determine which projects were a top priority within each Parish. This analysis identified the public project priorities, shown in **Table 2-3.**

Improvement types were divided into safety and traffic/congestion needs for both roadway corridors and intersections. These are shown in **Figure 2-5** and **Figure 2-6**, respectively.

Figure 2-5: Round 2 Safety Improvements Input Result

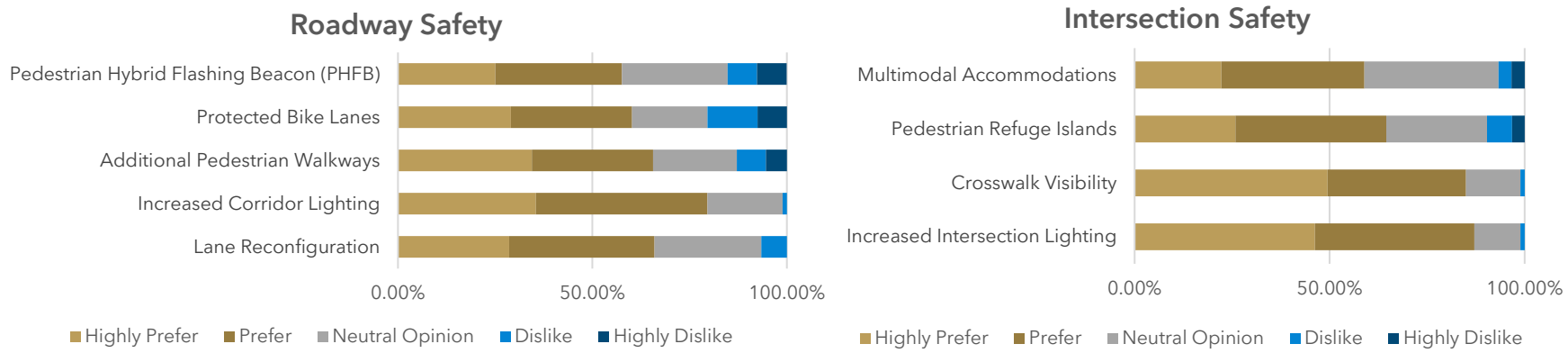
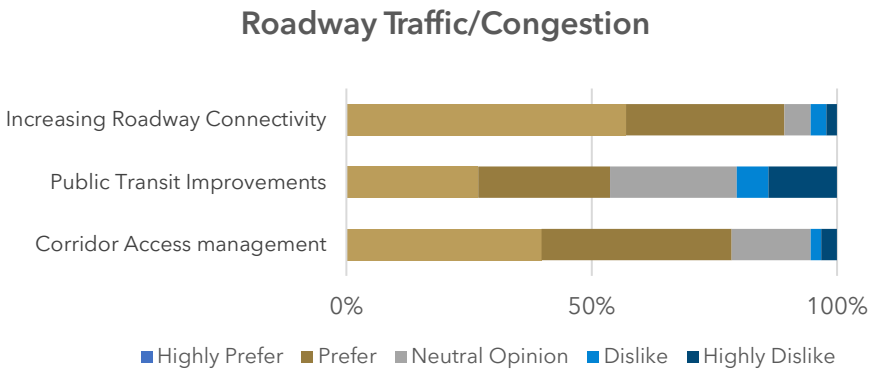


Figure 2-6: Round 2 Congestion/Traffic Improvements Input Results



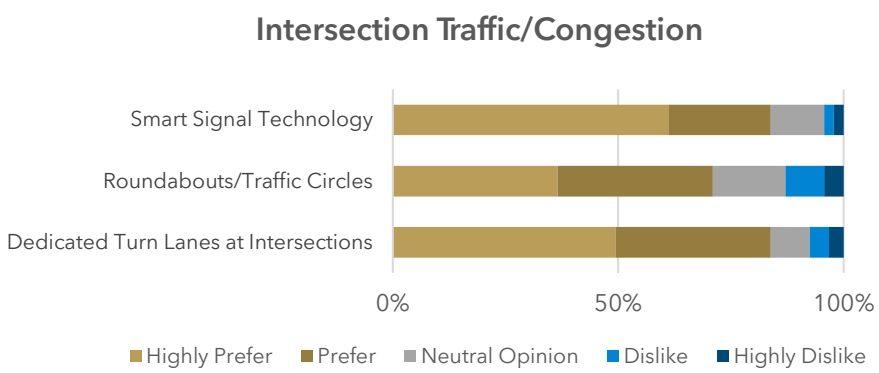


Table 2-4: Public Project Priorities

Parish	Project Priorities	Additional Priorities
Ascension	MTP ID 4005 – Widen LA 427 MTP ID 3007 – Widen Nicholson Dr.	Additional sidewalks and multi-use paths; Pavement and maintenance
East Baton Rouge	MTP ID 1012 – Widen LA 427 MTP ID 1003, 5018 – Widen LA 327 MTP ID 3010 – Widen LA 1248 MTP ID 3013 – New Center Turn on LA 327-S MTP ID 4001 – Widen LA 42 MTP ID 5006 – New Service Roads MTP ID 5017 – New 2-4 Lane Roadway MTP ID 5025 – Widen LA 3246 MTP ID 5028 – Widen Antioch Rd./Tiger Bend Rd. MTP ID 5055 – New Interchange MTP ID 5065 – Widen Coursey Blvd. MTP ID 5064, 5066 – Widen US 190/Florida Blvd. MTP ID 5103 – New 4 Lane Roadway	Additional bicycle and pedestrian infrastructure; Safety and lighting improvements; Intersection improvements, including turn lanes; Public transit improvements – both bus and rail
Iberville*	N/A	Alternate route to mitigate rail crossing delays
Livingston	MTP ID 3723 – Widen LA 447	Road widening and connectivity improvements
West Baton Rouge	MTP ID 5100 – LA 1/415 Connector MTP ID 5012 – New Road	Improve connectivity and interstate access; Reduce congestion; Intersection enhancements and roundabouts

Note: More than 2 comments or 20% of responses were required to be the same or similar in order for the project or other transportation need to be considered a priority.
*Specific projects were not identified by survey participants from this Parish
.

Round 3

During Round 3, nearly 400 individuals visited the survey page, and, of these, over 150 downloaded the MOVE 2050 main report to review. During the survey period, 14 comments were collected via the virtual Social Point platform, 2 were provided via email, and 1 was provided in-person and recorded.

Generally, comments were supportive of multi-modal transportation improvements, maintaining the current roadway network, preserving scenic corridors, and improving connectivity. Multiple comments also strongly supported using a multi-faceted approach to reduce congestion and improve roadway safety. Other comments received included requests for clarity or additional information on specific projects, topics, and areas of concern. Responses to these comments are included within **Appendix 8: Public Outreach**.

Stakeholder Engagement Findings

Stakeholders were asked to provide their input on varying topics. The most common comments received for each were compiled and are shown in **Table 2-4.**

Additionally, stakeholders identified potential solutions. Those that were commonly mentioned include:

- Widening and/or expanding key interstate and arterial corridors
- Constructing a new Mississippi River Bridge
- Interchange improvements
- New connector roads and bypass routes
- Enhanced traffic signal coordination and ITS technologies
- Expanded transit services
- More bicycle and pedestrian infrastructure
- Railroad grade separations
- Roundabouts and intersection redesigns
- Improved roadway maintenance, lighting, and drainage infrastructure

Both stakeholder and public comments were incorporated into the transportation needs assessment and project development process, allowing for the projects identified within the MTP to speak directly to the needs of the region.

Table 2-5: Stakeholder Input

Topic	Stakeholder Input
Growth and Development	Population and employment growth is anticipated to continue throughout the Capital Region. Major industrial investments are expected to generate thousands of jobs and increase both commuter and freight traffic.
Transportation Challenges	Congestion and safety were the most commonly mentioned challenges and were mentioned most often on interstates, state highways, and arterials within the region.
Safety Concerns	Concerns included bottlenecks, railroad crossing delays, poor roadway conditions, limited capacity, lack of evacuation and emergency access routes, and driver behavior.
Bicycle and Pedestrian Infrastructure	Stakeholders noted missing sidewalks, limited bicycle facilities, unsafe crossings, poor connectivity, and a public demand for additional facilities within their comments.
Freight Mobility	The most critical freight corridors and common bottleneck locations were identified as I-10, LA 1, Hwy 30, Airline Hwy, and the Mississippi River bridge.
Transit Needs	Limited service availability and inadequate pedestrian access to bus stops was noted outside of East Baton Rouge Parish. Transit challenges were linked to congestion concerns. Overall, comments support improved transit facilities, routes connecting major destinations, additional transit options, and more reliable and frequent service.



3.0 Vision, Goals, and Objectives

This chapter establishes the planning framework for MOVE2050 that will guide transportation investment decisions through 2050. It draws from the previous MTP, MOVE2046, while incorporating findings from public engagement and data analysis to update the regional vision, goals, objectives, and performance measures.

Additionally, the vision guides the development of the goals and objectives to meet federal metropolitan planning regulations by considering ten key factors, as discussed in **Chapter 1**.

3.1 Vision Statement

A clear community vision is important to help identify and support transportation investments that reflect the values and priorities of the region. The MOVE2050 Vision Statement serves as the foundation for the plan's goals, objectives, performance measures, and project prioritization process.

3.2 Goals and Objectives

The MOVE2050 MTP is intended to identify the Capital Region's transportation needs through 2050, establish priorities for future transportation investments, and guide the development of a safe, efficient, and connected transportation system. This is done by developing goals and objectives that help create actionable steps towards reaching the regional vision, as discussed in the previous section.

Goals listed in the previous MTP were reviewed and updated as needed to reflect changes in priorities. **Table 3-1** lists both the previous goals and, as applicable, updates to those goals. Similarly, previous objectives were reviewed and updated to better align with current priorities. **Table 3-2** lists both the previous goals and updates to those goals, as applicable. Changes to the goals and objectives are provided in bold within their respective table to assist in their identification.

MOVE2050 Vision

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

Table 3-1: Updated MTP Goals

Goal	MOVE2046 Goals	MOVE2050 Goals
Goal 1	Improve and Expand Transportation Choices	
Goal 2	Improve Safety and Security	
Goal 3	Provide a Reliable, High Performing, and Well-Preserved Transportation System	
Goal 4	Support the Economic Vitality of the Region	
Goal 5	Consider the Relationship between Transportation and the Environment	**Strengthen Environmental Stewardship and System Resiliency**
Goal 6	Provide an Equitable Transportation System	**Provide an Accessible and Equitable Transportation System**

Table 3-2: Proposed Changes to Objectives

Section	MOVE2046 Objectives	Move2050 Objectives
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.	**Make public transportation a viable, affordable, and reliable transportation choice by improving regional transit coverage, accessibility, and service connectivity.**
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.	
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.	**Increase the redundancy and diversity of the transportation system to provide emergency alternatives for evacuation and access during disruptive natural or human-caused events.**
2.6	Support the improvement of transit safety and security for all transit providers in the region.	
3.1	Enhance regional connectivity across all transportation modes.	

Section	MOVE2046 Objectives	Move2050 Objectives
3.2	Maintain the transportation infrastructure, facilities, and assets in a good state of repair.	**Maintain the transportation infrastructure, facilities, and assets in a good state of repair through proactive preservation, rehabilitation, and asset management practices**
3.3	Improve mobility by reducing traffic congestion and delay.	**Improve mobility by reducing traffic congestion, delays, and travel time variability.**
3.4	Prepare for technological advances that will efficiently and dynamically manage roadway demand and capacity and overall systems operations.	**Support technologies and operational strategies that efficiently manage transportation system demand, capacity, and performance**
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.	Improve and enhance freight mobility by truck, rail, port, pipeline, and other transportation modes to support regional economic competitiveness and supply chain efficiency.
4.4	Support a fiscally constrained 25-year Metropolitan Transportation Plan that addresses existing and future needs while maximizing projected revenues.	

Section	MOVE2046 Objectives	Move2050 Objectives
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.	**Build resiliency into the transportation system across all modes by addressing known vulnerabilities and effectively managing and mitigating stormwater and flood-related impacts.**
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.	
5.5	Not Applicable*	**Incorporate strategies that improve the long-term resilience of the transportation system to flooding, extreme weather events, and other disruptions**
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.	**Improve transportation choices and accessibility for people with varying mobility needs throughout the region**

*The objective was newly identified for MOVE2050 and did not originate from the previous MTP.


EXIT 153
SOUTH
1
Plaquemine
1 MILE
NORTH
1
Port Allen
1 MILE
EXIT ONLY
HORACE WILKINSON BRIDGE

4.0 Transportation Investment Needs

High-quality and well-connected multi-modal transportation systems are vital to support the region's growing economy and vibrant communities. Sustained investments to these systems help promote the safe and efficient travel for all users, whether they are local residents, commuting workers, or visiting tourists.

This chapter provides an overview of the existing roadway network, further discussed in *Appendix #2: State of Current Systems*, and their needs, as analyzed in *Appendix #4: Needs Assessment*.

4.1 The Existing Transportation Network

The roadway network within the region consists of interstates, major and minor arterials, collectors, and local roadways that carry approximately 3.3 million daily trips and serve more than 789,000 residents. Together with the region's other transportation facilities, shown in **Figure 4-1,** these roadways play a critical role in moving people and goods and supporting regional connectivity. **Figure 4-2** provides a snapshot of the transportation system's overall performance. Congestion remains a challenge on major corridors, and interstate travel time reliability falls below the statewide target. While most roadway and bridge assets are in fair condition, pavement and bridge conditions are slightly poorer than statewide averages, highlighting the ongoing need for preservation and maintenance investments.

