



Technical Advisory Committee

Alexandria / Pineville Metropolitan Planning Organization

AGENDA

Date: Wednesday, January 15, 2025
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. **FY 2025 Unified Planning Work Program Update** P_F_T_
Motion to approve Amendment No. 2 to the UPWP FY2025 (2024-2025) document, pending public comment.
- b. **2025 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.
- c. **APMPO FFY2024 Annual Report** P_F_T_
Motion to approve Annual Report for federal fiscal year 2024.

4. Urban Area Boundary & Functional Classification Update

MPO staff will provide an update regarding the process to the boundary and functional class and NHS inside the metropolitan planning area.

5. Federal Grant Opportunities, Awards, Next Steps

MPO staff will provide an update regarding federal funding opportunities selected for application development, and next steps for MPO member governments.

6. Other Business

7. Adjournment

ADA NOTICE:

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

FY25
UNIFIED PLANNING WORK PROGRAM
Public Review & Comment Schedule



Staff Contact | Jonathan Bolen, Chief Transportation Officer | jbolen@rapc.info

Public Review & Comment Schedule

ACTIVITY	DATE	LOCATION	PURPOSE
Technical Advisory Committee (TAC) Meeting	Wednesday, January 15 10:00 AM	803 Johnston Street, Alexandria, LA 71301	The TAC is scheduled to make a formal recommendation on the proposed amendment at this meeting.
Public Review & Comment Period	January 16 thru January 31	Electronic Review: www.rapc.info Hard copy documents available on request at the Rapides Area Planning Commission	The general public, partners and stakeholders will have an opportunity to review and comment on the proposed amendment. Comments will be accepted in writing and online using the public comment form. Please email comments to: jbolen@rapc.info
Transportation Policy Committee (TPC) Meeting	Wednesday, February 5, 10:00 AM	803 Johnston Street, Alexandria, LA 71301 And Online Meeting	The TPC is scheduled to take formal action on the proposed amendment at this meeting, pending public comment. There is an opportunity for public comment at this meeting, under the standing Public Comments agenda item.

Background

Alexandria-Pineville Metropolitan Planning Organization (APMPO) is responsible for multi-modal transportation planning and investment decision-making inside the Alexandria-Pineville metro area and anticipates, forecasts and plans for the transportation needs of today, tomorrow and the future. It does not to fund, design, build, or operate transportation systems.

The Unified Planning Work Program (UPWP) is a contractual document that describes the coordinated transportation-planning program to be undertaken within the Alexandria/Pineville Urbanized Area. These planning activities are the joint responsibility of the Louisiana Department of Transportation and Development and the Alexandria/Pineville Urbanized Area Metropolitan Planning Organization (RAPC). The development and implementation of the Unified Planning Work Program is required under federal law (23 CFR 450.334 (a) and 23 CFR 450.308 (c) for urbanized areas with populations greater than 50,000.

Under Federal planning guidelines the MPO is required to submit a work program that highlights transportation planning projects into broadly categorized planning activities and explains the funding for each activity for a fiscal year. This is done through the UPWP. The funding is provided through the State of Louisiana (LaDOTD) from the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA).



**FY25
UNIFIED PLANNING WORK PROGRAM
Public Review & Comment Schedule**



FHWA funds are provided at an 80/20 match ratio, with 80% of the total funds provided by Federal funds and 20% provided by Local. The FTA funds are provided at an 80/20 ratio with 80% being Federal and 20% being Local.

The current FY25 Unified Planning Work Program was published and made available to the public on Rapides Area Planning Commission’s website at www.rapc.info/transportation.

Summary of Changes

UPWP TASK	Project Name	Change
A-2	MPA Existing Sidewalk GIS Database	Modify task from completion of MPA Areas 1-14 to completing first half of MPA Areas 1-7 prior to June 30, 2025. Second half consisting of MPA 8-14 scheduled to be completed as part of FY26 UPWP.
C-3	2020 Urban Transit Facilities GIS Database Update	Modify task from completing update of entire urban transit network prior to June 30, 2025 to completing update for three priority fixed-route transit system routes prior to June 30, 2025. Remaining 5 routes scheduled to be completed as part of FY26 UPWP. Route prioritization based on 2021 Atrans Service Planning and Asset Study.

Public Review & Comments

A 14-day public comment period is planned September 9 - September 24, 2024.



Table 1: Proposed 2025 Highway Safety Performance Targets (highlighted)

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)
State	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
Local	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

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 by phone 318-487-5401 as soon as possible, preferably 3 days before the end of the comment period.

Table 2: Public Comment & Adoption Schedule

ACTIVITY	DATE	LOCATION	PURPOSE
Public Review & Comment Period	January 6 thru January 30	<p>Electronic Review: www.rapc.info/transportation.</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: jbolen@rapc.info</p>
Technical Advisory Committee (TAC) Meeting	Wednesday, January 15 10:00 AM	803 Johnston Street, Alexandria, LA 71301	The TAC is scheduled to make a formal recommendation on the proposed 2025 HSIP Targets at this meeting.
Transportation Policy Committee (TPC) Meeting	Wednesday, February 5 10:00 AM	803 Johnston Street, Alexandria, LA 71301 And Online (Zoom)	<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 2025 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.

