



2040

# Monroe Urbanized Area Metropolitan Transportation Plan

*Executive Summary*

November 2015



Prepared By:  
**ALLIANCE**  
TRANSPORTATION GROUP

In association with:  
**NEEL-SCHAFFER**  
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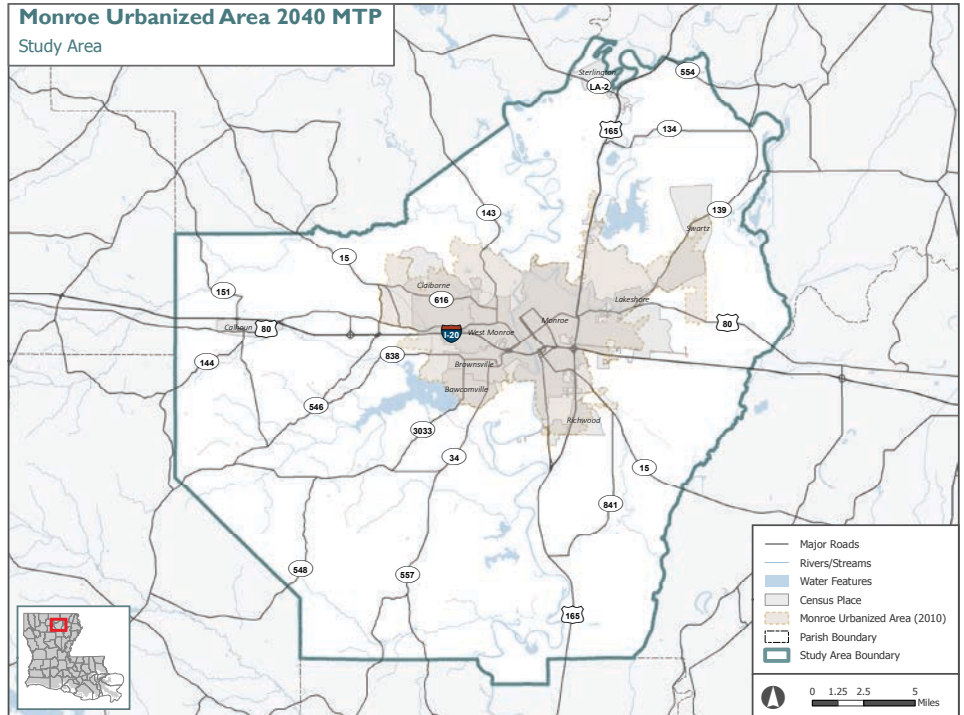


# Introduction

This Metropolitan Transportation Plan (MTP) is meant to be a guide for addressing the future transportation needs of the Monroe Urbanized Area through 2040. As a result of public participation, travel demand modeling, and various technical analyses, this MTP identifies future transportation needs, develops improvement strategies, and establishes a framework for meeting identified needs. In general, this planning process and the outcomes of this process aim to create an efficient, safe, and equitable transportation network for those living and traveling in the study area.



## Study Area



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Situated along the Ouachita River in North Central Louisiana, the Monroe Urbanized Area includes the cities of Monroe and West Monroe, as well as the town of Richwood and unincorporated areas of Bawcomville, Claiborne, and Swartz. The MTP is required to address the urbanized area as well as the adjacent land anticipated to be urbanized within the 25-year planning horizon. The study area for the 2040 Monroe Urbanized Area MTP extends beyond this requirement, and encompasses the entirety of Ouachita Parish, including the town of Sterlington and the community of Calhoun.

## Ouachita Council of Governments

The Ouachita Council of Governments (OCOG) is the designated Metropolitan Planning Organization (MPO) for the Monroe Urbanized Area and is responsible for transportation planning activities in the area. OCOG consists of MPO staff, a Policy Committee, and a Technical Advisory Committee (TAC). The Policy Committee is the decision-making body for transportation planning efforts.



Membership of this committee is determined by the Governor of Louisiana and the participating local governments. The TAC is responsible for professional and technical review of work programs, policy recommendations, and transportation planning activities. It serves an advisory role to the Policy Committee. Membership consists of local and state technical and professional personnel knowledgeable in the transportation field.

## Legislative Authority

With passage of the Federal Aid Highway Act of 1962, Congress made urban transportation planning a condition for receipt of Federal funds for highway projects in urban areas with a population of 50,000 or more. That legislation encouraged a continuing, comprehensive transportation planning process carried out cooperatively by states and local communities. The Federal Surface Transportation Assistance Act of 1973 required the formation of an MPO for any urbanized area with a population of 50,000.

Following that initial Federal legislation, Congress passed a series of surface transportation bills that have continued to fund transportation projects, the most recent being the Moving Ahead for Progress in the 21st Century Act (MAP-21). MAP-21 was signed into law in July 2012, became effective on October 1, 2012, and currently serves as the regulatory and funding framework for transportation planning in metropolitan areas. The Monroe Urbanized Area 2040 MTP was developed in compliance with this legislation. This legislation requires that a metropolitan planning area carry out a planning process that provides for consideration and implementation of projects, strategies and services that:

1. Support the economic vitality of the United States, the States, non-metropolitan areas, and metropolitan areas, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase the safety of the transportation system for motorized and non-motorized users;
3. Increase the security of the transportation system for motorized and non-motorized users;
4. Increase the accessibility and mobility of people and for freight;
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
6. Enhance the integration and connectivity of the transportation system, across and between modes throughout the State, for people and freight;
7. Promote efficient system management and operation; and
8. Emphasize the preservation of the existing transportation system.

MAP-21 establishes national performance goals for the Federal programs that occur on the highway system. These goals are:



Reduce traffic fatalities and serious injuries

Maintain highways in a state of good repair



Reduce traffic congestion

Improve the efficiency of the transportation system



Improve the national freight network

Protect and enhance the environment



Reduce project delivery days

## VISION

“The quality of life in the Monroe Urbanized Area is supported by a transportation system that supports the local economy and provides residents safe, convenient, and affordable transportation choices to desired destinations.”

### Project Scoring Criteria Ranking

1. Improve Safety
2. Reduce Congestion
3. Promote Efficiency
4. Improve Quality of Life
5. Support Economic Goals
6. Increase Connections
7. Improve Access
8. Connect Modes of Travel
9. Preserve Right-of-Ways
10. Conserve Energy
11. Increase Multi-modal Options
12. Protect Environment
13. Support Land Use Goals
14. Improve Security

## MTP Planning Process

The planning process used for the creation of the MTP is prescribed by State and federal regulations, but the vision that drives the process is developed locally. In order to create the MTP for the Monroe Urbanized Area, the study team – comprised of OCOG staff, the TAC, the Louisiana Department of Transportation and Development (LADOTD), and professional planning consultants – employed the planning process outlined below, conducted under the authority of OCOG.

### *Visioning Process*

To get a better understanding of the current planning efforts and direction of the Monroe Urbanized Area, the study team first reviewed existing plans, reports, and data. The study team also interviewed various stakeholders (e.g. transit providers and bike advocacy groups) to gain first-hand knowledge of the current condition of the transportation system. OCOG hosted two public visioning workshops where participants were able to inform OCOG staff of the transportation issues the MTP should address, identify and prioritize the criteria used for evaluating new transportation projects, and share their personal visions for the transportation system in the Monroe Urbanized Area.