The region benefits from a diverse transportation network that includes freight rail, ports, pipelines, public transit, active transportation facilities, and advanced transportation technologies. Safety remains a significant concern, with nearly 157,000 crashes, including 727 fatalities and more than 2,000 serious injuries, occurring between 2020 and 2024.

Overall, the transportation system provides strong regional mobility but continues to face challenges related to infrastructure conditions, congestion, safety, and multi-modal access. Additional information on federal and state transportation performance measures, targets, and progress toward those targets is provided in *Appendix #3: Transportation Performance Management*.

Figure 4-1: Transportation Facilities and Providers in the MPO

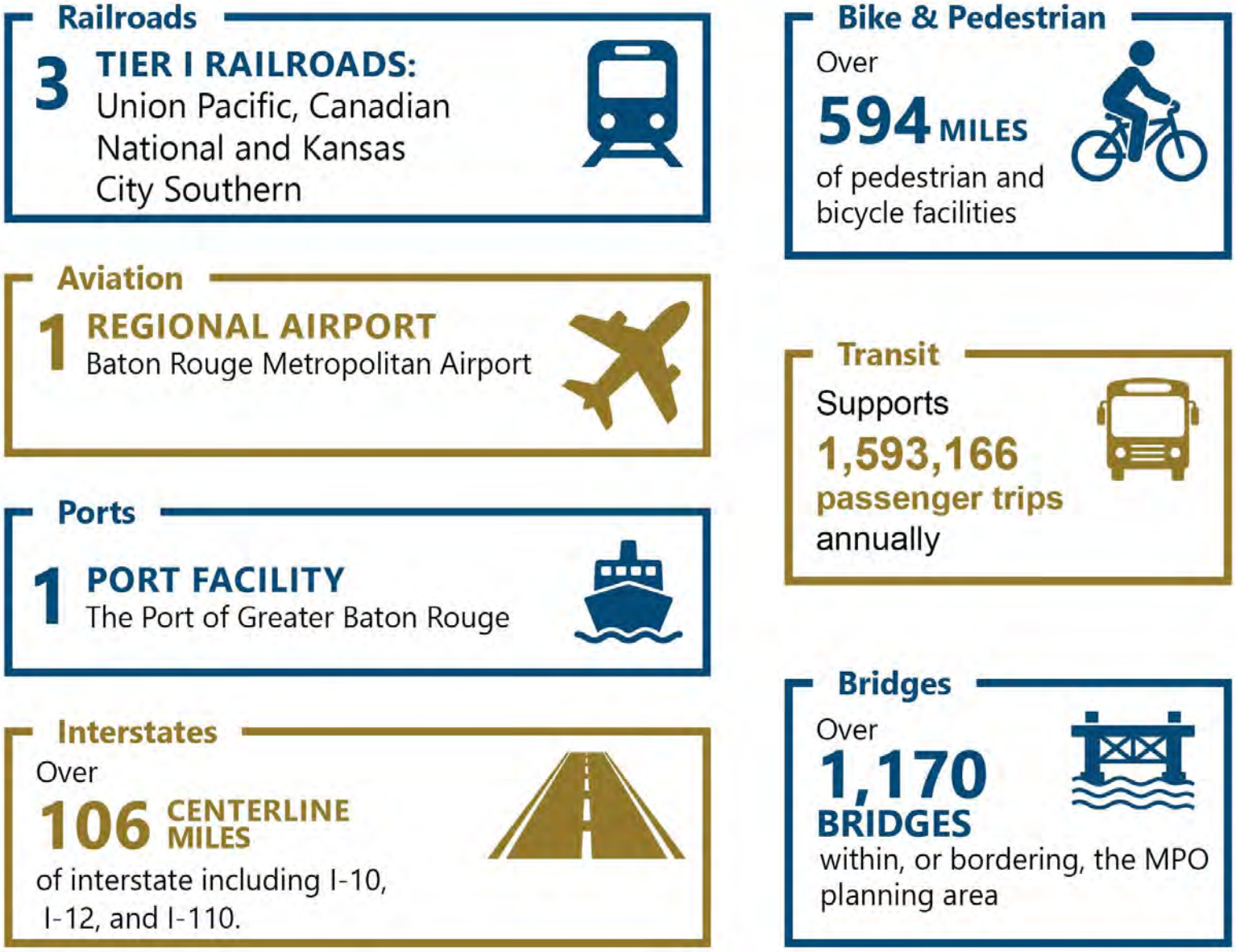
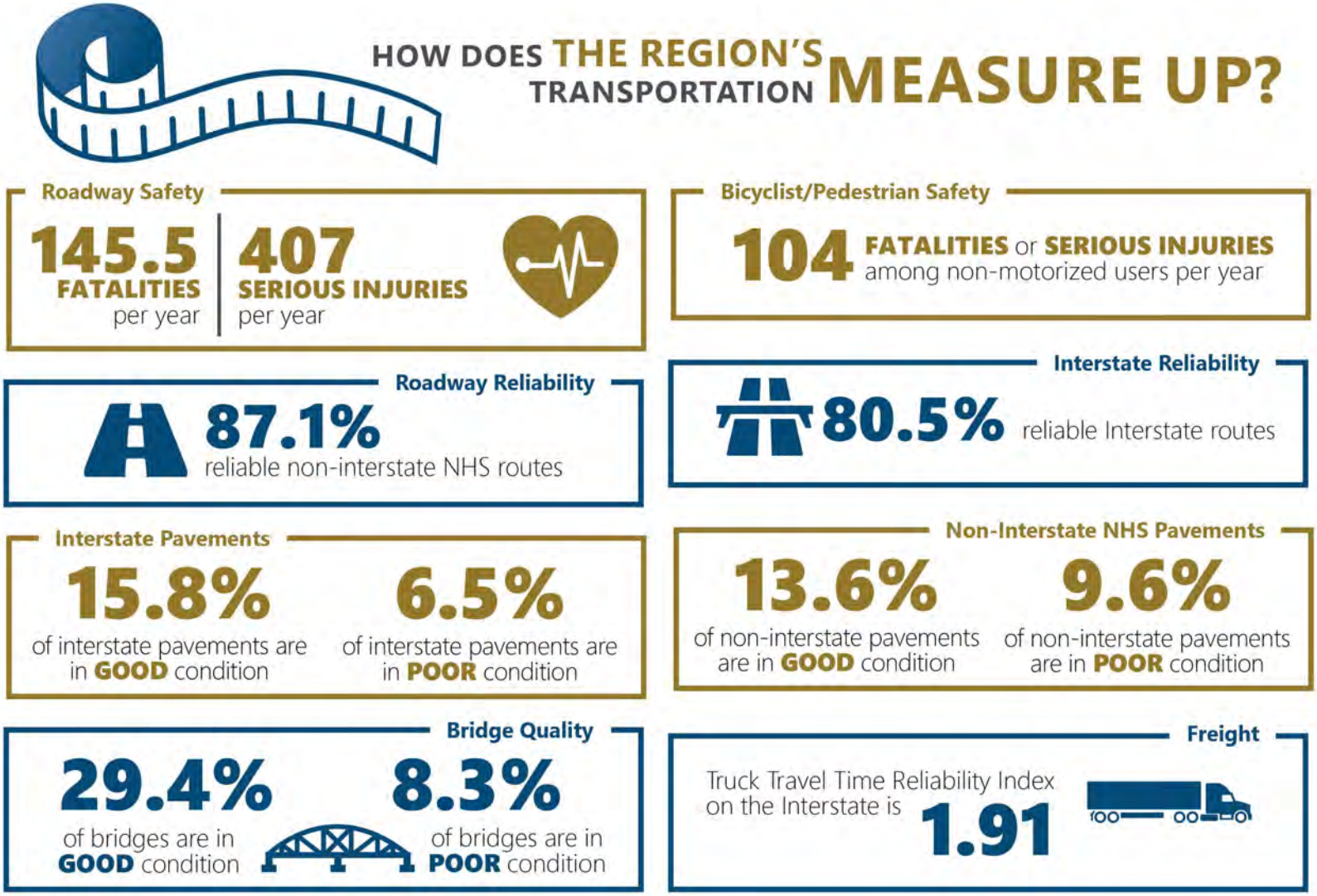


Figure 4-2: Transportation Performance Snapshot



Source: NHS; CARTS, 2026; FAF 5.5, 2024

4.2 Growing Needs

Population and employment growth are among the primary factors influencing transportation demand. As the region grows, more people will need access to jobs, schools, services, shopping, and other daily destinations, placing additional demand on the roadway, transit, bicycle, pedestrian, and freight networks. Population projections indicate that the MPO region and surrounding area will continue to grow, increasing from just over 789,000 residents in 2024 to nearly 997,000 residents by 2050.

The findings within this section are further discussed in *Appendix #4: Needs Assessment*.

Congestion and Reliability

Vehicle miles traveled (VMT) measures the total number of miles traveled by all vehicles on the region's roadways. Increases in VMT represent either additional vehicles travelling or a greater length of chosen route. Vehicle hours traveled (VHT) describes the time spent by all vehicles on the roadway network. These are each measures of roadway congestion and network reliability.

For MOVE2050, VMT and VHT were analyzed to understand how travel conditions may change by 2050 if only the currently anticipated Existing + Committed (E+C) projects are constructed. Under this scenario, VMT is expected to increase by 28.7% and VHT is expected to increase by 36.5% by the plan horizon year of 2050, meaning that travel times and congestion may grow if no additional improvements are made.

Freight and Logistics

Within and through the region, freight is most commonly transported by pipeline, however truck is most often needed for last-mile delivery. For this analysis, the Baton Rouge region in the Freight Analysis Framework (FAF) was used to represent freight movement in the MPO area. Changes in the commodity flow by truck were then calculated to understand the impact of truck traffic on the transportation network.

From 2022 to 2050, the overall tonnage of goods moved by truck are anticipated to rise by nearly 70%.Other freight modes are also expected to see substantial increases, including rail (73%), air (39%), waterway (119%) , and pipeline (20%). While these modes do not rely on roadway infrastructure for most of their length, intermodal freight connectors, such as railyards and ports, will require trucks and road infrastructure to provide last mile service to many destinations.

When considering supply chain and the types of commodities being transported, fuel oils was the

greatest by tonnage to the region. For commodities leaving the MPO area, natural gas and other fossil products was the greatest commodity by tonnage.

Multimodal Needs

Multimodal transportation in the planning area includes public transit, bicycle facilities, sidewalks, and pedestrian connections. These facilities support the roadway system by improving access, filling gaps between modes, and giving residents and visitors more transportation choices.

Public Transit Needs

Public transit was identified as an important need through the MTP analysis. Due to multiple popular destinations, such as the LSU campus and downtown Baton Rouge, CATS transit services are in high demand. While the urban core is currently well-served by transit, the growth in population and travel demand in the region is anticipated to outpace existing service coverage.

Bicycle and Pedestrian Needs

Demand for bicycle and pedestrian infrastructure is highest in areas where people live, work, learn, shop, and access transit services. Particularly strong demand for active transportation facilities and connections was noted in the more densely developed portions of East Baton Rouge Parish and areas within Ascension and western Livingston Parishes. Additionally, a strong need for improvements in bicycle and pedestrian connectivity were found within the public transit analysis.

Safety and Security

Within the region, nearly 157,000 crashes occurred between 2020 and 2024. Of these, 727 were fatal crashes and 2,035 were serious injury or suspected serious injury crashes. The crash type with the greatest frequency was rear-end, which comprised over a third of crashes.

While safety concerns relate to crashes on the roadway or road user behavior, security concerns consider intentional harm to the network by users and natural disasters or extreme weather. Within the region, environmental and weather events, such as expanding soils, extreme temperatures, earthquakes, high wind events, and wild fires, pose a security risk to the roadway network.

4.3 Environmental Screening

Environmental screening was conducted to determine what impacts, if any, identified transportation projects may have on the natural environment within the MPO region. These impacts are project-specific and depend on the type, scope, and location of the project. By

considering environmental impacts in early stages of project planning and development, potential obstacles can be identified and, when possible, avoided.

Environmental Mitigation

Environmental concerns that impact long-range planning can alter project costs, location, and feasibility based on their severity and proximity to a project. These concerns may be divided into two broad categories: resources to be protected and hazards or obstacles to be avoided. Potential environmental resources and hazards are listed in **Table 4-1** and **Table 4-2,** respectively.

Table 4-1: Potential Environmental Resource Concerns

Resource Type	Importance
Air Quality	Public health, welfare, productivity, and the environment are degraded by air pollution.
Wetlands and Waterways	Flood control, wildlife habitat, water purification; pollutants entering waterbodies from existing or in-construction roads can impact water quality and adversely affect the propagation and growth of aquatic life, recreation, and other designated uses.
Threatened and Endangered Species	Loss of species can damage or destroy ecosystems, including the human food chain.
Farmlands	Farmland conversion should be compatible 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.

Table 4-2: Potential Environmental Hazard Concerns

Hazard Type	Importance
HAZMAT Sites	Health hazards, costs, delays, liability for both state and federal projects on either existing or acquired right-of-way.
Noise/Light	Noise and light pollution can irritate, interrupt, and disrupt, as well as generally diminish the quality of life.
Floodplains	Encroaching on or changing the natural floodplain of a water course can result in catastrophic flooding of developed areas.

If it is not feasible to relocate a project further away from these concerns, additional review or documentation may be required as the project advances through the project development and National Environmental Policy Act (NEPA) process. Additional information about the federal environmental review requirements is available through FHWA's Environmental Review Toolkit.

Air Quality

The Environmental Protection Agency (EPA) uses National Ambient Air Quality Standards (NAAQS), authorized by the Clean Air Act of 1970 to regulate and monitor pollutants that are deemed harmful for public health and environment. Through NAAQS, the EPA set standards for six principal "criteria" pollutants, listed in **Table 4.3**. These standards are used as benchmarks to determine whether a region meets federal air quality requirements.

