OCOG Ouachita Council of Governments

Metropolitan Transportation Plan 2050 Update

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North Delta Regional Planning & Development District
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Disclaimer

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.

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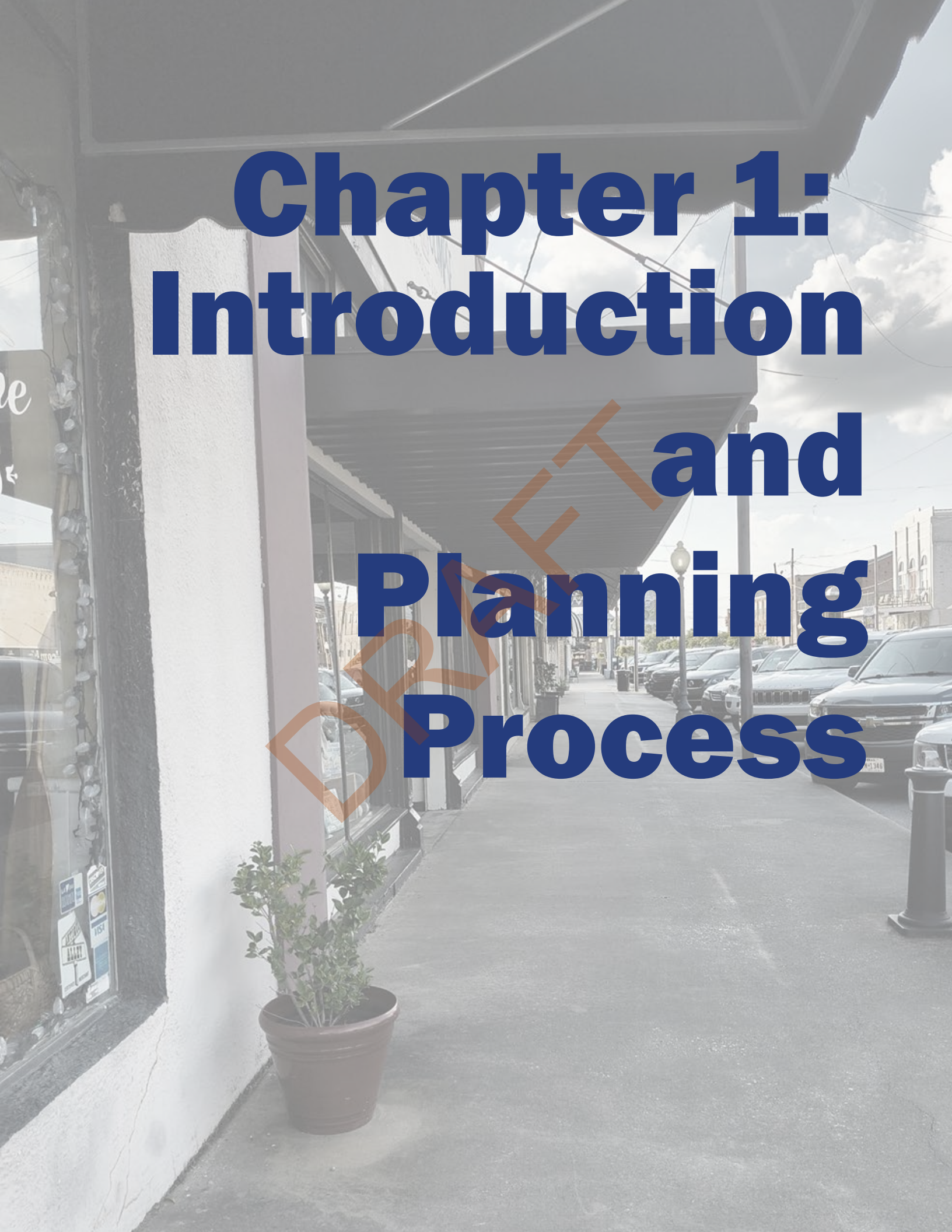
Table of Contents

DRAFT

DRAFT



Chapter 1: Introduction and Planning Process

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Introduction

This plan, developed by the Monroe Metropolitan Planning Organization (MPO), aims to shape the future of transportation in the Monroe Metropolitan Planning Area (MPA). It recommends a range of short, medium, and long-term projects, to facilitate easier walking, biking, bus travel, and driving. Funding for these projects comes from federal, state, and local taxes, as well as other sources. Beyond recommending transportation projects, this plan aligns transportation policies and financial investments with other critical aspects for the Monroe region. This includes enhancing connectivity and access, improving safety and security, boosting public transportation, and increasing airport accessibility, among others. The Monroe MPO developed this plan in collaboration with the Federal Transit Administration (FTA), Federal Highway Administration (FHWA), Louisiana Department of Transportation and Development (LADOTD) and the Ouachita Council of Governments. Significant input and feedback from the public, key stakeholders, and regional cities and counties were integral to the plan's development.

Federal Requirements [1] [2]

- All urban areas with populations exceeding 50,000 must have a designated Metropolitan Planning Organization (MPO).
- MPOs conduct a continuing, cooperative, and comprehensive (3C) planning process.
    - Continuing: Planning products must be updated periodically.
    - Cooperative: Three key organizations –the MPO, the state DOT and the designated transit agency—must collaborate.
    - Comprehensive Planning products must address all modes of transportation and consider impacts to broader issues such as social equity, regional growth, development, and environmental impacts.
- All MPOs must prepare a Metropolitan Transportation Plan (MTP). The MTP must look forward to at least 20 years and be updated every five years. This MTP update has a 25-year planning horizon. The previous MTP was developed with a planning horizon extending to 2045.
- The MTP must consider all modes of surface transportation (i.e., walking, biking, transit, driving and freight).

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[1] eCFR :: 23 CFR Part 450 -- Planning Assistance and Standards
[2] https://www.transit.dot.gov/regulations-and-guidance/transportation-planning/metropolitan-transportation-plan-mtp

Planning Process

This document is an update to the Monroe MPO 2045 Metropolitan Transportation Plan (MTP). This plan covers the 25-year planning horizon from 2025-2050. Updating the plan confirms its validity and consistency with current and forecasted transportation and land use conditions and trends.

This MTP was developed over a 12-month period, involving multiple rounds of public and stakeholder meetings, analysis of technical data, review of existing plans and studies, and evaluation of potential projects based on community goals and performance-based criteria. The resulting product is a comprehensive blueprint for the future of the transportation system that considers all transportation modes and the needs of all users.

Monroe Metropolitan Planning Organization

The Monroe Metropolitan Planning Organization (MPO) is a voluntary association of governments based in Monroe, Louisiana, whose membership includes the cities of Monroe and West Monroe and the Police Jury of Ouachita Parish. The Metropolitan Planning Area encompasses the northern two-thirds of Ouachita Parish in northern Louisiana including the towns of Richwood and Sterlington as well as various unincorporated communities. The Monroe MPO MTP is being updated with a new horizon year of 2050, and will provide a transportation planning blueprint for future travel needs and options in the region. The Ouachita Council of Governments acts as the policy body for the MPO and is supported by staff from the Monroe MPO.

Transportation Policy Committee

The Ouachita Council of Governments serves as the Transportation Policy Committee (TPC) for the Monroe MPO. The TPC is a body comprised of local and city officials. The purpose of the TPC is to set the MPO's transportation policies as well as approve and adopt all transportation planning activities and programs for the MPO. The TPC ordinarily meets quarterly but may meet more frequently if necessary. The TPC for the Monroe MPO has 9 members. Table 1-1 lists the current TPC members, their titles, and their jurisdictions.

DRAFT

Table 1-1: Transportation Policy Committee Members

Agency	Member
City of Monroe	Mayor Friday Ellis
	Rodney McFarland, Councilman
City of West Monroe	Mayor Staci Mitchell
	Ben Westerberg, Alderman
DOTD District 05	Jeff Connella, District Administrator
FHWA Louisiana Region	Mary Stringfellow, Asset Programs Team Leader
FTA Region VI	Laura Wallace, Director of Program Management and Oversight
Ouachita Parish Police Jury	Shane Smiley, President
	Toni Bacon, Juror

Technical Advisory Committee

The purpose of the Technical Advisory Committee (TAC) is to provide technical assistance, support, and oversight to the MPO staff. The TAC's primary duties involve assisting the MPO staff with developing and reviewing essential MPO documents such as the Unified Planning Work Program (UPWP), the Metropolitan Transportation Plan (MTP), and the Transportation Improvement Program (TIP), as well as recommending adoption of these documents to the TPC. The TAC includes local, regional, state, and federal members who have technical and professional knowledge in the transportation field. The TAC for Monroe MPO currently contains nine members. Table 1-2 lists the current TAC members, their titles, and their jurisdictions.

DRAFT

Table 1-2: Technical Advisory Committee Members

Agency	Member
City of Monroe	Morgan McCallister, Engineer*
	Arthur Holland, Project Manager*
City of West Monroe	Robbie George, Engineer*
	Jonathan Kaufman, Project Manager*
Ouachita Parish Police Jury	John Tom Murray, Director of Public Works*
	Kevin Crosby, Engineer*
DOTD	Dawn Sholmire, Statewide Transportation Plan Project Manager
	Tina Athalone, Urban Program Manager
DOTD District 05	Jeff Connella, District Administrator
FHWA	Mary Stringfellow, Asset Programs Team Leader
FTA Region VI	David Bartels, Director of Planning & Program Development
Monroe Transit System (MTS)	Marc Keenan, Manager

**Indicates voting members*

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Monroe MPO Staff

Monroe MPO's staff currently consists of members of the North Delta Regional Planning & Development District. Table 1-3 lists the MPO staff and their titles.

Table 1-3: MPO Staff Members

Agency	Member
North Delta Regional Planning and Development District, Inc.	Doug Mitchell, Executive Director*
	Tracy Ausberry, Director of Economic Development
	Susan Mitchell, Regional Safety Coordinator
	Jeffrey Tyler, Planner II*
	Shelby Rybicki, Planner II*
	Jacqualine Closure, Planner I
	Patricia Jackson, Receptionist
	Jeffrey Maxwell, CPA

**Primary MPO staff*

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Transportation Planning Process

The minimum requirements of the Monroe MPO 2050 MTP are prescribed by state and federal regulations, but the planning process and guiding vision are developed at the local and regional level based on input from stakeholders and the public.

The regional vision for transportation was defined through drawing on the knowledge and wisdom of the people who live, work, learn, and shop in the Monroe MPA. This includes input from individual citizens and interest groups, regional cities, counties, and districts, and other public and private agency stakeholders specified by law.

The MTP provides a framework for analyzing the current and future regional travel demand and creating a blueprint for addressing the future transportation needs within the planning area. The following sections outline the process used and steps completed by Monroe MPO staff and their planning partners to develop the Monroe MPO 2050 MTP.

Visioning Process

The purpose of the MTP is to identify the transportation needs of the region over the next 25 years (through 2050), establish priorities for funding improvements that address those needs, and chart a course for meeting the community's vision and goals for the region. Establishing a community vision for the future of the transportation system and related goals to assist in the prioritization of transportation improvements is key to ensuring the plan reflects community values. Input from key stakeholders and members of the public was solicited early and continuously throughout the development of this plan. The community engagement summary can be found in Chapter 3.

Monroe MPO initiated the process through a series of meetings with the public, professional planners and engineers from its member agencies, and additional community stakeholders. The purpose of these meetings was to gather data and input on community needs and values to establish a framework for MTP development.

Using findings from these meetings, Monroe MPO drafted a set of goals and a list of evaluation criteria to assist in prioritizing transportation improvements for inclusion in the MTP. The goals can be found in Chapter 2.

Needs Assessment

To develop feasible and beneficial transportation solutions for the MPA, it is necessary to first assess the current state of the transportation system and to forecast regional growth in population and employment.

Monroe MPO conducted a needs assessment which included an inventory of the existing transportation system, a review of local plans, a demographic analysis to determine existing transportation demand based on current population and employment levels, projections of future travel demand, an assessment of the current transportation system in relation to social equity and the environment, and a multi-modal assessment to interpret the extent and condition of existing transportation networks. The needs assessment can be found in Chapter 4.

Mobility Strategies

Major tasks included developing Transportation Demand Management (TDM), which is a set of strategies responsible for increasing and expanding travel choices. Transportation Systems Management and Operations (TSMO) was also implemented to manage the transportation network and optimize existing infrastructure. Finally, Infrastructure Investment Strategies were engaged to address

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the planning factors outlined in 23 CFR 450.306 as required by the FTA. The Mobility Strategies can be found in Chapter 5.

Financial Analysis and Constraint

Financial feasibility is a significant priority in determining the final list of transportation projects included in the MTP. Federal law requires that the Monroe MPO MTP be fiscally constrained. [3] This means that the only projects that can be included are those for which it can be reasonably expected to have adequate funding. The process of establishing both estimated costs and revenues is critical for the creation of a viable MTP. The financial analysis can be found in Chapter 6.

Revenue Forecast

A revenue forecast was developed that identified the anticipated revenue stream for local, state, and federal funds. This revenue stream was factored to account for inflation in the anticipated year-of-receipt.

Project Costs

Cost is defined as the total project cost, which includes planning elements (e.g., environmental studies and functional studies), engineering costs (e.g., preliminary engineering and design), preconstruction activities (e.g., schematic and environmental right-of-way acquisition and corridor preservation), construction activities, and contingencies. Project costs were provided by the sponsoring agency for any projects submitted through the 2050 MTP Call for Projects. Any projects that were carried over from existing plans already included project costs based on year of expenditure dollars.

Fiscal Constraint Analysis

A fiscal constraint analysis was performed that compared the anticipated year-of-expenditure costs to the anticipated year-of-receipt revenues to determine if sufficient and timely financial resources were likely to exist to fund the proposed program of projects.

Selecting Projects

Based on the submitted project costs and projected revenues, the program of fiscally constrained projects anticipated to best accomplish community-defined goals and objectives was selected by the Technical Advisory Committee (TAC) and then submitted to the Transportation Policy Committee (TPC)

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[3] https://www.ecfr.gov/current/title-23/chapter-I/subchapter-E/part-450#subpart-C *accessed April 2024 – January 2025*

for review and approval. The MPO's TPC was then able to review these recommendations and make measured and fiscally constrained choices. The final MTP Project List is shown in Chapter 7.

Adoption Process

The preliminary program of projects was approved by the TPC on _____. The preliminary transportation recommendations and associated list of proposed projects resulting from the project selection and fiscal constraint analysis, along with the results of the technical analysis and public input, were included in the draft MTP document.

Public Review for the Draft Monroe MPO 2050 MTP

[To be completed upon review of the draft]

Adoption of the Final Monroe MPO 2050 MTP

[To be completed upon the adoption of the plan]

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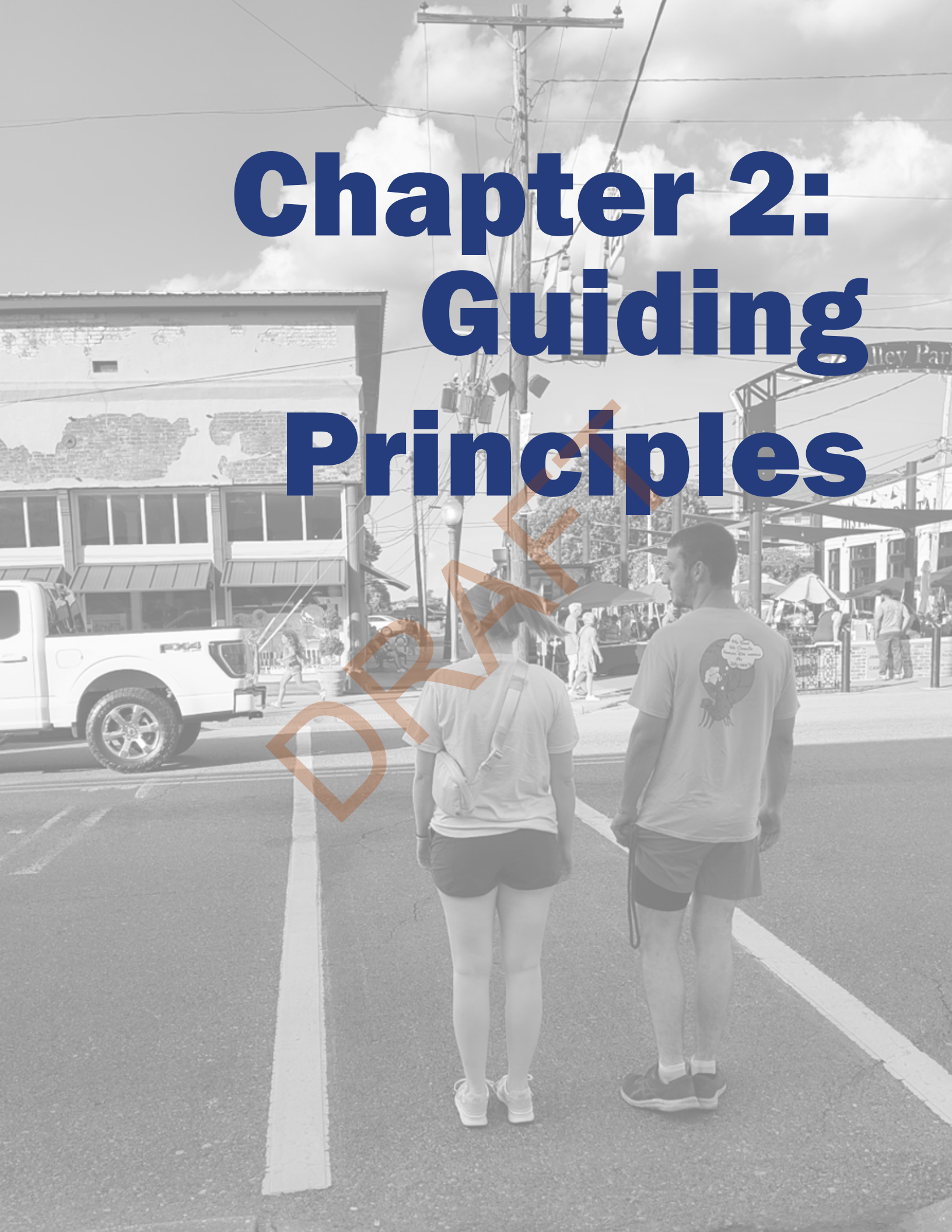

Chapter 2: Guiding Principles

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Introduction

The Monroe MPO established goals to guide the planning process in the development of the Metropolitan Transportation Plan (MTP), as well as input from the people who live, work, learn, shop, and play in the Monroe region. Additionally, the MPO created performance measures to assess whether the recommended transportation projects align with required federal and state performance measures. Together, these elements form the guiding principles of the Monroe 2050 MTP. This plan is designed to meet federal requirements while considering regional priorities.

Overview of Existing Planning Documents

The project team reviewed previous planning efforts as well as current initiatives, and performance-based plans, and proposed the vision and goals in this chapter for the 2050 Monroe MTP, based on an evaluation of the existing regional plans and required planning factors. In addition, the resulting goals aim to support both local and national priorities in transportation.

Local Plans

Table 2-1: Local and State Plans Reviewed

Plan Name	Agency	Year
Local Plans		
Monroe Comprehensive Plan	City of Monroe	2008
Bicycle and Pedestrian Master Plan Phase 1	City of West Monroe	2008
Downtown West Monroe Master Plan	City of West Monroe	2019
OCOG Human Services Coordinated Transportation Plan	Ouachita Council of Governments & North Delta Regional Human Services Transportation Council	2020
2045 Monroe Urbanized Area Metropolitan Transportation Plan	Ouachita Council of Governments	2020
OCOG Transportation Improvement Program - FY 23-26	Ouachita Council of Governments	2022
City of Monroe Downtown Strategic Plan	City of Monroe	2022
ULM Campus Facilities Master Plan	University of Louisiana at Monroe	2023
State Plans		
Louisiana Freight Mobility Plan	LADOTD	2015
Strategic Highway Safety Plan	LADOTD	2022
Statewide Transportation Improvement Program 2023-2026	LADOTD	2023
Highway Safety Improvement Plan	LADOTD	2023

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Monroe Comprehensive Plan (2008)

The city of Monroe developed their comprehensive plan in 2008 that identified five major goals to help retain and attract social, economic, and community resources and improve the city.

The five goals are:

- Goal #1: Monroe will foster an atmosphere of inclusivity and spirit of cooperation and collaboration among residents and government
- Goal #2: Advancement and achievement by the City's residents will be encouraged in every possible way
- Goal #3: The city of Monroe is unique, and it will use the legacy of its forbears and its position as a regional hub to build a strong foundation for the future.
- Goal #4: The City of Monroe will be safe and secure for residents and visitors.
- Goal #5: Water is a defining feature of the City. The City's waterways will be restored as a source of pride, vitality and enjoyment for the City's residents and visitors.

In addition to land use and community planning, the comprehensive plan recommends several pedestrian and bicycle improvements.

West Monroe Bicycle and Pedestrian Master Plan (2018)

In 2018, West Monroe launched Phase 1 of its Bicycle and Pedestrian Master Plan, incorporating improvements for cyclists and pedestrians into already funded projects. This phase marked the beginning of a broader initiative to protect wetlands and expand green spaces across the city. Building on this effort, the city developed the West Monroe Downtown Master Plan in 2019, which focuses on revitalizing the downtown area with an emphasis on enhancing pedestrian walkways and streetscapes.

West Monroe Downtown Master Plan (2019)

In July 2019, the City of West Monroe received a Rural Business Development Grant from the U.S. Department of Agriculture to develop a Downtown Master Plan in partnership with Atlas Community Studios. Building on the 2018 West Monroe Bicycle and Pedestrian Master Plan, this initiative focused heavily on public input through visioning sessions and meetings with residents and stakeholders. The plan addresses key areas such as transportation, business development, housing, and infrastructure, aiming to revitalize the downtown and riverfront areas. It includes several priority projects designed to enhance infrastructure, attract investment, and improve quality of life for residents.

- Public infrastructure and streetscape improvements
- Multi-purpose Food Hall
- Downtown housing developments

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- Distillery project
- Branding and wayfinding initiatives

These projects are intended to modernize infrastructure, beautify downtown, and support economic growth, while ensuring alignment with the city's previous efforts to improve bicycle and pedestrian accessibility.

Bicycle and Pedestrian Related Projects

Campus Path Network [1]

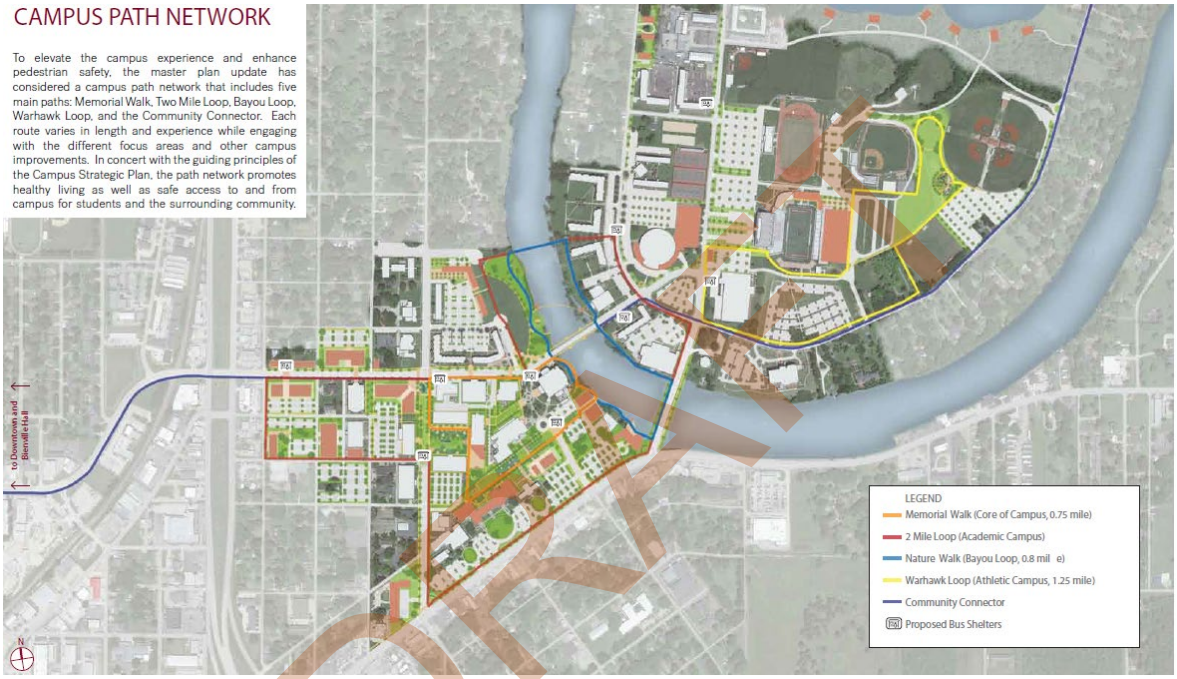

Figure 2-1: Proposed Paths on ULM's Campus Path Network; ULM Campus Master Plan Report, p62

The master plan update includes a campus path network with five main routes: Memorial Walk, Two Mile Loop, Bayou Loop, Warhawk Loop, and the Community Connector. These paths vary in length and connect key campus areas, promoting healthy living and ensuring safe access for students and the surrounding community, in alignment with the ULM Campus Strategic Plan. Figure 2-1 illustrates all the proposed paths around the campus, including the Community Connector multi-use path, marked by a purple line, extending from the west side of the campus to the northeast, ensuring a clear and safe route for cyclists and pedestrians. Table 2-2 below lists these projects with a brief description of the range they cover on the campus.

[1] ULM Campus Master Plan pp62-67

DRAFT

Table 2-2: Proposed Paths on ULM's Campus Path Network

Project ID	Project Name	Range	Length
ULM-BP-5	Memorial Walk	Loop around core of campus	0.75 miles
ULM-BP-6	Two Mile Loop	Loops around main campus area	2.0 miles
ULM-BP-7	Nature Walk	Bayou Loop	0.8 miles
ULM-BP-8	Warhawk Loop	Athletic campus around northeast campus area	1.25 miles
ULM-BP-9	Community Connector	Downtown Monroe to ULM Campus using Northeast Dr to Kansas Lane Extension	N/A

Source: ULM Campus Master Plan

Human Services Transportation Coordination Plan (2020)

The Human Services Transportation Coordination Plan for the North Delta Region of Louisiana covers the parishes of Caldwell, East Carroll, Franklin, Jackson, Madison, Morehouse, Ouachita, Richland, Tensas, Union, and West Carroll. The plan, initially adopted in 2009 with updates in 2018 and 2020, aims to improve transportation services for individuals with disabilities, older adults, and people with limited incomes.

The plan was developed collaboratively by public, private, and nonprofit transportation providers, human service agencies, and community members. The process was guided by the Federal Transit Administration (FTA) regulations, requiring projects to be derived from a coordinated plan that engages stakeholders from various sectors.

Key Elements

- **Needs Assessment:** Identifies transportation gaps for target populations.
- **Service Inventory:** Lists available services, highlighting redundancies and gaps.
- **Coordination Strategies:** Aims to reduce service duplication and improve resource utilization.
- **Action Plan:** Outlines short- and long-term strategies for enhancing coordination and service delivery.

Goals

1. **Increase Capacity to Meet Unmet Needs:** Improve assessment of transportation demands.
2. **Sustainable Coordination:** Enhance communication between providers.
3. **Cost-Effective Delivery:** Prioritize coordination activities and funding opportunities.
4. **Public Awareness:** Educate the public on available transportation services.
5. **Service Quality:** Foster public participation in evaluating services.

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2045 Monroe Urbanized Area Metropolitan Transportation Plan (2020)

The Metropolitan Transportation Plan 2045 is the current MTP for the North Delta Region. The MTP is federally required and is updated every five years by the MPO in collaboration with regional partners, such as the Cities of Monroe and West Monroe, along with key stakeholders and the general public. Input from these groups, combined with an analysis of existing conditions, current and future demands, helps the MPO identify and prioritize transportation improvements. Based on the LADOTD, aproximately $738 million in federal funds would be designated to the MPO from 2020-2045 for roadway projects, projects guided by this MTP. Strategies that were identified from technical needs assessment, stakeholder and public input that were included in the 2045 MTP to guide the regions overall goals and projects include:

- Responsibly improve roadway systems
- Improve and expand public transportation
- Rapidly expand biking and walking infrastructure
- Prioritize Maintenance
- Establish safety management system
- Monitor emerging technology options

Projects from the 2045 plan served as the building block for the 2050 MTP project list, and will be reviewed and evaluated for continued inclusion in the new plan, or removal if the project is completed or no longer needed.

OCOG Transportation Improvement Program (2022)

The Transportation Improvement Program (TIP) for the Monroe Metropolitan Area (2022-2026) outlines key transportation projects and priorities within the region, developed in collaboration with local governments, the Monroe Metropolitan Planning Organization (MPO), and public transportation providers. It emphasizes a comprehensive, cooperative approach to regional transportation planning, ensuring that cost, mobility, energy, and air quality considerations are integrated into project selection. Some of the key objectives and elements related to the TIP are:

- Project Prioritization: Transportation projects are identified based on regional needs, with a focus on improving infrastructure, promoting mobility, and ensuring safety.
- Financial Constraints: Project costs are aligned with expected revenues from federal, state, and local sources.
- Public Transportation: Section 5339 (Bus Facilities), Section 5309 (Fixed-Guideway Grants), and Section 5310 (Enhanced Mobility for Seniors & Individuals with Disabilities).

DRAFT

- Federal Funding Programs: National Highway Performance Program (NHPP), Surface Transportation Program (STP), and Highway Safety Improvement Program (HSIP).

The TIP is consistent with the Monroe Metropolitan Area's long-term goals, as outlined in the 2045 Metropolitan Transportation Plan. The total improvement average cost estimates for the various transportation improvements are $83,800,000. Like the 2045 MTP project list, some project in the TIP will also be included or reflected in the MTP, and consideration of the current and next edition of the TIP will be made to ensure consistency and project delivery continuity.

City of Monroe Downtown Strategic Plan (2022)

The Downtown Monroe Strategic Plan focuses on revitalizing the downtown area and strengthen its connection to the riverfront. The plan builds on Monroe's historic and cultural assets to create a true live-work-play environment. To this end, the plan focuses on promoting livability, economic development, and a vibrant community space. The development strategy is geared towards on creating a more walkable, transit-oriented downtown with mixed-use developments that integrate residential, commercial, and recreational spaces. The plan emphasizes enhancing public spaces, streetscapes, and multi-modal connections through key corridors like DeSiard Street and Jackson Street. A phased approach is recommended, with short-term (1 year), mid-term (5 years), and long-term (10 years) goals outlined to guide the revitalization process.

- Live-Work-Play Neighborhood: Medium-density townhouses, mixed-use developments, and vibrant streetscapes to enhance livability.
- Community Engagement: Public input and visioning sessions to align the plan with community needs and goals.
- Circulation Improvements: Focus on creating bike-friendly routes, walkable sidewalks, and multi-modal connectivity to improve downtown accessibility.
- Phased Strategy: 1-year, 5-year, and 10-year strategic plans for implementation of key projects and initiatives.

Several bicycle and pedestrian projects are planned out for Downtown Monroe. The list below in Table 2-3 is a sample of the projects in the Downtown Monroe Strategic Plan focusing on bike and pedestrian infrastructure. These projects include sidewalk improvements, striped or separate bike lanes, crosswalk striping, curb cuts, and curb extensions. All these projects not only meet pedestrian and cycling needs through downtown, but also ADA requirements for sidewalk minimums and curb cuts.

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Table 2-3: Proposed Projects in the Downtown Monroe Strategic Plan

Project ID	Project Name	Range
DTM-BP-1	Levee Path	From Forsythe Park past Louisville Avenue
DTM-BP-2	Urban Path	Extension of Riverwalk towards River Market
DTM-BP-3	Endom Pedestrian Bridge	Crossing Ouachita River connecting Monroe and West Monroe downtowns
DTM-BP-4	Designated Bike Lanes	Bike lane improves through Downtown Monroe
DTM-BP-5	Street and Sidewalk Improvements	Improvements to ped/bike infrastructure through Downtown Monroe
DTM-BP-6	Desiard St	Pedestrian crossings
DTM-BP-7	Walnut St	Pedestrian crossings, curb extensions, and medians
DTM-BP-8	S Grand St	Curb extensions, sidewalk improvements, crosswalk striping
DTM-BP-9	N 4th St	Bike path on either side, curb cuts, crosswalk striping
DTM-BP-10	Washington St	Bicycle path on either side, sidewalks
DTM-BP-11	Catalpa St	Two-way bike path, crosswalk striping
DTM-BP-12	Wood St	One way bike path, curb cuts
DTM-BP-13	Pine St	Bike path, sidewalk improvements, curb extensions, crosswalk striping
DTM-BP-14	Olive St	Sidewalks and crosswalk striping

Source: Downtown Monroe Comprehensive Plan “Priority Projects” pp16.1-17.15

DRAFT

ULM Campus Master Plan Report (2024)

The University of Louisiana Monroe (ULM) has undertaken an update to its campus master plan, with a focus on aligning future growth and improvements with the institution's 2022-2027 Strategic Plan. This master plan report builds off of the 2012 master plan as well, with changes focusing on address new development and connectivity to campus. Some of the key findings regarding access and transportation are:

- Campus Accessibility: Improvements include safer street crossings, better traffic flow, and more efficient use of parking.
- Bayou DeSiard: Plans to enhance this underutilized area will benefit both the university and Monroe's community.

- Local Collaboration: The Kansas Lane Connector and partnerships with Monroe's Downtown and Parks Master Plans will improve campus access and city connectivity.
- Transportation and Accessibility Enhancements: The plan improves campus accessibility by removing certain streets, enhancing safety at crossings, and optimizing parking and traffic flow. It also focuses on underutilized parking lots and traffic patterns, proposing changes that would streamline parking and traffic flow.

State Plans

Louisiana Freight Mobility Plan (2015)

The Louisiana Freight Mobility Plan, developed to meet the requirements of the FAST Act of 2015, addresses the state's highway, rail, aviation, port, and waterway needs, while also outlining the pipeline system without offering specific investment or policy recommendations for it. The Plan aligns with federal and state goals and objectives to guide its implementation and includes:

- A detailed analysis of how freight activity influences Louisiana's economy.
- A review of freight policies, strategies, and institutions, as well as an identification of the state's key freight corridors and transportation assets.
- An overview of the condition, performance, and volume of freight moved within the state's transportation system.
- A summary of freight trends, needs, and challenges.
- A discussion of the strengths and weaknesses of Louisiana's freight network.
- Recommendations for improving the state's freight transportation system.
- A fiscally constrained freight investment strategy.
- An implementation plan for achieving these improvements.

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In 2012, Louisiana transported 1.2 billion tons of goods, valued at $971 billion, by various modes, accounting for 4.4 percent of national freight movement, ranking it fourth behind Texas, California, and Illinois. The state's freight activities are largely driven by the energy sector, with lumber and wood being the most frequently transported commodity by weight. Trucks moved the highest volume and value of freight compared to other modes of transportation.

Louisiana Freight Mobility Plan (2024)

The 2024 State Freight Plan (SFP) continues the work of the 2015 edition with updated data, requirements, and recommendations. The SFP's vision is to "deliver a safe, connected, well-maintained, balanced, and resilient transportation system that moves people and freight effectively, supports Louisiana's economy, and improves the quality of life for Louisianans." The plan seeks to align

the overall LADOTD mission with new national, state, and local freight goals with a data-driven and stakeholder-informed approach.

- **Goals and Objectives:** The plan includes 7 goals and 20 accompanying objectives and uses a two-pronged approach using detailed technical analysis with direct outreach to freight stakeholders. This included multiple meetings of the Freight Advisory Committee made up of representatives from over 40 public, private, and industry organizations.
- **Multimodal Freight Network:** The Highway Freight Network in Louisiana includes over 3,000 miles of roadway on the National Highway System (NHS) with Interstates 10, -20, and -12 programmed on the federal Primary Highway Freight System (PHFS). The Multimodal Freight Network also hosts 2,557 miles of freight rail track miles, with 6 of the 7 major (Class I) railroads operating in the state in addition to 16 small "Short Line" railroad companies. The plan also identifies over 5,000 at-grade rail crossings in the state, with 2,767 on public facilities with 81 safety incidents at highway-rail crossings with 37 injuries and 1 fatality in year 2020. Another notable issue is railroad bridge weight limits and bottlenecks throughout the state.14,500 miles of waterways in Louisiana carried over 238 million tons of waterborne freight worth $59 billion in year 2018. The 32 ports in Louisiana handle 25% of US maritime and waterborne commerce, including 60% of grain and 20% of coal shipments. Further modes outlined in the freight network include air cargo and pipelines.
- **Louisiana's Freight Economy:** Freight and related activities account for $22.5 BB of the Gross State Product (GSP.) Trucking, mail and parcel, warehousing, maritime, wholesale trade, rail, air and support activities have quantified economic benefits that attribute to the GSP and total output. Key supply chains include Advanced Manufacturing, Agriculture and Food, Forestry and Wood, Chemical Products, Energy, and Distribution and Logistics.
- **Future Freight Demand:** Data from both S&P Global Transearch (2021-2025) and the 2021 Carload Waybill Sample for Louisiana were utilized to project future freight demand. Largest predicted gains by industry include Advanced Manufacturing with 24 million tons per year increase by 2050, and 97 million tons of Chemical Products. Trade with Mexico and Canada are expected to grow by 42 million and 4 million tons worth $135 billion and $31 billion in increases, respectively.
- **Future Trends:** To combat climate change, LADOTD is seeking to expand availability of zero emission and lower-emission alternative fuels for motor carriers, waterborne freight, rail, and aviation. LADOTD's efforts also include initiatives to create statewide task forces and efforts to promote sustainable land uses and evaluate climate impacts of statewide projects. The state anticipates these strategies will help meet its goal of reducing Greenhouse Gas (GHG) and

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carbon emission by 40% of 2005 levels by 2030 and net zero GHG emissions by 2050. LADOTD hopes to deploy advanced ITS and TSMO systems to help improve freight efficiency and sustainability. This includes leveraging artificial intelligence to improve existing and future ITS systems, including options such as dynamic routing through active congestion and incident zones, utilizing advanced signal techniques for priority and enhanced freight signal timing, advanced technologies to track and operate additional freight parking, and "smart" work zones which use active monitoring cameras, sensors, and machine vision to activate ITS and TSMO systems to enhance work zone management.

- **Addressing Needs:** The 2024 plan identifies safety, reliability, asset management (pavement and bridge conditions), freight design (e.g., weight and height restrictions), and truck parking as primary needs, and used a high-level quantitative and qualitative analysis to identify needs on each roadway of the state's freight network on a scale of 1 to 8. Most freight facilities in Ouachita Parish have "Combined Freight Needs" of 5 to 6.
- **Implementation Plan:** The Freight Action Plan focuses investment on the freight network, modal plans, performance management, economic development indicators, and Freight Advisory Committee and MPO involvement to continually engage and progress freight planning goals and objectives at the policy level

Ouachita Parish contains 1 of 10 projects funded in the Freight Investment Plan: I-20 from the Bienville Parish Line to West of LA-149 (Project Number H.011627). These projects utilize National Highway Freight Program (NHFP) funding estimated at $223MM by 2031, with the I-20 project planned to receive $14.8MM in year 2030-2031.

Statewide Transportation Improvement Program 2023-2026 (2023)

The Louisiana Department of Transportation and Development (DOTD) develops the Statewide Transportation Improvement Program (STIP) to support maintaining a safe and efficient multimodal transportation system. The STIP is a four-year financial plan for federal transportation funding and all regionally significant projects covering projects from 2023 to 2026. The program includes funding for various transportation modes, and projects can be authorized at different stages, such as environmental reviews, right-of-way acquisition, or construction. The STIP is developed by DOTD and includes each MPO urban areas full TIP project listing and narrative as part of the document. The projects from each MPO TIP are combined with state-sponsored projects outside MPO urban areas and "line item" or "grouped" projects which includes projects and programs conducted on a statewide basis, as allowed by Federal Highways. Several critical projects for Monroe and West Monroe are highlighted in the STIP, showing priorities in infrastructure development as shown in Table 2-4.

