



# Technical Advisory Committee

Alexandria / Pineville Metropolitan Planning Organization

## AGENDA

**Date:** Wednesday, February 7, 2024  
**Time:** 10:00 am - 11:00 am  
**Where:** RAPC Conference Room, 803 Johnston Street, Alexandria

### 1. Call to Order

### 2. Roll Call

### 3. MPO Housekeeping Projects for Approval

- a. **2024 HSIP Performance Measures and Safety Target Setting** P\_F\_T\_  
Motion to approve Safety PM's supporting LADOTD targets to the MTP 2045 document, pending public comment.
- b. **MPA Stormwater H&H Modeling Alternatives**  
Guided discussion lead by HALFF project team regarding alternatives for the H & H model under development for metropolitan planning area.
- c. **TIP Administrative Modifications & Project Stage 0 Development**  
Review current status of the FY23-26 TIP; project Stage 0 development for the Jackson Street Overlay (FFY24-25) and Buhlow-Central Greenway Planning & Engineering Phase (FFY23-24).

### 4. Other Business

### 5. 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.

**FOR IMMEDIATE RELEASE**

Matt Johns  
*Executive Director*

Kathy Powell  
*Office Manager*

Jonathan Bolen  
*Transportation Director*

Destiny Kunefke  
*Safety Planner*

Jamie Wallace  
*GIS Administrator*

Blake Powell  
*GIS/Addressing*



**RAPC**  
Rapides Area Planning Commission

DATE ISSUED: January 19, 2024

## **PUBLIC NOTICE**

**The Rapides Area Planning Commission, the local Metropolitan Planning organization (MPO), has released the following document for public review online:**

- ***2024 Transportation Safety Performance State and Local Targets***

To meet the requirements provided within the Infrastructure Investment and Jobs Act (IIJA), this will be available for review and comment for a minimum period of (14) days prior to final adoption.

RAPC is supporting LADOTD's safety targets and seeks amendment to the current Alexandria/Pineville MPO Metropolitan Transportation Plan (2045), to adopt and support LADOTD's statewide measures and targets related to transportation safety specified in Table 1.

Beginning January 22 through February 6, interested members of the public may review and comment on these documents on the RAPC website, [www.rapc.info/transportation](http://www.rapc.info/transportation).

Printed copies are available by request to the Rapides Area Planning Commission, 803 Johnston Street, Alexandria, LA 71301 by calling 318-487-5401 or email to [jbolen@rapc.info](mailto:jbolen@rapc.info).

Written comments or suggestions can also be submitted to the Alexandria-Pineville Metropolitan Planning Organization, 803 Johnston St, Alexandria, LA 71301 or using the online public comment form. *Comments will be accepted until February 6, 2024.*

P.O Box 7586  
Alexandria, LA 71306  
<http://www.rapc.info>

Phone: (318) 487-5401  
Toll Free (800) 256-2656  
Fax: (318) 487-5028

**Table 1: Proposed 2024 Highway Safety Performance Targets (highlighted)**

	Measure	Annual Targeted Change	Base (2016-2020) Rolling Average	Target (2022)	Base (2017-2021) Rolling Average	Target (2023)	Base (2018-2022) Rolling Average	Target (2024)
<b>State</b>	Fatalities	<b>1% reduction</b>	771	755	814	797	841	824
	Serious Injuries		1370	1343	1425	1396	1673	1639
	Fatality Rate		1.537	1.506	1.601	1.568	1.608	1.576
	Serious Injury Rate		2.73	2.676	2.804	2.748	3.173	3.110
	Non-Motorized Fatalities and Serious Injuries		378	371	398	390	447	438
<b>Local</b>	Fatalities		12	12	15	15	16	16
	Serious Injuries		17	17	18	18	24	24
	Fatality Rate		1.229	1.206	1.467	1.438	1.535	1.504
	Serious Injury Rate		1.711	1.672	1.78	1.745	2.265	2.220
	Non-Motorized Fatalities and Serious Injuries		8	8	8	8	11	10

**ADA Notice:**

The Rapides Area Planning Commission does not discriminate on the basis of disability in its programs, services, activities and employment practices.

Upon request, this notice is also available in alternative formats. If you need auxiliary aids and services for effective communication (such as a sign language interpreter, an assistive listening device or print material in digital format) or reasonable modification to programs, services or activities contact the ADA Coordinator - Kathy Powell, via phone 318-487-5401 ext. 15 as soon as possible, preferably 3 days before the end of the comment period.

**Table 2: Public Comment & Adoption Schedule**

ACTIVITY	DATE	LOCATION	PURPOSE
<b>Public Review &amp; Comment Period</b>	<b>January 22 thru February 6</b>	<p>Electronic Review: <a href="http://www.rapc.info/transportation">www.rapc.info/transportation</a>.</p> <p>Hard copy documents available on request and at RAPC 803 Johnston Street, Alexandria, LA 71301.</p>	<p>The general public, partners and stakeholders will have an opportunity to review and comment on the proposed amendments. Comments will be accepted in writing.</p> <p>Please submit comments to: <a href="mailto:jbolen@rapc.info">jbolen@rapc.info</a></p>
<b>Technical Advisory Committee (TAC) Meeting</b>	<b>Wednesday, February 7 10:00 AM</b>	803 Johnston Street, Alexandria, LA 71301	The TAC is scheduled to make a formal recommendation on the proposed 2024 HSIP Targets at this meeting.
<b>Transportation Policy Committee (TPC) Meeting</b>	<b>Friday, February 8 10:00 AM</b>	803 Johnston Street, Alexandria, LA 71301 And Online Meeting	<p>There is an opportunity for public input at this meeting, under the standing Public Comments agenda item.</p> <p>The TPC is scheduled to take formal action on the 2024 HSIP Targets at this meeting, pending public comment.</p>



# What is the HSIP?

The Highway Safety Improvement Program (HSIP) is a Federal Highway Administration (FHWA), Federal-aid highway program with the purpose of achieving a significant reduction in fatalities and serious injuries on all public roads, including non-State-owned public roads and roads on tribal lands.

## What are HSIP Targets & Measures?

FHWA establishes the measures to be used by State DOTs to assess performance and carry out the HSIP; the process for State DOTs and MPOs to establish their safety targets.

The FHWA establishes 5 performance measures to assess performance and carry out the HSIP: (1) Number of fatalities, (2) rate of fatalities per VMT, (3) number of serious injuries, (4) rate of serious injuries per VMT, and (5) number of combined non-motorized fatalities and non-motorized serious injuries.

State DOTs and MPOs to establish their safety targets and to report on progress for their safety targets. The measures will be calculated based on a 5-year rolling average.

MPOs must establish targets specific to the MPO planning area for the same five safety performance measures for all public roads in the MPO planning area within 180 days after the State establishes each target.

MPOs may select one of the following options for each individual safety performance measure:

- agreeing to support the State target; **OR**
- establishing specific numeric targets for a safety performance measure (number or rate).

**Learn more about safety performance measurers** by scanning the QR code below or visiting the Federal Highway Administration's (FHWA) website at: <https://highways.dot.gov/safety/hsip/spm/safety-performance-measures-fact-sheet>.

SCAN	<b>FHWA Safety Performance Measures Fact Sheet</b> 	<b>FHWA Highway Safety Improvement Program Overview</b> 	<b>Louisiana DOTD HSIP Program - Destination Zero Deaths</b> 
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# CHATLIN LAKE CANAL



## LOCATION

The alternatives follow the Chatlin Lake Canal and start west of Highway 1, parallel to Highway 3170, crosses Highway 1, then runs east to drain into Pool No. 1 below Lock & Dam No. 2.

## PROBLEM

GDD (Gravity Drainage District) #1 - Alexandria, LA, was seeking resolution to flooding problem that would not require pump maintenance. Alternative would need to utilize gravity drainage to the Red River, however, conditions for gravity drainage appeared available only far downstream of the City.

Long Diversion was the preferred alternative.

