

# *TIP 2019 - 2022*

## *Transportation Improvement Program*

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TIP For

Northwest Louisiana's  
Metropolitan Planning Area

Caddo – Bossier Parishes



# NORTHWEST LOUISIANA TRANSPORTATION IMPROVEMENT PROGRAM

FEDERAL FISCAL YEARS 2019 - 2022

## RECORD OF ADOPTION

ITEM	Date(s)
Draft Vetted by MPO Technical Coordinating Committee (TCC)	07.13.18 – 07.24.18
Draft Recommended by TCC to MPO Policy Committee	07.24.2018
Introduction to The MPO Transportation Policy Committee	07.27.2018
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Adopted by Resolution: MPO Transportation Policy Committee	09.20.2018

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Prepared by, Northwest Louisiana Council of Governments (NLCOG)  
in cooperation with the Federal Highway Administration, the Federal Transit Administration and the Louisiana Department  
of Transportation and Development

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September 20<sup>th</sup>, 2018

Mr. Shawn Wilson, Secretary  
Louisiana Department of Transportation and Development  
PO Box 94245  
Baton Rouge, Louisiana 70804-9245

Dear Secretary Wilson:

It is with pleasure that we present to you the ***Northwest Louisiana Metropolitan Planning Area's Transportation Improvement Program for Federal Fiscal Years 2019 through 2022***. The development of this document reflects the priorities for the completion of projects as established by the Northwest Louisiana Council of Governments and the Metropolitan Planning Organization Transportation Policy Committee (MPO) in coordination with Technical Coordinating Committee, the MPO Staff, and District-04/Headquarters offices of the Louisiana Department of Transportation and Development. In developing these priorities, the MPO referred to the eight MPO Planning Factors of the Fixing America's Surface Transportation Act (FAST-Act) to help meet the following objectives:

1. Identification of transportation improvements priorities for each period
2. Financial Constraint Measures developed through realistic, current estimates of individual project costs and overall funding allocations
3. Coordination of the TIP with the financially constrained Long Range Transportation Plan for the Shreveport-Bossier City Urbanized Area
4. Maintaining a continuing, coordinated, and comprehensive transportation planning process for Caddo and Bossier Parishes.

***The Transportation Improvement Program (TIP)*** document establishes investments in new construction and development, maintenance of existing facilities, transit operations and capital expenditures, transit maintenance and administrative facility development, enhancement

projects, and safety improvements. As an area of over 200,000 in population, NLCOG is required to implement Transportation Management Area (TMA) planning strategies as outlined in the local Congestion Management Systems Plan. As an area in attainment for air quality, Caddo and Bossier Parishes are not required to undertake conformity analysis at this time.

Should the Department have any questions or concerns regarding this TIP or require additional information from the Northwest Louisiana Metropolitan Area, please do not hesitate to contact Mr. J. Kent Rogers, Executive Director of NLCOG at (318) 841-5950.

Sincerely,

Chair  
Northwest Louisiana Council of Governments  
Board of Directors (B.O.D.)

Chair  
Metropolitan Planning Organization  
Transportation Policy Committee



**A RESOLUTION ADOPTING THE  
Northwest Louisiana  
TRANSPORTATION IMPROVEMENT PROGRAM  
FEDERAL FISCAL YEARS 2019 THROUGH 2022**

**WHEREAS,** the Northwest Louisiana Council of Governments (NLCOG) Metropolitan Planning Organization Transportation Policy Committee (MPO) is responsible for carrying out a comprehensive cooperative, and continuing transportation planning process throughout the Northwest Louisiana Metropolitan area including the Parishes of Caddo, Bossier, and DeSoto; and

**WHEREAS,** the Fixing America's Surface Transportation Act (FAST Act), passed by the United States Congress and signed into law by the President in 2015, requires that each MPO adopt a short-range work program that consists of federally funded and/or regionally significant transportation improvement projects within the metropolitan area; and

**WHEREAS,** various federal, state, regional, and local agencies and organizations concerned with transportation planning for the MPO area have cooperatively developed the Transportation Improvement Program (TIP) for Federal Fiscal Years 2019 through 2022 to satisfy federal planning requirements of the FAST Act; and

**WHEREAS,** the TIP is comprised of projects that are derived from the MPO's adopted Mobility 2040 Regional Transportation Plan, is consistent with local and state transportation plans, and has met the requirements of Title 23 Code of Federal Regulations Part 450.324; and

**WHEREAS,** in August 2015, the MPO adopted a project evaluation framework to guide the process for a project solicitation, assessment, and selection of projects to move forward; and

**WHEREAS,** projects for in this TIP utilizing Urban Area Attributable Funding (STP >200k) were evaluated, assessed and selected based on this process; and

**WHEREAS,** the MPO has solicited the public and interested stakeholders in an open and transparent process as detailed by the MPO's Public Participation Plan which includes a public review and comment period of no less than 30 days;

**NOW, THEREFORE, BE IT RESOLVED** by the NLCOG Metropolitan Transportation Planning Committee, the MPO for Northwest Louisiana, that the Transportation Improvement Program for Federal Fiscal Years 2019 through 2022 is adopted in order to ensure the continued livability, sustainability, prosperity, and diversity of Northwest Louisiana by implementing the Mobility 2040 Regional Transportation Plan.

**BE IT FURTHER RESOLVED** that the MPO directs the staff of the Northwest Louisiana Council of Governments to submit said program to the appropriate federal state and local agencies and to comply with any minor revisions necessary to facilitate submission and implementation of the Transportation Improvement Program (TIP) for Federal Fiscal Years 2019 through 2022.

### CERTIFICATION

I, **J. Kent Rogers**, Secretary to the Northwest Louisiana Council of Governments Metropolitan Planning Organization Transportation Policy Committee do hereby certify that the above and foregoing is a true and correct copy of the resolution adopted at a regular meeting of said Committee on this **20th** day of **September 2018**.

Shreveport, Louisiana, this **20th** day of **September 2018**

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J. Kent Rogers, Secretary  
Northwest Louisiana Council of Governments



## Joint Certification of the Metropolitan Transportation Planning Process

In accordance with the federal legislation, 23 Code of Federal Regulations 450.334 and the Fixing America's Surface Transportation Act (FAST-Act), the Louisiana Department of Transportation and Development (LADOTD), and the Northwest Louisiana Council of Governments (NLCOG) for the Shreveport/Bossier City urbanized area hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

1. 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;
2. In non-attainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506(c) and (d)) and 40 CFR part 93;
3. Title VI of the Civil Rights Act of 1964 as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
4. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
5. Section 1101(b) of the FAST Act (Pub. L. 112-141) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
6. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
7. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
8. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
9. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities

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Shawn Wilson, Secretary

Louisiana Department of  
Transportation and Development

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J. Kent Rogers, Executive  
Director  
Northwest Louisiana Council  
of Governments

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DATE

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September 20<sup>th</sup>, 2018  
DATE



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# CHAPTER 1

## TIP OVERVIEW; DEFINITIONS; TECHNICAL TERMS

### 1.1 TIP PURPOSE AND OVERVIEW OF THE TIP DOCUMENT

#### *TIP PURPOSE*

A Transportation Improvement Program (TIP) is a prioritized, financially constrained, multi-year program for the implementation of federally funded transportation improvement projects in a designated Metropolitan Planning Organization (MPO) region. The TIP serves as a planning tool to ensure the most effective use of limited funding for transportation improvements. The FFY 2019-2022 TIP identifies transportation improvements recommended for advancement during the program period, groups the projects into appropriate staging periods and includes realistic estimates of total costs and anticipated funding sources.

The TIP is intended to fulfill the following purposes:

- To serve as a short-range implementation tool to achieve compliance with the established regional goals within the MPO's Metropolitan Transportation Plan (MTP).
- To identify transportation projects recommended for implementation by transportation mode, type of improvement, funding source(s), geographic area and which are consistent with the recommendations of other transportation planning efforts/initiatives/plans.
- To estimate the costs of projects proposed for federal funding. The total federal share of project costs is to be consistent with the federal funds reasonably anticipated to be available for such projects in the area (i.e. Financially Constrained program of projects).
- To establish a prioritization of projects to effectively utilize federal funds as they become available through a formalized/adopted MPO Project Selection Process (PSP).
- To identify and implement transportation improvements which will reduce congestion, increase mobility and safety, and enhance the region's quality of life.

A TIP is a requirement of the transportation planning process as mandated through the current transportation authorization the *Fixing America's Surface Transportation (FAST ACT)*. Further, a transportation improvement is not eligible for federal funding unless it is documented within the TIP. The TIP must include a joint-certification by the Metropolitan Planning Organization (MPO) and respective state Department of Transportation (DOT) documenting that it was developed



through a continuous, cooperative and comprehensive (3C) metropolitan transportation planning process, in conformance with various applicable Federal laws and regulations. NLCOG is responsible, under contracts/MOUs with the Louisiana Department of Transportation and Development (LADOTD) for conducting the regional transportation planning process utilizing federal planning funds. According to the FAST ACT, the TIP is a priority list of proposed, federally supported projects and strategies to be carried out within each 4-year period. Each project listed in the TIP must be consistent with the Metropolitan Transportation Plan (MTP). The cost of projects, in a given TIP, are limited to the amount of federal money expected to be available for the four-year period. Factors considered for a project's inclusion in the TIP include its readiness to proceed as well as the project's ability to positively impact/effect the regional transportation system.

It should be understood that the TIP is a flexible program which may be modified in accordance with the procedures outlined in NLCOG's Public Involvement Plan (PIP) and approved by the MPO's Transportation Policy Committee if priorities, area goals or funding levels change.

### *TIP DOCUMENT OVERVIEW*

The entire TIP document is composed of various individual documents and/or reports when brought together collectively form a document that meets the guidelines for Transportation Improvement Program (TIP) reporting as federally mandated through the FAST ACT.

The first section of this document includes four components. The table of contents provides a summary of the structure in which the FY 2019-2022 TIP is organized. An official letter of introduction, from the chairperson of the MPO's Policy Board, describes the Board's support of the TIP process. The MPO resolution certifies the MPO's endorsement of the FY 2019-2022 TIP. The MPO certification provides proof that NLCOG has the authority to carry out the MPO transportation planning process in the Shreveport / Bossier City urbanized area.

Chapter 1 provides a brief summary describing the purpose of the TIP. Also, an overview of the TIP document including listing definitions, abbreviations, and technical terms that are found throughout the report is provided.

Chapter 2 profiles the Northwest Louisiana's Metropolitan Planning Organization (MPO). Further, the profile includes an introduction to the Metropolitan Planning Organization (MPO), as well as, the Transportation Improvement Program (TIP) process.

Chapter 3 details the FAST ACT requirements of Performance Based Planning requirements within the development of the FFY2019–FFY2022 TIP. This includes the areas of financial constraint, transportation improvement priorities, performance measures and target setting.



Chapter 4 outlines the development process of the FY 2019-2022 TIP, including expected federal / state / local funding, financial constraint, transportation improvement priority establishment, and the public involvement process.

Chapter 5 describes the current funding sources and guidelines as set out in FAST ACT. First, the highway funding component summarizes the FAST ACT funding codes, as well as, the overall urban area funding allocations. Second, the transit funding program, along with its program allocations, is detailed. lists specific highway and transit projects in the FY 2019-2022 TIP. The highway section includes highway and bridge projects programmed for FY 2019-2022, and a financial plan that demonstrates financial constraints. The transit section includes the transit projects proposed for fiscal years 2019 to 2022.

## 1.2 DEFINITIONS

**Area Source** – Small stationary and not-transportation pollution sources that are too small and numerous to be included as point source but may collectively contribute to air pollution.

**CAAA (Clean Air Act Amendments of 1990)** – Legislation that identifies mobile sources as a major source of pollution and calls for stringent new requirements in metropolitan areas and states where attainment of the NAAQS is contested.

**Carbon Monoxide (CO)**- A colorless, odorless, tasteless gas formed in large part by the incomplete combustion of fuel.

**EPA (Environmental Protection Agency)** – Federal agency created in the Environmental Protection Act of 1970, which is responsible for enforcing, monitoring, and maintaining Federal environmental law.

**FAST ACT** - On December 4, 2015, President Obama signed the [Fixing America's Surface Transportation \(FAST\) Act](#) (Pub. L. No. 114-94) into law—the first federal law in over a decade to provide long-term funding certainty for surface transportation infrastructure planning and investment. The FAST Act authorizes \$305 billion over fiscal years 2016 through 2020 for highway, highway and motor vehicle safety, public transportation, motor carrier safety, hazardous materials safety, rail, and research, technology, and statistics programs.

**FHWA (Federal Highway Administration)** – An agency of the US Department of Transportation with jurisdiction over highways.

**FTA (Federal Transit Administration)** – An agency of the US Department of Transportation with jurisdiction over public transportation.

**ISTEA (Intermodal Surface Transportation Efficiency Act of 1991)** – A major piece of Federal legislation that implements broad changes in the way transportation decisions are made. ISTEA emphasizes diversity and balance of modes and the preservation of existing systems. It imposes a series of environmental, social and energy factors that must be considered in planning, programming and selection of projects.

**LADEQ (Louisiana Department of Environmental Quality)** – State of Louisiana agency with jurisdiction over environmental regulation.



LADOTD (Louisiana Department of Transportation and Development – State of Louisiana agency with jurisdiction over transportation and development.

Metropolitan Area – An area with a population of at least 50,000 as defined by the Bureau of the Census.

MAP-21 - On July 6, 2012, President Obama signed into law a new two-year transportation authorization, entitled Moving Ahead for Progress in the 21st Century (MAP-21).

Metropolitan Planning Area (MPA) – The area represented by the existing urbanized area and the contiguous area forecasted to be urbanized in a 20-year horizon for the region. The area may include the entire metropolitan statistical area as designated by the Bureau of the Census or another area as agreed upon by the governor and MPO. Unless agreed upon by the metropolitan organization and the governor, the area must also include the area of non-attainment of the NAAQS as defined by the CAAA for those areas designated as Non-attainment.

MPO (Metropolitan Planning Organization) – An organization established by the Governor and the units of local government which represents 75% of the affected population to carry out the transportation planning process as required in the Section 134 of Title 23 of the United States Code as amended by the Intermodal Surface Transportation Efficiency Act of 1991.

Mobil Source – Mobile Sources include motor vehicles, aircraft, seagoing vessels, and other transportation modes. The mobile source related pollutants are carbon monoxide (CO), hydrocarbon (HC), oxides of nitrogen (NO<sub>2</sub>) and small particulate matter (PM<sub>10</sub>).

NAAQS (National Ambient Air Quality Standards) – Federal standards that set allowable concentrations and exposure limits for various pollutants. The standards are developed by the EPA in response to the requirements of the Clean Air Act and subsequent amendments.

Ozone (O<sub>3</sub>) – Ozone is a colorless gas with a sweet odor. It is not a direct emission from transportation sources. Ozone is a secondary pollutant formed when hydrocarbons and oxides of nitrogen combine in sunlight. The ozone is associated with smog and haze conditions. Although the ozone in the upper atmosphere protects us from harmful ultraviolet sunlight, ground level ozone produces an unhealthy environment in which to live.

SAFETEA-LU - Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users. Congressional Authorization for the Federal surface transportation programs for highways, highway safety, and transit for the 5-year period 2005-2009. With guaranteed funding for highways, highway safety, and public transportation totaling \$244.1 billion, SAFETEA-LU represents the largest surface transportation investment in our Nation's history.

State Implementation Plan (SIP) – A plan mandated by the Clean Air Act and subsequent amendments that contain procedures to monitor, control, and enforce compliance with the NAAQS.

TEA-21 (Transportation Equity Act for the 21<sup>st</sup> Century) – A major piece of Federal legislation that implements the largest construction budget in history. TEA-21 is the reauthorization of ISTEA and continues to emphasize diversity and balance of modes and the preservation of existing systems. It imposes a series of environmental, social and energy factors that must be considered in planning, programming and selection of projects.

Transportation Management Area (TMA) – Metropolitan Planning Areas with a population of greater than 200,000.



### 1.3 ABBREVIATIONS

ADA	American with Disabilities Act
AQ	Air Quality
CAAA	Clean Air Act Amendments of 1990
CMP	Congestion Management Process
DOT	US Department of Transportation
EPA	Environmental Protection Agency
FBR	Federal Bridge Replacement Program
Fed/State/Local	Funds likely provided by a combination of Federal State and Local Funds
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
HPMS	Highway Performance Monitoring System
IM	Interstate Maintenance Funds
ISTEA	Intermodal Surface Transportation Efficiency Act of 1991
LADOTD or DOTD	Louisiana Department of Transportation and Development
LDEQ or DEQ	Louisiana Department of Environmental Quality
MAP-21	Moving Ahead for Progress in the 21 <sup>st</sup> Century (New Trans–FY13-14)
MTP	Metropolitan Transportation Plan
MPO	Metropolitan Planning Organization
NHS	National Highway System or National Highway System Funds
NLCOG	Northwest Louisiana Council of Governments
PBP	Performance Based Planning
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
SIP	State Implementation Plan
STP	Surface Transportation Program Funds
STIP	State Transportation Improvement Program
STPFLEX	Surface Transportation Program Flexible Funds
STP >200K	Surface Transportation Program attributable funds for areas of over 200k population
STCASH	State Cash and/or State Bonds
TCC	Technical Coordinating Committee
TEA-21	Transportation Equity Act for the 21 <sup>st</sup> Century
TIP	Transportation Improvement Program
TMA	Transportation Management Area
TPM	Transportation Performance Management
UPWP	Unified Planning Work Program
VMT	Vehicle Miles Traveled



## 1.4 TECHNICAL TERMS

Project Number	The Louisiana Department of Transportation and Development state transportation project number
Route	The Federal State or Parish route number on which the improvement is located.
Description	The general project name with brief description often referenced by a local street, road, or highway.
Length	The length, in miles, of a project.
Parish	The parish in which the project is to be constructed
Improvement	The general type of improvement implemented by the project.
Phase	The identification as to what phase the project is in. All improvements are implemented through a phase or staged process.
Total Cost	The total cost for the project and/or phase of the project (e.g. Design).
Federal/State	The total funds to be provided through federal or state programs for the projects given phase.
Match Funds	The total funds to be provided as match support for the projects given phase.
Funding Category	The category or funding source for the primary source of funds.
Let Date	The anticipated or actual letting date for the projects given phase.
Match Support	Identifies who will provide the match funds for the projects given phase.
FFY	The Federal Fiscal Year in which the project is to be let.
Comments	General comments or notes pertaining to the project.



# CHAPTER 2

## METROPOLITAN PLANNING ORGANIZATION (MPO) PROFILE

### 2.1 MPO PROFILE AND PURPOSE

As designated by the Governor and local governments, the Northwest Louisiana Council of Governments (NLCOG) is Northwest Louisiana's MPO. Every metropolitan area with a population of more than 50,000 persons has a designated Metropolitan Planning Organization. NLCOG is the MPO for the Caddo and Bossier Parishes within Northwest Louisiana.