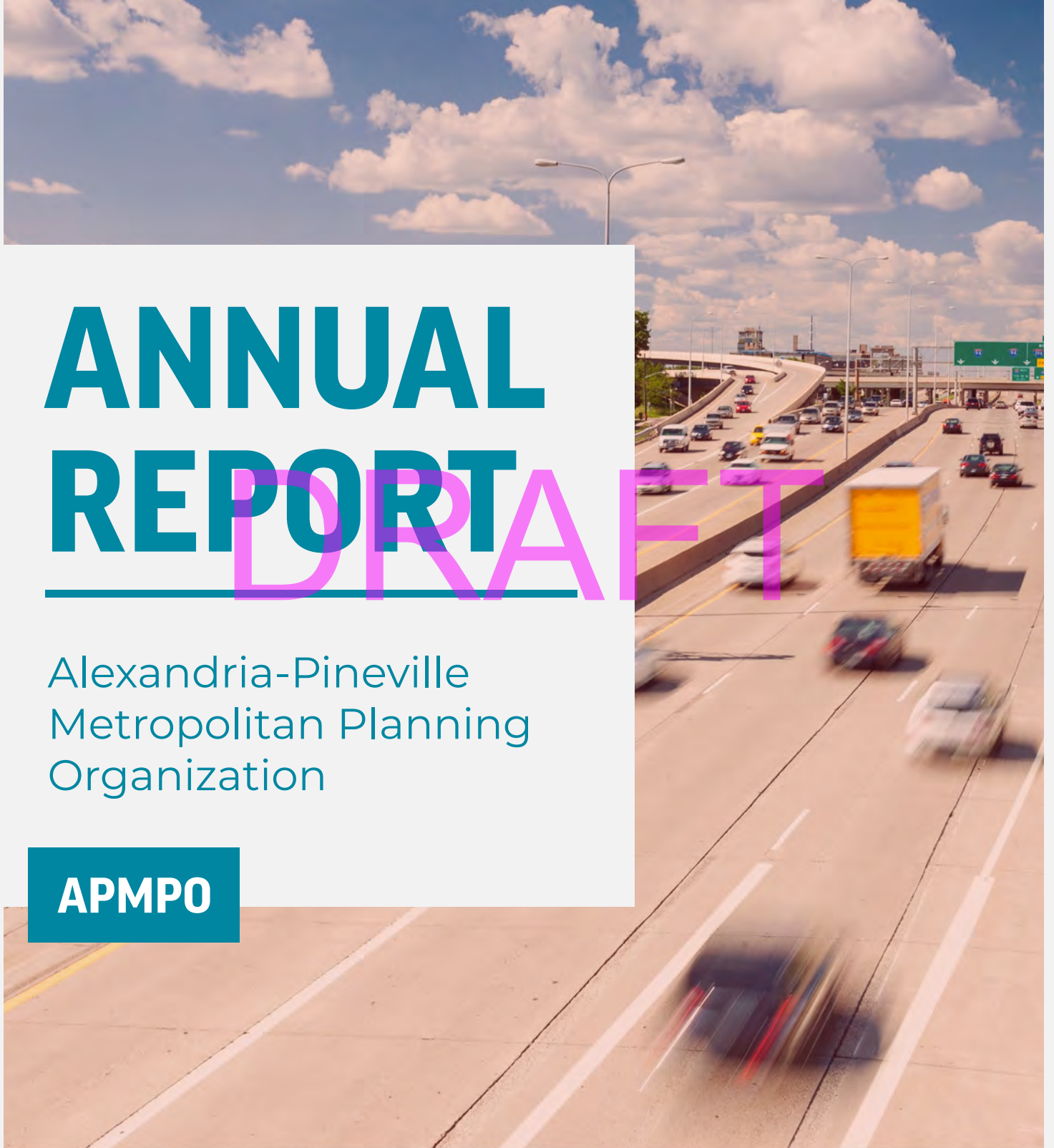
MPOs may select one of the following options for each individual safety performance measure:

- 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	FHWA Safety Performance Measures Fact Sheet 	FHWA Highway Safety Improvement Program Overview 	Louisiana DOTD HSIP Program - Destination Zero Deaths 
------	---	---	---

2024



ANNUAL REPORT

DRAFT

Alexandria-Pineville
Metropolitan Planning
Organization

APMPO

WWW.RAPC.INFO/TRANSPORTATION

318 487 5401

CONTENTS

Metropolitan Transportation Plan 2045 Vision, Goals & Objectives	p. 1
Federal Fiscal Year 2024 Accomplishments	p. 2
Federal Highway Funding	p. 5
Federal Transit Funding	p. 8
System Operations & Maintenance	p. 9
Causes of Congestion	p. 11
Crash History	p. 12
2025 Goals	p. 14

DRAFT

Vision Statement, Goals, & Objectives from 2045 Metropolitan Transportation Plan

Vision Statement

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.

Goals & Objectives

- **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

- **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)

- **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 with 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

- **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

- **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

- **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

Federal Fiscal Year 2024 Accomplishments

Acquired Radar Traffic Counter Equipment, Implemented SFY24 MPO Traffic Counts program; completed AADT, Volume, Speed Counts for 12 roads inside MPA; submitted to DOTD for upload to MS2 (RAP-001 through RAP-012).

Conducted crash analysis for LA 28E, Lallah Street, Donahue Ferry Road, Downtown Alexandria as requested and MPA VRU Safety Screening.

Completed MPA existing bicycle network GIS inventory.

Updated 2020 Urban Area U.S. Census Bureau data to update 2010 Urban Area boundary. Approved by FHWA December 2024.

