

MTP 2045

Alexandria-Pineville Urbanized Area



Alexandria-Pineville Metropolitan
Planning Organization

December 2021

CONTENTS

CH 1 | Introduction p.2

- ▶ Alexandria Pineville Metropolitan Planning Organization
- ▶ Alexandria Urbanized Area & Metropolitan Planning Area
- ▶ Metropolitan Transportation Plan 2045
 - Plan development
 - MTP Structure
 - Transportation Improvement Program

CH 2 | Regional Overview p.7

- ▶ People and Places
- ▶ Demographics
 - Age
 - Income
 - Race & Ethnicity
 - Housing Costs
 - Travel to Work
- ▶ Transportation Infrastructure
 - Road Network
 - Driving
 - Walking & Biking
 - Transit
 - Inter-city Travel
- ▶ Freight
 - Highway
 - Water
 - Rail
 - Air
- ▶ Economy
 - Regional Employment
 - Special Generators
 - Key Sectors: Total Employment
- ▶ Land Use
 - Regional Population Density
 - Permit Activity Analysis

CH 3 | Regional Priorities p.29

- ▶ Regional Priority Identification
 - Public Engagement
 - MTP Steering Committee
 - Inter-agency Consultation
 - Complementary Planning Efforts
 - Feedback Themes
- ▶ Safety
- ▶ Accessibility
- ▶ Equal Access
- ▶ Road & Highway Accessibility
- ▶ Non-Motorized Accessibility
- ▶ Public Transit Access
- ▶ System Preservation & Maintenance
- ▶ System Reliability & Congestion
 - Travel Patterns & Volumes
 - Congestion & Capacity Analysis
 - LOTTR & TTRI
 - TTTRI
- ▶ Economic Development
- ▶ Resilience & Environment
- ▶ Environmental Justice

CH 4 | Vision, Goals & Objectives p.57

- ▶ Vision
- ▶ Goals

CH 5 | Performance-Based Planning p.59

- ▶ Policy & Performance Measures
- ▶ Safety
- ▶ Road & Bridge Condition
- ▶ System Performance & Freight
- ▶ Transit Asset Management
- ▶ Target Attainment
- ▶ Tracking Performance Goals

CONTENTS

CH 6 | Strategies, Programs & Tools p.68

- Transit
- Non-Motorized Transportation
- Safety
- Stewardship
- Freight
- Stakeholder & Public Outreach

CH 7 | Implementation p.75

- **Fiscal Constraint**
 - *Streets & Highways Revenue Analysis*
- **Funding Sources**
 - *Historic Funding by Recurring Source*
 - *Historic Funding by Improvement Type*
 - *Forecasting Funding Availability*
 - *Transit Revenue Analysis*
- **Project Evaluation & Prioritization**
 - *Evaluation & Feasibility*
 - *Prioritization Process*
- **Conclusion**

APPENDIX A - Glossary & Funding Sources

APPENDIX B - Prioritization Criteria Measures

APPENDIX C - Public Involvement Summary & Survey Results

APPENDIX D - MTP 2045 Program of Projects by Phase

APPENDIX E - MPO Technical Advisory And Policy Committee Members

APPENDIX F - Federal Aid & National Highway System Maps

APPENDIX G - MTP 2045 Adoption

APPENDIX H - Updated Performance Targets

LIST OF FIGURES

Figure 1.1	Alexandria-Pineville UZA & MPA Boundaries	p.4
Figure 2.1	MPA Population Projections 2015-2050	p.7
Figure 2.2	Historic & Projected MPA Population, 2010-2050	p.7
Figure 2.3	Population Aged 65 Years or Older	p.8
Figure 2.4	Median Household Income, 2019 Dollars	p.9
Figure 2.5	Percent Persons in Poverty, 2019 Dollars	p.9
Figure 2.6	MPA Population & Race, 2020	p.10
Figure 2.7	MPA Population & Ethnicity, 2020	p.10
Figure 2.8	Median Value, Owner Occupied Housing Unit, 2019	p.11
Figure 2.9	Percent Households Rent-Burdened, 2000-2019	p.11
Figure 2.10	Means of Transportation to Work Commuting Workers Age 16+, 2019	p.12
Figure 2.11	MPA Roadway Milage by Functional Class	p.13
Figure 2.12	Federal-Aid Highway Network	p.14
Figure 2.13	Projected MPA Growth in Vehicle Miles & Hours Traveled, 2015-2019	p.15
Figure 2.14	Walking & Bicycling as Percentage of Commuting (Age 16+), 2019	p.16
Figure 2.15	Proposed Regional Bike Network	p.17
Figure 2.16	MPA Transit Services & Operators, 2020	p.18
Figure 2.17	Unlinked Passenger Trips, Fixed Route Service (2015-2019)	p.19
Figure 2.18	Unlinked Passenger Trips, Demand Response Service (2015-2019)	p.19
Figure 2.19	AEX Enplanements (Passenger Boardings), 2015-2019	p.20
Figure 2.20	Key Freight Facilities	p.22
Figure 2.21	MPA Retail / Non-retail Employees, 2019	p.23
Figure 2.22	MPA Employment Projections, 2015-2020	p.23
Figure 2.23	MPA Special Trip Generators by TAZ	p.23
Figure 2.24	Alexandria-Pineville MPA Special Trip Generators	p.24
Figure 2.25	MPA Total Employment by NAICS Sector, 2014-2019	p.25
Figure 2.26	MPA Population Density	p.27
Figure 2.27	MPA Permit Activity Hotspots	p.28
Figure 3.1	MTP Public Engagement Timeline	p.30
Figure 3.2	MPA Motorized & Non-Motorized Fatalities	p.32
Figure 3.3	Average Annual Fatalities & Serious Injuries, 2016-2020	p.33
Figure 3.4	Average Annual Fatality & Serious Injury Rates Per 100 Million VMT, 2016-2020	p.33
Figure 3.5	MPA Areas Underserved by Transit, 2020	p.36
Figure 3.6	Atrans Service Planning & Asset Study Recommended Improvements	p.37

LIST OF FIGURES

Figure 3.7	MPA & State Road & Bridge Condition, 2020	p.39
Figure 3.8	Top Truck Flow Segments	p.40
Figure 3.9	MPA TDM Current Conditions	p.41
Figure 3.10	Level of Service - AM Peak Congested Segments	p.43
Figure 3.11	Level of Service - PM Peak Congested Segments	p.44
Figure 3.12	Interstate Level of Travel Time Reliability	p.46
Figure 3.13	Non-Interstate Level of Travel Time Reliability	p.47
Figure 3.14	Truck Travel Time Reliability Index	p.49
Figure 3.15	MPA Cultural & Historical Resources	p.51
Figure 3.16	MPA Environmental Resources	p.52
Figure 3.17	MPA GIS Buffer Analysis	p.53
Figure 3.18	Rapides Parish Daily AQI Values, 2016-2020	p.54
Figure 3.19	Potential Impacts to EJZ's	p.56
Figure 5.1	Policy Area & Performance Measures Identified in 23 CFR Part 490	p.60
Figure 5.2	State & Region Safety Performance Measures & Targets, 2018-2022	p.61
Figure 5.3	MPA Pavement & Bridge Condition Measures & Targets, 2018-2022	p.62
Figure 5.4	Regional & State LOTTR & TTTRI Performance Measures & Targets, 2018-2022	p.63
Figure 5.5	Transit Asset Management Measures & Targets (Atrans), 2018-2022	p.64
Figure 5.6	NSP Safety Performance Measures	p.65
Figure 5.7	Atrans Safety Performance Measures & Targets	p.65
Figure 5.8	MPA MTP Projects by Performance Measure	p.66
Figure 5.9	MPA MTP Projects by Improvement Type	p.66
Figure 5.10	MPA MTP Projects by Goal	p.66
Figure 6.1	Mitigation Measures by Resource Type	p.73
Figure 7.1	Historic Funding by Recurring Source	p.76
Figure 7.2	Historic State & Federal Funding by Improvement Type	p.77
Figure 7.3	Annual Distribution of Funding by Improvement Type	p.77
Figure 7.4	Phased Funding Forecast	p.78
Figure 7.5	Projected Atrans & RSCC Federal Transit Revenues	p.79
Figure 7.6	LADOTD Project Delivery Process	p.80
Figure 7.7	Project Prioritization Criteria & Maximum Points Distribution	p.81

2045 Metropolitan Transportation Plan

Alexandria - Pineville Metropolitan Planning Area

DRAFT REPORT

Rapides Area Planning Commission

803 Johnston Street
Alexandria, LA 71301

Phone: (318) 487-5401

Fax: (218) 487-5406

Web: www.rapc.info

The preparation of this document was financed in part through grants from the U.S. Department of Transportation, Federal Highway Administration, in accordance with the Fixing America's Surface Transportation Act (FAST Act).

The document and the information contained herein is prepared solely for the purpose of identifying, evaluating, and planning safety improvements on public roads which may be implemented utilizing federal aid highway funds; and is therefore exempt from discovery or admission into evidence pursuant to 23 U.S.C. 409. Contact RAPC at (318) 487-5401 before releasing any information.

1 | INTRODUCTION

Alexandria-Pineville Metropolitan Planning Organization

Since 1975, the Rapides area Planning Commission (RAPC) has served as the Metropolitan Transportation Organization (MPO) as well as the fiscal agent for the Alexandria-Pineville Urbanized Area (UZA) and Metropolitan Planning Area (MPA). In this capacity, the agency is responsible for planning the metropolitan transportation system, and programming the expenditure of federal transportation funds allocated to the region. The APMPO's mandate for regional transportation planning is established in a series of agreements with local governments, state and federal legislation. The most recent of these is the Fixing America's Surface Transportation (FAST) Act, passed in 2015 which provides requirements and guidance for the APMPO's programs.

The MPO organizational structure is designed to allow it to operate as an entity separate from the participating jurisdictions, so that no single entity dominates the organization's decision-making. Regional transportation planning is accomplished through close coordination with the public and a variety of partners including elected officials; local state and federal agencies; public transit providers; community and advocacy groups. The Transportation Policy Committee (TPC) comprising of elected representatives from local member entities and various transportation interests in the region, including FHWA, FTA, LADOTD, Central Louisiana Regional Port, and England Airpark serves as the policy board for the APMPO. The TPC oversees how federal transportation dollars are spent within the MPA. RAPC provides support and staff assistance to all the relevant Committees. See **Appendix F** for a member listing of TPC and TAC.

The Alexandria-Pineville Urbanized Area & Metropolitan Planning Area

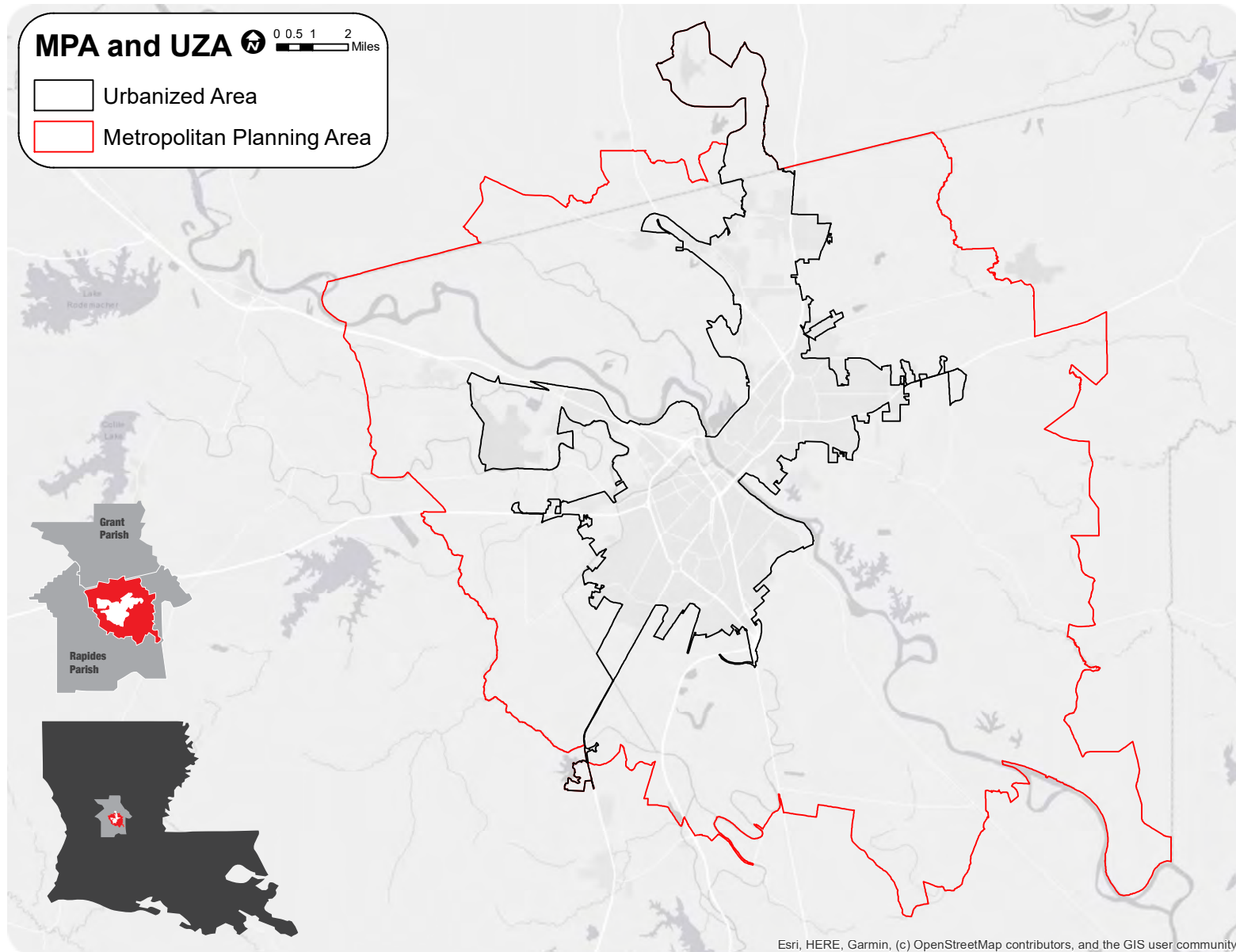
The U.S. Census Bureau identifies 486 urbanized areas throughout the United States comprising of 71% of the country's population. Urban areas, by definition, contain a population greater than 50,000. Multiple municipalities, parishes, or parts thereof may be included in a single UZA, and by federal law, each UZA must designate an MPO to carry out a metropolitan transportation planning process that considers the needs of the region.

The UZA boundaries established by the Census Bureau frequently exclude portions of roadways, developed areas, or other important features that should be logically included in the transportation planning process. The Alexandria/Pineville urbanized area (UZA) encompasses the City of Alexandria, the City of Pineville, the Town of Ball, portion of the Town of Woodworth and the unincorporated community of Tioga.

The long-term regional transportation planning requires the APMPO to consider areas that are not yet urbanized but may become so in the future. These areas, combined with the existing UZA, are collectively known as the Metropolitan Planning Area (MPA).

The Alexandria-Pineville MPA encompasses the 2010 census designated Alexandria-Pineville UZA plus contiguous areas likely to become urbanized in the next 25 years. The majority of the MPA is within Rapides Parish along with a small portion of southern Grant Parish. In addition to the entities within the UZA, the MPA constitutes portion of the Town of Boyce. **Figure 1.1** shows the current boundaries of the Alexandria-Pineville UZA and MPA.

Figure 1.1 | Alexandria-Pineville UZA & MPA Boundaries



Metropolitan Transportation Plan 2045

The 2045 Metropolitan Transportation Plan (MTP) is the long-range transportation plan for the Alexandria/Pineville Metropolitan Planning Area (MPA) outlining how the region plans to allocate federal, state, and local transportation funding for regionally significant transportation projects. The MTP serves as a blueprint that guides development of the transportation system that will best suit the projected travel needs of the public over the next 20+ years. The MTP must be updated every five years so incoming or newly identified projects and priorities can be identified and updated.

The 2045 MTP describes the vision for the regional transportation system between the years 2020-2045. It gauges current demographic and land use conditions; forecasts possible future travel demand; identifies potential improvements through the goals and objectives captured through public engagement and member entity consultation; and explores potential funding availability through historical trends analysis. The multimodal aspect of the plan takes into account the projected needs and desires of the various sectors of the public for mobility; whether by car, public transit, truck, rail, or bicycle. The plan also accounts for mobility needs according to purposes, such as work, school, commerce, or pleasure. The target phased improvement plan years for this plan are 2025 for the short-range, 2035 for the intermediate range, and 2045 for the long-range phases.

Plan Development

Local stakeholder involvement is the cornerstone of metropolitan transportation planning activities of the APMPO. The MTP recommendations are the result of public input, technical analysis and close coordination between regional stakeholders such as local governments, elected officials, advocacy groups, and members of the public. Guided by its Public Participation Plan (P3), the APMPO pursued multiple means to solicit public input on the development of the plan. The P3 also supports Title VI compliance by enabling and encouraging all members of the public to actively participate in the development of the MTP. The APMPO also works extensively with the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), Louisiana Department of Transportation and Development (LADOTD) and other federal and state agencies on various programs and initiatives. The region's member parishes, municipalities, and transit operators each have strong input into the long-term direction of the APMPO's planning efforts.

As required by Federal mandate, projects included in the MTP are fiscally contained. Project expectations cannot exceed anticipated and reasonable financial expectations. Identified projects also undergo an identification and development process, involving technical and performance analysis, public outreach, and stakeholder input.

MTP Structure

The MTP first describes the region and its needs in the Regional Overview and Priorities chapter, then uses these to shape the plan's Vision, Goals, and Objectives. Quantitative measures used to track the APMPO's performance are described in the Performance Based Planning and Programming chapter. The methods used to achieve the plan's goals are then outlined in the Tools, Strategies, and Programs, followed by the Implementation chapter describing project prioritization, phasing, and financial constraint. Projects planned for implementation are listed in Appendix D and categorized into a phased improvement plan: Phase I are short-range projects which funding has been identified and expected to be implemented between 2021-2025; Phase II includes intermediate-range projects still in the planning or development phase, and are expected to advance based on funding between 2026-2035; Phase III, or long-range projects, are more complex to implement and are planned for the years 2036-2045.

Transportation Improvement Program

APMPO's Transportation Improvement Program (TIP) is an on-going program that assigns funding to specific highway, road, bridge, transit, bicycle, pedestrian, and other transportation projects in the region. Inclusion in the TIP is federally required before any federal funds can be made available for use on a project. No project will be accepted into the TIP unless it is in accordance with the policies, goals, objectives, strategies, or projects included in the MTP.

2 | REGIONAL OVERVIEW

The MPA contains the urban core of the Alexandria Metropolitan Statistical Area (MSA) and the Alexandria Urbanized Area (UZA). Topics critical to the APMPO's transportation planning efforts inside the Alexandria-Pineville MPA, such as People, Places, Transportation Infrastructure, Land Use and Economy are described in this chapter.

PEOPLE & PLACES

Between 2010 and 2020, Rapides Parish outpaced Grant Parish in terms of population growth rate. MPA population estimates suggest a continuation of historical trends, more or less. The overall number of residents inside the urban core of the Alexandria-Pineville UZA experienced a decline between 2010 and 2020. Although the urban core of the UZA is declining, the MPA population is projected to experience moderate population growth by 2050. **Figure 2.1** provides a summary of the population changes in the MPA and portions of Rapides and Grant Parishes inside the MPA.

Figure 2.1 | MPA Population Projections 2015 - 2050

	2015 Population	2040 Population	2050 Population
MPA	107631	114599	117307
Rapides	103582	110550	113222
Grant	4049	4049	4085

Figure 2.2 | Historic & Projected MPA Population, 2010-2050

Year	Population	% Change
2010	104,106	-
2020	107,278	3.0
2030	110,496	3.0
2040	114,599	3.7
2050	117,307	2.4

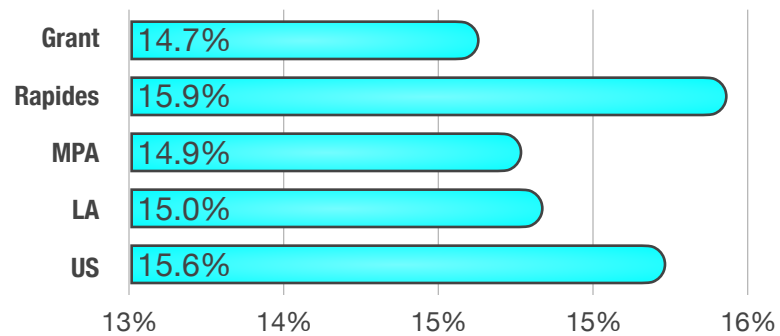
Source: US Census Bureau, 2010-2020 Decennial Census. Projections using the decennial U.S. Census, Parish updated population, ACS data, employment data, school enrollment and other sources as inputs into the travel demand model, 2021

DEMOGRAPHICS

Age

Approximately 14.9% of the region's population is older than 65. As with much of the nation, the percentage of the regional population over 65 is expected to increase one the next several years.

Figure 2.3 | Population Aged 65 Years or Older¹



¹ Source: U.S. Census Bureau, American Community Survey (ACS) 2019 (pub) 5-Year Estimates (2014-2018). Note: due to the small scale size of ACS data, large margins of error are prevalent in the data set.

Income

The regional median household income of \$44,887 is 10% lower than the state median income and significantly lower (46%) than the nation. Overall, 19.2% of persons in the region are in poverty, substantially higher (30%) than the national average. There are also variations in income between parishes. Grant Parish's median income of \$42,505 is the lowest in the region, 11% below Rapides Parish's at \$47,269. Rapides Parish has the highest percentage of residents in poverty in the region (19.2%), 30% percent higher than the 13.2% national average.

Figure 2.4 | Median Household Income, 2019 Dollars²

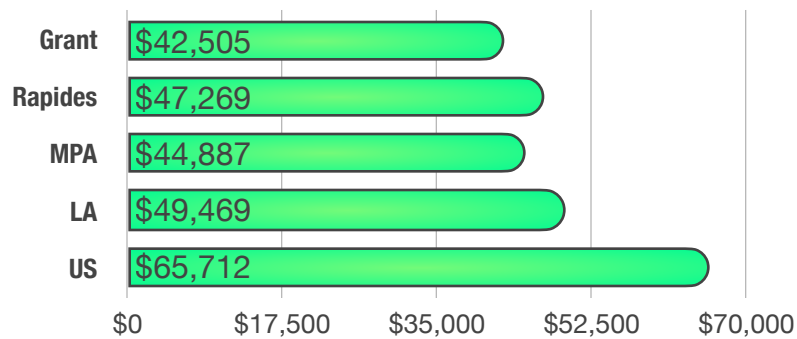
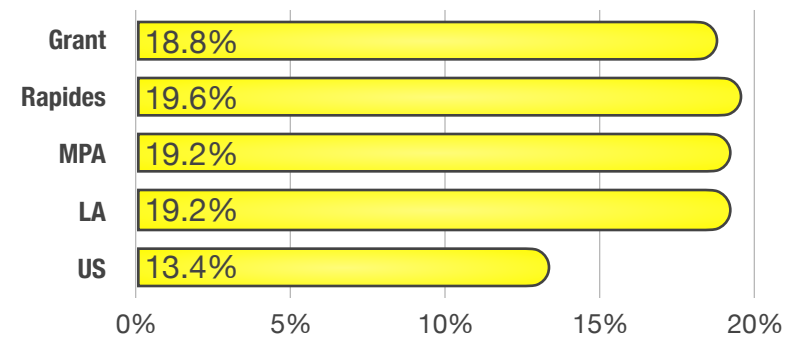


Figure 2.5 | Percent Persons in Poverty, 2019 Dollars³



² Source: U.S. Census Bureau, American Community Survey (ACS) 2019 (pub) 5-Year Estimates (2014-2018). Note: due to the small scale size of ACS data, large margins of error are prevalent in the data set.

³ Source: U.S. Census Bureau, American Community Survey (ACS) 2019 (pub) 5-Year Estimates (2014-2018). Note: due to the small scale size of ACS data, large margins of error are prevalent in the data set.

Race & Ethnicity

While the demographics vary between urban and rural areas, the Alexandria-Pineville MPA continues to be a diverse region. Just over half of the regional population (58.5%) is white, 36.9% is black, and 1.2% is Hispanic.

Figure 2.6 | MPA Population & Race, 2020⁴

	Rapides	Grant	MPA
Total Pop.	130,023	22,169	107,278
% White	31.1	14	58.5
% Black	0.7	0.9	36.9
% Nat Amer	1.4	0.3	0.48
% Asian	1.4	0.3	1.2
% Pac. Islr	0.02	0.02	0
% Multi-Race	5.2	4.3	2.1
% Minority	38.6	19.6	40.8

Figure 2.7 | MPA Population & Ethnicity, 2020⁵

	Rapides	Grant	MPA
Total Pop.	130,023	22,169	107,278
Hispanic	5,090	1,333	1,302
% Hispanic	3.9	6	1.2
Non-Hispanic	124,933	20,836	105,976
% Non-His	96.1	94	98.7

⁴ Source: US Census Bureau, 2020 Decennial Census. Projections using the decennial U.S. Census, Parish updated population, ACS data, employment data, school enrollment and other sources as inputs into the travel demand model, 2021.

The Census Bureau defines race as a person's self-identification with one or more social groups. An individual can report as White, Black or African American, Asian, American Indian or Alaska Native, Native Hawaiian and Other Pacific Islander, or some OTHER race.

Minority = All races other than White; Hispanic is not a race, but an ethnicity and therefore calculated separately with Non-Hispanic for Title VI purposes. Hispanic population may also be represented in the other racial categories.

⁵ Ethnicity determines whether a person is of Hispanic origin or not. For this reason, ethnicity is broken into two categories, Hispanic or Latino and Non-Hispanic Latino. Hispanics may report as any race.

Housing Costs

An increasingly important regional issue, housing costs directly impact two critical factors in determining transportation needs: disposable household income and choice for resident location. As illustrated by comparing, by parish, the percentage of rent burdened households (those that spend at least 30% of their income on housing), households in the Alexandria-Pineville MPA are spending a greater percentage of their income on housing cost than in 2000.

There proportion of rent burdened households in the region increase from 33% to 48% over the same period, with each parish experiencing double-digit increases. In Rapides Parish at least half of all household spend 30% of their income on rent. Grant Parish saw the greatest percentage increase of rent burdened households from 29% in 2000 to 43% in 2019.

Figure 2.8 | Median Value, Owner Occupied Housing Unit, 2019

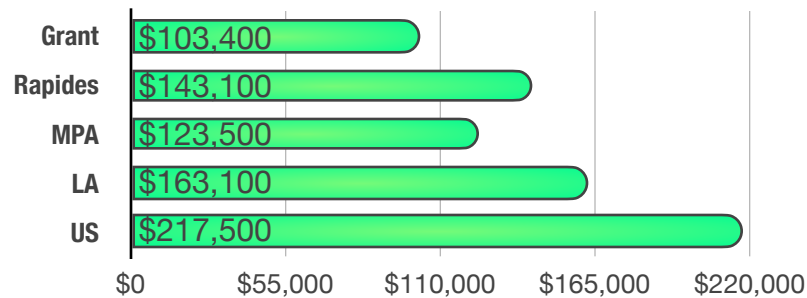
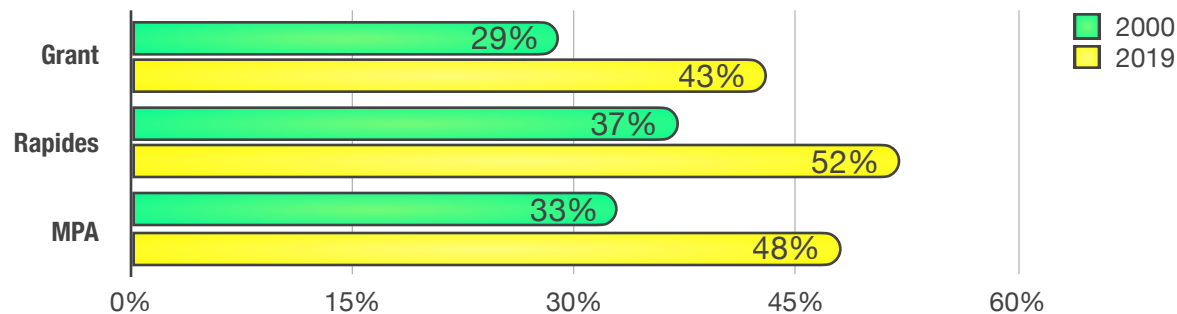


Figure 2.9 | Percent Households Rent-Burdened, 2000-2019



Travel To Work

The workforce in the region continues to be highly auto-dependent, 89.1% using an auto such as car, truck, van or carpool to get to work; 3% commute by public transportation; 2.5% walk; 1.8% work from home; and 0.25% bike. These proportions are consistent across the region with no parish having fewer than 90% of commuter travel by car, truck, or van.

Figure 2.10 | Means of Transportation to Work Commuting Workers Age 16+, 2019

Parish	Car, Truck, of Van (Alone or Carpool)	Public Transport	Taxicab, motorcycle, or other means	Bicycle	Walked	Worked from Home
Grant	92.7	0.2	3.4	0.2	1.6	1.9
Rapides	90.8	1.8	2.8	0.2	2.1	2.4
MPA	89.1	3	3.2	0.25	2.5	1.8

TRANSPORTATION INFRASTRUCTURE

Road Network

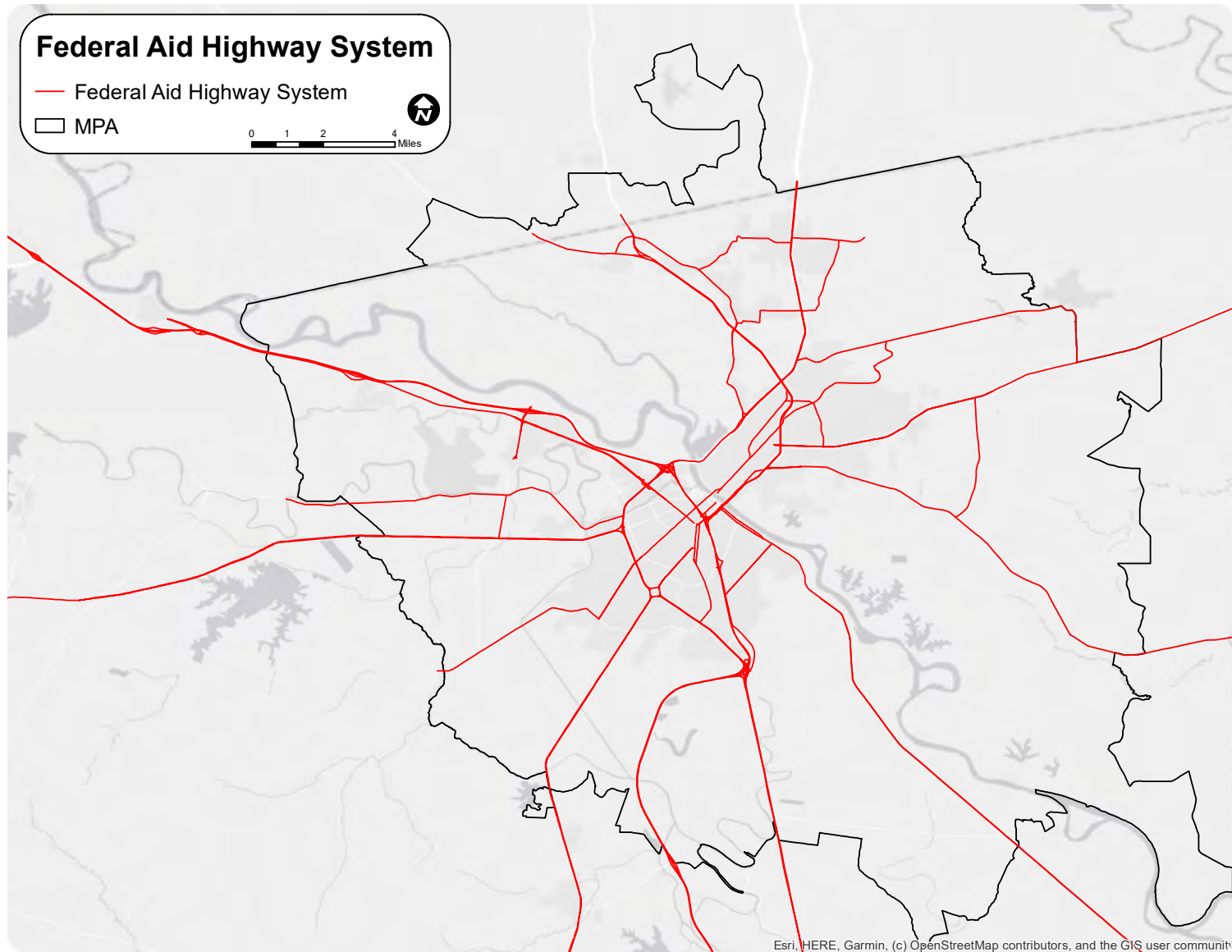
Approximately 465 center-lane road mileage serve the Alexandria-Pineville MPA. Approximately 370 of these are eligible for federal funding programmed by the APMPO as part of the Federal-Aid Network. An established road hierarchy known as the Federal Functional Classification system is used to set design standards, identify funding sources, and establish improvement priorities. All roads included in the Federal-Aid Network are classified as either Principal Arterial, Minor Arterial, Collector, or Local, and those classified as Collector or higher.

Ownership also affects roadways. Local municipalities, parishes, and the state all own roads in the region - each with their own standards, bridge and pavement preservation programs, and provides matching funds on Federal-Aid eligible projects. Maps detailing functional classifications and ownership can be found in **Appendix G**.

Figure 2.11 | MPA Roadway Mileage by Functional Class

Classification	Total Centerline Miles	%
Interstate	16.2	4.38
Expressway	7.29	1.97
Principal Arterial	78.57	21.23
Minor Arterial	82.79	22.37
Collector	185.21	50.5
Total	370.06	100

Figure 2.12 | Federal-Aid Highway Network



Driving

The high rate of single occupant vehicle (SOV) use and increasingly dispersed land development (travel-distances) may result in a high increase in both miles driven and time spent driving - despite the anticipated moderate regional population growth over the next 20+ years. If no improvements to the region's transportation system, the Travel Demand Model projects that growth in Vehicle Miles Travelled (VMT) and Vehicle Hours Travelled (VHT) will outpace population growth. VMT and VHT are projected to increase by 57%, while the regional population is expected to increase by just 9.34% by 2045. Growth in per capita VMT and VHT will likely lead to increased congestion, longer travel times and trips, and reduced air quality.

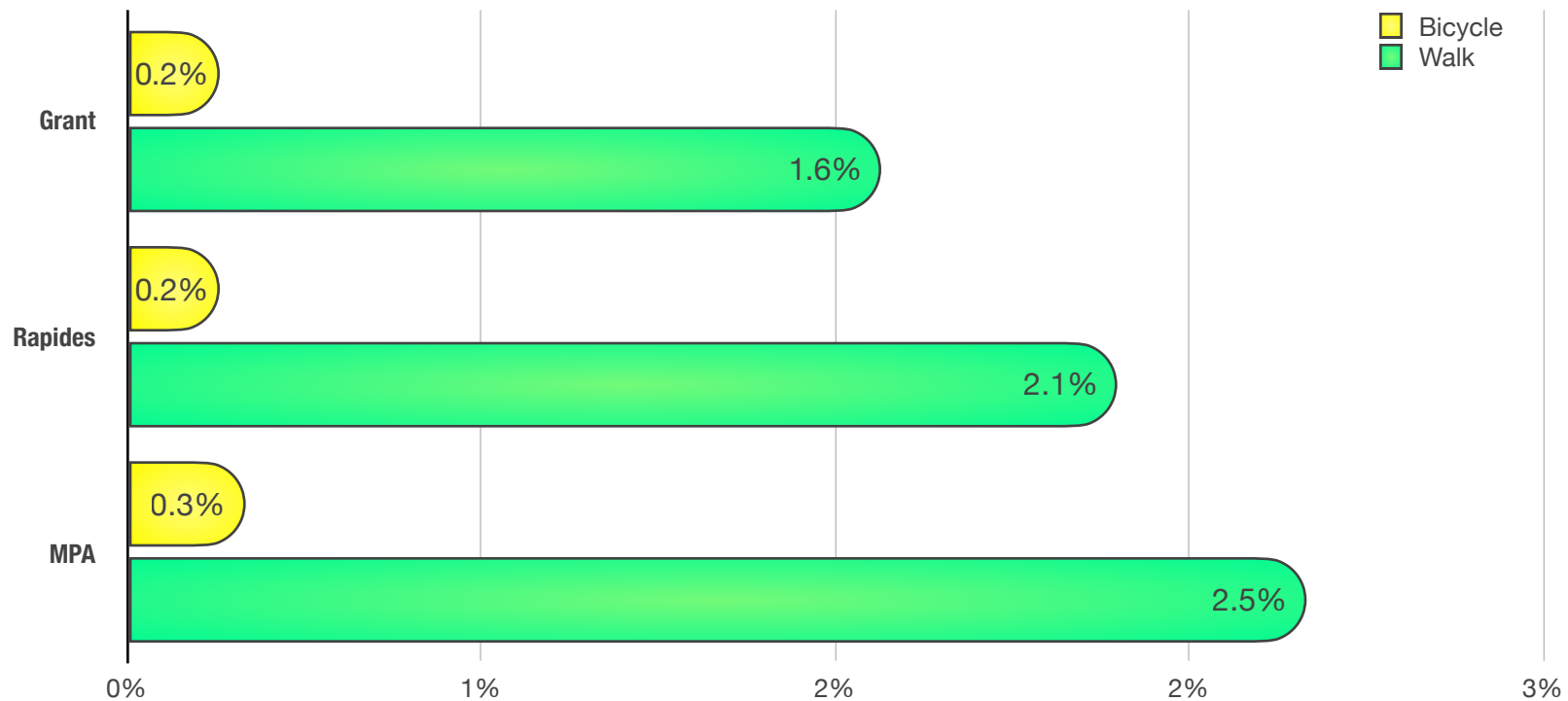
Figure 2.13 - Projected MPA Growth in Vehicle Miles & Hours Traveled, 2015 - 2045

	2015	2045 (Projected)	% Change
VMT	3,110,592	4,913,664	57.9
VHT	69,176	108,956	57.5

Walking & Biking

Approximately 18 miles of non-motorized network facilities serve the Alexandria-Pineville MPA, including more than 14 miles of shared-use, off street trails for people walking and biking and 4 miles of dedicated bike lanes. Programmed future additions to the regional active transportation network include 50+ miles (\$1.5M) of improvements programmed over five phases between FY2022 and FY2026. **Figure 2.15** shows programmed bicycle and pedestrian improvements. A detailed breakdown of bicycle and pedestrian programmed improvements can be found in **Appendix D**.