If the pollution levels of an MPO are equal to or below the set standards, the area is considered to be in attainment. Nonattainment means that some portion of the MPO region exceeds at least one standard. MPOs with nonattainment areas are required under the Clean Air Act Amendments of 1990 to complete a process known as transportation conformity. This process helps ensure that transportation plans, programs, and projects that are funded or approved by the FHWA are consistent with the State Implementation Plan (SIP).

Each Parish within the study area has been listed as a maintenance area since March 2017 due to past air quality attainment challenges. The most recent non-conformance designation occurred in 2016 for 8-Hour Ozone under 2008 EPA standards.

Table 4-3: National Ambient Air Quality Standards (NAAQS)

Pollutant		Primary/ Secondary	Averaging Time	Level	Form
Carbon Monoxide (CO)		Primary	8 Hours	9 ppm	Not to be exceeded more than once per year
			1 Hour	35 ppm	
Lead (Pb)		Both	Rolling 3 Month Average	0.15 µg/m^3	Maximum arithmetic mean of 3 consecutive monthly means in a 3-year period
Nitrogen Dioxide (NO2)		Primary	1 Hour	100 ppb	Annual 98th percentile of 1-hour daily maximum concentrations, averaged over 3 years
		Both	1 Year	53 ppb	Annual Mean
Ozone (O3)		Both	8 Hours	0.070 ppm	Annual fourth-highest daily maximum 8-hour concentration, averaged over 3 years
Particle Pollution (PM)	$PM_{2.5}$	Primary	1 Year	9.0 µg/m^3	annual mean, averaged over 3 years
		Secondary	1 Year	15.0 µg/m^3	annual mean, averaged over 3 years
		Both	24 Hours	35 µg/m^3	98th percentile, averaged over 3 years
	$PM_{10.0}$	Both	24 Hours	150 µg/m^3	Not to be exceeded more than once per year on average over 3 years
Sulfur Dioxide (SO2)		Primary	1 Hour	75 ppb	Annual 99th percentile of 1-hour daily maximum concentrations, averaged over 3 years
		Secondary	1 Year	10 ppb	annual mean, averaged over 3 years

4.4 Environmental Regulations

Federal Planning Requirements

Federal regulations (23 C.F.R. §450) require that LRTP include a discussion of potential environmental mitigation activities and potential areas where those activities may be carried out. This discussion may have a broad focus and does not have to be project-specific. It should be developed in consultation with Federal, State, and Tribal land management, and wildlife and regulatory agencies. It may be informed by State conservation plans or maps and inventories of natural or historic resources. These resources can help identify areas which may have the greatest potential to avoid, minimize or mitigate the potential environmental effects of future transportation projects and strategies.

Defining Mitigation

The National Environmental Policy Act (NEPA) of 1969 established the fundamental framework for integrating environmental considerations into federal decision-making. According to Section 1508.1(s) of NEPA's implementing regulations, mitigation is defined as:

"...measures that avoid, minimize, or compensate for effects caused by a proposed action or alternatives as described in an environmental document or record of decision and that have a nexus to those effects."

For long-range planning purposes, this definition helps frame the types of mitigation that may be considered as projects advance through later stages of development. The regulations further describe mitigation as including:

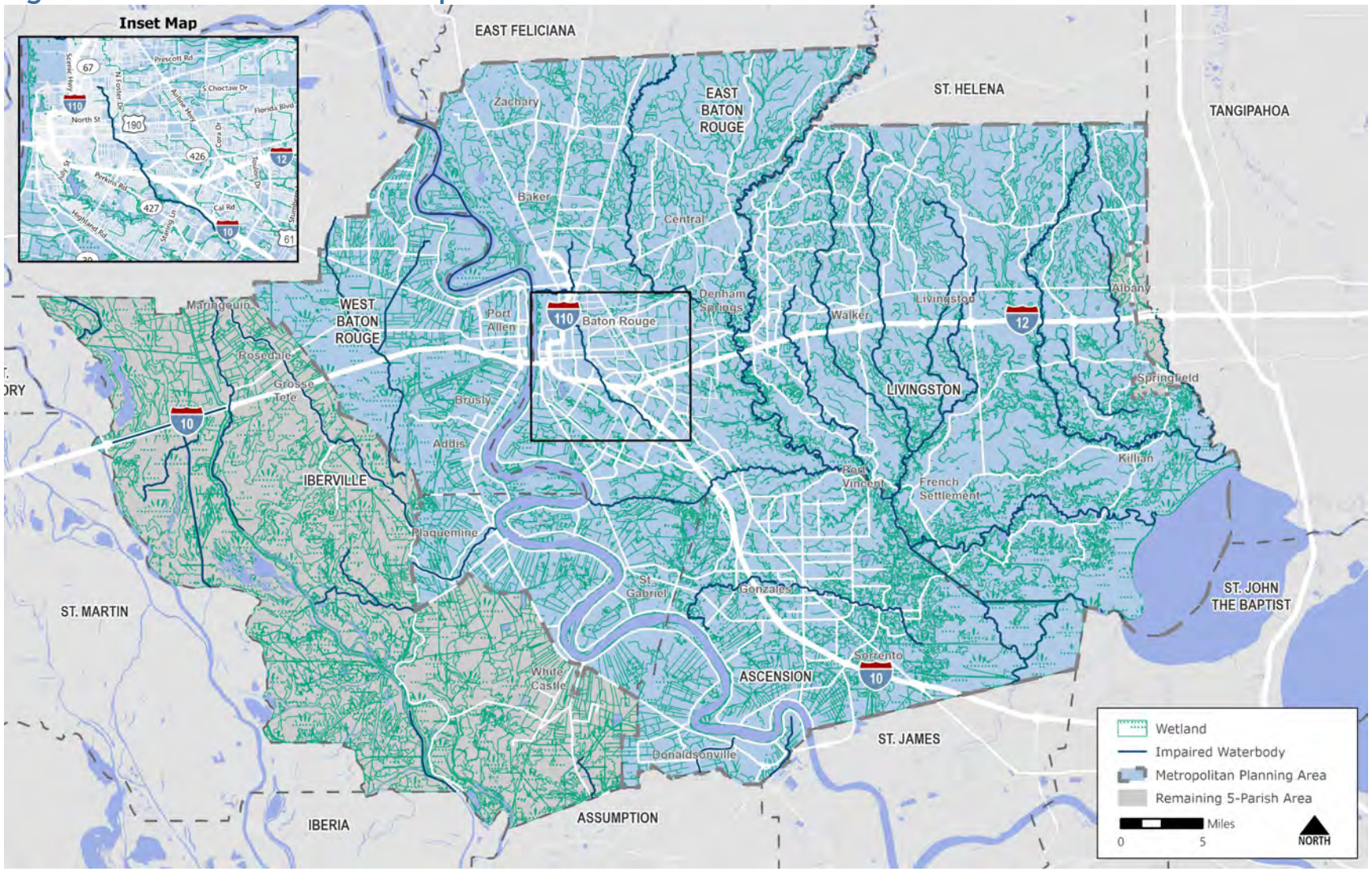
- Avoiding the impact altogether by not taking a certain action or parts of an action.
- Minimizing impacts by limiting the degree or magnitude of the action and its implementation.
- Rectifying the impact by repairing, rehabilitating, or restoring the affected environment.
- Reducing or eliminating 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.

4.5 The Natural Environment

Wetlands, Waterways, and Flooding

Transportation projects in this plan have been screened for proximity to water-related resources. While project planning should be sensitive to all bodies of water, particular attention is given to projects in proximity to wetlands, impaired waters, and navigable waterways. To address and mitigate potential impacts, the areas identified as a wetland or impaired water body, shown in **Figure 4-3**, were compared against test projects, discussed in **Chapter 6** and listed in **Chapter 7**.

Figure 4-3: CRPC Wetlands and Impaired Waters



Source: US Fish and Widlife Service, ESRI, EPA, NSI

Wetlands

According to the EPA, wetlands are areas where water covers the soil for at least some portion of the year. They have unique soil and plant characteristics unique to these areas which may support both terrestrial and aquatic species. Wetlands are also protected by the Clean Water Act due to their transitional relationship with the natural environment and the many benefits they provide, including:

- Groundwater recharge
- Flood Protection
- Streamflow maintenance
- Shoreline stabilization
- Fish and wildlife habitat
- Water purification

Impaired Waters

Impaired waters are bodies of water which are already too polluted or degraded to meet state water quality standards. Under the Clean Water Act, these waterbodies may be assigned a Total Maximum Daily Load (TMDL) which specifies the maximum amount of a pollutant that can enter the water body from direct and indirect sources. This designation may affect future potential project development near these waters, particularly where construction or runoff could contribute additional pollutants.

The impaired water list is updated regularly to both add new and remove successfully treated impaired waters. For this planning-level review, impaired waters in the MPO area were mapped to help flag areas where additional review may be needed during future project development. The waterbodies listed on the following page have some portions designated as impaired within the MPO Planning Area.

Ascension Parish

- Blind River
- Bayou Lafourche
- Bayou Verret
- Bayou Chevreuil
- Bayou Citamon
- New River

East Baton Rouge Parish

- Ward Creek
- Comite River
- Bayou Manchac
- Monte Sano Bayou
- Mississippi River
- Amite River

Iberville Parish

- Cedar Creek
- Bayou Grosse Tete

- Big Alabama
- Bristow Bayou
- I-10 Canal
- Work Canal
- Intracoastal Waterway (ICWW)
- Bayou Plaquemine
- Uppen Grand and Lower Flat River
- Bayou Maringouin
- Grand Bayou

Livingston Parish

- Blood River
- Tickfaw River
- Colyell Bay
- Amite River
- West Colyell Creek
- Middle Colyell Creek
- Colyell Creek

West Baton Rouge Parish

- Bayou Choctaw
- Bayou Poydras
- Chamberlin Canal
- Mississippi River
- Natalbany River
- Grays Creek
- Petite Amite River
- Lizard Creek
- Amite River Diversion Canal

Navigable Waterways

Fourteen navigable waterways links, shown in **Table 4-4,** are identified within the study area. These waterways are defined in the Code of Federal Regulations as:

> *"Navigable waters of the United States are those waters that are subject to the ebb and flow of the tide and/or are presently used, or have been used in the past, or may be susceptible for use to transport interstate or foreign commerce.*
>
> *A determination of navigability, once made, applies laterally over the entire surface of the waterbody, and is not extinguished by later actions or events which impede or destroy navigable capacity."*

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

Table 4-4: Navigable Waterways in the study area

	Link Name	River
1	Amite River And Bayou Manchac	Amite River
2	Gulf Intracoastal Waterway, Morgan City - Port Allen Route	Intracoastal Waterway Alternate Route
3	Baton Rouge Harbor	Baton Rouge Harbor Devil's Swamp
4	Mississippi River, Baton Rouge to New Orleans	Mississippi River
6	Lake Maurepas	Lake Maurepas
7	Bayou Grosse Tete	Bayou Grosse Tete
8	Pass Manchac	Pass Manchac
9	Upper Atchafalaya River	Atchafalaya River
10	Tickfam, Natalbany, Ponchatoula River	Natalbany River
11	Big And Little Pigeon Bayous	Little Bayou Pigeon
13	Mississippi River, Mouth of Ohio River to Baton Rouge	Mississippi River
14	Bayou Lafourche / Lafourche-Jump Waterway	Bayou Lafourche

Wildlife

The Endangered Species Act of 1973 provides protection for endangered and threatened species and the ecosystems required for their survival. Federal agencies and projects using federal funding are required to consider potential effects on designated species. Additionally, according to Section 4(f) of the Department of Transportation (DOT) Act of 1966, this also provides protection to wildlife or waterfowl refuges when USDOT funds are used for a project.

Within the project study area, there are several threatened and endangered animals and birds. **Table 4-5** provides a list of them, as sourced from National Oceanic and Atmospheric Administration.

Table 4-5: Threatened and Endangered Species

Status	Species	Location (Parish)
Threatened	Raptors	All Parishes
Threatened	Fish	Livingston
Threatened	Gulf Sturgeon	Livingston
Endangered	Passerine-like bird	Livingston

Source: NOAA
Note: 2014 was the most recent data available

Species may be considered endangered or threatened when any of these five 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; and/or
- Other natural or human-induced factors affect continued existence.

The EPA also provides additional information on specific threatened and endangered species per EPA region. The State of Louisiana is included within EPA Region 6, along with Arkansas, Oklahoma, Texas, and New Mexico and 66 federally recognized tribes. More information on protected species can be found at:

https://ecos.fws.gov/ecp/report/species-listings-by-region-totals.

4.6 The Human Environment

Historic and Recreational Resources

Proposed projects within the study area were identified for proximity to historic sites, parks and recreational facilities. Recreational facilities include campgrounds, picnic areas and trailheads. Federal regulations (49 U.S.C. §303 and 23 U.S.C. §138) afford protection to publicly owned parks and recreation areas and historic sites listed or eligible for listing on the National Register of Historic Places (NRHP) when USDOT funds are used for a project.

Districts, sites, buildings, structures, and/or objects that are listed in the NRHP include those that:

- Are associated with events that have made a significant contribution to the broad patterns of our history; or
- Are associated with the lives of significant persons in our past; or
- Embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- Have yielded or may be likely to yield, information important in history or prehistory.

