

TIP 2015

Transportation Improvement Program

TIP For

Northwest Louisiana's
Metropolitan Planning Area

Caddo - Bossier



Northwest Louisiana Council of Governments

Northwest Louisiana MPO TIP 2015-2018

10/3/2014

November 21, 2014

Sherri Lebas, Secretary
Louisiana Department of Transportation and Development
PO Box 94245
Baton Rouge, Louisiana 70804-9245

Dear Secretary Lebas:

It is with pleasure that I present to you *TIP 2015 Northwest Louisiana Metropolitan Planning Area Transportation Improvement Program for Fiscal Year 2015 through 2018*. 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 the district office of the Louisiana Department of Transportation and Development. In developing these priorities the MPO referred to the eight MPO Planning Factors of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) 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.

TIP 2015 represents investments in new construction and development, maintenance of existing facilities, transit operations and capital development, 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-Bossier-Webster is not required to complete 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,

DR. 
Chairman
Northwest Louisiana Council of Governments
Executive Committee


Chairman
Metropolitan Planning Organization
Transportation Policy Committee

RESOLUTION ADOPTED BY THE

Northwest Louisiana Council of Governments
Metropolitan Planning Organization
Transportation Policy Committee

At a regular meeting of the Northwest Louisiana Council of Governments Metropolitan Planning Organization Transportation Policy Committee, held on November 21, 2014 pursuant to due notice, a quorum being present, the following resolution was duly adopted:

WHEREAS, The Northwest Louisiana Council of Governments Transportation Policy Committee has reviewed and recommended the *TIP 2015 NORTHWEST LOUISIANA METROPOLITAN AREA TRANSPORTATION IMPROVEMENT PROGRAM* and its inclusion therein of a three year program.

WHEREAS, The Northwest Louisiana Council of Governments Transportation Policy Committee has determined that the requirements of the Urban Transportation Planning process are being carried out utilizing the “3-C Planning Process” (continuous, comprehensive and coordinated); and

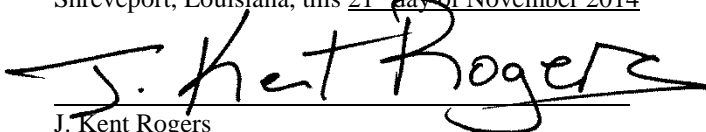
WHEREAS, The Northwest Louisiana Council of Governments Transportation Policy Committee has determined that the *TIP 2015 NORTHWEST LOUISIANA METROPOLITAN AREA TRANSPORTATION IMPROVEMENT PROGRAM* was developed in accordance with the *Guidelines for Development of The MPO TIP*, developed by LaDOTD, as well as, compliant with CFR ;

BE IT RESOLVED, That The Northwest Louisiana Council of Governments Metropolitan Planning Organization Transportation Policy Committee does hereby approve and adopt the above mentioned programs and processes and directs the staff of the Northwest Louisiana Council of Governments to submit said programs to the appropriate federal and state agencies and to comply with any minor revisions and technical amendments necessary to facilitate submission and adoption requirements.

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 November 21, 2014.

Shreveport, Louisiana, this 21st day of November 2014



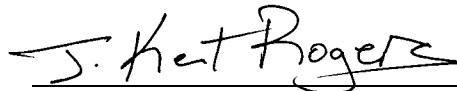
J. Kent Rogers
Secretary, Metropolitan Planning Organization Transportation Policy Committee
Executive Director, Northwest Louisiana Council of Governments

Joint Certification of the Metropolitan Transportation Planning Process

The **Northwest Louisiana Council of Governments** hereby certifies that the transportation planning process is addressing the major issues facing the **Shreveport – Bossier City** urbanized 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 SAFETEA-LU (Pub. L. 109-59) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in US DOT 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

Sherri Lebas, Secretary
Louisiana Department of
Transportation and Development



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

DATE

November 21, 2014
DATE

RECORD OF ADOPTION

DESCRIPTION	DATE	RESOLUTION
NLCOG Metropolitan Planning Organization Transportation Policy Committee	October 3, 2014	Introduction
Initial Public Notice (30 Day Comment Period)	October 5, 2014	Shreveport Times
NLCOG Metropolitan Planning Organization Transportation Policy Committee	November 21, 2010	Adoption

NORTHWEST LOUISIANA TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 2015 - 2018

Introduction to The MPO Transportation Policy Committee: October 3, 2014

Public Comment Period: October 5, 2014 – November 4, 2014

Adopted By The MPO Transportation Policy Committee: November 21, 2014

The preparation of this document was financed through grants from and disseminated under the sponsorship of the Federal Highway Administration and the Federal Transit Administration (US Department of Transportation). The United States Government assumes no liability for its contents or use thereof.

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

NLCOG Offices - 625 Texas Street Suite 200 - Shreveport, Louisiana 71101

The Northwest Louisiana Council of Governments (NLCOG) complies with the Americans with Disabilities Act of 1990, Section 504 of the Rehabilitation Act of 1973, Title VI of the Civil Rights Act of 1964, and other federal equal opportunity laws and, therefore, does not discriminate on the basis of race, sex, color, age, national origin, religion or disability; in admission to, access to, treatment in or operations of its programs, services, or activities. NLCOG does not discriminate in its hiring or employment practices.

Questions, concerns, complaints, or requests for additional information regarding the non-discrimination policies may be directed to the designated Title VI, ADA and Section 504 Compliance Coordinator: Lisa M. Frazier, Public Involvement Coordinator 625 Texas Street, Suite 200 Shreveport, LA 71101 (318) 841-5950 (voice) Lisa.frazier@nlcog.org

TABLE OF CONTENTS

TRANSPORTATION IMPROVEMENT PROGRAM (TIP) INTRODUCTORY LETTER.....	i
TRANSPORTATION POLICY COMMITTEE ADOPTION RESOLUTION	iii
JOINT CERTIFICATION STATEMENT	iv
RECORD OF ADOPTION	v
 TABLE OF CONTENTS	 3
 CHAPTER 1: TIP OVERVIEW; DEFINITIONS; TECHNICAL TERMS.....	 6
1.1 TIP PURPOSE AND OVERVIEW OF TIP DOCUMENT	6
1.2 DEFINITIONS	7
1.3 ABBREVIATIONS	9
1.4 TECHNICAL TERMS	10
 CHAPTER 2: METROPOLITAN PLANNING ORGANIZATION (MPO)	 11
2.1 MPO PROFILE AND PURPOSE	11
FIG. 2.0: MAP OF NORTHWEST LOUISIANA'S PLANNING AREAS	12
FIG. 3.0: MAP OF MPO'S 20 YEAR URBAN GROWTH BOUNDARY (UZA)	12
2.2 MPO DEMOGRAPHIC PROFILE	14
 CHAPTER 3: TIP DEVELOPMENT PROCESS	 17
3.1 TRANSPORTATION PLANNING PROCESS	17
3.1.1 MAP-21 REQUIREMENTS	17
3.1.2 MAP-21 PERFORMANCE MEASURES	17
3.1.3 MAP-21's PROVISIONS FOR PUBLIC INVOLVEMENT	18
3.1.4 NLCOG (MPO) TIP DEVELOPMENT REQUIREMENTS	19
3.2 PROJECT PRIORITY	20
3.3 MPO PRELIMINARY PROJECT SELECTION PROCESS	20
3.3 CONSISTENCY WITH OTHER PLANNING PROCESSES	21
3.4 TIP CONFORMITY	22
3.5 NLCOG PUBLIC INVOLVEMENT ACTIVITIES	23
3.6 DISTRIBUTION OF TIP DOCUMENT	25
3.7 TIP AMENDMENT PROCESS	26

CHAPTER 4: TIP FUNDING	27
4.1 FUNDING BACKGROUND / FORMAT	27
4.2 HIGHWAY FUNDING	29
4.2.1 MAP-21 FUNDING CODES / SHARES	30
4.2.2 HIGHWAY FUNDING ALLOCATIONS	31

TABLE OF CONTENTS CONTINUED

4.3 TRANSIT FUNDING	32
4.3.1 TRANSIT FUNDING PROGRAM SHARES	32
4.3.2 TRANSIT FUNDING ALLOCATIONS	33
4.4 CARRY OVER FUNDING (UNOBLIGATED BALANCES)	34
4.4.1 ORIGINATION AND PURPOSE OF CARRYOVER FUNDS	32
4.4.2 END OF YEAR UNOBLIGATED BALANCE	35
4.5 FINANCIAL CONSTRAINT	36
CHAPTER 5: TRANSPORTATION IMPROVEMENT PROJECTS PROGRAM	37
5.1 TRANSIT PROGRAM	37
TRANSIT SECTION	37
5.2 HIGHWAY PROGRAM	40
PLANNING / ENVIRONMENTAL STUDY PHASE	40
RIGHT OF WAY PHASE	41
ENGINEERING PHASE	43
CONSTRUCTION PHASE	45
APPENDIX A – FEDERAL HIGHWAY / TRANSIT CORE FUNDING PROGRAMS	49
APPENDIX B – TIP PUBLIC INVOLVEMENT ACTIVITIES / COMMENTS RECEIVED	54

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. A TIP is a requirement of the transportation planning process as mandated through the current transportation authorization the *Moving Ahead for Progress in the Twenty-First Century (MAP-21)*. 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) 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.

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 MAP-21.

The first section of this document includes four components. The table of contents provides a summary of the structure in which the FY 2015-2018 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 2015-2018 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 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 outlines the development process of the FY 2015-2018 TIP, including expected federal / state / local funding, financial constraint, transportation improvement priority establishment, and the public involvement process.

Chapter 4 describes the current funding sources and guidelines as set out in MAP-21. First, the highway funding component summarizes the MAP-21 funding codes, as well as, the overall urban area funding allocations. Second, the transit funding program, along with its program allocations, is detailed.

Chapter 5 lists specific highway and transit projects in the FY 2015-2018 TIP. The highway section includes an index map of highway and bridge projects programmed for FY 2015-2018, and a financial plan that demonstrates financial constraints. The transit section includes the transit projects proposed for fiscal years 2014 to 2018. The financial constraint pertains to projects programmed with STP >200k urban area attributable funds for year 2015 – 2020.