Figure 2.14 | Walking & Bicycling as Percentage of Commuting (Age 16+), 2019⁶



⁶ Source: ACS 2019 (pub) 5 Year Estimates (2014-2018) Table B08301 summarized by the APMPO. Note: Due to the small sample size of ACS data, large margins or error are prevalent in the data set.

MTP 2045 | Alexandria - Pineville Metropolitan Transportation Plan



Transit

Transit serving the Alexandria-Pineville MPA is provided by City of Alexandria Transit - Atrans (FTA 3507), Rapides Senior Citizens Centers - RSCC (FTA 5311), and human services agencies providing transportation for older adults and people with disabilities. Each serves a unique ridership, though there is some overlapping of riders between the systems. The type and level of service varies widely between operators, ranging from rural demand-response services to urban fixed-route buses, to specialized transit.

Figure 2.16 | Alexandria-Pineville MPA Transit Services & Operators, 2020

Operator	Org. Type	Service	Type	Pop Served	Trip Type	M-F Hours	Sat. Hours	Sun. Hours
Alexandria Transit (ATRANS)	Publicly Sponsored Transit Agency	Direct transportation using agency vehicles	Fixed Route, Demand Response, Special Events	General Public, ADA Eligible Individuals Medicaid Eligible Individuals	All Trip Types	6AM-10PM	6AM-10PM	X
Rapides ARC/J.Eskew Center	Human Service Agency - Non-Profit	Direct transportation using agency vehicles	Demand Response	People with Disabilities	All Trip Types	6AM-8AM 3PM-5PM	X	X
Rapides COA	Human Service Agency - Non-Profit	Direct transportation using agency vehicles	Demand Response	Seniors	Program Related, Shopping	8AM-12PM	X	X
Rapides Senior Citizens Center	Publicly Sponsored Transit Agency	Direct transportation using agency vehicles	Demand Response	General Public, ADA Eligible Individuals Medicaid Eligible Individuals	All Trip Types	8AM-2PM	X	X
St. Mary Residential Training School	Human Service Agency - Non-Profit	Direct transportation using agency vehicles	Demand Response	People with Disabilities	All Trip Types	On-call	On-call	On-call
Alexandria VA Health Care System	Federal	Direct transportation using agency vehicles	Demand Response	Veterans with Disabilities	Medical	6AM-6PM	On-call	X

Bus

Alexandria Transit (Atrans) is the small urban transit provider of fixed-route transit service (FTA 5307) in the Alexandria-Pineville region. Transit ridership across the United States has declined for six straight years. Bus ridership, which has declined more than other transit services, is now at the lowest point since at least 1973⁷. Nationally, bus ridership in urban areas declined 12.9 percent, while demand response ridership increased by 20.6 between 2010 and 2019. ATRANS fixed-route service in 2019 reported an average 16.72 passengers per hour, 63 percent lower compared to the national average (27.2). The number of passengers per hour for ATRANS bus service declined by 26 percent between 2013 and 2019, at 22.6 and 16.72 respectively. ATRANS provided 588,846 total unlinked passenger trips in 2019, 26 percent less than 2010 with an average 4.13 percent decline each year.

Figure 2.17 | Unlinked Passenger Trips, Fixed-Route Service (2015-2019)

Agency	Type	Mode	2015	2019	% Change
ATRANS	Fixed-route	Bus	688,188	567,529	-18%

Demand-Response

Atrans also operate demand response services serving Alexandria and Pineville. Atrans demand response ridership increased 64 percent between 2010 and 2019, indicating a dramatic increase in demand for ADA paratransit service across this ten-year period. The Rapides Senior Citizens Centers (RSCC) is the sole rural public transit provider (FTA 5311) serving the MPA outside the cities of Alexandria and Pineville.

Figure 2.18 | Unlinked Passenger Trips, Demand Response Service (2015-2019)

Agency	Type	Mode	2015	2019	% Change
ATRANS	Demand Response	Van	16168	21317	32%
RSCC	Demand Response	Van	4538	7031	55%

⁷ Source: National Transit Database, National Transit Summaries & Trends Report, 2019

Inter-City Travel

Air Travel

The region's primary commercial passenger airport is the Alexandria International Airport (AEX), located in the former England Air Force base. Figure X shows the annual number of passenger boardings (enplanements) at the airport for the past five years. Total number of passenger boardings at AEX has declined in recent years, from 159,252 in 2015 to 141,832 in 2019.

Figure 2.19 | AEX Enplanements (Passenger Boardings), 2015-2019⁸

Year	Enplanements	% Change	Rank
2015	159,252	-	195
2016	129,776	-18.51%	206
2017	156,145	20.32%	194
2018	143,173	-8.31%	209
2019	141,832	-0.94%	213

Bus Travel

Intermediate intercity bus service for the Alexandria-Pineville region is provided by Greyhound (FTA 5311[f]).

⁸ Source, FY2020 & FY2015 ACAIS, *Enplanements at Commercial Service Airports by Rank*, FAA.gov.

FREIGHT

The Alexandria-Pineville MPA features just over 447 miles of functionally classified roads, one international airport, a regional airport, two municipal airports, over 140 miles of railway, and just over 30 miles of marine highway. Figure X illustrates the location and extent of the identified infrastructure supporting freight movement through the MPA.

Highway Freight

Geospatial FHWA data on the NHFN was referenced to identify any CUFC, CRFC, or corridors on the Strategic Highway Network (STRAHNET). Currently, just over 14 miles of roadway are classified as being Priority 2 connectors and just under 32 miles of roadway are classified as priority 3 connectors for the STRAHNET. Geospatial FHWA data on the National Highway Freight Network (NHFN) was also examined to identify any Critical Urban Freight Corridors (CUFC) or Critical Rural Freight Corridors (CRFC). The MPA contains no identifiable roadways in either class of road. Therefore, two primary data sources served as the basis for the truck freight analysis. The first source of freight network data was the HPMS. In addition to the HPMS data, the Bureau of Transportation Statistics (BTS) in cooperation with the FHWA produces a Freight Analysis Framework (FAF) that was used in the analysis. The FAF includes all the national roads on record as of 2017 that are components of the national freight network. Additionally, the NPMRDS network was used to supplement the 2017 roadway network data for completeness and concurrence.

Water Freight

The MPA also relies on one main marine highway traveling the Red River, which allows the Central Louisiana Regional Port to operate just under 200 acres of property and freight related infrastructure and equipment. The navigable channel is maintained by the Army Corps of Engineers. The site accessed by ground by Interstate 49, 4 US highways (US 71, US 1, US 167, and US 165), and is linked directly adjacent to a UP line spur.

Rail Freight

In addition to truck traffic, rail service is an integral part of the freight network. It contributes to a substantial part of the local economy. The MPA freight rail network's 140 miles of railway are operated by two Class I railroads and on Class III railroad. The two Class I railroads that offer service between the U.S., Canada, and Mexico are Kansas City Southern (KCS) and Union Pacific (UP). Louisiana Southern Railroad operates in the MPA as a Class III railroad. According to the 2015 Louisiana Rail Plan, rail freight is forecast to increase through 2040 at a compound annual growth rate of 1.7% making rail safety of the utmost importance. The Alexandria / Pineville MPA has 191 at-grade rail crossings in the MPA.

Air Freight

Though there are several airports in the MPA, there is only one airport handling cargo, the Alexandria International Airport. Strategically located near I-49, and nearby rail access, the airport provides direct connections to all modes of freight transportation and allows air cargo to continue to regional, national, and international destinations. The airport has 1.5 million square feet of commercial space and is located in an industrial park referred to as England Airpark.

Map of the Alexandria, Louisiana Metropolitan Planning Area (MPA) showing transportation infrastructure.

Legend:

- Metropolitan Planning Area
- Alexandria International Airport
- Regional or Municipal Airport
- National Highway Planning Network in MPA
- Rail Lines in MPA
- Rail Nodes in MPA
- Navigable Waterway Lines
- Central Louisiana Regional Port

Scale: 0 to 4 Miles

Map Data: CONANP, Esri, HERE, Garmin, SafeGraph, METI/NASA, USGS, EPA, NPS, USDA

ECONOMY

Regional Employment

Total jobs in the Alexandria-Pineville MPA decreased 6.7% from 53,565 jobs in 2014 to 49,995 jobs in 2019. This rate declined faster than the estimated population increase (0.32%), and nearly opposite of the national growth rate over the same period (7.4%). **Figure 2.22** provides a summary of employment changes in the MPA and portions of Rapides and Grant Parishes inside the MPA.

Figure 2.21 | MPA Retail / Non-retail Employees, 2019

	Retail Employees	Non-Retail Employees
MPA	6,264	43,731

Figure 2.22 | MPA Employment Projections, 2015-2050

	2015 Employment	2040 Employment	2050 Employment
MPA	58170	68470	71942
Rapides	58130	68422	71891
Grant	40	48	51

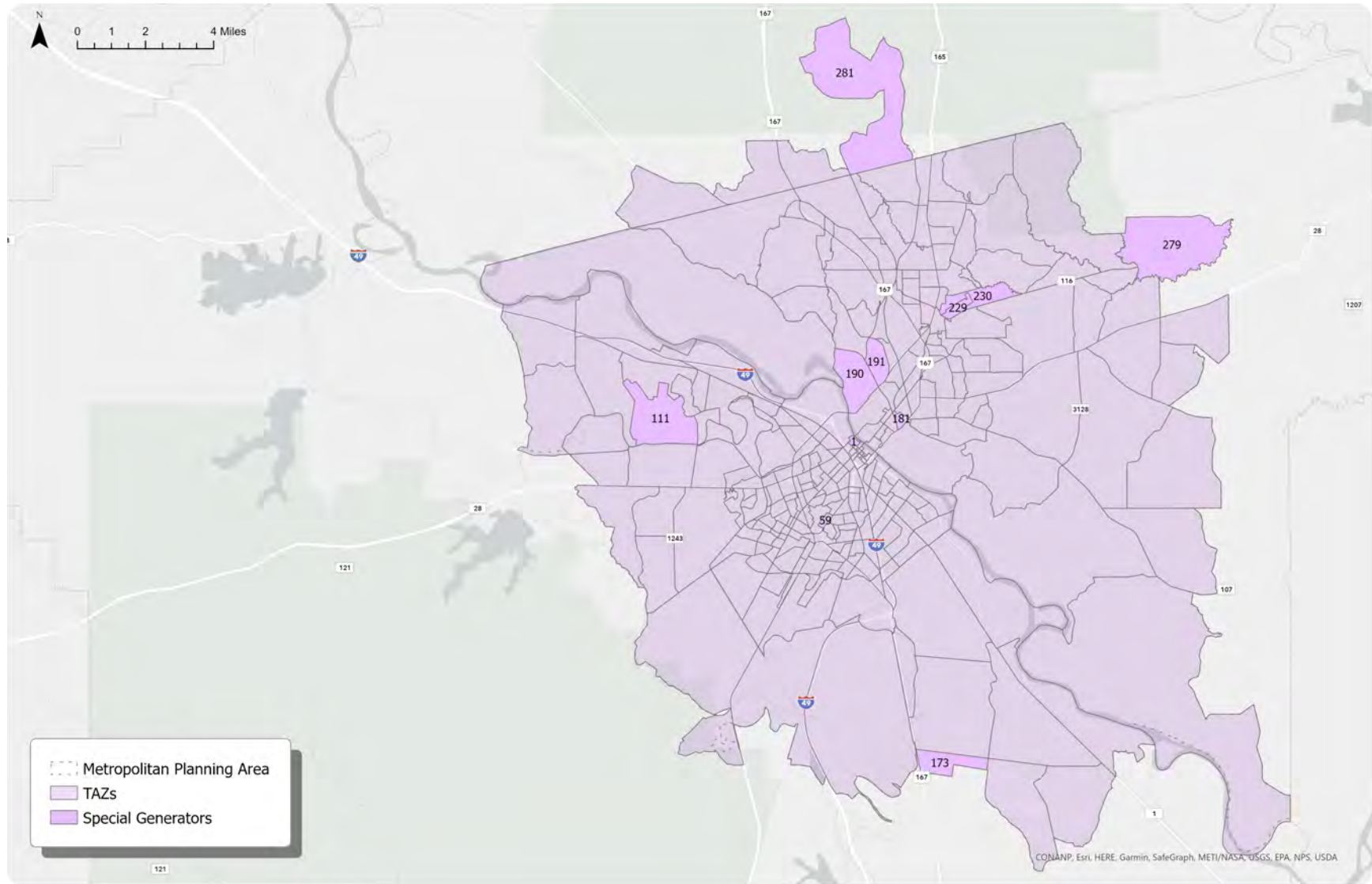
Special Generators

Special generators are activity centers that exhibit travel characteristics that are out of scale with normal patterns in the study area. Typically, this means that the special generator attracts more trips than can be predicted using the normal trip attraction rates from the study area data. Airports, Military Bases, Hospitals, Colleges and Universities are typically treated as presumptive special generators. The special generators included in the MTP's TDM, and the associated employment totals are presented in **Figure 2.23** and **Figure 2.24**.

Figure 2.23 | MPA Special Trip Generators by TAZ

TAZ	Name	Type	Employment
1	Rapides Regional Medical Clinic	Hospital	2281
59	Christus St Francis	Hospital	2243
111	Alexandria International Airport	Airport	350
173	LSU of Alexandria	University	381
181	Louisiana College	University	370
190	Pineville Municipal Airport	Airport	17
191	Alexandria VA Medical Center	Hospital	1234
229	Camp Beauregard	Military	19
230	Camp Beauregard	Military	160
279	Alexandria Esler Regional Airport	Airport	25
281	Pollock Municipal Airport	Airport	10

Figure 2.24 | Alexandria-Pineville MPA Special Trip Generators



Key Sectors: Total Employment

The five largest sectors by employment in the MPA account for more than half of all jobs in the region (66%). Transportation and Warehousing has seen the fastest growth from 2014-2019, with a net increase of more than 134 jobs (more than 15%), due in part to major expansion of warehousing occurring over this period. Agriculture, Forestry, Fishing & Hunting saw the largest decline, with a net decrease of 118 jobs (more than 55%).

Figure 2.25 | Alexandria-Pineville MPA Total Employment by NAICS Sector 2014-2019

Industry Sector	2014 Jobs	2019 Jobs	Change	Percent
Health Care & Social Assistance	13,877	14,187	310	2.2
Retail Trade	6,645	6,264	-381	-5.7
Accommodation & Food Services	4,611	4,803	192	4.1
Educational Services	4,621	4,499	-122	-2.6
Admin. & Support; Waste Mgmt. & Remediation Services	3,702	2,895	-807	-21.7
Manufacturing	3,632	2,797	-835	-22.9
Construction	3,069	2,692	-377	-12.2
Government (Public Administration)	2,431	2,574	143	5.8
Professional, Scientific, & Technical Services	2,238	1,703	-535	-23.9
Wholesale Trade	1,868	1,596	-272	-14.5
Finance & Insurance	1,438	1,320	-118	-8.2
Other Services (except Public Administration)	1,525	1,195	-330	-21.63
Transportation & Warehousing	841	975	134	15.9
Mgmt. of Companies & Enterprises	710	711	1	0.14
Real Estate & Rental & Leasing	551	597	46	8.3
Information	568	432	-136	-23.9
Utilities	396	328	-68	-17.1
Arts, Entertainment, & Recreation	563	278	-285	-50
Agriculture, Forestry, Fishing & Hunting	212	94	-118	-55.6
Mining, Quarrying, & Oil & Gas Extraction	67	55	-12	-17.9
TOTAL	53,565	49,995	-3,570	-7

LAND USE

There is a correlation between transportation infrastructure and land use patterns. The effectiveness of a given area's transportation modes are determined by the mix and density of land uses. Likewise, improved transportation infrastructure can encourage new development in terms of accessibility. Land uses and densities in the region are similar to several other metropolitan areas in the United States. Recently developed areas are dominated by motor vehicles characterized by lower densities and greater distances between different land use, presenting difficulties for multi-modal access. Contrastingly, historic neighborhoods tend to have higher densities with greater connectivity and access to walking, biking, and public transit.

The MPO does not directly control land use decisions, but works closely with local government partners, who regulate land use and zoning, to coordinate planned development with regional transportation investment. Only the City of Alexandria has engaged in community based land use planning efforts, which inform the MPO's understanding transportation needs and helped shape the goals and strategies in this plan. Areas classified as urban by the Census Bureau are concentrated around the cities of Alexandria and Pineville. Moreover, there is no zoning outside the urban area in the region.

The largest single type of developed land use in the MPA is residential. Population densities in the MPA are greatest within the city of Alexandria, mostly along the corridor of Jackson St. on either side of the river. However, employment densities are greatest in two key employment centers: the Alexandria CBD; the Power Center and the Alexandria Mall area near the South Circle. Most of the greatest activity densities are in the city of Alexandria concentrated along MacArthur Dr., Masonic Dr. and Jackson St. Similarly, the city of Pineville activity densities are along Main St.

Permit Activity Analysis

An optimized hotspot analysis of permit activity was also gathered to review intensity of use and possible growth patterns as one component used to review the development of a demographic forecast. **Figure 2.27** shows an optimized hotspot analysis of the gathered permit activity data.

Figure 2.26 | MPA Population Density

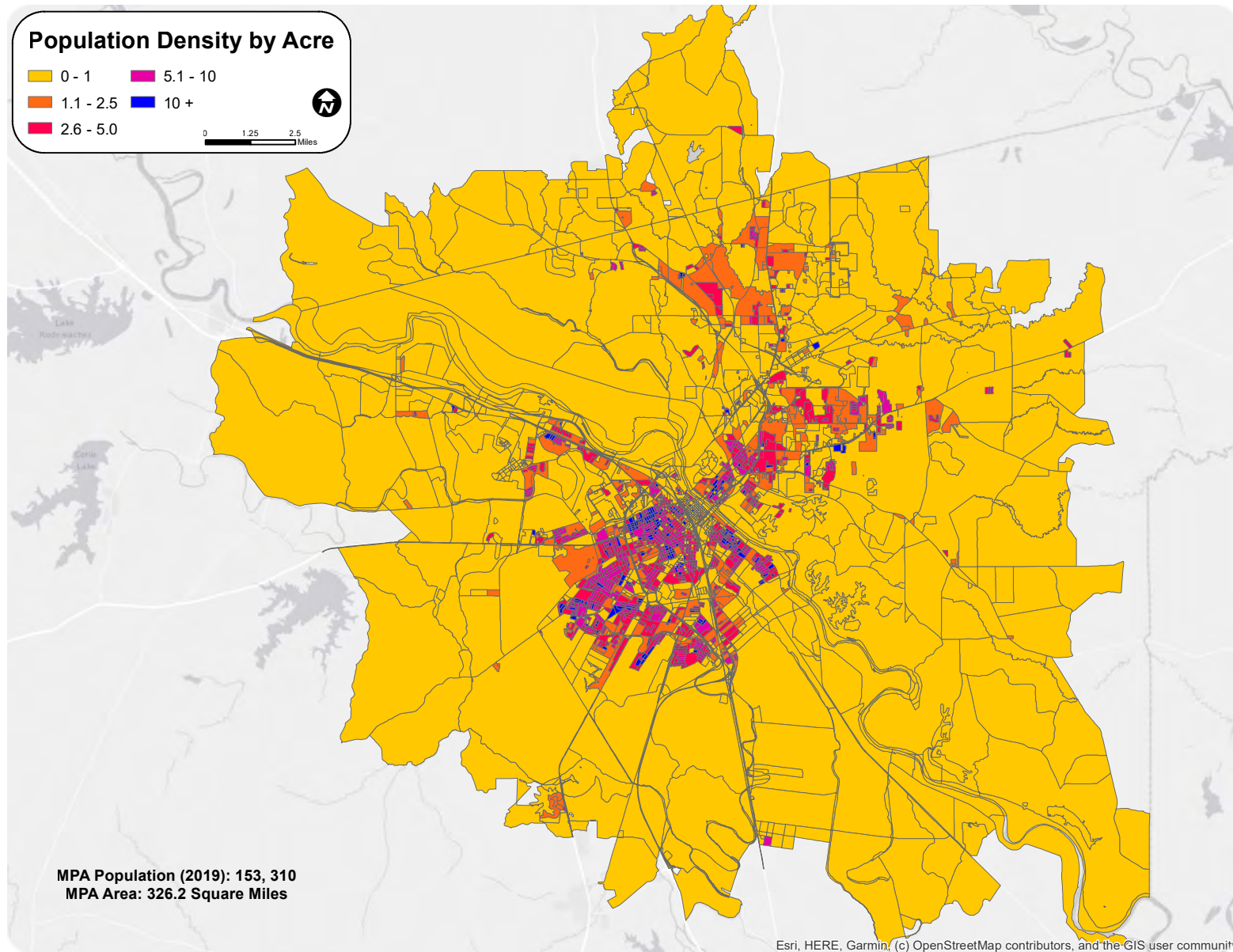
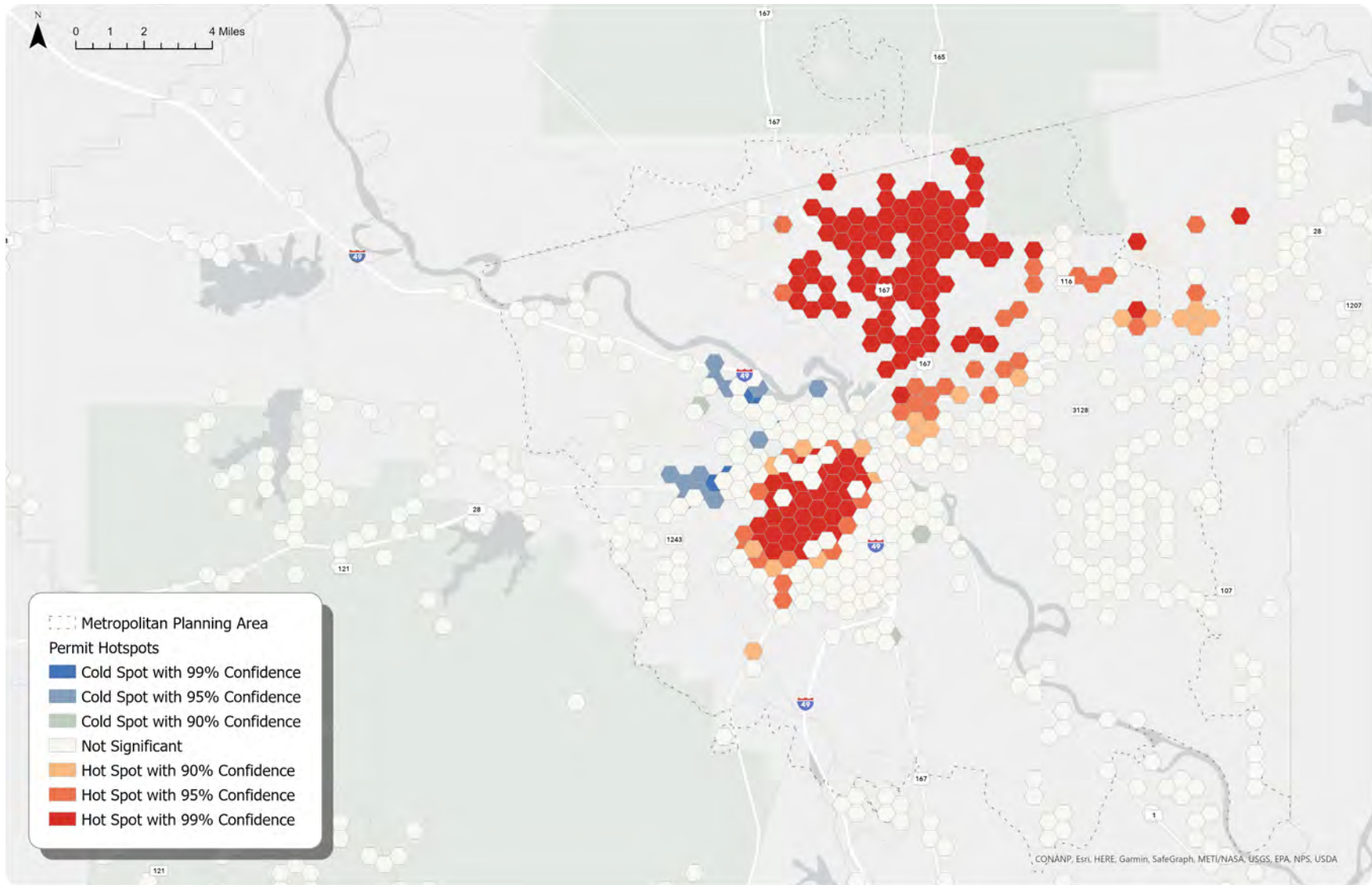


Figure 2.27 | Alexandria-Pineville MPA Permit Activity Hotspots



3 | REGIONAL PRIORITIES

A variety of dynamic factors influence the Alexandria-Pineville MPA's transportation system. The APMPO's process for identifying the regional issues with the highest priority are described in this chapter.

REGIONAL PRIORITY IDENTIFICATION

Public Engagement

The APMPO held two online public meetings and created input tools to allow citizens to specify their transportation preferences, concerns, describe how they would prioritize the future of the region's transportation system. MTP public input was solicited through two surveys: a 14-question APMPO Member Survey and a 17-question Public Input survey, distributed online and by paper; an online mapping tool; and public input kiosks located throughout the region. The Public Engagement Plan and survey results can be found in **Appendix C**.

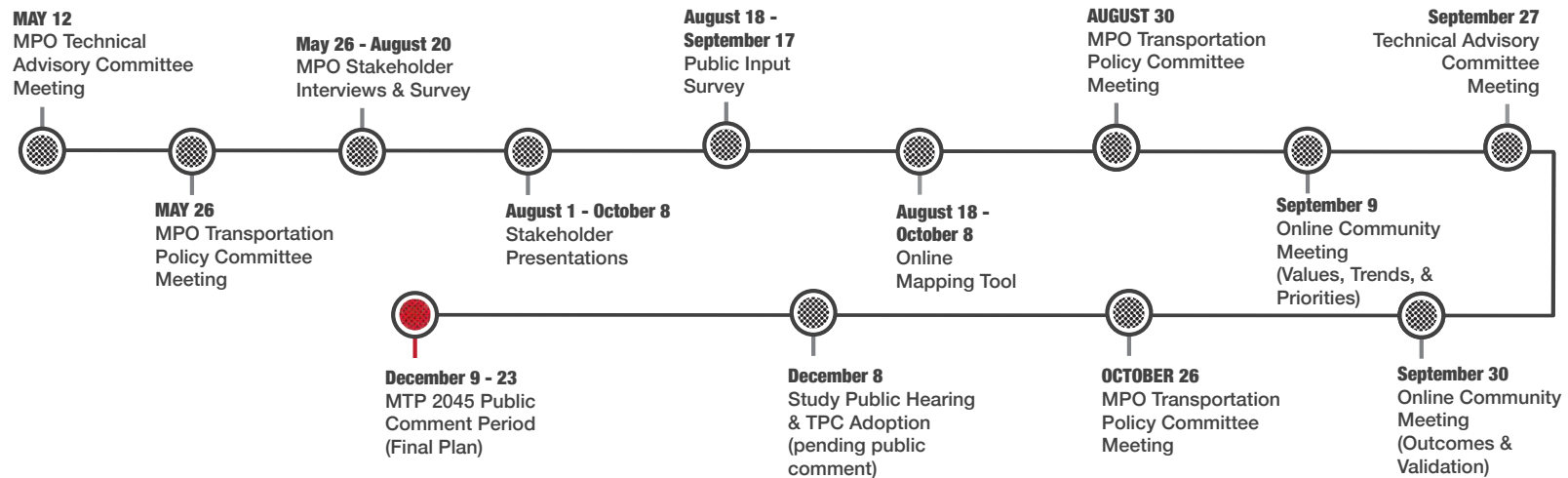
MTP Steering Committee

A steering committee comprised of the MPO's Technical Advisory Committee (TAC) and Transportation Policy Committee (TPC) were consulted throughout the development of the MTP. MPO Staff were also a part of this subcommittee. The subcommittee met several times throughout the plan development process to discuss various aspects of the MTP. The TAC meets at least four times a year, is comprised of representatives from local planning departments, departments of public works, transit operators, transit advocates, as well as state and federal transportation officials.

Inter-Agency Consultation

The APMPO met individually with several local agencies and groups in add-on to the ongoing work with the Steering Committee to specifically discuss the MTP update, and how best to incorporate their own priorities in to the regional vision for the transportation system.

Figure 3.1 | MTP Public Engagement Timeline



Complementary Planning Efforts

An extensive review of other planning studies from the region and state level was conducted by the APMPO to ensure the MTP's planning priorities are complementary their work. In some cases, the MPO participates in the creation or implementation of these planning products.

Complementary Local Plans

- Rapides Parish Comprehensive Resiliency Plan
- Alexandria ThinkAlex Comprehensive Resiliency Plan
- Alexandria-Pineville Bicycle and Pedestrian Plan
- Metropolitan Transportation Plan 2040
- Atrans Service Planning and Asset Study
- Atrans Public Transit Agency Safety Plan
- CLC Coordinated Human Services Transportation Plan
- Louisiana Freight Mobility Plan
- Louisiana Statewide Transportation Plan
- Louisiana Statewide Transportation Improvement Plan (STIP)
- Louisiana Strategic Highway Safety Plan
- Louisiana Freight Mobility Plan
- Louisiana State Rail Plan
- Rapides Parish Local Road Safety Plan

Feedback Themes

Several common themes to the region's transportation system emerge from the various results of these outreach and coordination efforts. These themes are all represented in the MTP's vision, goals and objectives incorporated throughout the plan. Stakeholder identified priorities are further described in this chapter.

- Maintaining and repairing the existing transportation system should be prioritized over expanding it.
- Improved transportation options can provide new opportunities for workforce participation, while a lack of such options can be a substantial barrier to employment.
- The efficient movement of freight into, out of, and throughout the region is critical to its economic future.
- Improved safety for all users of the transportation system is a key priority, and will require infrastructure and road design improvements, public and stakeholder education, and appropriate enforcement.
- A sustainable and equitable transportation system requires convenient, safe, and universal accessibility to a variety of modes.
- The transportation system should be resilient against hazards, and this need will only increase in the future.
- Public Transportation should be regionally integrated, and transit riders should not obstructed by jurisdictional boundaries.

SAFETY

By working with LADOTD, the MPO closely monitors crash data to track locations, types, causes, and severity of crashes throughout the region. This data, when combined with stakeholder input, informs the MPO's understanding of regional transportation safety. Ensuring the safety of the region's transportation system for users encompasses protecting drivers, passengers, people walking and bicycling, and riders of public transportation.

Although the total number and severity of crashes have decreased, the total number of fatal and serious injury rates in the Alexandria-Pineville MPA have increased in recent years. The MPA is home to approximately 2.3% of the Louisiana population, the average number of fatalities between 2016 and 2020 were 3% of those statewide, and the number of serious suspected injuries was 1%.

The fatality rate per 100 million vehicles miles was also 1% lower in the region than statewide during the same time period, but the rate of serious suspected injuries was slightly higher at 1.5%.

Figure 3.2 | MPA Motorized and Non-Motorized Fatalities, 2016-2020

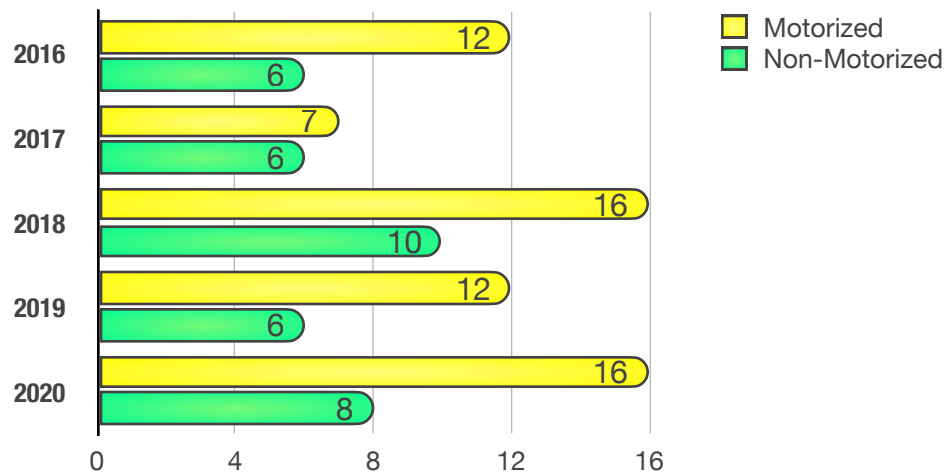


Figure 3.3 | Average Annual Fatalities and Serious Injuries, 2016-2020

	LA	MPA	% of State
Motorized Fatalities	770.6	21	2.73
Motorized Serious Injuries	1371.4	18.2	1.33
Non-Motorized Fatalities & Serious Injuries	379.2	10	2.64

Figure 3.4 | Average Annual Fatality and Serious Injury Rates Per 100 Million VMT, 2016-2020

	LA	MPA	% of State
Fatalities	1.945	1.735	2.73
Serious Injuries	3.272	1.504	1.33

Efforts to improve transportation safety by the MPO are led by the CenLa Highway Safety Coalition. The coalition consists of representatives from state agencies, law enforcement, local governments, and other civic organizations and safety stakeholders; and monitors regional safety trends and makes improvement recommendations. The Coalition in coordination with LADOTD identified six Emphasis Areas to focus planning and implementation: Infrastructure and Operations, Impaired Driving, Occupant Protection, Young Drivers, and Distracted Driving. Current and planned activities addressing regional safety are further described in Chapter 6.

ACCESSIBILITY

People's ability to reach locations, activities, services, jobs, or goods in the region is referred to as Accessibility. Good accessibility results from a variety of factors, such as system connectivity, associated land uses, travel mode quality, and user perspective. For example, priorities of motorized travelers can be described as mobility, or the ability to travel at high speeds over long distances; whereas, a person walking or bicycling may prefer safety and comfort in a well-connected non-motorized network. Public transportation users may prioritize service frequency and coverage. Careful planning is required to help ensure user priorities do not conflict with each other.

EQUAL ACCESS

Balancing these needs is an essential objective regarding accessibility. Reducing unnecessary delays that impact the regional flow of goods and people on the road and highway system is important to preserving its viability as an economic engine for the region. It should not however sacrifice equal transportation system access, regardless of a traveller's mode choice, income, age, or ability.

ROAD & HIGHWAY ACCESSIBILITY

A motorized traveler's quality of access is determined by the level of service and reliability on regional roadways. This requires identifying and addressing bottlenecks and traffic congestion causing excessive travel delays. Maintaining the existing transportation system in a fiscally contained future means mobility improvements on the region's roadways will focus on maintenance, operations, and intersection improvements. Planned mobility improvements for motorized users must take care to ensure they do not excessively burden the needs of non-motorized users or compromise on safety.

NON-MOTORIZED ACCESSIBILITY

The biggest barriers to effective accessibility for non-motorized users (people walking and biking) are gaps in the existing non-motorized network. System connectivity considers the ability of sidewalks and bicycle facilities to connect users' destinations from their point of origin. As previously mentioned, land use mixes and densities also impact non-motorized travel. This plan does not regulate land use, it highlights the importance of coordinating land use and transportation planning efforts to ensure the system can effectively serve a variety of modes. The non-motorized network should be accessible and easy to use all travelers regardless of ability and age. This requires removing barriers, adding ramps, pedestrian crossings and emphasizing connectivity to medical facilities, schools, and other related services.

PUBLIC TRANSIT ACCESS

Transit access is affected by the design, coverage, and connectivity of the region's public transportation network. Since most public transit trips begin and end on foot, issues related to public transit access and non-motorized access are often the same. Connectivity (especially between urban and rural areas) is one of the most common priorities regarding public transit access in the region.

Routing, transit access, and accessibility were the top three comment themes, representing 35% of all public input into the recently completed Atrans Service Planning and Asset Study completed by the MPO. Most of these focused on lack of available public transit service throughout the region and modernization of system information and existing facilities.

Residential permit activity and recent demographic and employment changes also highlight a shift from the urban core to unincorporated parts of the region. This recent decrease of housing and employment densities impact the level and frequency of transit service. Furthermore, the Alexandria-area is no longer the sole center of employment in the region, and where the level of service has degraded the most in recent decades. The resulting new living and working patterns are not well served by the existing transit system. Although Rapides Parish began rural public transit service in 2017, transit service in the region is still limited to low frequency fixed-route service in the urban core with no regional routes.

These factors indicate the public transportation system as a whole is underserving the region, especially those who rely on public transit as an affordable transportation option to access jobs and services. The MPO's Atrans Service Planning and Asset and the Rural Transportation Authority studies further support the need to reconsider how and where transit is provided to best serve the region.