The key issues raised by participants were congestion, lack of public transportation options, lack of bike/pedestrian infrastructure, and utilization of the Ouachita River. In the criteria ranking process, participants used MAP-21 performance goals as a foundation for the criteria list. Results from the ranking process revealed that participants cared most about improving safety, reducing congestion, and promoting better roadway efficiency. During the workshop, participants also mapped locations where they anticipated future growth and where transportation improvements were needed. Finally, based on these workshops and using the 2035 MTP as a template, the study team crafted an updated vision statement and set of goals to steer the decision-making process throughout the MTP. The resulting set of goals are as follows:

- Use the existing transportation system efficiently and maintain it to maximize public investment and ensure safety for all users;
- Expand non-driving transportation options such as public transportation, bicycling, and walking.
- Develop a transportation system consistent with local social, land use, economic, energy, and environmental plans.

Feb 2015



Public Visioning

Mar 2015



Needs Assessment

June 2015



Needs Plan

Aug 2015



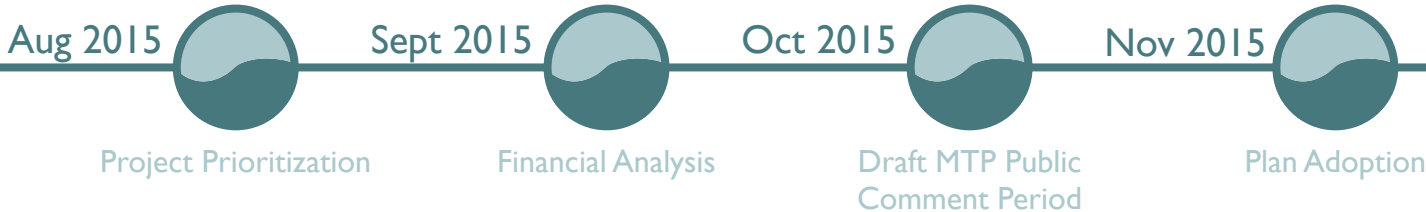
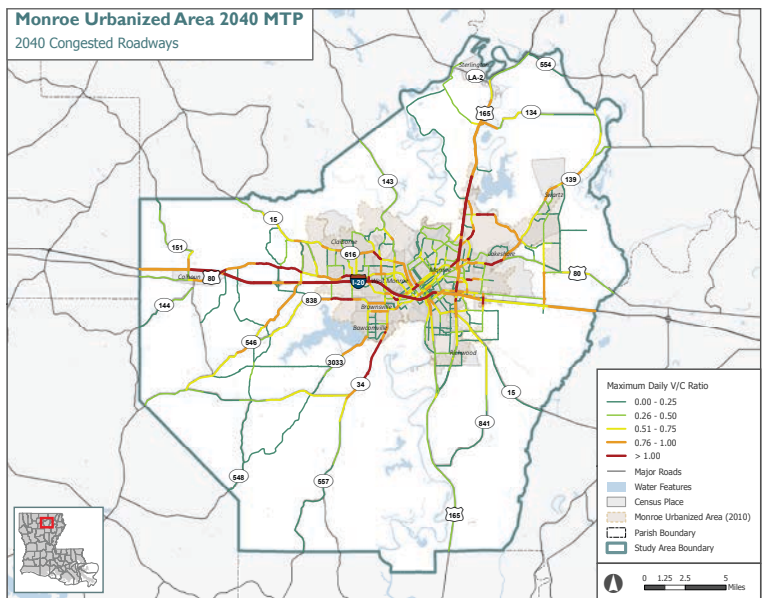
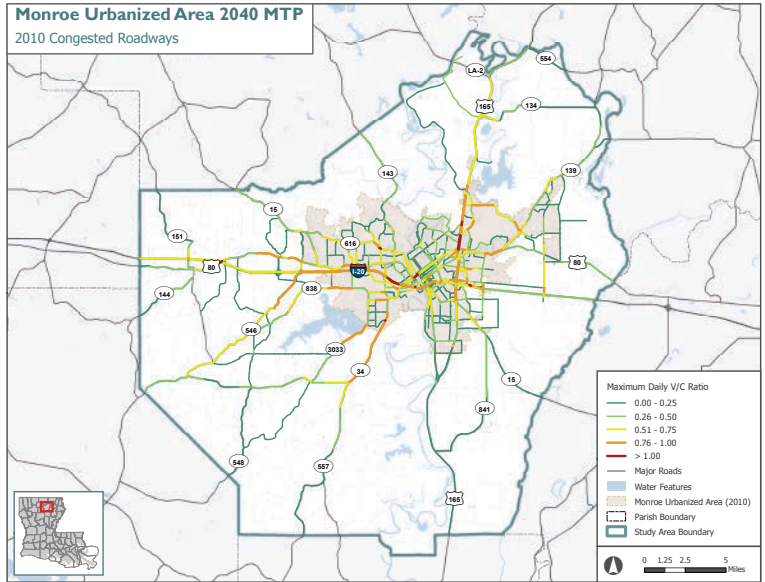
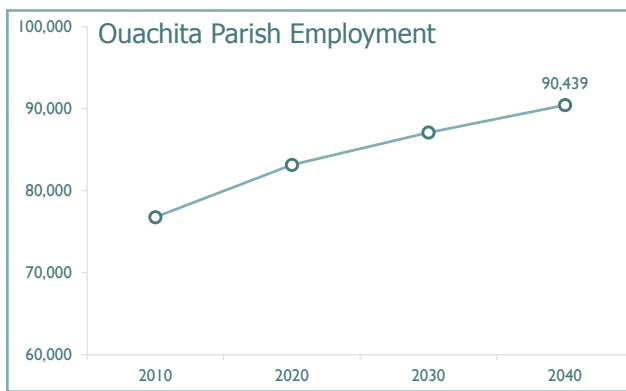
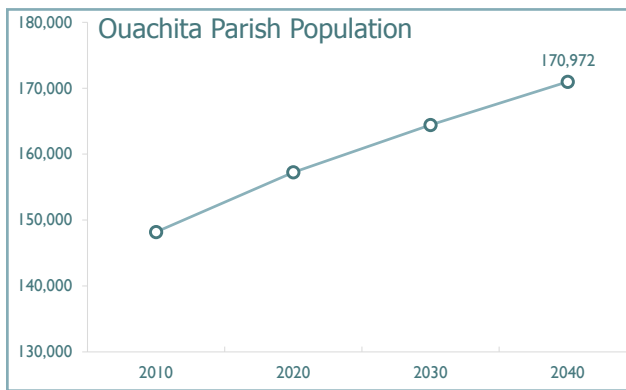
System Level  
Analysis



# Needs Assessment

The study team next assessed both the roadway and non-roadway elements of the transportation system to identify needs that could arise due to forecasted population and employment growth. For the roadway needs assessment, the study team forecasted population and employment growth through 2040. This data was then used in a Travel Demand Model (TDM) developed for the Monroe Urbanized Area, which forecasted the number of future trips along the study area's roadway network. The outputs of the TDM identified deficiencies on the roadway system where projected traffic volume exceeded roadway capacity. The needs assessment also addressed non-roadway elements of the transportation system, which include Public Transportation, Bicycle and Pedestrian infrastructure, and Freight. The team used a variety

of analyses to determine these needs, including Geographic Information Systems (GIS) mapping and bicycle and pedestrian quality index evaluation (PEQI and BEQI). The needs assessment also explored safety needs by identifying intersections and road segments with high crash rates.