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Table 2-4: STIP Projects

Location	Project	Cost
Monroe	Mane Street Rehabilitation Phase - Mill and Overlay	$711,656.00
Monroe	Crosley St Rehab – Asphalt Overlay	$350,000
Ouachita Parish	Old Natchitoches Rd –	$1,313,512.60
Ouachita Parish	Caples Road: Marion Sims Rd –	$2,013,990.74
Ouachita Parish	Dellwood Dr: Blackwood –	$1,007,259.12
Monroe	Us 165 - E. Of Garrett Rd –	$18,000,000
West Monroe	6 Downtown Impr (Ph 1): Bridge St-Pine St –	$475,000.00
West Monroe	Downtown Impr (Ph 2): Pine St - Wood St – Striping, Street Lighting And Sidewalks	$475,800.00
West Monroe	Kiroli Rd Sidewalks and Striping – Repair/Widen Sidewalks and Restriping Kiroli Road	$460,000.00
West Monroe	Arkansas Rd Rehab: N 7th – Trenton – Mill and Overlay with Shoulder and Sidewalk	$820,000.00
Monroe	Standifer & Jackson Roadway Improvements	$195,000.00

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Louisiana Highway Safety Improvement Program (2023)

The Highway Safety Improvement Program (HSIP) is a Federal-aid initiative designed to reduce fatalities and serious injuries on all public roads. In compliance with 23 U.S.C. 148(h) and 23 CFR 924.15, states are required to submit an annual report detailing progress in implementing and evaluating HSIP projects. The LATOD focused the funds on strategic subcategories from the State Highway Safety Plan (SHSP), including roadway departure, intersections, and non-motorized users. The projects in the HSIP advance both short-term and long-term goals. Projects in the North Delta region include:

- Sidewalk Installation on 1 mile of East St. and Parkview Dr. in Monroe
- Sidewalk Installation on 0.5 mile of McMillian Rd. in Monroe
- Sidewalk Installation 0.8 miles various locations throughout Richwood, Richwood Sidewalk Program Phase 2

Key Findings

The plan review for the 2050 MTP highlights the existing regionalism present in the Monroe MPO study area. Both major cities within the region have common goals related to growth and prosperity of the region, and similar goals exist for local and state agencies and their plans as well. Primary themes that

align with Monroe MTP 2050 goals include safety, economic development, bike and pedestrian improvements, eliminating mobility gaps, and utilizing project development staging to implement these projects strategically.

Safety is one of the most crucial factors in planning, so it is no surprise it is a consideration in at least some degree in each of the North Delta regional and state plans reviewed. In addition to being a federal goal for transportation planning, safety is highlighted in the statewide freight plan, both Monroe and West Monroe's comprehensive and downtown master plans, and ULM's area plan. MTP 2050 will utilize data-driven scoring to identify crash hotspots and stakeholder engagement to identify other nonmotorized safety concerns for further study or implementation. New federal emphasis on safety for nonmotorized users and historically disadvantaged communities will be integrated into the planning and project selection process.

Revitalization and economic growth are found in the two cities' comprehensive plans and is a key factor in the statewide freight plan. The downtown and strategic bike and pedestrian plans of both cities focus on redeveloping and strengthening the commercial engine of the region—both cities' downtowns—as well as providing better connections to more safe and walkable downtown areas by both locals and tourists and travelers.

The 2024 Statewide Freight plans inclusion of a major project on Interstate 20 in the region affirms its importance as a major freight corridor for the state and southern US. Leveraging this additional investment in the corridor will be a key planning factor for MTP 2050, along with connecting available industrial and commercial zones to this vital corridor.

Multimodal transportation was an important factor in several plans also. The bike and pedestrian and comprehensive plans of the region affirm how important these modes are for the health, safety, and welfare of the regional population. The plans lay a groundwork for the vision of an actively connected region and the MTP will serve to combine and prioritize these projects and programs into a single actionable program capable of receiving federal funding and grants. Another mode unique to the character of the region is the Ouachita River and neighboring creeks and bayous, which will serve as a backbone for bike/ped improvements (such as neighboring trails) as well as waterborne transportation both as a recreational and environmental asset.

Almost every plan emphasized the importance of eliminating mobility gaps within the plan's scope and context. The MTP leverages these observations and analyses to include this information and provide a unified perspective on where and how these gaps have formed and what can be done to reduce or eliminate them safely and efficiently. The plans also utilize a staged development strategy, which will

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also be utilized in the MTP. This will allow the NDMPO to prioritize and align goals and projects in the short-, mid-, and long-term time domains to allow maximum flexibility and opportunity.

Planning Factors

Federal Government Requirements

According to 23 CFR Part 450 Subpart C, MPOs are required to carry out a continuing, cooperative, and comprehensive performance-based multimodal transportation planning process. In addition, the MPO must consider the following factors:

- Economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency
- Strategies to increase the safety of the transportation system for motorized and non-motorized users
- Strategies to increase the security of the transportation system for motorized and non-motorized users
- Strategies to increase accessibility and mobility of people and freight
- Environmental protection, energy conservation, quality of life, and consistency between transportation improvements and State and local planned growth and economic development patterns
- Strategies to enhance the integration and connectivity of the transportation system, across and between modes, for people and freight
- System management and operations
- Preservation of the existing transportation system
- Strategies to enhance travel and tourism
- The scale and complexity of regional/contextual issues, including transportation system development, land use, employment, economic development, human and natural environment (including Section 4(f) properties as defined in 23 CFR 774.17), and housing and community development

As part of the MPO planning process, the 2050 Monroe MTP goals must address the required planning factors and be consistent with other regional and state goals.

State

At the time of writing, the Louisiana Department of Transportation and Development is updating the statewide transportation plan, and has drafted the following goals, which the MPO should consider as part of their planning efforts.

- Safety – Provide safe and secure travel across all transportation modes.

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- Preservation – Maintain DOTD's multimodal infrastructure in a state of good repair.
- Resilience – Improve the ability of the transportation system to withstand and recover from extreme weather and other disruptive events.
- Community Development and Enhancement – Support other state agencies and other transportation partners to ensure the transportation system serves all Louisianans.
- Economic Competitiveness – Deliver an efficient transportation system that supports employment and economic growth, commerce, and tourism.
- Environmental Sustainability – Ensure transportation policies and investments are sensitive to Louisiana's environment, history, and culture.

MTP Goals

Consistent with the previously established transportation goals of the 2045 MTP, and to continue support federal and state priorities, the following goals were developed for the plan:

- **Safety/Security**: Promote and improve safety and security for users of all modes of transportation.
- **Maintenance**: Preserve infrastructure assets and maintain a state of good repair.
- **Operations**: Optimize performance of the transportation system.
- **Regional Coordination**: Coordinate transportation investments with housing strategies and regional development trends for context sensitive transportation projects.
- **Mobility**: Enhance multimodal connectivity to improve accessibility, especially for active transportation and transit options.
- **Economic**: Foster economic development opportunities for freight and for the region.
- **Sustainability:** Protect the natural environment.
- **Resilience**: Increase the resilience of the transportation system from natural hazards.

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Performance Measures

To implement the established goals, the following performance measures were retained from the 2045 MTP for roadway and bicycle and pedestrian projects:

Roadway Performance Measures

- **Congestion:** improvement in total vehicle hours delay over baseline
- **Benefit-Cost Ratio:** dollars of delay saved divided by project cost
- **Safety:** crash data, bridge conditions, "engineering analysis" of intersections, etc.
- **Bike/Ped:** untapped demand for biking/walking/transit within ¼-mile of project
- **Freight Performance:** reduction in Truck delay; inclusion in state or federal freight network

- **Existing Plan Consistency:** inclusion in local, regional, and/or state plans
- **Environment**: factors for natural and built environment from system analysis

Bicycle and Pedestrian Performance Measures

- **Land Use & Communities:** unserved multimodal demand
- **Travel Environment**
    - **Bike/Ped Crashes:** crash density hotspot analysis
    - **Speed:** posted speed limit
    - **Volume:** Average Daily Traffic (ADT) on facility
- **Public Demand:** crash data, bridge conditions, “engineering analysis” of intersections, etc.

For more information on how these performance measures were utilized in the MTP, please see Chapter 5: Mobility Strategies.

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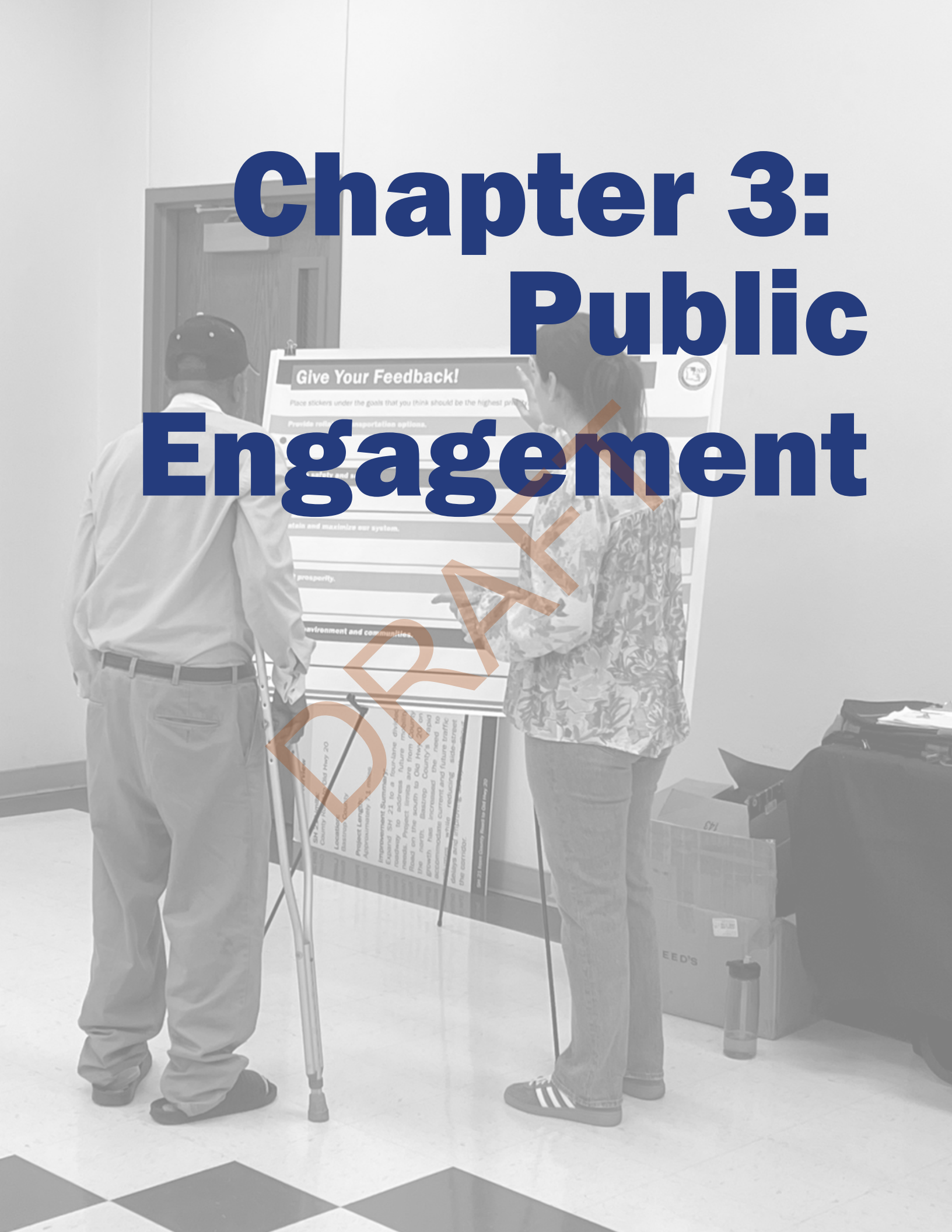
Chapter 3: Public Engagement



Introduction

An effective MTP Public Participation and Stakeholder Engagement Process engages the MPO members, MPO planning partners, stakeholders, and the community at large in a collaborative, accessible planning effort. During public involvement and outreach, the MPO sought input from citizens, advisory committees, private transportation providers, employers, housing agencies, and other interested parties. Input received was used to identify needs and problem points in the local transportation network as well as to ground truth the data driven needs analyses carried out in the development of this MTP. Limited English Proficiency (LEP) considerations were not required for the public engagement process.

Stakeholder Interviews

In January and February 2025, the MPO conducted a series of interviews with different groups of stakeholders from various backgrounds and localities throughout the region.

Stakeholders involved in the process represented the following agencies or jurisdictions:

- City of West Monroe
- City of Monroe
- Louisiana Department of Transportation and Development
- Grow NELA
- West Ouachita Public Transit
- ARC of Ouachita
- Madison Council on Aging
- West Monroe Chamber of Commerce
- Franciscan Missionaries of Our Lady Health System
- Union Pacific Railroad

Based on their backgrounds, the stakeholders were asked questions that they were best suited to answer regarding current conditions of the transportation system in the MPO. Topics and generalized stakeholder concerns about the transportation system discussed during the interviews are listed below.

- ***Maintenance*** – Preserving and maintaining roadways is difficult due to financial constraints. Maintaining a state of good repair on roads and bridges maintains traffic flow and reduces costs of major repair projects.

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- ***Existing Coordination*** – The cities, county, state, MPO, and other local partners coordinate with each other to provide better services. More opportunities for collaboration might exist in the future.
- ***Safety*** – Pedestrian, cyclist, and driver safety are a priority for the region. Many projects are underway to improve safety, and there are more projects planned for the future.
- ***Growth*** – The region is expecting growth due to incoming development across the study area. This growth will impact the transportation network across Northeast Louisiana.

Online Presence

An online presence was established to provide materials and questions to the general public, in addition to organized meetings. During the MTP update, the project team utilized several online methods to inform and engage community members.

MPO Website

The existing website for the North Delta Regional Planning & Development District was utilized for the project as a digital first point of contact that directed to project information. A QR code that directed to the website was posted on flyers, posters, and social media posts. The MPO site included information about the project, frequently asked questions, and directed people to a separate project-specific website, discussed more in the next section. Utilizing the MPO website allows for the QR code to work in the future past the project completion.

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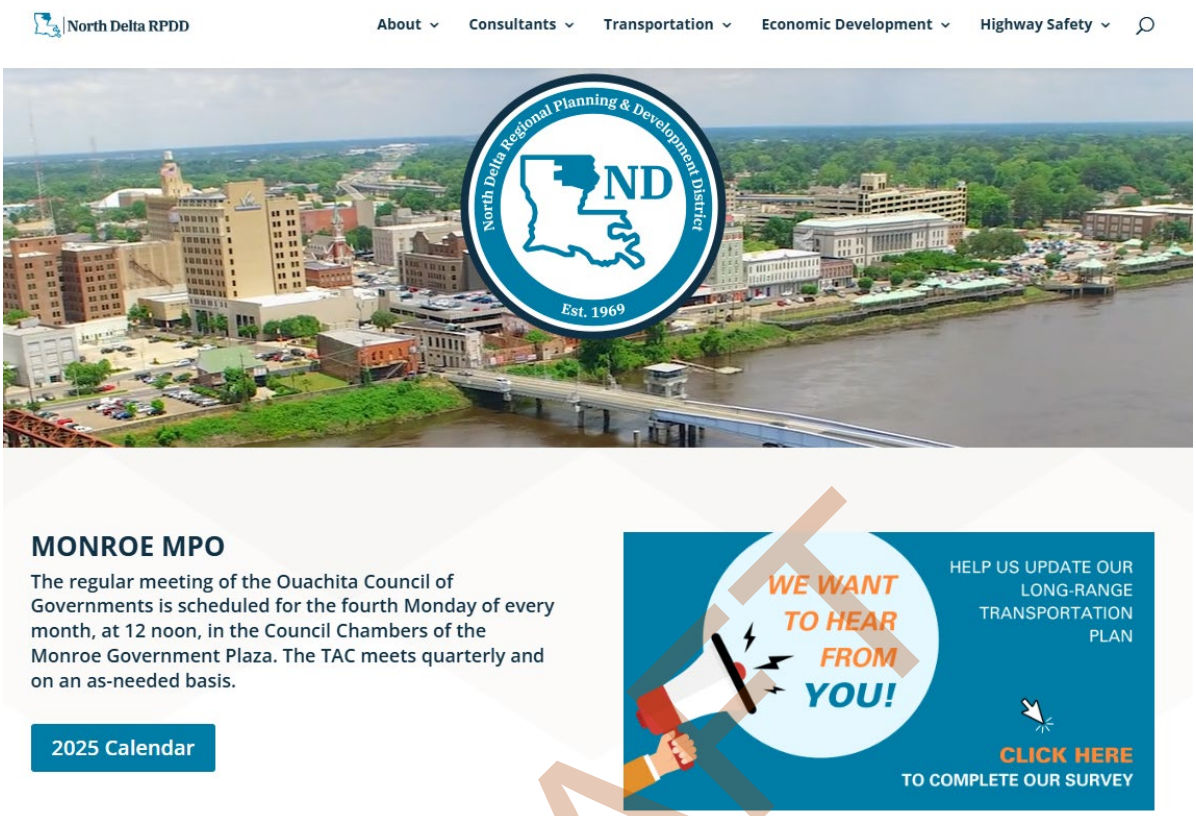

Figure 3-1: North Delta Regional Planning and Development District Website Landing Page

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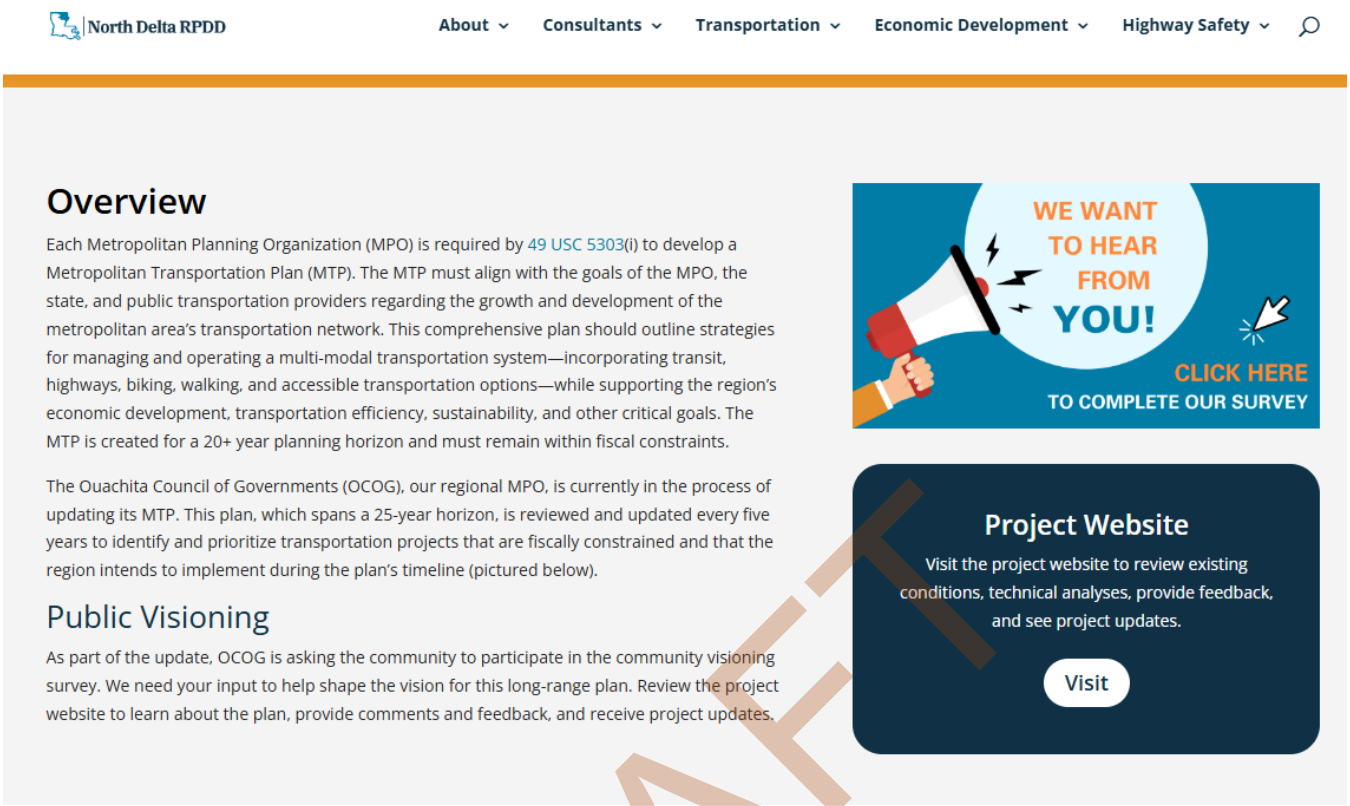

Figure 3-2: MPO Project Website

Project Website

The project website was set up for the life of the MTP update, and included an introduction to the plan, project schedule, frequently asked questions, existing conditions analysis, and opportunities for feedback via a survey and comment map. The website was updated periodically as applicable to the plan. Over the life of the project, the site received over 400 page views.

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Figure 3-3: Project Website

Social Media

Social media serves as an important tool to supplement traditional outreach and notification methods. The MPO staff utilized social media posts to inform community members of public meetings for the MTP and solicited feedback. This included posting information about and linking to the survey, as well as posting notification of public meetings. Local partners also shared on their social media channels to reach people in their networks.

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Figure 3-4: North Delta Regional Planning and Development District Social Media Post

Figure 3-5: West Monroe-West Ouachita Chamber of Commerce Social Media Post

Other Media

Local News

Local television can reach residents who might not have been easily contacted otherwise. KNOE 8 News attended the first public meeting and featured the MTP update on the nightly news, directly driving a spike in website traffic and survey responses.

Figure 3-6: KNOE 8 Social Media Post

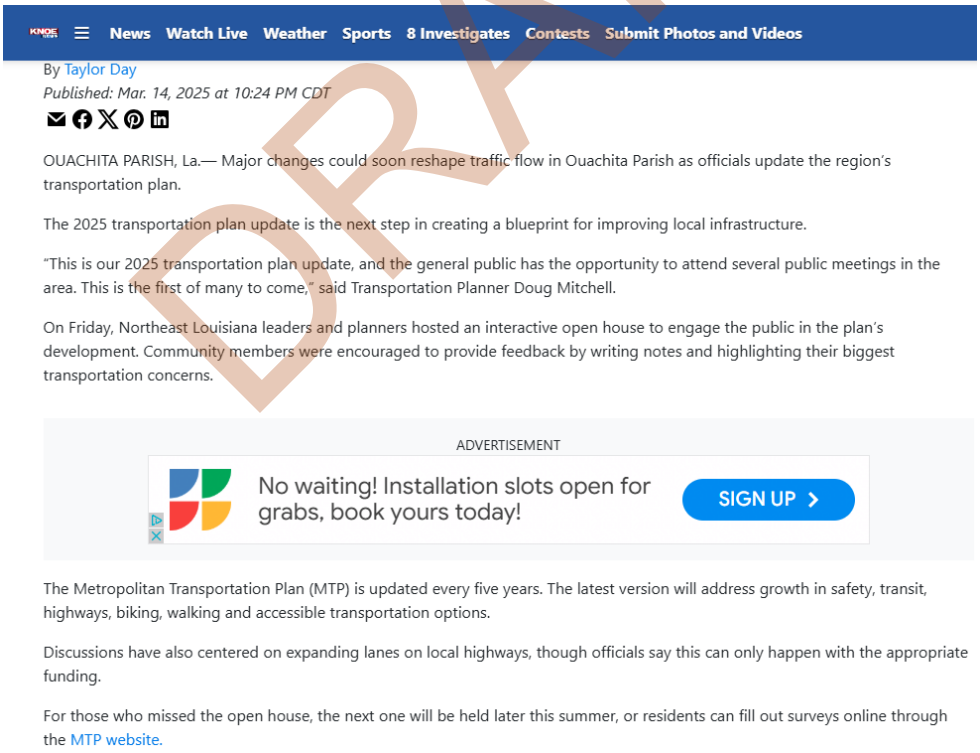

Figure 3-7: KNOE 8 News Story

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Flyers

Flyers and small informational materials were created to pass out at events and post in public places around the study area. The flyers all provided some basic project information and a QR code that linked to the project website.

Figure 3-8: Half-Page Flyer

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Figure 3-9: Full-Page Flyer

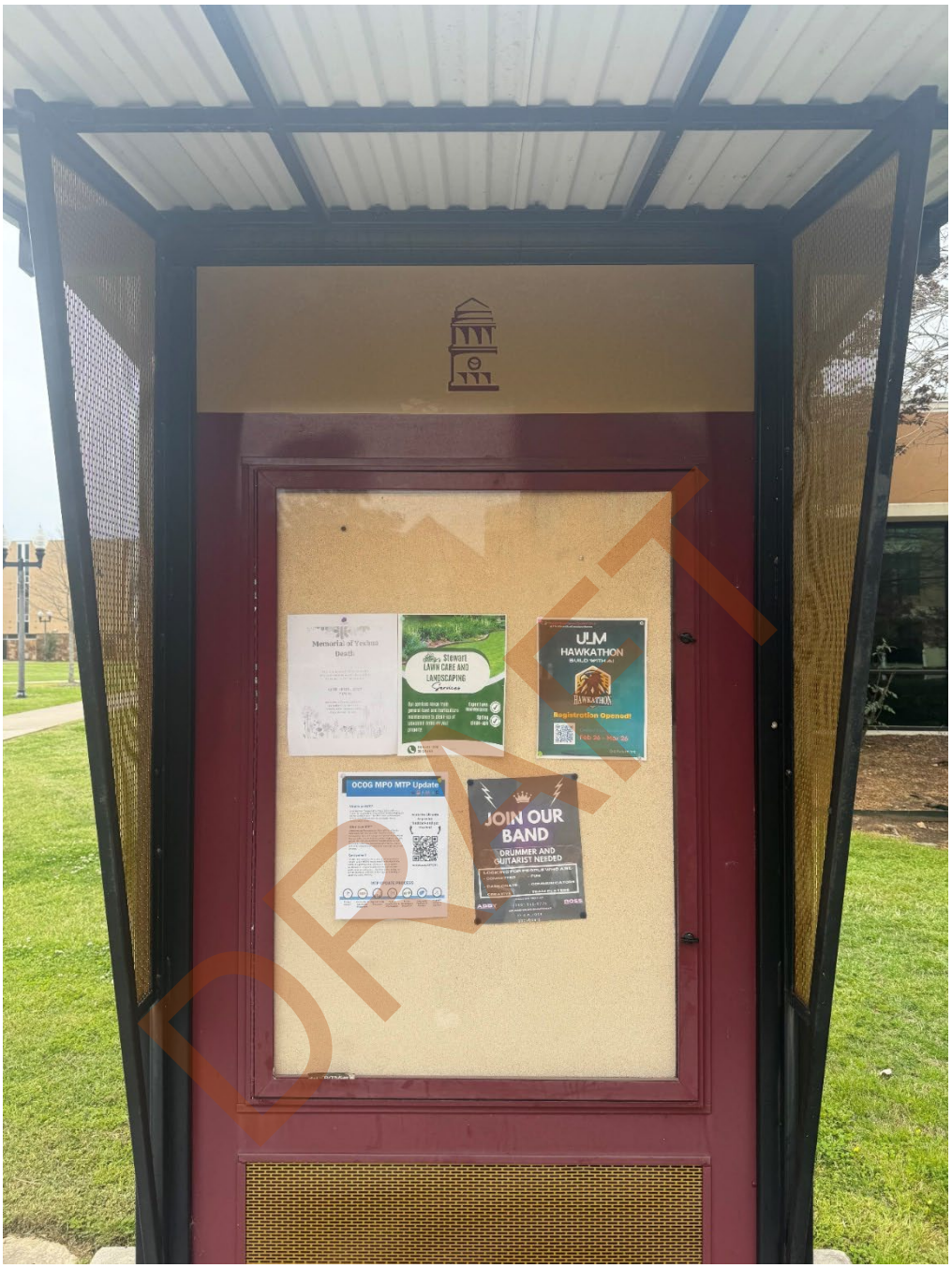

Figure 3-10: Full Page Flyer Posted at the University of Louisiana Monroe

Survey

Engagement was largely geared to directing participants to filling out the project survey, hosted on the project website. The survey gathered basic information about the participants and their transportation usage and an exercise where participants were asked to rank potential guiding values of the plan.

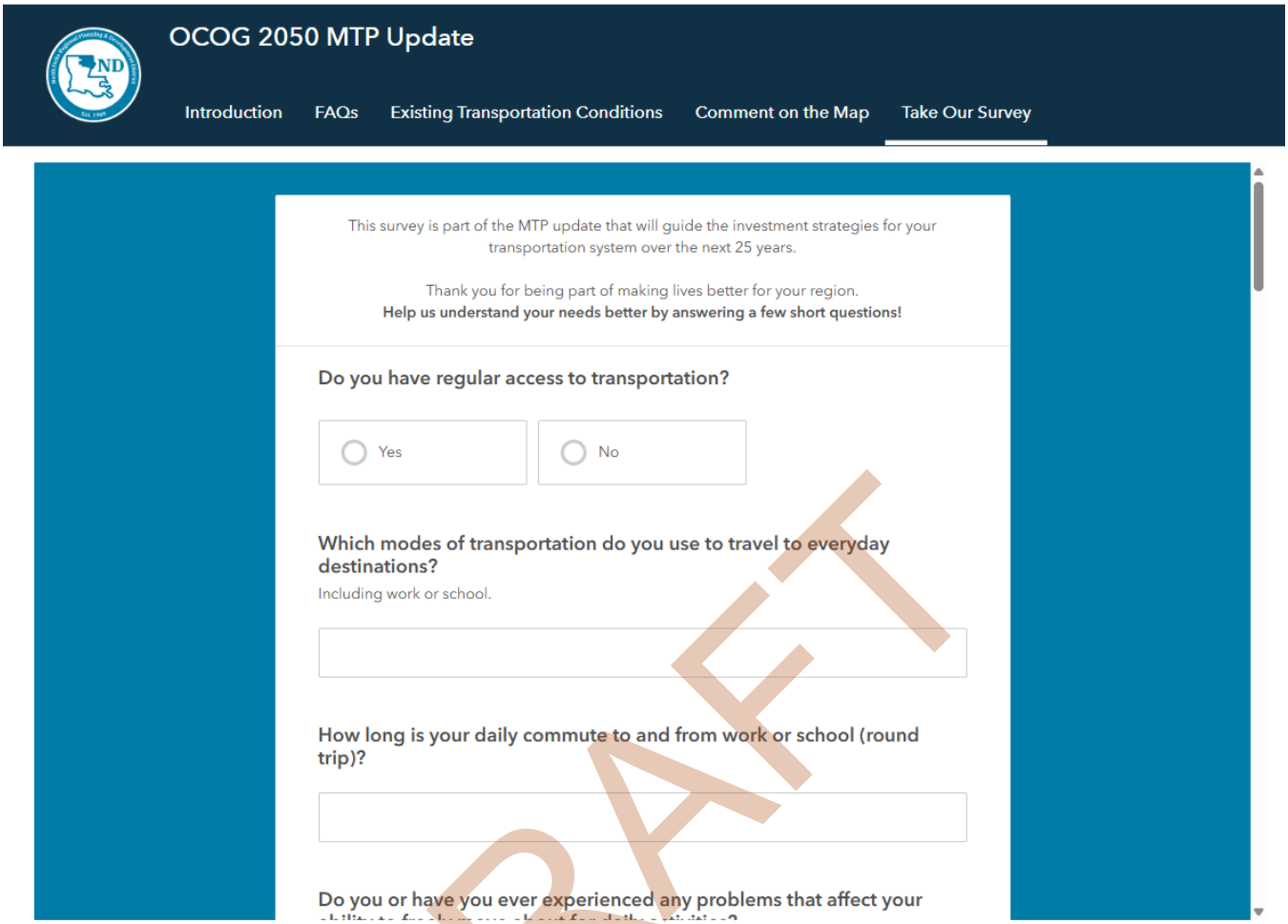

Figure 3-11: Project Survey

The survey garnered 56 responses from zip codes across the study area. The following are high-level themes derived from the survey results.

1. Goal Ranking
2. Improve Safety and Security
3. Maintain and Maximize our System
4. Provide Reliable Transportation
5. Support Prosperity
6. Protect our Environment and Communities

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Top Concerns

1. Congestion
2. Pedestrian/sidewalks/crosswalks
3. Public transportation
4. Bicycle infrastructure

Biggest Challenges to Riding Transit

1. Areas without transit
2. Safety and comfort
3. Limited service
4. Slow travel time

Biggest Challenges to Walking and Biking

1. Lack of adequate infrastructure
2. Safety and comfort
3. Maintenance of infrastructure

Map

The website also featured a standalone interactive map of the region where participants could place comments in exact locations regarding specific needs or issues related to transportation at these locations. Only two participants left a map comment online. Both recommended widening the road, with one mentioning maintenance and the other mentioning school pickup causing backups.

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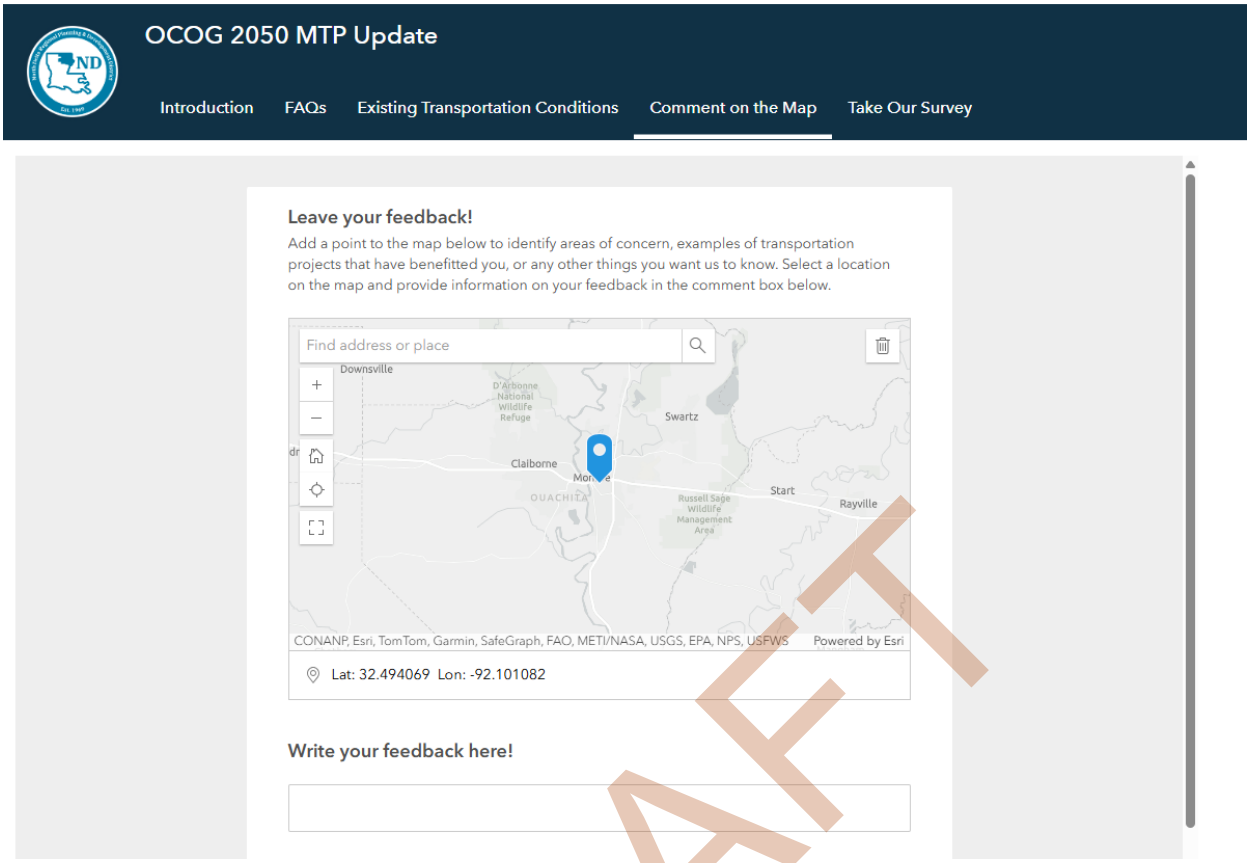

Figure 3-12: Feedback Map

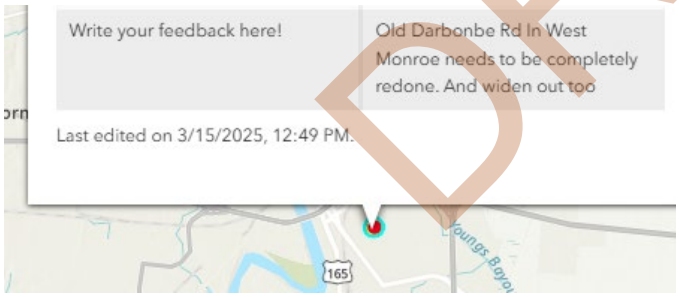

Figure 3-13: Map Feedback Received

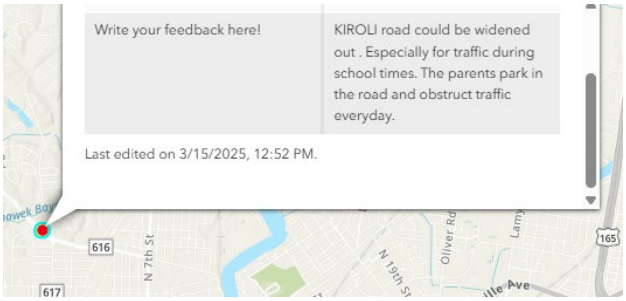

Figure 3-14: Map Feedback Received

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Community Meeting

Meeting #1

MPO staff hosted a meeting on March 14, 2025 at the Public Safety Center. The purpose of this meeting was to present initial findings, rank goals, and solicit feedback on bicycle and pedestrian projects (required for the bike/ped scoring process). The meeting utilized a set of boards that presented information with text, graphics, and maps. The event was attended by the local news station, which aired the story and led to an increase in online feedback.

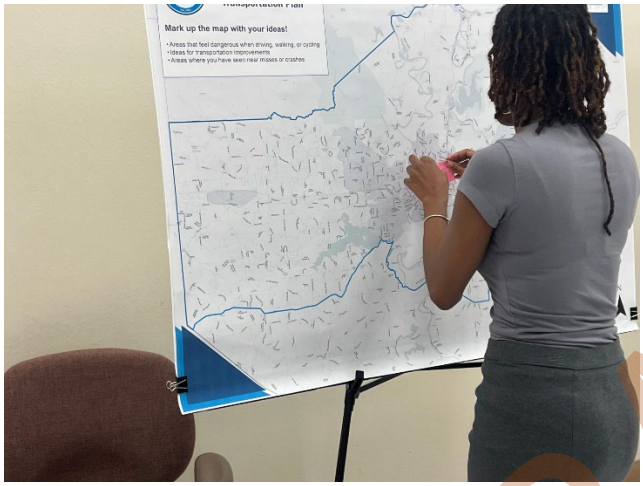

Figure 3-15: Public Meeting Map Activity

Figure 3-16: Public Meeting Prioritization Activity

Draft Final Plan

Two pop up events were held to present the draft project list. The first event was held at West Monroe's Downtown After Dark event. The second was held at the entrance to the Monroe City Council meeting. Participants were able to provide feedback through comment forms or by visiting the project website.

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Figure 3-17: Downtown After Dark Intercept Event

Comments from the two events are summarized below:

- Need sidewalks at Wallace Dean Rd., West Monroe
- Want a bridge at White's Ferry
- Need bike/ped connection between Swartz and Lakeshore
- More bike lanes in Lakeshore
- Like Loop between 165 and Forsythe
- Bike/ped infrastructure needed between ULM and 165
- Signage for Horseshoe Lake Rd. by Moon Lake
- Drivers don't know how to drive one-ways
- Need sidewalk on Downing Pines Bridge
- Need bike lanes on Wellerman Rd., West Monroe
- Want Rail to Trail or Greenway

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- Want something like Tammany Trace Bike Trail
- Need police to watch for speeders at Pargoud Blvd., Monroe
- (BP-11) 2nd Street is pedestrian heavy so this would be a great addition

Adoption

The draft plan will be formally introduced for public at the transportation policy committee meeting on June 23, 2025. A public hearing and plan adoption will be held on July 28, 2025. Comments received in this time period were reviewed and appropriate changes were made accordingly. Comments received during the 30-day comment period can be accessed upon request from the MPO.