Figure 3.5 | Areas Underserved by Transit, 2020

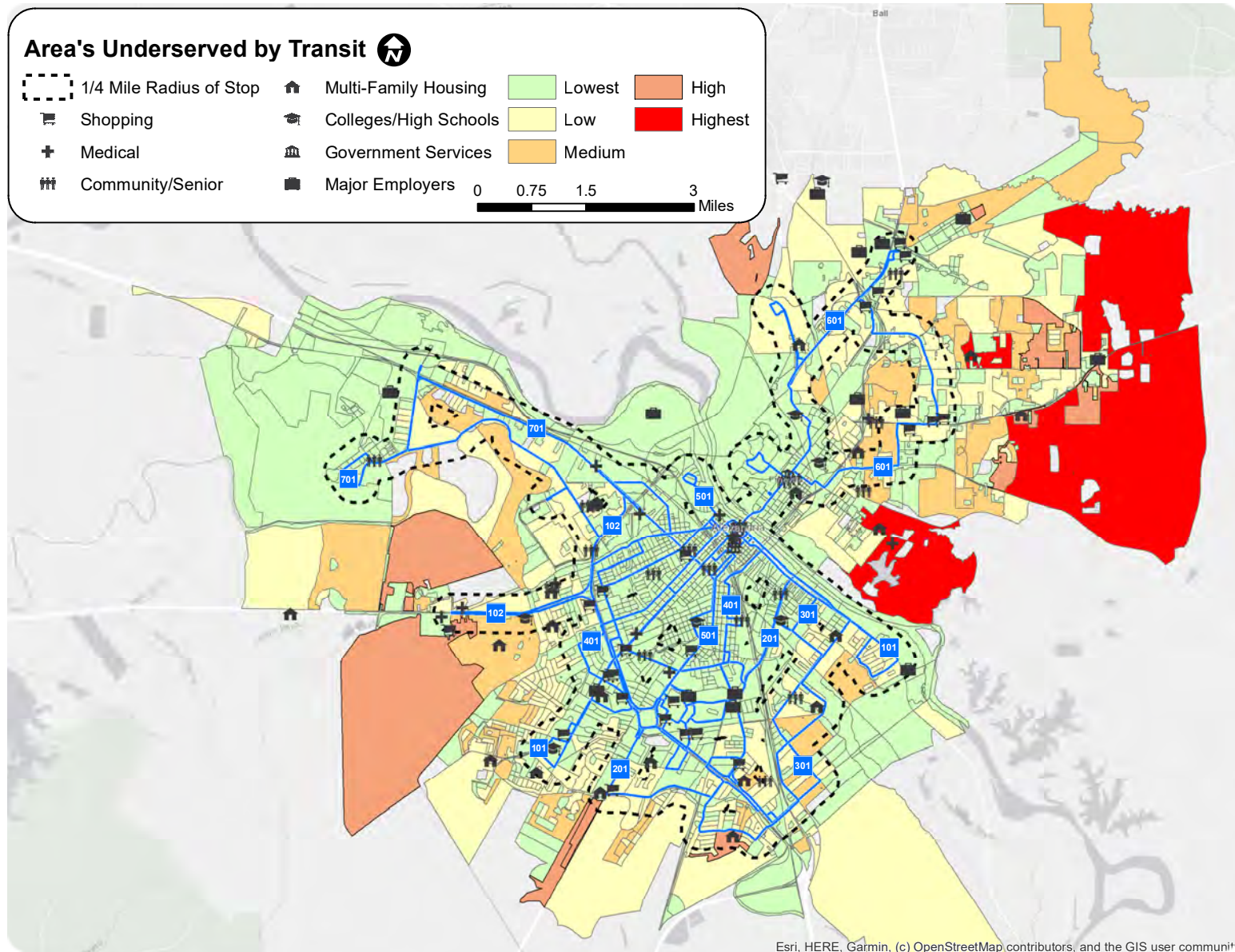


Figure 3.6 | Atrans Service Planning & Asset Study Recommended Improvements

Bus Network Study

A full analysis and redesign of the bus network that would align transit route and resources, based on findings of this study.

Community Circulator Pilot

Targeted, shorter-distance local transit routes that connect residents with neighborhood shopping, food, educational and medical facilities within their community.

Bus Stop Design & Placement Standards

Develop bus stop design standards and guidelines to ensure transit stops complement their immediate surroundings, meet the transit patron's comfort and safety needs, and support an efficient transit network.

Sidewalk Quality and Access Improvements

Form a sidewalk construction program that would prioritize building complete pedestrian networks to transit in areas with higher transit need and potential. This policy/program would also evaluate and program improvements to move towards full system accessibility, regardless of ability.

Service Marketing & Awareness

Explore developing a comprehensive branding, marketing and communications plan to promote service awareness and utilization to the general public.

HR Staffing Program

Build upon current Human Resources capacity in order to ensure that staff positions are filled to improve the transit system and expand service

New Transit Terminal Facility

Explore building a new multi-modal transit terminal facility. This project would include feasibility, design, and public input into the new facility. The new facility would serve as the main hub connecting the urban and regional transit systems.

Route Map & General Transit Feed Specification

Develop and maintain a General Transit Feed Specification (GTFS), new schematic route map, and real-time data for the ATRANS transit system to help passengers navigate bus service.

System-wide Wayfinding & Signage

Ensure a broad system is developed incorporating branding, ease of understanding, and simplicity throughout the service area.

Service Design Guidelines & Performance Improvements

Establish service guidelines to set overall on-time performance minimums and targets and track actual running times to address poor reliability. Rescheduling service based on service guidelines and current actual running times to ensure consistent headways.

SYSTEM PRESERVATION & MAINTENANCE

Preservation of the regional transportation system extends the useful life of public investments made in the past and also reduces the effects, and need for expensive mitigation from deferred maintenance. The region's transportation system represents a significant public investment providing the backbone for most activities in the area. As such, system maintenance is one of the MPO's most important tasks.

Improving roadway condition, sidewalks, transit, and other infrastructure are also some of the highest priorities among local stakeholders, such as local government representatives and community groups. 46% respondents to the MPO's MTP 2045 public input survey states that having roads in better condition would improve their driving experience. 80% of respondents to the MPO's bicycle and pedestrian public input survey said having more sidewalks and 74% in better condition would encourage them to walk. The MPO's Atrans Service Planning and Asset Study indicated 60% of the public transit stops in fair or poor condition. Respondents to the study's also noted many public transit stops as inaccessible (no sidewalks, crosswalks, ADA ramps) or in poor condition, representing 11% of all public input into the study.

Maintaining a balance between efficient utilization of the existing system with the provision of new infrastructure is also important. While efficient use and preservation of the existing system can be less expensive than new construction, an overburdened system would require more frequent and maintenance. New infrastructure can relieve the burden on the existing system, it will further diminish available system maintenance resources. Maintaining and enhancing the functionality of the existing transportation system should be prioritized over new capacity. Furthermore, the design of transportation infrastructure should reflect anticipated future conditions to improve resilience and useful life.

The MPO works with its local partners and available data to identify regional transportation infrastructure in need of maintenance or preservation. Federal measures and their associated datasets provide the MPO with information about the condition of the region's National Highway System (NHS). While representing a subset of the region's roadways, this data provides a measure of conditions on some of the most significant routes eligible for MPO funding as part of the Federal-Aid Network. Other non federal-aid eligible roads and bridges may vary in condition from those described in this section.

Projects such as overlays and reconstruction of roadways have always been and will remain a substantial component of the MPO's improvement program. The MPO will also continue to support preservation of other transportation infrastructure essential to other modes such as public transit and pedestrians by providing assistance and guidance through partnerships with local agencies.

Figure 3.7 | Alexandria-Pineville MPA & State Road & Bridge Condition, 2020

Interstate			
	<i>Good %</i>	<i>Fair %</i>	<i>Poor %</i>
MPA	30	70	0
LA	15	84	1
Non-Interstate NHS			
	<i>Good %</i>	<i>Fair %</i>	<i>Poor %</i>
MPA	9	87	4
LA	14	74	12
NHS Bridge			
	<i>Good %</i>	<i>Fair %</i>	<i>Poor %</i>
MPA	38.3	56.9	4.8
LA	44.8	48.5	6.7
Source: Louisiana Department of Transportation and Development, 2020			

SYSTEM RELIABILITY AND CONGESTION

Moving people and goods from origins to destinations is the core function of any transportation system. Doing so in a predictable and timely manner are basic measures of system success. An essential task of transportation planning is maintaining and improving system reliability for all modes. The MPO's continuous efforts to address this issue are discussed throughout this plan.

61% of respondents from the MPO's MTP public input survey indicated reducing traffic congestion on roadways as extremely important. MPO member jurisdictions continuously prioritize system reliability at all levels of travel from local to regional trips. Public input from the Atrans Service Planning and Asset Study also indicated a pronounced desire for more reliable (and frequent (60%) public transit service.

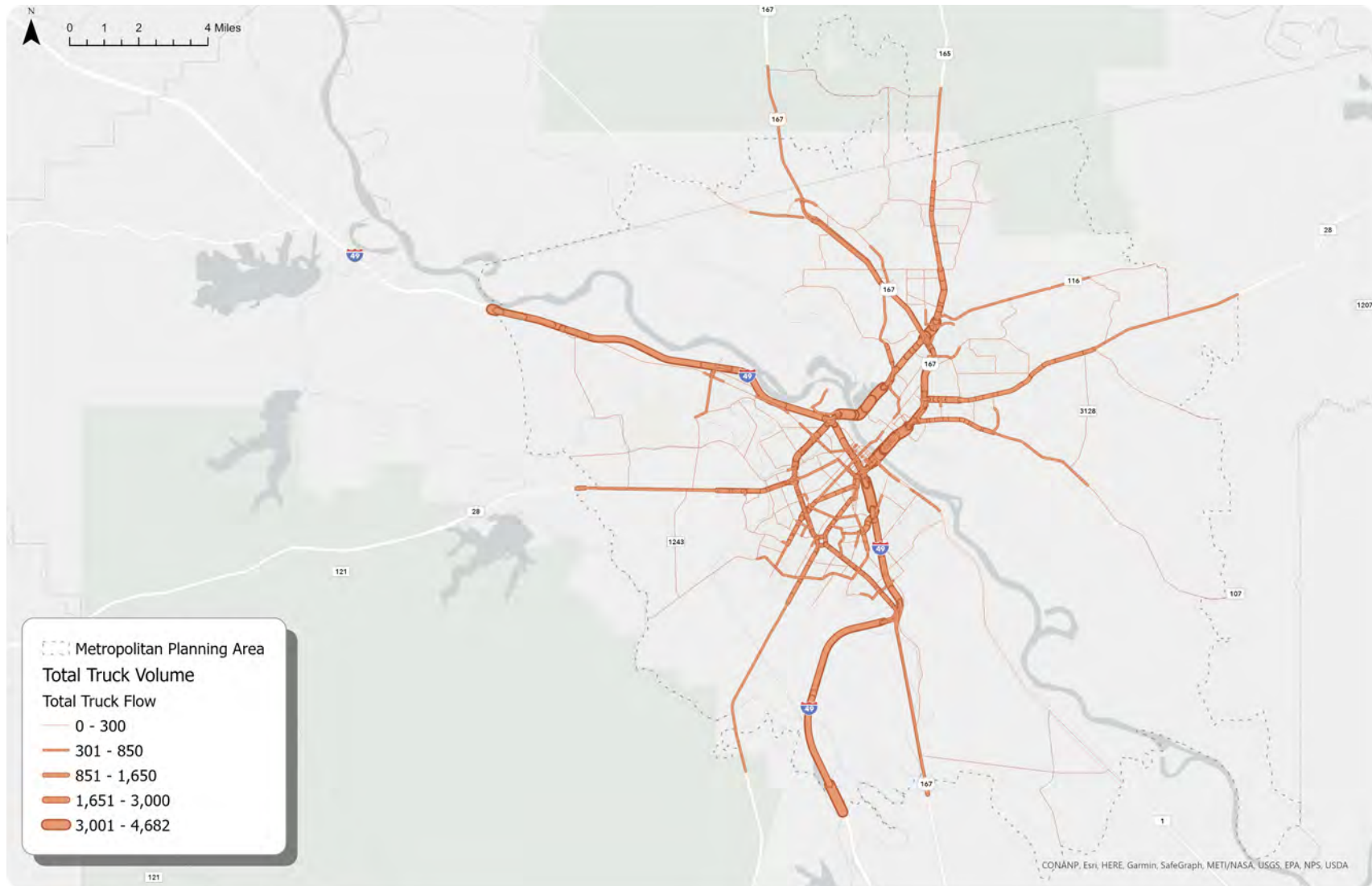
Travel Patterns & Volumes

Analyzing regional travel patterns is essential in identifying critical segments in the transportation infrastructure as well as the capacity for these segments to support the anticipated trip volumes for a given year. Figure 4 on the following page illustrates the daily truck volumes or flows as modeled in the TDM. This can be understood at a high level as the trends and "weights" in direction for these modeled trips. Truck volumes traveling through the region via I-49 illustrate the importance of primary north/south connectors, while interregional connections between Alexandria, Pineville, Ball and Tioga highlight the importance of core trunk routes as seen on US 71, 167, 71 and 165. **Figure 3.8** shows the top 10 segments for daily truck flow that are represented in **Figure 3.9**.

Figure 3.8 | Top Truck Flow Segments

Road Name	From	To	Total Daily Truck	Length (mi)
I-49	Bayou Boeuf	Robinson Bridge	4,682	0.89
I-49	Morley Rd	Mitchell Rd	4,355	0.14
Claybrook Cottingham	Riverside Dr	Main St	3,984	0.16
Alexandria Pineville	Greer St	Melrose St	3,984	0.1
Claybrook Cottingham	Main St	6th St	3,984	0.22
Alexandria Pineville	Riverfront Dr	Greer St	3,984	0.08
Claybrook Cottingham	5th St	Red River	3,928	0.21
Claybrook Cottingham	Red River	Greer St	3,928	0.24
Claybrook Cottingham	Greer St	Monette St	3,928	0.05
Monroe Hwy	U.S. 167	Oakridge Dr	3,927	0.07

Figure 3.9 | TDM Current Conditions



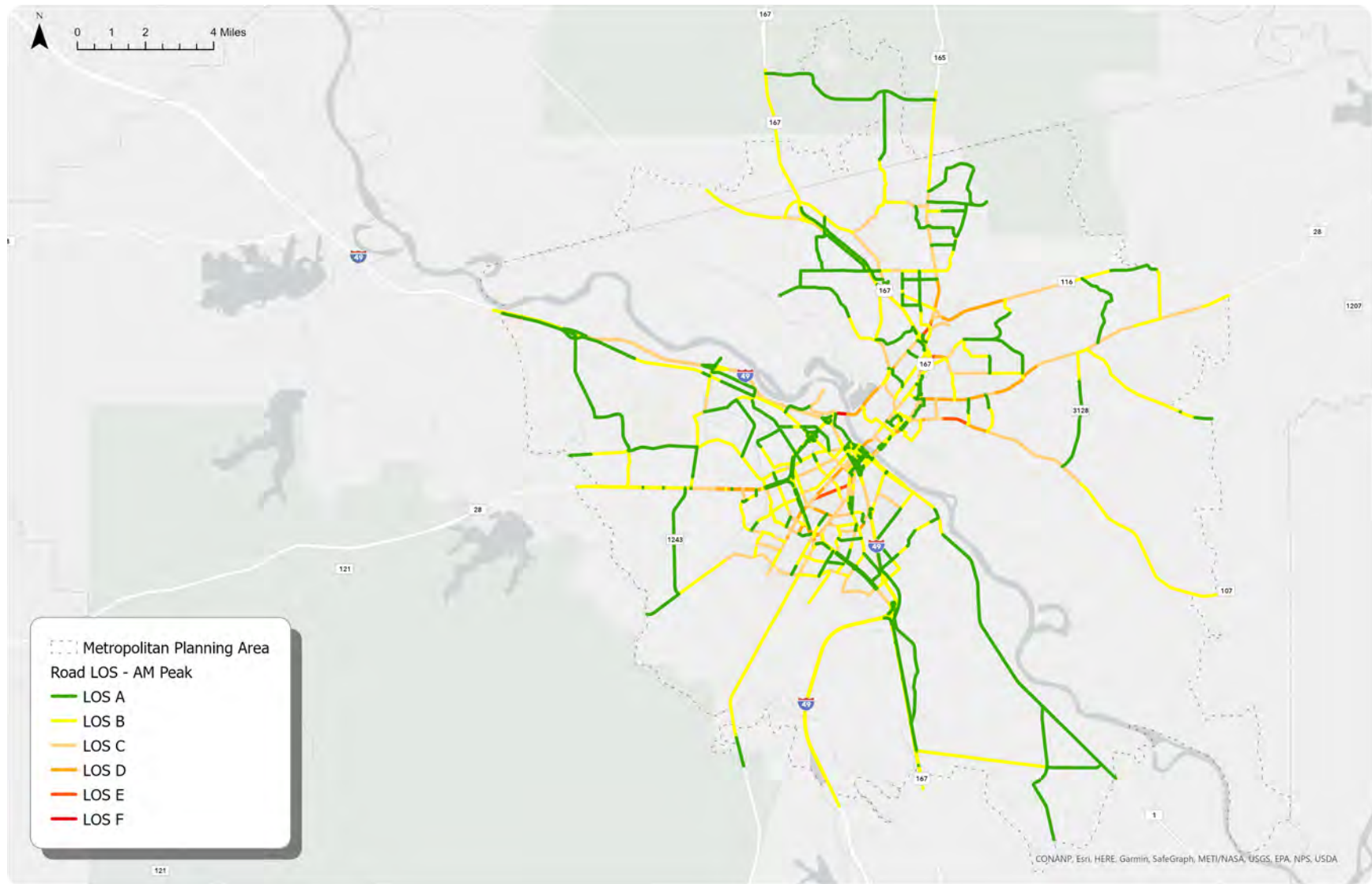
Congestion & Capacity Analysis

Segment level analysis was also conducted to visualize congestion level-of-service (LOS) on the MPA roadway network. LOS is an indicator of congestion on a scale from A to F, where A represents free flow traffic and F represents severe congestion. LOS was derived from the TDM Volume to Capacity ratios. Though congestion is a locally defined and subjective experience, for most roadway networks in large urban areas, levels of service registering as D or better are typically considered acceptable. The following ranges were used to generate roadway segment LOS values based on regional values, and are adapted from the Transportation Research Board's Highway Capacity Manual ranges to fit local conditions:

- LOS A: Less than 0.1
- LOS B: 0.1 to 0.25
- LOS C: 0.25 to 0.5
- LOS D: 0.5 to 0.75
- LOS E: 0.75 to 1.00
- LOS F: Greater than 1.00

Figure 3.10 represents the LOS mapped for AM peak period. **Figure 3.11** represents the LOS for the PM peak period. Segments with the worst level of service, highest volume to capacity ratios include the approach to the US 165 Red River Bridge, MacArthur Drive at Coliseum Boulevard, and US 165 at US 167, and Pine Street Underpass at US 167 at Louisiana College.

Figure 3.10 | Level of Service - AM Peak Congested Segments



Map of the Metropolitan Planning Area showing Road LOS - PM Peak. The map displays a network of roads color-coded by Level of Service (LOS) from A (green) to F (red). Major highways like I-49 and I-67 are shown. A legend in the bottom left corner defines the color coding for LOS A through F. A scale bar and north arrow are in the top left corner.

Legend:

- Metropolitan Planning Area
- Road LOS - PM Peak
- LOS A
- LOS B
- LOS C
- LOS D
- LOS E
- LOS F

Scale: 0 to 4 Miles

Map Data: CO/NANP, Esri, HERE, Garmin, SafeGraph, METI/NASA, USGS, EPA, NPS, USDA

LOTTR & TTRI

The Level of Travel Time Reliability (LOTTR) and the Truck Travel Time Reliability Index (TTRI) Performance measures used to track the reliability of passenger and freight travel on the NHS.

System reliability, or Level of Travel Time Reliability (LOTTR) is calculated using a ratio of the 80th to 50th percentile travel time for all vehicles traveling a given roadway segment. Travel time data is provided as part of FHWA's NPMRDS. For the MPA, the years of 2018, 2019, and 2020 travel time data was used for the defined NPMRDS roadway network. Using LOTTR data for the 2018, 2019, and 2020 travel time data, the study team identified unreliable roadway segments (i.e., LOTTR ratio greater than 1.5, meaning travel times within the 80th percentile are 1.5 times longer than the 50th percentile travel times or normal travel times along that given segment) for interstate and non-interstate NHS roadways and the year-to-year trends throughout the period, shown in **Figure 3.12** and **Figure 3.13**. In this case, unreliable means that travelers of a roadway segment cannot reasonably predict the time it would take to travel the roadway during certain time periods.

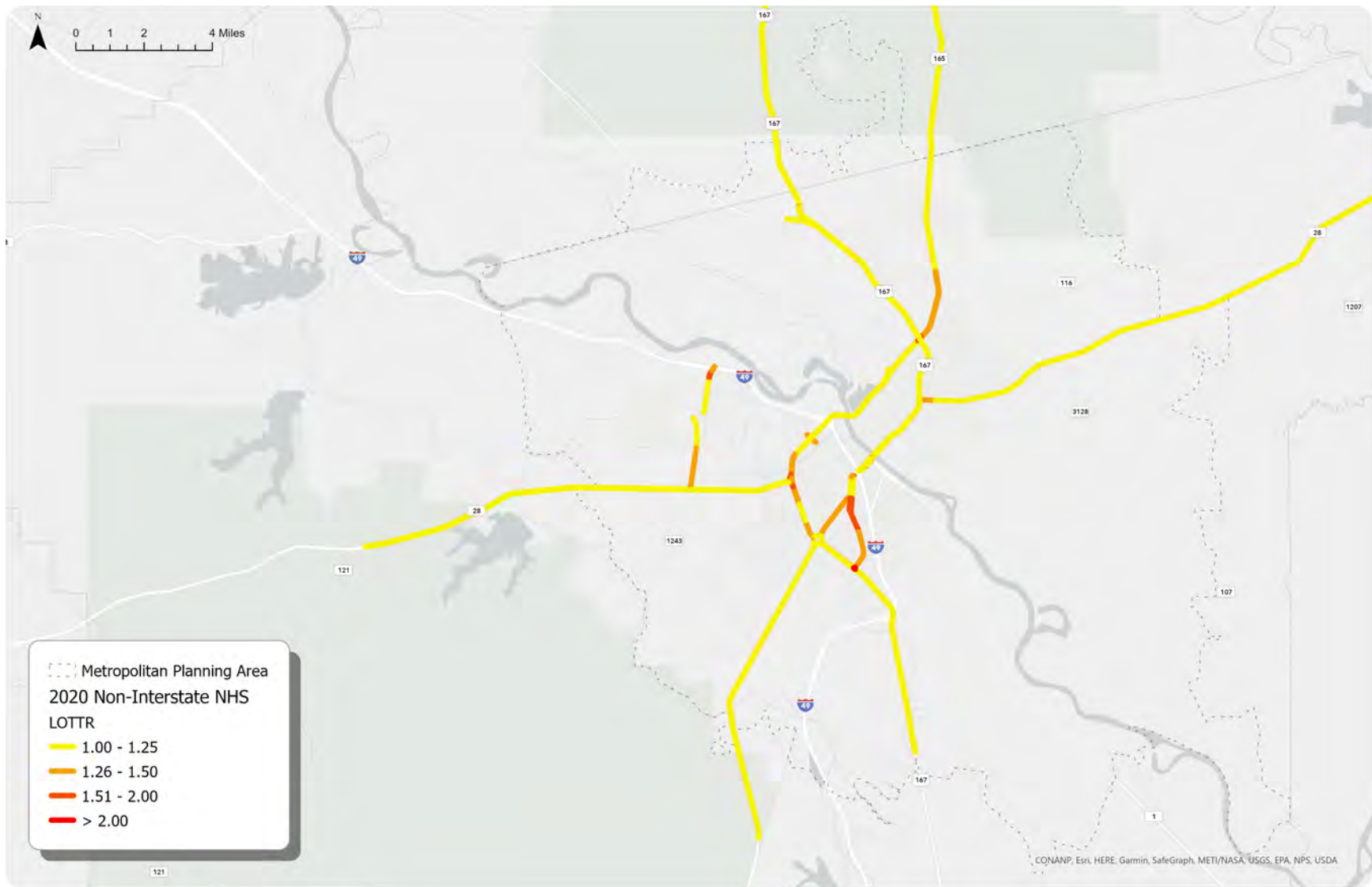
Figure 3.12 shows segments with the MPA roadway network on interstate roadways in 2020. There were no unreliable interstate segments identified on the 2020 MPA NPMRDS roadway network, indicating that 100% of the interstate segments were reliable.

Figure 3.13 shows segments of the roadway network on non-interstate roadways in 2020 as well, showing only a few segments with poor reliability. The same intersection that had poor LOS for both AM and PM peak periods at McArthur and Coliseum appears to have poor reliability as well. The intersection at Horseshoe Drive and Jefferson Highway shows poor reliability as does Business US 167 (Lee) between Broadway and Masonic Drive. The segment of Airbase Road passing under I-49 shows poor reliability, but good level of service indicating that there may be occasional periods where travel times through this segment that are within the 80th percentile are 1.5 times longer than the 50th percentile travel times or normal travel times along that same segment.

Figure 3.12 | Interstate Level of Travel Time Reliability



Figure 3.13 | Non-Interstate Level of Travel Time Reliability



Truck Travel Time Reliability Index (TTTRI) is an indicator of unexpected delay or the predictability of congestion. TTTRI is an important measure to consider for freight analysis as many businesses rely on predictable, just-in-time freight deliveries as part of their operations. If businesses can anticipate certain levels of congestion, they are able to plan their deliveries and operations around that congestion and avoid missed deliveries and unnecessary delays.

TTTRI is a metric that indicates freight reliability and FHWA provides data resources for reporting TTTRI values specifically for interstate segments. Using FHWA's 2020 NPMRDS truck travel time data, the metric was calculated as a ratio of the 50th percentile of truck travel time to the 95th percentile truck travel time for a given segment. A value above 1.5 indicates a segment that is unreliable for truck travel, and the higher the value, the more unreliable the segment. Regionwide, between 2017 and 2020, the TTTRI has remained under 1.5 and has been trending downward, meaning the regionwide interstate freight network can be considered reliable.

Cost of Delay

Just under \$15.9 million commercial vehicle cost of delay, and just over \$47.7 million for both commercial and passenger vehicle delay for 2020 alone. These calculations were developed based on the following data sources/methods:

- Volume Data: INRIX_2013, NPMRDS2_PRE_2018, NPMRDS2_2018, NPMRDS2_2019, NPMRDS2_2020
- Speed Data: NPMRDS from INRIX (Trucks and passenger vehicles)
- Vehicle Costs
- 2020 - Passenger: \$17.91 Commercial: \$100.49
- Percent of vehicle distribution is based on each individual road segment.
- For segments that do not have percent information, the defaults of 90% passenger and 10% commercial are used.
- Delay is calculated against the free flow speed for segments whose speeds fall 20 mph or more below free flow

Figure 3.14 presents all interstate segments in the MPA. Only US 71 at the I-49 interchange registers as having poor TTTRI. Moving forward, both these and the LOTTR freight corridor segments should be emphasized when considering freight mobility and freight network improvements.

Figure 3.14 | Truck Travel Time Reliability Index



ECONOMIC DEVELOPMENT

The region's transportation infrastructure today provides access to business and employment and the primary means businesses use to deliver goods and services. It also plays a critical role in future economic development. Transportation investments have a considerable influence on the location of new development including revitalization of existing areas. While improving access to an area can encourage development, a lack of access can contribute to loss and economic decline and deter new investment.

The MPO recognizes the impact transportation investments have on the region's economy, places and people and seeks to prioritize investments that have a positive economic impact today and in the future. The need for coordinating transportation and economic development planning is also indicated by public and stakeholder input. 51% of public survey respondents indicated improving access (to jobs, education, and other economic opportunities) as "extremely important." Variations in poverty rates and incomes between rural and urban parts of the region indicate the need to factor economic considerations into the transportation planning process.

RESILIENCE & ENVIRONMENT

The Alexandria Pineville region is host to a wide variety of environmental and cultural resources, anchored by the Red River which extends the center of the UZA between Alexandria and Pineville. With the onset of recent climate disasters such as Hurricane Ida and Tropical Storm Nicholas, preparing transportation systems for resiliency are also especially important. The MPO and its partners recognize the transportation system must consider the overall resiliency and sustainability of the region.

The natural environment and transportation impact each other. Increasing frequency and intensity of natural hazards pose a risk to transportation; while runoff from road surfaces cause water pollution and vehicle emissions reduce air quality. Existing transportation infrastructure also influences land uses and developments that disrupt natural habitats, encourage poor location development, and longer commutes. Transportation infrastructure can contribute to sustainable interactions between natural and built environments. A regionally integrated, reliable, and safe transportation network encourages alternative modes of travel and sustainable development. Planning for improved access to basic needs and opportunities enhances the region's ability to weather threats or hazards, while the design of physical infrastructure could mitigate stressors and survive shocks, and recover quickly.

To better understand the potential environmental impacts created by MTP projects, locations of all available environmental and cultural resources were first inventoried as a part of the environmental mitigation analysis. The data and information used to conduct the analysis was collected from publicly available databases maintained by the US Census Bureau, ESRI, Atlas Archive, National Park Service, and the U.S. Fish and Wildlife Service. These inventoried resources are displayed in **Figure 3.15** and **Figure 3.16**.

Figure 3.15 | Alexandria-Pineville MPA Cultural and Historical Resources

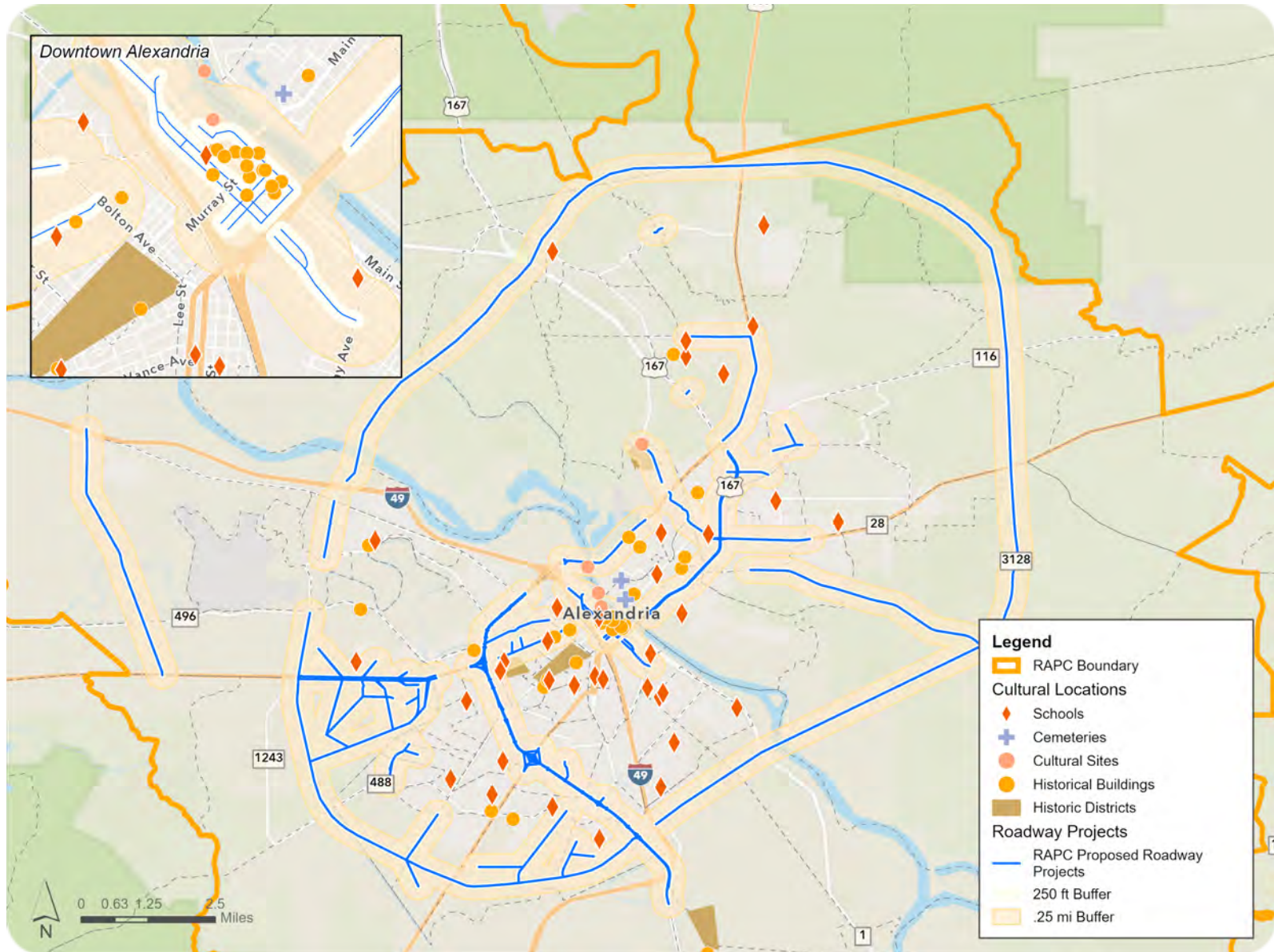


Figure 3.16 | Alexandria-Pineville MPA Environmental Resources

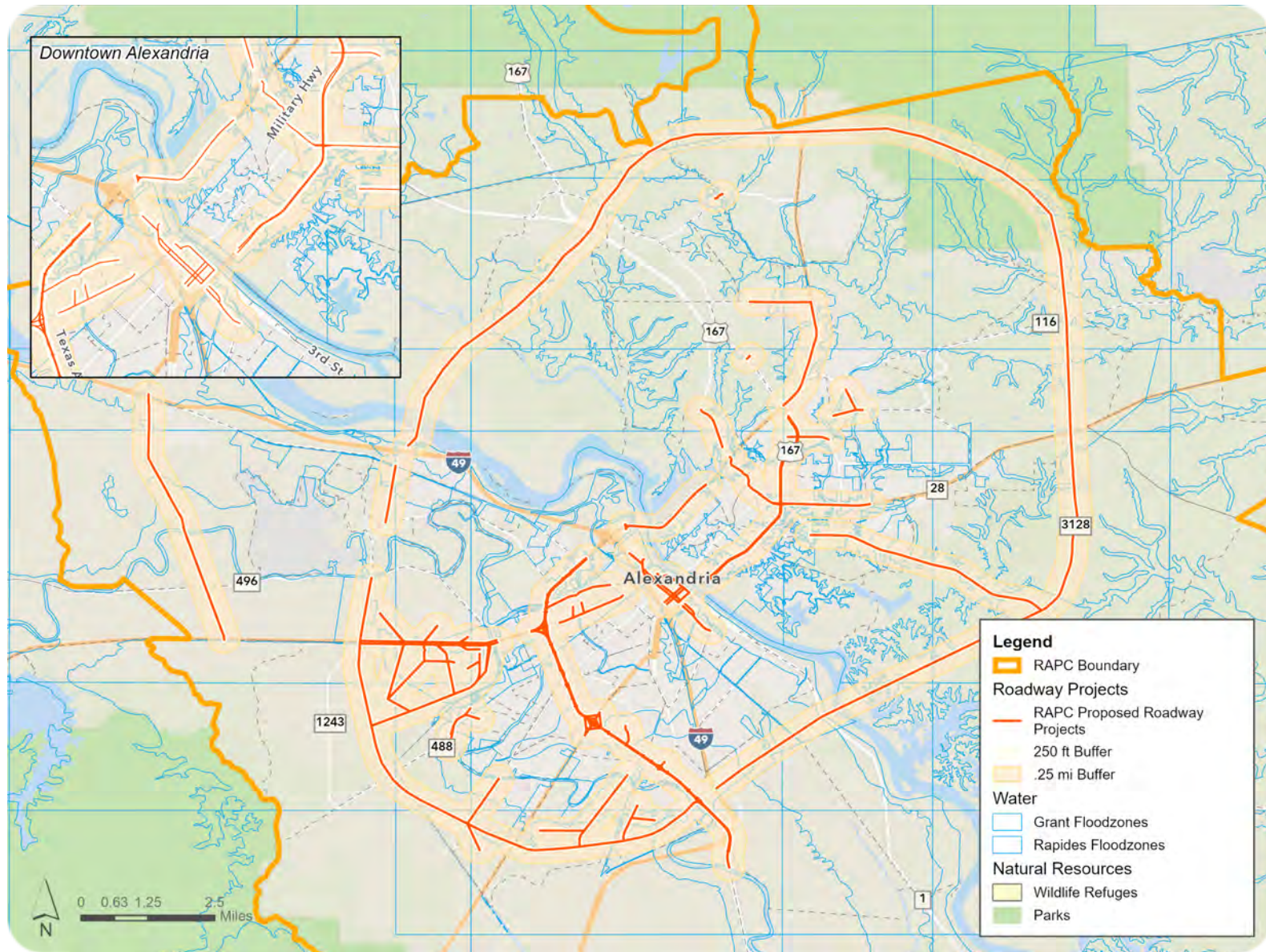
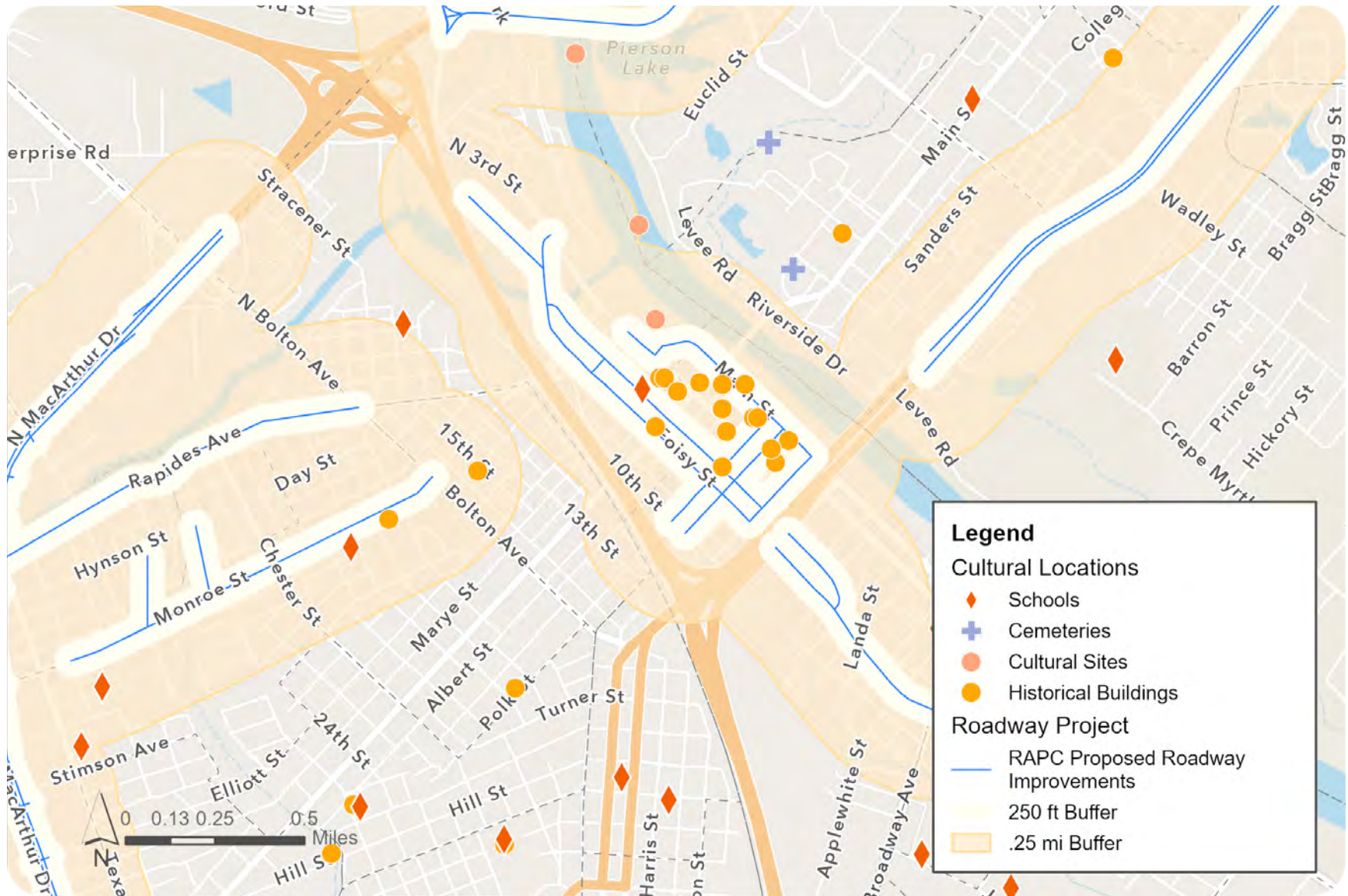


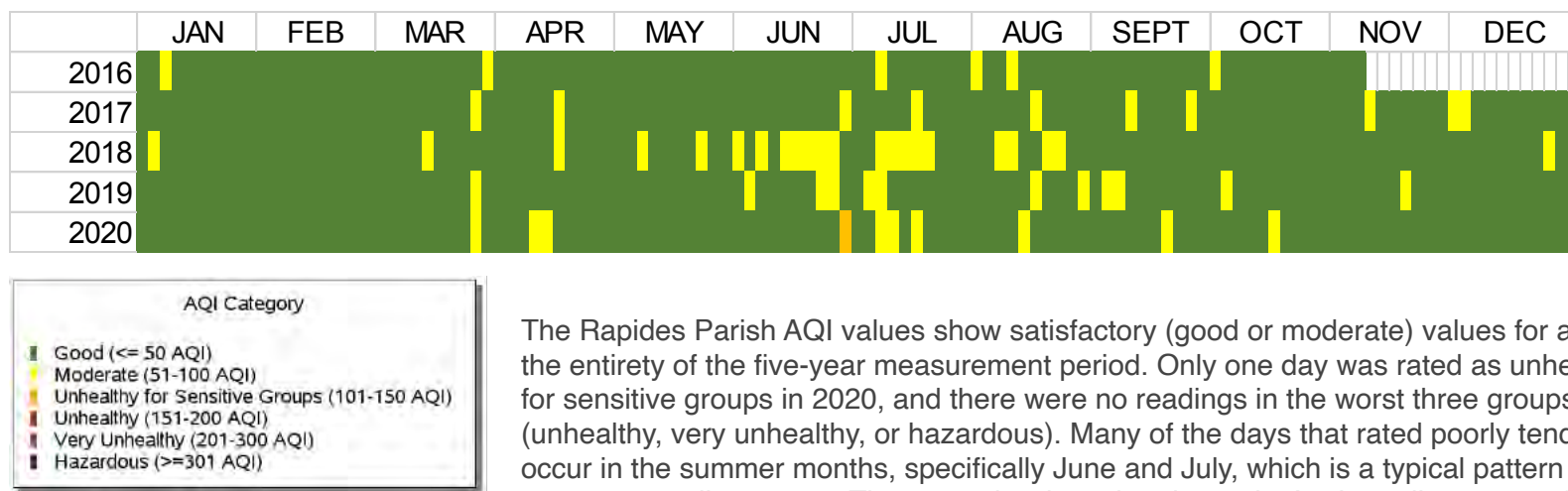
Figure 3.17 | Alexandria-Pineville MPA GIS Buffer Analysis



The Clean Air Act of 1970 increased federal enforcement authority and authorized the development of national air quality standards to limit common and widespread pollutants. These standards, known as the National Ambient Air Quality Standards (NAAQS), define the allowable concentration of pollution in the air for six "criteria" pollutants, including carbon monoxide, lead, nitrogen dioxide, particulate matter, ozone, and sulfur dioxide. The MPA is in attainment for air quality and is not required to take any specific steps to address air quality issues. But as part of its goal to be a good steward of the regional environment, RAPC continues to work toward limiting air pollutants and maintaining air quality.

