



Carbon Reduction Program Planning Study

Prepared by Alexandria-Pineville MPO | July 2026

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MPO Carbon Reduction Plan Planning Study



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Executive Summary

The RAPC Carbon Reduction Planning Study establishes a clear, transparent framework for prioritizing the MPO's allocation of Carbon Reduction Program (CRP) funding. Developed as a single-phase planning effort, the Modern Mobility Study focuses on implementation—providing the tools, criteria, and processes needed to identify and advance transportation projects that reduce carbon dioxide (CO₂) emissions from on-road sources while responding to local transportation needs.

The plan aligns with federal Carbon Reduction Program guidance and the Louisiana Department of Transportation and Development (DOTD) Carbon Reduction Strategy, while retaining flexibility to address region-specific conditions, community priorities, and project readiness. The primary outcome of the plan is a priority project listing that will guide MPO programming decisions and use of CRP funds through the Transportation Improvement Program (TIP).

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Section 1 | Purpose

The Alexandria-Pineville Metropolitan Planning Organization (MPO) has developed this Modern Mobility Study to guide the strategic use of its allocation of Carbon Reduction Program (CRP) funding authorized under the current federal surface transportation bill. The purpose of the plan is to establish a clear, transparent, and locally appropriate framework for prioritizing transportation investments that reduce carbon dioxide (CO₂) emissions from on-road sources while advancing regional transportation goals.

The Carbon Reduction Program provides MPOs with a unique opportunity to implement practical, near-term transportation improvements that support emissions reduction through changes in travel behavior, improved system efficiency, and enhanced multimodal options. For a small MPO, this requires a focused approach that emphasizes implementation, coordination, and measurable outcomes rather than extensive modeling or regulatory analysis. Accordingly, this plan is designed as a single-phase, implementation-oriented planning effort that directly informs project selection and programming decisions.

The primary function of the Modern Mobility Study is to guide how CRP funds are evaluated, prioritized, and programmed within the MPO planning area. The plan establishes locally relevant carbon reduction strategies, defines project eligibility and selection criteria, and documents the process used to identify a priority listing of CRP projects. This priority project listing will be used to guide the allocation of the MPO's CRP funding through the Transportation Improvement Program (TIP), in coordination with the Louisiana Department of Transportation and Development (DOTD).

This plan is intentionally scoped to complement—not duplicate—other MPO planning documents. It does not serve as a climate action plan, greenhouse gas inventory, or long-range emissions forecast. Instead, it functions as a practical decision-making tool that bridges federal and state carbon reduction policy with local transportation needs and project readiness.

The Modern Mobility Study is developed in conjunction with the Louisiana DOTD Carbon Reduction Strategy and consistent with federal Carbon Reduction Program guidance. While aligned with statewide strategies and performance concepts, the plan recognizes the importance of local context, including regional travel patterns, infrastructure conditions, safety needs, transit availability, and community priorities. Public and stakeholder input played a key role in shaping the plan's strategy framework and project selection criteria, ensuring that carbon reduction investments also address issues of safety, accessibility, and system reliability.

The study provides the MPO with a transparent framework for implementing the Carbon Reduction Program. By clearly linking CRP investments to emissions reduction pathways, community priorities, and project deliverability, the plan positions the MPO to make effective use of available CRP funds while supporting broader regional transportation goals.

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Section 2 | USDOT Carbon Reduction Program

The Carbon Reduction Program (CRP) was established under the Infrastructure Investment and Jobs Act (IIJA) to provide dedicated funding for transportation projects that reduce carbon dioxide (CO₂) emissions from on-road highway sources. Administered by the U.S. Department of Transportation through the Federal Highway Administration, the program recognizes the role of transportation agencies at all levels in advancing practical, implementable strategies that reduce emissions while maintaining system safety, reliability, and accessibility.

CRP funding is apportioned to states and metropolitan planning organizations and is intended to support near-term implementation of projects that contribute to measurable or well-supported reductions in transportation-related emissions. The program emphasizes flexibility in how agencies identify and document emissions reduction benefits, particularly for small and mid-sized MPOs with limited modeling capacity.

Eligible Activities

USDOT guidance identifies a broad range of eligible project types that may be funded under the Carbon Reduction Program, provided they demonstrate a clear nexus to emissions reduction. The breadth of eligible activities reflects USDOT's recognition that carbon reduction can be achieved through multiple pathways, including changes in travel behavior, improvements in system performance, and removal of barriers to low-carbon travel modes. Eligible activities include, but are not limited to:

- Pedestrian and bicycle infrastructure improvements that support mode shift;
- Public transportation capital and operational improvements;
- Traffic operations and intelligent transportation systems that reduce congestion, delay, or idling;
- Transportation demand management strategies; and
- System management and optimization approaches that improve efficiency.

Emissions Reduction Documentation and Flexibility

USDOT guidance allows MPOs to demonstrate carbon reduction benefits using methods that are proportional to their technical capacity and the scale of proposed projects. This flexibility is particularly important for small MPOs and supports the approach taken in this Carbon Reduction Plan, which relies on transparent, well-documented carbon reduction pathways rather than detailed emissions inventories or forecasting models.

While quantitative greenhouse gas modeling may be used where data and tools are available, the program explicitly allows for the use of qualitative assessments and proxy measures, such as:

- Vehicle Miles Traveled (VMT) reduction,
- Mode shift indicators,
- Congestion and delay reduction, and
- Improved transit reliability and accessibility.

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MPO Roles & Responsibilities

USDOT guidance emphasizes the responsibility of MPOs to establish clear and transparent processes for selecting and programming CRP projects within their planning areas. Rather than prescribing specific project types or methodologies, USDOT guidance encourages MPOs to develop locally appropriate frameworks that reflect regional conditions, community priorities, and implementation readiness. Key expectations include:

- Coordination with the State Department of Transportation;
- Consistency with statewide carbon reduction strategies;
- Documentation of project eligibility and emissions reduction rationale; and
- Integration of CRP investments into the Transportation Improvement Program.

Application of Federal Guidance

By adhering to the intent and flexibility of federal guidance, this plan provides a framework for prioritizing CRP investments while ensuring that local project selection decisions remain responsive to regional transportation needs and opportunities. This Carbon Reduction Plan has been developed to align with USDOT CRP guidance by:

- Focusing on implementation-oriented strategies with clear emissions reduction pathways;
- Allowing flexibility in how carbon reduction benefits are demonstrated;
- Establishing a transparent project eligibility and selection process; and
- Coordinating CRP investment decisions with state and regional planning processes.

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Section 3 | Louisiana DOTD Carbon Reduction Strategy

Statewide Strategy Overview

The Louisiana Department of Transportation and Development (Louisiana Department of Transportation and Development, DOTD) has developed a Carbon Reduction Strategy to guide the implementation of the federal Carbon Reduction Program across the state. The strategy provides a statewide framework for reducing transportation-related carbon dioxide (CO₂) emissions while maintaining system safety, reliability, and economic competitiveness.

Louisiana DOTD's approach recognizes the diversity of travel patterns, system conditions, and institutional capacities across the state. Accordingly, the strategy emphasizes flexibility, coordination, and practical implementation rather than prescriptive or one-size-fits-all solutions. Metropolitan planning organizations play a central role in advancing the strategy by identifying and prioritizing locally appropriate CRP projects within their planning areas.

Key Emphasis Areas

The Louisiana DOTD Carbon Reduction Strategy identifies several emphasis areas through which transportation agencies can meaningfully reduce emissions. These emphasis areas reflect DOTD's recognition that carbon reduction strategies can and should produce co-benefits related to safety, accessibility, and system reliability. These emphasis areas include:

- **Improving Transportation System Efficiency** - Reducing congestion, recurring delay, and vehicle idling through operational improvements, system optimization, and targeted infrastructure investments.
- **Supporting Multimodal Travel Options** - Enhancing opportunities for walking, bicycling, and public transportation as viable alternatives to single-occupant vehicle travel, particularly for short and recurring trips.
- **Integrating Safety and Carbon Reduction** - Recognizing that unsafe conditions are a barrier to low-carbon travel modes, the strategy supports safety improvements that enable mode shift and improve system performance.
- **Coordinated Project Delivery and Investment** - Encouraging alignment between state, MPO, and local investments to maximize emissions reduction benefits and improve implementation efficiency.

Role of MPOs in Implementation

Louisiana DOTD's strategy emphasizes the importance of MPO leadership in implementing the Carbon Reduction Program within metropolitan planning areas. The strategy acknowledges that MPOs vary in size, capacity, and travel context and supports MPO-driven approaches that reflect local conditions while remaining consistent with statewide objectives. MPOs are encouraged to:

- Develop transparent project selection and prioritization processes;
- Align local CRP investments with statewide strategy goals;
- Coordinate project programming and delivery with DOTD; and
- Use locally appropriate methods to document emissions reduction benefits.

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Alignment of This Plan with the DOTD Strategy

The Modern Mobility Study has been developed in harmony with the Louisiana DOTD Carbon Reduction Strategy. While aligned with the statewide strategy, this plan retains flexibility to address region-specific transportation challenges, community priorities, and implementation opportunities within the MPO planning area. Alignment is achieved by:

- Prioritizing project types consistent with DOTD emphasis areas;
- Using emissions reduction pathways recognized in the state strategy;
- Coordinating CRP programming through the Transportation Improvement Program; and
- Supporting collaborative project development and delivery.

Application to Local CRP Programming

The Louisiana DOTD Carbon Reduction Strategy provides the statewide context within which local CRP investment decisions are made. This study operationalizes that context by translating statewide emphasis areas into a locally tailored project selection framework and priority project listing.

Through this approach, the MPO ensures that its CRP investments contribute to statewide carbon reduction goals while delivering tangible, near-term benefits to the region's transportation system and its users.

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Section 4 | Existing Conditions & Emissions

MPO Transportation Context

The Alexandria–Pineville MPO region is served by a multimodal transportation system that is predominantly roadway-based, reflecting development patterns, travel distances, and regional connectivity needs typical of small metropolitan areas in Central Louisiana. Daily travel is oriented around key activity centers in the cities of Alexandria, Pineville, and Ball, as well as major educational institutions, healthcare facilities, military-related employment, and regional commercial corridors.

The roadway network provides essential connections within the urban area and to surrounding rural parishes. Major state and federal routes serve as primary travel corridors and carry a mix of local and regional traffic. Travel demand is influenced by commuting patterns, access to services, freight movement, and seasonal or event-related activity.

Public transportation service is provided through fixed-route and complementary services and plays a critical role for transit-dependent populations. While transit is an important mobility option, service coverage, frequency, and travel times are constrained by funding, operating conditions, and roadway characteristics. Walking and bicycling are used primarily for short trips and recreational purposes, with increasing interest in utilitarian travel where safe and continuous facilities exist.

These conditions shape both transportation-related emissions in the Alexandria Urban Area and the range of feasible carbon reduction strategies available to the MPO.

Transportation Emissions

Transportation-related greenhouse gas emissions in the MPO region are primarily associated with on-road vehicle travel, particularly single-occupant vehicle trips. Emissions levels are influenced by vehicle miles traveled (VMT), trip length, traffic operations, and the availability and attractiveness of alternative transportation options.

Consistent with federal Carbon Reduction Program guidance and the scale of the MPO, this study does not rely on a detailed greenhouse gas inventory or emissions forecasting model. Instead, the MPO uses readily available and locally relevant indicators to understand emissions patterns and identify reduction opportunities, including:

- Trends in daily and peak-period vehicle travel;
- Locations with recurring congestion, delay, or operational inefficiencies;
- Mode availability and access to transit, walking, and bicycling; and
- Safety conditions that influence travel behavior.

This approach allows the MPO to focus on practical, implementable projects that can deliver near-term emissions reduction benefits within the defined Alexandria Urban Area.

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Congestion, Delay, and System Efficiency

While the Alexandria Urban Area does not experience the level of congestion seen in larger metropolitan regions, localized congestion and delay occur along key corridors, at river crossings, near activity centers, and at major intersections—particularly during peak travel periods. These conditions contribute to increased vehicle emissions through reduced speeds, stop-and-go traffic, and vehicle idling.

Targeted operational improvements represent a realistic and cost-effective carbon reduction opportunity for the region. Projects such as signal timing optimization, corridor management strategies, and access improvements can improve traffic flow and reduce unnecessary delay without requiring major changes in travel behavior. Improving system efficiency along these corridors supports both emissions reduction and broader goals related to safety, reliability, and economic activity.

Multimodal Access and Mode Shift Potential

Opportunities for reducing emissions through mode shift in the Alexandria Urban Area are closely tied to short-trip travel and access to key destinations. Walking, bicycling, and transit are most competitive for trips to employment centers, educational institutions, healthcare facilities, neighborhood commercial areas, and transit stops. Barriers to increased use of these modes include:

- Gaps in sidewalk and bicycle networks;
- Limited crossing opportunities and lighting;
- Speed environments that discourage walking and bicycling; and
- Transit access and reliability challenges.

Public engagement conducted as part of this planning effort consistently identified safety and connectivity as primary barriers to walking, bicycling, and transit use. Addressing these barriers represents a significant opportunity to reduce emissions by enabling trips that would otherwise be made by automobile.

Safety as a Carbon Reduction Consideration

Safety conditions are a critical factor influencing travel behavior in the MPO region. Locations with higher crash histories, inadequate pedestrian accommodations, or limited lighting can deter walking, bicycling, and transit access—even where destinations are nearby.

For this reason, safety improvements are treated as an essential component of the MPO's carbon reduction approach. Projects that improve safety for all users can enable mode shift, reduce reliance on single-occupant vehicle travel, and support emissions reduction goals while advancing broader regional safety objectives.

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Carbon Reduction Opportunities in the MPO Region

Based on existing transportation conditions and emissions context, the most feasible and impactful carbon reduction opportunities in the Alexandria Urban Area include:

- Enabling short trips to shift from driving to walking or bicycling through improved safety and connectivity;
- Improving transit reliability, access, and usability;
- Reducing localized congestion, delay, and vehicle idling through targeted operational improvements;
- Addressing safety barriers that discourage low-carbon travel modes; and
- Improving system efficiency in areas with recurring operational challenges.

These opportunity areas inform the Carbon Reduction Strategy Framework and directly support the project eligibility, selection, and prioritization process described in subsequent sections of this plan.

Link Between Existing Conditions & CRP Project Scoring

The existing transportation conditions and emissions context of the MPO region directly inform the Carbon Reduction Program (CRP) project selection and scoring criteria described in Section 7. The CRP scoring framework is designed to prioritize projects that respond to the specific operational, safety, and multimodal challenges identified in this section while advancing measurable or well-supported carbon reduction outcomes.

By explicitly linking existing transportation conditions and emissions context to the CRP project scoring criteria, the MPO ensures that CRP investments are both technically defensible and locally responsive. The scoring framework translates the Alexandria Urban Area's transportation challenges and opportunities into a transparent prioritization process that directly informs the development of the Priority CRP Project Listing and subsequent CRP programming decisions. The conditions and opportunities identified in this section directly informed the Carbon Reduction Strategy Categories presented in Table 4 and the project evaluation criteria described in Section 7.

Section 5 | Public and Stakeholder Engagement

Public and stakeholder engagement was conducted to support development of the MPO's CRP Plan and to ensure that community priorities meaningfully informed the identification and prioritization of Carbon Reduction Program (CRP) investments. Public involvement activities were conducted in accordance with the MPO's adopted Public Participation Plan and the requirements of 23 CFR 450. Engagement methods provided reasonable opportunities for public comment, utilized multiple participation formats, and were accessible to residents throughout the MPO planning area. Public input was considered in the development of carbon reduction strategies, project evaluation criteria, and prioritization outcomes.

The engagement approach emphasized early outreach, multiple participation formats, and geographic distribution to reach residents and stakeholders across the MPO region. Engagement objectives included informing the public about federal and Louisiana carbon reduction strategies, soliciting actionable feedback on transportation priorities, and increasing transparency in the MPO's CRP decision-making process.

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Engagement Methods

The MPO implemented a combination of in-person and digital engagement methods to maximize participation opportunities and reduce barriers to involvement. As illustrated in Table 1, this multimodal approach allowed residents to participate regardless of schedule, location, or ability to attend in-person events. Engagement activities included:

- Three in-person public open house events held at accessible locations within the MPA,
- One online open house hosted on the RAPC website and open to all residents,
- An online public survey tool, and
- An interactive online mapping tool for location-specific feedback.

In-Person Open Houses

Three in-person open house events were held at geographically distributed locations to ensure broad regional access, including:

- Downtown Alexandria at Central Louisiana Technical Community College (CLTCC),
- Pineville at Kee's Park, and
- New Scott Ollie Baptist Church in Alexandria.

Participants were encouraged to identify transportation challenges, safety concerns, and potential project locations that could support carbon reduction objectives. Each open house was structured as a drop-in format and included:

- Overview of the Carbon Reduction Program and statewide strategy;
- Discussion of local transportation and emissions-reduction opportunities;
- Interactive displays, including maps and feedback boards; and
- Opportunities for informal discussion and questions.

Online Open House and Digital Tools

To supplement in-person outreach, the MPO hosted an online open house on the RAPC website, www.rapc.info/transportation. The online open house provided access to informational materials presented at in-person events and allowed residents to review content and submit feedback at their convenience. The online open house ensured that residents unable to attend in-person events could still provide meaningful input into the CRP planning process. Survey and mapping results were used to supplement qualitative feedback from open house events and provided a geographically specific perspective on community priorities. These tools expanded participation beyond those able to attend in-person events and provided geographically specific input to inform strategy development and project prioritization.

Digital engagement tools included:

- An online public survey collecting structured input on travel behavior, transportation priorities, as well as project ideas and preferences.
- An interactive mapping tool (Map It!) allowing participants to identify specific corridors, intersections, and areas of concern. The *Map It!* tool allowed participants to identify specific corridors, intersections, and areas where transportation improvements could reduce emissions, improve safety, or enhance multimodal access.

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Stakeholder Participation

Engagement efforts targeted a broad range of stakeholders identified in the CRP Public Engagement Plan, including MPA residents, local governments and agencies, transportation and transit providers, educational institutions, community organizations, and advocacy groups.

Public and stakeholder engagement generated substantial feedback across multiple platforms. A total of 40 public survey responses were received, including 20 completed and 20 partial responses. The interactive online mapping tool received 11 location-based comments between November 21 and January 22, providing geographically specific input on corridors and areas of concern. In addition, 40+ participants attended the in-person open house events, with 10 additional survey and mapping responses submitted during the online open house.

TABLE 1 | SUMMARY OF PUBLIC ENGAGEMENT ACTIVITIES

Engagement Activity	Date(s)	Location / Platform	Participation Type	Primary Purpose
In-Person Open House #1	January 14, 2026	Central Louisiana Technical Community College, Downtown Alexandria	Open-house, drop-in	Introduce CRP, solicit local priorities and project ideas
In-Person Open House #2	January 15, 2026	Kee's Park, Pineville, LA	Open-house, drop-in	Gather Pineville-area and regional input
In-Person Open House #3	January 22, 2026	New Scott Ollie Baptist Church, Alexandria, LA	Open-house, drop-in	Expand geographic coverage within MPO region
Online Open House	January 19 - February 6, 2026	Rapides Area Planning Commission website	Online, asynchronous	Provide universal access to CRP materials and feedback
Online Public Survey	November 21, 2025 - January 31, 2026	Online survey platform	Online questionnaire	Collect structured feedback on priorities and strategies
Interactive Mapping Tool	November 21, 2025 - January 31, 2026	Online mapping platform	Location-based input	Identify corridors and areas for potential CRP projects
Public Priorities CRP Project Selection Criteria Report	February 11 - 27, 2026	Rapides Area Planning Commission website	Online Public Comment Form, Facebook, Email	Show, in a clear and transparent way, how community feedback helped shape how projects are evaluated, not which specific projects are selected.

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Summary of Public Feedback

Final results from the Carbon Reduction Program online public survey confirm strong public support for transportation investments that improve safety, multimodal accessibility, and system reliability while reducing reliance on single-occupant vehicle travel. Respondents consistently prioritized pedestrian and bicyclist safety improvements, including sidewalks, safer crossings, and traffic calming, as well as improved connectivity for short trips.

Transit access and reliability were also identified as important carbon reduction strategies, particularly safer access to stops, improved rider amenities, and more usable service. Survey responses further highlighted concern with localized congestion, delay, and operational inefficiencies that contribute to vehicle idling and emissions, with support for targeted operational improvements at problem locations.

Overall, public feedback reinforced the importance of practical, near-term transportation investments that deliver multiple benefits, including safety, accessibility, mobility, and emissions reduction.

The themes identified through public feedback directly informed the development of the Carbon Reduction Strategy Framework described in Chapter 6, ensuring that locally supported approaches—such as safety improvements, multimodal access, transit reliability, and operational efficiency—are reflected in the plan’s strategy categories. Featured in Table 2, public input reinforced the need for practical, near-term transportation improvements that deliver multiple benefits, including safety, mobility, and emissions reduction.

TABLE 2 | IDENTIFIED TOP PUBLIC PRIORITIES

Improved pedestrian safety and connectivity , including sidewalks, crossings, lighting, and traffic calming in areas with high walking activity
Safer and more comfortable bicycling conditions , particularly on corridors with high vehicle speeds or limited separation
Improved access to public transit , including safer access to stops, shelters, and first-/last-mile connections
Enhanced transit reliability and usability , including clearer routing, more consistent service, and improved rider information
Targeted congestion and operational improvements at intersections and corridors experiencing recurring delay and vehicle idling
Projects serving daily destinations , such as employment centers, schools, healthcare facilities, and neighborhood commercial areas
Transportation investments that deliver multiple benefits , including safety, mobility, accessibility, and emissions reduction

These priorities are reflected in the Carbon Reduction Strategy Categories presented in Chapter 6 and form the basis for how CRP projects are evaluated and scored under the project selection process described in Section 7.

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Implications for CRP Project Selection Criteria

Public input received through the Modern Mobility Study's engagement process directly informed the development of the Carbon Reduction Program (CRP) project selection criteria. Rather than ranking individual projects, public feedback was used to shape the evaluation framework to ensure that CRP investments respond to community-identified needs while remaining consistent with federal and state carbon reduction objectives.

Strong public emphasis on pedestrian and bicyclist safety, transit access, and system reliability resulted in increased weighting for projects that enable mode shift, remove safety barriers to low-carbon travel, and improve transit usability and performance, consistent with the strategy categories in Section 6 and the evaluation criteria in Section 7. Public concern regarding localized congestion and operational issues informed inclusion of criteria recognizing traffic operations and system efficiency improvements that reduce delay and vehicle idling. Repeated references to access to employment, education, healthcare, and neighborhood services reinforced the importance of evaluating projects based on their ability to improve access to daily destinations, particularly for populations with limited transportation options.

Public support for projects that deliver multiple benefits led to the incorporation of criteria recognizing co-benefits such as safety, accessibility, and equity alongside carbon reduction outcomes, ensuring that CRP investments achieve meaningful emissions reductions while advancing broader transportation priorities identified by the community.

Themes identified through public and stakeholder engagement were systematically translated into the Carbon Reduction Program (CRP) project evaluation framework. Table 3 demonstrates the direct relationship between community-identified priorities—such as pedestrian and bicyclist safety, transit access and reliability, congestion reduction, and access to daily destinations—and the specific scoring criteria used to evaluate CRP project proposals.

TABLE 3 | PUBLIC PRIORITY TO CRP SCORING CRITERIA

Public Priority Identified Through Engagement	CRP Strategy Category	Primary CRP Scoring Criterion Addressed
Improved pedestrian safety and sidewalk connectivity	Mode Shift Enablement / Safety Supporting Low-Carbon Travel	Mode Shift Enablement; Safety Outcomes
Safer and more comfortable bicycling conditions	Mode Shift Enablement	Mode Shift Enablement; Safety Outcomes
Improved access to public transit stops and routes	Transit Reliability and Access	Transit Reliability & Access; Equity & Access
More reliable and usable transit service	Transit Reliability and Access	Transit Reliability & Access; Carbon Reduction
Reduced congestion and delay at problem locations	Traffic Operations and System Efficiency	Carbon Reduction & Cost Effectiveness
Better access to jobs, schools, healthcare, and services	Mode Shift Enablement / Transit Access	Equity & Access; Mode Shift Enablement
Projects delivering multiple benefits (safety, access, emissions)	All Strategy Categories	Carbon Reduction; Safety Outcomes; Plan Consistency

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The combination of in-person and online engagement activities, provided multiple, accessible opportunities for residents and stakeholders to participate in the Carbon Reduction Plan. The engagement process ensured that CRP strategies and investment priorities reflect local transportation needs and community values while remaining aligned with federal and state carbon reduction objectives. By explicitly linking public priorities to evaluation criteria, the MPO ensures that CRP investment decisions are transparent, justifiable, and responsive to community input while remaining aligned with federal and state carbon reduction objectives. Sections 6 and 7 demonstrate how public input was translated into actionable carbon reduction strategies and a transparent, repeatable project selection process.

Section 6 | Carbon Reduction Strategy Framework

The Carbon Reduction Strategy Framework establishes the set of locally relevant approaches through which the Metropolitan Planning Organization (MPO) will pursue reductions in transportation-related carbon dioxide (CO₂) emissions in the Alexandria Urban Area. The framework translates federal and state carbon reduction guidance into practical strategy categories that reflect regional travel patterns, infrastructure conditions, and community priorities.

Rather than prescribing specific projects, the framework defines the types of strategies most likely to produce meaningful emissions reduction benefits within the MPO planning area. These strategy categories provide the foundation for project eligibility, evaluation, and prioritization under the Carbon Reduction Program (CRP).

Strategy Categories

Based on existing conditions, emissions context, and public input, the MPO has identified the following carbon reduction strategy categories as most applicable to the Alexandria Urban Area. Table 4 presents the Carbon Reduction Strategy Categories selected for the Metropolitan Planning Organization (MPO) for the Alexandria Urban Area. These strategy categories provide a clear, locally appropriate framework for identifying and prioritizing transportation investments that reduce carbon dioxide (CO₂) emissions while addressing regional transportation needs.

These strategy categories translate federal and state carbon reduction guidance into practical approaches that reflect how people travel in the MPO region. Rather than prescribing specific projects, the categories define the primary pathways through which transportation investments can reduce emissions, improve system performance, and support community priorities.

Together, these strategy categories establish a consistent framework for evaluating Carbon Reduction Program projects. Projects advanced for CRP funding are expected to align with one or more of the strategy categories and clearly document the associated carbon reduction mechanism. The framework directly informs project eligibility, scoring, and the development of the Priority CRP Project Listing used to guide MPO CRP programming decisions.

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TABLE 4 | CARBON REDUCTION STRATEGY CATEGORIES

Strategy Category	Strategy Description	Typical Project Types	MPO Region Applicability	Primary Carbon Reduction Mechanism
Mode Shift Enablement	Improves conditions for walking, bicycling, and other non-motorized travel to reduce reliance on single-occupant vehicle trips, particularly for short and recurring trips.	• Sidewalk gap closures • Protected or buffered bike lanes • Shared-use paths and trail connections • Pedestrian crossings and ADA curb ramps • Bicycle parking and end-of-trip facilities	Strong applicability in areas with short trip distances between neighborhoods, employment centers, schools, healthcare facilities, and commercial areas where safety and connectivity improvements can enable non-automobile travel.	Reduces vehicle miles traveled by shifting trips to lower-carbon modes.
Transit Reliability and Access	Enhances the reliability, accessibility, and usability of public transportation to increase its competitiveness as an alternative to driving.	• Bus stop improvements (pads, shelters, lighting) • Transit access sidewalks and crossings • First/last-mile connections • Bus priority or signal priority treatments • Wayfinding and rider information improvements	Applies to fixed-route transit service, transit stops, and first-/last-mile connections serving employment centers, educational institutions, and essential services.	Reduces automobile trips by improving transit service quality and access.
Traffic Operations and System Efficiency	Improves traffic flow and reduces congestion, delay, and vehicle idling through targeted operational and system management strategies.	• Signal timing optimization • Corridor signal coordination • Intersection operational improvements • Access management strategies • Traffic management or ITS deployments	Applicable at key corridors, intersections, river crossings, and activity centers where localized congestion and stop-and-go conditions contribute to unnecessary emissions.	Reduces emissions per trip by minimizing delay and idling.
Safety Improvements Supporting Low-Carbon Travel	Addresses safety barriers that discourage walking, bicycling, and transit use, including high-speed environments, inadequate crossings, and poor lighting.	• Pedestrian hybrid beacons (PHBs) • Rectangular rapid flashing beacons (RRFBs) • Lighting improvements • Traffic calming and speed management treatments • Multimodal intersection safety improvements	Strong applicability in corridors and intersections with documented crash histories or safety concerns affecting pedestrian, bicyclist, and transit access.	Enables mode shift by improving safety and user comfort.
System Performance and Resilience	Improves transportation system reliability and efficiency where infrastructure deficiencies cause recurring disruptions, detours, or delays.	• Drainage or flooding improvements affecting roadways or transit routes • Pavement improvements tied to operational performance • Projects reducing recurring detours or system disruptions	Applicable where flooding, pavement condition, or other performance issues degrade roadway or transit operations in the Alexandria Urban Area.	Avoids emissions associated with delay, detours, and inefficient operations.

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Carbon Reduction Pathways

Each CRP project advanced by the MPO must identify one or more carbon reduction pathways consistent with the strategy framework. Project sponsors are required to clearly document how proposed investments contribute to these pathways using quantitative estimates or qualitative proxy measures, as appropriate. These pathways include:

- Reduction in vehicle miles traveled
- Increased walking, bicycling, or transit use
- Reduction in congestion, delay, or idling
- Improved system efficiency or reliability

Relationship to Project Selection and Prioritization

The Carbon Reduction Strategy Framework provides the conceptual basis for the CRP project eligibility and scoring criteria described in Section 7. Projects that align with one or more strategy categories and clearly demonstrate a carbon reduction pathway are prioritized through the MPO's evaluation process. By grounding project selection in a defined strategy framework, the MPO ensures that CRP investments are consistent with federal and state guidance, responsive to local conditions, and capable of delivering measurable or well-supported emissions reduction benefits.

Role in Implementation

The strategy framework is intended to be applied throughout the life of the Carbon Reduction Program. Through this framework, the MPO establishes a clear and defensible approach to reducing transportation-related emissions while advancing broader regional transportation goals. It will be used to:

- Guide solicitation of CRP project proposals;
- Support evaluation and prioritization decisions;
- Inform coordination with LA DOTD; and
- Provide clarity and transparency to stakeholders and the public.