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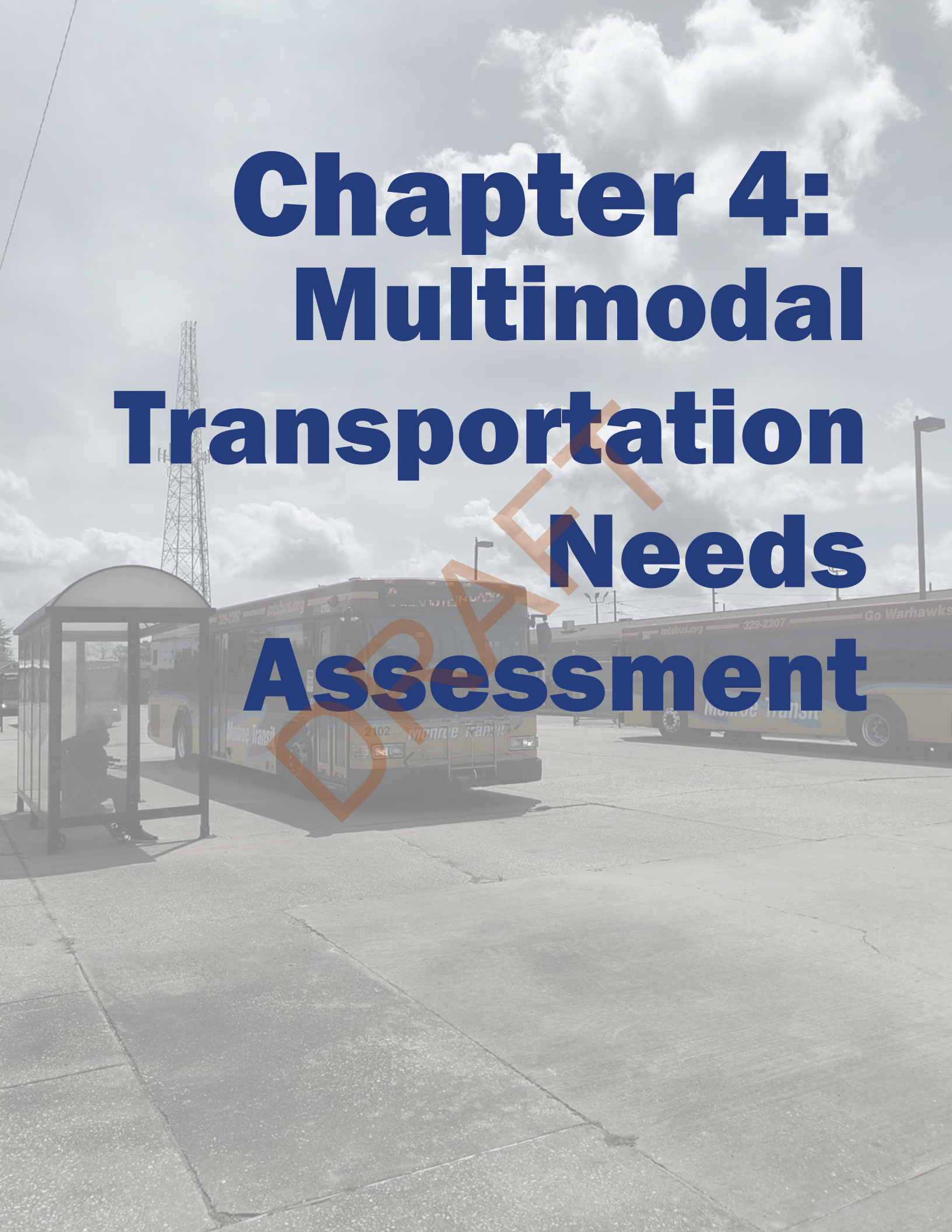

Chapter 4: Multimodal Transportation Needs Assessment

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Introduction

The multimodal needs assessment for the Monroe 2050 Metropolitan Transportation Plan (MTP) was conducted to ensure that recommended investments align with the region's transportation needs while considering budgetary constraints. This vision is supported by regional goals and objectives that guide transportation planning through 2050.

Performance measures were established for each objective to enable a data-driven, outcomes-based decision-making process. These measures helped identify transportation system needs, including infrastructure and service gaps, which informed the strategies and recommendations outlined later in the plan.

As part of the 2050 MTP update, the region's existing (2022) and projected future (2050) conditions were analyzed using a travel demand model. The needs assessment covered key elements of the transportation system, including:

- **Safety:** Analysis of crash data.
- **Roadway Conditions:** Congestion and reliability.
- **Freight:** Commercial truck, rail, and air transportation.
- **Transit:** Fixed-route bus transit systems in comparison to population and employment density benchmarks.
- **Active Transportation:** Bicycling, walking, and other non-motorized travel.
- **Existing plans**: Current state, local, and federal plans that impact the study area.
- Environmental Review: Hydrological, wildlife, air quality, and equity considerations.

This comprehensive assessment forms the foundation for the transportation strategies in the 2050 MTP, ensuring the region's transportation network can accommodate future growth and evolving mobility needs.

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Safety

Safety is the single most important consideration when planning future projects and programs. The health, safety, and general wellbeing of residents are driving purposes of state and local governments. MPOs are no different. Both state and federal regulations ensure that objective safety considerations are integrated into both long and short-range planning processes.

Highway crashes involving single or multiple vehicles are the largest contributor to negative safety impacts in the United States. Understanding high-level and specific patterns of where crashes occur can lead to key insights to prevent future crashes through planning and programming. The analysis will start with a high-level examination of regional crash locations and severity. Then, it will observe where

the highest incidences of crashes occur, creating a preliminary list of key segments and intersections for consideration.

MPO funding is often contingent on the significance of the roadway in question; therefore, a specific analysis of crash factors on major roadways at the arterial and major collector level will focus on roadways eligible for federal funding. Additionally, crashes involving bicycles and/or pedestrians will be analyzed to align with federal and state performance measures, and specific solutions that protect vulnerable road users will be identified. Additional modal analyses of transit and railroad will provide a comprehensive picture of safety issues in the Monroe MPO region.

Regional Crash Trends

Five years of crash data were retrieved from the statewide system, the Center for Analytics & Research in Transportation Safety's (CARTS) Louisiana crash record database. This database is maintained by CARTS for statewide and regional safety planning and is populated with crash reports collected by state and local police agencies responding to traffic incidents.

Crash Location Overview

Figure 4-1 shows the locations of all crashes recorded between 2019-2023, covering a 5-year period. Concentrations of crashes are observed along the arterials and central urban areas of the region.

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Additionally, notable accumulations of crashes along several rural arterials and collectors in the western and northern parts of the region are observed.

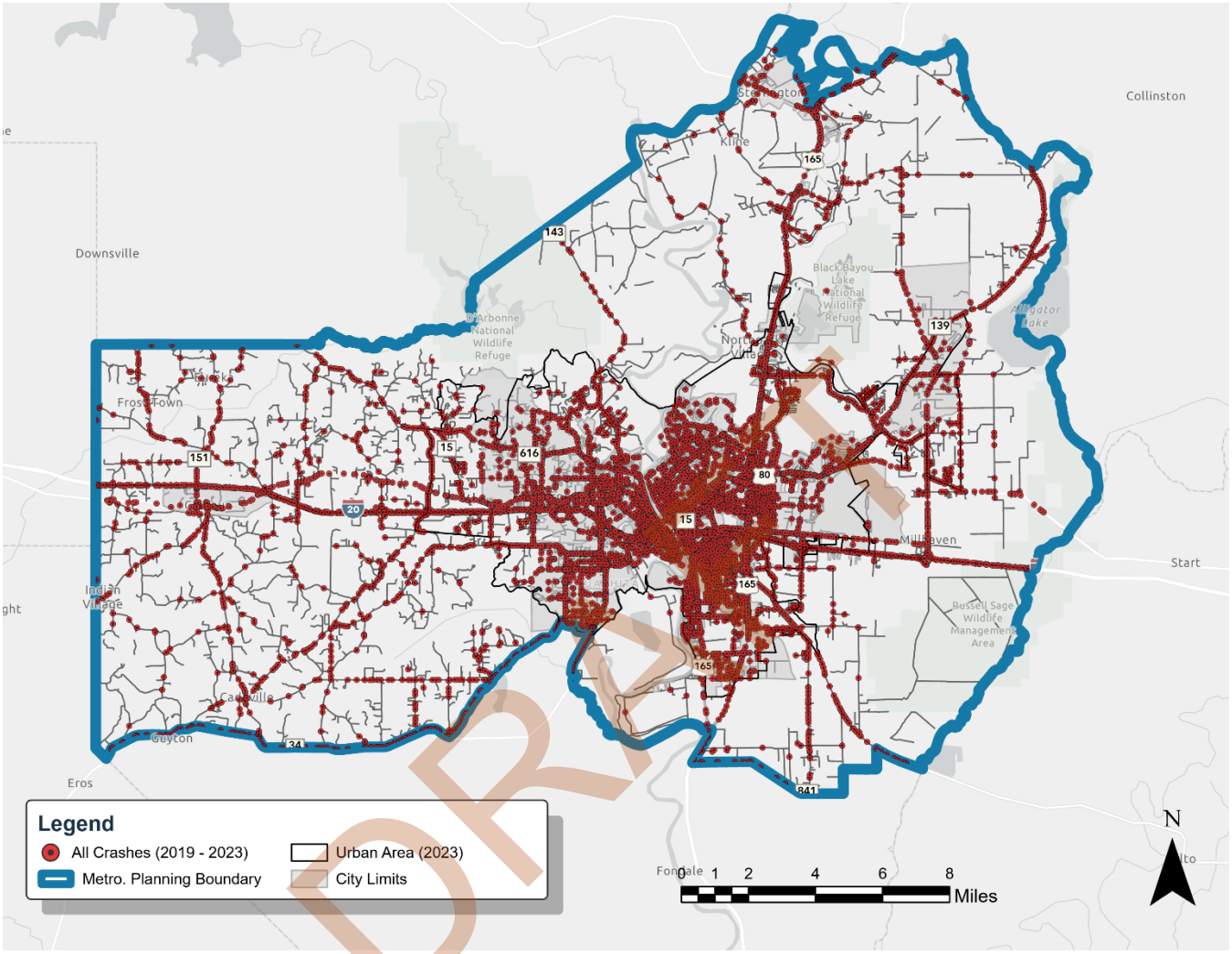

Figure 4-1: Crashes, All Types (2019-2023)

Source: ATG GIS Linework, 2024

This document and the information contained herein, is prepared for the purpose of identifying, evaluating, and planning safety improvements on public roads, which may be implemented utilizing federal aid highway funds. This information shall not be subject to discovery or admitted into evidence in Federal or State court pursuant to 23 U.S.C. 407.

Figure 4-2 provides a closer view of the urban area at the region's center, showing the cities of Monroe and West Monroe. Crash patterns can be seen in detail between downtown thoroughfares as well as in eastern and southern Monroe. Examining crashes overall provides information about high activity areas and potential facilities of concern for further analysis.

Federal performance guidance and requirements for safety emphasize crashes resulting in fatalities or more serious, long-term injuries. However, less severe crashes provide insights into probable operational inefficiencies and sources of non-recurring congestion caused by crashes and other motor vehicle incidents.

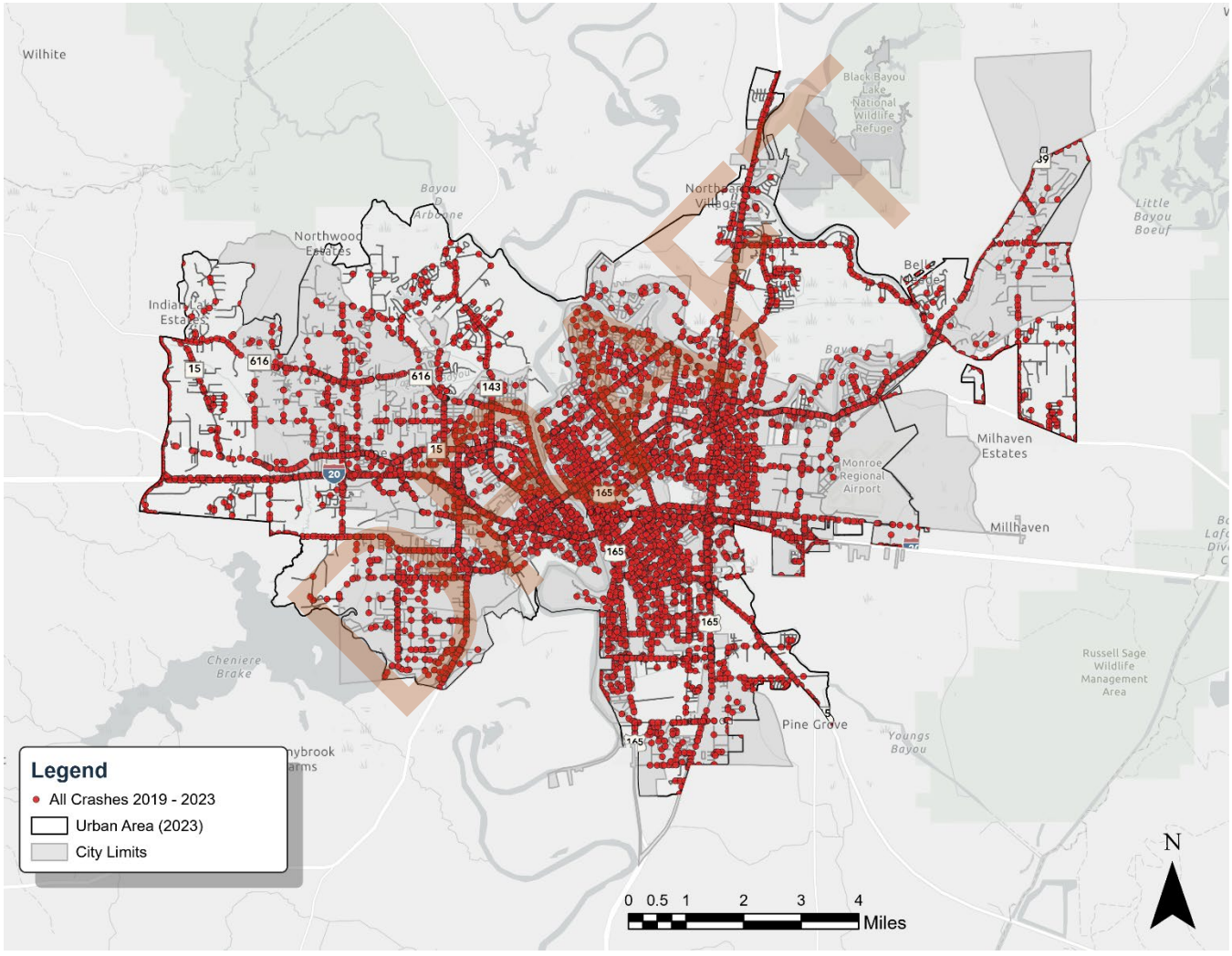

Figure 4-2: Crashes, All Types (2019-2023), Urban Area Focus

Source: ATG GIS Linework, 2024

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Figure 4-3 exclusively shows fatal and serious injury-related crashes. The overall incidence of fatal crashes is low in the region, with concentrations of Suspected Serious Injury crashes along LA 15 and US 165.

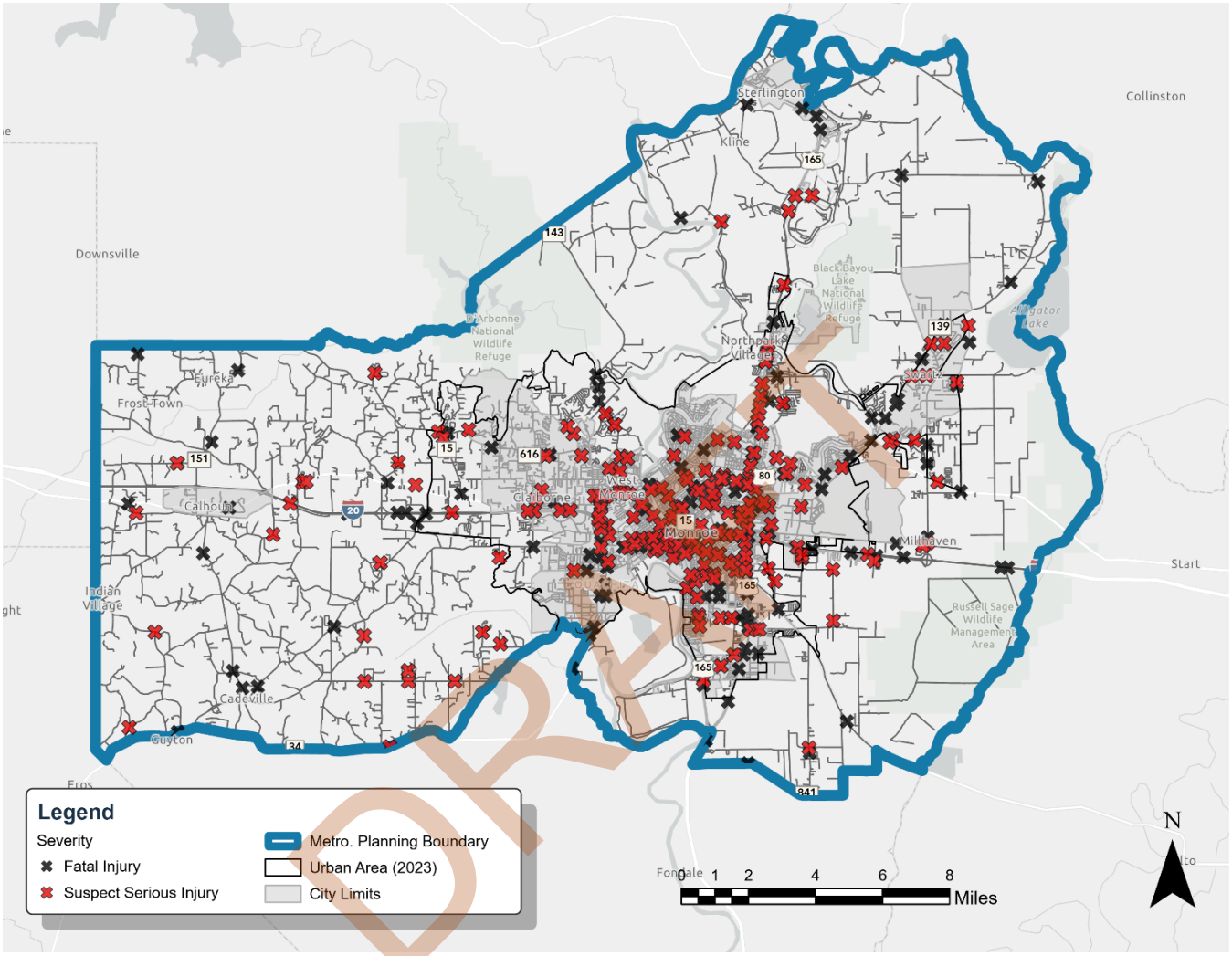

Figure 4-3: Fatal and Serious Injury Crashes, 2019-2023

Source: ATG GIS Linework, 2024

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Hotspot Analysis

A comprehensive hotspot analysis of crash locations was completed to identify clusters of crash events. Clusters were calculated based on the proximity of crashes to one another, revealing areas with high concentrations of incidents that may not be immediately apparent from visual data alone. The methodology used mathematical algorithms to detect patterns, providing a more nuanced understanding of crash distribution. Figure 4-4 showcases this analysis for the 2019-2023 dataset, highlighting three key areas with the highest crash densities:

- Downtown Monroe along Business Route 165/Louisville Avenue east of the Lea Joyner Bridge;
- the US 165 and US 80 interchange near the University of Louisiana-Monroe; and
- the commercial zone north of the I-20 and Thomas Road interchange in West Monroe.

Table 4-1 lists these and other notable hotspots, which can be further analyzed for operational issues and other factors contributing to elevated crash rates. This approach helps prioritize locations for further investigation and lays the groundwork for potential project development based on safety needs.

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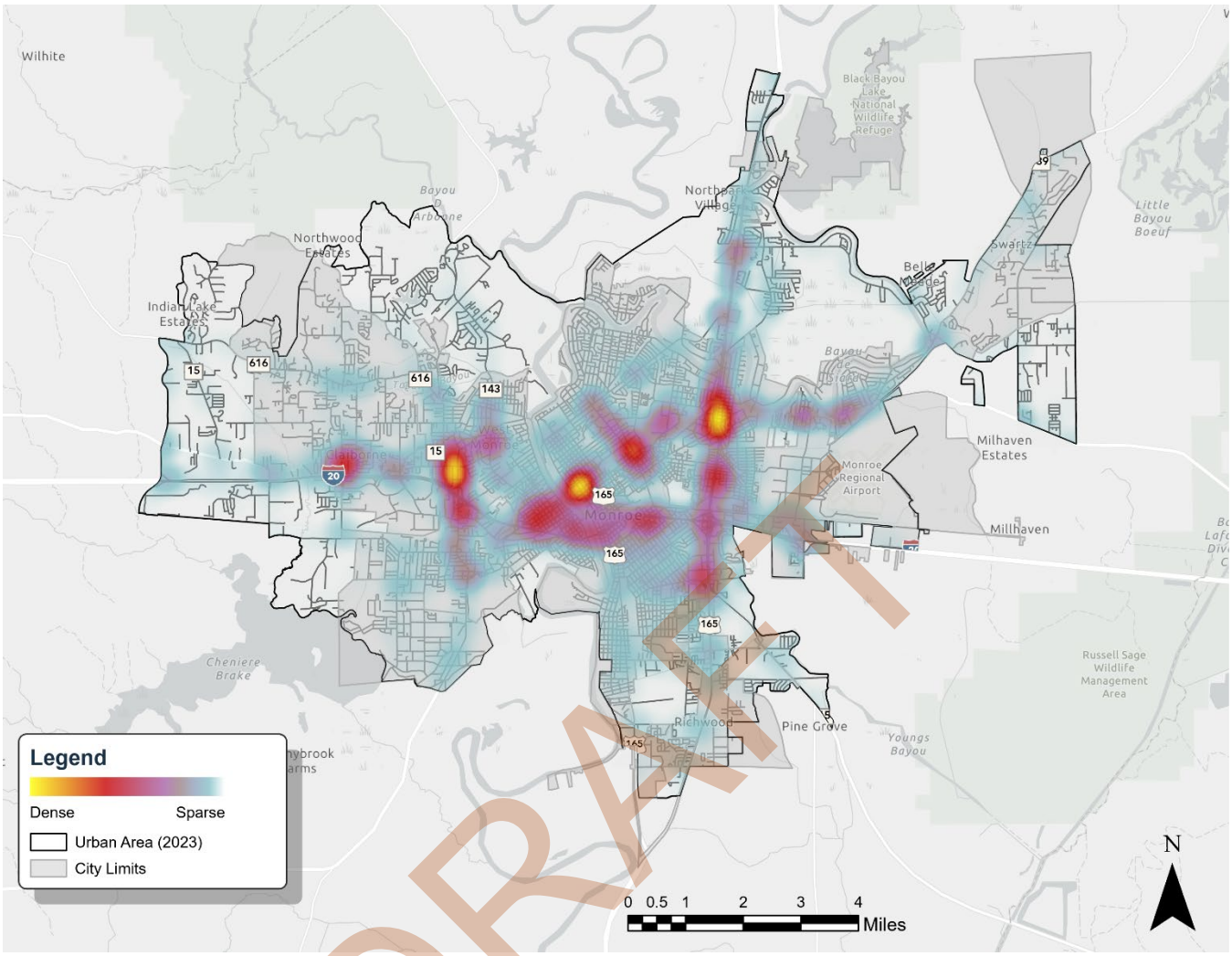

Figure 4-4: "Hot Spot" Spatial Analysis of Crashes in Urban Area

Source: ATG GIS Linework, 2024

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Table 4-1: Crash "Hot Spots" by Crash Density

Crash Density	Facility	Subarea
High	US 80 and US 165 Interchange	West of ULM
High	BUS 165/Louisville Ave	Downtown Monroe
High	Thomas Rd near I-20 and McMillan Rd	West Monroe
Medium	BUS 165 near 18th St.	Downtown Monroe
Medium	US 165 Between Luberta St. and Renwick St.	Eastern Monroe
Medium	US 165 and LA 15	Southern Monroe
Medium	I-20 and BUS 165, Jackson, Coleman Interchange	Central Monroe/West Monroe
Medium	I-20 and Thomas Rd Interchange	West Monroe
Medium	I-20 and Well Rd Interchange	Claiborne

Source: CARTS Louisiana eCrash database, 2024

Nonmotorized (Bike/Ped) Crashes

Figure 4-5 shows the total nonmotorized-involved crashes in the Monroe MPO's study region. Most incidents occurred within the Urban Area Boundary. Figure 4-6 provides a tighter view of the urban core. Additionally, it shows a concentration of crashes near the University of Louisiana-Monroe campus, with additional incidents along US 80, east of campus.

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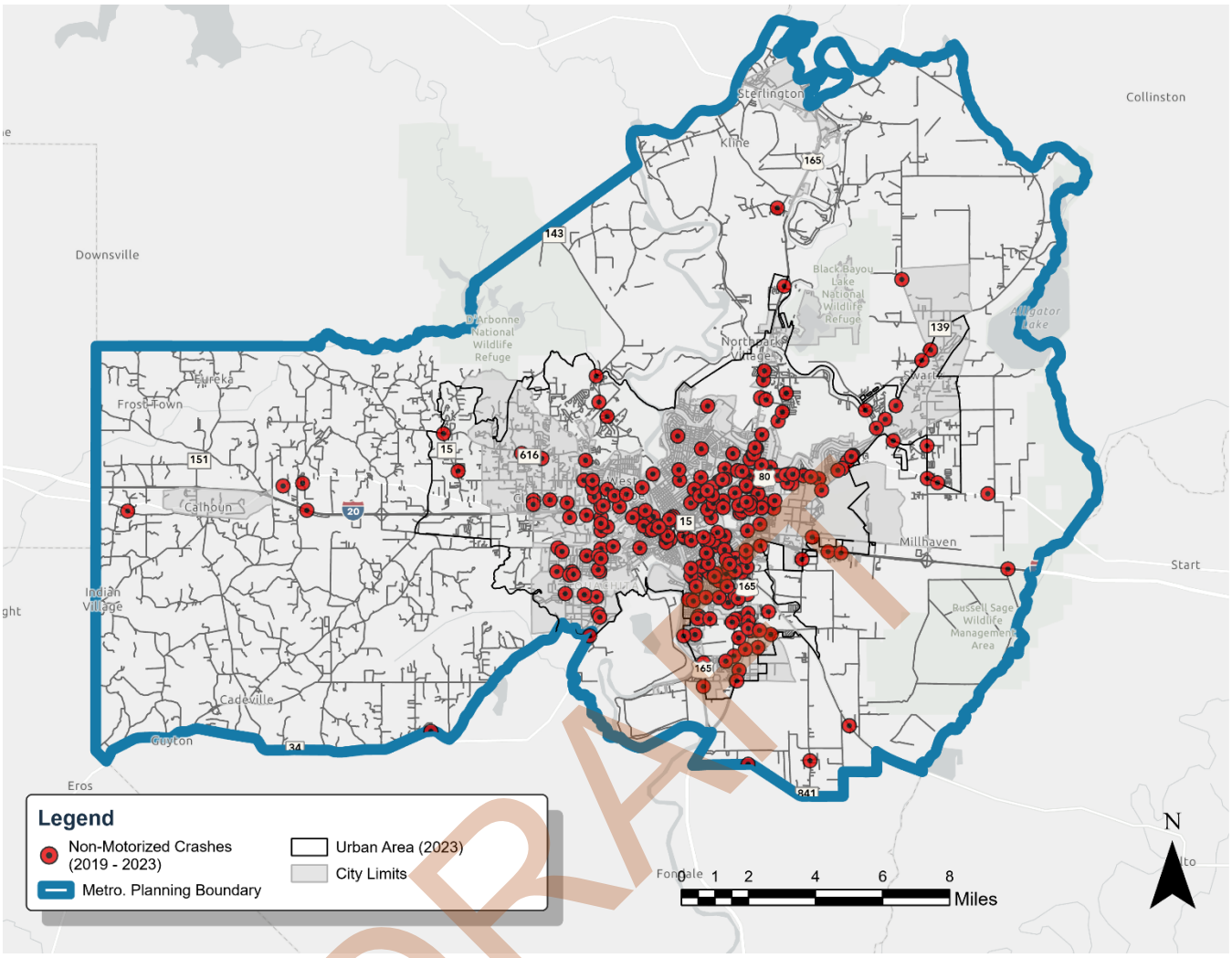

Figure 4-5: Crashes Involving Nonmotorized Users, 2019-2023

Source: ATG GIS Linework, 2024

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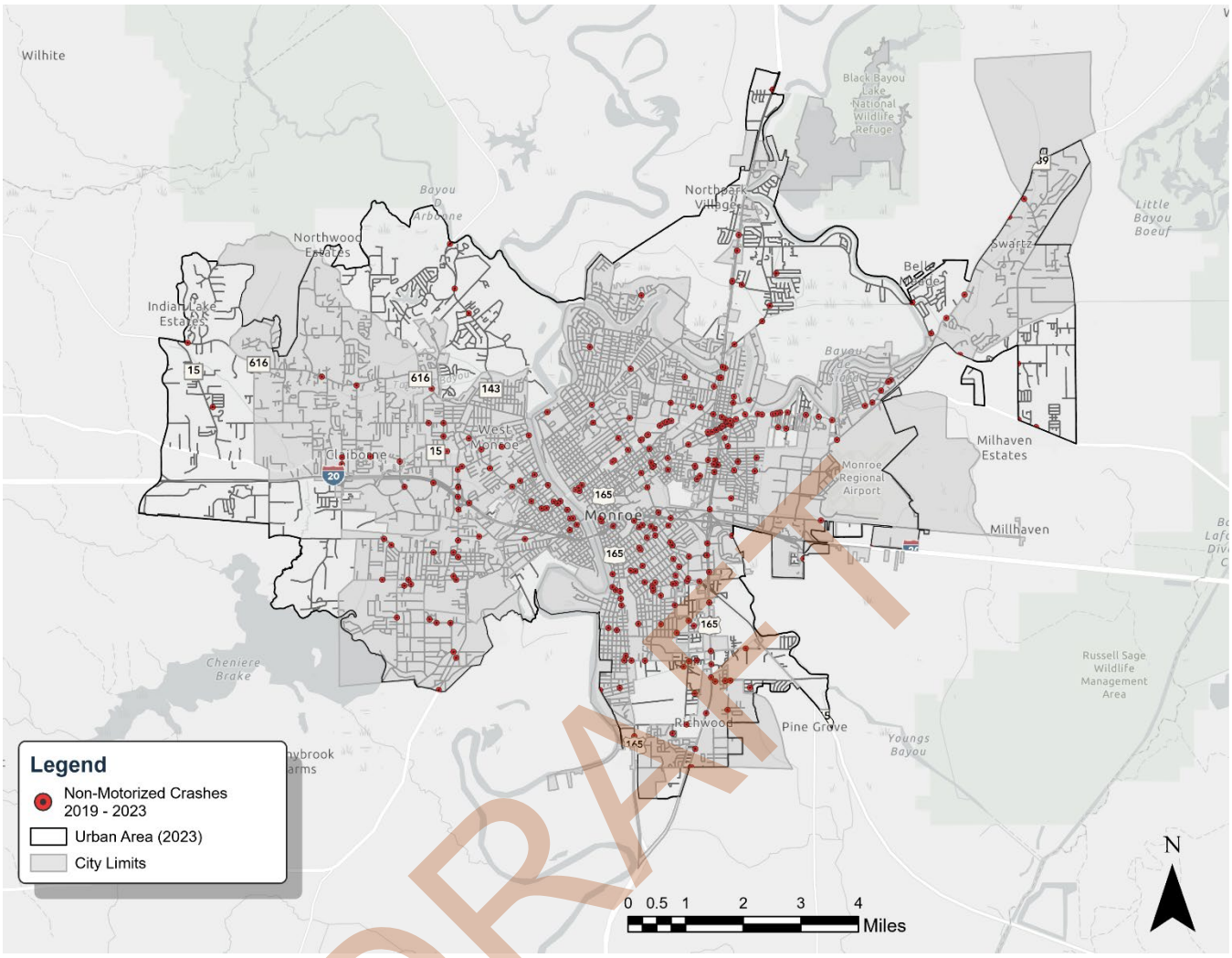

Figure 4-6: Nonmotorized Crashes, Urban Area, 2019-2023

Source: ATG GIS Linework, 2024

Transit Safety

Monroe Transit and the City of West Monroe/Ouachita Parish Transit exhibited an overall positive safety record from 2019-2023, with 0 fatalities in that time-period. City of West Monroe's transit operations have experienced 0 reportable events to the National Transit Database (NTD). City of Monroe Transit, a larger, fixed-route system, has experienced 27 reportable incidents from 2019-2023. These incidents are characterized as collisions, physical and non-physical assaults, and other major events. Of the 37 reportable events in 2023, 3 were collisions between vehicles and 10 were non-major, non-physical assaults. NTD data prior to 2023 does not detail type of events, but in total 30 injuries have been reported to NTD from 2019-2023. While all collisions are avoidable, the nature of the data does not account for fault or responsibility of any party.

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The project team, which includes ATG and MPO staff, met prior to a Technical Advisory Committee meeting in October 2024. MPO staff were able to share insights into transit safety issues surrounding transit, including a noticeable number of pedestrian collisions and near-misses by transit vehicles. MPO staff observed frequent pedestrian activity between the University of Louisiana-Monroe and popular shopping destinations. Staff also noted several bus stop locations throughout Monroe were underdeveloped and/or had safety issues in their vicinity, including a lack of crosswalks and sidewalks.

Freight Safety

Table 4-2 shows Commercial Vehicle (CMV) involved crashes in Ouachita Parish from 2020-2024. About half of crashes do not involve an injury, and only 2-5%, or typically 3 per year, involves a fatality.

Table 4-2: Summary of CMV Crashes in Ouachita Parish

	Fatal Crashes	% Fatal Crashes	Suspected Injury Crashes	% Suspected Injury Crashes	No Apparent Injury Crashes	% No Apparent Injury Crashes
2024	3	2.86%	50	47.62%	52	49.52%
2023	3	2.31%	66	50.77%	61	46.92%
2022	6	4.62%	78	60.00%	46	35.38%
2021	3	1.85%	76	46.91%	83	51.23%
2020	3	2.59%	52	44.83%	61	52.59%
Grand Total or % Avg	18	2.84%	322	50.08%	303	47.12%

Source: CARTS Louisiana crash database, 2024

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Ouachita Parish is home to dozens of at-grade rail crossings. By analyzing crashes at or near these crossings, a prioritized list of dangerous intersections can be developed to identify priority candidates for at-grade crossing removals. Table 4-3 details the approximate locations of train-involved crashes. 3 locations have multiple crash records, with 2 locations having histories of possible injuries reported. These two intersections, 11th and Wood Streets near Oak Street and DeSiard and 6th Streets, both have the rail lines bisecting an intersection, which illustrates potential design limitations at these intersections. A third intersection with two crashes crosses Thomas Avenue, which is in south Monroe. These locations and other railroad crossings with geometric and other design issues are potential projects to monitor in the long-range plan.

Table 4-3 Train-Involved Crashes

Crash Severity	Location	Number of Crashes
Serious, Possible	11th/Wood St. near Oak St. (CPKC)	2
Minor	Walnut St. N of DeSiard St. (CPKC)	1
Possible	N Riverfront St. N of S Riverfront St. (CPKC)	1
Possible, PDO	DeSiard and 6th St. (CPKC)	2
Possible	Richwood Road 1 Near John Ln. (UP)	1
PDO	Renwick St. E of DeSiard St. (UP)	1
PDO	N 2nd St. SE of Washington St. (CPKC)	1
PDO	Thomas Ave E of Pearl St. (UP)	2
PDO	Owens Rd. S of US 80 (UP)	1

Source: CARTS Louisiana crash database, 2024

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Safety Conclusion

The Monroe MPO study area appears, at a high-level of analysis, to have seemingly few major safety issues for a metropolitan area. Consistent with its largely rural character, crashes appear to be most common along I-20 and US 165. Transit safety does not appear to be an issue in the Monroe MPO MPA. A low number of overall incidents have been reported, along with no fatalities. Overall freight related crashes have been on a steady decline since 2021. The 102 crashes reported in 2024 was the lowest since 2020. Finally, areas surrounding the UL Monroe Campus have been identified as hotspots for nonmotorized crashes.

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Congestion

Level of Service (LOS) is utilized as the performance measure for congestion analysis. The level of service is determined by a ratio of volume to capacity (VOC), which is the ratio of actual daily peak traffic flow to the maximum allowable traffic flow on a road segment. The best level of service is rated as A, while the worst service conditions are rated as F. A level of service rating of F has a VOC ratio of 1 or greater, meaning that there are more vehicles using the road than the road can handle.

Level of Service Ratings

A = Free flowing traffic

B = Reasonably free flowing traffic

C = Stable flow, but drivers are restricted in choosing speeds

D = Approaching unstable flow

E = Unstable flow; may have short stoppages

F = Unacceptable congestion; stop-and-go traffic

The LOS and VOC were both calculated using the Monroe MPO Travel Demand Model (TDM), a travel demand model used to support the Monroe MPO MTP. The Monroe MPO TDM is based upon a conventional trip based, four step modeling approach. The main model components broadly fall within the following four categories:

- **Trip Generation:** The process of estimating trip production and attraction at each Transit Analysis Zone (TAZ)
- **Trip Distribution:** The process of linking trip productions to trip attractions for each TAZ pair
- **Mode Choice:** The process of estimating the number of trips by mode for each TAZ pair
- **Trip Assignment:** The process of assigning auto and truck trips to specific highway facilities in the region

Present Congestion

The total length of roadways that are approaching unstable flow (LOS D) or have unstable flow (LOS E) was approximately 7.2 miles. This is a small percentage of the total network, accounting for less than 1.2% of total roadway miles. As is shown in Table 4-4, the majority of the 2022 road network is free flowing (LOS A), reasonably flowing (LOS B), or stable (LOS C) at 98.8% of the total network length.

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Table 4-4: Level of Service by Miles for 2022

2022 Level of Service	Total Miles	%
A	454.4	74.5%
B	112.4	18.4%
C	35.9	5.9%
D	6.9	1.1%
E	0.3	<0.1%
F	0	0.0%
Total	**609.9**	**100.0%**

Source: Monroe MPO Travel Demand Model, 2025

Because 454.4 of the 609.9 miles of roadways in the study area are classified under LOS A, we can confirm that roughly three quarters of the Metropolitan Planning Area had a volume-to-capacity ratio (VOC) under 0.33 in 2022. Furthermore, under 1.2% of the 2022 road network has a VOC of 0.75 or higher, signifying little of the study area is at or approaching unstable flow. Most stretches of road at or approaching unstable flow can either be found along I-20 or US 165, as shown in Figure 4-7.

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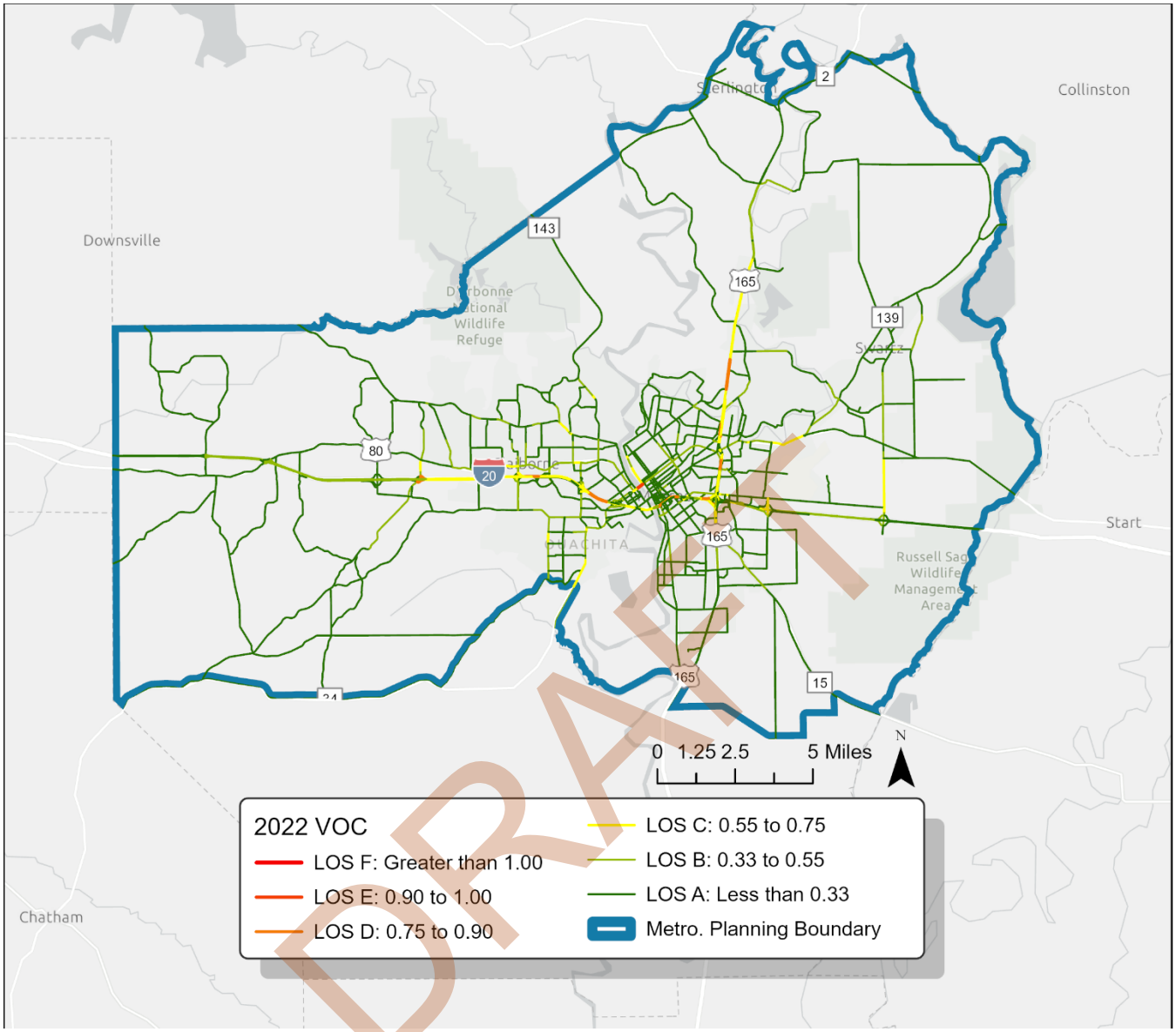

Figure 4-7: 2022 Volume to Capacity in Study Area

Source: ATG GIS Linework, 2022

Future Congestion

Future congestion conditions were projected for the year 2050 using the Monroe MPO TDM. Figure 4-7 indicates congestion in the region will continue to increase over time. By 2050, the total miles of roadway with LOS ratings of D, E, and F is projected to increase from 7.2 miles to 23.8 miles. However, the total percentage of roadways with LOS ratings of A, B, and C will be 95.3%, which means that the overall road network will have little to no congestion issues.