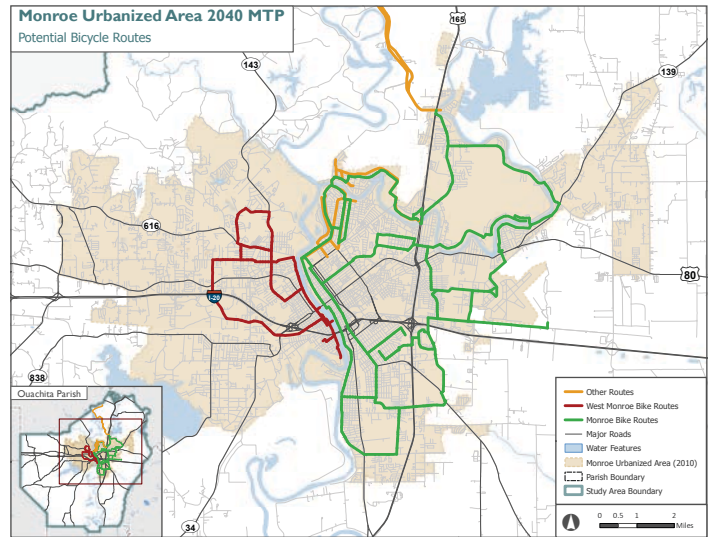
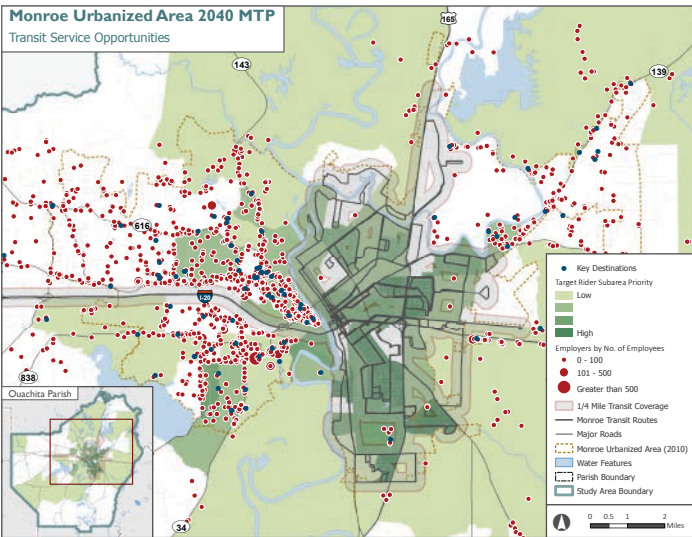


## Needs Plan

After identifying transportation system needs, the study team developed strategies to address deficiencies, keeping in mind other Federal planning factors such as safety and security. These strategies are classified into two categories:

### No-Build Strategies

Since new road construction can be expensive and funding is limited, it was important to develop strategies that did not involve constructing new roadways or widening existing ones. These strategies include travel demand management, transportation system maintenance and operation, and Complete Streets. While local governments and agencies have taken steps to implement these types of strategies, there were still many opportunities identified to implement a variety of others. Specific no-build recommendations include expansion of transit service to West Monroe, development of a bike network, and access management strategies - particularly the installation of raised medians on roadways with high concentrations of driveways and left turn movements.



Projects considered for the plan were prioritized based on how well they achieved the vision and goals of the plan and how well they satisfied the evaluation criteria defined by the public.

### Build Strategies

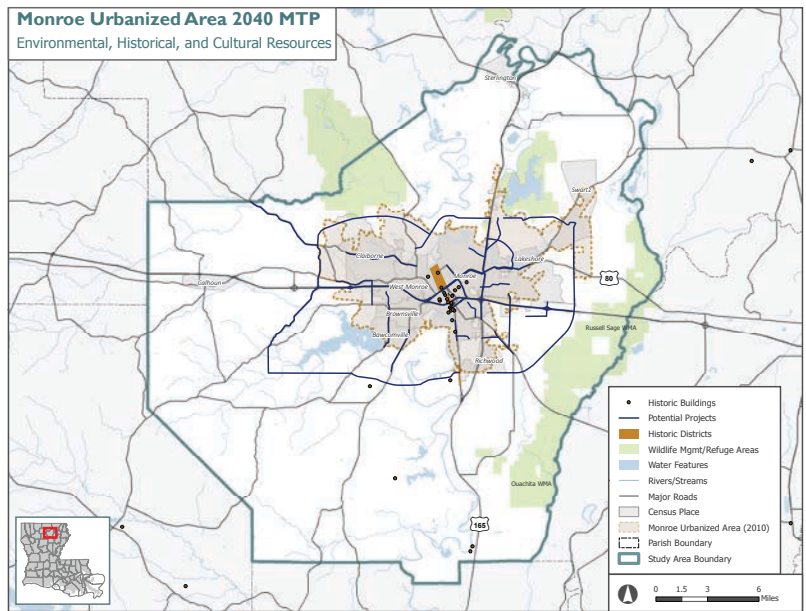
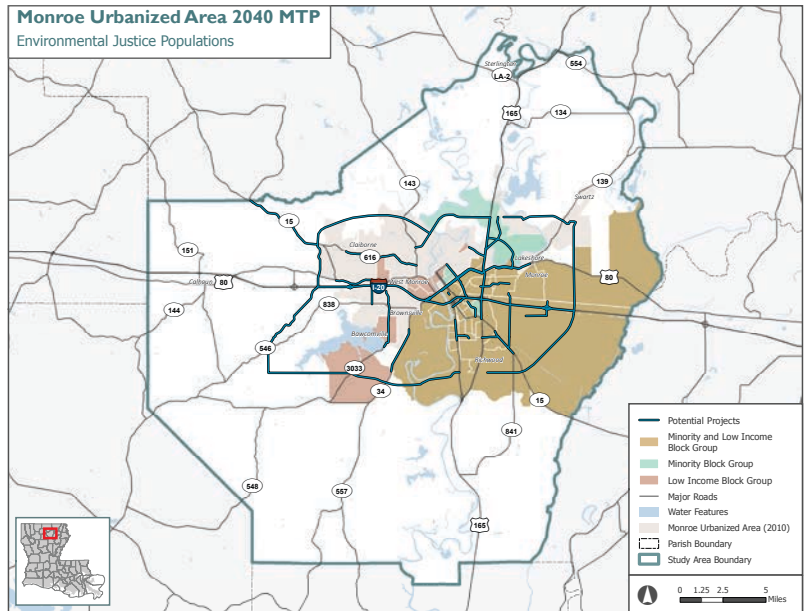
In addition to no-build strategies, the needs plan identified projects that expanded or created new road facilities. The study team developed an initial list of possible projects by reviewing planning studies, consulting with traffic engineers/planners, and putting out a call for transportation projects. This initial list was refined using a project prioritization process that ensured consistency with the vision and goals of the community. Members of the TAC first scored the projects based on how well they addressed each of the planning criteria identified in the visioning process. Then, the study team provided an additional score for each project based on how much it improved regional congestion using to the results of the TDM. Finally, the scoring results were weighted according to the ranking of the criteria developed at the public workshops to produce a final, prioritized list of transportation improvements. The final prioritized project list is included on pages 9-16 of this Executive Summary.