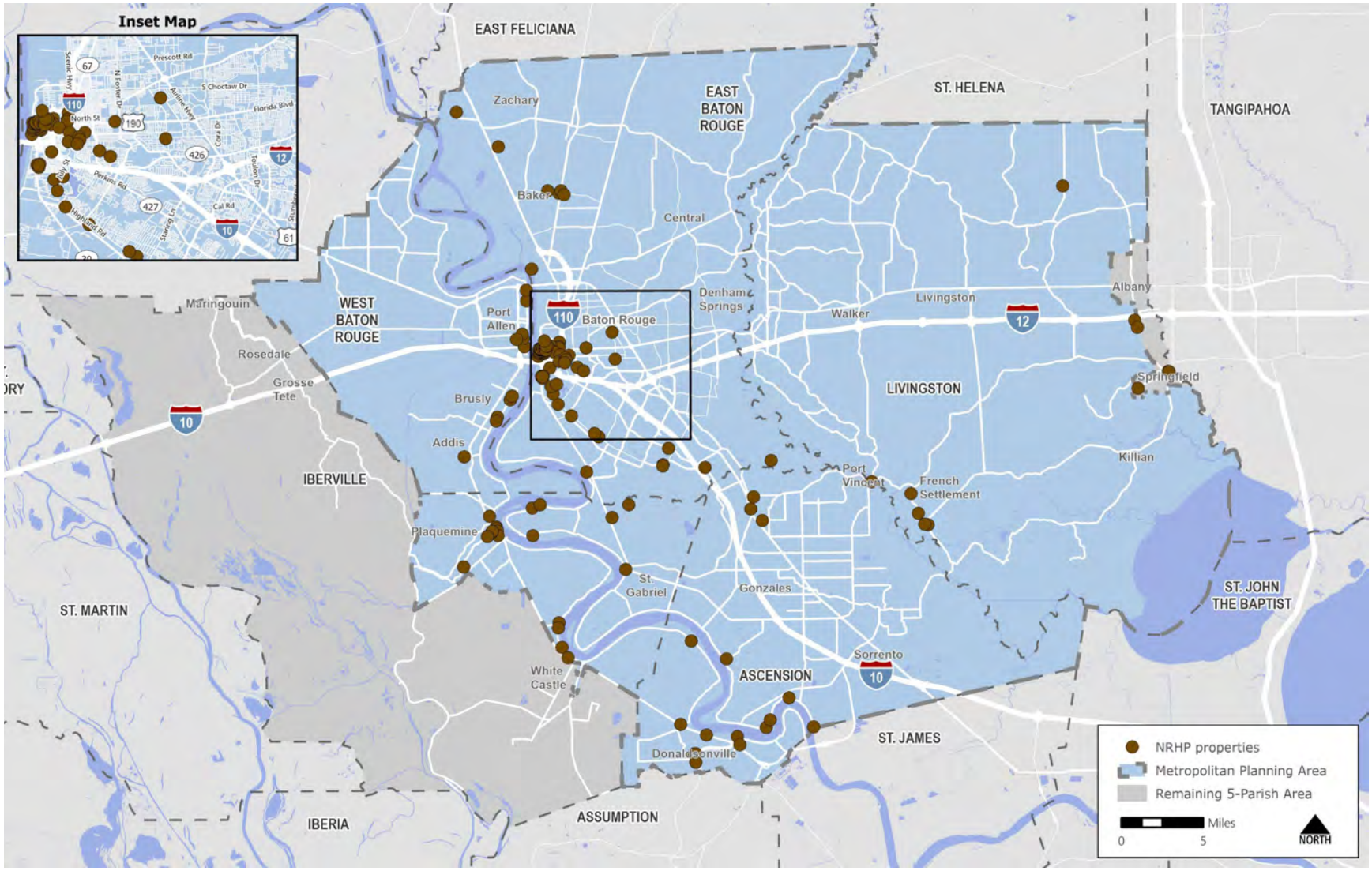
Figure 4-4 displays the NRHP properties within the MPO planning area. To protect historic features deemed 'restricted' or 'sensitive', such as sensitive archaeological sites, these features are not listed.

Historic and Recreation Mitigation

As projects advance through the project development process, coordination with the State Historic Preservation Office (SHPO) may be necessary to identify and address potential effects to a property on or eligible for the NRHP.

To the extent possible, projects should avoid adverse impacts to NRHP-listed or eligible properties and publicly owned recreation areas. If impacts cannot be avoided, mitigation will include data recovery as appropriate to document the essential qualities of the resource.

Figure 4-4: CRPC Historic Properties



Source: National Register of Historic Places, NSI

Potentially Hazardous Materials

Site contamination can result from accidents, spills, leaks, and improper disposal and handling of hazardous materials and waste. To address the impacts of past site contamination, the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA), also known as Superfund, was enacted in 1980. The main purpose of CERCLA is to:

- Establish prohibitions and requirements concerning closed and abandoned hazardous waste sites,
- Provide liability for persons responsible for any release of hazardous waste at these sites, and
- Establish a trust fund for cleanup when no responsible party could be identified.

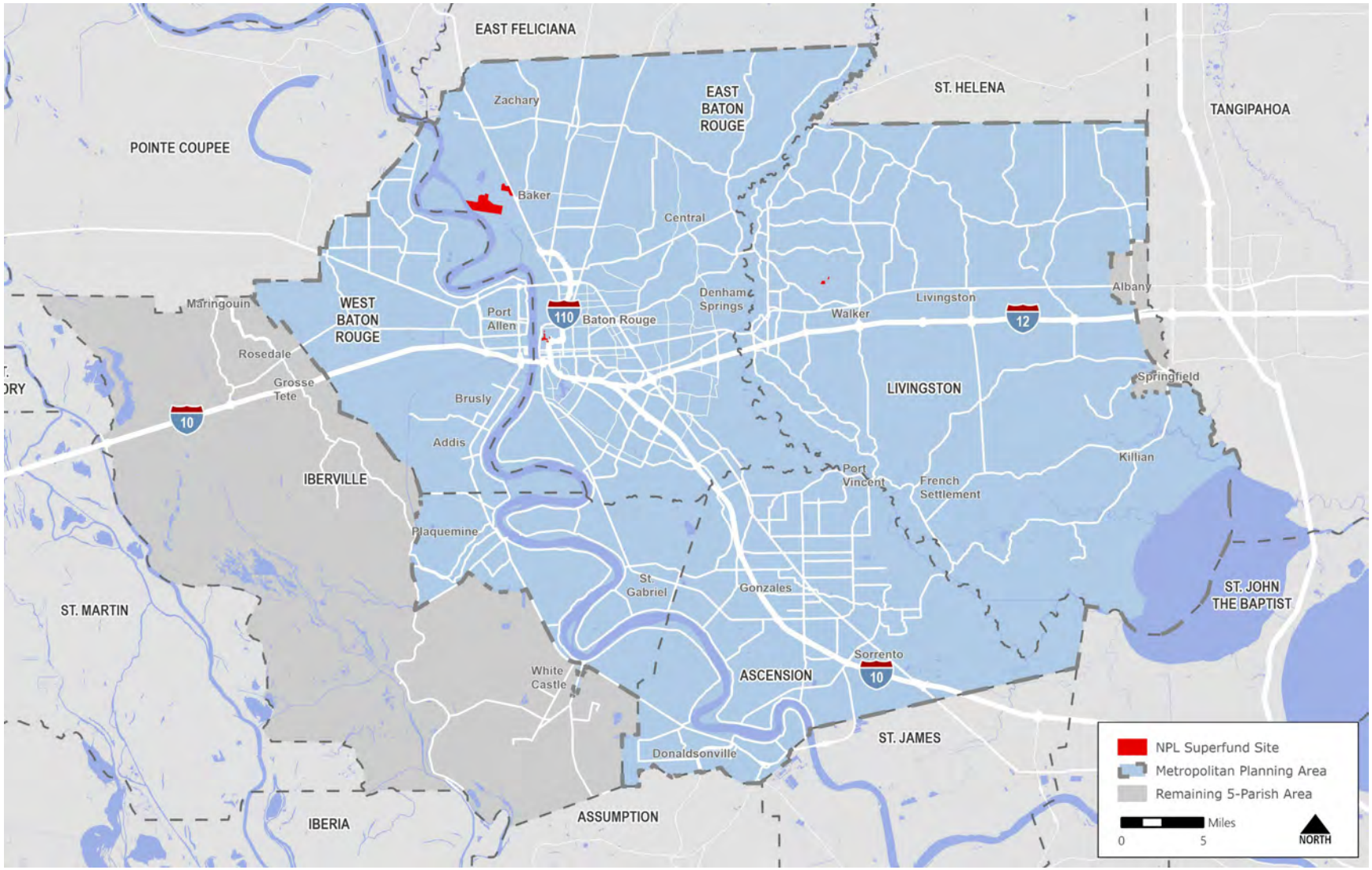
CERCLA also enabled the revision of the National Contingency Plan which established the National Priorities List (NPL). The NPL is the list of national priorities among the known releases or threatened releases of hazardous substances, pollutants, or contaminants throughout the United States and its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

Within the MPO region, there are four superfund sites listed on the NPL. These are listed in **Table 4-6** and illustrated in **Figure 4-5**.

Table 4-6: Superfund Sites listed on the NPL within the MPO region.

Superfund Site	Parish	Description	Progress
Combustion, Inc.	Livingston	Approximately 9 acres near Denham Springs; the site operated as a waste-oil recycling/ reclamation facility, contaminating soil and groundwater.	Investigation and cleanup addressed waste, tanks, wastewater, and contaminated materials.
Petro-Processors of Louisiana, Inc.	East Baton Rouge	The 77-acre site sub-areas were used as depositories for petrochemical waste in 1960s. Contaminating soil, ground water and air, it joined the NPL in 1984.	Disposal areas were capped and Bayou Baton Rouge rerouted; remedy construction finished in 2003.
Capitol Lakes	East Baton Rouge	The lakes were created by damming Grassie Bayou. No natural drainage system led to stagnation. Contamination was identified in 1972; LDEQ investigated PCB-contaminated oil in 1983, leading to a fish advisory.	PCBs and metals remain concerns. No cleanup activities to date involving contaminated sediments.
Exide Baton Rouge	East Baton Rouge	10 miles from Baton Rouge, the former battery-recycling facility operated from 1969–2009 as a secondary lead smelter and refinery. It joined the NPL in March 2024 due to contamination concerns.	EPA is conducting remedial investigation and operating a wastewater treatment plant.

Figure 4-5: CRPC NPL Superfund Sites



Source: EPA NPL, NSI

Other Community Impacts

In addition to the environmental concerns noted above, other community impacts were also identified. These included community resources such as airports, parks, libraries, grocery stores, post offices, public safety resources (police, fire emergency services), and recreation spaces (campgrounds, picnic areas, and trail heads). These resources may be affected by transportation-related impacts such as through changes in air quality, noise, or other project effects. **Figure 4-6** illustrates these community resources within the CRPC study area.

Residential areas were reviewed, with attention to communities that may be more sensitive to transportation-related impacts. The goal is to flag potential concerns early so future transportation improvements can be planned with a better understanding of how they may affect people's lives, especially in places where residents have fewer resources or transportation options. Identifying these concerns early can help inform later project decisions and mitigation strategies.

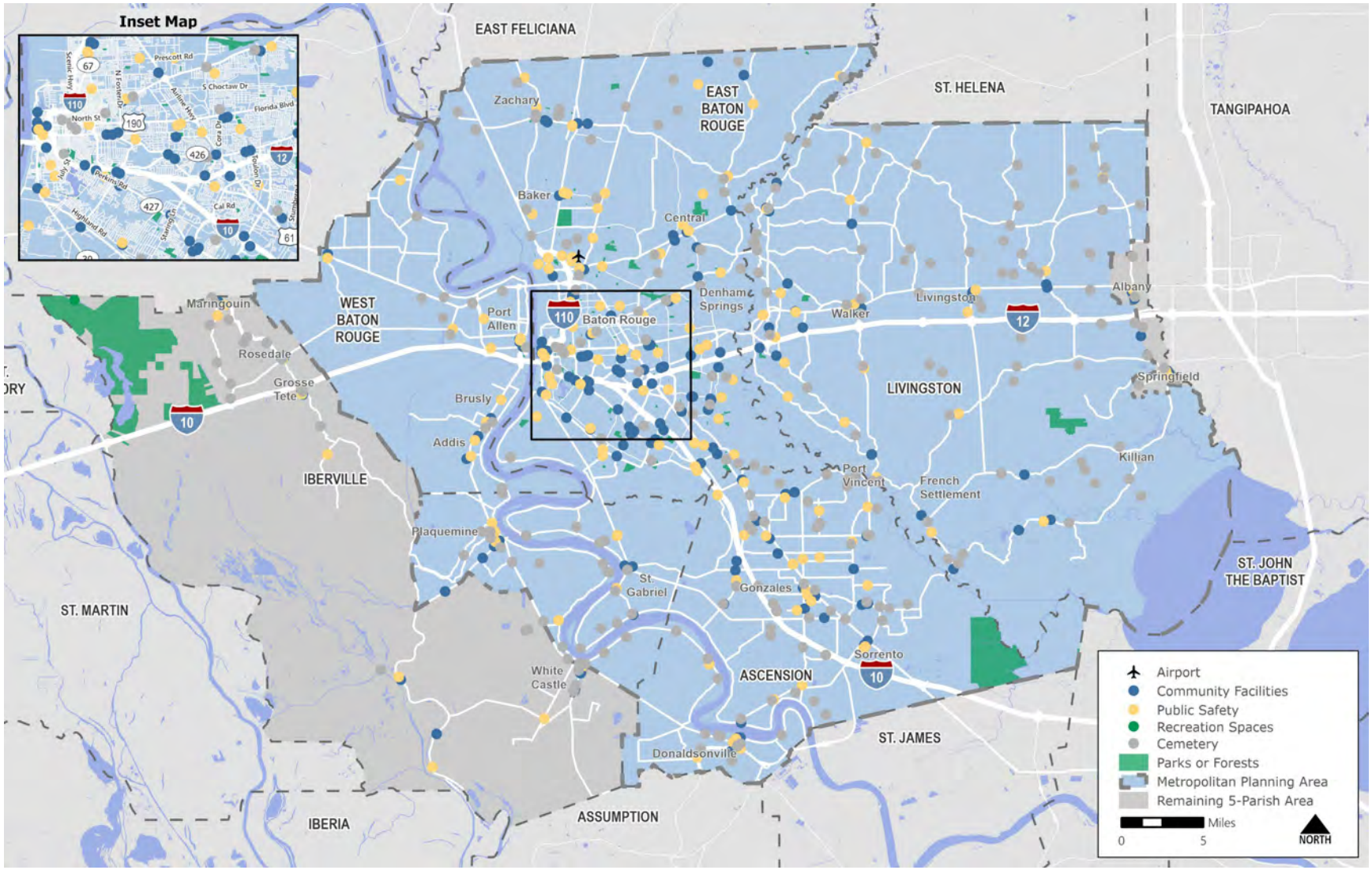
Mitigation

Impacts associated with specific projects will be assessed in conformance with local, state, and federal regulations, including NEPA guidance and project delivery processes. Certain impacts, such as increased traffic-related noise, can potentially be mitigated after project implementation. Additionally, projects should be developed, as practical, using Context Sensitive Solutions.[2]

Individual project factsheets are located in **Appendix B** and include information on whether any project has been identified as being likely to have an adverse impact on the environmental concerns discussed in this chapter.