Completed draft GIS VRU infrastructure 10-year vision map of MPA to communicate opportunities for local MPO member entities.

Completed review to determine the total number (all roads, but private) center lane miles inside the new metropolitan planning area boundary. Total of 1504 centerline miles (all FC roads except private).

Provided technical assistance to England Authority to develop the CEA between RPPJ and EA to facilitate 20% local matching fund transfer for Vandenberg Drive (now England Airpark Road Improvements) Project.

Completed transportation needs and concerns update with Chamber of Commerce for DOTD Legislative Public Hearings (Roadshow) for 2024 Highway Construction Program in Pineville, LA February 7.

Assisted City of Alexandria and DOTD08 to assess traffic impact of proposed 200 lot development along MacArthur Drive congestion at Bayou Rapides Road and Browns Bend Road intersections.

Developed maps, provided pedestrian and bicycle safety information and bicycle light kits to Cenla Track Club for first bicycle safety workshop at the Rapides Public Library - Martin Luther King Jr. Branch.

Federal Fiscal Year 2024 Accomplishments (continued)

Assisted City of Alexandria and DOTD08 to assess existing transportation safety and traffic impact of proposed 50 lot multi-family development along Bayou Rapides Road (LA 496) between Plantation Road and MacArthur Drive (US 165 / LA 28) intersection.

Assisted Town of Ball Mayor and DOTD District 08 to develop overlay project with safety improvements at Ball Elementary along Camp Livingston Road.

Assisted the City of Alexandria and DOTD08 review development's traffic impact report to assess existing transportation safety and traffic impact of proposed 150 lot multi-family development along Browns Bend on MacArthur Drive (US 165 / LA 28).

Completed Stage 0's for England Airpark Roadway Improvements, Masonic Drive: Texas Ave - Lee St, LA 1208-3: Jackson Street Rehabilitation projects, and RAPC CRP Planning Study.

Assisted MPO member governments with Stage 0 development for TIP projects: Foisy Street Reconstruction, Masonic Drive Safety Improvements, Jackson Street (LA 1208-3) Resurfacing, RAPC CRP Planning Study, England Airpark Roadway Improvements Projects.

Staff extended the out year project schedule for the TIP Highway Element from FFY2028 to 2031 for long range project programming.

Published 2023 MPO Annual Performance Report, FFY 2023 Listing of Federally Obligated Projects, and Conditionally Approved FY24 UPWP to www.rapc.info/transportation.

Submitted of 2024 ICAM Application to construct a Consolidated Transit Vehicle Inspection and Operator Training Facility for the region. Awarded funding.

Submitted of 2024 ATIIP Application to develop the Buhlow-Central Greenway Project in Pineville, LA. Funding award announcements anticipated January 2025.

Submitted of 2024 Reconnecting Communities Application to develop the Connecting Divided Communities in Central Louisiana Project. Funding award announcements anticipated February 2025.

Participated in the Louisiana Public Transit Association's 2023 Conference in New Orleans, Louisiana.

Partnered with Enterprise, Rapides Foundation & Louisiana Central for 3rd Annual Alternative Transportation Month TDM Public Event.

Developed proposal to continue TDM program (SA No. 3) and submitted to DOTD for review. Awarded funds to continue program in FY25.

Conducted Workplace Commuter Program Surveys for LaDOTD District 08 and Rapides Parish School Board (503 responses).

Completed calibration of the 2D Rain on Mesh/Grid for Study Area Existing and Fully Developed Hydraulic Model; Public Outreach Planning and Engagement Tools including plan, public website, public Survey 123 input tool; existing conditions report summarizing findings of the collected field data effort for the Phase II area and initiated Phase III for MPA Stormwater Study

Conducted Education & Observation Event with Rapides High School in partnership with Sudden Impact program and followed up with post-observation.

Conducted traffic safety education sessions in partnership with statewide SHSP coordinators and LSP during 4H University

Federal Fiscal Year 2024 Accomplishments (continued)

Conducted Sessions for Driving School Instructors and Traffic Safety Advocates that meet the criteria for Continued Education Units (CEU).

Participated in regional car seat events; distributed car seats and booster seats to families in need throughout the Central Region with coalition partners.

Partnered with LHSC, LPSTF, local news stations, National Safety Council to increase awareness of pediatric vehicular heatstroke (Heat Stroke Prevention Day – May 1).

Completed Culpepper & Lee Street RSA Reports requested by City of Alexandria (District 2) Councilman Johnson.

Promoted VRU safety with VRU visibility bag pilot program within Rapides Parish in partnership with Central LA Homeless Coalition; 150 reflective bags containing reflective bracelets, bike lights, and safety information were distributed to the local underserved community.

Completed draft Natchitoches Parish Local Road Safety Plan.

DRAFT

Federal Funding

Federal Highway Funding

In Federal Fiscal Year 2023 (October 1, 2023 to September 30, 2024) \$25,985,203.33 were obligated on various roadway projects in the Alexandria-Pineville Metropolitan area. Major projects costing over \$1 million are listed below.

