



# CONNECTING Ouachita 2045



## Metropolitan Transportation Plan



October  
2020  
**FINAL**



# 2045 Metropolitan Transportation Plan

## Monroe Metropolitan Planning Organization

This document is posted at:

<https://www.northdelta.org/>

For additional information, please contact:

Doug Mitchell

North Delta Regional Planning & Development

3000 Kilpatrick Blvd

Monroe LA, 71201

Phone: (318) 387-2572

Fax: (318) 387-9054

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This Plan was prepared as a cooperative effort of the U.S. Department of Transportation (USDOT), Federal Highway Administration (FHWA), Federal Transit Administration (FTA), Louisiana Department of Transportation and Development (LADOTD), and local governments in partial fulfillment of requirements in Title 23 USC 134 and 135, amended by the FAST Act, Sections 1201 and 1202, December 4, 2015. The contents of this document do not necessarily reflect the official views or policies of the U.S. Department of Transportation.

## Transportation Policy Committee

| Name                     | Position                                     |
|--------------------------|----------------------------------------------|
| Friday Ellis             | Mayor, City of Monroe                        |
| Staci Albritton Mitchell | Mayor, City of West Monroe                   |
| Thom Hamilton            | Alderman, City of West Monroe                |
| Douglas Harvey           | City Councilman, City of Monroe              |
| Shane Smiley             | Juror, Ouachita Parish Policy Jury           |
| Scotty Robinson          | Juror, Ouachita Parish Policy Jury, Chairman |
| *Caesar Velásquez        | Mayor, Town of Sterlington                   |
| *Gerald Brown            | Mayor, Town of Richwood                      |

\*Indicates non-voting status

## Technical Advisory Committee

| Name                  | Position                                       |
|-----------------------|------------------------------------------------|
| Kim Golden            | Engineer, City of Monroe                       |
| Scott Olvey           | City Finance Director, City of West Monroe     |
| Robbie George         | Engineer, City of West Monroe                  |
| Kevin Crosby          | Engineer, Ouachita Parish                      |
| Marshal Hill          | District 5 Administrator, LADOTD               |
| Matthew French        | Engineer, LADOTD                               |
| Dawn Sholmire         | Statewide Planning Engineer, LADOTD            |
| Mary Stringfellow     | Program Delivery Team Leader, FHWA             |
| Airport Administrator | Member                                         |
| Arthur Holland        | Member, City of Monroe                         |
| John Tom Murray       | Ouachita Parish Police Jury                    |
| Marc Keenan           | Transportation Manager, City of Monroe Transit |

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## Technical Reports

- 1) Transportation Modeling and Forecasting
- 2) Existing Conditions
- 3) Transportation Performance Management Report
- 4) Needs Assessment
- 5) Plan Development
- 6) Transportation Systems Management and Operations
- 7) Federal Compliance Checklist

# Acronym Guide

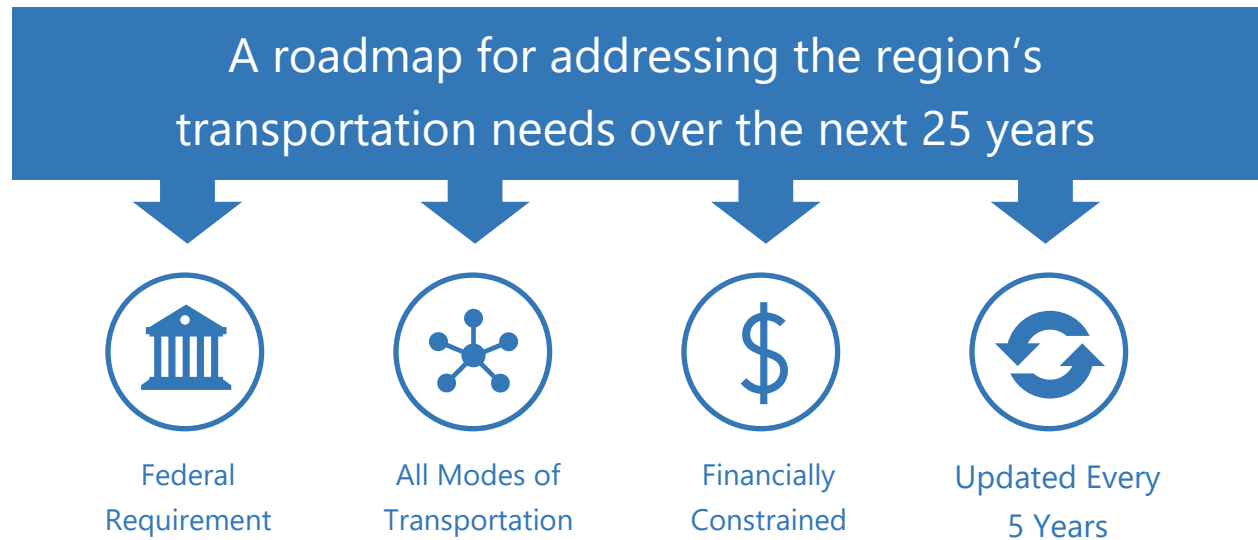
| Acronym  | Description                                            |
|----------|--------------------------------------------------------|
| EJ       | Environmental Justice                                  |
| FAST Act | Fixing America's Surface Transportation Act            |
| FHWA     | Federal Highway Administration                         |
| FTA      | Federal Transit Administration                         |
| LADOTD   | Louisiana Department of Transportation and Development |
| MPA      | Metropolitan Planning Area                             |
| MPO      | Metropolitan Planning Organization                     |
| MTP      | Metropolitan Transportation Plan                       |
| TA       | Transportation Alternatives                            |
| TAC      | Technical Advisory Committee                           |
| TPC      | Transportation Policy Committee                        |
| TIP      | Transportation Improvement Program                     |

# 1.0 Introduction

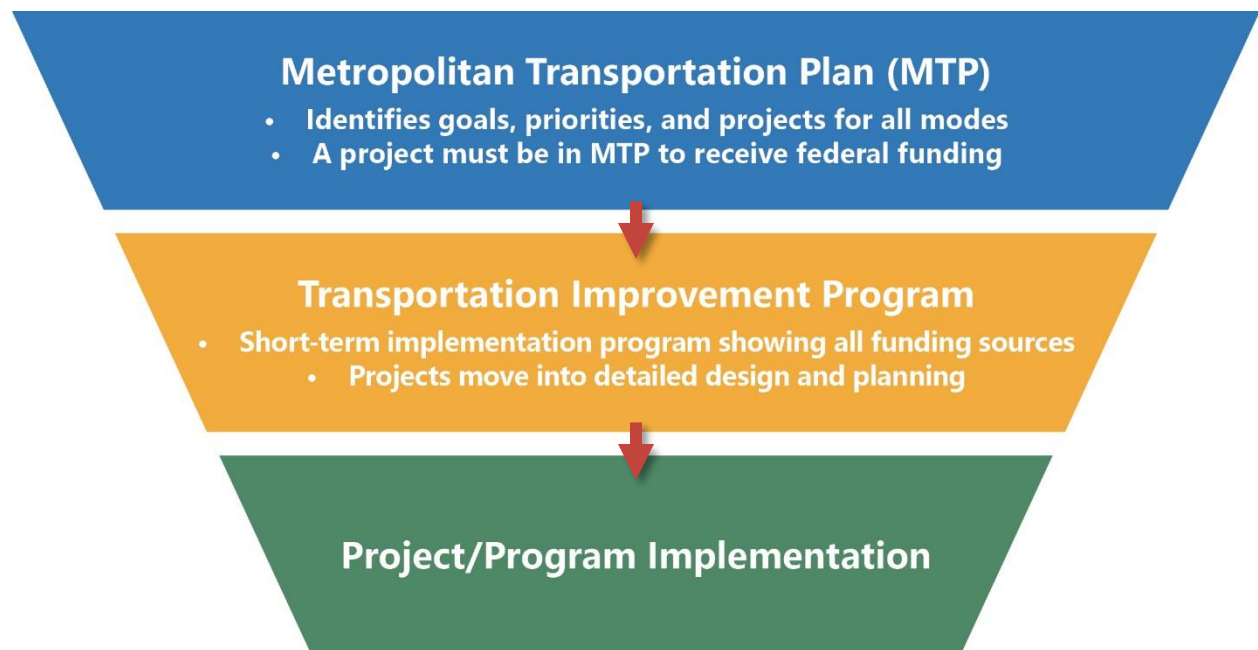
Learn about the background of the Metropolitan Transportation Plan and the regional organization that develops it, the Metropolitan Planning Organization.

# 1.0 Introduction

## What is the Metropolitan Transportation Plan?



## The Role of the Metropolitan Transportation Plan



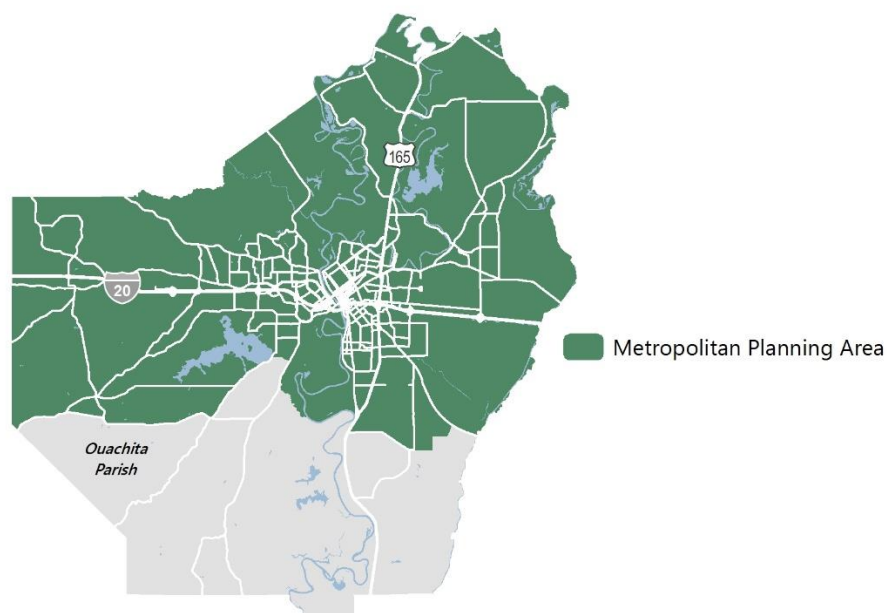
## What is the Metropolitan Planning Organization?

All urban areas with a population of 50,000 or greater are required to have a Metropolitan Planning Organization (MPO) to conduct regional transportation planning.

### The MPO Structure (How It All Works)



### The Metropolitan Planning Area



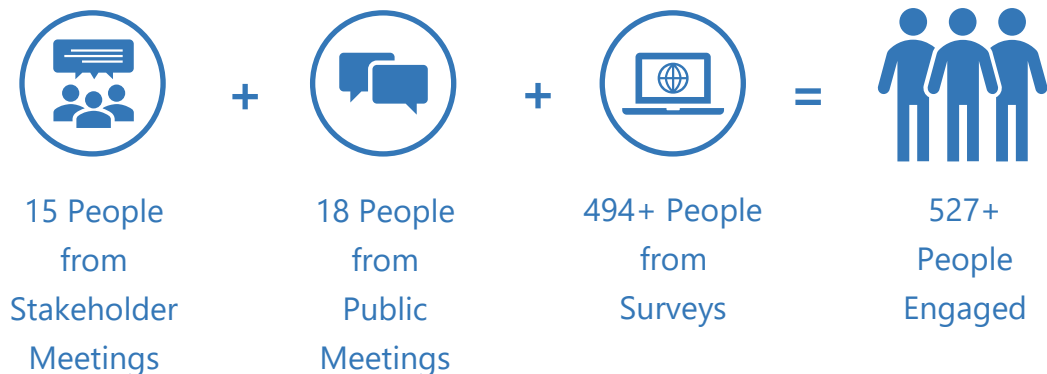
# 1.0 Introduction

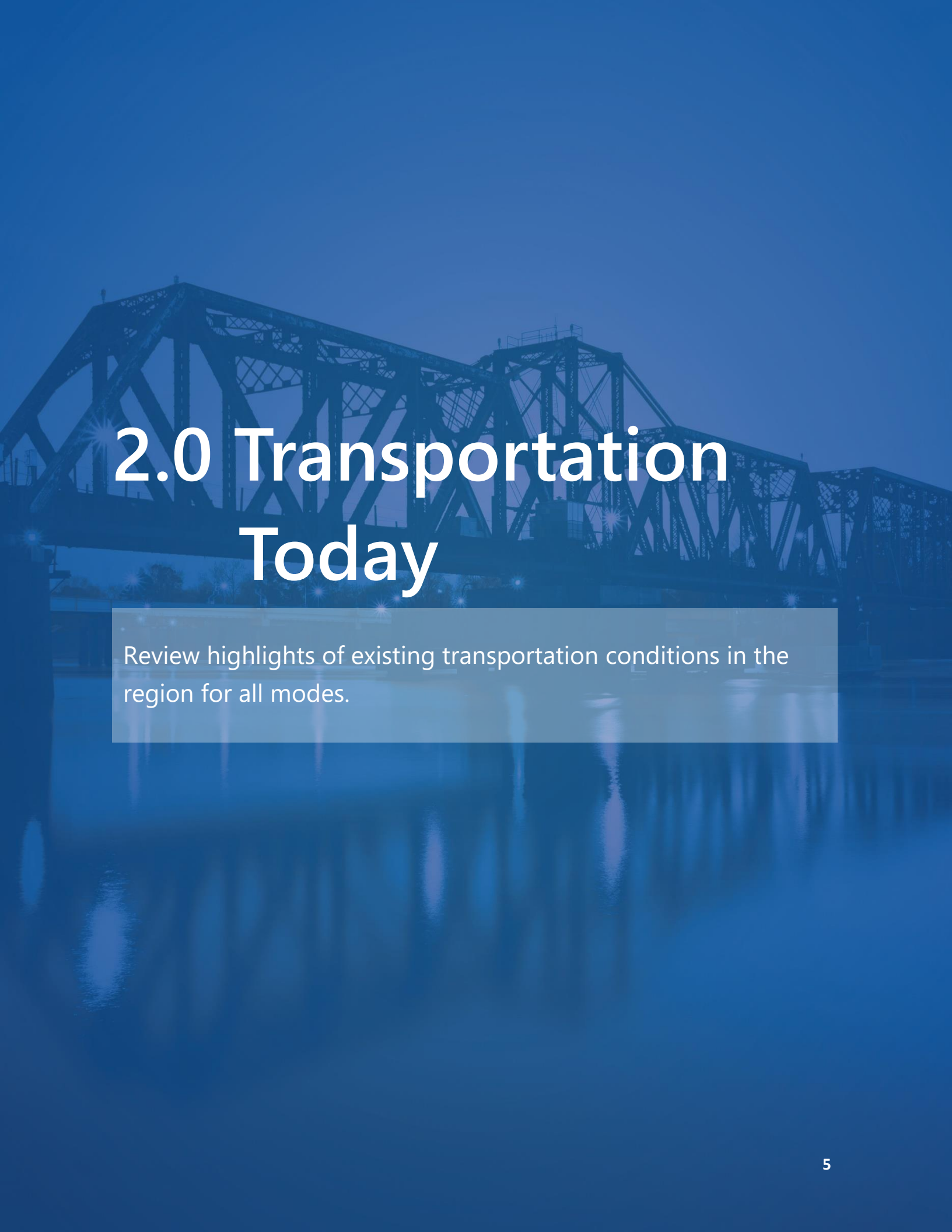
## The Planning Process



## Public and Stakeholder Involvement

The planning process incorporated public and stakeholder input at key phases of the project, resulting in a plan that reflects local priorities and needs.