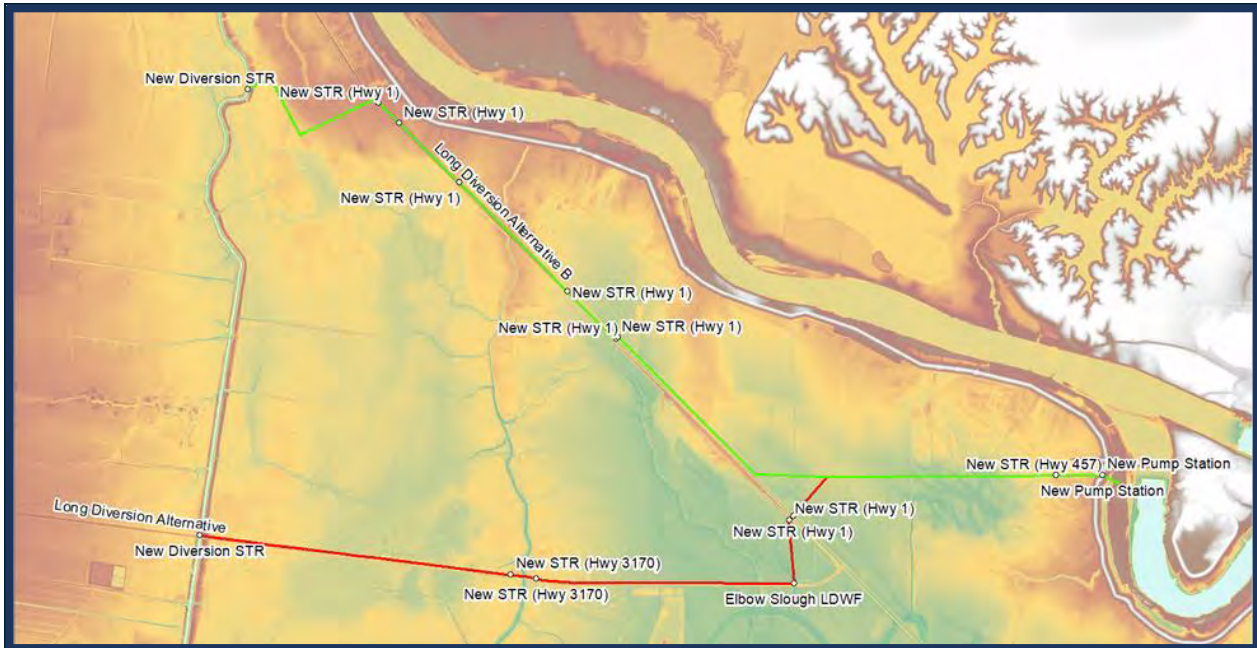
Coincident-frequency analysis showed that gravity drainage would provide sufficient drainage for only 80% of events.

## PROPOSED SOLUTIONS

- Long Diversion was developed to include improvements to Chatlin Lake Canal along diversion canal, control structure on Chatlin Lake Canal at the diversion canal, gated pump station through levee, and a detention pond (so pumps could be sized for non-peak conditions), stretching 5+ miles.
  - Since pumps would be required - opened possibility of a shorter diversion canal upstream that is functionally equivalent.
- Short Diversion includes improvements to Chatlin Lake Canal above diversion canal, control structure on Chatlin Lake Canal at the diversion canal, possible detention ponds, and a pump station that would outfall to the Red River during high-flow events.
  - Short Diversion (approx. 1 mile) from Chatlin Lake Canal to the Red River where Chatlin Lake Canal comes close to the river.

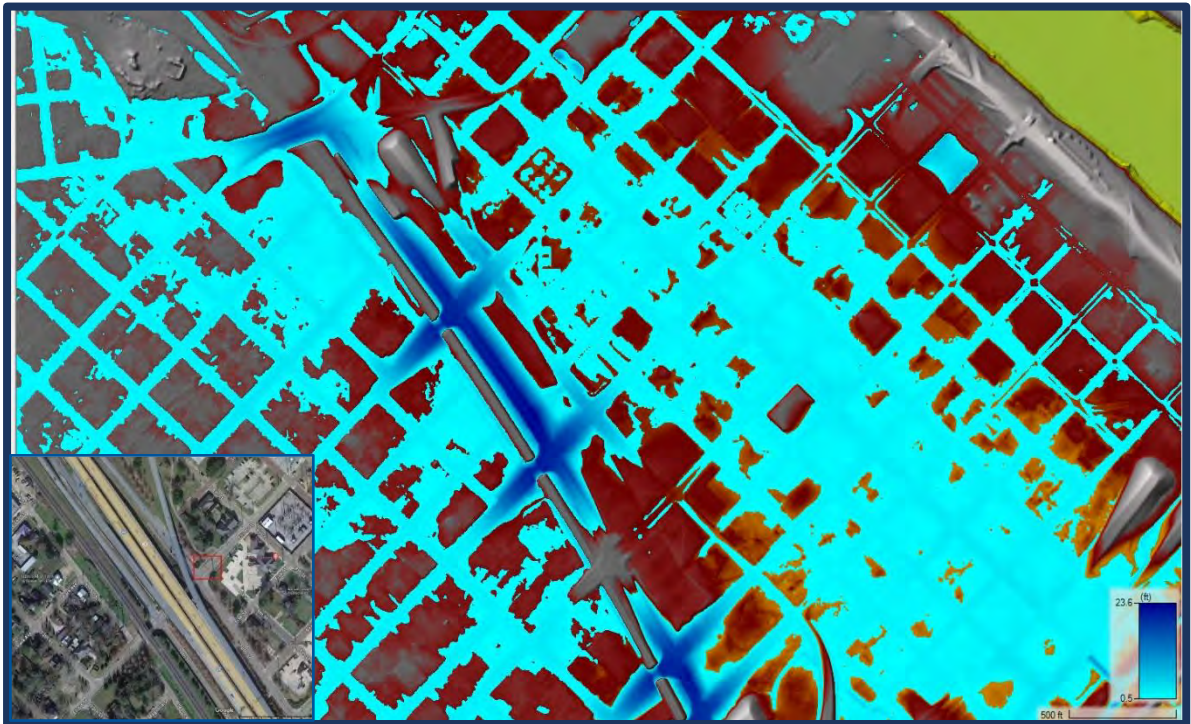


Zoomed in view of the Short Diversion Alternative.



View of the Long Diversion Alternatives A and B.

# I-49 UNDERPASSES



## LOCATION

This drainage issue is located on the intersection of 10<sup>th</sup> Street and Elliot Street near the I-49 North on-ramp. Stormwater flows under I-49 where it ponds before street inlets can relieve flooding.

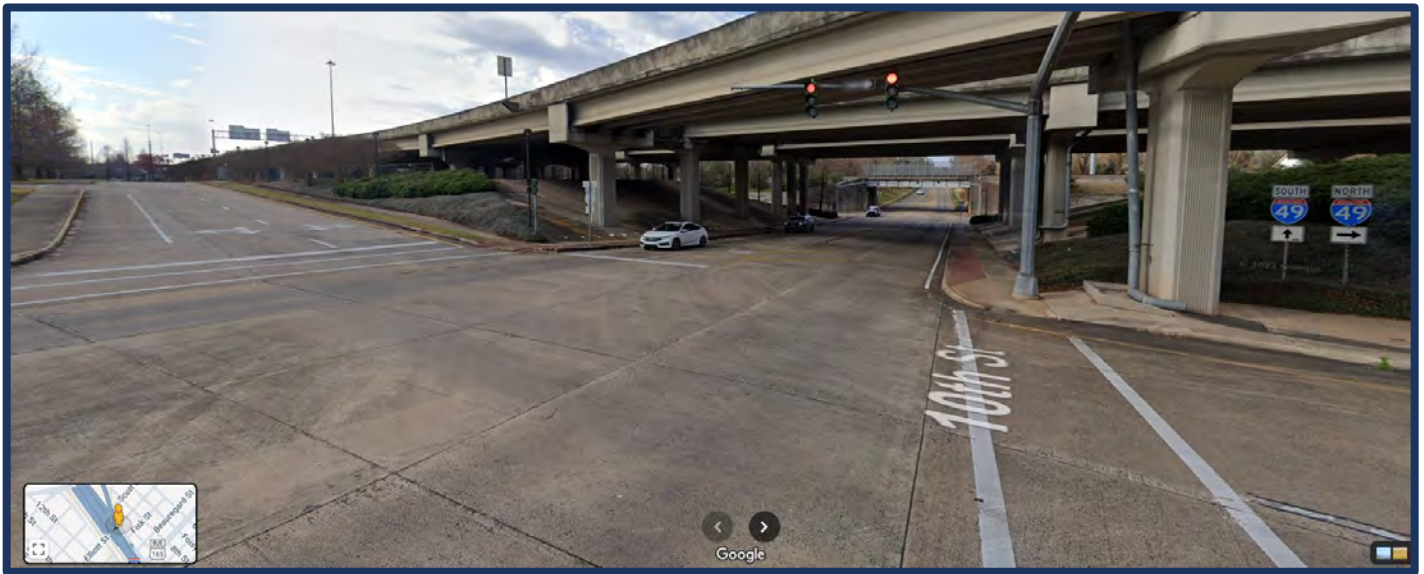
## PROBLEM

The photograph below, taken August 24, 2022, shows stormwater lifting a manhole cover on Elliot Street just before the elevation drop under the overpass. There are on-grade and sag inlets that appear undersized for the flow.