[2] *Context sensitivity*. Context Sensitivity | FHWA. (n.d.). https://highways.dot.gov/federal-lands/about/context-sensitivity

Figure 4-6: CRPC Community Resources



Source: USGS, ESRI, NSI



5.0 Funding Availability

Transportation investments are necessary to maintain existing infrastructure, modernize and/or upgrade existing assets, and provide additional roadway capacity. Because available funding is limited, MOVE2050 must identify a financially realistic set of improvements that can be advanced. To best match transportation funding to future multimodal transportation projects, historic MPO funding data was used to determine the anticipated future funding available. This chapter provides an overview of the funding sources, their requirements, and how much funding is anticipated per each program stage. This chapter directly informs the staged improvement program, detailed in **Chapter 7**.

5.1 Funding Sources and Requirements

The availability and use of transportation funding depend on the type of project, the funding source, and the requirements for each program. Understanding these requirements is important because different funding sources may be limited to specific project types, modes, phases, or eligible activities. This section discusses the federal, state, and local funding sources, the roadway projects they can be used for, and any additional requirements they have. Federal Funding

Federal funding for transportation is authorized through the Infrastructure Investment and Jobs Act (IIJA). This Act includes several major formula and discretionary programs that are aimed to improve transportation planning, technology, and infrastructure throughout the United States. Available federal discretionary funding programs are provided in **Table 5-1**.

Formula programs provide funding directly to MPOs based on statistics, often population, while **discretionary programs** are distributed via a competitive application process.

Table 5-1: Federal Discretionary Funding Sources

Source	Purpose	Eligible Activities	Federal Share
Congestion Relief Program	To advance innovative, integrated, and multimodal solutions to congestion relief in the most congested metropolitan areas of the United States.	Projects that reduce congestion in urban areas such integrated congestion management systems, mobility services, and incentive programs.	80%
Bridge Investment Program	To improve bridge condition and the safety, efficiency, and reliability of the movement of people and freight over bridges.	Projects to replace, rehabilitate, or preserve bridges and culverts on the National Bridge Inventory.	Varies 50–90%
Accelerated Implementation and Deployment of Advanced Digital Construction Management Systems	To accelerate the adoption of advanced technology that may be applied throughout the construction lifecycle that maximizes interoperability with other systems, products, tools, or applications; boosts productivity; manages complexity; reduces project delays and cost overruns; and enhances safety and quality.	Projects that promote, implement, deploy, demonstrate, showcase, support, and document the application of advanced digital construction management systems, practices, performance, and benefits.	80%
Rural Surface Transportation Grant Program	To improve and expand the surface transportation infrastructure in rural areas, defined as areas that are outside of urbanized areas with a population of over 200,000.	Most transportation projects that increase connectivity and improve the reliability of the movement of people and freight.	Varies
Safe Streets and Roads for All	Funds regional, local, and Tribal initiatives through grants to prevent roadway fatalities and serious injuries. The program supports the goal of zero roadway deaths using Safe System Approach.	Comprehensive safety action plans, Supplemental safety planning and safety demonstration activities, implementation of projects or strategies that are consistent with an existing action plan.	Varies
Community Infrastructure Fund	Supports critical and human infrastructure across the Delta region, which includes counties and parishes in Alabama, Arkansas, Illinois, Kentucky, Louisiana, Missouri, Mississippi, and Tennessee.	Basic public infrastructure projects in distressed counties and isolated areas such as water system improvement, electrical infrastructure, and transportation infrastructure for economic development purposes.	Not specified

State and Local Funding

State and local funding sources may also be used for funding transportation improvements. **Figure 5-1** lists and provides a short overview of the most common sources of funding for transportation projects on the state and local levels.

Table 5-2 lists the anticipated funding for transportation improvements from all sources . This data was used to identify which priority projects could be funded per stage while adhering to fiscal requirements.

Figure 5-1: Common State and Local Funding Sources

State Funding

- Funding for roadway improvements is collected from motor fuel and vehicle taxes and fees.



Property, Sales, and Income Taxes

- These taxes may be levied by state or local government agencies and are the most common and largest sources of local government tax revenue.



User Fees

- User fees are collected from individuals who utilize a service or a facility and are often used to pay for the cost of facility construction and maintenance.
- Toll lanes are a common example of user fee collection.



Special Assessments

- Funding is generated as public improvements are paid by those who directly benefit from the improvement.
- This can include agreed upon installments or a lump sum payment.



Impact Fees

- Impact fees require developers to pay for a portion of improvements to help address needs that are created by or will increase due to the development.



Bond Issues

- These are effectively a loan provided to the local government by its citizens upon approval by the voting public for the purpose of implementing improvements.



Table 5-2: Anticipated Funding by Program Stage

	Stage 1 (2025 – 2030)	Stage 2 (2031 – 2040)	Stage 3 (2041 – 2050)	Total Staged Program
Capacity	$312,815,534	$666,723,565	$736,477,601	$1,716,016,701
Safety	$34,009,422	$61,462,558	$67,892,902	$163,364,882
Bridge	$147,822,958	$147,735,408	$163,191,800	$458,750,166
Non-Motorized/TA	$4,247,041	$5,643,104	$4,843,216	$14,733,361
State	$500,738,621	$596,534,167	$658,944,840	$1,756,217,627
Local	$436,325,100	$474,643,306	$524,301,497	$1,435,269,903
One-Time	$50,064,338	$8,933,279	$9,867,897	$68,865,514
Subtotal for Capital Improvements	**$1,486,023,012**	**$1,961,675,387**	**$2,165,519,754**	**$5,613,218,153**
Operations & Maintenance	$389,937,668	$786,075,872	$868,316,801	$2,044,330,341
Transit	$79,474,000	$219,485,966	$242,449,054	$541,409,020
Total MTP	**$1,978,237,721**	**$2,967,237,225**	**$3,276,285,609**	**$8,221,760,554**



6.0 Prioritization Scoring Methodology

Understanding the varying transportation priorities and needs within the MPO planning area, comparing the different projects to determine their relative priority is a difficult task. To accomplish this, a matrix was developed allowing projects to be scored based on how well they met or addressed each priority metric. This chapter provides an overview of the project scoring metrics, methodology, and the resulting list of projects by priority score.

6.1 Project Scoring

The project scoring matrix took into account ten different priority criteria to help compare identified projects using an overall priority score.

Table 6-1 provides these criteria, the measurement, and the score available for each metric. The scores for each project are located in **Appendix B**.

Table 6-1: Project Priority Scoring Matrix

Criterion	Measure	Scoring Scale			
		0	5	10	15
Congestion Reduction	Reduction in Vehicle Hours of Delay when compared to 2050 Existing + Committed network baseline conditions.	No change in VHD OR increases VHD		Points awarded based upon VHD reduction. Larger reductions in VHD award more points. Projects that address existing or forecasted congested segments automatically receive maximum points.	
Pavement and System Preservation	Roadway pavement condition, bridge conditions, presence of ITS (consistent with MPO's ITS Architecture), and Travel Time Index.	Pavement, Bridge not monitored on NHS	Pavement/Bridge in "Good" condition OR 1.0 > TTI < 1.25	Pavement/Bridge in "Fair" condition OR 1.25 > TTI < 1.50	Pavement/Bridge in "Poor" condition OR TTI > 1.50
Benefit Cost Ratio	Benefit/Cost Ratio: annual dollars saved from delay reduction divided by project cost.	B/C <= 0.00	B/C <= 0.10		

Criterion	Measure	Scoring Scale			
		0	5	10	15
Safety Benefits	Annual crash frequency, per mile, by severity or non-motorized presence. New roadway projects scored by parallel routes it will affect.	Neither combined fatal/serious-injury frequencies nor non-motorized frequency meets a qualifying threshold.	Moderate Safety Need: Fatal and serious-injury frequencies are each 0.01–0.74, or non-motorized frequency is 0.01–0.14.	High Safety Need: Fatal and serious-injury frequencies are each 0.75–1.49, or non-motorized frequency is 0.15–0.49.	Highest Safety Need: Fatal and serious-injury annual frequencies are each ≥1.50, or non-motorized frequency is ≥0.50.
Security Benefits	Project located along a corridor identified as part of the federal Strategic Highway Network (STRAHNET) or along an Interstate highway	Not on STRAHNET	On STRAHNET or Interstate		
Bicycle and Pedestrian Benefits	Presence and extent of pedestrian or bikeway facilities, inclusion in an active transportation plan (ATP), and location on a Top 10 bicycle/pedestrian crash corridor or intersection.	Project contains no pedestrian or bikeway facilities.	Project contains pedestrian or bikeway facilities or is listed in an ATP	Project contains a roadway or intersection listed as one of the Top 10 bike/ped crash locations.	
Supports Transit	Qualitative assessment of current transit system or future plans.	Not on current or future transit route.	In area with a density of jobs or population that would support fixed route transit	In area that would support fixed route transit with moderate to high transit needs	
Freight and Economic Vitality Benefits	Reduction in Truck Hours of Delay from 2050 baseline conditions, part of state freight network, or support areas with large employment development.	Points awarded based upon truck VHD reduction. Larger reductions in VHD award more points. Projects that are part of a state freight network or support large employment developments (>1,000 jobs) automatically receive maximum points.			

Criterion	Measure	Scoring Scale			
		0	5	10	15
Supports Existing Plans	In locally-adopted plan, previous RTP, or existing study/plan.	Not in previous plan or study	In previous MTP OR existing study/plan		
Protect the Natural and Human Environment	Qualitative assessment based on GIS analysis of environmental assets and Census data.	0 points – Most Impacts	5 points – Moderate impacts	10 points –No Impacts	


EXIT 155B
NORTH 10
Downtown
Metro Airport
1 MILE
EXIT ONLY
EAST
12 10
New Orleans
Hammond
EXIT 155 A
TO I-10
30
Nicholson Dr
Highland Rd
½ MILE

7.0 Staged Improvement Program

As the MTP is required to be fiscally constrained, the cost of projects by program stage cannot exceed the anticipated revenues. This chapter provides an overview of the recommendations by program stage, visionary projects, and additional strategies to help support the transportation goals of the MPO.

7.1 Capital and Maintenance Projects

Fiscally Constrained

The first projects planned for implementation are identified in the Existing and Committed Transportation Network. Projects not in this network were identified by member agencies and the general public for prioritized construction using the remaining funds forecasted to be available. All fiscally-constrained, prioritized projects are listed in **Table 7-1** and shown in **Figure 7-1.** The plan's financial summary, which details how the total cost of these projects fit within the anticipated funding, is displayed in **Table 7-2.**

Visionary Projects

Visionary projects, shown in **Table 7-3** are unfunded or unprogrammed in the fiscally constrained list of projects. Although no funding was identified for visionary projects, these are included as identified projects in case additional funding does become available.

Fiscal constraint requires the total costs of programmed projects to not exceed the anticipated amount of available funds.