# System Level Analysis

The MTP planning process considers the environmental and social impacts of future transportation improvements at a system-wide level. The study team accomplished this by first identifying historic, cultural, and environmentally-sensitive sites, as well as areas with concentrated numbers of low-income and/or minority residents. Then, using GIS buffer analysis, the study team determined whether or not a specific project would encroach on any of the identified resources or populations. The analysis revealed that wetland areas could be substantially affected by the majority of proposed projects, although project-specific studies will ultimately determine the degree of impact that any one project may have on environmental resources. Additionally, the study team provided meaningful involvement opportunities to low-income and minority groups throughout the planning process and ensured that the proposed program of projects served diverse markets.

**The MTP planning process considers the environmental and social impacts of future transportation improvements at a system-wide level.**

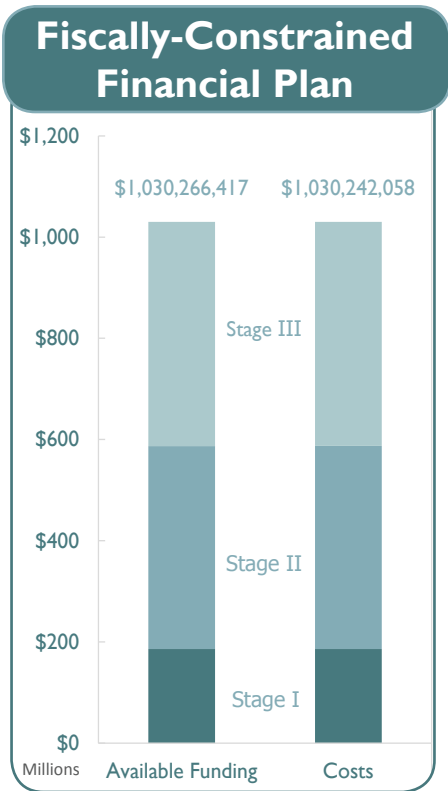


Source: Keith Yahl via Flickr



# Financial Analysis

Fiscal feasibility is a priority when selecting the final list of improvement projects. Fiscally constraining the package of projects is not only required by MAP-21, but is critical to developing an achievable transportation plan, as local governments often have to match a portion of federal funds in order to receive them. This process involves identifying funding sources (i.e. revenues), forecasting these revenues for the appropriate time frame, and estimating the costs of proposed improvement projects. For this MTP, revenues and costs were categorized as either roadway or transit and also divided into three implementation stages: Stage I (2015-2020), Stage II (2021-2030), and Stage III (2031-2040). It should also be noted that dollar amounts were adjusted to reflect year-of-receipt and year-of-expenditure dollars (i.e. real value taking into account inflation).

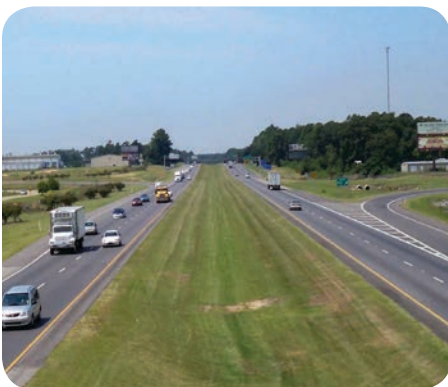


## Funding

There are a wide variety of federal, state, and local funding sources available for transportation projects. These funds range from grants to annual formula-based programs to local taxes and fees. The study team used historical state and federal funding data for the study area to compute an average annual recurring funding estimate, which was extrapolated through 2040 taking inflation into consideration. For roadways, given annual state and federal revenues of \$30.6 million for the study area, the MTP assumes \$889 million in funding will be available for the MTP time frame. For transit, assuming local matching funds will be available as they have historically, the MTP assumes a total of approximately \$141 million will be available to fund transit until 2040.

## Costs

Project costs include planning elements, engineering costs, pre-construction activities, construction activities, and contingencies, as defined by federal regulation. The study team used typical improvement costs provided by LADOTD and the City of Monroe, along with local knowledge of similar project costs, to estimate costs for projects to be included in the MTP. Costs for roadways and for transit are assumed to be approximately \$889 million and \$141 million respectively. Again, these costs were adjusted to include inflation factors.



## Fiscally-Constrained Project List

For the finalized projects list included in the MTP, both the total forecasted revenues and total estimated costs are approximately \$1.03 billion in year-of-receipt/-expenditure dollars. Thus, the Monroe Urbanized Area 2040 MTP is fiscally constrained. The list of fiscally-constrained projects, their "Prioritization Scores", and their estimated costs are shown on the following pages, along with maps to help visualize these improvements. Most of the projects from the initial project list were included in the fiscally-constrained plan. Those projects outside of fiscal constraint were included as Vision Projects, which are slated to be built if unanticipated funding becomes available.



# Conclusion

The adopted MTP is meant to guide the process of improving the Monroe Urbanized Area transportation system in anticipation of future growth and development. Guided by federal legislation but driven by community feedback, the 2040 MTP identifies future transportation needs and recommends feasible improvement projects to meet them. However, in order to realize these improvements, it is imperative to have coordination and cooperation among the local, State, and Federal officials responsible for decision-making in regards to transportation improvement funding. Ultimately, the Monroe Urbanized Area 2040 MTP provides a framework to help the community realize the vision and accomplish the goals developed through this planning process to ensure a safe, efficient, and equitable transportation system for all users in the Monroe Urbanized Area.

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# Acknowledgments

OCOG consists of two committees: the Policy Committee and the Technical Advisory Committee. Doug Mitchell is the OCOG Director of Transportation. These committees are comprised of elected and appointed decision-makers as well as technically qualified persons interested in transportation planning. Both committees are supported by representatives from the Louisiana Department of Transportation and Development, Federal Highway Administration, and Federal Transit Administration.

## Policy Committee

Voting Members	Non-Voting Members
Mayor Jamie Mayo (Monroe)	Marshall Hill (LADOTD)
Mayor Dave Norris (West Monroe)	Mary Stringfellow (FHWA)
Dr. Ray Armstrong, (Monroe)	Mayor Vern Breland (Sterlington)
Sonny Bennett (West Monroe)	Mayor Alvin Jackson (Richwood)
Walt Caldwell (Ouachita Parish Police Jury)	
Scotty Robinson (Ouachita Parish Police Jury)	

## Technical Committee

Voting Members	Non-Voting Members
Kim Golden (Monroe)	Dan Broussard (LADOTD)
Arthur Holland (Monroe)	Donna Lavigne (LADOTD)
Robbie George (West Monroe)	Marshall Hill (LADOTD)
Bruce Fleming (West Monroe)	Marc Keenan (Monroe Transit)
Kevin Crosby (Ouachita Parish Police Jury)	Mayor Vern Breland (Sterlington)
John Tom Murray (Ouachita Parish Police Jury)	Mayor Alvin Jackson (Richwood)

We especially acknowledge the contributions of the many people of the Monroe Urbanized Area who took time to participate in the public meetings to give us insight into the needs of the traveling public.