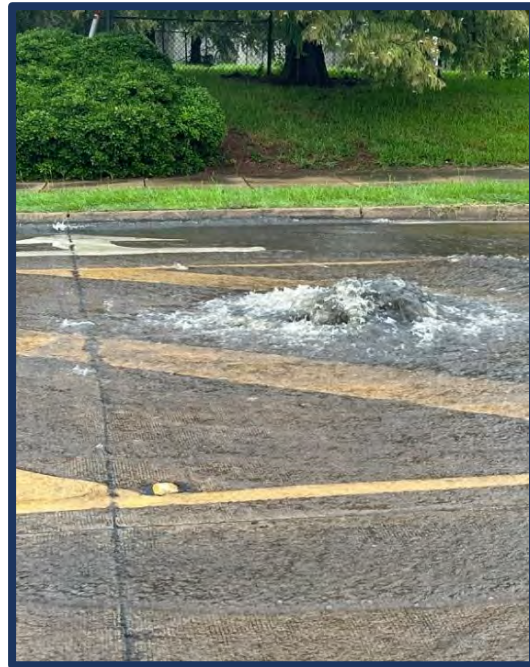
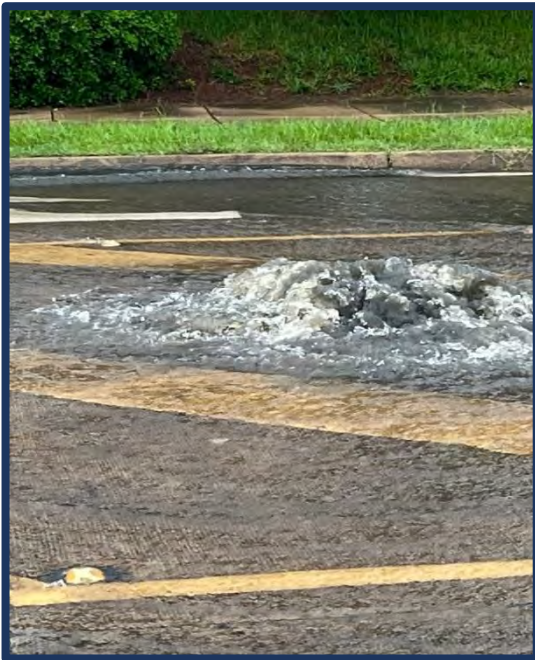


## PROPOSED SOLUTIONS

- Fund a pump project to remove water from the area.
- Overlay the current roadway under I-49 to increase the crown of the road to direct runoff to inlets faster.
  - Upsize the drainage system to accommodate for the increase in road runoff capture.
  - Create underground detention to accommodate for road runoff.

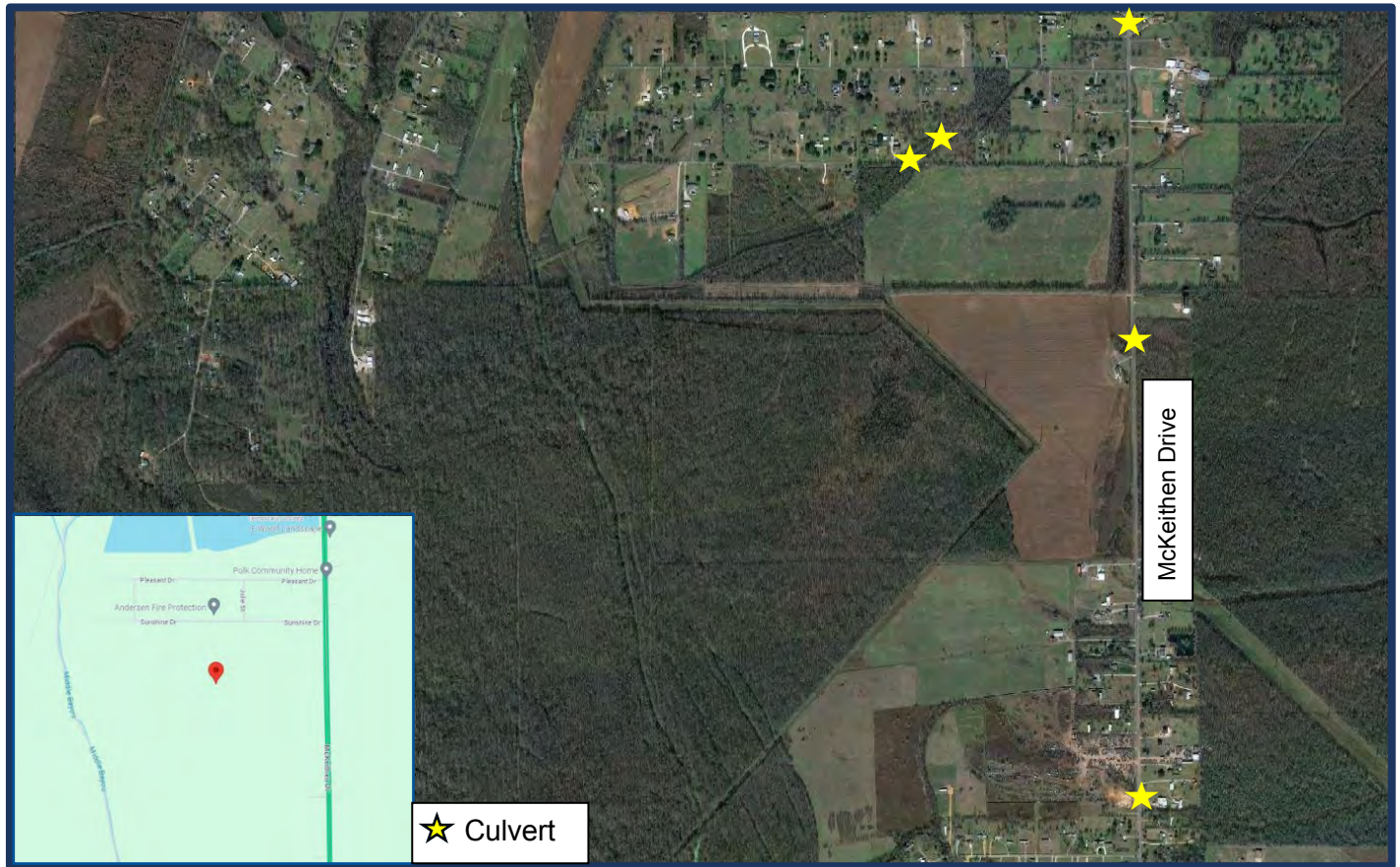


Google earth view of the clearance and grade under the bridge.



Photographs from site visit at Elliot Street during a rainstorm event in the area, taken August 24, 2022.

# McKEITHEN DRIVE AREA



## LOCATION

This area is encompassed within Middle Bayou. The primary roadway to the east is McKeithen Drive. Neighborhoods include Pleasant Drive and Sunshine Drive.

## PROBLEM

Neighborhoods in the area are reporting frequent flooding.

According to an investigative effort, there appear be multiple factors:

- Due to the flatness of the area, pluvial flooding is occurring in the northern neighborhoods.
- To the south, there appear to be backwater issues that are overpowering the current drainage structures and flooding houses in the area.