#### *NLCOG - TMA DESIGNATION*

A Transportation Management Area (TMA) is an area designated by the US Secretary of Transportation, having an urbanized area population of over 200,000, or upon special request from the Governor and the MPO, or under special circumstances designated for the area. In addition to meeting all the federal requirements for an urbanized area and MPO, TMAs are also responsible for developing congestion management systems, TIP project selection, and are subject to a joint federal certification review of the planning process at least every four years (EPA designated air quality attainment MSAs). The TMA status imposes more stringent requirements on the MPO, and impacts the sources of funds available for transportation projects in the urbanized area. As a TMA, NLCOG has the authority to prioritize the projects in the FFY 2019-2022 TIP, particularly those to be funded with the STP>200K Funds.

For reference, the following page, Figure 2.0 is a map that depicts Northwest Louisiana's Metropolitan Planning Area (MPA). Of note for TIP purposes, the area bounded by the blue-line, is the MPO's approved and adopted 2010 MPA. The MPA entails both Caddo and Bossier Parishes.

All projects programmed through the TIP process concerning highway or transit system improvements are located within the Metropolitan Planning Area (MPA). Projects being funded through FAST ACT's Surface Transportation Program (STP>200k) are restricted to improvements made to the highway system located within the 2010 MPA.





**FIGURE 2.0: MPO METROPOLITAN PLANNING AREA (MPA) AND  
20-YEAR URBANIZED AREA GROWTH BOUNDARY (UZA)**

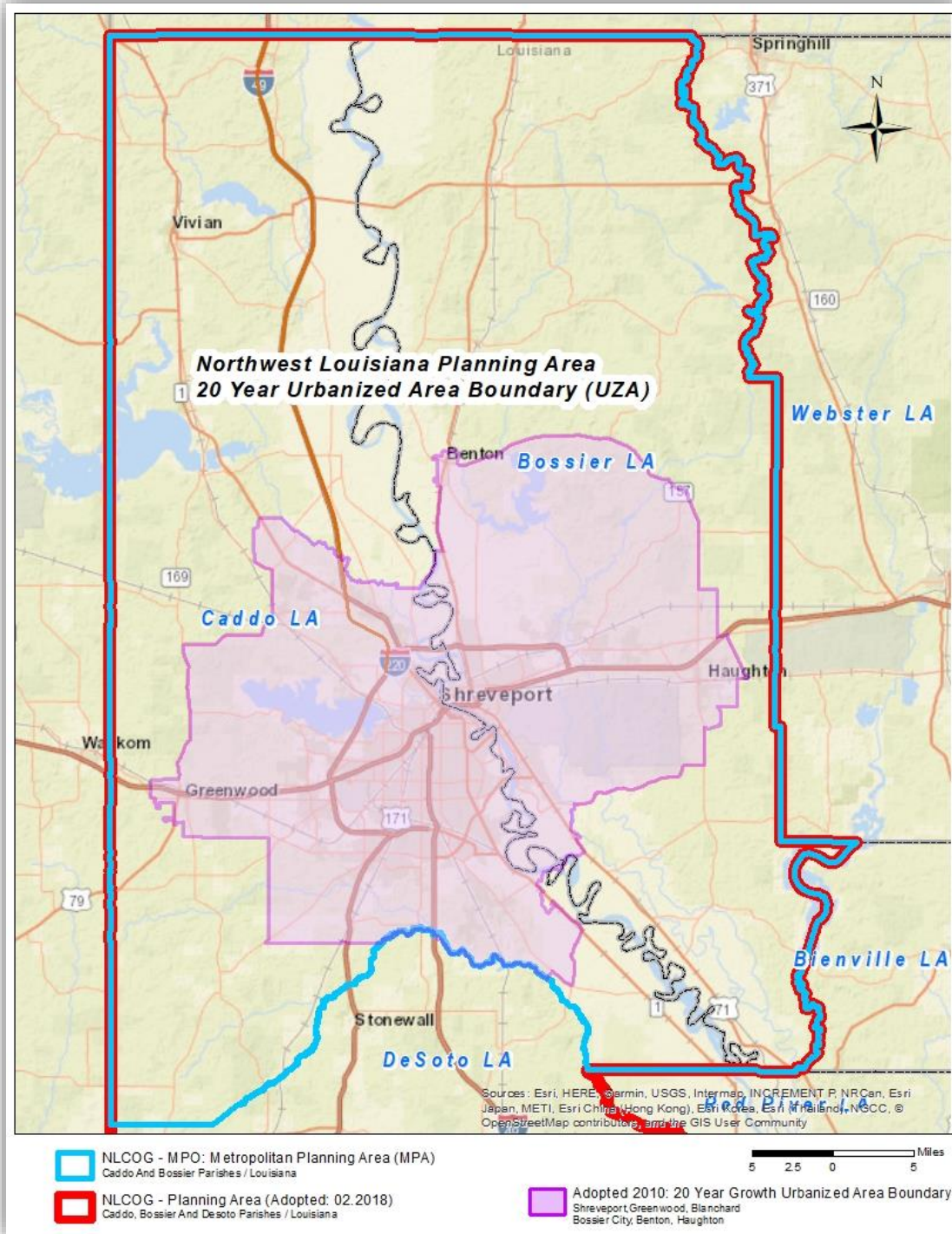


Figure 2.0, displays the MPA, NLCOG's Planning Area and the MPO's anticipated 20-year, urbanized growth boundary.



## MPO PURPOSE / IMPLICATIONS OF THE FAST ACT

The United States Department of Transportation (USDOT) relies on the MPO to ensure that highway and transit projects that use federal funds are products of a credible planning process and meet local priorities. USDOT will not approve federal funding for highway and transit projects unless they are identified and approved through an established MPO Planning Process. As such, NLCOG must consider all modes of transportation within the MPA. Thus, the MPO's role is to develop and maintain the necessary transportation plan for the area to assure that federal funds support these locally developed plans. Transportation legislation, namely ISTEA, TEA-21, SAFETEA-LU, MAP-21 and the current authorization, FAST ACT, have strengthened the role MPOs play in rationally developed transportation programs.

*On December 4<sup>th</sup>, 2016, President Obama signed into law the FAST ACT a new five-year transportation authorization. The FAST-ACT is funded without an increase in Federal transportation user fees.*

The FAST ACT establishes a streamlined, performance-based, and multi-modal program to address U.S. transportation infrastructure challenges. A critical component of the FAST ACT is that it identifies the goals of the national transportation program - improving safety, maintaining infrastructure condition, reducing traffic congestion, improving efficiency of the system and freight movement, protecting the environment, and reducing delays in project delivery.

The FAST ACT modifies and consolidates many previously established highway, transit, bicycle, and pedestrian programs and policies. Therefore, the FAST ACT fundamentally changes metropolitan and statewide transportation planning, establishing a performance-based planning framework that did not previously exist as an explicit requirement. This change requires state departments of transportation (DOTs) and MPOs to align transportation investments with national goals and performance targets.

## MPO MEMBERSHIP / PARTICIPATION IN THE TRANSPORTATION PLANNING PROCESS

MPO membership represents locally elected and appointed officials of the cities and Parishes within MPA area of Northwest Louisiana. Other appointed officials include the District 04 Administrator for the Louisiana Department of Transportation and Development (LADOTD), a representative of the Federal Highway Administration (FHWA), and their counterpart from the Federal Transit Administration (FTA). Please note, **Desoto Parish** will become an official member of the MPO during this TIP cycle (FFY2019-FFY2022) and will have all the participation/voting privileges that the current membership enjoys within the MPO structure.



The Technical Coordinating Committee (TCC) provides planning and engineering guidance to the MPO's Transportation Policy Committee in dealing with issues of the MPO's transportation programs. Inclusion of improvement projects into the MPO program (TIP) and regional, long range planning issues are brought forth by TCC members. Support to the Technical Committee is provided by the MPO's staff. Staff from the Federal Highway Administration (FHWA), Federal Transit Administration (FTA) and the Louisiana Department of Transportation and Development (LADOTD) also provides technical assistance and guidance.

TCC Reference: [http://www.nlcog.org/office\\_info/mpo/About\\_TCC.html](http://www.nlcog.org/office_info/mpo/About_TCC.html)

Transportation Policy Committee: [http://www.nlcog.org/office\\_info/nlcog/About\\_TPC.html](http://www.nlcog.org/office_info/nlcog/About_TPC.html)

## 2.2 MPO DEMOGRAPHIC PROFILE

The MPO's Transportation Policy Committee (TPC) is composed of stakeholders from two Parishes (Bossier and Caddo). Table 2.0 provides baseline, year 2000, demographic data for both Parishes which comprise the Shreveport / Bossier City MPO. Table 2.1 summarizes 2010 Census data for the MPO.

**TABLE 2.0 – Year 2000 Census (SF-1) MPO Baseline Demographic Profile**

Locality	Total Population	Households	Basic Jobs	Retail Jobs	Service Jobs	Total Jobs
Bossier Parish	98,310	36,628	6,741	9,440	22,369	38,550
Caddo Parish	252,161	97,974	21,156	26,956	66,775	114,887
Desoto** Parish	25,494	9,691	---	---	---	---
<b>MPO Total</b>	<b>375,965</b>	<b>144,293</b>	<b>27,897</b>	<b>36,396</b>	<b>89,144</b>	<b>153,437</b>

\*\* Note: Desoto Parish will become an official member of the MPO during this TIP cycle (2019-2022)



**TABLE 2.1 – Year 2010 Census (SF-1) MPO Baseline Demographic Profile**

Locality	Total Population	Households	POP. Change From (2000)	HH Change From (2000)	% POP. Change	% HH Change
Bossier Parish	116,979	49,351	+18,669	+12,723	+19.0%	+34.7%
Caddo Parish	254,969	112,028	+2,808	+14,054	+1.1%	+14.3%
Desoto** Parish	26,656	12,290	+1,162	+2,599	+4.4%	+21.1%
<b>MPO Total</b>	<b>398,604</b>	<b>173,669</b>	<b>+22,639</b>	<b>+29,376</b>	<b>+5.7%</b>	<b>+16.9%</b>

\*\* Note: Desoto Parish will become an official member of the MPO during this TIP cycle (2019-2022)

**TABLE 2.2 – Year 2012-2016 (5 Yr. Avg.) ACS MPO Baseline Demographic Profile\***

Locality	Total Population	Households	POP. Change From (2010)	HH Change From (2010)	% POP. Change	% HH Change
Bossier Parish	124,720	53,917	+7,741	+4,566	+6.2%	+8.5%
Caddo Parish	253,125	112,745	-1,844	+717	-0.7%	-1.6%
Desoto** Parish	27,047	12,432	+391	+142	+1.4%	+1.1%
<b>MPO Total</b>	<b>404,892</b>	<b>179,094</b>	<b>+6,288</b>	<b>+5,425</b>	<b>+1.6%</b>	<b>+3.0%</b>

\* Source: U.S. Census Bureau, 2012-2016 American Community Survey (ACS) 5-Year Average Estimates

\*\* Note: Desoto Parish will become an official member of the MPO during this TIP cycle (2019-2022)

Table 2.1 summarizes the 2010 Census demographic statistics for the two Parish, MPO's Metropolitan Planning Study Area (MPA). Further, the table compares MPO significant socio-economic characteristics alongside U.S. population demographics.

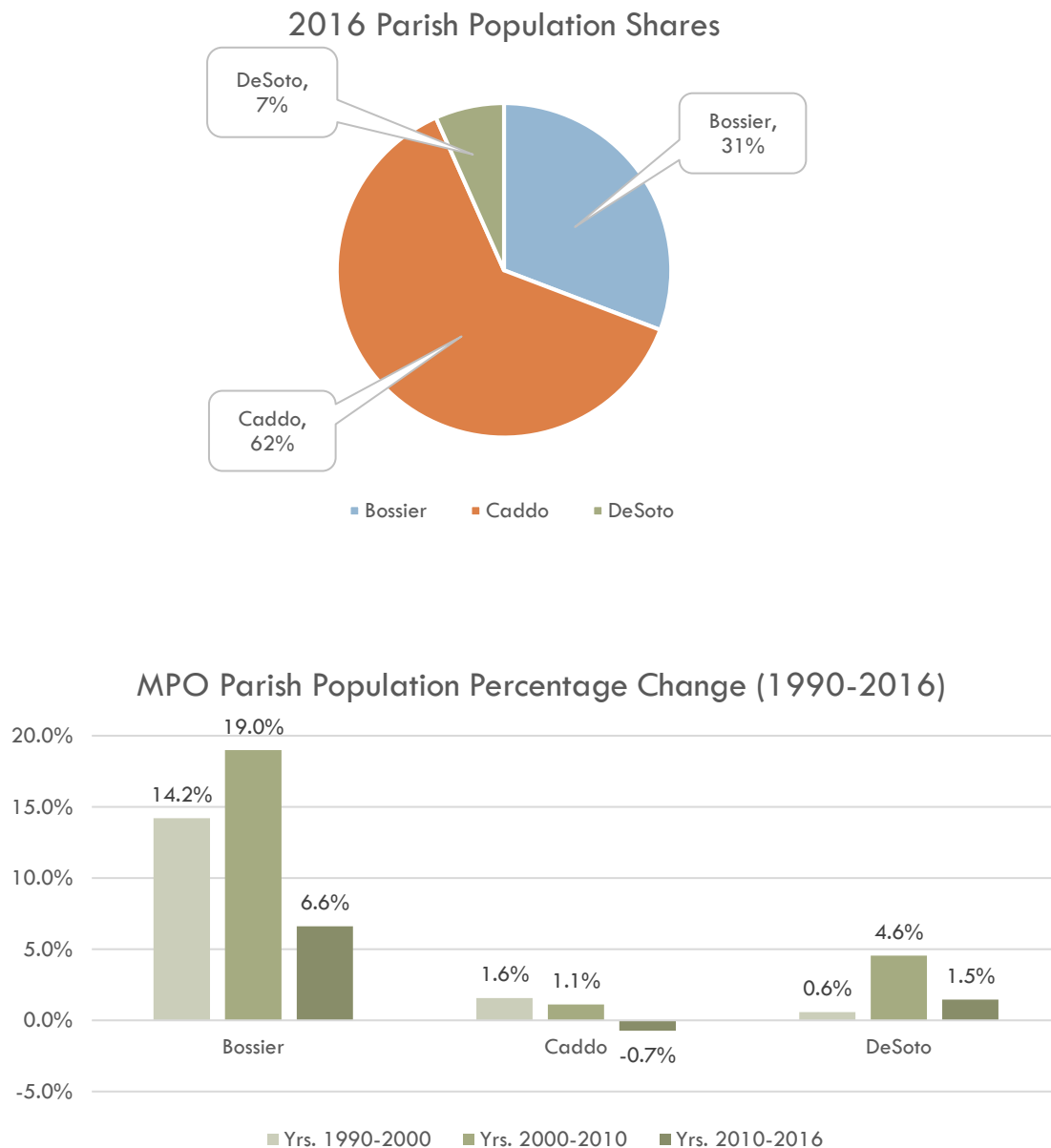
Table 2.2 The 2012-2016 American Community Survey 5-year estimates include results from both the American Community Survey and the Puerto Rico Community Survey. The statistics presented describe the entire data collection period, from January 1, 2012 to December 31, 2016.

The 2012-2016 ACS 5-year data products include estimates of demographic, social, housing and economic characteristics for people living in housing units and group quarters. The Geography consists of the 2012-2016 ACS 5-year estimates are published down to the census tract and block group level for the United States and Puerto Rico.



**FIGURE 2.1: MPO PARISHES SHARE OF POPULATION AND POPULATION CHANGE**

The charts provided below graphically depicts the current share of population and number of households each respective parish contains as compared to the total MPO population (404,892). Additionally, population change (as a percentage) is provided for each MPO Parish by typical time breakpoints of year 2000, 2010 and 2016. The charts are based upon the 2012-2016 American Community Survey 5-year estimates and Decennial Census Datasets.



# CHAPTER 3

## PERFORMANCE BASED PLANNING WITHIN THE TIP

### 3.1 PERFORMANCE BASED PLANNING AND THE TIP PROCESS

With the 2012 passage of the Federal surface transportation legislation, "Moving Ahead for Progress in the 21st Century Act" (MAP-21), performance-based planning (PBP) has taken on even greater significance. With the passage of the FAST ACT in 2015, an emphasis of performance-based planning continues which mandates statewide and metropolitan planning processes to incorporate a more comprehensive performance-based approach to their decision-making.

The legislation requires the U.S. Department of Transportation, in consultation with states, MPOs and other stakeholders, to establish performance measures in these areas:

- Safety
- Infrastructure condition
- Congestion reduction
- System reliability
- Freight movement and economic vitality
- Environmental sustainability
- Reduced project delivery delays

The TIP is a critical component of the Performance Based Planning Process because it commits transportation funding to specific improvement projects and operational strategies. Through this process, MPOs link planning to programming by prioritizing projects and allocating funding for projects within the TIP that are consistent with the goals established in the Metropolitan Transportation Plan (MTP).

#### *MPO SAFETY PERFORMANCE MEASURES / TARGET SETTING*

Safety was the first Performance Management area to be adopted by the MPO On February 28, 2018. The MPO adopted LADOTD's safety targets for five (5) performance measures: Number of Fatalities, Rate of Fatalities, Number of Serious Injuries, Rate of Serious Injuries, and Number of Non-Motorized Fatalities and Serious Injuries. The goal is to set a target reflecting a 1% reduction by the year 2022. The focus on safety is a multi-prong approach for reducing dangerous crashes. In addition to building safer highways, there's an emphasis to address roadway and



lane departures, speeding, distracted driving etc; all with the goal of reducing fatalities and serious injury crashes.

#### *PROGRESS ON OTHER MPO PERFORMANCE MEASURES / TARGETS*

Briefings were held in Baton Rouge during May 2018, the meeting included participants from all the MPOs (Louisiana) and LADOTD and LSU, it served as a coordination meeting between the participants regarding the vehicle/freight travel time and asset management ongoing collection of data and dataset availability. Additionally, the schedule to develop statewide performance measures and targets were presented.

#### *TRANSIT PERFORMANCE*

Transit providers that receive Federal Transit Authority (FTA) funding are also required to incorporate performance management into their planning and programming process. This requires the creation of a Transit Asset management (TAM) Plan and State of Good Repair (SGR) Performance Targets. NLCOG area transit providers have set their organizational targets, and are in the process of creating their TAM plans. Once complete they will then begin incorporating performance based planning and programming into the project selection and monitoring process.

#### *NLCOG'S TRANSPORTATION PERFORMANCE MANAGEMENT FRAMEWORK*

NLCOG is developing its own Transportation Performance Management (TPM) framework (i.e. stand-alone document) in an effort to formally inject Performance Based Planning strategies (PBP) into NLCOG's MPO transportation planning process.