# Roadway Projects

## Stage I (2016-2020)

Project ID	Route	Limits	Improvement	Length	Total YOE Cost	Prioritization Ranking
T1	Coleman Ave	Montgomery St to S 4th St	Overlay	0.40	\$292,500	N/A
T2	Downing Pines Rd	Mane St	Traffic Signal	--	\$141,700	N/A
T3	Edwards Rd	LA 3033 to Pine Ridge Rd	Overlay	0.75	\$327,120	N/A
T4	Forty Oaks Farm Rd	Arkansas Rd to Caldwell Rd	Overlay	0.85	\$365,860	N/A
T5	Forty Oaks Farm Rd	Caldwell Rd to Standard Reed Rd	Overlay	0.50	\$230,840	N/A
T6	Glenwood Dr	Moss Park Dr to Black Bayou	Overlay	0.50	\$219,420	N/A
T7	Jackson St	Hippolyte Ave to Vernon St	Overlay	1.50	\$1,143,861	N/A
T8	Montgomery St	Coleman Ave to LA 34	2 Lane Reconstruction	0.80	\$5,455,000	N/A
T9	Natchitoches St	LA 34 to I-20	Overlay	0.70	\$483,900	N/A
T10	North 4th St	Coleman Ave to Natchitoches St	Overlay	0.25	\$188,100	N/A
T11	Ole Hwy 15	US 80 to LA 616	2 Lane Reconstruction	2.25	\$1,677,324	N/A
T12	Parker Rd	Moore Rd to Garrett Rd	Overlay	2.65	\$1,069,520	N/A
T13	Sandel St	LA 3033 to LA 34	Overlay	1.20	\$533,600	N/A
T14	Stubbs Vinson Rd	US 80 to LA 139	Overlay	5.40	\$2,119,320	N/A
T15	US 165	Century Blvd to LA 15	Lighting	0.75	\$366,800	N/A
T16	Walnut St	Hudson Ln to Washington St	Overlay	0.50	\$433,500	N/A
202	US 165	LA 15 to Finks Hideaway Rd	ITS Improvements	6.00	\$5,095,796	6
203	Kansas Lane Connector	US 80 to US 165	New 4 Lane and bridge	2.70	\$30,447,382	4
205	Garrett Rd	I-20 to Kansas Ln	Widen to 4 Lanes, realign	0.70	\$5,536,370	19
212	US 165-B Connector	LA Purchase Gardens to US 165-B	Reconstruction, New 2 Lane	0.80	\$6,095,000	43
308	LA 594 (Texas Ave)	165-B to I-20	Center Turn Lane	0.95	\$3,176,910	37
401	Old Sterlington Rd	US 165 to Finks Hideaway Rd	Center Turn Lane	2.25	\$7,524,261	29
402	N 4th St	RR	Underpass	--	\$11,147,054	45
411	Garrett Rd	I-20 to LA 15	Widen to 4 Lanes; New 4 Lane	2.50	\$9,289,212	18
416	Loop Rd	LA 840 (Forsythe Ave) to US 165	Center Turn Lane	1.10	\$3,678,528	18
417	Louberta/Elm/Central Ave	US 165 to Kansas Ln	Widen from 2 to 3 lanes	1.60	\$5,350,586	18
501	South 8th St	Texas Ave	Roundabout	--	\$435,000	N/A
Line Item	Various	Various	Enhancement	--	\$1,084,966	N/A
Line Item	Various	Various	Safety	--	\$1,464,970	N/A
Line Item	Various	Various	Bridge	--	\$32,771,353	N/A
Line Item	Various	Various	Overlay	--	\$16,301,373	N/A
Line Item	Various	Various	Maintenance	--	\$6,160,036	N/A

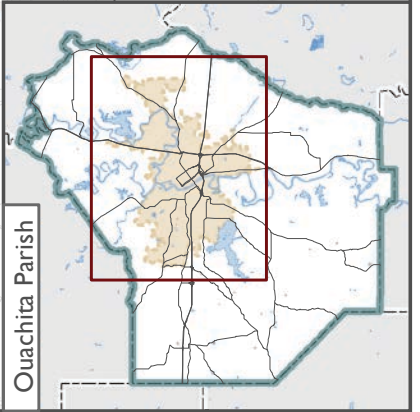
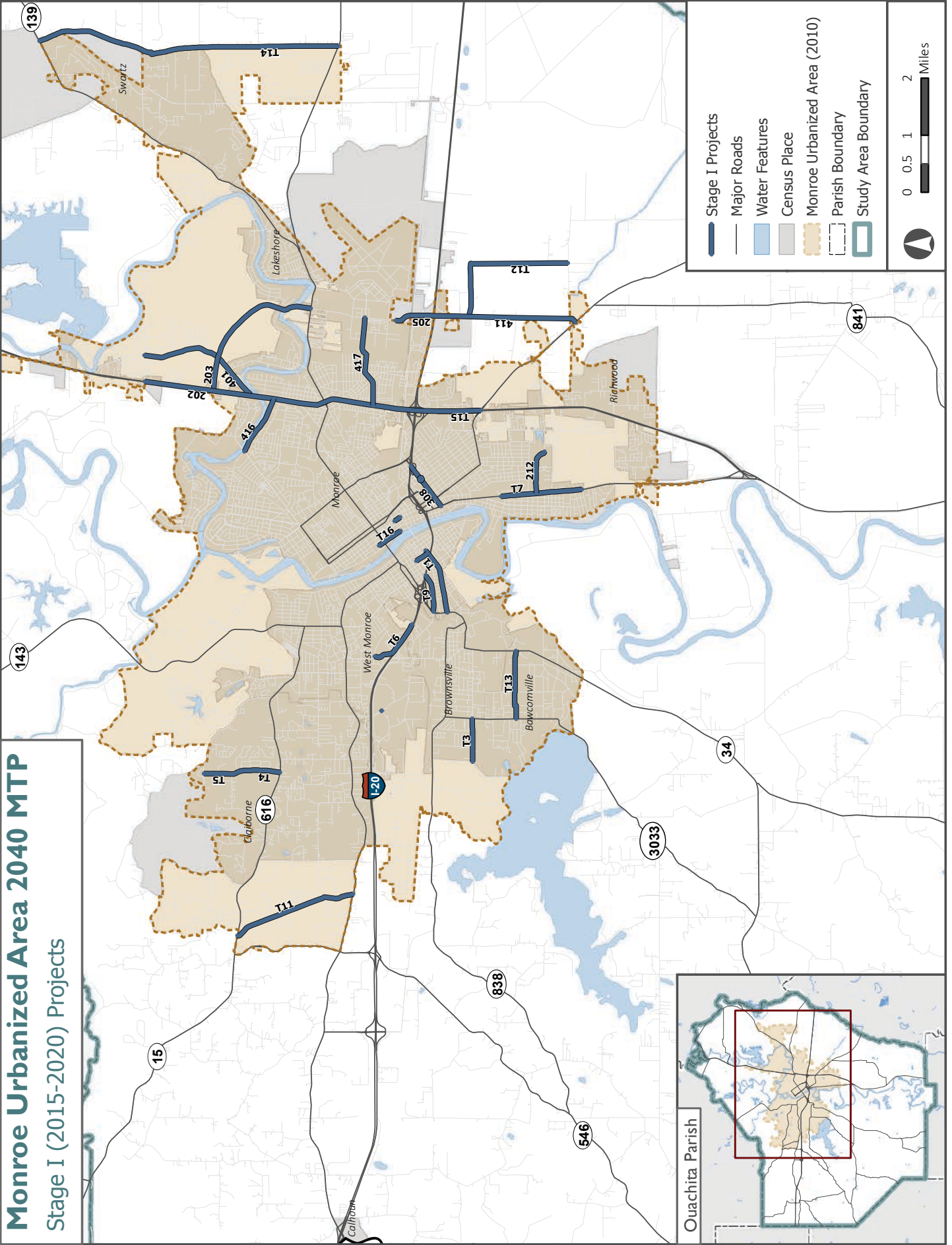
*Total Stage I Roadway Costs: \$160,607,162*