Table 4-5: Projected Level of Service Miles for 2050

2050 Level of Service	Total Miles	%
A	416.7	68.1%
B	116.9	19.1%
C	54.5	8.9%
D	20.2	3.3%
E	3.3	0.5%
F	0.3	<0.1%
Total	**611.9**	**100.0%**

Source: Monroe MPO Travel Demand Model, 2025

Under 3.9% of the projected 2050 road network has a VOC of 0.75 or higher, signifying little of the study area is projected to be at or approaching unstable flow. The majority of road projected to be at or approaching unstable flow can either be found along I-20 or US 165, as shown in Figure 4-8. Unlike the most recent VOC, there are stretches of road projected to be at or approaching unstable flow located away from the downtown area and the aforementioned corridors.

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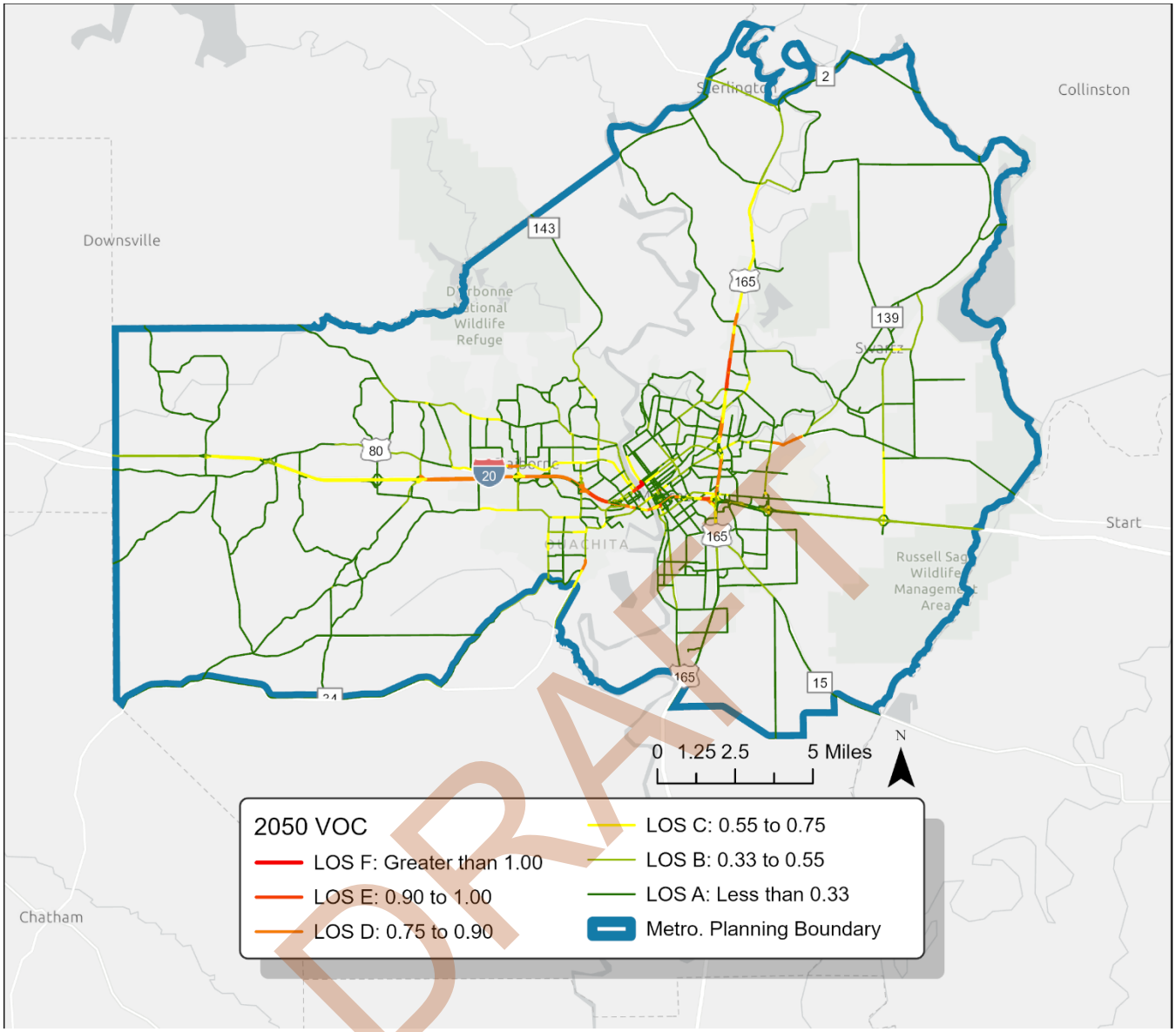

Figure 4-8: 2050 Volume to Capacity in Study Area

Source: ATG GIS Linework, 2022

Freight

Freight embodies one of the most important functions of the transportation system, the movement of goods, which serves as the lifeblood of commerce and industry across markets. The Monroe MPO planning area is no exception, with a large volume of freight passing through Ouachita Parish via I-20. The region is also home to substantial intermodal transit links, including two major railroads and a well-used navigable waterway. This section provides an overview of basic freight flow within Louisiana and Ouachita Parish, as well as the roadway and intermodal network and basic freight reliability on the roadway network.

Freight Profile in Louisiana

Louisiana Freight Profile

Louisiana's economy is grounded in industries common across the mid-South, including oil, gas, and agricultural products. The top freight-carrying roadways in the state include I-10, I-20, and I-49. The most tonnage flows between Lafayette and Baton Rouge, where I-10 and I-49 meet. The largest amount of tonnage is split at Baton Rouge, between New Orleans and the north of Lake Pontchartrain. Besides this I-10 trunk, I-20 has the second highest tonnage of roadways in Louisiana, from the Shreveport-Bossier City Region to the Monroe MPO region.

Figure 4-9 and Figure 4-10 represent the freight tonnage on Louisiana highways, as well as the makeup of this freight flow as of 2022. This data is taken from the Commodity Flow Survey, which was conducted by the Bureau of Transportation Statistics (BTS). The most recent survey was conducted in 2017, with statistical adjustments made to project the estimates to 2022 and 2050. Consumer goods and stone products made up approximately 43% of commodity tonnage in the State of Louisiana, while durable (low tech) goods, farm products, and food and beverage products made up the next 34%. The source and destination of freight is also tracked across the different freight markets across the US, called "areas" and "subareas." These freight subareas are also included in Figure 4-9.

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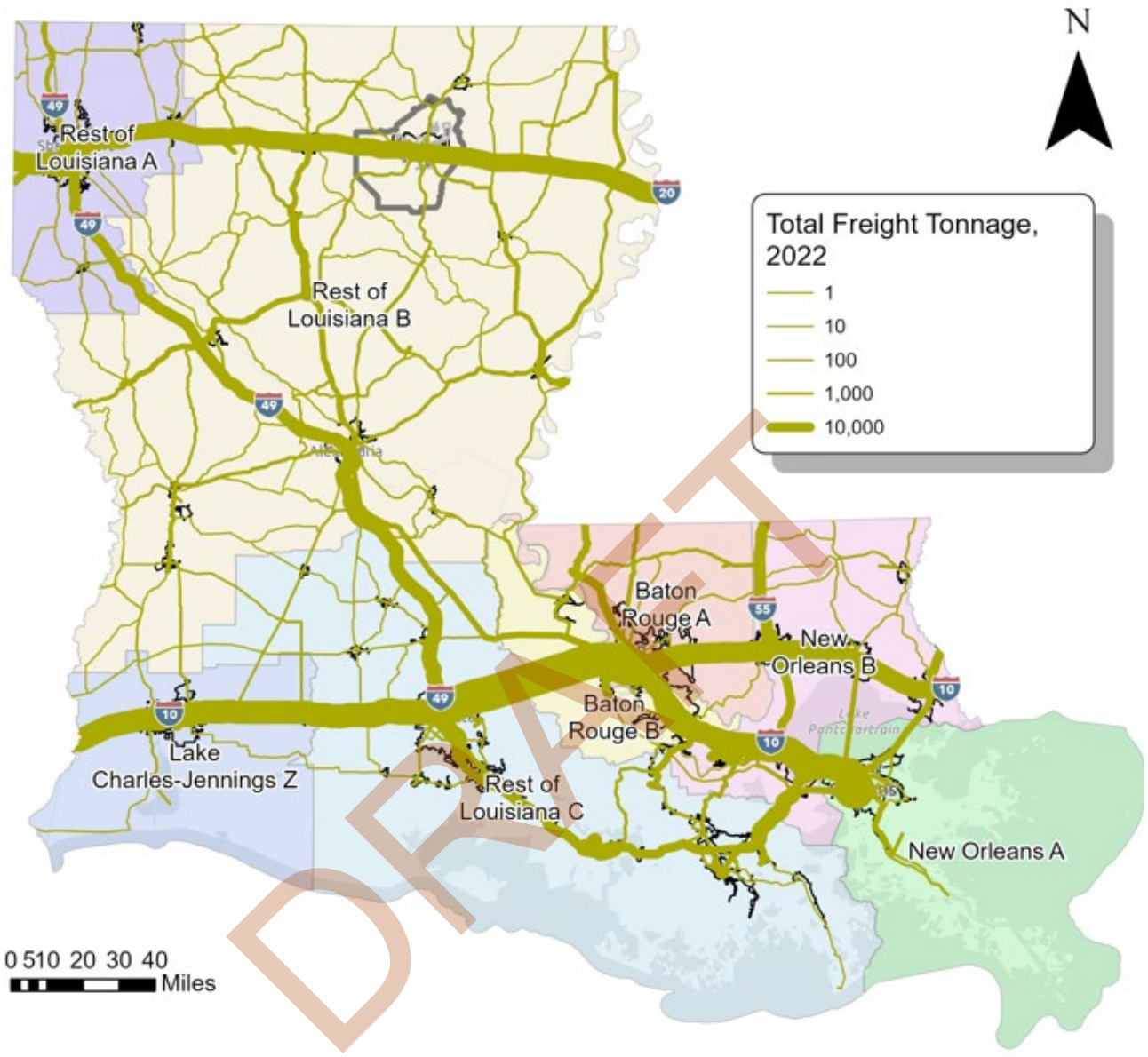

Figure 4-9: CFS Subareas and 2022 Freight Tonnage

Source: ATG GIS Linework, 2024

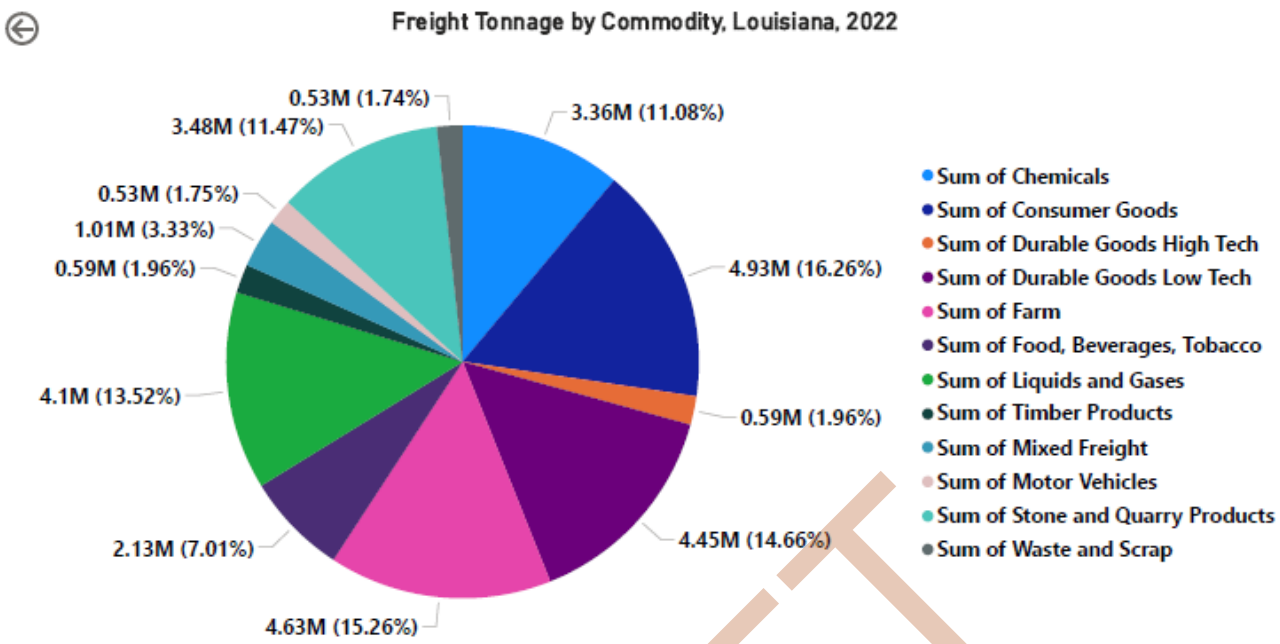

Figure 4-10: 2022 Louisiana Freight Tonnage

Source: Bureau of Transportation Statistics, 2024

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Ouachita Parish Freight Profile

Figure 4-11 and Figure 4-12 show the same data specifically within the study area and Ouachita Parish. Most of the commodity flow in the parish is centered on I-20. Smaller freight arteries include US 165 and LA 34. The distribution of commodities by type is almost equal to that of the entire state, with consumer, quarry, and low tech durable goods being the primary categories found in the Parish.

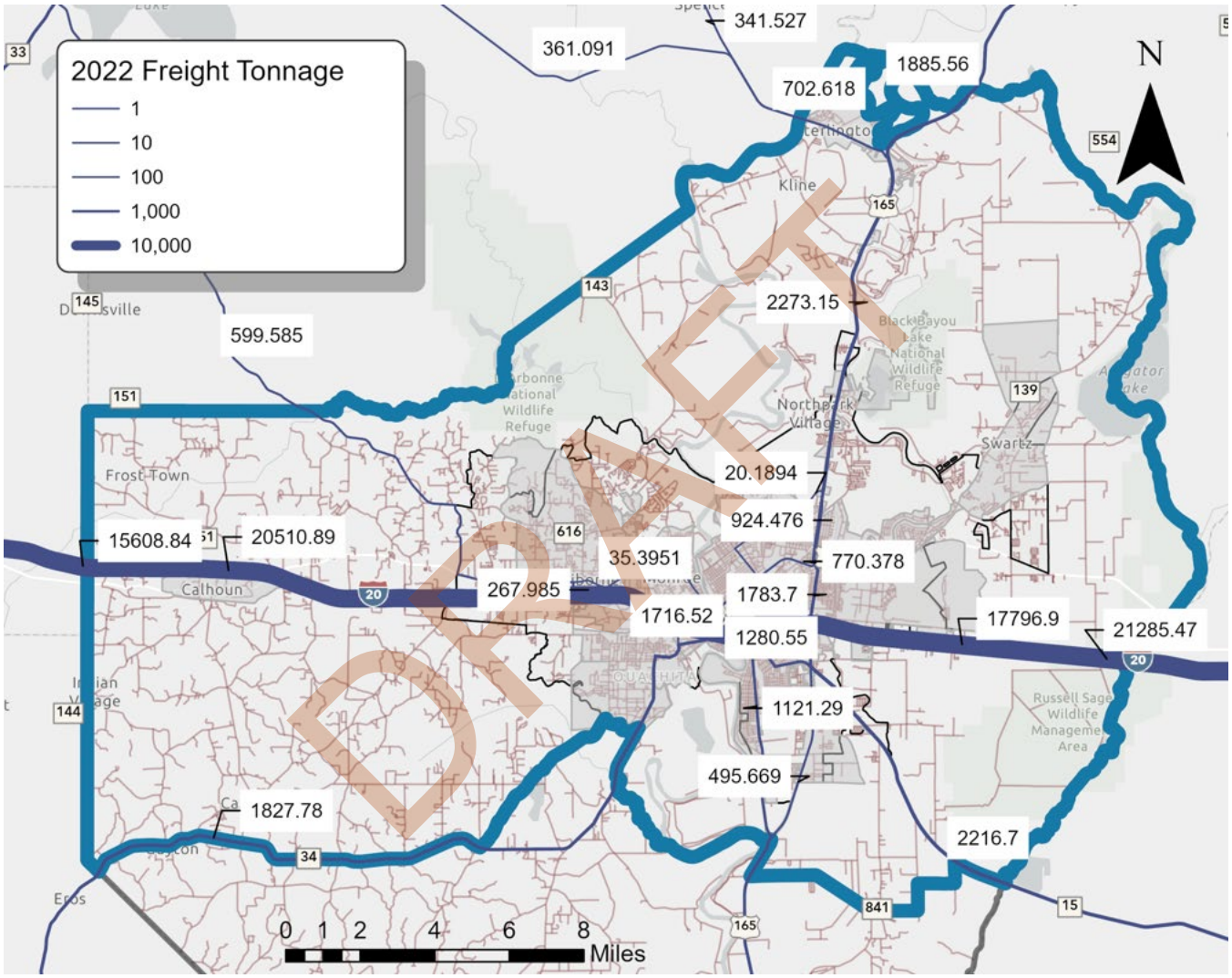

Figure 4-11: 2022 Freight Tonnage in Ouachita Parish

Source: ATG GIS Linework, 2024

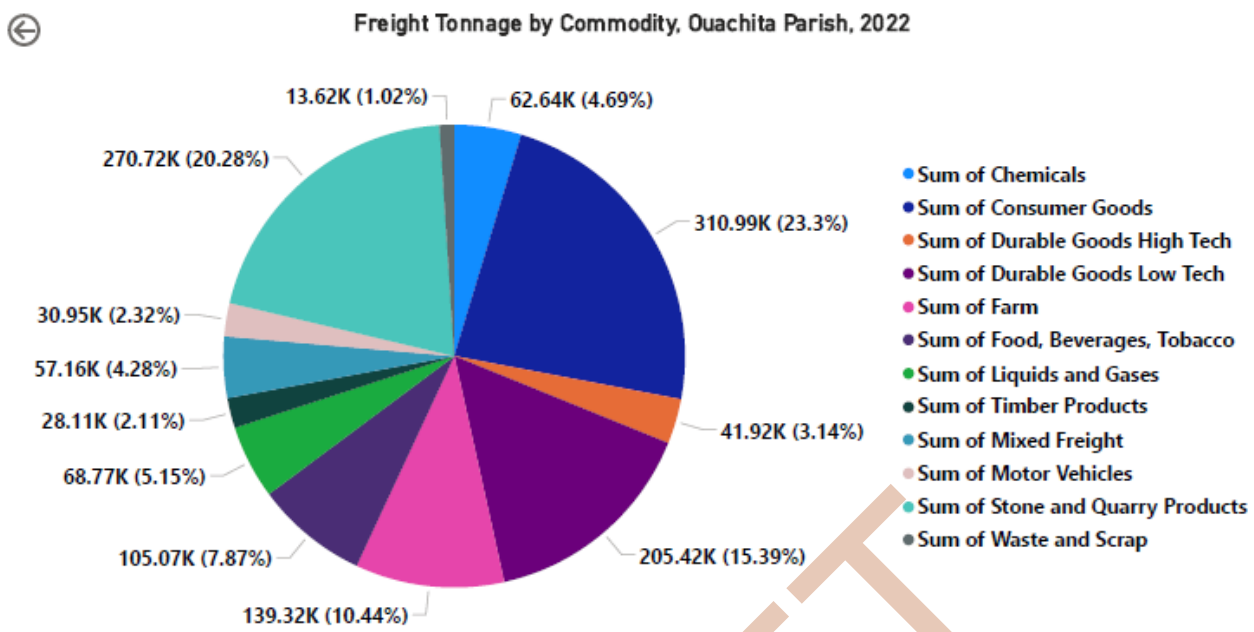

Figure 4-12: 2022 Ouachita Freight Tonnage by Commodity

Source: Bureau of Transportation Statistics, 2024

Key freight industries in Ouachita Parish include paper product manufacturing and agriculture. Graphic Packaging International operates a large paper mill in West Monroe off Jonesboro Rd, and a large warehouse in east Ouachita Parish North of I-20 and Millhaven Rd off LA 594. There are large volumes of intra-regional freight movement along Jonesboro Rd and I-20 due to this activity. Related paper operations include Georgia-Pacific, Bancroft Bag, Inc., and Delta Packaging, Inc., which are centered around printed carton packaging.

Freight Network

National Highway Freight Network

Each MTP includes various federal programs that can be applicable to the development of the region and roadway. One key program is the National Highway Freight Network (NHFN), part of the highway planning networks managed by the FHWA. Established under MAP-21, the NHFN replaced two previous federal freight networks, and it currently plays a critical role in maintaining and enhancing the nation's freight distribution. The NHFN currently encompasses over 41,000 centerline miles of highways, including 38,000 miles of Interstate highways. In addition, Critical Urban Freight Corridors

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(CUFC) and Critical Rural Freight Corridors (CURC), designated by MPOs and states respectively, help connect urban and rural freight hubs to the national network.[1].

Figure 4-13 shows the NHFN roadways in Ouachita Parish, along with routes identified as part of the National Highway System, or NHS which serves broader strategic and economic goals and is the primary highway planning system maintained by FHWA. NHS roadways are legally required to be the highway system benefiting from the National Highway Performance Program, which is the largest single source of formula funding distributed by FHWA. Only I-20 is a member of the NHFN, with several other NHS facilities designated in the region.

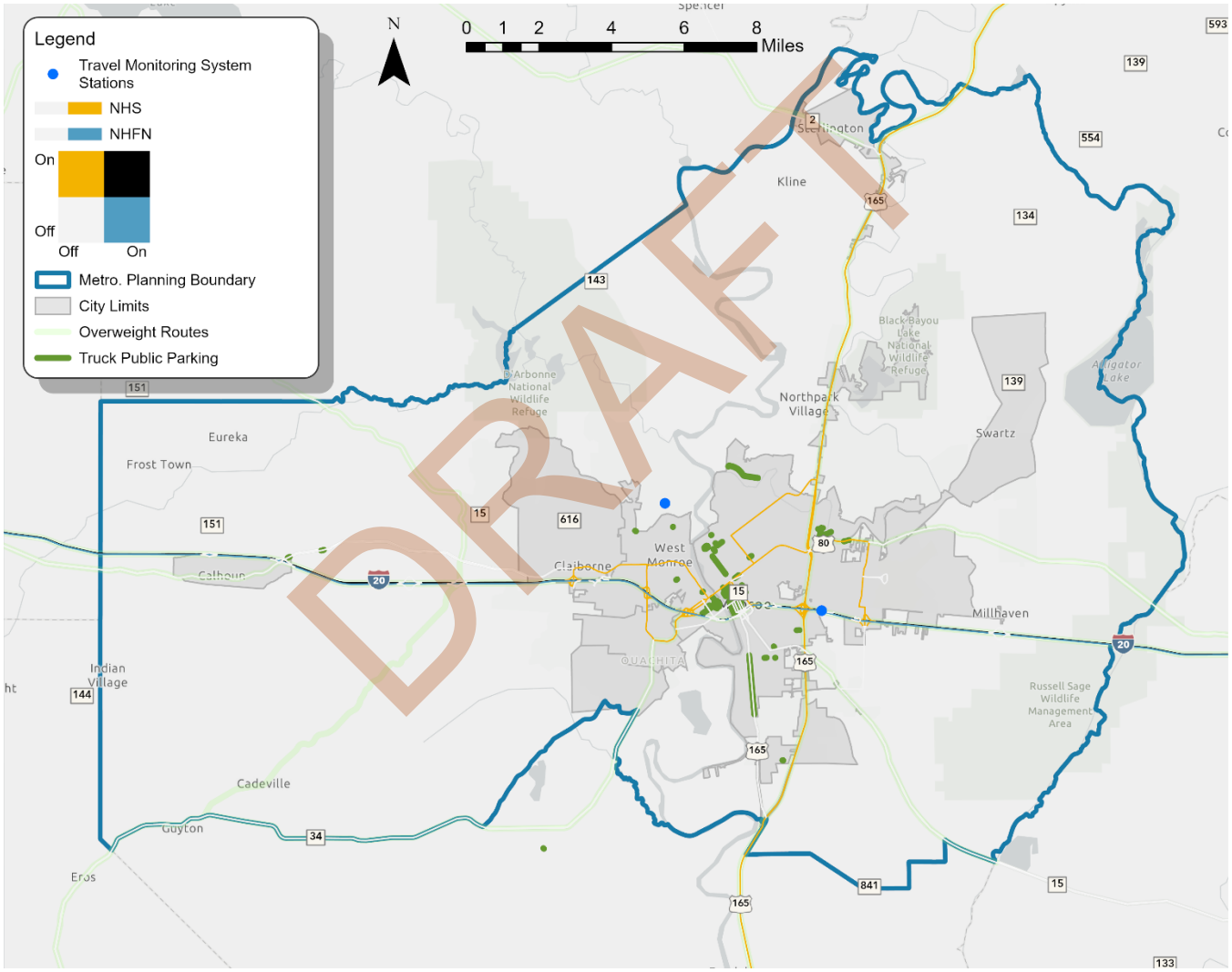

Figure 4-13: Roadway Freight Network

Source: ATG GIS Linework, 2024

[1] National Highway Freight Network - FHWA Freight Management and Operations (dot.gov)

Also shown in Figure 4-13 are two important features maintained by the Louisiana Department of Transportation and Development (LADOTD). These are oversize/overweight routes and areas for roadside parking. Most major state highways, including those on the NHS, are designated as Oversize/Overweight, meaning it is possible for freight requiring tonnage over state maximums to apply for permits to travel on these facilities. Roadside parking is a crucial component to commercial vehicle operations, as most drivers' shifts may not exceed ten hours of driving time. Roadside parking allows commercial drivers to park near the routes and terminals they need without diverting too far from their most efficient route. Roadside truck parking is found near the commercial and industrial areas of the region as well as along several non-Interstate freight routes.

Truck Travel Time Reliability

One key performance aspect impacting the highway freight network is travel time reliability, specifically for trucks utilizing regional freight highways. While reliability is important for all travelers, it has an especially high economic impact both on the freight system as a whole and on individual commercial vehicle drivers who rely on predictable congestion and traffic patterns to meet deadlines and deliver goods on schedule. Truck Travel Time Reliability (TTTR) is a federally reported performance measure introduced and MAP-21 and the FAST Act[2]. The TTTR ratio directly compares the 95th percentile travel time of a segment of interstate to its typical, or 50th percentile, travel time. For example, the worst weekday (i.e. highest 20%) travel time of a given month for a stretch of roadway having twice the delay as the median day would yield a TTTR of 2.00. Currently, only I-20 has TTTR data available. Figure 4-14 shows that the TTTR for I-20 is at or below 1.25, which means only 25% delay has been observed for the average "worst day of the month" in 2023.

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[2] The FAST Act (Fixing America's Surface Transportation) and MAP-21 (Moving Ahead for Progress in 2021) were two transportation funding reauthorization bills whose freight requirements have remained in law. The FAST Act: Freight Provisions | US Department of Transportation

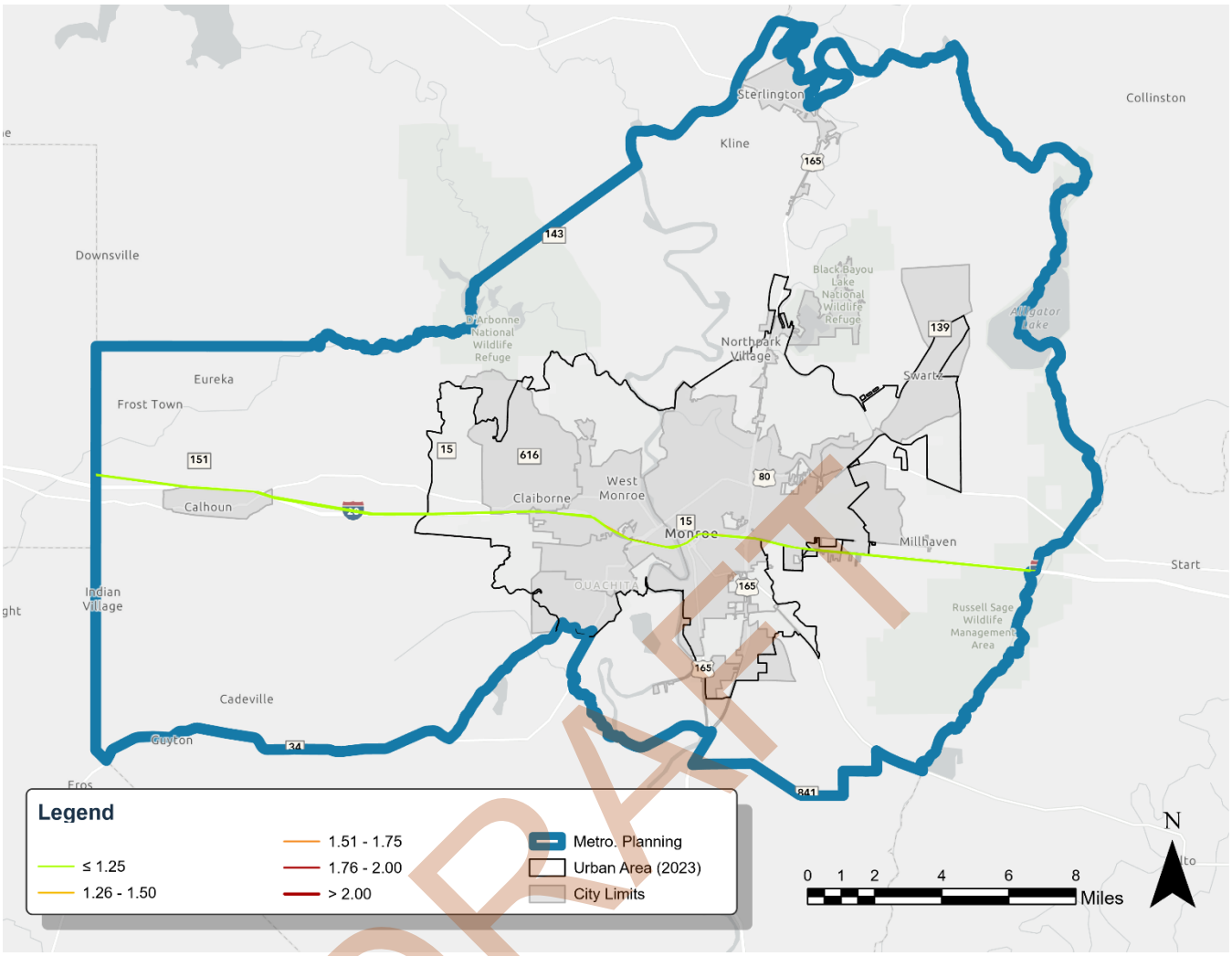

Figure 4-14: Truck Travel Time Reliability, 2023

Intermodal Freight Network

Figure 4-15 shows the intermodal freight network within Ouachita Parish, which includes both maritime and rail facilities. Two major Class I railroads operate in the study area—Union Pacific (UP) and Canadian National Kansas City (CPKC.) Union Pacific is the largest railroad west of the Mississippi and operates a north-south line that extends towards Alexandria, LA and Little Rock, AR. CPKC routes were originally owned by Kansas City Southern lines, with the Meridian Speedway extending east to Meridian, Miss. and west to Shreveport/Bossier City and Dallas-Fort Worth metros. KCS merged with another Class I railroad, Canadian Pacific, to provide continuous access from Canada to Mexico, where KCS had operated its own subsidiary. Both Class I railroads extend to New Orleans, the major freight terminal in the state.

Both major railroads operate substantial classification and yards in South Central Monroe near the city's industrial and commercial areas. Two smaller "short line" railroads also operate in the region. The ALM (Arkansas-Louisiana-Mississippi) connects Monroe's UP service to Fordyce, AR, and operates as a subsidiary of Genesee & Wyoming, Inc. Delta Southern (DSRR) connects CPKC service in Monroe to Sterlington and Lamkin within the study area. DSSR also provides additional service in the NDRPDD service area from Tallulah on the Meridian Speedway north to Lake Providence.

Lastly, the map in Figure 4-15 includes a reference to the region's navigable waterway in the Ouachita River. This section of the Ouachita provides passage for over 570,000 tons of goods each year. A port facility featuring a 1,000-foot rail spur is located in West Monroe south of downtown providing heavy freight and bulk cargo capacity to the region.

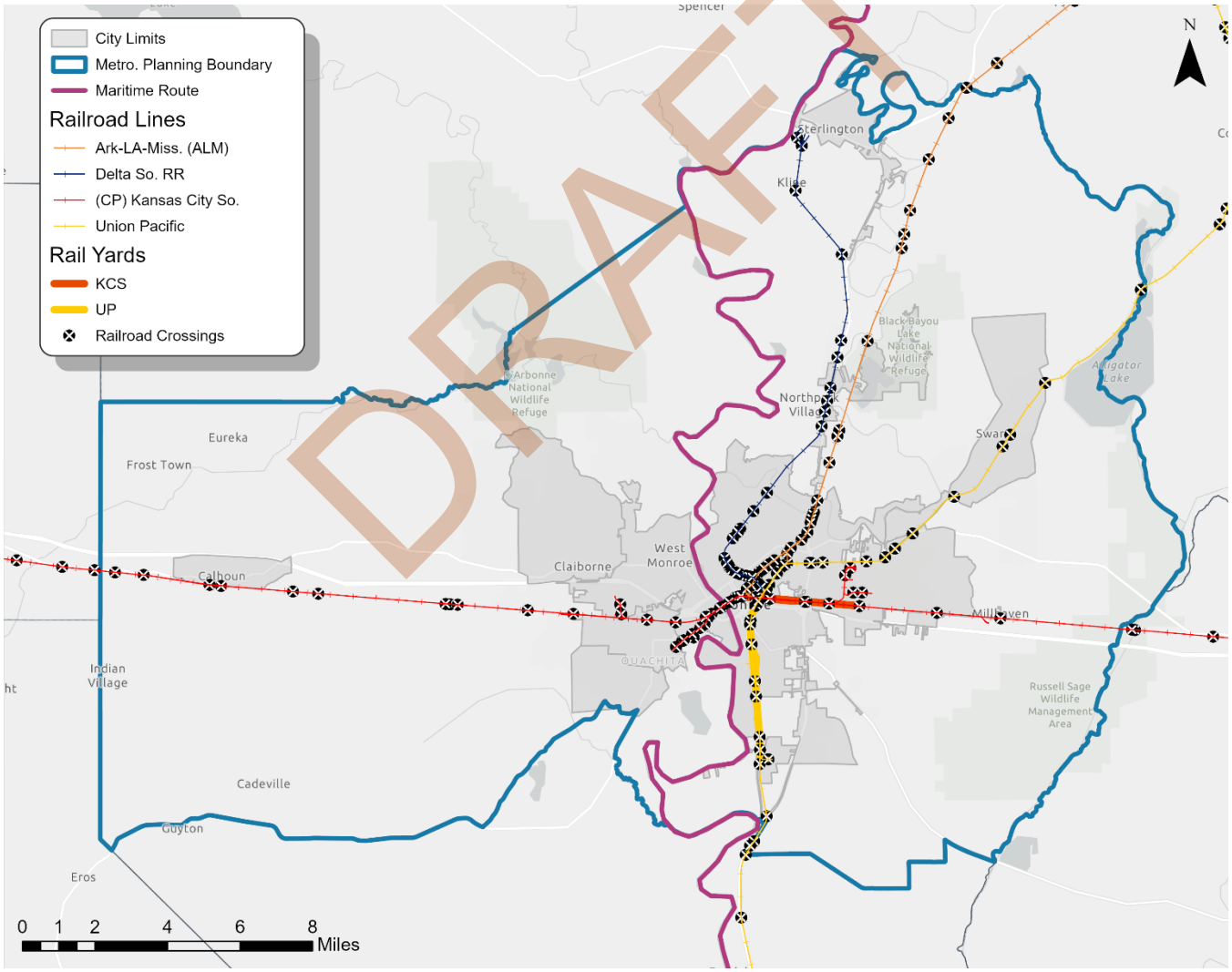

Figure 4-15: Rail and Maritime Freight Network

Source: ATG GIS Linework, 2024

Freight Considerations

The Monroe MPO is home to a solid foundation of freight infrastructure and industry. By leveraging available land uses adjacent to rail, highway, and maritime modes, the Monroe MPO region can capitalize on growing reindustrialization goals and economic opportunity. The staged projects will be used to leverage these opportunities in regard to transportation by providing realistic yet motivated goals to match the possibilities of expanded freight production in the Monroe MPO region.

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Transit

Transit is often the lynchpin of multimodal transit. It meets the local and regional mobility needs of some of our most vulnerable populations and provides an alternative that is more economical and sustainable than driving alone. Using ATG's Transit Density Benchmarks, this section and analysis will illustrate the densities needed to support density and improve service of the regional transit system. Table 4-6provides a standardized example of the population and employment densities needed to support varying levels of transit service. Here, population density is measured by the number of people per gross acre, and employment density benchmarks are measured by the number of jobs per gross acre.