Table 7-1: Staged Improvement Program Projects

MTP ID	Name	Limits	Length (miles)	Description	Total Cost 2025 $	Total Stage (YOE) Cost	Notes
				Stage 1			
SAFE-1	Safety - Stage 1	Various	--	Various	--	$30,552,000	
BRID-1	Bridge - Stage 1	Various	--	Various	--	$147,823,000	
NON-1	Non-Motorized/TA - Stage 1	Various	--	Various	--	$4,247,000	
OPER-1	Operations & Maintenance - Stage 1	Various	--	Various	--	$301,643,000	
1	Germany Rd*	US 61 to LA 44	2.01	Widening	$4,373,000	$4,373,000	
2	LA 73*	LA 73 Roundabout at Bluff Rd Connector	1.00	Construct a roundabout and add a southbound U-turn @ I-10 WB	$12,860,000	$12,860,000	
6	LA 30*	Brightside Dr to Gourrier ave	1.19	Widening to 4-lanes w/ median and pedestrian improvements	$18,863,000	$18,863,000	MOVEBR
9	Dijon Rd / Constantin Blvd*	LA 3064 to Bluebonnet Blvd	0.89	New alignment 2-lane roadway	$16,390,000	$16,390,000	
12	Duplessis Rd*	US 61 to LA 73	1.65	Widen from 2-lanes to 3-lanes	$7,560,000	$7,560,000	H.002320
25	Sherwood Forest Rd*	Greenwell Springs Rd to Joor Rd	1.78	Extension / New 2-lanes roadway	$31,830,000	$31,830,000	MOVEBR
27	Mickens Rd*	Hooper Rd to Lanier Rd	1.53	Center turn lane	$26,525,000	$26,525,000	MOVEBR
28	Ardenwood/Lobdell Connector*	Ardenwood Dr to Lobdell Blvd	0.58	New 2-lane roadway	$3,183,000	$3,183,000	MOVEBR
29	Jones Creek Rd*	Tiger Bend Rd to Airline Hwy	0.75	New 4-lane roadway	$20,159,000	$20,159,000	MOVEBR
31	Bluebonnet Rd*	Perkins Rd to Picardy Ave	0.67	Widen to 6 lanes	$20,159,000	$20,159,000	MOVEBR
33	Old Hammond Hwy*	Millerville Rd to O'Neal Ln	1.14	Widen to 4-lanes divided	$19,278,000	$19,278,000	MOVEBR
34	College Dr*	College Dr at Backage Rd	n/a	Roadway Enhancements	$15,600,000	$15,600,000	
35	College Dr*	LA 427 to Bennington	0.45	Roadway Enhancements	$57,000,000	$57,000,000	MOVEBR
36	College Dr*	College Dr at Bankers Ave	1.00	Roadway Enhancements	$7,000,000	$7,000,000	

MTP ID	Name	Limits	Length (miles)	Description	Total Cost 2025 $	Total Stage (YOE) Cost	Notes
38	US 190*	22nd St - Airline Hwy	n/a	Complete Streets Enhancements	$33,000,000	$33,000,000	
40	LA 447*	Pendarvis Ln to US 190	1.00	Remove Center Turn Lane	$3,457,000	$3,457,000	
44	LA 964*	Comite River Diversion Canal to Church St	2.42	3-Lane CLT	$2,850,000	$2,850,000	
48	LA 1*	LA 405 to 0.9 miles east of Church St	3.96	Widen from 2-lanes to 4-lanes	$0	$0	
2002	LA 1/LA 415 Connector*	LA 1 to LA 415	3.73	New Road and Bridge	$50,000,000	$50,000,000	
2016	LA 409 (Liberty Rd)*	LA 64 - East Feliciana Parish Line	n/a	Bridge replacement, resurfacing, and safety improvements	$1,000,000	$1,000,000	
2019	LA 42*	US 61 to LA 44; @ Joe Sevario Rd	n/a	Widening; roundabout	$174,000	$174,000	HB# 571905
2024	Cook Rd Ext*	LA 16 to LA 1026	0.95	New 4-lane roadway (divided)	$2,950,000	$2,950,000	
2026	LA 3127*	LA 943 to LA 1	7.71	New 2-lane Roadway	$7,000,000	$7,000,000	
2027	New Roadway*	Veterans Ave to Commerce Ave	0.21	New connector road	$31,000	$31,000	
2032	New Roadway*	Pete's Hwy to S Range Ave	0.49	New 4-lane roadway (divided)	$400,000	$400,000	HB# 572830
1012	Perkins Rd	Siegen Ln to Highland Rd	3.17	Widen to 4 Lanes	$38,501,000	$40,858,000	
1015	New Roadway*	LA 73 to Bluff Rd.	0.72	New 2-lane Roadway	$7,427,000	$7,427,000	
TRAN-1	Transit - Stage 1	Various	--	Various		$69,277,000	
Stage 2							
3	US 61*	Cornerview to S Purpera	1.00	Superstreet - Signalized Directional Medians	$625,000	$625,000	
4	US 61*	LA 429 to Weber City Rd	1.00	Superstreet - Signalized Directional Medians	$2,255,000	$2,255,000	
8	LA 327 SPUR*	Burbank Dr to Nicholson Dr	1.39	Extension of 4-lane divided roadway	$26,510,000	$26,510,000	MOVEBR
13	US 61*	Lowes Ave to LA 44	3.79	Superstreet - Signalized Directional Medians	$3,425,000	$3,425,000	
14	US 61*	Nell St & Churchpoint Rd	2.00	Superstreet - Signalized Directional Medians	$2,390,000	$2,390,000	

MTP ID	Name	Limits	Length (miles)	Description	Total Cost 2025 $	Total Stage (YOE) Cost	Notes
18	N Robert Wilson Rd*	LA 30 to Buzzard Roost	2.45	New 2-lane Roadway	$5,305,000	$5,305,000	H.012233
20	LA 44*	@ Loosemoore Rd	2.71	Roundabout	$6,885,000	$6,885,000	
21	I-110*	I-110 at Harding Blvd	0.73	Interchange Improvement	$5,305,000	$5,305,000	MOVEBR
22	Ben Hur Rd*	Ben Hur Rd at Nicholas Dr	2.00	Intersection Realignment	$2,550,000	$2,550,000	MOVEBR
23	LA 30*	Bluebonnet to Ben Hur Rd	4.07	Widening to 4-lanes section	$44,562,000	$44,562,000	MOVEBR
24	Flannery Rd*	Old Hammond Hwy to Florida Blvd	0.58	Convert to 2-lanes divided	$18,037,000	$18,037,000	MOVEBR
30	Tiger Bend Rd*	Jones Creek to Antioch	0.68	Widen to 4-lanes divided	$16,976,000	$16,976,000	MOVEBR
39	US 61 South*	ASC Parish Line to Bluebonnet Blvd	6.66	Widen from 4-lanes to 6-lanes	$69,100,000	$69,100,000	MOVEBR
49	I-10 CMAR Phase I (Segment 1)	I-10/I-110 split to New Dalrymple Dr WB off-ramp	1.56	Widening, new ramps, remove access			
50	I-10 CMAR Phase I (Segment 2)	New Dalrymple Dr WB off-ramp to College Dr	1.06	Widening, new ramps, remove access			
51	I-10 CMAR Phase I (Segment 3)	Tyrone Dr to Aldrich	0.23	Replace bridge on Nairn Dr - shoulder reduction for sidewalk			
52	I-10 CMAR Phase I (Segment 4)	College Dr to just east of I-10/I-12 split	0.87	Widen from 8-lanes to 10-lanes			
2001	Hooper Rd*	Blackwater Bayou to LA 3034 (Sullivan Rd)	2.16	Widening and sewer improvements	$16,058,000	$16,058,000	MOVEBR
2003	MRB South GBR*	LA 1 to LA 30	7.76	New Road and Bridge	$3,538,000	$3,538,000	
2004	I-10*	@ LA 429	0.11	New interchange	$5,000,000	$5,000,000	
2005	LA 16*	@ LA 42	n/a	Roundabout	$3,600,000	$3,600,000	
2006	LA 64*	@ LA 1019	n/a	Roundabout	$2,175,000	$2,175,000	
2007	LA 3034*	Sullivan Rd to LA 37	n/a	Overlay	$32,538,000	$32,538,000	
2008	LA 3127*	LA 70 to St James Canal Bridge	n/a	Mill, Patch, Overlay	$15,500,000	$15,500,000	
2009	LA 964*	Groom Rd to US 61	n/a	Highway lighting	$2,850,000	$2,850,000	

MTP ID	Name	Limits	Length (miles)	Description	Total Cost 2025 $	Total Stage (YOE) Cost	Notes
2010	LA 3038*	@ US 61	n/a	Turn lane improvements	$47,000	$47,000	
2012	LA 30*	St. Landry Ave to I-10 EB Ramps	n/a	Roundabouts	$8,155,000	$8,155,00	
2013	LA 447*	@ LA 1025	n/a	Roundabout	$8,035,000	$8,035,000	
2014	LA 447*	I-12 to Buddy Ellis	1.28	Roadway widening and roundabouts @ I-12	$37,892,000	$37,892,000	
2015	LA 621 Realignment; LA 73 Corridor improvements*	LA 73 to 1 mile north of I-10	n/a	LA 621 @ LA 73 relocation; LA 73 access management; roundabouts	$11,898,000	$11,898,000	
2017	Hooper Rd*	LA 37 to either LA 1019 or LA 16	2.31	New 4-lane roadway (divided)	$34,597,000	$34,597,000	
2018	LA 44*	I-10 to LA 22	2.54	Widening	$24,544,000	$24,544,000	HB#576815
2020	LA 431*	@ LA 931	n/a	Roundabout	$1,800,000	$1,800,000	HB# 571906
2021	LA 73*	@ LA 30	n/a	Roundabout	$5,000,000	$5,000,000	HB# 572830
2022	LA 44*	@ LA 933/Parker Rd	n/a	Roundabout	$2,550,000	$2,550,000	
2023	Bayou Manchac*	Corridors along Bayou Manchac	n/a	Corridor flood mitgation improvements	$2,400,000	$2,400,000	
2025	Juban Rd North Ext*	US 190 to LA 1026 (Lockhart Rd)	1.08	New 4-lane roadway (divided)	$6,005,000	$6,005,000	
2028	LA 3034 (Wax Rd)*	Sullivan Rd to LA 37	2.94	Widen to 4-lanes	$2,200,000	$2,200,000	HB# 571905
2029	New Roadway*	St. Elizabeth Blvd to St. Francis Pkwy	1.62	New 2-lane roadway	$2,742,000	$2,742,000	HB# 571906
2030	LA 426 (Old Hammond Hwy)*	Blvd de Province to Millerville Rd	1.49	Widen to 4-lanes divided	$9,700,000	$9,700,000	
2031	Home Depot Rd *	LA 3002 to LA 3003	0.31	Widen from 2-lanes to 3-lanes (CTL)	$3,170,000	$3,170,000	
2033	New ETP Roadway*	LA 405 to Riverplex MegaPark	3.65	New 2-lane roadway	$45,562,000	$45,562,000	
4005	LA 427 (Perkins Rd)	Highland Rd to Airline Hwy	3.40	Widen to 4 Lanes	$41,280,000	$50,823,000	
3013	Gardere Ln	Burbank Dr to Nicholson Dr	1.43	Center Turn Lane / Ped Impvts	$10,425,000	$12,835,000	

MTP ID	Name	Limits	Length (miles)	Description	Total Cost 2025 $	Total Stage (YOE) Cost	Notes
3010	Bluebonnet Blvd	Highland Rd to Perkins Rd and Picardy Ave to Airline Hwy	3.32	Widen to 6 Lanes	$44,834,000	$55,198,000	
3007	LA 30 (E Hwy 30)	LA 3251 to LA 44	2.20	Widen to 4 Lanes	$28,067,000	$34,555,000	
3004	Florida Ave	Juban Rd to Walker South Rd	3.35	Widen to 4 Lanes	$40,757,000	$50,180,000	
3017	Magnolia Beach Rd	LA 1019 to LA 16	1.12	Widen to 4 Lanes	$13,626,000	$16,776,000	
3003	Florida Ave	Pete's Hwy to Juban Rd	1.19	Widen to 4 Lanes	$18,954,000	$23,336,000	
3006	LA 73 (Jefferson Hwy)	LA 30 to LA 74	2.78	Widen to 4 Lanes	$20,267,000	$24,951,000	
1005	4-H Club Rd	Vincent Rd to Hillon Hood Rd	3.90	Widen to 4 Lanes	$47,386,000	$58,341,000	
3014	LA 44	LA 942 to LA 22	0.83	Widen to 4 Lanes	$10,047,000	$12,369,000	
3011	Florida Blvd	Airline Hwy to Monterey Blvd	0.72	Widen to 6 Lanes	$8,748,000	$10,770,000	
3018	Ford St Ext	Plank Rd to Howell Blvd	0.52	New 2 Lane Divided Roadway	$5,285,000	$6,507,000	
1014	Wax Rd Ext	Hooper Rd to Wax Rd Existing Terminus	1.25	New 2 Lane Roadway	$12,792,000	$15,750,000	
SAFE-2	Safety - Stage 2	Various	--	Various	--	$61,463,000	
BRID-2	Bridge - Stage 2	Various	--	Various	--	$147,735,000	
NON--2	Non-Motorized/TA - Stage 2	Various	--	Various	--	$5,643,000	
OPER-2	Operations & Maintenance - Stage 2	Various	--	Various	--	$786,076000	
3001	Sherwood Forest Blvd	Airline Hwy to Old Hammond Hwy	2.78	Widen to 6 Lanes	$33,726,000	$41,523,000	
3015	I-10	LA 73 to LA 22	9.08	Widen to 6 lanes	$36,450,000	$44,877,000	
1001	Perkins Rd	Acadian Hwy to Staring Ln	3.17	Widen to 6 Lanes	$38,511,000	$47,414,000	
3008	Airline Hwy	EBR Parish Line to Perkins Rd	0.80	Widen to 6 Lanes	$9,702,000	$11,945,000	
1006	LA 1	I-10 to LA 989-1	4.48	Widen to 6 Lanes	$54,393,000	$66,968,000	