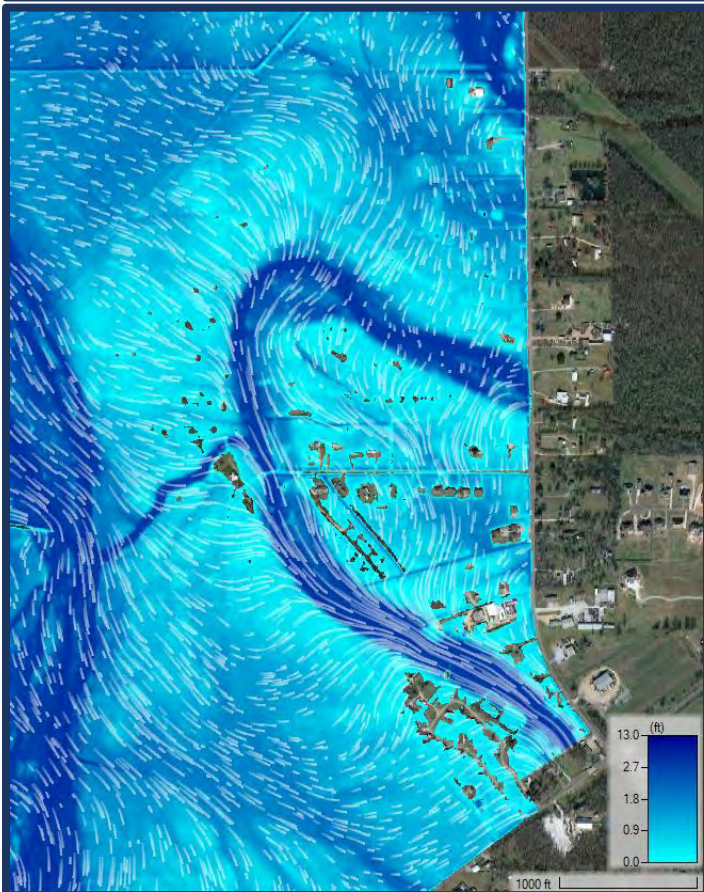
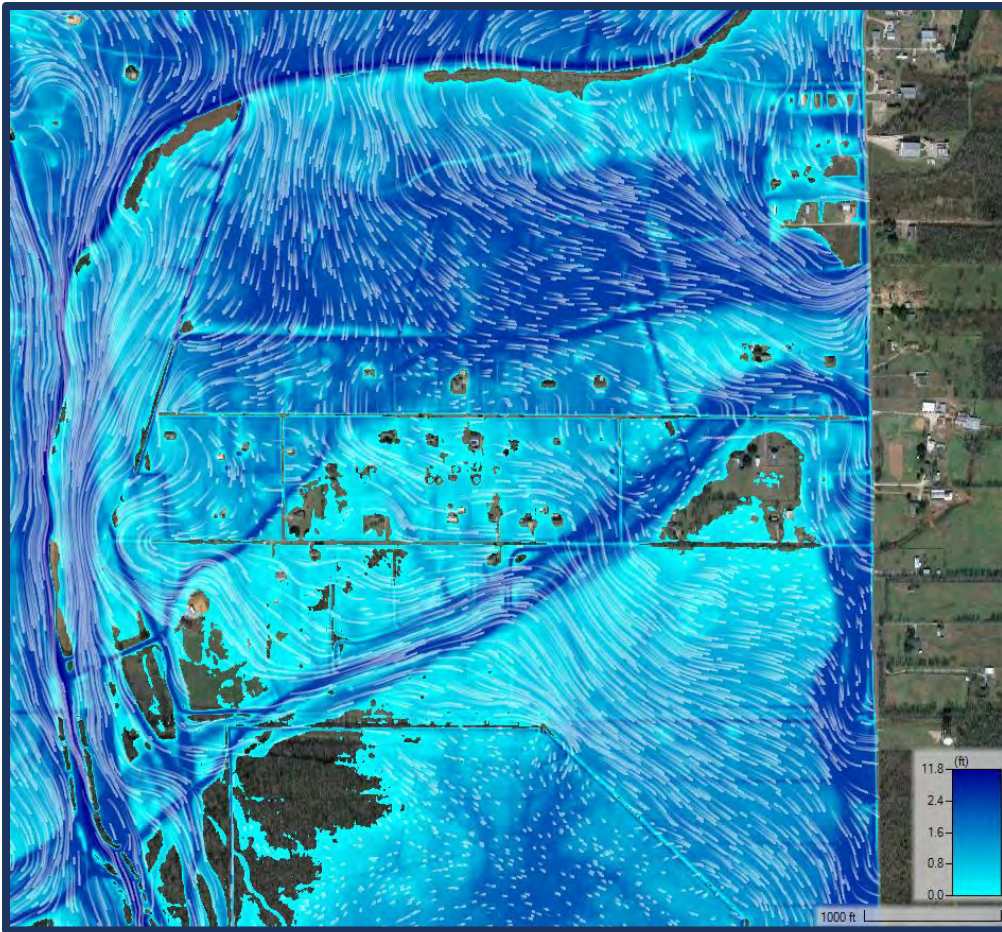
## PROPOSED SOLUTIONS

For the pluvial flooding:

- Sloping the roadside ditches to help move water out of the neighborhoods.
- Upsizing undersized or missing culverts on Pleasant Drive, Sunshine Drive, and McKeithen Drive.

For the backwater effect:

- Consider widening bridge opening on Twin Bridges Rd. to the southwest of the area.
- Consider upsizing culverts along McKeithen Drive to the east.



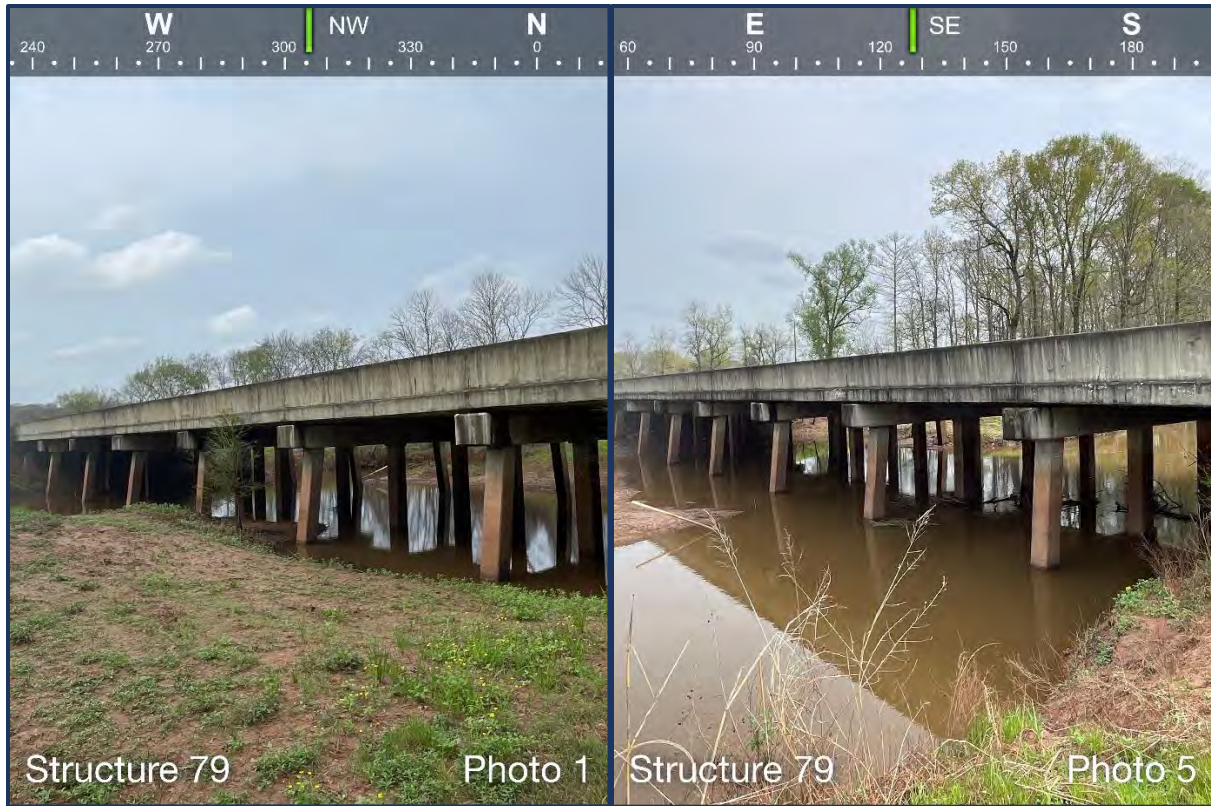
Above show the pluvial flooding of the area with depths and particle tracing to represent flow of the water.