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Section 7 | CRP Project Eligibility & Selection Process

The CRP Project Eligibility and Selection Process establishes a clear and transparent framework for identifying and prioritizing transportation projects that are eligible for Carbon Reduction Program (CRP) funding and capable of delivering meaningful reductions in transportation-related carbon dioxide (CO₂) emissions. This process is designed to support near-term implementation by emphasizing project readiness, clear documentation of carbon reduction pathways, and coordination with existing MPO programming processes. The process ensures that CRP investments in the Alexandria Urban Area are consistent with federal program intent, aligned with the Louisiana Department of Transportation and Development (DOTD) Carbon Reduction Strategy, and responsive to local transportation conditions and community priorities.

Project Identification

CRP project candidates may originate from local jurisdictions, transportation agencies, MPO planning studies, public and stakeholder engagement activities, or coordination with Louisiana DOTD. Projects are submitted using a standardized CRP application that requires sponsors to identify the project scope, location, estimated cost, implementation timeframe, and anticipated carbon reduction benefits. This standardized approach ensures consistency and comparability across all candidate projects.

Eligibility Screening

All submitted projects undergo an initial eligibility screening to determine whether they may advance to technical evaluation. Projects that do not meet these requirements are not advanced for scoring but may be refined and reconsidered in future CRP funding cycles. At a minimum, projects must:

- Be eligible under the federal Carbon Reduction Program;
- Be located within, or directly benefit, the MPO planning area;
- Align with one or more Carbon Reduction Strategy Categories;
- Identify a clear carbon reduction pathway, such as reduced vehicle miles traveled, mode shift, reduced congestion or idling, or improved system efficiency;
- Identify a responsible project sponsor with the capacity to deliver and maintain the project; and
- Demonstrate basic readiness, including a defined scope and preliminary cost estimate.

Technical Evaluation and Scoring

Projects that pass the eligibility screen are evaluated using the MPO's adopted CRP scoring rubric featured in Table 5. The rubric applies weighted criteria to assess each project's ability to reduce emissions and deliver supporting transportation benefits. Consistent with federal guidance, the MPO allows the use of qualitative assessments and proxy measures where detailed emissions modeling is not feasible, provided that the carbon reduction rationale is clearly documented.

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TABLE 5 | MPO CRP PROJECT SELECTION CRITERIA

Scoring Category	Max Points	What This Measures	Scoring guidance	Recommended Evidence
Carbon Reduction Impact & Cost Effectiveness	30	Degree to which the project reduces transportation-related carbon emissions relative to cost, including through mode shift, transit reliability, reduced congestion/idling, or operational improvements	30 = strong quantified or strong proxy + high carbon impact per dollar; 20 = moderate; 10 = low/uncertain; 0 = no carbon pathway/evidence.	Emissions estimates (if available); proxy measures (VMT reduction, delay/idling reduction); traffic or transit performance data; project cost estimate
Mode Shift Enablement (Walking, Biking, Transit)	20	Ability to reduce automobile reliance by enabling safe, usable, and connected low-carbon travel	20 = closes major gap/creates continuous facility to key destinations; 10 = incremental improvement; 0 = no mode shift pathway.	Project maps; sidewalk/bike network connectivity; proximity to destinations; transit access improvements; first/last-mile connections
Safety Outcomes Supporting Low-Carbon Travel	15	Extent to which safety improvements remove barriers to low-carbon travel, including lighting and visibility	15 = addresses high-risk location/corridor with strong countermeasures; 8 = moderate; 0 = not safety-relevant or not demonstrated.	Crash data; safety studies; lighting plans; crossing improvements; speed management measures; photos or design concepts
Transit Reliability, Access, and Usability	10	Improvements to transit reliability, consistency, clarity, and user experience	10 = measurable reliability/speed improvement or major access gain; 5 = incremental; 0 = not applicable.	Transit performance data; stop access; maps; shelter or lighting plans; routing or service reliability information; rider information improvements
Traffic Operations & System Efficiency	10	Reduction of congestion, delay, and vehicle idling through operational or corridor-level improvements	10 = targets known congestion or operational problem locations, measurably reduces delay, stops, or vehicle idling; 5 = limited operations improvement or with uncertain emissions benefit; 0 = no meaningful operational or efficiency benefit.	Signal timing plans; corridor studies; congestion or delay data; operational analyses; lighting tied to traffic flow
Equity & Access to Daily Destinations	10	Improvement in access to jobs, schools, healthcare, and services, particularly for underserved populations	10 = primarily benefits transportation disadvantaged/priority areas; 5 = mixed; 0 = not demonstrated.	Demographic/needs mapping, zero-vehicle households, access to essential services, ADA accessibility improvements.
Implementation Readiness, Plan Consistency & Community Support	5	Readiness for delivery and consistency with adopted plans and public priorities	5 = clear scope, reasonable cost estimate, feasible schedule; consistent with MPO plans and documented public input; 3 = conceptual readiness, general plan consistency; 0 = significant delivery uncertainties or inconsistent with adopted plans.	Project scope and schedule; cost estimates; MTP/TIP consistency, local plan references, public engagement summary, letters of support.

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Linking Public Priorities to Project Scoring

Table 6 illustrates how transportation priorities identified through public and stakeholder engagement were systematically translated into the Carbon Reduction Program (CRP) project evaluation framework. It demonstrates the direct relationship between community-identified concerns and the CRP scoring categories and weights summarized in Table 5.

Rather than using public input to rank individual projects, the MPO used engagement results to inform the structure, weighting, and interpretation of the CRP scoring criteria. Public priorities—such as pedestrian and bicyclist safety, transit access and reliability, lighting and visibility, congestion reduction, and access to daily destinations—are reflected across multiple scoring categories, including Mode Shift Enablement, Safety Outcomes Supporting Low-Carbon Travel, Transit Reliability and Access, and Traffic Operations and System Efficiency.

Many public priorities align with more than one scoring category, reinforcing the MPO's emphasis on projects that deliver multiple benefits. This multi-category alignment supports evaluation of projects that simultaneously advance emissions reduction, safety, accessibility, equity, and overall system performance.

By explicitly linking public feedback to the CRP scoring framework and weighting, the MPO ensures that funding decisions are transparent, defensible, consistent with federal program requirements, and responsive to community needs.

TABLE 6 | PUBLIC PRIORITY TO CRP SCORING CRITERIA CROSSWALK

Public Priority Identified Through Engagement	CRP Strategy Category	Primary CRP Scoring Criterion Addressed
Improved pedestrian safety and sidewalk connectivity	Mode Shift Enablement / Safety Supporting Low-Carbon Travel	Mode Shift Enablement; Safety Outcomes
Safer and more comfortable bicycling conditions	Mode Shift Enablement	Mode Shift Enablement; Safety Outcomes
Improved access to public transit stops and routes	Transit Reliability and Access	Transit Reliability & Access; Equity & Access
More reliable and usable transit service	Transit Reliability and Access	Transit Reliability & Access; Carbon Reduction
Reduced congestion and delay at problem locations	Traffic Operations and System Efficiency	Carbon Reduction & Cost Effectiveness
Better access to jobs, schools, healthcare, and services	Mode Shift Enablement / Transit Access	Equity & Access; Mode Shift Enablement
Projects delivering multiple benefits (safety, access, emissions)	All Strategy Categories	Carbon Reduction; Safety Outcomes; Plan Consistency

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How Public Priorities Are Reflected in Project Scoring

Public priorities were translated into specific scoring categories and weights used to evaluate CRP project proposals. This relationship is documented through the CRP Project Selection Criteria (Table 2), and Public Priority to CRP Scoring Criteria Crosswalk (Table 3) which shows how community priorities align with scoring categories. Projects that best address the priorities identified by the community—and demonstrate clear carbon reduction benefits—score higher and are more likely to be included in the MPO’s Priority CRP Project Listing.

Based on what we heard, the MPO developed a project scoring framework that prioritizes:

Safety as a Foundation for Carbon Reduction

Public concerns about lighting, visibility, crossings, and traffic speeds reinforced that people are more likely to walk, bike, or use transit when they feel safe. As a result, safety improvements that support low-carbon travel are explicitly recognized and weighted in the scoring process.

Transit Access & Reliability

Feedback about transit reliability, route clarity, and access to key destinations informed the creation of scoring criteria that reward projects improving transit usability, consistency, and access to stops and shelters.

Mode Shift & Multimodal Connectivity

Community support for walking, biking, and transit investments led to increased emphasis on projects that reduce reliance on single-occupant vehicles by enabling practical, connected, and usable low-carbon travel options.

Traffic Operations & Congestion Reduction

Concerns about recurring congestion and delay influenced scoring criteria that recognize targeted operational improvements—such as signal timing and corridor management—when they reduce vehicle idling and emissions.

Access to Daily Destinations

Public input emphasized the importance of reaching everyday destinations. Projects that improve access to jobs, education, healthcare, and services—particularly for people with limited transportation options—are prioritized in the scoring framework.

Projects with Multiple Benefits

Many community priorities overlap. The scoring framework rewards projects that address more than one goal at the same time, such as improving safety, access, and emissions outcomes together.

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What This Process Does & Does Not Do

What This Process Does		What This Process Does Not Do	
✓	Public feedback does not directly rank or select individual projects.	✗	Public feedback does not directly rank or select individual projects.
✓	Ensures CRP investments reflect community priorities.	✗	Projects cannot be funded unless they meet federal CRP eligibility requirements.
✓	Integrates safety, access, mobility, and equity into scoring because they support lower-carbon travel behavior.	✗	Community preference alone cannot override technical analysis or federal program rules.
✓	Maintains carbon reduction effectiveness as a primary evaluation factor.		
✓	Promotes transparent and fair funding decisions.		

Why This Matters

The MPO's approach balances community values, technical analysis, and federal program requirements. By using public input to guide *how* projects are evaluated — rather than selecting projects directly — the MPO ensures that:

- Funding decisions are transparent and accountable;
- Investments respond to real-world community needs;
- Selected projects deliver measurable benefits; and
- Carbon reduction goals are pursued in ways that also improve safety, access, and daily mobility.

Prioritization and Ranking

Following technical evaluation, projects are ranked based on total weighted scores. The resulting ranking reflects each project's relative ability to reduce transportation-related emissions while advancing regional transportation goals.

In developing the final prioritization, the MPO may consider implementation factors such as funding availability, project readiness, and opportunities for coordination with other programmed improvements. Any such considerations are documented to maintain transparency and consistency.

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Priority CRP Project Listing

The outcome of the eligibility and selection process is the Priority CRP Project Listing. This listing identifies the highest-ranking CRP projects and serves as the primary guide for allocating the MPO's CRP funding. The listing may be updated periodically to reflect project advancement, funding availability, or changes in implementation conditions. The Priority CRP Project Listing is used to:

- Inform programming decisions in the Transportation Improvement Program (TIP),
- Support coordination with Louisiana DOTD on project delivery, and
- Communicate CRP investment priorities to stakeholders and the public.

Transparency & Implementation

The MPO maintains documentation of project applications, eligibility determinations, scoring results, and final rankings. Summary information is made publicly available to demonstrate how CRP investment decisions align with federal and state guidance, local strategy categories, and community priorities.

By linking project eligibility, technical evaluation, and prioritization to a defined Priority CRP Project Listing, this process ensures that the Carbon Reduction Plan functions as a practical implementation tool. The process provides a clear pathway from project concept to programming and delivery, supporting effective and accountable use of CRP funds in the Alexandria Urban Area.

Section 8 | Implementation & Programming

This section describes how the MPO will implement the Carbon Reduction Plan and program Carbon Reduction Program (CRP) funds using the Priority CRP Project Listing. The intent is to ensure that CRP investments advance efficiently from planning to delivery while maintaining consistency with federal requirements, the Louisiana Department of Transportation and Development (DOTD) Carbon Reduction Strategy, and MPO programming policies. The implementation and programming approach emphasizes transparency, coordination, and flexibility to respond to funding availability and project readiness.

Application of the Priority CRP Project Listing

The Priority CRP Project Listing serves as the MPO's primary implementation tool for the Carbon Reduction Program. Projects identified on the list represent the highest-ranked candidates based on eligibility screening, technical evaluation, and prioritization. The MPO will use the Priority CRP Project Listing to:

- Guide the sequencing and timing of CRP-funded projects,
- Identify projects suitable for near-term programming,
- Inform coordination with DOTD and local project sponsors, and
- Support transparent communication of CRP investment priorities.

Projects are generally advanced in priority order; however, programming decisions may also consider readiness, obligation timelines, and opportunities for coordination with other funded projects.

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Programming Through the Transportation Improvement Program (TIP)

CRP projects selected for implementation are programmed through the MPO's Transportation Improvement Program in accordance with federal and state requirements. Inclusion on the Priority CRP Project Listing establishes a project's eligibility and priority for CRP funding consideration but does not constitute a commitment to immediate funding. Projects programmed in the TIP will be advanced through the appropriate amendment or administrative modification processes, as applicable. When programming CRP projects in the TIP, the MPO will consider:

- Availability of CRP funds by federal fiscal year
- Project readiness and deliverability
- Coordination with DOTD letting schedules and delivery processes
- Opportunities to bundle or phase projects to improve efficiency

Coordination with Project Sponsors and DOTD

Successful implementation of CRP projects requires coordination among the MPO, project sponsors, and DOTD. Early and ongoing coordination helps ensure that projects advance efficiently and remain consistent with CRP objectives. Roles and responsibilities generally include:

- **MPO:** Project prioritization, programming, and coordination; maintenance of the Priority CRP Project Listing
- **Project Sponsors:** Project development, design, implementation, and long-term operation and maintenance
- **DOTD:** Coordination of funding obligation, project delivery, and compliance with federal requirements

Project Readiness & Phasing

Project readiness is a key consideration in CRP implementation. Projects with defined scopes, realistic cost estimates, and fewer implementation constraints are better positioned for near-term programming. These approaches help ensure that CRP funds are used effectively within available funding windows. Where appropriate, the MPO may support:

- Phasing of larger projects into implementable segments,
- Bundling of similar projects to improve efficiency, and
- Coordination with safety, transit, or operations initiatives to maximize benefits.

CRP Tiering Methodology

Preliminary MPO staff technical scoring was conducted using the adopted CRP Project Selection Criteria and associated planning-level proxy measures outlined in Table 5. Project implementation readiness and delivery feasibility are evaluated separately through the MPO's established Project Readiness Framework and associated coordination process. The tiering structure illustrated in Table 7 is intended to provide a planning-level framework for identifying projects with the strongest anticipated regional multimodal and carbon reduction benefits while recognizing that project readiness, funding availability, and implementation timing may vary.

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Note: Inclusion within a specific tier does not constitute a funding commitment, project authorization, or final programming decision. Project rankings and implementation priorities may be refined over time as additional coordination, engineering development, public input, and project readiness evaluation occur.

TABLE 7 | CRP TIER DEFINITIONS

Tier	Score Range	Description
Tier 1 — High Priority Implementation Projects	80–100	Projects demonstrating strong carbon reduction potential, multimodal connectivity benefits, safety improvements, and implementation value. These projects are considered strong candidates for near-term CRP implementation, future funding pursuit, and potential TIP advancement.
Tier 2 — Moderate Priority / Mid-Term Projects	60–79	Projects demonstrating moderate-to-strong multimodal and carbon reduction benefits but which may require additional project development, coordination, refinement, or phased implementation prior to advancement.
Tier 3 — Long-Term / Opportunity Projects	Below 60	Projects with more limited direct carbon reduction benefit, lower mode shift potential, conceptual-level development, or projects more appropriately advanced through other funding programs or future planning efforts. These projects remain eligible for future refinement and reevaluation.

Monitoring & Adjustments

The MPO will monitor project advancement and funding availability on an ongoing basis. Any updates will follow the eligibility and evaluation framework established in this plan to maintain consistency and transparency. The Priority CRP Project Listing may be updated periodically to reflect:

- Projects that have been programmed or completed,
- Changes in project scope, cost, or readiness, and
- Identification of new eligible project concepts.

Transition to Performance Tracking

Implementation and programming decisions are closely linked to performance tracking and reporting. As projects advance, the MPO will track implementation progress and, where feasible, document emissions reduction outcomes or proxy measures consistent with CRP guidance. These activities are described in the following section.

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Section 9 | Performance Tracking & Reporting

Performance tracking and reporting provide the mechanism by which the MPO documents the outcomes of Carbon Reduction Program (CRP) investments and demonstrates accountability for the use of CRP funds. This section describes the MPO's approach to monitoring project implementation and tracking emissions-related outcomes in a manner that is practical, transparent, and consistent with federal and state guidance. The MPO's performance approach emphasizes proportionality. Tracking methods are scaled to project type, data availability, and MPO capacity, with a focus on documenting credible carbon reduction pathways rather than producing detailed emissions inventories or forecasts.

The MPO will track CRP performance using a framework that aligns with the Carbon Reduction Strategy Categories, project selection criteria, and implementation process established in this plan. Performance tracking focuses on two primary dimensions:

1. Project Delivery and Implementation, and
2. Carbon Reduction Outcomes and Supporting Indicators.

This framework ensures that CRP projects are both delivered as programmed and evaluated in terms of their contribution to emissions reduction objectives.

Project Delivery and Implementation Tracking

Tracking of delivery milestones supports coordination with project sponsors and the Louisiana Department of Transportation and Development (DOTD) and helps ensure that CRP funds are used within required timeframes. For each CRP project programmed through the Transportation Improvement Program (TIP), the MPO will track basic implementation milestones, including:

- TIP programming and obligation status
- Project phase progression (e.g., design, construction, implementation)
- Expenditures of CRP funds
- Project completion status

Carbon Reduction Performance Measures

The MPO will track carbon reduction performance using project-appropriate measures that reflect the emissions reduction pathways identified at the time of project selection. Performance measures may include quantitative metrics where feasible and qualitative or proxy indicators where direct measurement is not practicable.

The MPO tracks performance measures that are directly tied to the Carbon Reduction Strategy Categories identified in Section 6 and featured in Table 8 to ensure consistency between project selection, implementation, and reporting. Performance measures are selected to reflect each strategy's primary carbon reduction pathway and are scaled to project type, data availability, and MPO capacity. Where direct measurement of emissions reductions is not feasible, the MPO relies on documented proxy measures consistent with federal Carbon Reduction Program guidance.

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TABLE 8 | PERFORMANCE MEASURES BY CARBON REDUCTION STRATEGY CATEGORY

Strategy Category	Primary Carbon Reduction Pathway	Core Performance Measures	Supporting / Proxy Measures	Primary Data Source(s)
Mode Shift Enablement	Reduction in vehicle miles traveled through increased walking and bicycling	• Estimated VMT reduced • Length of new or improved pedestrian/ bicycle facilities	• Connectivity or gap closures • Access to key destinations (schools, jobs, services)	MPO GIS; local inventories; project sponsor documentation
Transit Reliability and Access	Reduction in automobile trips through improved transit competitiveness	• Change in transit access or coverage • Improvement in stop accessibility	• Ridership trends • On-time performance or reliability indicators	Transit agency data; MPO transit inventories
Traffic Operations and System Efficiency	Reduction in congestion, delay, and vehicle idling	• Reduction in average delay or stops • Improved corridor travel time	• Signal retiming completion • Corridor operational improvements implemented	DOTD traffic data; MPO operational studies
Safety Improvements Supporting Low-Carbon Travel	Enablement of mode shift by removing safety barriers	• Number of safety treatments installed • Crash trend context (where applicable)	• Improved crossings or lighting • Speed management treatments	MPO safety data; project sponsor reports
System Performance and Resilience	Avoidance of emissions from recurring delay, detours, or disruptions	• Reduction in recurring operational disruptions • Improved reliability on affected routes	• Flooding or closure frequency • Detour length avoided	Local agency data; MPO operational assessments

The MPO will coordinate with project sponsors and DOTD to obtain relevant data and ensure consistency in reporting. Performance tracking will rely on a combination of existing data sources and project-specific information, which may include:

- MPO and DOTD traffic and operational data,
- Transit service and ridership data,
- Project sponsor reports, and
- Safety and system performance datasets.

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FHWA Carbon Reduction Program Reporting Alignment

The MPO's performance tracking and reporting approach is designed to align with reporting expectations established by the Federal Highway Administration for the Carbon Reduction Program. FHWA guidance emphasizes accountability and documentation of emissions reduction outcomes while allowing flexibility in how MPOs demonstrate benefits, particularly where modeling resources are limited.

Consistent with FHWA expectations:

- CRP-funded projects are tracked through the Transportation Improvement Program (TIP), including obligation and implementation status.
- Each project identifies a clear carbon reduction pathway at the time of selection, which forms the basis for performance tracking.
- Quantitative emissions estimates are used where feasible, and qualitative or proxy measures are used where appropriate, provided the linkage to emissions reduction is clearly documented.
- Performance reporting is proportional to project scale and complexity, avoiding unnecessary analytical burden for small MPOs.

The MPO's approach focuses on demonstrating that CRP investments are advancing emissions reduction objectives through implemented transportation improvements, rather than producing a comprehensive regional greenhouse gas inventory or forecast.

Reporting & Communication

CRP performance information will be incorporated into existing MPO and DOTD reporting mechanisms to the greatest extent practicable. This integrated approach ensures that CRP performance information is documented in a manner that is transparent, consistent, and readily available for federal review. Reporting will focus on communicating how CRP funds are being used, the types of projects implemented, and the emissions-related benefits achieved or anticipated. The MPO will summarize CRP performance information through existing reporting mechanisms where feasible, including (but not limited to):

- TIP documentation and amendments,
- MPO planning and implementation summaries, and
- Coordination with DOTD on statewide CRP reporting.

Plan Management & Updates

Performance tracking results may be used to inform future CRP investment decisions and refinements to the Carbon Reduction Plan. Any updates will be conducted in a transparent manner and coordinated with MPO planning and programming processes. Lessons learned from project implementation and performance outcomes may lead to adjustments to project selection criteria, refinements to strategy categories, or updates to performance indicators.

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Section 10 | Conclusion

RAPC's Carbon Reduction Program Plan provides a clear, implementation-focused framework for guiding the MPO's use of Carbon Reduction Program (CRP) funding in the Alexandria Urban Area. Developed as a single-phase planning effort, the plan translates federal and state carbon reduction guidance into a locally appropriate approach that reflects regional transportation conditions, community priorities, and project delivery realities.

Grounded in existing transportation and emissions context and informed by public input, the plan identifies practical carbon reduction strategies centered on mode shift, transit reliability, system efficiency, safety, and performance. These strategies form the basis for a transparent CRP project eligibility and selection process that emphasizes clear carbon reduction pathways, readiness, and alignment with local and statewide priorities.

The Priority CRP Project Listing serves as the plan's primary implementation tool, guiding CRP programming decisions through the Transportation Improvement Program in coordination with the Louisiana Department of Transportation and Development. Implementation and performance tracking provisions ensure that CRP investments are delivered efficiently, monitored consistently, and evaluated using scalable, FHWA-aligned measures.

Together, these elements establish a transparent, repeatable framework for advancing carbon reduction objectives while supporting broader transportation goals. The plan positions the MPO to use CRP funds effectively, responsibly, and in a manner that is appropriate for the Alexandria Urban Area.

Appendix A | CRP Project Selection Rubric

Criterion	Max	What this measures	Scoring Guidance	Recommended Evidence
1. Carbon Reduction & Cost Effectiveness	30	Expected GHG reduction and how well-supported it is (estimate/proxy) relative to cost.	30 = strong quantified or strong proxy + high carbon impact per dollar; 20 = moderate; 10 = low/uncertain; 0 = no carbon pathway/evidence.	GHG estimate, VMT reduction, delay/idling analysis, ridership forecast, connectivity metric, cost per ton or proxy.
2. Mode Shift Enablement (Walk/Bike/Transit)	20	How well the project enables non-SOV trips (connectivity, comfort, barrier removal).	20 = closes major gap/creates continuous facility to key destinations; 10 = incremental improvement; 0 = no mode shift pathway.	Network map, gap closure narrative, access to transit/schools/daily needs, facility type & level of traffic stress.
3. Safety Outcomes Supporting Low-Carbon Travel	15	Crash risk reduction or removal of safety barriers that currently suppress walking/biking/transit access.	15 = addresses high-risk location/corridor with strong countermeasures; 8 = moderate; 0 = not safety-relevant or not demonstrated.	Crash data, speed environment, crossing count/spacing, lighting, Safe Routes to School/SS4A/HSIP references.
4. Transit Reliability, Legibility, and Access	10	Improves transit speed, on-time performance, stop access, or rider information.	10 = measurable reliability/speed improvement or major access gain; 5 = incremental; 0 = not applicable.	Before/after headways, on-time performance, stop spacing/access, shelters, bus priority elements, rider info plan.
5. Equity & Access to Essential Trips	10	Benefits underserved/transportation-disadvantaged communities and improves essential trip access.	10 = primarily benefits equity priority areas; 5 = mixed; 0 = not demonstrated.	Demographic/needs mapping, zero-vehicle households, access to essential services, ADA accessibility improvements.
6. Implementation Readiness & Deliverability	10	Likelihood of timely obligation and successful delivery; risk management.	10 = ready with low risk (design, NEPA, ROW, match, O&M); 5 = moderate risk; 0 = high risk/uncertain.	Design %, NEPA status, ROW/utility risk, detailed cost estimate, sponsor commitments, O&M plan.
7. Community Support & Plan Consistency	5	Alignment with adopted plans and documented public priorities.	5 = strongly aligned + supported by documented engagement; 3 = aligned; 0 = not aligned or conflicts.	MTP/TIP consistency, local plan references, public engagement summary, letters of support.

Appendix B | MPO CRP Scoring Form

Project Title		Reviewer Name	
Project ID		Review Date	

Criterion	Max	Score	Scoring notes (brief rationale + key evidence)	Key evidence / attachments reference
Carbon Reduction & Cost Effectiveness	30			
Mode Shift Enablement (Walk/ Bike/Transit)	20			
Safety Outcomes Supporting Low-Carbon Travel	15			
Transit Reliability, Legibility, and Access	10			
Equity & Access to Essential Trips	10			
Implementation Readiness & Deliverability	10			
Community Support & Plan Consistency	5			

Appendix B | MPO CRP Project Application (Single Project)

Project Identification	
Project Title	
Project ID (MPO use)	
Sponsor Type	
Sponsor Agency Name	
Primary Contact (Name / Email / Phone)	
Location & Category	
Project Type	
CRP Eligibility Bucket	
Location (corridor/limits/municipality)	
TIP/MTP Reference (if applicable)	
Scope, Schedule, and Readiness	
Project Description (2–4 sentences)	
Current Design/Development Stage	
NEPA/Environmental Status	
Right-of-Way / Utilities Risk (brief)	
Anticipated Let/Start Date (YYYY-MM)	
Anticipated Completion Date (YYYY-MM)	
Cost & Funding	
Total Project Cost (\$)	
CRP Amount Requested (\$)	
Local/Other Match Needed?	
Match Amount (\$) and Source (if applicable)	
Carbon Reduction Pathway (Required)	
Carbon Estimation Method	
Estimated GHG Reduction (if quantified) — metric tons CO ₂ e/year	
Carbon Reduction Pathway Statement (how does it reduce emissions?)	
Key Assumptions / Data Sources (brief)	
Equity, Access, and Safety	
Equity Focus (describe or select)	
Essential Destinations Served (schools, jobs, services)	
Safety Need/History (crashes, speed, crossing gaps, etc.)	
Operations & Maintenance (O&M)	
Owning Agency after construction	
O&M responsibilities and funding plan	
Attachments / Supporting Materials	
Attachments list (maps, estimates, letters, analysis)	

Appendix C: Public Outreach and Notice Documentation

Modern Mobility Study

This appendix documents public outreach and engagement activities conducted for the Modern Mobility Study. Documentation includes public notices, social media outreach, media listings, email distributions, website postings, and in-person meeting attendance records. Materials are provided to demonstrate compliance with public involvement requirements associated with the Carbon Reduction Program (CRP).

Master Outreach Log

Outreach Type	Platform / Method	Purpose	Dates
Public Notices	Email, Flyers, Media Listings	Advance notice of meetings and Online Open House	Dec 2025 – Feb 2026
Social Media Outreach	Facebook Posts & Events	Promote meetings, surveys, and engagement tools	Dec 2025- Jan 2026
Website Postings	RAPC & Partner Websites	Provide meeting details and study information	Dec 2025 - Jan 2026
Online Engagement	Online Open House, Survey, Map Tool	Collect public input remotely	Jan 19 – Feb 6, 2026
In-Person Meetings	Community Meetings & Workshops	Collect feedback and document attendance	Jan 14 – Jan 22, 2026

A.1 Public Notices and Media Listings



Figure A-1: Outreach documentation image.

A.2 Direct Public Notices and Email Distribution

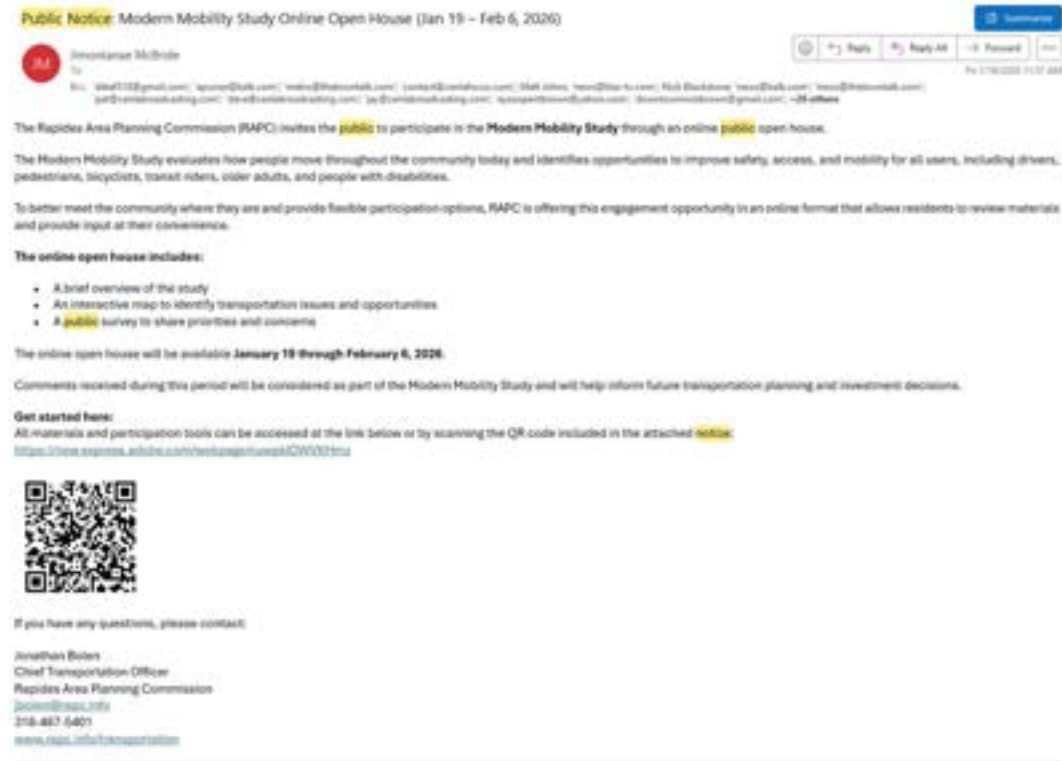


Figure A-2: Outreach documentation image.