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.

Emission Inventory – A complete list of sources and amounts of pollution within a specific area and time interval.

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.

Federal Aid Urbanized Area – An area that contains at least 50,000 people and has sufficient population density to be classified as urban by the Federal Highway Administration.

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 Boundaries – 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 (NO₂) and small particulate matter (PM₁₀).

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 (O₃) – 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.

Reid Vapor Pressure (RVP) – A measure of fuel volatility.

MAP-21 - Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (MAP-21). MAP-21 authorizes 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, MAP-21 represents the largest surface transportation investment in our Nation's history. As of March 1st, 2012, a new Transportation Bill has not been authorized by Congress and current MAP-21 based funding programs/projects have had their funding support extended to June 30th, 2012.

Stage II Vapor Recovery System – A program designed to reduce hydrocarbon emissions during refueling.

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 21st 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.

TRANSCAD – A software platform copyrighted and developed by the Caliper Corp. Newton, Massachusetts for the analysis, development, and maintenance of our regional transportation demand model (TDM).

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
I	Interstate or Interstate Funds
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 st 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
MAP-21	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
STP Flex	Surface Transportation Program Flexible Funds
STP Haz Elim	Surface Transportation Program Hazardous Elimination Funds
STP >200k	Surface Transportation Program attributable funds for areas of over 200k population
State	State Cash and/or State Bonds
TAC	Technical Advisory Committee
TEA-21	Transportation Equity Act for the 21 st Century
TIP	Transportation Improvement Program
TMA	Transportation Management Area
UPWP	Unified Planning Work Program
UTPC	Transportation Policy Committee
V/C	Volume to Capacity Ratio
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 projects given phase.
Federal/State	The total funds to be provided through federal or state programs for the projects given phase.
Match Funds phase.	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.
FY	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)

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 in order to qualify for federal highway and transit funding. NLCOG is the MPO for the Caddo, Bossier, Desoto, and Webster Parishes Metropolitan Statistical Area including the Shreveport / Bossier City Urbanized area.

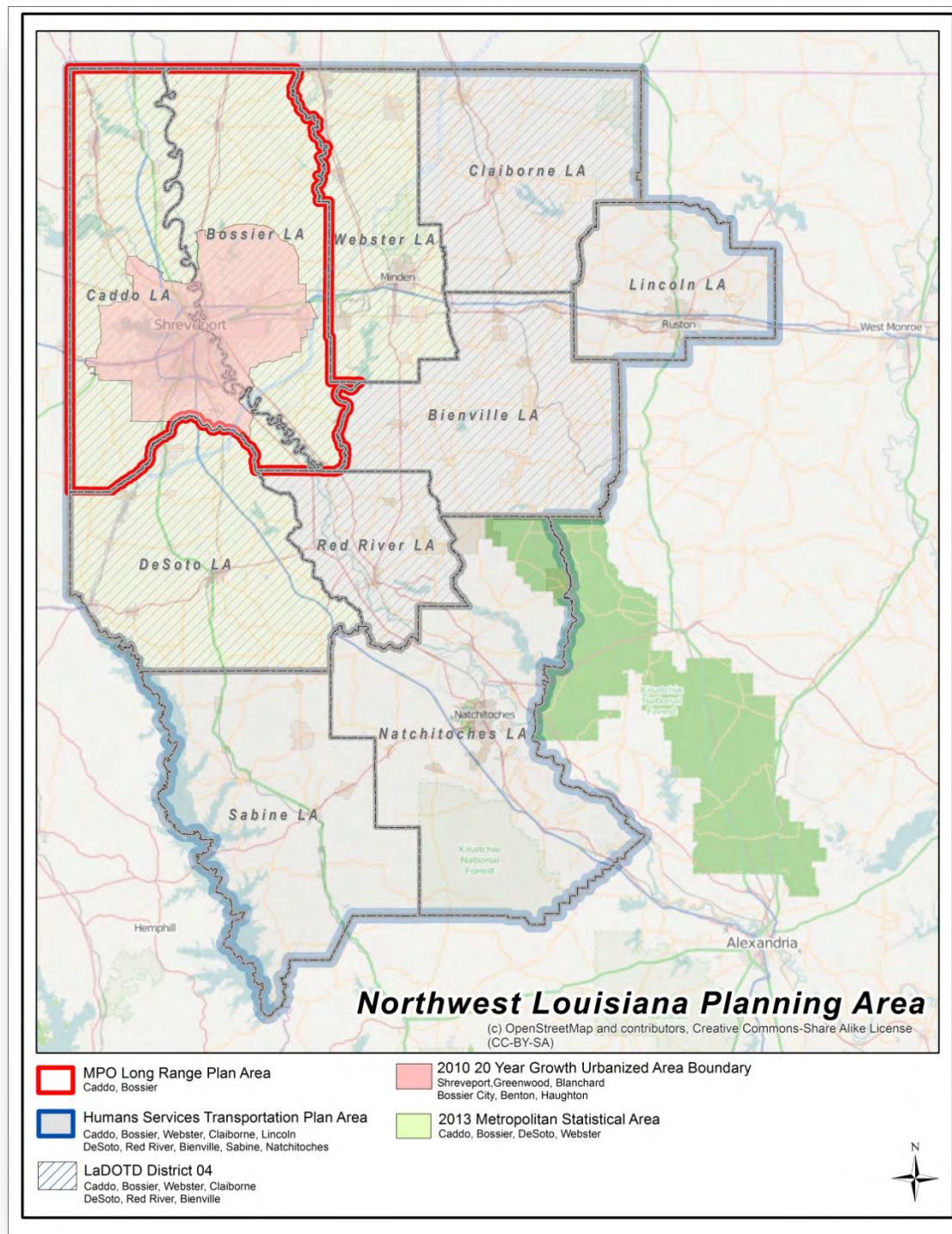
NLCOG - TMA DESIGNATION

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 FY 2015-2018 TIP, particularly those to be funded with the STP>200k Funds (M230 funds).

The FY 2015-2018 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.

For reference, the following page, Figure 2.0 is a map that depicts Northwest Louisiana's recognized Planning Areas. Of note for TIP purposes, the area bounded by the thick red-line, is the MPO's approved and adopted 2010 Planning Study Area (PSA). The PSA entails both Caddo and Bossier Parishes. Other Planning Areas are defined on Figure 2.0 that are critical to transportation planning initiatives through the MPO office.

FIGURE 2.0: NORTHWEST LOUISIANA'S PLANNING AREAS



All projects programmed through the TIP process concerning highway or transit system improvements are located within the Planning Study Area (PSA) depicted above. Projects being

MPO PURPOSE

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 the MPO process. As such, NLCOG must consider all modes of transportation within the planning area boundaries. 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, and the current authorization, MAP-21, have strengthened the role MPOs play in rationally developed transportation programs.

On July 6th 2012, President Obama signed into law MAP-21 a new two year transportation authorization.

MAP-21 is the first long-term highway authorization enacted since 2005 and established a streamlined, performance-based, and multi-modal program to address U.S. transportation infrastructure challenges. MAP-21 identifies federal 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.

MAP-21 modifies and consolidates many previously established highway, transit, bicycle, and pedestrian programs and policies. Therefore, MAP-21 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.

The MPO has also been given the responsibility to involve the public in this process through expanded citizen participation efforts.

MPO membership represents locally elected and appointed officials of the cities and Parishes within urban 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).

The Technical Advisory Committee (TAC) 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 TAC members. Staff 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.

TAC Reference: http://www.nlcog.org/office_info/nlcog/TAC_Comm.htm

Transportation Policy Committee: http://www.nlcog.org/office_info/nlcog/TranPolicy_Comm.htm

According to MAP-21, the TIP is a priority list of proposed, federally supported projects and strategies to be carried out within each 3-year period. Each project listed in the TIP has to be consistent with the Long Range Transportation Plan (LRTP). The cost of projects in a given TIP is limited to the amount of federal money expected to be available for the three-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) by resolution of the Metropolitan Transportation Policy Committee if priorities, area goals or funding levels change.

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 newly released 2010 Census data for the MPO.

TABLE 2.0 – Year 2000 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
MPO Total	350,471	134,602	27,897	36,396	89,144	153,437

TABLE 2.1 – Year 2010 MPO Baseline Demographic Profile

Locality	Total Population	Households	POP. Change (2000)	HH Change (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%
MPO Total	371,948	161,379	+21,477	+26,777	+6.1%	+19.9%

Table 2.2 summarizes the 2010 Census demographic statistics for the two Parish, MPO Planning Study Area (PSA). Further, the table compares MPO significant socio-economic characteristics alongside U.S. population demographics.

TABLE 2.2 – MPO Demographic Comparison U.S. Population (Year 2010 ACS)***

Vital Demographic	MPO Totals	MPO (%)	U.S. Totals	U.S. (%)	MPO v. U.S.
Total Population	373,065		309,349,689		
Total Minority Population	162,100	43.5%	69,961,280	22.6%	+20.9%
High school graduate or higher (Pop. +25yrs.) MPO +25 pop.= 243,481	210,354	86.4%	204,288,933	85.6%	+0.8%
Ambulatory Disability Status (5 years and over)	50,873	15.1%	34,709,035	12.0%	+3.1%
Speak a language other than English at home (5 years and over)	15,614	4.5%	59,578,443	20.6%	-16.1%
In labor force (Pop.+16 yrs.)	166,658	57.1%	138,856,765	57.0%	+0.1%
Median household income in 2010 (dollars)	\$40,685	n/a	\$50,046	n/a	-\$9,361
Individuals Below Poverty Level	64,221	17.6%	46,215,956	15.3%	+2.3%
Mean travel time to work (minutes) (workers 16 years and over)	21.70	n/a	25.50	n/a	-3.8 min

***Source: U.S. Census Bureau, 2010 American Community Survey (ACS); 2010 one-year estimates

The outcome of this analysis illustrates the stark differences between the MPO's population and U.S. totals regarding some key demographic characteristics. Most notably, the MPO has a much higher minority population (+20.9%) and a lower median household income population (-\$9,361) as compared to overall U.S. demographic factors.