MTP ID	Name	Limits	Length (miles)	Description	Total Cost 2025 $	Total Stage (YOE) Cost	Notes
5065	Coursey Blvd / George Oneal Rd	Airline Hwy to O'Neal Ln	3.93	Widen to 6 Lanes	$53,217,000	$65,520,000	
3002	Florida Blvd/Florida Ave	O'Neal Ln to Pete's Hwy	4.64	Widen to 6 Lanes	$58,563,000	$72,102,00	
5025	Siegen Ln	Highland Rd to I-10	1.98	Widen to 6 Lanes	$28,917,000	$35,602,000	
5070	Cedarcest Ave	Old Hammond Hwy to Airline Hwy	1.48	Widen to 4 Lanes	$18,032,000	$22,200,000	
5067	Sherwood Forest Blvd	Old Hammond Hwy to Florida Blvd	1.30	Widen to 4 Lanes	$15,821,000	$19,479,000	
5066	Florida Blvd	Monterey Blvd to Sherwood Forest Blvd	1.60	Widen to 6 Lanes	$19,396,000	$23,880,000	
1013	Old Hammond Hwy	O'Neal Rd to Florida Blvd	0.86	Widen to 4 Lanes Divided	$10,501,000	$12,929,000	MOVEBR
TRAN-2	Transit - Stage 2	Various	--	Various		$219,486,000	
5069	Drusilla Ln	Old Hammond Hwy to Jefferson Hwy	1.04	Widen to 4 Lanes	$12,578,000	5069	Drusilla Ln
				Stage 3			
3012	College Dr	Corporate Blvd to Jefferson Hwy	1.17	Widen to 6 Lanes	$14,274,000	$21,422,00	
1003	River Rd	Brightside Dr to South Blvd	3.32	Widen to 4 Lanes	$40,307,000	$60,492,000	
1002	Highland Rd	Lee Dr to Chimes St	2.03	Widen to 4 Lanes	$24,683,000	$37,045,000	
4004	LA 429 Connector	LA 30/LA73 to US61	5.42	New 4 Lane Roadways, New Interchange, Widen to 4 Lane	$146,832,000	$220,366,000	
4002	LA 73	I-10 to LA 74	0.97	Widen to 4 Lanes	$12,514,000	$18,782,000	
SAFE-3	Safety - Stage 3	Various	--	Various	--	$67,893,000	
BRID-3	Bridge - Stage 3	Various	--	Various	--	$163,192,000	
NON--3	Non-Motorized/TA - Stage 3	Various	--	Various	--	$4,843,000	
OPER-3	Operations & Maintenance - Stage 3	Various	--	Various	--	$868,317,000	
5028	Antioch Rd/Tiger Bend Rd	Airline Hwy to Babin Rd	3.02	Widen to 4 Lanes	$44,469,000	$66,739,000	MOVEBR

MTP ID	Name	Limits	Length (miles)	Description	Total Cost 2025 $	Total Stage (YOE) Cost	Notes
5064	Florida Blvd	Sherwood Forest Blvd to O'Neal Ln	2.92	Widen to 6 Lanes	$53,217,000	$79,868,000	
4003	LA 30 (E Hwy 30)	LA 3115 to LA 3251	6.02	Widen to 4 Lanes	$73,170,000	$109,815,000	
5026	Airline Hwy	Perkins Rd to LA 73	2.13	Widen to 6 Lanes	$25,906,000	$38,880,000	
5075	Florida Ave	Walker South Rd to Satsuma Rd	3.66	Widen to 4 Lanes	$61,600,000	$92,450,000	
4008	Airline Hwy	Florida Ave to I-110	0.68	Widen to 6 Lanes	$47,385,000	$71,116,000	
4006	I-10	at LA 74	1.00	New Interchange	$60,000,000	$90,048,000	
4007	4-H Club Rd	Florida Ave to Vincent Rd	1.14	Widen to 4 Lanes	$13,816,000	$20,736,000	
TRAN-3	Transit - Stage 3	Various	--	Various		$242,449,000	

*Existing and Committed Project
Note: Project Costs are planning level and rounded to the nearest thousand.

Table 7-2: Total Revenues and Program Cost per Stage

Plan Stage	Total Revenues	Total Program Cost	Balance*
Stage 1 (2025 – 2030)	**$1,978,237,721**	**$926,554,873**	**$1,051,682,848**
Stage 2 (2031 – 2040)	**$2,967,237,225**	**$2,057,232,058**	**$910,005,167**
Stage 3 (2041 – 2050)	**$3,276,285,609**	**$2,274,453,876**	**$1,001,831,733**

*Balance indicates the total funds remaining across all programs. As programs have restrictions on the use of funds, this does not indicate the amount of funding available for spending on any one project.

Note: Unless identified as a existing and committed project, costs are planning level.

Figure 7-1: Staged Improvement Program Project Locations

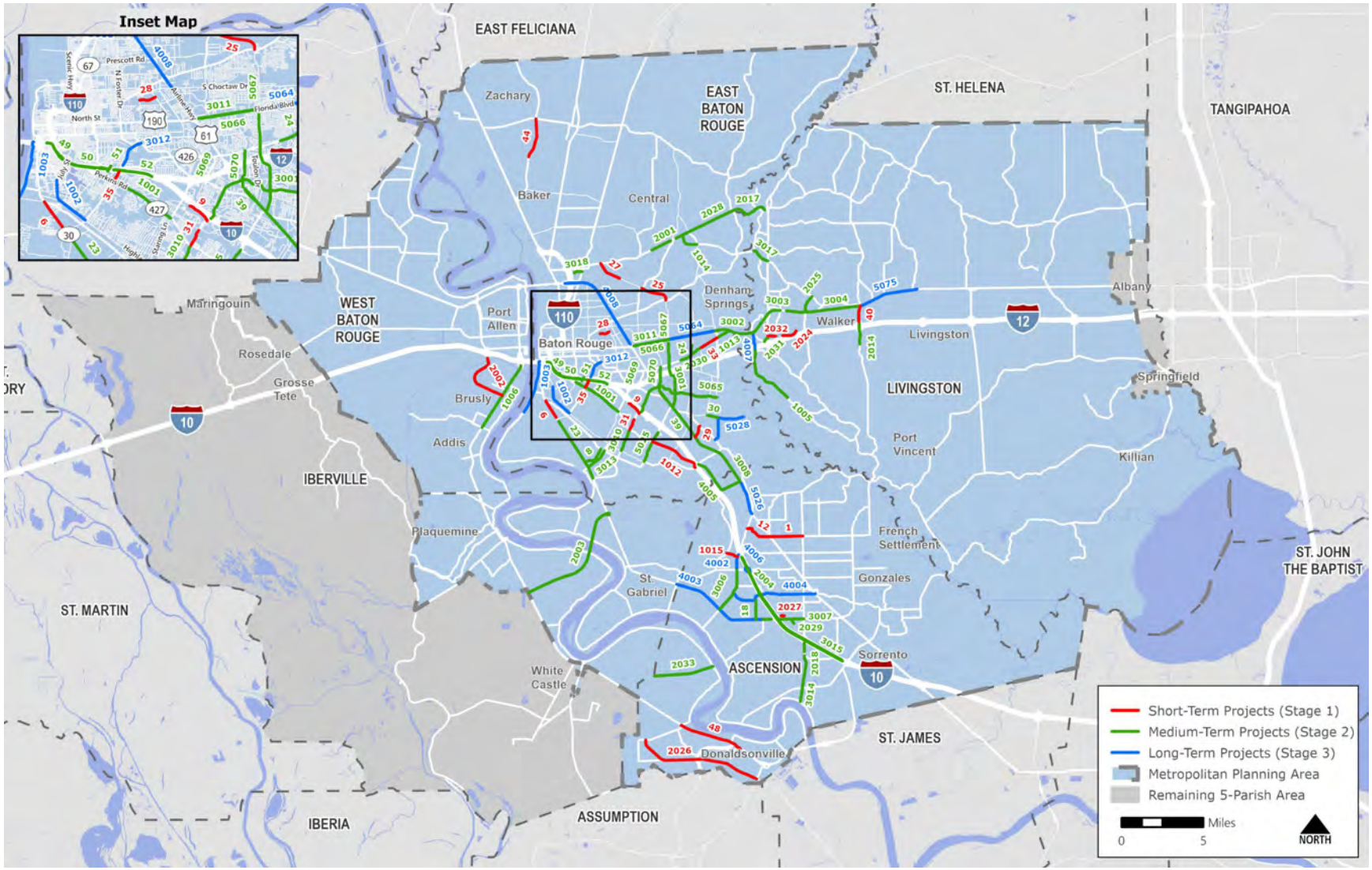


Table 7-3: Visionary Projects

MTP ID	Roadway	Limits	Length	Project Description	Total Cost 2025 $
5018	LA 327 (Bluebonnet Blvd Ext)	Ben Hur Rd to LA 30	2.80	Widen to 4 Lanes, New 4 Lane Roadway	$23,591,000
5012	New Alignment	I-10 to US 190	2.76	New 4 Lane Roadway & New Interchange	$104,160,000
1009	Gourier Ave	Nicholson Dr to River Rd	0.90	Widen to 4 Lanes	$10,964,000
3005	Walker South Rd	I-12 to Hood Rd	5.45	Widen to 4 Lanes	$66,217,000
1004	Mt Pleasant-Zachary Rd	US 61 to LA 964	3.30	Widen to 4 Lanes	$40,095,000
5006	I-10	Mall Dr/Rieger Rd to Highland Rd	2.23	New service roads	$45,492,000
5051	Jefferson Hwy	Lobdell Ave to Bluebonnet Blvd	2.55	Widen to 6 Lanes	$30,954,000
4001	Highland Rd	Siegen Ln to I-10	3.45	Widen to 4 Lanes	$41,918,000
5098	LA 44	LA 621 to LA 42	3.49	Widen to 4 Lanes	$42,437,000
5017	New Alignments	Bluebonnet Blvd to Burbank Dr	3.13	New 4 Lane & New 2 Lane Roadways	$29,100,000
5005	Harrell's Ferry Rd Ext	Indian Run Rd to 4-H Club Rd	1.60	New 4 Lane Roadway, New Bridge	$85,328,000
5007	West Baton Rouge Bypass	LA 415 to LA 1148	10.15	New 4 Lane Roadway & new ICWW bridge	$224,112,000
5097	Airline Hwy	LA 73 to LA 44	5.07	Widen to 6 Lanes	$61,578,000
5085	I-12	Satsuma Rd to LA 441	9.89	Widen to 6 Lanes	$120,164,000
5032	Airline Hwy	LA 44 to LA 22	5.54	Widen to 6 Lanes	$67,262,000
5001	Acadian Thwy/Stanford Ave	Bawell St to S Stadium Rd	1.67	Widen to 6 Lanes	$20,248,000
5060	Plank Rd (LA 67)	Airline Hwy to Hooper Blvd	1.04	Widen to 6 Lanes	$12,693,000
5033	LA 431	Airline Hwy to LA 931	5.39	Widen to 4 Lanes	$65,488,000
5021	Burbank Dr	Jennifer Jean Dr southeast 0.3 mi	0.16	Widen to 6 Lanes	$1,914,000
5057	Dalrymple Dr	Highland Rd to E Lakeshore Dr	1.24	Widen to 4 Lanes	$15,095,000
5019	Brightside Dr	Nicholson Dr to River Rd	2.00	Widen to 4 Lanes	$24,327,000
5072	Greenwell Springs Rd	Oak Villa Blvd to Sherwood Forest Blvd	1.89	Widen to 6 Lanes	$23,000,000
5020	Burbank Dr	Nicholson Dr to Jennifer Jean Dr	0.65	Widen to 6 Lanes	$7,935,000