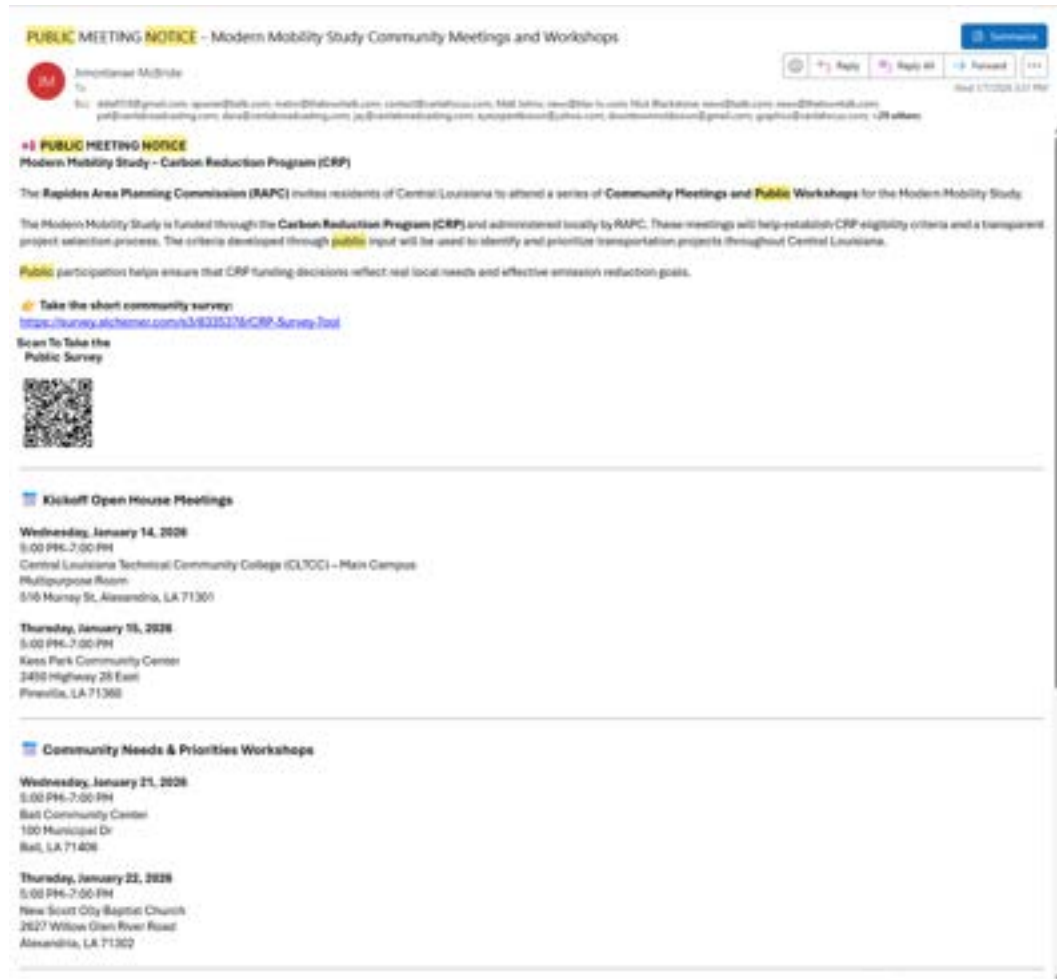


Figure A-3: Outreach documentation image.

A.3 RAPC and Other Government Website Postings

The screenshot displays the website's outreach section. At the top, a yellow button reads "Use the Map It Tool". Below this, a bullet point states: "Attend a Community Meeting - Join us in person to learn more and speak directly with planners." The meeting details are organized into two columns. The left column lists two meetings: one on Wednesday, January 14, 2026, at the CLTCC Main Campus Multipurpose Room (516 Murray St, Alexandria, LA 71301) from 5:00 PM to 7:00 PM, and another on Thursday, January 15, 2026, at the Kees Park Community Center (2450 Highway 28 East, Pineville, LA 71360) from 5:00 PM to 7:00 PM. The right column lists a meeting on Thursday, January 22, 2026, at the New Scott Olly Baptist Church (2627 Willow Glen River Road, Alexandria, LA 71302) from 5:00 PM to 7:00 PM. A small text note indicates the information was "Updated January 16, 2026". Below the meeting details, another bullet point says: "Submit a Comment - Use our online form to highlight specific concerns or project ideas." This is followed by a yellow button labeled "Leave a Comment". The next bullet point states: "Sign Up for Updates - Stay informed about upcoming events, draft plans, and final decision." Below this are two more yellow buttons: "Study Notification Sign up" and "Outreach Flyer". The section concludes with a "Contact" link, which is underlined. At the bottom, the organization's name "Alexandria-Pineville Metropolitan Planning Organization" is written in orange. A final note states: "RAPC is committed to inclusive public engagement. If you need language assistance or ADA accommodations to participate, please contact us."

Use the Map It Tool

- Attend a Community Meeting - Join us in person to learn more and speak directly with planners.

Wednesday, January 14, 2026 5:00 PM–7:00 PM CLTCC Main Campus Multipurpose Room 516 Murray St, Alexandria, LA 71301	Thursday, January 22, 2026 5:00 PM–7:00 PM New Scott Olly Baptist Church 2627 Willow Glen River Road Alexandria, LA 71302
Thursday, January 15, 2026 5:00 PM–7:00 PM Kees Park Community Center 2450 Highway 28 East Pineville, LA 71360	

Updated January 16, 2026

- Submit a Comment - Use our online form to highlight specific concerns or project ideas.

Leave a Comment

- Sign Up for Updates - Stay informed about upcoming events, draft plans, and final decision.

Study Notification Sign up

Outreach Flyer

 **Contact**

Alexandria-Pineville Metropolitan Planning Organization

RAPC is committed to inclusive public engagement. If you need language assistance or ADA accommodations to participate, please contact us.

Figure A-4: Outreach documentation image.

cityofalexandria.com



CITY OF ALEXANDRIA, LOUISIANA
MAYOR JACQUES M. ROY

MODERN MOBILITY OPEN
HOUSE MEETING

HOME + MODERN MOBILITY OPEN HOUSE
MEETING

The Modern Mobility Study Open House Meeting is an opportunity for residents and stakeholders to learn about the transportation planning process for Central Louisiana. Participants can view maps and displays, share ideas, and identify mobility challenges in Alexandria, Pineville, and throughout Rapides Parish. The feedback collected will help shape future transportation projects and priorities. All community members are encouraged to attend and provide input.



**MODERN
MOBILITY STUDY**

**OPEN HOUSE
KICKOFF
MEETING**

**WEDNESDAY, JANUARY 14, 2026
5:00-7:00 PM
CENTRAL LOUISIANA TECHNICAL
COMMUNITY COLLEGE (CLTCC)
MULTIPURPOSE ROOM
516 MURRAY STREET,
ALEXANDRIA, LA 71301**

Event Date:
Wednesday, January 14, 2026 - 5:00pm

Event Category:
[General](#)

Location:
516 Murry Street, Alexandria, LA 71301

Contact :
Jonathan Bolen
Contact Phone Number:
487.5401 ext 12
Contact Email:
jbolen@rapc.info



Figure A-5: Outreach documentation image.

A.4 Social Media Engagement and Interactive Outreach

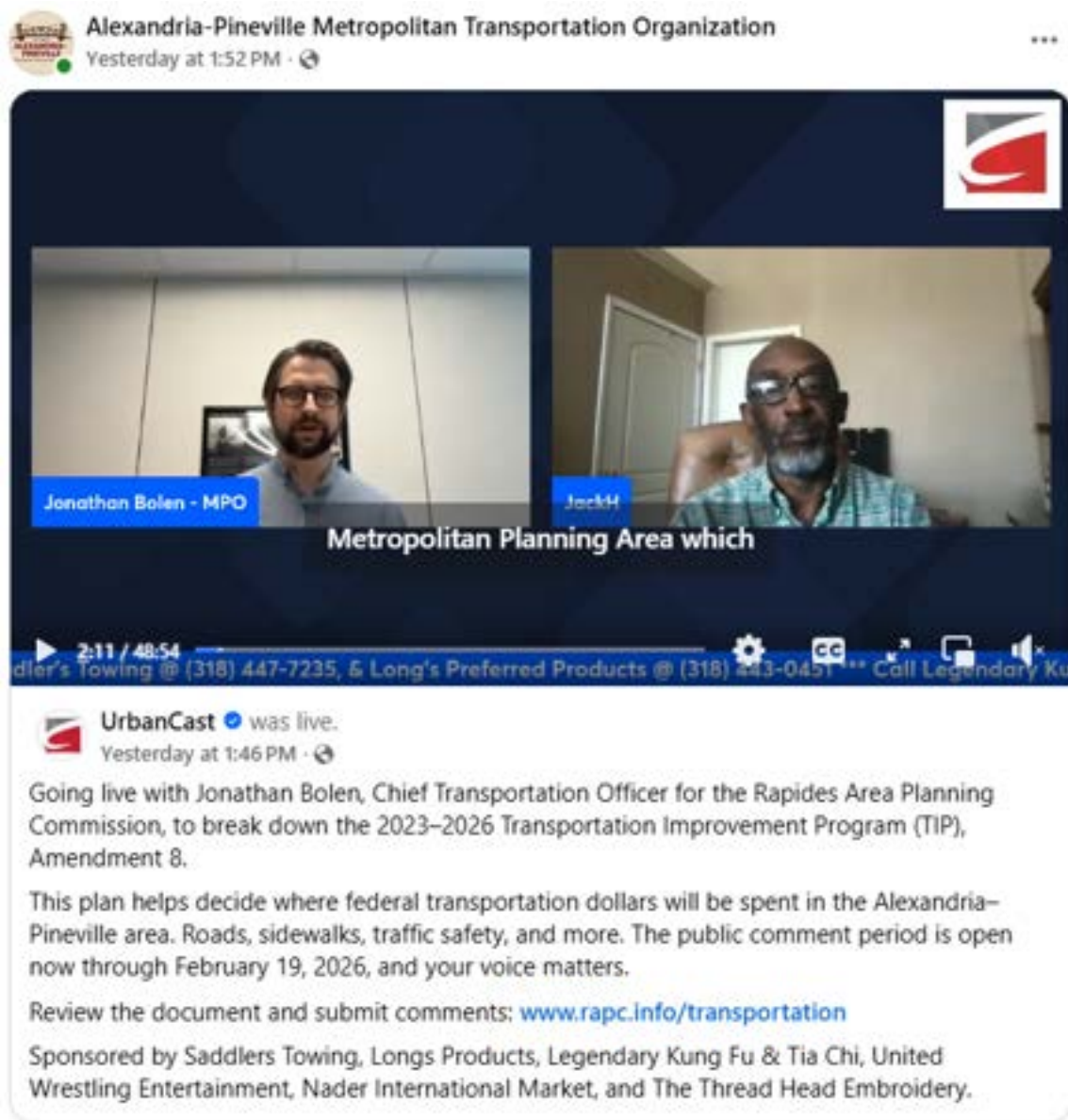


Figure A-6: Outreach documentation image.

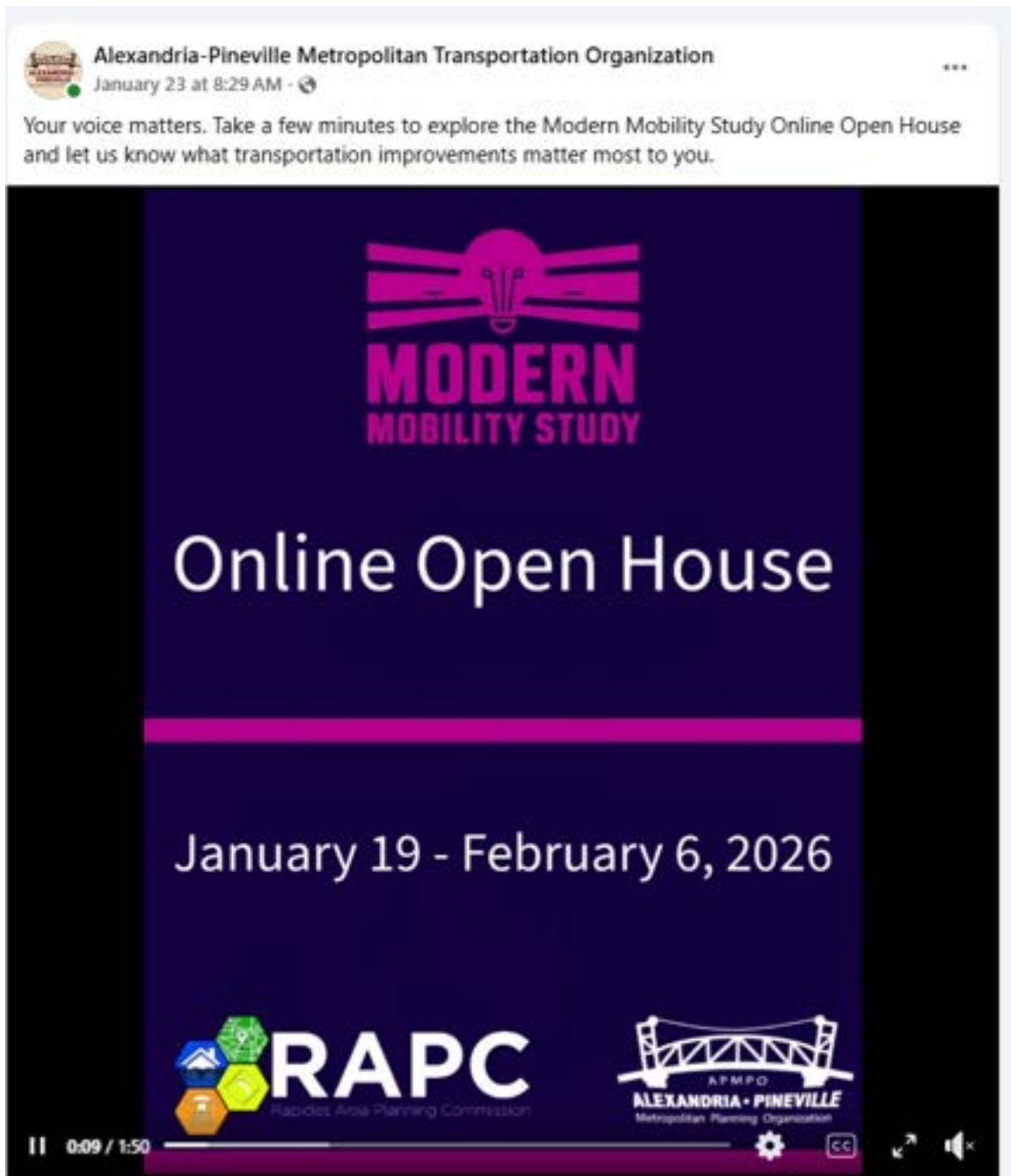


Figure A-7: Outreach documentation image.

 **Alexandria-Pineville Metropolitan Transportation Organization**
January 16 at 11:40 AM · 🌐

 **Public Notice: Modern Mobility Study Online Open House**

The Rapides Area Planning Commission (RAPC) invites the public to participate in the Modern Mobility Study Online Open House, available January 19 through February 6, 2026.

The study looks at how people move throughout our community today and identifies opportunities to improve safety, access, and mobility for everyone, including drivers, pedestrians, bicyclists, transit riders, older adults, and people with disabilities.

Participants can:

- Review study information
- Use an interactive map to identify transportation issues and opportunities
- Complete a short survey to share priorities and concerns

 Participate here:
<https://new.express.adobe.com/webpage/cuwpklDWVKHmz>

Your input will help inform future transportation planning and investment decisions. Please share and encourage others to participate.



Figure A-8: Outreach documentation image.



Figure A-9: Outreach documentation image.

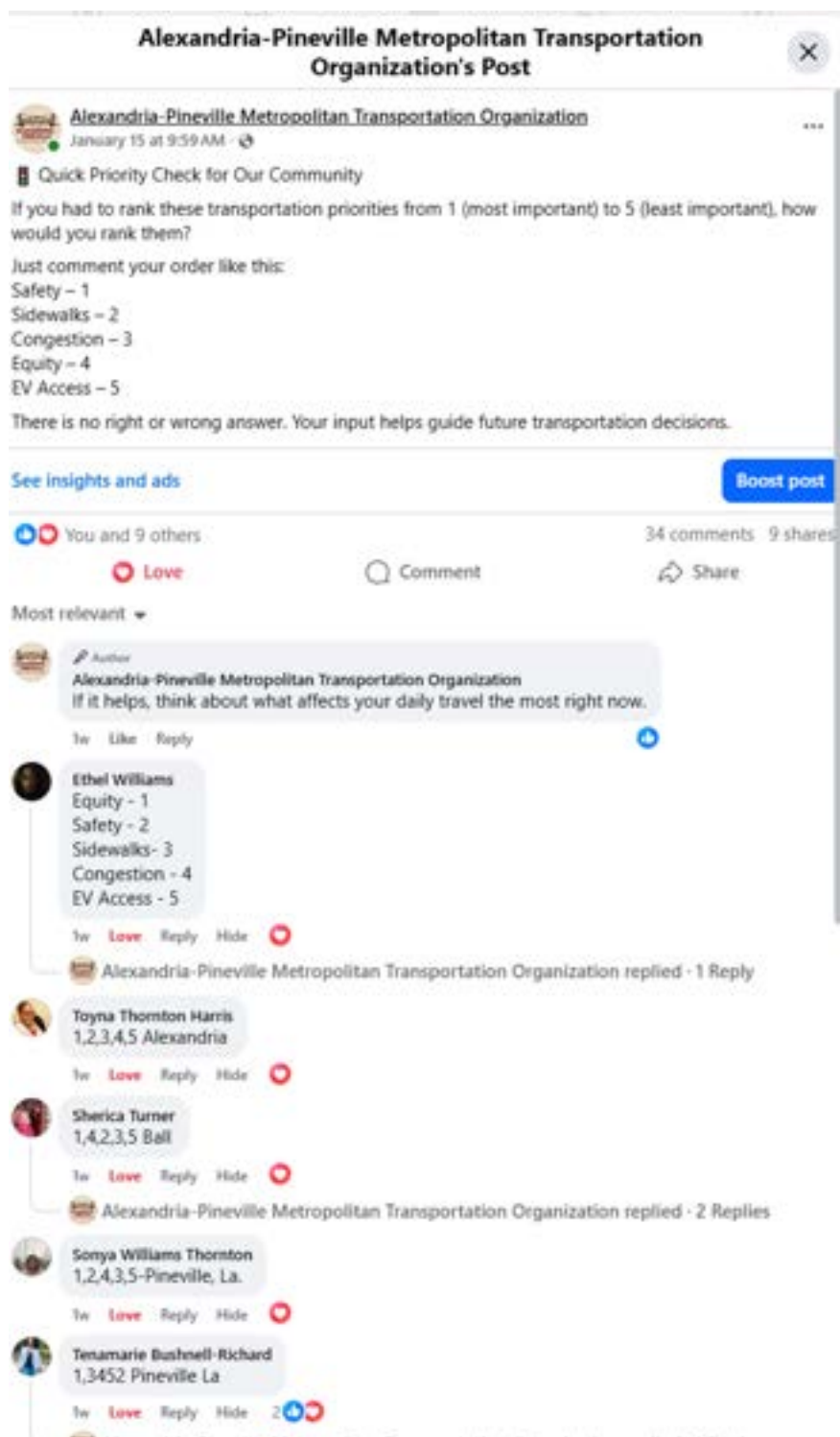


Figure A-10: Outreach documentation image.



Figure A-11: Outreach documentation image.

Alexandria-Pineville Metropolitan Transportation Organization
January 7 at 8:44 AM - 📍

MODERN MOBILITY STUDY

COMMUNITY MEETINGS & WORKSHOPS

Help shape the future of transportation in Central Louisiana.
Your voice matters. Your input drives the plan.

 **KICKOFF OPEN HOUSE MEETINGS**

Wednesday, January 14, 2026
5:00 PM–7:00 PM
Central Louisiana Technical Community College (CLTCC) – Main Campus
Multipurpose Room
516 Murray St, Alexandria, LA 71301

Thursday, January 15, 2026
5:00 PM–7:00 PM
Kees Park Community Center
2450 Highway 28 East
Pineville, LA 71360

 **COMMUNITY NEEDS & PRIORITIES**

Wednesday, January 21, 2026
5:00–7:00 PM
Ball Community Center
100 Municipal Dr
Ball, LA 71406

Thursday, January 22, 2026
5:00–7:00 PM
New Scott Olly Baptist Church
2627 Willow Glen River Road
Alexandria, LA 71302

Scan To Take The Survey



Figure A-12: Outreach documentation image.

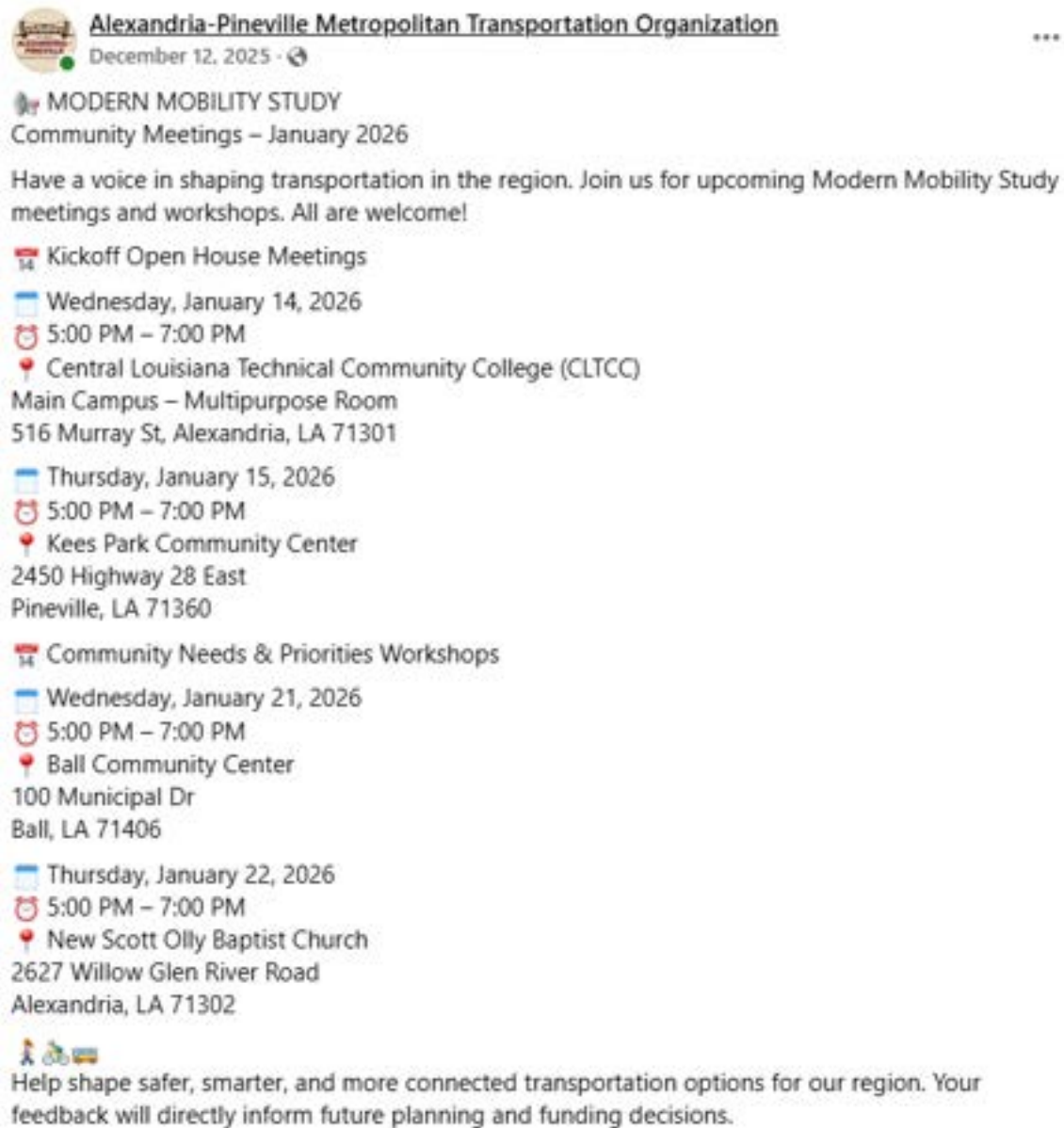


Figure A-13: Outreach documentation image.



Figure A-14: Outreach documentation image.



Figure A-15: Outreach documentation image.

5.5 Public Meeting Pictures and Attendance Records

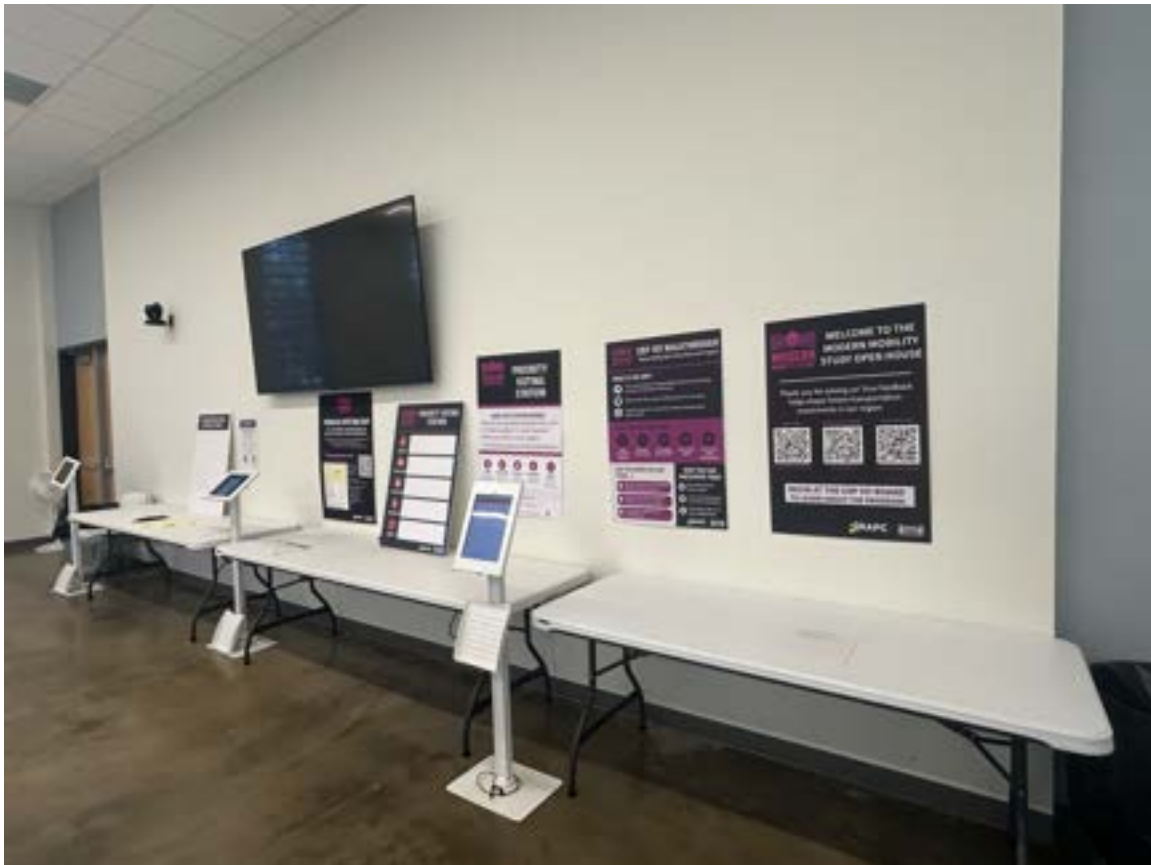


Figure A-16: Outreach documentation image- CLTCC Public Meeting 1/14/2026



Figure A-17: Outreach documentation image- Kees Park Public Meeting 1/15/2026

50

Figure A-18: Outreach documentation image- Kees Park Public Meeting 1/15/2026



Figure A-19: Outreach documentation image- New Scott Olly Public Meeting 1/22/2026

Modern Mobility Study Open House and Community Workshops

Location: New Scott Ollly
Date: 1/22/2026

Sign In Form

Date:

Name	Address	Phone Number	Email
David Taylor	4620 Futrell St	(318) 790-4409	
Dominick Kelly	4620 Futrell St	318-308-6628	dominickkelly193@yahoo.com
Elise Kelly	3708 Vermont St.	318-452-0893	
Candice Cheney	3708 Vermont St.	318-792-6798	candice.cheney@yahoo.com
James S. Benin	3715 Draughts Rd	318-794-0664	
Richard Hogan	299 Wilberforce Dr.	318-792-7239	Richard.Hogan@hogan.net
William D. Kelly	503 Ridgewood Ave	917-650-0857	
William D. Kelly	812 Ridgewood St.	813-503-4569	
William D. Kelly	303 Ridgewood St.	917-327-3544	
William D. Kelly	P.O. Box 6056 Alexandria	318-507-9190	williamd.kelly@hogan.net
William D. Kelly	4912 hark lane	318-484-616	williamd.kelly@yahoo.com
Victor Bivan		504-537-1115	vb1vbn@ha.li.com
Ann Marie Porziak		(318) 751-1841	apozniak@ha.li.com
W. B. McCall		318-419-7370	
Sharon Wilton	4721 Lincoln Road	318-854-2146	sharon.wilton@hogan.net
Sharon Wilton	3314 Kennedy Pl	318-854-2146	
Sharon Wilton	424 Fairway	318-792-1853	N.H.H. Wilson@hogan.net
Sharon Wilton	3041 Chicago Loop	318-110-5238	
Sharon Wilton	4437 Lincoln Rd	318-623-5391	
Sharon Wilton	3735 Jefferson	318-572-01	

Figure A-20: Outreach documentation image- New Scott Ollly Public Meeting 1/22/2026

Appendix C | Public Engagement Documentation

CRP Selection Criteria Public Feedback Report Public Review & Comment Notice

PUBLIC NOTICE
February 11, 2026

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



PUBLIC COMMENT INVITED: CRP Public Feedback to Criteria Report

The Alexandria-Pineville Metropolitan Planning Organization (MPO) announces the release of the CRP Public Feedback to Criteria Report for public review and comment.