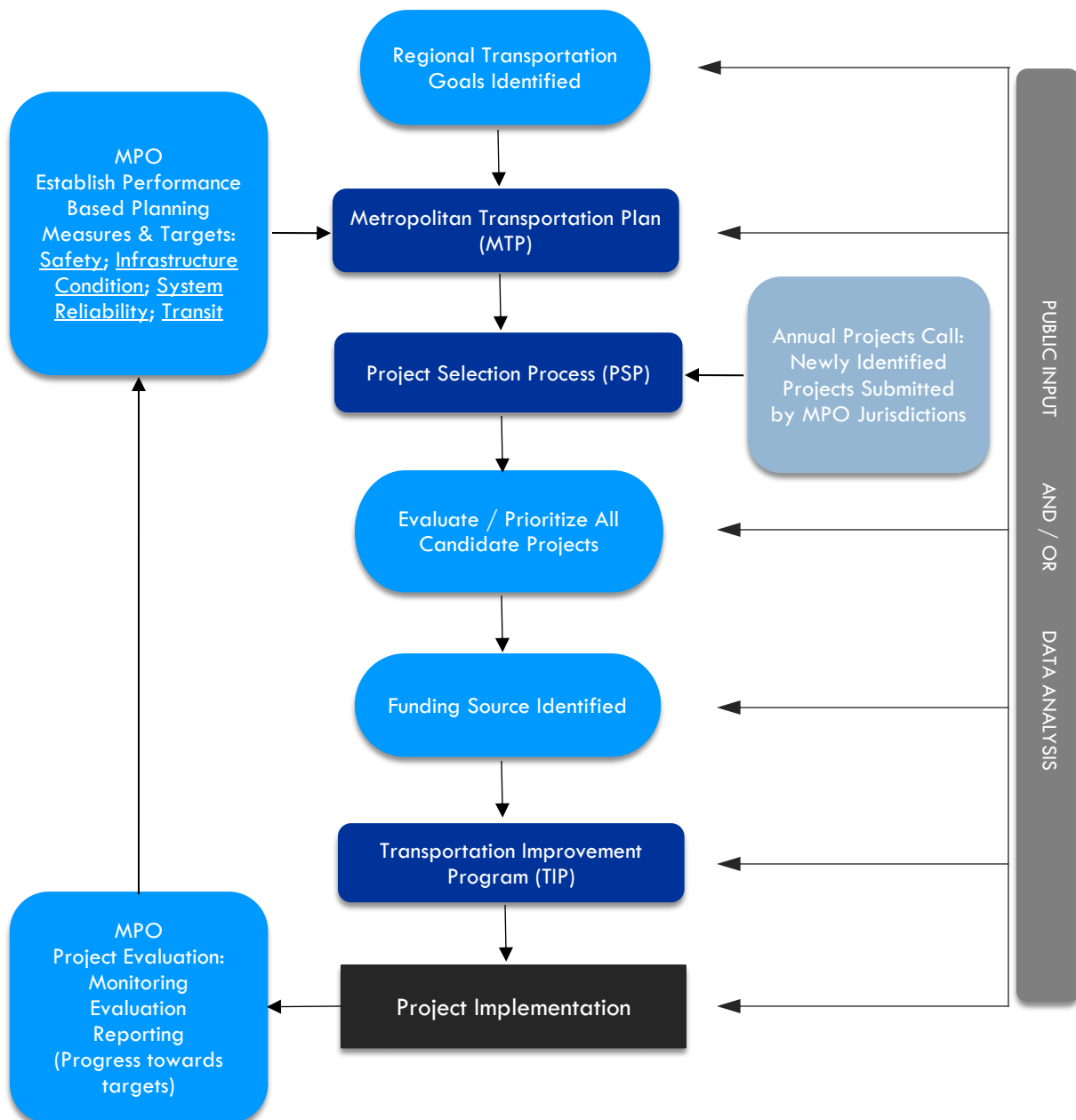




### 3.2 UPDATED MPO TRANSPORTATION PLANNING PROCESS

NLCOG's TIP is one component in the overall MPO Transportation Planning Process. Fig. 3.0 provides a graphical representation of how the TIP fits into overall MPO planning process. Performance measures and target setting are defined and adopted within the MPO's Metro. Transportation Plan (MTP). As identified MTP improvement projects are being prioritized through the Project Selection Process (PSP), the MPO's TCC evaluates projects on a performance-based scoring system. The top ranked projects are scheduled into the four-year TIP.

**FIGURE 3.0 NLCOG's MPO Transportation Planning Process**





# CHAPTER 4

## TIP DEVELOPMENT PROCESS

### 4.1 TRANSPORTATION PLANNING PROCESS

#### 4.1.1 FAST ACT REQUIREMENTS

The Shreveport-Bossier City Urbanized Area transportation system represents a major public investment of resources. A comprehensive planning process ensures the efficient and effective use of these resources. From Figure 3.0, the TIP is but one component of an overall integrated MPO Transportation Planning Process.

In air quality attainment areas, such as the Shreveport / Bossier City MSA, the TIP update cycle frequency is once every four years. The FAST ACT reemphasized the importance of comprehensive planning for transportation improvements through the requirement of a Financially Constrained Transportation Plan. In addition to this requirement, the FAST ACT continues the process of considering 8 MPO Planning Factors during the identification of transportation improvement projects.

- 1) Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- 2) Increase the safety of the transportation system for all motorized and non-motorized users;
- 3) Increase the ability of the transportation system to support homeland security and to safeguard the personal security of all motorized and non-motorized users;
- 4) Increase accessibility and mobility of people and freight;
- 5) Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
- 6) Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- 7) Promote efficient system management and operation;
- 8) Emphasize the preservation of the existing transportation system.

The FAST ACT specifies that the development of the annual listing of obligated projects, “shall be a cooperative effort of the State, transit operator, and MPO,” and must include two new project types - “investments in pedestrian walkways” and “bicycle transportation facilities”--for which Federal funds have been obligated in the preceding year. This revised requirement for an annual listing must be in place prior to approval of transportation plans and programs addressing FAST ACT. In addition, the project listings set forth in the TIP must span a period of at least four years.



The use of federal funds requires completion of the environmental process in accordance with the National Environmental Policy Act (NEPA). Right-of-way negotiations may not take place until successful completion of the NEPA process. Final location and design of an amended project would be a function of the NEPA process.

#### 4.1.2 FAST ACT's PROVISIONS FOR PUBLIC INVOLVEMENT

MPOs must develop and utilize a “participation plan” that provides reasonable opportunities for interested parties to comment on the metropolitan transportation plan, as well as, the TIP. Further, this participation plan must be developed “in consultation with all interested parties,” and the public must have input on the participation plan. A participation plan must be in place prior to MPO adoption of transportation plans and TIPs. FTA and FHWA expect governmental and nonprofit organizations that receive Federal assistance from sources other than the Department of Transportation to be involved in the planning process. In addition to preparing their plans, MPOs and States must employ visualization techniques to the maximum extent practicable and otherwise make Metropolitan Transportation Plans (MTPs) and TIPs available for public review in electronic formats such as the worldwide web.

#### 4.1.3 NLCOG (MPO) TIP DEVELOPMENT REQUIREMENTS

In addition to the aforementioned FAST ACT requirements, each project in the urbanized area of Shreveport and Bossier City is reviewed, within the MPO's Technical Coordinating Committee (TCC), through an approved and adopted Project Selection Process (PSP).

The Transportation Improvement Program (TIP) illustrates the staged implementation of the Metropolitan Transportation Plan (MTP) on fiscal year by fiscal year basis. Each project contained within the TIP is judged and reviewed against those in the transportation plan and its strategies, policies and goals. The TIP includes all projects including highways, transit facilities; transit vehicles; pedestrian walkways, bicycle transportation facilities and additional transportation related enhancement projects. Funding sources shown include Federal, State and Local funds by category and matching support.



## 4.2 MPO PROJECT SELECTION PROCESS (PSP) / PRIORITIZATION

The NLCOG (MPO) Project Selection Process fulfills several needs in the metropolitan transportation planning process. To spend federal dollars on local transportation projects and programs, a metropolitan area must have a Metropolitan Transportation Plan (MTP) and Transportation Improvement Program (TIP). Both of these documents must be 'financially constrained' and must adhere to the principles laid out in the FAST ACT

The Transportation Improvement Program for the NLCOG MPO area is a four-year document. Those four years correspond to the "Current Program" of the MTP and is considered a subset of the MTP. Of note, one funding category contained in the MTP and TIP is the direct Federal sub-allocation of funding to Transportation Management Areas (TMAs) termed STP>200K funds. This section is a guide to how our MPO selects projects for funding to be included in the FFY 2019 – FFY 2022 TIP.

### 4.2.1 MPO PROJECT SELECTION PROCESS

The NLCOG MPO's Project Selection Process consists of five (5) steps:

1. Project Call (MTP 2040 And TIP 2019-2022: 09.2015)
2. Project Submission (MTP 2040 And TIP 2019-2022: 10.2015)
3. MPO Technical Coordinating Committee (TCC) Project Review and Evaluation (MTP 2040 And TIP 2019-2022: 10.2015)
4. TCC Recommendation (MTP 2040 And TIP 2019-2022: 11.13.2015)
5. MPO Transportation Policy Committee Approval (MTP 2040 And TIP 2019-2022: 04.15.2016)

### 4.2.2 TIP PROJECT ELIGIBILITY (MPO PROJECT CALL / LOCAL ENTITY SUBMISSION)

The following criteria will determine which projects are eligible to be evaluated for possible funding under the STP>200K program and whether they will be included in the 'financially constrained' component of TIP and LRTP.

1. Proposed projects will be consistent with the area's long-range goals.
2. Proposed projects will have a funding source (STP>200k and local match) and cost estimate with supporting documents.
3. Proposed projects will have project readiness information and other details necessary to complete the 'MPO Stage 0 Process'.
4. Projects will fall within the Metropolitan Planning Area boundaries and will be functionally classified according to the adopted functional class roadway system.  
(*Interstate, Principal Arterial, Minor Arterial, Major Collector, Minor Collector and Local*)



All eligible projects will be reviewed and evaluated by a special Transportation Coordinating Committee (TCC) working group based on the criteria detailed later in this document. These projects will be placed in the ‘financially constrained component’ of the MTP and TIP based on projected available funding levels, the project’s evaluation, the project’s implementation timeline (readiness), and input from interagency consultation and coordination. The projects that cannot be included in the MPO Plans will be placed in the ‘unconstrained/unmet needs component’ and will be considered for review when the next update process begins.

#### 4.2.3 TRANSPORTATION ALTERNATIVES PROGRAM (TAP) FUNDING

The TAP provides funding for programs and projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation; recreational trail program projects; safe routes to school projects; and projects for planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways. One hundred percent of the TAP funds will be used to implement projects identified that meet the funding criteria and will be ranked and selected separately than other STP>200k projects.

#### 4.2.4 STP > 200K FUNDING CATEGORIES

The STP>200K annual allocation for the NLCOG Study Area has been divided into three (3) eligibility categories for project funding plus two set aside funding categories. This division of funds will ensure that needs across the transportation system are met in a uniform manner. The total available or programmable funds in a particular federal fiscal year (FFY) will be allocated to each of these categories based on the percentages mentioned below.

1. System Preservation (40%) – Maintenance or preservation (overlay) projects for existing transportation infrastructure.
2. Capacity Expansion (30%) – Construction projects that add capacity to an existing street or interstate, or construction of new facilities.
3. Safety and Other (30%) – These projects will generally be less than \$1 million.



#### 4.2.5 TIP FFY 2019 – FFY 2022 PROJECT SELECTION AND PRIORITIZATION PROCESS

Those projects complying with the requirements listed earlier in this document will be prioritized and potentially selected for funding by a working group of the TCC. The TCC working group will include representatives from eligible Sponsor Agencies. The work group will evaluate the projects based on the following criteria:

1. *Improve Safety and Security (0 – 15 Points)*. Safety is defined as protection against unintentional harm and relates to both motorized and non-motorized modes of travel; and Security is defined as protection against intentional harm and relates to both motorized and non-motorized modes of travel.
2. *Protect the Environment (0 – 10 Points)*. Methods for protecting the environment are as unique as the local environments that they serve.
3. *Reduce Congestion (0 – 10 Points)*. Congestion is defined as a roadway system operating at speeds below that for which it was designed.
4. *Support Land Use and Economic Development Goals (0 – 10 Points)*. Land Use and Economic Development Goals are inexorably connected, and can be impacted by many factors, one of which is the transportation system.
5. *Increase Connections (0 – 10 Points)*. The connectivity of the streets network and circulation system is measured through the ease by which people and goods can move to their desired destinations.
6. *Improve Access (0 – 10 Points)*. Improving access involves control and management of the entrance and exit points to a transportation facility for people and freight.
7. *Increase Multi-Modal Options and Energy Conservation (0 – 15 Points)*. The various modes of travel within the community function best when people and goods can easily move from one mode of travel to another.
8. *Improve Quality of Life (0 – 15 Points)*. The quality of life of a community is a term that the community must define for itself. The transportation system can have both positive and negative impacts on the quality of life in a community.
9. *Cost Sharing (0-5 Points)*. The (STP Urban Mobility/Rehabilitation) funding category requires a mandatory 20% local match. If the project has more than 30% local match, it will be awarded 5 points.
10. *Project Readiness (No Points)*. This criterion determines the year in which a project or phase of a project will be programmed in the TIP. It is recommended that this criterion should be used to assess the project timeliness only and not for the project prioritization process.

#### 4.2.6 PROJECT PRIORITIZATION AND APPROVAL FOR INCLUSION IN THE TIP

After reviewing the work group recommendations, the TCC will choose to forward a list of projects, that have been ranked in accordance with the performance based evaluation criteria, to the MPO's TPC for review and approval. Further, the descending, ranked list of project costs are calculated and programmed in the TIP based upon funding availability. This ensures that the TIP is "Financially Constrained" over its four-year cycle (Please refer to Chapter 5 – TIP Funding).



### 4.3 CONSISTENCY WITH OTHER PLANNING PROCESSES

Projects contained in the TIP have evolved through the regions planning process as outlined above. The results of this planning process are a coordinated, comprehensive, multi-modal transportation plan for Caddo and Bossier Parishes. All projects contained in the TIP are included within the financially constrained plan for the MPA. The TIP is utilized as a management tool for implementing the Metropolitan Transportation Plan (MTP).

#### *Metropolitan Transportation Plan (MTP)*

Before a project can be considered for inclusion in a TIP, it must be shown to be consistent with the region's Metropolitan Transportation Plan (MTP). In essence, the TIP serves as an instrument to implement the transportation improvement projects and/or strategies identified through the MTP's 20-year horizon. "*Mapping the Way-Northwest Louisiana's Metropolitan Transportation Plan 2030*" is the current regional, MTP for Northwest Louisiana. The MTP describes strategies intended to meet the transportation needs of the MPO area, and is the primary means for determining eligibility for federal funding. Projects in the 2019-2022 TIP were drawn directly from the MTP and are consistent with its goals and objectives.

#### *Congestion Management System / Process (CMP)*

The FAST ACT mandates Transportation Management Areas (TMAs) to have a Congestion Management Process (CMP) that provides for effective management and operation to combat congestion. The new CMP is a reworking of the previous requirements for a Congestion Management System ((CMS) – originally mandated through ISTEA). NLCOG developed and implemented, through Transportation Policy Board resolution, the initial CMS during fiscal years 1997-1998.

The CMP identifies congestion based upon field collected travel flow data. The location and level of facility congestion is determined through a calculated performance measure termed a "Speed Deficit". A "Speed Deficit" provides an acceptable measure of congestion, but it does not address a section's **need** for improvement. In order to prioritize congested sections for improvement, currently identified TIP projects, Average Daily Traffic (ADT), and transit measures are considered. For example, roadway sections that are slated for improvement, under the current TIP, will have a lower priority within the CMP recommended improvement strategies/projects. The findings of the CMP analysis are presented to the MPO's Technical Coordinating Committee (TCC) for review and requested feedback. The prioritized improvement strategies/projects, as outlined through the CMP analysis, are recommended for inclusion in the TIP by Technical Coordinating Committee members (TCC). Subsequently, the TCC's improvement project recommendations are presented to the Transportation Policy Committee for their review and resolution regarding TIP inclusion.



*Northwest Louisiana Intelligent Transportation System Plan  
(Shreveport / Bossier City Regional ITS Strategic Deployment Plan)*

The ITS strategic deployment plan for the Shreveport/Bossier City region was developed through a series of meetings, work sessions, interviews, and close coordination with the region's stakeholders including (May 2002):

- DOTD District 04 and Headquarters
- City of Bossier City
- City of Shreveport
- Northwest Louisiana Council of Governments (NLCOG)
- Louisiana State Police
- SPORTRAN
- Transportation Incident Management Committee (TIMs)



The deployment plan identified the region's primary ITS stakeholders, as well as, a phased program of ITS based infrastructure improvements that adhere, and are consistent with, accepted ITS architecture guidelines. Further, the strategic deployment plan is consistent with the MPO's current TIP and Congestion Management System (CMS), through Technical Coordinating Committee member (TCC) consultation, and is intended to address transportation system deficiencies within the region.

*Environmental Justice Plan / Process*

The MPO serves as the primary forum where State DOTs, transit providers, local agencies, and the public develop local transportation plans and programs that address a metropolitan area's needs. MPOs can help local public officials understand how Title VI and environmental justice requirements improve planning and decision making.

When prioritizing improvement projects, determining the MPO's demographic composition is critical to the equitable programming of transportation improvement projects throughout the MPO. The primary intent of NLCOG's Environmental Justice (EJ) effort is to ensure that federal and local match support funding is programmed, through a transparent TIP process, in an equitable manner across all underserved/disadvantaged/traditionally minority populations. To certify compliance with Title VI and address environmental justice, MPOs need to:

- Enhance their analytical capabilities to ensure that the long-range transportation plan and the transportation improvement program (TIP) comply with Title VI.
- Identify residential, employment, and transportation patterns of low-income and minority populations so that their needs can be identified and addressed, and the benefits and burdens of transportation investments can be fairly distributed.



- Evaluate and - where necessary - improve their public involvement processes to eliminate participation barriers and engage minority and low-income populations in transportation decision-making.

NLCOG's Environmental Justice (EJ) report considers the relationship between the existing transportation and public transit systems in combination with low-income groups and four minority groups: Blacks; Hispanics; Asian or Pacific Islanders; and American Indians, Eskimos, or Aleuts. At its broadest level, the purpose of completing an Environmental Justice report is to better understand the potential effects of transportation system changes; especially those changes that might adversely and disproportionately affect low-income and/or minority populations.

Through the TIP development process, projects proposed for inclusion are evaluated, initially by the MPO staff and subsequently by the Technical Coordinating Committee (TCC), to determine the project's potential impact upon low income and traditionally minority populations. Further, the EJ report documents the level of transportation investment across the MPO and gauges the level of transportation infrastructure improvement expenditures within disadvantaged areas.

#### 4.4 TIP CONFORMITY

The Clean Air Act requires EPA to review and, if necessary, revise air quality standards every five years to ensure that they protect public health with an adequate margin of safety. Following a change in standards, EPA works with states and tribes as appropriate to identify areas that do not meet the standards and establish plans to improve air quality. In October 2015, EPA revised the primary and secondary ozone standard levels from 0.075 parts per million (ppm) to 0.070 ppm, and retained their indicators (O<sub>3</sub>), forms (fourth-highest daily maximum, averaged across three consecutive years) and averaging times (eight hours). The new standards have been challenged in court by a number of states and industry groups which could possibly delay or suspend the new standards. Prior to these challenges, EPA promulgated the final designations and classifications October 2017.

EPA designated the Shreveport metropolitan area (Caddo, Bossier, and Webster Parishes) as being in "Attainment" for Mobile Source Emissions and therefore is not subject to the conformity analysis process. As such, the MPO does not qualify for federal Congestion Mitigation and Air Quality (CMAQ) funding.