Major Transportation Projects, 2024

Project Name	Total Funds Obligated
ELLIOTT ST. REHAB: MACARTHUR DR TO I-49	\$ 3,776,845.99
DISTRICT 08 FLASHING YELLOW ARROW PART 2	\$ 4,243,892.6
DISTRICT 08 FLASHING YELLOW ARROW PART 2	\$ 6,766,593.43

Projects using STP50-200K funds, sometimes referred to as “Urban Systems” or “MPO funds” totaled \$5,514,263.23 with \$3,891,630.52 returned to FHWA from previous years. Projects using these funds are listed below. A negative number represents funds returned to FHWA from previous years.

Urban Systems Projects, 2024

Project Name	Total Funds Obligated
US 165-X: KCS RAILWAY OVERPASS	361.81
JACKSON(LA 1208-3) @HORSESHOE ROUNDABOUT	-1,027,678.43
JACKSON(LA 1208-3) @HORSESHOE ROUNDABOUT	-0.01
JACKSON(LA 1208-3) @HORSESHOE ROUNDABOUT	-1,072,933.48
JACKSON(LA 1208-3) @HORSESHOE ROUNDABOUT	332,242.00
JACKSON(LA 1208-3) @HORSESHOE ROUNDABOUT	-1,405,145.24
JACKSON(LA 1208-3) @HORSESHOE ROUNDABOUT	1,405,175.24
CENTRAL LA BELTWAY CORRIDOR STUDY	-24,750.66
INDUSTRIAL PARK SITE ROAD REHAB	-85,823.64
INDUSTRIAL PARK SITE ROAD REHAB	-209,673.11
RAPIDES AVE AND 3RD ST ROAD IMPROVEMENTS	-18,725.21
NORTH 16TH STREET BRIDGE REPLACEMENT	-2,588.19
ALEX BIKE/PED PLAN IMPLEMENTATIONPHASE 1	-44,312.56
ELLIOTT ST. REHAB: MACARTHUR DR TO I-49	3,776,845.99

The Alexandria-Pineville MPO and DOTD-08 continues to place an emphasis on improving the road safety for vulnerable road users (VRUs). Urban Systems funds, MPO Planning funds, and staff time have been directed towards identifying needed VRU safety improvements and applying for funding in these areas. In fiscal year 2024, \$1,133,180.73 in funds were obligated in the region listed below with \$0.00 returned to FHWA from previous years.

Vulnerable Road Users Safety Projects, 2024

Project Name	Total Funds Obligated
PINEVILLE ELEMENTARY SIDEWALKS	\$ 591,489.74
PINEVILLE ELEMENTARY SIDEWALKS	\$ 541,690.99

Another emphasis area is Highway Safety, with the MPO housing the Central Region - Destination Zero Deaths, formerly Cenla Highway Safety Coalition. The Coalition is a multi-disciplinary team made up of law enforcement, area planners and engineers, educators, emergency response personnel, and other community partners to reduce highway related crashed and fatalities. Projects inside the metropolitan planning area using these funds are listed below. Note a negative number represents funds returned to FHWA from previous years.

Safety projects using HSIP or HSIPPEN funding totaled **\$11,070,697.77** with \$0.00 returned to FHWA from previous years.

Highway Safety Projects, 2024

Project Name	Total Funds Obligated
LA 3225: TURN LANES AT LA 623	\$ 6,376.13
LA 3225: TURN LANES AT LA 623	\$ 8,551.41
LA 3225: TURN LANES AT LA 623	\$ 24,676.00
DISTRICT 08 FLASHING YELLOW ARROW PART 2	\$ 6,766,593.43
DISTRICT 08 FLASHING YELLOW ARROW PART 2	\$ 20,608.20
DISTRICT 08 FLASHING YELLOW ARROW PART 2	\$ 4,243,892.60

Other Projects

Other projects includes projects implemented inside the MPO region by DOTD at the district or state level using sources of funding not administered by the Alexandria-Pineville MPO (STP50-200K). In fiscal year 2023, \$2,059,164.84 were obligated on various projects in the region listed below with \$1,705,687.39 returned to FHWA from previous years.

Other Projects, 2024

Project Name	Total Funds Obligated
US 165-X: KCS RAILWAY OVERPASS	361.81
US 165-X: KCS RAILWAY OVERPASS	200,000.00
US 165-X: KCS RAILWAY OVERPASS	200,000.00
FLAGON BAYOU BRIDGE	14,174.16
FLAGON BAYOU BRIDGE	-8,351.16
JACKSON(LA 1208-3) @HORSESHOE ROUNDABOUT	-28,718.16
FORT BUHLOW BRIDGE(MAIN CROSSING)	-780,541.56
ALEXANDRIA ITS PHASE 2	6,169.00
ALEXANDRIA ITS PHASE 2	49,352.00
ALEXANDRIA ITS PHASE 2	7,100.52
US 71: 230' N OF ANDREWS ST TO LA 498	-26,399.14
DISTRICT 08 FLASHING YELLOW ARROW PART 2	24,676.00
LA 107: KCS RR XING (PINEVILLE)	-365,065.30
LA 107: KCS RR XING (PINEVILLE)	-83,867.63
LA 107: KCS RR XING (PINEVILLE)	365,065.30
POWELL & KARLA: UP RR XINGS (RAPIDES)	-180,136.91
I-49 @ US 165: RAMP TRUSS REPLACEMENT	-63,566.79
VIRTUAL PUBLIC INVOLVEMENT FOR LPA	-10,671.15
US 167: DONAHUE FERRY RD TO US 165	65,847.88
US 167: DONAHUE FERRY RD TO US 165	607,076.35
US 71/LA 1208-5: LEE ST - ANDREWS ST	-136,458.46
LA 3250: I-49 / UP RR OVERPASS REPAIR	-18,465.24
LA 3250: I-49 / UP RR OVERPASS REPAIR	-3,445.89
ALEX MPO TRAVEL DEMAND MANAGEMENT 2020	100,000.00
LA 623: US 165 TO CAMP LIVINGSTON RD	169,840.01
LA 623: US 165 TO CAMP LIVINGSTON RD	12,036.14
LA 623: US 165 TO CAMP LIVINGSTON RD	36,459.03
LA 623: US 165 TO CAMP LIVINGSTON RD	18,876.79
US 71: UPRR OVERPASS CLR ADJUSTMENT	182,129.85