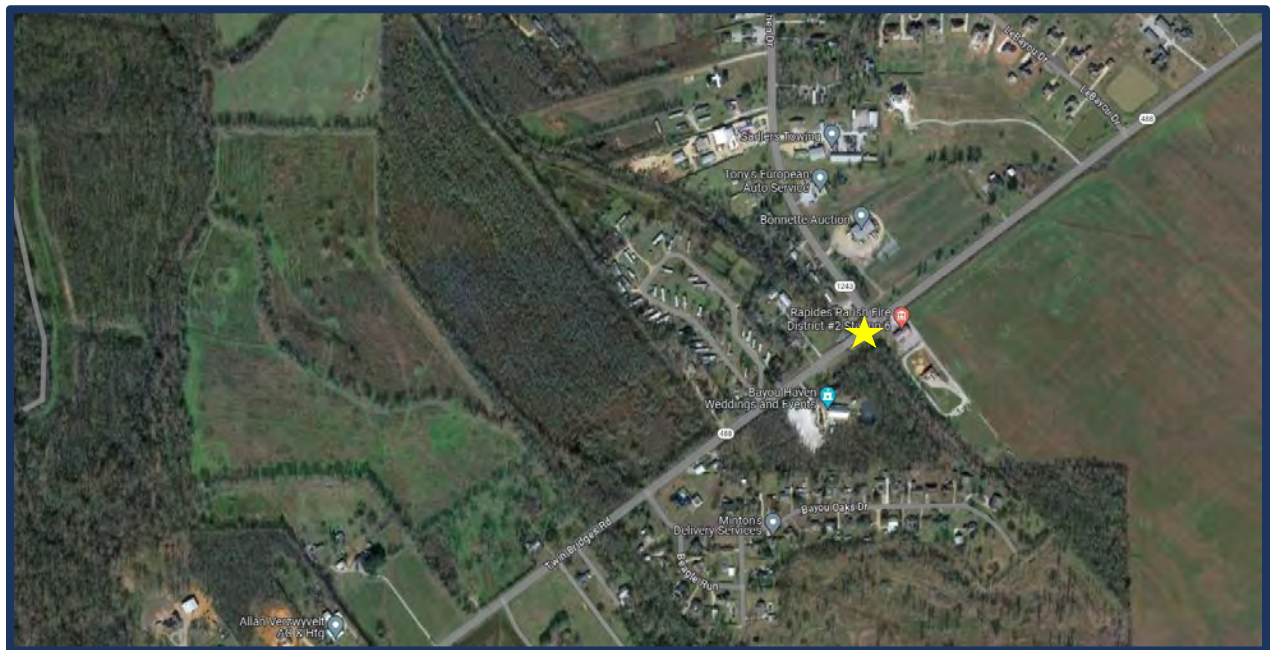
Aerial location of the McKeithen Drive area with culverts and bridges marked for discussion.



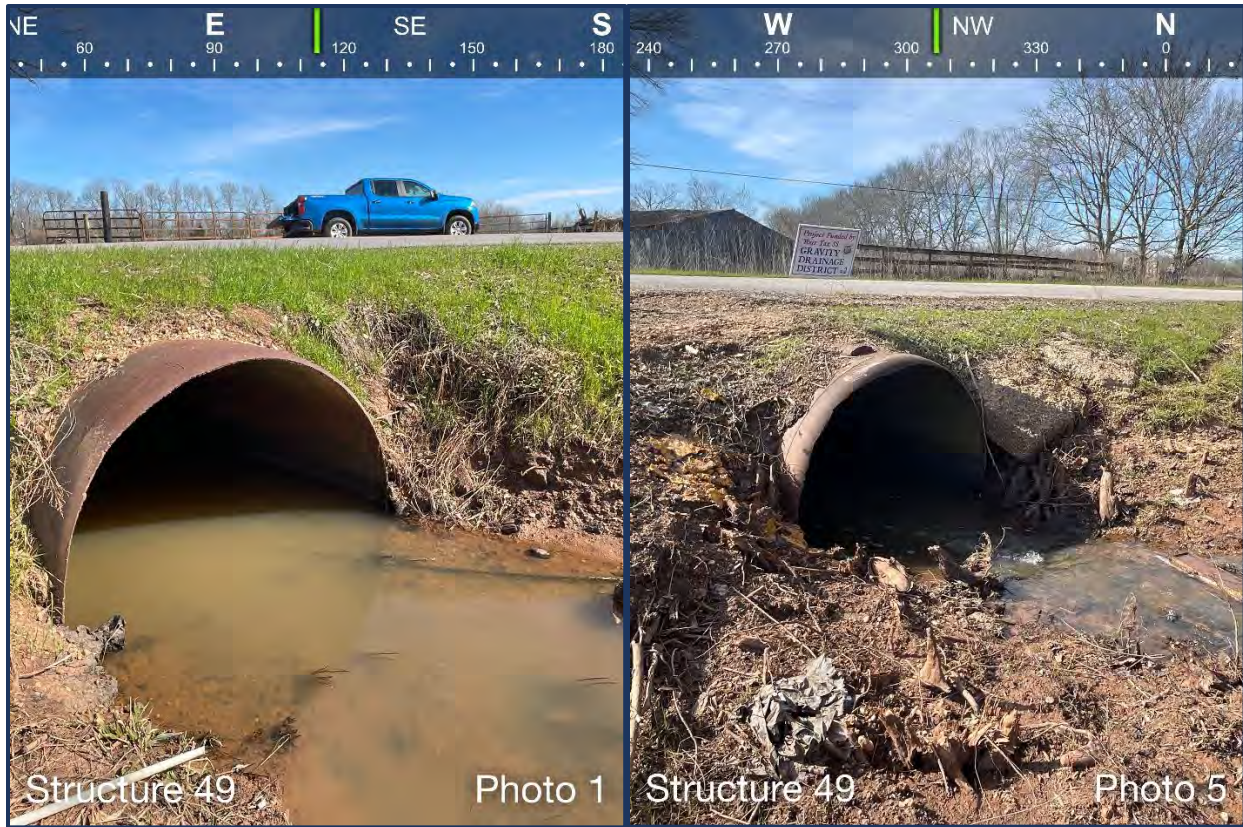
Zoomed in view of the bridge on the west end of the Twin Bridges Road.



Survey photo of the bridge on the west end of the Twin Bridges Road.