# 2.0 Transportation Today

Review highlights of existing transportation conditions in the region for all modes.

## 2.0 Transportation Today

### Roadway and Bridge Conditions



**Congestion** – I-20 and US 165 have the worst congestion in the region.



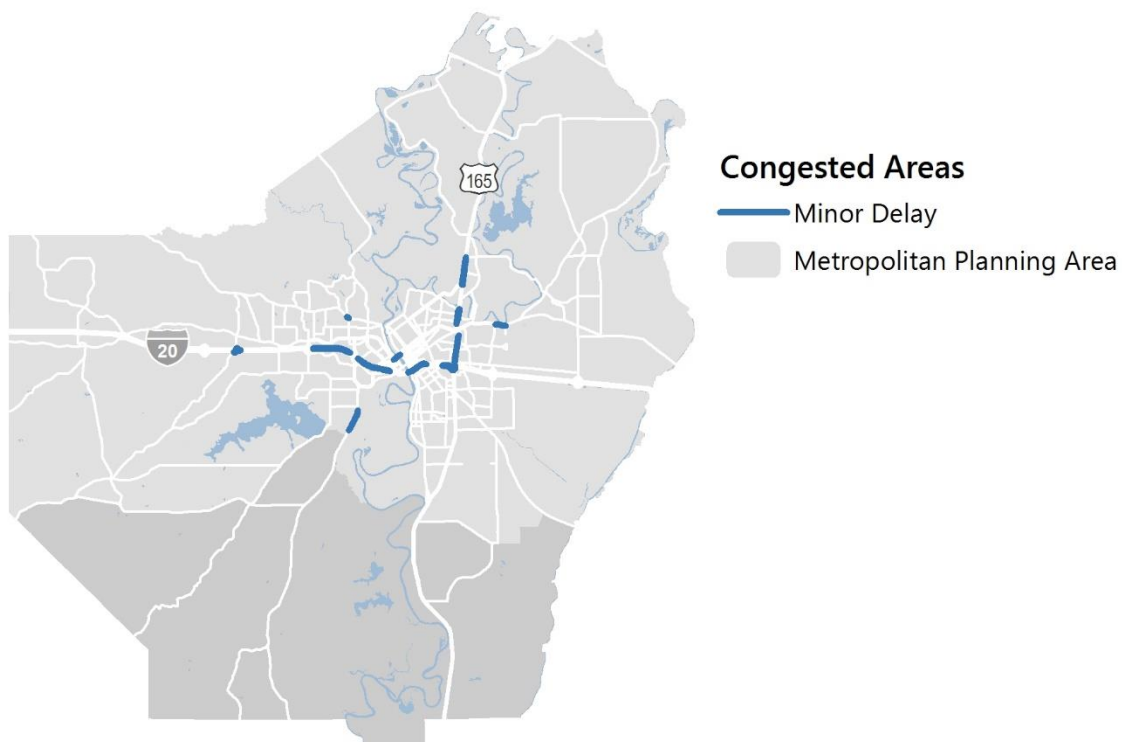
**Pavement Conditions** – The biggest areas of concern for pavement condition are on US 165, LA 34, LA 143, LA 617, and Old Natchitoches Rd.



**Bridge Conditions** – Many bridges within the region, particularly on the National Highway System, are not in good condition.



**Safety** – From 2014 to 2018 there were 68 deaths and 122 severe injuries resulting from vehicular crashes.



## Bicycle and Pedestrian Conditions



**High Demand Areas** – There are areas of moderate to high demand throughout the region, especially in older neighborhoods.



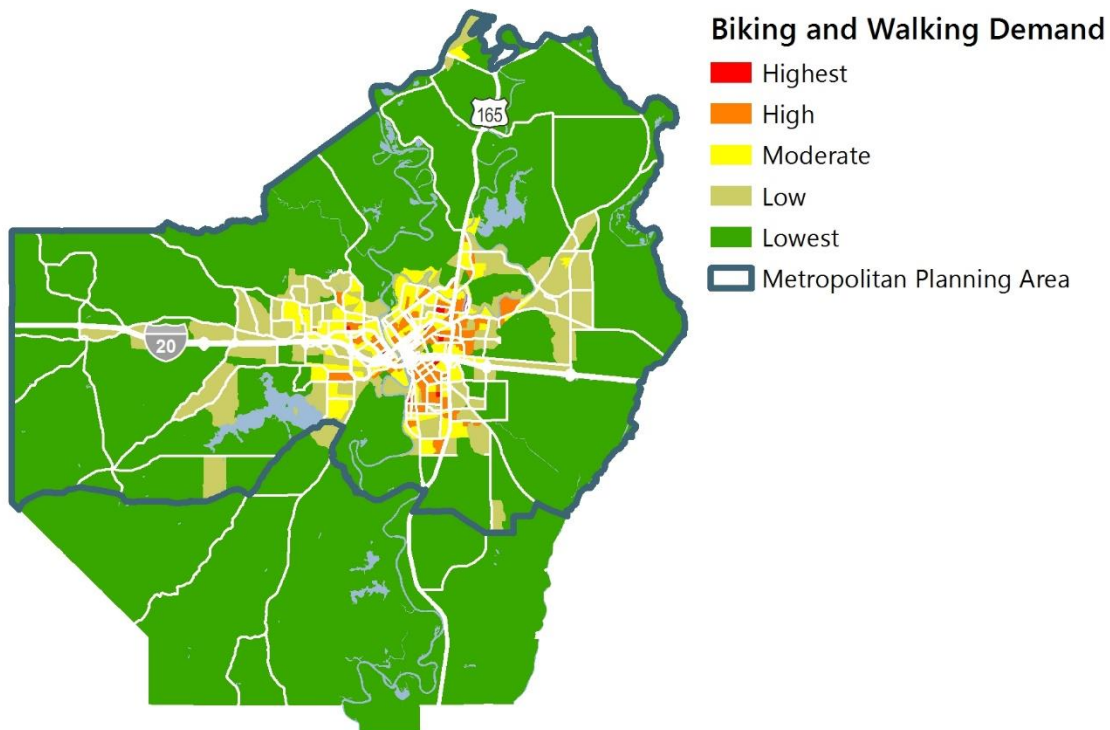
**Bicycle Facility Coverage** – The presence of bike routes, bike lanes, and shared-use paths within the region is strong.



**Pedestrian Facility Coverage** – The presence of sidewalks varies greatly within the region and there are many gaps.



**Safety** – From 2014 through 2018 there were 33 fatalities and 32 serious injuries among bicyclists and pedestrians.



# 2.0 Transportation Today

## Public Transit Conditions



**High Demand Areas** – The highest demand areas are in the City of Monroe but there is also moderate demand in West Monroe.



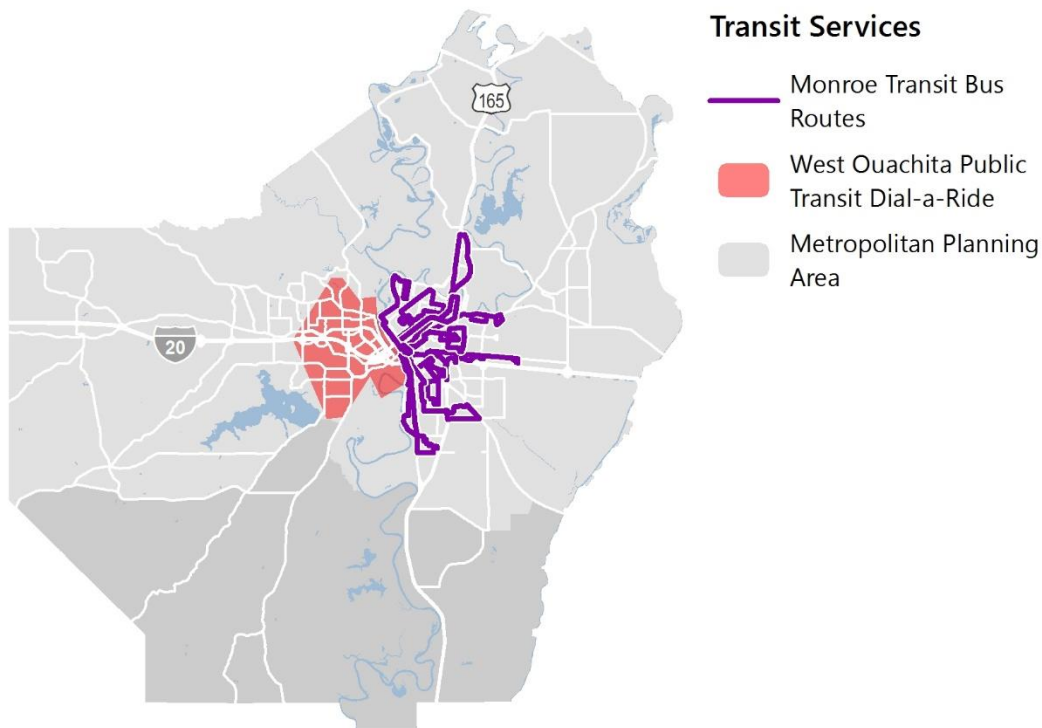
**Transit Quality and Performance** – Monroe Transit has seen decreased level of service, productivity, and cost efficiency since 2014.



**Maintenance** – Many vehicles in the local transit fleets exceed their useful life benchmark.



**Safety** – There have been two (2) reported incidents within the last five years, which is low compared to state and national average.



## Freight Conditions



**Highest Truck Traffic** – The highest truck volumes are on I-20, US 80, and US 165.



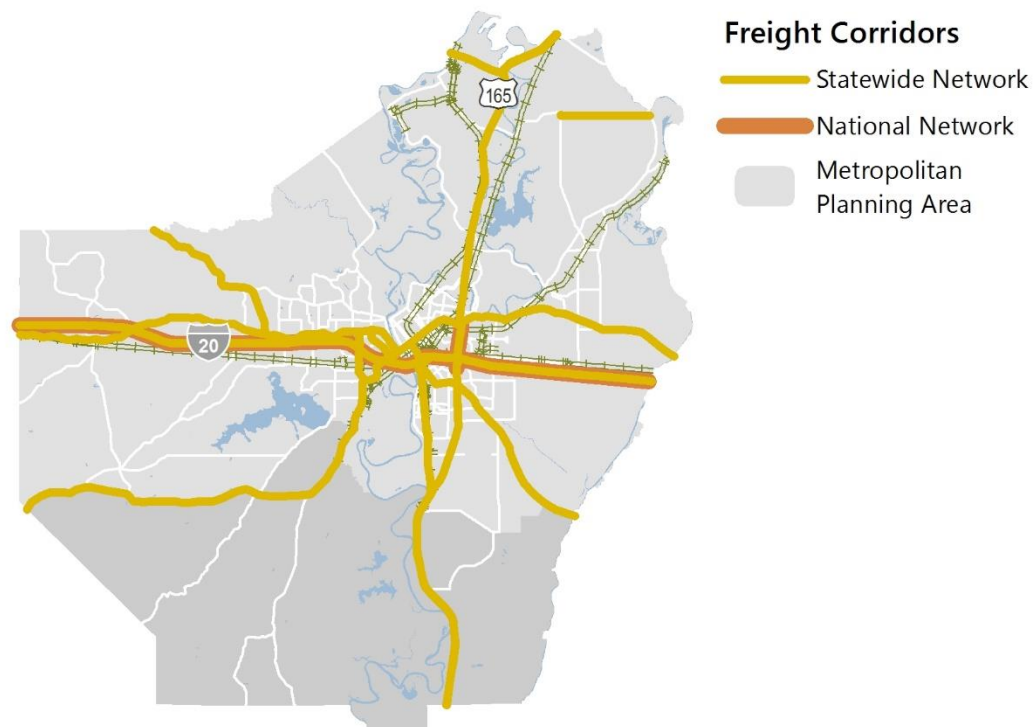
**Freight Truck Congestion** – Freight truck congestion occurs US 165.