Federal Transit Funding

Regional transit funding is reported in the National Transit Database by local agencies including the Alexandria Transit (ATRANS) and the Rapides Senior Citizens Centers, Inc. (RSCC). The RSCC provides a mix of rural demand-response service and elderly/disabled paratransit services. ATRANS provides fixed-route and para-transit service in the cities of Alexandria and Pineville. RAPC’s Rural Public Transit Program (RPTP) began service in March of 2023 in the middle of the NTD 2023 reporting year.

The latest data available on the NTD is from 2023. Full reports on each agency can be found at www.transit.dot.gov/ntd. NTD 2024 data has not been released by FTA at the time of this report.

In total, the region reported annual operating expenses of \$2,975,592 and \$1,606,781 of capital expenses. These efforts went to providing nearly 311,059 trips in 2023. Service efficiency, marked by operating expenses per vehicle revenue mile, improved in 2023 by 3% for Atrans and 25% for RSCC.

Transit Agency Information, 2024

Agency	Operating	Capital	Trips Provided	Vehicle Revenue Miles	Vehicle Revenue Hours	Service Efficiency (OE/VRM)
ATRANS (Bus + Demand Response)	\$2,666,934	\$1,606,781	301966	523845	34751	\$5.09
RSCC	\$120,156	\$ -	8406	91788	5634	\$1.31
RPTP* (new start)	\$188,502	\$ -	687	25755	1326	\$7.32
REGION TOTAL	\$2,975,592	\$1,606,781	311,059	641,388	41,711	\$13.72

Source: National Transit Database

In 2023, the region’s transit system continued to recover from impacts resulting from the COVID-19 pandemic. Although the combined total number of trips provided in 2023 were down 48% from pre-COVID (2019) numbers, they increased almost 20% compared to the previous year (2022). Total revenue hours operated were also down 9% from pre-COVID (2019) numbers, but increased 10% compared to the previous year (2022). The total amount of fare revenue collected in 2022 increased 3.2% from 2021, but down 52% from pre-COVID (2019) numbers. NTD fare revenue data for 2023 was unavailable at the time of this report. These trends are anticipated to improve for demand response providers but remain for the fixed-route transit system through the 2024 NTD report.

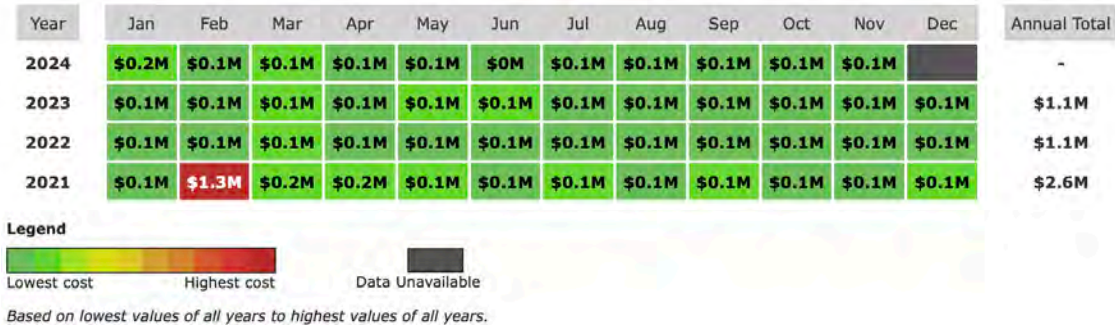
Atrans service continues to recover in 2023, with the total number of trips provided down 49% compared to 2019. Total revenue hours operated were also down 14% from pre-COVID (2019) numbers but increased 8% compared to the previous year (2022).

The total number of trips provided by RSCC increased nearly 20% compared to 2019. Total revenue hours operated also increased 45% from pre-COVID (2019) numbers and increased 29% compared to the previous year (2022).

System Operations and Maintenance

Travel Delay

Travel delay had an annual cost of approximately \$1.1 million to drivers in the region in 2023, no change from 2022. The \$2.6M travel delay cost in 2021 was attributed to a severe weather event in February. The top ten bottleneck locations affecting travel delay in the MPO area are listed below.