\*Project ID's beginning with 'T' indicate projects that are already included in the MPO's Transportation Improvement Program (TIP)



# Monroe Urbanized Area 2040 MTP

## Stage I (2015-2020) Projects



## Stage II (2021-2030)

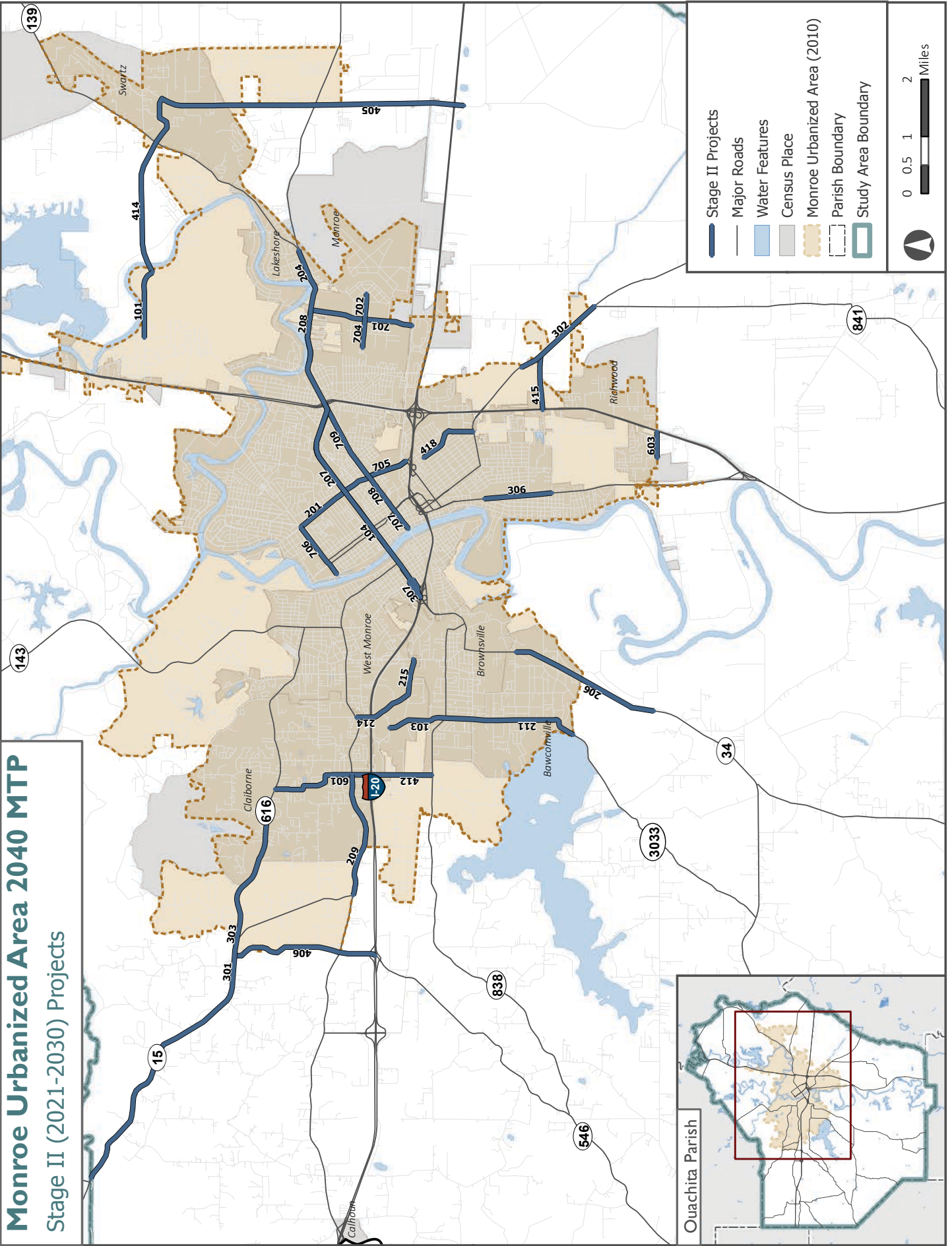
Project ID	Route	Limits	Improvement	Length (mi)	Total YOE Cost	Prioritization Ranking
101	Finks Hideaway Rd (Ph 2)	Holland Dr to Raymond Dr	Widen to 5 Lanes	1.20	\$5,179,089	53
103	Washington St Ext	New Natchitoches Rd to Pavilion Cir	New 2 Lane	1.00	\$6,412,205	44
104	LA 34/US 80	I-20 to Kansas Ln	ITS Improvements	5.75	\$5,672,336	11
201	N & S 18th St	Forsythe Ave to Texas Ave	ITS Improvements	2.20	\$2,170,285	11
204	US 80	Kansas Lane to LA 139	Widen to 5 Lanes	1.10	\$4,747,498	27
206	LA 34	Sandal St to Ouachita Loop Corridor	Widen to 4 Lanes	2.80	\$12,084,541	40
207	US 80 (Louisville Ave)	Riverside Dr to US 165	Widen to 6 Lanes	2.95	\$12,731,927	49
208	US 80	Gilbert St to Kansas Lane	Widen to 5 Lanes	0.95	\$4,100,112	38
209	US 80	Ole Highway 15 to Well Rd	Widen to 5 Lanes	2.20	\$9,494,997	41
211	LA 3033	Cheniere Dam to LA 838	Center Turn Lane	2.55	\$9,905,008	43
214	Downing Pines Rd	US 80 to Mane St	Widen to 4 Lanes	0.50	\$2,157,954	43
215	Downing Pines Rd	Mane St to Thomas Rd	Center Turn Lane	1.20	\$4,661,180	43
301	LA 15	West Study Area Boundary to Cheniere Drew Rd	Widen to 4 Lanes	4.95	\$21,363,742	54
302	LA 15 (Winsboro Rd)	Nutland Rd to Prairie Rd	Widen to 4 Lanes	1.70	\$7,337,043	54
303	LA 616 (Arkansas Rd)	La 15 to Caldwell Rd	Widen to 4 Lanes	2.85	\$12,300,336	51
306	US 165-B (Jackson St)	Standifer St to Lee St	Add Center Turn Lane	1.2	\$4,622,337	50
307	Mill St/Stella St Couplet	I-20 to N 7th St	Widen to 3 Lanes each direction	0.60	\$2,589,545	32
405	Ouachita Loop East	I-20 to LA 139	Widen to 4 lanes	6.25	\$26,974,422	1
406	Ouachita Loop West	I-20 to LA 616	Widen to 4 Lanes	2.70	\$11,652,950	17
412	Well Rd	US 80 to LA 838	Widen to 4 Lanes	1.40	\$6,042,271	18
414	Finks Hideaway Rd (Ph 3)	Raymond Rd to LA 139	New 2 Lane and Bridge	2.35	\$19,137,967	18
415	Tichelli Rd	US 165 to Garrett Rd	Widen to 4 Lanes, realignment	0.95	\$4,100,112	18
418	Parkview Dr/S 12th St	Winnsboro Rd to Orange St	Center Turn Lane	1.10	\$4,272,748	18
601	Wallace Dean Rd (District A)	US Hwy 80 to Arkansas Rd	Curve correction, shoulders, pavement rehab	1.25	\$1,078,977	28
603	Richwood Rd No. 2 (District F)	Pons Dr (City Limits) to US Hwy 165	Shoulders, mill, patch, and pavement rehab	0.45	\$388,432	31
701	Kansas Ln	Milhaven Rd to US 80	Joint rehab and overlay, striping	1.8	\$1,553,727	21
702	Central Ave	Kansas Ln to MLU entrance	Joint rehab and overlay, striping	0.4	\$345,273	21
704	Central Ave	Foodbank to Kansas Ln	Joint rehab and overlay, striping	0.5	\$431,591	21
705	N 18th St Overpass	I-20 to DeSiard St	Rehab and pavement preservation	0.7	\$612,859	21
706	Forsythe Ave	Riverside Dr to N 18th	Overlay and striping	1.0	\$889,077	33
707	DeSiard St	S Grand St to N 8th St	Overlay and striping	0.4	\$353,904	33
708	DeSiard St	N 8th St to N 18th St	Overlay and striping	0.6	\$552,436	33
709	DeSiard St	N 18th St to Hwy 165	Overlay and striping	1.4	\$1,217,086	33
Line Item	Various	Various	Enhancement	--	\$3,129,473	N/A
Line Item	Various	Various	Safety	--	\$10,513,997	N/A
Line Item	Various	Various	Bridge	--	\$68,142,984	N/A
Line Item	Various	Various	Overlay	--	\$44,053,302	N/A
Line Item	Various	Various	Maintenance	--	\$13,278,772	N/A