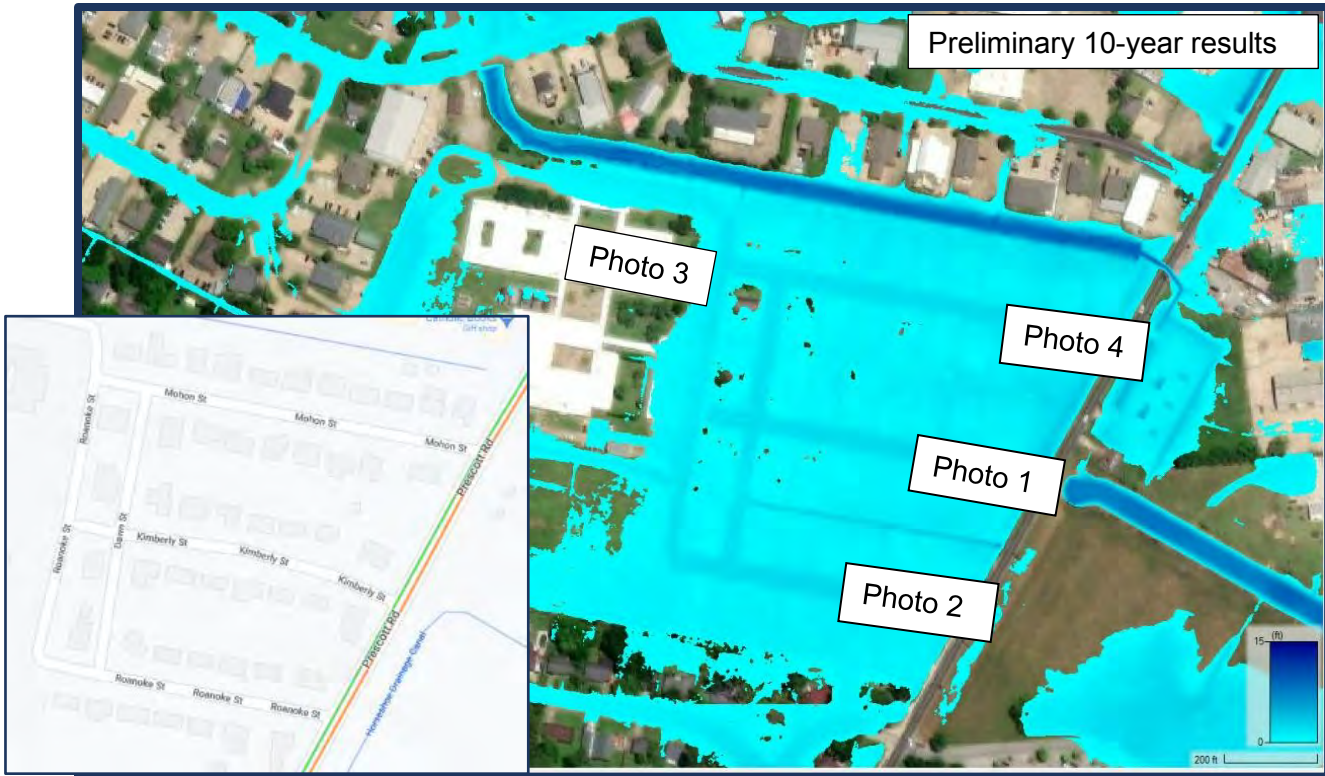


Zoomed in view of the culvert on the east end of the Twin Bridges Road.



Survey photos of the culvert on the east end of the Twin Bridges Road.

# s CAMELLIA PLACE



## LOCATION

Camellia Place is a subdivision located west of Masonic Circle in Alexandria, Louisiana. It is zoned for moderate-density single-family homes. The neighborhood is adjacent to the Horseshoe Drainage Canal.

## PROBLEM

Area is at risk for flooding in a 10-year storm event. The current sag inlets along Mohon, Kimberly, and Roanoke are too small for the area and are in debris-prone areas. Most of the floodwater is overland and is struggling to flow to the sag inlets at the eastern end of each respective street due to the roads' almost-level grades.

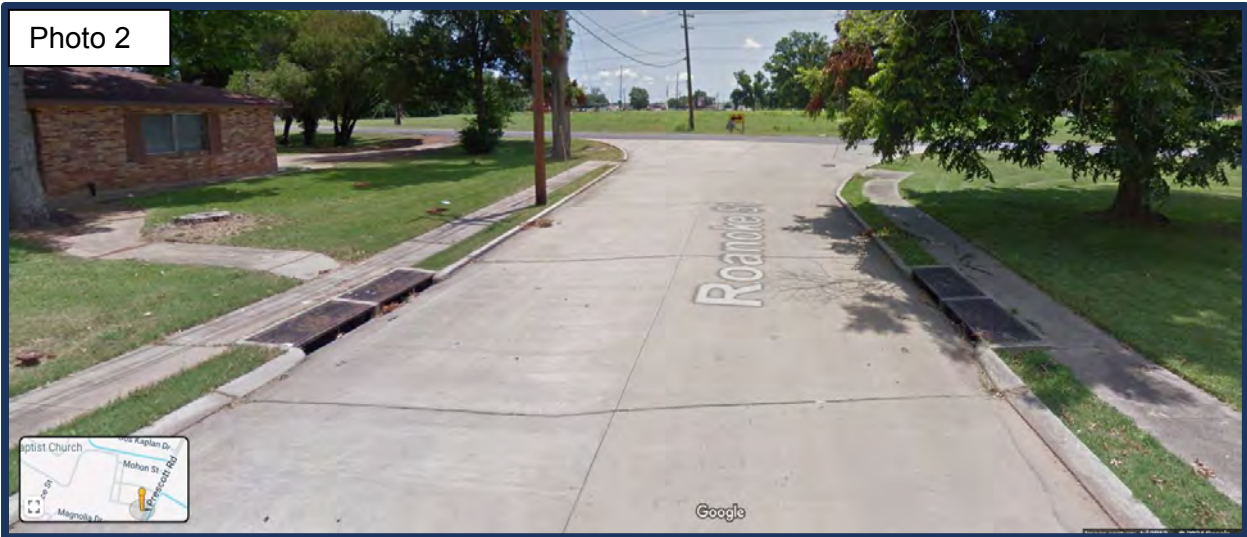
## PROPOSED SOLUTION

Resize and clear debris from the current inlets along Prescott Road and add on-grade inlets on Mohon, Kimberly, and Roanoke Streets. Level of service analysis may indicate a need for storm drain improvements. LWI Horseshoe Canal drainage improvement under Masonic Drive can be included for full risk assessment to understand potential tailwater effects. Detailed risk can be determined through storm drain modeling.



Street view of drainage in the area - Kimberly Street.

Photo 2



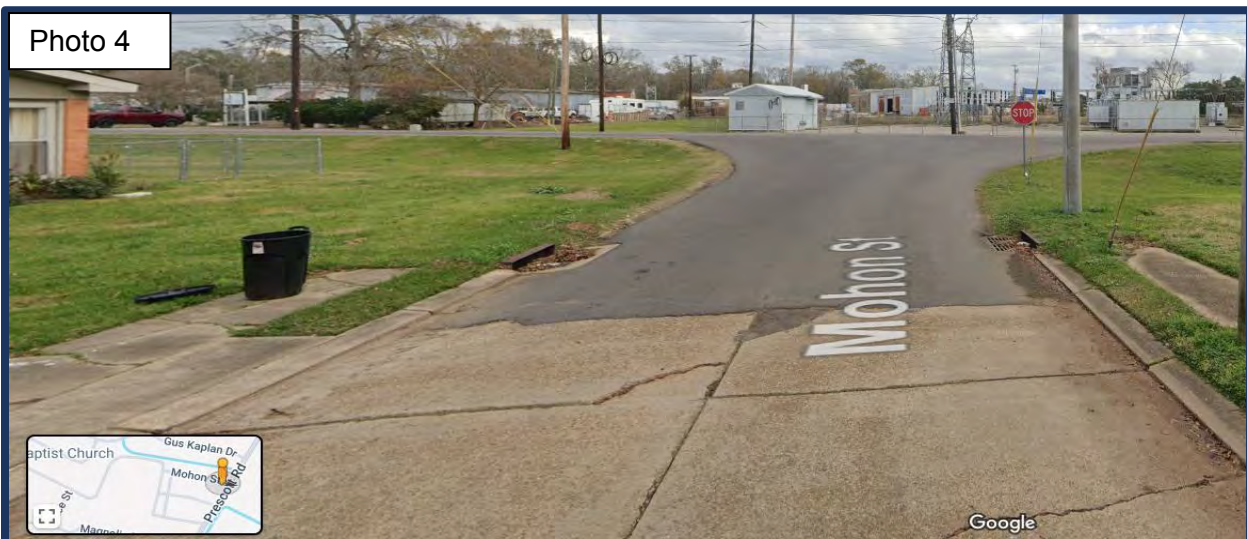
Street view of the roadway drainage in the area - Roanoke Street.

Photo 3



Street view of the roadway drainage in the area – Mohon Street.

Photo 4



Street view of the roadway drainage in the area – Mohon Street.

# HORSESHOE DRAINAGE CANAL



## LOCATION

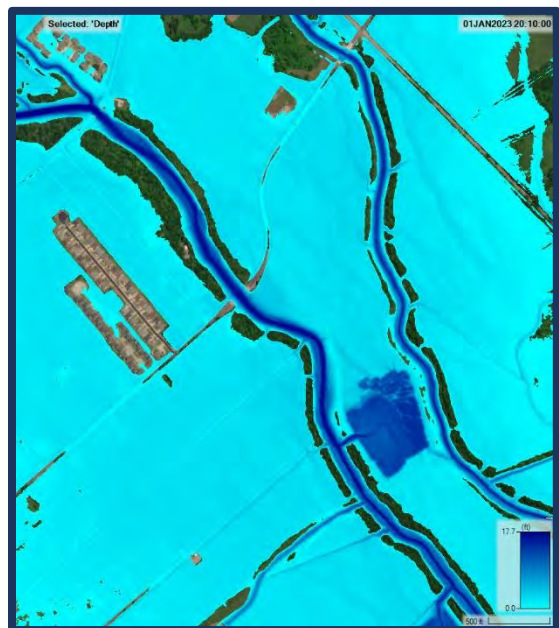
This channel is located east of the Masonic Circle. The specific section of the Horseshoe Channel needing to be transitioned from earthen to hardened channel is between Tulane Avenue and Hudson Boulevard.