Top Ten Bottleneck Locations, 2024

Rank	Location	Ave. Max Length (mi)	Avg. Daily Duration	Agency Reported Events
1	US-165 N @ LA-496/RAPIDES AVE/BAYOU RAPIDES RD	0.4	2 h 43 m	22
2	US-165-BR N @ US-165/MONROE HWY	0.05	12 h 52 m	0
3	US-165 S @ LA-496/RAPIDES AVE/BAYOU RAPIDES RD	0.43	1 h 56 m	47
4	LA-1105 N @ US-165-BR/MILITARY RD	0.25	4 h 7 m	26
5	US-165 N @ US-167/COTTINGHAM EXPY	0.14	4 h 41 m	40
6	US-165 S @ MACARTHUR DRIVE SOUTH TRAFFIC CIR	0.62	28 m	14
7	US-165 S @ US-167/COTTINGHAM EXPY	0.27	1 h 21 m	14
8	US-165-BR S @ US-165/MONROE HWY	0.05	2 h 35 m	0
9	LA-28 E @ PINEGROVE DR/PELICAN DR	0.44	23 m	6
10	US-165 N @ US-165/MILITARY HWY	0.42	24 m	18

Source: RITIS, DOTD, Crash 3 Database

Average Max Length	The average maximum length, in miles, of queues formed by congestion originating at each location
Average Daily Duration	The average amount of time per day that congestion is identified originating at each location
Agency Reported Events	The number of traffic events and incidents that occurred within the space of the bottleneck at any time during the time period searched
Bottleneck Ranking Purpose	Rank congestion locations over long periods of time and discover which ones have the greatest impact
RITIS	RITIS is a situational awareness, data archiving, and analytics platform used by transportation officials, first responders, planners, researchers, and more. RITIS fuses data from many agencies, many systems, and even the private sector—enabling effective decision making for incident response and planning. Within RITIS are a broad portfolio of analytical tools and features. Ultimately, RITIS enables a wide range of capabilities and insights, reduces the cost of planning activities and conducting research, and breaks down the barriers within and between agencies for information sharing, collaboration, and coordination.

Overall Top Ten Bottleneck Locations, 2022-2024

Location	FY 2022 Rank	FY 2023 Rank	FY 2024 Rank	Overall Rank
US-165-BR N @ US-165/MONROE HWY	1	2	2	1
US-165 S @ LA-496/RAPIDES AVE/BAYOU RAPIDES RD	4	1	3	2
US-165 N @ LA-496/RAPIDES AVE/BAYOU RAPIDES RD	5	4	1	3
LA-1105 N @ US-165-BR/MILITARY RD	3	3	4	4
US-165 N @ US-167/COTTINGHAM EXPY	2	*128	5	5
US-165 S @ MACARTHUR DRIVE SOUTH TRAFFIC CIR	6	5	7	6
US-165 S @ US-167/COTTINGHAM EXPY	7	6	8	7
BROADWAY AVE N @ LA-1/MAIN ST/3RD ST	8	8	13	8
BROADWAY AVE S @ LA-1/MAIN ST/3RD ST	9	9	16	9
LA-28 E @ PINEGROVE DR/PELICAN DR	15	10	10	10

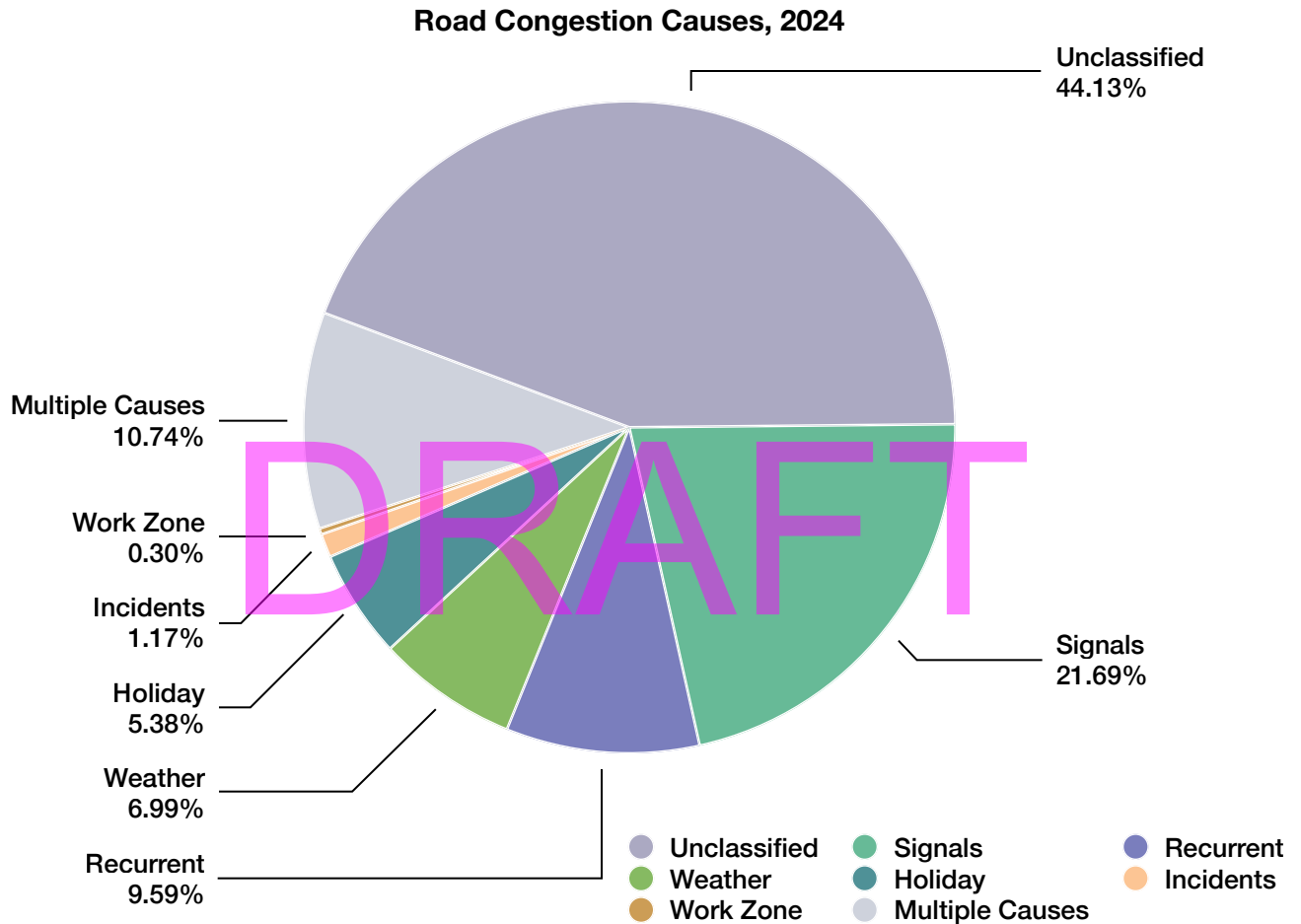
* Low ranking attributed to construction activity during FY23