The purpose of this document is to provide transparency regarding how public feedback was used to shape the CRP project selection framework. The report does not rank or select specific projects. Project evaluation and selection will occur through a separate, formal process using the criteria described in the report.

The report is available for public review online and in-person:

- **Online:** www.rapc.info/transportation
- **In Person:** Rapides Area Planning Commission (RAPC)
803 Johnston Street
Alexandria, LA 71301
(318) 487-5401

Printed copies may be reviewed during normal business hours. Individuals requiring accommodations or alternative formats are encouraged to contact RAPC in advance.

Public Comment Period

Beginning February 11 through February 27, interested members of the public may review and comment on this document on the RAPC website, www.rapc.info/transportation. All comments received during the public comment period will be reviewed and considered prior to final adoption of the CRP project selection criteria framework.

Written comments or suggestions can be submitted to the Alexandria-Pineville Metropolitan Planning Organization by mail to 803 Johnston Street, Alexandria, LA 71301, by email to jbolen@rapc.info, or online using the [CRP Online Public Comment Form](#) on our website. Comments will be accepted in writing until February 27, 2026.

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

CRP Selection Criteria Public Feedback Report Public Review & Comment Notice Publication on www.rapc.info/transportation under Public Notices & News



ABOUT THE APMPO

The Alexandria-Pineville Metropolitan Planning Organization (APMPO), staffed by the RAPC, partners with the State of Louisiana, Rapides Parish, and municipal governments to comprehensively plan for federally funded or regionally significant transportation systems inside the Alexandria-Pineville metropolitan planning area. This vital and important role in our community helps the metro area compete at the federal level for public dollars for transportation in our community.

APMPO is responsible for multi-modal transportation planning and investment decision-making inside the Alexandria-Pineville metro area. It does not to fund, design, build, or operate transportation systems. It also anticipates, forecasts and plans for the transportation needs of today, tomorrow and the future. The APMPO maintains a long-range Metropolitan Transportation Plan (MTP), a short-range Transportation Improvement Program (TIP), a Public Participation Plan (PP), and a Unified Planning Work Program (UPWP), among other documents.



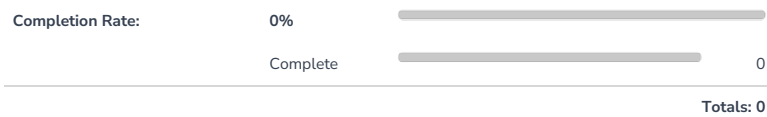
CRP Selection Criteria Public Feedback Report Public Review & Comment Notice Email Notification to MPO Media Contacts

5/15/26, 8:58 AM  Outlook PUBLIC NOTICE: CRP Public Feedback to Criteria Report From Jonathan Bolen <jbolen@rapc.info> Date Wed 2/11/2026 11:24 AM Bcc metro@thetowntalk.com <metro@thetowntalk.com>; contact@cenlafocus.com <contact@cenlafocus.com>; Matt Johns <matt@rapc.info>; news@klax-tv.com <news@klax-tv.com>; Nick Blackstone <nick@rapc.info>; news@kalb.com <news@kalb.com>; news@thetowntalk.com <news@thetowntalk.com>; pat@cenlabroadcasting.com <pat@cenlabroadcasting.com>; dave@cenlabroadcasting.com <dave@cenlabroadcasting.com>; jay@cenlabroadcasting.com <jay@cenlabroadcasting.com>; eyesopentbrown@yahoo.com <eyesopentbrown@yahoo.com>; dntownnickbrown@gmail.com <dntownnickbrown@gmail.com>; graphics@cenlafocus.com <graphics@cenlafocus.com>; melissa@cenlabroadcasting.com <melissa@cenlabroadcasting.com>; achauvin@fox48tv.com <achauvin@fox48tv.com>; madtracks@gmail.com <madtracks@gmail.com>; davidxmasonpoint@gmail.com <davidxmasonpoint@gmail.com>; ddomangue@kalb.com <ddomangue@kalb.com>; community@fox48tv.com <community@fox48tv.com>; ddief318@gmail.com <ddief318@gmail.com>  1 attachment (69 KB) CRP Selection Criteria Public Feedback Report Notice.pdf; PUBLIC COMMENT INVITED: CRP Public Feedback to Criteria Report The Alexandria–Pineville Metropolitan Planning Organization (MPO) announces the release of the CRP Public Feedback to Criteria Report for public review and comment. The purpose of this document is to provide transparency regarding how public feedback was used to shape the CRP project selection framework. The report does not rank or select specific projects. Project evaluation and selection will occur through a separate, formal process using the criteria described in the report. The report is available for public review online and in-person: • Online: www.rapc.info/transportation • In Person: Rapides Area Planning Commission (RAPC) 803 Johnston Street https://outlook.office.com/mail/jd/AAQKADmZyTMzOTQzLTwMTYNGFJOS1OQZkLThmWE1ZWlYNTJlNwAAQJBYTjKt1G1G35G2wuhls%3D Page 1 of 3	5/15/26, 8:58 AM Alexandria, LA 71301 (318) 487-5401 Printed copies may be reviewed during normal business hours. Individuals requiring accommodations or alternative formats are encouraged to contact RAPC in advance. Public Comment Period Beginning February 11 through February 27, interested members of the public may review and comment on this document on the RAPC website, www.rapc.info/transportation. All comments received during the public comment period will be reviewed and considered prior to final adoption of the CRP project selection criteria framework. Written comments or suggestions can be submitted to the Alexandria-Pineville Metropolitan Planning Organization by mail to 803 Johnston Street, Alexandria, LA 71301, by email to jbolen@rapc.info, or online using the CRP Online Public Comment Form on our website. Comments will be accepted in writing until February 27, 2026. 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, via phone 318-487-5401 as soon as possible, preferably 3 days before the end of the comment period. Media Contact: Jonathan Bolen Chief Transportation Officer Desk: 318.487.5401 x12 Email: jbolen@rapc.info 803 Johnston St. Alexandria, LA 71301 www.rapc.info https://outlook.office.com/mail/jd/AAQKADmZyTMzOTQzLTwMTYNGFJOS1OQZkLThmWE1ZWlYNTJlNwAAQJBYTjKt1G1G35G2wuhls%3D Page 2 of 3
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CRP Selection Criteria Public Feedback Report Public Review & Comment Online Public
Comment Form Results

Report for CRP Study | Online Public Comment Form

Response Counts



CRP Study Online Open House Public Notice

January 16, 2026



PUBLIC NOTICE – MODERN MOBILITY STUDY ONLINE OPEN HOUSE

The Rapides Area Planning Commission (RAPC) invites the public to participate in the Modern Mobility Study through an online public open house.

The Modern Mobility Study evaluates how people move throughout the community today and identifies opportunities to improve safety, access, and mobility for all users—including drivers, pedestrians, bicyclists, transit riders, older adults, and people with disabilities.

To better meet the community where they are and provide flexible participation options, RAPC is offering this engagement opportunity in an online format that allows residents to review materials and provide input at their convenience.

The online open house includes:

- A brief overview of the study,
- An interactive map to identify transportation issues and opportunities, and
- A public survey to share priorities and concerns.

The online open house will be available from **January 19 through February 6, 2026.**

Comments received during this period will be considered as part of the Modern Mobility Study and will help inform future transportation planning and investment decisions.

Get started here:

All materials and participation tools can be accessed at:

<https://new.express.adobe.com/webpage/cuwpkIDWVKHmz>, or by scanning the QR code below.



For questions, please contact:

Jonathan Bolen
Chief Transportation Officer
jbolen@rapc.info

ADA Notice:

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

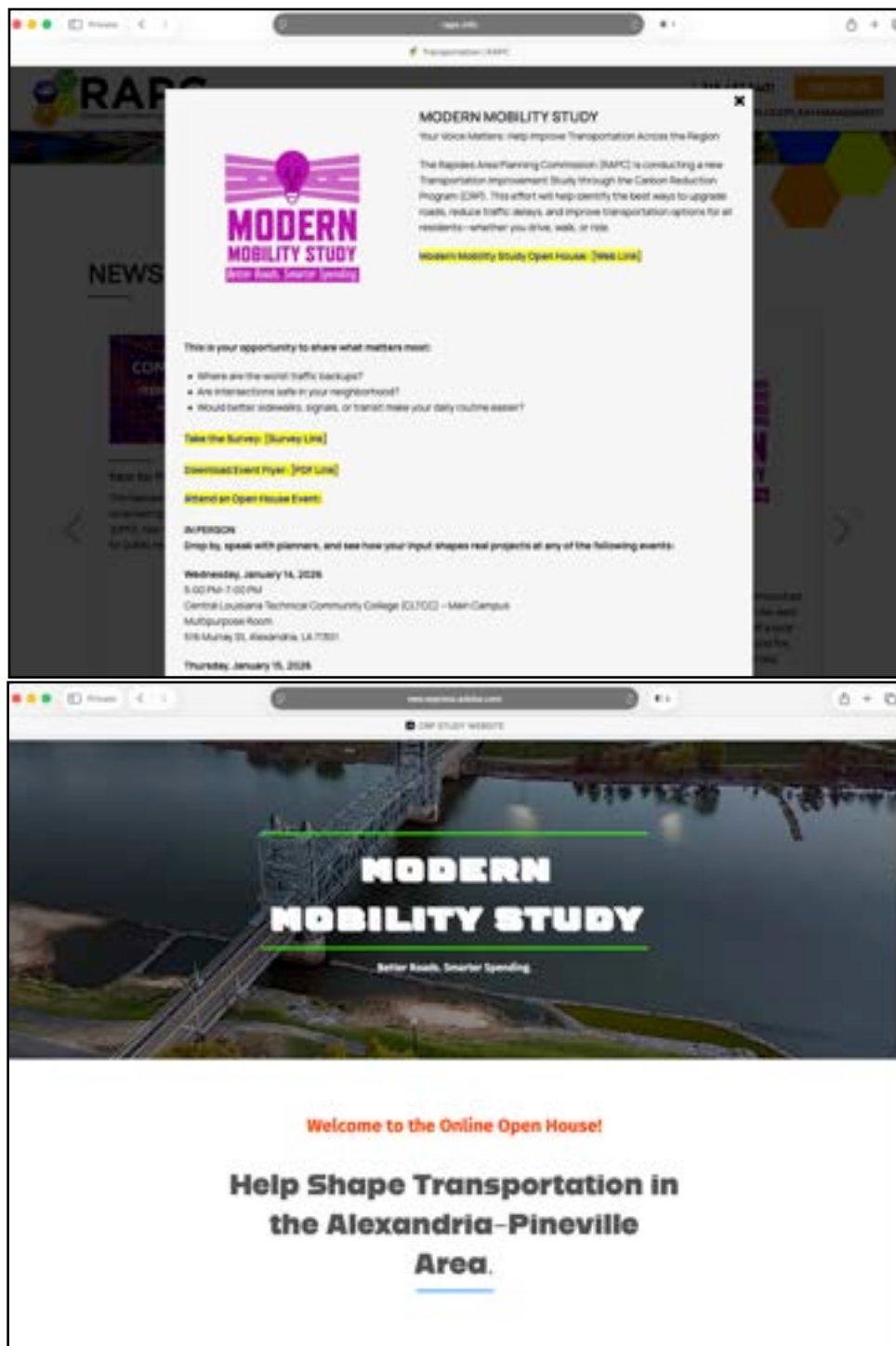
Upon request, this notice is also available in alternative formats. If you need auxiliary aids and services for effective communication (such as a sign language interpreter, an assistive listening device or print material in digital format) or reasonable modification to programs, services or activities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

318-487-5401



www.rapc.info/transportation

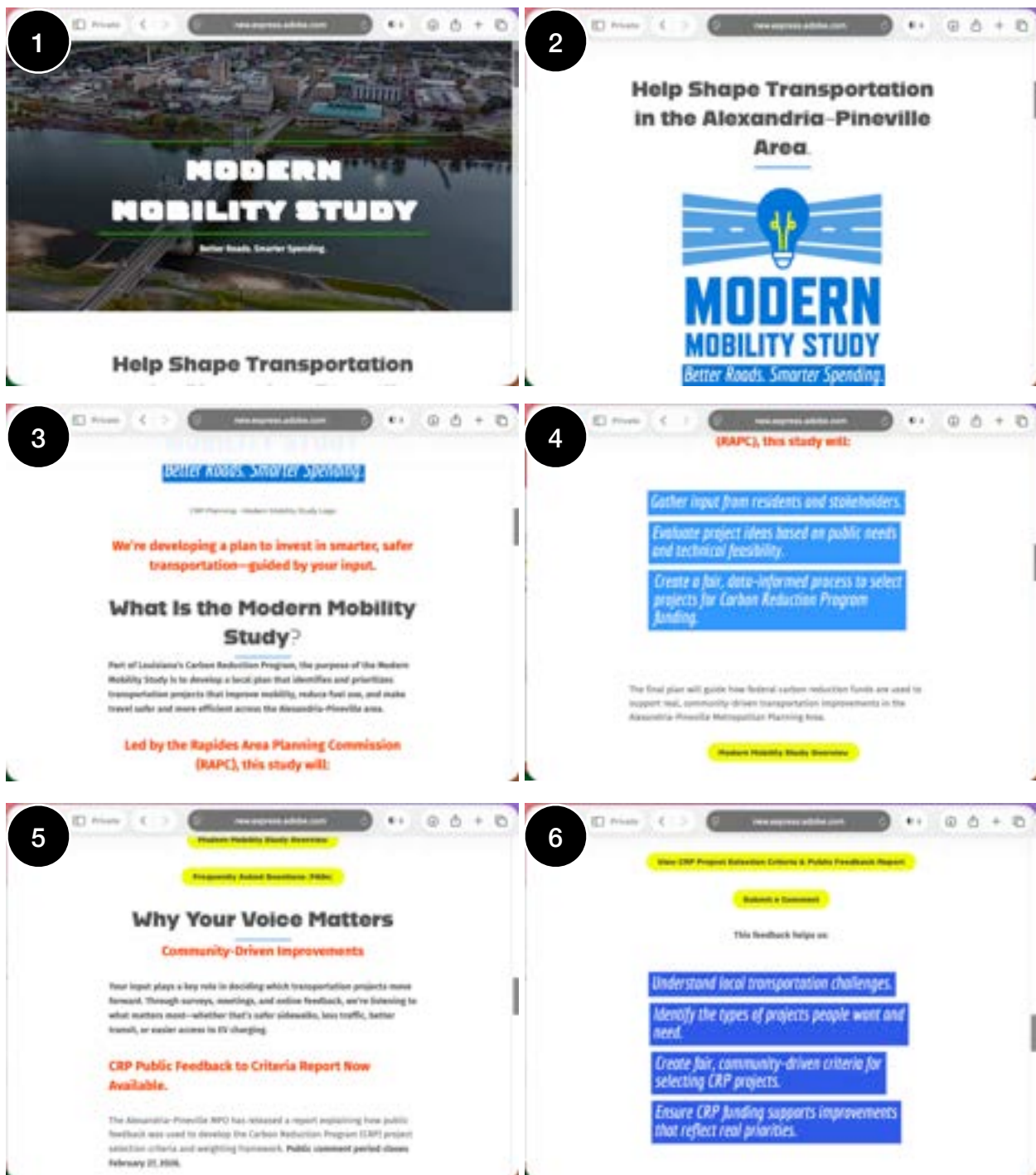
CRP Study Online Open House Public Notice Publication on www.rapc.info/transportation under Public Notices, News & Modern Mobility Study Website

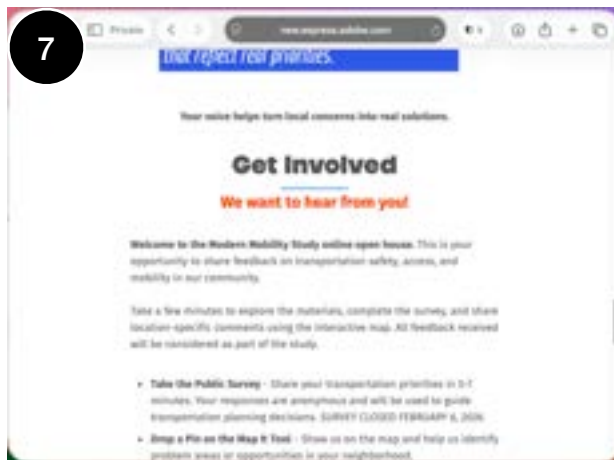


CRP Study Online Open House Public Notice Email Notification to MPO Media Contacts

5/15/26, 9:13 AM  Outlook PUBLIC NOTICE – MODERN MOBILITY STUDY ONLINE OPEN HOUSE From Jonathan Bolen <jbolen@rapc.info> Date Fri 1/16/2026 10:18 AM Bcc mayor@pineville.net <mayor@pineville.net>; joebishop69@gmail.com <joebishop69@gmail.com>; nathan@christianchallenge.org <nathan@christianchallenge.org>; jacques.roy@cityofalex.com <jacques.roy@cityofalex.com>; Kay Michiels <Kay.Michiels@cityofalex.com>; Kym Smith <Kym.Smith@cityofalex.com>; Daniel Smith <Daniel.Smith@cityofalex.com>; cdperryd3@gmail.com <cdperryd3@gmail.com>; craigsmitthrpj@gmail.com <craigsmitthrpj@gmail.com>; Ooj48@yahoo.com <Ooj48@yahoo.com>; gwilking@townofball.com <gwilking@townofball.com>; rhennessy@englandairpark.org <rhennessy@englandairpark.org>; brusso@clrpport.com <brusso@clrpport.com>; troy.roussell@la.gov <troy.roussell@la.gov>; dawn.sholmire@la.gov <dawn.sholmire@la.gov>; tamaya.huff@dot.gov <tamaya.huff@dot.gov>; michelle.bloomer@dot.gov <michelle.bloomer@dot.gov>; Rebekah Stellwagon <rstellwagon@pineville.net>; lmuse@RPPJ.COM <lmuse@RPPJ.COM>; julesgreend3@yahoo.com <julesgreend3@yahoo.com>  1 attachment (107 KB) Modern Mobility Online Open House Notice.pdf; PUBLIC NOTICE – MODERN MOBILITY STUDY ONLINE OPEN HOUSE The Rapides Area Planning Commission (RAPC) invites the public to participate in the Modern Mobility Study through an online public open house. The Modern Mobility Study evaluates how people move throughout the community today and identifies opportunities to improve safety, access, and mobility for all users—including drivers, pedestrians, bicyclists, transit riders, older adults, and people with disabilities. To better meet the community where they are and provide flexible participation options, RAPC is offering this engagement opportunity in an online format that allows residents to review materials and provide input at their convenience. The online open house includes: • A brief overview of the study, https://outlook.office.com/mail/id/AAQKADMzYTMzOTQzLTgwMTYNGfjOS1OGZkLTmYWE1ZWlyNTJlNwAAQJ5YKOCg0ILa4B2wU6n14%3D Page 1 of 2	5/15/26, 9:13 AM • An interactive map to identify transportation issues and opportunities, and • A public survey to share priorities and concerns. The online open house will be available from January 19 through February 6, 2026. Comments received during this period will be considered as part of the Modern Mobility Study and will help inform future transportation planning and investment decisions. Get started here: All materials and participation tools can be accessed at: https://new.express.adobe.com/webpage/cuwpkIDWVKHmz, or by scanning the QR code below.  For questions, please contact: Jonathan Bolen Chief Transportation Officer Desk: 318.487.5401 x12 / Email: jbolen@rapc.info 803 Johnston St. Alexandria, LA 71301 / www.rapc.info  https://outlook.office.com/mail/id/AAQKADMzYTMzOTQzLTgwMTYNGfjOS1OGZkLTmYWE1ZWlyNTJlNwAAQJ5YKOCg0ILa4B2wU6n14%3D Page 2 of 2
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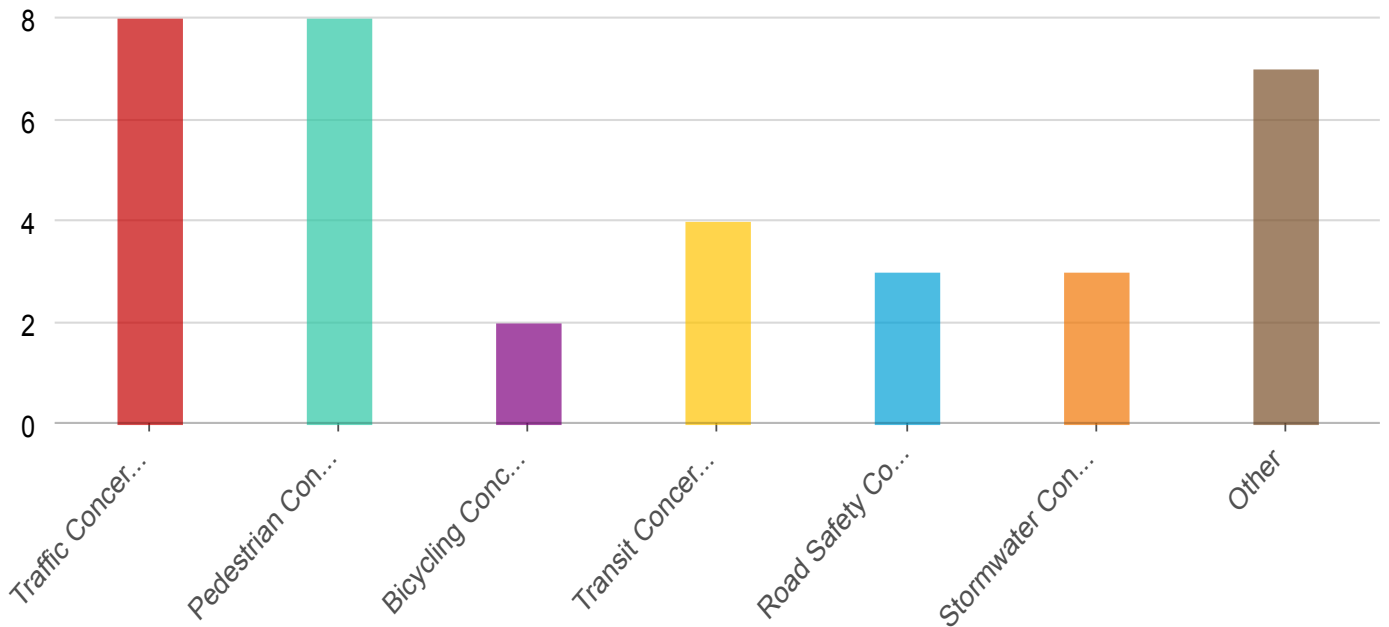
CRP (Modern Mobility) Study Website (Composite)
<https://new.express.adobe.com/webpage/cuwpkIDWVKHmz>





Destination Zero Deaths CenLA Coalition Map It Tool V2

Type of Concern *



Response

Count

Rapides Parish dedicated roads.

1

Potholes

1

More lights are needed in the lower third area, especially on Hudson Blvd.

1

Dedicated road?

1

Bus stop

1

Answered: 20 Skipped: 0

[illegible]

https://survey123.arcgis.com/share/e443c30ab8ae4b56a88fcdeb317...cern_be:%7B%22show%22:%22responses%22%7D&navigation=open:false63 Page 2 of 4

This is Scott Neville with Eclectic Products. I am inquiring about whether or not Dixie Mae St. is dedicated by the parish or if it is a private road. We are looking to upgrade our security and wanted to validate if we are allowed to put gates on the entrance to our facility. Thank you	1
The lights an road on 4620 Futrell st is in bad condition an need to be fix badly an it have kids that walk on that road an kids be walking an you can't see them an that's a hazard for our children	1
The corridor from Bayou Rapides to England Drive along MacArthur Drive is dangerous due to high speeds, limited pedestrian space, and driver impatience. Frequent collisions and near misses occur as drivers cross fast traffic and pedestrians walk in the dark along a narrow service road. As a concerned citizen, I strongly support the installation of a traffic signal at England Drive/Veterans Drive to slow traffic and provide a protected pedestrian crossing. This would ensure safer, more predictable travel for vehicles and pedestrians. Improved lighting, clear signage, and defined crosswalks would further boost safety and encourage people to use nearby businesses, supporting local economic growth. Addressing these hazards would make this corridor a safer, more reliable, and more vibrant part of our community.	1
Potholes on tulane	1
Poor water concern	1
People are always standing in the road here or trying to cross on 28E. The bus stop is on the south Walmart side of the highway, while several apartments are on the north side. The only crosswalk for pedestrians to use is almost 1000ft to the west of this spot and doesn't have any crosswalk indicators or lights. Something needs to be done here before someone else is hit while trying to cross the highway.	1
Pedestrian Concern	1
Need pedestrian crossing at Bolton / LA 1 at Albert Street / Murray Street. Lots of pedestrian traffic from neighborhood trying to cross to access downtown and river,	1
Need bus stop improvements along Johnston Street.	1
n/a	1
My 10 years old body stands on this corner for the bus with no sidewalk or light. Also, happens to be the most dangerous spot on twin bridges. The street also intersect with Cody	1

Jackson Street turning onto Versailles Blvd and also onto McNutt Dr. DESPERATELY needs Left turn arrows. 1

I am Scott Neville with Eclectic Products (101 Dixie Mae Rd) in Tioga and was wondering if Dixie Mae Rd is a Parish dedicated road. Thank you I can be reached by phone @ 318-446-8522 or email at 37scott@wilvaco.com 1

Congestion 1

All are concern because we have low public transportation and a lot of foot traffic 1

Additional lighting is needed on Hudson Blvd. The streets are horrible, unlevelled, holes, no sidewalks, no space for bicycles. Hudson Blvd, Third and Willow Glenn and Third St corridor is very dark. Major issue and concern for the residents and the community. 1

Accident 1

Answered: 20 Skipped: 0

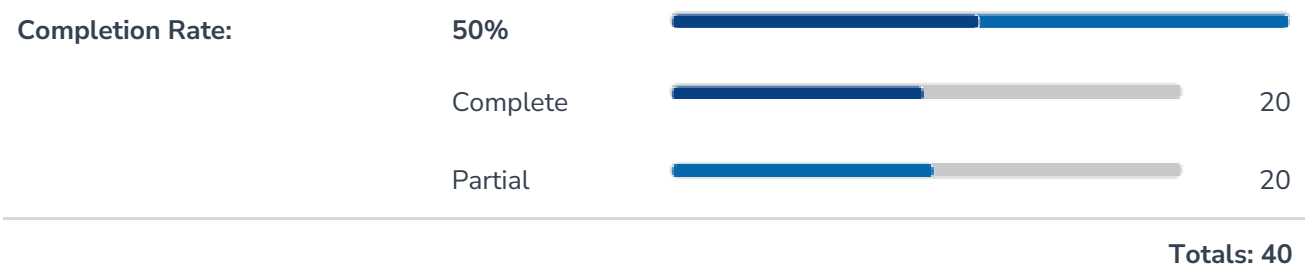
Upload an image of your concern.