**Total Stage II Roadway Costs: \$346,252,493**



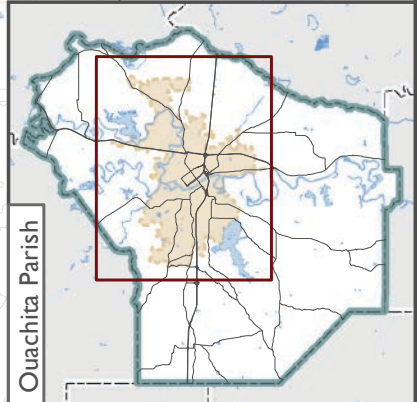
# Monroe Urbanized Area 2040 MTP

## Stage II (2021-2030) Projects



- Stage II Projects
- Major Roads
- Water Features
- Census Place
- Monroe Urbanized Area (2010)
- Parish Boundary
- Study Area Boundary

0 0.5 1 2 Miles



### Stage III (2031-2040)

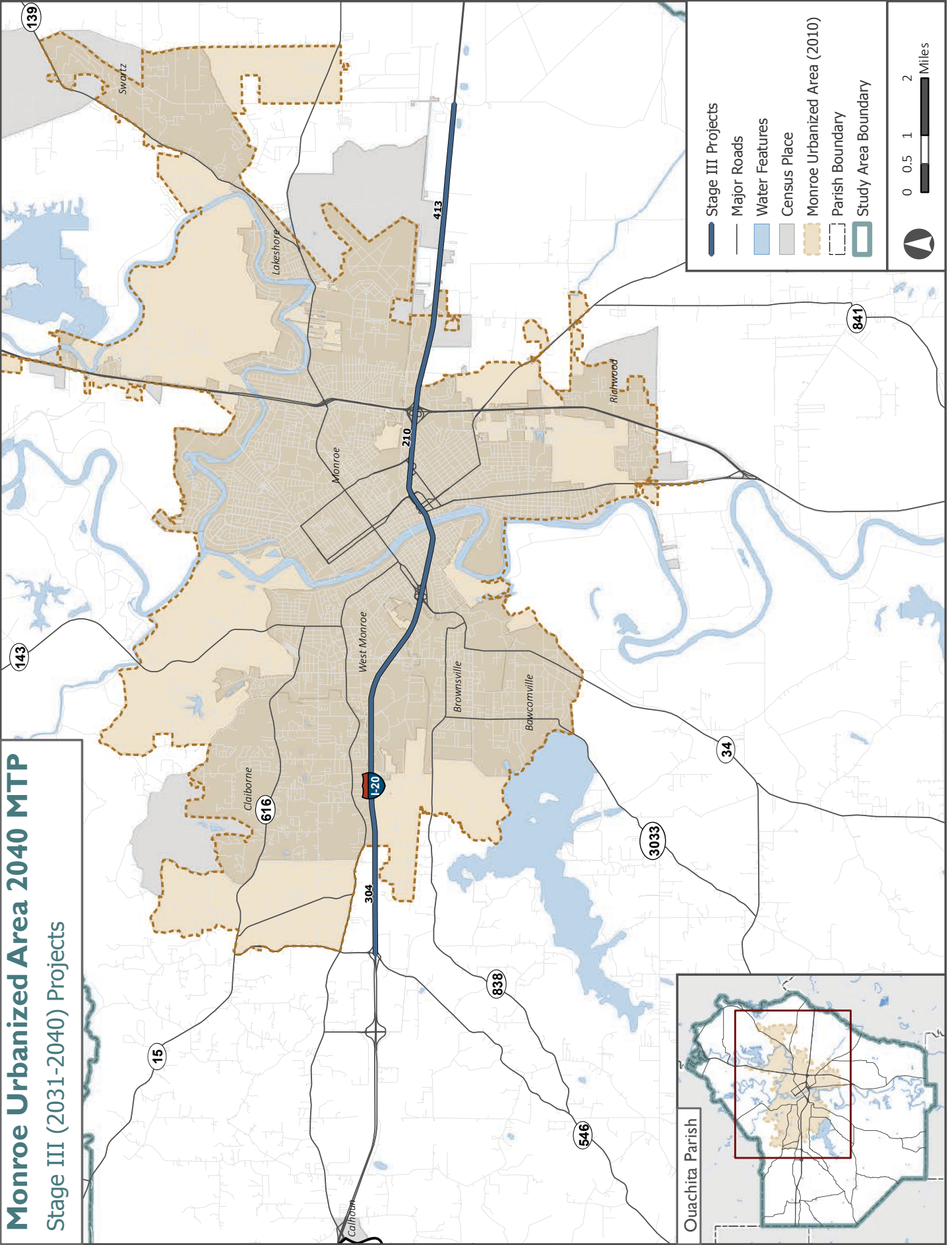
Project ID	Route	Limits	Improvement	Length (mi)	Total YOE Cost	Prioritization Ranking
210	I-20	Ouachita River to Garrett Rd	Widen to 6 Lanes	4.05	\$57,834,160	9
304	I-20	LA 546 to Ouachita River	Widen to 6 Lanes	8.10	\$115,668,319	20
413	I-20	Garrett Rd to LA 594	Widen to 6 Lanes	3.90	\$55,692,154	18
Line Item	Various	Various	Enhancement	--	\$3,221,817	N/A
Line Item	Various	Various	Safety	--	\$11,935,057	N/A
Line Item	Various	Various	Bridge	--	\$71,727,504	N/A
Line Item	Various	Various	Overlay	--	\$52,615,775	N/A
Line Item	Various	Various	Maintenance	--	\$13,670,599	N/A