* SOURCE: Regional Integrated Transportation Information System, RITIS.org; INRIX TMC Data, October 1, 2021 and September 30, 2024

DRAFT

Causes of Congestion

The MPO uses RITIS for congestion data analysis based on user delay cost. Congestion occurrences resulted in a total delay cost of \$12.82M in 2024, a 31% increase compared to 2023 (\$9.72M). Signals continue to be a primary cause of road congestion in the region with 22% attributed to signals in 2024, a 12% decrease from 2023. Percentages of congestion types in the MPO area are illustrated in the graph below. Multiple causes included Holiday & Signals (2.16%), Recurrent & Unclassified (1.02%), Signals & Whether (3.38%), Holiday & Weather (2.09%), and Other Multiple Causes (2.09%).



Source: RITIS, 2024

Crash History

The MPO uses LADOTD/LSU CARTS Crash Query Tool for crash data analysis. A 5-year rolling average of all crashes occurring inside the metro area between 2019 and 2023 is also included for reference. The latest full year of available crash data included is 2023.

A total of 19,047 crashes occurred inside the metropolitan planning area between 2019 and 2023, including 197 pedestrian and 119 bicycle crashes. The majority of all crashes occurred at intersections (55.65%). Most crashes were property damage only crashes (74.67%) with 1.15% resulted in a fatality or serious suspected injury. Inattentive or distracted driving was a contributing factor in 53.66% of all crashes during the same period.

The FHWA established 5 performance measures to assess performance and carry out the Highway Safety Improvement Program (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. The 5-year rolling average is used by the MPO to establish annual safety targets and report on progress meeting safety targets as specified in table below.

APMPO Safety Performance Targets (Proposed)

Mesure (PM1)	2022 Annual	2023 Annual	Base 5-Year Average	Target 2025 Proposed Annual Targeted Change -1% Base
<i>Number of Fatalities</i>	12	18	16	16
<i>Number of Serious Injuries</i>	43	81	38	37
<i>Number of Non-Motorized Fatalities & Serious Suspected Injuries</i>	16	22	13	12
<i>Rate of Fatalities per 100 Million Miles Traveled</i>	1.014	1.475	1.464	1.435
<i>Rate of Serious Injuries per 100 Million Vehicles Miles Traveled</i>	3.635	6.557	3.357	3.290

Source: LADOTD/LSU, Crash Query Database; CARTS, Crash Data Dashboards 2019 - 2023 Data for Central Region / Troop E Region * Definition of SSI Category Changed in 2023