The 2010 Census Bureau's list of the 100 fastest-growing parishes/counties, with 5,000 or more housing units, in the nation ranks Bossier Parish 91st.

When prioritizing improvement projects, as identified through other planning efforts (e.g. Long Range Transportation Plan, Congestion Management Plan, etc.), 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 insure 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.

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.

MAP-21 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 MAP-21. 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.

3.1.2 MAP-21’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 long range transportation plans and TIPs available for public review in electronic formats such as the worldwide web.

3.1.3 NLCOG (MPO) TIP DEVELOPMENT REQUIREMENTS

In addition to the aforementioned MAP-21 requirements, each project in the urbanized area of Shreveport and Bossier City is reviewed, through our Technical Advisory Committee (TAC), against nine technical criteria factors.

NLCOG TECHNICAL CRITERIA

- AVAILABLE LOCAL MATCH SUPPORT
- MINIMAL CONSTRUCTION DELAYS
- POSITIVE PUBLIC SUPPORT
- SYSTEM CONNECTIVITY
- POSITIVE TRAFFIC IMPACT
- POSITIVE IMPACT TO RELATED PROJECTS
- POSITIVE ECONOMIC IMPACT
- IMPROVED MODAL DIVERSION
- IMPROVED QUALITY OF LIFE

Transportation needs of the future are projected through a continuing planning program conducted by the Northwest Louisiana Council of Governments (NLCOG) as the Metropolitan Planning Organization for the region. The transportation study includes the urbanized area of Shreveport, Bossier City, Caddo Parish, and Bossier Parish. A plan including strategies, policies, proposed facilities and facility improvements was completed in 2009 and was brought into financial constraint by the adoption of the “Mapping the Way – 2030 Northwest Louisiana’s Long Range Transportation Plan Update” adopted by NLCOG and the Transportation Policy Committee on September, 2009.

The Transportation Improvement Program (TIP) illustrates the staged implementation of the transportation plan 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.

3.2 PROJECT PRIORITY

Each project included in the TIP has undergone review of the MAP-21 (MAP-21) MPO Planning Factors and the NLCOG Technical Criteria as outlined above. MPO staff members, local transportation officials and state LADOTD representatives distribute the project listings for review.

In addition the Technical Advisory Committee members (TAC) review, comments, and recommends projects for inclusion in the TIP.

Projects contained in the TIP are organized in accordance with the federal fiscal year, which begins October 1 of each year. The TIP covers fiscal years 2015-2018 for Transit Projects, 2015-2018 for Right-of-Way, 2013–2016 for Engineering, and 2013–2016 for Construction.

3.3 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, intermodal transportation plan for Caddo and Bossier and the annual TIP. All projects contained in the TIP are included within the financially constrained plan for the area. The TIP is utilized as a management tool for implementing the long-range plan. All projects included were determined through a cooperative effort with the state, local transportation officials, and the public. Priorities were evaluated based on each projects status in the overall program and its merits. Priorities were adjusted as deemed appropriate.

Metropolitan Long Range Transportation Plan (LRTP)

Before a project can be considered for inclusion in a TIP, it must be shown to be consistent with the region's Long Range Transportation Plan (LRTP). In essence, the TIP serves as an instrument to implement the transportation improvement projects and/or strategies identified through the LRTP's 20-year horizon. "*Mapping the Way-Northwest Louisiana's Long Range Transportation Plan 2030*" is the current regional, LRTP for Northwest Louisiana. The LRTP 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 2015-2018 TIP were drawn directly from the LRTP and are consistent with its goals and objectives.

Congestion Management System / Process

MAP-21 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 Advisory Committee (TAC) 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 Advisory Committee members (TAC). Subsequently, the TAC'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 Advisory Committee member (TAC) 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. 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 Advisory Committee (TAC), 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.

3.4 TIP CONFORMITY

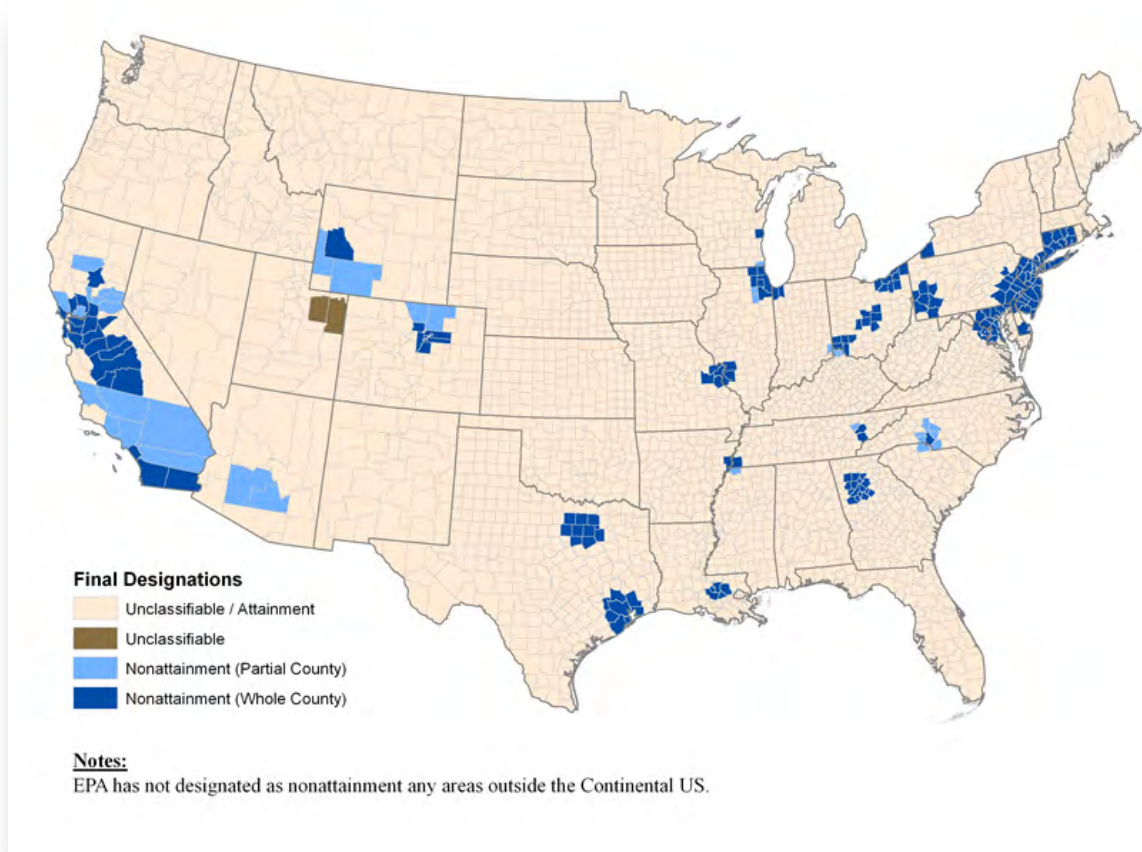
The Clean Air Act requires EPA to review and, if necessary, revise air quality standards every five years to ensure that they protect public health with an adequate margin of safety. Following a change in standards, EPA works with states and tribes as appropriate to identify areas that do not meet the standards and establish plans to improve air quality. In 2008, EPA set a new standard at 0.075 parts per million and EPA is taking the next step to implement these standards. On May 31, 2012, EPA completed area designations for the 2008 ozone standards by designating counties/parishes as meeting, or not meeting, the 2008 ozone standards (*Refer to Fig. 3.1*). EPA made final designations using air quality monitoring data from 2008, 2009 and 2010.

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 – L400) funding.

However, if EPA revisits air quality monitoring data from 2009, 2010 and 2011, and applies the new Air Quality (AQ) standards, the Shreveport MPO will likely not meet the Ozone standard and will be redesignated as being in "Non-Attainment". Through the "Unified Planning Work Program – Northwest Louisiana's Metropolitan Planning Area – Fiscal Year 2015" document (i.e. current

MPO work program - http://www.nlcog.org/office_info/nlcog/upwp.htm), the MPO has programmed resources focused on staff training and professional development 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.

Figure 3.1 - Final Nonattainment Areas for the 2008 Ozone Standards



Source: <http://www.epa.gov/airquality/ozonepollution/designations/2008standards/final/finalmap.htm>

3.5 NLCOG PUBLIC INVOLVEMENT ACTIVITIES

A primary goal of MAP-21 (MAP-21) 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 Advisory

Committee members (TAC). 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 Long Range Transportation Plan (LRTP), 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). 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 yearly basis with the Policy Committee consideration occurring before the end of the fiscal year (June 30). Projects in the TIP are drawn from the Long Range Transportation Plan (LRTP) and are evaluated by the TAC 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 development of the TIP.
2. Upon completion of a draft TIP, NLCOG will hold a 15-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 TAC members and incorporated into the final TIP.

3.6 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>. The public is also afforded to opportunity to express their comments directly to the MPO on the TIP.

3.7 TIP AMMENDMENT PROCESS

Any person wishing to have a change made in the adopted Metropolitan Planning Organization's (MPO) Long Range Transportation Plan (LRTP) 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 Advisory Committee (TAC), 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 TAC. The recommendations of the MPO staff and the MPO's TAC will then be provided to the MPO, 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 Change or an Amendment.