Existing air quality within the RAPC MPA has generally been rated as moderate to good per the EPA's Outdoor Air Quality Data. **Figure 3.18** represents the EPA's daily Air Quality Index (AQI) values from 2016 – 2020 for all relevant AQI pollutants (Ozone, SO₂, PM_{2.5}, PM₁₀) in the RAPC MPA. The AQI helps quantify a region's air quality using a scale ranging from 0 to 500; in general air quality is assumed to be satisfactory if it measures within the 0 to 100 range. The data was taken for Rapides Parish, which compromises most of the study region.

Figure 3.18 | Rapides Parish Daily AQI Values, 2016-2020



The Rapides Parish AQI values show satisfactory (good or moderate) values for almost the entirety of the five-year measurement period. Only one day was rated as unhealthy for sensitive groups in 2020, and there were no readings in the worst three groups (unhealthy, very unhealthy, or hazardous). Many of the days that rated poorly tended to occur in the summer months, specifically June and July, which is a typical pattern for most metropolitan areas. These results show that the region's air quality successfully meets the needs of the general public and compares favorably to similar metropolitan areas. Transportation projects should emphasize reducing VMT through improved network connectivity, limiting congestion delay, and providing opportunity for the use of alternative fuels to mitigate air quality impacts.

ENVIRONMENTAL JUSTICE

Environmental Justice was first defined in the metropolitan transportation planning process in 1994 with Executive Order 12898: Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations. The executive order is meant to ensure that historically marginalized populations are not disproportionately adversely affected by federal actions.

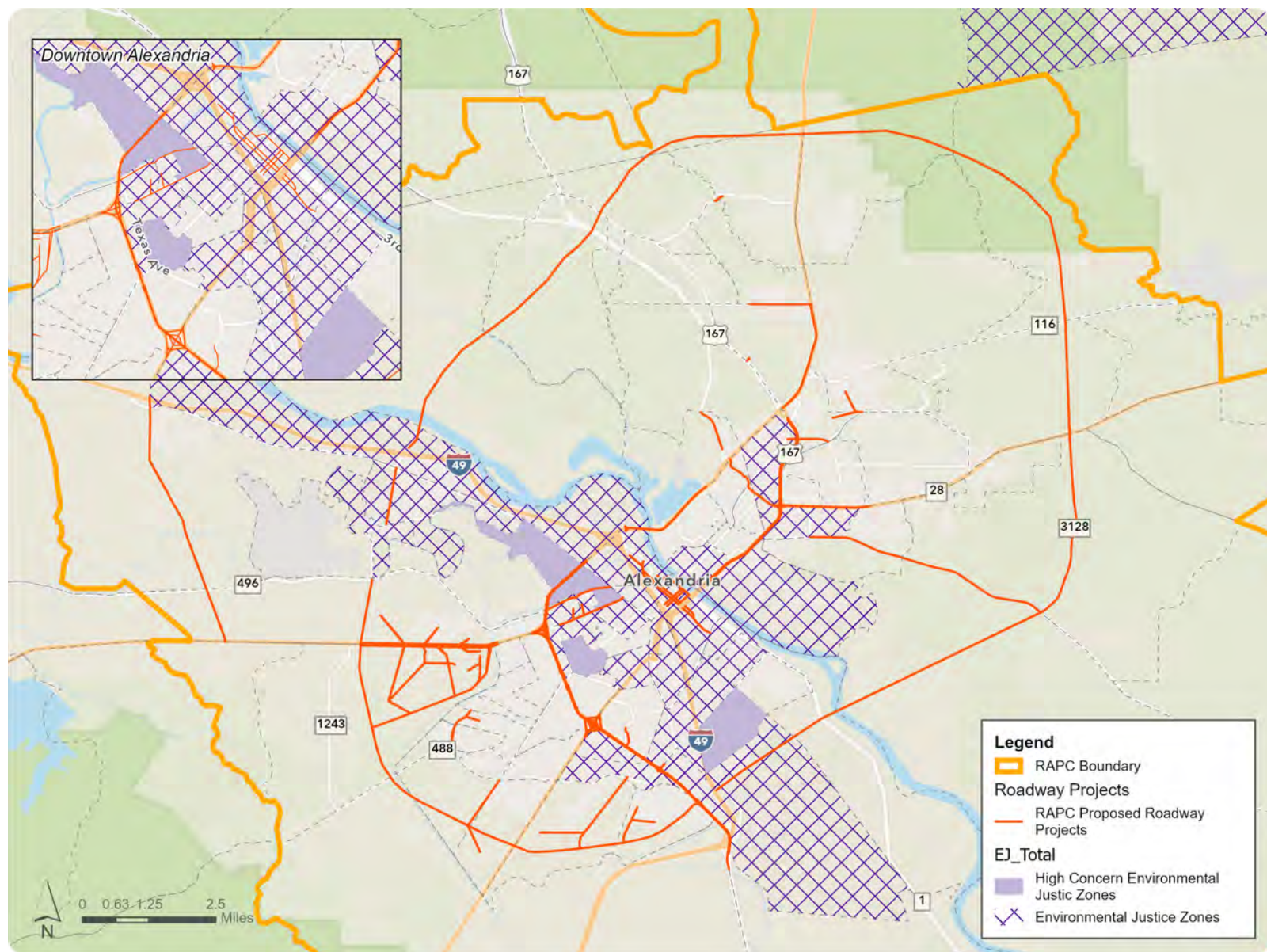
Demographic information was obtained from U.S. Census data and analyzed at the census block group level (based on 2019 ACS 5-year estimate data). Block groups were designated as Environmental Justice Zones (EJZs) if two of the following criteria was met:

- At least 40% of the block group's total population identified as a racial or ethnic minority. This threshold is based on U.S. Census Bureau 2019 estimates for minority population percentage in the United States. Of the RAPC MPA's 112 census block groups, 47 (42%) were identified as minority majority EJZs.
- At least 20% of the block group's total population identified as living at or below the poverty line. Of the RAPC MTP's census block groups, 41 (37%) were identified as low-income for environmental justice concern.
- Limited English Proficiency groups identified for environmental justice concern are represented by the block groups with the 10% highest percentage of limited proficiency

Designation as an EJZ for this analysis was based on a block group meeting two of the criteria described above. If a block group met all three of the identified criteria, it was considered a High Concern EJZ. Of the 112 block groups in the RAPC study area, 28 were designated as EJZs and four were designated High Concern EJZs environmental justice concerns. **Figure 3.19** displays the number of projects by category that may impact the identified EJZs. Overall, 30 intersects affected environmental justice zones in addition to the 3 affecting high environmental justice zones.

The MPO remains steadfast in its commitment to working with project sponsors to mitigate negative impacts on environmental justice communities using measures such as impact minimization and context sensitive solutions (appropriate functional and/or aesthetic design features).

Figure 3.19 | Potential Impacts to EJZ's



4 | VISION, GOALS & OBJECTIVES

Transportation planning inside the Alexandria-Pineville MPA is driven by stakeholder and public input, their priorities, as well as current conditions and trends. This information was used by the MPO to develop the Vision, Goals, and Objectives of the 2045 MTP that will be archived through the implementation of the plan's strategies and projects to advance the region's transportation system.

VISION

The Alexandria-Pineville Metropolitan Transportation Organization envisions a safe, resilient, and well-maintained multi-modal transportation system that facilitates equitable and efficient movement of people and goods across an economically vibrant region.

GOAL 1: SAFETY

Transportation by all modes will be safe

- Objective 1-1 - Reduce the number and severity of incidents for all modes
- Objective 1-2 - Reduce serious injuries and fatalities from transportation
- Objective 1-3 - Make investments and support initiatives that help protect transportation customers, employees, and the public from safety and security threats

GOAL 2: SYSTEM PRESERVATION & MODERNIZATION

Maintain and modernize the transportation system and plan for its resiliency

- Objective 2-1 - Maintain the transportation system, including roadway, bridges, transit, and active transportation infrastructure, in a state of good repair
- Objective 2-2 - Modernize transportation infrastructure across all modes
- Objective 2-3 - Prioritize projects that support planned response capability to existing or future extreme conditions (flooding, hurricanes, and other natural or man-made impacts)

GOAL 3: CAPACITY MANAGEMENT & MOBILITY

Use existing capacity more efficiently and increase transportation options

- Objective 3-1 - Improve access to and accessibility of all modes, especially transit and active transportation (pedestrians & bicyclists) for all
- Objective 3-2 - Support implementation of roadway management operation strategies to improve travel reliability and mitigate congestion
- Objective 3-3 - Emphasize capacity management through low-cost investments; prioritize projects that focus on lower-cost operations/management-type improvements such as intersection improvements and Complete Street solutions

- Objective 3-4 - Improve reliability of transit
- Objective 3-5 - Increase percentage of population and employment within one-quarter mile of transit stations and stops
- Objective 3-6 - Support community-based and private-initiative services and programs to meet reverse commute and other non-traditional transit/transportation needs, including those of people 65 years old or older and people with disabilities
- Objective 3-7 - Fund improvements to bicycle/pedestrian networks to create a connected network by expanding facilities and closing gaps

GOAL 4: STEWARDSHIP

Ensure transportation system positively impacts communities and be financially and environmentally sustainable for future generations

- Objective 4-1 - Increase capability of transportation system to continue functioning during periodic and chronic shocks and stressors
- Objective 4-2 - Reduce transportation-related pollutants, including air pollution, greenhouse gas emissions, water pollution, and stormwater drainage disruption
- Objective 4-3 - Ensure transportation projects integrate into and contribute to the community's cultural fabric and contribute to their viability
- Objective 4-4 - Support land-use policies consistent with sustainable and resilient growth
- Objective 4-5 - Ensure cost of planned improvements and maintenance does not exceed the anticipated ability of the region to fund them

GOAL 5: TRANSPORTATION EQUITY

Ensure that all people receive comparable benefits from, and are not disproportionately burdened by MPO investments, regardless of race, color, national origin, age, income, ability, or sex

- Objective 5-1 - Minimize potential harmful environmental, health, and safety effects of MPO-funded project for all social vulnerable populations
- Objective 5-2 - Promote investments that support transportation for all ages (age-friendly communities)
- Objective 5-3 - Promote investments that are accessible to all people regardless of ability
- Objective 5-4 - Seek meaningful public input into the transportation planning process
- Objective 5-5 - Identify ways to improve transportation access and mobility within social vulnerable populations

GOAL 6: ECONOMIC VITALITY

Ensure our transportation network provides a strong foundation for economic vitality

- Objective 6-1 - Respond to mobility needs of the workforce population
- Objective 6-2 - Foster a transportation system that is usable and easily allows visitors to the region to access its amenities
- Objective 6-3 - Eliminate bottlenecks on freight network and improve freight reliability
- Objective 6-4 - Enhance freight intermodal connections

5 | PERFORMANCE-BASED PLANNING

While stakeholder and public feedback is an essential indicator of success, ensuring the MTP actually achieves its states goals requires processes to track performance over time. The MPO uses an evidence-based approach to evaluate the overall performance of the transportation system to identify strategies and adjust programming as necessary to enhance the region's transportation system.

Formally codified and required by the FAST Act (23 CFR Part 490), Performance-based Planning and Programming (PBPP) is used by FTA, FHWA, state DOTs, MPOs, and transit agencies to strategically direct transportation decision-making. PBP is a systemic, evidence-based method for integrating qualitative data and other information into the transportation planning process. This approach is intended to supplement or help-inform decision-making roles and responsibilities of the public, elected officials, and experts. MPOs, DOTs, and transit agencies are required to identify performance-based planning targets for performance measures within the following five key policy areas, effective 2018:

- Safety,
- Pavement and Bridge Condition,
- System Performance and Freight,
- Congestion Mitigation & Air Quality (CMAQ), and
- Transit Asset Management (TAM).

Figure 5.1 lists specific performance measures for Safety, Pavement and Bridge Condition, System Performance and Freight, and CMAQ⁹ measures. While LADOTD is required to establish statewide targets, the MPO may choose develop its own targets for the region or choose to adopt those of the state. The region's transit providers establish their own Transit Asset Management targets while the MPO, in coordination with the providers, develops regional targets.

⁹ FAST Act requires CMAQ performance measure targets set by MPO's that contain area(s) designated as non attainment for ozone (O₃), carbon monoxide (CO), or particulate matter (PM₁₀ and PM_{2.5}). There are currently no areas served by the MPO that meet any of these criteria.

Figure 5.1 | Policy Area & Performance Measures Identified in 23 CFR Part 490

SAFETY	
Number of Fatalities	
Fatalities per million vehicle miles travelled (VMT)	
Number of serious injuries	
Serious injuries per million vehicle miles traveled (VMT)	
Number of non-motorized fatalities and non-motorized serious injuries	
PAVEMENT & BRIDGE CONDITION	
Pavement	Percentage of Interstate pavement in good condition
	Percentage of Interstate in poor condition
	Percentage of non-Interstate National Highway System (NHS) in good condition
	Percentage of non-Interstate National Highway System (NHS) in poor condition
Bridge	Percentage of NHS bridges in good condition
	Percentage of NHS bridges in poor condition
SYSTEM PERFORMANCE & FREIGHT	
System Performance	Interstate Travel Time Reliability Measures (TTRM): percentage of person miles traveled on the
	Interstate Travel Time Reliability Measures (TTRM): percentage of person miles traveled on the non-
Freight	Truck Travel Time Reliability Measures (TTTR): percentage of truck miles travelled on the interstate
CONGESTION MITIGATION & AIR QUALITY (CMAQ)	
Traffic Congestion	Peak Hour Excessive Delayh (PHED)
	Non-single Occupant Vehicle Travel
On-road Mobile Source Emissions	Total Emissions Reductions
TRANSIT ASSET MANAGEMENT (TAM)	
Rolling Stock	Percentage of inventory exceeding Useful Life Benchmt (ULB)
Equipment	Percentage of inventory exceeding Useful Life Benchmt (ULB)
Facilities	Percentage of inventory exceeding 2.5 on the Transit Economic Requirements Model (TERM) scale
Infrastructure	Performance of track segment with performance restrictions

SAFETY

Safety targets for the Alexandria Pineville MPA were initially established in 2018 and updated annually. The MPO adopted the same targets as LADOTD for 2021 - a 1% reduction in all measures. A base period consisting of the prior five calendar year average ending in 2019 are used to compare the targets. For example, the current targets set in 2021 were compared to a based period consisting of years 2015-2019. Targets reflect two years of change from the base: a 1% reduction in 2020 and another 1% reduction in 2021. **Figure 5.2** lists all safety measures, based values, and target values based on estimated 2019 VMT derived from the MPO's travel demand model and aggregated to the MPA region.

Figure 5.2 | State & Region Safety Performance Measures & Targets

	Measure	Annual Targeted Change	Base (2015-2019) Rolling Average	Target (2021)
State	Fatalities	1% reduction	756	741
	Serious Injuries		1346	1319
	Fatality Rate		1.526	1.496
	Serious Injury Rate		2.719	2.664
	Non-Motorized Fatalities and Serious Injuries		366	359
MPA	Fatalities	1% reduction	12	12
	Serious Injuries		20	19
	Fatality Rate		1.252	1.227
	Serious Injury Rate		2.012	1.971
	Non-Motorized Fatalities and Serious Injuries		9	9

ROAD & BRIDGE CONDITION

The MPO uses the following performance measures to track the condition of the region's roads and bridges system:

- Percentage of Interstate lane miles in Good or Poor condition,
- Percentage of non-Interstate NHS lane miles is Good or Poor condition, and
- Percentage of NHS bridge overall condition (including deck, substructure, superstructure) in Good or Poor condition

FAST Act requires states to set 2- and 4-year targets for measures used to track the condition of roads and bridges on the NHS (including interstate & non-interstate). LADOTD creates statewide targets based on anticipated project funding and forecasts of pavement and bridge condition. MPOs may choose to adopt their state's targets or set their own. The APMPO derived a 4-year rate of change from each state target, then applied those rates to its own regional 2017 baseline measures to reflect anticipated overall pavement and bridge condition decline between 2017 and 2022. **Figure 5.3** lists LADOTD and APMPO baseline, pavement and bridge condition measures and targets aggregated to the MPA.

Figure 5.3 | Alexandria-Pineville MPA Pavement & Bridge Condition Targets, 2018-2022

System Performance Measure	LADOTD Targets			MPA Targets	
	Baseline (2017)	2-Year Target (2020)	4-Year Target (2022)	Baseline (2017)	4-Year Target (2022)
% <i>Interstate Good</i>			10%	37%	10%
% <i>Interstate Poor</i>			4%	0%	4%
% <i>Non-Interstate NHS Good</i>	43.20%	16%	14%	9.60%	9.60%
% <i>Non-Interstate NHS Poor</i>	19.90%	10%	12%	3.70%	12%
% <i>NHS Bridges Good</i>	44.80%	35%	30%	53.10%	30%
% <i>NHS Bridges Classified Poor</i>	6.70%	9.90%	9.90%	1%	9.90%

SYSTEM PERFORMANCE & FREIGHT

The MPO uses the following performance measures to track the reliability of passenger and freight travel on the NHS inside the MPA:

- **Level of Service (LOS)** - Indicates congestion on a scale from A to F, where A represents free flow traffic and F represents severe congestion.
- **Interstate Level of Travel Time Reliability (Interstate LOTTR)** - Percentage of person-miles traveled on the interstate system that are considered reliable,
- **Non-Interstate NHS Level of Travel Time Reliability (non-Interstate NHS LOTTR)** - Percentage of person-miles travelled on the non-interstate NHS that are considered reliable, and
- **Truck Travel Time Reliability Index (Truck TTTRI)** - A ratio indicating the reliability of truck travel times on the interstate system.

As with road and bridge conditions, the state is required to set 2- and 4-year performance targets; MPOs may use the state's targets or set their own. The MPO has chosen to adopt LADOTD's performance targets for the reporting period 2018-2022. Based on prior year trends, slow growth, and few projects that will significantly impact reliability measures, targets shown in **Figure 5.4** reflect an overall expectation that system reliability will change minimally over a four-year period.

Figure 5.4 | Regional and State LOTTR and TTTRI Performance Measures

System Performance Measure	LADOTD Targets			APMPO Targets	
	Baseline (2017)	2-Year Target (2020)	4-Year Target (2022)	Baseline (2017)	4-Year Target (2022)
Percent of the Person-Miles Traveled on the Interstate that are Reliable	89.8	88.9	88.4	100	88.4
Percent of the Person-Miles Traveled on the Non-Interstate that are Reliable			86.6	98.3	86.6
Truck Travel Time Reliability (TTTRI) Index	1.32	1.37	1.4	1.1	1.4

TRANSIT ASSET MANAGEMENT

The MPO uses three performance measures to track the condition of transit assets:

- Facilities - percentage of assets with a condition rating exceeding 3.0 on FTA's TERM scale,
- Rolling Stock - the percentage of revenue vehicles meeting or exceeding their ULB
- Equipment - the percentage of non-revenue vehicles meeting or exceeding their ULB

Transit asset management (TAM) targets are established every year by transit providers directly to FTA through the National Transit Database. The MPO is required to update its TAM targets every four years, typically during updates to the Transportation Improvement Program and Metropolitan Transportation Plan update cycles. **Figure 5.5** shows current TAM targets for the region. Rolling stock and equipment percentages indicates those that will reach their ULB and Facility percentages are those that will exceed 3.0 of the FTA's Transit Economic Requirements Model (TERM).

Figure 5.5 | Transit Asset Management Targets (Atrans)

Rolling Stock (revenue vehicles)	ULB (years)	MPA
Bus (BU)	14	15%
Cutaway Bus (CU)	14	10%
Van/Minivan (VN/MV)	8	20%
Equipment (non-revenue vehicles)	ULB (years)	MPA
Automobiles (AO)	8	5%
Trucks, SUVs, Vans (SV)	8	18%
Facilities (all buildings & structures)		MPA
Admin & Maintenance		20%

TRANSIT SAFETY PERFORMANCE MEASURES

The PTASP Final Rule, 49 CFR Part 673.11(a)(3), requires that all public transportation providers must develop an Agency Safety Plan (ASP) to include Safety Performance Targets (SPT) based on the safety performance measures established under the NSP. The safety performance measures included in the NSP are fatalities, injuries, safety events, and system reliability (State of Good Repair as developed and tracked in the TAM Plan). **Figure 5.6** shows the seven (7) SPTs that must be included in each ASP that are based on the four (4) performance measures in the NSP. Atrans used past five (5) years of reported data to develop rolling averages listed in Table 5.7. Targets are set at the current NTD reported five-year average.

Figure 5.6 | NSP Safety Performance Measures

Safety Performance Measure	SPT	SPT
Fatalities	Total Number Reported	Rate Per Total VRM
Injuries	Total Number Reported	Rate Per Total VRM
Safety Events	Total Number Reported	Rate Per Total VRM
System Reliability	Mean distance between major mechanical failure	

Figure 5.7 | Atrans Safety Performance Measures & Targets

System Performance Measure	Fixed Route		Demand Response	
	Baseline (2019)	Target	Baseline (2019)	Target
Fatilities	0.2	0.2	0	0
Rate of Fatalities*	0.000000396	0.000000396	0	0
Injuries	0.2	0.2	0	0
Rate of Injuries*	0.000000396	0.000000396	0	0
Safety Events	4.4	4.4	0	0
Rate of Safety Events	0.000008721	0.000008721	0	0
Mean Distance Between Major Mechanical Failure	504,552.40	504,552.40	76,916.40	76,916.40

* rate = total number for the year/total revenue vehicle miles traveled

TARGET ATTAINMENT

The MPO works through the implementation the MTP to attain performance targets. Projects listed in the MTP are selected through careful analysis considering potential impacts to the regional transportation system's safety, preservation, efficiency, and effectiveness. The MPO's tiered project prioritization process and selection criteria, included in Chapter 7 and **Appendix B**, includes subcategories based on the federal performance measures. Motorized and Non-motorized Safety, Road & Bridge State of Good Repair, and Travel Reliability are used to illustrate how the MTP's program of projects will achieve the MPO's targets.

The MPO also works with the local transit operator (Atrans) to align funding with their TAM plan to help achieve regional performance targets. Furthermore, the MTP and the MPO's Transportation Improvement Program are regularly updated to reflect transit agencies' TAM plan requirements.

Figure 5.8 | Alexandria-Pineville MPA, MTP Projects by Performance Measure

	Projects	Percent
State of Good Repair: Road	22	38%
State of Good Repair: Bridge	5	9%
Safety: Motorized	5	9%
Safety: Non-Motorized	8	14%
Travel Reliability	24	41%

Figure 5.10 | Alexandria-Pineville MPA, MTP Projects by Goal

	Projects	Percent
Safety	26	45%
System Preservation & Modernization	35	60%
Capacity Management & Mobility	32	55%
Stewardship	58	100%
Transportation Equity	10	17%
Economic Vitality	15	26%

Figure 5.9 | Alexandria-Pineville MPA, MTP Projects by Improvement Type

	Projects	Percent
Capacity	22	38%
Reconstruction	7	12%
Overlay	8	14%
Bridge	5	9%
Safety	15	26%
Enhancement	9	16%
ITS	2	3%
Maintenance	5	9%

TRACKING PERFORMANCE & GOALS

Although they provide an assessment of progress, federally required performance measures do not full encompass all of the MTP 2045 goals. Performance based planning requires procedures to regularly and track performance measures and report progress achieving identified targets. The MPO developed a Project Scorecard to rank and track the degree to which the MTP's program of projects aligns with its goals.

Post MTP adoption, the MPO will also publish an annual Performance Report describing each performance measure and process towards meeting established targets. Information from the annual Performance Report and the Listing of Obligated Projects will be aggregated with other documentation to assess the MPO's progress towards achieving regional transportation goals.

6 | STRATEGIES, PROGRAMS & TOOLS

The MPO's planning process consists of tools, programs, and strategies informed by the information presented in the Regional Overview and Priorities chapters to achieve the regional Vision, Goals, and Objectives of the MTP. The MPO will continue to use the best available practices, methods, and technologies to conduct holistic planning efforts to improve the regional transportation system.

TRANSIT

The MPO uses four methods to improving public transit to become a more viable and accessible mobility option in the region:

1. Support transit service that effectively and conveniently connects travelers to destinations between the region's urban and rural areas.
2. Incorporate improvements that will provide safe and accessible stops for all riders and facilitate efficient movement public transit.
3. Help ensure federal capital funds are dedicated to maintaining the region's transit vehicles and infrastructure in a state of good repair through Transit Asset Management Process (TAM).
4. Coordinate with Atrans and LADOTD in the selection of State and MPO SPTs.

Transit Asset Management

The MPO and Atrans are implementing FTA's Transit Asset Management (TAM) Program to achieve and maintain a state of good repair. The condition of transit vehicles, facilities, and other infrastructure is critical to the success of the regional transit system. Regional TAM performance targets are established by the MPO in coordination with Atrans. The TAM program framework allows transit agencies to track and manage federally funded transit assets, improve safety, enhance reliability and system performance, as well as establish measures to help agencies operational efficiency.

Transit Safety Performance Target Coordination

ATRANS will make their SPTs available to LADOTD and the RAPC to aid in those agencies' respective regional and long-range planning processes. ATRANS (to the maximum extent practicable) will coordinate with LADOTD and the MPO in the selection of State and MPO SPTs as documented in the Interagency Memorandum of Understanding (MOU). Each year during the FTA Certifications and Assurances reporting process, ATRANS will transmit any updates to our SPTs to both the MPO and LADOTD (unless those agencies specify another time in writing).

NON-MOTORIZED TRANSPORTATION

The potential for adding or enhancing non-motorized facilities is integral to the MPO's planning process. Facilitating safe walking and bicycling can range from simple improvements such as signage to complex treatments like dedicated bike lanes or paths. The MPO in recent years has engaged in a large-scale program intended to expand and increase non-motorized transportation network across the region.

Bicycle & Pedestrian Master Plan

In 2017, the Alexandria-Pineville Bicycle and Pedestrian Master Plan was developed by the MPO to improve walking and biking conditions in the MPA. The plan identifies projects and policies the MPO and member entities can implement using federal aid. The MPO programmed all recommended bike and pedestrian improvements for implementation across five phases between 2022-2026.

SAFETY

The MPO works with regional partners to advance safety programming to reduce deaths and injuries on the regional transportation network. Safety encompasses a range of activities and project types, an essential goal and integral to projects selected by the MPO for inclusion in the TIP and MTP. Alexandria MPA safety goals are closely linked to the Louisiana Strategic Highway Safety Plan (SHSP). The SHSP uses a data-driven approach to aggressively reduce transportation-related fatalities and suspected serious injuries 50% by 2030.

Safety Coalitions

The CenLA Highway Safety Coalition (CHSC) is a multidisciplinary regional safety coalition representing the parishes of Vernon, Natchitoches, Winn, Grant, LaSalle, Concordia, Catahoula, Avoyelles, Rapides, and Sabine. The CHSC was established by LADOTD and tasked with reviewing local crash data and developing a data-driven action plan linked to the SHSP.

The CHSC coordinator is housed within the MPO and facilitates meetings with members, including law enforcement, local government agencies, civic organizations working to implement SHSP strategies together. Coordinators also research best practices related to regional emphasis areas and seek innovative safety solutions for potential local implementation. In addition to monitoring progress and updating the regional action plan as needed, the CHSC also perform the following tasks:

- analyze crash to identify problem areas;
- participate in marking campaigns developed by the National Highway Traffic Safety Administration (NHTSA) & LADOTD's communication Coordination Council;
- provide assistance to coalition members researching and applying for federal funding;
- facilitate trainings; and
- conduct outreach efforts to education coalition members and local citizens on transportation safety.

Emphasis Areas

The Regional Strategic Highway Safety Plan (RSHSP) uses the 4E approach (engineering, education, enforcement and emergency services) to identify strategies addressing five emphasis areas: Infrastructure and Operations, Occupant Protection, Impaired Driving, Distracted Driving, and Young Drivers. Each emphasis area has an action plan featuring objectives, strategies, and action steps to reduce traffic fatalities in the region.

Infrastructure & Operations

The infrastructure and operations of roadways plays an important role in the safety of transportation systems. Roadway departure fatalities account for approximately half of roadway fatalities in the region. The CHSC's regional coordinator works with LADOTD and the Louisiana Transportation Research Center to identify road segments, based on data analysis and mapping, with high rates of roadway departure and intersection crashes resulting in fatal or serious injuries. This information is used to identify safety improvements to be implemented system-wide to reduce crashes.

Impaired Driving

Nationally, approximately one person dies every 51 minutes from a motor vehicle crash that involves an alcohol-impaired driver, accounting for about 28 percent of all 2019 traffic-related deaths in the United States. Regionally, the LSU Center for Analytics and Research in Traffic Safety indicated that alcohol involvement is the contributing factor in over 20 percent of fatalities across the ten parishes of Central Louisiana. The CHSC is attempting to address through increased enforcement, education and marketing directed at finding alternatives to impaired driving. Alternatives to driving impaired remains a challenge for rural areas with no viable public transit or rideshare services (taxi, Uber, Lyft).

Occupant Protection

According to the Centers for Disease Control and Prevention, motor vehicle crashes are the leading cause of death among people aged 1-54 in the United States. Data from 2011-2015 shows that half of roadway fatalities in the Central Region were due to occupants not being restrained. Occupant protection pertains to basic safety measures such as proper seat belt use, child restraint, and helmet use. Strategies used by the CHSC mostly focus on enforcement and education with proper seatbelt and child restraint safety as major components of the RSHSP. The coalition also co-sponsors proper child restraint education and car seat giveaways.

Young Drivers

According to the National Highway Traffic Safety Administration, teenage drivers are twice as likely as adult drivers to be in a fatal crash. In 2019, 30 percent of roadway fatalities and 34 percent of serious injuries in the Central Region involved young drivers. : driving at nighttime, driving after drinking any amount of alcohol, and driving distracted by teenage passengers and electronic devices. This RSHSP emphasis area seeks to work with stakeholders and community leaders to educate young drivers, support law enforcement, and reduce the number of crashes involving young drivers. The CHSC's outreach efforts include presentations to students and their parents to encourage engaged, safe, responsible driving and deter high-risk behavior behind the wheel, such as driving at nighttime, driving after drinking any amount of alcohol, and driving distracted.

Distracted Driving

The National Highway Traffic Safety Administration reported distracted driving caused 3,142 deaths in the US in 2019. Almost 23 percent of fatalities and 45 percent of serious injuries in the CHSC region are caused by distracted driving annually. Louisiana defines distracted driving as a distracted or inattentive driver as one who is actively engaged in any activity that diverts the operators attention away from driving. Although the use of cell phones is often associated with distracted driving, other distractions like eating, reaching for other objects, or other passengers can take attention away from the road. The CenLA Highway Safety Coalition is combating this dilemma with an action plan focused on educating the public of the dangers of inattentive driving, as well as supporting law enforcement to deter this risky driving behavior.

Crash Data Analysis

The MPO in partnership with the CenLA Highway Safety Coalition has conducted multiple studies to determine the contributing factors or combination of factors that are frequently associated with crashes in the region and identify those locations and corridors where those features occur. Crash factors include time, surface conditions, lighting, severity, collision type, and possible contributing factors such as alcohol. These studies will allow the MPO to proactively address potentially unsafe conditions and develop safety improvements that may have a significant impact on crash rates in the MPA. Funding for safety-specific projects at the state and federal level is available, most programs are awarded on a competitive basis and require local matching funds.

The MPO will continue its work with the CHSC in support of both the regional and state highway safety plans. It will also expand its programming to enhance coordinating work with member jurisdictions to develop a pipeline of projects reliable for safety-specific funding opportunities and identifying systemic problems and solutions for the MPA.

STEWARDSHIP

The MPO endeavors to contribute to the environmental sustainability of the region. FHWA recommends an ordered approach to mitigation known as “sequencing” that involves understanding the affected environment and assessing transportation effects through project development.

This ordered approach involves:

- Avoiding the impact altogether (this should be the priority), minimizing impacts by limiting the degree or magnitude of the action and its implementation.
- Rectifying the impact by repairing, rehabilitating, or restoring the affected area.
- Reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action.
- Compensating for the impact by replacing or providing substitute resources.

The MPO’s mitigation activities will vary depending on the scope of the project. Several mitigation measures and general areas where these activities can be implemented are presented in **Figure 6.1** and are intended to be regional in scope and may not necessarily address potential project-level impacts. As proposed projects move through the project development process, mitigation strategies will be investigated further. In many instances, an assessment of potential mitigation activities is developed in consultation with applicable federal, state, and tribal land management, wildlife, and regulatory agencies to eliminate or mitigate any potential negative impacts to the natural environment or to cultural and historic resources. The timeframes for performing these consultations are scalable depending on the size of the project and the possible extent of the impact. As projects phase from planning to programming, planning partners have an opportunity to assess the extent and timeframe for performing the mitigation consultation process.

Some of the outside agencies involved in consultation, where applicable include some of the following types of agencies:

- Land use management
- Natural resources
- Environmental protection
- Conservation
- Historic preservation

Some levels of this consultation also include a comparison of regional and local transportation plans with statewide conservation, flood mitigation, and resiliency plans or maps.

Figure 6.1 | Mitigation Measures by Resource Type

Resource	Mitigation Measures
Wetlands or Water Resources	• Avoidance, Minimization or Compensation • Preservation • Creation • Restoration • In-lieu Fees • Riparian Buffers • Design Exceptions and Variances • Environmental Compliance Monitoring
Cultural Resources	• Avoidance and Minimization • Landscaping for Historic Properties • Preservation in Place or Excavation for Archaeological Sites • Design Exceptions and Variances • Environmental Compliance Monitoring
Parks and Recreation Areas	• Avoidance, Minimization, Mitigation • Design Exceptions and Variances • Environmental Compliance Monitoring
Ambient Air Quality	• Transportation Control Measures • Transportation Emission Reduction Measures
Forested and Other Natural Areas	• Avoidance, Minimization • Replacement Property for Open Space Easements to be of Equal Fair Market Value and of Equivalent Usefulness • Design Exceptions and Variances • Environmental Compliance Monitoring
Agricultural Areas	• Avoidance, Minimization • Design Exceptions and Variances • Environmental Compliance Monitoring
Endangered or Threatened Species	• Avoidance, Minimization • Time of Year Restrictions • Construction Sequencing • Design Exceptions and Variances • Species Research/Fact Sheets • Memoranda of Agreements for Species Management • Environmental Compliance Monitoring

FREIGHT

The MPO seeks to ensure freight movement on the regional public transportation network is safe and efficient with minimal negative impacts. In this role, the MPO is responsible to facilitating a metropolitan transportation planning process for the region that includes a focus on freight transportation. The FAST Act and MAP-21 gave MPO's the expanded responsibility to engage in freight planning. By reviewing the freight network assets and activities within the planning area, the MTP process helps ensure that mobility strategies and transportation investments will address the needs within the area.