**At-Grade Rail Crossings** – There are over 132 at-grade rail crossings.

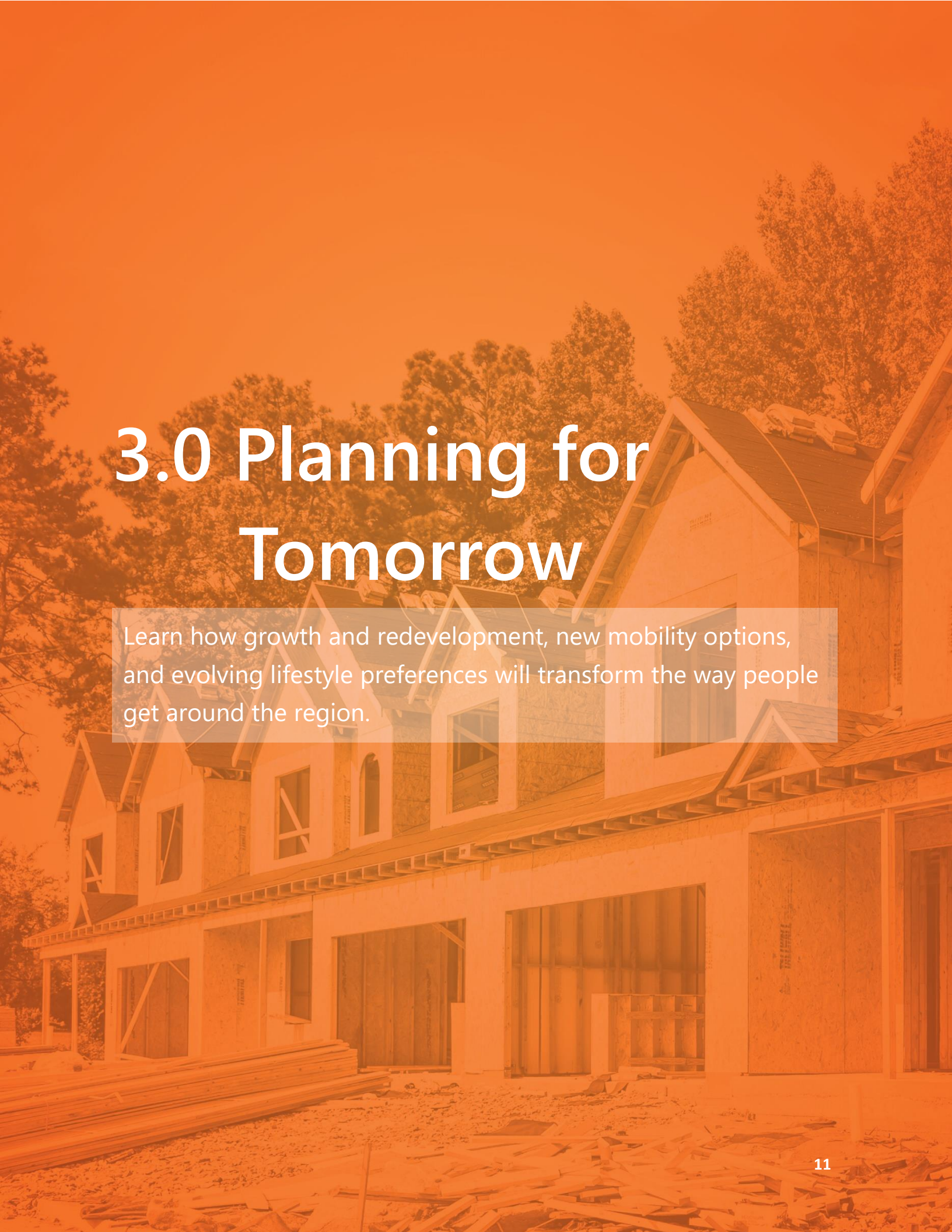


**Safety** – There were four (4) fatal crashes in the region from 2014 to 2018 involving a heavy vehicle (e.g. freight truck).



## 2.0 Transportation Today

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# 3.0 Planning for Tomorrow

Learn how growth and redevelopment, new mobility options, and evolving lifestyle preferences will transform the way people get around the region.

# 3.0 Planning for Tomorrow

## Growth Impacts

Over the next 25 years, the region is projected to continue growing. This growth will concentrate in certain areas, creating new transportation challenges and opportunities for the region.



**Suburban Neighborhoods** – Most residential growth is projected to occur at the edges of cities and existing developed areas.

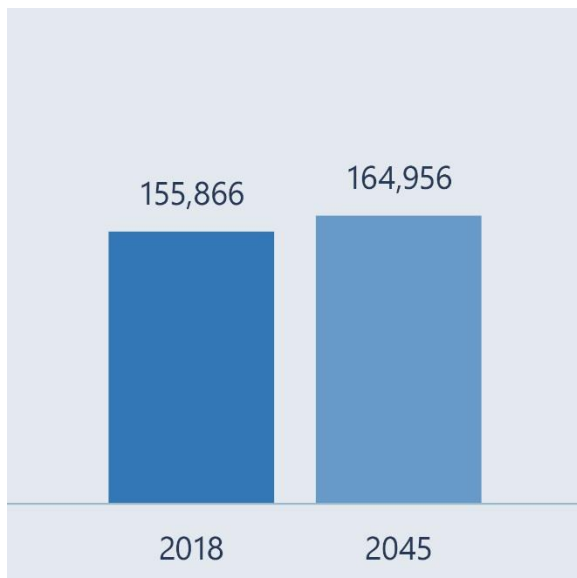


**Industrial Areas** – Most industrial growth is anticipated to occur near industrial parks and other existing industrial clusters.

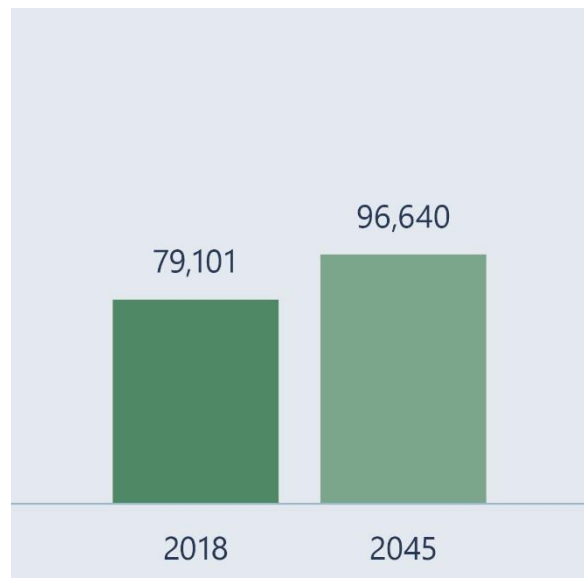


**Commercial Areas** – Commercial growth is projected occur at the edges of existing commercial areas and redevelop along key corridors.

### Population Growth



### Employment Growth



Note: These numbers are for all of Ouachita Parish – not just the Metropolitan Planning Area.

# 3.0 Planning for Tomorrow

## Changing Demographics and Travel Behavior

In recent years, travel patterns have changed dramatically due to demographic changes and technological advances. Many of these changes are part of longer-term trends and others are newer, emerging trends.



### The Population is Aging

Nationally, the population aged 65 or older will grow rapidly over the next 25 years, nearly doubling from 2012 to 2050. This growth will increase the demand for alternatives to driving, especially for public transportation for people with limited mobility or disabilities.



### Most People Are Traveling Less

Except for people over age 65, all age groups are making fewer trips per day, even before the outbreak of COVID-19. There are many factors driving this trend, including working from home, online shopping, and less face-to-face socializing. If this trend continues, travel demand may be noticeably impacted. Some major roadway projects may no longer be required and smaller improvements, such as intersection or turn lane improvements, may be sufficient for these needs.



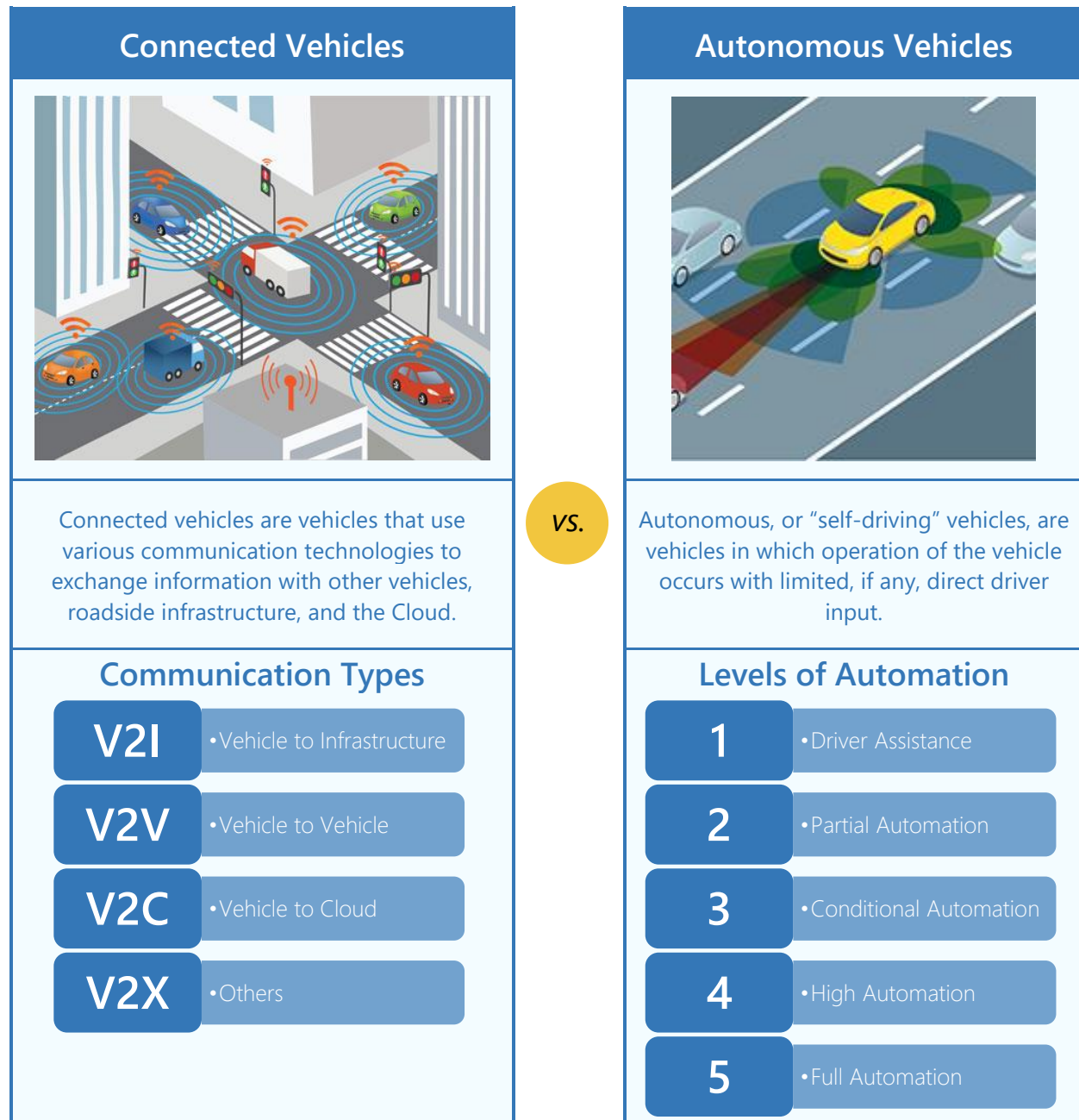
### Relationships with Cars Are Evolving

People are increasingly interested in car-free or car-lite lifestyles. In the short-term, people are paying premiums for walkable and bikeable neighborhoods and more frequently using ride-hailing (Uber/Lyft) and shared mobility (car share/bike share) services. In the long-term, car ownership rates could decrease, increasing the need for investments in bicycle, pedestrian, transit, and other mobility options.

# 3.0 Planning for Tomorrow

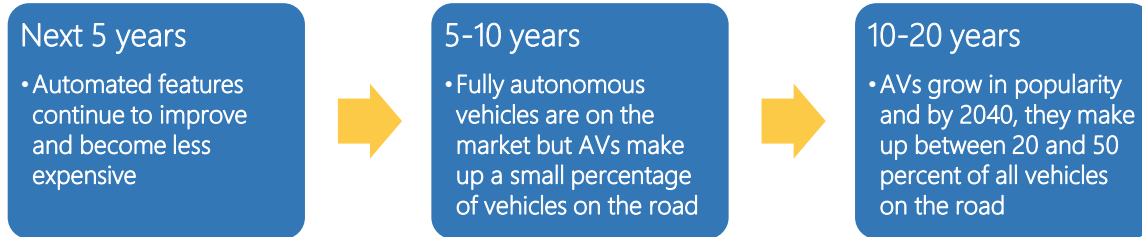
## Connected and Autonomous Vehicles (CAV)

Today, most newer vehicles have some elements of both connected and autonomous vehicle technologies. These technologies are advancing rapidly and becoming more common.



# 3.0 Planning for Tomorrow

## Potential Timeline



## Potential Transportation Impacts



**Overall Safety** – In the long-term, CAV technology is anticipated to reduce human error and improve overall traffic safety.



**Bicycle and Pedestrian Safety** – CAV interactions with bicyclists and pedestrians is a major area of concern that still needs improvement.



**Traffic** – CAVs have the potential to improve overall traffic flow and reduce congestion, even as they may increase vehicle miles traveled.



**Big Data for Planning** – Connected vehicle technology may provide valuable historical and real-time travel data for transportation planning.



**Parking Reform** – Autonomous vehicles could dramatically reduce demand for parking, opening this space up for other uses.



**Transit** – CAV technology has the potential to drastically reduce the cost of operating transit in environments that are safe for autonomous



**Freight** – Both delivery and long-haul freight look to be early adopters of CAV technology, reducing costs and improving safety and congestion.



**Development Patterns** – The benefits of CAV technology may make longer commutes more attractive and increase urban sprawl.

# 3.0 Planning for Tomorrow

## Electric and Alternative Fuel Vehicles

There has been growing interest and investment in alternative fuel vehicle technologies in recent years, especially for electric vehicles. This renewed interest has also included the transit and freight industries. By 2030, some projections show electric vehicles making up nearly one-third of all cars in the United States.



### Potential Transportation Impacts



**Air Quality Improvement** – Electric and other alternative fuel vehicles have the potential to drastically reduce automobile related



**Infrastructure Needs** – There may be a long-term need for public investment in vehicle charging stations.



**Gas Tax Revenues** – If adoption rates increase substantially, gas tax revenues will be impacted and new user fees may need to be considered.

# 4.0 The Vision

The vision and goals in this plan lay the foundation for identifying strategies and projects that will help the region meet its established performance targets.