Administrative Modification Thresholds

The following actions are eligible as Administrative Changes to the TIP:

1. Revision(s) to the project description w/o modifying the scope or environmental determinations
2. Minor project/phase (R/W, Util. Relocate, Eng., Const.) cost revisions
 - funding changes limited to \$600k for projects \leq \$3,000,000
 - for projects \geq \$3,000,000 cost revisions are limited to a change of < 20%
3. Minor changes to funding sources that do not affect fiscal constraint
4. Minor changes to project/phase implementation year that remain within the TIP program period (4 years) and does not affect fiscal constraint
5. Changes to the project 's sponsor/implementing agency
6. Splitting and/or combining individually listed projects that does not significantly alter the cost (i.e. within #2 thresholds), schedule, or scope
7. Minor document technical/data entry errors

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

TIP Amendments

Formal *TIP Amendments* are all other modifications to the TIP that are outside the *Administrative Modifications* thresholds listed above. Typically, qualifying amendments are processed on an annual basis. However, exceptional or time critical projects are immediately amended to the TIP

following the Transportation Policy Committee's action and/or approval. The amendment would be discussed with TAC members and put on the agenda for discussion at the Transportation Policy Committee meetings and any comments received prior to or at the meetings would be responded to. 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 4: TIP FUNDING

4.1 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).

MAP-21 Funding Requirements for TIP Development

As of December 11th, 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.

"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]

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 revenue and cost estimates.

LADOTD/FHWA-LA Div Office/FTA Region VI TIP Calculation of Project Cost Guidelines

Based upon the guidelines provided by our State and Federal partners, project costs, by phase, are calculated following the methodology listed below. The TIP utilizes a base fiscal year of 2015 for forecasting project costs.

Project Cost Calculation Guidelines

Project Phase	FY 2015	FY 2016	FY 2017	FY 2018
Construction	+10% Cost	+10% Cost; +4% per annum	+10% Cost; +4% per annum (2)	+10% Cost; +4% per annum (3)
R-O-W Acquisition	N/A	+4% per annum	+4% per annum (2)	+4% per annum (3)
Design/Engineering	N/A	+4% per annum	+4% per annum (2)	+4% per annum (3)
Transit Projects	N/A	+4% per annum	+4% per annum (2)	+4% per annum (3)

4.2 HIGHWAY FUNDING

With the passage of the two year MAP-21 Transportation authorization (7/2012), federal surface transportation programs are authorized to receive funding for FY 2013 and FY 2014 (beginning October 1st, 2012). As mandated through MAP-21, the highway funding components are under the purview of the Federal Highway Administration (FHWA). Individual federal highway funding categories are described in Appendix A.

4.2.1 MAP-21 FUNDING CODES / SHARES

Depending on different funding categories, the federal / state / local shares of funds vary. The table below lists the frequently used MAP-21 highway funding codes and their respective federal / state / local shares. The original SAFETEA-LU funding codes are listed for reference purposes.

TABLE 4.0: MAP-21 FEDERAL FUNDING CODES / SHARES – HIGHWAY PROGRAM

Project Prefix	SAFETEALU Funding	TEA-21 Funding	Class of Funds	Federal Share	State Share	Local Share
HBP ON	L1C0	Q100	On/Off Fed. Aid System Bridges	80%	20%	
HBP OFF	L110	Q110	Off Federal Aid System Bridges	80%	20%	
CMQ	L400	Q400	Congestion Mitigation (Baton Rouge & New Orleans)	80%		20%
IM	L010	Q010	Interstate Maintenance	90%	10%	
ITS	J70	QT80	Intelligent Transportation Systems Integration Program - Metropolitan Areas***	50%	50%	
NHS	L050	Q050	National Highway System	80%	20%	
STP>200k	L230	Q230	Sub-allocation: Population over 200,000 (TMAs)	80%		20%
STP FLEX	L240	Q240	Flexible Set Aside - Use for Any Area	80%	20%	
STP ENH	L220	Q220	Transportation Enhancement (33R = 100%)	80%		20%
TAP		M310	Transportation Alternatives Program for areas of over 200,000 in population	80%		20%
STP HAZ	Eliminated FY 2005	Q280	Safety - Hazard Elimination Program**	90%	10%	
HRRP	LS20	New	High Risk Rural Road Safety**	90%	10%	
HSIP	LS30	Q210	Highway Safety Improvement Program (Optional)**	90%	10%	
RRSAFE BR	LS40	Q270	Railroad Safety and Railroad Bridges	100%		
RRSAFE	LS50	Q260	Railroad Safety	100%		
SRS	LU10	New	Safe Route to School Program	100%		
SRS	LU20	New	Safe Route to School Infrastructure	100%		
SRS	LU30	New	Safe Route to School Either	100%		
HPP	LY10	HY100	High Priority Project Section 1702; HPP Projects 1-3676	80%	20%	
HPP	LY20	HY200	High Priority Project Section 1702; HPP Projects 3677-5173	80%	20%	
HPP	L930	Q920	High Priority Project - Standard Obligation Authority	80%	20%	
NCIIP	LY50	New	Natl' Corridor Infrastructure Improvement Program - 33 Projects	80%	20%	
TCSP	L680	New	Transportation, Community, & System Preservation Program	80%	20%	
PL	L450	Q450	Metropolitan Planning	80%	10%	10%
SPR	L550	Q550	State Planning & Research	80%	20%	

* HOV projects now qualify for IM (interstate maintenance).

** 100% for certain projects.

*** Of the 50% state/local match support, 30% must be eligible "in-kind" support and 20% is cash funding support.

TABLE 4.1 - STATE / LOCAL FUNDING CODES / SHARES – HIGHWAY PROGRAM

Project Prefix	NLCOG Funding Code	TEA-21 Funding	Class of Funds	Federal Share	State Share	Local Share
ST CASH	STC	N/A	State Cash - From General Fund (Primarily)	0%	100%	
ST BOND	STB	N/A	State Secured Bonds - Capital Outlay Program	0%	100%	
LOCAL	LCL	N/A	Local Project Sponsor Derived Funding	0%	0%	100%
OTHER	OTH	N/A	Other or Innovative Funding Mechanism	0%	0%	100%

4.2.2 MAP-21 EXPECTED FUNDING ALLOCATIONS (FY 2015-2018) – HIGHWAY

Figure 4.0, based upon the Federal Program Allocations Table 4.2, illustrates the anticipated funding support, by percentage, of each of the MAP-21 Federal Highway Programs to the MPO's overall FY 2015-18 TIP totaling \$328,544,750 (100%). The pie chart depicts the programs which account for at least 0.1% of our overall program support.

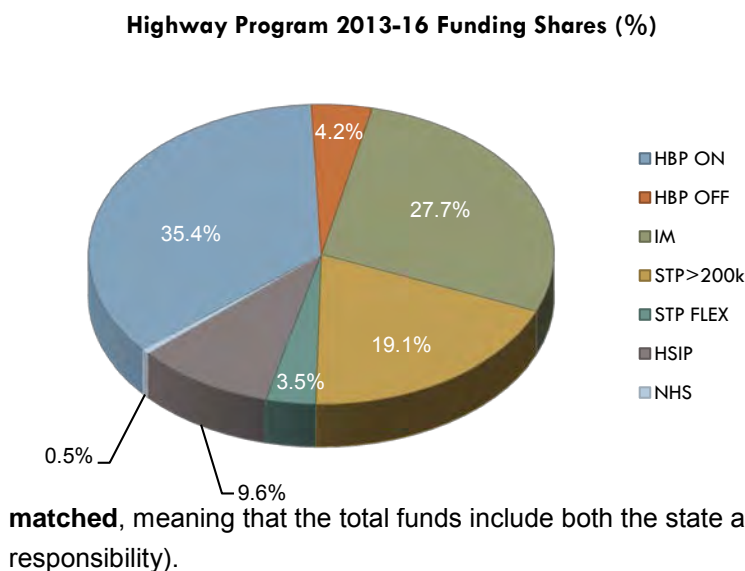


Figure 4.0 Federal Highway Funding Program Shares (%)

As shown in the proceeding page's table (Table 4.2), NLCOG expects to receive \$141,898,430 of Federal highway program funding over four years (FY 2015-2018). The funds shown here, by percentage, are

TABLE 4.2: ANTICIPATED FUNDING ALLOCATIONS (FY 2015-2018) – HIGHWAY PROG.
 (All monetary values are in thousands 000's)

Project Prefix	Fund. Code	Class of Funds	2013	2014	2015	2016	TOTAL (2013-2016)
HBP ON	L1C0	On/Off Fed. Aid System Bridges	\$21,982.40	\$25,478.02	\$2,823.30	\$0.00	\$50,283.72
HBP OFF	L110	Off Federal Aid System Bridges	\$2,139.50	\$3,811.81	\$0.00	\$0.00	\$5,951.31
IM	L010	Interstate Maintenance	\$10,385.10	\$28,943.20	\$0.00	\$0.00	\$39,328.30
NHS	L050	National Highway System	\$0.00	\$686.40	\$0.00	\$0.00	\$686.40
STP>200k	L230	Sub-allocation: Population over 200,000 (TMAs)	\$15,210.70	\$1,233.88	\$7,881.80	\$2,827.70	\$27,154.08
STP FLEX	L240	Flexible Set Aside - Use for Any Area	\$1,342.00	\$3,562.42	\$0.00	\$0.00	\$4,904.42
STP ENH	L220	Transportation Enhancement (33R = 100%)	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
STP HAZ	Q280	Safety - Hazard Elimination Program**	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
SRS	LU30	Safe Route to School Either	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
HPP	LY20	High Priority Project Section 1702; HPP Projects 3677-5173	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
NCIIP	LY50	Natl' Corridor Infrastructure Improvement Program - 33 Projects	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
PL	L450	Metropolitan Planning	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
ST CASH	STC	State Cash - General Fund	\$55,440.00	\$0.00	\$0.00	\$0.00	\$55,440.00
ST BOND	STB	State Bond - Capital Outlay	\$110,000.00	\$0.00	\$0.00	\$0.00	\$110,000.00
LOCAL	LCL	Local Project Sponsor Derived Funding	\$0.00	\$594.88	\$7,231.36	\$0.00	\$7,826.24
		Highway Totals	\$223,148.10	\$65,511.81	\$17,936.46	\$2,827.70	\$309,424.07

4.3 TRANSIT FUNDING

4.3.1 TRANSIT FUNDING PROGRAM

MAP-21 provided a 46% nationwide increase over transit funding guaranteed in TEA-21. 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). Individual major federal transit funding categories are described in Appendix A.