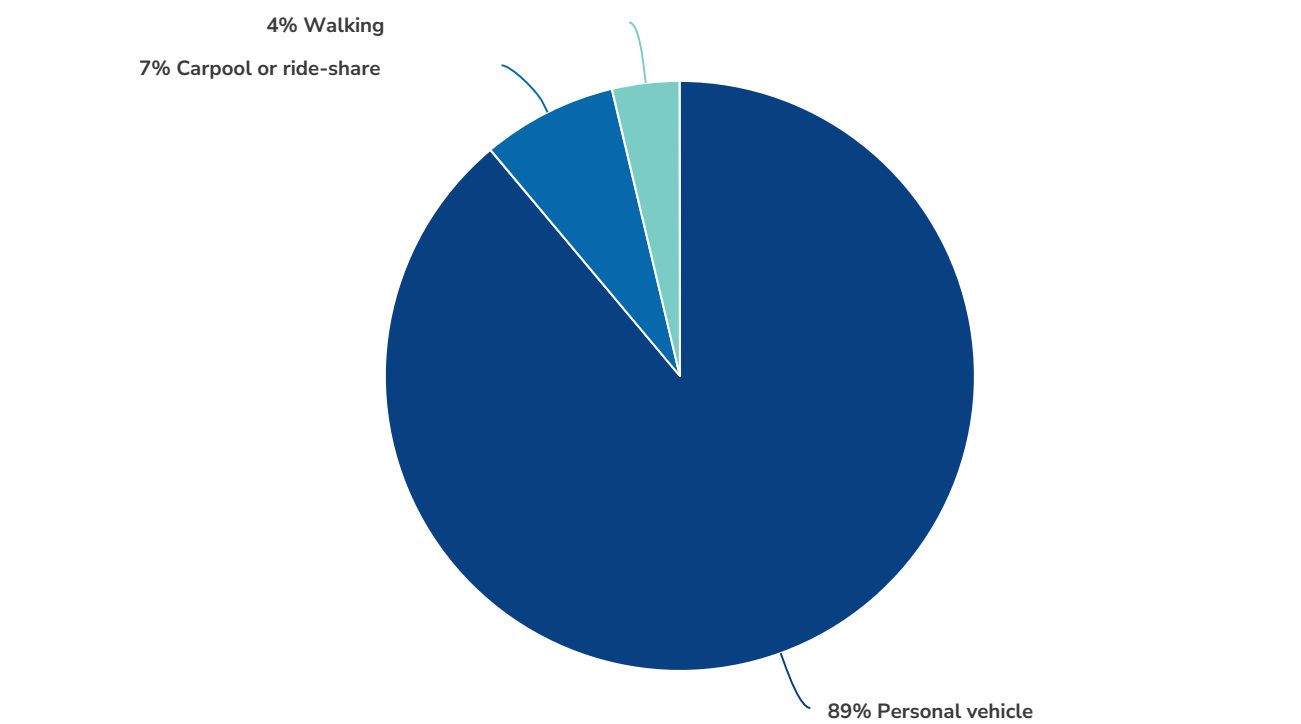
Images: 2

Report for Carbon Reduction Program Survey Tool

Response Counts



1. What is your primary mode of transportation? (Single-select)



Value	Percent	Responses
Personal vehicle	88.9%	24
Carpool or ride-share	7.4%	2
Walking	3.7%	1

Totals: 27

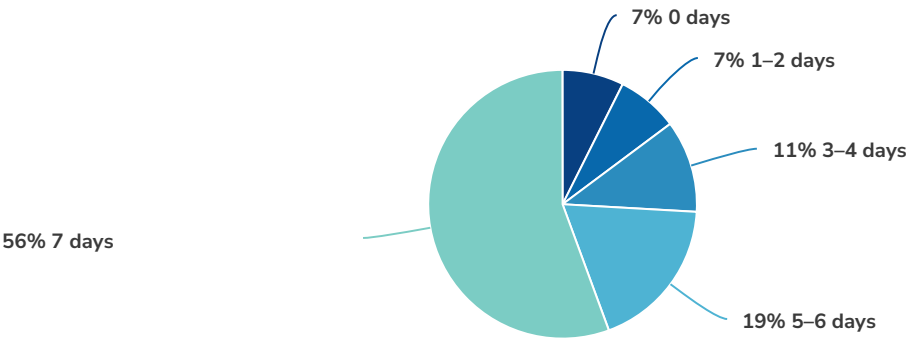
Statistics

Total Responses	27
-----------------	----

Other - Write In (Required) Count

Totals	0
--------	---

2. On average, how many days per week do you drive a gasoline or diesel vehicle? (Single-select)

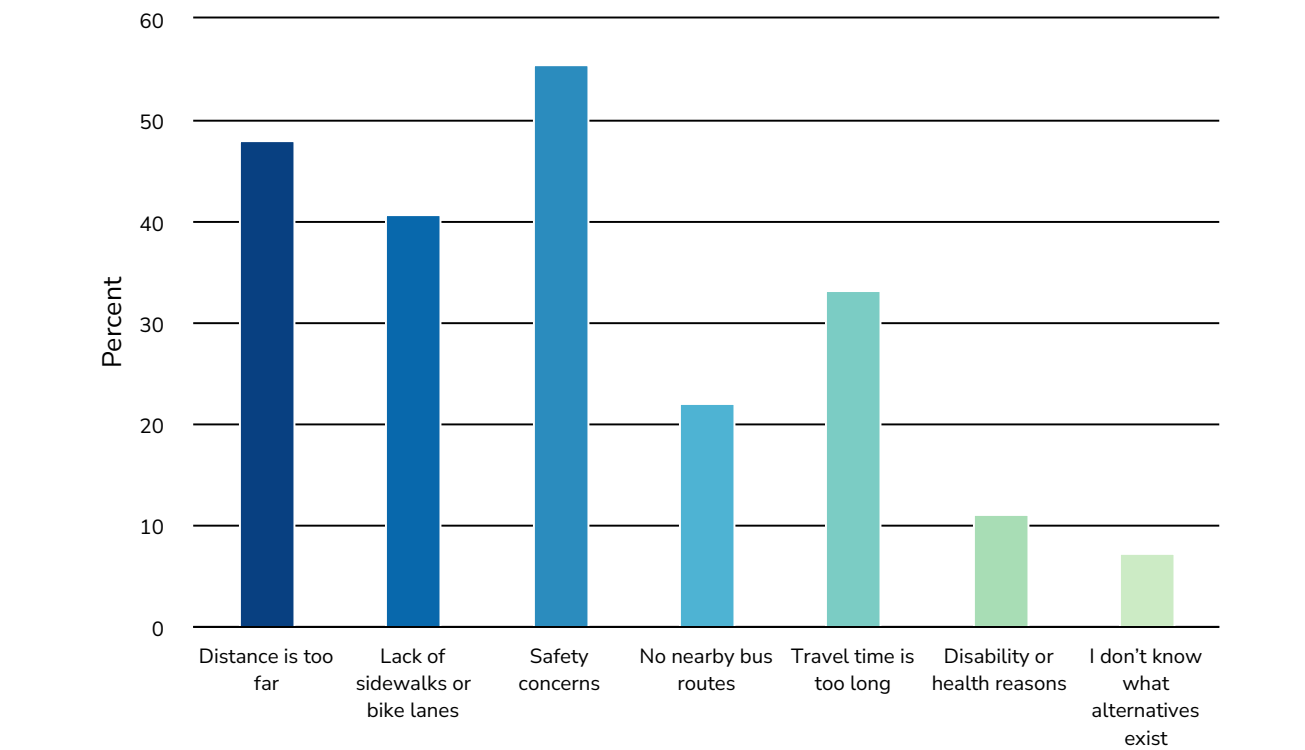


Value	Percent	Responses
0 days	7.4%	2
1-2 days	7.4%	2
3-4 days	11.1%	3
5-6 days	18.5%	5
7 days	55.6%	15
		Totals: 27

Statistics

Min	0
Max	7
Sum	141.0
Average	5.2
StdDev	2.4
Total Responses	27

3. What limits your use of low-carbon options (e.g., walking, biking, transit)? (Multi-select)



Value	Percent	Responses
Distance is too far	48.1%	13
Lack of sidewalks or bike lanes	40.7%	11
Safety concerns	55.6%	15
No nearby bus routes	22.2%	6
Travel time is too long	33.3%	9
Disability or health reasons	11.1%	3
I don't know what alternatives exist	7.4%	2

Statistics

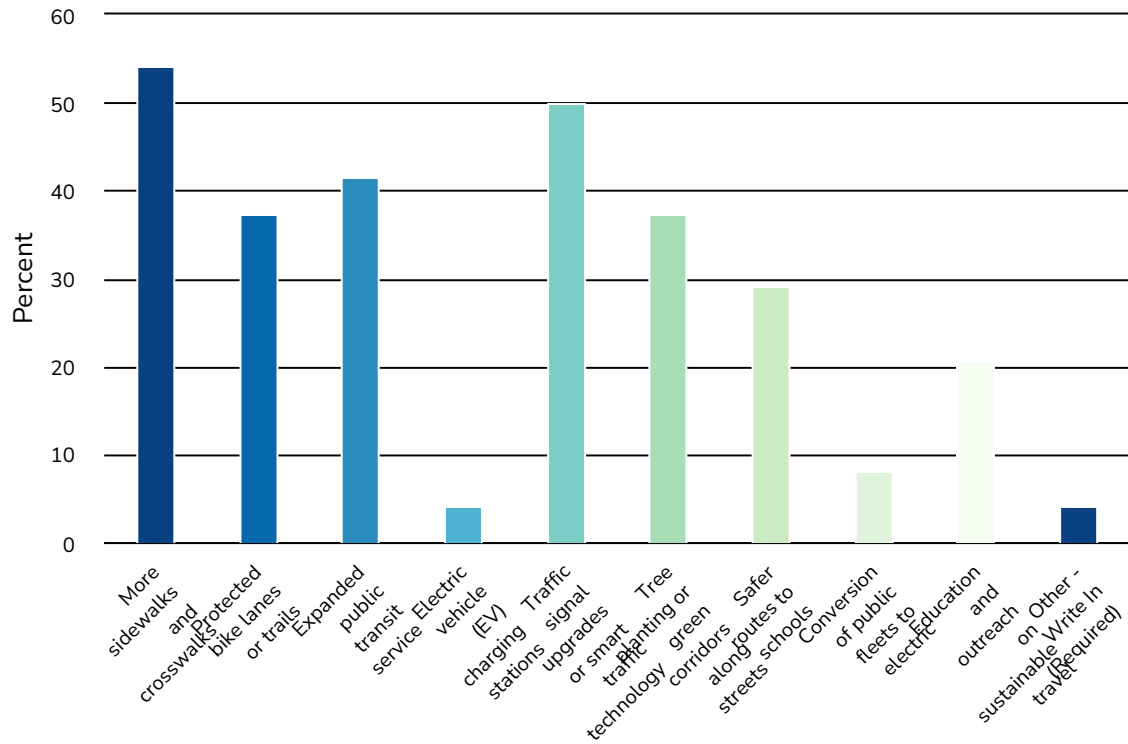
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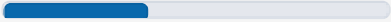
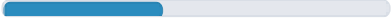
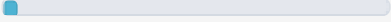
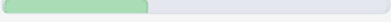
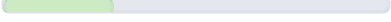
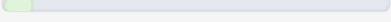
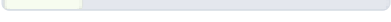
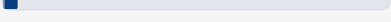
0

Total Responses

27

4. What types of carbon-reduction transportation projects should RAPC prioritize? (Select all that apply)



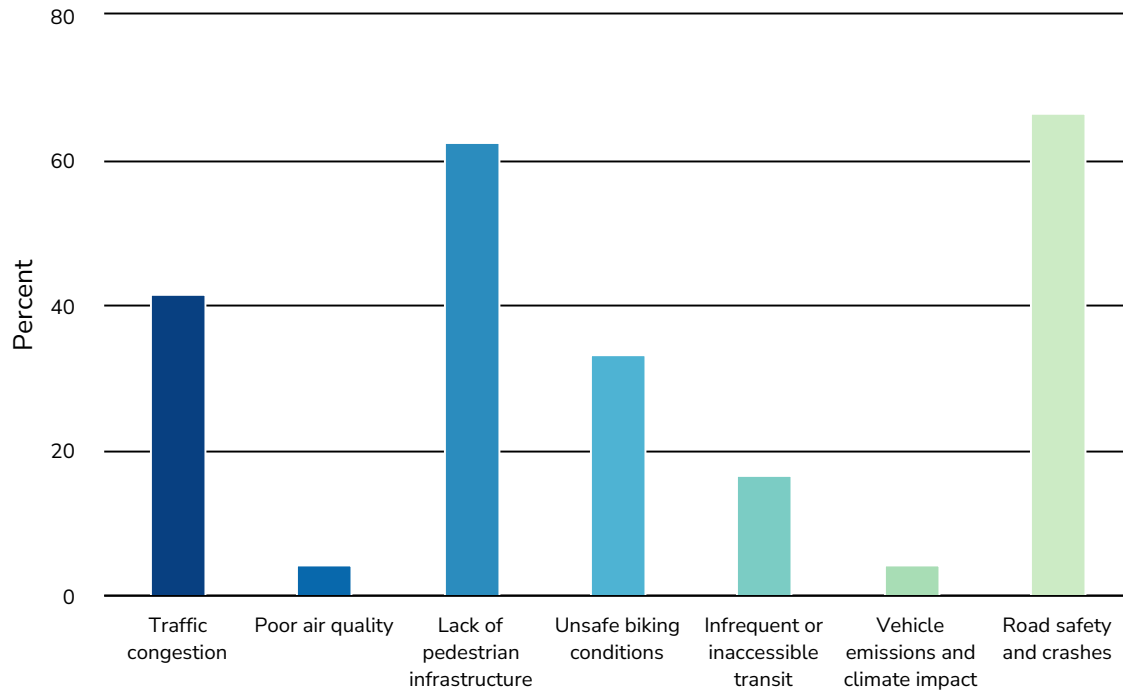
Value	Percent	Responses
More sidewalks and crosswalks[]	54.2% 	13
Protected bike lanes or trails	37.5% 	9
Expanded public transit service[]	41.7% 	10
Electric vehicle (EV) charging stations	4.2% 	1
Traffic signal upgrades or smart traffic technology[]	50.0% 	12
Tree planting or green corridors along streets[]	37.5% 	9
Safer routes to schools	29.2% 	7
Conversion of public fleets to electric	8.3% 	2
Education and outreach on sustainable travel	20.8% 	5
Other - Write In (Required)	4.2% 	1

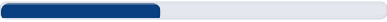
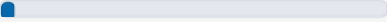
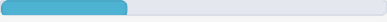
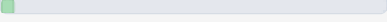
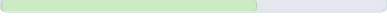
Statistics

Total Responses

24

5. What three transportation challenges are most urgent in your community? (Multi-select – limit to 3)



Value	Percent	Responses
Traffic congestion	41.7% 	10
Poor air quality	4.2% 	1
Lack of pedestrian infrastructure	62.5% 	15
Unsafe biking conditions	33.3% 	8
Infrequent or inaccessible transit	16.7% 	4
Vehicle emissions and climate impact	4.2% 	1
Road safety and crashes[]	66.7% 	16

Statistics

Total Responses

24

6. Where do you live? (Dropdown or ZIP code textbox)

gene 8 9 alexandria
7 6 4 ball
5 2 1 la
3 drive

ResponseID	Response
3	71360
4	71301
20	71302
21	71303
23	71303
24	71423
25	Gene ball drive Alexandria La 71302
26	71409
27	71303-3527
28	71360
29	71301
30	71303
31	71301
32	71301
33	71360
34	71301
35	71417
36	1303
37	71302
38	71301
40	71405

7. Are there specific streets, intersections, or areas where you'd like to see improvements? (Open text) Please describe any places that need safer walking, biking, or reduced emissions.



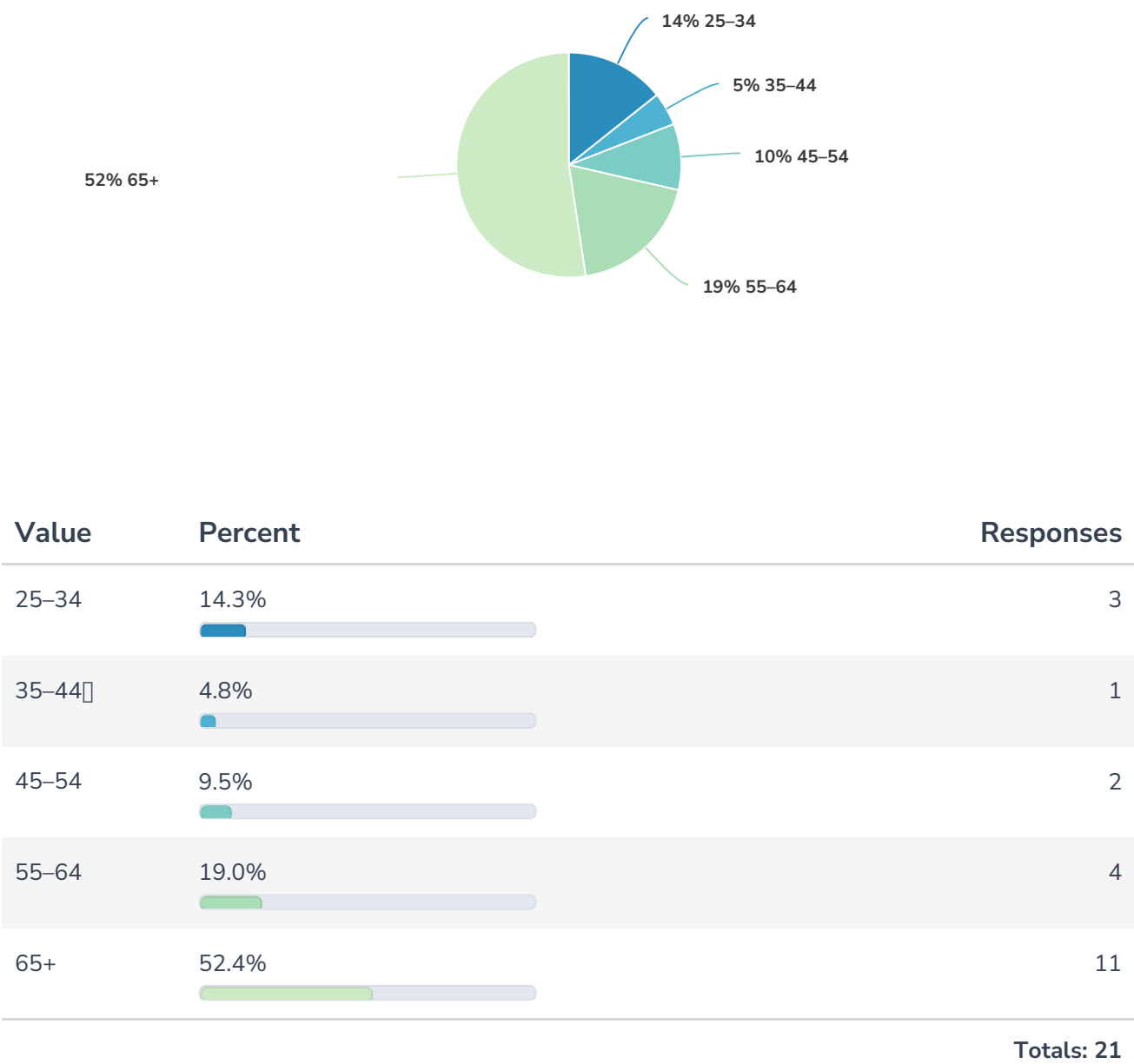
ResponseID Response

3	Shreveport HWY in front of Mac's in Tioga
4	900 Murray street needs a speed reduction in front of the state office building. It is a high traffic area. The buses turn the corner swiftly, the building lacks proper handicap parking. Elderly and handicapped people cross the street and are at risk of being hit. The wheel chair ramp is at the corner where the street meets the off lane from the interstate. The tree is blocking the traffic light. Caution signals need to be placed. Also MacArthur drive is now a high pedestrian area with multiple fatalities in the past year. On the first day of school I witnessed several children attempting to cross at the overpass by the motel. I assumed the children were living there. I emailed the principal at Alexandria Middle Magnet and DFHuddle, but they failed to respond to my email. This city lacks compassion for it most vulnerable people and it is showing.
20	All in the 71302 zip code
21	Traffic lights intersection
23	Agullard
24	MacArthur drive, Shreveport highway
25	Fix road at beginning of gene ball drive by the former H&E equipment services. Fix roads throughout the city inside and outside city limits. These roads are bad on vehicles
26	Hey 28 hwy 121 intersection. Hwy 28 vandenbure intersection

ResponseID Response

27	Yes. The section of Heyman from McArthur to Bayeau Rapides needs to be widen and both accesses need to be updated.
28	Jackson St., Main St. Pineville, 28 E BIKE PATHS PLEASE!!!
29	Streets near every school especially Rugg.
30	All service road crossovers for McArthur Dr but the cluster of streets at McArthur Dr, bayou Rapides rd, Rapides ave and Browns Bend Rd is deadly. Subdivisions are being added with no traffic impact studies being performed
31	Jackson Street in the garden district area. No side Walkways or bike lanes in certain areas. Too narrow for two cars to drive which is definitely not a walking or biking path. Safety is a huge concern anywhere in Alexandria.
32	Jackson Street needs better sidewalks, Garden District sidewalks need repairs
33	Safer walking across 28 East. People too often cross going to walmart, in dark clothing, at night. Very unsafe
34	The bike lanes seem to be waste of resources. Bikers are still using sidewalks, especially on Bolton Ave and in the city park area. Must educate public on how to use them.
35	Mac Arthur service roads are so dangerous and that's where most accidents occur
36	Ball Lane-enforce speed limit that is posted and stripe centerline
37	Third St, Broadway, Lincoln Rd, Eddie Williams Rd. ,Hudson Blvd, Sugarhouse Rd, Dallas St.,
38	Neighborhoods behind Elliott Street/The Garden District, that lack sidewalks.
40	Paradise road ball,Louisiana

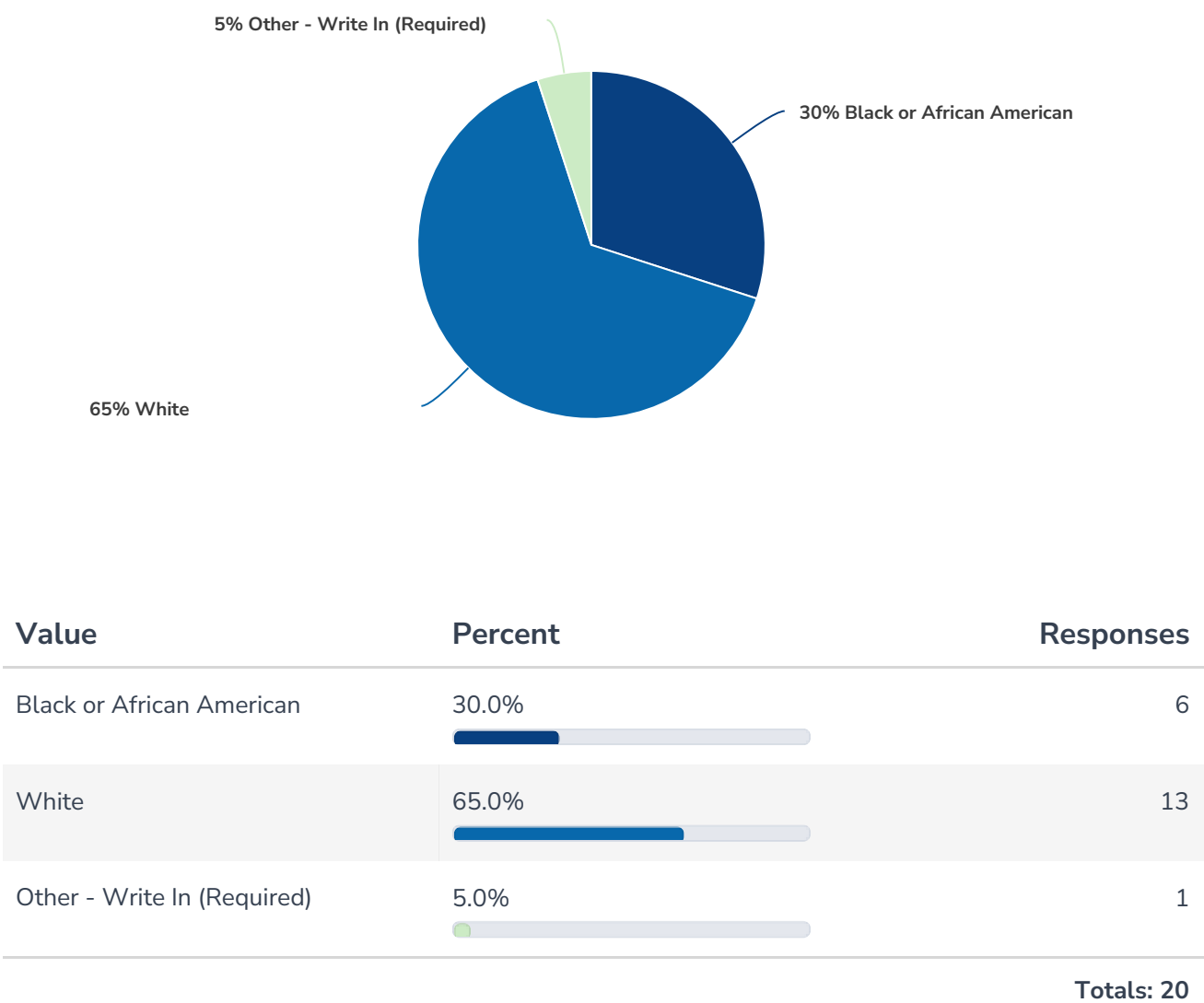
8. What is your age group?



Statistics

Min	25
Max	65
Sum	1,135.0
Average	54.0
StdDev	14.4
Skipped	0
Total Responses	21

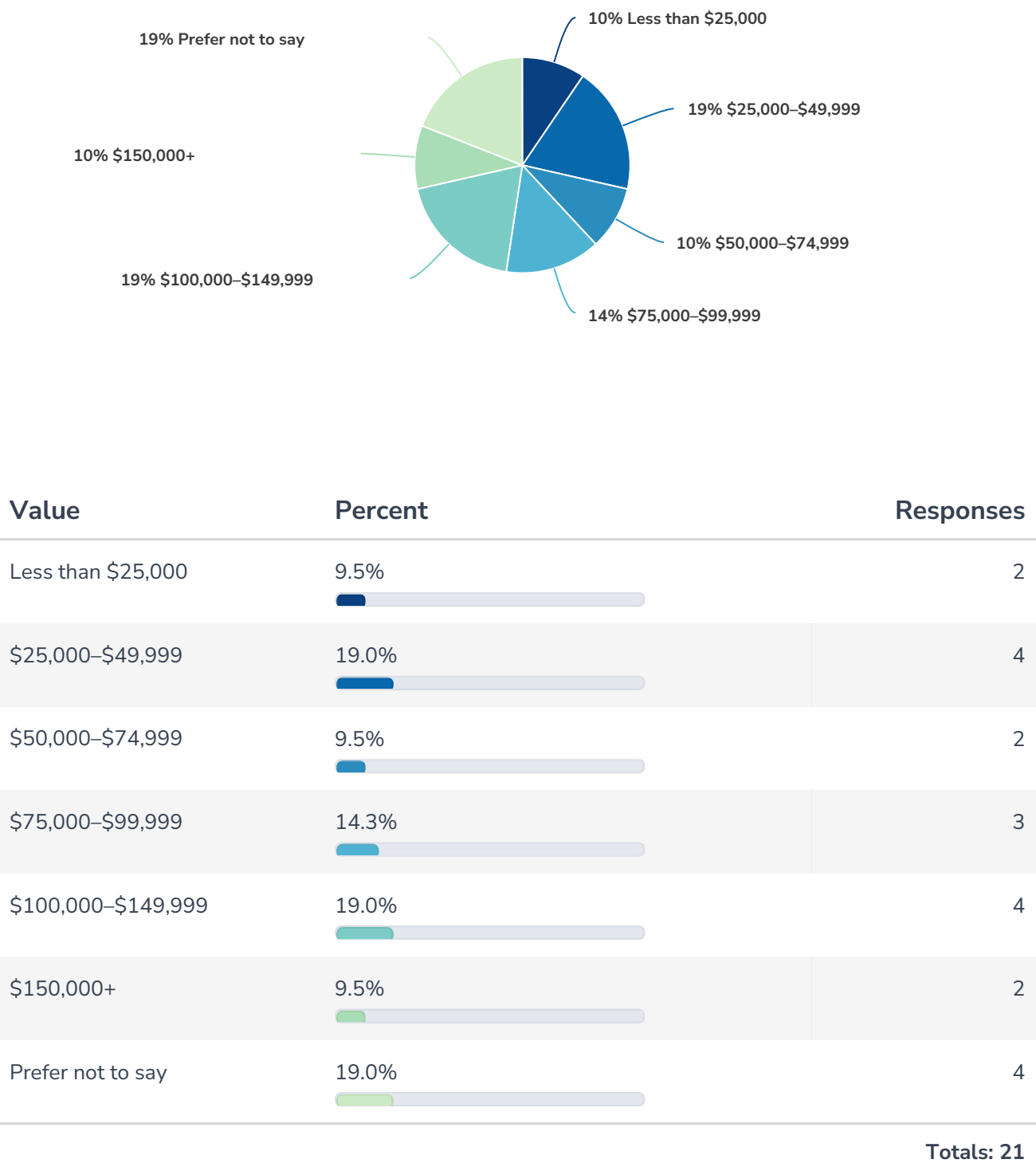
9. What is your race or ethnicity?



Statistics	
Skipped	1
Total Responses	21

Other - Write In (Required)	Count
Creole	1
Totals	1

10. What is your household income? (Single-select)



Statistics

Skipped

0

Total Responses

21

11. Do you have any additional comments or suggestions related to carbon reduction and transportation? (Open Text)

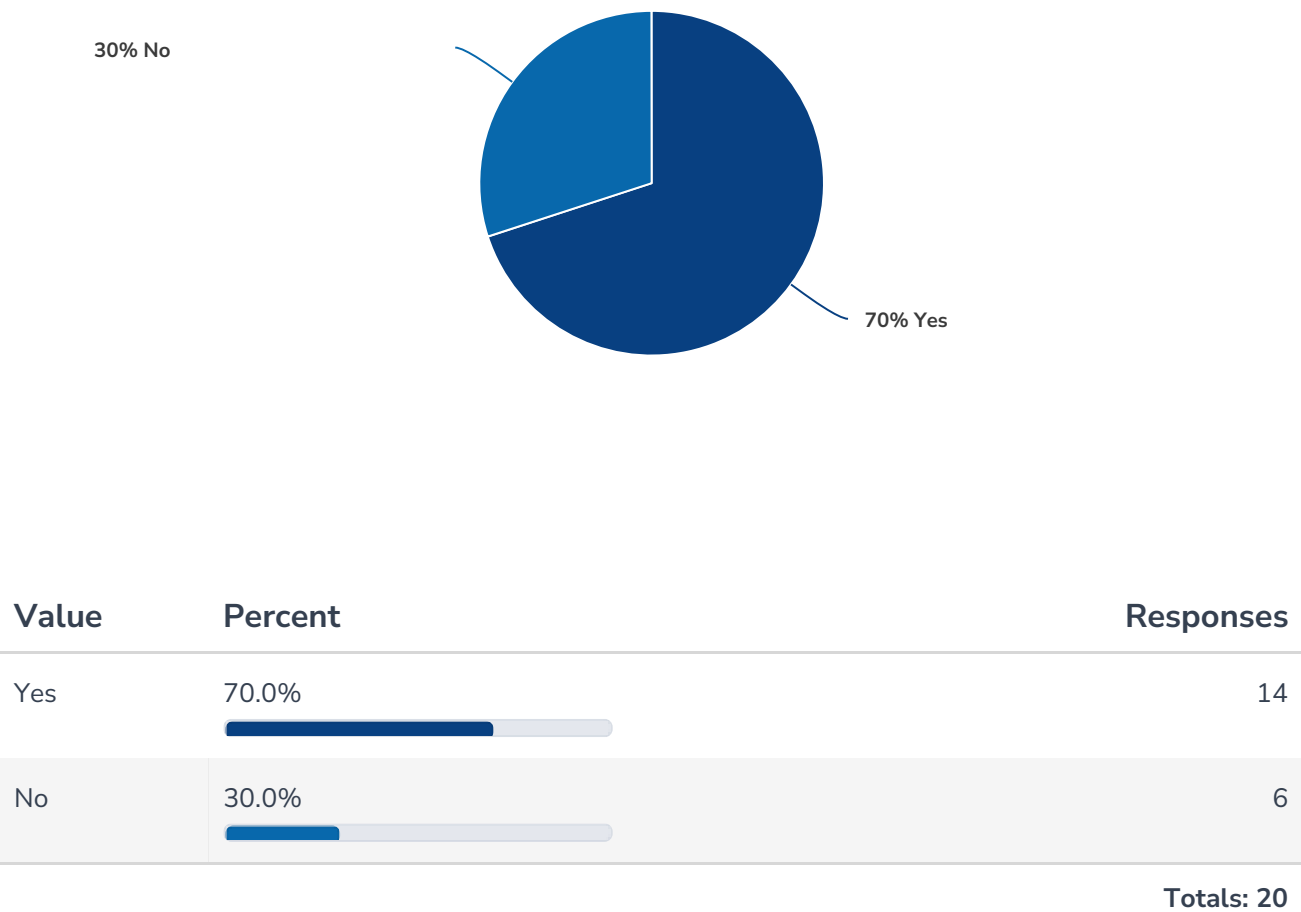


A word cloud visualization of responses to the survey question. The words are arranged in a cluster, with 'bus' being the largest and most central word. Other prominent words include 'service', 'road', 'frequent', 'carbon', 'enforce', 'entrances', 'education', 'alexandria', 'flow', 'amtrak', 'extension', 'crossing', 'concerned', 'buses', 'educate', 'dollars', 'commuting', 'assessability', 'focus', 'grant', 'cycling', 'dr', 'abt', and 'o'. The colors of the words range from light green to dark blue.

education enforce entrances
alexandria flow amtrak
extension frequent
crossing carbon cycling
concerned bus o dr
buses abt focus
educate service road grant
dollars commuting assessability

ResponseID	Response
4	Not at this time
20	Need more frequent bus service so we can get to and from work. I work night shift
21	No
23	N/a
27	Bus line needs to be updated and replaced. Need smaller carbon reduced buses, more frequent runs and more public assessability.
28	Prioritize bus commuting and cycling to get more vehicles off the road
30	I am less concerned abt carbon reduction as I am for reducing the number of wrecks and improving traffic flow crossing McArthur Dr and Jackson extension
31	Safety is definitely #1 priority
33	Infrastructure should be the focus.
34	Best use of transportation dollars would be spent on signage/instructions/education at intersections, especially at service road intersections. And enforce the rules. People are using the one way entrances the wrong way. People are lining up in two lanes when it should just be one. EDUCATE WITH SIGNAGE!!
38	I would love to see an Amtrak station in Alexandria.
40	Extension of Transit bus all the way out threw out rapides parish to Grant parish

12. Would you like to be notified about future meetings or updates?



Statistics	
Skipped	0
Total Responses	20

13. What's your email address?

ResponseID	Response
3	bigdaddydm11@gmail.com
4	kdavis1975@hotmail.com
23	Wdotson1912@yahoo.com
24	dyerbradly2@gmail.com
26	butter0728@gmail.com
27	bynog57@yahoo.com
28	erinftracy@gmail.com
30	winejo72@gmail.com
31	kidsbdazzled@gmail.com
32	ehbraz@me.com
33	robertsonrppj@gmail.com
36	Stumperduunm4@att.net
40	patriciamabou1976@gmail.com

What is the Modern Mobility Study?