# 4.0 Visioning

## Strategic Framework and Vision



## Goals and Objectives



### Goal: Provide Reliable Transportation Options

- TO.1** Reduce roadway congestion and delay
- TO.2** Make more areas in the region walkable and bikeable
- TO.3** Expand and improve transit to meet the needs of the region
- TO.4** Support convenient and affordable access to surrounding airports and regions



### Goal: Improve Safety and Security

- SS.1** Redesign corridors and areas with existing safety and security needs
- SS.2** Coordinate with local and state stakeholders to improve enforcement of traffic regulations, transportation safety education, and emergency response
- SS.3** Encourage the use of Intelligent Transportation Systems and other technology during disruptive incidents, including evacuation events



### Goal: Maintain and Maximize Our System

- MM.1** Maintain transportation infrastructure and assets in a good state of repair
- MM.2** Reduce demand for roadway expansion by using technology to efficiently and dynamically manage roadway capacity



### Goal: Support Prosperity

- SP.1** Pursue transportation improvements that are consistent with local plans for growth and economic development
- SP.2** Support local businesses and industry by ensuring efficient movement of freight by truck, rail, and other modes
- SP.3** Address the unique needs of visitors to the region and the impacts of tourism
- SP.4** Promote context-sensitive transportation solutions that integrate land use and transportation planning and reflect community values



### Goal: Protect Our Environment and Communities

- EC.1** Minimize or avoid adverse impacts from transportation improvements to the natural environment and the human environment (historic sites, recreational areas, environmental justice populations)
- EC.2** Encourage proven Green Infrastructure and other design approaches that effectively manage and mitigate stormwater runoff
- EC.3** Work with local and state stakeholders to meet the growing needs of electric and alternative fuel vehicles
- EC.4** Increase the percentage of workers commuting by carpooling, transit, walking, and biking

# 4.0 Visioning

## Performance Measures

Using a performance-based approach to transportation planning helps the region understand its current needs and allows planners and decision-makers to track progress over time. As required by federal legislation, the Metropolitan Planning Organization (MPO) adopted performance targets for several federally required transportation performance measures and is monitoring performance for these measures over time.

### Current Performance

The graphic below summarizes how the MPO and region are performing today regarding these required performance measures. For more detailed information, see the Transportation Performance Management Report.

| Safety                                                                             | Pavement                                                                           | Bridge Conditions                                                                  | Travel Time Reliability                                                            | Truck Time Reliability                                                               | Transit State of Repair                                                              |
|------------------------------------------------------------------------------------|------------------------------------------------------------------------------------|------------------------------------------------------------------------------------|------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------|
|  |  |  |  |  |  |
| Needs Improvement                                                                  | Needs Improvement                                                                  | Good                                                                               | Good                                                                               | Good                                                                                 | Poor                                                                                 |
| <b>Good</b>                                                                        | <b>Meets Target</b>                                                                | <b>Needs Improvement</b>                                                           | <b>Does Not Meet Some Targets</b>                                                  | <b>Poor</b>                                                                          | <b>Does Not Meet Most Targets</b>                                                    |

### Improving Performance

The Metropolitan Transportation Plan uses data and stakeholder input to identify the root causes of poor performance in federally required performance measures. It prioritizes investments that will improve current and future performance.



# 5.0 Implementation

This section presents the strategies and associated improvement plan that will help the region achieve its goals and meet its performance targets. It also provides guidance on the next steps for the MPO.

# 5.0 Implementation

## Strategies

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



### Responsibly Improve Roadway System

Funding for new roads and widening roads is limited. The MPO will prioritize roadway expansion projects that have a high benefit/cost ratio.



### Improve and Expand Public Transportation

Improve existing transit services in the City of Monroe. Explore expanding transit services in West Monroe and beyond.



### Rapidly Expand Biking and Walking Infrastructure

There were frequent comments from public input were for better walking and biking conditions. The MPO should encourage more bicycle and pedestrian projects and encourage bicycle and pedestrian improvements as part of planned roadway projects. There was also great demand expressed for increased safety on bicycle and pedestrian facilities.



### Prioritize Maintenance

The MPO should proactively address pavement conditions, bridge conditions, and transit asset management. Additional studies may be worthwhile to collect maintenance data on roadways outside of the National Highway System. Maintenance needs were the most often identified needs in the stakeholder consultation and public input.



### Establish a Safety Management System

The typical traffic safety program includes a crash record system, identification of hazardous locations, engineering studies, selection of countermeasures, prioritization of projects, planning and implementation, and evaluation.



### Monitor Emerging Technology Options

Transportation technology is changing rapidly but much is still uncertain. The MPO should continue to monitor trends in emerging mobility options and consider partnerships with mobility companies and pilot programs as appropriate.

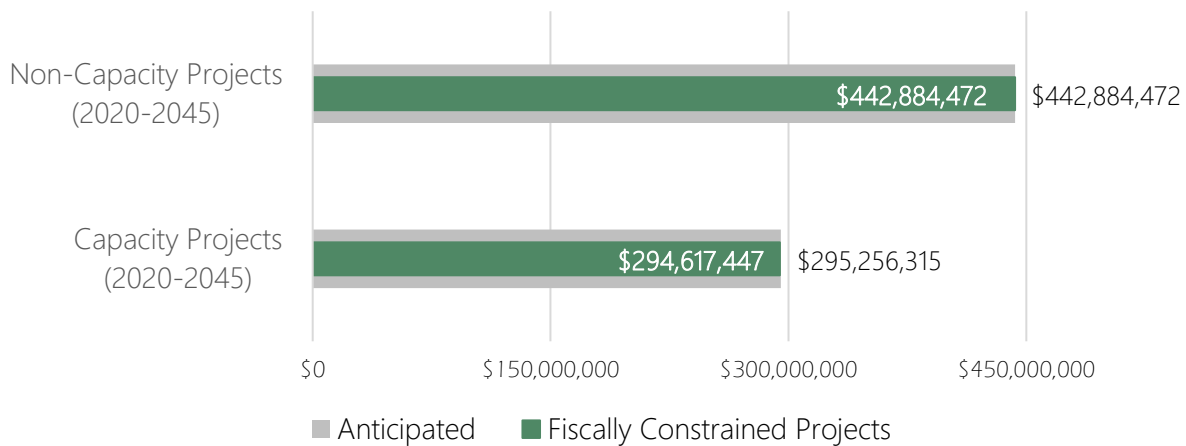
# 5.0 Implementation

## Roadway Projects

Over the next 25 years, the MPO plans to implement a variety of capacity (adding lanes or new roadways) and non-capacity roadway projects.

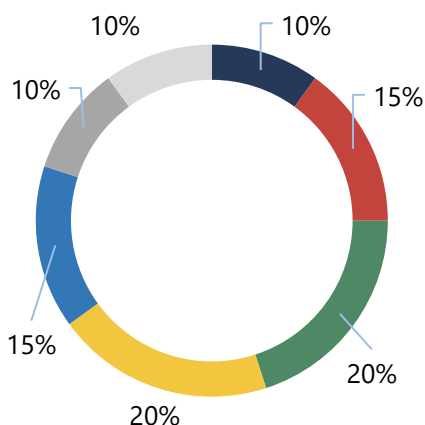
### Financial Plan

The MPO receives funding from many federal sources and provides local funding in addition to federal funding. Based on projections by LADOTD, approximately \$738 million in federal funds will be available to the MPO for roadway projects from 2020 to 2045.



### Prioritizing Roadway Capacity Projects

All roadway capacity projects identified in existing plans and the MTP needs analysis were prioritized based on the criteria below. High scoring projects were included in the fiscally constrained plan and the remaining projects are in a list of visionary projects.



#### Project Scoring Breakdown

- Congestion Reduction
- Benefit Cost Ratio
- Safety Benefits
- Bicycle and Pedestrian Benefits
- Freight Benefits
- Supports Existing Plans
- Protect the Environment

# 5.0 Implementation

## Impact of Roadway Capacity Projects

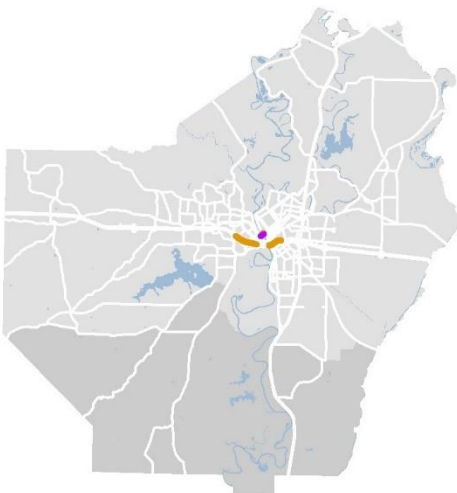
Implementing the planned roadway capacity projects is projected to reduce overall delay in the region by eight (8) percent in 2045. However, there will still be delay in parts of the region and the MPO will also need to implement non-capacity type projects to mitigate congestion.

8% Reduction in Vehicle Hours of Delay



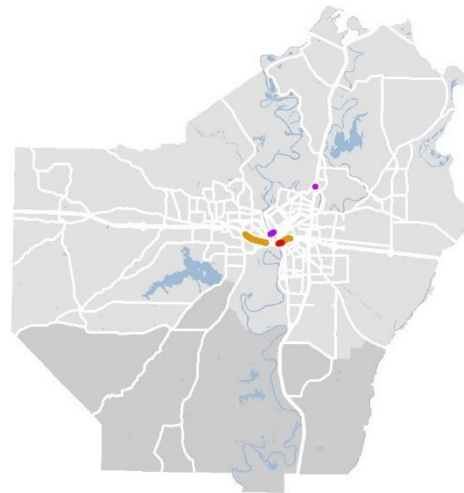
### 2045 - No New Projects

Only Existing and Committed Projects



### 2045 - The Plan

All Existing, Committed, & Planned Projects



#### Congested Corridors

Excessive Delay

Very Long Delay

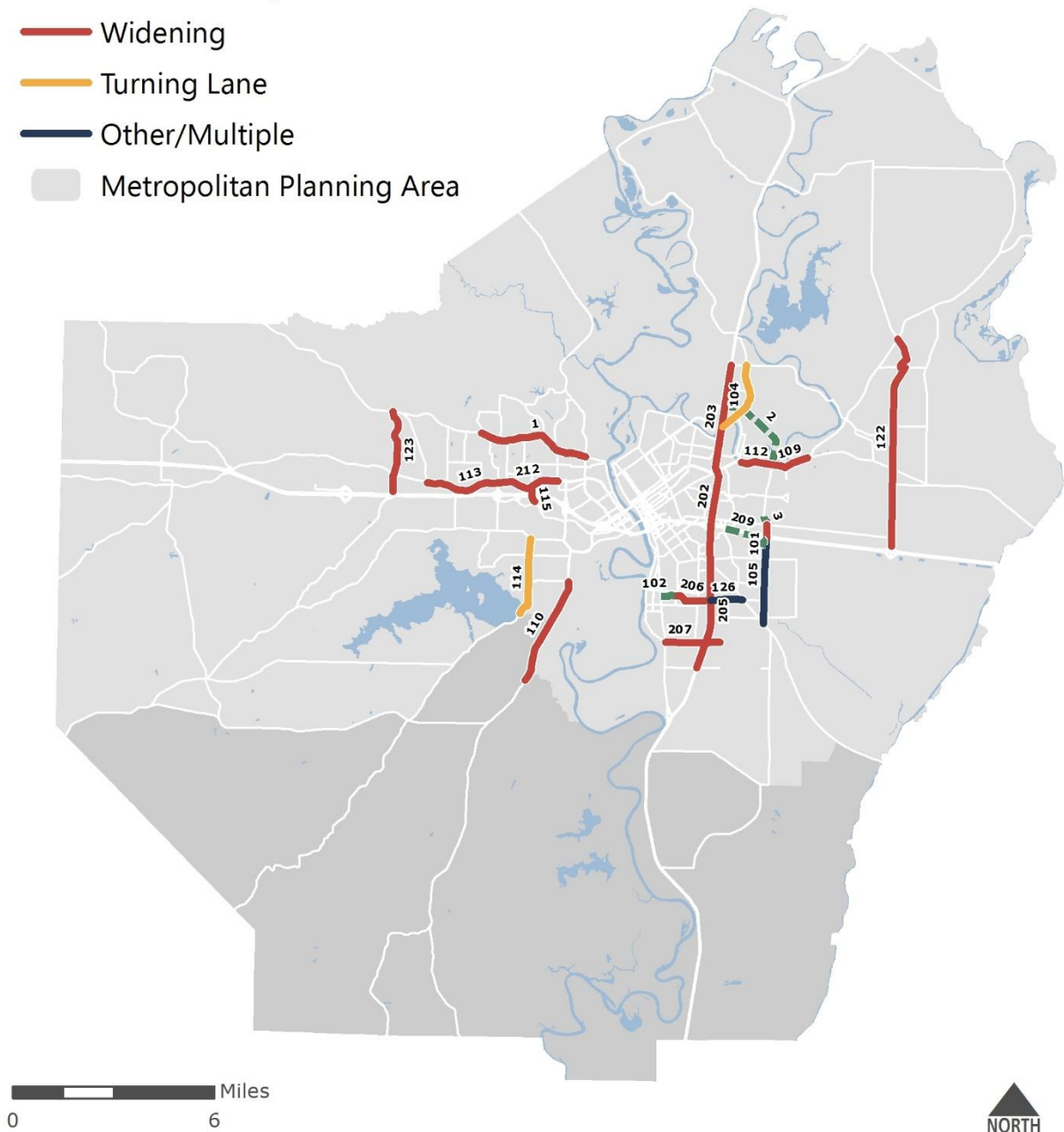
Long Delay

# 5.0 Implementation

## Fiscally Constrained Roadway Capacity Projects

### Legend

- New Roadway
- Widening
- Turning Lane
- Other/Multiple
- Metropolitan Planning Area