Fatal Crashes

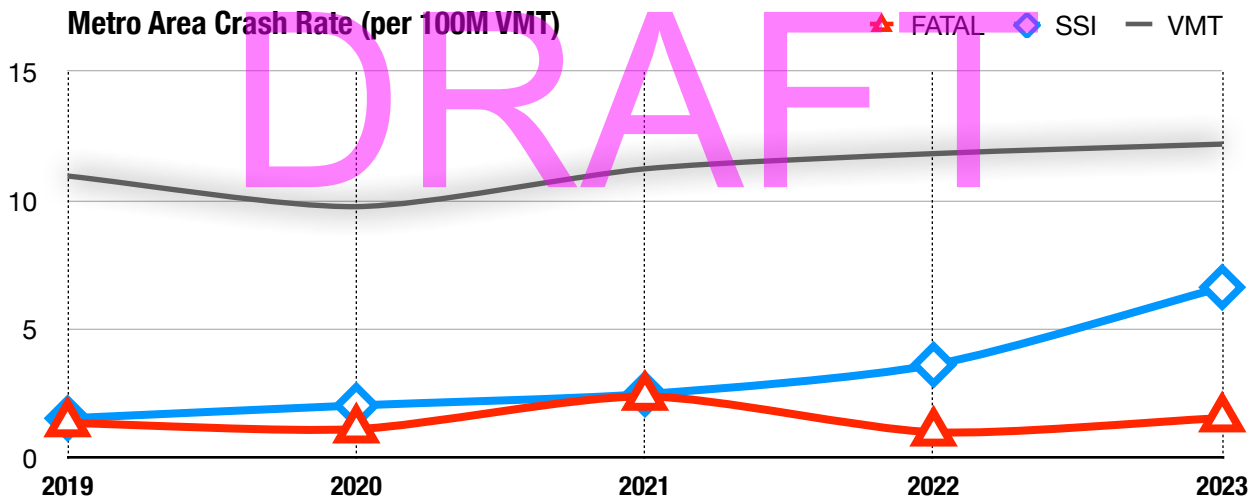
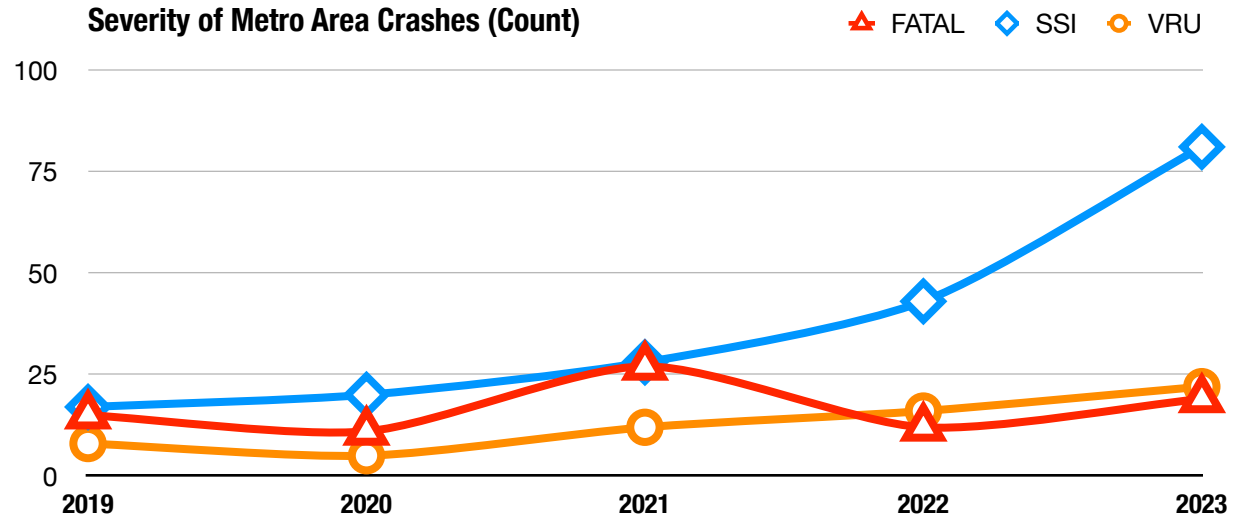
A total of 84 fatal crashes have occurred inside the metro area between 2019 and 2023. Summary five year moving average for the fatality rate in the metro area (between 2019 and 2023) is 1.50 with an annual rate of 1.56 in 2023. Approximately 19 fatal crashes occurred in 2023 representing an increase from the prior year and five-year base average (16). The deadliest year during on record was 2021 (27).

Serious Suspected Injury (SSI) Crashes

A total number of 189 serious suspected injury crashes (SSI) occurred inside the metro area between 2019 and 2023. Summary five year moving average for the SSI rate in the metro area (between 2019 and 2023) is 3.37 with an annual rate of 6.64 in 2023. Approximately 81 SSI crashes occurred in 2023 representing a major increase from the prior year and five year base average (38). This significant increase is attributed to changes how SSI's are defined and categorized in 2023. Staff anticipates this trend to continue in 2024.

Vulnerable Road Users Fatal + SSI Crashes

A total number of 63 Non-Motorized (VRU) Fatalities + Serious Suspected Injury crashes occurred inside the metro area between 2019 and 2023. Approximately 22 occurred in 2023 representing a substantial increase from the prior year and summary five year moving average (13) and the highest on record. Staff anticipates this trend to continue in 2024.



Goals for 2025

- **Update Functional Classification of Planning Area Road Network:** The Functional Classification of roadways are critical for Federal-Aid eligibility (roadways, bridges, and transit projects) and are assigned into systems according to the character of service they provide in relation to the total roadway network, e.g., principal arterials, minor collectors, etc. The MPO will work with DOTD and local partners to update existing roadways functional classifications in relation to the new urban area boundary. These roadways are reviewed following the urban area boundary adjustment process and are submitted to FHWA for review and approval.
- **Technical Assistance:** Continue technical assistance to parish/municipal staff for local transportation projects, develop applications for Local Road Safety Program, Transportation Alternatives Program, Recreational Trails and other grant or funding applications that support the implementation of the Goals identified in MTP 2045.
- **Data Collection:** Complete MPA Existing Sidewalk GIS Database (areas 7-14), complete 2020 Urban Transit Facilities GIS Database Update, complete SFY25 MPA Traffic Counts Program. Produce MPA Socioeconomic Conditions Report and MPA Permit Activity Report.
- **Project Stage 0 Development:** Continue working with DOTD and local partners towards the completion and implementation of improvements on LA 28 East Safety Improvements, and RAPC Carbon Reduction Planning Study, Complete Streets Planning, and Metropolitan Transportation Plan 2050 Update. Initiate MPO Call for TIP projects for FFY27-TIP and MTP 2050 update.

DRAFT

DRAFT

This report was prepared in cooperation with the USDOT, including FHWA and FTA, as well as the Louisiana Department of Transportation and Development. The opinions, findings, and conclusions expressed in this publication are those of the authors and not necessarily those of the Rapides Area Planning Commission, the Federal Highway Administration or the Federal Transit Administration.