4.3.2 TRANSIT FUNDING SHARE / CODES

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 4.3: MAP-21 FEDERAL FUNDING CODES / SHARES – TRANSIT PROGRAM

Funding Code	Class of Funds	Federal Share	State Share	Local Share
5307	Section 5307: Capital Funding	80%	10%	10%
5309	Section 5309: Discretionary Funding	80%	10%	10%
5310	Section 5310: Capital Funding for the Elderly And Disabled	80%	20%	
5311	Section 5311: Rural Transportation System Support	80%	20%	
5316	Section 5316: Jobs, Access, and Reverse Commute Program (JARC)	50%		50%
5317	Section 5317: New Freedom Program	80%	10%	10%

4.3.3 TRANSIT FUNDING EXPECTED ALLOCATIONS (FY 2015-2018) - TRANSIT

In the NLCOG planning area, Shreveport Transit (SPorTran) is the recipient of federal dollars for Section 5307, 5309, 5310, 5316 and 5317 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 in the table below, SPorTran expects to receive more than \$42.3 million of matched transit funds during FY 2015-2018. Since Sect. 5309, 5310, and 5311 grant awards are unknown for outlying years (2015-2018), they are programmed with \$0. Further, Sect. 5316 and 5317 are calculated in the outlying years utilizing an average of the previous five years grant award.

TABLE 4.4: ANTICIPATED FUNDING ALLOCATIONS (FY 2015-2018) – TRANSIT PROGRAM
(All monetary values are in thousands 000's)

Funding Code	Class of Funds	2013	2014	2015	2016	TOTAL (2013-2016)
5307	Section 5307: Capital Funding	\$3,675.91	\$3,930.56	\$4,192.15	\$4,289.04	\$16,087.66
5309	Section 5309: Discretionary Funding	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
5310	Section 5310: Capital Funding for the Elderly And Disabled	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
5311	Section 5311: Rural Transportation System Support	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
5316	Section 5316: Jobs, Access, and Reverse Commute Program (JARC)	\$498.89	\$532.42	\$554.36	\$582.35	\$2,168.01
5317	Section 5317: New Freedom Program	\$201.62	\$213.54	\$220.84	\$229.01	\$865.01
	Transit Totals	\$4,376.42	\$4,676.52	\$4,967.34	\$5,100.41	\$19,120.68

4.4 CARRYOVER FUNDING

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

4.4.1 ORIGINATION 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.

4.4.2 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.

4.4.3 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.

4.5 FINANCIAL CONSTRAINT

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

Transportation projects contained in the TIP for advancement have been fully discussed with the Technical Advisory Committee members (TAC) of NLCOG and the Louisiana Department of Transportation and Development (LADOTD) prior to placement in the TIP. Only those projects, which were mutually agreed upon with LADOTD as to overall benefit and funding availability, were selected for TIP and STIP inclusion.

With the passage of MAP-21, each metropolitan area is required to develop a Long Range Metropolitan Transportation Plan, which has a 20-year horizon and is financially constrained for implementation. Under these provisions NLCOG developed such a plan for the Caddo Bossier Metropolitan Planning Area and identified an average of \$16.23 million per year in federal, state, and local funding exclusive of Interstate funds. A computerized record of projects authorized by LADOTD was obtained and factored to present-day value. Those funds were then averaged out over the 17 year period for the projects. The resulting average was then projected out over a 20-year period of time resulting in the approximate \$16.23 million per year.

Those projects identified as a funding source of NHS are part of LADOTD's priority program and have been included in the TIP by NLCOG, acting in its capacity as the MPO for the Northwest Louisiana region. Those projects identified as STP >200k funds are financially constrained, reflecting the annual attributable amounts (approximately \$6.12 million per year) plus a 20% local (non-federal) match funds. (Please refer to Table 4.5)

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.

The projects contained in the TIP reflect a single agreed upon program of projects developed jointly by local, state, and federal transportation officials. This area has placed high priority on projects, which improve the economic competitiveness of the area, the safety of its citizens and the efficiency of the overall transportation system.

Table 4.5 lists the previous year's unobligated balance (Carryover) amounts along with the current year's L230 allocation and the total amount of L230 funding programmed by the MPO, in order to calculate the remaining balance. A positive balance, per respective fiscal year, indicates a financially constrained program. Further, on advisement from FHWA and LADOTD officials, MPO's may not program projects that cause the "Unobligated Balance" to fall below the annual average L230 funding allocation. On average, NLCOG receives \$6.12 million in L230 funds per year.

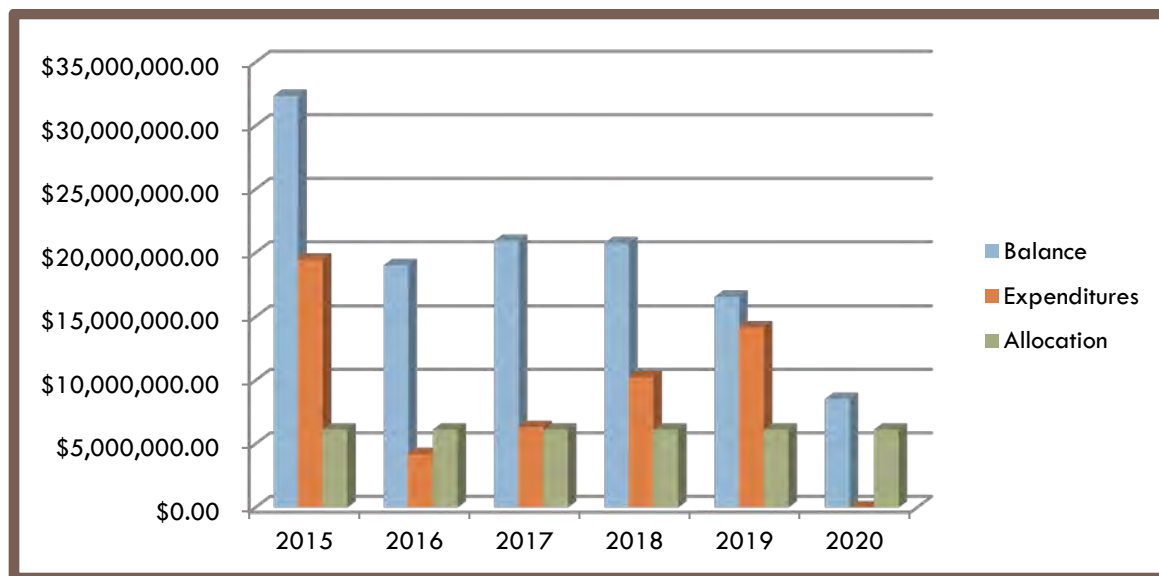
TABLE 4.5: END OF YEAR UNOBLIGATED BALANCE

MPO FINANCIAL CONSTRAINT *(All monetary values are in thousands 000's)*

The analysis of STP >200k funding programmed through the TIP process verifies that the Shreveport MPO has developed a TIP that is financially constrained.

Fiscal Year	Balance	Expenditures	Allocation
2015	\$32,359,935.20	\$19,463,003.00	\$6,120,000.00
2016	\$19,016,932.20	\$4,200,853.00	\$6,120,000.00
2017	\$20,936,079.20	\$6,319,193.00	\$6,120,000.00
2018	\$20,736,886.20	\$10,278,853.00	\$6,120,000.00
2019	\$16,578,033.20	\$14,158,753.00	\$6,120,000.00
2020	\$8,539,280.20	\$853.00	\$6,120,000.00

Figure 4.3 2015 - 2020 TIP Financial Constraint



From a graphical perspective, the chart depicted in Figure 4.3, reveals that programmed expenditures remain positive throughout the life of the TIP. Please note that all though there are seemingly large balances for the year 2015 – 2018 there are also large expenditures in years 2015, 2018, and 2019. These balances must carry over in order to allow for these large ticket projects.

⁽¹⁾ In outlying years, projects can utilize STP>200k funding even if it causes the “Program Running Balance” to fall below the MPO’s average annual allocation of \$6.12 million (i.e. termed “over-program”). This allows for greater flexibility in funding if a number of projects are ready to be Let, during the same fiscal year, for construction. However, per fiscal year, the STP>200k “Program Running Balance” can NOT show a deficit balance (-\$0).

FY 2015-2018 TRANSIT PROJECTS PROGRAM

The transit projects are grouped according to their sources of federal funding. The state and local match are listed according to their required shares. The types of projects being funded over the next three fiscal years include job access and reverse commute, transit capital improvements, transit operation, and others.