*Total Stage III Roadway Costs: \$382,365,385*



# Monroe Urbanized Area 2040 MTP

## Stage III (2031-2040) Projects



## Vision Projects (Unfunded Needs)

Project ID	Route	Limits	Improvement	Length (mi)	Total YOE Cost	Prioritization Ranking
403	Finks Hideaway Rd Extension	LA 143 (N 7th St) to US 165	New 2 Lane and Bridge	5.30	\$400,000,000	8
404	Ouachita Loop South	LA 34 to US 165	New 2 Lane and Bridge	4.45	\$73,140,000	1
407	Ouachita Loop Southeast	Richwood Rd 2 to Russell Sage Rd	New 2 Lane	6.45	\$33,540,000	5
408	Ouachita Loop Northwest	LA 616 to Finks Hideaway Rd Extension	New 2 Lane	7.65	\$39,780,000	18
409	Ouachita Loop Southwest	I-20 to LA 34	New 2 Lane and Widen to 4 Lanes	13.20	\$68,640,000	18

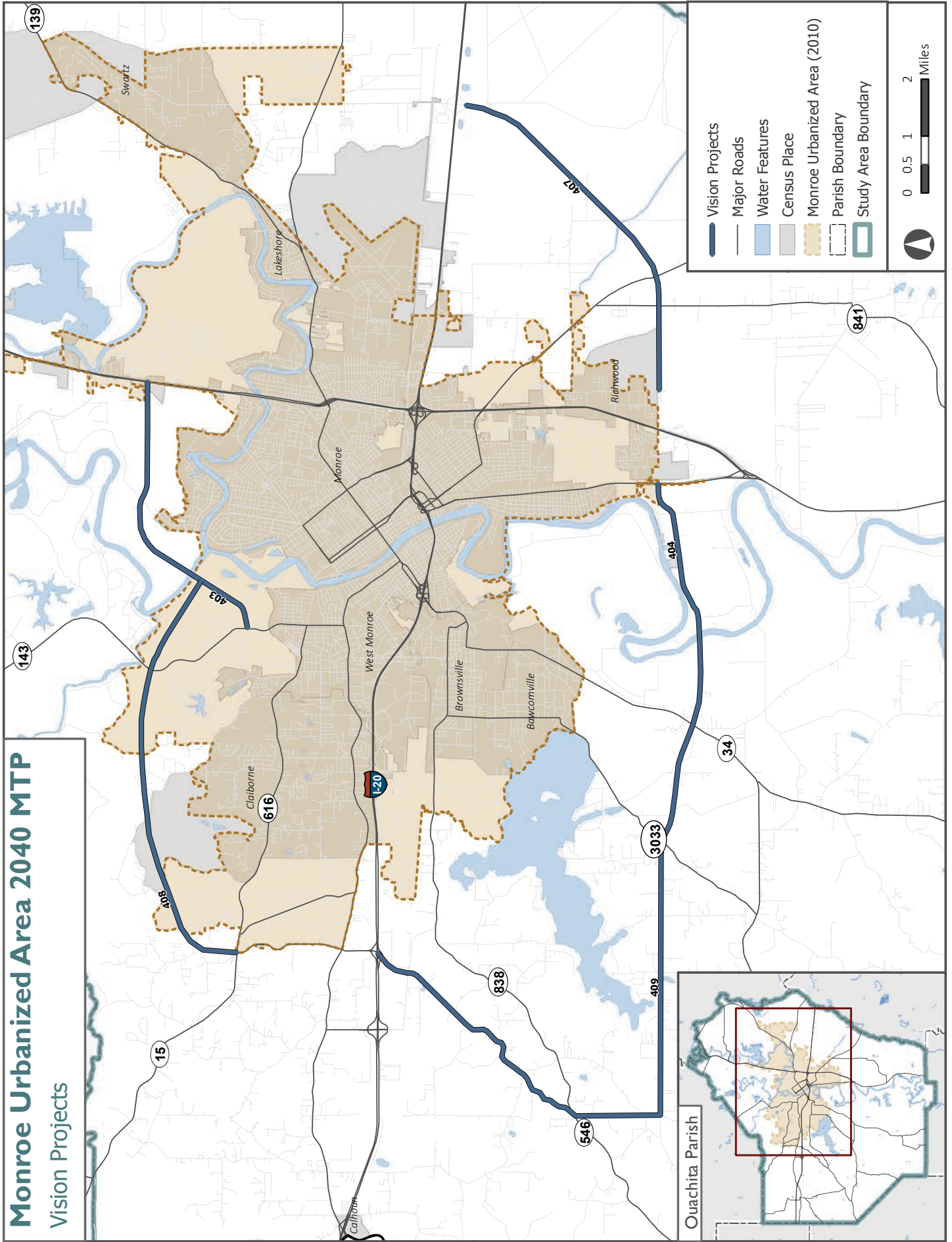
## Transit Projects

Agency	Description	Funding Source	Total Year of Expenditure Cost
Monroe Transit	Operating Assistance	Section 5307 (Operating)	\$9,960,562
Monroe Transit	Preventive Maintenance	Section 5307 (Operating)	\$2,576,008
Monroe Transit	Capital – Rolling Stock/Support Equipment	Section 5307 (Capital)	\$7,318,437
Monroe Transit	Paratransit Service	Section 5311	\$3,228,596
Various	Paratransit Service	Section 5310 and 5311	\$1,032,142
Monroe Transit	Operating Assistance	Section 5307 (Operating)	\$21,471,309
Monroe Transit	Preventive Maintenance	Section 5307 (Operating)	\$5,552,925
Monroe Transit	Capital – Rolling Stock/Support Equipment	Section 5307 (Capital)	\$15,775,859
Monroe Transit	Paratransit Service	Section 5311	\$6,959,666
Various	Paratransit Service	Section 5310 and 5311	\$2,224,918
Monroe Transit	Operating Assistance	Section 5307 (Operating)	\$23,717,683
Monroe Transit	Preventive Maintenance	Section 5307 (Operating)	\$6,133,884
Monroe Transit	Capital – Rolling Stock/Support Equipment	Section 5307 (Capital)	\$17,426,363
Monroe Transit	Paratransit Service	Section 5311	\$7,687,801
Various	Paratransit Service	Section 5310 and 5311	\$2,457,694

*Total Transit Costs (All Stages): \$141,017,017*

# Monroe Urbanized Area 2040 MTP

## Vision Projects





Questions or other interests regarding the plan may be directed to:

Doug Mitchell - Director of Transportation  
1913 Stubbs Ave.  
Monroe, Louisiana 71201  
doug@northdelta.org  
(318) 387-2572

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