RAPC's Modern Mobility Study is funded by Carbon Reduction Program (CRP) - a federally funded initiative that helps communities invest in transportation projects that reduce traffic-related emissions, improve safety, and support cleaner, more efficient ways to travel.

Administered locally by the Rapides Area Planning Commission (RAPC), the CRP supports a wide range of projects across the Alexandria-Pineville Metropolitan Planning Area. CRP funding has been allocated to RAPC for implementation, however project scoring criteria is needed to select eligible CRP projects.



Goals

- Inform the public about the Louisiana and federal Carbon Reduction Strategies.
- Solicit actionable feedback on community-preferred projects.
- Build public trust and transparency in RAPC's CRP planning and funding process.
- Align community needs with feasible, fundable, and impactful carbon reduction projects.

PROJECT EXAMPLES:

Upgraded traffic signals or smart traffic systems

Electric vehicle (EV) charging stations

Sidewalks and pedestrian safety improvements

Public transit enhancements

Why Your Input Matters:

Public preferences gathered through the Modern Mobility Study will be central to shaping the eligibility criteria and project selection process for Carbon Reduction Program (CRP) funding. Criteria will be used to identify and prioritize transportation projects that align with community needs and can be funded using CRP dollars.

What transportation issues matter most in your neighborhood?

What improvements would make it easier, safer, or more affordable to get around?

Share your feedback using the online public survey today! Print copies available upon request to RAPC.

Scan QR Code to Take the Public Survey:



Take the Public Survey: [\[LINK\]](#)

Visit: www.rapc.info/transportation

Email: jbolen@rapc.info

Call: (318) 487-5401, ext. 12

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Appendix D | Priority CRP Project Listing: Roads

ROAD NAME	VRU HIN Corridor (Yes/No)	SEGMENT	Category	Official Improvem ent Type	CRP Eligibility	Primary CRP Benefit (Bike/Ped/ Transit/ Safety/ Operations)	Mode Shift Potential	Typical Unit Cost (\$ Planning Assumpti on)	Length	Unit	Estimated Project Cost	Potential Funding Programs	Project Phase (PE/ROW/ CON)	Local Support Confirmed (Yes/No)	Emissions Reduction Potential (High/ Medium/ Low)	Preliminary MPO Staff CRP Score (100)	CRP Tier Group
LA 1208-3 (Jackson Street)	Yes	Camile St – Elizabeth St	Pedestrian & Bike Network	Sidewalk (New Constructi on – One Side)	Yes	Bike/Ped	High	\$375,000	0.500	mile	\$187,500	TAP, STBG	CON	Yes	High	81	Tier 1
LA 1208-3 (Jackson Street)	Yes	Belleau Wood – Ola St	Pedestrian & Bike Network	Sidewalk (New Constructi on – One Side)	Yes	Bike/Ped	High	\$375,000	0.232	mile	\$87,003	TAP, STBG	CON	Yes	High	81	Tier 1
LA 1208-3 (Jackson Street)	Yes	Wimbledon – McNutt	Pedestrian & Bike Network	Sidewalk (New Constructi on – One Side)	Yes	Bike/Ped	High	\$375,000	0.420	mile	\$157,500	TAP	CON	Yes	High	81	Tier 1
LA 1208-3 (Jackson Street)	Yes	Wimbledon – Dorchester	Pedestrian & Bike Network	Sidewalk (New Constructi on – One Side)	Yes	Bike/Ped	High	\$375,000	0.330	mile	\$123,750	TAP	CON	Yes	High	81	Tier 1
LA 1208-3 (Jackson Street)	Yes	Dorchester – MacArthur	Pedestrian & Bike Network	Sidewalk (New Constructi on – One Side)	Yes	Bike/Ped	High	\$375,000	0.300	mile	\$112,500	TAP	CON	Yes	High	81	Tier 1
LA 1208-3 (Jackson Street)	Yes	MacArthur – Southampto n	Pedestrian & Bike Network	Sidewalk (New Constructi on – One Side)	Yes	Bike/Ped	High	\$375,000	0.223	mile	\$83,807	TAP	CON	Yes	High	81	Tier 1
Masonic Drive	Yes	Memorial Drive – Cummins Street	Intersectio n Redesign	Adaptive Traffic Signal Retrofit	Yes	Operations	High	\$235,000	2.000	intersec tion	\$470,000	HSIP, STBG	CON	No	High	83	Tier 1
US 71 (Jefferson Highway)	Yes	Sugar House Road – Baldwin Avenue	Intersectio n Redesign	Roundabo ut / Mini Traffic Circle	Partial	Safety	High	\$3,900,000	1.000	intersec tion	\$3,900,000	HSIP, STBG	CON	No	High	83	Tier 1

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Broadway Avenue	Yes	Lee Street – 11th Street	Pedestrian & Bike Network	ADA Sidewalk with Landscape Buffer	Yes	Bike/Ped	High	\$2,300,000	1.500	mile	\$3,450,000	HSIP, SS4A, TAP	CON	No	High	79	Tier 2
Broadway Avenue	Yes	Pitts – Jones	Pedestrian & Bike Network	Sidewalk (New Constructi on – One Side)	Yes	Bike/Ped	High	\$375,000	0.303	mile	\$113,625	TAP	CON	Yes	High	78	Tier 2
LA 1 (Bolton Avenue)	Yes	Rapides Avenue – Chase Drive	Pedestrian Crossing Modifications	Enhanced Pedestrian Crossing	Yes	Safety	Medium	\$175,000	3.000	intersec tion	\$525,000	HSIP, SS4A, TAP	CON	Yes	Medium	62	Tier 2
LA 1 (Main & 3rd Street)	Yes	Broadway Avenue – Richmond Drive	Pedestrian & Bike Network	Sidewalk (New Constructi on – State Highway)	Yes	Bike/Ped	High	\$2,250,000	1.670	mile	\$3,757,500	HSIP, SS4A, TAP	CON	No	High	79	Tier 2
LA 1208-3 (Jackson Street)	Yes	Elizabeth St – McNutt	Pedestrian & Bike Network	Sidewalk (New Constructi on – State Highway)	Yes	Bike/Ped	High	\$750,000	0.180	mile	\$134,943	TAP, STBG	CON	Yes	High	76	Tier 2
LA 1208-3 (Jackson Street)	Yes	MacArthur – Texas Ave	Pedestrian & Bike Network	Sidewalk (New Constructi on – State Highway)	Yes	Bike/Ped	High	\$750,000	0.167	mile	\$125,568	TAP	CON	Yes	High	73	Tier 2
LA 1208-3 (Jackson Street)	Yes	Texas Ave – Dawkins	Pedestrian & Bike Network	Sidewalk (New Constructi on – One Side)	Yes	Bike/Ped	High	\$375,000	0.305	mile	\$114,375	TAP	CON	Yes	High	78	Tier 2
LA 1208-3 (Jackson Street)	Yes	Versailles Boulevard – MacArthur Drive	Pedestrian & Bike Network	ADA Sidewalk with Landscape Buffer	Yes	Bike/Ped	High	\$2,300,000	1.250	mile	\$2,875,000	HSIP, SS4A, TAP	CON	No	High	79	Tier 2
Lee Street	Yes	Lee to Coldstream –Memorial to Parker	Pedestrian & Bike Network	Sidewalk (New Constructi on – One Side)	Yes	Bike/Ped	High	\$375,000	0.264	mile	\$99,000	TAP	CON	Yes	High	76	Tier 2
Lee Street	Yes	Lafargue – Sterkx	Pedestrian & Bike Network	Sidewalk (New Constructi on – One Side)	Yes	Bike/Ped	High	\$375,000	0.136	mile	\$50,994	TAP	CON	Yes	High	76	Tier 2

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Masonic Drive	Yes	Memorial Drive – Cummins Street	Pedestrian & Bike Network	Sidewalk (New Construction)	Yes	Bike/Ped	High	\$2,350,000	0.250	mile	\$587,500	HSIP, SS4A, TAP	CON	No	High	79	Tier 2
N Mall Drive	Yes	Sterkx – North Blvd	Pedestrian & Bike Network	Sidewalk (New Construction – One Side)	Yes	Bike/Ped	High	\$375,000	0.464	mile	\$174,000	TAP	CON	Yes	High	76	Tier 2
US 71 (Jefferson Highway)	Yes	Jackson – Super 1	Pedestrian & Bike Network	Sidewalk (New Construction – One Side)	Yes	Bike/Ped	High	\$375,000	0.800	mile	\$300,000	TAP	CON	Yes	High	76	Tier 2
US 71 (Jefferson Highway)	Yes	Nelson – Stimson	Pedestrian & Bike Network	Sidewalk (New Construction – One Side)	Yes	Bike/Ped	High	\$375,000	0.320	mile	\$120,000	TAP	CON	Yes	High	73	Tier 2
US 165 BUS (Jackson Street)	Yes	2nd Street – 10th Street	Pedestrian & Bike Network	Sidewalk (ADA Retrofit)	Yes	Bike/Ped	Medium	\$775,000	0.500	mile	\$387,500	HSIP, SS4A, TAP	CON	Yes	Medium	65	Tier 2
US 165 BUS (Jackson Street)	Yes	2nd Street – 10th Street	Pedestrian & Bike Network	ADA Sidewalk Construction / Reconstruction (Relocated with Tree Buffer)	Yes	Bike/Ped	High	\$2,655,000	0.500	mile	\$1,327,500	HSIP, SS4A, TAP	CON	No	High	79	Tier 2
Provine Place	No	Ansley to Versailles	Pedestrian & Bike Network Connections	Sidewalk (New Construction – Both Sides)	Eligible	Bike/Ped	High	\$750,000.00	0.45	mile	\$337,500	STBG (Urban), TA, HSIP (if safety nexus), CRP	CON	Yes	High	68	Tier 2
Windermer e Boulevard	No	Warwick to Tealwood	Pedestrian & Bike Network Connections	Sidewalk (New Construction – Both Sides)	Eligible	Bike/Ped	High	\$750,000.00	0.26	mile	\$195,000	STBG (Urban), TA, HSIP (if safety nexus), CRP	CON	Yes	High	63	Tier 2
Second Street	No	Winn and Jackson	Pedestrian & Bike Network Connections	Targeted Sidewalk Hazard Elimination (Spot Reconstruction)	Eligible	Bike/Ped	Medium	\$3,000,000	0.35	mile	\$1,050,000	STBG (Urban), TA, CRP	PE / CON	Yes	Medium	60	Tier 2

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Lee Street	No	Lee/ Thornton Ct./Schnack St.	Intersection Improvements	Intersection Realignement & Sight Distance Improvement (VRU Safety Focused)	Eligible	Safety	Medium	\$60,000	1	intersection	\$60,000	HSIP, STBG (Urban), CRP	CON	Yes	Medium	60	Tier 2
LA 1208-3 (Jackson Street)	Yes	Texas to MacArthur	Pedestrian & Bike Network Connections	Sidewalk (New Construction – Both Sides)	Yes	Bike/Ped	High	\$750,000	0.17	mile	\$127,500	CRP, TAP, STBG (Urban), HSIP, SS4A	CON	No	High	79	Tier 2
Masonic Drive	Yes	Horseshoe to Greenwood	Pedestrian & Bike Network	Sidewalk (New Construction – One Side)	Yes	Bike/Ped	High	\$375,000	0.95	mile	\$356,250	CRP, TAP, STBG (Urban), HSIP	CON	No	High	79	Tier 2
Broadway Avenue	Yes	Lee Street – 11th Street	Street Reconfiguration & Traffic Calming	Road Diet (4→2 + Bike Lanes)	Yes	Bike/Ped	High	\$122,500	1.500	mile	\$183,750	CRP, HSIP, SS4A, TAP	CON	Yes	High	78	Tier 2
Broadway Avenue	Yes	Lee Street – 11th Street	Pedestrian Crossing Modifications	Enhanced Pedestrian Crossing	Yes	Safety	Medium	\$175,000	5.000	intersection	\$875,000	HSIP, SS4A, TAP	CON	No	Medium	60	Tier 2
Browns Bend Rd	No	Sycamore – LA 498	Pedestrian & Bike Network	Sidewalk (New Construction – One Side)	Yes	Bike/Ped	High	\$375,000	0.063	mile	\$23,438	TAP	CON	Yes	High	68	Tier 2
Claiborne St	No	Line – Hudson	Pedestrian & Bike Network	Sidewalk (New Construction – One Side)	Yes	Bike/Ped	High	\$375,000	0.148	mile	\$55,469	TAP	CON	No	High	66	Tier 2
Enterprise Road	No	LA 498 – LA 1	Pedestrian & Bike Network	Sidewalk (New Construction – One Side)	Yes	Bike/Ped	High	\$375,000	0.700	mile	\$262,500	TAP	CON	Yes	High	71	Tier 2
James St / Ola St	No	Osiris St – Jackson St	Pedestrian & Bike Network	Sidewalk (New Construction – One Side)	Yes	Bike/Ped	High	\$375,000	0.300	mile	\$112,500	TAP, STBG	CON	Yes	High	71	Tier 2
LA 1 (Bolton Avenue)	Yes	Rapides Avenue – Chase Drive	Pedestrian & Bike Network	New Buffered Bike Lane	Yes	Bike/Ped	High	\$100,000	0.600	mile	\$60,000	CRP, HSIP, SS4A, TAP	CON	Yes	High	78	Tier 2

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LA 1 (Bolton Avenue)	Yes	Rapides Avenue – Chase Drive	Pedestrian & Bike Network	Convert standard bike lane → buffered bike lane	Yes	Bike/Ped	High	\$65,000	1.400	mile	\$91,000	CRP, HSIP, SS4A, TAP	CON	No	High	76	Tier 2
LA 1 (Bolton Avenue)	Yes	Rapides Avenue – Chase Drive	Pedestrian & Bike Network	Shared-Use Path (Along Existing Shoulder)	Yes	Bike/Ped	High	\$1,030,000	0.950	mile	\$978,500	HSIP, SS4A, TAP	CON	No	High	76	Tier 2
LA 1 (Main & 3rd Street)	Yes	Broadway Avenue – Richmond Drive	Pedestrian & Bike Network	Street Trees / Landscaping	No	Safety	Medium	\$375,000	1.670	mile	\$626,250	STBG	CON	No	Medium	60	Tier 2
LA 1 (Main & 3rd Street)	Yes	Broadway Avenue – Richmond Drive	Street Reconfiguration & Traffic Calming	Road Diet (4→2 + Bike Lanes)	Yes	Bike/Ped	High	\$122,500	1.670	mile	\$204,575	CRP, HSIP, SS4A, TAP	CON	No	High	76	Tier 2
LA 1 (Main & 3rd Street)	Yes	Broadway Avenue – Richmond Drive	Intersection Redesign	Intersection Reconstruction	Partial	Safety	Medium	\$3,250,000	1.000	intersection	\$3,250,000	HSIP, STBG	CON	No	Medium	60	Tier 2
LA 1 (Main & 3rd Street)	Yes	Broadway Avenue – Richmond Drive	Pedestrian Crossing Modifications	Enhanced Pedestrian Crossing	Yes	Safety	Medium	\$175,000	2.000	intersection	\$350,000	HSIP, SS4A, TAP	CON	No	Medium	60	Tier 2
LA 1 (Main & 3rd Street)	Yes	Broadway Avenue – Richmond Drive	Pedestrian Crossing Modifications	Crosswalk Improvements (Standard)	Yes	Safety	Medium	\$25,000	6.000	intersection	\$150,000	HSIP, SS4A, TAP	CON	Yes	Medium	62	Tier 2
LA 1 (Main & 3rd Street)	Yes	Broadway Avenue – Richmond Drive	Pedestrian Crossing Modifications	Enhanced Crosswalk (School/ High-Vis)	Yes	Safety	Medium	\$72,500	1.000	intersection	\$72,500	HSIP, SS4A, TAP	CON	Yes	Medium	62	Tier 2
LA 1 (Main & 3rd Street)	Yes	Broadway Avenue – Richmond Drive	Pedestrian Crossing Modifications	School Zone Signs & Flashing Beacons	No	Safety	Medium	\$35,000	1.000	per school zone	\$35,000	STBG	CON	Yes	Medium	62	Tier 2
LA 1208-3 (Jackson Street)	Yes	Versailles Boulevard – MacArthur Drive	Pedestrian Crossing Modifications	Enhanced Pedestrian Crossing	Yes	Safety	Medium	\$175,000	4.000	intersection	\$700,000	HSIP, SS4A, TAP	CON	No	Medium	60	Tier 2
LA 28 East	No	Palmetto Street to Highland Drive	Pedestrian & Bike Network	Sidewalk (New Construction)	Yes	Bike/Ped	High	\$2,350,000	0.900	mile	\$2,115,000	HSIP, SS4A, TAP	CON	No	High	69	Tier 2

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LA 28 BUS (Monroe Street)	Yes	MacArthur Drive to Bolton Street (LA 1)	Pedestrian & Bike Network	Convert standard bike lane → buffered bike lane	Yes	Bike/Ped	High	\$65,000	1.750	mile	\$113,750	CRP, HSIP, SS4A, TAP	CON	No	High	76	Tier 2
LA 28 BUS (Monroe Street)	Yes	MacArthur Drive to Bolton Street (LA 1)	Intersection Redesign	Bicycle-Specific Signal Heads & Detection	Yes	Safety	Medium	\$90,000	3.000	intersection	\$270,000	HSIP, STBG	CON	No	Medium	67	Tier 2
LA 28 BUS (Monroe Street)	Yes	MacArthur Drive to Bolton Street (LA 1)	Pedestrian Crossing Modifications	Crosswalk Improvements (Standard)	Yes	Safety	Medium	\$25,000	4.000	per crossing	\$100,000	HSIP, SS4A, TAP	CON	No	Medium	60	Tier 2
LA 28 BUS (Monroe Street)	Yes	MacArthur Drive to Bolton Street (LA 1)	Pedestrian Crossing Modifications	Enhanced Crosswalk (School/ High-Vis)	Yes	Safety	Medium	\$72,500	4.000	per crossing	\$290,000	HSIP, SS4A, TAP	CON	No	Medium	60	Tier 2
LA 28 BUS (Monroe Street)	Yes	MacArthur Drive to Bolton Street (LA 1)	Pedestrian Crossing Modifications	School Zone Signs & Flashing Beacons	No	Safety	Medium	\$35,000	2.000	per school zone	\$70,000	STBG	CON	Yes	Medium	62	Tier 2
Lakeside Drive	No	Lee – Apartments	Pedestrian & Bike Network	Sidewalk (New Construction – Both Sides)	Yes	Bike/Ped	High	\$750,000	0.228	mile	\$171,165	TAP	CON	Yes	High	66	Tier 2
Lee Street	Yes	Bolton – Mason	Pedestrian & Bike Network	Convert Standard Bike Lane → Buffered Bike Lane	Yes	Bike/Ped	High	\$150,000	1.010	mile	\$151,500	CRP	CON	No	High	76	Tier 2
Lee Street	Yes	Memorial / Sterkx	Pedestrian & Bike Network	Signalized Pedestrian Crossing	Yes	Safety	Medium	\$350,000	1.000	intersection	\$350,000	HSIP	CON	No	Medium	62	Tier 2
Louis J Marshall Trail / Levee Trail Connector	No	N 3rd St / Rapides Regional	Pedestrian & Bike Network	Shared-Use Path / Multiuse Trail	Yes	Bike/Ped	High	\$1,800,000	0.088	mile	\$158,182	TAP, CRP	CON	Yes	High	71	Tier 2
Masonic Drive	Yes	"S. MacArthur Drive – Fogleman Street/ Russell Court"	Pedestrian Crossing Modifications	Pedestrian Signal Upgrades (Countdown)	Yes	Safety	High	\$130,000	2.000	intersection	\$260,000	HSIP, SS4A, STBG, TAP	CON	No	High	78	Tier 2

MPO Carbon Reduction Plan
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Masonic Drive	Yes	Memorial Drive – Cummins Street	Street Reconfiguration & Traffic Calming	Road Diet (4→2 + Bike Lanes)	Yes	Bike/Ped	Medium	\$122,500	0.250	mile	\$30,625	CRP, HSIP, SS4A, TAP	CON	Yes	Medium	62	Tier 2
Masonic Drive	Yes	Memorial Drive – Cummins Street	Pedestrian & Bike Network	New Buffered Bike Lane	Yes	Bike/Ped	Medium	\$100,000	0.250	mile	\$25,000	CRP, HSIP, SS4A, TAP	CON	No	Medium	60	Tier 2
Masonic Drive	Yes	Memorial Drive – Cummins Street	Pedestrian Crossing Modifications	Crosswalk Improvements (Standard)	Yes	Safety	High	\$25,000	1.000	intersection	\$25,000	HSIP, SS4A, TAP	CON	No	High	76	Tier 2
Texas Avenue	Yes	MacArthur – Masonic	Pedestrian & Bike Network	New Buffered Bike Lane (One-Way Pair)	Yes	Bike/Ped	High	\$250,000	2.000	mile	\$500,000	CRP	CON	No	High	76	Tier 2
US 71 (Jefferson Highway)	Yes	Sugar House Road – Baldwin Avenue	Pedestrian Crossing Modifications	Enhanced Pedestrian Crossing	Yes	Safety	High	\$175,000	5.000	intersection	\$875,000	HSIP, SS4A, TAP	CON	No	High	76	Tier 2
US 71 (Jefferson Highway)	Yes	Sugar House Road – Baldwin Avenue	Intersection Redesign	Adaptive Traffic Signal Retrofit	Yes	Operations	Medium	\$235,000	4.000	intersection	\$940,000	HSIP, STBG	CON	No	Medium	67	Tier 2
US 165 BUS (Jackson Street)	Yes	2nd Street – 10th Street	Intersection Redesign	Adaptive Traffic Signal Retrofit	Yes	Operations	High	\$235,000	5.000	intersection	\$1,175,000	HSIP, STBG	CON	No	Medium	75	Tier 2
US 165 BUS (Main Street)	Yes	Donahue Ferry Road – Shamrock Street	Intersection Redesign	Adaptive Traffic Signal Retrofit	Yes	Operations	Medium	\$235,000	1.000	intersection	\$235,000	HSIP, STBG	CON	No	Medium	67	Tier 2
US 165 BUS (Main Street)	Yes	Donahue Ferry Road – Shamrock Street	Pedestrian Crossing Modifications	School Zone Signs & Flashing Beacons	No	Safety	Medium	\$35,000	2.000	per school zone	\$70,000	STBG	CON	No	Medium	60	Tier 2
US 165 BUS (Main Street)	Yes	Donahue Ferry Road – Shamrock Street	Pedestrian Crossing Modifications	SCHOOL Pavement Markings	No	Safety	Medium	\$3,250	2.000	each	\$6,500	STBG	CON	No	Medium	60	Tier 2

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US 165 BUS (Main Street)	Yes	Donahue Ferry Road – Shamrock Street	Street Reconfiguration & Traffic Calming	Remove Painted Median & Reconfigure to 2 Lanes + Buffered Bike Lanes (One-Way Pair)	Yes	Bike/Ped	Medium	\$170,000	0.500	mile	\$85,000	CRP, HSIP, SS4A, TAP	CON	No	Medium	60	Tier 2
US 165 BUS (Main Street)	Yes	Jefferson – RR Line	Pedestrian & Bike Network	Sidewalk Reconstruction + ADA Retrofit	Yes	Bike/Ped	High	\$900,000	0.731	mile	\$657,900	STBG	CON	No	High	64	Tier 2
US 167 BUS (Lee Street)	Yes	Lakeside Drive – Overton Street	Intersection Redesign	Roundabout / Mini Traffic Circle	Partial	Safety	Medium	\$3,900,000	1.000	Roundabout	\$3,900,000	HSIP, STBG	CON	No	Medium	62	Tier 2
US 167 BUS (Lee Street)	Yes	Lakeside Drive – Overton Street	Pedestrian Crossing Modifications	Crosswalk Improvements (Standard)	Yes	Safety	High	\$25,000	6.000	intersection	\$150,000	HSIP, SS4A, TAP	CON	Yes	High	73	Tier 2
US 167 BUS (Lee Street)	Yes	Lakeside Drive – Overton Street	Pedestrian Crossing Modifications	Crosswalk Improvements (Standard)	Yes	Safety	High	\$25,000	6.000	intersection	\$150,000	HSIP, SS4A, TAP	CON	Yes	High	73	Tier 2
US 167 N (Overton Street)	Yes	Lee Street – Bringham Street	Intersection Redesign	Adaptive Traffic Signal Retrofit	Yes	Operations	High	\$235,000	2.000	intersection	\$470,000	HSIP, STBG	CON	No	High	78	Tier 2
US 167 N (Overton Street)	Yes	Lee Street – Bringham Street	Pedestrian Crossing Modifications	Crosswalk Improvements (Standard)	Yes	Safety	High	\$25,000	3.000	intersection	\$75,000	HSIP, SS4A, TAP	CON	Yes	High	73	Tier 2
US 71 (MacArthur Drive)	Yes	LA 1208-3 (Jackson St) – LA 28 W	Pedestrian & Bike Network	Sidewalk (New Construction)	Yes	Bike/Ped	High	\$2,350,000	0.820	mile	\$1,927,000	HSIP, SS4A, TAP	CON	No	High	74	Tier 2
Windermer e Boulevard	No	Westgarden to Tealwood	Pedestrian & Bike Network Connections	Sidewalk (New Construction – One Side)	Eligible	Bike/Ped	High	\$375,000.00	0.47	mile	\$176,250	STBG (Urban), TA, CRP	CON	Yes	High	63	Tier 2
Versailles Boulevard	No	Alex to John Eskew	Pedestrian & Bike Network Connections	Sidewalk (New Construction – One Side)	Eligible	Bike/Ped	High	\$375,000.00	0.92	mile	\$345,000	STBG (Urban), TA, CRP	CON	Yes	High	68	Tier 2

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Versailles Boulevard	No	Provine to John Eskew	Pedestrian & Bike Network Connections	Sidewalk (New Construction – One Side)	Eligible	Bike/Ped	High	\$375,000.00	0.27	mile	\$101,250	STBG (Urban), TA, CRP	CON	Yes	High	68	Tier 2
Elliot Street	No	Texas to MacArthur	Pedestrian & Bike Network	Sidewalk (New Construction – One Side)	Yes	Bike/Ped	High	\$375,000	0.14	mile	\$52,500	CRP, TAP, STBG (Urban), HSIP	CON	No	High	69	Tier 2
Memorial Drive	No	Southfield to Masonic	Pedestrian & Bike Network Connections	Sidewalk (New Construction – Both Sides)	Yes	Bike/Ped	High	\$750,000	0.5	mile	\$375,000	CRP, TAP, STBG (Urban), HSIP, SS4A	CON	No	High	69	Tier 2
LA 1 (Bolton Avenue)	No	Chase to Airbase (LA 498)	Pedestrian & Bike Network	Shared-Use Path (Along Existing Shoulder)	Yes	Bike/Ped	High	\$375,000	2.72	mile	\$1,020,000	CRP, TAP, Recreational Trails Program (RTP), STBG (Urban)	CON	No	High	74	Tier 2
LA 498 (Airbase Road)	No	LA 1 (Bolton) to Old Boyce Road	Pedestrian & Bike Network	Sidewalk (New Construction – One Side)	Yes	Bike/Ped	High	\$375,000	0.13	mile	\$48,750	CRP, TAP, STBG (Urban), HSIP	CON	No	High	69	Tier 2
Chester Street	No	Vance – Rapides	Pedestrian & Bike Network	New Buffered Bike Lane (One-Way Pair)	Yes	Bike/Ped	High	\$250,000	1.360	mile	\$340,000	CRP	CON	No	High	66	Tier 2
Claiborne St	No	PHS Campus Bus Stop	Pedestrian & Bike Network	Sidewalk (New Construction – One Side)	Yes	Bike/Ped	High	\$375,000	0.046	mile	\$17,116	TAP	CON	No	High	66	Tier 2
East Texas Ave	No	Masonic – Lee St	Pedestrian & Bike Network	New Buffered Bike Lane (One-Way Pair)	Yes	Bike/Ped	High	\$250,000	0.600	mile	\$150,000	CRP	CON	No	High	66	Tier 2
LA 28 East	No	Palmetto Street to Highland Drive	Intersection Redesign	Adaptive Traffic Signal Retrofit	Yes	Operations	High	\$235,000	3.000	intersection	\$705,000	HSIP, STBG	CON	No	High	78	Tier 2
LA 28 East	No	Palmetto Street to Highland Drive	Pedestrian Crossing Modifications	Pedestrian Signal Upgrades (Countdown)	Yes	Safety	High	\$130,000	2.000	intersection	\$260,000	HSIP, SS4A, STBG, TAP	CON	No	High	78	Tier 2