FINAL FY 2014: 5307 Budget/Appportionment

ProjectID	ProjectName	ProjectDescription	Fund. Source	Fund. Code	Total Cost	Cost +4%/yr	Federal Share	Local Share	Fed. Share +4%/yr	Local Share +4%/yr
FISCAL YEAR 2014 (Please Note: FY 2014 is under a new Federal Transportation Authorization MAP-21 - Program names may differ from SAFETEA-LU)										
5307-2014-01	Preventive Maintenance	Operations	FTA Sec 9	5307	\$3,441,329	\$3,578,982	\$2,753,063	\$688,266	\$2,863,186	\$715,797
5307-2014-02	Non Fixed Route ADA Paratransit Service	Operations	FTA Sec 9	5307	\$326,342	\$339,396	\$261,073	\$65,269	\$271,516	\$67,880
5307-2014-03	Enhancement: Purchase Signage	Operations	FTA Sec 9	5307	\$43,845	\$45,599	\$35,076	\$8,769	\$36,479	\$9,120
5307-2014-04	Support Facilities: Acquire Misc. Support Equipment	Operations	FTA Sec 9	5307	\$62,500	\$65,000	\$50,000	\$12,500	\$52,000	\$13,000
5307-2014-05	Support Facilities: Acquire Service Vehicles	Operations	FTA Sec 9	5307	\$34,692	\$36,080	\$27,753	\$6,939	\$28,863	\$7,217
5307-2014-06	Training/Travel	Administration	FTA Sec 9	5307	\$10,000	\$10,400	\$8,000	\$2,000	\$8,320	\$2,080
5307-2014-07	NLCOG Planning	Administration	FTA Sec 9	5307	\$37,500	\$39,000	\$30,000	\$7,500	\$31,200	\$7,800
5307-2014-08	Bus – CNG (Technology) 40 ft	Capital	FTA Sec 9	5307	\$403,093	\$419,217	\$342,629	\$60,464	\$356,334	\$62,883
Capital Budget (5307): Sub-total					\$4,359,301	\$4,533,673	\$3,507,594	\$851,707	\$3,647,898	\$885,775
5339-2014-01	Intermodal Terminal Facility Construction Automated passenger counting hardware/software	Capital		5339	\$436,791	\$454,263	\$371,272	\$65,519	\$386,123	\$68,140
5339-2014-02				5339	\$250,000	\$260,000	\$200,000	\$50,000	\$208,000	\$52,000
New Bus / Facilities and Innovative Technology (5339): Sub-total					\$436,791	\$454,263	\$371,272	\$65,519	\$386,123	\$68,140
	Unkown									
Elderly Individuals & Individuals w/Disibilities (5310): Sub-total					\$0	\$0	\$0	\$0	\$0	\$0
	Unkown									
Rural Transportation Service Support (5311): Sub-total					\$0	\$0	\$0	\$0	\$0	\$0
5316-2014	JARC Funding	Bus Replacement	FTA Sec 3	5316	\$804,883	\$804,883	\$684,150	\$120,733	\$711,516	\$125,562
5317-2014	New Freedom	Ext. Hrs. Serv. - ADA	FTA Sec 3	5317	\$169,412	\$169,412	\$144,000	\$25,412	\$149,760	\$26,428
JARC - New Freedom: Sub-total					\$974,295	\$974,295	\$828,150	\$146,145	\$861,276	\$151,991
	SUB TOTAL FY2014				\$6,744,682	\$6,936,526	\$5,535,166	\$1,209,516	\$5,756,573	\$1,257,897

Highlighted cell(s) indicate the amended program item

ProjectID	ProjectName	ProjectDescription	Fund. Source	Fund. Code	Total Cost	Cost +4%/yr	Federal Share	Local Share	Fed. Share +4%/yr	Local Share +4%/yr
FISCAL YEAR 2015 (Please Note: FY 2015 is under a new Federal Transportation Authorization - Program names may differ from MAP-21)										
5307-2015-01	Preventive Maintenance***	Operations	FTA Sec 9	5307	\$3,445,345	\$3,726,486	\$2,756,276	\$689,069	\$2,981,188	\$745,297
5307-2015-02	Non Fixed Route ADA Paratransit Service***	Operations	FTA Sec 9	5307	\$340,287	\$368,054	\$272,229	\$68,057	\$294,443	\$73,611
5307-2015-03	Project Administration***	Administration	FTA Sec 9	5307	\$55,615	\$60,153	\$44,492	\$11,123	\$48,122	\$12,031
5307-2015-04	NLCOG Planning	Administration	FTA Sec 9	5307	\$37,500	\$40,560	\$30,000	\$7,500	\$32,448	\$8,112
5307-2015-05	Training/Travel	Administration	FTA Sec 9	5307	\$10,000	\$10,816	\$8,000	\$2,000	\$8,653	\$2,163
5339-2015-06	Bus – CNG (Technology) 40 ft	STP>200k Transfer	FTA Sec 9	5307	\$1,000,000	\$1,040,000	\$200,000	\$800,000	\$208,000	\$832,000
Capital Budget (5307): Sub-total					\$3,888,747	\$4,206,068	\$3,110,997	\$777,749	\$3,364,855	\$841,214
	Unkown									
New Bus / Facilities and Innovative Technology (5339): Sub-total					\$0	\$0	\$0	\$0	\$0	\$0
	Unkown									
Elderly Individuals & Individuals w/Disibilities (5310): Sub-total					\$0	\$0	\$0	\$0	\$0	\$0
	Unkown									
Rural Transportation Service Support (5311): Sub-total					\$0	\$0	\$0	\$0	\$0	\$0

	SUB TOTAL FY2015				\$3,888,747	\$4,206,068	\$3,110,997	\$777,749	\$3,364,855	\$841,214

*FY 2014 is the Base Year for 4% Inflation Factor
***Budget item calculated based upon previous 5 year average award

ProjectID	ProjectName	ProjectDescription	Fund. Source	Fund. Code	Total Cost	Cost +4%/yr	Federal Share	Local Share	Fed. Share +4%/yr	Local Share +4%/yr
FISCAL YEAR 2016										
5307-2015-01	Preventive Maintenance***	Operations	FTA Sec 9	5307	\$3,445,345	\$3,726,486	\$2,756,276	\$689,069	\$2,981,188	\$745,297
5307-2015-02	Non Fixed Route ADA Paratransit Service***	Operations	FTA Sec 9	5307	\$340,287	\$368,054	\$272,229	\$68,057	\$294,443	\$73,611
5307-2015-03	Project Administration***	Administration	FTA Sec 9	5307	\$55,615	\$60,153	\$44,492	\$11,123	\$48,122	\$12,031
5307-2015-04	NLCOG Planning	Administration	FTA Sec 9	5307	\$37,500	\$40,560	\$30,000	\$7,500	\$32,448	\$8,112
5307-2015-05	Training/Travel	Administration	FTA Sec 9	5307	\$10,000	\$10,816	\$8,000	\$2,000	\$8,653	\$2,163
Capital Budget (5307): Sub-total					\$3,888,747	\$4,206,068	\$3,110,997	\$777,749	\$3,364,855	\$841,214
	Unkown									
New Bus / Facilities and Innovative Technology (5339): Sub-total					\$0	\$0	\$0	\$0	\$0	\$0
	Unkown									
Elderly Individuals & Individuals w/Disabilities (5310): Sub-total					\$0	\$0	\$0	\$0	\$0	\$0
	Unkown									
Rural Transportation Service Support (5311): Sub-total					\$0	\$0	\$0	\$0	\$0	\$0
	SUB TOTAL FY2016				\$3,888,747	\$4,206,068	\$3,110,997	\$777,749	\$3,364,855	\$841,214

ProjectID	ProjectName	ProjectDescription	Fund. Source	Fund. Code	Total Cost	Cost +4%/yr	Federal Share	Local Share	Fed. Share +4%/yr	Local Share +4%/yr
FISCAL YEAR 2017										
5307-2015-01	Preventive Maintenance***	Operations	FTA Sec 9	5307	\$3,445,345	\$3,726,486	\$2,756,276	\$689,069	\$2,981,188	\$745,297
5307-2015-02	Non Fixed Route ADA Paratransit Service***	Operations	FTA Sec 9	5307	\$340,287	\$368,054	\$272,229	\$68,057	\$294,443	\$73,611
5307-2015-03	Project Administration***	Administration	FTA Sec 9	5307	\$55,615	\$60,153	\$44,492	\$11,123	\$48,122	\$12,031
5307-2015-04	NLCOG Planning	Administration	FTA Sec 9	5307	\$37,500	\$40,560	\$30,000	\$7,500	\$32,448	\$8,112
5307-2015-05	Training/Travel	Administration	FTA Sec 9	5307	\$10,000	\$10,816	\$8,000	\$2,000	\$8,653	\$2,163
5339-2015-06	Bus – CNG (Technology) 40 ft	STP>200k Transfer	FTA Sec 9	5307	\$1,000,000	\$1,040,000	\$200,000	\$800,000	\$208,000	\$832,000
Capital Budget (5307): Sub-total					\$3,888,747	\$4,206,068	\$3,110,997	\$777,749	\$3,364,855	\$841,214
	Unkown									
New Bus / Facilities and Innovative Technology (5339): Sub-total					\$0	\$0	\$0	\$0	\$0	\$0
	Unkown									
Elderly Individuals & Individuals w/Disabilities (5310): Sub-total					\$0	\$0	\$0	\$0	\$0	\$0
	Unkown									
Rural Transportation Service Support (5311): Sub-total					\$0	\$0	\$0	\$0	\$0	\$0
	SUB TOTAL FY2017				\$3,888,747	\$4,206,068	\$3,110,997	\$777,749	\$3,364,855	\$841,214

ProjectID	ProjectName	ProjectDescription	Fund. Source	Fund. Code	Total Cost	Cost +4%/yr	Federal Share	Local Share	Fed. Share +4%/yr	Local Share +4%/yr
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FISCAL YEAR 2018										
5307-2015-01	Preventive Maintenance***	Operations	FTA Sec 9	5307	\$3,445,345	\$3,726,486	\$2,756,276	\$689,069	\$2,981,188	\$745,297
5307-2015-02	Non Fixed Route ADA Paratransit Service***	Operations	FTA Sec 9	5307	\$340,287	\$368,054	\$272,229	\$68,057	\$294,443	\$73,611
5307-2015-03	Project Administration***	Administration	FTA Sec 9	5307	\$55,615	\$60,153	\$44,492	\$11,123	\$48,122	\$12,031
5307-2015-04	NLCOG Planning	Administration	FTA Sec 9	5307	\$37,500	\$40,560	\$30,000	\$7,500	\$32,448	\$8,112
5307-2015-05	Training/Travel	Administration	FTA Sec 9	5307	\$10,000	\$10,816	\$8,000	\$2,000	\$8,653	\$2,163
5339-2015-06	Bus – CNG (Technology) 40 ft	STP>200k Transfer	FTA Sec 9	5307	\$1,000,000	\$1,040,000	\$200,000	\$800,000	\$208,000	\$832,000
Capital Budget (5307): Sub-total					\$3,888,747	\$4,206,068	\$3,110,997	\$777,749	\$3,364,855	\$841,214
	Unkown									
New Bus / Facilities and Innovative Technology (5339): Sub-total					\$0	\$0	\$0	\$0	\$0	\$0
	Unkown									
Elderly Individuals & Individuals w/Disibilities (5310): Sub-total					\$0	\$0	\$0	\$0	\$0	\$0
	Unkown									
Rural Transportation Service Support (5311): Sub-total					\$0	\$0	\$0	\$0	\$0	\$0
	SUB TOTAL FY2018				\$3,888,747	\$4,206,068	\$3,110,997	\$777,749	\$3,364,855	\$841,214

FY 2012-2016 HIGHWAY PROJECTS PROGRAM

The highway projects are grouped according to their sources of federal funding. The state and local match are listed according to their required shares. The types of projects being funded over the next three fiscal years include road widening and reconstruction projects, new roadway construction projects, bridge replacement and new bridge projects, transportation enhancements and other projects.