In the future, if the Shreveport MPO does **not meet** the Ozone standard and is redesignated as being in "Non-Attainment", the MPO will program additional resources focused on staff training and professional development, through the MPO's "Unified Planning Work Program (i.e. current MPO work program - [http://www.nlcog.org/office\\_info/nlcog/upwp.htm](http://www.nlcog.org/office_info/nlcog/upwp.htm)), to ensure that future TIP documents will conform to regional Air Quality (AQ) standards and air shed budgets as determined by our regulatory agency partners EPA/LDEQ. Further, as of 2013, the MPO





participates in the regional coalition of the, EPA recognized, “**Ozone Advance**” program. The intent of the program is to allow attainment areas, whose emission levels are close to the NAAQS thresholds, to proactively plan and implement Transportation Control Measures (TCMs) that aim to reduce regional mobile source emissions.

#### 4.5 NLCOG PUBLIC INVOLVEMENT ACTIVITIES

A primary goal of FAST ACT is to bring citizen and community involvement to the transportation and development table. In support of this NLCOG conducts regular meetings of its Metropolitan Transportation Policy Committee and works continually with its Technical Coordinating Committee members (TCC). To expand upon the public involvement process, NLCOG meets periodically with various civic and neighborhood associations to keep them abreast of transportation issues in the region. NLCOG has made use of the local media, neighborhood meetings and public relations to inform citizens regarding the planning process, the transportation plan, important regional projects and regional development. Public meeting notices on the Metropolitan Transportation Plan (MTP), the TIP, any amendments thereto, and the regions Unified Planning Work Program (UPWP) are placed in the local paper and delivered to the local TV and radio stations and provided to the local jurisdictions for posting.

As of February 2011, NLCOG has an approved *Public Involvement Plan (PIP)*. The *Public Involvement Plan (PIP)* is intended to provide NLCOG with a framework for initiating and carrying out public involvement activities

(Link to NLCOG’s PIP: [http://www.nlcog.org/Transport/Title\\_vi/pub\\_inv\\_plan.htm](http://www.nlcog.org/Transport/Title_vi/pub_inv_plan.htm)). The PIP’s primary objective is to facilitate a public dialogue at all stages of the transportation planning process including the development of the TIP.

Typically, NLCOG updates the TIP on a four-year cycle with the MPO’s Policy Committee consideration occurring before the end of the fiscal year (June 30). Projects in the TIP are drawn from the Metropolitan Transportation Plan (MTP) and are evaluated by the TCC members for consistency with other planning efforts (e.g. Congestion Management Process (CMP), ITS Strategic Deployment Plan, etc.). It details the public involvement requirements in the TIP development and update process and the procedures that are to be followed to amend the existing approved TIP. A key element of the amendment process is to assure that funding balances are maintained.

1. The MPO staff will facilitate the public involvement process during the TIP’s development.
2. Upon completion of a draft TIP, NLCOG will hold a 30-day public review and comment period.
3. A legal notice will be published in the *Shreveport Times* on the Sunday prior to the beginning of the public review and comment period.



4. During the public review and comment period, copies of the Draft TIP will be made available for review at the public agencies identified in the PIP.
5. Public comments on the draft TIP must be provided in writing and will be included as an appendix to the final TIP.
6. At the close of the public review and comment period, NLCOG staff will review comments and identify any significant comments.
7. Significant comments will be reviewed by the TCC members and incorporated into the final TIP.

#### 4.6 DISTRIBUTION OF TIP DOCUMENT

The Transportation Policy Committee for citizen review, input and comment distributes copies of the draft TIP to many governmental offices throughout the metropolitan area and 15 days provided for public review. The proposed TIP is also published on the NLCOG web sites at <http://www.nlcog.org/MPO/TIP/Default.html> . The public is also afforded to opportunity to express their comments directly to the MPO on the TIP.

#### 4.7 TIP AMENDMENT PROCESS

Any person wishing to have a change made in the adopted Metropolitan Planning Organization's (MPO) Metropolitan Transportation Plan (MTP) should notify their intent to pursue this amendment (i.e. project letter of interest) and submit it to the executive director of the MPO.

After notification is received, the MPO staff, working in conjunction with the MPO's Technical Coordinating Committee (TCC), will review the proposed amendment and will recommend to the MPO Policy Committee whether a more detailed analysis of the change is warranted. The MPO will then decide either to reject the proposal or authorize a more detailed analysis the submitted project. If further study is authorized by the MPO, the MPO staff will conduct a detailed analysis and present its findings and recommendations to the MPO's TCC. The recommendations of the MPO staff and the MPO's TCC will then be provided to the MPO Transportation Policy Committee, which will decide either to reject the proposal or recommend for inclusion into the current TIP.



Modifications to the TIP document are broadly categorized as either an Administrative Modification or an Amendment.

**TABLE 4.0 TIP Administrative Modification versus Amendment Thresholds**

Administrative Modification	Amendment
Revision of a project description that does not significantly change the project design concept and/or scope	Major changes to a project, including the addition or deletion of a project or a significant change to the project's scope (e.g. unexpected drainage requirements or major changes to the design cross-section)
Minor changes to project/project phase costs applying to R/W, UTIL, ENG and CONST <ul style="list-style-type: none"> <li>Funding changes are limited to \$600,000 for projects with total costs of <math>\leq \\$3,000,000</math></li> <li>For projects <math>\geq \\$3,000,000</math> an administrative modification is warranted when the change in total costs is <math>&lt; 20\%</math></li> </ul>	Major changes in project cost, project/project phase initiation dates or a major change in design concept or design scope <ul style="list-style-type: none"> <li>Funding changes that are greater than \$600,000 for projects <math>\leq \\$3,000,000</math></li> <li>Change of 20% or more for projects <math>\geq \\$3,000,000</math></li> </ul>
Minor changes to funding sources of previously included projects that do not affect fiscal constraint	Major changes to funding sources, such as adding a new federal funding source for a project NOT previously funded with federal funding
Minor changes to project/project phase initiation dates as long as the project stays within the approved TIP timeframe and does not affect fiscal constraint <a href="#">23 CFR 450.330(a)</a>	
A change in the project's implementing agency	
A split or combination of individually listed projects; as long as cost, schedule and scope remain unchanged	
The addition or deletion of projects from grouped project (line item) listings as long as the total funding amount stay within the guidelines in number two above.	

Administrative Modifications to the TIP are undertaken, by the MPO staff and Executive Director, in an ad-hoc manner. No public involvement is required for Administrative Modifications.

### TIP Amendments

Formal TIP *Amendments* are all other modifications to the TIP that are outside the *Administrative Modifications* thresholds listed above. Significant or time critical projects are immediately amended to the TIP following the Transportation Policy Committee's action and/or approval. The amendment would be vetted with TCC members and placed on the agenda for discussion ("Introduced") at the MPO's Transportation Policy Committee meeting and any comments received prior to or at the meetings will be appropriately addressed. NLCOG is responsible for giving notification to LADOTD and FHWA/FTA of the action taken and providing assurance that the amendment process and the public involvement procedures have been followed.

### Dispute Resolution

Questions concerning the interpretation of administrative modifications or amendments are resolved through consultation with our Federal and State transportation planning/programming partners (FHWA, FTA, and LADOTD). Final resolution, if a consensus is not achieved through the consultation process, rests with the FTA for transit project disputes and FHWA for highway projects.



# CHAPTER 5

## TIP FUNDING

### 5.1 FUNDING BACKGROUND / FORMAT

Federal guidelines mandate the Transportation Improvement Program (TIP) must be financially constrained. In essence, the cost of projects selected in the overall program schedule must be equal to or less than the estimated funding available to complete these projects. Available funds include federal, state, and local funding revenue streams of which the federal funds are the primary source of funding per respective programmed project. The state and local governments must provide their shares of the TIP funding through what's termed "matching funds". Depending upon the project's identified federal revenue source, "matching funds" are typically 20% of the total funding request. Both the Highway and Transit Funding Program anticipated allocations reflect total "matched" funding per defined program code (please refer to the funding codes / shares definition tables – Highway and Transit Programs).

#### *Funding Requirements for TIP Development*

As of December 11<sup>th</sup>, 2007, SAFETEA-LU mandated that a cooperatively developed inflation factor is to be applied to TIP revenue and cost estimates in order to account for outlying year cost escalation.

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"Starting December 11, 2007, revenue and cost estimates for the TIP must use an inflation rate(s) to reflect ``year of expenditure dollars, based on reasonable financial principles and information, developed cooperatively by the MPO, State(s), and public transportation operator(s)." [CITE: 23CFR450.324]

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As indicated to us by the Louisiana Division Office of FHWA, a 4% per annum factor is an acceptable inflation rate to apply to future year project cost estimates. The TIP utilizes a base fiscal year of 2019 for forecasting project costs.



## 5.2 HIGHWAY FUNDING

As mandated through FAST ACT, the highway funding components are under the purview of the Federal Highway Administration (FHWA). Individual federal highway funding categories are described in Appendix A.

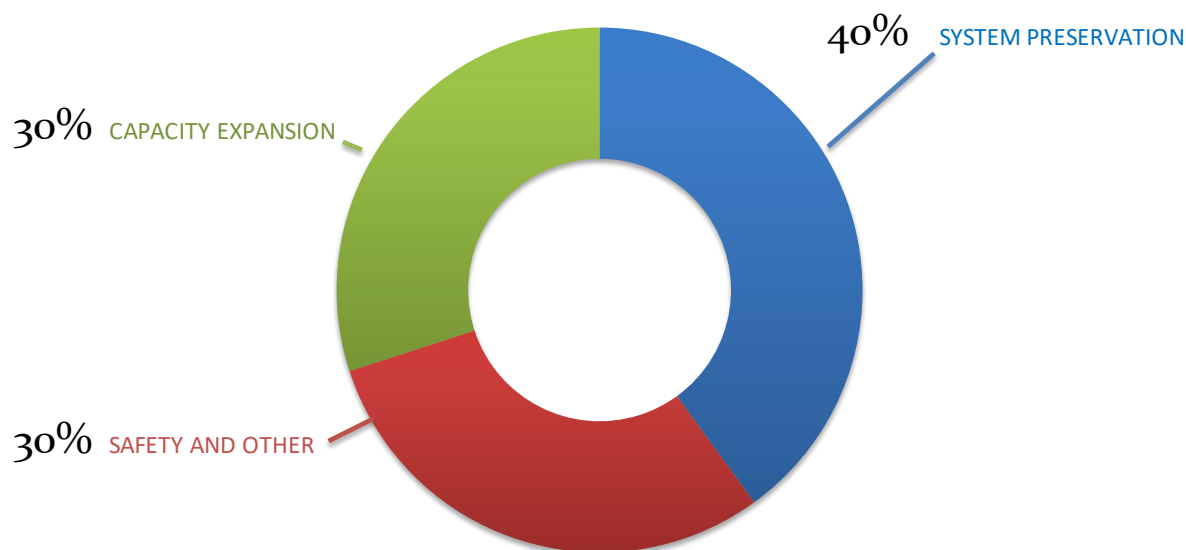
### FAST ACT EXPECTED FUNDING ALLOCATIONS (FFY 2019-2022) – HIGHWAY PROGRAM

As a TMA, NLCOG receives an annual distribution of Surface Transportation Block Grant Program (STBG) funds according to the formula outlined in the FAST ACT. The amount of funding received is based on the Census defined Urbanized Area (UA) population of Caddo and Bossier Parishes. These are referred to as STP>200K funds. The FAST ACT STP>200K sub-allocation to our TMA is \$7,009,059.00 per year.

As per NLCOG's Project Selection Process (PSP), the MPO has established annual STP>200K funding expenditure guidelines based upon three project categories.

**FIGURE 5.0 TIP STP>200K FUNDING GUIDELINES**

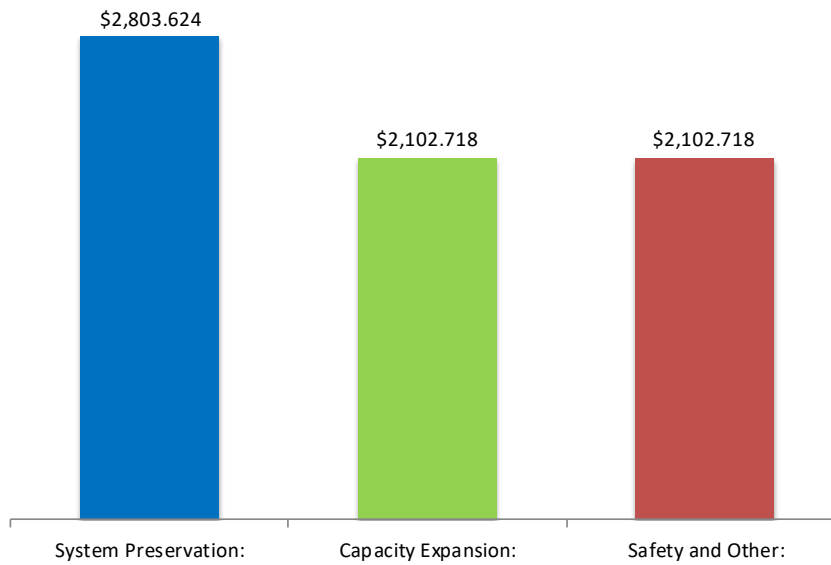
#### MPO DETERMINED PSP CATEGORICAL FUNDING PERCENTAGES



**FIGURE 5.1 TIP STP>200K FUNDING BY CATEGORY (in 000s dollars)**

**ANNUAL MPO STP>200k SUB-ALLOCATION (\$7.009 mil.) BY CATEGORY**

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## 5.3 TRANSIT FUNDING

### 5.3.1 FTA TRANSIT GRANT ASSISTANCE FUNDING

Besides the previous grant programs, some new funding programs have been added. At the Federal level, the components of the transit funding program fall under the purview of the Federal Transit Administration (FTA). Grant assistance is provided **annually** through FTA and is distributed to transit providers via state DOTs. Individual major federal transit funding categories are described in Appendix A.

### 5.3.2 FTA TRANSIT FUNDING SECTIONS / SHARES

As in highway funding, the state and the local must provide matching funds for each of the federal transit funding programs. The table below lists the transit funding and the respective federal / state / local shares.

**TABLE 5.0: FAST ACT TRANSIT PROGRAM GRANT ASSISTANCE**

FTA Section	FTA Section Description
5307	Section 5307: Capital Funding
5339	Section 5309: Discretionary Funding
5310	Section 5310: Capital Funding for the Elderly And Disabled
5311	Section 5311: Rural Transportation System Support

**TABLE 5.1: FAST ACT FEDERAL TRANSIT PROGRAM FUNDING SHARES**

FTA Section	Federal Share	State Share	Local Share
5307	80%	10%	10%
5339	80%	10%	10%
5310	80%	20%	
5311	80%	20%	





### 5.3.3 TRANSIT PROGRAM: ANTICIPATED FUNDING ASSISTANCE (FFY 2019- FFY 2022)

In the NLCOG planning area, Shreveport Transit (SPORTRAN) is the recipient of federal dollars for Section 5307, 5339, 5310, and 5311 programs. Since the Shreveport / Bossier City urbanized area is a TMA, SPORTRAN receives the funds directly from the Federal Transit Administration (FTA). The state of Louisiana and SPORTRAN provide the respective state and local match. As shown on page 43 (Transit Program FFY 2019 – FFY 2022), SPORTRAN anticipates receiving more than \$18.6 million in FTA grant assistance which will be matched with \$4.3 million in Local Support funding from SPORTRAN (i.e. City of Shreveport/fiscal agent). Since Sect. 5310 and 5311 grant awards are unknown for outlying years (2019-2022), they are programmed with \$0. Transit funding is based on formula funds, which are identified annually in the Federal Register. Local match for these funds are provided by the City of Shreveport. Non-formula federal funds (All Section 3 Discretionary funding programs: 5307, 5316, and 5317) are only programmed if the projects are deemed high priority and are identified by pending congressional authorizations.

## 5.4 CARRYOVER FUNDING

Besides the expected annual obligation of federal highway and transit grant assistance, some carryover funds can also be used in developing the Transportation Improvement Program (TIP).

### 5.4.1 ORIGATION OF CARRYOVER FUNDING

Carryover funding describes two types of federal funds not obligated in the year appropriated. The first type of these funds results when a State is unable to fully access the annual distribution of funds due to a congressional budgetary restriction call of "obligation authority". Obligation authority restricts a state from spending total appropriated funds. Unobligated balances of appropriated funds may be utilized to fund projects in the following ways:

1. A state may choose to advance fund the construction authorization of a federal-aid project by temporarily funding the federal share with non-federal funds. Multi-year Transportation Acts allow states to advance construct up to the contract authority provided in the Act. Advance construction is a method of "pre-financing" the federal share of project costs. These costs are later converted to regular federal highway funds as Congress provides new appropriation and/or obligation authority.
2. A state can use carryover funds when obligation authority is redistributed from other states. Near the end of each federal fiscal year, the Federal Highway Administration redistributes obligation authority from states that return unused spending authority.



3. A state can use unobligated balances to fund a project if Congress appropriates additional obligation authority.

The second type of carryover funds results when a State does not fully obligate special federal-aid funding categories such as minimum guarantee, highway demonstration projects, and high priority projects. For these types of funding categories, Appropriations Acts provide obligation authority for each appropriated dollar.

#### 5.4.2 PROGRAMMING OF CARRYOVER FUNDING

The following describes how the STIP Financial Plan (SFP) is developed. The SFP is the spending plan for allocating transportation funding to state and local projects. It addresses a time period of three years, and, by law, is financially constrained by forecasted funding levels. Forecasted funding levels are based on the historical spending authority provided to the State in the last available year. These levels are adjusted to funding estimates provided in the current multi-year transportation bill. Added to the adjusted funding ceiling are the previously appropriated/allocated Federal funds (carryover) that are unexpended and available. Both types of carryover funds are assigned to projects. However, type 2 carryover funds are not used until all the current year obligation authority has been utilized. If the advanced construction method is used, type 1 carryover funds, a conversion project is set up in the STIP for the year that federal funds are going to be used to reimburse project costs.

#### 5.4.3 HOW CARRYOVER FUNDING IS SHOWN FOR FISCAL CONSTRAINT

The federal regulations require that the State Transportation Improvement Program (STIP) "... include a project, or an identified phase of a project, only if full funding can reasonably be anticipated to be available". Since both types of carryover funds can be used to fund projects in a year different than the year funds were received, they are considered reasonably available and are added to the annual estimated appropriated funds for the period covered by the STIP.

The STIP financial plan fully documents the amount of carryover funds by year and category of funding, as well as, estimates of future revenues.

## 5.5 FINANCIAL CONSTRAINT

The projects contained in the Transportation Improvement Program (TIP) are derived from the region's 20-year Metropolitan Transportation Plan (MTP). Both the TIP and MTP have been financially constrained to reflect realistic and available levels of project funding.