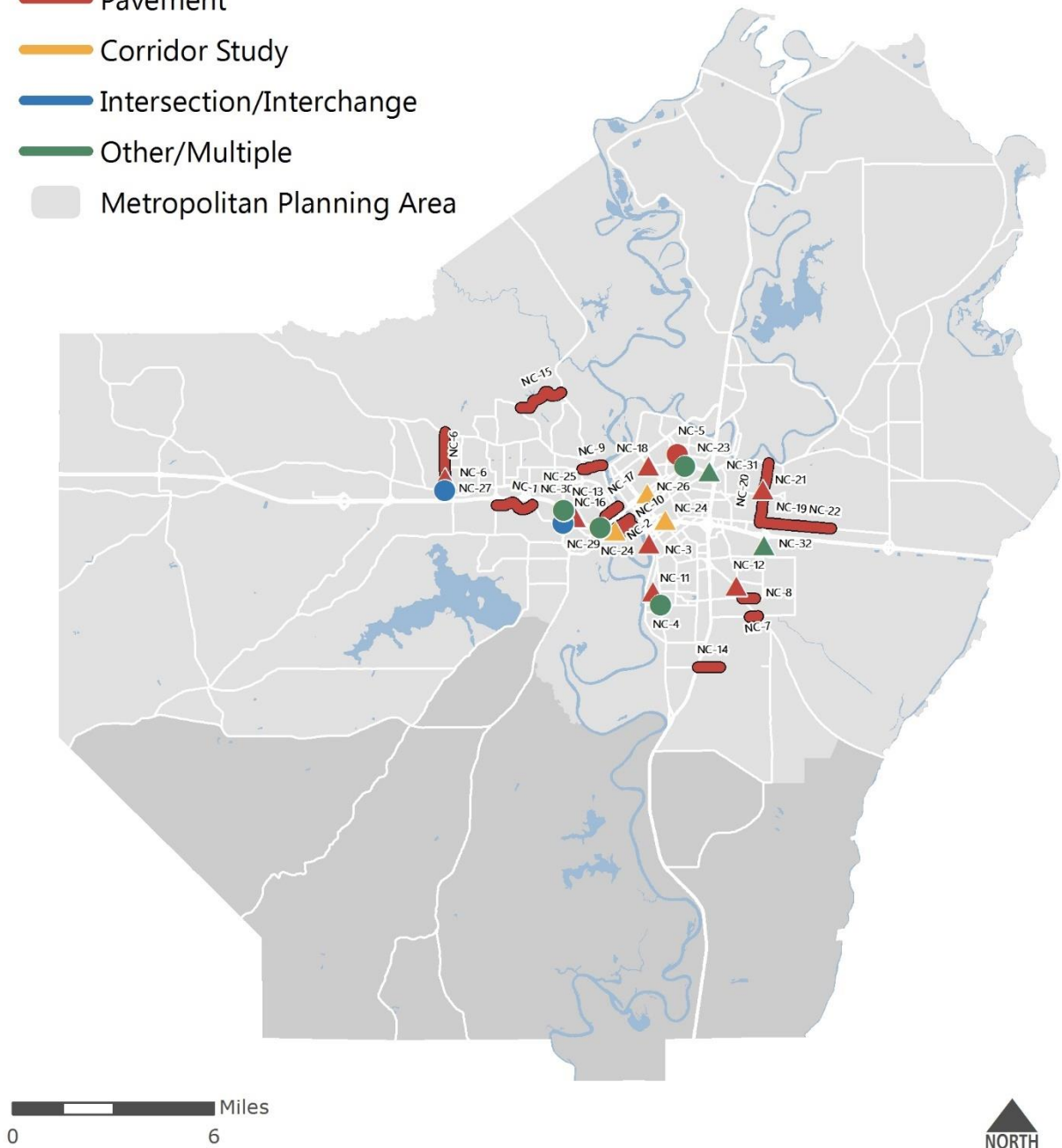


# 5.0 Implementation

## Fiscally Constrained Roadway Non-Capacity Projects

### Legend

- Pavement
- Corridor Study
- Intersection/Interchange
- Other/Multiple
- Metropolitan Planning Area



# 5.0 Implementation

## Fiscally Constrained Roadway Capacity Projects

| Project ID | Stage     | Roadway                           | Limits                                        |
|------------|-----------|-----------------------------------|-----------------------------------------------|
| 1          | 2020-2025 | Arkansas Rd                       | Caldwell Rd to LA 143                         |
| 2          | 2020-2025 | Kansas Ln Extension               | US 80 (Desiard St) to US 165 (Sterlington Rd) |
| 3          | 2020-2025 | Kansas Ln to Garrett Rd Connector | Kansas Ln to Garrett Rd                       |
| 101        | 2020-2025 | Garrett Rd                        | I-20 to Millhaven Rd                          |
| 209        | 2020-2025 | I-20 Southern Service Rd          | Nutland Rd to Service Rd Terminus             |
| 206        | 2020-2025 | Bernstein St/ Ticheli Rd          | Wilson St to US 165 Bypass                    |
| 203        | 2026-2035 | US 165 (Sterlington Rd)           | US 80 (Desiard St) to Finks Hideaway Rd       |
| 112        | 2026-2035 | US 80 (Desiard St)                | Gilbert St to Kansas Lane                     |
| 105        | 2026-2035 | Garrett Rd                        | LA 15 to I-20                                 |
| 104        | 2026-2035 | Old Sterlington Rd                | US 165 to Finks Hideaway Rd                   |
| 109        | 2036-2045 | US 80 (Desiard St)                | Kansas Lane to LA 139 (Old Bastrop Rd)        |
| 122        | 2036-2045 | LA 594                            | I-20 to LA 139                                |
| 212        | 2036-2045 | US 80 (Cypress St)                | Well Rd to LA 617 (Warren Dr)                 |
| 113        | 2036-2045 | US 80 (Cypress St)                | Ole Highway 15 to Well Rd                     |
| 110        | 2036-2045 | LA 34 (Jonesboro Rd)              | Sandal St to Elkins Rd                        |
| 205        | 2036-2045 | US 165                            | Richwood Rd 2 to I-20                         |
| 202        | 2036-2045 | US 165 (Sterlington Rd)           | I-20 to US 80 (Desiard St)                    |
| 102        | 2036-2045 | US 165-B Connector                | US 165-B (Jackson St) to Wilson St            |
| 114        | 2036-2045 | LA 3033                           | Cheniere Dam to LA 838 (New Natchitoches Rd)  |
| 123        | 2036-2045 | LA 15 (Cheniere Drew Rd)          | I-20 to LA 616                                |
| 115        | 2036-2045 | Downing Pines Rd                  | Mane St to US 80 (Cypress Rd)                 |
| 207        | 2036-2045 | Richwood Rd 1                     | Jackson St to Brown St                        |
| 126        | 2036-2045 | Ticheli Rd                        | US 165 to Garrett Rd                          |

*Note 1: YOE (Year of Expenditure) costs assume a 1% annual inflation rate.*

*Note 2: Bicycle and pedestrian improvements should be part of the overall design phase of all projects and included unless restrictions apply consistent with FHWA guidance.*

Improvement Type: ● New Roadway ● Widening ● Turning Lane ● Other/Multiple

Design Considerations: EJ – High Concern for Environmental Justice Impacts  
EC – High Concern for Environmental and Community Impacts

# 5.0 Implementation

| Length (mi) | Improvement                          | Type | Funding   | Cost (YOE)   | Design Considerations |
|-------------|--------------------------------------|------|-----------|--------------|-----------------------|
| 3.16        | Widen to 5 Lanes and Realignment     | ●    | N/A       | \$33,263,729 | --                    |
| 3.00        | New 4 Lane Roadway                   | ●    | N/A       | \$40,565,000 | --                    |
| 0.30        | New 4 Lane Roadway                   | ●    | N/A       | \$34,517,774 | --                    |
| 0.62        | Widen to 4 Lanes                     | ●    | MPO/Local | \$9,493,357  | EC                    |
| 1.40        | New 2 Lane Roadway                   | ●    | Local     | FUNDED       | --                    |
| 1.11        | Widen to 4 Lanes                     | ●    | MPO/Local | \$4,153,600  | EJ   EC               |
| 3.22        | Widen to 6 Lanes and New Bridge      | ●    | DOTD      | \$24,148,989 | EJ   EC               |
| 0.94        | Widen to 5 Lanes                     | ●    | DOTD      | \$3,808,908  | EC                    |
| 0.68,1.74   | New 4 Lane Roadway, Widen to 4 Lanes | ●    | MPO/Local | \$14,448,540 | EC                    |
| 2.22        | Center Turn Lane                     | ●    | MPO/Local | \$8,132,924  | EJ   EC               |
| 1.10        | Widen to 5 Lanes                     | ●    | DOTD      | \$4,923,558  | EJ   EC               |
| 6.53        | Widen to 4 lanes                     | ●    | DOTD      | \$29,228,033 | EJ   EC               |
| 1.87        | Widen to 5 Lanes                     | ●    | DOTD      | \$8,370,049  | EC                    |
| 2.20        | Widen to 5 Lanes                     | ●    | DOTD      | \$9,847,117  | EC                    |
| 1.12        | Widen to 4 Lanes                     | ●    | DOTD      | \$5,013,078  | EJ   EC               |
| 4.50        | Widen to 6 Lanes                     | ●    | DOTD      | \$20,141,830 | EJ   EC               |
| 1.44        | Widen to 6 Lanes                     | ●    | DOTD      | \$6,445,385  | EJ   EC               |
| 0.46        | New 2 Lane Roadway                   | ●    | DOTD      | \$3,046,107  | EJ   EC               |
| 2.27        | Center Turn Lane                     | ●    | DOTD      | \$9,186,146  | EJ   EC               |
| 2.49        | Widen to 4 Lanes                     | ●    | MPO/Local | \$11,145,146 | EC                    |
| 0.48        | Widen to 4 Lanes                     | ●    | MPO/Local | \$2,148,462  | EC                    |
| 1.62        | Widen to 4 Lanes                     | ●    | MPO/Local | \$7,251,059  | EJ   EC               |
| 0.79,0.15   | Widen to 4 Lanes, and Realignment    | ●    | MPO/Local | \$5,338,658  | EJ   EC               |

# 5.0 Implementation

## Fiscally Constrained Roadway Non-Capacity Projects

| Project ID | Stage     | Roadway                         |  |
|------------|-----------|---------------------------------|--|
| NC-1       | 2020-2025 | Mane Street Ph 2                |  |
| NC-2       | 2020-2025 | Coleman Ave                     |  |
| NC-3       | 2020-2025 | S Grand St                      |  |
| NC-4       | 2020-2025 | Standifer & Jackson St          |  |
| NC-5       | 2020-2025 | Tower & Bienville Dr            |  |
| NC-6       | 2020-2025 | Harrell Rd                      |  |
| NC-7       | 2020-2025 | Tanglewood Dr                   |  |
| NC-8       | 2020-2025 | Garrett Rd                      |  |
| NC-9       | 2020-2025 | Otis Street                     |  |
| NC-10      | 2020-2025 | Natchitoches St                 |  |
| NC-11      | 2020-2025 | Lee Ave                         |  |
| NC-12      | 2020-2025 | Nutland overpass                |  |
| NC-13      | 2020-2025 | Glenwood Dr                     |  |
| NC-14      | 2020-2025 | Richwood Rd#2 (US 16)           |  |
| NC-15      | 2020-2025 | Wall Williams                   |  |
| NC-16      | 2020-2025 | Glenwood Dr                     |  |
| NC-17      | 2020-2025 | Crosely St                      |  |
| NC-18      | 2020-2025 | N 18th St                       |  |
| NC-19      | 2020-2025 | Millhaven                       |  |
| NC-20      | 2020-2025 | Kansas Lane                     |  |
| NC-21      | 2020-2025 | Kansas Lane                     |  |
| NC-22      | 2020-2025 | Millhaven                       |  |
| NC-23      | TBD       | Louisville Ave @ Lamey Rd       |  |
| NC-24      | TBD       | I-20                            |  |
| NC-25      | TBD       | Thomas Rd @ Old Natchitoches Rd |  |
| NC-26      | TBD       | Louisville Ave                  |  |
| NC-27      | TBD       | Cypress St @ Harrell Rd         |  |
| NC-28      | TBD       | Thomas Rd                       |  |
| NC-29      | TBD       | I-20 @ Stella/Mill Interchange  |  |
| NC-30      | TBD       | US 165 @ Thomas Rd              |  |

## 5.0 Implementation

|  | Improvement                     | Type | Funding   | Cost (YOE)  |
|--|---------------------------------|------|-----------|-------------|
|  | Mill and Overlay                | ●    | MPO/Local | \$782,822   |
|  | Asphalt Overlay                 | ●    | MPO/Local | \$346,515   |
|  | Overlay                         | ●    | MPO/Local | \$1,100,000 |
|  | Drainage Improvement            | ●    | MPO/Local | \$550,000   |
|  | Overlay                         | ●    | MPO/Local | \$110,000   |
|  | Overlay                         | ●    | MPO/Local | \$874,870   |
|  | Overlay                         | ●    | MPO/Local | \$199,056   |
|  | Overlay                         | ●    | MPO/Local | \$433,840   |
|  | Rehabilitation                  | ●    | MPO/Local | \$448,329   |
|  | Asphalt Overlay                 | ●    | MPO/Local | \$643,110   |
|  | Overlay                         | ●    | MPO/Local | \$1,100,000 |
|  | Rehabilitation                  | ●    | MPO/Local | \$1,100,000 |
|  | Lighting                        | ●    | MPO/Local | \$330,000   |
|  | Overlay                         | ●    | MPO/Local | \$606,100   |
|  | Overlay                         | ●    | MPO/Local | \$1,473,780 |
|  | Overlay                         | ●    | MPO/Local | \$1,697,080 |
|  | Rehabilitation                  | ●    | MPO/Local | \$2,926,955 |
|  | Overlay                         | ●    | MPO/Local | \$1,100,000 |
|  | Overlay                         | ●    | MPO/Local | \$1,650,000 |
|  | Rehabilitation                  | ●    | MPO/Local | \$1,100,000 |
|  | Rehabilitation                  | ●    | MPO/Local | \$1,650,000 |
|  | Rehabilitation                  | ●    | MPO/Local | \$1,650,000 |
|  | Signal Study and Retiming       | ●    | LADOTD    | TBD         |
|  | Ramp Meters and Signal Retiming | ●    | LADOTD    | TBD         |
|  | Ramp Meters and Signal Retiming | ●    | LADOTD    | TBD         |
|  | Corridor Study                  | ●    | MPO/Local | TBD         |
|  | Corridor Study                  | ●    | MPO/Local | TBD         |
|  | Corridor Study                  | ●    | MPO/Local | TBD         |
|  | Safety Study                    | ●    | LADOTD    | TBD         |
|  | Safety Study                    | ●    | LADOTD    | TBD         |