The continued success of a mobile and connected freight facility network will depend on the ability of the regulating institutions to adequately gauge growth and plan for future expansion. Through regional partnerships, the MPO can help advance sustainable and economically viable freight transportation strategies. By aligning investment with emerging best practices in transportation planning, RAPC, on behalf of the MPO will be well-suited to keep up with the demands of future freight movement through the central Louisiana region.

The MPO's Transportation Policy Committee includes key freight stakeholders as members representing the Central Louisiana Port and England Industrial Economic Airpark. The inclusion of freight stakeholders as MPO policy board members reflects the its emphasis on a coordinated freight planning process.

STAKEHOLDER COORDINATION & PUBLIC OUTREACH

Overall, the Technical Advisory Committee and Transportation Policy Committee will continue to serve as the primary channels the MPO receives public input on individual projects, initiatives, and the transportation process. Additionally, the MPO continues to increase outreach to non-governmental organizations, such as advocacy groups and human service agencies - especially for projects that could potentially impact their constituencies.

The MPO is looking at ways to expand on its current outreach efforts in order to gain the most public input in to planning efforts. This effort also includes increased presence at community meetings, local fairs, as well as pop-up style events. The MPO is also expanding and modernizing its current outreach efforts to include best practices in virtual public involvement tools that will increase the convenience and accessibility of future public input opportunities.

7 | IMPLEMENTATION

A wide range of recommendations for maintaining and improving the regional transportation system were identified by the MPO's transportation planning process and stakeholder consultation. Advancing recommendations to become actual projects requires careful study and evaluation to determine its feasibility and prioritized based on the degree they support the MTP's Vision and Goals. The MPO must also consider its financial capacity to implement projects, available funding sources, as well as the funds projected to be available in the future.

FISCAL CONSTRAINT

The FAST Act mandates that MTP projects must be fiscally constrained. As a result, the MPO must demonstrate that the improvements proposed by the MTP does not exceed the amount of anticipated funding (local, state, federal) reasonably expected to be available. This chapter describes the analysis used for estimating project costs, and then summarizes the revenue sources utilized in forecasting the amount of available funding. The MPO, in consultation with LADOTD, a combination of the following analyses will be used to determine the MTP's fiscal constraint:

- Projection of Urban Systems funding (STP<200K) based on previous years' expenditures, and
- Projection of average future funding based on historical LADOTD expenditures.

Streets & Highways Revenue Analysis

Surface Transportation Funds for MPA's under 200,000 in population (STP<200K Small-Urban funds) are the primary federal funds made available to MPOs for roadway construction or rehabilitation on the Federal aid eligible network. These funds can also be used for pedestrian and bicycle facilities, and also flexed to the transit program. A 20% local match (share) must provided for projects under this program.

State and federal funding for transportation projects are determined by the LADOTD, in consultation with the MPO, on an annual basis. This funding category is distributed to best address the unmet needs in any of the six small urbanized areas (under 200,000 in population) in Louisiana. This means that the actual amount of state and Federal funds spent in any single small urban area can vary widely from year to year. For this reason, revenue forecasts are projection based on historical trends.

Funding Sources

Substantial financial assistance is funded through LADOTD and FHWA since many of the improvement projects are located on the state and federal highway systems. There are a variety of federal transportation funding the state may use to fund transportation projects in the region in addition to small urban funds. For example, the Highway Safety Improvement Program (HSIP) provides funding dedicated for projects intended to reduce fatalities and serious injuries on all public roads. Another program, the National Highway Performance Program (NHPP) funding provides support for the National Highway System's condition and performance.

Figure X summarizes funding levels by recurring sources. Other sources of funding are described in **Appendix A**.

Figure 7.1 | Historic Funding by Recurring Source

Source	30 Yr Total Actual Dollars	Annual Avg 2020 Dollars
FAP, NHS, NHPP, IM	\$282,944,583	\$9,431,486
STPFLEX	\$121,799,250	\$4,059,975
STPENH	\$3,759,458	\$125,315
STPHAZ	\$196,880	\$6,563
STP<200K	\$97,116,400	\$3,237,213
OFA	\$8,561,570	\$285,386
FBRON	\$162,093,001	\$5,403,100
HSIP	\$34,004,294	\$1,133,476
State Cash	\$7,005,138	\$233,505
State General Fund, NFABOND	\$67,648,583	\$2,254,953
Overlay	\$27,118,668	\$903,956
Maintenance	\$2,260,466	\$75,349
Miscellaneous (Other)	\$1,336,421	\$44,547
Local	\$2,950,879	\$98,363
Total	\$818,795,592	\$27,293,186

Historic Funding By Improvement Type

An analysis of historical funding using the LADOTD listing of projects let between 1990 and 2019 inside the MPA. Non-recurring funds were excluded from each year's total historical revenue. Projects were then grouped by year with an average Consumer Price Index (CPI) factor used to convert the revenue into 2020 dollars. The database was then aggregated by general project type as shown in **Figure 7.2**.

Figure 7.2 | Historic State & Federal Funding by Improvement Type

Categories	30 Yr Total Actual Dollars	Annual Avg 2020 Dollars	Percent
Capacity	\$189,706,466	\$6,323,549	23.17%
Reconstruction	\$50,667,327	\$1,688,911	6.19%
Overlay	\$179,841,816	\$5,994,727	21.96%
Bridge	\$109,437,670	\$3,647,922	13.37%
Safety	\$152,414,314	\$5,080,477	18.61%
Enhancement	\$17,368,931	\$578,964	2.12%
ITS	\$26,656,465	\$888,549	3.26%
Maintenance	\$92,702,602	\$3,090,087	11.32%
Total	\$818,795,592	\$27,293,186.41	100.00%

Forecast Funding Availability

Financially Constrained Plan's feasibility was assessed by comparing the estimated cost of the programmed improvements to the projected funds available by funding source and improvement type. Recurring funding projection was made analyzing historic data expenditures for street and highway construction inside the MPA.

Figure 7.3 | Annual Distribution of Funding by Improvement Type

Categories	Annual Funding	Percent
Capacity	\$6,000,000	30%
Reconstruction	\$1,500,000	8%
Overlay	\$4,000,000	20%
Bridge	\$3,000,000	15%
Safety	\$3,000,000	15%
Enhancement	\$400,000	2%
ITS	\$400,000	2%
Maintenance	\$1,700,000	9%
Annual Average	\$20,000,000	100%

Historical LADOTD information indicated on average, in the last 30 years, contracts totaling more than \$20M in 2020 dollars were let for construction and maintenance of the regional transportation infrastructure. This amount was then used to forecast funding to 2045. An inflation factor of 2 percent per year was applied to the \$20M to forecast availability of funds from 2021 through 2025 and 1.5 percent was applied 2036 through 2045. Total available and federal and state funding forecasted over the life of the financially Constrained plan is approximately \$624 million. **Figure 7.4** shows annual amounts the forecasted availability of all funds by MTP phase.

Figure 7.4 | Phased Funding Forecast

MTP Phase	Funding Forecast
Phase I	\$106,162,419
Phase II	\$239,878,392
Phase III	\$278,388,666

Transit Revenue Analysis

Urban Formula Funds, or FTA 5307, are the primary source of recurring federal funding for public transit and provide 80% of capital improvement costs, as well as 50% limited operating funding. The amount of funding annually apportioned to the urbanized area is derived from total vehicle revenue miles, population, and population density. The MAP-21 (2013) transportation bill created a new annual formula program: the Bus and Bus Facilities Program (FTA 5339) that funds the replacement or rehabilitation of busses and bus related assets.

The MPO forecasted the following FTA funding availability for Phases I, II, and III of the MTP based on growth rates, shown in **Figure 7.5**. Similar to highway funding, federal transit funding may also come in the form of discretionary grants, such as BUILD, Bus and Bus Facilities Discretionary, and other capital investment grants.

Figure 7.5 shows the projected federal funding amount anticipated to be available to Atrans and Rapides Parish Rural Public Transit based on the following assumptions:

- Atrans will continue to be the recipient of all FTA 5307 funding for the MPA;
- FTA 5307 allocation for Atrans will be \$1,147,815 for FY2020;
- Atrans will use FTA 5307 'rollover' funding and the discretionary grant program to fund operational and capital costs proposed in the MPO's draft 2023-2026 Transportation Improvement Program; and
- Federal transit funding is anticipated to grow 2% annually from 2021-2025, consistent with FAST Act guidance. An annual 1.5% growth rate will be used beyond 2021, accounting for expected slow growth rate for future federal transportation revenues.

Figure 7.5 | Projected Atrans & RSCC Federal Transit Revenues

	FTA 5307	FTA 5339	FTA 5311
Phase I (2021-2025)	\$6,092,741	\$1,046,990	\$536,301
Phase II (2026-2035)	\$13,766,801	\$2,365,717	\$1,211,794
Phase III (2036-2045)	\$15,740,822	\$3,026,006	\$1,406,336
TOTAL	\$35,600,364	\$6,438,712	\$3,154,430

PROJECT EVALUATION & PRIORITIZATION

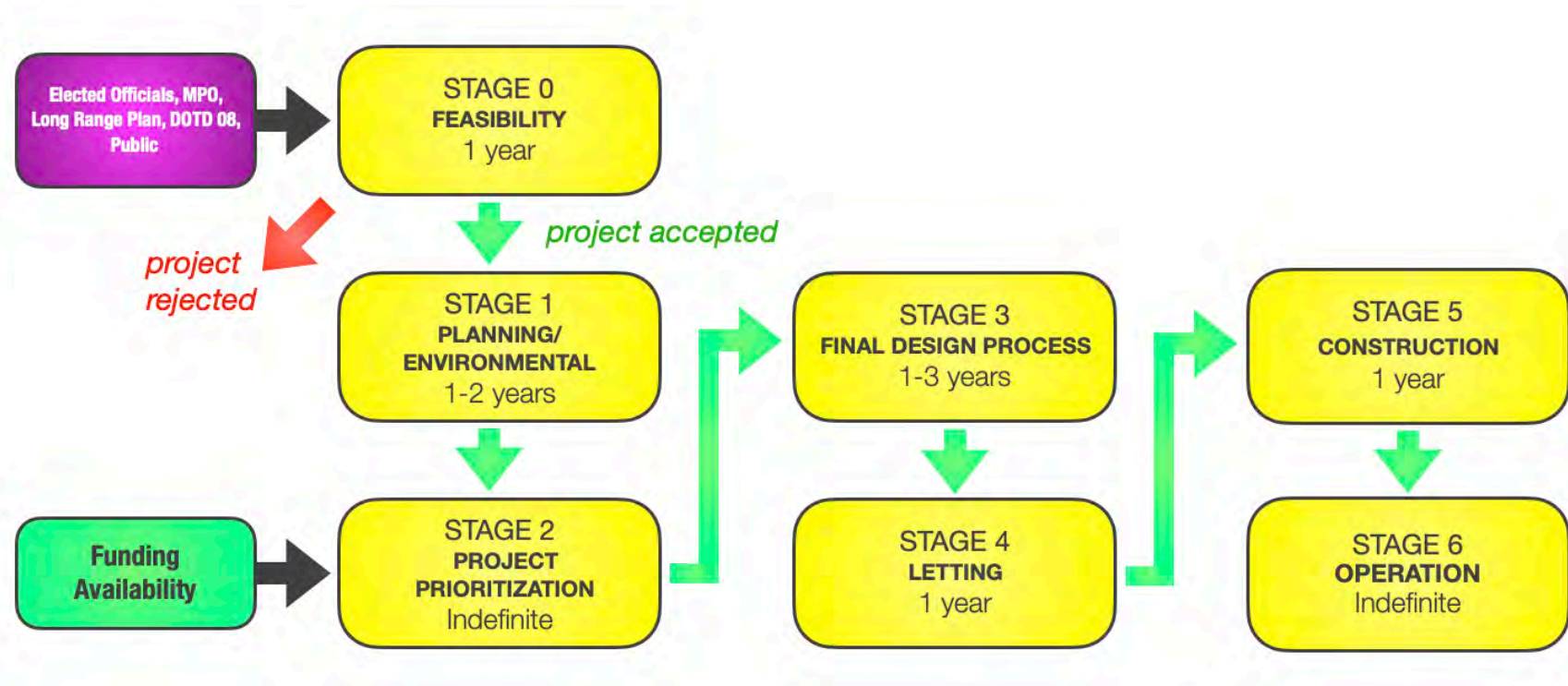
The system of programs and policies that guide the MPO's identification of potential issues within the regional transportation system, as well as tools for addressing these issues are decided in Chapters 1-6. Further evaluation of the feasibility of potential solutions, as well as a prioritization are required to advance projects towards implementation. Project prioritization allows for ranking and selection of projects according to their alignment with the regional transportation vision, how they achieve the goals and objectives of the MTP, and where they fit into the MPO's implementation program.

Evaluation & Feasibility

Many of the same analyses and considerations described in Chapter 6 (Tools, Programs, and Strategies) are used to evaluate candidate projects. As illustrated in **Figure 7.6**, the first step in LADOTD's project delivery process is generally a Stage 0 or Feasibility study. Stage 0's involve the development and screening of potential project alternatives in coordination with multiple stakeholders, as well as the public when appropriate. The outcome of the process is a decision for advancing a project towards implementation (go/no go).

Fiscal constraint is a federal requirement and a guiding principal in the development of the MPO's planning and implementation program. Even projects of high importance are subject to availability of federal and local funding. As such, the identification of funding for implementation is critical to a candidate project's feasibility determining if, how, and when a project can be funded.

Figure 7.6 | LADOTD Project Delivery Process



Prioritization Process

Once identified, the MPO uses a tiered approach to determine how projects are prioritized. Each project under consideration for inclusion in the TIP and MTP is initially evaluated and assigned points in Tier I based on their ability to improve safety, reduce travel delay, and improve system connectivity. For example, a project that meets multiple goal categories may be considered a high priority for investment. Projects not meeting the threshold for addressing these criteria are removed from further consideration for inclusion in the implementation program. **Figure 7.7** shows the prioritization criteria and maximum points criteria used to evaluate each candidate project, weighted based on importance. Project ranking criteria scoring measures, data sources, and scoring scales for these criteria can be seen in **Appendix B**.

Figure 7.7 | Project Prioritization Criteria & Maximum Points Distribution

Tier I Criteria	Possible Points
Safety	80
Travel Delay Reduction	80
System Connectivity	40
TOTAL	200
Tier II Criteria	Possible Points
Plan Consistency / Feasibility / Readiness	20
Potential Freight Benefits	20
Potential Bike / Ped. Benefits	20
Potential Impact to Community or Natural Resources	20
Potential Environmental Justice and Low-income Population Impact	20
TOTAL	100

The anticipated state and federal highway funding for the plan period (2021-2045) was estimated at \$624 million. The identified total cost of projects in the MTP's Phased Improvement Program is \$337 million, which is less than the anticipated funding. Transit expenses for the plan horizon is equal to the estimated transit revenue. Therefore, the MTP 2045 is financially constrained.

CONCLUSION

Metropolitan Transportation Plan 2045 is intended to guide regional transportation development and investment over the next 30 years. The Rapides Area Planning Commission and the Alexandria-Pineville Metropolitan Planning Organization are grateful to the public and stakeholders who contributed to this report.

Additional resources for planners, elected officials, and the public, including the MPO's Project Prioritization Criteria, a summary of the MPO's public outreach effort conducted as part of this effort, and transportation maps are included as appendices to this report. A list of transportation projects based on projected funding availability over the next 30 years.

For additional resources, more information about the transportation planning process, and future public involvement opportunities, please visit www.rapc.info.

APPENDIX A

LIST OF ACRONYMS

ACS	American Community Survey, a product of the U.S. Census Bureau.	LADOTD	Louisiana Department of Transportation and Development
ATRANS	Alexandria City Transit	LOTTR	Level of Travel Time Reliability, a federally-mandated measure of delay and congestion for roadway users.
C	Construction (project phase)	MPA	Metropolitan Planning Area, the area for which an MPO conducts regional transportation planning. Consists of at least one urbanized area plus the portions of the region expected to become urbanized within 20 years.
CHSC	Central Louisiana Highway Safety Coalition	MPO	Metropolitan Planning Organization, a federally designated agency responsible for regional transportation planning in the UZA and MPA.
CLRP	Central Louisiana Regional Port	AEX	Alexandria International Airport
CMAQ	Congestion Mitigation and Air Quality, a program intended to reduce emissions and improve air quality through transportation improvements.	MTP	Metropolitan Transportation Plan, a document produced by the MPO outlining regional transportation priorities and projects over the next 25 years.
CMP	Congestion Management Process, a federally-mandated system for identifying congestion and implementing strategies for its reduction.	NAAQS	National Ambient Air Quality Standards, a series of standards established by the Clean Air Act to determine the overall air quality of the region.
DOT	Department of Transportation	NAICS	North American Industry Classification System, a standard system for assigning individual businesses to industry clusters.
E	Final Design and Engineering (project phase)		
ENV	Environmental (project phase)		
FHWA	Federal Highway Administration		
FTA	Federal Transit Administration		
GIS	Geographic Information Systems, a tool for managing and analyzing geographical data.		
GPPJ	Grant Parish Police Jury		

APPENDIX A

NHFN	National Highway Freight Network, a series of roadways established by the FAST Act for the strategic allocation of resources to improve the performance of highway portions of the US Freight Network.	TIP	Transportation Improvement Program, the document proceeded by the MPO to identify projects that are ready for implementation in the next four years.
NHS	National Highway System, a network of roadways critical to the nation's economy, defense and mobility.	TPC	Transportation Policy Committee, the group of regional stakeholders appointed to make policy decisions for the MPO.
NHTSA	National Highway Traffic Safety Administration	TTRI	Truck Travel Time Reliability Index, a federally-mandated performance measure used to assess delay and congestion for trucks on the interstate system.
PBPP	Performance Based Planning and Programming, a strategy for using quantitative data to inform transportation decision making.	ULB	Useful Life Benchmark, the estimate of how many years a transit vehicle can be in service and still be in state of good repair. Applies to both revenue generating and non-revenue generating vehicles.
RAPC	Rapides Area Planning Commission	UPT	Unlinked Passenger Trips, a single trip by one person on one transit vehicle.
RPPJ	Rapides Parish Police Jury	UZA	Urbanized Area, a region meeting population density thresholds established by the U.S. Census Bureau and with a population greater than 50,000.
SHSP	Strategic Highway Safety Plan, a plan outlining statewide efforts to reduce transportation-related fatalities and serious injuries.	VHT	Vehicle Hours Traveled, the total number of hours vehicles were on the roadway in a given time period.
TAM	Transit Asset Management, a system for ensuring transit vehicles and facilities remain in a state of good repair.	VMT	Vehicle Miles Traveled, the total number of miles traveled by vehicles in a given time period.
TAZ	Traffic Analysis Zone, a subset of the MPA used to assign origins and destinations in the travel demand forecast model.		
TDM	Travel Demand Model		

APPENDIX A

LIST OF FUND SOURCES

5307	FTA Section 5307 Urbanized Area Formula (transit funds)	PL&Env.	Metropolitan Planning and Environmental
5310	FTA Section 5310 Enhanced Mobility for Seniors and Individuals with Disabilities (transit funds)	RAIL HE	Rail Hazard Elimination
5311	FTA Section 5311 Formula Funds for Rural Areas (transit funds)	RAIL PD	Rail-Highway Crossings
5339	FTA Section 5339 Bus and Bus Facilities (transit funds)	REIMB	Reimbursement
DEMO	Congressional High Priority on Demonstration Project	RR	Railroad
FBROFF	Federal Bridge Replacement (Off-system)	RTP	Recreational Trails Program
FBRON	Federal Bridge Replacement (On-system)	SATRANS	Safety Transfer
HSIP	Highway Safety Improvement Program	SR2S	Safe Routes to School
HSIPPEN	HSIP Penalty Transfer Funds	STCASH	State Transportation Trust Fund
Local	Local Government Funds	STP<200K	Surface Transportation Program for urbanized areas with populations under 200,000
NFA	State Transportation Funds for Non-Federal Aid Routes	STEPENH	Transportation Enhancements
NFI	No Funds Identified	STPFLEX	Federal funds programmed statewide through LADOTD needs assessment process
NHPP	National Highway Performance Program	TAP<200K	Transportation Alternatives Program for urbanized areas with populations under 200,000
PL	Metropolitan Planning	TIGER	Transportation Improvements Generating Economic Recovery, now known as RAISE (Rebuilding American Infrastructure with Sustainability and Equity)

APPENDIX B

PROJECT PRIORITIZATION CRITERIA MEASURES

Criterion	Rationale	Measure	0	5	10	15	20	40
Travel Delay Reduction Benefits	Prioritize projects that reduce travel time delay in a cost-efficient manner	<i>Benefit/Cost Ratio (Annual dollars saved from reduced delay divided by project cost)</i>	Points awarded in increments of 10 based on breaks in the distribution values.					
Safety	Prioritize projects that address existing safety hot spots and corridors.	<i>Qualitative assessment based on historic crash data and engineer's assessment.</i>	No safety benefits	X	X	Minimal safety benefits	Moderate safety benefits	Considerable safety benefits
System Connectivity & Continuity	Connectivity benefits exceed delay reduction, especially as it relates to the provision of alternative routes for automobiles and direct routes for bicyclists and pedestrians.	<i>For new alignments: Roadways classified as arterials or higher intersected per mile (principal arterials, expressways, and interstates count 2 times) For widening: Number of connections or intersections with existing widened facilities.</i>	0 to 0.5 intersections/ no connection or intersection	0.5 to 1 intersections per mile/1 connection or intersection	1 to 1.5 intersections per mile/2+ connections or intersections	1.5 to 2 intersections per mile/no points possible for widening	2+ intersections per mile/no points possible for widening	X
Intermodal & Multimodal Benefits	Prioritize projects that have the potential to improve bike/ped conditions.	<i>Type of roadway, adjacency to planned bike/ped facility</i>	Expressway, Interstate, or other facility that prohibits bike/ped traffic	X	All other roadways not adjacent to planned bike/ped facility	X	All other roadways adjacent to planned bike/ped facility that would likely be included in project scope	X
Plan Consistency	Prioritize projects that have been vetted in locally-adopted plans or existing studies.	<i>In previous locally-adopted plan or in preliminary study.</i>	No previous plans or study	In previous MTP, vision/ project (unfunded)	In previous MTP, fiscally-constrained project (funded)	In local or statewide plan (e.g. Comprehensive or Statewide Plan)	Preliminary study (e.g. Stage 0, preliminary engineering study, etc.)	X
Potential Impact to Community or Natural Resources	Avoid negative and costly environmental impacts.	<i>Proximity to community or natural resources like historic sites, recreational areas, churches, cemeteries, preserves, etc.</i>	Considerable perceived impact	X	Moderate perceived impact	Minimal perceived impact	No perceived impact	X
Potential Impact to Minority & Low-Income Population	Avoid prioritizing projects that are likely to have disproportionately high and adverse impacts to Environmental Justice (EJ) groups.	<i>Percentage of population along project corridor that is a minority or in a low-income household.</i>	EJ population 1.5 times or higher than planning area average	EJ population above planning area average	EJ population below planning area average	If the MPO determines that the roadway project going through an EJ area has support from its minority/low-income community, the project will receive maximum points. Projects with a surrounding are of less than 50 people per developed acre are considered undeveloped and receive maximum points.		
Potential Freight Benefits	Prioritize projects that benefit the movement of goods.	<i>Hours of delay reduced for freight trucks. Points awarded based on distribution of data.</i>	No freight benefits	Low freight benefits	Moderate freight benefits	High freight benefits	Highest freight benefits	X

APPENDIX C

PUBLIC ENGAGEMENT OVERVIEW

Public engagement was vital to the success of the MTP 2045 plan. Throughout the entire planning process the APMPO engaged the public through online meetings, tools, and surveys to receive feedback on each section of the plan. The general process is outlined below. Each point of public outreach was advertised across multiple mediums to ensure that all citizens and stakeholders were given the opportunity to participate in the planning process.

PRE-PLANNING

Promotion & Awareness

APMPO staff, advisory members, and stakeholders will work together to promote all the upcoming public engagement events through available communication channels before beginning the first phase of public engagement. APMPO staff will promote the engagement process through:

Webpage: APMPO established a dedicated webpage for the development of the plan to serve as the project information hub, where information and updates on the plan and engagement opportunities can be found.

Media Coverage: Press releases, meeting notices, and ads. The APMPO used its existing list of media contacts for various publications. All notices were used to inform the public about upcoming participation events.

Email Notices: The APMPO used its email subscriber database and also have an option for the public to sign-up for project email notifications.

Public Input Kiosks: The APMPO deployed public input kiosks at all specified public comment locations designated by the RAPC's Public Participation Plan (P3).

Social media Platforms: Facebook was the primary channel the APMPO will use to promote meetings, surveys, and public comment periods. APMPO member entities and members of the steering committee were encouraged to share posts on their social media platforms.

APPENDIX C

Phase 1:

VISIONING & STRATEGY DEVELOPMENT

The first phase of the MTP 2045 public engagement process focused on assessing what the community feels are the current needs for transportation and their vision for future regional transportation. This initial round of community feedback took place in two different formats: Community forums and online public open houses. Initial education and participation-building took place by meeting community organizations and groups where they are or online. Due to the COVID-19 pandemic, conversation and feedback took place at multiple “visioning” open houses held online and on request at accessible locations in the region.

Feedback: The community was asked during this phase of public engagement to share their creation to the draft vision, goals and objectives and also validate regional needs through online engagement tools and stakeholder outreach. Public Input Kiosks were deployed to public comment locations prescribed by the APMPO’s Public Participation Plan (P3) to help ensure opportunity for comment to as many people as possible in the region.

Online Tools & Public Input Kiosks:

Online surveys featuring questionnaires and open-ended prompts were available on the project webpage so anyone can share their vision and transportation issues from their internet-connected mobile device. Paper surveys were also available. Survey participants shared their input, such as values and priorities, regarding the transportation system today and 20+ years into the future.

A mapping tool using ESRI Survey123 was also available on the project webpage so the public could show us where they see opportunities and identify transportation concerns, such as traffic, pedestrian, bicycling, transit, safety, land use / development, Freight, Stormwater, or other. Participants could also add a description and upload a photo for each point identified using the mapping tool.

APPENDIX C

Phase 2:

PROGRAMMING, & PRIORITIZATION

The APMPO combined feedback from the first phase of public engagement with ongoing research and data analysis to establish MTP 2045 vision, goals, and objectives. This phase of public engagement was held solely online except for any regularly scheduled stakeholder group and steering committee meetings. Transportation needs and deficiencies, defined by the previous phases, were used to identify projects broken down into categories with expected project cost. The public were asked to confirm program of project addresses identified needs.

During this phase, the public was asked to evaluate the recommended projects selected during the planning and programming process.

The outcome of this engagement effort was to determine which of the broad range of recommended transportation projects the public feels are most important to achieve the vision for the MPA. This feedback was used to supplement the technical evaluation and project scoring that the MPO performs.

Stakeholder Groups: APMPO staff solicited direct feedback on the plan from established community organizations.

MPO TPC & TAC: Throughout the MTP 2045 transportation planning process the project MPO's Technical Advisory (TAC) and Transportation Policy Committees (TPC) meet regularly to provide feedback on plan development. During these meetings the MPO encouraged stakeholders to share any community feedback they have received from their members or community groups.

Online Tools & Public Input Kiosks: The public was asked to provide feedback through surveys distributed by email and social media, and available on the project webpage. Public Input Kiosks were deployed to public comment locations prescribed by the APMPO's Public Participation Plan (P3).

APPENDIX C

Phase 3:

FINAL PLAN - PUBLIC COMMENT & ADOPTION

The last phase in the MTP 2045 Public Engagement process combined all the research, analysis, and evaluation conducted by the APMPO into one well designed and accessible document. This was the final public check and approval of the vision, goals, and objectives for the MPA, as well as the projects that will help achieve it. Public engagement during this phase consisted of an online public meeting. APMPO staff presented the plan through maps, graphics, visuals and the draft document. A draft copy of the MTP 2045 plan was also be available at locations specified by the MPO's Public Participation Plan across the MPA and online on the project webpage.

The formal public hearing and adoption process will be held through the MPO's Technical Advisory Committee and Transportation Policy Committee. These will be coordinated with regularly scheduled meetings of each committee unless committee leadership determine that special meetings should be held.

APPENDIX C

ENGAGEMENT TOOLS

Public Input Kiosks

The APMPO developed new public input kiosks to make it easier for the public to participate in the planning process. The public input kiosks were deployed throughout the metropolitan planning area. Essentially, these are internet-connected tablets directly linked to the project webpage and public input tools. These new tools provided additional opportunities for members of the public without internet access to share their input into the planning process. The kiosks were located at designated by the MPO's Public Participation Plan (P3) throughout the MPA, also serving as a digital enhancement planning tool at community pop-ups events.

Group Boxes

Meeting people where they are is a big part of public outreach. Due to the pandemic, it was also impossible for MPO staff to attend every stakeholder meeting or event throughout the MPA. The MPO developed group boxes providing all the tools and resources for community groups to hold their own meetings regarding the long-range transportation planning process. The boxes were made available on request and contained the following:

- Phase-based questions will be used to guide public discussion about the project.
- Public comment cards for citizens to give feedback or concerns.
- Large metropolitan planning area map where citizens can identify problem areas.
- Ad materials with project information, survey links, public input opportunities, etc.

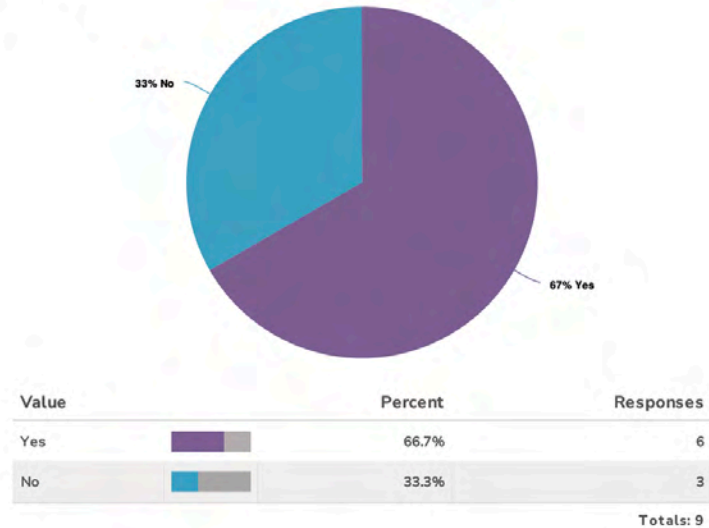
Communication Tools

- Social Media: Alexandria in Action Facebook
- MTP 2045 Webpage
- Newspaper ads: public notices for community input opportunities
- Email Notifications: generated emails for upcoming events or input opportunities

APPENDIX C

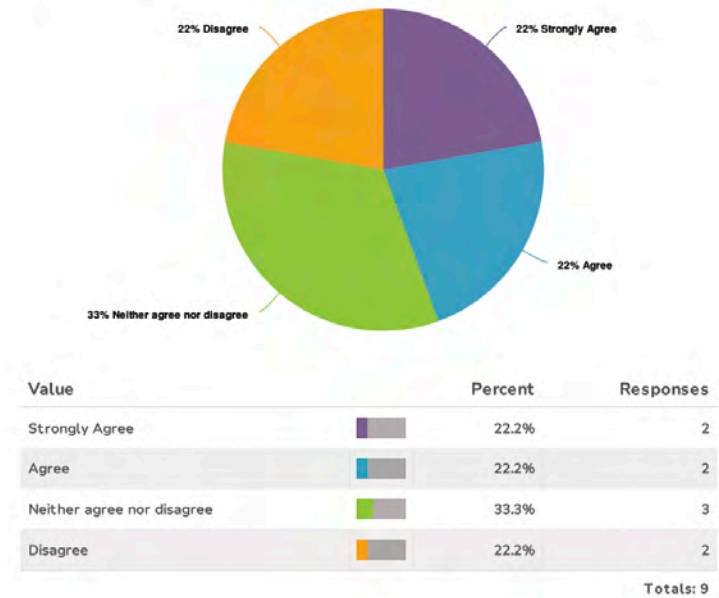
MPO Stakeholder Survey Results

1. Have you reviewed our (long-range) Metropolitan Transportation Plan adopted in September 2016 and updated in 2018?



2

2. The quality of transportation in our region is better than five (5) years ago:

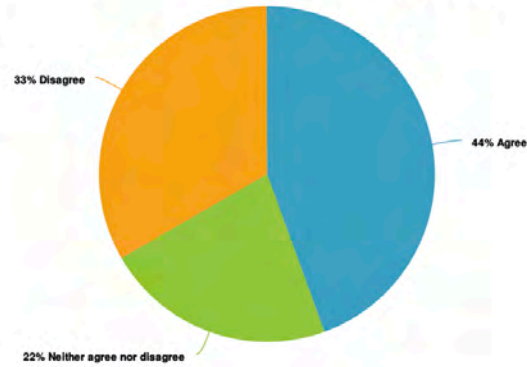


3

APPENDIX C

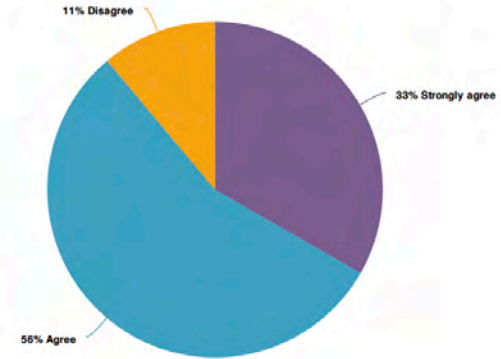
MPO Stakeholder Survey Results (continued)

3. Our area maintains and operates our highway system well.



Value	Percent	Responses
Agree	44.4%	4
Neither agree nor disagree	22.2%	2
Disagree	33.3%	3
Totals: 9		

4. APMPO is planning future transportation investments well:

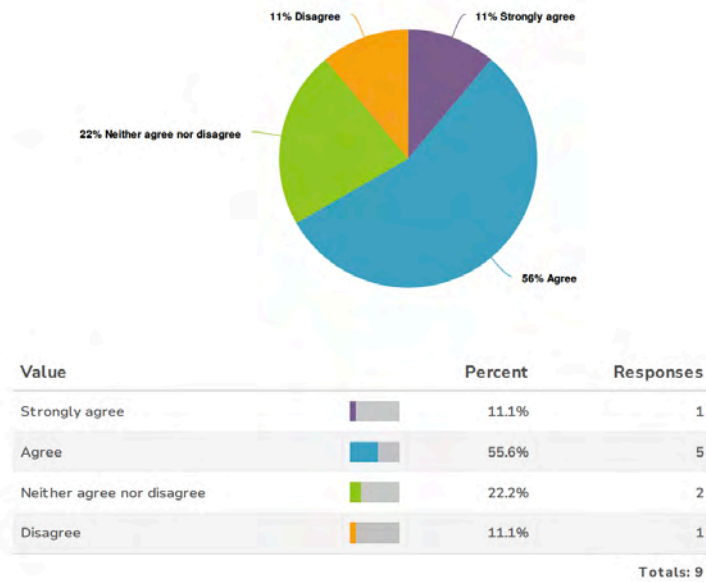


Value	Percent	Responses
Strongly agree	33.3%	3
Agree	55.6%	5
Disagree	11.1%	1
Totals: 9		

APPENDIX C

MPO Stakeholder Survey Results (continued)

5. I have good access to transportation options:



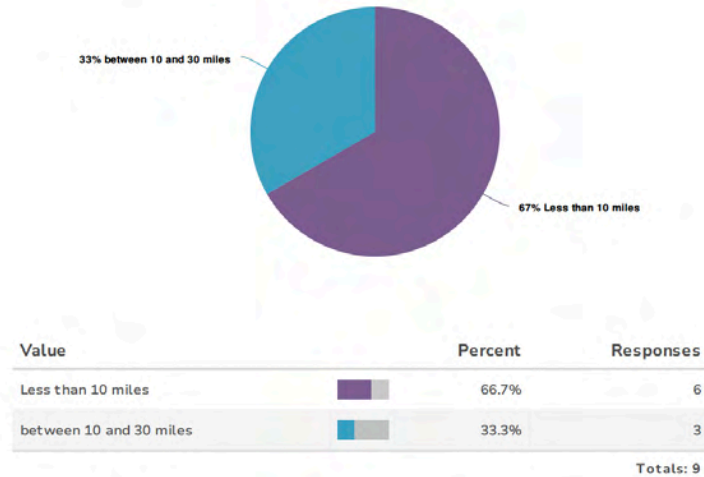
7. Which mode of transportation do you primarily use for your commute?