**TABLE 5.2 TIP FFY 2019 – CALCULATION OF AVAILABLE FUNDING BY PROJECT CATEGORY**

\*\*\*03.01.2019 Federal Fiscal Year (FFY) 2019 MPO STP>200k Funding Balance: **\$39,214,300.13**

MPO STP>200k Annual Funding Set Aside for I-20/I-220 So. Ext. New Gate Access BAFB: **(\$1,000,000.00)**

MPO STP>200k Annual Funding Set Aside for Stage 0 (Feasibility) & Stage 1 (Env. Clearance): **(\$200,000.00)**

ADJUSTED Fed. Fiscal Year (FFY) 2019 MPO STP>200k Available Funding: **\$38,014,300.13**

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**PROJECT SELECTION PROCESS (PSP) - FFY2019 ESTABLISHED FUNDING PERCENTAGES BY PROJECT CATEGORY**

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FFY2019 STP>200k Available SYSTEMS PRESERVATION (40% of Total) Funding Balance: **\$15,205,720.05**

FFY2019 STP>200k Available CAPACITY EXPANSION (30% of Total) Funding Balance: **\$11,404,290.04**

FFY2019 STP>200k Available SAFETY & OTHER (30% of Total) Funding Balance: **\$11,404,290.04**

\*\*\* Source: FHWA Louisiana Urbanized Area Unobligated Balance Report (FMIS) for 03.01.2019

Table 5.2, presents the calculation of available funding, including the STP>200K sub-allocation and the FHWA reported Shreveport TMA unobligated balances, that can be programmed for projects in **FFY 2019**.

### ANNUAL FUNDING SET ASIDE: I-20/I-220 INTERCHANGE NEW GATE ACCESS BAFB

#### *Project Details*

Extension of the roadway from I-220 @ I-20 to the proposed new Barksdale Gate and improvements to the interchange of I-220 @ I-20. The primary purpose is to improve connectivity between the interstate system and Barksdale Air Force Base in order to enhance national security and national defense, ensure unimpeded arrivals of Department of Energy transport vehicles, enhance life and safety, and alleviate traffic congestion and delay.

#### *Cost and Funding*

LADOTD's current cost estimate is \$119.8 Mil. (07.2018) for the preferred alternative in the Interchange Modification Report. The State of Louisiana is proposing the use of Grant Anticipation Revenue Vehicle,



or GARVEE Bonds for completion of the project with matching funds coming from the MPO, Bossier Parish, and Bossier City. **The MPO will be funding \$12 million total at \$1 million a year for 12 years.** Bossier Parish and Bossier City will be contributing a combined \$6 million total funding.

Table 5.3, is the calculation for the STP>200K funding coming in (i.e. Revenue) for TIP out years **FFY 2020 – FFY 2022.**

**TABLE 5.3 TIP FFY 2020 – FFY 2022 CALCULATION OF STP>200K FUNDING / CATEGORY**

ANNUAL Federal Fiscal Year (FFY) MPO STP>200k Sub-Allocation:	<b>\$7,009,059.00</b>
MPO STP>200k <u>Annual Funding Set Aside</u> for I-20/I-220 So. Ext. New Gate Access BAFB:	<b>(\$1,000,000.00)</b>
MPO STP>200k <u>Annual Funding Set Aside</u> for Stage 0 (Feasibility) & Stage 1 (Env. Clearance):	<b>(\$250,000.00)</b>
ADJUSTED FFY 2020 - 2022 MPO STP>200k Annual Funding:	<b>\$5,759,059.00</b>
<b>PSP: FFY 2020 - FFY 2022 ESTABLISHED FUNDING PERCENTAGES BY PROJECT CATEGORY</b>	
FFY 2020 - 2022 Annual STP>200k SYSTEMS PRESERVATION (40%):	<b>\$2,303,623.60</b>
FFY 2020 - 2022 Annual STP>200k CAPACITY EXPANSION (30%):	<b>\$1,727,717.70</b>
FFY 2020 - 2022 Annual STP>200k SAFETY AND OTHER (30%):	<b>\$1,727,717.70</b>

**TABLE 5.4 TIP FFY 2019 – FFY 2022 LISTING OF HIGHWAY PROGRAM PROJECTS FROM PSP**

Total project cost estimates are **matched**, meaning that the current cost estimate includes the state and/or local shares (i.e. match responsibility).

Facility	Improvement	PSP Funding Category	Current Cost Estimate in 000s
Linwood Ave Ph 2: 84th St to Gravois Dr	Joint and panel repair	Systems Preservation	\$6,000.00
Linwood Ave Ph 3: 84th St to W. 70th St	Joint and panel repair	Systems Preservation	\$6,000.00
Viking Dr: LA 3105 - Swan Lake Rd	H.012013: Viking Dr Widening	Capacity Expansion	\$9,200.00
Shreveport (High Priority System Preservation Program)	Local Roads: Sys. Preservation	Systems Preservation	\$8,594.00
Caddo/Bossier Parish M.A.P.	Motorist Assist. Patrol	Safety/Other	\$2,056.00



**TABLE 5.5 TIP FFY 2019 – FFY 2022 FINANCIAL CONSTRAINT / MPO STP>200K FUNDING**

Table 5.4 presents a summary of the financial constraint analysis given PSP selected project costs per FFY and balanced with the FHWA reported unobligated balance (05.31.2018) for the MPO and annual STP>200K sub-allocation equaling **\$7,009,059.00**. Concluding from the analysis, the MPO has a substantial positive balance (i.e. accumulated) throughout the four-year TIP cycle. The MPO is anticipating another “Project Call” through our Project Selection Process early FFY 2020 in order to better spend the significant excess that has accumulated.

**SUMMARY: STP>200K FINANCIALLY CONSTRAINED TIP (4 YEAR PROGRAM in 000s)\***

	ALL CATEGORIES FFY 2019 BALANCE	ALL CATEGORIES FFY 2020 BALANCE	ALL CATEGORIES FFY 2021 BALANCE	ALL CATEGORIES FFY 2022 BALANCE	PROGRAM TOTALS
***Revenue In:	\$39,214.30	\$7,009.06	\$7,009.06	\$7,009.06	<b>\$60,241.48</b>
Adjust. 1 - BAFB New Gate Access Rd:	(\$1,000.00)	(\$1,000.00)	(\$1,000.00)	(\$1,000.00)	<b>(\$4,000.00)</b>
Adjust. 2 - MPO Stage 0 / 1 Studies:	(\$200.00)	(\$250.00)	(\$250.00)	(\$250.00)	<b>(\$950.00)</b>
Adjusted Revenue:	<b>\$38,014.30</b>	<b>\$5,759.06</b>	<b>\$5,759.06</b>	<b>\$5,759.06</b>	<b>\$55,291.48</b>
FFY Authorized Project Expenditures:	<b>\$11,256.000</b>	<b>\$12,000.000</b>	<b>\$0.000</b>	<b>\$9,503.400</b>	<b>\$32,759.40</b>
(FFY ADJUSTED REVENUE-FFY EXPEND.):	<b>\$26,758.30</b>	<b>(\$6,240.94)</b>	<b>\$5,759.06</b>	<b>(\$3,744.34)</b>	
ACCUMULATED BALANCE:	<b>\$26,758.30</b>	<b>\$20,517.36</b>	<b>\$26,276.42</b>	<b>\$22,532.08</b>	
<b>Expenditures By Jurisdiction</b>	<b>Total (\$)</b>	<b>Percent Total</b>			
Shreveport	\$21,503.40	70.0%			
Bossier City	\$9,200.00	30.0%			
Caddo Parish	\$0.00	0.0%			
Bossier Parish	\$0.00	0.0%			
DeSoto Parish	\$0.00	0.0%			
<b>Funding Availability by PSP Category</b>	<b>FFY 2019</b>	<b>FFY 2020</b>	<b>FFY 2021</b>	<b>FFY 2022</b>	
Systems Preservation:	\$9,205.72	\$5,509.34	\$7,812.97	\$10,116.59	
Capacity Expansion:	\$2,204.29	\$3,932.01	\$5,659.73	<b>(\$2,115.96)</b>	
Safety and Other:	\$7,305.22	\$9,032.94	\$10,760.66	\$12,488.38	

\* Updated as of - 09.15.2019

\*\*\* Source: FHWA Louisiana Urbanized Area Unobligated Balance Report (FMIS) for 03.01.2019





## 5.6 TRANSIT PROGRAM

Projects contained in the TIP are organized in accordance with the Federal Fiscal Year (FFY), which begins October 1 of each year. The TIP cycle covers Federal Fiscal years 2019-2022 for Transit Projects.

### Federal Fiscal Year 2019\*\*\*

MPO Assistance ID	Project Name	Project Category	FTA Grant Section	Total Cost	Federal Share	Local Share
5307-2019-01	Preventive Maintenance	Operations	5307	\$3,542,500.00	\$2,834,000.00	\$708,500.00
5307-2019-02	Non-Fixed Route ADA Paratransit Service	Operations	5307	\$422,500.00	\$338,000.00	\$84,500.00
5307-2019-03	Construct Enhanced ADA	Capital	5307	\$52,000.00	\$41,600.00	\$10,400.00
5307-2019-04	Support Equipment & Service Vehicles	Capital	5307	\$240,072.56	\$192,057.84	\$48,014.72
5307-2019-05	Bus Rolling Stock	Capital	5307	\$550,588.48	\$468,000.00	\$82,588.48
5307-2019-06	Transit Amenities	Operations	5307	\$218,400.00	\$174,720.00	\$43,680.00
5307-2019-07	Access/Mobility	Operations	5307	\$54,472.00	\$54,472.00	\$0.00
Capital Budget (5307): Sub-total				\$5,080,533.04	\$4,102,849.84	\$977,683.20
<del>5339-2019-01</del>	<del>Bus Rolling Stock</del>	<del>Capital</del>	<del>5339</del>	<del>\$</del>		
5339-2019-02	Electric Bus Purch.	Capital	5339c	\$1,755,825.00	\$1,500,000.00	\$255,825.00
5339-2019-03	Cutaway Purch.	Capital	5339	\$2,058,810.00	\$1,750,000.00	\$308,810.00
New Bus / Facilities and Innovative Technology (5339): Sub-total				\$3,814,635.00	\$3,250,000.00	\$564,635.00
Elderly Individuals & Individuals w/Disabilities (5310): Sub-total				\$0	\$0	\$0
Rural Transportation Service Support (5311): Sub-total				\$0	\$0	\$0
<b>TOTAL FFY 2019</b>				<b>\$8,895,168.04</b>	<b>\$7,352,849.84</b>	<b>\$1,542,318.20</b>

\*\*\* Source: FFY 2018 FTA Final Apportionment Data for the Large Urban Provider (5307) – SPORTRAN + 4% inflation factor per year (Base Year FFY 2018)



**Federal Fiscal Year 2020\*\*\***

<b>MPO Assistance ID</b>	<b>Project Name</b>	<b>Project Category</b>	<b>FTA Grant Section</b>	<b>Total Cost</b>	<b>Federal Share</b>	<b>Local Share</b>
5307-2020-01	Preventive Maintenance	Operations	5307	\$3,684,200.00	\$2,947,360.00	\$736,840.00
5307-2020-02	Non-Fixed Route ADA Paratransit Service	Operations	5307	\$439,400.00	\$351,520.00	\$87,880.00
5307-2020-03	Construct Enhanced ADA	Capital	5307	\$54,080.00	\$43,264.00	\$10,816.00
5307-2020-04	Support Equipment & Service Vehicles	Capital	5307	\$249,675.46	\$199,740.15	\$49,935.31
5307-2020-05	Bus Rolling Stock	Capital	5307	\$572,612.02	\$486,720.00	\$85,892.02
<i>Capital Budget (5307): Sub-total</i>				\$4,999,967.48	\$4,028,604.15	\$971,363.33
5339-2020-01	Construct Multimodal Resource Center	Capital (01232020-01)	5339	\$1,183,648.00	\$946,918.00	\$236,730.00
<i>New Bus / Facilities and Innovative Technology (5339): Sub-total</i>				\$1,183,648.00	\$946,918.00	\$236,730.00
	Unknown					
<i>Elderly Individuals &amp; Individuals w/Disabilities (5310): Sub-total</i>				\$0	\$0	\$0
<i>Rural Transportation Service Support (5311): Sub-total</i>				\$0	\$0	\$0
<b>TOTAL FFY 2020</b>				<b>\$5,623,587.76</b>	<b>\$4,558,681.17</b>	<b>\$1,064,906.59</b>

\*\*\* Source: FFY 2018 FTA Final Apportionment Data for the Large Urban Provider (5307) - SPORTRAN+ 4% inflation factor per year (Base Year FFY 2018)





**Federal Fiscal Year 2021\*\*\***

<b>MPO Assistance ID</b>	<b>Project Name</b>	<b>Project Category</b>	<b>FTA Grant Section</b>	<b>Total Cost</b>	<b>Federal Share</b>	<b>Local Share</b>
5307-2021-01	Preventive Maintenance	Operations	5307	\$3,831,568.00	\$3,065,254.40	\$766,313.60
5307-2021-02	Non-Fixed Route ADA Paratransit Service	Operations	5307	\$456,976.00	\$365,580.80	\$91,395.20
5307-2021-03	Construct Enhanced ADA	Capital	5307	\$56,243.20	\$44,994.56	\$11,248.64
5307-2021-04	Support Equipment & Service Vehicles	Capital	5307	\$259,662.48	\$207,729.76	\$51,932.72
5307-2021-05	Bus Rolling Stock	Capital	5307	\$595,516.50	\$506,188.80	\$89,327.70
<i>Capital Budget (5307): Sub-total</i>				\$5,199,966.18	\$4,189,748.32	\$1,010,217.86
5339-2021-01	Bus Rolling Stock	Capital	5339	\$648,565.09	\$551,280.10	\$97,284.99
<i>New Bus / Facilities and Innovative Technology (5339): Sub-total</i>				\$648,565.09	\$551,280.10	\$97,284.99
	Unknown					
<i>Elderly Individuals &amp; Individuals w/Disabilities (5310): Sub-total</i>				\$0	\$0	\$0
<i>Rural Transportation Service Support (5311): Sub-total</i>				\$0	\$0	\$0
<b>TOTAL FFY 2021</b>				<b>\$5,848,531.27</b>	<b>\$4,741,028.42</b>	<b>\$1,107,502.85</b>

\*\*\* Source: FFY 2018 FTA Final Apportionment Data for the Large Urban Provider (5307) - SPORTRAN+ 4% inflation factor per year (Base Year FFY 2018)



**Federal Fiscal Year 2022\*\*\***

<b>MPO Assistance ID</b>	<b>Project Name</b>	<b>Project Category</b>	<b>FTA Grant Section</b>	<b>Total Cost</b>	<b>Federal Share</b>	<b>Local Share</b>
5307-2022-01	Preventive Maintenance	Operations	5307	\$3,984,830.72	\$3,187,864.58	\$796,966.14
5307-2022-02	Non-Fixed Route ADA Paratransit Service	Operations	5307	\$475,255.04	\$380,204.03	\$95,051.01
5307-2022-03	Construct Enhanced ADA	Capital	5307	\$58,492.93	\$46,794.34	\$11,698.59
5307-2022-04	Support Equipment & Service Vehicles	Capital	5307	\$270,048.98	\$216,038.95	\$54,010.03
5307-2022-05	Bus Rolling Stock	Capital	5307	\$619,337.16	\$526,436.35	\$92,900.81
<i>Capital Budget (5307): Sub-total</i>				\$5,407,964.83	\$4,357,338.25	\$1,050,626.58
5339-2022-01	Bus Rolling Stock	Capital	5339	\$674,507.69	\$573,331.30	\$101,176.39
<i>New Bus / Facilities and Innovative Technology (5339): Sub-total</i>				\$674,507.69	\$573,331.30	\$101,176.39
	Unknown					
<i>Elderly Individuals &amp; Individuals w/Disabilities (5310): Sub-total</i>				\$0	\$0	\$0
<i>Rural Transportation Service Support (5311): Sub-total</i>				\$0	\$0	\$0
<b>TOTAL FFY 2022</b>				<b>\$6,082,472.52</b>	<b>\$4,930,669.55</b>	<b>\$1,151,802.96</b>

\*\*\* Source: FFY 2018 FTA Final Apportionment Data for the Large Urban Provider (5307) - SPORTRAN+ 4% inflation factor per year (Base Year FFY 2018)



## 5.7 HIGHWAY PROGRAM

As presented in the following pages, the Highway Program is listed in a different format as compared to the Transit Program. Under the Highway Program, the Project Selection Process (PSP) evaluated and selected/prioritized projects are organized in a project by project format by Federal Fiscal Year (FFY: 2019-2022 Planning/Environmental, 2019-2022 for Right-of-Way, 2019–2012 for Engineering, and 2019–2022 for Construction). The following pages list the selected projects under this new format.



**NLCOG (SHREVEPORT MPO) - TIP HIGHWAY PROGRAM**  
**FFY 2020**  
**STP >200K FUNDED (MPO URBAN ATTRIBUTABLE FUNDS) PROJECTS**

**Project: H.012013 VIKING DR WIDENING (LA3105-SWAN LAKE RD)**

Last Updated:  
03.06.2020

MPO STP>200K Funding  
Category:

**Capacity  
Expansion**  
Selected prior to  
PSP

Route: Parish: BOSSIER LADOTD District: 04  
 Cntd Section: 000-08 Beg. Log Mile: 0.00 End Log Mile: 0.00  
 Off-system Road: VIKING DRIVE

Project Selection Process (PSP) Ranking:

Status	Type Improvement	Work Type	Project Notes***				
BOSSIER CITY TO PROVIDE MATCH	MAJOR WIDENING	URBAN SYSTEMS	1) Add \$1.2 Mil. In FFY2020 To the Construction Phase of the project due to under estimated Phase costs (Admin Mod #01162020-01) 2) Add \$213,000 in FFY2020 To the ROW Phase cost per LADODTD PM (Admin Mod #01162020-01) 3) Move ROW and Const. Phases to FFY2020 from FFY2019 (Admin Mod #01162020-01) 4) Add \$612,000 in FFY2020 To the ROW Phase cost per LADODTD PM (Admin Mod #03062020-02)				
Project Phase	Project Cost	Total Cost + (w/CE&I+IDC)	Federal Share	Federal Fund Source	Local Share	Year	Sponsor
Planning / Environmental Design (Engineering) Right Of Way (R-O-W) Utility Relocation	\$1,525,000.00	\$1,525,000.00	\$1,220,000.00	STP>200K	\$305,000.00	2020	Bossier City
Construction	\$10,200,000.00	\$11,220,000.00	\$8,976,000.00	STP>200K	\$2,244,000.00	2020	
<b>Total Cost</b>	\$11,725,000.00	\$12,745,000.00	\$10,196,000.00		\$2,549,000.00		



## NLCOG (SHREVEPORT MPO) - TIP HIGHWAY PROGRAM

FFY 2020

STP >200K FUNDED (MPO URBAN ATTRIBUTABLE FUNDS) PROJECTS

Project: Linwood Ave Ph 2: 84th St to Gravois Dr\*\*\*

Last Updated:

07.09.2018

MPO STP>200K Funding

Category:

**Systems**

**Preservation**

Route:

Parish: CADD0

LADOTD District: 04

Project Selection Process (PSP) Ranking:

**1**

Cntd Section: 000-08

Beg. Log Mile: 0.00

End Log Mile: 0.00

Off-system Road: LINWOOD AVE

Status	Type Improvement	Work Type	Project Notes***				
INITIATE STAGE 0 STUDY	JOINT / PANEL REPAIR	URBAN SYSTEMS	Project is listed for information and not included in STIP until Stage 0 is complete and/or project numbers are assigned.				
Project Phase	Project Cost	Total Cost + (w/CE&I+IDC)	Federal Share	Federal Fund Source	Local Share	Year	Sponsor
Planning / Environmental Design (Engineering) Right Of Way (R-O-W) Utility Relocation	\$25,000.00	\$25,000.00	\$20,000.00	STP>200K	\$5,000.00	2019	MPO
Construction	\$6,000,000.00	\$6,600,000.00	\$5,280,000.00	STP>200K	\$1,320,000.00	2019	
<b>Total Cost</b>	<b>\$6,025,000.00</b>	<b>\$6,625,000.00</b>	<b>\$5,300,000.00</b>		<b>\$1,325,000.00</b>		



## NLCOG (SHREVEPORT MPO) - TIP HIGHWAY PROGRAM

FFY 2020

STP >200K FUNDED (MPO URBAN ATTRIBUTABLE FUNDS) PROJECTS

Project: Linwood Ave Ph 3: 84th St to W 70TH ST.\*\*\*

Last Updated:

07.09.2018

MPO STP>200K Funding

Category:

**Systems**

**Preservation**

**2**

Route:

Parish: CADD0

LADOTD District: 04

Project Selection Process (PSP) Ranking:

Cntd Section: 000-08

Beg. Log Mile: 0.00

End Log Mile: 0.00

Off-system Road: LINWOOD AVE

Status	Type Improvement	Work Type	Project Notes***				
INITIATE STAGE 0 STUDY	JOINT / PANEL REPAIR	URBAN SYSTEMS	Project is listed for information and not included in STIP until Stage 0 is complete and/or project numbers are assigned.				
Project Phase	Project Cost	Total Cost + (w/CE&I+IDC)	Federal Share	Federal Fund Source	Local Share	Year	Sponsor
Planning / Environmental Design (Engineering) Right Of Way (R-O-W) Utility Relocation	\$25,000.00	\$25,000.00	\$20,000.00	STP>200K	\$5,000.00	2019	MPO
Construction	\$6,000,000.00	\$6,600,000.00	\$5,280,000.00	STP>200K	\$1,320,000.00	2020	
<b>Total Cost</b>	<b>\$6,025,000.00</b>	<b>\$6,625,000.00</b>	<b>\$5,300,000.00</b>		<b>\$1,325,000.00</b>		



# NLCOG (SHREVEPORT MPO) - TIP HIGHWAY PROGRAM

FFY 2020

STP >200K FUNDED (MPO URBAN ATTRIBUTABLE FUNDS) PROJECTS

Project: CITY OF SHREVEPORT HIGH PRIORITY SYSTEM PRESERVATION PROGRAM\*\*\*

Last Updated:

09.06.2019

MPO STP>200K Funding

Category:

**System**

**Preservation**

Route:

Parish: CADD0

LADOTD District: 04

Project Selection Process (PSP) Ranking:

**3**

Cntd Section:

Beg. Log Mile: 0.00

End Log Mile: 0.00

Off-system Road: SHREVEPORT (LOCAL)

Status	Type Improvement	Work Type	Project Notes***				
INITIATE STAGE 0 STUDY	SYSTEM PRESERVATION	URBAN SYSTEMS	1) Project is listed for information and not included in STIP until Stage 0 is complete and/or project numbers are assigned. 2) 09.06.2019 MPO Policy Comm. meeting: notified members of Shreveport's intent to change the scope from Capacity Expansion To Systems Preservation projects.				
Project Phase	Project Cost	Total Cost + (w/CE&I+IDC)	Federal Share	Federal Fund Source	Local Share	Year	Sponsor
Planning / Environmental	\$50,000.00	\$50,000.00	\$40,000.00	STP>200K	\$10,000.00	2019	MPO
Design (Engineering)							
Right Of Way (R-O-W)							
Utility Relocation							
Construction	\$8,594,000.00	\$9,453,400.00	\$7,562,720.00	STP>200K	\$1,890,680.00	2022	
<b>Total Cost</b>	<b>\$8,644,000.00</b>	<b>\$9,503,400.00</b>	<b>\$7,602,720.00</b>		<b>\$1,900,680.00</b>		



## NLCOG (SHREVEPORT MPO) - TIP HIGHWAY PROGRAM

FFY 2020

STP >200K FUNDED (MPO URBAN ATTRIBUTABLE FUNDS) PROJECTS

Project: MOTORIST ASSISTANCE PATROL CADDO BOSSIER DESOTO PAR. \*\*\*

Last Updated:

07.09.2018

MPO STP>200K Funding

Category:

**Safety and Other**

Route:

Parish: MPO

LADOTD District: 04

Project Selection Process (PSP) Ranking:

**2**

Cntd Section: 000-08

Beg. Log Mile: 0.00

End Log Mile: 0.00

Off-system Road:

Status	Type Improvement	Work Type	Project Notes***				
MPO PROVIDES SUPPORT	SAFETY	URBAN SYSTEMS	MPO CONTRACTUAL SUPPORT (4 YEARS) - Covered by Line Item in STIP				
Project Phase	Project Cost	Total Cost + (w/CE&I+IDC)	Federal Share	Federal Fund Source	Local Share	Year	Sponsor
Planning / Environmental Design (Engineering) Right Of Way (R-O-W) Utility Relocation Construction	\$2,056,000.00	\$2,056,000.00	\$1,644,800.00	STP>200K	\$411,200.00	2019- 22	MPO
<b>Total Cost</b>	\$2,056,000.00	\$2,056,000.00	\$1,644,800.00		\$411,200.00		





**NLCOG (SHREVEPORT MPO) - TIP HIGHWAY PROGRAM**  
**FFY 2020**  
**STP >200K FUNDED (MPO URBAN ATTRIBUTABLE FUNDS) PROJECTS**

Project: L.000038 / H.972357.1: NLCOG (MPO) Metropolitan Transportation Plan (MTP) 2020 Update \*\*\*

Last Updated:  
10.25.2019

MPO STP>200K Funding  
Category:

**N/A**

Route:

Parish: MPO

LADOTD District: 04

Project Selection Process (PSP) Ranking:

**N/A**

Cntd Section:

Beg. Log Mile: 0.00

End Log Mile: 0.00

Off-system Road:

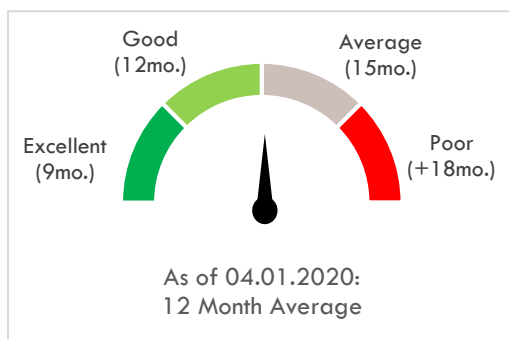
Status	Type Improvement	Work Type	Project Notes***				
MPO PROVIDES SUPPORT	PLANNING STUDY	URBAN SYSTEMS	1) L.000038, LADOTD (State) Planning/Training/Research Line Item, is the STIP project identifier the 2020 MTP Update is categorized under. 2) Admin.Modification 10232019-01; defined Planning Costs under this State Line Item (L.000038)				
Project Phase	Project Cost	Total Cost + (w/CE&I+IDC)	Federal Share	Federal Fund Source	Local Share	Year	Sponsor
Planning / Environmental	\$1,000,000.00	\$1,000,000.00	\$400,000.00	SRP	\$100,000.00	2020	MPO
Design (Engineering)			\$400,000.00	STP>200K	\$100,000.00	2020	
Right Of Way (R-O-W)							
Utility Relocation							
Construction							
<b>Total Cost</b>	<b>\$1,000,000.00</b>	<b>\$1,000,000.00</b>	<b>\$800,000.00</b>		<b>\$200,000.00</b>		



## SUMMARY OF TIP PROJECTS CURRENTLY UTILIZING MPO STP>200K FUNDING (SUB-ALLOCATED TO NLCOG)

Proj. Initial (FFY)*	LADOTD Proj. # MPO ID	Project Name	Project PSP Category	MPO-PSP Category Rank	Date Stage 0 Approved	Total Project Costs (w/CE&I+IDC)	Total Federal Funding	Local Sponsor Funding Support
2015	H.012013	VIKING DR WIDENING (LA3105-SWAN LAKE RD)	Capacity Expansion	Selected Prior to PSP	11.2016	\$12,745,000	\$10,196,000	\$2,549,000
2018	T.B.D.	Linwood Ave Ph 2: 84th St to Gravois Dr	Systems Preservation	1	Completion by Local Required	\$6,625,000	\$5,300,000	\$1,325,000
2018	T.B.D.	Linwood Ave Ph 3: 84th St to W 70TH	Systems Preservation	2	Completion by Local Required	\$6,625,000	\$5,300,000	\$1,325,000
2018	T.B.D.	CITY OF SHREVEPORT HIGH PRIORITY SYSTEM PRESERVATION PROGRAM	Systems Preservation	3	Completion by Local Required	\$9,503,400	\$7,602,720	\$1,900,680
N/A	LADOTD Contract	MOTORIST ASSISTANCE PATROL CADDO BOSSIER DESOTO PAR	Safety	2	Exempt	\$2,056,000	\$1,644,800	\$411,200
2020	L.000038/H.972357	NLCOG (MPO) Metropolitan Transportation Plan (MTP) 2020 Update	MPO: Planning Requirement	Required	Exempt	\$1,000,000	\$800,000	\$100,000 (STP>200K)
TOTALS:						\$38,554,400	\$30,843,520	\$7,610,880

\* Project's initial FFY refers to the fiscal year the project or plan was adopted by the MPO's Trans. Policy Comm. for MPO Attributable funding (STP>200K)



### TIP Projects Programming Performance

The dashboard to the left graphically indicates the MPO's ability to program projects in a timely manner. The clock starts after the TCC recommends the project's inclusion into the TIP. The dashboard shows the average number of months elapsed, post TCC initiation, for all MPO funded TIP projects. Once the project is adopted for inclusion in the TIP (MPO Policy Comm.) it is programmed.



NLCOG (SHREVEPORT MPO) - TIP HIGHWAY PROGRAM  
FFY 2019  
LADOTD PROJECTS

Project: H.001166 CADDO LAKE BRIDGE (HBI)

Last Updated:  
07.09.2018

Route: LA 1

Parish: CADDO

LADOTD District: 04

Cntd Section: 045-01

Beg. Log Mile: 12.41

End Log Mile: 12.42

Off-system Road:

Status	Type Improvement	Work Type	Project Notes***
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045-01-0029: PRIORITY BRIDGE PROJECT; HISTORIC BRIDGE IMPROVEMENT (HBI)	BRIDGE REPLACEMENT	PRESERVATION, BRIDGE (ON SYSTEM)					
Project Phase	Project Cost	Total Cost + (w/CE&I+IDC)	Federal Share	Federal Fund Source	Local Share	Year	Sponsor
Planning / Environmental							
Design (Engineering)	\$1,205,000.00	\$1,205,000.00	\$964,000.00	STPFLEX	\$241,000.00	2015	LADOTD
Right Of Way (R-O-W)	\$1,000,000.00	\$1,000,000.00	\$800,000.00	STPFLEX	\$200,000.00	2019	
Utility Relocation	\$500,000.00	\$500,000.00	\$400,000.00	STPFLEX	\$100,000.00	2019	
Construction	\$21,398,000.00	\$23,537,800.00	\$18,830,240.00	STPFLEX	\$4,707,560.00	2020	
<b>Total Cost</b>	\$24,103,000.00	\$26,242,800.00	\$20,994,240.00		\$5,248,560.00		

**NLCOG (SHREVEPORT MPO) - TIP HIGHWAY PROGRAM**  
**FFY 2019**  
**LADOTD PROJECTS**

Project: H.010206 LA 3132 AT LA 523: EXTEND C OF A

Last Updated:

04.05.2019

Route: LA 3132/LA  
523

Parish: CADD0

LADOTD District: 04

Cntd Section:

Beg. Log Mile:

End Log Mile:

427-01

10.10/4.20

10.22/4.88

Off-system Road:



Status	Type Improvement	Work Type	Project Notes***				
	EXTEND CONTROL OF ACCESS LA 3132 AT LA 523	OPER EFFICIENCY/MOTORIST ASSIST., ACCESS MGNT.					
Project Phase	Project Cost	Total Cost + (w/CE&I+IDC)	Federal Share	Federal Fund Source	Local Share	Year	Sponsor
Planning / Environmental					\$0.00		
Design (Engineering)					\$0.00		LADOTD
Right Of Way (R-O-W)					\$0.00		
Utility Relocation					\$0.00		
Construction	\$2,330,000.00	\$2,563,000.00	\$2,050,400.00	NHPP	\$512,600.00	2020	
<b>Total Cost</b>	<b>\$2,330,000.00</b>	<b>\$2,563,000.00</b>	<b>\$2,050,400.00</b>		<b>\$512,600.00</b>		

NLCOG (SHREVEPORT MPO) - TIP HIGHWAY PROGRAM  
 FFY 2019  
 LADOTD PROJECTS

Project: H.013426 GRIMMETT DR PIPE REHAB

Last Updated:

07.09.2018

Route: US 71

Parish: CADD0

LADOTD District: 04

Cntd Section: 011-01

Beg. Log Mile: 1.61

End Log Mile: 1.61

Off-system Road:

Status	Type Improvement	Work Type	Project Notes***
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	REHAB./REPLACE PIPE FROM US 71 TO GRIMMETT DRIVE	OTHER / MISCELLANEOUS					
Project Phase	Project Cost	Total Cost + (w/CE&I+IDC)	Federal Share	Federal Fund Source	Local Share	Year	Sponsor
Planning / Environmental Design (Engineering) Right Of Way (R-O-W)	\$325,000.00	\$325,000.00	\$260,000.00	NHPP	\$65,000.00	2019	LADOTD
Utility Relocation	\$100,000.00	\$100,000.00	\$80,000.00	NHPP	\$20,000.00	2019	
Construction	\$675,000.00	\$742,500.00	\$594,000.00	NHPP	\$148,500.00	2019	
<b>Total Cost</b>	<b>\$1,100,000.00</b>	<b>\$1,167,500.00</b>	<b>\$934,000.00</b>		<b>\$233,500.00</b>		

**NLCOG (SHREVEPORT MPO) - TIP HIGHWAY PROGRAM**  
**FFY 2019**  
**LADOTD PROJECTS**

Project: H.003370 I-220/I-20 INTERCHANGE IMP & BAFB ACCESS\*\*\*

Last Updated:  
03.21.2019

Route: I-20

Parish: BOSSIER

LADOTD District: 04

Cntd Section:

Beg. Log Mile:

End Log Mile:

Off-system Road:

Status	Type Improvement	Work Type	Project Notes***
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ADVANCE CONSTRUCT (AC)	I-220/I-20 INTERCHANGE IMP & BAFB ACCESS	OTHER/MISCELLANEOUS	1. Construction phase to be Advance Construct (AC) with GARVEE Bonds. Part of the conversion will be \$12M MPO's STP>200K funding at 100% with toll credits as match. To be converted at \$1M per year over a 12-year period starting in FFY 2020.  2. Modification 03212019-01: Updated project cost for construction, total cost, and (w/CE&I + IDC) (Cost Reduction).				
Project Phase	Project Cost	Total Cost + (w/CE&I+IDC)	Federal Share	Federal Fund Source	Local Share	Year	Sponsor
Planning / Environmental Design (Engineering) Right Of Way (R-O-W) Utility Relocation Construction***	\$1,298,359.00	\$1,298,359.00	\$0.00	STCASH	\$1,298,359.00	2018	LADOTD
	\$92,800,000.00	\$102,080,000.00	\$0.00	GARVEE		2019	
<b>Total Cost</b>	<b>\$94,098,359.00</b>	<b>\$103,378,359.00</b>	<b>\$0.00</b>		<b>\$1,298,359.00</b>		

**NLCOG (SHREVEPORT MPO) - TIP HIGHWAY PROGRAM**  
**FFY 2019**  
**LADOTD PROJECTS**

Project: H.012008 US 71: ICG RAILROAD OVERPASS REHAB (HBI)

Last Updated:  
07.09.2018

Route: US 71

Parish: CADD0

LADOTD District: 04

Cntd Section:

Beg. Log Mile:

End Log Mile:

Off-system Road:



Status	Type Improvement	Work Type	Project Notes***				
	HISTORIC BRIDGE PRESERVATION PRIORITY FEASIBILITY STUDY	PRESERVATION, BRIDGE (ON SYSTEM)					
Project Phase	Project Cost	Total Cost + (w/CE&I+IDC)	Federal Share	Federal Fund Source	Local Share	Year	Sponsor
Planning / Environmental Design (Engineering) Right Of Way (R-O-W) Utility Relocation Construction	\$150,000.00	\$150,000.00	\$120,000.00	NHPP	\$30,000.00	2019	LADOTD
<b>Total Cost</b>	\$150,000.00	\$150,000.00	\$120,000.00		\$30,000.00		

NLCOG (SHREVEPORT MPO) - TIP HIGHWAY PROGRAM  
 FFY 2019  
 LADOTD PROJECTS

Project: H.013581 I-20: US 80 OPASS – CRAWFORD ST OPASS

Last Updated:  
05.24.2019

Route: I-20	Parish: Caddo/Webster/Bossier	LADOTD District: 04
Cntd Section:	Beg. Log Mile:	End Log Mile:
Caddo: 451-02	15.500	18.561
Webster: 451-03	0.000	6.278
Bossier: 451-04	7.420	13.960
On-system Road: I-20		





Status	Type Improvement	Work Type	Project Notes***				
	PAVEMENT REHABILITATION	PRESERVATION, INTERSTATE	1) Amendment 05242019-01: Add Const Phase cost to project (NHPP @ 90%/10%) in FFY 2019				
Project Phase	Project Cost	Total Cost + (w/CE&I+IDC)	Federal Share	Federal Fund Source	Local Share	Year	Sponsor
Planning / Environmental Design (Engineering) Right Of Way (R-O-W) Utility Relocation							LADOTD
Construction	\$12,650,000.00	\$13,915,000.00	\$12,523,500.00	NHPP	\$1,391,500.00	2019	
<b>Total Cost</b>	\$12,650,000.00	\$13,915,000.00	\$12,523,500.00		\$1,391,500.00		

**NLCOG (SHREVEPORT MPO) - TIP HIGHWAY PROGRAM**  
**FFY 2020**  
**LADOTD PROJECTS**

Project: H.012889 I-20: REHAB (W OF LA 3 TO AIRLINE DR)

Last Updated: 07.09.2018

Route: I-20

Parish: BOSSIER

LADOTD District: 04

Cntd Section:

Beg. Log Mile:

End Log Mile:

Off-system Road:

Status	Type Improvement	Work Type	Project Notes***
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	PAVEMENT REHABILITATION	PRESERVATION, INTERSTATE	1) Admin. Mod. 01112018-01: Change Type of Improve.; consistent w/STIP				
<b>Project Phase</b>	<b>Project Cost</b>	<b>Total Cost + (w/CE&amp;I+IDC)</b>	<b>Federal Share</b>	<b>Federal Fund Source</b>	<b>Local Share</b>	<b>Year</b>	<b>Sponsor</b>
Planning / Environmental Design (Engineering) Right Of Way (R-O-W) Utility Relocation	\$790,481.00	\$790,481.00	\$711,432.90	NHPP	\$79,048.10	2018	LADOTD
Construction	\$23,500,000.00	\$25,850,000.00	\$23,265,000.00	NHPP	\$2,585,000.00	2020	
<b>Total Cost</b>	<b>\$24,290,481.00</b>	<b>\$26,640,481.00</b>	<b>\$23,976,432.90</b>		<b>\$2,664,048.10</b>		

