

# Louisiana Statewide Transportation Plan Update



Advisory Council Meetings – Round Two  
***Community Development and  
Enhancement***  
***Baton Rouge, LA***

October 1-2, 2013

**CDM  
Smith**

# Transit and Passenger Rail Needs

- Transit
  - Maintain existing services
    - Urban, rural, intercity transit operations
    - Regular replacement cycle
  - Modernization
    - 2% expansion of services
- Rail
  - Short term: Amtrak station upgrades for ADA requirements and state of good repair
  - Long term: New Orleans to Baton Rouge Passenger Rail
- No assignment of responsibility in needs assessment

# Transit Needs

FTA Program Category		2014 - 2043 (30 years)						
		Maintenance and Preservation			Modernization/Enhanced Services			Maintain + Enhanced
		Oper	Capital	Oper & Cap	Operating	Capital	Oper & Cap	Oper & Cap
<b>5307</b>	Urban	\$4,916.6	\$1,333.9	\$6,250.5	\$123.3	\$299.0	\$422.2	\$6,672.7
<b>5310</b>	Elderly & Disabled	n/a	\$52.5	\$52.5	n/a	\$1.0	\$1.0	\$53.5
<b>5311</b>	Rural	\$249.7	\$121.0	\$370.7	\$4.5	\$2.4	\$7.0	\$377.7
<b>5311 (f)</b>	Intercity Bus	\$76.4	\$5.6	\$82.0	\$1.4	\$0.1	\$1.5	\$83.5
	<b>Total</b>	<b>\$5,242.8</b>	<b>\$1,512.9</b>	<b>\$6,755.7</b>	<b>\$129.2</b>	<b>\$302.6</b>	<b>\$431.7</b>	<b>\$7,187.4</b>

Note: In millions of constant 2010 dollars.

# Rail Passenger Needs

Project Name	Project Description	Project Benefits	Cost
<b>Amtrak Station Upgrades</b>	Upgrades of Louisiana Amtrak station for ADA compliance and State of Good Repair: New Orleans, Lafayette, and Lake Charles.	Assures ADA compliance and a state of good repair for three stations.	\$9.5M Source: Federal Intercity Passenger Rail Service Corridor program, TIGER; local sources.
		Total Program	\$9.5M



# Rail Needs

Project Name	Project Description	Project Benefits	Cost
<b>Baton Rouge- New Orleans Commuter Rail</b>	Upgrade of KCS Baton Rouge- New Orleans rail corridor for implementation of commuter rail service.	Enhance passenger mobility and safety needs.	\$522.0M Source not determined. No state funds.
		Total Program	\$522.0M

# Non-motorized Needs

- Policies (Bike Plan/Complete Streets Policy)
  - Set a minimum level of service standard for pedestrians and bicyclists on roadways
  - Develop a process for requesting and approval of exceptions to the Complete Streets Policy
  - Update design manuals to accommodate bicyclists and pedestrians
- Administrative needs (select items)
  - Funding projects that improve bicycle and pedestrian safety
  - Identify priority bicycle/pedestrian connections
  - Prepare design guidelines for complete streets policy
  - In project implementation, document implementation of complete streets policy

# Non-motorized Needs

- Funding (select items)
  - Implement competitive grant program for bicycle/pedestrian investments through DOTD/MAP-21 enhancements program
- Legislative Needs
  - Work with the legislature to create a funding stream for local Complete Streets Policy/Plan development
  - Work with the legislature to establish a formal state bicycle and pedestrian advisory committee
  - Remove any language from state statutes that conflict with Complete Streets

# Non-motorized Needs

Facility Type	2010 Mileage	Future Mileage	% with Bike/Ped Facilities by 2040	Bike/Ped Total*
Rural Principal Arterials	981	1,030	10%	\$30.86
Rural Major Arterials	1,582	1,661	5%	\$24.88
Rural Minor Arterials	1,582	1,661	5%	\$26.88
Rural Major Collectors	4,668	4,901	10%	\$87.54
Rural Minor Collectors	2,967	3,115	5%	\$27.82
Urban Expressways	50	52	2%	\$0.33
Urban Principal Arterials	899	944	25%	\$70.70
Urban Minor Arterials	1,218	1,279	20%	\$76.63
Urban Collectors	811	851	10%	\$25.51
Urban Collectors			10%	\$13.16
<b>Total</b>				<b>\$384.32</b>

\*Does not include ROW Acquisition Costs