	A great deal	A lot	A moderate amount	A little	None at all	Responses
Personal vehicle	9	0	0	0	0	9
Count	100.0%	0.0%	0.0%	0.0%	0.0%	
Row %						
Carpool	0	0	1	1	7	9
Count	0.0%	0.0%	11.1%	11.1%	77.8%	
Row %						
Public transit	0	0	0	0	9	9
Count	0.0%	0.0%	0.0%	0.0%	100.0%	
Row %						
Bicycle or walk	0	0	3	1	5	9
Count	0.0%	0.0%	33.3%	11.1%	55.6%	
Row %						
Totals						9
Total Responses						

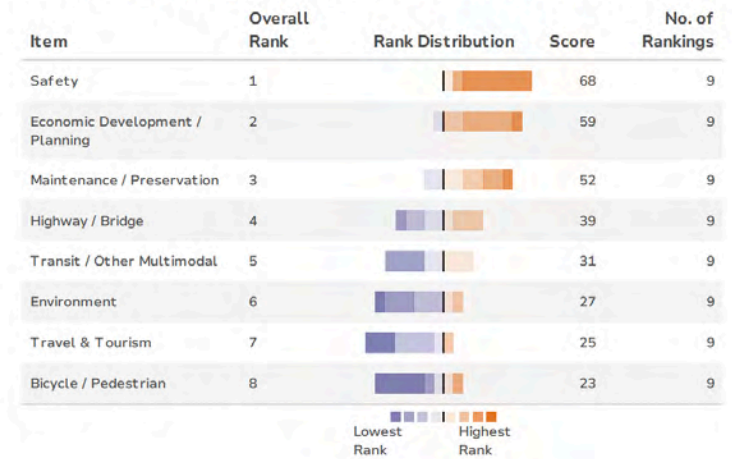
APPENDIX C

MPO Stakeholder Survey Results (continued)

8. How many miles a day is your average round trip commute?



9. When considering the future of transportation in the Alexandria-Pineville area, please rank your priorities from the list of values below:



APPENDIX C

MPO Stakeholder Survey Results (continued)

10. What do you see as appropriate investment areas for future transportation infrastructure or services?

	Extremely valuable	Very valuable	Somewhat valuable	Not so valuable	Not at all valuable	Responses
Bicycle infrastructure, trails and facilities Count Row %	1 11.1%	2 22.2%	4 44.4%	2 22.2%	0 0.0%	9
Public transportation options Count Row %	1 11.1%	4 44.4%	4 44.4%	0 0.0%	0 0.0%	9
Reducing / addressing freight congestion Count Row %	1 11.1%	4 44.4%	4 44.4%	0 0.0%	0 0.0%	9
Transportation investments for economic development Count Row %	5 55.6%	4 44.4%	0 0.0%	0 0.0%	0 0.0%	9
Improving system resiliency (reducing negative impacts to system infrastructure or services) Count Row %	4 44.4%	5 55.6%	0 0.0%	0 0.0%	0 0.0%	9
Totals Total Responses						9

11. What is your opinion for our area's investment in transportation projects and programs?

	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	Responses
Funding for highway facilities should be increased Count Row %	8 88.9%	1 11.1%	0 0.0%	0 0.0%	0 0.0%	9
Funding for non-highway facilities (e.g. local roads, trails & public transportation should be increased) Count Row %	7 77.8%	2 22.2%	0 0.0%	0 0.0%	0 0.0%	9
Totals Total Responses						9

APPENDIX C

MPO Stakeholder Survey Results (continued)

12. Does your Community have an updated comprehensive plan, transportation plan, and / or special studies that might provide useful information for our MTP 2045 update?

alexandria
aware

ResponseID	Response
6	NO
7	yes
9	No
10	You are aware of any that Alexandria has.
12	No
13	I'm not sure
14	I believe we do.

13

13. Are there any other transportation priorities or projects that should be added to our (long-range) metropolitan transportation plan update - MTP 2045?

gasoline majoriety marina
authorization congestion
louisianaabouts beltway
clrp 3,988,739 day
authorized 1 0 central
benefit approximately
lanes flow drop diesel
port parishesparish operate

ResponseID	Response
6	NO
7	marina
9	Drop the beltway
10	Traffic flow is time sensitive so anything to help with congestion would be of benefit. Roundabouts and turn lanes would probably help.
12	The Central Louisiana Regional Port is authorized to operate throughout all of Rapides Parish. Within its authorization territory there was 3,988,739 tons shipped on the Red River. Majoriety of the gasoline and diesel for the 34 surrounding parishes are shipped out of CLRP. Approximately 75 truckloads per day are shipped out of CLRP
13	No

14

APPENDIX C

MPO Stakeholder Survey Results (continued)

14. Do you have any additional questions regarding the APMPOs (long-range) metropolitan transportation plan update - MTP 2045?



A word cloud of survey responses. The words are arranged in a circular pattern. The most prominent words are 'time', 'traffic', 'resurfacing', 'maritime', 'red', 'm49', 'designated', 'river', 'port', 'road', 'additional', 'generated', 'highway', 'schedule', 'reference', 'utilize', and 'truck'.

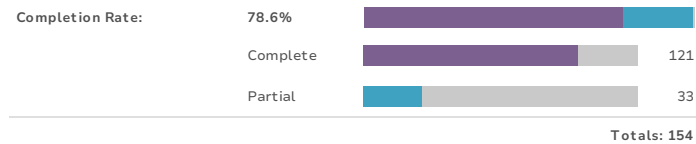
ResponseID	Response
6	NO
7	no
9	No
10	none at this time
12	With all of the additional truck traffic being generated by the CLRP, can we get the River Port Road on the resurfacing schedule? Also, there is no reference to M49. M49 is a maritime highway designation for the Red River. What can be done to utilize the river more?
13	No

APPENDIX C

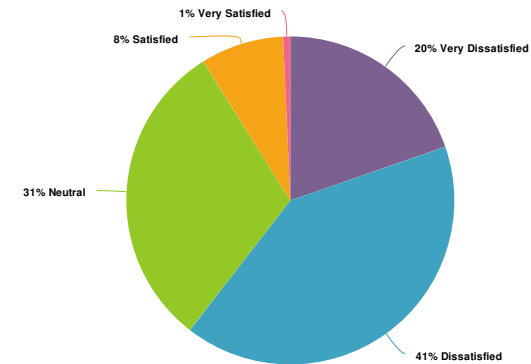
MPO Public Input Survey Results

Report for MTP 2045 Survey

Response Counts



1. How satisfied you are with the current transportation system in the Alexandria-Pineville Metropolitan area?

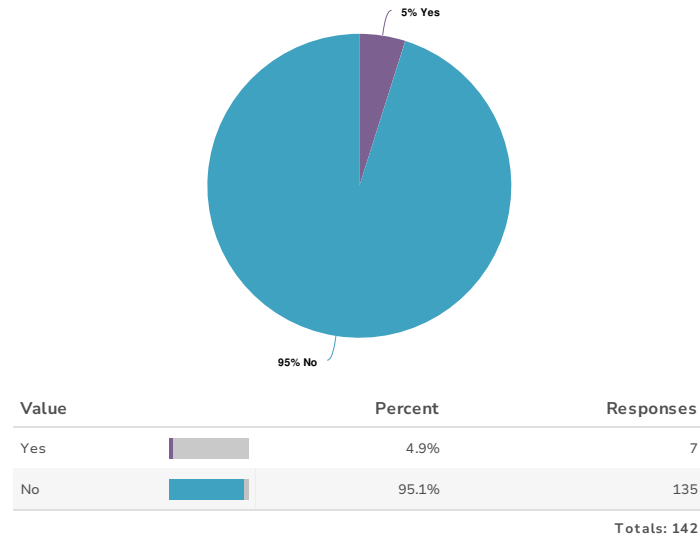


Value		Percent	Responses
Very Dissatisfied		19.7%	29
Dissatisfied		40.8%	60
Neutral		30.6%	45
Satisfied		8.2%	12
Very Satisfied		0.7%	1
Totals: 147			

APPENDIX C

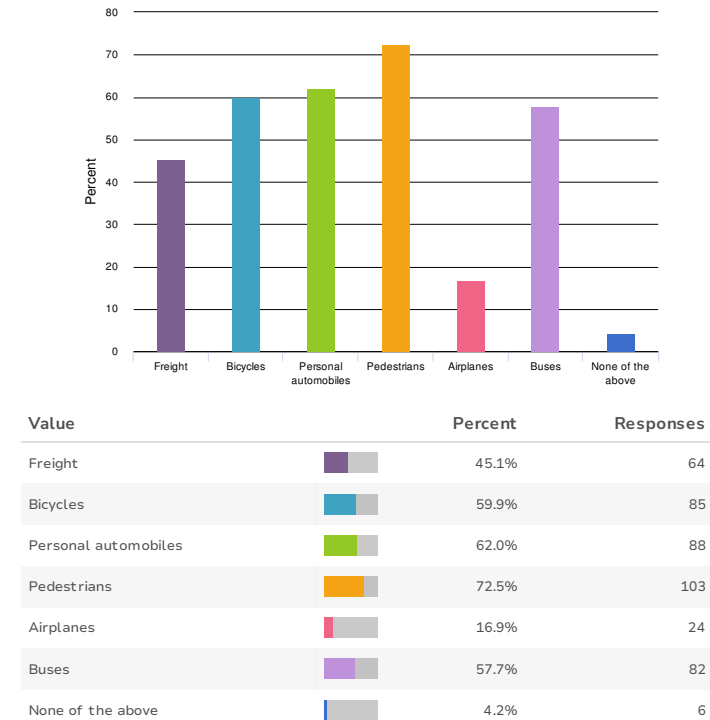
MPO Public Input Survey Results (continued)

2. If the existing transportation system remains the same over the next 24 years, will it be able to meet the needs created by physical, economic, and / or social changes by 2045?



3

3. What types of modes will NOT be served well by the transportation system in 2045 if it remains the same over the next 26 years? (please check all that apply)

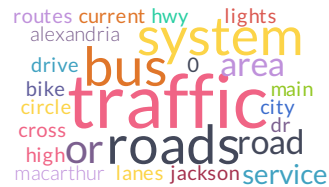


4

APPENDIX C

MPO Public Input Survey Results (continued)

4. Do you have any comments about the current state of the transportation system in the Alexandria-Pineville metropolitan area?



ResponseID	Response
18	Purely political
20	Would like to see a traffic circle or light at intersection of Brunyninck and Twin Bridges Rd which is also entrance to West Point subdivision causing high traffic.
21	The system is outdated and is not expectant of the growth of the area
22	More bus routes or decent sidewalks for people to have access to grocery stores, healthcare and shopping venues.
23	I believe that the plan addresses these issues but we need to prioritize Hwy 165 & Hwy 167 in Kingsville capacity improvements and I think it would be important to dredge the Red River to 12 Ft depth and that the Louisiana Southern Rail have the capacity to carry 286,000 Pounds in its car fleet.
24	Quality/condition of the roads
26	Road surfaces need to be repaired. Service road intersections along MacArthur drive need to be redesigned and made safer, and the kingsville area needs work to reduce traffic congestion during peak hours.
28	There are several intersections in the metropolitan area that desperately need LEFT-TURN ONLY signals on the current traffic lights due to the high traffic volume at these intersections. Also.....although it's more a traffic "violation" issue rather than a transportation system issue.....the "blatant" running of red lights is a horrible problem in the area, especially at certain intersections. (Highway 28E at Highway 1207 at Holloway is a prime example of it!).

ResponseID	Response
31	Alexandria is a dump thanks to poor leadership
32	The roads are a joke, along with the people who drive on them. The flow of traffic is terrible, due to poor city planning and poor execution. This is not even beginning to address the many drainage problems that plague both cities; these drainage issues are a hazard for vehicles and pedestrians alike.
33	the city is not walkable or bike friendly. Roads are narrow and most have a poor surface
34	It's not at all friendly to those who don't own a car, and even if you do, the roads are in terrible condition. Also, so many streets don't have street signs - including MacArthur Dr (A major road!) or street signs that are so faded you can't read them.
36	Need bus stops in Wardville.
37	The current system is almost on usable. I am a blind college student, and I am unable to go places using public transportation. For some places, multiple transfers are required to get there which makes for a very long commute. The main reason however, is that I need to cross the highway in order to get to my closest bus stop. There is no much time for pedestrians to cross, and many students are afraid to cross the highway.
39	It sickening
40	Horseshoe drive need to be brought up to todays standard.
41	Need more options for bicyclists and pedestrians. Alexandria and Pineville seem to have been designed with them never in mind.
47	There are no sidewalks. No pedestrian crossings. The bus system is a joke. We don't have taxis and the roads are atrocious. This survey is a joke. The roads in Louisiana are the worst.
48	The roads are in pathetic shape.
49	The public transportation system in particular needs to be revamped to address the needs of especially college students at both LSUA, CLTCC, and LC.
52	Roads are in horrible shape. They flood on a regular basis. Service roads on Mc Arthur drive are outdated and dangerous.
53	Road system needs additional lanes and routes. Car traffic is getting bad.
55	Do something

APPENDIX C

MPO Public Input Survey Results (continued)

ResponseID	Response
56	The Atrans bus service has been very ineffective since COVID has hit. The bus drivers do not stop at the stops. Does not complete their full routes and if the bus or can is full that way some passengers are not allowed to get on. Their have been instances where the bus driver only goes to one bus stop on that one side of the road where the bus stop sign is but not the other side
58	The bus system could be more efficient. It takes 1:40-2 hours to get to a destination if a change of buses is required. More routes and more buses would be required.
59	Hwy 28 in pineville needs to be enlarged. Ramp going up express from LC College is dangerous. Jackson Street in Alexandria is in need of a lot of repairs. Way too congested on all 4 lanes in Pineville and Alexandria
61	Get rid of circle.
63	There are several clear bottlenecks that should be addressed.
65	The Logan's Roadhouse intersection is an absolute nightmare!! Citizens do not use it properly or safely.
66	The same reason applies to everything in this area. Our tax dollars are wasted. Why do civil servants in our area make more money than most of their constituents? Why are the water systems falling apart and crime at an all time high? Taxpayers in this area are being robbed.
68	No
69	Stop wasting tax payers money
70	1940 -1950 model
71	Two many Cross overs on MacArthur Dr. Service roads need to be one way going south and one way going north. 28 east needs to be over hauled.
72	Two many Cross overs on MacArthur Dr. Service roads need to be one way going south and one way going north. 28 east needs to be over hauled.
75	A lot of congestion in Pineville could be relieved if there was an efficient means of turning southbound onto Hwy 165. I think travelers headed to north Alexandria would take that route instead of everyone taking the 28E intersection onto the Pineville Expressway if it were easier to get on 165. But currently every option involves sitting at a bad intersection and then darting across in between cars.
77	There needs to be a greater focus on bicycle and pedestrian access throughout the area.
78	N/A

ResponseID	Response
81	The system is aging out of date.
82	It is behind the times and needs to be updated and improved.
83	Meets current needs. However at high traffic times it bottlenecks.
84	Our roads were built in a time without the traffic demand and have not been updated. High traffic businesses and new subdivisions are being added without planning and added traffic burden is hard for drivers.
86	THE SOUTH CIRCLE NEEDS TO BE ELIMINATED
87	Yes. It Sucks🤬🤬🤬
88	MacArther Drive was built to accomodate military vehicles only. Normal traffic was regulated to the service road. It has been over 60 years with no improvements. I am quite surprised there has not been a class action regarding accidents at MacArthur and Elliott and MacArthur and 28. Beyond ridiculous.
90	Totally inadequate for the transportation needs of the Alexandria-Pineville Metropolitan area.
91	Most roads are horrible. The red lights need to be adjusted for an even flow of traffic especially downtown. We could also use on some of the main roads for people crossing
92	Traffic flow is restricted on main avenues of travel in Alexandria. Jackson extension is horrible.
93	We need side walks and better road surfaces.
95	The quality of the road surface continues to be an issue. I think we also need to make immediate changes to accommodate electric vehicles and driverless vehicles. These technologies will become commonplace in the next few years.
97	In today's world and economy people need to be able to travel around the city at all times and on every day so I personally suggest 24-hour bus service 7 days a week along with the stop placed out by the Johnny Downs sports complex at the city has spent so much money on that the general public should be able to have full access to it
100	Need passenger rail alternatives
101	out dated their is not master plan to meet current and long term maintenance needs or population growth
102	Bus system definitely needs to be better. Also needs better bus stop seats throughout the city. Covered seats would be nice.

APPENDIX C

MPO Public Input Survey Results (continued)

ResponseID	Response
104	We should extend the market to high volume companies such as P&G, Pinecrest, Central, and Walmart. We assume that people have their own vehicles however, we all could succumb to hard times. (Shifts: 6 to 6, 7 to 7, 8 to 8. I would consider public transportation if it was more reliable. How about a train to connect all the cities (Shreveport....New Orleans.)
105	Definitely need bike lanes and cross walks for pedestrians
108	Need more busses with air and heat. Also bus to bus transfers. Every should get their owe bus card/passes instead of money. Bus could have something where they can put like their walker and etc. up.
109	Get rid of the South Traffic Circle. Don't make Masonic Dr one lane just to make a bike lane that no one will use. Build a road from 165 South to 28 west south of Horseshoe Dr.
111	Everything and everywhere systems we have today are on the verge of failure due to old age and lack of funding to maintain what we, much less make improvements.
113	Need a ring around thee Alexandria area to divert through traffic from main routes like McArthur Drive and Hwy 165 north.
114	There are no bike paths in Alexandria or Pineville. There needs to be turning lanes on Jackson St. The light at upper 3rd and McArthur needs to be reengineered for morning traffic going south into Alexandria.
116	Need more lanes to turn right. Lights need to insinc. Jackson St Ext, Texas Ave & Hwy 28E and 27W are all a mess. In some way fix travel from I49 to downtown- mess at RRMCI!! Build a full circle around Alex! Buy small public mini buses instead of using huge mostly empty buses!!!
117	No because the current state of the Alexandria-Pineville metropolitan transportation system is fine jus the way it is
118	road maintenance is a big problem especially city of Alexandria streets and MacArthur Dr. US 165N @ Kings Country / Wal-Mart needs capacity attention.
123	Need a loop around the whole metro area.
126	Without a state or federal plan it would be difficult to implement, but a light rail system connected to a national Gish speed rail system would be awesome.
127	Traffic lights should not have same timing 24 hrs a day. Many of the lights can flash during late night/early morning hours. Why is there not a left turn arrow at Versailles and Jackson? Why not turn lanes on Jackson St. extension?
128	I wish there were cross walks along Jackson street in various spaces.

ResponseID	Response
129	Need to expand airport, update failing roads
131	No Sidewalks near all schools in the area surrounding the school - such as Terra Ave near ASH - kids cannot walk safely to/from school. No walking paths or riding paths for bicycles to get around the traffic circle or surrounding city area. Lights aren't synced properly to allow flow of traffic.
132	more public meetings about the plan would be nice. Maybe we have had them but advertisement of them is not getting out-
133	none at this time
135	Why is maritime traffic not included in this?
137	I feel that Alexandria road ways need better organizations. I feel that as the city's population increases through the year it will cause even more problems. A good example is Jackson street in Alexandria and other good example are the side streets and people driving to get into the main MacArthur.
141	They're wasting money. Some of their routes need to be better planned so that they don't loop back on themselves.
143	New more walking trails as well as bicycle trails -
145	Expand bus system.
147	It is not bad now but could get worse through the years
149	Takes to long to get places
150	Bus system is terrible. Takes too long to get anywhere
153	Buses drive carelessly and disregard speed limits
154	Update the terminal!
155	Expand bus routes and hours of service. Provide shaded bus stops for riders. Expand bike lanes and sidewalk access for pedestrians. Create more safe cross walks in busy areas of town.

APPENDIX C

MPO Public Input Survey Results (continued)

5. What are your most important values for the MTP to reflect? Please rank each of the following by priority.

	Extremely Important	Very Important	Important	Not Very Important	Unimportant	Responses
Improve Safety Count Row %	82 66.1%	23 18.5%	17 13.7%	2 1.6%	0 0.0%	124
Protect the Environment Count Row %	38 30.6%	24 19.4%	45 36.3%	17 13.7%	0 0.0%	124
Reduce Congestion Count Row %	75 60.5%	29 23.4%	17 13.7%	2 1.6%	1 0.8%	124
Promote Efficiency Count Row %	70 56.5%	38 30.6%	14 11.3%	1 0.8%	1 0.8%	124
Support Economic Development Goals Count Row %	60 48.8%	30 24.4%	30 24.4%	2 1.6%	1 0.8%	123
Increase Connections Count Row %	50 40.7%	44 35.8%	24 19.5%	3 2.4%	2 1.6%	123
Improve Access Count Row %	63 51.2%	46 37.4%	10 8.1%	1 0.8%	3 2.4%	123
Connect Modes of Travel Count Row %	51 41.1%	34 27.4%	30 24.2%	8 6.5%	1 0.8%	124
Conserve Energy Count Row %	34 27.4%	27 21.8%	44 35.5%	16 12.9%	3 2.4%	124

11

	Extremely Important	Very Important	Important	Not Very Important	Unimportant	Responses
Improve Quality of Life Count Row %	71 57.7%	36 29.3%	12 9.8%	4 3.3%	0 0.0%	123
Increase Multi-modal Transportation Options Count Row %	44 35.5%	35 28.2%	31 25.0%	12 9.7%	2 1.6%	124
Preserve the System Count Row %	32 25.8%	25 20.2%	44 35.5%	18 14.5%	5 4.0%	124
Totals Total Responses						124

12

MPO Public Input Survey Results (continued)

6. Are there any values not listed above you feel are critical?



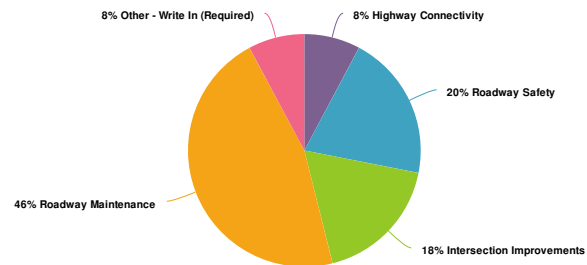
ResponseID	Response
19	IMPROVEMENT OF HIGHWAYS
22	Improve and update communities that are struggling. Tear down blighted buildings. We need parking enforcement. Hold landlords responsible for keeping up property. Code enforcement needs to step up more.
30	N/A
34	The design of many of the intersections is counter-intuitive and present safety concerns.
38	Not that I can think of.
40	no
47	Far too many to list. Cops, crime, hospitals, entertainment, travel, roads...
48	You can't be more efficient without fixing crumbling roads.
52	Rail could be of interest
63	n/a
68	No
70	long term plans - phased in approach
75	no

ResponseID	Response
78	N/A
80	It doesn't feel safe or convenient to wait for an ATrans bus in Alexandria or Pineville right now. Seniors should be able to get bus rides to hospital areas without fear of crime occurring at a bus stop.
82	No
83	Increase local commerce
88	There has been little to no strategic planning to accomodate the western expansion.
95	I think we need to make plans for more electric and driverless vehicles.
97	Bicycle or scooter rentals would be awesome
101	if you build it it must be maintied this not the case in most of the metro area
108	CLAIMS
109	No
113	Available and reasonably priced transportation for the elderly
116	Public transportation should be in small vans or mini buses and be very inexpensive or free. They should run on Sundays also.
117	None
120	Fix pot holes and learn how to do a bridge transition
128	Na
140	no
153	Covered areas f0r passengers to wait out of inclimate weather
154	N/a

APPENDIX C

MPO Public Input Survey Results (continued)

7. What is the most important asset to you in having a better commute?



Value	Percent	Responses
Highway Connectivity	7.8%	10
Roadway Safety	20.3%	26
Intersection Improvements	18.0%	23
Roadway Maintenance	46.1%	59
Other - Write In (Required)	7.8%	10

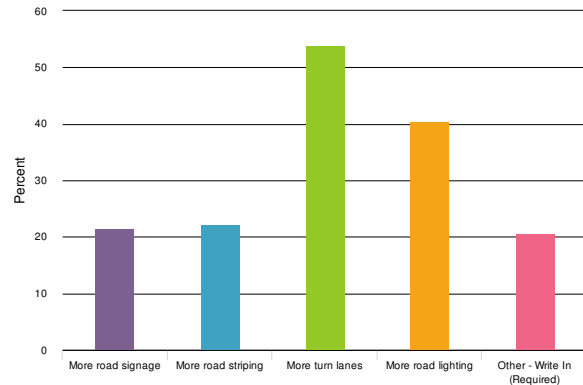
Totals: 128

Other - Write In (Required)	Count
ALL OF THE ABOVE. TAKE BETTER CARE OF OUR ROADS. THE ROADS KILL OUR CARS DUE TO POORLY BEING CAREF FOR	1
Ability to access transportation to vital economic areas when needed.	1
Access to a 24-hour public transportation system	1
Beautification - litter control, landscape improvement, highway art -scapes	1
Eliminate/mitigate congested areas	1
I believe the bottom three are so important. They all play off of one another. Without one, all suffer, in turn hurting the community.	1
Less congestion	1
Some lanes are too small, need more turning lanes and lights. Better upkeep on roads.	1
Traffic flow	1
bicycle lanes	1
Totals	10

APPENDIX C

MPO Public Input Survey Results (continued)

8. Which factors would make your commute easier? (check all that apply)



Value	Percent	Responses
More road signage	21.4%	27
More road striping	22.2%	28
More turn lanes	54.0%	68
More road lighting	40.5%	51
Other - Write In (Required)	20.6%	26

Other - Write In (Required)	Count
A third lane	1
All of the above	1
All of the above	1
BETTER ROADWAYS	1
Better connection between major roads	1
Totals	26

Other - Write In (Required)	Count
Better maintained roads. Bike lanes.	1
Better road conditions	1
Better roads	1
Better streets and roads to travel on.	1
Design for bicycle access.	1
Fix the potholes and bumps on the streets and highways.	1
Fix the roads!!	1
Improved road surfaces	1
Intersection redesign	1
LESS POT HOLES	1
Left turn signal	1
Less stop lights less congestion	1
Lights being more proficient to traffic	1
Lights better timed with actual traffic flow	1
Lights on dark roads	1
Loop around town	1
More lanes, more bus stops for pedestrians.	1
More traffic lights	1
Red lights synchronised	1
Repaying current roads and service roads on and off Mc Aurther drive	1
bicycle lanes	1
Totals	26

MPO Public Input Survey Results (continued)

9. Which road or intersection gives you the most trouble in your commute?



ResponseID	Response
4	cs
6	Jackson Street from hill to oda
12	Jackson St/McArthur Intersection
17	Denny Road is horrible. Potholes everywhere
19	Edgewood Dr. McArthur Dr.
20	Intersection of Bruyninckx and Twin Bridges Rd in Alexandria, LA
21	Jackson extension at mac arthur
22	Coliseum Blvd, Jackson Street, Beech Street,McArthur Dr,Chester Street, Polk Street, Lee Street, Albert Street, Marye Street, Metro Drive, Texas Avenue.
23	Jackson St & MacArthur & the intersection of 165& 167 at Kingsville as well as Hwy 28 E in Pineville
24	Mac author drive to 28 west and Jackson st
26	MacArthur drive intersections with service roads
29	The South Circle in Alexandria. Do away with it. It is obsolete!!!!
30	ALL OF THEM, THERE ARE HOLES IN THE ROADWAY EVERYWHERE YOU GO.

ResponseID	Response
32	Jackson Street is one of the worst roads in town. It will beat you and your car up just driving down it, even under the speed limit; this is assuming that you can avoid an accident while traveling down it due to poor conditions, lack of turn lanes, and bad drivers. S MacArthur Drive is terrible as well, which may be a good thing as it deters guests from going to the mall, which is a joke itself.
33	North Bolton [Hwy 1] and Macarthur Dr
34	Hwy 165 and Hwy 167 in Kingsville, and really any on Hwy 167 across from Lake Buhlow.
36	Service lane on South MacArthur and Monroe Hwy in Kingsville.
38	MacArthur Drive by Logans Roadhouse
39	Traffic circle
40	Bluebird lane and Versailles blvd.
41	Highway 28E when it goes from 4 lanes to 2.
43	Macarthur and Sterkx intersection
44	Jackson Street Extension & Hwy 28
45	MacArthur Drive at Bayou Rapides in the morning.
46	Coming off service roads could be improved. One way treets may help.
47	Jackson street ASH, and the light by Calvary church
48	All of the old brick covered roads in downtown Alex and the garden district needs to be fixed. Marye St comes to mind.
52	Mc Arurther drive and it's service roads north end
54	Hwy 28 E - in the business section from Kees Park area to Stilley Rd
55	Pine Grove & Hwy 28E
59	Entering espresso way by LC College
61	Mc Arthur dr.
62	Jackson St and Texas Ave
63	Anywhere trying to turn south onto Hwy 165 in Pineville.
65	Logans

APPENDIX C

MPO Public Input Survey Results (continued)

ResponseID	Response
68	Hwy 28 East Pineville
70	MacArthur Dr and Rapides Avenue
75	turning south bound on Hwy 165 from Pineville Expressway
77	Macarthur Drive and Rt. 28
78	Jackson Street Ext., Masonic Drive, Traffic Circle
79	on Pinecrest drive
80	MacArthur Drive in Alexandria
81	Hwy 28E
82	MacArthur Drive and Jackson Street extension in Alexandria.
83	Rapides at MacArthur Dr. Hwy 165 at Pineville Expressway, Horrible!
84	Jackson St and mcarthur drive at Bayou Rapides Rd.
86	SOUTH CIRCLE
87	All
88	MacArthur & Elliott MacArthur & 28W
90	28 East in front of Walmart neighborhood market in Pineville.
93	165 and 167 interchange in Ball. Also increase speed limit on Pineville expressway by the college.
95	Hwy 107
97	The South traffic circle and Jackson MacArthur intersection
98	MACARTHUR DR/HWY 165
100	Windermere/Coliseum (rt 28 W)
101	all intersections on north macarthur drive the north bound intersection with hwy 28 is a joke the south cricle is outdated by 50 years
102	Service roads on MacArthur drive. Like the areas where you have to stop at stop signs and wait for the lights to change. The one by super one in Alexandria by firehouse subs, for example. The entire service roads on BOTH sides of MacArthur are horrible.

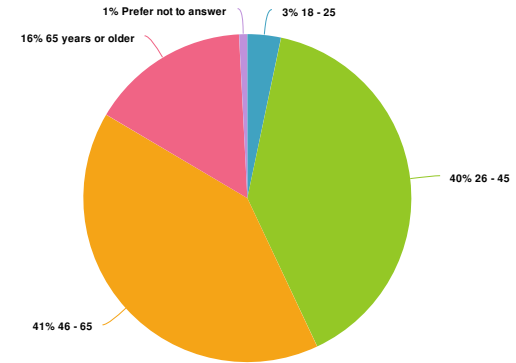
ResponseID	Response
104	Rapids and MacArthur, 167 and that bridge turning left towards the funeral home.
105	Traffic circle
107	All frontage road to frontage roads road cross overs on MacArthur Lee and north mall (need striping & signage) Cottingham expressway & Hwy 165, in front of Lowe's
108	MacArthur Dr
109	South Traffic Circle
111	All intersections of Hwy 28 in business areas
112	Jackson Street
113	The intersection at Town Center Shopping area. Motorists run red lights routinely, as many as 6-7 at a time, when turning left into the shopping center.
115	Rapides Ave and McArthur Drive
116	Mc Arthur service road intersection by the boot store and the rental trailer place (leading to Sam's).
117	Getting off under the pineville Expressway going into wardville
118	hwy 28e and Pine Highland
121	Versailles and Jackson St.
123	28 East
125	All of them
127	Jackson St. extension
128	Jackson street. The lanes aren't very wide and without turning lanes, the roads get congested and stressful. Without crosswalks kids cannot safely walk home from the middle school
131	Robinson Road and Bayou Rapides Rd - very dangerous and needs a blinking light. Bayou Rapides, MacArthur Dr and Rapides Ave - at 5:00pm
132	Traffic circle and frontage roads on MaAurther
136	broadway onto i49
137	Any side roads trying to get on MacArthur.

APPENDIX C

MPO Public Input Survey Results (continued)

ResponseID	Response
139	Jackson street
140	Bayou Rapides/ MacArthur Dr is dangerous Hwy 165 south between Home Depot and Horseshoe Dr is dangerous at night due to EXTREMELY poor lighting and people walking or bikes on the highway all the time.
142	1. Hwy 28 East. 2. Hwy 28 East and Edgewood.
143	The major Alexandria traffic circles are not efficient and are very dangerous
144	Jackson St @ MacArthur Drive
149	McArthur drive roundabouts are outdated and a waste of money
150	Jackson street is too narrow for 4 lanes
153	Jackson street. Lack of sufficient turning lanes and turning lights. No sidewalks or bicycle lanes
154	Jackson Street
155	Hwy 28 E.
158	Jackson St.

10. What's your age?

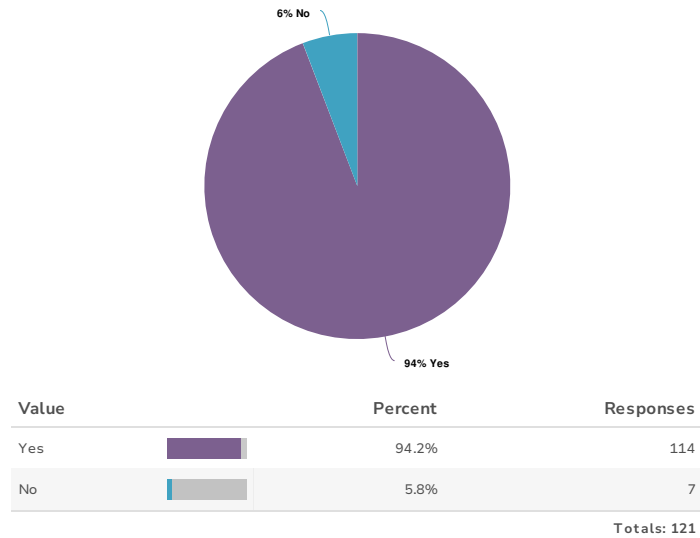


Value	Percent	Responses
18 - 25	3.3%	4
26 - 45	39.7%	48
46 - 65	40.5%	49
65 years or older	15.7%	19
Prefer not to answer	0.8%	1
Totals: 121		

APPENDIX C

MPO Public Input Survey Results (continued)

11. Do you have regular access to transportation?



12. In which Zip code do you live?



ResponseID	Response
17	71328
18	71303
20	71360
21	71360
22	71301
23	71405
24	71303
25	71328
26	71423
28	71328
29	71341
30	71360
32	71303
33	71301
34	71405

APPENDIX C

MPO Public Input Survey Results (continued)

ResponseID	Response
35	71360
36	71405
38	71355
39	71303
40	71303
41	71360
43	71433
44	71302
45	71301
46	71467
47	71303
48	71405
49	71301
51	71360
52	71303
53	71360
54	71360
55	71360
57	71301
58	71301
59	71360
60	71360
61	71r09
62	71360

ResponseID	Response
63	71360
64	71360
65	71303
66	71360
68	71360
69	71303
70	71346
73	71465
74	71423
75	71302
77	71301
78	71302
79	71360
80	71360
81	71360
82	71360
83	71303
84	71303
87	71302
88	71301
89	71301
90	71360
91	71301
92	71303

APPENDIX C

MPO Public Input Survey Results (continued)

ResponseID	Response
93	71360
95	71360
97	71303
98	71360
100	71303
101	71467
102	71303
103	71303
104	71306
105	71303
106	71409
107	71360
108	71360
109	71485
111	71301
112	71303
113	71360
114	71360
115	71303
116	71301
117	71360
118	71360
120	71360
121	71303

ResponseID	Response
122	71360
123	71360
124	71360
125	71423
126	71485
127	71346
128	71303
129	71303
130	71360
131	71303
132	71301
134	71301
135	71303
136	71360
137	71467
139	71303
140	71485
141	71302
142	71360
143	71303
144	71301
145	71301
149	71303
150	71301

MPO Public Input Survey Results (continued)

ResponseID	Response
152	71301
153	71303
154	71301
155	71360
157	71360
158	71360

15. In which zip code do you work, attend school, or travel to the most:



ResponseID	Response
17	71360
18	71303
20	71360
21	71360
22	71303
23	71301
24	71301
25	71302
26	71301
28	71360
29	71301
30	71303
32	71301
33	71303
34	71360

APPENDIX C

MPO Public Input Survey Results (continued)

ResponseID	Response
35	71360
36	71360
38	71301
39	71360
40	71303
41	71303
43	71301
44	71303
45	71303
46	71465
47	71301
48	71301
49	71301
51	71360
52	71360
53	71303
54	71301
55	71360
57	71301
58	71301
59	71351
61	71301
62	71360
63	71360

ResponseID	Response
64	71360
65	71303
66	71301
68	71360
69	71303
70	71302
73	71301
74	71301
75	71360
77	71301
78	71302
79	71360
80	71423
81	71360
82	71360
83	71301/71360/71201/71457/71419
84	71301
87	All zip codes
88	71303
89	71301
90	71360
91	71303
92	71303
93	All of CENLA

APPENDIX C

MPO Public Input Survey Results (continued)

ResponseID	Response
95	71350
97	71303
98	71301
100	71301
101	all metro zips
102	71360
103	71301
104	71360
105	71303
106	71301
107	71303
108	71360
109	71302
111	71459
112	71303
113	71301
114	71360
115	71303
116	71301
117	71360
118	71303
120	71101
121	71303
122	71301

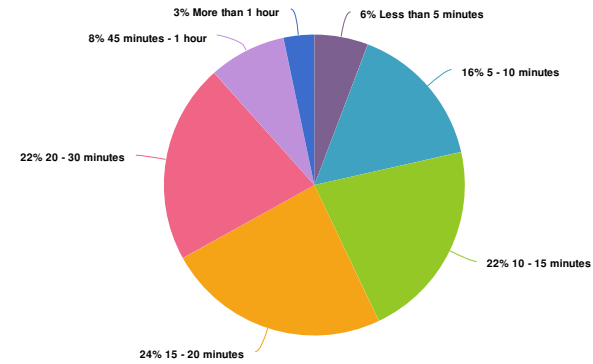
ResponseID	Response
123	71303
124	71303
125	71360
126	71301
127	71431
128	70301
129	71303
130	71301
131	71301
132	71301
134	71360
135	71303
136	71360
137	71303
139	71301
140	71301
141	71302
142	71303
143	71302
144	71301
145	71303
149	71360
150	71360
152	71360

APPENDIX C

MPO Public Input Survey Results (continued)

ResponseID	Response
153	71301
154	71303
155	71360
157	71360
158	71303

14. Typically, how long is your commute?

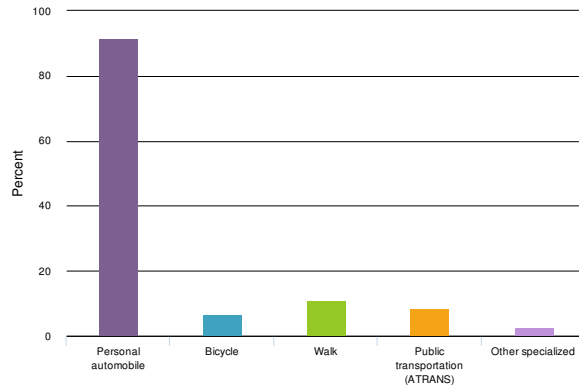


Value	Percent	Responses
Less than 5 minutes	5.8%	7
5 - 10 minutes	15.7%	19
10 - 15 minutes	21.5%	26
15 - 20 minutes	24.0%	29
20 - 30 minutes	21.5%	26
45 minutes - 1 hour	8.3%	10
More than 1 hour	3.3%	4
Totals: 121		

APPENDIX C

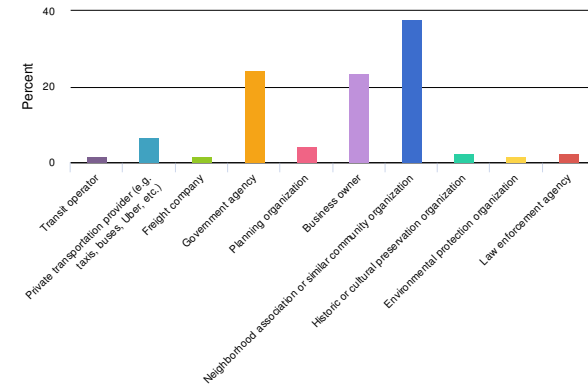
MPO Public Input Survey Results (continued)

15. Which form(s) of transportation do you use most frequently?
(check all that apply)



Value		Percent	Responses
Personal automobile		91.7%	111
Bicycle		6.6%	8
Walk		10.7%	13
Public transportation (ATRANS)		8.3%	10
Other specialized		2.5%	3

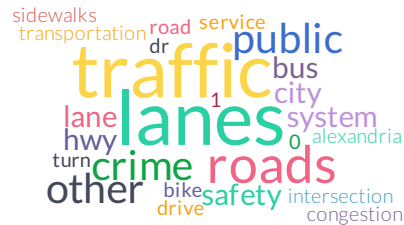
16. Are you a member/employee/representative of any of the following organizations? (check all that apply)



Value		Percent	Responses
Transit operator		1.7%	2
Private transportation provider (e.g. taxis, buses, Uber, etc.)		6.7%	8
Freight company		1.7%	2
Government agency		24.4%	29
Planning organization		4.2%	5
Business owner		23.5%	28
Neighborhood association or similar community organization		37.8%	45
Historic or cultural preservation organization		2.5%	3
Environmental protection organization		1.7%	2
Law enforcement agency		2.5%	3

MPO Public Input Survey Results (continued)

17. Are there any other types of needs in the Alexandria - Pineville Metropolitan area you think are important?



ResponseID	Response
18	Get another mayor
20	Middle turn lane down Jackson St in Alexandria, LA
22	Better access for older citizens as in transportation or walking access.
24	Traffic flow on Fridays
32	The roads are a great start to improve these cities. I think that the crime rate may be so high because of the road rage that is inevitably triggered from driving anywhere in town. I hope that the leadership in this city is finally starting to come to their senses and beginning the processes that will result in some improvement. Until then, this city is doomed to rot in a crime infested pit with horrible roads to drive on. The only acceptable road that gives me the least amount of problems in this city is Versailles Boulevard. This road has ample lighting, wide lanes, a nice, wide middle turn lane, sidewalks, and an appropriate speed limit. If every road in this town strived to be like Versailles, this town would be a much nicer place. The secret to a nice, successful town with happy residents starts with good infrastructure.
34	Bicycle riders could use some help, but adding bike lanes without widening roads could create more traffic congestion. Also, more crosswalks should be added on Masonic Dr near the mall and hospital as well as Hwy 28 east.
36	Kingsville needs more lanes for less congestion. Intersections on a service roads on MacArthur and South MacArthur need a better system.
38	Fix the pot holes.