**NLCOG (SHREVEPORT MPO) - TIP HIGHWAY PROGRAM**  
**FFY 2022**  
**LADOTD PROJECTS**

Project: H.010468 I-20: WEST END HUDSON ST. BRIDGE TO I-49

Last Updated:

03.06.2020

Route: I-20

Parish: CADD0

LADOTD District: 04

Cntd Section: 451-01

Beg. Log Mile: 15.62

End Log Mile: 17.28

Off-system Road:

<b>Status</b>	<b>Type Improvement</b>	<b>Work Type</b>	<b>Project Notes***</b>
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	REMOVE AND REPLACE PCC	PRESERVATION, INTERSTATE	1) Admin. Mod. 01042019-02: Move Const. Phase to FFY2021 from 2020 per LADOTD 2) Admin. Mod. 03062020-01: Move Const. Phase to FFY2022 from 2021 per LADOTD				
Project Phase	Project Cost	Total Cost + (w/CE&I+IDC)	Federal Share	Federal Fund Source	Local Share	Year	Sponsor
Planning / Environmental Design (Engineering) Right Of Way (R-O- W) Utility Relocation							LADOTD
Construction	\$15,000,000.00	\$16,500,000.00	\$14,850,000.00	NHPP	\$1,650,000.00	2022	
<b>Total Cost</b>	<b>\$15,000,000.00</b>	<b>\$16,500,000.00</b>	<b>\$14,850,000.00</b>		<b>\$1,650,000.00</b>		

NLCOG (SHREVEPORT MPO) - TIP HIGHWAY PROGRAM  
 FFY 2021  
 LADOTD PROJECTS

Project: H.010475 I-20: MONKHOUSE TO W END OF HUDSON ST BR

Last Updated:

01.04.2019

Route: I-20

Parish: CADD0

LADOTD District: 04

Cntd Section: 451-01

Beg. Log Mile: 12.73

End Log Mile: 15.62

Off-system Road:



Status	Type Improvement	Work Type	Project Notes***				
	REMOVE AND REPLACE PCC	PRESERVATION, INTERSTATE	1) Admin. Mod. 01042019-01: Move Const. Phase to FFY2021 from 2020 per LADOTD				
Project Phase	Project Cost	Total Cost + (w/CE&I+IDC)	Federal Share	Federal Fund Source	Local Share	Year	Sponsor
Planning / Environmental Design (Engineering) Right Of Way (R-O-W) Utility Relocation							LADOTD
Construction	\$20,000,000.00	\$22,000,000.00	\$19,800,000.00	NHPP	\$2,200,000.00	2021	
<b>Total Cost</b>	\$20,000,000.00	\$22,000,000.00	\$19,800,000.00		\$2,200,000.00		

NLCOG (SHREVEPORT MPO) - TIP HIGHWAY PROGRAM  
 FFY 2021  
 LADOTD PROJECTS

Project: H.012005 US80: KCS RR OVERPASS (HBI)

Last Updated:

01.11.2019

Route: US 80

Parish: CADD0

LADOTD District: 04

Cntd Section: 001-02

Beg. Log Mile: 9.10

End Log Mile: 9.30

Off-system Road:



Status	Type Improvement	Work Type	Project Notes***				
STR. 013480 HISTORIC BRIDGE IMPROVEMENT (HBI)	BRIDGE REPLACEMENT / REHABILITATION	PRESERVATION, BRIDGE (ON SYSTEM)	1. Amendment 01112019-01: Add \$50,000 Stage 0 in FFY2019 - LADOTD				
Project Phase	Project Cost	Total Cost + (w/CE&I+IDC)	Federal Share	Federal Fund Source	Local Share	Year	Sponsor
Planning / Environmental	\$50,000.00	\$50,000.00	\$40,000.00	STPFLEX	\$10,000.00	2019	LADOTD
Design (Engineering)	\$500,000.00	\$500,000.00	\$400,000.00	STPFLEX	\$100,000.00	2021	
Right Of Way (R-O-W)							
Utility Relocation							
Construction							
<b>Total Cost</b>	\$550,000.00	\$550,000.00	\$440,000.00		\$110,000.00		

NLCOG (SHREVEPORT MPO) - TIP HIGHWAY PROGRAM  
FFY 2021  
LADOTD PROJECTS

Project: H.012896 DIST04:ABC BR REP BOSS,CADD,RED RIV PARS.

Last Updated:  
02.22.2019

Route: Parish(s): BOSSIER, CADD0, RED RIVER LADOTD District: 04  
Cntd Section: Beg. Log Mile: End Log Mile:  
Off-system Road:



Status	Type Improvement	Work Type	Project Notes***				
	BRIDGE REPLACEMENT / REHABILITATION	PRESERVATION, BRIDGE (ON SYSTEM)	1. Amendment 01112019-02: New Project TIP request from LADOTD (as specified below – 01.11.2019) 2. Modification 02222019-01: Remove Eng. CE&I and IDC Costs				
Project Phase	Project Cost	Total Cost + (w/CE&I+IDC)	Federal Share	Federal Fund Source	Local Share	Year	Sponsor
Planning / Environmental							
Design (Engineering) - 1	\$772,000.00	\$772,000.00	\$617,600.00	STPFLEX	\$154,400.00	2021	LADOTD
Design (Engineering) - 2	\$282,000.00	\$282,000.00	\$282,000.00	NFA	\$0.00	2021	
Right Of Way (R-O-W)							
Utility Relocation							
Construction - 1	\$11,630,000.00	\$12,793,000.00	\$10,234,000.00	STPFLEX	\$2,559,000.00	2023	
Construction - 2	\$2,400,000.00	\$2,640,000.00	\$2,640,000.00	NFA	\$0.00	2023	
<b>Total Cost</b>	<b>\$15,084,000.00</b>	<b>\$16,487,000.00</b>	<b>\$13,773,600.00</b>		<b>\$2,713,400.00</b>		

**NLCOG (SHREVEPORT MPO) - TIP HIGHWAY PROGRAM**  
**FFY 2021**  
**LADOTD PROJECTS**

Project: H.014059 US80: BRIDGES NEAR MINDEN

Last Updated:

03.12.2020

Route:

Parish(s): Webster

LADOTD District: 04

Cntd Section:

Beg. Log Mile:

End Log Mile:

Off-system Road:

Status	Type Improvement	Work Type	Project Notes***
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	BRIDGE REPLACEMENT / REHABILITATION	PRESERVATION, BRIDGE (ON SYSTEM)	1. Modification 03122020-03: Increase Const. Phase costs by \$3,950,000 To \$16,450,000 per LADOTD PM				
Project Phase	Project Cost	Total Cost + (w/CE&I+IDC)	Federal Share	Federal Fund Source	Local Share	Year	Sponsor
Planning / Environmental Design (Engineering) Right Of Way (R-O-W) Utility Relocation Construction							LADOTD
	\$16,500,000.00	\$18,095,000.00	\$14,476,000.00	STPFLEX	\$3,619,000.00	2021	
<b>Total Cost</b>	\$16,500,000.00	\$18,095,000.00	\$14,476,000.00		\$3,619,000.00		

**NLCOG (SHREVEPORT MPO) - TIP FFY 2019 - FFY 2022 - HIGHWAY PROGRAM**  
**LADOTD District 04 - Statewide STIP Line Items**

State Project Number	Project Description	Project Phase	Project Cost	Total Cost	Federal Share	Funding Source
L.000038	Planning, Training Research	Feasibility	2,400	2,400	1,920	STP>200k, SPR OPT, SPR MAND
L.000040	Federal Bridge Inspection	Const	420,000	462,000	369,600	STPFlex
L.000046	Miscellaneous STP Enhancement Projects	Const	825,000	907,500	726,000	TAP>200k
L.000047	Miscellaneous National Trails Projects	Const	167,800	184,580	147,664	RTP
L.000048	Scenic Byways of LA	Const	26,700	29,370	23,496	NSB
L.000050	LA Public Lands Highway Program	Const	400,000	440,000	352,000	FLH



L.000051	Overlay or surface repair on Interstate	Const	4,400,000	4,840,000	3,872,000	NHPP
L.000053	Statewide Overlay Program	Const	11,000,000	12,100,000	9,680,000	STPFlex, NHPP
L.000054	Road Preventive Maintenance Program	Const	954,000	1,049,400	839,520	STPFlex
L.000055	Railroad Crossing Improvements	Const	200,000	220,000	176,000	RAIL HE
L.000056	Miscellaneous Hazard Elimination Program	Const	3,860,000	4,246,000	3,396,800	HSIP
L.000057	Soft Side Safety	Feasibility	507,000	507,000	405,600	HSIPPEN, HSIP
L.000060	Local Roads Safety Program	Const	230,940	254,034	203,227	HSIPPEN, HSIP
L.000061	Safe Routes to Public Places Program	Const	417,400	459,140	367,312	HSIPPEN
L.000062	Motorist Assistance Patrol (MAP)	Const	376,000	413,600	330,880	NHPP, STP>200k
L.000063	Traffic Control Devices Program	Const	7,500,000	8,250,000	6,600,000	HSIPPEN, STPFLEX, NHPP
State Project Number	Project Description	Project Phase	Project Cost	Total Cost	Federal Share	Funding Source
L.000064	Transportation Systems Management Program	Const	779,000	856,900	685,520	NHPP, STPFLEX
L.000065	ITS Systems (Statewide)	Feasibility	50,000	50,000	40,000	NHPP, STPFLEX
		Eng	100,000	100,000	80,000	NHPP, STPFLEX
		Const	893,000	982,300	785,840	NHPP, STPFlex
L.000067	Interstate Lighting, Electrical Projects	Const	290,000	319,000	255,200	NHPP
L.000068	Access Management Projects	Const	1,042,630	1,146,893	917,514	NHPP, HSIP, STPFLEX
L.000069	Road Transfer Program	Const	1,000,000	1,100,000	880,000	STPFlex, NFA
L.000071	Weigh State Rehabilitation/Upgrade	Const	52,300	57,530	46,024	NHPP





L.000072	Moveable Bridge Program	Const	178,080	195,888	156,710	STPFlex
L.000073	Urgent Bridge Repair/Replacement	Const	575,800	633,380	506,704	STPFlex
L.000074	Bridge Preventive Maintenance	Const	1,365,500	1,502,050	1,201,640	STPFlex, NHPP
L.000075	Bridge Painting Program	Const	730,000	803,000	642,400	STPFlex, NHPP
L.000076	On System Bridge Program	Const	8,511,200	9,362,320	7,489,856	STPFlex
L.000077	Bridge Scour Analysis	Const	8,000	8,800	7,040	NHPP
L.000078	Off-System Bridge Replacement Program	Const	2,946,000	3,240,600	2,592,480	FBROff
L.000079	Bridge Discretionary Program	Const	9,600	10,560	8,448	BDP
L.000080	Misc Federal Discretionary Projects	Const	16,000	17,600	14,080	FLH
L.000081	Various Demo Projects	Const	480,000	528,000	422,400	Demo
L.000082	Misc Statewide TCSP Projects	Const	168,000	184,800	147,840	TCSP
<b>State Project Number</b>	<b>Project Description</b>	<b>Project Phase</b>	<b>Project Cost</b>	<b>Total Cost</b>	<b>Federal Share</b>	<b>Funding Source</b>
L.000083	Payback for Advance Construct	Const	1,640,000	1,804,000	1,443,200	STPFlex, NHPP
L.000084	Modified Project Agreement	Const	960,000	1,056,000	844,800	STPFlex
L.000085	Advanced Traffic Management Center	Const	16,000	17,600	14,080	CM
L.000087	Stage 0 and Feasibility Studies	Feasibility	359,000	359,000	287,200	STPFlex
L.000092	DBE Supportive Services	Feasibility	24,000	24,000	19,200	DBE/SS
L.000093	Statewide Congestion Mitigation	Const	408,000	448,800	359,040	CM
L.000094	Urban Transit(Include Transfer to Agencies)	Const	786,000	864,600	691,680	STP>200K, STPFlex, TAP>200k





## APPENDIX A

### FEDERAL HIGHWAY / TRANSIT CORE FUNDING PROGRAMS

#### FAST ACT HIGHWAY FUNDING PROGRAMS

**Interstate Maintenance (IM)** – The Interstate Maintenance (IM) program provides funding for resurfacing, restoring, rehabilitating and reconstructing (4R) most routes on the Interstate System.

***Eligible Use of Funds:***

Projects on routes on the Interstate System, except those added under 23 USC 103(c)(4)(A) that were not previously designated future Interstate under former 23 UCS 139(b), as well as any segments that become part of the Interstate System under Section 1105(e)(5) of ISTEA are eligible for funding. Construction of additional Single Occupancy Vehicle (SOV) lanes continues to be ineligible for IM program funds.

IM program funds may not be used on a facility where tolls are being collected under the Interstate System Reconstruction and Rehabilitation Pilot Program or the Interstate System Construction Toll Pilot Program.

**National Highway system (NHS)** – The program provides funding for improvements to rural and urban roads that are part of the NHS, including the Interstate System and designated connections to major intermodal terminals. Under certain circumstances, NHS funds may also be used to fund transit improvements in NHS corridors.

***Eligible Use of Funds:***

Expands NHS eligibility to include the following activities:

- Environmental restoration and pollution abatement
- Control of terrestrial and aquatic noxious weeds and establishment of native species



## Surface Transportation Program (STP)

### Program purpose

The Surface Transportation Program (STP) provides flexible funding that may be used by States and localities for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals.

Statutory citation(s): FAST ACT §1108; 23 USC 133

### Sub allocation

50% of a State's STP apportionment (after TA and SPR set-asides) is to be obligated in the following areas in proportion to their relative shares of the State's population--

- Urbanized areas with population greater than 200,000 – This portion is to be divided among those areas based on their relative share of population, unless the Secretary approves a joint request from the State and relevant MPO(s) to use other factors.
- Areas with population greater than 5,000 but no more than 200,000 – Projects in these areas are to be identified for funding by the State in consultation with regional planning organizations, if any.
- Areas with population of 5,000 or less

The remaining 50% may be used in any area of the State.

Federal share: Determined in accordance with 23 USC 120, including a special rate for certain safety projects and a new provision for increased Federal share for projects incorporating Innovative Project Delivery. Exceptions to 23 USC 120 are provided for certain freight projects, workforce development, training, and education activities, and Appalachian development highway system projects. (See "Federal Share" fact sheet).

### Eligible activities

STP eligibilities are continued, with some additions and modifications. Eligibilities are described below, with changes emphasized:

- Construction, reconstruction, rehabilitation, resurfacing, restoration, preservation, or operational improvements for highways, including designated routes of the Appalachian Development Highway System (ADHS) and local access roads under 40 USC 14501.
- Replacement, rehabilitation, preservation, protection, and anti-icing/deicing for bridges and tunnels on any public road, including construction or reconstruction necessary to accommodate other modes.
- Construction of new bridges and tunnels on a Federal-aid highway.
- Inspection and evaluation of bridges, tunnels and other highway assets as well as training for bridge and tunnel inspectors.



- Capital costs for transit projects eligible for assistance under chapter 53 of title 49, including vehicles and facilities used to provide intercity passenger bus service.
- Carpool projects, fringe and corridor parking facilities and programs, including electric and natural gas vehicle charging infrastructure, bicycle transportation and pedestrian walkways, and ADA sidewalk modification.
- Highway and transit safety infrastructure improvements and programs, installation of safety barriers and nets on bridges, hazard eliminations, mitigation of hazards caused by wildlife, railway-highway grade crossings.
- Highway and transit research, development, technology transfer.
- Capital and operating costs for traffic monitoring, management and control facilities and programs, including advanced truck stop electrification.
- Surface transportation planning.
- Transportation alternatives --newly defined, includes most transportation enhancement eligibilities. [See separate "Transportation Alternatives" fact sheet]
- Transportation control measures.
- Development and establishment of management systems.
- Environmental mitigation efforts (as under National Highway Performance Program).
- Intersections with high accident rates or levels of congestion.
- Infrastructure-based ITS capital improvements.
- Environmental restoration and pollution abatement.
- Control of noxious weeds and establishment of native species.
- Congestion pricing projects and strategies, including electric toll collection and travel demand management strategies and programs.
- Recreational trails projects.
- Construction of ferry boats and terminals.
- Border infrastructure projects.
- Truck parking facilities.
- Development and implementation of State asset management plan for the NHS, and similar activities related to the development and implementation of a performance based management program for other public roads.
- Surface transportation infrastructure modifications within port terminal boundaries, only if necessary to facilitate direct intermodal interchange, transfer, and access into and out of the port.
- Construction and operational improvements for a minor collector in the same corridor and in proximity to an NHS route if the improvement is more cost-effective (as determined by a benefit-cost analysis) than an NHS improvement and will enhance NHS level of service and regional traffic flow.

Workforce development, training, and education activities are also an eligible use of STP funds.

[§1109; 23 USC 504(e)]

Location of Projects



In general, STP projects may not be on local or rural minor collectors. However, there are a number of exceptions to this requirement. A State may use up to 15% of its rural sub allocation on minor collectors. Other exceptions include: ADHS local access roads, bridge and tunnel replacement and rehabilitation (not new construction), bridge and tunnel inspection, carpool projects, fringe/corridor parking facilities, bike/pedestrian walkways, safety infrastructure, Transportation Alternatives, recreational trails, port terminal modifications, and minor collectors in NHS corridors.

## Program features

### Off-system bridges

- States are required to obligate a portion of funds (not from sub allocated amounts) for bridges not on Federal-aid highways (off-system bridges). The amount is to be not less than 15% of the State's FY 2009 Bridge Program apportionment. The Secretary, after consultation with State and local officials, may reduce a State's set-aside requirement if the State has insufficient off-system bridge needs.
- Credit for off-system bridges -- For projects to replace or rehabilitate deficient off-system bridges funded wholly by State/local sources, any amounts spent post-enactment that are in excess of 20% of project costs may be credited to the non-Federal share of eligible bridge projects in the State.

### Rural minor collectors

Special rule allows States to use up to 15% of funds sub allocated for areas with a population of 5,000 or less on rural minor collectors. The Secretary may suspend permission if the State is using the authority excessively.

### Bridge and tunnel inspection standards

If a State is in noncompliance with bridge/tunnel inspection standards established by the Secretary, a portion of STP funds must be used to correct the problem. [§1111; 23 USC 144(h)(5)]

## Performance

The STP supports national performance goals, but there are no measures tied specifically to this program.



## Highway Safety Improvement Program (HSIP)

### Program purpose

FAST ACT continues the Highway Safety Improvement Program (HSIP) to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned public roads and roads on tribal lands. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads that focuses on performance.

Statutory citation(s): FAST ACT §1112; 23 USC 130 and 148

### Eligible use of funding

A highway safety improvement project is any strategy, activity or project on a public road that is consistent with the data-driven State Strategic Highway Safety Plan (SHSP) and corrects or improves a hazardous road location or feature or addresses a highway safety problem. FAST ACT provides an example list of eligible activities, but HSIP projects are not limited to those on the list.