PLANNING / ENVIRONMENTAL STUDY

ProjectID	ProjectName	ProjectDescription	FromLocation	ToLocation	Plan/Env. Cost	Federal Share	LocalShare	FundingSource	FY	Lead Agency	Remarks
Fiscal Year 2014											
Not Assigned	NLCOG Long Range Transportation Plan Update	Update 2009 LRTP	Caddo/Bossier Par.		\$500.00	\$400.00	\$100.00	STP>200k	2014	NLCOG	matched with \$500k in SPR
	Motorists Assistance Patrol	M.A.P.	District 04 Interstates		\$353.00	\$282.40	\$70.60	STP>200k	2014	NLCOG	MPO Contract Contribution
H.009213	LA 3132 Extension Stage 1 EA Study	NLCOG Stage 1 - EA	LA 3132 @ LA 523		\$750.00	\$600.00	\$150.00	STP>200k	2014	NLCOG	EA Supplemental Funding
5339-2014-02	SPORTRAN Transit Transfer	Automated Passanger Counters	Shreveport/Bossier		\$200.00	\$160.00	\$40.00	STP>200k	2014	NLCOG	Transit Transfer
			SUB TOTAL FY2014		\$1,803.00	\$1,442.40	\$360.60				
Fiscal Year 2015											
H.003251	I-20 (Hamilton Rd to Airline Dr)	Pavement Rehabilitation	Hamilton Rd	Airline Drive	\$1,250.00	\$1,075.00	\$175.00	NHPP	2015	LADOTD	\$500k @80/20 \$750k @ 90/10
	Motorists Assistance Patrol	M.A.P.	District 04 Interstates		\$353.00	\$282.40	\$70.60	STP>200k	2015	NLCOG	MPO Contract Contribution
			SUB TOTAL FY2015		\$353.00	\$282.40	\$70.60				
Fiscal Year 2016											
	Motorists Assistance Patrol	M.A.P.	District 04 Interstates		\$450.00	\$360.00	\$90.00	STP>200k	2016	NLCOG	MPO Contract Contribution
	Caddo/Bossier Parishes aerial photography	Aerial photography	Caddo/Bossier Parishes		\$500.00	\$400.00	\$100.00	STP>200k	2016	NLCOG	MPO Pictometry
			SUB TOTAL FY2016		\$950.00	\$760.00	\$190.00				
Fiscal Year 2017											
	Motorists Assistance Patrol	M.A.P.	District 04 Interstates		\$450.00	\$360.00	\$90.00	STP>200k	2017	NLCOG	MPO Contract Contribution
			SUB TOTAL FY2017		\$450.00	\$360.00	\$90.00				
Fiscal Year 2018											
	Motorists Assistance Patrol	M.A.P.	District 04 Interstates		\$450.00	\$360.00	\$90.00	STP>200k	2018	NLCOG	MPO Contract Contribution
	Caddo/Bossier Parishes aerial photography	Aerial photography	Caddo/Bossier Parishes		\$500.00	\$400.00	\$100.00	STP>200k	2018	NLCOG	MPO Pictometry
			SUB TOTAL FY2017		\$950.00	\$760.00	\$190.00				
Fiscal Year 2019											
	NLCOG Long Range Transportation Plan Update	Update 2009 LRTP	Caddo/Bossier Par.		\$500.00	\$400.00	\$100.00	STP>200k	2019	NLCOG	
	Motorists Assistance Patrol	M.A.P.	District 04 Interstates		\$450.00	\$360.00	\$90.00	STP>200k	2019	NLCOG	MPO Contract Contribution
			SUB TOTAL FY2017		\$950.00	\$760.00	\$190.00				
Fiscal Year 2020											
	Motorists Assistance Patrol	M.A.P.	District 04 Interstates		\$450.00	\$360.00	\$90.00	STP>200k	2020	NLCOG	MPO Contract Contribution
	Caddo/Bossier Parishes aerial photography	Aerial photography	Caddo/Bossier Parishes		\$500.00	\$400.00	\$100.00	STP>200k	2020	NLCOG	MPO Pictometry
			SUB TOTAL FY2017		\$950.00	\$760.00	\$190.00				

RIGHT OF WAY (R-O-W) PHASE

ProjectID	ROW ID	ProjectName	ProjectDescription	FromLocation	ToLocation	ROW Cost	Federal Share	LocalShare	FundingSource	ROW FY	SPONCORID	Remarks
Fiscal Year 2015												
H.009475		LA 538 Install Roundabout At Ravendale	Install Single Lane Roundabout	LA 538 @ Ravendale		\$38.00	\$34.20	\$3.80	HSIP	2015	LADOTD	
H.010743		LA 3: Left Turn Lande	Install Left Turn Lande	LA 3 @ Cnt. Sec. 044-02		\$50.00	\$45.00	\$5.00	HSIP	2015	LADOTD	
				SUB TOTAL FY2015		\$50.00	\$45.00	\$5.00				
Fiscal Year 2016												
H.007087	742-08-0006	Hamilton Road Phase I - Acquisition	Widening/Realignment	US 79-80 / E. Texas St.	LA 3 / Benton Rd	\$4,200.00	\$3,360.00	\$840.00	STP >200k	2016	Bossier City	
No R-O-W Projects												
				SUB TOTAL FY2016		\$0.00	\$0.00	\$0.00				
Fiscal Year 2017												
No R-O-W Projects												
				SUB TOTAL FY2017		\$0.00	\$0.00	\$0.00				
Fiscal Year 2018												
H.001166		Caddo Lake Bridge Replacement (LA 1)	Bridge Replacement	LA 1	Caddo Lake	\$1,000.00	\$800.00	\$200.00	STP FLEX	2018	LADOTD	
				SUB TOTAL FY2018		\$1,000.00	\$800.00	\$200.00				
	- Highlighted cells indicate STP>200k (MPO Attributed) funded projects											

ENGINEERING PHASE

ProjectID	EngineeringID	ProjectName	ProjectDescription	FromLocation	ToLocation	EngineeringCost	Federal Share	LocalShare	FundingSource	EngineeringFY	SPONCORID	Remarks
Fiscal Year 2015												
H.011319	H.011319.5	I-20 (Airline Dr to I-220)	Interstate Widening	Airline Dr	I-220	\$1,650.00	\$1,425.00	\$225.00	NHPP	2015	LADOTD	\$600k @80/20 \$1.05M @90/10
				SUB TOTAL FY2015		\$1,650.00	\$1,425.00	\$225.00				
Fiscal Year 2016												
H.011484	H.011484.5	US 80: Red River Br Texas St Rehab (HB)	Texas Street Bridge Rehab	Spring Street	Traffic Street	\$100.00	\$80.00	\$20.00	NHPP	FY 2016	LADOTD	
				SUB TOTAL FY2016		\$100.00	\$80.00	\$20.00				
Fiscal Year 2017												
H.001166	H.001166.5	LA 1 Caddo Lake Bridge	Bridge Replacment	LA 1	Caddo Lake	\$1,205.00	\$964.00	\$241.00	STP FLEX	FY 2017	LADOTD	
H.011448	H.011448.5	IDA Safety Rest Area	Safety Rest Area	I-49	Ida	\$2,000.00	\$1,800.00	\$200.00	NHPP	FY 2017	LADOTD	
				SUB TOTAL FY2017		\$3,205.00	\$2,764.00	\$441.00				
Fiscal Year 2018												
H.003251	H.003251.5	I-20 (Hamilton Rd to Airline Dr)	Pavement Rehabilitation	Hamilton Rd	Airline Drive	\$1,800.00	\$1,575.00	\$225.00	NHPP	FY 2018	LADOTD	\$450k @ 80/20 \$1.350m @ 90/10
H.000413	H.000413.5	US 71 Cross Bayou Bridge Replacement	Bridge Rehab	Cross Bayou Bridge	Ctrl Sectn 011-01	\$450.00	\$360.00	\$90.00	NHPP	FY 2018	LADOTD	STIP Line Item
				SUB TOTAL FY2018		\$450.00	\$360.00	\$90.00				

CONSTRUCTION PHASE (FY 2014)