ResponseID	Response
39	No
40	no
41	Crosswalks for pedestrians.
44	Public transportation to rural communities
47	Crime rate, more cops, better pay for city employees, need more entertainment, lower rent and higher pay.
48	We need more large employers in fields like manufacturing, fabrication, mass production plants etc. More employers like P&G, Union Tank and Crest Industries; places that can employ a large workforce and provide income to support the smaller businesses that usually open here.
52	Homeless Burglary Crime
58	Connection to other systems through passenger rail would be great. Improvement to the safety of Jackson St extension and traffic flow.
59	The exit from MacArthur Drive to double a boots exit is dangerous. Very hard to get out from the service roads. I also think you need a red light at the end of old paper mill road in Kolin to enter into hwy 28
63	In Pineville, a better way to transition from east of Pineville onto Hwy 165 South would take a lot of pressure off the red light from 28E onto the Pineville Expressway southbound. Currently, going through either Kingsville or Pineville High School and trying to take a left onto Hwy 165 are both terrible options. Also, a right-hand turning lane from 28E onto Pinegrove would help with 5pm congestion at that intersection.
65	More things to do.
66	Invest in more entertainment for 18-40 year Olds!
68	No
70	MacArthur Dr and Hwy 28 west - need 3 lanes with turn lanes - no service roads eliminate MacArthur Drive service roads and develop MacArthur as a Grand Boulevard. Also Beltway Loop Phase in - Utilites and roadway corridor
74	More turn lanes and sidewalks!
75	no
77	Our dream is to have access to better bike lanes and bike paths, and rail connections to other cities.

APPENDIX C

MPO Public Input Survey Results (continued)

ResponseID	Response
78	N/A
80	Please correct question #16. It forced me to give an answer when no categories applied to me. I would ride ATrans buses if I felt safe waiting for them but right now I would feel vulnerable waiting alone for a bus.
82	The Alexandria-Pineville area needs an east-west interstate corridor coming through it.
83	Road Maintenance. Lightings but is improving, traffic flow
84	Crime but I have no idea how to address that. I would like more news abt current crimes committed. Drainage seems to be a huge issue also.
87	Much more of better bus service
88	This is a hilarious question. POLICEMEN!!!!!!!!!!!!!!!!!!!!
90	Wider streets. More public transportation. Light rail.
92	Turning lane on Jackson street extension
95	This COVID thing seems like a big deal.
97	If you need a inner parish public transportation system as well back when the railroads were more popular you would have round trips from each parish into Alexandria every day for people to do their business it would be nice for those of us who choose not to own any personal vehicle to be able to easily make it to our families neighbors and Friends I other cenla parishes
98	1) INCREASE SPEED LIMIT ON PINEVILLE EXPRESSWAY 2) INCREASE MERGE DISTANCE OF ON RAMP FOR EDGEWOOD DR ONTO PINEVILLE EXPRESSWAY HEADING IN THE ALEXADRIA DIRECTION. ANGLE BEFORE THE SPOT TO MERGE MAKES IT DIFFICULT TO SEE OTHER VEHICLES 3) MORE LANE MARKINGS AT THE MONROE ST AND 8TH STREET INTERSECTION AND WHERE MONROE ST CHANGES TO A ONE WAY. FREQUENTLY PEOPLE PULL IN FRONT OF EACH OTHER FROM 8TH ST. AND MAKE A LEFT HAND TURN FROM THE RIGHT LANE ON MONROE TO GET ON I-49 WHEN IT TURNS TO A ONE WAY.
100	Expand public transit system to more areas in the city.
101	update the system then maintain it
102	Activities and businesses for the youth. That seems to never be addressed.
104	More dog parks. Safety sweep for drugs in parks. Safe places to gather outdoors. After hours transportation, a place for the homeless, SIDEWALKS, please.

ResponseID	Response
105	No
107	More Taxi service Bus hours and routes expanded
108	I addressed that already
109	City need to fix roads with pot holes not just pour asphalt it them.
113	Better policing and traffic management
115	Need more bus travel
116	Mire bike lanes- covering the entire city should be added. More greenery should be planted, tree & plants. Overpasses & underpasses stains should be cleaned with Clorox or some other chemical. Missing street lights should be replaced.
117	None
118	#1- Get interstate 14 built within the next 5 years (Texas border to Natchez) #2 - Get the bridge over the Red River to connect I-49 with Hwy 28E #3- expand to 5 lanes Hwy 28e out to Deville #4 - Eliminate south traffic circle
122	Improve road ways and improve blind spots at intersection
123	Build infrastructure and recruit manufacturing.
125	Public safety! Upkeep with buildings!
127	Other than traffic? Yes. Do more to attract and support business. Crime is out of control.
128	If there was a better public transit system with set route schedules and if there was a level of safety walking to and from and waiting, I would use them.
135	Loop around the community. I14
142	Sidewalks and bike lanes.
143	Beautification of highway areas - litter control, grass cutting, landscape improvements adjacent to highways and streets, adding art to highway landscapes.
144	Maintaining and hardening the transportation system to improve resiliency (esp. stormwater) first, then intersection capacity and safety (motorized and non-motorized) improvements. ITS connected traffic signals needed along major roads and intersections to improve safety, improve traffic management at peak travel times, and emergency evacuations.
149	Better bus transportation and 4 way lights at intersections

APPENDIX C

MPO Public Input Survey Results (continued)

ResponseID	Response
153	Make buses obey all traffic laws just as citizens do. No wonder there are so many accidents involving atrans
154	Crime!!!!

MPO Online Mapping Tool Results

MTP 2045 Final

Please select one concern type from the drop down below. *

Answers	Count	Percentage
Traffic Concern	7	30.43%
Pedestrian Concern	4	17.39%
Bicycling Concern	2	8.7%
Transit Concern	3	13.04%
Safety Concern	1	4.35%
Land use/development note	1	4.35%
Freight Concern	1	4.35%
Stormwater Concern	1	4.35%
Other Concern	3	13.04%

[illegible]

APPENDIX C

MPO Online Mapping Tool Results (continued)

There needs to be a turn signal at the stop light at the intersection of Texas and Masonic. Traffic is backed up every day because 2 cars are able to turn every signal. This needs to be fixed!	1
Bus Terminal needs to be replaced, bus stops in terrible condition, need route map and schedule.	1
There needs to be public transportation to the sporting activities, truck school, and FedEx, available. 1 stop would help provide access to recreation, education, and employment.	1
There is currently no efficient way to turn left to go southbound on Hwy 165. The options are either wait at the congested traffic light at the corner of 165 and Military, wait to jump across traffic from the Pineville Expressway onto 165, drive through the Super 1 Foods or Wendy's parking lot and try to jump across traffic, or drive by Pineville High School and then try to jump across traffic.	1
There has been a recent fatality at this intersection. The intersection has notoriously been a location for fatalities. There needs to be a blinking caution/stop light.	1
Build the bridge over the Red River to connect I-49 to Hwy 28 east to eliminate freight traffic going to the expressway. This will be a part of the I-14 construction which will greatly help economic development in this area. Also expand Esler field road in connection with the bridge to improve safety for freight trucks.	1
There is no sidewalk for much of Jackson St after MacArthur Drive. Being that there are so many stores and other points of interest, I think it would be beneficial to have better walking/cycling amenities	1
Bolton Avenue Needs crossing signals for pedestrian and bicyclists.	1
Many pedestrians with shopping bags, children in tow, or with carts, try and cross MacArthur to get to the residential areas on the other side. It is HORRIBLE to watch a young mother running across 6 lanes of traffic. I have been told there is nothing to do because it's a state highway, but the situation is aberrant and dangerous. Someone is going to get killed.	1
Road is breaking down and will cause foundation issues to levee with all of the cracks	1
Need a regional transit hub with connectivity to urban transit.	1
Not enough access for bicycles to safely travel from the surrounding bedroom communities to and from the CBD.	1
Jackson Street has four lanes in a very narrow stretch. It is easy to side-swipe a vehicle (or a pedestrian in this ill-conceived part of this very busy street. Not sure how it can be corrected.	1

This intersection is congested every day at 5:00pm. Traffic doesn't move coming from Bayou Rapi des onto MacArthur Dr. It is also a dangerous intersection.	1
The cross over section of MacArthur Drive is too narrow and causes problems with people being too timid to cross over, with fear of sticking out in the road. also not much of a turn lane to cross over. The traffic has increased in this area due to development and traffic utilizing the service road in times of high traffic. Might want to look at another method of directing traffic to Country Day School. Traffic volume is greatly decreased when they are not in school.	1
The whole interchange here -- merging, traffic from Texas trying to access the left to go onto the interchange to Coliseum -- it is all a mess and traffic dodging at this whole point of entry. The traffic backs up trying to turn left onto Coliseum. Inside, Left lane can hardly see around the right lane --	1
People flying off of MacArthur Drive causing hazardous conditions	1

Answered: 23 Skipped: 0

Upload any photos of your concern.

Aggregation of answers for File Upload questions is not supported. Please go to the [Data](#) page to see the files for each answer.

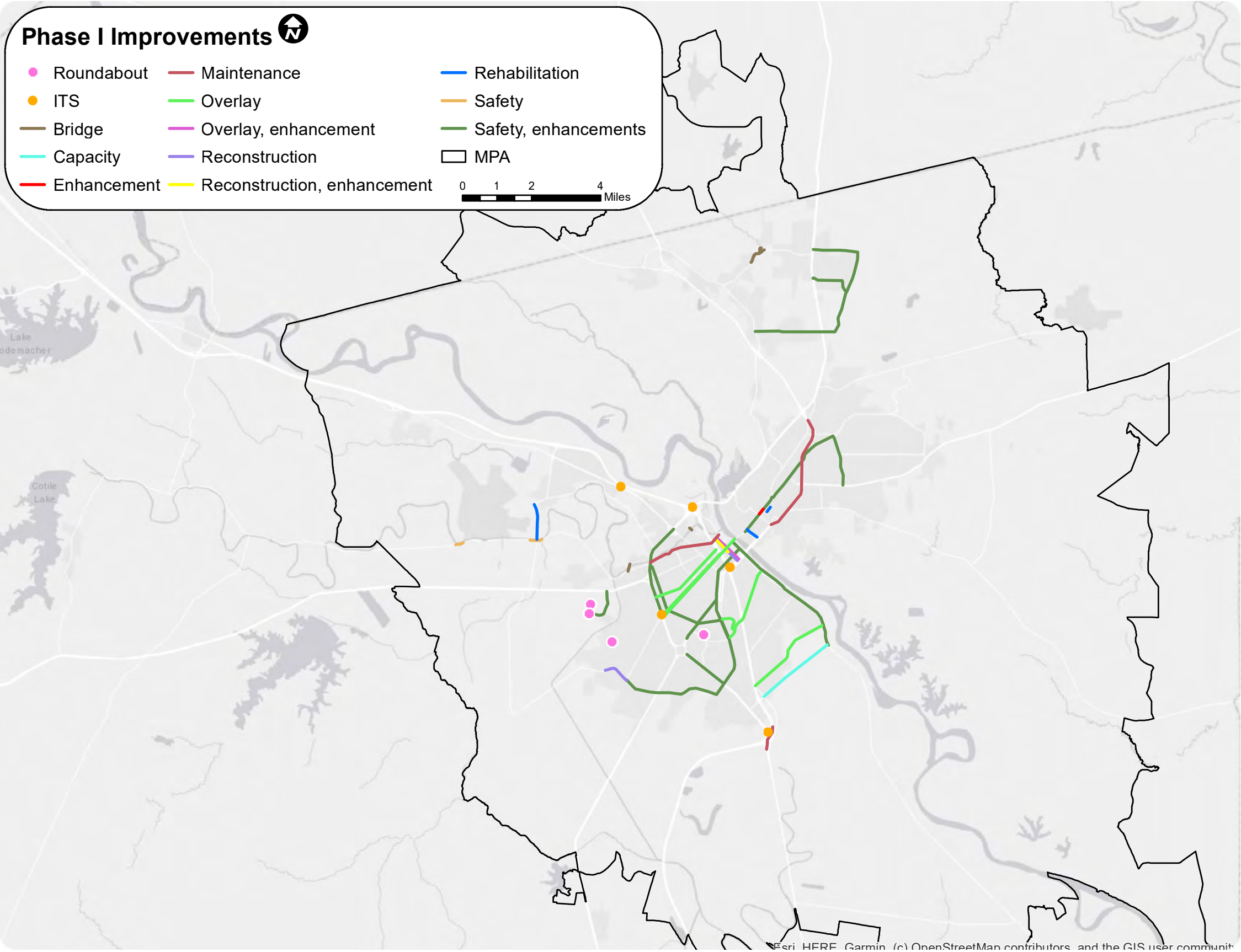
APPENDIX D

PHASED IMPROVEMENT PROGRAM

2021-2025 - Phase I

NSID	Project	Location	Description	Improvement Type	PM Category	MTP Goal	Length (mi)	Construction Year	Fund Source	Cost (x000)
X	US 167	LA 1250 to US 165	Patch Concrete Roadway, Cold Plane	MAINTENANCE	SGR: Road	2	3.03	2021	NHPP	\$1,500
x	CoA Street Improvements	Rapides Ave & N.Third Street	Rehabilitation	MAINTENANCE	SGR: Road	2		2021	STP<200K, STP<200K-E	\$3,065
x	North 16th Bridge Replacement	16th Street	Bridge Replacement	BRIDGE	SGR: Bridge	2, 6, 5	--	2021	STP<200K, STP<200K-E	\$2,114
x	Alexandria-Pineville Bicycle & Pedestrian Planned Improvements - Phase I	Masonic Drive from Texas to MacArthur Drive, 2nd Street to City Limits, Texas Avenue to Lee Street, MacArthur Dr to Bolton Ave, Texas Ave to 2nd Street, Coliseum Blvd. to Jackson Ext., Lee Street to Broadway Ave.	Bicycle & Pedestrian Improvments	SAFETY, ENHANCEMENT	Safety: Non-motorized	1,2,3,4,5	8.33	2022	STP<200K	\$576
x	Pineville Elementary Sidewalks	Pineville Elementary School	Sidewalks, Lighting, Striping	ENHANCEMENT	Safety: Non-motorized	1,2,5	1.55	2022	HSIPPEN, SR2PS	\$270
130	LA 1204	Bayou Flagon and Kitchen Creek Bridges	New Bridges	BRIDGE	SGR: Bridge	1,2,6	0.24	2022	STP FLEX	\$3,504
x	Alexandria ITS Phase II	Various locations	Install Bridge Advisories, CCTVs and DMS	ITS	Travel Reliability	1,2,3,6	5.66	2022	NHPP	\$2,217
x	COP Street Improvements	College Drive	Rehabilitation	OVERLAY	SGR: Road	2		2022	STP<200K	\$770
x	Elliot Street Improvements	MacArthur Drive to I-49	Patch, Mill, Overlay Rehabilitation	OVERLAY	SGR: Road	2	1.8	2023	STP<200K	\$1,958
x	Alexandria-Pineville Bicycle & Pedestrian Planned Improvements - Phase II	Hartner Street to Donahue Ferry Rd, Main Street to Pinehurst Dr, City Limits to Hardtner Street, Donahue Ferry Rd to Edgewood Dr, Military Highway to 28 East, Edgewood Dr. to Donahue Ferry Rd, LA 1204 to Hickory Hill Rd, plus Shanghai Rd	Bicycle & Pedestrian Improvments	SAFETY, ENHANCEMENT	Safety: Non-motorized	1,2,3,4,5	18.1	2023	STP<200K	\$448
x	COP Street Improvements	Jones Street	Rehabilitation	MAINTENANCE	SGR: Road	1,2		2023	STP<200K	\$880
	Vandenburg Drive	LA 496 to England Drive Roundabout	Rehabilitation	MAINTENANCE	SGR: Road	2,4,6	1.1	2023	STP<200K	\$550
x	Foisy St.	Monroe St. to Desoto St.	Reconstruction roadway & sidewalks (R/W to R/W)	RECONSTRUCTION, ENHANCEMENT	SGR: Road, Safety: Non-motorized	1,2,3,4,5	0.5	2023	STP<200K	\$2,000
x	COA Street Improvements Phase III	Broadway, Hudson, east Texas, Dallas, Washington, Lee Streets	Patch, Mill. Overlay, Rehabiliiate	OVERLAY	SGR: Road	2,	4.92	2023	STP<200K	\$4,200
x	Alexandria-Pineville Bicycle & Pedestrian Planned Improvements - Phase III	MacArthur Dr to Lee St, Lee Street to Elliott Street, Ansley to Versailles, Broadway to Hudson Blvd	Bicycle & Pedestrian Improvments	SAFETY, ENHANCEMENT	Safety: Non-motorized	1,2,3,4,5	6.87	2024	STP<200K	\$346
x	I-49	.44 mi N US 167 to Exit 80	Patch, Cold Plane, Overlay Shoulders	MAINTENANCE	SGR: Road	2	18.07	2024	NHPP	\$4,400
x	Jackson St.	MacArthur Dr to I-49	Rehabilitation	OVERLAY	SGR: Road	2		2024	STP<200K	\$1,815
	CoA Street Improvements	Foisy St: Monroe St. to US 167	Reconstruction	RECONSTRUCTION	SGR: Road	2	--	2024	STP<200K	\$2,200
x	Versailles Roundabouts	at Bluebird / Ansley / Provine	New Roundabouts	SAFETY	Travel Reliability	1,2,3,4,6		2024	STP<200K	\$3,000
x	Sugarhouse Road Extension	to LA 1	New 2 lane roadway	CAPACITY	Travel Reliability	3	1.52	2025	STP<200K	\$13,882
x	Alexandria-Pineville Bicycle & Pedestrian Planned Improvements - Phase IV	3rd Street to Eddie Williams Ave, Jackson Street to Broadway Ave, 3rd Street to Eddie Williams Ave, Masonic Drive to Bolton Ave, Horseshoe Drive to Texas Ave, Monroe to Vandenburg Dr.	Bicycle & Pedestrian Improvments	SAFETY, ENHANCEMENT	Safety: Non-motorized	1,2,3,4,5	11.4	2025	STP<200K	\$367
x	Alexandria ITS Phase IV	Various locations	Install CCTVs	ITS	Travel Reliability	1,2,3,6	22	2025	NHPP	\$1,465
x	North Dr. Roundabout	North Dr. and Memorial Dr.	New Roundabout	SAFETY, CAPACITY	Safety: Motorized, Travel Reliability	1,2,3,4,6	--	2025	STP<200K	\$1,801
x	Jackson St.	Garden District / US 71 to River	Rehabilitation	OVERLAY	SGR: Road	1	2.7	2025	STP<200K	\$1,500
x	Heyman Lane New Bridge	New bridge at Heyman Lane at Brownsbend Rd crossing Bayou Rapides	New Bridge	BRIDGE	SGR: Bridge	2,6	--	2025	STP<200K	\$4,200
611	Bayou Rapides Rd (LA 496)	N Bayou Rapides Rd (LA 1202)	Turn Lanes	SAFETY	Safety: Motorized	1,3	--	2025	STP<200K	\$1,353
612	Bayou Rapides Rd (LA 496)	Vandenberg Dr. (LA 3054)	Turn Lanes	SAFETY	Safety: Motorized	1,3	--	2025	STP<200K	\$1,353
x	Sixth Street	Monroe St. to Fulton	Patch, mill, Overlay roadway from Fulton to Elliot); construct new ADA sidewalks (entire length)	OVERLAY, ENHANCEMENT	SGR: Road, Safety: Non-motorized	1, 2, 3, 5	0.87	2025	STP<200K	\$3,000
304	Twin Bridge Rd (LA 488)	Jackson St (LA 1208-3) to Bruyninckx Rd	Reconstruction	RECONSTRUCTION	SGR: Road	1	0.66	2025	STP<200K	\$4,465
x	Line Item	Various locations	Maintenance	MAINTENANCE				2021-2025	N/A	
x	Line Item	Various locations	Safety	SAFETY				2021-2025	N/A	
X	Line Item	Various locations	Enhancement	ENHANCEMENT				2021-2025	N/A	
x	Line Item	Various locations	Overlay	OVERLAY				2021-2025	N/A	
x	Line Item	Various locations	Reconstruction	RECONSTRUCTION				2021-2025	N/A	
x	Line Item	Various locations	Bridge	BRIDGE				2021-2025	N/A	
x	Line Item	Various locations	ITS	ITS				2021-2025	N/A	
PHASE I TOTAL										\$69,197

APPENDIX D



PHASE

1

Total Cost:
\$69M

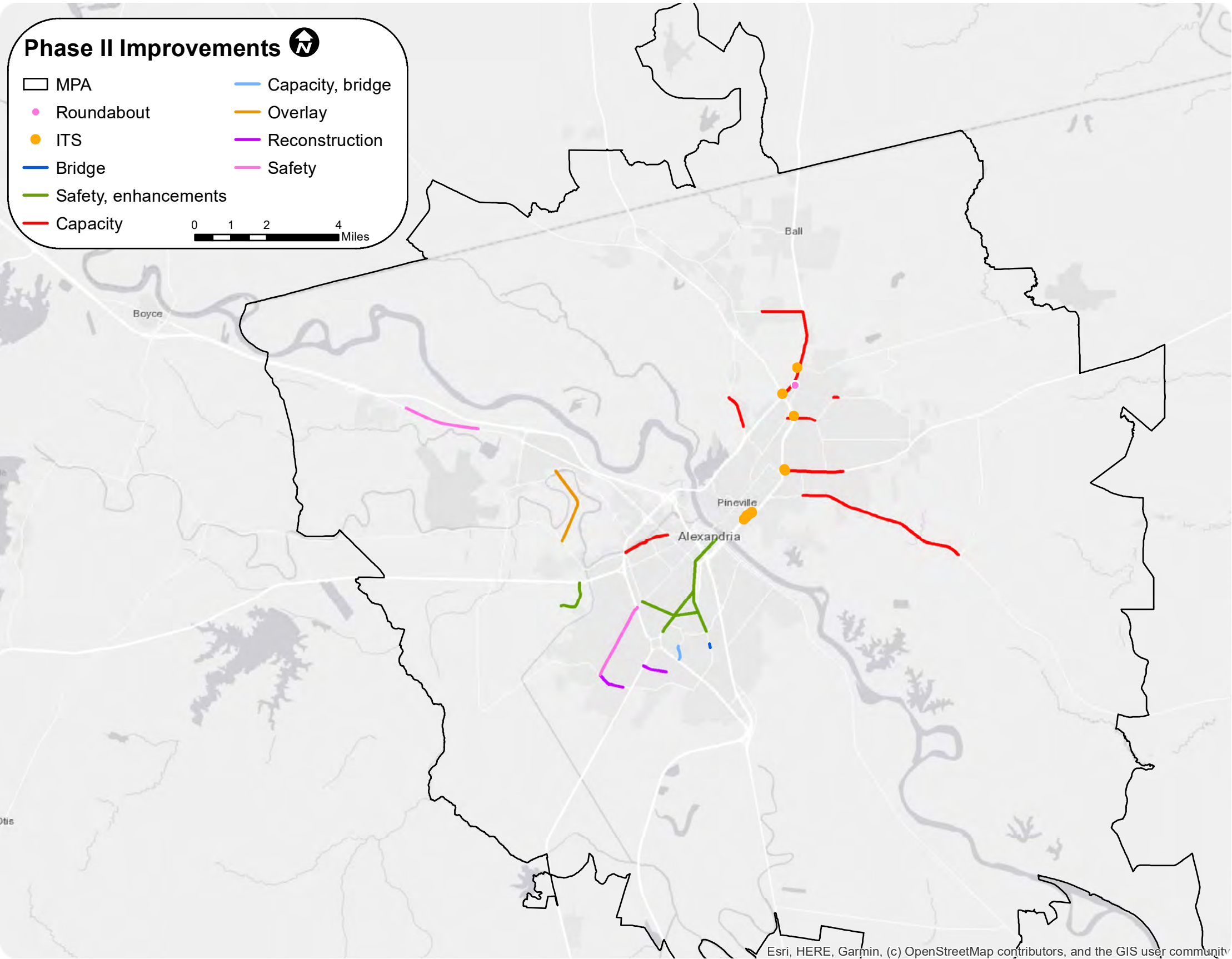
APPENDIX D

PHASED IMPROVEMENT PROGRAM

2026-2035 - Phase II

NSID	Project	Location	Description	Improvement TYPE	PM Category	MTP Goal	Length (mi)	Construction Year	Fund Source	Cost (x000)
x	Alexandria-Pineville Bicycle & Pedestrian Planned Improvements - Phase V	Dallas Ave to S. MacArthur Street, Lee Street to 2nd Street, LA 1 (Bolton) to Lee Street, South side of Masonic Drive from Rensselear to Texas Ave., Roanoke Street to Cherokee Elementary, Coliseum Blvd. to Versailles	Bicycle & Pedestrain Improvments	SAFETY, ENHANCEMENT	Safety: Non-motorized	1,2,3,4,5	12.4	2026-2035	STP<200K	\$396
314	Shreveport Highway (US 71)	Monroe Hwy (US 165) to Maryhill Rd (LA 1203)	Widen to 3 Lanes	CAPACITY	Travel Reliability	3	0.8	2026-2035	NHPP	\$4,871
318	Monroe Hwy (US 165)	Pineville Expressway (US 167) to UPRR	Widen to 6 Lanes	CAPACITY	Travel Reliability	3	0.66	2026-2035	NHPP	\$4,912
505	LA 28	Pineville Expressway (US 167) to Highland Dr	Widen to 6 Lanes	CAPACITY	Travel Reliability	3	1.39	2026-2035	STPFLEX	\$10,343
508	Edgewood Dr (LA 3144)	Military Hwy (US 165B) to Donahue Ferry Rd (LA 3100 spur)	Widen to 4 Lanes	CAPACITY	Travel Reliability	3	0.66	2026-2035	NFI	\$4,910
509	Monroe Hwy (US 165)	UPRR to Tioga Rd (LA 623)	Widen to 6 Lanes	CAPACITY	Travel Reliability	3	1.42	2026-2035	NFI	\$10,567
511	Old Marksville Hwy (LA 107)	Pinegrove Rd (LA 3263) to LA 3128	Widen to 4 Lanes	CAPACITY	Travel Reliability	3	4.05	2026-2035	STPFLEX	\$30,138
702	Pearce Rd Extension	Pearce Rd to Donahue Ferry Rd	New 2 Lane	CAPACITY	Travel Reliability	3	0.1	2026-2035	LOCAL	\$339
128	Plantation Rd	Bayou Rapides Rd (LA 496) to England Dr (LA 498)	Overlay	OVERLAY	SGR: Road	1	1.91	2026-2035	LOCAL	\$1,356
203	Horseshoe Dr	Jackson St (LA 1208-3) to Masonic Dr (US 165)	Reconstruction	RECONSTRUCTION	SGR: Road	1	0.65	2026-2035	STP<200K	\$4,398
306	Culpepper Rd	Masonic Dr (US 165) to North Blvd	Reconstruction	RECONSTRUCTION	SGR: Road	1	0.57	2026-2035	STP<200K	\$3,857
x	US 165 Roundabout	@ Pinecrest Dr	New Roundabout	SAFETY	Travel Reliability	1,2,3	0.45	2026-2035	NHPP, STPFLEX	\$2,415
x	Horseshoe Canal Bridge	CoA	Bridge Replacement	BRIDGE	SGR: Bridge	1,2	0.2	2026-2035	STPFLEX	\$2,614
609	LA 1	Moss Point Dr	Turn Lanes	SAFETY	Safety: Motorized	1,3	--	2026-2035	STPFLEX	\$1,650
602	Jackson St (LA 1208-3)	MacArthur Dr (US 71) to Horseshoe Dr	Access Management	SAFETY	Safety: Motorized	1,3	1.84	2026-2035	STPFLEX	\$15,180
622	Rapides Ave	MacArthur Dr (US 71) to Bolton Ave (LA 1)	Widen to 3 Lanes	CAPACITY	Travel Reliability	3	1.11	2026-2035	STP<200K	\$8,242
315	Tioga Rd (LA 623)	Wall Ln to Monroe Hwy (US 165)	Widen to 3 Lanes	CAPACITY	Travel Reliability	3,6	0.98	2036-2045	STPFLEX	\$7,277
308	North Blvd	MacArthur Dr (US 71) to S Mall Dr	Widen to 4 Lanes + Replace Bridge	CAPACITY, BRIDGE	Travel Reliability, SGR: Bridge	2, 3	0.35	2036-2045	STP<200K	\$4,744
x	Line Item	Various locations	Maintenance	MAINTENANCE				2026-2035	N/A	
x	Line Item	Various locations	Safety	SAFETY				2026-2035	N/A	
X	Line Item	Various locations	Enhancement	ENHANCEMENT				2026-2035	N/A	
x	Line Item	Various locations	Overlay	OVERLAY				2026-2035	N/A	
x	Line Item	Various locations	Reconstruction	RECONSTRUCTION				2026-2035	N/A	
x	Line Item	Various locations	Bridge	BRIDGE				2026-2035	N/A	
x	Line Item	Various locations	ITS	ITS				2026-2035	N/A	
									PHASE II TOTAL	\$118,208

APPENDIX D



PHASE

2

Total Cost:
\$118M

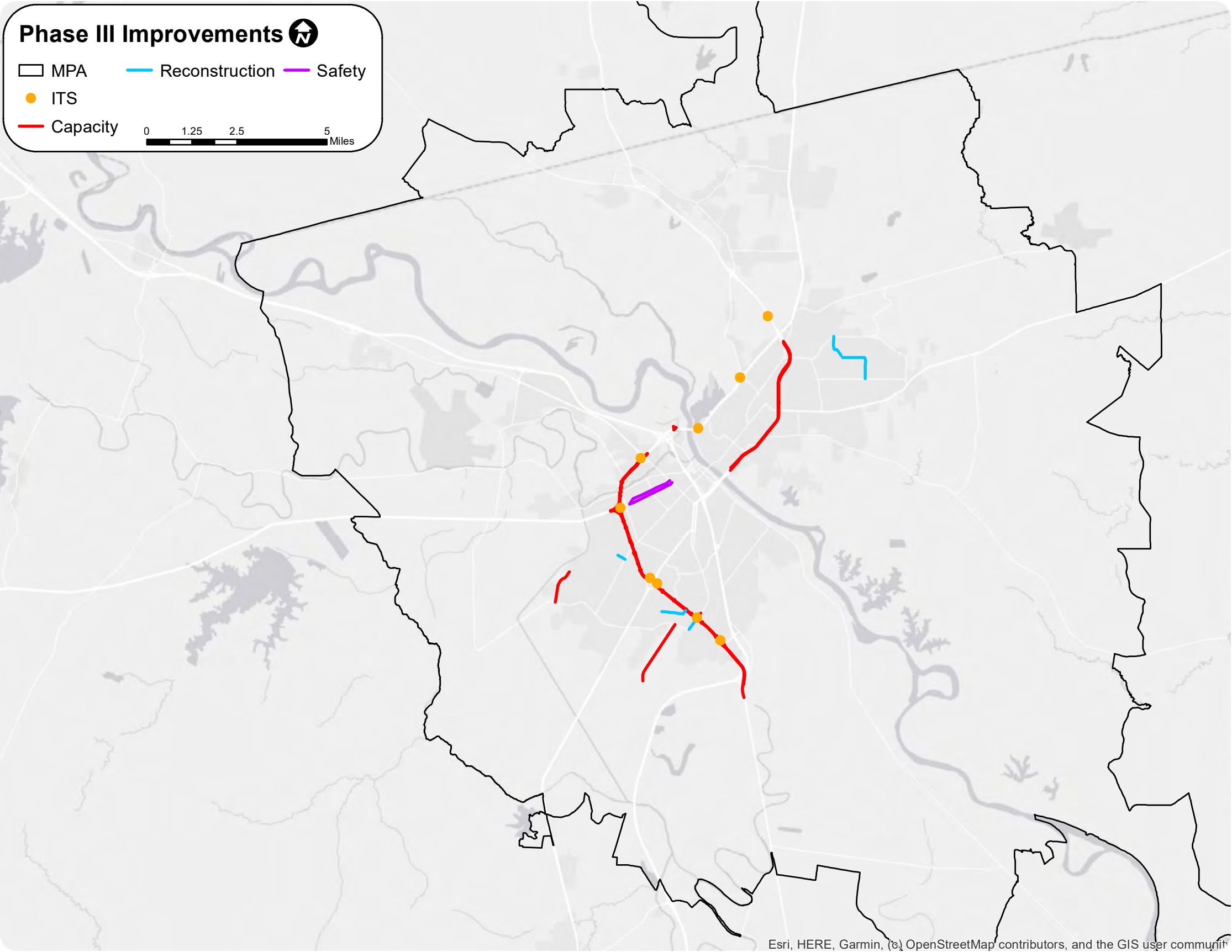
APPENDIX D

PHASED IMPROVEMENT PROGRAM

2036-2045 - Phase III

NSID	Project	Location	Description	Improvement TYPE	PM Category	MTP Goal	Length (mi)	Construction Year	Fund Source	Cost (x000)
316	Windermere Blvd	Versailles Blvd to Twin Bridges Rd (LA 488)	New 2 Lane	CAPACITY	Travel Reliability	3,6	0.59	2036-2045	STP<200K	\$2,434
317	Levin St/Monroe St (LA 28)	Bolton Ave (LA 1) to Texas Ave	One-Way Couplet	SAFETY	Safety: Motorized	1,3,5,6	1.14	2036-2045	STPFLEX	\$7,058
401	MacArthur Dr (US 71)	North 3rd St (LA 1208-4)	Partial Interchange	CAPACITY	Travel Reliability	3,6	--	2036-2045	STPFLEX	\$16,500
402	Pineville Expressway (US 167)	Red River to LA 28	Widen to 6 Lanes	CAPACITY	Travel Reliability	3,6	1.67	2036-2045	STPFLEX	\$15,154
506	Pineville Expressway (US 167)	LA 28 to US 165	Widen to 6 Lanes	CAPACITY	Travel Reliability	3,6	1.92	2036-2045	STPFLEX	\$17,424
514	Sterkx Rd	Horseshoe Dr to West Beltway	New 2 Lane	CAPACITY	Travel Reliability	3,6	1.57	2036-2045	STP<200K	\$6,477
403	MacArthur Dr (US 71)	LA 28	New Interchange	CAPACITY	Travel Reliability	1,2,3,6	1,3	2036-2045	NFI	\$27,500
502	MacArthur Dr (US 71)	Bolton Ave (LA 1) to I-49	Upgrade to Expressway	CAPACITY	Travel Reliability	2,3,6	7.1	2036-2045	NFI	\$35,500
302	Horseshoe Dr	Grove Rd to MacArthur Dr (US 71)	Reconstruction	RECONSTRUCTION	SGR: Road	2	0.27	2036-2045	STP<200K	\$2,228
305	Dorchester Dr	Heyman Ln to Jackson St (LA 1208-3)	Reconstruction	RECONSTRUCTION	SGR: Road	2	0.2	2036-2045	STP<200K	\$1,650
309	Culpepper Rd	North Blvd to Sterkx Rd (LA 1208-2)	Reconstruction	RECONSTRUCTION	SGR: Road	2,5	0.61	2036-2045	STP<200K	\$5,033
606	Holly Moore Dr/ Wildwood Dr	Susek Dr to Donahue Ferry Rd	Reconstruction	RECONSTRUCTION	SGR: Road	2	1.56	2036-2045	STP<200K	\$12,870
x	Line Item	Various locations	Maintenance	MAINTENANCE				2036-2045	N/A	
x	Line Item	Various locations	Safety	SAFETY				2036-2045	N/A	
X	Line Item	Various locations	Enhancement	ENHANCEMENT				2036-2045	N/A	
x	Line Item	Various locations	Overlay	OVERLAY				2036-2045	N/A	
x	Line Item	Various locations	Reconstruction	RECONSTRUCTION				2036-2045	N/A	
x	Line Item	Various locations	Bridge	BRIDGE				2036-2045	N/A	
x	Line Item	Various locations	ITS	ITS				2036-2045	N/A	
									PHASE III TOTAL	\$149,826