Table 4-6: Population and Employment Density Benchmarks

Population Density (People/Acre)	Employment Density (Jobs/Acre)	Recommended Service Frequency
0 - 2	0 - 4	Flexible Service
2 - 4	4 - 12	60-minute frequency
4 - 6	12 - 30	30-minute frequency
Over 6	Over 30	15-minute frequency

Source: City of Monroe, 2024

Fixed Route Transit

Monroe Transit

Monroe Transit (MTS) is the sole fixed-route transit provider in the Monroe MPO study area and has the distinction of being the nation's oldest publicly owned transportation system, having been owned and operated by the City of Monroe since it was founded in 1906.[3] The system currently operates Monday-Saturday with 10 routes that cover most of the city limits and several major destinations. MTS also offers complimentary paratransit within ¾-mile of each fixed route for users who are not able to use the fixed route system because of a disability. Bus routes and stops can be seen in Figure 4-16.[4]

[3] https://monroela.us/government/departments-divisions/transit
[4] Paratransit | City of Monroe, Louisiana (monroela.us)

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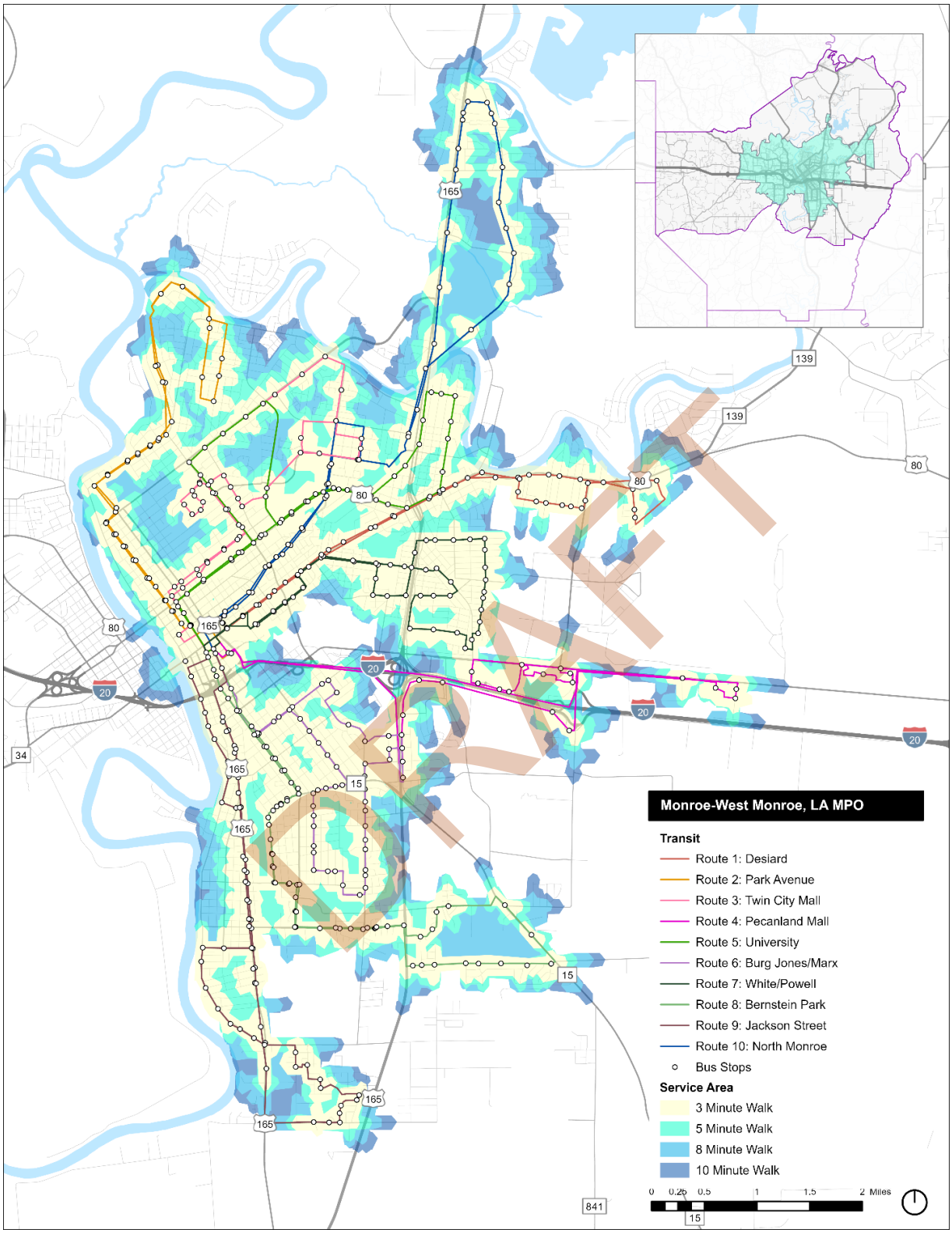

Figure 4-16: Monroe Bus Routes and Service Area

Source: ATG GIS Linework, 2024

Figure 4-17 shows a bivariate analysis of population and employment density in relation to existing MTS transit services, with transit lines displayed in blue, The analysis shows where and how the ATG density recommendations apply relative to the existing system TAZs with both high population and employment density are visualized in dark purple. Figure 16 illustrates residential and employment zones within the City of Monroe are being serviced to an adequate degree via the MTS system. Figure 4-17 reveals that TAZs east of the Ouachita River experience high population and employment density. Also revealed is the lack of transit on the right bank of the Ouachita River, in West Monroe, since it is not currently serviced by a fixed transit system despite having similar land use characteristics including areas of high population density.

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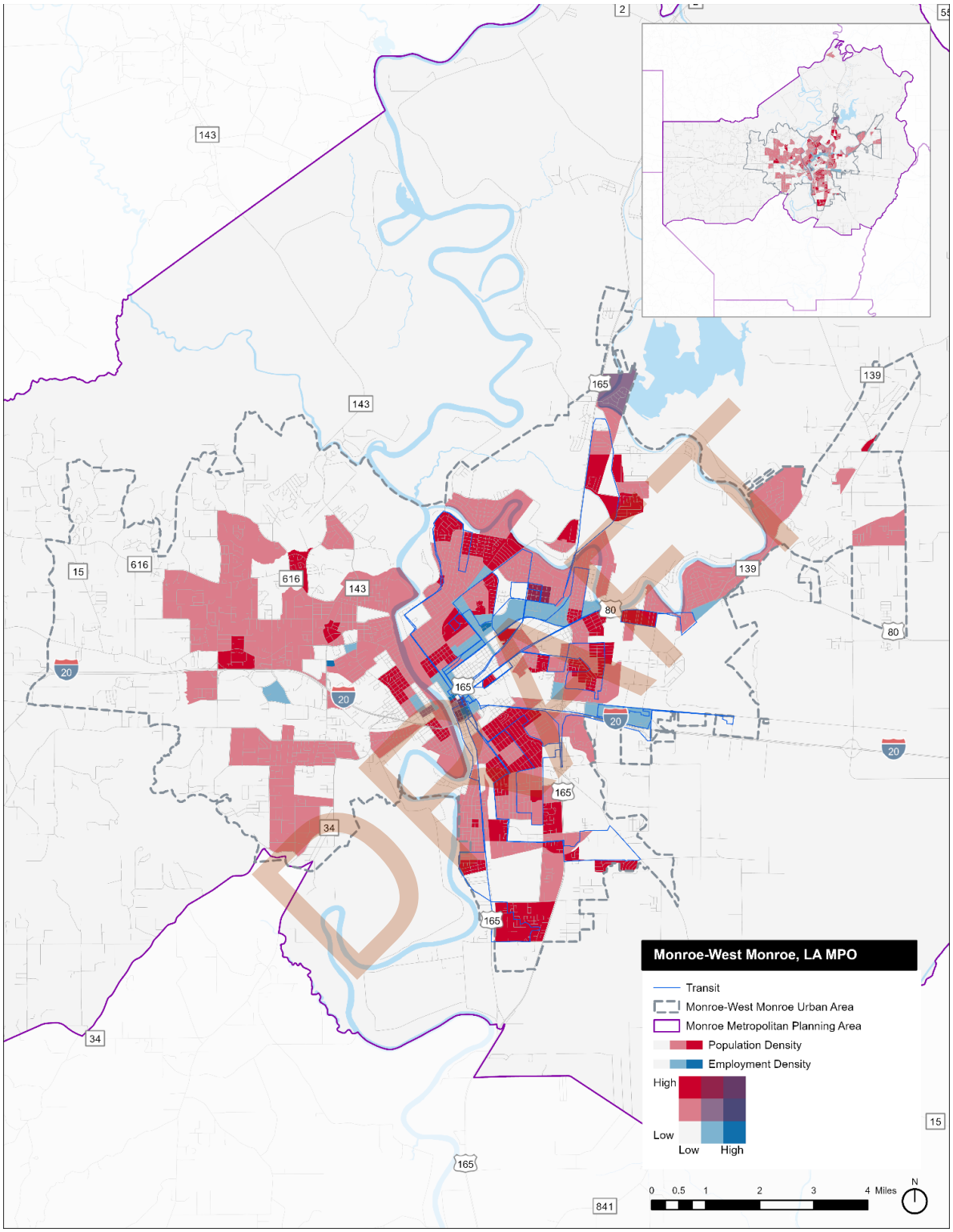

Figure 4-17: Population and Employment Density Bivariate Comparison 2022

Source: ATG GIS Linework, 2024

On Demand Transit

West Monroe Transit

While the city of West Monroe does not host a fixed transit system like the city of Monroe, it does have access to demand transit systems through the West Ouachita Public Transit (WOPT) system. Established in 1983, WOPT provides transportation services to residents and passengers in western Ouachita Parish, Louisiana.[5] The service operates Monday through Friday from 7:30 AM to 4:30 PM and must be scheduled 24-48 hours in advance.[6] All trips must originate in West Monroe with a few exceptions in Monroe, such as medical facilities and civic institutions. Fares are required for all one-way trips and are paid directly to the driver.

Human Services and Specialized Transit

Coordinated Humans Services and Transportation Plan

Coordinated Humans Services and Transportation Plans (CHSTP) provide an inventory of human services within a region, such as organizations providing benefits for the elderly, persons with disabilities, and those requiring specialized transportation. It also documents the transportation services provided by these organizations, by direct recipient public transit providers, as well as other rural, general public, and private transportation providers. The plan reconciles these two systems to identify gaps in potential need and promote coordination and problem solving between public transportation and community services. NDRPDD has biennial CHSTPs on its website from 2016 to 2020 and an updated version is currently in progress. The Monroe MPO study area houses the economic and medical core of greater Northeast Louisiana, and the plan provides critical information to help connect the rural parishes and their citizens and markets with the Monroe metro, the state, and country at large.

The ARC of Ouachita

ARC of Ouachita provides service to mostly to people with developmental and intellectual disabilities who need trips for employment, recreation, medical, and other daily activities. Service is provided based on the individual's plan of care, must be arranged in advance, and is not available to the general public. ARC offers extended hours of service from 5:30am to midnight each day. Fares are not collected directly. Instead, they are funded through the individual's plan of care or private pay arrangements.

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[5] https://www.cityofwestmonroe.com/173/West-Ouachita-Public-Transit
[6] https://www.cityofwestmonroe.com/Faq.aspx?TID=32

Ouachita Council on Aging

Ouachita Council on Aging provides transportation to seniors and persons with disabilities, primarily for non-emergency medical. Limited trips are available for shopping exclusively to those living in senior housing facilities operated by the Monroe Housing Authority. The service operates under nonprofit status and does not collect fares. Donations are accepted to assist in funding the service.

Transit Conclusion

TAZs projected to grow the most in population and employment growth are centrally located in the city of Monroe, the city of West Monroe, and their outer suburban areas. The majority of TAZs in the Monroe MPO study area set to experience high growth are generally already serviced by either fixed-route or on-demand transit. However, TAZs in West Monroe meeting the criteria for fixed-route service do not have current transit or planned expansion in the area. These possibilities were explored through a variety of mobility strategies that are discussed in Chapter 6.

Active Transportation

An active transportation network primarily consists of facilities and supporting elements for bicyclists and pedestrians such as sidewalks, on-street bicycle lanes, and appropriate signage. These facilities are critical infrastructure, and their usage can ensure the Monroe Regional Planning & Development District's transportation network supports transportation choice, accessibility, and safety for all road users. Encouraging bicycling and walking helps create healthy, lively communities. Additionally, a robust sidewalk and bike network helps people safely reach transit stops that may be inaccessible or too far to walk. To evaluate the pedestrian and bicycle network and its facilities in the Monroe region, the project team identified both existing and planned facilities and compared them to high need areas.

Bicycle and Pedestrian Network

Current Network

As shown in Figure 4-18, Monroe's bike path network covers a robust portion of the city, yet several square miles remain disconnected from the main network. West Monroe has a higher percentage of the city included within its bike network, due to its smaller size. West Monroe's planned future network will also allow for cycling on major arterial roads. There is a shared-use path, depicted with blue dots, which is unpaved. The sidewalk networks in both Monroe and West Monroe are densely packed around the downtown areas. While both downtowns are connected, extend beyond downtown Monroe due to numerous significant breaks in the network.

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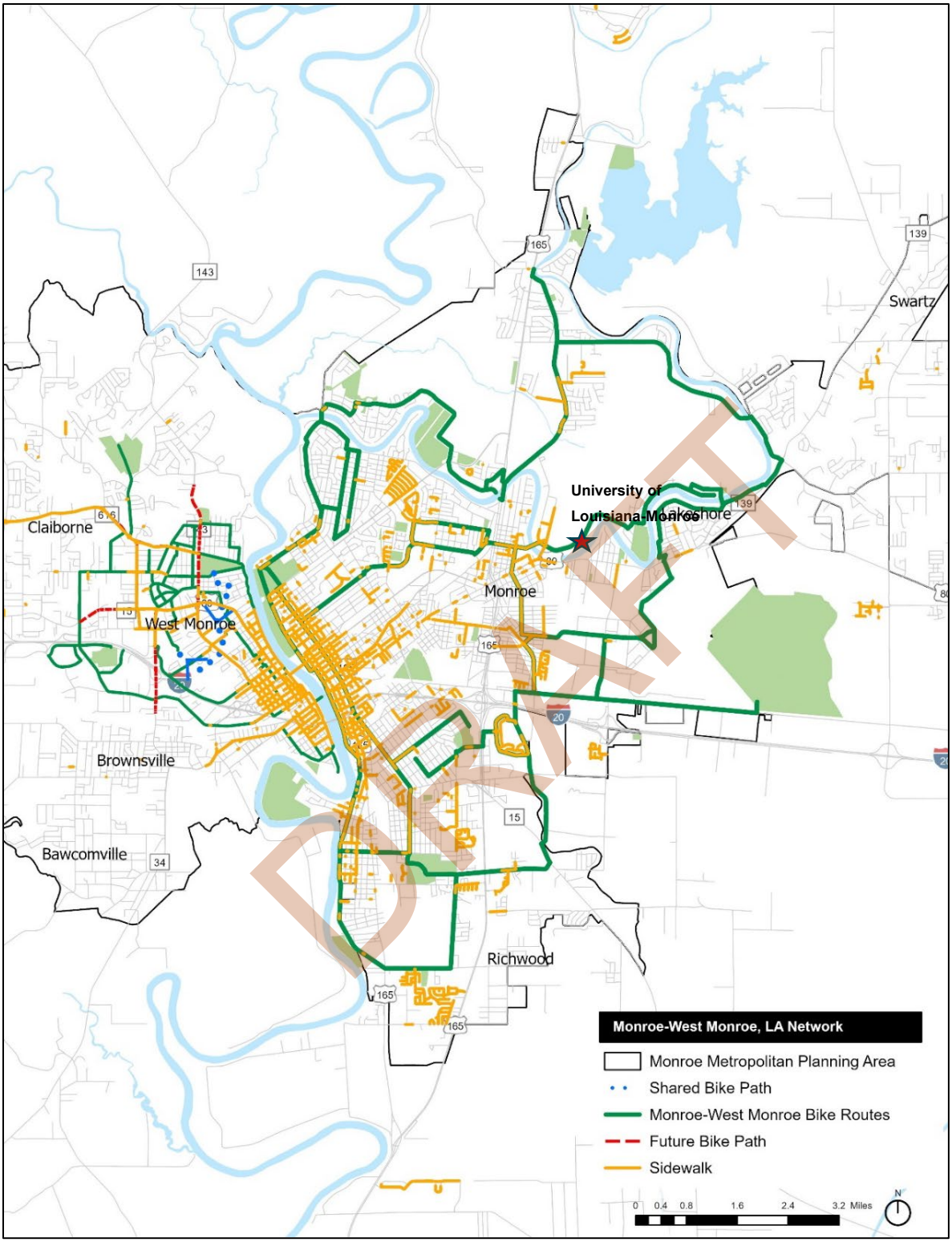

Figure 4-18: Monroe-West Monroe MPO Bike and Pedestrian Network

Source: Monroe MPO

Proposed Bicycle and Pedestrian Network

Figure 4-19 depicts the bike lanes throughout the city of Monroe, represented by a solid green line. As outlined in the City of Monroe Downtown Strategic Plan, these paths vary from painted bike lanes to separated lanes, depending on the road width. Additionally, these bike routes provide connections to the city's parks and green spaces.

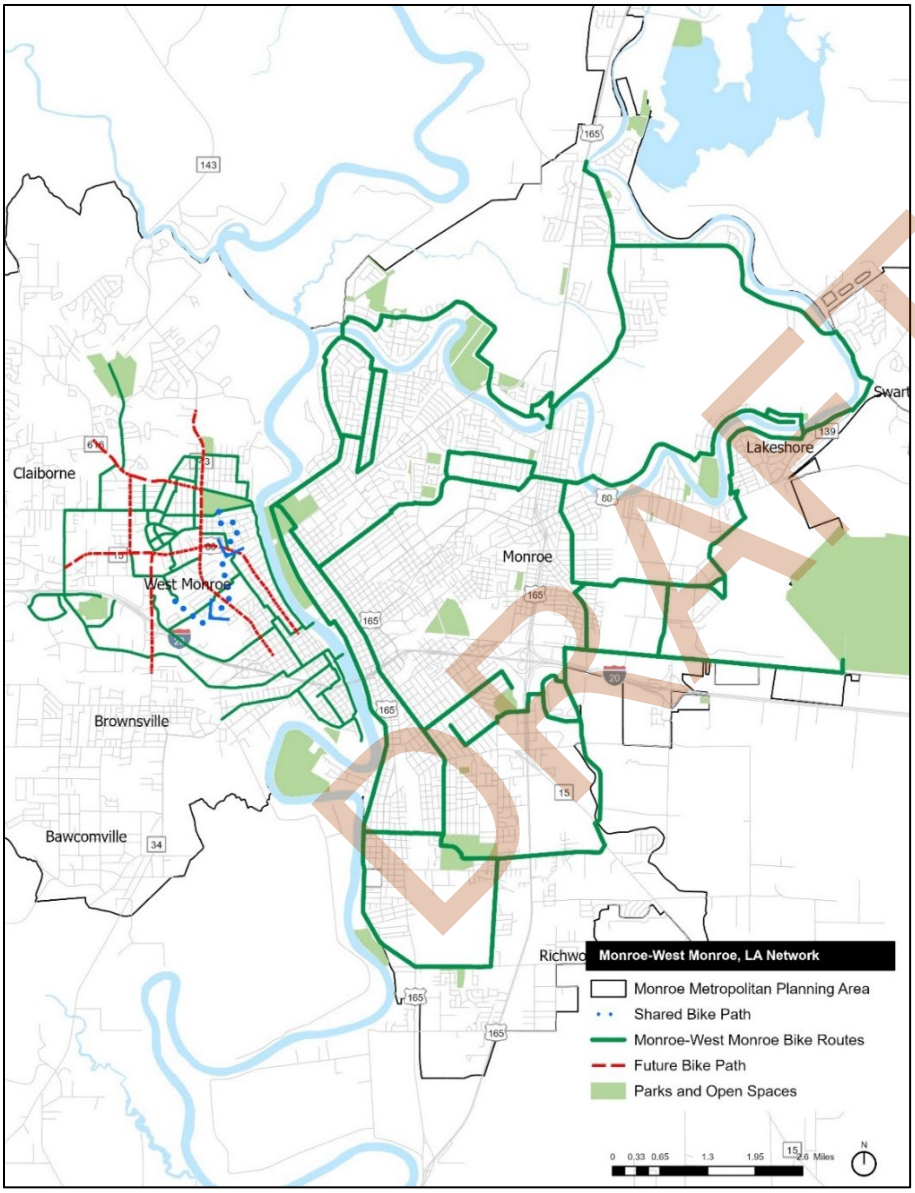

Figure 4-19: Current and Proposed Bike Network in Monroe-West Monroe LA

Source: ATG GIS Linework, 2024

Figure 4-20 overlays the existing bike network with the proposed future bike paths in West Monroe. The city of West Monroe has developed a comprehensive plan for expanding its bike paths and establishing a framework for active transportation policies.

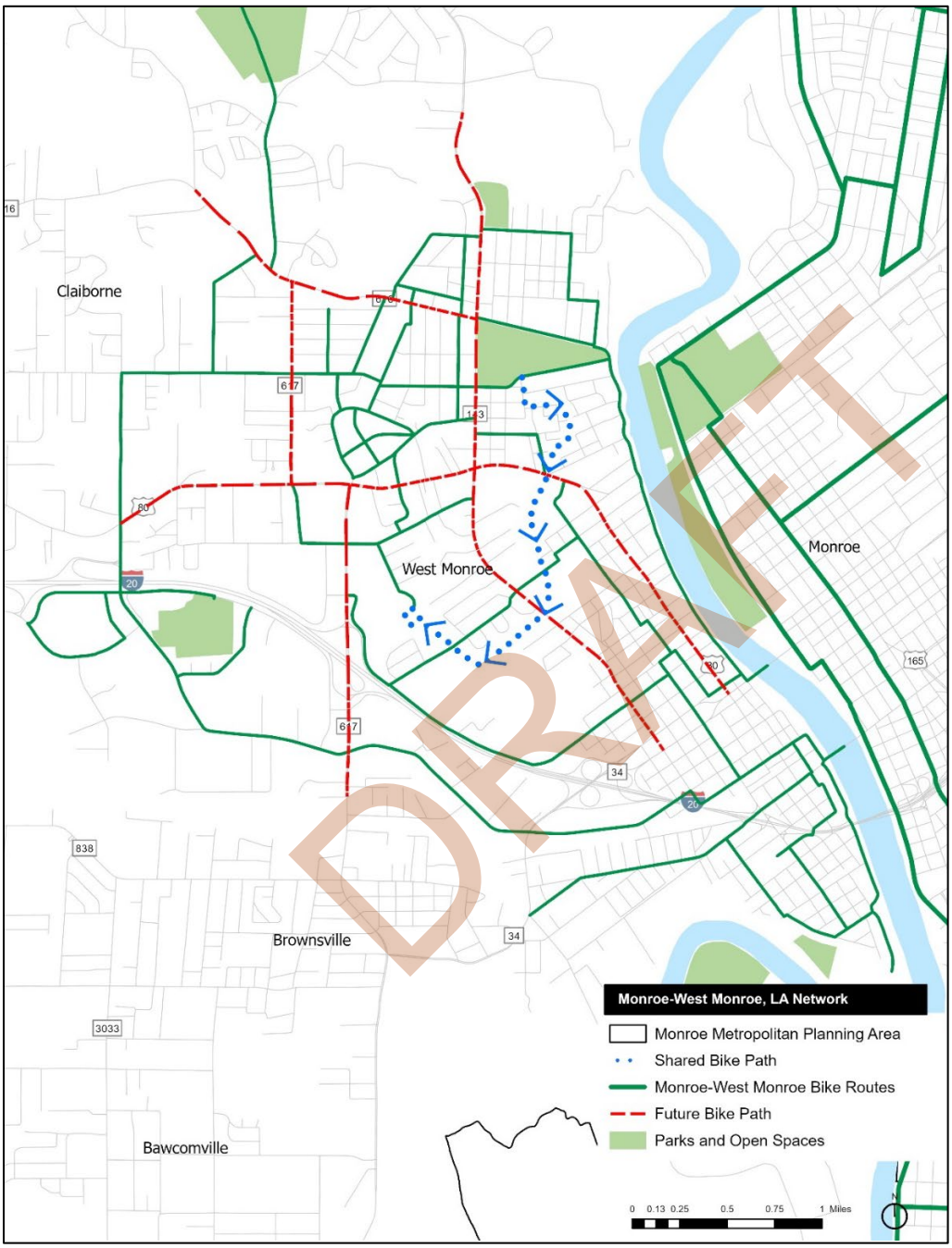

Figure 4-20: West Monroe Planned Network Overlayed with Current Network

Source: ATG GIS Linework, 2024

West Monroe Bicycle and Pedestrian Master Plan

The 2018 West Monroe and Pedestrian Master Plan was created as part of a process to provide a unified vision for bicycle and pedestrian investments in the city. The plan focuses on providing connected and accessible regional facilities for potential users of all ages and abilities. This includes those without access to vehicles, young and aging populations who cannot drive, and individuals and families with limited access to vehicles.

In 2018, West Monroe launched Phase 1 of its Bicycle and Pedestrian Master Plan, incorporating improvements for cyclists and pedestrians into already funded projects. This phase marked the beginning of a broader initiative to protect wetlands and expand green spaces across the city. Building on this effort, the city developed the West Monroe Downtown Master Plan in 2019, which focuses on revitalizing the downtown area including an emphasis on enhancing pedestrian walkways and streetscapes.

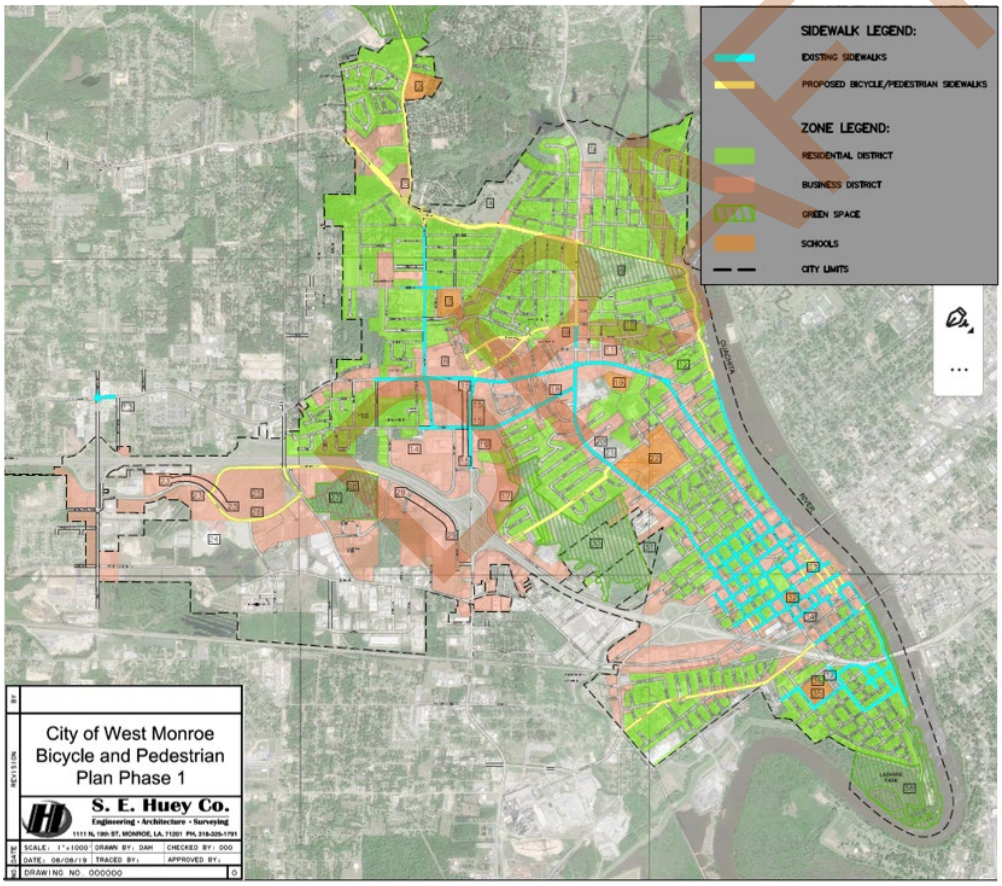

Figure 4-21: West Monroe Bicycle and Pedestrian Plan Phase 1

Source: City of West Monroe

Downtown Monroe Strategic Plan

The Downtown Monroe Strategic Plan focuses on revitalizing the downtown area and strengthening its connection to the riverfront. The plan builds on Monroe's historic and cultural assets to create a true live-work-play environment. To this end, the plan focuses on promoting livability, economic development, and a vibrant community space. The development strategy is geared towards creating a more walkable, transit-oriented downtown with mixed-use developments that integrate residential, commercial, and recreational spaces. The plan emphasizes enhancing public spaces, streetscapes, and multi-modal connections through key corridors like DeSiard Street and Jackson Street. A phased approach is recommended, with short-term (1 year), mid-term (5 years), and long-term (10 years) goals outlined to guide the revitalization process.

- Live-Work-Play Neighborhood: Medium-density townhouses, mixed-use developments, and vibrant streetscapes to enhance livability.
- Community Engagement: Public input and visioning sessions to align the plan with community needs and goals.
- Circulation Improvements: Focus on creating bike-friendly routes, walkable sidewalks, and multi-modal connectivity to improve downtown accessibility.
- Phased Strategy: 1-year, 5-year, and 10-year strategic plans for implementation of key projects and initiatives.

SS4A

The SS4A Safety Action Plan addresses transportation safety needs across Ouachita Parish, with a particular focus on Transportation Disadvantaged Communities (TDCs) and Areas of Persistent Poverty (APP), as mandated by the Federal Highway Administration (FHWA). It incorporates Environmental Justice (EJ) considerations by analyzing the 2021 American Community Survey (ACS) data to assess equity needs in the region. Listed below in Table 4-7 are the goals for the Safety Action Plan to improve safety on roadways.

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Table 4-7: Goals and Objectives for Safety Action Plan

	Goal 1: Educate residents about transportation safety.	Goal 2: Improve driver behavior through safe driving campaigns.	Goal 3: Implement projects to improve transportation infrastructure.
Objectives	1. Implement a safe driving campaign through OCOG's website and social media. 2. Develop an outreach strategy to promote visibility/awareness of bicycles and pedestrians. 3. Utilize local media to share crash statistics and safe driving tips.	1. Create and share educational materials that highlight the potential consequences of unsafe driving behaviors. 2. Enforce consequences for distracted driving, speeding, and redlight running. 3. Create and post signage to explain the proper use of median crossovers.	1. Implement intersection and roadway projects identified in the Safety Action Plan. 2. Identify deficiencies in pedestrian infrastructure and develop plan to address issues. 3. Perform an areawide study to determine where roadway lighting will be most beneficial. 4. Implement regular enforcement in Focus Areas.

Source: SS4A Safety Action Plan, p. 4

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Methods to Develop Projects

A preliminary list of safety project locations was developed for several modes of transportation which included projects requested through public outreach, Ouachita Parish, and the cities of Monroe, West Monroe, or Swartz. Projects were also identified by the results of technical crash analysis and those in existing plans. The cost of these projects was estimated using average costs from recent project bids in 2022-2023. Table 4-8 below provides a sample of the average unit costs from "Table 6.1 Typical Project Costs" on page 87 of the Safety Action Plan.

Table 4-8: Average Improvement Types Cost by Unit

Improvement Type	Unit	Unit Cost
Advance Warning Signs	Sq. Ft/ Each	$40/ $350
5' Sidewalk	Mile	Concrete: $450,000 Asphalt: $250,000
Bike Lane	Mile	Striping Only: $80,000 New Pavement-Concrete: $1,000,000 New Pavement-Asphalt: $950,000
Raised Median	Sq. Yd	$215
Traffic Signal	Intersection	Re-timing: $5,000 Installation: $200,000
ADA Curb Ramp	Each	$5,000

Source: SS4A Safety Action Plan, p.87

Project Prioritization Criteria

The criteria for project prioritization are crash severity, multimodal safety concerns, focus areas for high crash locations, equity, infrastructure concerns, existing plans, and public concerns. The Scoring Scale utilizes points to determine how high a priority a project should be. For example, the number of crashes per year in a focus area, what level infrastructure projects address higher tier concerns, and how many equity areas the project is in play factors in how high a project will score. The SS4A project prioritization methodology has been used to inform the Staged Project List, ensuring consistency across the various plans in the region.

Performance Measures

The Safety Action Plan will use the following performance measures to determine progress towards safety goals:

- Percent Reduction in the Number of Fatal Crashes
- Percent Reduction in the Number of Serious Injury Crashes
- Percent Reduction in the Number of Non-Motorized Fatal Crashes
- Percent Reduction in the Number of Non-Motorized Serious Injury Crashes

Key Findings

In the Safety Data Review, crash data from 2009-2017 indicated that 90 percent of fatal/serious crashes occur on dry roads. This data suggests that weather conditions are not a major factor in serious crashes, but more so driver behavior. In dry conditions, drivers are more likely to make risky

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This document and the information contained herein, is prepared for the purpose of identifying, evaluating, and planning safety improvements on public roads, which may be implemented utilizing federal aid highway funds. This information shall not be subject to discovery or admitted into evidence in Federal or State court pursuant to 23 U.S.C. 407.

maneuvers compared to tumultuous conditions. Other key findings were that the two most prevalent crash types are intersections, rear-end, and right-angle crashes. The plan anticipates reducing the number and severity of these crashes through improvements in traffic operations and sight clearance as well as influence safer driving through built infrastructure. The projects identified in the plan are shown in Table 4-9.

Table 4-9: Pedestrian and Bicycle Projects in Monroe-West Monroe

Project ID	Roadway Name	Range	Improvements	Length	Cost
S-BP-01	US 80 (Louisville Ave)	Oliver Rd to Newcombe St	Add sidewalks	0.2 miles	$140,000
I-BP-06	US 80 (Louisville Ave)	@ Lamy Ln	Add "Prepare to Stop when Flashing" signs and beacons along US 80. Add crosswalks and sidewalks at intersection, along with pedestrian signals	N/A	$71,000
S-BP-02	US 80 (Louisville Ave)	Newcombe St to Washington St	Add sidewalks	0.3 miles	$185,000
S-BP-08	LA 617 (Thomas Rd)	Glenwood Dr to McMillan Rd	Add lighting	0.2 miles	$100,000
I-BP-08	US 165 Bus. (Louisville Ave)	@ Smith Ave	Add intersection lighting	N/A	$25,000
S-BP-03	Richwood Rd 1	Preston Loop to Reddix Ln	Add sidewalk, add lighting	0.2 miles	$115,000
I-BP-01	MLK Dr	@Renwick St	Construct sidewalk along NW corner of intersection Add pedestrian beacons for crosswalk north of intersection Restrict northbound and southbound left turns	N/A	$43,130
S-BP-04	US 165	Richwood Rd 2 to Baylor Dr	Add pedestrian bridge over US 165 near library	0.4 miles	$1,000,000
I-BP-04	US 165 Bus. (Jackson St)	@ Standifer Ave	Add pedestrian warning signage and beacon, along with crosswalk, near bus stop	N/A	$2,400
I-BP-07	US 165 Bus. (Louisville Ave)	@ DeSiard St	Add reflective backplates for signals and intersection lighting	N/A	$26,050
S-BP-06	Dellwood Dr	Stonegate Dr to Blackwood Dr	Add lighting	0.3 miles	$25,000

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S-BP-07	US 165 Bus. (Jackson St)	Hippolyte Ave to Forrest Ave	Add lighting	0.2 miles	$25,000
S-O-30	Washington St	N 18th St to Armand Connector	Add sidewalks and pedestrian crossings	1.2 miles	$2,000,000
S-O-31	Glenwood Drive	Parkwood Drive to McMillan Rd	Add sidewalk and raised islands. Restriping at intersections. ADA improvements at crossings	0.8 miles	$1,600,000
S-BP-11	Parkwood Drive	Glenwood Drive to 0.2 miles east of Glenwood Drive	Add sidewalk on south side of road	0.2 miles	$250,000

Source: SS4A Safety Action Plan

Active Transportation Conclusion

The Active Transportation Network in the cities of Monroe and West Monroe plays a vital role in enhancing mobility, safety, and accessibility for all mode users. The ongoing efforts to improve and expand bicycle and pedestrian infrastructure, reflected in the 2045 Monroe Metropolitan Transportation Plan, West Monroe Bicycle and Pedestrian Plan, and the SS4A Safety Action Plan. These initiatives show a clear commitment to creating a safer, inclusive, and more connected bicycle and pedestrian network. While existing networks in both Monroe and West Monroe provide valuable links to key areas, gaps in the sidewalk and bike lane systems remain in large parts of the residential and business districts outside downtown. With numerous proposed projects aimed at filling these gaps, improving safety, and supporting sustainable transportation modes, the region is on a promising path toward fostering healthier and more vibrant communities. Continued investment in infrastructure, public outreach, and safety improvements will be essential to ensure that all residents, regardless of age, ability, or access to a vehicle, can benefit from a safe and efficient transportation network.

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Environmental

Hydrological Features

Figure 4-22 shows the areas' various water features. The Ouachita River flows the entire distance of Ouachita County directly through the center of the MPO boundary. Numerous bayous, creeks and streams are present throughout the MPA. Several large lakes are present and centrally located in the MPA with Puckett's Lake to the South and Horseshoe and Black Bayou Lakes to the north.

Flood data featured in Figure 4-22 comes from FEMA's 2022 Preliminary National Flood Hazard Layer (NFHL). The NFHL is a geospatial database that contains current effective flood hazard data. Figure

4-22 shows that the MPA is largely situated on 100-year floodplains that extend from the eastern boundary of the MPA and begin to disperse going west. 500-year floodplains largely follow the route of the Ouachita River and are heavily concentrated in the center of the MPA. Wetlands are dispersed throughout the eastern side of Monroe MPA following roughly the path of the Ouachita River and the 100-year floodplain. Wetland data was acquired through the National Wetlands Inventory (NWI) supplied by US Fish and Wildlife.

The vast presence of floodplain and wetlands present within the study area makes the MPA more susceptible to flooding. The transportation system should provide mobility around hydrological features and access to associated recreational opportunities, while simultaneously providing access to evacuation routes away from natural hazards.

Wildlife Habitat

While the Monroe MPA does not currently contain any features designated essential for the conservation of a threatened or endangered species that may require special management and protection, it does contain the Russell Sage Wildlife Management Area managed by the Louisiana Wildlife and Fisheries (LWF). Russell Sage Wildlife Management Area forms one of the largest remaining tracts of the vast bottomland hardwood forests that historically composed the lower Mississippi River floodplain from lower Illinois to the Gulf of Mexico. Russell Sage WMA is home to many popular game species such as white tail deer, squirrel and rabbit. The area is also home to the Louisiana Black Bear.

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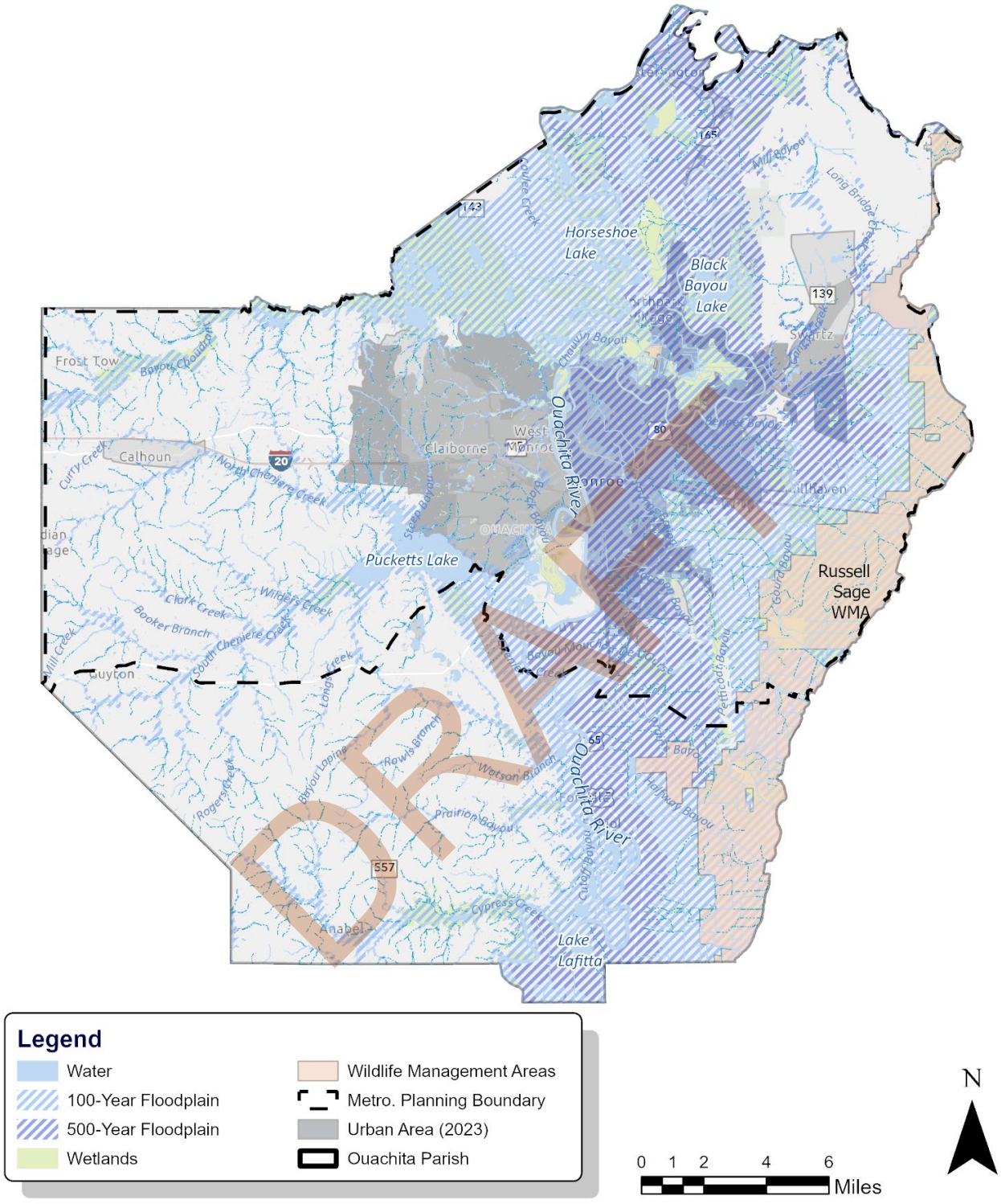

Figure 4-22: Water Features, Floodplain and Wildlife Management Areas

Air Quality

Improving regional air quality and complying with federal standards is a key aspect of the MTP process. New transportation infrastructure can increase vehicle capacity on regional roads, potentially raising traffic-related air pollutants in the North Delta study area. In response to rising air pollution, the U.S. Congress passed the Clean Air Act in 1963, establishing a federal program for monitoring and controlling air pollution. The 1970 amendments enhanced federal enforcement and set national air quality standards, known as the National Ambient Air Quality Standards (NAAQS), for six criteria pollutants: carbon monoxide, lead, nitrogen dioxide, particulate matter, ozone, and sulfur dioxide.