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LA3144 (Edgewood Dr)	No	Donahue Ferry Rd-X	Pedestrian Crossing Modifications	Enhanced Pedestrian Crossing	Yes	Safety	High	\$175,000	1.000	intersection	\$175,000	HSIP	CON	No	High	71	Tier 2
US 167 S (Mason Street)	No	Bringhurst Street – Lee Street	Intersection Redesign	Adaptive Traffic Signal Retrofit	Yes	Safety	High	\$235,000	2.000	intersection	\$470,000	HSIP, STBG	CON	No	High	63	Tier 2
LA 1 (Main & 3rd Street)	Yes	Broadway Avenue – Richmond Drive	Intersection Redesign	Adaptive Traffic Signal Retrofit	Yes	Operations	Low	\$235,000	1.000	intersection	\$235,000	HSIP, STBG	CON	Yes	Low	52	Tier 3
Washington Street	No	4th and 5th Street	Pedestrian & Bike Network Connections	Targeted Sidewalk Hazard Elimination (Spot Reconstruction)	Eligible	Bike/Ped	Medium	\$3,750,000	0.04	mile	\$150,000	STBG (Urban), TA, CRP	CON	Yes	Medium	55	Tier 3
Washington Street	No	Foisy and 8th Street	Pedestrian & Bike Network Connections	Targeted Sidewalk Hazard Elimination (Spot Reconstruction)	Eligible	Bike/Ped	Medium	\$3,750,000	0.04	mile	\$150,000	STBG (Urban), TA, CRP	CON	Yes	Medium	55	Tier 3
Fourth Street	No	Elliott and St. James	Pedestrian & Bike Network Connections	Targeted Sidewalk Hazard Elimination (Spot Reconstruction)	Eligible	Bike/Ped	Medium	\$2,700,000	0.5	mile	\$1,350,000	STBG (Urban), TA, CRP	PE / CON	Yes	Medium	55	Tier 3
Yale Street	No	N. City Park Blvd. and Vance Avenue	Pedestrian & Bike Network Connections	Targeted Sidewalk Hazard Elimination (Spot Reconstruction)	Eligible	Bike/Ped	Medium	\$900,000	0.25	mile	\$225,000	STBG (Urban), TA, CRP	CON	Yes	Medium	50	Tier 3
Chester Street	No	Alma Street - X	Pedestrian & Bike Network Connections	Sidewalk Reconstruction / ADA Accessibility Improvements	Eligible	Bike/Ped	Medium	\$75,000 per city block	0.125	mile	\$30,000	STBG (Urban), TA, HSIP (if safety nexus)	CON	Yes	Medium	50	Tier 3
Bayou Maria Road	No	Milton – Orchard Loop	Pedestrian & Bike Network	Culvert Conversion to Sidewalk	Partial	Bike/Ped	High	\$1,000,000	0.780	mile	\$780,000	TAP, STBG, SS4A	CON	No	High	51	Tier 3

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Bayou Maria Road	No	Orchard Loop	Pedestrian & Bike Network	Culvert Conversion to Sidewalk	Partial	Bike/Ped	High	\$1,000,000	0.055	mile	\$54,735	TAP, STBG, SS4A	CON	No	High	51	Tier 3
Broadway Avenue	Yes	Lee Street – 11th Street	Intersection Redesign	Adaptive Traffic Signal Retrofit	Yes	Operations	Low	\$235,000	4.000	intersection	\$940,000	HSIP, STBG	CON	No	Low	50	Tier 3
LA 1 (Bolton Avenue)	Yes	Rapides Avenue – Chase Drive	Intersection Redesign	Adaptive Traffic Signal Retrofit	Yes	Operations	Low	\$235,000	3.000	intersection	\$705,000	HSIP, STBG	CON	No	Low	50	Tier 3
LA 1 (Main & 3rd Street)	Yes	Broadway Avenue – Richmond Drive	Pedestrian Crossing Modifications	SCHOOL Pavement Markings	No	Safety	Low	\$3,250	2.000	each	\$6,500	STBG	CON	Yes	Low	45	Tier 3
LA 1208-3 (Jackson Street)	Yes	Ola St & Hermitage Apartments	Pedestrian & Bike Network	Enhanced Pedestrian Crossing	Yes	Safety	Medium	\$175,000	0.020	mile	\$3,465	HSIP, SS4A	CON	Yes	Medium	57	Tier 3
LA 1208-3 (Jackson Street)	Yes	Versailles Boulevard – MacArthur Drive	Intersection Redesign	Adaptive Traffic Signal Retrofit	Yes	Operations	Low	\$235,000	4.000	intersection	\$940,000	HSIP, STBG	CON	No	Low	50	Tier 3
LA 28 East	No	Palmetto Street to Highland Drive	Pedestrian Crossing Modifications	Enhanced Pedestrian Crossing	Yes	Safety	Medium	\$175,000	4.000	per crossing	\$700,000	HSIP, SS4A, TAP	CON	No	Medium	55	Tier 3
LA 28 West	No	Cloverleaf Boulevard - Georgetown Drive/ Ridgewood Boulevard	Pedestrian Crossing Modifications	Enhanced Pedestrian Crossing	Yes	Safety	Medium	\$175,000	1.000	intersection	\$175,000	HSIP, SS4A, TAP	CON	Yes	Medium	57	Tier 3
LA 28 BUS (Monroe Street)	Yes	MacArthur Drive to Bolton Street (LA 1)	Intersection Redesign	Adaptive Traffic Signal Retrofit	Yes	Operations	Low	\$235,000	3.000	intersection	\$705,000	HSIP, STBG	CON	No	Low	50	Tier 3
LA 488 England Dr	No	MacArthur – Enterprise	Environment & Streetscape Enhancements	Street Lighting	Partial	Safety	Medium	\$12,000	4.000	light	\$48,000	HSIP, STBG, ATP, SS4A, CRP	CON	Yes	Medium	50	Tier 3
Lee Street	Yes	Masonic / Fenner	Pedestrian & Bike Network	Enhanced Pedestrian Crossing	Yes	Safety	Medium	\$175,000	1.000	crossing	\$175,000	HSIP	CON	Yes	Medium	57	Tier 3
Lee Street	Yes	Shiloh Baptist – Apartments	Pedestrian & Bike Network	Enhanced Pedestrian Crossing	Yes	Safety	Medium	\$175,000	1.000	crossing	\$175,000	HSIP	CON	Yes	Medium	57	Tier 3

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Lee Street	Yes	Lakeside Drive	Pedestrian & Bike Network	Enhanced Pedestrian Crossing	Yes	Safety	Medium	\$175,000	1.000	crossing	\$175,000	HSIP	CON	No	Medium		
Louis J Marshall Trail Ext	No	Bolton – Chester	Pedestrian & Bike Network	Shared-Use Path / Multiuse Trail	Yes	Bike/Ped	High	\$1,800,000	0.370	mile	\$666,000	TAP, CRP	CON	Yes	High	56	Tier 3
Masonic Drive	Yes	S. MacArthur Drive – Fogleman Street/ Russell Court	Pedestrian & Bike Network	Protected / separated bike lane	Yes	Bike/Ped	Medium	\$1,625,000	0.500	mile	\$812,500	CRP, HSIP, SS4A, TAP	CON	No	Medium	55	Tier 3
North Blvd	No	N Mall – Memorial	Pedestrian & Bike Network	Sidewalk (New Construction – One Side)	Yes	Bike/Ped	Low	\$375,000	0.151	mile	\$56,605	TAP	CON	Yes	Low	38	Tier 3
Sterkx Rd	No	N Mall – Industrial	Pedestrian & Bike Network	Sidewalk (New Construction – One Side)	Yes	Bike/Ped	Medium	\$375,000	0.250	mile	\$93,750	TAP	CON	Yes	Medium	47	Tier 3
Stimson Avenue	No	Texas – MacArthur	Pedestrian & Bike Network	Sidewalk (New Construction – Both Sides)	Yes	Bike/Ped	High	\$750,000	0.141	mile	\$105,824	TAP	CON	Yes	High	56	Tier 3
Terra Ave	No	Bruyninckx Rd – James St	Pedestrian & Bike Network	Sidewalk (New Construction – One Side)	Yes	Bike/Ped	High	\$375,000	0.500	mile	\$187,500	TAP, STBG	CON	Yes	High	56	Tier 3
US 165 BUS (Jackson Street)	Yes	2nd Street – 10th Street	Street Reconfiguration & Traffic Calming	Pavement Marking Visibility Improvements (HI) (3-Lane Urban Corridor)	Yes	Safety	Low	\$107,500	0.500	mile	\$53,750	CRP, SS4A	CON	No	Low	43	Tier 3
US 165 BUS (Jackson Street)	Yes	2nd Street – 10th Street	Pedestrian & Bike Network	Shared Lane Markings (Sharrows)	Yes		Low	\$2,510	0.500	mile	\$1,255	CRP, HSIP, SS4A, TAP	CON	No	Low	43	Tier 3
US 165 BUS (Jackson Street)	Yes	2nd Street – 10th Street	Intersection Redesign	Bicycle-Specific Signal Heads & Detection	Yes	Safety	Low	\$90,000	5.000	intersection	\$450,000	HSIP, STBG	CON	No	Low	50	Tier 3

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US 165 BUS (Main Street)	Yes	Donahue Ferry Road – Shamrock Street	Pedestrian Crossing Modificatio ns	Enhanced Pedestrian Crossing	Yes	Safety	Low	\$175,000	2.000	intersec tion	\$350,000	HSIP, SS4A, TAP	CON	No	Low		
US 165 BUS (Main Street)	Yes	Donahue Ferry Road – Shamrock Street	Pedestrian Crossing Modificatio ns	Enhanced Crosswalk (School/ High-Vis)	Yes	Safety	Low	\$72,500	1.000	intersec tion	\$72,500	HSIP, SS4A, TAP	CON	No	Low	43	Tier 3
US 165 BUS (Main Street)	Yes	Claiborne St	Pedestrian & Bike Network	Enhanced Pedestrian Crossing	Yes	Safety	Low	\$175,000	1.000	crossin g	\$175,000	HSIP	CON	No	Low	38	Tier 3
US 167 BUS (Lee Street)	Yes	Lakeside Drive – Overton Street	Street Reconfigur ation & Traffic Calming	Road Diet (4→2 + Bike Lanes)	Yes	Bike/Ped	Medium	\$122,500	1.730	mile	\$211,925	CRP, HSIP, SS4A, TAP	CON	Yes	Medium	57	Tier 3
US 167 BUS (Lee Street)	Yes	Lakeside Drive – Overton Street	Pedestrian & Bike Network	ADA Sidewalk with Landscape Buffer	Yes	Bike/Ped	Low	\$2,300,000	1.730	mile	\$3,979,000	HSIP, SS4A, TAP	CON	No	Low	41	Tier 3
US 167 N (Overton Street)	Yes	Lee Street – Bringham Street	Pedestrian & Bike Network	Shared- Use Path (Along Existing Shoulder)	Yes	Bike/Ped	Medium	\$1,030,000	1.140	mile	\$1,174,200	HSIP, SS4A, TAP	CON	No	Medium	55	Tier 3
US 167 N (Overton Street)	Yes	Lee Street – Bringham Street	Pedestrian & Bike Network	ADA Sidewalk with Landscape Buffer	Yes	Bike/Ped	Medium	\$2,300,000	1.140	mile	\$2,622,000	HSIP, SS4A, TAP	CON	No	Medium	58	Tier 3
US 167 S (Mason Street)	No	Bringham Street – Lee Street	Pedestrian & Bike Network	ADA Sidewalk with Landscape Buffer	Yes	Bike/Ped	Low	\$2,300,000	1.140	mile	\$2,622,000	HSIP, SS4A, TAP	CON	No	Low	21	Tier 3
US 71 (MacArthur Drive)	Yes	LA 1208-3 (Jackson St) – LA 28 W	Pedestrian Crossing Modificatio ns	Enhanced Pedestrian Crossing	Yes	Safety	Medium	\$175,000	3.000	intersec tion	\$525,000	HSIP, SS4A, TAP	CON	No	Medium	55	Tier 3
Watson St & Lee St	No	Masonic – Fenner	Pedestrian & Bike Network	Sidewalk (New Constructi on – One Side)	Yes	Bike/Ped	Medium	\$375,000	0.313	mile	\$117,375	TAP	CON	Yes	Medium	37	Tier 3
Wimbledo n Blvd	No	Jackson – Heyman	Pedestrian & Bike Network	Sidewalk (New Constructi on – One Side)	Yes	Bike/Ped	High	\$375,000	0.168	mile	\$63,139	TAP	CON	Yes	High	56	Tier 3

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Wimbledo n Blvd	No	Jackson – Parliament	Pedestrian & Bike Network	Sidewalk (New Constructi on – One Side)	Yes	Bike/Ped	High	\$375,000	0.079	mile	\$29,688	TAP	CON	Yes	High	56	Tier 3
Fifth Street	No	Murray and Washington	Pedestrian & Bike Network Connectio ns	Targeted Sidewalk Hazard Elimination (Spot Reconstru ction)	Eligible	Bike/Ped	Medium	\$3,000,000	0.1	mile	\$300,000	STBG (Urban), TA, CRP	CON	Yes	Medium	45	Tier 3
Eighth Street	No	Jackson and Murray	Pedestrian & Bike Network Connectio ns	Targeted Sidewalk Hazard Elimination (Spot Reconstru ction)	Eligible	Bike/Ped	Medium	\$3,000,000	0.1	mile	\$300,000	STBG (Urban), TA, CRP	CON	Yes	Medium	45	Tier 3
Stimpson Avenue	No	Texas to MacArthur	Pedestrian & Bike Network	Sidewalk (New Constructi on – One Side)	Yes	Bike/Ped	High	\$375,000	0.14	mile	\$52,500	CRP, TAP, STBG (Urban), HSIP	CON	No	High	59	Tier 3
Memorial Drive	No	Coldstream to Lee	Pedestrian & Bike Network	Sidewalk (New Constructi on – One Side)	Yes	Bike/Ped	Medium	\$375,000	0.16	mile	\$60,000	TAP, STBG (Urban), CRP	CON	No	Medium	43	Tier 3
Sterx Road	No	Memorial to North Mall	Pedestrian & Bike Network	Sidewalk (New Constructi on – One Side)	Yes	Bike/Ped	Medium	\$375,000	0.16	mile	\$60,000	TAP, STBG (Urban), CRP	CON	No	Medium	43	Tier 3
LA 1 (Bolton Avenue)	Yes	LA 498 (Airbase) - X	Pedestrian Crossing Modificatio ns	Enhanced Pedestrian Crossing	Yes	Safety	Medium	\$175,000	1	Interse ction	\$175,000	HSIP, SS4A, CRP, TAP	CON	No	Medium	58	Tier 3
Old Boyce Road	No	LA 498 (Airbase) to Autumn Orchard Loop	Pedestrian & Bike Network Connectio ns	Sidewalk (New Constructi on – Both Sides)	Yes	Bike/Ped	High	\$750,000	0.62	mile	\$465,000	CRP, TAP, STBG (Urban), HSIP	CON	No	High	59	Tier 3
Milmar Boulevard	No	Norman to Random	Pedestrian & Bike Network	Sidewalk (New Constructi on – One Side)	Yes	Bike/Ped	Medium	\$375,000	0.45	mile	\$168,750	TAP, STBG (Urban), CRP	CON	No	Medium	53	Tier 3
LA 498 (Airbase Road)	No	Old Boyce / W. Calhoun - X	Pedestrian Crossing Modificatio ns	Enhanced Pedestrian Crossing	Yes	Safety	Medium	\$175,000	1	Interse ction	\$175,000	HSIP, SS4A, CRP, TAP	CON	No	Medium	53	Tier 3

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Bayou Maria Road	No	Orchard Loop crossing	Pedestrian & Bike Network	Enhanced Pedestrian Crossing	Yes	Safety	High	\$175,000	1.000	crossing	\$175,000	HSIP	CON	No	High		
City Park Trail Ext N	No	N City Park Blvd – Jackson	Pedestrian & Bike Network	Shared-Use Path / Multiuse Trail	Yes	Bike/Ped	Medium	\$1,800,000	0.500	mile	\$900,000	TAP, CRP	CON	No	Medium	40	Tier 3
City Park Trail Ext S	No	City Park Blvd – Texas	Pedestrian & Bike Network	Shared-Use Path / Multiuse Trail	Yes	Bike/Ped	High	\$1,800,000	0.500	mile	\$900,000	TAP, CRP	CON	No	High	56	Tier 3
LA 28 East	No	Palmetto Street to Highland Drive	Pedestrian Crossing Modifications	RRFB Midblock Crossing with Refuge Island + Signage	No	Safety	Low	\$204,000	1.000	per crossing	\$204,000	STBG	CON	No	Low	38	Tier 3
LA 28 East	No	Palmetto Street to Highland Drive	Street Reconfiguration & Traffic Calming	Driveway Consolidation / Access Management	No	Safety	Medium	\$875,000	1.300	mile	\$1,137,500	STBG	CON	No	Medium	57	Tier 3
LA 28 East	No	Palmetto Street to Highland Drive	Pedestrian Crossing Modifications	School Zone Signs & Flashing Beacons	No	Safety	Medium	\$35,000	1.000	per school zone	\$35,000	STBG	CON	No	Medium	55	Tier 3
LA 28 West	No	Cloverleaf Boulevard - Georgetown Drive/ Ridgewood Boulevard	Intersection Redesign	Adaptive Traffic Signal Retrofit	Yes	Operations	Low	\$235,000	3.000	intersection	\$705,000	HSIP, STBG	CON	No	Low	45	Tier 3
LA 488 England Dr	No	MacArthur – Enterprise	Pedestrian & Bike Network	Culvert Conversion to Shared Use Path	Yes		Medium	\$1,200,000	0.890	mile	\$1,068,000	CRP, TAP, STBG, SS4A	CON	No	Medium	48	Tier 3
LA3144 (Edgewood Dr)	No	Donahue Ferry Rd-X	Intersection Redesign	Adaptive Traffic Signal Retrofit	Partial	Operations	Low	\$250,000	1.000	intersection	\$250,000	STBG	CON	No	Low	45	Tier 3
MacArthur Dr & LA 28W Service Rd	No	Windermerre – Castle	Street Reconfiguration & Traffic Calming	Road Diet / Lane Reconfiguration	Yes	Safety	Low	\$600,000	1.300	mile	\$780,000	SS4A, CRP	CON	No	Low	18	Tier 3

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North Levee Trail Ext	No	Riverside – Rembert	Pedestrian & Bike Network	Shared-Use Path / Multiuse Trail	Yes	Bike/Ped	Medium	\$1,800,000	0.070	mile	\$125,114	TAP, CRP	CON	No	Medium	50	Tier 3
Sanders Street	No	Shamrock – Riverside	Pedestrian & Bike Network	New Buffered Bike Lane	Yes	Bike/Ped	High	\$250,000	0.137	mile	\$34,280	CRP	CON	No	High	51	Tier 3
US 167 S (Mason Street)	No	Bringhurst Street – Lee Street	Pedestrian Crossing Modifications	Crosswalk Improvements (Standard)	Yes	Safety	High	\$25,000	3.000	intersec- tion	\$75,000	HSIP, SS4A, TAP	CON	Yes	High	58	Tier 3
Versailles Blvd	No	Jackson – LA 28W	Pedestrian & Bike Network	Convert Standard Bike Lane → Buffered Bike Lane	Yes	Bike/Ped	Low	\$150,000	2.440	mile	\$366,000	CRP, STBG	CON	No	Low	23	Tier 3
Wadley St & Milton	No	Bayou Maria – US167	Pedestrian & Bike Network	Sidewalk (New Construction – One Side)	Yes	Transit	Medium	\$375,000	0.149	mile	\$56,037	TAP, FTA 5307	CON	No	Medium	35	Tier 3
Wakefield Blvd & Castle Rd	No	Windermere – MacArthur	Pedestrian & Bike Network	New Buffered Bike Lane (One-Way Pair)	Yes	Bike/Ped	High	\$250,000	0.885	mile	\$221,250	CRP, STBG	CON	No	High	56	Tier 3

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Appendix D | Priority CRP Project Listing: Transit

ROAD NAME	VRU HIN Corridor (Yes/No)	SEGMENT	Category	Official 2.0 Improvem ent Type	CRP Eligibility	Primary CRP Benefit (Bike/ Ped/ Transit/ Safety/ Operatio ns)	Mode Shift Potential	Typical Unit Cost (\$ Planning Assumption)	Count	Unit	Estimated Project Cost	Primary Funding Program	Secondary / Supporting Funding Programs	Project Phase (PE/ ROW/ CON)	Local Support Confirmed (Yes/No)	Emissions Reduction Potential (High/ Medium/ Low)	Preliminary MPO Staff CRP Score (100)	CRP Tier Group
Bus Stop ID #234	Yes	Versailles Boulevard – MacArthur Drive	Transit Investmen ts	Full Bus Stop Upgrade (Pad + Shelter + Signage)	Yes	Transit	High	\$100,000	1	stop	\$100,000	FTA 5307	CRP, TAP	CON	Yes	High	81	Tier 1
Bus Stop ID #24	Yes	Versailles Boulevard – MacArthur Drive	Transit Investmen ts	Bus Bench Relocation / Buffer Installation	Yes	Transit	High	\$2,250	1	stop	\$2,250	FTA 5307	CRP	CON	Yes	High	81	Tier 1
Bus Stop ID #34	Yes	Versailles Boulevard – MacArthur Drive	Transit Investmen ts	Bus Bench Relocation / Buffer Installation	Yes	Transit	High	\$2,250	1	stop	\$2,250	FTA 5307	CRP	CON	Yes	High	81	Tier 1
Bus Stop ID #35	Yes	Versailles Boulevard – MacArthur Drive	Transit Investmen ts	Bus Bench Relocation / Buffer Installation	Yes	Transit	High	\$2,250	1	stop	\$2,250	FTA 5307	CRP	CON	Yes	High	81	Tier 1
Bus Stop ID #22	Yes	Versailles Boulevard – MacArthur Drive	Transit Investmen ts	Bus Bench Relocation / Buffer Installation	Yes	Transit	High	\$2,250	1	stop	\$2,250	FTA 5307	CRP	CON	Yes	High	81	Tier 1
Bus Stop ID #232	Yes	Versailles Boulevard – MacArthur Drive	Transit Investmen ts	Bus Bench Relocation / Buffer Installation	Yes	Transit	High	\$2,250	1	stop	\$2,250	FTA 5307	CRP	CON	Yes	High	81	Tier 1
Bus Stop ID #21	Yes	Versailles Boulevard – MacArthur Drive	Transit Investmen ts	Bus Bench Relocation / Buffer Installation	Yes	Transit	High	\$2,250	1	stop	\$2,250	FTA 5307	CRP	CON	Yes	High	81	Tier 1
Bus Stop ID #20	Yes	Versailles Boulevard – MacArthur Drive	Transit Investmen ts	Bus Bench Relocation / Buffer Installation	Yes	Transit	High	\$2,250	1	stop	\$2,250	FTA 5307	CRP	CON	Yes	High	81	Tier 1

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Bus Stop ID #19	Yes	Versailles Boulevard – MacArthur Drive	Transit Investments	Bus Bench Relocation / Buffer Installation	Yes	Transit	High	\$2,250	1	stop	\$2,250	FTA 5307	CRP	CON	Yes	High	81	Tier 1
Bus Stop ID #41	Yes	Versailles Boulevard – MacArthur Drive	Transit Investments	Bus Bench Relocation / Buffer Installation	Yes	Transit	High	\$2,250	1	stop	\$2,250	FTA 5307	CRP	CON	Yes	High	81	Tier 1
Bus Stop ID #18	Yes	Versailles Boulevard – MacArthur Drive	Transit Investments	Bus Bench Relocation / Buffer Installation	Yes	Transit	High	\$2,250	1	stop	\$2,250	FTA 5307	CRP	CON	Yes	High	81	Tier 1
Bus Stop ID #37	Yes	Versailles Boulevard – MacArthur Drive	Transit Investments	Bus Stop Pedestrian Accessibility Upgrade	Yes	Transit	High	\$23,500	1	stop	\$23,500	CRP	FTA 5307, TAP, HSIP, SS4A	CON	Yes	High	81	Tier 1
Bus Stop ID #36	Yes	Versailles Boulevard – MacArthur Drive	Transit Investments	Bus Stop Pedestrian Accessibility Upgrade	Yes	Transit	High	\$23,500	1	stop	\$23,500	CRP	FTA 5307, TAP, HSIP, SS4A	CON	Yes	High	81	Tier 1
Bus Stop ID #233	Yes	Versailles Boulevard – MacArthur Drive	Transit Investments	Bus Stop Pedestrian Accessibility Upgrade	Yes	Transit	High	\$23,500	1	stop	\$23,500	CRP	FTA 5307, TAP, HSIP, SS4A	CON	Yes	High	81	Tier 1
Bus Stop ID #18	Yes	Versailles Boulevard – MacArthur Drive	Transit Investments	Bus Stop Pedestrian Accessibility Upgrade	Yes	Transit	High	\$23,500	1	stop	\$23,500	CRP	FTA 5307, TAP, HSIP, SS4A	CON	Yes	High	81	Tier 1
Bus Stop ID #35	Yes	Versailles Boulevard – MacArthur Drive	Transit Investments	Bus Stop Pedestrian Accessibility Upgrade	Yes	Transit	High	\$23,500	1	stop	\$23,500	CRP	FTA 5307, TAP, HSIP, SS4A	CON	Yes	High	81	Tier 1
Bus Stop ID #453	Yes	LA 1 (3rd) – Main Bus Stop	Transit Investments	Bus Stop Pedestrian Accessibility Upgrade	Yes	Transit	High	\$23,500	1	stop	\$23,500	CRP	FTA 5307, TAP, HSIP, SS4A	CON	No	High	76	Tier 2
Bus Stop ID #348	Yes	Rapides Avenue – Chase Drive	Transit Investments	Bus Stop Sign Replacement (Sign + Post)	Yes	Transit	High	\$700	1	stop	\$700	FTA 5307	CRP	CON	No	High	79	Tier 2

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Bus Stop ID #624	Yes	Rapides Avenue – Chase Drive	Transit Investments	Bus Stop Sign Replacement (Sign + Post)	Yes	Transit	High	\$700	1	stop	\$700	FTA 5307	CRP	CON	No	High	79	Tier 2
Bus Stop ID #349	Yes	Rapides Avenue – Chase Drive	Transit Investments	Bus Stop Sign Replacement (Sign + Post)	Yes	Transit	High	\$700	1	stop	\$700	FTA 5307	CRP	CON	No	High	79	Tier 2
Bus Stop ID #623	Yes	Rapides Avenue – Chase Drive	Transit Investments	Bus Stop Sign Replacement (Sign + Post)	Yes	Transit	High	\$700	1	stop	\$700	FTA 5307	CRP	CON	No	High	79	Tier 2
Bus Stop ID #622	Yes	Rapides Avenue – Chase Drive	Transit Investments	Bus Stop Sign Replacement (Sign + Post)	Yes	Transit	High	\$700	1	stop	\$700	FTA 5307	CRP	CON	No	High	79	Tier 2
Bus Stop ID #350	Yes	Rapides Avenue – Chase Drive	Transit Investments	Bus Stop Sign Replacement (Sign + Post)	Yes	Transit	High	\$700	1	stop	\$700	FTA 5307	CRP	CON	No	High	79	Tier 2
Bus Stop ID #351	Yes	Rapides Avenue – Chase Drive	Transit Investments	Bus Stop Sign Replacement (Sign + Post)	Yes	Transit	High	\$700	1	stop	\$700	FTA 5307	CRP	CON	No	High	79	Tier 2
Bus Stop ID #620	Yes	Rapides Avenue – Chase Drive	Transit Investments	Bus Stop Sign Replacement (Sign + Post)	Yes	Transit	High	\$700	1	stop	\$700	FTA 5307	CRP	CON	No	High	79	Tier 2
Bus Stop ID #623	Yes	Rapides Avenue – Chase Drive	Transit Investments	Bus Bench Relocation / Buffer Installation	Yes	Transit	High	\$2,250	1	stop	\$2,250	FTA 5307	CRP	CON	No	High	79	Tier 2
Bus Stop ID #622	Yes	Rapides Avenue – Chase Drive	Transit Investments	Bus Bench Relocation / Buffer Installation	Yes	Transit	High	\$2,250	1	stop	\$2,250	FTA 5307	CRP	CON	No	High	79	Tier 2
Bus Stop ID #350	Yes	Rapides Avenue – Chase Drive	Transit Investments	Bus Bench Relocation / Buffer Installation	Yes	Transit	High	\$2,250	1	stop	\$2,250	FTA 5307	CRP	CON	No	High	79	Tier 2

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Bus Stop ID #620	Yes	Rapides Avenue – Chase Drive	Transit Investments	Bus Bench Relocation / Buffer Installation	Yes	Transit	High	\$2,250	1	stop	\$2,250	FTA 5307	CRP	CON	No	High	79	Tier 2
Bus Stop ID #621	Yes	Rapides Avenue – Chase Drive	Transit Investments	Full Bus Stop Upgrade (Pad + Shelter + Signage)	Yes	Transit	High	\$100,000	1	stop	\$100,000	FTA 5307	CRP, TAP	CON	No	High	79	Tier 2
Bus Stop ID #642	Yes	Broadway Avenue – Richmond Drive	Transit Investments	Bus Stop Visibility Improvement Package	Yes	Transit	High	\$1,225	1	stop	\$1,225	FTA 5307	CRP	CON	No	High	79	Tier 2
Bus Stop ID #643	Yes	Broadway Avenue – Richmond Drive	Transit Investments	Bus Stop Visibility Improvement Package	Yes	Transit	High	\$1,225	1	stop	\$1,225	FTA 5307	CRP	CON	No	High	79	Tier 2
Bus Stop ID #165	Yes	Broadway Avenue – Richmond Drive	Transit Investments	Bus Stop Visibility Improvement Package	Yes	Transit	High	\$1,225	1	stop	\$1,225	FTA 5307	CRP	CON	No	High	79	Tier 2
Bus Stop ID #645	Yes	Broadway Avenue – Richmond Drive	Transit Investments	Bus Stop Visibility Improvement Package	Yes	Transit	High	\$1,225	1	stop	\$1,225	FTA 5307	CRP	CON	No	High	79	Tier 2
Bus Stop ID #167	Yes	Broadway Avenue – Richmond Drive	Transit Investments	Bus Stop Visibility Improvement Package	Yes	Transit	High	\$1,225	1	stop	\$1,225	FTA 5307	CRP	CON	No	High	79	Tier 2
Bus Stop ID #168	Yes	Broadway Avenue – Richmond Drive	Transit Investments	Bus Stop Visibility Improvement Package	Yes	Transit	High	\$1,225	1	stop	\$1,225	FTA 5307	CRP	CON	No	High	79	Tier 2
Bus Stop ID #373	Yes	Broadway Avenue – Richmond Drive	Transit Investments	Bus Stop Visibility Improvement Package	Yes	Transit	High	\$1,225	1	stop	\$1,225	FTA 5307	CRP	CON	No	High	79	Tier 2
Bus Stop ID #374	Yes	Broadway Avenue – Richmond Drive	Transit Investments	Bus Stop Visibility Improvement Package	Yes	Transit	High	\$1,225	1	stop	\$1,225	FTA 5307	CRP	CON	No	High	79	Tier 2