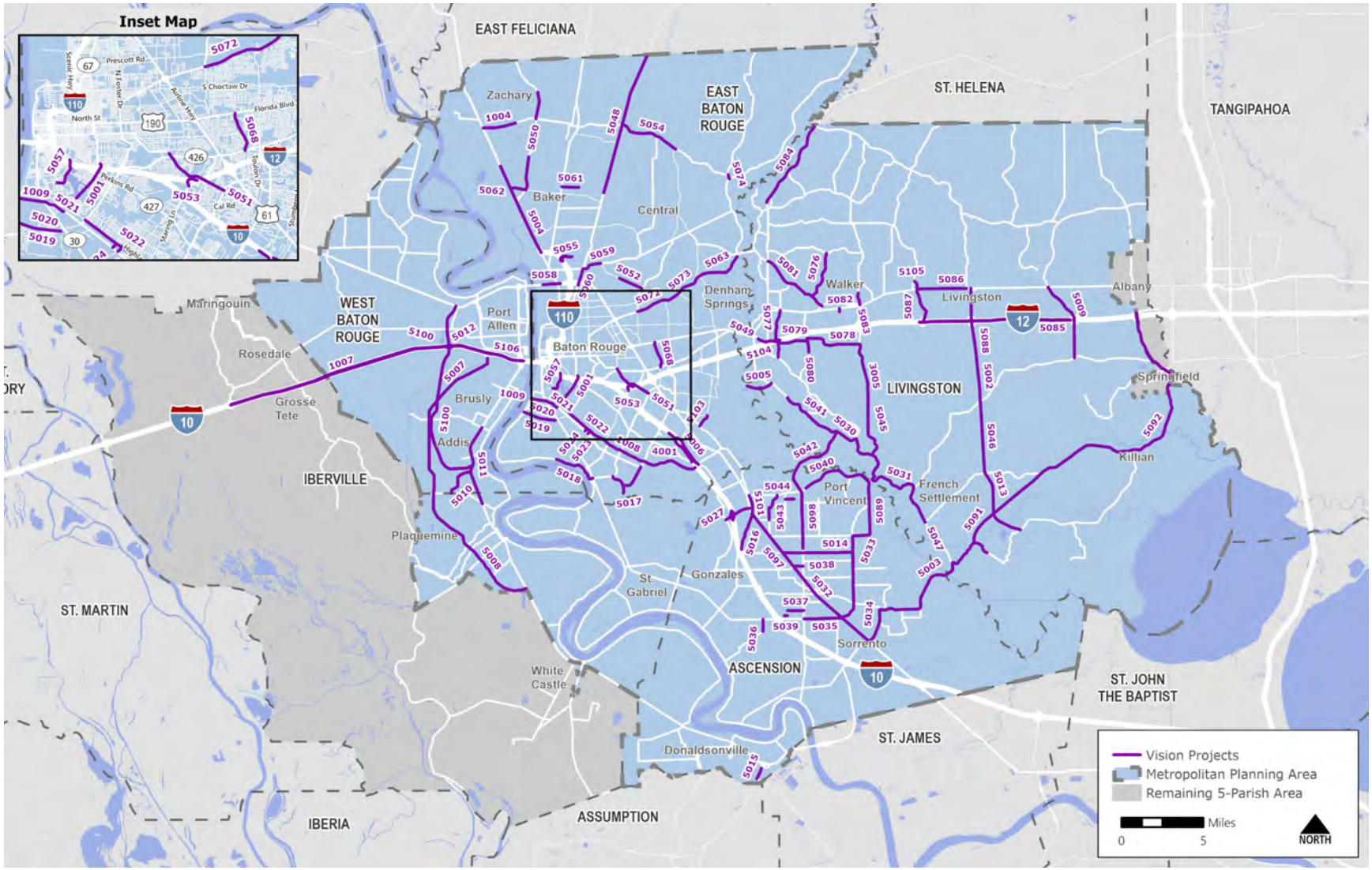
MTP ID	Roadway	Limits	Length	Project Description	Total Cost 2025 $
5068	Sharp Rd	Florida Blvd to Old Hammond Hwy	1.60	Widen to 4 Lanes	$19,478,000
5081	Lockhart Rd	N Range Ave to Burgess Ave	4.51	Widen to 4 Lanes	$54,745,000
1007	I-10	LA 415 to LA 3000	16.43	Widen to 6 Lanes	$453,468,000
1008	Highland Rd	Staring Ln to Siegen Ln	2.71	Widen to 4 Lanes	$32,929,000
5004	US 61	I-110 to Irene Rd	5.85	Widen to 6 Lanes	$71,017,000
5083	Walker North Rd	Florida Ave to Hodges Ln	0.82	Widen to 4 Lanes	$9,963,000
5086	Florida Ave	Satsuma Rd to LA 63	3.01	Widen to 4 Lanes	$36,627,000
5027	New Alignment	Airline Hwy to Bluff Rd	1.65	New 2 Lane Roadway and Interchange	$60,000,000
5050	LA 964	Groom Rd to Port Hudson-Pride Rd	6.15	Widen to 4 Lanes	$74,742,000
5059	Hooper Rd	Plank Rd to Mickens Rd	1.19	Widen to 6 Lanes	$14,483,000
5035	LA 30 / Nicholson Dr	LA 44 to Airline Hwy	2.33	Widen to 4 Lanes	$28,341,000
5063	Greenwell Springs Rd	Central Thwy to Magnolia Bridge Rd	1.35	Widen to 4 Lanes	$16,402,000
5054	LA 64	Plank Rd to Joor Rd	3.78	Widen to 4 Lanes	$45,930,000
5014	LA 621	Airline Hwy to LA 431	4.27	Widen to 4 Lanes	$51,883,000
5039	New Alignment	S Veterans Blvd to E Ascension School Rd	0.40	New 2 Lane Roadway	$4,080,000
5034	LA 22	Airline Hwy to Weber City Rd	2.14	Widen to 4 Lanes	$25,976,000
5049	Rushing Rd	Jeryln Dr to Pete's Hwy	1.30	Widen to 4 Lanes	$15,820,000
5003	LA 444, LA 22, LA 42, LA 43	17 miles tp I-12	16.97	Widen to 4 Lanes	$206,186,000
5047	LA 16	LA 42 to LA 444	2.38	Widen to 4 Lanes	$28,946,000
5084	LA 16	Springfield Rd to LA 63	6.32	Widen to 4 Lanes	$76,788,000
5016	LA 73	Airline Hwy to I-10	2.25	Widen to 4 Lanes	$27,320,000
5042	New Alignment	LA 42 to 4-H Club Rd	5.21	New 2 Lane Roadway and Amite River bridge	$56,192,000
5040	LA 42	LA 44 to LA 431	4.92	Widen to 4 Lanes	$59,778,000

MTP ID	Roadway	Limits	Length	Project Description	Total Cost 2025 $
5073	Greenwell Springs Rd	Sherwood Forest Blvd to Central Thwy	2.63	Widen to 6 Lanes	$31,982,000
5103	Jones Creek Rd Ext	Tiger Bend Rd to Jefferson Hwy	0.83	New 4 Lane	$18,326,000
5058	Airline Hwy	I-110 to Mississippi River bridge	1.37	Widen to 6 Lanes	$16,645,000
5036	LA 3251	LA 30 to 0.75 mi south	0.74	Widen to 4 Lanes	$8,970,000
5078	Buddy Ellis Rd	Juban Rd to Walker South Rd	3.48	Widen to 4 Lanes	$42,226,000
5011	LA 1	LA 989-1 to LA 1148	5.04	Widen to 6 Lanes	$61,265,000
5030	LA 16	4-H Club Rd to LA 42	3.82	Widen to 4 Lanes	$46,413,000
5031	LA 16	LA 42 to LA 42	3.16	Widen to 4 Lanes	$38,435,000
5077	Pete's Hwy	Florida Ave to Vincent Rd	2.96	Widen to 4 Lanes	$35,917,000
5002	LA 63	LA 42 - I-12	4.67	Widen to 4 Lanes	$56,784,000
5037	Orice Roth Rd	E Ascension School Rd to Burnside Ave	1.00	Widen to 4 Lanes	$12,092,000
5092	LA 444, LA 22, LA 42, LA 43	17 miles tp I-12	16.87	Widen to 4 Lanes	$205,015,000
5053	I-12	Essen Ln Interchange	0.00	New WB exit Ramp	$45,000,000
5080	Juban Rd	Forest Delatte Rd to Wax Rd	0.67	Widen to 4 Lanes	$8,170,000
5045	LA 447	Hood Rd to LA 16	3.10	Widen to 4 Lanes	$37,718,000
5052	Mickens Rd	Lanier Dr to Joor Rd	3.01	Widen to 4 & 5 Lanes	$36,571,000
5024	New Alignment	Highland Rd to Burbank Dr	0.19	New 2 Lane Roadway	$1,981,000
5022	Highland Rd	Lee Dr to Staring Ln	2.81	Widen to 4 Lanes	$34,131,000
5015	LA 70	LA 3127 to LA 3089	2.00	Widen to 4 Lanes & redesign interchange	$84,300,000
5087	Satsuma Rd	I-12 to Florida Ave	2.07	Widen to 4 Lanes	$25,187,000
5104	I-12	at Pete's Hwy	1.00	New Interchange	$60,000,000
5010	Enterprise Blvd Ext	LA 1 to LA 1148	2.02	New 2 Lane Roadway	$20,590,000
5101	Jefferson Hwy	LA 42 to Airline Hwy	1.17	Widen to 4 Lanes	$14,245,000
5061	Baker Blvd	LA 19 to McHugh Rd	1.48	Widen to 4 Lanes	$17,982,000

MTP ID	Roadway	Limits	Length	Project Description	Total Cost 2025 $
5062	Groom Rd Ext	US 61 to LA 964	3.02	New 2 Lane Roadway	$30,804,000
5089	LA 431	LA 931 to LA 42	4.25	Widen to 4 Lanes	$51,637,000
5088	LA 63	I-12 to US 190	3.07	Widen to 4 Lanes	$37,300,000
5074	LA 409	LA 37 to Greenwell Springs-Port Hudson Rd	0.28	Widen to 4 Lanes	$3,459,000
5044	New Alignment	Hornsby Rd to Fountainbleu Dr	1.30	New 2 Lane Roadway	$13,260,000
5038	LA 74 Ext	Airline Hwy to LA 44	0.58	New 2 Lane Roadway	$5,944,000
5023	Kenilworth Pkwy Ext	Highland Rd to Burbank Dr	0.23	New 3 Lane	$4,000,000
5009	LA 441	LA 42 to Florida Ave	4.96	Widen to 4 Lanes	$60,293,000
5013	LA 63	LA 444 to LA 22	4.50	New 4 Lane Roadway	$35,328,000
5048	Plank Rd (LA 67)	Groom Rd to W Feliciana Parish Line	9.37	Widen to 4 Lanes	$113,846,000
5055	I-110	at Baton Rouge Airport	0.00	New Interchange	$60,000,000
5082	New Alignment	Florida Ave to Pendarvis Ln	2.32	New 2 Lane Roadway	$23,664,000
5079	Forest Delatte Rd	Pete's Hwy to Juban Rd	1.84	Widen to 4 Lanes	$22,313,000
5043	Daigle Rd (LA 930)	LA 42 to Causey Rd	1.77	Widen to 4 Lanes	$21,481,000
5100	LA 1 Bypass	I-10 to LA 1	9.39	Interchange, New 4 Lane Roadway & new ICWW bridge	$268,000,000
5076	Burgess Rd	Lockhart Rd to Arnold Rd	2.99	Widen to 4 Lanes	$36,319,000
5041	4-H Club Rd	Hillon Hood Rd to Pete's Hwy	5.32	Widen to 4 Lanes	$64,620,000
5091	New Alignment	LA 22 to LA 444	6.00	New 4 Lane Roadway	$132,480,000
5046	LA 63	LA 42 - LA 444	2.50	Widen to 4 Lanes	$30,375,000
5008	Iberville Bypass	LA 1148 to LA 1	8.97	Widen to 4 Lanes and New 4 Lane Roadway	$108,964,000
5105	Satsuma Rd Ext	Florida Ave to LA 1024	0.55	New 2 Lane Roadway	$5,654,000
5106	I-10 CMAR Phase II	LA 1 to LA 415	2.12	Widening to 6 Lanes	$58,512,000

Note: Project Costs are planning level and rounded to the nearest thousand.

Figure 7-2: Visionary Project Locations



7.2 Strategies and Additional Recommendations

Recognizing that roadway expansion alone cannot address all of the region's transportation challenges, MOVE 2050 incorporates Transportation Systems Management and Operations (TSMO) as a key implementation strategy. TSMO focuses on improving the performance of the existing transportation system through operational improvements, technology, data-driven decision making, and collaboration among transportation partners. These strategies support the efficient movement of people and goods, improve safety and reliability, and help maximize the value of limited transportation resources. More information is available in **Appendix A.7**

Preserve Existing Infrastructure

- Prioritize maintenance and rehabilitation projects that preserve roads, bridges, transit assets, and multimodal facilities.
- Implement operational improvements to improve system performance before pursuing major capacity investments.
- Coordinate asset management and funding decisions to maximize the life of existing infrastructure.

Improve Safety

- Implement recommendations from the regional Safety Action Plan.
- Prioritize improvements at high-crash corridors and intersections.
- Incorporate safety enhancements into all roadway, transit, bicycle, and pedestrian projects.

Expand Travel Options

- Complete gaps in regional bicycle, pedestrian, and transit networks.
- Incorporate Complete Streets principles into corridor improvements where appropriate.
- Improve connections between neighborhoods, employment centers, schools, and community destinations.

Optimize Corridor Operations

- Expand traffic signal coordination and intersection improvements on key corridors.
- Implement TSMO strategies to improve reliability and reduce congestion.
- Improve incident management, traveler information, and work zone coordination.

Support Freight and Economic Growth

- Address freight bottlenecks and improve access to industrial and logistics centers.
- Improve connectivity to regional freight corridors, ports, rail facilities, and major employers.
- Coordinate transportation investments with economic development priorities.

Strengthen Transit and Travel Demand Management

- Support transit service improvements and reliability enhancements.
- Encourage ridesharing, telework, vanpooling, and other demand management strategies.
- Improve first- and last-mile access to transit services.

Advance Technology and Resilience

- Expand intelligent transportation systems and data-driven decision-making tools.
- Improve coordination for emergency response, evacuation, and system recovery.
- Evaluate emerging transportation technologies that improve safety, reliability, and efficiency.



8.0 Plan Performance Summary

To understand the impact of the staged improvement program (SIP) on the transportation network, annual measures of effectiveness were projected to the plan horizon year of 2050 utilizing the anticipated growth rate. The existing and committed projects were then added to the roadway model to provide a basis to compare each measure of effectiveness. The staged improvements were then added to the modeled roadway network to see how each measure changed as the projects were implemented.

This process was completed for both all road users and for freight transported by truck. Analysis results are listed in **Table 8-1**.

Measures of effectiveness used in this analysis include:

- Vehicle Miles Traveled (VMT)
- Vehicle Hours Traveled (VHT)
- Vehicle Hours of Delay (VHD)

Table 8-1: Staged Improvement Program Performance

2050 Data Type	All Vehicles			Truck Traffic		
	VMT	VHT	VHD	VMT	VHT	VHD
E+C	31,452,930	908,665	190,859	3,521,234	100,140	21,816
Staged Improvement Plan	31,965,292	901,721	177,119	3,594,885	99,887	20,419
Total Change	**+512,362**	**-6,944**	**-13,740**	**+73,651**	**-253**	**-1,397**
Percent Difference	**+1.63%**	**-0.76%**	**-7.20%**	**+2.09%**	**-0.25%**	**-6.40%**

Source: CRPC TDM, NSI

The results of this analysis indicate that although vehicle miles traveled will increase by over 512,000 miles for all vehicles and by nearly 74,000 for truck traffic, the vehicle hours traveled and hour of delay each decrease. For all vehicles, hours traveled is anticipated to decrease by just under 0.8%, and hours of delay is shown to drop by just about 7%. For trucks specifically, the hours traveled are shown to decrease by about 0.3% and hours of delay to decrease by about 6%.

Simply put, by implementing the Staged Improvement Program, the MPO planning area could experience a reduction in the expected travel time and delay increases when compared to a network with no further improvements.

MOVE 2050

Capital Region Planning Commission

2050 Metropolitan Transportation Plan



NEEL-SCHAFFER

9.0 Appendices

A1 – Model Development Report

A2 – State of the Current Systems Report

A3 – Transportation Performance Management Report

A4 – Needs Assessment Report

A5 – Congestion Management Report

A6 – Air Quality Monitoring Report

A7 – Federal Checklist

A8 – Public Engagement

A9 – Supply Chain Analysis

A10 – Project Factsheets

A11 – Transportation Systems Management and Operations