Workforce development, training, and education activities are also an eligible use of HSIP funds.

[§1109; 23 USC 504(e)]

### Program features

The primary features of the current HSIP are retained, including the requirement for a comprehensive, data-driven, SHSP that defines State safety goals and describes a program of strategies to improve safety. To obligate HSIP funds, a State must develop, implement and update a SHSP, produce a program of projects or strategies to reduce identified safety problems, and evaluate the SHSP on a regular basis.

The SHSP remains a statewide coordinated plan developed in cooperation with a broad range of multidisciplinary stakeholders.

States are required to have a safety data system to perform problem identification and countermeasure analysis on all public roads, adopt strategic and performance-based goals, advance data collection, analysis, and integration capabilities, determine priorities for the correction of identified safety problems, and establish evaluation procedures.

### Implementation

States will administer the HSIP, with appropriate oversight by the Office of Safety and the FHWA Division Office. The program also includes a clear linkage between behavioral State safety



programs (NHTSA-funded §31102; 23 USC 402) and the SHSP.

## Performance

Within 18 months of enactment, the Secretary, in consultation with States, MPOs, and other stakeholders, is directed to publish a rulemaking establishing measures for the States to use to assess serious injuries and fatalities per vehicle mile traveled and number of serious injuries and fatalities.

[§1203; 23 USC 150(c)]

States will establish targets for these measures within 1 year of the final rule on national performance measures. [§1203; 23 USC 150(d)]

## National High Priority Program (NHPP)

### Program purpose

The NHPP provides support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's asset management plan for the NHS.

Statutory citation(s): FAST ACT §1106; 23 USC 119

### Eligible activities

NHPP projects must be on an eligible facility and support progress toward achievement of national performance goals for improving infrastructure condition, safety, mobility, or freight movement on the NHS, and be consistent with Metropolitan and Statewide planning requirements. Eligible activities include:

- Construction, reconstruction, resurfacing, restoration, rehabilitation, preservation, or operational improvements of NHS segments.
- Construction, replacement (including replacement with fill material), rehabilitation, preservation, and protection (including scour countermeasures, seismic retrofits, impact protection measures, security countermeasures, and protection against extreme events) of NHS bridges and tunnels.
- Bridge and tunnel inspection and evaluation on the NHS and inspection and evaluation of other NHS highway infrastructure assets.
- Training of bridge and tunnel inspectors.
- Construction, rehabilitation, or replacement of existing ferry boats and facilities, including





approaches, that connect road segments of the NHS.

- Construction, reconstruction, resurfacing, restoration, rehabilitation, and preservation of, and operational improvements for, a Federal-aid highway not on the NHS, and construction of a transit project eligible for assistance under chapter 53 of title 49, if the project is in the same corridor and in proximity to a fully access-controlled NHS route, if the improvement is more cost-effective (as determined by a benefit-cost analysis) than an NHS improvement, and will reduce delays or produce travel time savings on the NHS route and improve regional traffic flow.
- Bicycle transportation and pedestrian walkways.
- Highway safety improvements on the NHS.
- Capital and operating costs for traffic and traveler information, monitoring, management, and control facilities and programs.
- Development and implementation of a State Asset Management Plan for the NHS including data collection, maintenance and integration, software costs, and equipment costs.
- Infrastructure-based ITS capital improvements.
- Environmental restoration and pollution abatement.
- Control of noxious weeds and establishment of native species.
- Environmental mitigation related to NHPP projects.
- Construction of publicly owned intracity or intercity bus terminals servicing the NHS.

Workforce development, training, and education activities are also an eligible use of NHPP funds.

[§1109; 23 USC 504(e)]

#### Location of projects

NHPP funds may only be used for projects on or associated with the NHS as described above under "Eligible activities." An exception is provided under certain circumstances for non-NHS highway or transit projects in an NHS corridor.

#### Program features

##### Enhanced National Highway System

Under FAST ACT, the enhanced NHS is composed of approximately 220,000 miles of rural and urban roads serving major population centers, international border crossings, intermodal transportation facilities, and major travel destinations. It includes:

- The Interstate System.
- All principal arterials (including those not previously designated as part of the NHS) and border crossings on those routes.
- Intermodal connectors -- highways that provide motor vehicle access between the NHS and major intermodal transportation facilities.
- STRAHNET -- the network of highways important to U.S. strategic defense.
- STRAHNET connectors to major military installations.



[§1104; 23 USC 103]

## Asset management

Within 18 months of enactment, the Secretary is directed to publish a rulemaking establishing the process for States to use in developing a risk-based, performance-based asset management plan for preserving and improving the condition of the NHS. States are encouraged to include all infrastructure assets within the right-of-way corridor. The plan must include at least the following:

- Summary list, including condition, of the State's NHS pavements and bridges
- Asset management objectives and measures
- Performance gap identification
- Lifecycle cost and risk management analysis
- Financial plan
- Investment strategies

Each State's process must be reviewed and recertified at least every 4 years. If certification is denied, the State has 90 days to cure deficiencies. If a State has not developed and implemented an asset management plan consistent with requirements by the beginning of the 2nd fiscal year after the establishment of the process, the Federal share for NHPP projects in that fiscal year is reduced to 65%.

## Minimum pavement and bridge conditions

- Interstate conditions --The Secretary will establish a minimum level of condition for Interstate pavements, which may vary by geographic region. If, during two consecutive reporting periods, Interstate pavement conditions in a State fall below the minimum set by the Secretary, the State must, at a minimum, devote the following resources to improve Interstate pavement conditions during the following fiscal year (and each year thereafter if the condition remains below the minimum):
  - NHPP funds in an amount equal to the State's FY 2009 Interstate Maintenance (IM) apportionment, to increase by 2% per year for each year after FY 2013.
  - Funds transferred from the STP (not from sub allocated amounts) to the NHPP in an amount equal to 10% of the amount of the State's FY 2009 IM apportionment.
- Bridge conditions – FAST ACT establishes a minimum standard for NHS bridge conditions. If more than 10% of the total deck area of NHS bridges in a State is on structurally deficient bridges for three consecutive years, the State must devote NHPP funds in an amount equal to 50% of the State's FY 2009 Highway Bridge Program apportionment to improve bridge conditions during the following fiscal year (and each year thereafter if the condition remains below the minimum).

## Bridge and tunnel inspection standards

If a State is in noncompliance with bridge and tunnel inspection standards established by the Secretary, a portion of NHPP funds must be used to correct the problem. (See "Bridge and



Tunnel Inspection" fact sheet). [§1111; 23 USC 144(h)(5)]

## Performance

Within 18 months of enactment, the Secretary, in consultation with States, MPOs, and other stakeholders, is directed to publish a rulemaking establishing:

- Minimum standards for States to use in developing and operating bridge and pavement management systems.
- Performance measures for Interstate and NHS pavement condition, NHS bridge condition, and Interstate and NHS performance.
- Minimum conditions for Interstate pavements – may vary geographically.
- Data elements necessary to collect and maintain standardized data to carry out a performance-based approach.

[§1203; 23 USC 150(c)]

States are required to establish targets for these measures within 1 year of the final rule on national performance measures. [§1203; 23 USC 150(d)]

- States will report to DOT on progress in achieving targets within 4 years of enactment and then every 2 years [§1203; 23 USC 150(e)] and MPOs will report to DOT on progress in their Metropolitan Transportation Plan (4 or 5 year frequency). [§1201; 23 USC 134(i)]
- If a State does not meet or make significant progress toward targets for 2 consecutive reporting periods, the State must document in its next report the actions it will take to achieve the targets. [§1106; 23 USC 119(e)(7)]

**Non-Federal Aid (NFA)** – Funds may be derived from state or local sources for transportation projects. Generally, state-funded projects shown in the TIP are bond-funded projects.

## **FAST ACT TRANSIT FUNDING COMPONENTS**

### **Section 5307 Urbanized Area Formula Program**

- Apportionment directly to urbanized areas over 200,000 in population;
- Funds distributed to transit systems ("designated recipients") through each urbanized areas Metropolitan Planning Organization (MPO);
- In urbanized areas with over 200,000 population, funds are allocated based on multi-tiered formula including: 1) Population and Population Density; 2) Bus Revenue Vehicle Miles; 3) Fixed Guideway Revenue Vehicle Miles; 4) Fixed Guideway Route miles; and 5) Incentive Tier Based on Bus/Fixed Guideway Passenger Miles and Operating Costs;
- Funds may be used for eligible capital and/or preventive maintenance activities for areas of 200,000 or more in population;
- Transit enhancements now certification rather than set-aside;
- FAST ACT allows for additional sources of local funds to be used as local match for 5307 projects. The newly eligible sources include advertising and concessions revenue, social services contract revenue, and revenue bonds proceeds.

### **Sections 5339 Discretionary Capital Investment Programs**

- Apportioned directly to transit systems;
- Private non-profit and private providers of public transportation may be sub recipients;
- Must be used to 1) maintain, modernize and/or improve fixed guideway systems; 2) provide the federal share of new fixed guideway projects, including the design and/or construction of new or extensions to existing fixed guideway systems; and 3) fund the replacement, rehabilitation and purchase of buses and related equipment and the construction of bus related facilities.
- Funds are apportioned based on statutory formula or earmarks.

## **Section 5310 Elderly and Persons with Disabilities Formula Program**

- Capital and Purchase of Service assistance for the purchase of vehicles and services for the elderly and individuals with disabilities;
- Services primarily provided by private not-for-profit organizations or governmental entities;
- Intended primarily for private not-for-profit organizations;
- Public organizations that coordinate services for the elderly and individuals with disabilities or that can certify that no not-for-profit organizations are readily available that can provide service may also be eligible to receive program funding;
- Beginning in FY 2007 projects shall be included in a locally developed human service transportation coordination plan;
- FTA Apportionment directly to states;
- Allocation based on each state's share of the nation's elderly and disabled population;
- Non-DOT federal funds can be used as matching funds.

## APPENDIX B

### 2019 TIP SPECIFIC PUBLIC INVOLVEMENT ACTIVITIES

Solicitation for public comment block advertisement will run in the Bossier Press Tribune and Shreveport Times. (as attached below)

<b>Public Comment Period</b>	<p><b>Northwest Louisiana Council of Governments</b> FY 2019-2022 Northwest Louisiana Metropolitan Planning Area (Bossier - Caddo Parishes) Transportation Improvement Program (TIP)</p> <p><b>Public Comment Period</b> July 30, 2018 – August 29, 2018</p> <p>The Northwest Louisiana Council of Governments, the local Metropolitan Planning Organization (MPO), is submitting for Public Review and Comment the Fiscal Year 2019-2022 Northwest Louisiana Metropolitan Planning Area (Bossier – Caddo Parishes) Transportation Improvement Program (TIP). The TIP document is this region's submission to the Federal Highway Administration and Federal Transit Administration regarding the programming of transportation projects that utilize federal source funding for fiscal years 2019 through 2022.</p> <p>To meet the requirements of the Fixing America's Surface Transportation Act, this document is now available for public review and comment. Public notice of public involvement activities and time established for public review and comments on the TIP will satisfy the program of projects (POP) requirements. NLCOG's Metropolitan Planning Organization Transportation Policy Committee is scheduled to adopt the TIP, pending public comment, at its next scheduled meeting on Friday, September 7, 2018.</p> <p>All interested citizens are encouraged to access the Draft TIP at <a href="http://www.nlcog.org">www.nlcog.org</a> or by requesting a printed copy from the office of NLCOG at (318) 841-5950. Comments may be e-mailed to <a href="mailto:public_comments@nlcog.org">public_comments@nlcog.org</a> or mailed to:</p> <p>NLCOG Attn: TIP Comment 625 Texas Street, Suite 200 Shreveport, Louisiana 71101</p> <p><b>All public written comments relative to this draft document should be postmarked no later than August 29, 2018.</b></p>
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# The Bossier Press Tribune

6346 Venecia Drive  
Bossier City, LA 71111  
318-747-7900

STATE of LOUISIANA

PARISH OF BOSSIER

BEFORE ME, the undersigned authority,

Randall E. Brown

deposes and says:

That he is the Publisher of the Bossier Press Tribune, a one day a week newspaper published in the City of Bossier City, Bossier Parish, Louisiana, and that the attached Notice was duly published in the said newspaper on the following dates:

8/1/18

*Randall E. Brown*

Randall E. Brown, Publisher

Sworn to and subscribed before me this

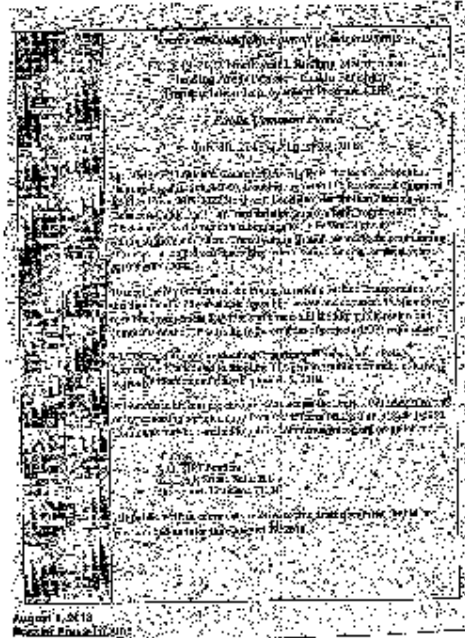
2 day of Aug, 2018

*Anita Sterling*

Anita Sterling, Notary ID# 63089



Anita Sterling  
Notary Public  
Notary ID No. 63089  
Bossier Parish, Louisiana





## Comments Received: NLCOG's Transportation Improvement Program (TIP) FFY2019 – FFY2022 Draft Document

### COMMENTS RECEIVED FROM PUBLIC OFFICIALS REGARDING THE DRAFT TIP DOCUMENT

**Location:** NLCOG Office E-mail

**Type:** E-mail

**When:** 7/26/2018, approx. 1:28 pm

**Name (if provided):** Mayor "Lo" Walker – Bossier City

**NLCOG Respondents:** Mr. Kent Rogers (Exec. Dir.) and Mr. Christopher Petro (Dep. Dir.)

**From:** Walker, Lorenz J.

**Sent:** Thursday, July 26, 2018 1:28 PM

**To:** Kent Rogers

**Subject:** RE: Updated TIP Draft Document

... couple of things to consider relative to Desoto Parish. Should they not be listed on the front cover along with Caddo and Bossier? Similarly, on the map at page 16, should we adjust it to include Desoto? Also, the following pages show information on Desoto Parish and on page 19, there is a foot note that says Desoto will become a member of NLCOG in 2019? Should we update this since they are now a member?

LW July 26 th.



**NLCOG Response (By E-mail):**

**From:** Kent Rogers  
**Sent:** Thursday, July 26, 2018 1:55 PM  
**To:** Walker, Lorenz J.  
**Cc:** Chris Petro  
**Subject:** RE: Updated TIP Draft Document

Chris and I discussed this previously. Chris please correct me if I am wrong and missing something. We are still jumping through the hoops at DOTD and FHWA for DeSoto's eligibility for the attributable funds. That final approval should occur within calendar 2019. At that point we will do an amendment to the TIP for their full inclusion.

*Kent*

From: Chris Petro

Re: Follow-up email to Kent's response

You're correct Kent...

May I add that as it stands now Desoto Parish is a full member of the Council of Governments (NLCOG) but not the Metropolitan Planning Organization (MPO). In the upcoming months we will have to Amend, in consultation with our State and Federal partners, our current Shreveport Bossier City Metropolitan Planning Area (MPA) map to reflect the addition of Desoto Parish to the MPA. These changes are new to all of us so we're learning as we go.

Christopher M. Petro, AICP  
MPO Dep. Director  
Northwest Louisiana Council of Govt's (NLCOG)  
w: (318) 841-5957  
gen. office: (318) 841-5950

*This correspondence and the information contained herein is prepared solely for the purpose of identifying, evaluating and planning safety improvements on public roads which may be implemented utilizing federal aid highway funds; and is therefore exempt from discovery or admission into evidence pursuant to 23 U.S.C. 409.*



## COMMENTS RECEIVED FROM PUBLIC OFFICIALS REGARDING THE DRAFT TIP DOCUMENT (CONT.)

**Location:** NLCOG Offices: 1<sup>st</sup> Floor Seminar Room

**Type:** Verbal Comments

**When:** 7/27/2018, approx. 9:30 am – Introduction of Draft TIP Document Agenda Item – MPO Policy Committee Meeting

**Name (if provided):** Mr. Dinero' Washington (Gen. Mgr. SPORTRAN)

**NLCOG Respondent:** Mr. Christopher Petro (Dep. Dir.)

### Verbal Comments by Mr. Washington

Mr. Washington requests that all references to FTA Grant Assistance “Section 5316: Jobs, Access, and Reverse Commute Program (JARC) and Section 5317: New Freedom Program” be removed from the TIP since they are no longer in existence.

### NLCOG Response (Verbally):

Mr. Petro (NLCOG Staff) stated he will remove these Grant Assistance references from the document, namely, pages 39 and 40.

## COMMENTS RECEIVED FROM PUBLIC OFFICIALS REGARDING THE DRAFT TIP DOCUMENT (CONT.)

**Location:** NLCOG Office E-mail

**Type:** E-mail

**When:** 8/26/2018, approx. 8:11 am

**Name (if provided):** Mr. Alan Bright – (CFO – SPORTRAN)

**NLCOG Respondents:** Mr. Christopher Petro (Dep. Dir.)



**From:** Alan Bright <Alan.Bright@shreveportla.gov>  
**Sent:** Tuesday, August 28, 2018 8:11 AM  
**To:** Chris Petro <chris.petro@nlcog.org>; Kent Rogers <kent.rogers@nlcog.org>  
**Cc:** Dinero Washington <Dinero.Washington@shreveportla.gov>  
**Subject:** TIP amendment - electric buses

Hi Chris and Kent,

Can you prepare a TIP amendment for our recently announced 5339c award? Federal amount is \$1,500,000 and our local match is \$255,825.

<https://www.transit.dot.gov/funding/grants/fiscal-year-2018-low-or-no-emission-low-no-bus-program-projects>

Thank you,

Alan

**Alan Bright**  
Chief Financial Officer  
Shreveport Transit Management, Inc.  
[www.sportran.org](http://www.sportran.org)  
[www.sportranbus.com](http://www.sportranbus.com)  
(318) 673-7406

**NLCOG Response (SPORTRAN Request Included in the Draft TIP Document):**

NLCOG Staff included Mr. Bright's FTA Grant Award for the 5339c program on pg. 46 of the Draft TIP document. This grant ward falls under the FFY 2019 Transit Program section of the Draft TIP.



## COMMENTS RECEIVED FROM THE GENERAL PUBLIC REGARDING THE DRAFT TIP DOCUMENT

NLCOG did NOT receive any written, verbal or electronic comments pertaining to the Draft TIP document during the public comment period (07.30.2018 – 08.29.2018).

Comments Posted: Draft TIP Document webpage: <http://www.nlcog.org/MPO/TIP/Default.html>

Thank you, for the comments you've provided us concerning the Draft TIP.

Sincerely,



Executive Director – NLCOG



Deputy Director - NLCOG