# 5.0 Implementation

## Fiscally Constrained Roadway Non-Capacity Projects (Continued)

| Project ID | Stage     | Roadway                   |  |
|------------|-----------|---------------------------|--|
| NC-31      | TBD       | Desiard St/Louisville Ave |  |
| NC-32      | TBD       | Garrett Rd                |  |
| NC-33      | TBD       | Ouachita Loop Study       |  |
| LI-1       | 2020-2025 | Line Item                 |  |
| LI-2       | 2020-2025 | Line Item                 |  |
| LI-3       | 2020-2025 | Line Item                 |  |
| LI-4       | 2020-2025 | Line Item                 |  |
| LI-5       | 2020-2025 | Line Item                 |  |
| LI-6       | 2020-2025 | Line Item                 |  |
| LI-7       | 2026-2035 | Line Item                 |  |
| LI-8       | 2026-2035 | Line Item                 |  |
| LI-9       | 2026-2035 | Line Item                 |  |
| LI-10      | 2026-2035 | Line Item                 |  |
| LI-11      | 2026-2035 | Line Item                 |  |
| LI-12      | 2026-2035 | Line Item                 |  |
| LI-13      | 2036-2045 | Line Item                 |  |
| LI-14      | 2036-2045 | Line Item                 |  |
| LI-15      | 2036-2045 | Line Item                 |  |
| LI-16      | 2036-2045 | Line Item                 |  |
| LI-17      | 2036-2045 | Line Item                 |  |
| LI-18      | 2036-2045 | Line Item                 |  |

*Note 1: YOE (Year of Expenditure) costs assume a 1% annual inflation rate.*

*Note 2: Bicycle and pedestrian improvements should be part of the overall design phase of all projects and included unless restrictions apply consistent with FHWA guidance.*

Improvement Type: ● Pavement ● Intersection/Interchange ● Corridor Study ● Other/Multiple

## 5.0 Implementation

|  | Improvement    | Type | Funding   | Cost (YOE)   |
|--|----------------|------|-----------|--------------|
|  | Safety Study   | ●    | LADOTD    | TBD          |
|  | Safety Study   | ●    | MPO/Local | TBD          |
|  | Safety Study   | ●    | LADOTD    | TBD          |
|  | Corridor Study | ●    | N/A       | TBD          |
|  | Reconstruction | ●    | N/A       | \$3,428,746  |
|  | Overlay        | ●    | N/A       | \$18,642,903 |
|  | Bridge         | ●    | N/A       | \$30,760,075 |
|  | Enhancement    | ●    | N/A       | \$3,076,008  |
|  | Safety         | ●    | N/A       | \$7,360,019  |
|  | Maintenance    | ●    | N/A       | \$7,140,019  |
|  | Reconstruction | ●    | N/A       | \$22,211,699 |
|  | Overlay        | ●    | N/A       | \$55,529,247 |
|  | Bridge         | ●    | N/A       | \$55,529,247 |
|  | Enhancement    | ●    | N/A       | \$5,552,925  |
|  | Safety         | ●    | N/A       | \$13,882,312 |
|  | Maintenance    | ●    | N/A       | \$13,882,312 |
|  | Reconstruction | ●    | N/A       | \$24,535,534 |
|  | Overlay        | ●    | N/A       | \$61,338,835 |
|  | Bridge         | ●    | N/A       | \$61,338,835 |
|  | Enhancement    | ●    | N/A       | \$6,133,884  |
|  | Safety         | ●    | N/A       | \$15,334,709 |

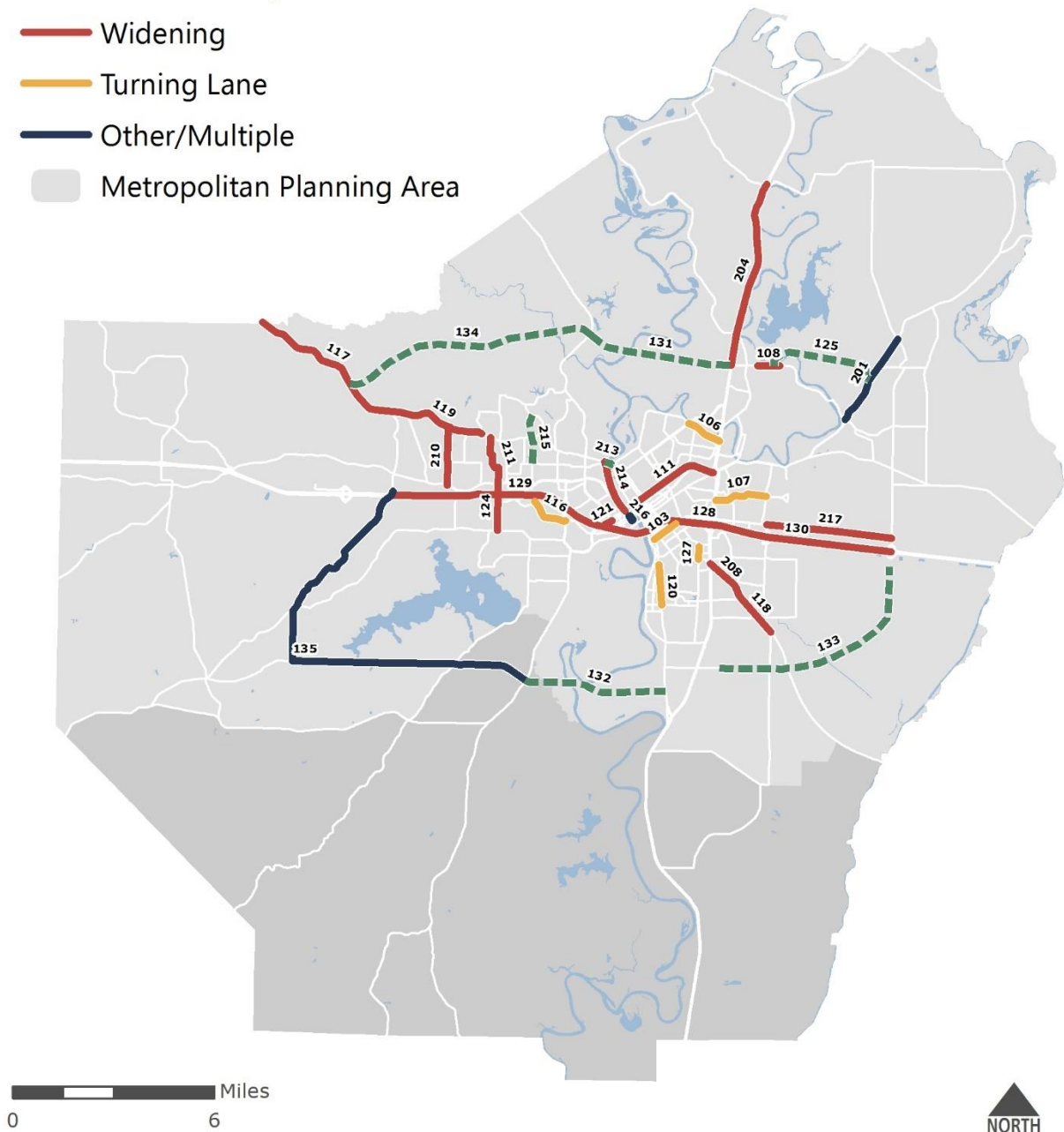
## 5.0 Implementation

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## Visionary Roadway Capacity Projects

### Legend

- New Roadway
- Widening
- Turning Lane
- Other/Multiple
- Metropolitan Planning Area



# 5.0 Implementation

## Visionary Roadway Capacity Projects

| Project ID | Roadway                     | Limits                                            | Length (mi) |  |
|------------|-----------------------------|---------------------------------------------------|-------------|--|
| 204        | US 165 (Sterlington Rd)     | Finks Hideaway Rd to LA 134                       | 5.56        |  |
| 129        | I-20                        | LA 546 to Ouachita River                          | 7.32        |  |
| 128        | I-20                        | Ouachita River to Garrett Rd                      | 4.10        |  |
| 130        | I-20                        | Garrett Rd to LA 594                              | 3.36        |  |
| 216        | Trenton St/Commerce St      | Wood St to Pine St                                | 0.15        |  |
| 217        | Millhaven Rd                | Garrett Rd to Russell Sage Rd                     | 3.8         |  |
| 119        | LA 616 (Arkansas Rd)        | LA 15 to Caldwell Rd                              | 2.82        |  |
| 127        | Parkview Dr/S 12th St       | Winnsboro Rd to East St                           | 0.40        |  |
| 125        | Finks Hideaway Rd (Ph3)     | 0.17 miles west of Raymond Rd to LA 139           | 3.46        |  |
| 211        | Wallace Dean Rd             | US 80 (Cypress St) to LA 616 (Arkansas Rd)        | 1.54        |  |
| 103        | LA 594 (Texas Ave)          | US 165-B (Jackson St) to I-20                     | 0.80        |  |
| 208        | LA 15 (Winnsboro Rd)        | US 165 Bypass to Nutland Rd                       | 1.07        |  |
| 201        | LA 139                      | Rowland Rd to LA 594                              | 2.88        |  |
| 213        | Arkansas Rd Ext             | Trenton St to Park Ave                            | 0.25        |  |
| 131        | LA 143 to US 165 Connector  | LA 143 (N 7th St) to US 165                       | 4.40        |  |
| 132        | Ouachita Loop South         | LA 34 (Jonesboro Rd) to US 165-B (Jackson St)     | 4.27        |  |
| 111        | US 80 (Louisville Ave)      | Riverside Dr to Sterlington Rd                    | 2.84        |  |
| 117        | LA 15                       | West Study Area Boundary to Cheniere Drew Rd      | 5.00        |  |
| 106        | Loop Rd                     | LA 840-6 (Forsythe Bypass) to US 165              | 1.05        |  |
| 107        | Louberta/Elm/Central Ave    | US 165 to Kansas Ln                               | 1.58        |  |
| 118        | LA 15 (Winnsboro Rd)        | Nutland Rd to Prairie Rd                          | 1.68        |  |
| 120        | US 165-B (Jackson St)       | Standifer Ave to Lee Ave                          | 1.19        |  |
| 121        | Mill St/Stella St Couplet   | I-20 to N 7th St                                  | 0.89        |  |
| 108        | Finks Hideaway Rd (Ph2)     | Holland Dr to Raymond Dr                          | 0.66        |  |
| 124        | Well Rd                     | LA 838 (New Natchitoches Rd) to I-20              | 1.21        |  |
| 214        | Trenton St/S Riverfront Ave | LA 616 (Arkansas Rd) to US 80 (Lea Joyner Bridge) | 1.60        |  |
| 116        | Downing Pines Rd            | Thomas Rd to Mane St                              | 1.20        |  |
| 215        | Norris Ln Ext               | Lindsey Dr to Good Hope Rd                        | 1.50        |  |

# 5.0 Implementation

| Improvement                             | Type | Funding   | Cost (2020\$) | Design Considerations |
|-----------------------------------------|------|-----------|---------------|-----------------------|
| Widen to 6 Lanes                        | ●    | DOTD      | \$20,294,000  | EJ   EC               |
| Widen to 6 Lanes                        | ●    | DOTD      | \$94,732,000  | EJ   EC               |
| Widen to 6 Lanes                        | ●    | DOTD      | \$47,366,000  | EJ   EC               |
| Widen to 6 Lanes                        | ●    | DOTD      | \$45,612,000  | EC                    |
| Convert to Couplet                      | ●    | MPO/Local | \$112,500     | EJ   EC               |
| Widen to 4 Lanes                        | ●    | DOTD      | \$13,870,000  | EJ   EC               |
| Widen to 4 Lanes                        | ●    | DOTD      | \$29,684,720  | EC                    |
| Center Turn Lane                        | ●    | MPO/Local | \$1,320,000   | EJ   EC               |
| New 2 Lane Roadway and Bridge           | ●    | MPO/Local | \$22,184,000  | EJ   EC               |
| Widen to 4 Lanes                        | ●    | MPO/Local | \$5,621,000   | EC                    |
| Center Turn Lane                        | ●    | DOTD      | \$2,640,000   | EJ   EC               |
| Widen to 4 Lanes                        | ●    | DOTD      | \$3,905,500   | EJ   EC               |
| Median Treatment                        | ●    | DOTD      | \$9,504,000   | EC                    |
| New 2 Lane Roadway and Bridge           | ●    | MPO/Local | \$11,350,000  | EC                    |
| New 2 Lane Roadway and Bridge; Elevated | ●    | MPO/Local | \$400,000,000 | EC                    |
| New 2 Lane Roadway and Bridge           | ●    | DOTD      | \$70,000,000  | EJ   EC               |
| Widen to 6 Lanes                        | ●    | DOTD      | \$10,366,000  | EJ   EC               |
| Widen to 4 Lanes                        | ●    | DOTD      | \$18,250,000  | EC                    |
| Center Turn Lane                        | ●    | MPO/Local | \$3,465,000   | EJ   EC               |
| Center Turn Lane                        | ●    | MPO/Local | \$5,214,000   | EJ   EC               |
| Widen to 4 Lanes                        | ●    | DOTD      | \$6,132,000   | EJ   EC               |
| Center Turn Lane                        | ●    | DOTD      | \$3,927,000   | EJ   EC               |
| Widen to 3 Lanes Each                   | ●    | DOTD      | \$3,248,500   | EJ   EC               |
| Widen to 5 Lanes                        | ●    | MPO/Local | \$2,409,000   | EJ   EC               |
| Widen to 4 Lanes                        | ●    | MPO/Local | \$4,416,500   | EC                    |
| Widen to 4 Lanes                        | ●    | MPO/Local | \$5,840,000   | EJ   EC               |
| Center Turn Lane                        | ●    | MPO/Local | \$3,960,000   | EC                    |
| New 2 Lane Roadway                      | ●    | MPO/Local | \$8,100,000   | EC                    |

# 5.0 Implementation

## Visionary Roadway Capacity Projects (Continued)

| Project ID | Roadway                 | Limits                                     | Length (mi) |  |
|------------|-------------------------|--------------------------------------------|-------------|--|
| 210        | Harrel Rd               | US 80 (Cypress St) to LA 616 (Arkansas Rd) | 1.75        |  |
| 133        | Ouachita Loop Southeast | Richwood Rd 2 to Russell Sage Rd           | 7.00        |  |
| 134        | Ouachita Loop Northwest | Matt Hammonds Rd to LA 143                 | 7.63        |  |
| 135        | Ouachita Loop Southwest | I-20 to LA 34                              | 2.26,11.23  |  |

*Note: Bicycle and pedestrian improvements should be part of the overall design phase of all projects and included unless restrictions apply consistent with FHWA guidance.*

Improvement Type: ● New Roadway ● Widening ● Turning Lane ● Other/Multiple

Design Considerations: EJ – High Concern for Environmental Justice Impacts  
EC – High Concern for Environmental and Community Impacts