Table 4-10: National Ambient Air Quality Standards (NAAQS)

Pollutant		Primary/ Secondary	Averaging Time	Level	Form
Carbon Monoxide (CO)		Primary	8 hours	9 ppm	Not to be exceeded more than once per year
			1 hour	35 ppm	
Lead (Pb)		Primary and secondary	Rolling 3-month average	0.15 µg/m^3 (1)	Not to be exceeded
Nitrogen Dioxide (NO_2)		Primary	1 hour	100 ppb	98th percentile of 1-hour daily maximum concentrations, averaged over 3 years
		Primary and Secondary	1 year	53 ppb (2)	Annual Mean
Ozone (O_3)		Primary and Secondary	8 hours	0.070 ppm (3)	Annual fourth-highest daily maximum 8-hour concentration, averaged over 3 years
Particle Pollution (PM)	$PM_{2.5}$	Primary	1 year	9.0 µg/m^3	Annual mean, averaged over 3 years
		Secondary	1 year	15.0 µg/m^3	Annual mean, averaged over 3 years
		Primary and Secondary	24 hours	35 µg/m^3	98th percentile, averaged over 3 years

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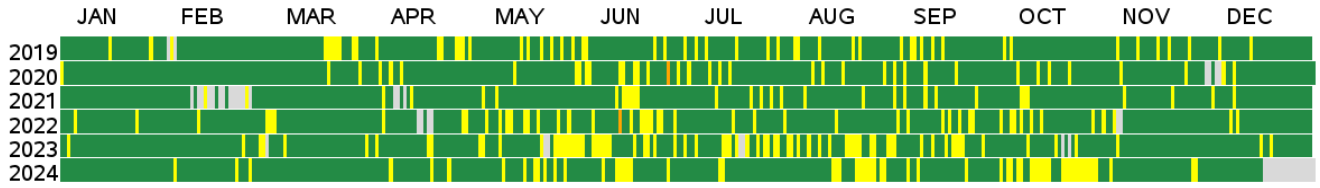
	PM_{10}	Primary and Secondary	24 hours	150 µg/m^3	Not to be exceeded more than once per year on average over 3 years
Sulfur Dioxide (SO_2)		Primary	1 hour	75 ppb [(4)]	99th percentile of 1-hour daily maximum concentrations, averaged over 3 years
		Secondary	3 hours	0.5 ppm	Not to be exceeded more than once per year

Source: United States Environmental Protection Agency (EPA)

Regions are designated by the EPA as either in attainment or nonattainment of the NAAQS. Attainment means the concentration of each pollutant successfully meets the NAAQS. The Monroe MPA is designated as being in attainment of NAAQS standards. Non-attainment means the concentration of at least one pollutant exceeds the maximum defined threshold.

Monroe MPO Air Quality

Existing air quality within the Monroe MPA has been rated as moderate to good per the EPA's Outdoor Air Quality Data. The Air Quality Index (AQI) combines data recorded daily in accordance with EPA and state monitoring programs and rates the Air Quality based on likelihood of health impacts on the population. "Good" air quality indicates that people sensitive to air quality will not be affected, and "Moderate" air quality indicates that some members of sensitive groups might notice some health impacts. "Unhealthy for Sensitive Groups" and more severe AQI ratings mean that pollutants are at a level where sensitive groups will have significant health impacts, with more severe AQI ratings indicating adverse health impacts to the general public. Monroe's historic AQI, seen in Figure 4-23, indicates most people and sensitive groups are not impacted by poor air quality.



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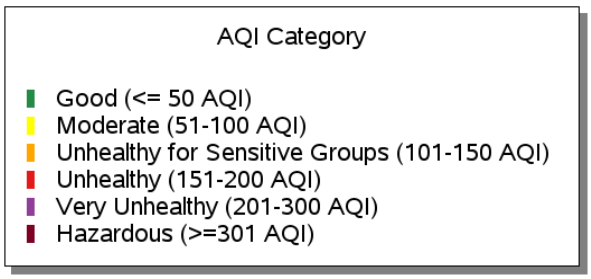

Figure 4-23: Monroe Daily AQI Values, 2019-2024

Source: United States Environmental Protection Agency

Poorly rated days tend to occur in summer months between late May and early August, which is a typical pattern for metropolitan areas. Monroe's Ozone season runs from March 1 to October and the AQI reflects the region is generally meets NAAQS standards by a healthy margin. The air quality in the greater Monroe area is not near any threshold where the region is at an imminent threat of being reclassified as a non-attainment area.

Equity

It is essential to incorporate equitable policies and funding decisions throughout the planning process. For the Monroe MPO study area, the equity assessment analyzes the demographic aspects of communities within the region, ensuring meet all federal requirements, including Environmental Justice (EJ), Title IV, and the newly introduced Justice40 Initiative.

Title VI ensures that discrimination, on the grounds of race, color, or national origin, does not exclude or deny participation in the planning process to anyone. The EJ orders provide each federal agency identifies and addresses disproportionately high and adverse human health or environmental effects on minority and low-income populations. This analysis will ensure that the EJ criteria and the Title VI criteria from the Federal Transportation Administration are put into consideration through promoting full and fair participation in transportation decision-making without regard to race, color, national origin or income.

The Justice40 Initiative introduced by the Biden-Harris Administration, aims to address the historic underinvestment in disadvantaged communities. As part of this initiative, the Climate and Economic Justice Screening Tool (CEJST) was developed to identify indicators of burden across U.S. census tracts. This tool will be applied to the North Delta 2050 MTP equity assessment to pinpoint communities that are both underserved and disproportionately affected.

This process ensures that all demographic groups—defined by race, ethnicity, and socioeconomic status—are considered in the MTP's development. The data gathered will be essential for analyzing the impacts of planned transportation projects on these communities, ensuring equitable outcomes for all.

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The Monroe MPO Planning Area (MPA) was assessed using the Climate and Economic Justice Screening Tool (CEJST), which highlights communities as disadvantaged if they are in a census tract that meets two criteria: (1) the tract is at or above the threshold for one or more environmental, climate, or other burdens, and (2) it is at or above the threshold for an associated socioeconomic burden and meets one or more of the following additional criteria:

- Percentage of individuals living below 100% of the federal poverty line
- Housing and transportation burden: a high percentage of income spent on housing and transportation
- Low median household income compared to the area's overall median
- Department of Transportation barriers: average relative cost and time spent on transportation compared to other tracts
- High minority population: block groups with a significant percentage of minorities
- Linguistic isolation: more than 10% of households with limited English proficiency
- Adults aged 25 or older without a high school diploma

The equity analysis in Monroe goes beyond identifying historically underserved communities by factoring in the housing and transportation burdens on specific populations. Criteria such as the percentage of income spent on housing and transportation highlight the disproportionate challenges faced by vulnerable groups, including zero-vehicle households. This assessment focuses on disadvantaged communities, identifying census tracts that are environmentally or socioeconomically burdened. Census tracts surrounded by disadvantaged communities and at or above the 50th percentile for low income is also considered disadvantaged. This analysis will also be included when identifying any potential projects and their impact on the identified community groups. Table 4-11 includes the data requirements in this analysis and which factors directly acknowledge Justice40, EJ and/or Title VI.

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Table 4-11: Data Requirements

Data	Justice40	Environmental Justice	Title VI
Percentage of individuals living below 100% of the federal poverty line	X	X	X
Housing and transportation burden: a high percentage of income spent on housing and transportation	X		
Low median household income compared to the area's overall median	X	X	X
Department of Transportation barriers: average relative cost and time spent on transportation compared to other tracts	X		
High minority population: block groups with a significant percentage of minorities	X	X	X
Linguistic isolation: more than 10% of households with limited English proficiency	X	X	X
Adults aged 25 or older without a high school diploma	X	X	

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Percentage of Individuals Living Below the Federal Poverty Line

Many of the disadvantaged census tracts show a high percentage of individuals living below 100% of the federal poverty line. This means that a large portion of the population in these areas faces significant economic hardship, making it difficult to meet basic needs. Projects focused on expanding public transit or improving transportation access in low-income areas can alleviate economic disparities and improve overall quality of life for these residents.

Housing and Transportation Burden

In the disadvantaged tracts, the financial strain on households is evident, with many spending a large portion of their income on both housing and transportation. These expenses are the two largest financial burdens for residents.

With some households spending more than 30% of their income on housing costs alone, combined with high transportation expenses, the region experiences considerable financial stress.

Low Median Household Income

The region's median household income is significantly lower compared to the area's overall median income, reflecting widespread economic challenges. These lower income levels hinder access to opportunities, including higher-paying jobs and quality education.

Department of Transportation Barriers

The Department of Transportation's analysis reveals that disadvantaged tracts face higher relative transportation costs and longer commute times than other areas. These transportation barriers result in significant time and financial burdens for residents.

High Minority Population

The equity analysis also discusses that many of the disadvantaged tracts have a higher percentage of minority populations. These populations often face systemic inequities that contribute to their disproportionate burden in transportation and housing access. Addressing these disparities will require deliberate planning and investment in transportation projects that target minority communities. Ensuring that these areas receive equitable transportation resources is crucial to promoting fairness and reducing long-standing disparities in the region.

Linguistic Isolation

The analysis identifies several tracts where more than 10% of households experience linguistic isolation, meaning no one over the age of 14 in the household speaks English "very well." This language barrier significantly hinders access to critical services, including transportation. For the MTP outreach, it is essential to incorporate multilingual outreach efforts, as well as outreach that has visuals and ensure that non-English-speaking households are included in the planning process. This will enhance their participation in decision-making and improve access to transportation services.

25 or Older Without a High School Diploma

In certain tracts, a substantial percentage of adults aged 25 and older lack a high school diploma, particularly in Monroe, where between 23-39% of adults have not completed high school. Educational attainment is closely tied to economic opportunity, and residents without a diploma are at a significant disadvantage.

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Key Takeaways

Both the natural and human environment have been fully considered to understand potential impacts on the region, and to successfully optimize the positive and negative impacts transportation improvements will have on natural, built, and human assets and communities. The presented environmental analysis of the Monroe MPO region highlights the urgent need for transportation projects that address the specific challenges faced by disadvantaged communities in Monroe and the eastern part of the region. Similarly, the inventory of natural and built environmental assets will be used to prevent undue impacts on these valuable resources, as well as to mitigate unwanted negative externalities on the region.

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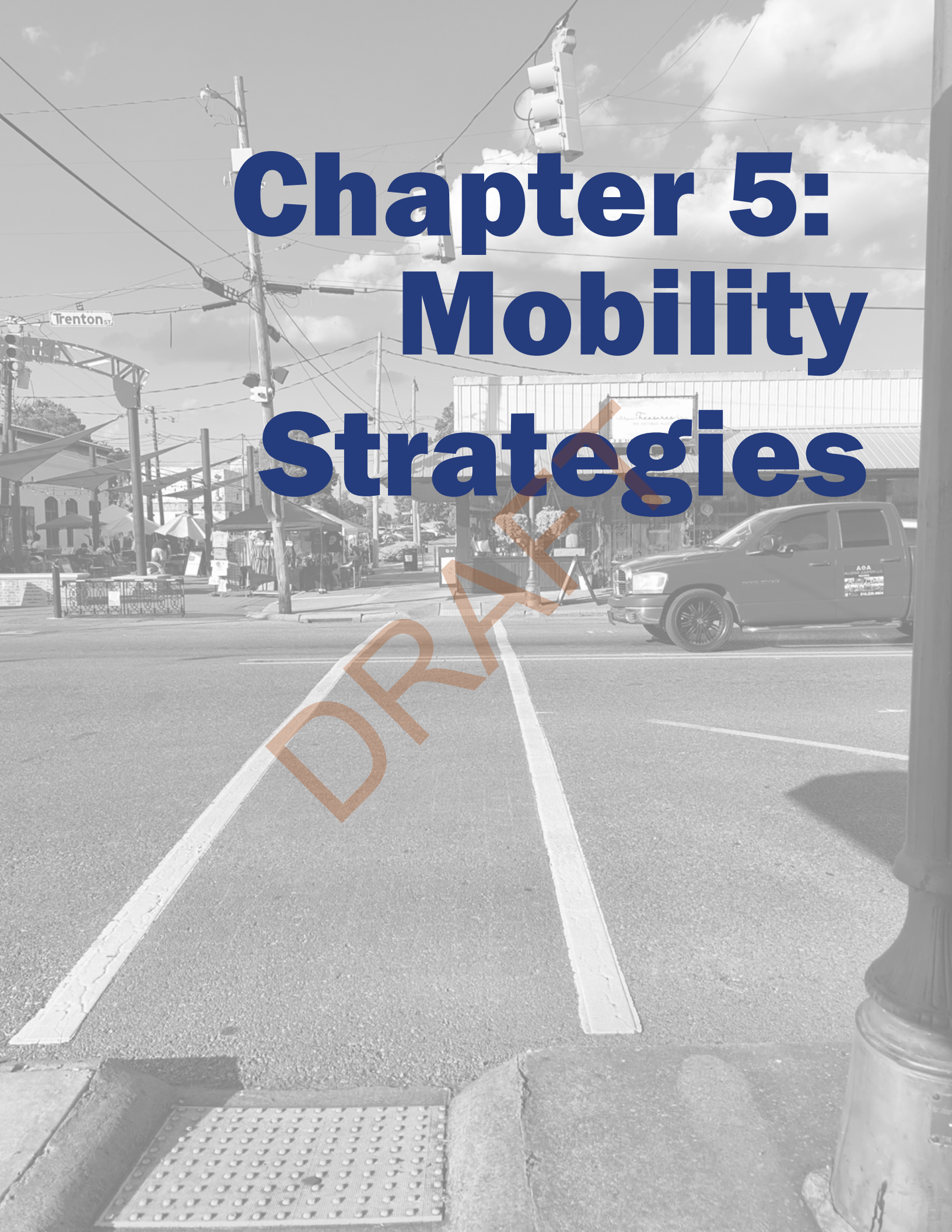

Chapter 5: Mobility Strategies

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Introduction

Increasing roadway capacity through widening or constructing new infrastructure is not the only method to improve the transportation system and is often not the best method to meet mobility needs of the region. Improvement strategies that focus on operations and management of the system rather than just adding capacity can also be used to solve transportation problems and meet regional goals. This chapter will discuss some of these strategies, including Travel Demand Management (TDM) and Transportation System Management and Operations (TSMO), which do not always require construction of new transportation facilities or addition of lanes. This chapter will also discuss added capacity and other capital project strategies, as well as the project selection process for roadway projects.

Since transportation funding resources are limited, a combination of major capital projects and other strategies can better serve to leverage available funding for greater impacts on regional mobility. This chapter is intended to serve as a toolkit of possible strategies to inform investment in the transportation system.

Transportation Demand Management (TDM)

Transportation Demand Management (TDM) is a set of strategies that focus on increasing and expanding travel choices, optimizing the existing transportation, increasing carpool and vanpool opportunities, and promoting transit and other sustainable travel options. In short, TDM strategies aim to reduce the total number of vehicles on the road in order to reduce traffic congestion. Some TDM strategies discussed below include improving and incentivizing alternative modes of transportation, managing parking and land use, and other policy and institutional reforms. TDM strategies can be used to achieve the following goals:

- Improve mobility and accessibility by expanding and enhancing the range and quality of available travel choices.
- Reduce congestion and improve system reliability by decreasing the number of vehicles using the roadway, especially at peak times.
- Increase safety by addressing congestion, which is generally related to higher occurrences of traffic incidents.
- Improve air quality by reducing the number of vehicle miles traveled.

Given limited funding, TDM strategies can be cost-effective ways to influence travel behavior and achieve transportation goals. Moreover, TDM strategies become more effective at reducing single occupancy vehicle travel when implemented alongside other strategies as part of a targeted program to manage transportation demand.

Improved Alternative Transportation Options

Access to transit and active transportation facilities (for walking and cycling) allows residents and visitors to have options for modes of travel. Alternative transportation facilities should be accessible for all ages and abilities.

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Utilizing carpool, vanpool, school pool programs, and Transportation Network Companies (TNCs) such as Uber and Lyft, are other ways to increase transportation options and vehicle occupancy. Strategies to improve transportation options focus on the following objectives:

- Expand the service area of transit (regional and local) and connect bicycle and pedestrian infrastructure to transit facilities to reach more citizens, increasing connectivity to key destinations within the region.
- Improve the quality of transit service to increase convenience, comfort, ease of access, and affordability to encourage mode switch by providing various levels of service focused on community context.
- Consider utilizing park-and-ride facilities, dedicated bus lanes, and other transit improvements to reduce traffic congestion and increase transit efficiency.
- Install pedestrian crossings/crosswalks in appropriate locations that tie into existing or proposed sidewalks so that walking is an accessible and safe transportation choice.
- Improve safety for vulnerable road users by installing street lighting, signage, and reducing speed limits.
- Create hike/bike trails and bicycle paths that are separate from vehicle traffic.
- Educate the public on the availability of various alternative transportation modes and services and provide intuitive and accessible resources to help travelers navigate the region.

Continuing from the 2045 Monroe Urbanized Area Metropolitan Transportation Plan (MTP), MTP 2050 includes strategies to improve and expand public transportation and rapidly expand biking and walking infrastructure. The previous MTP also included strategies to improve and expand public transportation services and considered park and ride strategies, while the Downtown Monroe Strategic Plan includes several bicycle and pedestrian projects focusing on sidewalk improvements, striped or separate bike lanes, crosswalk striping, curb cuts, and curb extensions. Additionally, the OCOG Human Services Coordinated Transportation Plan contains strategies to improve accessibility and availability of transit to those requiring other public and medical services.

Currently fixed-route transit service is only available in Monroe, but expansion to West Monroe would provide greater connectivity between the two cities for commuters and residents. Additional bike and pedestrian connections between the two cities would provide similar benefits. Both downtown plans contain connectivity and safety projects to improve user experience, and the Safe Streets and Roads for All (SS4A) action plan developed by Monroe MPO outlines additional safety improvements in both cities which will create a more reliable and user-friendly network.

Incentives to Use Alternative Modes

Providing adequate cycling facilities, pedestrian infrastructure, and transit service enables people to have a choice in how they get to work, school, or other destinations. By working with employers, schools, and other entities, planners and policymakers can incentivize the use alternative modes of transportation, encouraging more people to try new modes and possibly a permanent change in routine. The commute to and from work is a significant contributor to traffic congestion along area roadways, particularly during peak travel times. TDM

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strategies that focus on employer-based tools and incentives can be an effective way to reduce travel by single-occupant vehicles. Examples include:

- Transit passes and bike storage to enable other modes of commuting.
- Carpool coordination and carpool priority parking.
- Remote work or flexible schedules to reduce or shift times of travel.
- Locating in developments with a mix of employment, residential, and service uses to shorten the work commute and reduce the need for midday trips.
- Providing route information to divert commuters from congested routes.

Land Use

Land use factors significantly impact travel behavior. Typical development patterns have generally encouraged a separation of land uses, requiring more trips to be made by automobile due to large distances between origins and destinations. Land use policies that encourage density and mixed uses can be utilized to encourage alternative modes of transportation and reduce the number of automobile trips. In addition, automobiles require significant portions of land for parking. Making changes to policies regarding parking can influence travel behavior and discourage single occupant vehicle trips. Land use strategies include development management and urban design, transit-oriented development planning, and roadway design guidelines and standards. Discussed further in this section are the strategies of Smart Growth, Complete Streets, and parking management. Several of the plans reviewed in the development of this MTP express strategies for dealing with land-use including:

- **Monroe Comprehensive Plan (2008)**: The plan includes land use and community planning recommendations, along with several pedestrian and bicycle improvements.
- **West Monroe Downtown Master Plan (2019)**: This plan focuses on revitalizing the downtown area with an emphasis on enhancing pedestrian walkways and streetscapes.
- **ULM Campus Master Plan Report (2024)**: The plan includes improvements to campus accessibility, safer street crossings, better traffic flow, and more efficient use of parking.
- **Downtown Monroe Strategic Plan (2022)**: The plan focuses on promoting livability, economic development, and a vibrant community space through mixed-use developments that integrate residential, commercial, and recreational spaces

Smart Growth

Mixed-use development and increased density in transit corridors can enable alternative modes of transportation and as a result reduce roadway congestion. Smart Growth generally refers to the protection and preservation of valuable natural and cultural resources through encouragement of more compact development patterns that optimize use of existing transportation infrastructure. Smart Growth development is characterized by higher population and employment densities and a mix of land uses, which increases the viability of public transportation, walking, and biking as viable transportation modes. Since Smart Growth principles encourage redevelopment and infill of existing areas, investment in the transportation system is focused on the maintenance and operation of

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existing roadway infrastructure and providing safe opportunities to travel by bike or foot, rather than on building costly new roadways in previously undeveloped areas. It is important to note that Smart Growth does not always mean building dense high-rise structures or pitting transit or any other modes against highways. Instead, Smart Growth is about tailoring choices for individual settings and types of neighborhoods. For example, in a suburban or rural community, Smart Growth may mean building smaller detached homes on smaller lots within walking distance of schools and other amenities. Smart Growth encourages the development of a balanced intermodal transportation system that allows for the efficient and economical movement of people and goods by providing additional options for housing, commercial, and workforce land uses in addition to expanded transportation choices.

Complete Streets

Complete Streets refers to an approach to street infrastructure that enables safe access for all people, including pedestrians, bicyclists, motorists, and transit riders of all ages and abilities. Each complete street is unique to its setting and context, but may include features like bike lanes, sidewalks, bus lanes, median islands, pedestrian signals, bus stops, crosswalks, curb extensions, or roundabouts, as needed. In some cases, improvements to incorporate Complete Streets elements do not require extensive construction or expansion of roadway footprint. Road striping, warning signs, streetscaping, and landscaping can improve safety for pedestrians and cyclists. The Complete Street approach is incorporated into a number of plans used in the development of this MTP including:

- The **Monroe Comprehensive Plan (2008),** which includes recommendations for several pedestrian and bicycle improvements. This aligns with the concept of complete streets, which aim to make streets safer and more accessible for all users, including pedestrians, bicyclists, motorists, and transit riders.
- The **West Monroe Bicycle and Pedestrian Master Plan (2018)** and the **West Monroe Downtown Master Plan (2019)** both focus on enhancing pedestrian walkways and streetscapes. These plans emphasize the importance of creating a more walkable and bike-friendly environment, which is a key component of complete streets.
- The **Downtown Monroe Strategic Plan (2022)** also promotes the development of a more walkable, transit-oriented downtown with mixed-use developments that integrate residential, commercial, and recreational spaces. This plan includes several bicycle and pedestrian projects, such as sidewalk improvements, striped or separate bike lanes, crosswalk striping, curb cuts, and curb extensions.

Parking Management

Parking management strategies and incentives encourage the use of alternative modes and can be implemented by both local jurisdictions and employers. These strategies typically rely on disincentivizing travel of single occupant vehicles (SOVs) by passing along more of the cost of parking and/or limiting the availability of parking. In addition, parking enforcement can be used to prevent automobiles from being parked in ways that may be harmful to or discourage pedestrian and bicycle travel. Reducing the amount of free parking in high traffic areas can also reduce congestion and provide additional revenue for governments and businesses that would otherwise be provided for free.

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Two concurrent planning efforts reviewed as part of this MTP also explain that parking management and shared parking can also be used to promote a vibrant and appealing downtown and on ULM campus. These documents are

- **ULM Campus Master Plan Report (2024)**: The plan includes improvements to campus accessibility, safer street crossings, better traffic flow, and more efficient use of parking. It also focuses on underutilized parking lots and traffic patterns, proposing changes that would streamline parking and traffic flow.
- **Downtown Monroe Strategic Plan (2022)**: The plan emphasizes enhancing public spaces, streetscapes, and multi-modal connections through key corridors like Desiard Street and Jackson Street. This includes strategies to improve parking and traffic flow in the downtown area.

Policy and Institutional Reforms

Requiring policy incorporation of TDM strategies is one way such measures can be prioritized over roadway expansions. Projects to reduce the number of vehicles on the road would be completed before adding more lanes which potentially increase demand and worsen traffic. Moreover, policies can be used to prioritize ADA sidewalk rehabilitation and the collection of sidewalk and roadway condition data.

Other TDM strategies can include institutional reforms to change travel behavior. Marketing and educational initiatives aimed at informing individuals about the advantages of walking and cycling, as well as the relevant laws, can enhance their confidence in adopting these alternative modes of transportation. These steps can increase the public's awareness of the availability of various alternative transportation modes and services, exposing them to intuitive and accessible resources to help effectively navigate the region.

TDM Resources/Tools

The following tools and resources can be used to help evaluate the appropriateness of TDM strategies:

- Mobility Lab Transportation Cost Savings Calculators https://mobilitylab.org/resources/calculators/
- Commute Duration Dashboard Guide: Mapping Commute Travel Times to Evaluate Accessibility (Todd Litman, Hillary Nixon, PHD, and Cameron Simons, 2021) https://transweb.sjsu.edu/research/2064-Commute-Duration-Dashboard-Guide
- Online TDM Encyclopedia (Victoria Transport Policy Institute) https://www.vtpi.org/tdm/

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Transportation Systems Management and Operations (TSMO)

TSMO is a way to holistically manage the transportation network and optimize existing infrastructure through integrating planning and design with operations and maintenance. TSMO aims to maintain and preserve the capacity of existing roadways before additional capacity is needed. Maintenance, operation, and the use of technology are all components of TSMO strategies.

Maintenance

Infrastructure maintenance is a critical aspect of transportation system management and operations. Most infrastructure management agencies prefer to schedule routine repairs and inspections instead of embarking on ad-hoc patching and repairing. Schedule management for inspection and street repairs enables city and county personnel to efficiently utilize limited resources. Regularly scheduled roadway resurfacing is necessary to provide uniform improvements to the existing roadways and to extend their useful life. Older roads, especially those built according to discontinued standards, should be reviewed to upgrade deficient sections based on modern design standards. Preventive maintenance and rehabilitation projects are one of the major investment areas for the Monro MPO, with around half of the funding for roadways in both the 2045 and 2050 versions of the MTP being reserved for pavement rehabilitation and maintenance. Between 6% and 12% of total miles of state-owned non-Interstate highways are in Poor overall condition, with these percentages typically being even higher on local and non-state owned roadways. [1]

Transportation infrastructure is not limited to concrete pavement and asphalt. Recent improvements in operations and data collection methods have led to digital controls and integrated computer networks that require maintenance and management. The TSMO Program Plan repeatedly mentions traffic signal maintenance and weather maintenance as areas of need or incorporated as part of implementation steps.

Technologies

As described above, transportation infrastructure includes digital controls and other devices and technology. Technological advancements in the transportation sector come in several forms, such as vehicle technology, fuels, data collection, driver information services, and infrastructure. The incorporation of technology into transportation management and operations to improve safety, reliability, and efficiency is referred to as Intelligent Transportation Systems, or ITS. For example, roadways and intersections can be remotely surveilled with ITS devices monitoring flood conditions and informing travelers of hazards or monitoring real time traffic conditions enabling adaptive signal control.

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[1] DOTD_Factsheet_Highway-Assets-4pages_2024.pdf

Intelligent Transportation Systems (ITS)

ITS technologies augment traditional infrastructure approaches by integrating advanced communications technologies into vehicles and existing infrastructure. ITS examples include:

- Modernized traffic control cabinets and battery backup units (BBUs)
- Traffic signal coordination
- Electronic toll collection
- Traveler information systems
- Remote monitoring of school zone flashing beacons
- Emergency vehicle pre-emption systems
- Intersection monitoring through closed-circuit television cameras (CCTV)

Operations

Traffic Signal and Intersection Improvements

Roadway users encounter traffic control signage and intersection signals on nearly every route they travel. While the primary function of intersection traffic control is to improve safety at intersections, it is also often a significant source of delay. Improper signage and poor signal timing results in unnecessarily long queues and impacts the reliability of the transportation system. Improving signage, signal timing, and equipment is a cost-effective way to facilitate traffic flow along a corridor. The MPO can work with its planning partners to identify corridors which would benefit from traffic signal improvements and to prioritize projects.

Traffic Signal Optimization

The timing and phasing of signalized intersections should be reviewed periodically, especially in areas of rapid development or increased commercial activity. Most intersections should be reviewed for appropriate timing and phasing every six months, while more heavily traveled intersections could be reviewed more frequently. To optimize system management and maintenance, signal heads and controls should maintain consistent design and standardization wherever feasible, enabling more efficient coordination and hardware servicing. In locations of due east or due west travel, back plates and directional signal heads may be advantageous to improve visibility. In locations with significant wind and severe weather concerns, mast arm and pole dimensions should be designed appropriately. Traffic signals can also be coordinated along a corridor or throughout an entire system. As traffic volumes increase, signal coordination can be used to optimize high priority traffic corridors and increase the throughput of critical thoroughfares.

Adaptive signal control, which adjusts the timing of traffic lights based on real-time travel conditions, can also provide significant relief to congested corridors and cut costs associated with traffic signal timing data collection and computation.

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Signal Pre-Emption

On busy roads with highly used transit routes, transit signal priority or pre-emption can improve the operations of the transit system. Transit signal priority refers to technology that reduces dwell time for transit vehicles at signalized intersections, typically by holding green lights longer or shortening the duration of the red-light cycle. The same kinds of technology can also be employed for emergency vehicles. Equipping all intersections to accommodate signal prioritization can facilitate the deployment of such systems commensurate with demand.

Access Management

Access management refers to the regulation of the number of access points between a development and the adjacent roadway network. Most discussions of access management involve the placement and number of driveway curb cuts, although the application can also include the location, size, and function of interior service roads. Many access management solutions involve the installation of roadway medians that limit turning movements and improve safety by separating opposing traffic. Both the previous 2045 MTP and the Louisiana Freight Mobility Plan discuss strategies for access management. The 2045 MTP emphasized access management as an important tool for ensuring a safe and efficient transportation system, while the Freight Mobility Plan contained specific access management recommendations for improving the state's freight transportation system by managing access to these critical corridors.

Targeted Traffic Enforcement

Consistent and reliable enforcement of traffic laws helps address public concerns about traffic issues. In areas with complaints about speeding and reckless or inconsiderate driving, proactive measures by law enforcement can gain the public's trust and compliance. Focused speed studies (using radar trailers and traffic counters) can be employed to discourage speeding on residential streets.

Traffic Calming

There are many instances in which the number of aggressive drivers is greater than human resources can address, leading many cities and counties to implement various "self-enforcing" speed and volume control devices. Most of these are referred to as "traffic calming" measures. These physical devices can assist law enforcement in influencing driver behavior. Traffic calming is often controversial and can be challenging to discuss.

Most traffic calming measures are applied to residential streets, though certain measures can be applied to higher volume roadways as well. Broadly defined, the goals of traffic calming measures are to:

- Slow down the average vehicle speeds for a particular roadway.
- Address excessive volumes for a particular roadway.
- Remind drivers of or reinforce the residential nature of specific roadways.

Traffic calming measures are designed to slow down or impact all vehicles. In practice, this can lead to reduced access and response times for emergency and law enforcement personnel. Careful consideration must be given

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to any proposed traffic calming device, especially if the roadway under review provides critical access for emergency personnel.

Traffic Incident Management

Traffic Incident Management (TIM) consists of a planned and coordinated process to detect, respond to, and quickly clear traffic incidents so that traffic flow may be restored as safely and quickly as possible. Effective TIM strategies reduce the duration and impacts of traffic incidents and improve the safety of motorists, crash victims, and emergency responders. Traffic incident management involves coordination among a number of public and private sector partners, including those responsible for:

- Law enforcement
- Fire and rescue
- Towing and recovery
- Traffic information media
- Transportation departments
- Public safety communications
- Hazardous materials contractors
- Emergency medical services (EMS)
- Emergency management and preparedness.

MPO stakeholders have identified the need in the Monroe MPO study area for TIM solutions on Interstate 20 across the Ouachita River, where any accident closing travel lanes on either bridge causes extreme delay in both travel directions. Implementing a coordinated incident management program between LADOTD and local law enforcement, fire departments, and EMS providers could potentially reduce delay caused by accidents by decreasing response and clearance times. Additional studies could provide solutions for alternative routes to redirect some traffic to an efficient route bypassing the river crossing at I-20 during active crash responses.

TSMO Resources / Tools

- LADOTD TSMO Page: Transportation Systems Management & Operations
- LADOTD ITS System Integration: https://dotd.la.gov/about/office-of-operations/intelligent-transportation-systems/its-systems-integration/
- LADOTD ITS Programs and Projects: ITS Programs and Projects
- AASHTO One-Minute Guidance Evaluation http://www.aashtotsmoguidance.org/one_minute_evaluation/

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Infrastructure Investment Strategies

MPOs are required to consider strategies and projects that address the ten planning factors outlined in 23 CFR 450.306. This section outlines the project prioritization process used in this MTP using FAST Act planning factors and community values gathered during the visioning process.

Project Prioritization and Selection

Projects were identified by reviewing existing MPO planning documents and ongoing planning efforts. In addition, MPO planning partners and member jurisdictions (such as the cities of Monroe, West Monroe, Ouachita Parish and LADOTD) were invited to submit new projects, update, or maintain previously submitted projects considered from the 2045 MTP to be included in the 2050 plan. The complete list of 2045 projects were evaluated using a technical scoring process for 2050 using identical performance measures to 2045, but with updated data to improve timeliness and accuracy of performance analysis. A draft project list was provided to the MPO Technical Advisory Committee (TAC) and to MPO staff to solicit any necessary updates to project details for their agency's sponsored projects prior to project scoring.

Roadway Performance Measures

- **Congestion Reduction (10%):** Projects were evaluated for the expected delay in reduction on the overall system with their implementation.
- **Benefit Cost Ratio (15%):** Auto and truck vehicle hours traveled (VHT) and vehicle miles traveled (VMT) were compared to project cost to evaluate yearly benefit against total cost.
- **Safety Benefits (20%):** Crash rates for each facility segment were assessed and compared against crash rates on other segments. Project 2050 volume also considered, as changes in volume may have corresponding increases or decreases in crash rates.
- **Bicycle and Pedestrian Benefits (20%):** Projects were given a score based on transportation burden criteria and compared against other projects to assess respective needs.
- **Freight Benefits (15%):** Projects were evaluated for the expected truck vehicle hours reduced (TVHD) on the overall system with their implementation. Projects were also given a higher score if they were on the statewide freight network.
- **Supports Existing Plans (10%):** Extra points were given to projects which were featured in previous planning efforts.
- **Protect the Environment (10%):** The environmental impact of projects was assessed by identifying environmental features crossed by the project, including floodplains, wetlands, golf courses, parks, location on the National Register of Historic Places, water bodies, wildlife management areas, and cemeteries. Impacting these areas resulted in a lower score. Projects that benefit areas of persistent poverty received more points.

DRAFT

Based on updated financial analysis, projects with improved technical scores were advanced to earlier stages in the project plan while projects in existing stages were retained in the same timeframe unless their technical score warranted movement to an earlier timeframe. Also, several strategic projects with identified funding were added to the short-term stage based on recent project developments coordinated between LADOTD, local governments, and Monroe MPO. Funds for these projects were treated separate from the projections calculated in the financial analysis. For more information on the financial plan and fiscal constraint of MTP projects, please see the Chapter 7: Fiscal Constraint of the 2050 MTP.

Additional projects for the bicycle and pedestrian project were included in the Bicycle and Pedestrian project list, including projects from the Safe Streets for All (SS4A) study completed by Monroe MPO. These projects were included for public comment at MTP 2050 outreach events and in online public engagement tools. The final list of MTP 2050 projects can be found in Chapter 8: Staged Project List.

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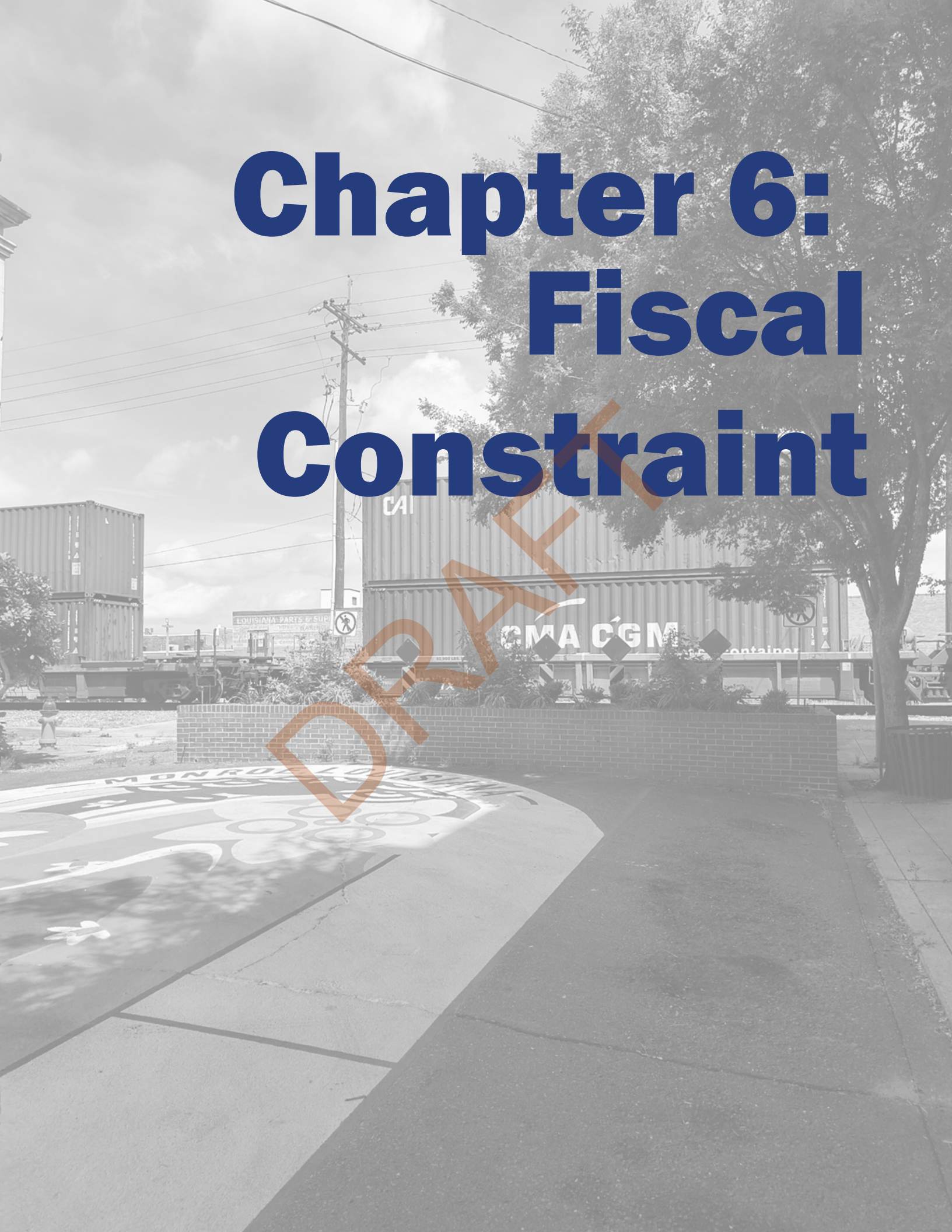

Chapter 6: Fiscal Constraint

Introduction

The transportation improvement projects included in the final Monroe 2050 MTP project list are required by federal regulations to be fiscally constrained. This chapter summarizes available funding sources and compares projected planning level project costs to projected revenue sources.

Funding Sources

The following is a list of programs incorporated into the financial analysis. Programs identified as funding opportunities include federal formula programs, federal discretionary grants, funding programs from the State of Louisiana and local funding opportunities for transportation improvements.

Federal Formula Funding

Federal formula funding allocates a set amount of money to each recipient (such as states) to achieve a specified purpose. The laws that approve federal funding for transportation improvements have changed over time. In 2015, the federal government enacted the Fixing America's Surface Transportation Act (FAST Act), which provides funds for surface transportation activities. The FAST Act provided just over $300 billion dollars for surface transportation projects through the fiscal years of 2016 to 2020. The FAST Act builds upon the Moving Ahead for Progress in the 21st Century Act (MAP-21), which was enacted in 2012, by expanding its scope to include improving highway mobility, supporting economic growth by creating jobs, and accelerating project delivery and promoting innovation. MAP-21 set out to make surface transportation projects streamlined, performance based, and multimodal while improving safety, maintaining infrastructure, reducing traffic congestion, improving efficiency, protecting the environment, and expediting project delivery.

In November of 2021, the Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law (BIL) was enacted. It increased available funding for transportation projects by authorizing over $1 trillion for transportation and infrastructure spending. The IIJA replaced the FAST Act but largely preserved its core programs, and included changes to address sustainability, resiliency, safety, and equity. It also established new programs and new eligibilities for transportation project funding. The IIJA created four new formula programs: the PROTECT Formula Program, Carbon Reduction Program, Bridge Formula Program, and National Electric Vehicle Infrastructure Formula Program (NEVI is currently paused at the time of plan writing). New competitive grant opportunities were also established by the law, some of which will be discussed in further detail later in this section.