## PROBLEM

Large amounts of water move quickly through the hardened channel into a natural channel. The change in channel lining slows the flow of water leaving the city and erodes the natural channel.

## PROPOSED SOLUTION

- Develop and extend the channel hardening starting at the Tulane Avenue Bridge and down past the Hudson Boulevard Bridge to convey water more quickly and prevent erosion.



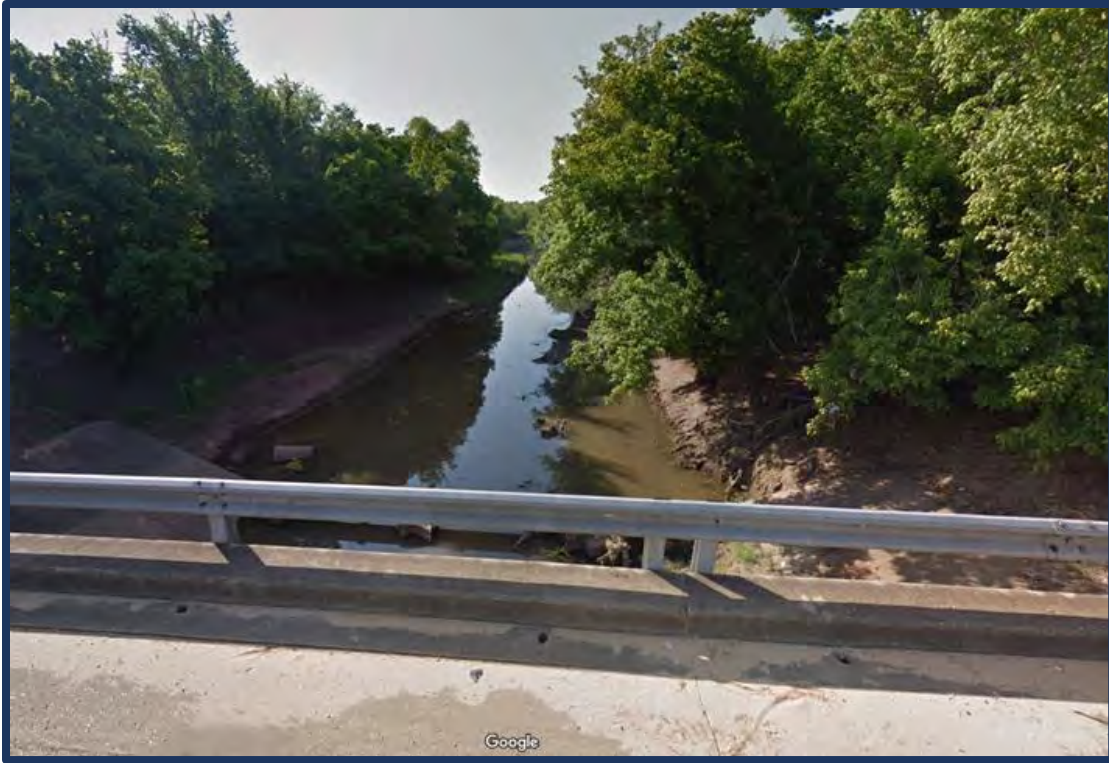
Screenshot from model showing approximate 100-year peak depth.



Aerial view of the Horseshoe Drainage Canal into Hynson Bayou.



Northwest street view of the hardened portion of the Horseshoe Drainage Canal from Tulane Avenue.



Southeast street view of the earthen portion of the Horseshoe Drainage Canal from Tulane Avenue.

**TRANSPORTATION IMPROVEMENT PROGRAM**

**Administrative Modifications**

**Staff Contact** | Jonathan Bolen, Transportation Director | [jbolen@rapc.info](mailto:jbolen@rapc.info)

**Background**

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.

The current TIP covers projects that are expected to be active during the Federal Fiscal Years (FFY) 2023 through 2026. The complete project list and additional project information can be found on APMPO’s website at, [www.rapc.info/transportation](http://www.rapc.info/transportation). The table below features a listing of TIP administrative modifications that have been completed between November 8, 2023 and January 31, 2024.

**Administrative Modification (does not require formal action)**

Project Name	Change
<b>H.015476 FOISY ST: MONROE ST TO DESOTO RECONSTRUCTION</b>	Move Construction Phase from FY23-24 to FY24-25 due to new anticipate letting date
<b>H.XXXXXX MASONIC DRIVE SAFETY IMPROVEMENTS</b>	Move Construction Phase from FY23-24 to FY24-25 due to new anticipate letting date; Stage 0 under development
<b>H.XXXXXX VANDENBURG DRIVE</b>	Move Construction Phase from FY23-24 to FY24-25 due to new anticipate letting date; Stage 0 under development
<b>H.XXXXXX TOWN OF BALL INTERSECTION IMPROVEMENTS</b>	Move Construction Phase from FY24-25 to FY25-26 due to new anticipate letting date; Stage 0 under development; improvement not identified
<b>H.015633 COA ASPHALTIC REHAB PHASE III</b>	Added Project Number; updated project title from COA STREET IMPROVEMENTS PHASE III
<b>H.XXXXXX BUHLOW CENTRAL GREENWAY</b>	Move Construction Phase from FY25-26 outside financially constrained TIP to FY26-27; subject feasibility and engineering phase completion

**Overall:**

Although no formal action is required on the above listed administrative modifications, it is important to note that project development delays risk the APMPO leaving federally apportioned funds unspent and in danger of being reallocated to other regions. It is imperative that project sponsors work to complete project Stage 0’s and final plans prior to the end of the federal fiscal year the project is scheduled. Please let the APMPO know if you need assistance completing project Stage 0s.

**Partner & Stakeholder Consultation**

APMPO worked extensively with regional planning partners, including the Louisiana Department of Transportation and Development (DOTD) and Alexandria Transit (ATRANS), as well as all of our member jurisdictions. APMPO staff participated in a TIP Project Schedule review with DOTD and FHWA January 30, 2024, at RAPC in Alexandria. Administrative Modifications are recommended by MPO staff based on input from that meeting.