## 5.0 Implementation

| Improvement                          | Type | Funding   | Cost (2020\$) | Design Considerations |
|--------------------------------------|------|-----------|---------------|-----------------------|
| Widen to 4 Lanes                     | ●    | MPO/Local | \$6,387,500   | EC                    |
| New 2 Lane Roadway and Bridge        | ●    | DOTD      | \$41,300,000  | EC                    |
| New 2 Lane Roadway                   | ●    | DOTD      | \$41,202,000  | EC                    |
| New 2 Lane Roadway, Widen to 4 Lanes | ●    | DOTD      | \$68,600,000  | EC                    |

# 5.0 Implementation

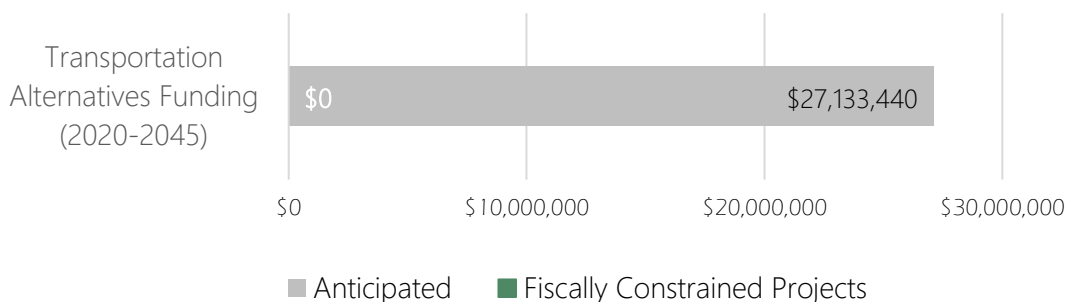
## Bicycle and Pedestrian Projects

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

### Financial Plan

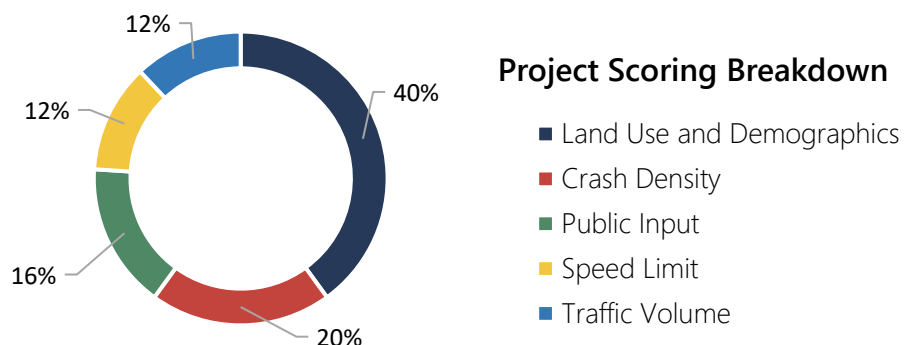
The major federal source for bicycle and pedestrian projects is the Transportation Alternatives (TA) Set-Aside program, administered by LADOTD. Based on historical funding levels and the region's share of the state population, this plan assumes that approximately \$12.08 million in federal TA funds will be available to the MPO from 2020 to 2045.

While the MTP does not identify specific bicycle and pedestrian projects outside of those already funded in the TIP, the MPO will encourage local agencies to make improvements along the high-priority bicycle and pedestrian corridors.



### High-Priority, Visionary Project Corridors

All bicycle and pedestrian projects identified in the MTP were prioritized based on the criteria below, resulting in a list of visionary bicycle and pedestrian project corridors. Local governments should prioritize projects in these corridors for TA funding.

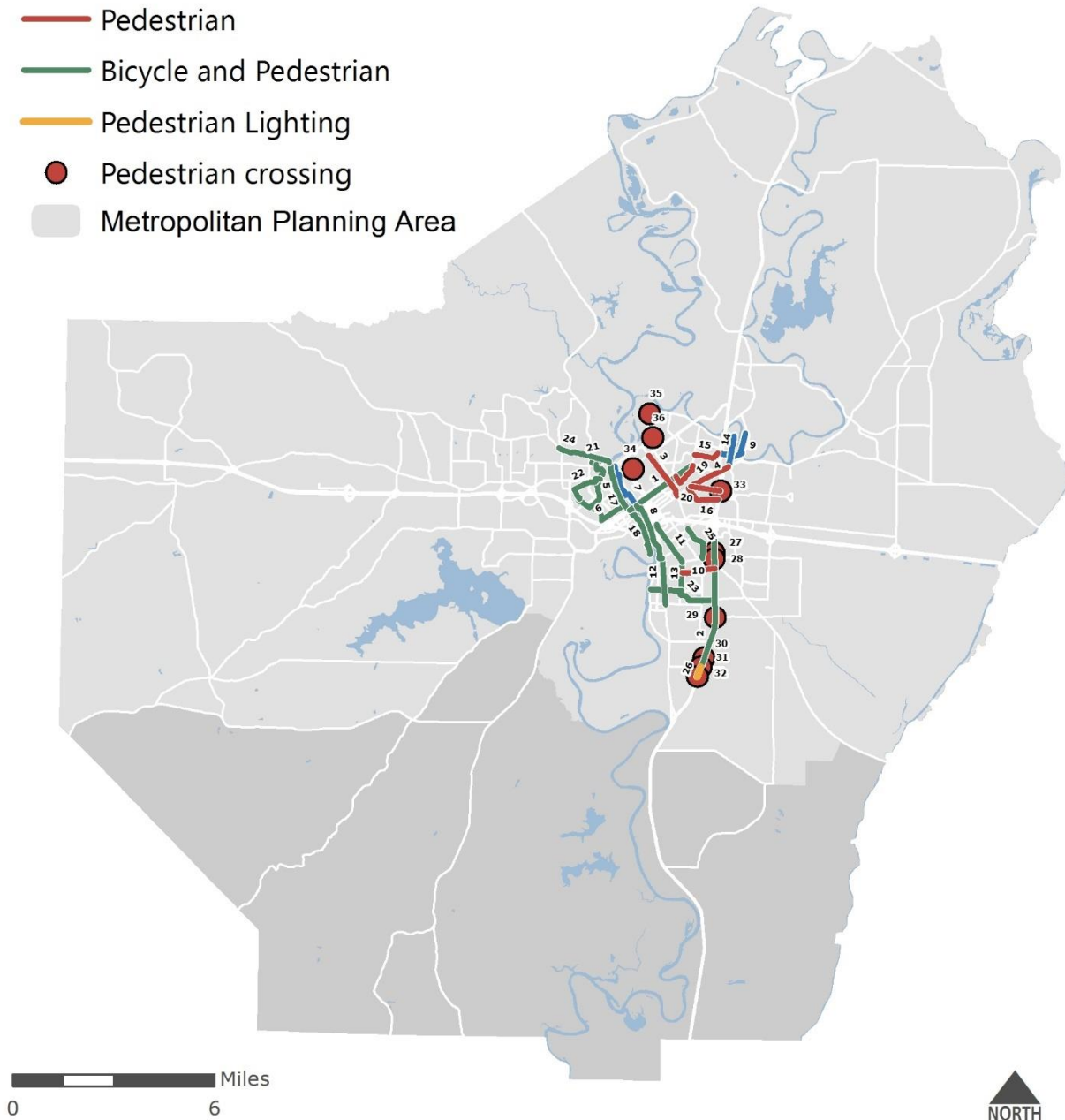


# 5.0 Implementation

## Visionary High-Priority Bicycle and Pedestrian Projects

### Legend

- Bicycle
- Pedestrian
- Bicycle and Pedestrian
- Pedestrian Lighting
- Pedestrian crossing
- Metropolitan Planning Area



# 5.0 Implementation

## Visionary Bicycle and Pedestrian Project Corridors

| Project ID | Location                              | Limits                                                                                                                    |
|------------|---------------------------------------|---------------------------------------------------------------------------------------------------------------------------|
| BP-1       | Louisville Ave                        | Bridge to Lamy Ln                                                                                                         |
| BP-2       | US 165 S                              | I-20 to Cotton Bayou Ln                                                                                                   |
| BP-3       | N 18 <sup>th</sup> St                 | Forsythe Ave to Desiard St                                                                                                |
| BP-4       | Desiard St                            | S 24 <sup>th</sup> St to University Ave                                                                                   |
| BP-5       | West Monroe Greenway                  | Off-road path from Otis St to BP-8                                                                                        |
| BP-6       | Crosley St and Greenway Connector     | Trenton St to BP-7                                                                                                        |
| BP-7       | Riverside Dr                          | Forsythe Park to Louisville Ave                                                                                           |
| BP-8       | Walnut St/S Grand St                  | Louisville Ave to Chestnut St                                                                                             |
| BP-9       | Northeast Dr and Bon Aire Dr          | US 165 N to Warhawk Way                                                                                                   |
| BP-10      | McGee St and Pearl St                 | McGee St: Wilson St to S 6 <sup>th</sup> St<br>Burg Jones Ln: McGee St to Pearl St<br>Pearl St: Burg Jones Ln to US 165 S |
| BP-11      | S 2 <sup>nd</sup> St                  | Calypso St to Winnsboro Rd                                                                                                |
| BP-12      | US 165-B (Jackson St)                 | Chestnut St to Standifer Ave                                                                                              |
| BP-13      | Wilson St                             | Winnsboro Rd to Bernstein St                                                                                              |
| BP-14      | University Ave                        | Desiard St to Webster St                                                                                                  |
| BP-15      | Armand St                             | Lamy Ln to Ferrand St                                                                                                     |
| BP-16      | S 24 <sup>th</sup> St and Louberta St | Desiard St to US 165 N                                                                                                    |
| BP-17      | Trenton St                            | Arkansas Rd to Bridge St                                                                                                  |
| BP-18      | S Riverfront Dr                       | Bridge St to Lazarre Park                                                                                                 |
| BP-19      | Lamy Ln and N 21 <sup>st</sup> St     | N 21 <sup>st</sup> St: Louisville Ave to Lamy Ln;<br>Lamy Ln: N 21 <sup>st</sup> St to Louisville Ave                     |
| BP-20      | Renwick St                            | Desiard St to US 165 N                                                                                                    |
| BP-21      | West Monroe Greenway                  | Off-road between Arkansas Rd and Otis St                                                                                  |
| BP-22      | McMillan Rd and Greenway Connector    | Lee St to Glenwood Regional Medical Center;<br>connects to BP-7                                                           |
| BP-23      | Thomas Ave                            | S Grand Dr to Wilson St                                                                                                   |
| BP-24      | Arkansas Rd                           | Kiroli Rd to Trenton St                                                                                                   |
| BP-25      | Parkview Dr/S 12th St                 | Orange St to LA 15 (Winnsboro Rd)                                                                                         |

Improvement Type: ● Bicycle ● Pedestrian ● Bicycle and Pedestrian

# 5.0 Implementation

|  | Length (Miles) | Type | Sponsor             | Total Cost (2020\$) | Federal Cost (2020\$) |
|--|----------------|------|---------------------|---------------------|-----------------------|
|  | 2.74           | ●    | City of Monroe      | TBD                 | TBD                   |
|  | 5.13           | ●    | Multiple            | TBD                 | TBD                   |
|  | 1.79           | ●    | City of Monroe      | TBD                 | TBD                   |
|  | 1.61           | ●    | City of Monroe      | TBD                 | TBD                   |
|  | 2.65           | ●    | City of West Monroe | TBD                 | TBD                   |
|  | 1.72           | ●    | City of West Monroe | TBD                 | TBD                   |
|  | 1.87           | ●    | City of Monroe      | TBD                 | TBD                   |
|  | 2.30           | ●    | City of Monroe      | TBD                 | TBD                   |
|  | 1.49           | ●    | City of Monroe      | TBD                 | TBD                   |
|  | 0.98           | ●    | City of Monroe      | TBD                 | TBD                   |
|  | 1.62           | ●    | City of Monroe      | TBD                 | TBD                   |
|  | 2.30           | ●    | City of Monroe      | TBD                 | TBD                   |
|  | 1.18           | ●    | City of Monroe      | TBD                 | TBD                   |
|  | 1.10           | ●    | City of Monroe      | TBD                 | TBD                   |
|  | 0.92           | ●    | City of Monroe      | TBD                 | TBD                   |
|  | 1.28           | ●    | City of Monroe      | TBD                 | TBD                   |
|  | 1.89           | ●    | City of West Monroe | TBD                 | TBD                   |
|  | 1.87           | ●    | City of West Monroe | TBD                 | TBD                   |
|  | 1.06           | ●    | City of Monroe      | TBD                 | TBD                   |
|  | 1.04           | ●    | City of Monroe      | TBD                 | TBD                   |
|  | 1.28           | ●    | City of West Monroe | TBD                 | TBD                   |
|  | 1.48           | ●    | City of West Monroe | TBD                 | TBD                   |
|  | 2.58           | ●    | City of Monroe      | TBD                 | TBD                   |
|  | 1.90           | ●    | City of West Monroe | TBD                 | TBD                   |
|  | 1.30           | ●    | City of Monroe      | TBD                 | TBD                   |

# 5.0 Implementation

## Visionary Pedestrian Intersection Projects

| Project ID | Location        | Limits                           |
|------------|-----------------|----------------------------------|
| BP-26      | US 165 S        | Richwood Rd 2 to Cotton Bayou Ln |
| BP-27      | US 165 S        | Ruffin Dr                        |
| BP-28      | US 165 S        | Hadley St                        |
| BP-29      | US 165 S        | Dellwood Dr                      |
| BP-30      | US 165 S        | Ollie Burns Branch Library       |
| BP-31      | US 165 S        | Richwood Rd 2                    |
| BP-32      | US 165 S        | Richwood High School             |
| BP-33      | US 165 S        | Renwick St                       |
| BP-34      | Floyd Martin St | Neville High School              |
| BP-35      | Park Ave        | Good Shepard Ln                  |
| BP-36      | Lexington Ave   | Kentwood Dr                      |

Improvement Type:   ● Lighting   ● Crosswalk

## 5.0 Implementation

|  | Length (Miles) | Type | Sponsor          | Total Cost<br>(2020\$) | Federal Cost<br>(2020\$) |
|--|----------------|------|------------------|------------------------|--------------------------|
|  | 0.36           | ●    | Town of Richwood | TBD                    | TBD                      |
|  | n/a            | ●    | City of Monroe   | TBD                    | TBD                      |
|  | n/a            | ●    | City of Monroe   | TBD                    | TBD                      |
|  | n/a            | ●    | City of Monroe   | TBD                    | TBD                      |
|  | n/a            | ●    | Town of Richwood | TBD                    | TBD                      |
|  | n/a            | ●    | Town of Richwood | TBD                    | TBD                      |
|  | n/a            | ●    | Town of Richwood | TBD                    | TBD                      |
|  | n/a            | ●    | City of Monroe   | TBD                    | TBD                      |
|  | n/a            | ●    | City of Monroe   | TBD                    | TBD                      |
|  | n/a            | ●    | City of Monroe   | TBD                    | TBD                      |
|  | n/a            | ●    | City of Monroe   | TBD                    | TBD                      |

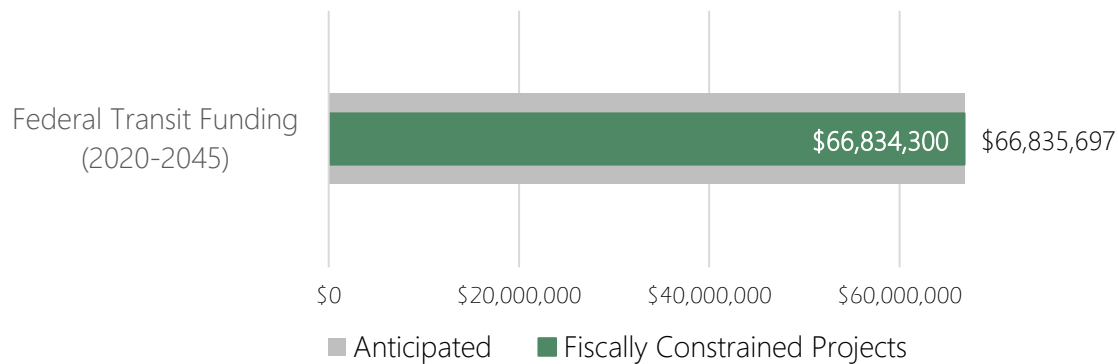
# 5.0 Implementation

## Public Transit Projects

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

### Financial Plan

If recent funding levels continue, the region will have enough federal funding to continue operating its service at current levels. The main limitation to expanding service will be local funding to match and exceed federal funding.