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Bus Stop ID #500	Yes	Broadway Avenue – Richmond Drive	Transit Investments	Bus Stop Visibility Improvement Package	Yes	Transit	High	\$1,225	1	stop	\$1,225	FTA 5307	CRP	CON	No	High	79	Tier 2
Bus Stop ID #394	Yes	Broadway Avenue – Richmond Drive	Transit Investments	Bus Stop Visibility Improvement Package	Yes	Transit	High	\$1,225	1	stop	\$1,225	FTA 5307	CRP	CON	No	High	79	Tier 2
Bus Stop ID #376	Yes	Broadway Avenue – Richmond Drive	Transit Investments	Bus Stop Visibility Improvement Package	Yes	Transit	High	\$1,225	1	stop	\$1,225	FTA 5307	CRP	CON	No	High	79	Tier 2
Bus Stop ID #499	Yes	Broadway Avenue – Richmond Drive	Transit Investments	Bus Stop Visibility Improvement Package	Yes	Transit	High	\$1,225	1	stop	\$1,225	FTA 5307	CRP	CON	No	High	79	Tier 2
Bus Stop #498	Yes	Broadway Avenue – Richmond Drive	Transit Investments	Bus Stop Visibility Improvement Package	Yes	Transit	High	\$1,225	1	stop	\$1,225	FTA 5307	CRP	CON	No	High	79	Tier 2
Bus Stop ID #378	Yes	Broadway Avenue – Richmond Drive	Transit Investments	Bus Stop Visibility Improvement Package	Yes	Transit	High	\$1,225	1	stop	\$1,225	FTA 5307	CRP	CON	No	High	79	Tier 2
Bus Stop ID #391	Yes	Broadway Avenue – Richmond Drive	Transit Investments	Bus Stop Visibility Improvement Package	Yes	Transit	High	\$1,225	1	stop	\$1,225	FTA 5307	CRP	CON	No	High	79	Tier 2
Bus Stop ID #390	Yes	Broadway Avenue – Richmond Drive	Transit Investments	Bus Stop Visibility Improvement Package	Yes	Transit	High	\$1,225	1	stop	\$1,225	FTA 5307	CRP	CON	No	High	79	Tier 2
Bus Stop ID #502	Yes	Broadway Avenue – Richmond Drive	Transit Investments	Bus Stop Visibility Improvement Package	Yes	Transit	High	\$1,225	1	stop	\$1,225	FTA 5307	CRP	CON	No	High	79	Tier 2
Bus Stop ID #396	Yes	Broadway Avenue – Richmond Drive	Transit Investments	Bus Stop Visibility Improvement Package	Yes	Transit	High	\$1,225	1	stop	\$1,225	FTA 5307	CRP	CON	No	High	79	Tier 2

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Bus Stop ID #505	Yes	Broadway Avenue – Richmond Drive	Transit Investments	Bus Stop Visibility Improvement Package	Yes	Transit	High	\$1,225	1	stop	\$1,225	FTA 5307	CRP	CON	No	High	79	Tier 2
Bus Stop ID #643	Yes	Broadway Avenue – Richmond Drive	Transit Investments	Full Bus Stop Upgrade (Pad + Shelter + Signage)	Yes	Transit	High	\$100,000	1	stop	\$100,000	FTA 5307	CRP, TAP	CON	No	High	79	Tier 2
Bus Stop ID #168	Yes	Broadway Avenue – Richmond Drive	Transit Investments	Full Bus Stop Upgrade (Pad + Shelter + Signage)	Yes	Transit	High	\$100,000	1	stop	\$100,000	FTA 5307	CRP, TAP	CON	No	High	79	Tier 2
Bus Stop ID #381	Yes	Broadway Avenue – Richmond Drive	Transit Investments	Full Bus Stop Upgrade (Pad + Shelter + Signage)	Yes	Transit	High	\$100,000	1	stop	\$100,000	FTA 5307	CRP, TAP	CON	No	High	79	Tier 2
Bus Stop ID #395	Yes	Broadway Avenue – Richmond Drive	Transit Investments	Full Bus Stop Upgrade (Pad + Shelter + Signage)	Yes	Transit	High	\$100,000	1	stop	\$100,000	FTA 5307	CRP, TAP	CON	No	High	79	Tier 2
Bus Stop ID #380	Yes	Broadway Avenue – Richmond Drive	Transit Investments	Bus Bench Relocation / Buffer Installation	Yes	Transit	High	\$2,250	1	stop	\$2,250	FTA 5307	CRP	CON	No	High	79	Tier 2
Bus Stop ID #163	Yes	Broadway Avenue – Richmond Drive	Transit Investments	Boarding Pad / Curb Cut	No	Transit	High	\$22,500	1	stop	\$22,500	CRP	FTA 5307, TAP, HSIP, SS4A	CON	No	High	61	Tier 2
Bus Stop ID #168	Yes	Broadway Avenue – Richmond Drive	Transit Investments	Boarding Pad / Curb Cut	No	Transit	High	\$22,500	1	stop	\$22,500	CRP	FTA 5307, TAP, HSIP, SS4A	CON	No	High	61	Tier 2
Bus Stop ID #376	Yes	Broadway Avenue – Richmond Drive	Transit Investments	Boarding Pad / Curb Cut	No	Transit	High	\$22,500	1	stop	\$22,500	CRP	FTA 5307, TAP, HSIP, SS4A	CON	No	High	61	Tier 2
Bus Stop ID #501	Yes	Broadway Avenue – Richmond Drive	Transit Investments	Boarding Pad / Curb Cut	No	Transit	High	\$22,500	1	stop	\$22,500	CRP	FTA 5307, TAP, HSIP, SS4A	CON	No	High	61	Tier 2

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Bus Stop ID #506	Yes	Broadway Avenue – Richmond Drive	Transit Investments	Boarding Pad / Curb Cut	No	Transit	High	\$22,500	1	stop	\$22,500	CRP	FTA 5307, TAP, HSIP, SS4A	CON	No	High	61	Tier 2
Bus Stop ID #423	Yes	MacArthur Drive to Bolton Street (LA 1)	Transit Investments	Bus Stop Visibility Improvement Package	Yes	Transit	High	\$1,225	1	stop	\$1,225	FTA 5307	CRP	CON	No	High	79	Tier 2
Bus Stop ID #424	Yes	MacArthur Drive to Bolton Street (LA 1)	Transit Investments	Bus Stop Visibility Improvement Package	Yes	Transit	High	\$1,225	1	stop	\$1,225	FTA 5307	CRP	CON	No	High	79	Tier 2
Bus Stop ID #276	Yes	MacArthur Drive to Bolton Street (LA 1)	Transit Investments	Bus Stop Visibility Improvement Package	Yes	Transit	High	\$1,225	1	stop	\$1,225	FTA 5307	CRP	CON	No	High	79	Tier 2
Bus Stop ID #278	Yes	MacArthur Drive to Bolton Street (LA 1)	Transit Investments	Bus Stop Visibility Improvement Package	Yes	Transit	High	\$1,225	1	stop	\$1,225	FTA 5307	CRP	CON	No	High	79	Tier 2
Bus Stop ID #279	Yes	MacArthur Drive to Bolton Street (LA 1)	Transit Investments	Bus Stop Visibility Improvement Package	Yes	Transit	High	\$1,225	1	stop	\$1,225	FTA 5307	CRP	CON	No	High	79	Tier 2
Bus Stop ID #273	Yes	MacArthur Drive to Bolton Street (LA 1)	Transit Investments	Full Bus Stop Upgrade (Pad + Shelter + Signage)	Yes	Transit	High	\$100,000	1	stop	\$100,000	FTA 5307	CRP, TAP	CON	No	High	79	Tier 2
Bus Stop ID #142	Yes	"S. MacArthur Drive – Fogleman Street/ Russell Court"	Transit Investments	Full Bus Stop Upgrade (Pad + Shelter + Signage)	Yes	Transit	High	\$100,000	1	stop	\$100,000	FTA 5307	CRP, TAP	CON	No	High	74	Tier 2
Bus Stop ID #143	Yes	"S. MacArthur Drive – Fogleman Street/ Russell Court"	Transit Investments	Bus Stop Pedestrian Accessibility Upgrade	Yes	Transit	High	\$23,500	1	stop	\$23,500	CRP	FTA 5307, TAP, HSIP, SS4A	CON	No	High	74	Tier 2

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Bus Stop ID #97	Yes	"S. MacArthur Drive – Fogleman Street/ Russell Court"	Transit Investments	Bus Stop Pedestrian Accessibility Upgrade	Yes	Transit	High	\$23,500	1	stop	\$23,500	CRP	FTA 5307, TAP, HSIP, SS4A	CON	No	High	74	Tier 2
Bus Stop ID #140	Yes	"S. MacArthur Drive – Fogleman Street/ Russell Court"	Transit Investments	Bus Stop Pedestrian Accessibility Upgrade	Yes	Transit	High	\$23,500	1	stop	\$23,500	CRP	FTA 5307, TAP, HSIP, SS4A	CON	No	High	74	Tier 2
Bus Stop ID #139	Yes	"S. MacArthur Drive – Fogleman Street/ Russell Court"	Transit Investments	Bus Stop Pedestrian Accessibility Upgrade	Yes	Transit	High	\$23,500	1	stop	\$23,500	CRP	FTA 5307, TAP, HSIP, SS4A	CON	No	High	74	Tier 2
Bus Stop ID #138	Yes	"S. MacArthur Drive – Fogleman Street/ Russell Court"	Transit Investments	Bus Stop Pedestrian Accessibility Upgrade	Yes	Transit	High	\$23,500	1	stop	\$23,500	CRP	FTA 5307, TAP, HSIP, SS4A	CON	No	High	74	Tier 2
Bus Stop ID #137	Yes	"S. MacArthur Drive – Fogleman Street/ Russell Court"	Transit Investments	Bus Stop Pedestrian Accessibility Upgrade	Yes	Transit	High	\$23,500	1	stop	\$23,500	CRP	FTA 5307, TAP, HSIP, SS4A	CON	No	High	74	Tier 2
Bus Stop ID #525	Yes	Memorial Drive – Cummins Street	Transit Investments	Bus Stop Pedestrian Accessibility Upgrade	Yes	Transit	High	\$23,500	1	stop	\$23,500	CRP	FTA 5307, TAP, HSIP, SS4A	CON	No	High	76	Tier 2
Bus Stop ID #299	Yes	Memorial Drive – Cummins Street	Transit Investments	Bus Stop Pedestrian Accessibility Upgrade	Yes	Transit	High	\$23,500	1	stop	\$23,500	CRP	FTA 5307, TAP, HSIP, SS4A	CON	No	High	76	Tier 2
Bus Stop ID #242	Yes	Memorial Drive – Cummins Street	Transit Investments	Full Bus Stop Upgrade (Pad + Shelter + Signage)	Yes	Transit	High	\$100,000	1	stop	\$100,000	FTA 5307	CRP, TAP	CON	No	High	79	Tier 2

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Bus Stop ID #462	Yes	Sugar House Road – Baldwin Avenue	Transit Investments	Full Bus Stop Upgrade (Pad + Shelter + Signage)	Yes	Transit	High	\$100,000	1	stop	\$100,000	FTA 5307	CRP, TAP	CON	No	High	79	Tier 2
Bus Stop ID #466	Yes	Sugar House Road – Baldwin Avenue	Transit Investments	Full Bus Stop Upgrade (Pad + Shelter + Signage)	Yes	Transit	High	\$100,000	1	stop	\$100,000	FTA 5307	CRP, TAP	CON	No	High	79	Tier 2
Bus Stop ID #198	Yes	Sugar House Road – Baldwin Avenue	Transit Investments	Bus Stop Sign Replacement (Sign + Post)	Yes	Transit	High	\$700	1	stop	\$700	FTA 5307	CRP	CON	No	High	79	Tier 2
Bus Stop ID #199	Yes	Sugar House Road – Baldwin Avenue	Transit Investments	Bus Stop Sign Replacement (Sign + Post)	Yes	Transit	High	\$700	1	stop	\$700	FTA 5307	CRP	CON	No	High	79	Tier 2
Bus Stop ID #200	Yes	Sugar House Road – Baldwin Avenue	Transit Investments	Bus Stop Sign Replacement (Sign + Post)	Yes	Transit	High	\$700	1	stop	\$700	FTA 5307	CRP	CON	No	High	79	Tier 2
Bus Stop ID #201	Yes	Sugar House Road – Baldwin Avenue	Transit Investments	Bus Stop Sign Replacement (Sign + Post)	Yes	Transit	High	\$700	1	stop	\$700	FTA 5307	CRP	CON	No	High	79	Tier 2
Bus Stop ID #462	Yes	Sugar House Road – Baldwin Avenue	Transit Investments	Bus Stop Sign Replacement (Sign + Post)	Yes	Transit	High	\$700	1	stop	\$700	FTA 5307	CRP	CON	No	High	79	Tier 2
Bus Stop ID #437	Yes	Sugar House Road – Baldwin Avenue	Transit Investments	Bus Stop Sign Replacement (Sign + Post)	Yes	Transit	High	\$700	1	stop	\$700	FTA 5307	CRP	CON	No	High	79	Tier 2
Bus Stop ID #466	Yes	Sugar House Road – Baldwin Avenue	Transit Investments	Bus Stop Sign Replacement (Sign + Post)	Yes	Transit	High	\$700	1	stop	\$700	FTA 5307	CRP	CON	No	High	79	Tier 2
Bus Stop ID #467	Yes	Sugar House Road – Baldwin Avenue	Transit Investments	Bus Stop Sign Replacement (Sign + Post)	Yes	Transit	High	\$700	1	stop	\$700	FTA 5307	CRP	CON	No	High	79	Tier 2

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Bus Stop ID #198	Yes	Sugar House Road – Baldwin Avenue	Transit Investments	Full Bus Stop Upgrade (Pad + Shelter + Signage)	Yes	Transit	High	\$100,000	1	stop	\$100,000	FTA 5307	CRP, TAP	CON	No	High	79	Tier 2
Bus Stop ID #201	Yes	Sugar House Road – Baldwin Avenue	Transit Investments	Full Bus Stop Upgrade (Pad + Shelter + Signage)	Yes	Transit	High	\$100,000	1	stop	\$100,000	FTA 5307	CRP, TAP	CON	No	High	79	Tier 2
Bus Stop ID #467	Yes	Sugar House Road – Baldwin Avenue	Transit Investments	Full Bus Stop Upgrade (Pad + Shelter + Signage)	Yes	Transit	High	\$100,000	1	stop	\$100,000	FTA 5307	CRP, TAP	CON	No	High	79	Tier 2
Bus Stop ID #462	Yes	Sugar House Road – Baldwin Avenue	Transit Investments	Boarding Pad / Curb Cut	No	Transit	High	\$22,500	1	stop	\$22,500	CRP	FTA 5307, TAP, HSIP, SS4A	CON	No	High	79	Tier 2
Bus Stop ID #467	Yes	Sugar House Road – Baldwin Avenue	Transit Investments	Boarding Pad / Curb Cut	No	Transit	High	\$22,500	1	stop	\$22,500	CRP	FTA 5307, TAP, HSIP, SS4A	CON	No	High	79	Tier 2
Bus Stop ID #1	Yes	2nd Street – 10th Street	Transit Investments	Full Bus Stop Upgrade (Pad + Shelter + Signage)	Yes	Transit	High	\$100,000	1	stop	\$100,000	FTA 5307	CRP, TAP	CON	No	High	74	Tier 2
Bus Stop ID #154	Yes	2nd Street – 10th Street	Transit Investments	Bus Bench Relocation / Buffer Installation	Yes	Transit	High	\$2,250	1	stop	\$2,250	FTA 5307	CRP	CON	No	High	74	Tier 2
Bus Stop ID #313	Yes	Donahue Ferry Road – Shamrock Street	Transit Investments	Bus Stop Pedestrian Accessibility Upgrade	Yes	Transit	High	\$23,500	1	stop	\$23,500	CRP	FTA 5307, TAP, HSIP, SS4A	CON	No	High	76	Tier 2
Bus Stop ID #590	Yes	Donahue Ferry Road – Shamrock Street	Transit Investments	Bus Stop Pedestrian Accessibility Upgrade	Yes	Transit	High	\$23,500	1	stop	\$23,500	CRP	FTA 5307, TAP, HSIP, SS4A	CON	No	High	76	Tier 2

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Bus Stop ID #313	Yes	Donahue Ferry Road – Shamrock Street	Transit Investments	Bus Stop Sign Replacement (Sign + Post)	Yes	Transit	High	\$700	1	stop	\$700	FTA 5307	CRP	CON	No	High	79	Tier 2
Bus Stop ID #590	Yes	Donahue Ferry Road – Shamrock Street	Transit Investments	Bus Stop Sign Replacement (Sign + Post)	Yes	Transit	High	\$700	1	stop	\$700	FTA 5307	CRP	CON	No	High	79	Tier 2
Bus Stop ID #589	Yes	Donahue Ferry Road – Shamrock Street	Transit Investments	Bus Stop Sign Replacement (Sign + Post)	Yes	Transit	High	\$700	1	stop	\$700	FTA 5307	CRP	CON	No	High	79	Tier 2
Bus Stop ID #119	Yes	Lakeside Drive – Overton Street	Transit Investments	Bus Bench Relocation / Buffer Installation	Yes	Transit	High	\$2,250	1	stop	\$2,250	FTA 5307	CRP	CON	No	High	74	Tier 2
Bus Stop ID #126	Yes	Lakeside Drive – Overton Street	Transit Investments	Bus Stop Sign Replacement (Sign + Post)	Yes	Transit	High	\$700	1	stop	\$700	FTA 5307	CRP	CON	No	High	74	Tier 2
Bus Stop ID #125	Yes	Lakeside Drive – Overton Street	Transit Investments	Bus Stop Sign Replacement (Sign + Post)	Yes	Transit	High	\$700	1	stop	\$700	FTA 5307	CRP	CON	No	High	74	Tier 2
Bus Stop ID #123	Yes	Lakeside Drive – Overton Street	Transit Investments	Bus Stop Sign Replacement (Sign + Post)	Yes	Transit	High	\$700	1	stop	\$700	FTA 5307	CRP	CON	No	High	74	Tier 2
Bus Stop ID #122	Yes	Lakeside Drive – Overton Street	Transit Investments	Bus Stop Sign Replacement (Sign + Post)	Yes	Transit	High	\$700	1	stop	\$700	FTA 5307	CRP	CON	No	High	74	Tier 2
Bus Stop ID #120	Yes	Lakeside Drive – Overton Street	Transit Investments	Bus Stop Sign Replacement (Sign + Post)	Yes	Transit	High	\$700	1	stop	\$700	FTA 5307	CRP	CON	No	High	74	Tier 2
Bus Stop ID #118	Yes	Lakeside Drive – Overton Street	Transit Investments	Bus Stop Sign Replacement (Sign + Post)	Yes	Transit	High	\$700	1	stop	\$700	FTA 5307	CRP	CON	No	High	74	Tier 2

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Bus Stop ID #127	Yes	Lakeside Drive – Overton Street	Transit Investments	Bus Stop Sign Replacement (Sign + Post)	Yes	Transit	High	\$700	1	stop	\$700	FTA 5307	CRP	CON	No	High	74	Tier 2
Bus Stop ID #124	Yes	Lakeside Drive – Overton Street	Transit Investments	Bus Stop Sign Replacement (Sign + Post)	Yes	Transit	High	\$700	1	stop	\$700	FTA 5307	CRP	CON	No	High	74	Tier 2
Bus Stop ID #415	Yes	LA 1208-3 (Jackson St) – LA 28 W	Transit Investments	Full Bus Stop Upgrade (Pad + Shelter + Signage)	Yes	Transit	High	\$100,000	1	stop	\$100,000	FTA 5307	CRP, TAP	CON	No	High	74	Tier 2
Bus Stop ID #414	Yes	LA 1208-3 (Jackson St) – LA 28 W	Transit Investments	Bus Stop Pedestrian Accessibility Upgrade	Yes	Transit	High	\$23,500	1	stop	\$23,500	CRP	FTA 5307, TAP, HSIP, SS4A	CON	No	High	74	Tier 2
Bus Stop ID #415	Yes	LA 1208-3 (Jackson St) – LA 28 W	Transit Investments	Bus Stop Pedestrian Accessibility Upgrade	Yes	Transit	High	\$23,500	1	stop	\$23,500	CRP	FTA 5307, TAP, HSIP, SS4A	CON	No	High	74	Tier 2
Bus Stop ID #325	No	Palmetto Street to Highland Drive	Transit Investments	Bus Stop Pedestrian Accessibility Upgrade	Yes	Transit	High	\$23,500	1	stop	\$23,500	CRP	FTA 5307, TAP, HSIP, SS4A	CON	No	High	74	Tier 2
Bus Stop ID #326	No	Palmetto Street to Highland Drive	Transit Investments	Bus Stop Pedestrian Accessibility Upgrade	Yes	Transit	High	\$23,500	1	stop	\$23,500	CRP	FTA 5307, TAP, HSIP, SS4A	CON	No	High	74	Tier 2
Bus Stop ID #326	No	Palmetto Street to Highland Drive	Transit Investments	Bus Stop Visibility Improvement Package	Yes	Transit	High	\$1,225	1	stop	\$1,225	FTA 5307	CRP	CON	No	High	74	Tier 2
Bus Stop ID #324	No	Palmetto Street to Highland Drive	Transit Investments	Full Bus Stop Upgrade (Pad + Shelter + Signage)	Yes	Transit	High	\$100,000	1	stop	\$100,000	FTA 5307	CRP, TAP	CON	No	High	74	Tier 2

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Bus Stop ID #79	No	Cloverleaf Boulevard - Georgetown Drive/ Ridgewood Boulevard	Transit Investments	Full Bus Stop Upgrade (Pad + Shelter + Signage)	Yes	Transit	High	\$100,000	1	stop	\$100,000	FTA 5307	CRP, TAP	CON	Yes	High	76	Tier 2
Bus Stop ID #82	No	Cloverleaf Boulevard - Georgetown Drive/ Ridgewood Boulevard	Transit Investments	Full Bus Stop Upgrade (Pad + Shelter + Signage)	Yes	Transit	High	\$100,000	1	stop	\$100,000	FTA 5307	CRP, TAP	CON	Yes	High	76	Tier 2
Bus Stop ID #79	No	Cloverleaf Boulevard - Georgetown Drive/ Ridgewood Boulevard	Transit Investments	Boarding Pad / Curb Cut	No	Transit	High	\$22,500	1	stop	\$22,500	CRP	FTA 5307, TAP, HSIP, SS4A	CON	Yes	High	76	Tier 2
Bus Stop ID #78	No	Cloverleaf Boulevard - Georgetown Drive/ Ridgewood Boulevard	Transit Investments	Boarding Pad / Curb Cut	No	Transit	High	\$22,500	1	stop	\$22,500	CRP	FTA 5307, TAP, HSIP, SS4A	CON	Yes	High	76	Tier 2
Bus Stop ID #83	No	Cloverleaf Boulevard - Georgetown Drive/ Ridgewood Boulevard	Transit Investments	Bus Stop Pedestrian Accessibility Upgrade	Yes	Transit	High	\$23,500	1	stop	\$23,500	CRP	FTA 5307, TAP, HSIP, SS4A	CON	Yes	High	76	Tier 2
Bus Stop ID #78	No	Cloverleaf Boulevard - Georgetown Drive/ Ridgewood Boulevard	Transit Investments	Bus Stop Pedestrian Accessibility Upgrade	Yes	Transit	High	\$23,500	1	stop	\$23,500	CRP	FTA 5307, TAP, HSIP, SS4A	CON	Yes	High	76	Tier 2
Bus Stop ID #77	No	Cloverleaf Boulevard - Georgetown Drive/ Ridgewood Boulevard	Transit Investments	Bus Bench Relocation / Buffer Installation	Yes	Transit	High	\$2,250	1	stop	\$2,250	FTA 5307	CRP	CON	Yes	High	76	Tier 2
Bus Stop ID #84	No	Cloverleaf Boulevard - Georgetown Drive/ Ridgewood Boulevard	Transit Investments	Bus Bench Relocation / Buffer Installation	Yes	Transit	High	\$2,250	1	stop	\$2,250	FTA 5307	CRP	CON	Yes	High	76	Tier 2

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Bus Stop ID #78	No	Cloverleaf Boulevard - Georgetown Drive/ Ridgewood Boulevard	Transit Investments	Bus Bench Relocation / Buffer Installation	Yes	Transit	High	\$2,250	1	stop	\$2,250	FTA 5307	CRP	CON	Yes	High	76	Tier 2
Bus Stop ID #80	No	Cloverleaf Boulevard - Georgetown Drive/ Ridgewood Boulevard	Transit Investments	Bus Bench Relocation / Buffer Installation	Yes	Transit	High	\$2,250	1	stop	\$2,250	FTA 5307	CRP	CON	Yes	High	76	Tier 2
Bus Stop ID #83	No	Cloverleaf Boulevard - Georgetown Drive/ Ridgewood Boulevard	Transit Investments	Bus Bench Relocation / Buffer Installation	Yes	Transit	High	\$2,250	1	stop	\$2,250	FTA 5307	CRP	CON	Yes	High	76	Tier 2
Bus Stop ID #200	Yes1	Sugar House Road – Baldwin Avenue	Transit Investments	Full Bus Stop Upgrade (Pad + Shelter + Signage)	Yes	Transit	High	\$100,000	1	stop	\$100,000	FTA 5307	CRP, TAP	CON	No	High	74	Tier 2
Bus Stop ID #313	Yes	Donahue Ferry Road – Shamrock Street	Transit Investments	Boarding Pad / Curb Cut	No	Transit	High	\$22,500	1	stop	\$22,500	CRP	FTA 5307, TAP, HSIP, SS4A	CON	No	High	76	Tier 2
Bus Stop ID #591	Yes	Donahue Ferry Road – Shamrock Street	Transit Investments	Boarding Pad / Curb Cut	No	Transit	High	\$22,500	1	stop	\$22,500	CRP	FTA 5307, TAP, HSIP, SS4A	CON	No	High	76	Tier 2
Bus Stop ID #126	Yes	Lakeside Drive – Overton Street	Transit Investments	Boarding Pad / Curb Cut	No	Transit	High	\$22,500	1	stop	\$22,500	CRP	FTA 5307, TAP, HSIP, SS4A	CON	No	High	74	Tier 2
Bus Stop ID #125	Yes	Lakeside Drive – Overton Street	Transit Investments	Boarding Pad / Curb Cut	No	Transit	High	\$22,500	1	stop	\$22,500	CRP	FTA 5307, TAP, HSIP, SS4A	CON	No	High	74	Tier 2
Bus Stop ID #122	Yes	Lakeside Drive – Overton Street	Transit Investments	Boarding Pad / Curb Cut	No	Transit	High	\$22,500	1	stop	\$22,500	CRP	FTA 5307, TAP, HSIP, SS4A	CON	No	High	74	Tier 2
Bus Stop ID #119	Yes	Lakeside Drive – Overton Street	Transit Investments	Boarding Pad / Curb Cut	No	Transit	High	\$22,500	1	stop	\$22,500	CRP	FTA 5307, TAP, HSIP, SS4A	CON	No	High	74	Tier 2
Bus Stop ID #118	Yes	Lakeside Drive – Overton Street	Transit Investments	Boarding Pad / Curb Cut	No	Transit	High	\$22,500	1	stop	\$22,500	CRP	FTA 5307, TAP, HSIP, SS4A	CON	No	High	74	Tier 2

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Bus Stop ID #356	No	MacArthur – Enterprise	Transit Investments	Bus Stop Pedestrian Accessibility Upgrade	Yes	Transit	High	\$23,500	1	stop	\$23,500	CRP	FTA 5307, TAP, HSIP, SS4A	CON	Yes	High	71	Tier 2
Bus Stop ID #357	No	MacArthur – Enterprise	Transit Investments	Bus Stop Pedestrian Accessibility Upgrade	Yes	Transit	High	\$23,500	1	stop	\$23,500	CRP	FTA 5307, TAP, HSIP, SS4A	CON	Yes	High	71	Tier 2
Bus Stop ID #358	No	MacArthur – Enterprise	Transit Investments	Bus Stop Pedestrian Accessibility Upgrade	Yes	Transit	High	\$23,500	1	stop	\$23,500	CRP	FTA 5307, TAP, HSIP, SS4A	CON	Yes	High	71	Tier 2
Bus Stop ID #361	No	MacArthur – Enterprise	Transit Investments	Bus Stop Pedestrian Accessibility Upgrade	Yes	Transit	High	\$23,500	1	stop	\$23,500	CRP	FTA 5307, TAP, HSIP, SS4A	CON	Yes	High	71	Tier 2
Bus Stop ID #621	No	LA 498 – LA 1	Transit Investments	Bus Stop Pedestrian Accessibility Upgrade	Yes	Transit	High	\$23,500	1	stop	\$23,500	CRP	FTA 5307, TAP, HSIP, SS4A	CON	Yes	High	71	Tier 2
Bus Stop ID #360	No	Sycamore – LA 498	Transit Investments	Bus Stop Pedestrian Accessibility Upgrade	Yes	Transit	High	\$23,500	1	stop	\$23,500	CRP	FTA 5307, TAP, HSIP, SS4A	CON	Yes	High	71	Tier 2
Bus Stop ID #359	No	Sycamore – LA 498	Transit Investments	Bus Stop Pedestrian Accessibility Upgrade	Yes	Transit	High	\$23,500	1	stop	\$23,500	CRP	FTA 5307, TAP, HSIP, SS4A	CON	Yes	High	71	Tier 2
Bus Stop ID #607	No	LA 1 (Bolton) to Old Boyce Road	Transit Investments	Full Bus Stop Upgrade (Pad + Shelter + Signage)	Yes	Transit	High	\$100,000	1	stop	\$100,000	FTA 5307, CRP, TAP	CON	Yes	High	Yes	53	Tier 3