**TIP FY 2023 - 2026 FINANCIALLY CONSTRAINED SECTION  
(STP50-200K)**

FY 2021 - 2022				FY 2022 - 2023				FY 2023 - 2024				FY 2024 - 2025				FY 2025 - 2026				FY 2026 - 2027				
STP	Local	LADOTD	Cost + 10%	STP	Local	LADOTD	Cost + 10%	STP	Local	LADOTD	Cost + 10%	STP	Local	LADOTD	Cost + 10%	STP	Local	LADOTD	Cost + 10%	STP	Local	LADOTD	Cost + 10%	
<b>H.014311</b> Bicycle & Pedestrian Plan Implementation Phase I (Safety, Enhancement)								<b>H.015476</b> City of Alexandria Foisy Street: Monroe to Desoto (Reconstruction, Enhancement)				<b>H.xxxxxx</b> Town of Ball Intersection Improvements (Safety)				<b>H.xxxxxx</b> City of Alexandria Street Improvements - Phase III (Overlay)				<b>H.xxxxxx</b> City of Alexandria Versailles Roundabouts (Safety)				
\$506,880	\$126,720		\$633,600					\$2,640,000	\$660,000		\$3,300,000	\$176,000	\$44,000		\$220,000	\$3,696,000	\$924,000		\$4,620,000	\$2,640,000	\$660,000		\$3,300,000	
<b>H.014536</b> City of Pineville College Dr. (Panel Replacment)								<b>H.015312</b> City of Pineville Jones St. (Maintenance)				<b>H.xxxxxx</b> Jackson Street: MacArthur Drive to Red River (Overlay)				<b>H.xxxxxx</b> Buhlow Central Greenway Construction (Safety, Enhancement)				<b>H.008271</b> City of Alexandria Sugarhouse Road Extension (Capacity)				
\$616,000	\$154,000		\$770,000					\$730,901	\$182,725		\$913,627	\$1,597,200	\$399,300		\$1,996,500	\$880,000	\$220,000		\$1,100,000	\$2,500,000	\$5,000,000	\$7,620,000		\$16,632,000
								<b>H.xxxxxx</b> Buhlow Central Greenway Planning (Safety, Enhancement)				<b>H.xxxxxx</b> LA 28E Safety Improvements Construction (Safety, Enhancement)				<b>H.xxxxxx</b> US 165-X at LA 3144 Roundabout Construction (Safety, Enhancement)				<b>H.xxxxxx</b> City of Alexandria Heyman Lane New Bridge (Bridge)				
								\$240,000 \$60,000 \$300,000				\$352,000 \$88,000 \$440,000				\$1,760,000 \$440,000 \$2,200,000				\$2,816,000 \$704,000 \$3,520,000				
								<b>H.xxxxxx</b> City of Alexandria Masonic Drive Safety Improvements (Safety, Enhancement) Mason												<b>H.xxxxxx</b> City of Alexandria Bolton Streetscape - Phase II (Enhancement)				
								\$224,000 \$56,000 \$280,000												\$2,210,000 \$1,150,000 \$3,696,000				
								<b>H.xxxxxx</b> RPPJ Vandenburg Drive (Maintenance)												<b>H.xxxxxx</b> Alexandria-Pineville MPA Active Transportation Network Plan (Plan)				
								\$484,000 \$121,000 \$605,000												\$208,000 \$52,000 \$260,000				
								<b>H.014647</b> City of Alexandria Elliot St. Improvements: MacArthur Dr. to I-49 (Overlay)												<b>H.xxxxxx</b> City of Alexandria Sixth Street (Overlay, Enhancement)				
								\$2,640,000 \$660,000 \$3,300,000												\$2,640,000 \$660,000 \$3,300,000				
<b>L.000062</b> Motorist Assistance Patrol: Roadway Safety/Operations (Safety)				<b>L.000062</b> Motorist Assistance Patrol: Roadway Safety/Operations (Safety)				<b>L.000062</b> Motorist Assistance Patrol: Roadway Safety/Operations (Safety)				<b>L.000062</b> Motorist Assistance Patrol: Roadway Safety/Operations (Safety)				<b>L.000062</b> Motorist Assistance Patrol: Roadway Safety/Operations (Safety)								
\$306,008	\$134,643	\$232,566	\$673,217	\$306,008	\$134,643	\$232,566	\$673,217	\$306,008	\$134,643	\$232,566	\$673,217	\$306,008	\$134,643	\$232,566	\$673,217	\$306,008	\$134,643	\$232,566	\$673,217					
Total STP =			\$1,122,880	Total STP =			\$306,008	Total STP =			\$7,264,909	Total STP =			\$2,431,208	Total STP =			\$6,642,008	Total STP =			\$13,014,000	
STP + Match			\$1,403,600	STP + Match			\$673,217	STP + Match			\$9,371,843	STP + Match			\$3,329,717	STP + Match			\$8,593,217	STP + Match			\$28,860,000	
Legend: DTD Project (Purple) MPO Project (Green) RPPJ Project (Yellow)				CoA Project (White) CoP Project (Light Green) CoB Project (Light Red)																				
				<b>Total STP Amount =</b>								<b>\$16,644,133</b>												
				<b>Average STP Amount per FFY =</b>								<b>\$4,161,033</b>												
												<b>H.xxxxxx : Projects are listed for information only and not included in STIP until Stage 0 is complete and/or project numbers are assigned.</b>								Date Modified: November 6, 2023				

**TIP FY 2023 - 2026 FINANCIALLY CONSTRAINED SECTION  
(STP50-200K)**

FY 2021 - 2022				FY 2022 - 2023				FY 2023 - 2024				FY 2024 - 2025				FY 2025 - 2026				FY 2026 - 2027					
STP	Local	LADOTD	Cost + 10%	STP	Local	LADOTD	Cost + 10%	STP	Local	LADOTD	Cost + 10%	STP	Local	LADOTD	Cost + 10%	STP	Local	LADOTD	Cost + 10%	STP	Local	LADOTD	Cost + 10%		
<b>H.014311</b> Bicycle & Pedestrian Plan Implementation Phase I (Safety, Enhancement)								<b>H.014647</b> City of Alexandria Elliot St. Improvements: MacArthur Dr. to I-49 (Overlay)				<b>H.015476</b> City of Alexandria Foisy Street: Monroe to Desoto (Reconstruction, Enhancement)				<b>H.015633</b> City of Alexandria Street Improvements - Phase III (Overlay)				<b>H.xxxxxx</b> City of Alexandria Versailles Roundabouts (Safety)					
\$506,880	\$126,720		\$633,600					\$2,640,000	\$660,000		\$3,300,000	\$2,640,000	\$660,000		\$3,300,000	\$3,696,000	\$924,000		\$4,620,000	\$2,640,000	\$660,000		\$3,300,000		
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\$616,000	\$154,000		\$770,000					\$730,901	\$182,725		\$913,627	\$1,597,200	\$399,300		\$1,996,500	\$176,000	\$44,000		\$220,000	\$2,500,000	\$5,000,000	\$7,620,000	\$16,632,000		
								<b>H.xxxxxx</b> Buhlow Central Greenway Planning (Safety, Enhancement)				<b>H.xxxxxx</b> LA 28E Safety Improvements Construction (Safety, Enhancement)				<b>H.xxxxxx</b> US 165-X at LA 3144 Roundabout Construction (Safety, Enhancement)									
								\$240,000	\$60,000		\$300,000	\$352,000	\$88,000		\$440,000	\$1,760,000		\$440,000	\$2,200,000						
												<b>H.xxxxxx</b> RPPJ Vandenburg Drive (Maintenance)				<b>H.xxxxxx</b> Town of Ball Intersection Improvements (Safety)				<b>H.xxxxxx</b> Buhlow Central Greenway Construction (Safety, Enhancement)					
												\$484,000	\$121,000		\$605,000	\$176,000	\$44,000		\$220,000	\$880,000	\$220,000		\$1,100,000		
												<b>H.xxxxxx</b> City of Alexandria Masonic Drive Safety Improvements (Safety, Enhancement) Mason													
												\$224,000	\$56,000		\$280,000										
<b>L.000062</b> Motorist Assistance Patrol: Roadway Safety/Operations (Safety)				<b>L.000062</b> Motorist Assistance Patrol: Roadway Safety/Operations (Safety)				<b>L.000062</b> Motorist Assistance Patrol: Roadway Safety/Operations (Safety)				<b>L.000062</b> Motorist Assistance Patrol: Roadway Safety/Operations (Safety)				<b>L.000062</b> Motorist Assistance Patrol: Roadway Safety/Operations (Safety)									
\$306,008	\$134,643	\$232,566	\$673,217	\$306,008	\$134,643	\$232,566	\$673,217	\$306,008	\$134,643	\$232,566	\$673,217	\$306,008	\$134,643	\$232,566	\$673,217	\$306,008	\$134,643	\$232,566	\$673,217						
Total STP =			\$1,122,880	Total STP =			\$306,008	Total STP =			\$3,916,909	Total STP =			\$5,603,208	Total STP =			\$6,114,008	Total STP =			\$6,020,000		
STP + Match			\$1,403,600	STP + Match			\$673,217	STP + Match			\$5,186,843	STP + Match			\$7,294,717	STP + Match			\$7,933,217	STP + Match			\$19,520,000		
Legend: DTD Project (Purple), MPO Project (Green), RPPJ Project (Yellow), CoA Project (Grey), CoP Project (Light Green), CoB Project (Light Red)				<b>Total STP Amount =</b>								<b>\$15,940,133</b>													
				<b>Average STP Amount per FFY =</b>								<b>\$3,985,033</b>													
<p align="center"><b>H.xxxxxx : Projects are listed for information only and not included in STIP until Stage 0 is complete and/or project numbers are assigned.</b></p>																						Date Modified: January 31, 2024			