### Regional Transit Study

The planning process for the MTP identified a need for enhanced transit service in Monroe and West Monroe. A regional transit study should be conducted to address these needs.

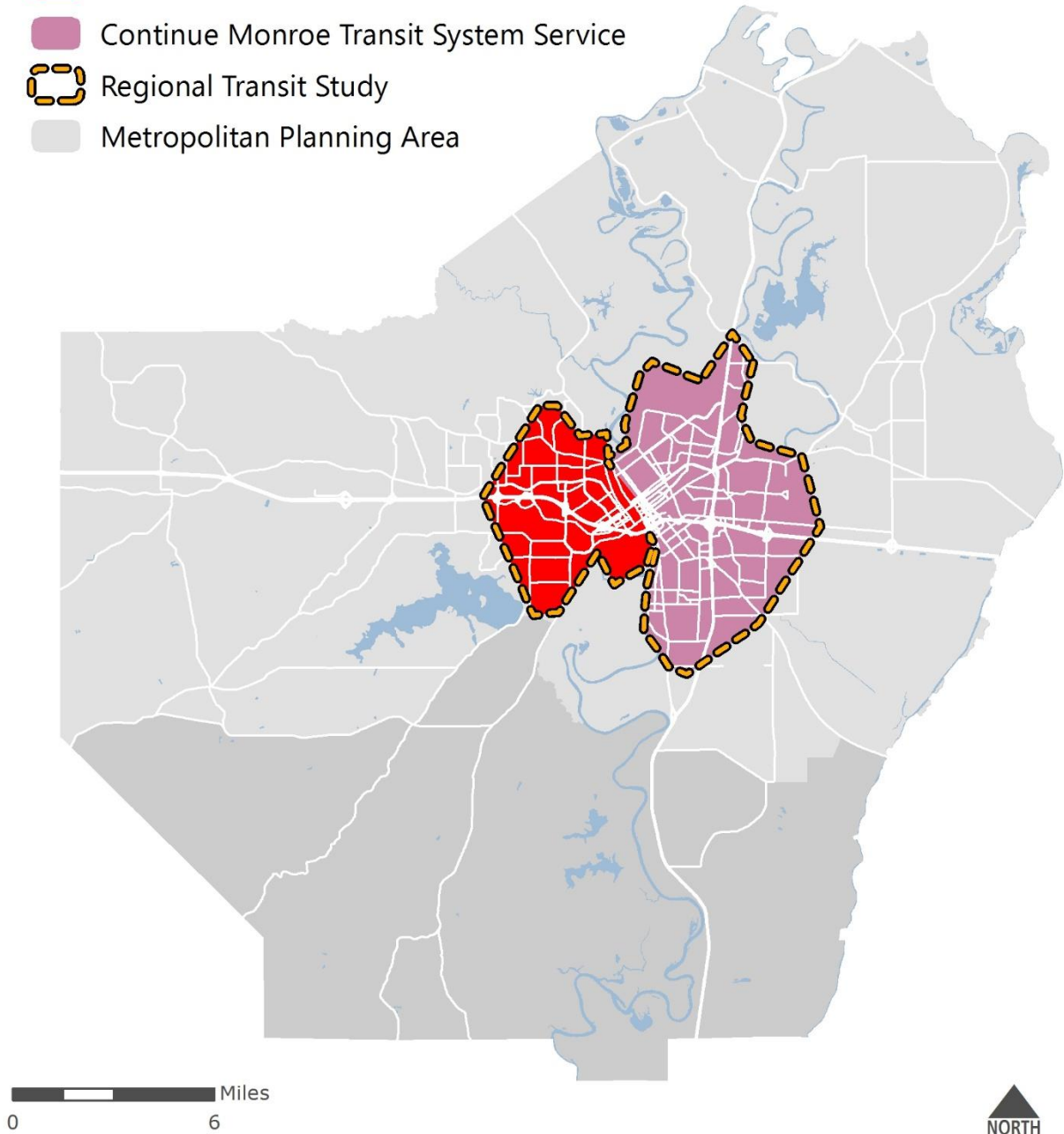
The study should address the following questions:

- What type of service should be provided in West Monroe and what levels of service should be provided?
- How should Monroe Transit System (MTS) be expanded or modified?
- How should transit service in the two service areas be more integrated?
- What options are financially feasible?
- What are the steps for implementation?

## Fiscally Constrained Transit Plan

### Legend

-  Continue West Ouachita Public Transit Service
-  Continue Monroe Transit System Service
-  Regional Transit Study
-  Metropolitan Planning Area



# 5.0 Implementation

## Fiscally Constrained Transit Projects

| Project ID | Description                                  | Type |  |
|------------|----------------------------------------------|------|--|
| MT-1       | SECTIONS 5307 AND 5339- CAPITAL <sup>2</sup> | ●    |  |
| MT-2       | SECTION 5307- OPERATING                      | ●    |  |
| MT-3       | SECTION 5307- PREVENTATIVE MAINTENANCE       | ●    |  |
| MT-4       | SECTION 5307 AND 5339- CAPITAL               | ●    |  |
| MT-5       | SECTION 5307- OPERATING                      | ●    |  |
| MT-6       | SECTION 5307- PREVENTATIVE MAINTENANCE       | ●    |  |
| MT-7       | SECTIONS 5307 AND 5339- CAPITAL              | ●    |  |
| MT-8       | SECTION 5307- OPERATING                      | ●    |  |
| MT-9       | SECTION 5307- PREVENTATIVE MAINTENANCE       | ●    |  |
| MT-10      | SECTION 5307 AND 5339- CAPITAL               | ●    |  |
| MT-11      | SECTION 5307- OPERATING                      | ●    |  |
| MT-12      | SECTION 5307- PREVENTATIVE MAINTENANCE       | ●    |  |
| MT-13      | SECTION 5307 AND 5339- CAPITAL               | ●    |  |
| MT-14      | SECTION 5307- OPERATING                      | ●    |  |
| MT-15      | SECTION 5307- PREVENTATIVE MAINTENANCE       | ●    |  |
| MT-16      | SECTION 5307 AND 5339- CAPITAL               | ●    |  |
| MT-17      | SECTION 5307- OPERATING                      | ●    |  |
| MT-18      | SECTION 5307- PREVENTATIVE MAINTENANCE       | ●    |  |
| MT-19      | REGIONAL TRANSIT STUDY                       | ●    |  |

<sup>1</sup> YOY (Year of Expenditure) costs assume a 1% annual inflation rate for transit projects.

<sup>2</sup>Includes Terminal Replacement and uses some carry over funds.

Improvement Type: ● Operating ● Capital ● Study

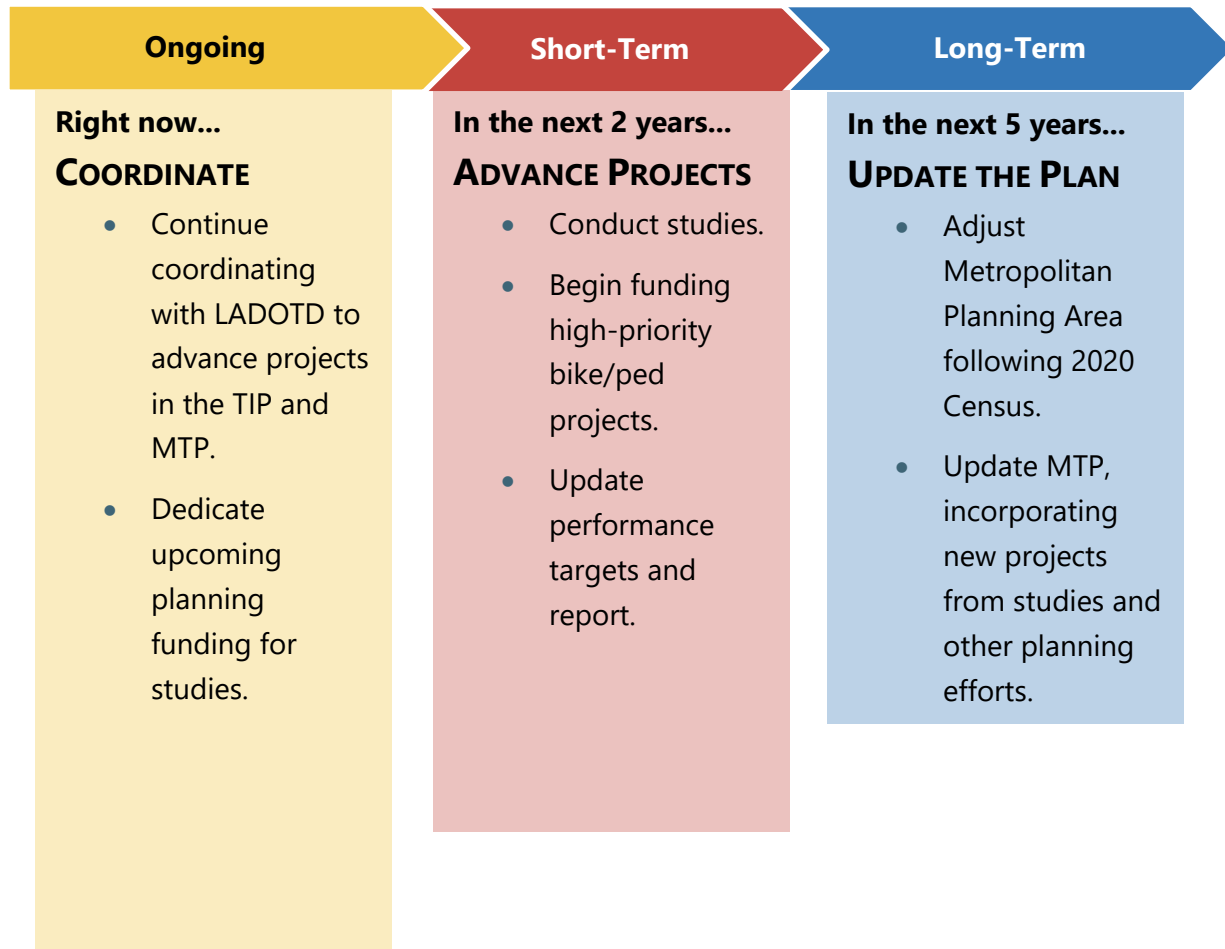
## 5.0 Implementation

|  | Sponsor                                | Year      | Total Cost<br>(YOE) <sup>1</sup> | Federal Cost<br>(YOE) <sup>1</sup> |
|--|----------------------------------------|-----------|----------------------------------|------------------------------------|
|  | City of Monroe                         | 2020      | \$3,849,000                      | \$3,265,300                        |
|  | City of Monroe                         | 2020      | \$2,500,000                      | \$1,200,000                        |
|  | City of Monroe                         | 2020      | \$500,000                        | \$400,000                          |
|  | City of Monroe                         | 2021      | \$60,000                         | \$51,000                           |
|  | City of Monroe                         | 2021      | \$2,500,000                      | \$1,200,000                        |
|  | City of Monroe                         | 2021      | \$500,000                        | \$400,000                          |
|  | City of Monroe                         | 2022      | \$638,533                        | \$511,000                          |
|  | City of Monroe                         | 2022      | \$2,500,000                      | \$1,200,000                        |
|  | City of Monroe                         | 2022      | \$500,000                        | \$400,000                          |
|  | City of Monroe                         | 2023-2025 | \$1,964,890                      | \$1,572,000                        |
|  | City of Monroe                         | 2023-2025 | \$7,651,000                      | \$3,672,000                        |
|  | City of Monroe                         | 2023-2025 | \$1,530,000                      | \$1,224,000                        |
|  | City of Monroe                         | 2026-2035 | \$8,885,000                      | \$7,108,000                        |
|  | City of Monroe                         | 2026-2035 | \$27,218,000                     | \$13,064,000                       |
|  | City of Monroe                         | 2026-2035 | \$5,444,000                      | \$4,355,000                        |
|  | City of Monroe                         | 2036-2045 | \$9,814,000                      | \$7,851,000                        |
|  | City of Monroe                         | 2036-2045 | \$30,065,000                     | \$14,431,000                       |
|  | City of Monroe                         | 2036-2045 | \$6,013,000                      | \$4,810,000                        |
|  | City of Monroe and City of West Monroe | 2021      | \$150,000                        | \$120,000                          |

# 5.0 Implementation

## Next Steps

### Implementation Timeline



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