APPENDIX D



PHASE

3

Total Cost:
\$150M

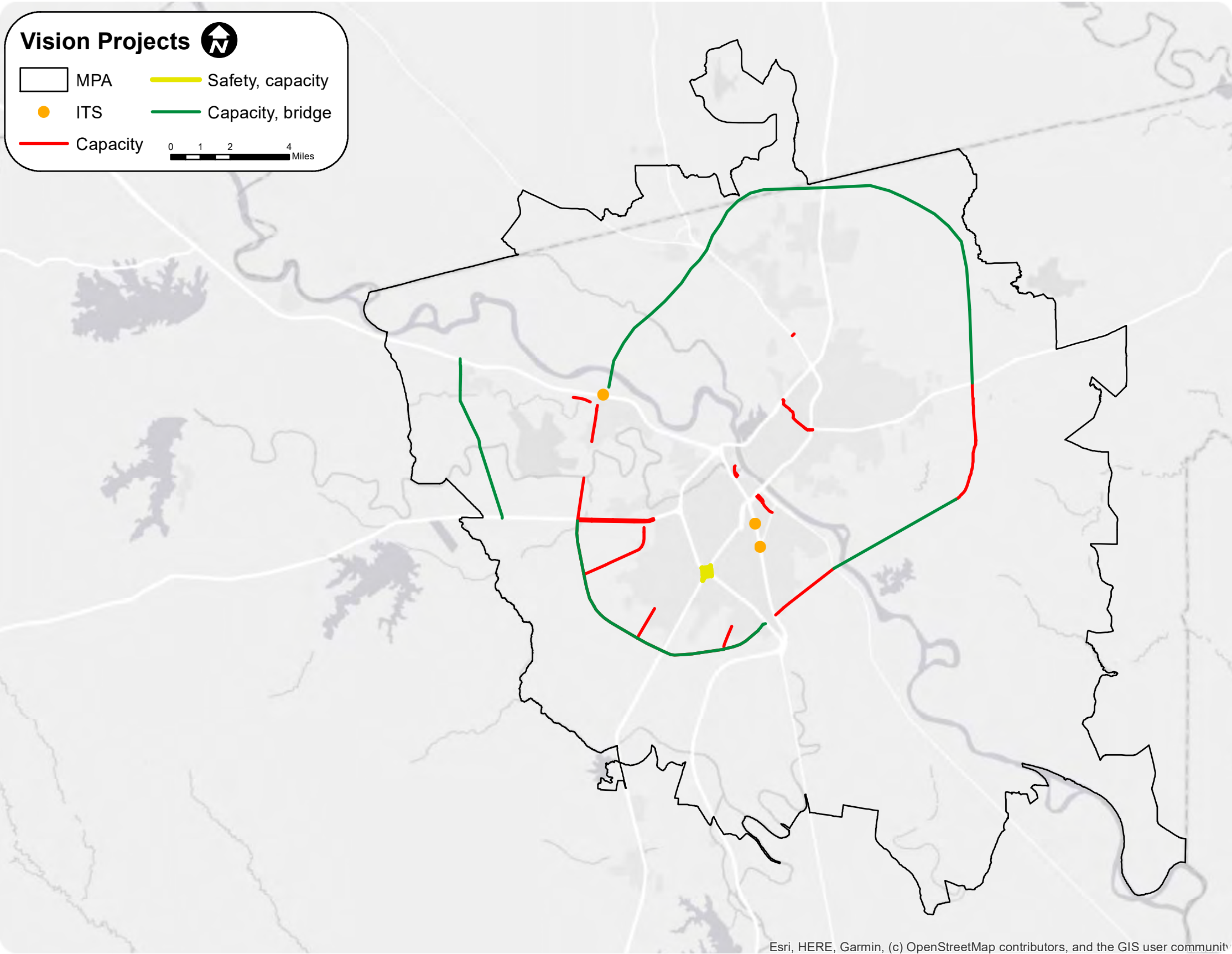
APPENDIX D

PHASED IMPROVEMENT PROGRAM

Vision Projects

NSID	Project	Location	Description	Improvement Type	PM Category	Length (mi)	MTP Goal	Construction Year	2020 Cost (000)	Phase II Cost (000)	Phase III Cost (000)
125	6th St/Foisy St Ext north	Monroe St to N 3rd St (LA 1208-4)	New 4 Lane	CAPACITY	Travel Reliability	0.33	3	Vision	\$2,703	\$3,324	\$4,056
310	Sugarhouse Rd (LA 3250)	3rd St (LA 1) to Eddie Williams Ave (LA 1208-1)	Widen to 4 Lanes	CAPACITY	Travel Reliability	2.15	3	Vision	\$12,913	\$15,883	\$19,377
313	MacArthur Dr (US 71)	South Traffic Circle	New Interchange	SAFETY, CAPACITY	Travel Reliability	--	1,3	Vision	\$27,300	\$33,579	\$40,966
404	Beltway Loop South	Coliseum Blvd (LA 28 W) to MacArthur Dr (US 71)	New 4 Lane, Widen to 4 Lanes	CAPACITY	Travel Reliability	8.18	3	Vision	\$66,361	\$81,624	\$99,581
405	Ansley Blvd Extension	Provine Place Blvd to Beltway Loop South	New 2 Lane	CAPACITY	Travel Reliability	2.84	3	Vision	\$7,753	\$9,536	\$11,634
513	Jackson St Ext	Bayou Robert to Beltway Loop South	New 2 Lane	CAPACITY	Travel Reliability	0.98	3	Vision	\$2,675	\$3,291	\$4,015
603	Jefferson Hwy	Donahue Ferry Rd (LA 3100) to Monroe Hwy (US 165)	Widen to 4 Lanes/ RR Overpass	CAPACITY	Travel Reliability	1.35	3	Vision	\$24,488	\$30,120	\$36,747
610	LA 1	Harold Miles Park Rd	Turn Lanes	SAFETY, CAPACITY	Travel Reliability	--	1,3	Vision	\$1,092	\$1,343	\$1,639
613	Foisy St Ext South	Casson St to Broadway Ave	New 4 Lane	CAPACITY	Travel Reliability	0.64	3	Vision	\$5,242	\$6,447	\$7,866
618	Vandenberg Rd (LA 3054)	Coliseum Blvd (LA 28) to Bayou Rapides Rd (LA 496)	Widen to 4 Lanes	CAPACITY	Travel Reliability	1.22	3	Vision	\$7,327	\$9,013	\$10,995
619	Airbase Rd (LA 498)	N Bolton Ave (LA 1) to England Dr (LA 498)	Widen to 4 Lanes	CAPACITY	Travel Reliability	1.06	3	Vision	\$6,366	\$7,831	\$9,553
623	Mil Mar Blvd Ext	Dead End to Beltway Loop South	New 2 Lanes	CAPACITY	Travel Reliability	0.7	3	Vision	\$1,911	\$2,351	\$2,868
625	Beltway Loop West	I-49 to LA 28 W	New 4 Lanes/ Widen to 4 Lanes	CAPACITY	Travel Reliability	4.89	3	Vision	\$40,049	\$49,260	\$60,098
626	Beltway Loop South- East	LA 1 to Papermill Rd	New Bridge and New 4 Lanes	CAPACITY, BRIDGE	Travel Reliability	4	2,3	Vision	\$87,360	\$107,453	\$131,092
627	Beltway Loop North- East	LA 28 E to US 165	New 4 Lanes	CAPACITY	Travel Reliability	7.13	3	Vision	\$58,395	\$71,825	\$87,627
628	Beltway Loop North- West	US 165 to I-49	New Bridge and New 4 Lanes	CAPACITY, BRIDGE	Travel Reliability	8.41	2,3	Vision	\$123,478	\$151,878	\$185,291
701	Papermill Rd (LA 3128)	LA 107 to LA 28 E	Widen to 4 Lanes	CAPACITY	Travel Reliability	3.4	3,6	Vision	\$20,420	\$25,117	\$30,643
703	Alexandria/Pineville Expressway	Cenla Dr (Abutting Distran Fab Inc.)	Half Interchange	CAPACITY	Travel Reliability	0.07	3	Vision	\$5,460	\$6,716	\$8,193
501	LA 28 New Service Roads	LA 3054 to Windermere Blvd	LA 28 New Service Roads	CAPACITY	Travel Reliability	-	3	Vision	\$0	\$0	\$0
x	MacArthur Drive (US 71)	MacArthur Dr: Traffic Circle to Bolton Avenue	Capacity Improvments	CAPACITY	Travel Reliability		3	Vision	\$19,800	\$24,354	\$29,712
VISION TOTAL									\$521,094	\$640,945	\$781,953

APPENDIX D



PHASE

2

Total Cost:
\$521M

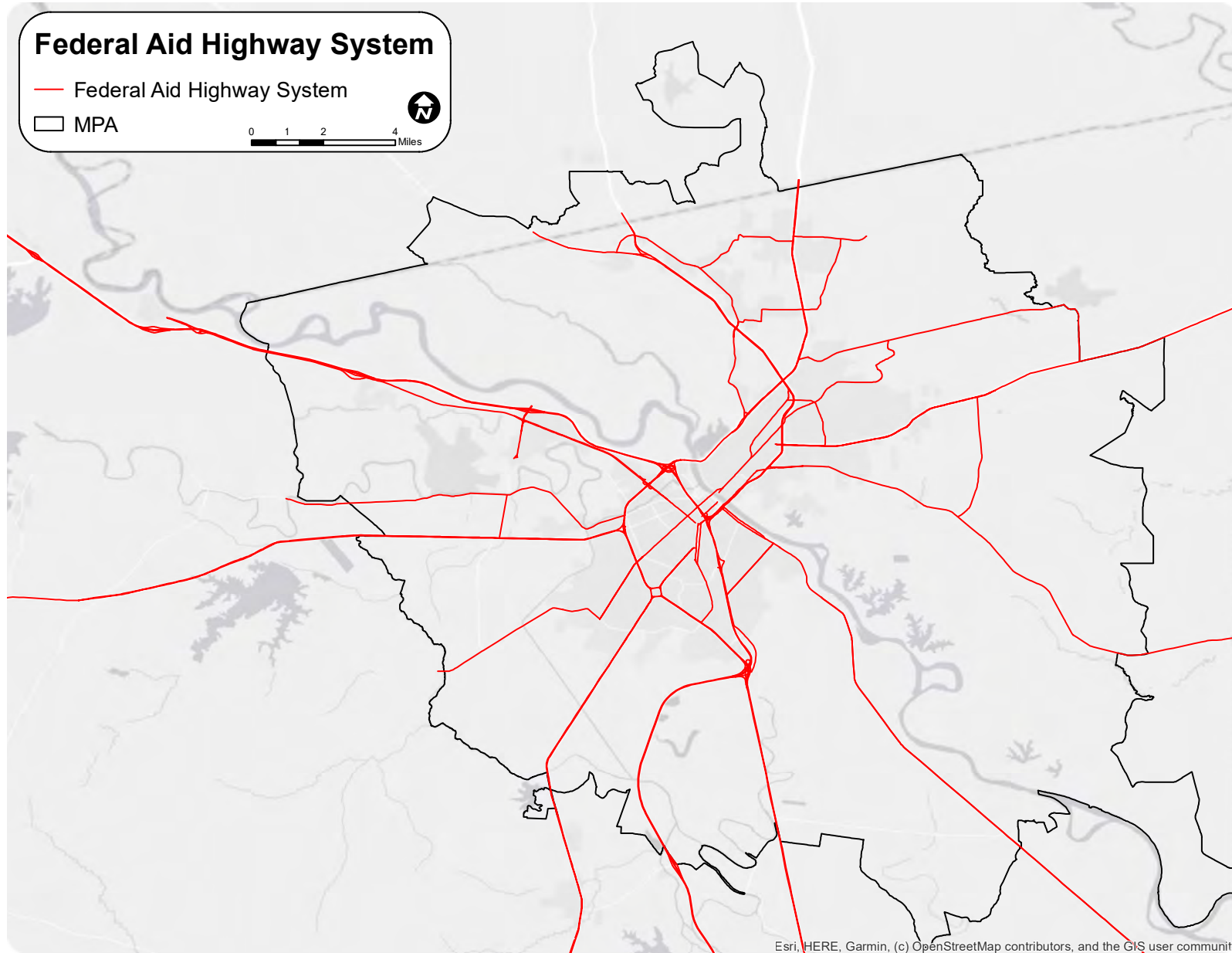
APPENDIX E

MPO TECHNICAL ADVISORY & POLICY COMMITTEE MEMBERS

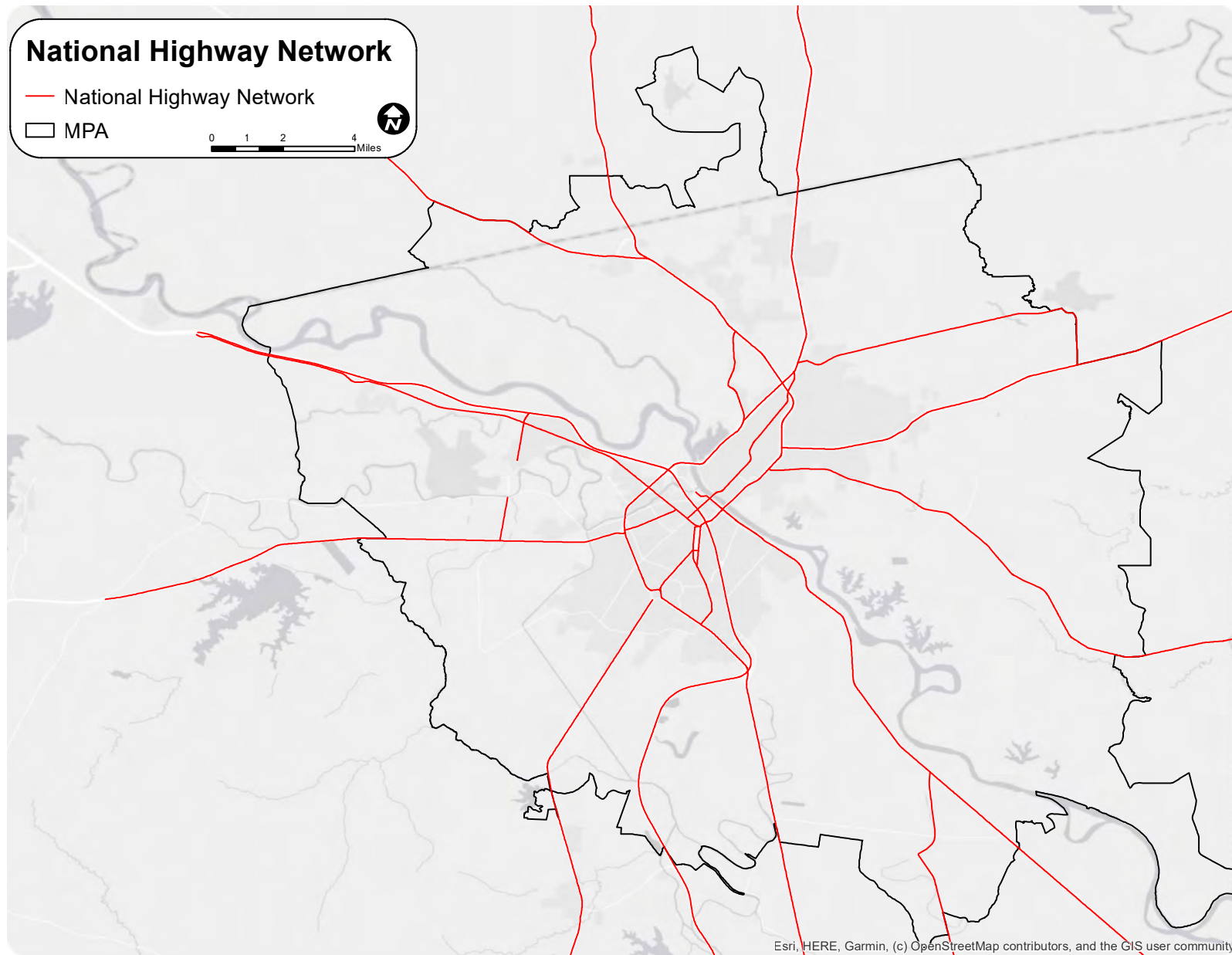
Transportation Policy Committee Members
Mayor Clarence Fields (Chair) Pineville, LA <i>Alternate, Mr. Rich Dupree</i>
Mr. Nathan Martin Pineville, LA <i>Alternate, Charlie Moore</i>
Mayor Jeff Hall (Vice Chair) Alexandria, LA <i>Alternate, Susan Broussard</i>
Mr. Jim Villard Alexandria, LA <i>Alternate, Mike Wilkinson</i>
Mr. Craig Smith President, Rapides Parish Police Jury <i>Alternate, Cory Ashmore</i>
Mr. Rusty Wilder Rapides Parish Police Jury
Mr. Troy Russell Administrator, LADOTD District 08 <i>Alternate, Jonathan Lachney</i>
Mr. Keith Sayer LADOTD District 08 <i>Alternate, Dale Craig</i>
Mayor Gail Wilking Ball, LA <i>Alternate, Mark Roberts</i>
Mr. Ben Russo Central Louisiana Regional Port <i>Alternate, Norman Welch</i>
Mrs. Sandra McQuain England Authority <i>Alternate, Scott Gammel</i>
Mrs. Laura Phillips FHWA <i>Alternate, Carlos McCloud</i>

Technical Advisory Committee Members
Mr. Tom David, Jr. (Chair) Pan American Engineers, Engineer City of Pineville & Town of Ball
Mr. Mike Wilkinson Engineer, Alexandria, LA
Mr. John Gagnard Pan American Engineers, Engineer City of Pineville & Town of Ball
Mr. Cory Ashmore Engineer, Rapides Parish Police Jury
Mr. Jonathan Lachney LADOTD District 08
Mr. Dale Craig LADOTD District 08
Mrs. Dawn Sholmire LADOTD HQ
Mr. Jason Duet LADOTD HQ
Mrs. Laura Phillips FHWA
Mrs. Lynn Hayes FTA
Mrs. Debra Randolph Central Louisiana Regional Chamber of Commerce
Mr. Robert Bussey Fit Families for Cenla, MPO BPC
Mr. Matt Johns RAPC
Mr. Jonathan Bolen RAPC
Mr. Nick Blackstone RAPC
Consultant Team
Mr. Mike Chaney Alliance Transportation Group
Mr. Ben Magallon Alliance Transportation Group
Mr. Michael Wagoner Alliance Transportation Group

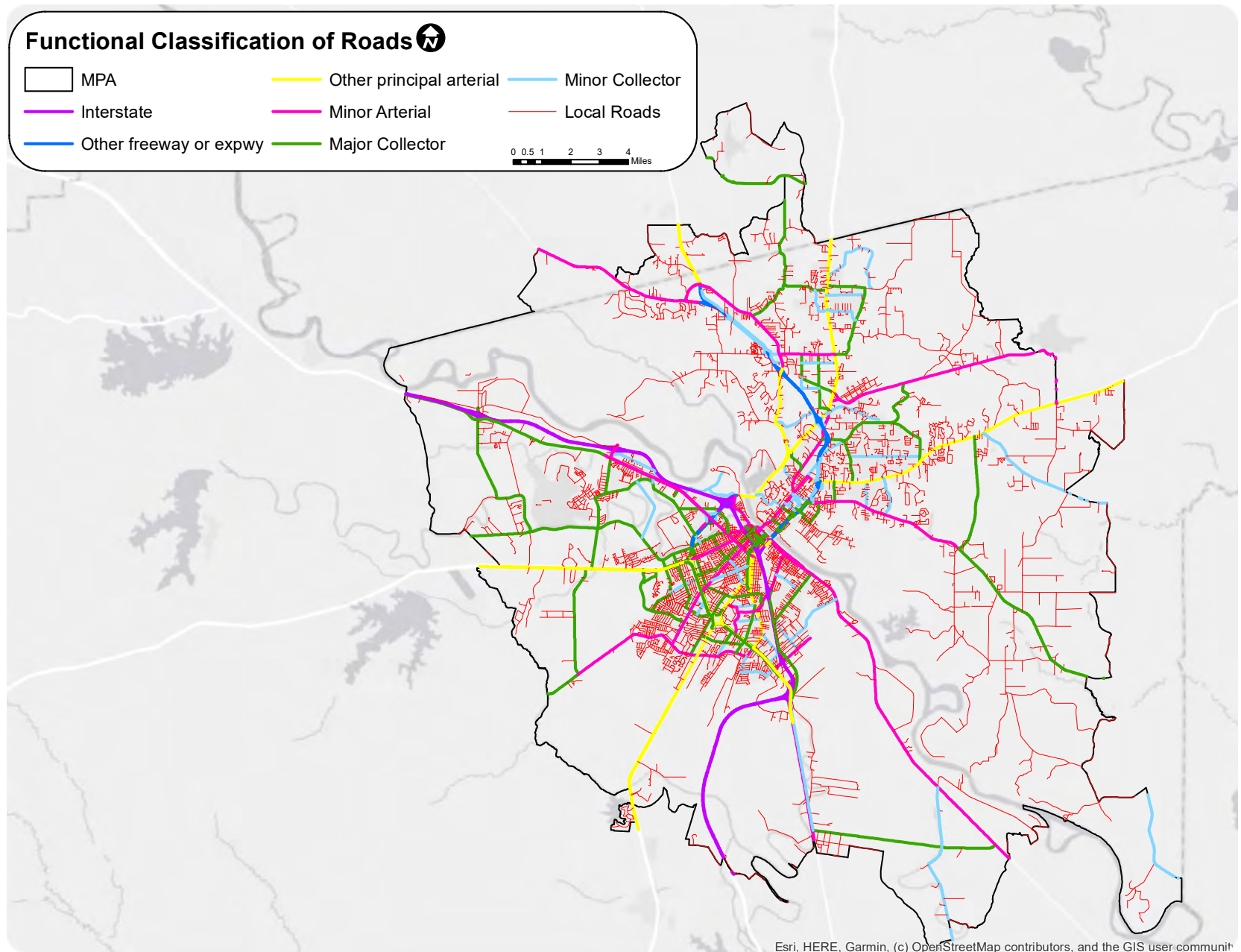
APPENDIX F



APPENDIX F



APPENDIX F



APPENDIX G



A GANNETT NEWSPAPER

11201 Third St. Alexandria, La 71306

PHONE: (318) 487-6476 FAX: (318) 487-6488

AFFIDAVIT OF PUBLICATION

RAPIDES AREA PLANNING
803 JOHNSTON ST
ALEXANDRIA, LA 71301
PO #:

of Affidavits: 1
Account No.: SHR-X17260LF
Ad No.: 0005017297
Ad Total: 341.25
This is not an invoice

I, Nicole Jacobs, do solemnly swear that I am the LEGAL CLERK, for THE TOWN TALK, a newspaper published and printed in Alexandria, in the Parish of Rapides, State of Louisiana, a from my personal knowledge and reference to the files of said publication, the advertisement of

MEMORANDUM DATE: November 22, 2021 TO: The Alexandria - Pineville Metropolitan Planning Organization Transportation Policy Committee Members FRO

was published in THE TOWN TALK in the issue(s) dated as follows:

November 26, 2021
November 28, 2021
December 05, 2021

Nicole Jacobs
LEGAL CLERK

Sworn to and subscribed before me this 5 day of December, 2021.

Sarah Bertelsen
Notary Public, State of Wisconsin, County of Brown

7/27/25
My commission expires

SARAH BERTELSEN
Notary Public
State of Wisconsin

MEMORANDUM

DATE: November 22, 2021

TO: The Alexandria - Pineville Metropolitan Planning Organization Transportation Policy Committee Members

FROM: Jonathan Bolen
Rapides Area Planning Commission

RE: MPO Transportation Policy Committee Meeting

There will be a Transportation Policy Committee meeting on Wednesday, December 8th at 10:30 am, at RAPC and online via Zoom. At this meeting, the Policy Committee will review and discuss the FY 2019-2022 Transportation Improvement Program, the Central Louisiana Rural Transit Study, and the Metropolitan Transportation Plan 2045 update.

The agenda and on-line meeting participation instructions can be found on our website www.RAPC.info. Please attend or send an alternate to get a vote for these important projects in our metro area.

ADA Notice: For special meeting accommodations, contact our ADA Coordinator, Kathy Powell, via phone 318-487-5401 ex.15 at least 72 hours in advance of the meeting.
(11) 26, 28, (12) 5



Transportation Policy Committee
Alexandria / Pineville Metropolitan Planning Organization

AGENDA

Date: Wednesday, August 8th, 2021
Time: 10:00 am - 11:30 am
Where: RAPC Conference Room, 803 Johnston Street, Downtown Alexandria
Zoom Conferencing

Zoom Meeting Login Details: <https://us02web.zoom.us/j/83769336383>

Meeting ID: 837 6933 6383

Find your local number: <https://us02web.zoom.us/j/83769336383>

1. Call to Order
2. Roll Call
3. Approval of Minutes P_F_T_
Motion to approve Minutes for TPC meeting held October 26, 2021
4. MPO Housekeeping Projects for Approval P_F_T_
 - a. FFY2019-2022 TIP - Amendment 10
Motion to approve FFY2019-2022 Transportation Improvement Program - Amendment 10, pending public comment
 - b. Central Louisiana Rural Public Transportation Study (RTA) P_F_T_
Motion to approve study document, pending public comment
 - c. Metropolitan Transportation Plan 2045 P_F_T_
Motion to approve the updated long-range transportation plan, pending public comment
6. Other Business
7. Adjournment

ADA NOTICE:

For special meeting accommodations, contact our ADA Coordinator, Kathy Powell, via phone (318) 487-5401, ext.15 at least 72 hours in advance of the meeting.

A/P-MPO TPC 120821



LEGEND: P: Pass; F: Fail; T: Tabled

APPENDIX G

Media Contact:
Jonathan Bolen, Transportation Director
jbolen@rapc.info

December 9, 2021



PUBLIC COMMENT INVITED:

The Rapides Area Planning Commission, the local Metropolitan Planning organization (MPO), will have available for public review and comment a copy of the following items:

- Metropolitan Transportation Plan 2045
- Central Louisiana Rural Public Transportation Study
- Transportation Improvement Program, Amendment 10

To meet the requirements provided within the Fixing America's Surface Transportation Act (FAST Act) and as outlined in our Public Participation Plan, this document will be available for review and comment for a minimum period of (14) days prior to final adoption.

Beginning December 9 through December 23, interested residents may view the documents on the RAPC website, www.rapc.info and public input kiosks at the following locations:

Place	Address
Pineville City Hall	910 Main St., Pineville, LA
Rapides Area Planning Commission	803 Johnston Street, Alexandria, LA 71301
Rapides Parish Police Jury	701 Murray St., Alexandria, LA 71309
Rapides Parish Library (Main)	411 Washington St., Alexandria, LA 71301
Rapides Parish Library (Libuse)	6375 LA-28, Pineville, LA 71360
Rapides Parish Library (Robertson)	809 Tioga High School Road, Ball, LA 71405
Rapides Parish Library (Martin)	801 W. Shamrock, Pineville, LA 71360
Rapides Parish Library (Westside)	5416 Provine Place, Alexandria, LA 71303
Rapides Parish Library (King)	1115 Broadway Avenue, Alexandria, LA 71302

Your views are important to us! This is your opportunity to comment and indicate your concerns. Any questions, comments, or suggestions can be directed to the Alexandria-Pineville Metropolitan Planning Organization in writing, % Transportation Division, P.O. Box 7586, Alexandria, LA 71306 or by email to jbolen@rapc.info.

ADA Notice: For special accommodations, contact our ADA Coordinator, Kathy Powell, by phone 318-487-5401 ext. 15 at least 72 hours before the end of the public comment period.

Public Notice - Facebook

Public Notice - Email & Print

APPENDIX G



A GANNETT NEWSPAPER

11201 Third St. Alexandria, La 71306

PHONE: (318) 487-6476 FAX: (318) 4

AFFIDAVIT OF PUBLICATION

of Affidavits 1

Account No.: SHR-X17260LI

Ad No.: 0005041316

Ad Total: 589.20

This is not an invoice

RAPIDES AREA PLANNING
803 JOHNSTON ST
ALEXANDRIA, LA 71301

PO #:

I, Nicole Jacobs do solemnly swear that I am the LEGAL CLERK, for THE TOWN TALK, a newspaper published and printed in Alexandria, in the Parish of Rapides, State of Louisiana, from my personal knowledge and reference to the files of said publication, the advertisement of

PUBLIC COMMENT INVITED: The Rapides Area Planning Commission, the local Metropolitan Planning organization have available for public review and comment

was published in THE TOWN TALK in the issue(s) dated as follows:

December 15, 2021

December 17, 2021

December 19, 2021

Nicole Jacobs
LEGAL CLERK

Sworn to and subscribed before me this 19 day of December, 2021.

John Bert
Notary Public, State of Wisconsin, County of Brown

7/27/25
My commission expires

SARAH BERTELSEN
Notary Public
State of Wisconsin

PUBLIC COMMENT INVITED: The Rapides Area Planning Commission, the local Metropolitan Planning organization (MPO), will have available for public review and comment a copy of the following items:

- Metropolitan Transportation Plan 2045
- Central Louisiana Rural Public Transportation Study
- Transportation Improvement Program, Amendment 10

To meet the requirements provided within the Fixing America's Surface Transportation Act (FAST Act) and as outlined in our Public Participation Plan, this document will be available for review and comment for a minimum period of (14) days prior to final adoption. Beginning December 9 through December 23, interested residents may view the documents on the RAPC website, www.rapc.info and public input kiosks at the following locations:

Place/Address
Pineville City Hall
910 Main St., Pineville, LA
Rapides Area Planning Commission
803 Johnston Street, Alexandria, LA 71301
Rapides Parish Police Jury
701 Murray St., Alexandria, LA 71309
Rapides Parish Library (Main)
411 Washington St., Alexandria, LA 71301
Rapides Parish Library (Libuse)
6375 LA-28, Pineville, LA 71360
Rapides Parish Library (Robertson)
807 Tlodge High School Road, Ball, LA 71405
Rapides Parish Library (Martin)
801 W. Shamrock, Pineville, LA 71360
Rapides Parish Library (Westside)
5416 Province Place, Alexandria, LA 71303
Rapides Parish Library (King)
1115 Broadway Avenue, Alexandria, LA 71302

Your views are important to us. This is your opportunity to comment and indicate your concerns. Any questions, comments, or suggestions can be directed to the Alexandria Pineville Metropolitan Planning Organization in writing, Transportation Division, P.O. Box 786, Alexandria, LA 71306 or by email to fbol@rapc.info. ADA Notice: For special accommodations, contact our ADA Coordinator, Kathy Powell, by phone 318 487 5401 ext. 15 at least 72 hours before the end of the public comment period. (12) 15, 17, 19

Post details

Alexandria in Action
December 10, 2021

VISIT www.rapc.info to review the plan and let us know your feedback! We look forward to hearing from you!

PUBLIC COMMENT INVITED:

Metropolitan Transportation Plan 2045
Central Louisiana Rural Public Transportation Study
Transportation Improvement Program, Amendment 10

CHECK OUR WEBSITE TO VIEW INFO HOT OFF THE DIGITAL PRESS!

9 People Reached
1 Engagement

Boost post

Performance for your post

9 People Reached

1 Likes, Comments & Shares

1 Likes
0 Comments
0 Shares

1 On Post
0 On Post
0 On Post

0 On Shares
0 On Shares
0 On Shares

0 Post Clicks
0 Photo views
0 Link clicks
0 Other clicks

NEGATIVE FEEDBACK
0 Hide post
0 Report as spam

0 Hide all posts
0 Unlike Page

Reported items may be delayed from what appears on posts

Post details

Alexandria in Action
December 14, 2021

PUBLIC COMMENT INVITED:
The Rapides Area Planning Commission, the local Metropolitan Planning organization (MPO), has made available a copy of the following items for public review and comment:
Metropolitan Transportation Plan 2045
Central Louisiana Rural Public Transportation Study ... See more

PUBLIC COMMENT INVITED:

Metropolitan Transportation Plan 2045
Central Louisiana Rural Public Transportation Study
Transportation Improvement Program, Amendment 10

CHECK OUR WEBSITE TO VIEW INFO HOT OFF THE DIGITAL PRESS!

www.rapc.info

12
0

Boost post

Performance for your post

12 People Reached

0 Likes, Comments & Shares

0 Likes
0 Comments
0 Shares

0 On Post
0 On Post
0 On Post

0 On Shares
0 On Shares
0 On Shares

0 Post Clicks
0 Photo views
0 Link clicks
0 Other clicks

NEGATIVE FEEDBACK
0 Hide post
0 Report as spam

0 Hide all posts
0 Unlike Page

Reported items may be delayed from what appears on posts

APPENDIX G

Alexandria/Pineville Metropolitan Planning Organization Transportation Policy Committee

RESOLUTION #RAPC-211208

(Adopting the Metropolitan Transportation Plan 2045)

"WHEREAS, the Rapides Area Planning Commission (RAPC), designated by the Governor of Louisiana, is the Metropolitan Planning Organization (MPO) responsible for the metropolitan transportation planning and programming process for the Alexandria-Pineville Urbanized Area in accordance with 23 U.S.C. 134 and 49 U.S.C. 5303 and applicable federal and state regulations;

WHEREAS, the Transportation Policy Committee, composed primarily of elected officials, is the regional transportation policy body associated with RAPC and continues to be a regional forum for cooperative decisions on transportation; and,

WHEREAS, the Fixing America's Surface Transportation Act (FAST Act) assigns the MPO responsibility for developing and maintaining the Metropolitan Transportation Plan (MTP); and,

WHEREAS, the RAPC in partnership with TPC, Technical Advisory Committee, MTP Steering Committee and the public developed the fiscally constrained MTP 2045 based on a collaborative process to identify, prioritize, and seek transportation funding for needed investments in order to address the region's transportation and associated challenges; and,

WHEREAS, the RAPC provided early and continuous opportunities for public participation throughout the one-year development of the MTP 2040 including the public comment period from December 9 through December 28, 2021, at locations as per RAPC's Public Participation Plan; and,

WHEREAS, the RAPC is in attainment for all National Ambient Air Quality Standards; and,

WHEREAS, the Alexandria-Pineville Urbanized Area MTP 2045 fully complies with the requirements of 23 C.F.R. 450.

BE IT RESOLVED that the Transportation Policy Committee does hereby approve and adopt the Metropolitan Transportation Plan 2045 and directs staff to submit said document to the appropriate federal and state agencies."

ADOPTED by the Transportation Policy Committee at its meetings on the 8th day of December 2021.

Signed and executed on the 29th day of December 2021.



Mayor Clarence Fields, Chairman
Metropolitan Planning Organization
Transportation Policy Committee

APPENDIX H

PM 1: State & Region Safety Targets, 2025

Measure		Annual Targeted Change	Base (2017-2021) Rolling Average	Target (2023)	Base (2018-2022) Rolling Average	Target (2024)	Base (2019-2023) Rolling Average	Target (2025)
LADOTD	Fatalities	1% reduction	814	797	841	824	849	832
	Serious Injuries		1425	1396	1673	1639	2145	2102
	Fatality Rate		1.601	1.568	1.608	1.576	1.591	1.56
	Serious Injury Rate		2.804	2.748	3.173	3.110	3.973	3.893
	Non-Motorized Fatalities and Serious Injuries		398	390	447	438	502	492
APMPO	Fatalities		15	15	16	16	16	16
	Serious Injuries		18	18	24	24	38	37
	Fatality Rate		1.467	1.438	1.535	1.504	1.464	1.435
	Serious Injury Rate		1.78	1.745	2.265	2.220	3.357	3.29
	Non-Motorized Fatalities and Serious Injuries		8	8	11	10	13	12
Source: LADOTD Highway Safety Improvement Program, LSU CARTS 2024								

APPENDIX H

PM 3: State & Region Speed & Travel Time Reliability Targets, 2023-2026

System Performance Measure	LADOTD Targets			APMPO Targets	
	Baseline (2022)	2-Year Target (2024)	4-Year Target (2026)	Baseline (2022)	4-Year Target (2026)
Interstate Highway Reliable Person-Miles Traveled	88.9	88.4	87.9	99.7	98.5
Non-Interstate NHS Reliable Person-Miles Traveled	89.4	88.1	86.9	95.3	92.7
Truck Travel Time Reliability (TTTR) Index	1.37	1.40	1.43	1.13	1.19
Source: Regional Integrated Transportation Information System (RITIS), LADOTD 2018, 2021, 2022					

PM 2: State & Region Pavement & Bridge Condition Targets, 2023-2026

System Performance Measure	LADOTD Targets			APMPO Targets	
	Baseline (2022)	2-Year Target (2022)	4-Year Target (2026)	Baseline (2022)	4-Year Target (2026)
% <i>Interstate Good</i>	22%	16.9%	13.5%	0%	13.5%
% <i>Interstate Poor</i>	1.7%	2.1%	2.4%	1%	2.4%
% <i>Non-Interstate NHS Good</i>	15.9%	9.8%	5.7%	6%	5.7%
% <i>Non-Interstate NHS Poor</i>	11.9%	14.3%	15.9%	11%	15.9%
% <i>NHS Bridges Good</i>	38.3%	34.2%	34.7%	50.6%	34.7%
% <i>NHS Bridges Poor</i>	6.8%	4.6%	4.7%	0.5%	2%
Source: LADOTD, 2018, 2021, 2022					
Bridge Calculations are based on the 2020 NBI data submittal (2019 inspection data).					