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Bridge Formula Program

The Bridge Formula Program was created by the IIJA and provides funding to states for bridge rehabilitation, protection, construction, and replacement. The program apportions 75% of the funds for replacement of bridges in poor condition, and 25% for rehabilitation of bridges in fair condition. Projects funded from the Bridge Formula Program are subject to the requirement of accommodation for pedestrians and cyclists.

Carbon Reduction Program

The Carbon Reduction Program was established by the IIJA and provides funds to states to reduce emissions and develop carbon reduction strategies.

States are required to work with MPOs to develop and update a carbon reduction strategy to receive funding. Eligible projects include public transportation, congestion management, alternative fuel infrastructure, and pedestrian and nonmotorized transportation projects.

Congestion Mitigation and Air Quality (CMAQ) Improvement Program

Urban areas that do not meet ambient air quality standards are designated as non-attainment areas by the U.S. Environmental Protection Agency (EPA). CMAQ funds are apportioned to those urban areas for use on projects that contribute to the reduction of mobile source air pollution through reducing vehicle miles traveled, fuel consumption, or other identifiable factors. Both roadway and transit projects are eligible for CMAQ funds. The IIJA continued the CMAQ program, with around $2.6 billion in apportionment each year until 2026. As of the time of publication, the Monroe MPO study area is in attainment state air quality.

Highway Safety Improvement Program (HSIP)

The purpose of the HSIP is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-state-owned public roads and roads on tribal lands. States are required to allocate HSIP using a safety data system to perform problem identification and countermeasure analysis on all public roads, adopt strategic and performance-based goals, advance data collection, analysis, and integration capabilities, determine priorities for the correction of identified safety problems, and establish evaluation procedures. The IIJA continued and increased HISP program funding.

Metropolitan Planning Program

The program funds the cooperative, continuous, and comprehensive (3C) planning activities of metropolitan planning organizations (MPOs). The IIJA provided an annual average of $456 million for

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this program. Funds are apportioned to states, which are then made available to MPOs. These funds are available for each MPO to perform planning work in their region and report to the federal government the required targets for their area. The Monroe MPO programs these funds through the Unified Planning Work Program (UPWP) document.

National Electric Vehicle Infrastructure (NEVI) Formula Program

The IIJA also established the NEVI Formula Program, with a total of $5 billion available over five years.[1] The purpose of this program is to deploy a nationwide network of public electric vehicle charging stations along Alternative Fuels Corridors. States are required to create a state plan for electric vehicle infrastructure deployment. LADOTD has engaged the MPOs through and RFP process to gather candidate charging projects and procure maintenance and planning support for its NEVI network, targeting the award of 10 projects with an initial budget of $10 million to construct DC fast chargers. Louisiana is slated to receive $73.4 million total to build the network, but federal program requirements to complete build-out of FHWA designated Alternative Fuel Corridors (AFCs) must occur before all funds may be obligated.[2]

National Highway Freight Program (NHFP)

This program helps states and MPOs to address impediments to the movement of freight. Examples of eligible activities include truck parking facilities, traffic signal optimization, and highway or bridge projects. The IIJA expanded the eligible road mileage under the program and apportioned an annual average of $1.43 billion through FY2026.

National Highway Performance Program (NHPP)

The IIJA allocated over $28 billion for NHPP funding each year from 2022 to 2026.[3] The purpose of the NHPP is to preserve the condition, performance, and resilience of the National Highway System (NHS). NHPP funds can also be used to construct new NHS facilities and ensure that projects are making progress toward performance goals set out in each state's asset management plan. NHPP provides funding for improvements to rural and urban roads that are part of the NHS, including the Interstate System and designated connections to major intermodal terminals. Under certain

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[1] Joint Office of Energy & Transportation (2023). NEVI Formula Program Annual Report. Accessed February 2024.

[2] LADOTD (2025). LADOTD Memorandum: National Electrical Vehicle Infrastructure (NEVI) Formula Program RFP Round 1. Pg 5. Accessed June 2025.

[3] Kalla, H. (2022). FHWA Memorandum: Implementation Guidance for the National Highway Performance Program (NHPP) as Revised by the Bipartisan Infrastructure Law. Pg. 9. Accessed February 2023.

circumstances, NHS funds may also be used ("flexed") to fund transit improvements in NHS corridors. NHPP funds are distributed under Categories 1, 4, and 12 of TxDOT funding. ARDOT uses the same categories as the federal government: Interstate Maintenance, National Highway System, and Highway Bridge Program.

Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Formula Program

The PROTECT Program, established by the IIJA, provides funding to states for planning activities, transportation resilience improvements, evacuation route activities, and natural infrastructure to protect transportation assets. The goal of the program is to make the transportation system more resilient to natural hazards. From 2022-2026, the total amount of available funding from the PROTECT Formula Program is $7.3 billion.[4]

Railroad Rehabilitation and Improvement Financing (RRIF) Program

The Railroad Rehabilitation and Improvement Financing (RRIF) Program authorizes the Federal Railroad Administration (FRA) Administrator to provide direct loans and loan guarantees for projects that acquire, improve, rehabilitate, or build intermodal or rail equipment or facilities, including track, components of track, bridges, yards, buildings, and shops. Up to $35 billion per year of financing is available, with at least $7 billion reserved for projects not on Class I railroads. Financing can be provided for up to 100% of project costs with repayment periods of up to 35 years. Recipients benefit from interest rates that are equal to the cost of borrowing from the government. The FAST Act also authorized the USDOT to enter into Master Credit Agreements. These agreements include one or more loans to be made in the future on a program of related projects. State and local governments, government-sponsored authorities and corporations, and railroads are all eligible to borrow under RRIF.

Surface Transportation Block Grant (STBG) Program

The STBG Program is a block grant funding program with subcategories for states and urban areas. These funds can be used for any road, including an NHS roadway. The IIJA continued all STBG requirements, but added the provision that states may use up to 15% of certain categories of STBG funds on roadways classified as local roads or rural minor collectors. The state portion of funding can be used on roads inside or outside an urbanized area, while the urban portion can only be used on roads within an urbanized area. The funding ratio is 80%/20% (federal/local).

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[4] USDOT (2022). Bipartisan Infrastructure Law Fact Sheets. PROTECT Formula Program. Accessed February 2024.

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For urban areas with a population of greater than 200,000 people, the MPO is the lead agency for funding allocation in consultation with the State. In urban areas with a population of less than 200,000 people, the state is the leading agency for fund allocation in consultation with regional planning organizations.

Transportation Alternatives (TA) Program

The Transportation Alternatives (TA) Program is a set-aside of STBG Program funding to provide funding for a variety of alternative transportation projects. From fiscal years 2022-2026, a total of around $1.4 billion is available for the TA program each year.[5] Eligible TA project activities include:

- Facilities for pedestrians, bicyclists, and other non-motorized forms of transportation
- Safe Routes to School
- Conversion and use of abandoned railroad corridors for trails
- Expansion of greenways and levies for trails
- Community improvement activities
- Environmental mitigation related to stormwater and habitat connectivity

States and MPOs conduct a competitive application process for use of the sub-allocated funds. Other than a recreational trails set-aside, states are given broad flexibility to use these funds. A 20% local funding match is required for most projects.

Transportation Infrastructure Finance and Innovation Act (TIFIA) Program

The Transportation Infrastructure Finance and Innovation Act (TIFIA) Program provides federal credit assistance in the form of direct loans, loan guarantees, and standby lines of credit to finance surface transportation projects of national and regional significance. TIFIA credit assistance provides improved access to capital markets, flexible repayment terms, and potentially more favorable interest rates than can be found in private capital markets for similar instruments. TIFIA can help advance qualified large-scale projects that otherwise might be delayed or deferred because of size, complexity, or uncertainty over the timing of revenues. Transportation Projects eligible for federal assistance through existing transportation programs are eligible for the TIFIA credit program. Eligible projects must be included in the State Transportation Improvement Program (STIP) and have a capital cost of at least $50 million, except ITS projects which have a $15 million minimum eligibility requirement. TIFIA financing should

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[5] US FHWA (2022). Fact Sheets. Transportation Alternatives (TA). Accessed February 2024.

attract public and private investment; result in a project proceeding earlier and/or more efficiently; and reduce use of federal grant assistance to the project.

FTA Funding Programs

Several FTA formula programs could be used to provide funding for public transportation service improvements, facilities, or equipment. These include:

- **Section 5307 –** Urbanized Area Formula Grants: This grant makes federal resources available to urbanized areas and to governors for transit capital and operating assistance in urbanized areas and for transportation-related planning. An urbanized area is an incorporated area with a population of 50,000 or more.
- **Section 5339 –** Grants for Buses and Bus Facilities: This formula grant provides funding to states and transit agencies through a statutory formula to replace, rehabilitate and purchase buses and related equipment, and to construct bus-related facilities.
- **Section 5310 –** Enhanced Mobility of Seniors and Individuals with Disabilities: This program provides formula funding to states for the purpose of meeting transportation needs of the elderly and persons with disabilities. Eligible recipients include private nonprofit groups, states, public transportation operators, and local governments.
- **Section 5311 –** The Formula Grants for Rural Areas Program: This program provides formula funding to states for the purpose of providing capital, planning, and operating assistance for public transportation providers in rural areas with populations of less than 50,000. Additionally, the program provides funding for training and technical assistance under the Rural Transportation Assistance Program.

The IIJA authorized up to $108 billion in support for federal public transportation programs, which is the largest federal investment for public transportation in the history of the nation. In addition to the major formula funding programs listed above, the FTA has several specialized competitive grant programs such as the Low or No Emission Vehicle Program (5339c) and Capital Investment Grants (5309).

Federal Discretionary Funding

There are many discretionary, or competitive, grant programs available at the federal level. The IIJA allocated funds to continue these programs and implemented new discretionary programs. MPOs are eligible to apply or partner with other agencies to receive grant funding for a wide range of transportation improvement and planning activities. The DOT Discretionary Grants Dashboard is an

DRAFT

excellent resource for navigating the many grant programs available along with their eligible activities and applicants.[6]

Advanced Transportation Technologies and Innovative Mobility Deployment (ATTIMD) Program

The Advanced Transportation Technologies and Innovative Mobility Deployment (ATTIMD) program, also known as the Advanced Transportation Technology and Innovation (ATTAIN) program, provides funding to deploy, install, and operate advanced transportation and congestion management technologies. Some examples of these technologies include advanced traveler information systems, public transportation systems, and safety systems.

Airport Improvement Program (AIP)

This grant provides funding to public agencies or some private airports for the planning and capital projects for the development of public-use airports and rural "nonprimary" airports that are included in the National Plan of Integrated Airport Systems (NPIAS). Eligible projects include runways, taxiways, airport signage, airport lighting, and airport marking planning or capital projects.

Airport Terminals Program

The Airport Terminals Program provides grants to airports of all sizes to address aging air infrastructure. These grants will fund safe, sustainable, and accessible airport terminals, on-airport rail access projects, and airport-owned airport traffic control towers. However, projects may also include multimodal development.

Areas of Persistent Poverty Program (AoPP)

This program provides competitive funding from the FTA for planning, engineering, or development of technical or financing plans to improve transit services in areas experiencing long-term economic distress.

Bridge Investment Program (BIP)

This program provides funding for projects to replace, rehabilitate, preserve, and protect bridges. The goal is to reduce the total number of bridges in or at risk of poor condition. There is a rolling Notice of Funding for bridge projects under $100 million, large projects over $100 million, and bridge planning projects.

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[6] https://www.transportation.gov/grants/dashboard

Capital Investment Grant (CIG) Program

This program funds fixed guideway investments, including new and expanded rapid rail, commuter rail, light rail, streetcars, bus rapid transit or corridor-based busing, and ferries.

Charging and Fueling Infrastructure Grant Program

The purpose of this program is to strategically deploy publicly accessible electric and alternative (hydrogen/propane/natural gas) fueling infrastructure. This includes funding for corridor charging along the designated Alternative Fuels Corridor and community charging near public roads and facilities. Community charging projects will prioritize rural and low- and moderate-income areas.

Commercial Driver's License Program Implementation (CDLPI)

This program provides funding to state CDL programs to achieve compliance with federal licensing and standards.

Commercial Motor Vehicle (CMV) Operator Safety Training Grant

The purpose of this program is to increase the number of CDL holders possessing enhanced operator safety training. Priority is given to the training of current or former members of the U.S. Armed Forces, including National Guard and Reservists. This program aims to reduce the severity and number of CMV crashes while helping to transition former members of the US Armed Forces into the commercial vehicle industry.

Community Safety Grant (CSG)

This grant is open to nonprofit organizations for the purpose of national outreach and training to assist communities in the preparation for and response to incidents involving the transportation of hazardous materials. There are no funding match requirements for the CSG program.

Diesel Emissions Reduction Act (DERA) National Grants

DERA Grants provide funding for projects that achieve significant reductions in diesel emissions and exposure. Projects should replace many high-emission vehicles with energy efficient transportation and technologies, especially for fleets that operate in areas with poor air quality.

Economic Adjustment Assistance (EAA) Program

The EAA program from the Economic Development Administration provides funding for technical, planning, and public works and infrastructure projects in regions experiencing adverse economic changes. For example, changes may result from a plant closure, changing trade patterns, natural

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disasters, military base closure, or environmental changes. Eligible projects include the creation and implementation of activities in an applicant's Comprehensive Economic Development Strategy (CEDS).

Economic Impact Initiative Grant Program

The Economic Impact Initiative Grant program provides funding for rural areas that are experiencing extreme unemployment and severe economic depression to develop essential community facilities. These facilities include projects like street or airport improvements, and the purchase of firetrucks. This grant may be combined with other grants or funding sources.

Grants for Buses and Bus Facilities Competitive Program

This program assists in the financing of buses and bus facilities capital projects. Projects which replace, rehabilitate, or modify bus facilities, as well as the purchase of buses, vans, and related equipment are eligible for funding.

Infrastructure For Rebuilding America (INFRA) Grant Program

The U.S. Department of Transportation (USDOT) provides the Infrastructure for Rebuilding America (INFRA) discretionary grant program to fund transportation projects of national and regional significance to improve the safety, efficiency, and reliability of the movement of freight and people. The IIJA allocated approximately $8 billion for INFRA grants for the fiscal years 2022-2026. USDOT seeks projects that apply innovative technology, delivery, or financing methods with proven outcomes to deliver projects in a cost-effective manner. Eligible INFRA project costs may include reconstruction, rehabilitation, acquisition of property (including land related to the project and improvements to the land), environmental mitigation, construction contingencies, equipment acquisition, and operational improvements directly related to system performance.

Innovative Coordinated Access and Mobility (ICAM) Pilot Program

This program finances innovative capital projects for the transportation-disadvantaged. The goal is to improve the coordination of transportation services and non-emergency medical transportation services for underserved groups and build partnerships among health, transportation and other service providers. Eligible applicants include state governments, local governments, federally recognized tribes and affiliated groups.

Low- or No-Emission Grant Program

This program includes the purchasing or leasing of low- or no-emission transit buses and related equipment, as well as the construction, leasing, or rehabilitation of new or existing public transportation facilities for low- or no-emission buses.

National Infrastructure Project Assistance (Mega) Grant Program

The Mega grant program supports large and complex transportation projects that may be difficult to otherwise fund. These projects should generate economic, mobility, or safety benefits at a national or regional level. Administered by USDOT, the Mega grant has a total of $5 billion in available funds for fiscal years 2022-2026. USDOT has combined solicitations for the Mega program, INFRA program, and a rural grant program into one Notice of Funding Opportunity, referred to as the Multimodal Project Discretionary Grant (MPDG) Opportunity.

Pilot Program for Transit-Oriented Development (TOD) Planning

This program provides funding to integrate land use and transportation planning to develop a new fixed guideway or core capacity transit project. Projects should examine the following factors to enable mixed-use development near transit stations: ways to develop affordable housing near transit, economic development, ridership potential, multimodal connectivity and accessibility, transit access for pedestrian and bicycle traffic, etc.

Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Grant Program

This program provides funding to improve the resilience of surface transportation to natural hazards including climate change, sea level rise, flooding, extreme weather events, and other natural disasters. Funds are awarded in the form of planning grants and competitive resilience improvement grants to support planning activities, resilience improvements, community resilience, evacuation routes, and at-risk coastal infrastructure.

Public Transportation Emergency Relief Program

This program from the FTA provides assistance to public transportation operators after an emergency, such as floods, hurricanes, and tornadoes. Funding pays for protecting, repairing, and/or replacing equipment and facilities that have been damaged. In addition, program funding can be used for operating costs of evacuation, rescue operations, temporary public transportation service, or reestablishing service.

Rail Vehicle Replacement Program

This program provides competitive funding for the replacement of rail vehicles, or rolling stock, that is past its useful life.

Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Program

The Funding for the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant program was renewed through the IIJA to continue to build and repair critical portions of the nation's freight and passenger transportation networks. RAISE, formerly known as BUILD and TIGER, has dedicated over $14 billion in grants to projects nationwide since 2009. Projects for RAISE funding are evaluated based on merit criteria that include safety, environmental sustainability, quality of life, economic competitiveness, state of good repair, innovation, and partnership. Within these criteria, USDOT prioritizes projects that can demonstrate significant progress on national objectives. As of 2023, the maximum grant award for RAISE grants was $345 million for a single state. To ensure that the benefits of infrastructure investments benefit communities large and small, the Department will award an equitable amount, not to exceed half of funding, to projects located in urban and rural areas, respectively.

Reconnecting Communities Pilot (RCP) Program

The RCP grant program is a combination of two major discretionary grant programs—the Reconnecting Communities Pilot (RCP) and Neighborhood Access and Equity (NAE) programs. This program provides funds for projects that improve walkability, safety, and transportation access, especially for historically disadvantaged groups. In particular, the program provides funds to remove, retrofit, or mitigate transportation facilities that have created connectivity barriers.

Safe Streets and Roads for All (SS4A) Grant Program

The SS4A grant program was established by the IIJA, with available funding in the amount of $5 billion from 2022-2026. The purpose of the program is to prevent roadway injuries and deaths to support the USDOT National Roadway Safety Strategy and goal of zero roadway deaths. Eligible applicants for SS4A grant funding includes local governments, special districts, transit agencies, MPOs, and tribal governments. SS4A funding can be used to create a comprehensive safety action plan and implement infrastructure, operational, or behavioral activities from the plan.

Strengthening Mobility and Revolutionizing Transportation (SMART) Grants

The SMART grant program provides funding to conduct demonstration projects focused on advanced smart community technologies and systems. The purpose of the program is to fund purpose-driven innovation and build data and technology capacity in order to improve transportation efficiency and safety.

Thriving Communities Program

This program aims to ensure that historically disadvantaged communities have the technical tools and organizational capacity to compete for federal aid and deliver infrastructure projects. The planning and development of transportation and community revitalization activities will enable these communities to thrive.

Wildlife Crossings Pilot Program

This program seeks to improve habitat connectivity for terrestrial and aquatic species by providing funding for projects that reduce the number of wildlife-vehicle collisions.

Grant Anticipation Revenue Vehicles (GARVEE)

This non-traditional funding mechanism is a special type of bond that is used to bridge the gap between current available funding and future Title 23 Federal-aid pledged to eligible highway projects. The bonds cover financing costs of projects under development by allowing Federal reimbursement of debt service, interest, and other costs. These enable LADOTD to construct roadway projects sooner and provide flexibility to finance construction costs over the useful life of projects instead of concentrating expenses during the construction phase only.

State Funding

State Motor Fuel Tax

Like most states, Louisiana uses state fuel taxes to fund a large portion of its financial responsibilities for roadway and transportation. The fuel tax stands at 16 cents per gallon for both gasoline and diesel, and funds are deposited directly into the Louisiana Transportation Trust Fund (TTF.) The funds in the TTF are used for routine maintenance projects and to meet federal match requirements for capital infrastructure programs.

Transportation Infrastructure Model for Economic Development (TIMED) Program

This program began in 1989 with legislation authorizing an additional 4-cent per gallon tax on gasoline and certain special fuels (non-diesel) with proceeds dedicated to the TIMED program. The comprehensive program was improved via a statewide referendum and includes 16 major projects which as of 2014 totaled $5 Billion in total project costs, making it the most valuable single

transportation program in Louisiana's history. The 4-cent tax is only applicable to projects in the TIMED program which was completed in 2016.[7]

Capital Outlay Program

The Capital Outlay Program, commonly referred to as "the Bone program," is a flexible funding source capable of financing many different types of projects. LADOTD can request General Obligation Bonds for use in acquisition of real property, equipment, or the preservation and development of permanent capital improvements. Local governments may also request bond projects to be considered by the state legislature via their local representatives. Competitive projects are grouped by priorities into a Capital Outlay Bill for that legislative session. If a project is approved in this bill funds are available via the State Bond Commission.

[7] FHWA - Center for Innovative Finance Support - Project Profiles

Local Funding

It is typically the responsibility of the local government jurisdictions (cities and counties) to cover any costs not covered by state and federal programs. Local funding can come from a variety of sources including property taxes, sales taxes, user fees, special assessments, and impact fees. Match requirements make local funds critical to maintain eligibility for several federal and state funding sources, with most federal highway programs requiring a 20% local match of awarded costs.

Bond Issues

Property tax and sales tax funds can be used on a pay-as-you-go basis, or the revenues from these taxes can be used to repay general obligation or revenue bonds. These bonds are issued by local governments upon approval of the voting public.

Economic Development Corporation

North Delta Regional Planning and Development District (NDRPDD) acts as the Economic Development Corporation (EDC) for Louisiana's Region 8, which includes Ouachita Parish and the Monroe MPO study area. NDRPDD has the ability to finance new and expanded business enterprises in their local communities through its EDC. Chapter 13 of the Louisiana Administrative Code outlines the programs allowed under the state EDC, many of which could be leveraged to finance or construct infrastructure in coordination with NDRPDD.

General Sales Taxes

The general sales and use taxes are also an important funding source for local governments. The most commonly known form of the general sales tax is the retail sales tax. The retail sales tax is imposed on a wide range of commodities, and the rate is usually a uniform percentage of the selling price.

Property Taxes

Property taxation has historically been the primary source of funding for local governments in the United States. Property taxes account for more than 80% of all local tax revenues. Property is not subject to federal government taxation and is a significant generator of tax revenue within the state of Louisiana for both state and local government.

Public-Private Partnerships

A Public-Private Partnership (P3) is a contractual agreement between a public agency (federal, state, or local) and a private entity for a long-term, performance-based approach to procuring public infrastructure. The private entity assumes the major share of the risk in terms of financing, constructing,

and the performance of the project in return for the right to collect revenue from the project over a set period of time.

Special Assessments

Special assessment is a method of generating funds for public improvements, whereby the cost of a public improvement is collected from those who directly benefit from the improvement. Areas in which this scenario occurs are often called “Special Assessment Districts.” Within these districts, property owners—typically business owners—will vote to dedicate a portion of their sales tax or property tax to fund some improvement or service that benefits the district.

In many instances, new streets are financed by special assessment. The owners of property located adjacent to the new streets are assessed a portion of the cost of the new streets based on the amount of frontage they own along the new streets.

Tax Increment Financing[8]

One of the tools many states use to obtain funds not provided by federal and state funding is through Tax Increment Financing (TIF), which is a public financing method used for redevelopment and community improvement projects. In Louisiana, most TIF projects are financed using state sales tax increments, which freezes sales tax revenue in the designated TIF district and uses future excess revenue to pay for expenses or repay bonds issued for the project. These are established individually by the city or parish who enter into a cooperative endeavor agreement with the Louisiana Department of Revenue (LDR), to determine what percentage of state sales tax in the district will be included in the financing.

At least two roadway projects have been previously funded by the City of Monroe historically using TF: Garrett Road overpass improvements at I-20 and the Tower Road and Armand Connector project. Both projects used state and local sales tax increments to repay bonds issued by the City of Monroe for the projects.

Traffic Or Development Impact Fees

Traffic or Development Impact Fees have been generally well received in states and municipalities in the United States and have gained popularity in recent years. New developments create increased traffic volume on the streets around them, and development impact fees are a way of attempting to

[8] See Tax Increment Financing Performance Audit, Louisiana Legislative Auditor, May 2008

place a portion of the burden of funding improvements on developers who are creating or adding to the need for improvements.

User Fees

User fees are fees collected from those who use a service or facility. The fees are collected to pay for the cost of a facility, finance the cost of operations, and/or generate revenue for other uses. User fees are commonly charged for public parks, water and sewer services, transit systems, toll roads, express lanes, and solid waste facilities. The theory behind the user fee is that those who directly benefit from these public services pay for the costs.

Projected Revenues

Revenue forecasting for the purposes of this MTP update, reviews formula grant programs as the primary source of expected revenues and does not incorporate competitive grant funding opportunities. As such, the fiscal constraint is limited to what is derivable by formula fund and more projects might be completed should discretionary or competitive grant dollars become available.

To determine the revenues to be applied to the proposed program of projects in the MTP, an analysis of historically programmed funding was conducted. The project team consulted with Monroe MPO staff and LADOTD for historical funding amounts expended by category to determine projected funding and acceptable inflation rates for planned projects. Through this coordination an agreed-upon compounded inflation rate of 2% was used to project revenue through the life of the MTP. Funds from LADOTD were estimated based on totals from the 2045 MTP, and local funding was estimated from the current TIP. An assumed 60% of future funds were set aside for added-capacity projects for the life of the plan, which was also the assumed amount from the 2045 MTP. Project costs from the 2045 MTP were updated based on recent annual inflation numbers and verified by the TAC.

Table 6-1 shows the total roadway revenue estimated to be available for each stage of the 2050 MTP's plan horizon. The total amount of roadway revenue estimated to be available for the entire MPO area is approximately $439.7 million, with $263.8 million of that anticipated for capacity projects.

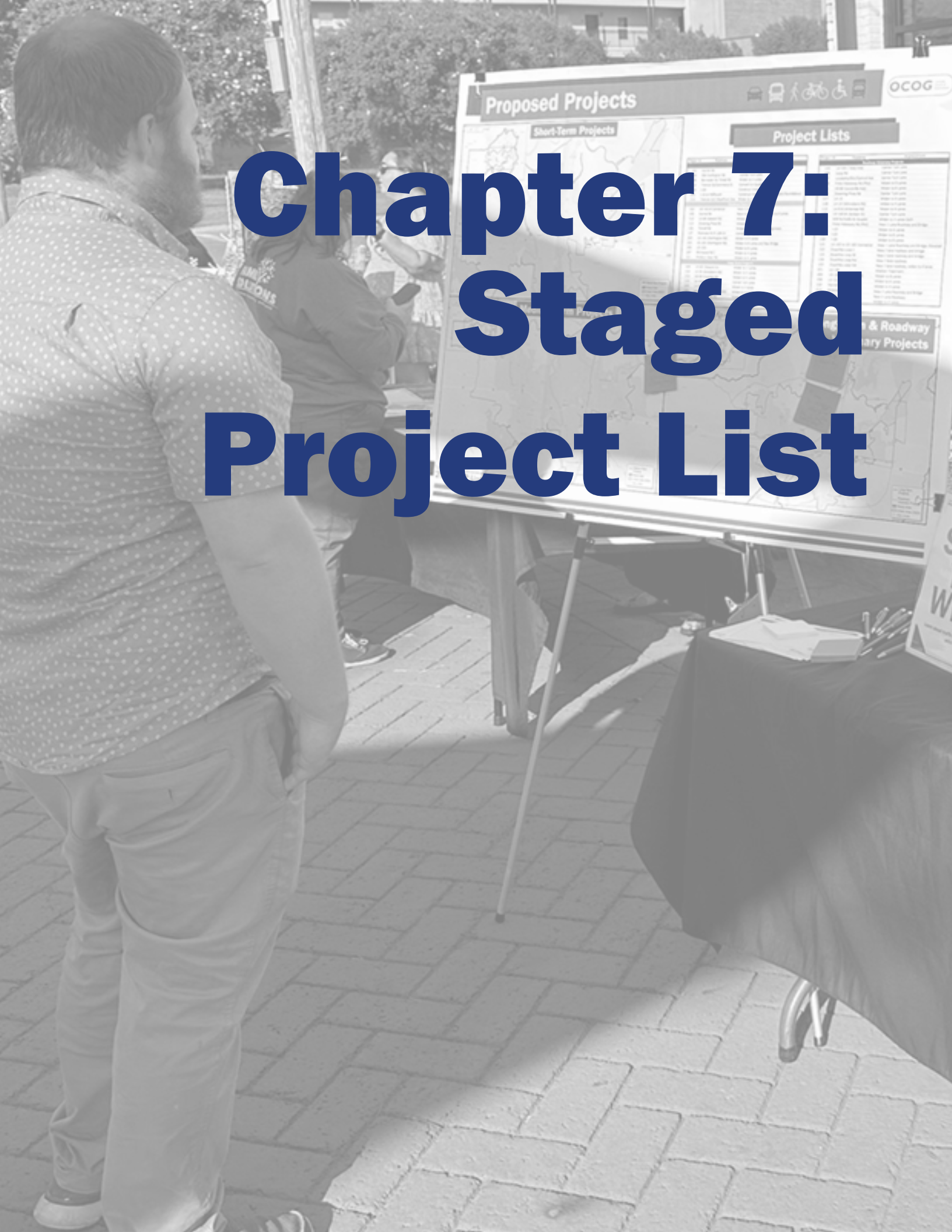
Table 6-1: Funding Projections for Capacity Projects, 2025-2050, MTP 2050

MTP 2050 Stage	LADOTD Capacity	Local Capacity	Capacity Total	Total Project Costs
1: 2025-2030	$ 28,566,834	$ 18,254,443	$ 46,821,277	$30,526,985
2: 2031-2040	$ 66,362,904	$ 35,408,488	$ 101,771,392	$93,364,470
3: 2041-2050	$ 72,066,723	$ 43,162,749	$ 115,229,472	$72,755,598
Total	**$ 166,996,461**	**$ 96,825,680**	**$ 263,822,141**	**$196,647,053**

For Transit financial projections, Monroe Transit's FY2024-2028 were used in a similar fashion to estimate FY2029 funds available. This average was projected forward to 2050 using the same 2% year-over-year inflation rate. Monroe Transit receives federal program funds under FTA sections 5307 and 5339 for various capital and operating expenses. These programs have different local match requirements, and the projections reflect the full program amount including both federal funds and local match. In total, $92.4 million in 5307 and $68.0 million in 5339 are projected for the region, $160.5 million total. Table 6-2 shows projections of FTA funds available per stage of the 2050 MTP.

Table 6-2: Transit Funding Projections, Federal Programs, 2025-2050, MTP 2050

MTP 2050 Stage	FTA 5307	FTA 5339	Total FTA Funds
1: 2025-2030	$20,085,624	$13,093,500	$33,179,124
2: 2031-2040	$32,595,047	$24,777,795	$57,372,842
3: 2041-2050	$39,733,181	$30,203,994	$69,937,175
Total	**$92,413,852**	**$68,075,289**	**$160,489,141**



Chapter 7: Staged Project List

Fiscally Constrained List of Projects

This chapter presents the 2050 OCOG MTP fiscally constrained list of projects for a twenty-year period from 2025 to 2045 to satisfy federal and state requirements. Projects were selected and prioritized in accordance with the project prioritization process described in Chapter 5 and the financial information described in Chapter 6. While the fiscally constrained list only extends to 2045, projects through 2050 were evaluated to the fullest extent, and the full metropolitan planning process and MTP development process was followed completely through the horizon year of 2050.

Projects are sorted into three stages:

- **Implementation stage (2025-2030)**: projects coincide with the current Transportation Improvement Program (TIP) that are currently committed or underway
- **Short-term stage (2031-2040)**: projects that coincide with the outlying years of the 2025 Unified Transportation Program (UTP) and the highest scoring projects
- **Long-term stage (2041-2050)**: remaining highest scoring projects for which there is projecting funding available

In addition, a listing of unconstrained projects, or vision projects, is also included for year 2050 and beyond. The vision projects were identified as potential improvements and should be considered for implementation should additional funding for transportation improvements become available.

- **Vision stage (2050+):** projects determined to be low-priority or lacking sufficient planning support to be included in fiscally constrained project list.

Project List

Short-Term Projects

Table 8-1: Short-Term Projects

ID	Route	Improvement Description	Location	2025 Cost
206	Bernstein St/Ticheli Rd	Widen to 4 Lanes	Wilson St to US 165 Bypass	$4,651,376
101	Garret Rd	Widen to 4 Lanes	I-20 to Millhaven Rd	$10,631,060
104	Old Sterlington Rd	Center Turn Lane	US 165 to Finks Hideaway Rd	$8,410,707
216	Trenton St/Commerce St	Convert to Couplet	Wood St to Pine St	$129,157
214	Trenton St/S Riverfront Ave	Widen to 4 Lanes	LA 616 (Arkansas Rd) to US 80 (Lea Joyner Bridge)	$6,704,686
218	I-20	Construct Interchange	at Vancil Rd	$35,000,000
221	I-20 at Millhaven	Construct Interchange & New 2 Lane Roundabout	2 mi. E of Russell Sage Rd. (Exit 124)	$85,000,000

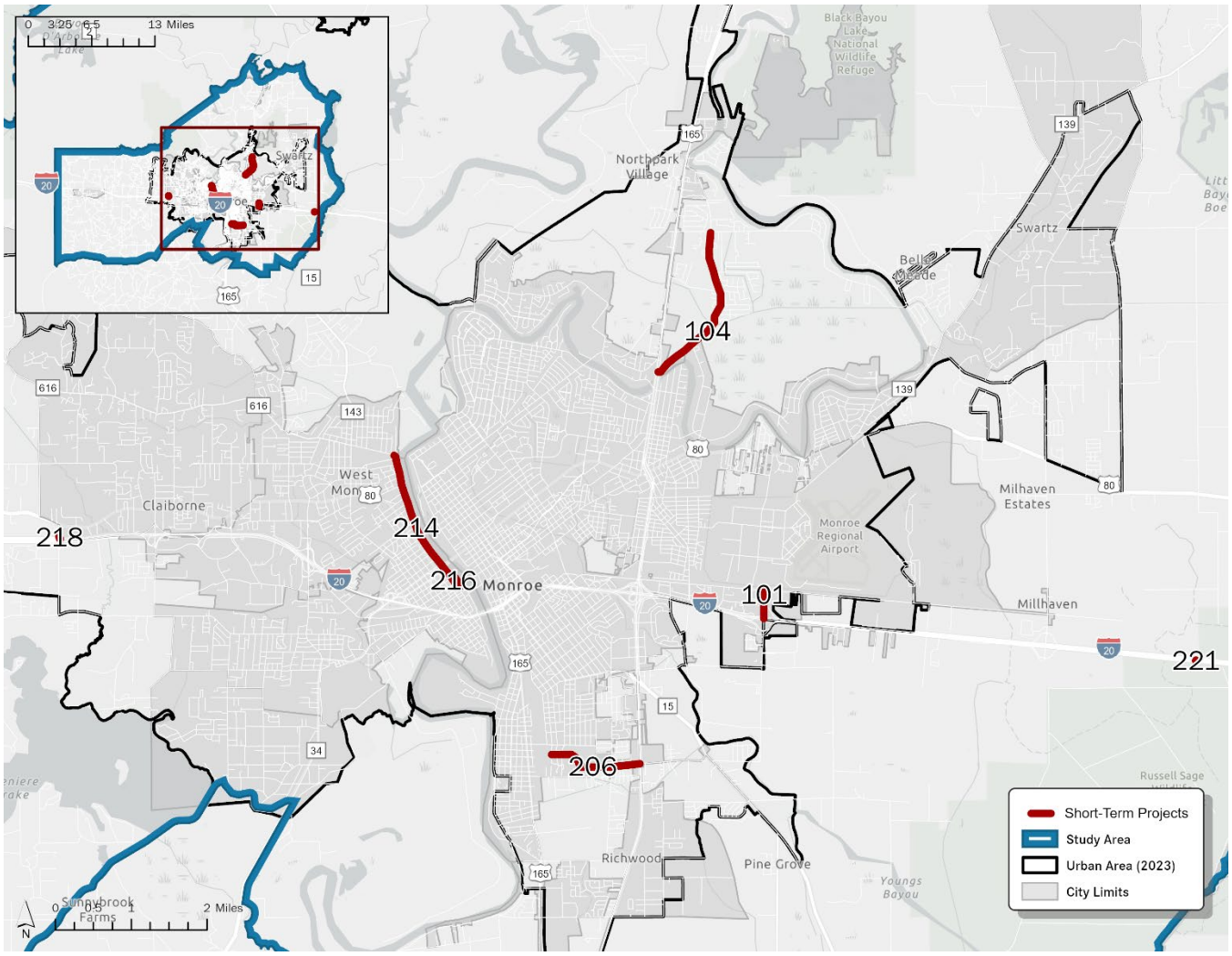


Figure 8-1: Short-Term Projects

Medium-Term Projects

Table 8-2: Medium-Term Projects

ID	Route	Improvement Description	Location	2025 Cost
127	Parkview Dr/S 12th St	Center Turn Lane	Winnsboro Rd to East St	$1,515,443
203	US 165 (Sterlington Rd)	Widen to 6 Lanes and New Bridge	US 80 (Desiard St) to Finks Hideaway Rd	$24,973,806
202	US 165 (Sterlington Rd)	Widen to 6 Lanes	I-20 to US 80 (Desiard St)	$6,034,217
205	US 165	Widen to 6 Lanes	Richwood Rd 2 to I-20	$18,856,928
126	Tichelli Rd	Widen to 4 Lanes; Realignment	US 165 to Garrett Rd	$4,998,091
115	Downing Pines Rd	Widen to 4 Lanes	Mane St to US 80 (Cypress Rd)	$2,011,406
207	Richwood Rd 1	Widen to 4 Lanes	Jackson St to Brown St	$6,788,494
211	Wallace Dean Rd	Widen to 4 Lanes	US 80 (Cypress St) to LA 616 (Arkansas Rd)	$6,453,260
112	US 80 (Desiard St)	Widen to 5 Lanes	Gilbert St to Kansas Lane	$3,939,003
105	Garret Rd	New 4 Lane Roadway	LA 15 to I-20	$14,942,035
102	US 165-B Connector	New 2 Lane Roadway	US 165-B (Jackson St) to Wilson St	$2,851,788

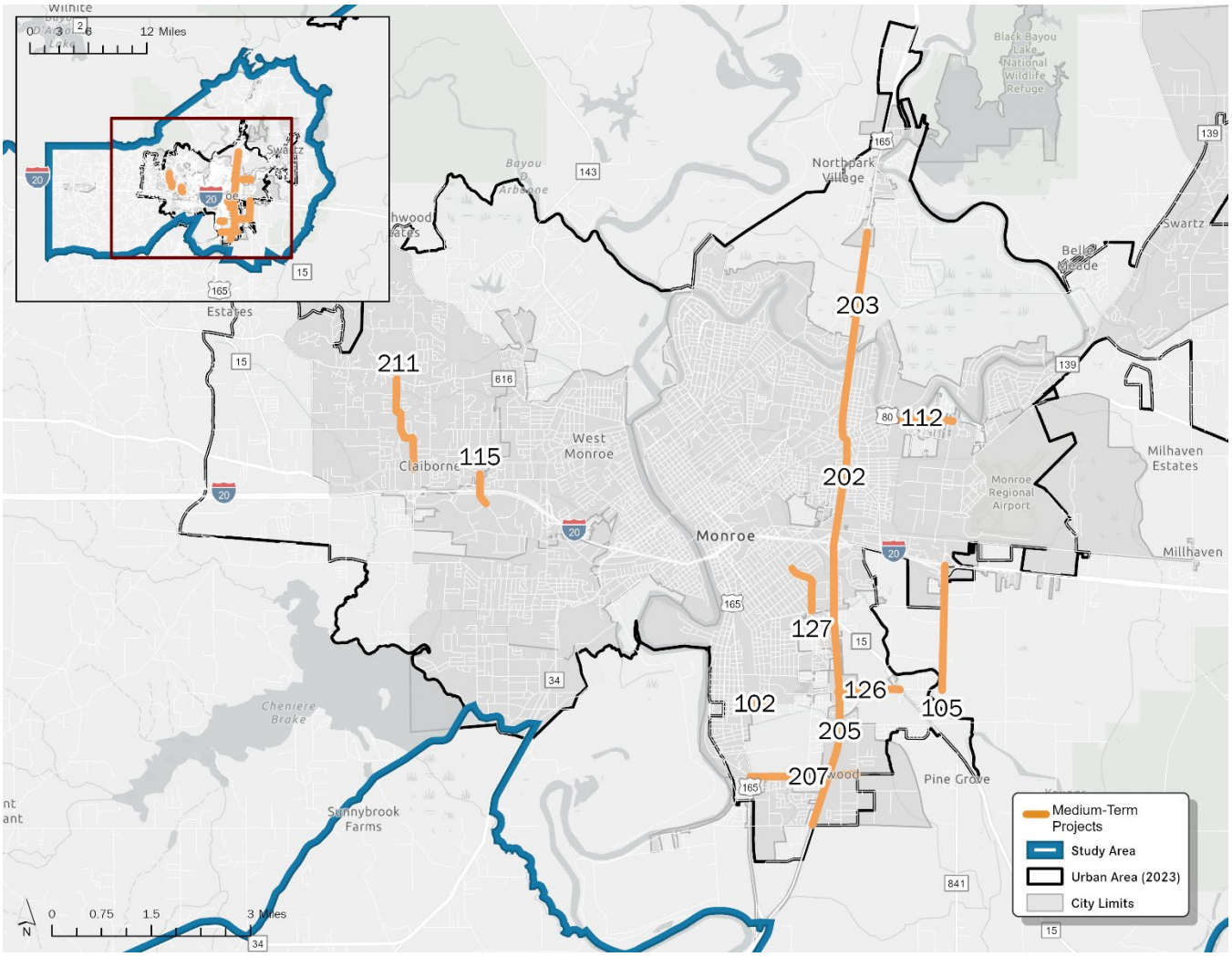


Figure 8-2: Medium-Term Projects

Long-Term Projects

Table 8-3: Long-Term Projects

ID	Route	Improvement Description	Location	2025 Cost
109	US 80 (Desiard St)	Widen to 5 Lanes	Kansas Lane to LA 139 (Old Bastrop Rd)	$4,609,471
122	LA 594	Widen to 4 lanes	I-20 to LA 139	$27,363,498
123	LA 15 (Cheniere Drew Rd)	Widen to 4 Lanes	I-20 to LA 616	$10,434,167
113	US 80 (Cypress St)	Widen to 5 Lanes	Ole Highway 15 to Well Rd	$9,218,943
212	US 80 (Cypress St)	Widen to 5 Lanes	Well Rd to LA 617 (Warren Dr)	$7,836,101
114	LA 3033	Center Turn Lane	Cheniere Dam to LA 838 (New Natchitoches Rd)	$8,600,137
110	LA 34 (Jonesboro Rd)	Widen to 4 Lanes	Sandal St to Elkins Rd	$4,693,280

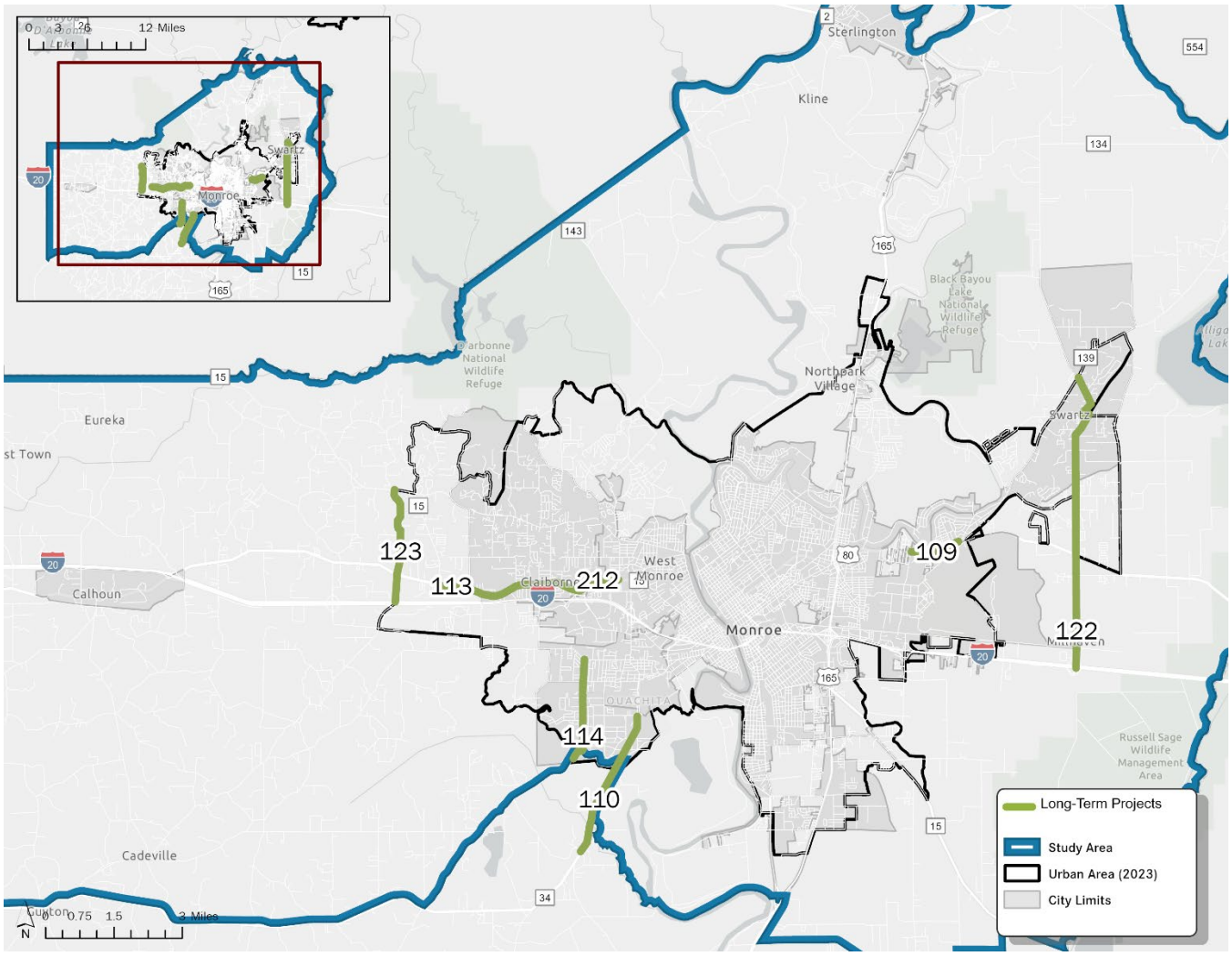


Figure 8-3: Long-Term Projects

Vision Projects

Table 8-4: Vision Projects

ID	Route	Improvement Description	Location	2025 Cost
111	US 80 (Louisville Ave)	Widen to 6 Lanes	Riverside Dr to Sterlington Rd	$11,900,817
121	Mill St/Stella St Couplet	Widen to 3 Lanes Each	I-20 to N 7th St	$3,729,481
107	Louberta/Elm/Central Ave	Center Turn Lane	US 165 to Kansas Ln	$5,985,998
106	Loop Rd	Center Turn Lane	LA 840-6 (Forsythe Bypass) to US 165	$3,978,037
108	Finks Hideaway Rd (Ph2)	Widen to 5 Lanes	Holland Dr to Raymond Dr	$2,765,683
~~213~~	~~Arkansas Rd Ext~~	~~New 2 Lane Roadway and Bridge~~	~~Trenton St to Park Ave~~	~~$13,030,511~~
128	I-20	Widen to 6 Lanes	Ouachita River to Garret Rd	$54,379,134
204	US 165 (Sterlington Rd)	Widen to 6 Lanes	Finks Hideaway Rd to LA 134	$23,298,783
129	I-20	Widen to 6 Lanes	LA 546 to Ouachita River	$108,758,267
119	LA 616 (Arkansas Rd)	Widen to 4 Lanes	LA 15 to Caldwell Rd	$34,079,917
120	US 165-B (Jackson St)	Center Turn Lane	Standifer Ave to Lee Ave	$4,508,442
118	LA 15 (Winnsboro Rd)	Widen to 4 Lanes	Nutland Rd to Prairie Rd	$7,039,920
201	LA 139	Median Treatment	Rowland Rd to LA 594	$10,911,187
208	LA 15 (Winnsboro Rd)	Widen to 4 Lanes	US 165 Bypass to Nutland Rd	$4,483,759
103	LA 594 (Texas Ave)	Center Turn Lane	US 165-B (Jackson St) to I-20	$3,030,885
217	Millhaven Rd	Widen to 4 Lanes	Garret Rd to Russell Sage Rd	$15,923,628
117	LA 15	Widen to 4 Lanes	West Study Area Boundary to Cheniere Drew Rd	$20,952,143
130	I-20	Widen to 6 Lanes	Garret Rd to LA 594	$52,365,432

ID	Route	Improvement Description	Location	2025 Cost
131	LA 143 to US 165 Connector	New 2 Lane Roadway and Bridge; Elevated	LA 143 (N 7th St) to US 165	$459,225,044
125	Finks Hideaway Rd (Ph3)	New 2 Lane Roadway and Bridge	0.17 miles west of Raymond Rd to LA 139	$25,468,621
215	Norris Ln Ext	New 2 Lane Roadway	Lindsey Dr to Good Hope Rd	$9,299,307
116	Downing Pines Rd	Center Turn Lane	Thomas Rd to Mane St	$4,546,328
210	Harrel Rd	Widen to 4 Lanes	US 80 (Cypress St) to LA 616 (Arkansas Rd)	$7,333,250
132	Ouachita Loop S	New 2 Lane Roadway and Bridge	LA 34 (Jonesboro Rd) to US 165-B (Jackson St)	$70,000,000
133	Ouachita Loop SE	New 2 Lane Roadway and Bridge	Richwood Rd 2 to Russell Sage Rd	$41,300,000
134	Ouachita Loop NW	New 2 Lane Roadway	Matt Hammonds Rd to LA 143	$41,202,000
135	Ouachita Loop SW	New 2 Lane Roadway, Widen to 4 Lanes	I-20 to LA 34	$68,600,000
124	Well Rd	Widen to 4 lanes	LA 838 (New Natchitoches Rd) to I-20	$5,415,914

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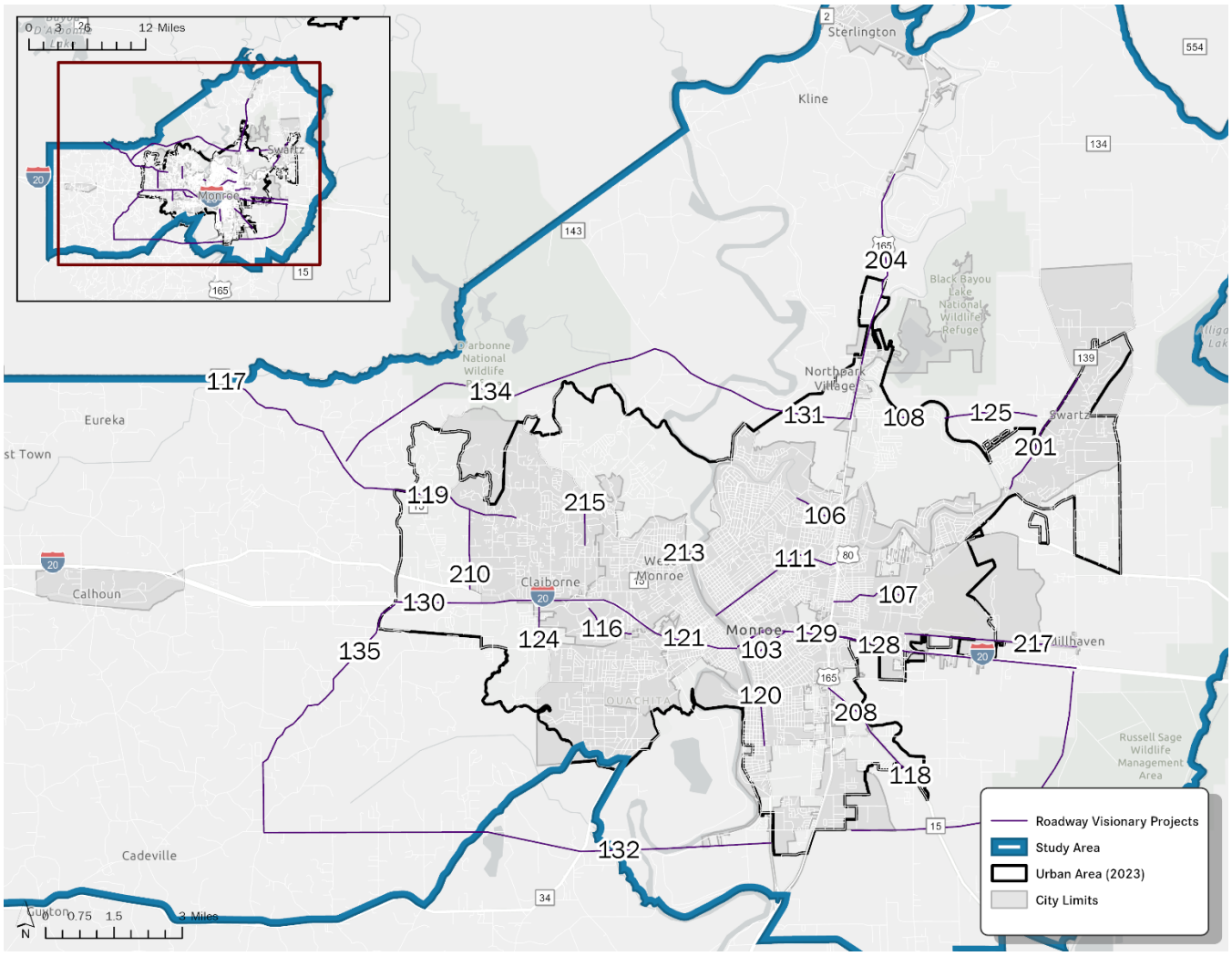


Figure 8-4: Vision Projects

Safe Streets for All and Vision Bike Pedestrian Projects

OCOG SS4A Projects

ID	Location	Improvement
S-O-01	US 80 (Louisville Ave)	Add sidewalks Access management study, including driveway consolidation and changing TWLTL to median with turn lanes
S-BP-01	US 80 (Louisville Ave)	Add sidewalks Access management study, including driveway consolidation and changing TWLTL to median with turn lanes
I-BP-06	US 80 (Louisville Ave)	Add "Prepare to Stop when Flashing" signs and beacons along US 80 Add crosswalks and sidewalks at intersection, along with pedestrian signals
S-O-03	US 80 (Louisville Ave)	Add sidewalks Access management study, including driveway consolidation and changing TWLTL to median with turn lanes
S-BP-02	US 80 (Louisville Ave)	Add sidewalks Access management study, including driveway consolidation and changing TWLTL to median with turn lanes
S-O-04	LA 617 (Thomas Rd)	Add lighting Access management study, including changing TWLTL to median with turn lanes and restricting lefts out of driveways
S-BP-08	LA 617 (Thomas Rd)	Add lighting Access management study, including changing TWLTL to median with turn lanes and restricting lefts out of driveways
I-O-01	US 80 (Louisville Ave)	Add "Prepare to Stop when Flashing" signs and beacons along US 80 Add crosswalks and sidewalks at intersection, along with pedestrian signals
I-O-09	US 165	Add reflective backplates to signals Change northbound and southbound left turns from protected-permitted to protected only
S-O-28	US 165 NB (MLK Jr Dr)	Safety Study
I-BP-03	US 80 (Louisville Ave)	Enforcement

ID	Location	Improvement
S-BP-05	US 165 SB	Enforcement
I-BP-09	US 165	Enforcement
S-O-06	I-20 WB	Extend westbound on-ramp acceleration lane from LA 594 (Texas Ave)
S-BP-10	I-20 WB	Add "Pedestrian and Bicyclists Prohibited" signage at ramps and along Service Road
S-O-05	I-20 EB	Enforcement
S-BP-09	I-20 EB	Add "Pedestrian and Bicyclists Prohibited" signage at ramps and along Service Road
I-O-26	LA 616 (Arkansas Rd)	Safety Study
I-O-14	LA 139	Safety Study
I-O-03	US 80 (Louisville Ave)	Remove driveway along eastbound US 80 just east of intersection
I-O-04	US 165	Extend deceleration length for northbound and southbound left turn and right turn lanes
I-O-05	LA 617 (Thomas Rd)	Enforcement
I-O-06	US 80 (Cypress St)	Add "Signal Ahead" signage on US 80
I-BP-08	US 165 Bus. (Louisville Ave)	Add intersection lighting
S-O-15	US 80 (Louisville Ave)	Safety Study
S-O-23	US 165 NB (Sterlington Rd)	Safety Study
I-O-18	US 165	Safety Study
I-O-08	US 80 (Cypress St)	Enforcement
S-BP-03	Richwood Rd 1	Add sidewalk Add lighting
S-O-17	I-20 WB	Safety Study
S-O-22	US 80 (Cypress St)	Safety Study

ID	Location	Improvement
I-O-19	US 165	Safety Study
I-O-21	MLK Dr	Safety Study
I-O-25	LA 143 (N 7th St)	Safety Study
S-O-26	US 80 (Louisville Ave)	Safety Study
I-O-12	US 165 (Sterlington Rd)	Safety Study
I-O-24	US 80 (Louisville Ave)	Safety Study
S-O-27	Arkansas Rd	Safety Study
S-O-29	Standifer Ave	Safety Study
S-O-11	Elkins Rd	Safety Study
S-O-20	I-20 EB	Safety Study
I-O-23	US 80 (Desiard St)	Safety Study
I-BP-01	MLK Dr	Construct sidewalk along NW corner of intersection Add pedestrian beacons for crosswalk north of intersection Restrict northbound and southbound left turns
S-O-10	I-20 EB	Enforcement
I-BP-10	US 165	Enforcement
S-BP-04	US 165	Add pedestrian bridge over US 165 near library
I-O-10	MLK Dr	Construct sidewalk along NW corner of intersection Add pedestrian beacons for crosswalk north of intersection Restrict northbound and southbound left turns
I-BP-02	US 165	Enforcement
S-O-02	I-20 WB	Add curve advisory signs and chevrons

ID	Location	Improvement
I-O-15	Temple Dr	Safety Study
I-BP-05	US 80 (Desiard St)	Enforcement
S-O-14	LA 139	Safety Study
I-O-07	US 165	Add reflective backplates to signals Prohibit southbound U-turns at intersection
I-O-16	US 165	Safety Study
I-BP-04	US 165 Bus. (Jackson St)	Add pedestrian warning signage and beacon, along with crosswalk, near bus stop
S-O-07	LA 594 (Swartz School Rd)	Enforcement
S-O-08	I-20 EB	Add curve advisory signs and chevrons
S-O-09	I-20 EB	Add curve advisory signs and chevrons
S-O-19	I-20 EB	Safety Study
S-O-21	I-20 EB	Safety Study
S-O-24	LA 34 (Jonesboro Rd)	Safety Study
I-O-02	US 165	Extend deceleration length for northbound and southbound left turn lanes Add reflective backplates for signals
S-O-16	LA 20 EB	Safety Study
I-BP-07	US 165 Bus. (Louisville Ave)	Add reflective backplates for signals and intersection lighting
I-O-17	Texas Ave	Safety Study
I-O-11	US 165 Bus. (Jackson St)	Safety Study
S-O-12	LA 584 (Millhaven Rd)	Safety Study
S-O-13	Stubbs Vinson Rd	Safety Study

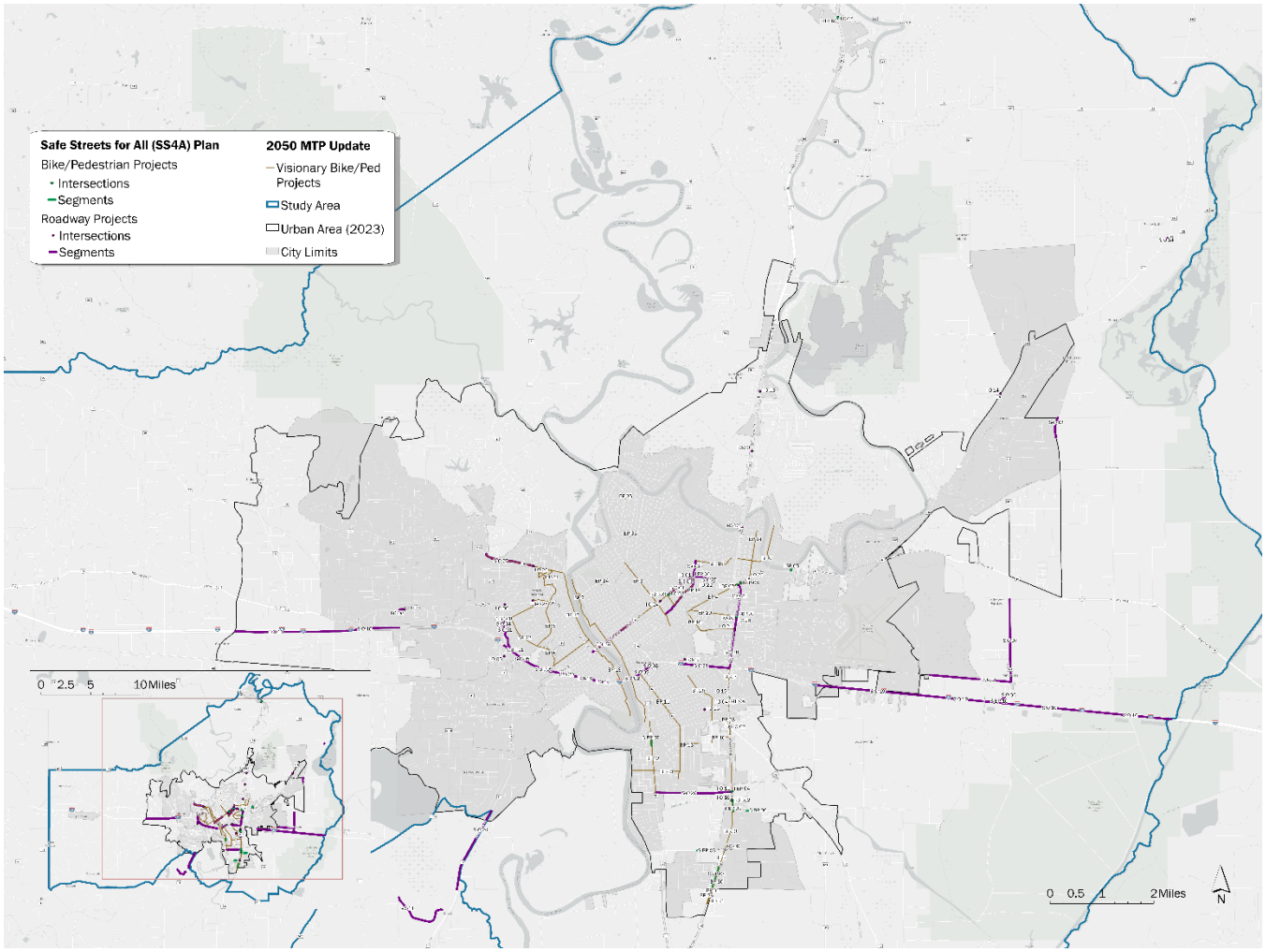
ID	Location	Improvement
S-BP-06	Dellwood Dr	Add lighting
S-BP-07	US 165 Bus. (Jackson St)	Add lighting
S-O-18	I-20 EB	Safety Study
S-O-25	US 80 (Louisville Ave)	Safety Study
S-O-30	Washington St	Add sidewalks and pedestrian crossings
S-O-31	Glenwood Drive	Add sidewalk and raised islands Restriping at intersections ADA improvements at crossings
S-BP-11	Parkwood Drive	Add sidewalk on south side of road
I-O-20	US 165 (Sterlington Rd)	Safety Study
I-O-22	US 80 (Louisville Ave)	Safety Study
I-O-13	US 165 (Sterlington Rd)	Safety Study

OCOG Vision Bike and Pedestrian Projects

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. 18th St	Forsythe Ave to Desiard St
BP-4	Desiard St	S. 24th to University Ave
BP-5	West Monroe Greenway	Off-road path from Otis St to BP
BP-6	Crosley St and Greenway Connecto	Trenton St to BP-7
BP-7	Riverside Drive	Forsythe Park to Louisville Ave

ID	Location	Limits
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	Wilson St to S. 6th St
BP-10	Burg Jones Ln	McGee St to Pearl St
BP-10	Pear St	Burg Jones Ln to US165 S
BP-11	S 2nd St	Calypso St to Winnsboro Rd
BP-12	US 165-B	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 24th 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	N 21st	Louisville Ave to Lamy Ln
BP-19	Lamy Ln	N 21st St to Louisville Ave
BP-20	Renwick St	Desiard St to US 165 N
BP-21	West Monroe Greenway	Off-road between Ark. Rd and Oti
BP-22	McMillan Rd and Greenway Connect	Lee St to GRMC,connects to BP-7
BP-23	Thomas Ave	S. Grand St 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

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



Scenario Planning

Scenario 1: Proposed Meta Data Center Phase 1

This scenario analyzes the traffic impact of Phase 1 of Meta's planned data center at Franklin Farm in Richland Parish, expected to create 5,000 construction jobs by 2030. Using trip generation rates for general light industrial development, the model estimated 6,053 daily trips, primarily split between entering and exiting traffic. The majority of trips (approximately 66%) are projected to come from Ouachita Parish, especially Monroe, due to its population and proximity. Modeling results show notable traffic increases along I-20 and US 80, with up to 3,927 additional daily trips on I-20 East and increases between 1,600–1,800 vehicles in both directions at Millhaven Road. These results suggest moderate but regionally significant travel demand impacts from the construction phase alone.

Scenario 2: Proposed Meta Data Center Phase 2

Phase 2 of the Meta data center considers long-term operational impacts by 2050, when 500 permanent employees and 1,000 indirect jobs during the operation period after five years are expected.

Using the same modeling approach as Phase 1, the site is projected to generate approximately 2,395 daily trips. Of those, 1,573 originate in Ouachita Parish. Traffic volumes on I-20 East are anticipated to rise by about 1,475 vehicles per day, while US 80 sees more modest increases under 100 vehicles per day. Compared to Phase 1, this scenario has a lower impact, indicating that the day-to-day operations will place a lighter load on regional infrastructure than the earlier construction phase.

Scenario 3: New Developments Around Millhaven Road Intersection at I-20

This scenario examines the cumulative traffic impacts of multiple large-scale industrial developments near the Millhaven Road interchange, including Millhaven North, Petty Company sites, and Pecanland Industrial Park. The 2050 build network shows that the traffic volumes along the north-south Millhaven Road are anticipated to grow by approximately 3500 vehicle trips from a daily traffic volume of 18,263 daily vehicle trips to 21,630 due to the adjacent developments expected. This growth is also mirrored by Huenefeld Road between US 80 and Millhaven Road/LA 594, increasing volumes from 2,291 to 5,721 vehicles per day. Along US 80, steeper traffic volume growth of approximately 9,000 daily trips is anticipated due to the adjacent Pecanland Industrial Park loading trips directly onto US 80. The analysis also indicates that I-20 to the west of the LA 594 Millhaven Road interchange will experience modest growth of approximately 2000 vehicles per day.

Scenario 4: New Interchange and Developments at Vancil Road Intersection at I-20

Scenario 4 evaluates both a new interchange at I-20 and the impacts of mixed-use development near Vancil Road, including residential, commercial, and industrial uses. The addition of the proposed development is expected to influence traffic patterns on key corridors throughout the network. Traffic volumes on Well Road are projected to decrease by approximately 5,570 vehicles per day, while Vancil Road is expected to experience a substantial increase of about 8,430 vehicles per day, reflecting new access demand created by the development. I-20 westbound and eastbound ramps at Well and LA 546 are also projected to experience reductions in daily traffic flows ranging from 1,000 to 2,500 vehicles, consistent with redistributed traffic from the new Vancil Road connections. Meanwhile, freeway mainline segments show a more nuanced response: I-20 westbound between Well and Vancil is projected to see an increase of approximately 2,500 vehicles per day, while the segment between Vancil and LA 546 is projected to decrease by 1,900 vehicles per day. Similarly, I-20 eastbound volumes between Well and Vancil are expected to increase by about 1,900 vehicles, while eastbound volumes between Vancil and LA 546 decreases by approximately 2,300 vehicles. Local parallel routes, including segments of Cypress Street, show mixed changes, with certain segments gaining up to 3,300 vehicles daily. Notably, LA 546 is expected to see a reduction of more than 4,300 vehicles per day, indicating

relief in traffic pressure due to the newly proposed interchange access. Despite these shifts, volume-to-capacity (V/C) ratios remain relatively stable across all segments, with no critical congestion identified.

Performance Report

The Monroe MPO has a responsibility to follow the Transportation Performance Management (TPM) guidelines provided by the Fixing America's Transportation (FAST) Act, which continues Moving Ahead for Progress in the 21st Century (MAP-21) Act TPM objectives. The Federal Highway Administration (FHWA) defines TPM as "a strategic approach that uses system information to make investment and policy decisions to achieve national performance goals."

The implementation of TPM provides the following general benefits:

- Enhanced investment decisions
    - Goals, measures, and data allow for organizations to make better informed decisions about how to invest in transportation funding at a multimodal level
    - Allows organizations to use taxpayer dollars as efficiently as possible
- Creates a better performing transportation system
    - Target setting, planning, and reporting TPM results ensures accountability for system performance
    - Identifies system strengths and deficiencies, highlighting areas in need of improvement and/or maintenance
- Produces safe, connected, and productive communities
    - Focuses on the safe and efficient delivery of people and goods
    - Emphasizes reliable commutes to work, school, recreation, and community activities

The Monroe MPO strives to achieve targets set by the Louisiana Department of Transportation and Development (LADOTD) compliant with FHWA rules, and continuously reports on progress towards these targets to align with federal and state regulations. Monroe MPO performance reporting is accomplished primarily through the Metropolitan Transportation Plan (MTP) planning process, which performs detailed systems analyses to produce necessary TPM measures.

Monroe MPO Performance Based Planning

The following sections represent federal performance measures for the current Monroe 2050 MTP update. The MTP update fulfills its TPM responsibility using Federal performance goals and measures, as well as compliance with LADOTD performance measure targets to align with guidelines created by MAP-21 and continued by the FAST Act. The transportation system needs assessment provides

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existing target measures, which create a base to understand the state of the current Monroe regional transportation system in comparison to assigned LADOTD targets. Additionally, this section describes the MPO's approach to performance-based decision making to support the national goals described in 23 U.S.C. 150(b), previously discussed in Chapter 2 of this MTP.

To ensure progress towards goals being met, federal performance measures are continuously tracked in coordination with LADOTD's TPM targets. Due to the Monroe region's current air quality attainment status, the organization currently only reports performance measures for 15 of the 18 federal performance measures, excluding those relating to air quality attainment. These measures focus on the following:

- safety of the Monroe area regional transportation network,
- condition and reliability of interstate and remaining National Highway System (NHS) infrastructure,
- and reliability of freight movement throughout the region.

The data influencing these measures derive from the Louisiana State University Center for Analytics and Research in Transportation Safety (CARTS), LADOTD, FHWA's National Performance Management Research Data Set (NPMRDS), and through coordination with regional FTA funded transit agencies.

Goal Area	Measure
FHWA PM 1 (Safety)	Number of fatalities
	Rate of fatalities per 100 million Vehicle Miles Traveled (VMT)
	Number of serious injuries
	Number of non-motorized fatalities
	Number of non-motorized serious injuries
FHWA PM 2 (Infrastructure Condition)	Percentage of pavements of the Interstate System in Good condition
	Percentage of pavements of the Interstate System in Poor condition
	Percentage of pavements of the non-Interstate NHS in Good condition
	Percentage of pavements of the non-Interstate NHS in Poor condition
	Percentage of NHS bridges classified as in Good condition
	Percentage of NHS bridges classified as in Poor Condition
FHWA PM 3 (System Performance/Freight/CMAQ)	System Performance: Percentage of person-miles traveled on the Interstate that are reliable (LOTTR)

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	System Performance: Percentage of person-miles traveled on the non-Interstate NHS that are reliable
	Freight Movement: Percentage of Interstate system mileage providing for reliable truck travel time (TTTR)
	CMAQ*: Annual Total Tailpipe CO2 Emission on NHS
	CMAQ*: Annual Hours of Peak Hour Excessive Delay (PHED) per capita
	CMAQ*: Percent of Non-SOV Travel on network
	Percent change in tailpipe CO2 emissions on the NHS, compared to the reference year (CY 2022)
FTA Transit Asset Management (TAM)	Percentage of revenue vehicles (by type) that exceed useful like benchmark (ULB)
	Percentage of non-revenue service vehicles (by type) that exceed ULB
	Percentage of facilities (by group) rated less than 3.0 on the Transit Economic Requirements Model (TERM) scale
FTA Public Transportation Agency Safety Plan (PTASP)	Total number of reportable fatalities
	Rate of reportable fatalities per total vehicle revenue miles by mode
	Total number of reportable injuries
	Rate of reportable injuries per total vehicle revenue miles by mode
	Total number of reportable events
	Rate of reportable events per total vehicle revenue miles by mode
	Mean distance between major mechanical failures by mode

*Applies to areas designated as nonattainment or maintenance for ozone, carbon monoxide, or particulate matter.

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Monroe 2050 MTP Update Performance Reporting

For each federal performance goal area relevant to the Monroe MPO, the current performances are compared to previous performance and LADOTD targets, providing the status of the MPO's progress towards meeting the established targets. All recorded performance measures derive from the most up-to-date and readily available data.

PM 1 Safety Performance

Table 8-5: Safety Performance Measures

Measure	2020	2024	LADOTD 2024 Statewide Target
Number of Fatalities	21.6	x	824
Rate of fatalities per 100 million Vehicle Miles Traveled (VMT)	1.379	x	1.576
Number of serious injuries	24.4	x	1,639
Rate of Serious Injuries	1.561	x	3.11
Number of non-motorized fatalities and serious	15	x	438

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PM2 Infrastructure Condition

Table 8-6: Infrastructure Performance Measures

Measure	2020	2024	LADOTD Statewide 2025 Target
Percentage of pavements of the Interstate System in Good condition	9%	x	13.5%
Percentage of pavements of the Interstate System in Poor condition	2%	x	2.4%
Percentage of pavement on the non-Interstate NHS in Good condition*	29%	x	5.7%
Percentage of pavement on the non-Interstate NHS in Poor condition*	10%	x	15.9%
Percentage of NHS bridge deck classified as in Good condition	16%	x	34.7
Percentage of NHS bridge deck area classified as in Poor condition	0%	x	4.7%

PM3 System Performance/Freight/CMAQ

Table 8-7: System Performance Measures

Measure	2020	2024	LADOTD Statewide 2025 Target
Percentage of person-miles traveled on the Interstate that are reliable (LOTTR)	100%	100%	88.1%
Percentage of person-miles traveled on the non-Interstate NHS that are reliable	88.5%	98.2%	87.5%
Percentage of Interstate system mileage providing for reliable truck travel time (TTTR)	1.14	1.16	1.41
Percent change in tailpipe CO2 emissions on the NHS, compared to the reference year (CY 2022)	N/A	N/A	N/A

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Transit Performance Measures

Moving Ahead for Progress in the 21st Century (MAP-21) granted the Federal Transit Administration (FTA) the authority to establish and enforce a comprehensive framework to oversee the safety of public transportation throughout the United States. MAP-21 expanded the regulatory authority of the FTA to oversee safety, providing an opportunity to assist transit agencies in moving towards a more holistic, performance-based approach to Safety Management Systems (SMS). This authority was continued through the Fixing America's Surface Transportation Act (FAST Act).

In compliance with MAP-21 and the FAST Act, the FTA promulgated a Public Transportation Safety Program on August 11, 2016, that adopted SMS as the foundation for developing and implementing a safety program. The FTA is committed to developing, implementing, and consistently improving strategies and processes to ensure that transit achieves the highest practicable level of safety. SMS helps organizations improve upon their safety performance by supporting the institutionalization of beliefs, practices, and procedures for identifying, mitigating, and monitoring safety risks.

There are several components of the national safety program, including the National Public Transportation Safety Plan (NSP), published by the FTA to provide guidance on managing safety risks and hazards. One element of the NSP is the Transit Asset Management (TAM) Plan. Public transportation agencies implemented TAM plans across the industry in 2018. The subsequent final ruling by FTA to implement the NSP is the Public Transportation Agency Safety Plan (PTASP) rule, 49 CFR Part 673, and guidance provided by FTA.

PTASP Performance Measures

Safety is a core business function of all public transportation providers and should be systematically applied to every aspect of service delivery. For transit agencies located within the Monroe Urbanzied Area, all levels of management, administration and operations are dedicated to and responsible for the safety of their clientele and themselves.

In accordance with FTA guidance, Monroe Transit System, published a Public Transit Agency Safety Plan that set safety performance targets and outlined a comprehensive, collaborative, and systematic approach to managing safety. PTASPs were required to be adopted starting in 2020, with safety performance targets being reported to the National Transit Database (NTD) on a yearly basis.

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Table 8-8: PTASP Performance Measures

Mode	Baseline	2021	2022	2023	2024	2025 (target)
Fixed Route (Bus)						
Major Events	0	17	7	3	4	5
Major Event Rate	0	4.16	1.71	0.72	0.96	1.20
Collision Rate	N/A	4.16	1.71	0.72	0.96	1.2
Pedestrian Collision Rate	N/A	0	0	0	0	0
Vehicular Collision Rate	N/A	0.73	1.71	0.72	0.96	1.2
Fatalities	0	0	0	0	0	0
Fatality Rate	0	0	0	0	0	0
Transit Worker Fatality Rate	0	0	0	0	0	0
Injuries	13	6	8	3	2	2
Injury Rate	1.94	1.47	1.96	0.72	0.48	0.48
Transit Worker Injury Rate	N/A	0	0	0	0	0
Assaults on Transit Workers	N/A	0	1	0	1	0
Rate of Assaults on Transit Workers	N/A	0	0.24	0	0.24	0
System Reliability	671,036	2,552	2,320	2,409	2,864	2,864
Demand Response						
Major Events	0	0	1	1	1	1
Major Event Rate	0	0	6.65	7	6.58	6.58
Collision Rate	N/A	0	6.65	7	6.58	6.58
Pedestrian Collision Rate	N/A	0	0	0	0	0
Vehicular Collision Rate	N/A	0	6.65	7	6.58	6.58
Fatalities	0	0	0	0	0	0
Fatality Rate	0	0	0	0	0	0
Transit Worker Fatality Rate	N/A	0	0	0	0	0
Injuries	13	0	1	1	0	1
Injury Rate	1.94	0	6.65	7	0	6.58
Transit Worker Injury Rate	N/A	0	0	0	0	0
Assaults on Transit Workers	N/A	0	0	0	0	0
Rate of Assaults on Transit Workers	N/A	0	0	0	0	0
System Reliability	61,719	247	1,503	2,859	3,802	3,800

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Transit Asset Management Performance Measures

The Transit Asset Management Plan (TAM) is mandated by the FTA for all transit agencies that own, operate, or manage capital assets used to provide public transportation services and receive funds from the FTA. The plan must be updated every four years, and though it does not need to be submitted to the FTA, each agency completing a TAM plan must submit data to the National Transit Database (NTD). The TAM plan is a systematic tool that helps manage maintenance, inspection, replacement, and deterioration of assets. It is the basis for moving the transit system towards a state of good repair. The local transit agency works in coordination with the MPO and State government to set performance targets to ensure consistent, safe, and fiscally responsible actions are taken to move towards a state of good repair.

West Ouachita Public Transit (WOPT) participates in the LADOTD sponsored statewide group plan. According to the 2024 LADOTS Statewide Transit Asset Management Group Plan, 100% of minivans and 44% of cutaways are at or over their useful life benchmark. This is compared to the statewide targets of 73% (minivans) and 55% (cutaways). However, all are noted to be in excellent condition.

Monroe Transit System publishes their own Transit Asset Management Plan, the results of which are in Table 8-9. The Monroe TAM Plan contains targets for 2023-2027. For more information see the most recent Monroe TAM Plan.[1]

Table 8-9: Monroe Transit System TAM Performance

Measure	2019 Performance	2023 Target	2025 MTS Target
Revenue Vehicles			
Bus	11%	18%	5%
Cutaway Bus	0%	0%	0%
Equipment			
Non-Revenue/Service Automobiles	0%	25%	13%
Facilities			
Maintenance	0%	0%	0%
Passenger Facilities	0%	0%	0%

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[1] https://northdelta.org/wp-content/uploads/2023/05/City-of-Monroe-2022-TAM-Plan-Revised.pdf


Proposed Projects
OCOG
Short-Term Projects
Project Lists
Medium-Term Projects

Comment Log

Comment Log

Comments Addressed

Table 1: Comment/Edit Log

ID	Date	Comment	Action	Source
1	6/23/2025	“The TAC wants to remove vision project #213 Ark Rd Ext…”	Remove Project #213 (Arkansas Rd Ext) from Vision project list	MPO Staff

Other Comments

Table 2: Other Comments

ID	Date	Comment	Commenter
1			