LADOTD Project ID	Legacy ID	Project Name	Project Description	From Location	To Location	Const. Cost	Cost+10%	Federal Share	Local	Source 1	Source1 Share	Source 2	Source2 Share	Source 3	Source3 Share	FY	Remarks
		Fiscal Year 2014															
H.001166	045-01-0023	Caddo Lake Bridge Replacement (LA 1)	Bridge Replacement	LA 1	Caddo Lake	\$500.00	\$550.00	\$440.00	\$110.00	STP FLEX	\$440.00	LADOTD	\$110.00		\$0.00	2014	Utility Relocation
H.003244		District 04 Bridge Bearing Repairs	Bridge Bearing Repairs	District 04		\$873.00	\$960.30	\$768.24	\$192.06	HBP ON	\$768.24	LADOTD	\$192.06		\$0.00	2014	Illustrative purposes; w/ STIP line item
H.003251		I-20 Westerfield - Industrial Remove & Replace PCC	Remove & Replace PCC	Westerfield	Industrial (Bossier Par)	\$23,500.00	\$25,850.00	\$23,265.00	\$2,585.00	IM	\$23,265.00	LADOTD	\$2,585.00		\$0.00	2014	Illustrative purposes; w/ STIP line item
H.003495	455-03-0001	I-49 North - Segment K - Phase 1	Paving and Bridges	I-220	Dr MLK Jr	\$35,000.00	\$38,500.00	\$4,800.00	\$1,200.00	HPP	\$6,000.00	LADOTD	\$29,000.00		\$0.00	2014	Advance Construct STBonds portion
H.011111	455-03-0001	I-49 North - Segment K - Phase 2	Paving and Bridges	I-220	Dr MLK Jr	\$125,000.00	\$137,500.00	\$28,800.00	\$7,200.00	HPP	\$36,000.00	LADOTD	\$89,000.00		\$0.00	2014	Advance Construct STBonds portion
H.011105	455-03-0001	CUL-DE-SACS @ I-49N C-OF-A LINE	Road Closures w/cul-de-sac treatment	I-220	Dr MLK Jr	\$800.00	\$880.00	\$0.00	\$800.00	LADOTD	\$800.00		\$0.00		\$0.00	2014	Advance Construct STBonds portion
H.006043		Dogwood Trail Bridge Over Red Chute Bayou	Bridge Replacement	Red Chute Bayou Crossing		\$1,245.00	\$1,369.50	\$1,095.60	\$273.90	HBP OFF	\$1,095.60	LADOTD	\$273.90		\$0.00	2014	Illustrative purposes; w/ STIP line item
H.007896	808-01-0054	LA 3105 @ Shed Rd Turn Lane Improvements	Add 14' NB & SB Right Turn Lane	LA 3105 @ Shed Rd		\$40.00	\$44.00	\$39.60	\$4.40	HSIP	\$39.60	LADOTD	\$4.40		\$0.00	2014	Utility Relocation Phase
H.007896	808-01-0054	LA 3105 @ Shed Rd Turn Lane Improvements	Add 14' NB & SB Right Turn Lane	LA 3105 @ Shed Rd		\$550.00	\$605.00	\$544.50	\$60.50	HSIP	\$544.50	LADOTD	\$60.50		\$0.00	2014	LADOTD Safety Sect - Const Phase
H.009508		LA 2 Caney Cr Bridge to Webster P/L Overlay & Drain	Overlay Drainage & Pavement Striping	Caney Creek Bridge	Webster P/L	\$3,114.00	\$3,425.40	\$2,740.32	\$685.08	STP FLEX	\$2,740.32	LADOTD	\$685.08		\$0.00	2014	Illustrative purposes; w/ STIP line item
H.009693		US 71 J-Turn Intersection @ Robert E Lee	Install J-Turn Lane Intersection	US 71 @ Robert E Lee Dr		\$600.00	\$660.00	\$528.00	\$132.00	NHS	\$528.00	LADOTD	\$132.00		\$0.00	2014	Illustrative purposes; w/ STIP line item
H.010662		LA 511: Jimmie Davis Bridge Rehabilitation	Bridge Rehabilitation	Red River Crossing	LA 511	\$20,500.00	\$22,550.00	\$13,200.00	\$9,350.00	NHPP	\$13,200.00	LADOTD	\$3,300.00	LADOTD	\$6,050.00	2014	LA 511 Bridge Rehab. Project
H.001278	053-03-0053	Kings Hwy @ LA 1 - Intersection Realignment/Widen.	Intersection Realign. and Widen to 5 In. Sect.	LA 1 (Youree)	Kings	\$6,411.00	\$7,052.10	\$5,641.68	\$1,410.42	STP>200k	\$4,220.00	LADOTD	\$1,326.00	LADOTD	\$865.00	2013	LADOTD funded STP FLEX \$3302 Const Auth 8/29/2013 to be let 11/13/2014
H.009945		Koran-Doyline Rd Bridge Over Clarke Bayou	Bridge Replacement	Clarke Bayou Crossing		\$2,087.00	\$2,295.70	\$1,836.56	\$459.14	HBP OFF	\$1,836.56	LADOTD	\$459.14		\$0.00	2014	Illustrative purposes; w/ STIP line item
				SUB TOTAL FY2014		\$220,220.00	\$242,242.00	\$83,699.50	\$24,462.50		\$91,477.82		\$127,128.08		\$6,915.00		

CONSTRUCTION PHASE (CONTINUED – FY 2015)

LADOTD Project ID	Legacy ID	Project Name	Project Description	From Location	To Location	Const. Cost	Cost+10%	Federal Share	Local	Source 1	Source1 Share	Source 2	Source2 Share	Source 3	Source3 Share	FY	Remarks
		Fiscal Year 2015															
H.003244		District 04 Bridge Bearing Repairs	Bridge Bearing Repairs	District 04		\$2,450.00	\$2,695.00	\$2,156.00	\$269.50	NHPP	\$2,156.00	LADOTD	\$269.50		\$0.00	2015	
						\$1,670.00	\$1,837.00	\$1,469.60	\$367.40	STPFLEX	\$1,469.60	LADOTD	\$367.40		\$0.00	2015	
						\$4,120.00	\$4,532.00	\$3,625.60	\$636.90	NHPP	\$3,625.60	LADOTD	\$636.90		\$0.00	2015	
H.001795	108-01-0013	LA 612 RED CHUTE BRDG	Bridge Replacement	LA 612		\$4,300.00	\$4,730.00	\$3,784.00	\$946.00	STPFLEX	\$3,784.00	LADOTD	\$946.00		\$0.00	2015	
H.010202		I-20 Exit Lane Ext. (Exits 3 & 5)	Extended Exit Landes	Exit 3	Exit 5	\$900.00	\$990.00	\$891.00	\$99.00	HSIP	\$891.00	LADOTD	\$99.00		\$0.00	2015	STIP line item
H.009475		LA 538 Install Roundabout At Ravendale	Install Single Lane Roundabout	LA 538 @ Ravendale		\$1,050.00	\$1,155.00	\$1,039.50	\$115.50	HSIP	\$1,039.50	LADOTD	\$115.50		\$0.00	2015	
H.009575		I-20 Texas S/L To Monkhouse Dr	PCC Patching & Markings	Texas S/L	Monkhouse Dr	\$7,000.00	\$7,700.00	\$6,930.00	\$770.00	NHPP	\$6,930.00	LADOTD	\$770.00		\$0.00	2015	STIP Line Item
H.011267		I-20 & I-49 Pavement Marking replacement	Remove and Replace Pavement Markings			\$1,000.00	\$1,100.00	\$800.00	\$300.00	NHPP	\$800.00	LADOTD				2015	STIP Line Item
H.006472		COS Traffic Sig Backup	Traffice Signal Power Generator	System		\$216.00	\$237.60	\$0.00	\$216.00	SATRANS	\$216.00	LADOTD				2015	For Info Only
H.006475		COS Traffic Sig Backup	Traffice Signal Power Generator	System		\$158.00	\$173.80	\$0.00	\$158.00	SATRANS	\$158.00	LADOTD				2015	For Info Only
H.009438		Various Road Signage	Varisous Road Signage	System		\$113.00	\$124.30	\$0.00	\$113.00	SATRANS	\$113.00	LADOTD				2015	For Info Only
H.011105		CUL-DE-SACS @ I-49N C-OF-A LINE	Roadway Turnarounds at interstate c/a line	I-49	Segment K	\$605.00	\$665.50	\$0.00	\$6,055.00	STGEN	\$605.00	STGEN	\$0.00		\$0.00	2015	Originally par of Segment K project
H.010976		LA 157 SB Left Turn Lane	Left Turn Lane at LA 154	LA 157@ LA 154		\$350.00	\$385.00	\$308.00	\$77.00	STP FLEX	\$308.00	LADOTD	\$77.00		\$0.00	2015	STIP line item
H.010976		US 80 Jct Jefferson Paige Rd	Asphalt Overlay, Pavement Striping and Rela	Jefferson Paige Rd	Hearne	\$1,350.00	\$1,485.00	\$1,188.00	\$297.00	STP FLEX	\$1,188.00	LADOTD	\$297.00		\$0.00	2015	STIP line item
H.009576		I-49 Desoto P/L To LA 526 PCC Patching	PCC Patching & Markings	Desoto P/L	LA 526	\$900.00	\$990.00	\$891.00	\$99.00	IM	\$891.00	LADOTD	\$99.00		\$0.00	2015	
H.010307		LA 538 Overlay, Striping and Rehab	Asphalt Overlay, Pavement Striping and Rela	LA 1 north	LA 530	\$703.00	\$773.30	\$618.64	\$154.66	STP FLEX	\$618.64	LADOTD	\$154.66		\$0.00	2015	STIP line item
H.007085	742-08-0001	Shed Road Phase VII	Reconstruction & Widening	Benton Road	Airline Drive	\$8,007.00	\$8,807.70	\$7,617.34	\$1,523.47	STP>200k	\$7,617.34	STPFLEX	\$1,190.37		\$0.00	2015	
H.003854		Swan Lake Rd (I-220 to E-W Corridor)	Phase I - New Construction	I-220	E-W Corridor	\$9,806.04	\$10,786.64	\$8,629.32	\$2,157.33	STP>200k	\$8,629.32	BPPJ	\$2,157.33		\$0.00	2015	Name and cost estimates have been updated
				SUB TOTAL FY2015		\$13,445.00	\$14,789.50	\$11,775.14	\$8,355.16		\$12,867.14		\$1,513.16		\$0.00		

CONSTRUCTION PHASE (CONTINUED – FY -2016)

LADOTD Project ID	Legacy ID	Project Name	Project Description	From Location	To Location	Const. Cost	Cost+10%	Federal Share	Local	Source 1	Source1 Share	Source 2	Source2 Share	Source 3	Source3 Share	FY	Remarks
		Fiscal Year 2016															
H.001623		Creek Bridge & Irish Bayou Bridge	Bridge Replacement	Creek & Irish Bayou		\$900.00	\$990.00	\$792.00	\$198.00	HBP OFF	\$792.00	LADOTD	\$198.00		\$0.00	2016	STIP line item
H.010060		Blanchard Furrh Rad/Chotaw Bayou	Bridge Replacement	Chotaw Bayou		\$1,047.00	\$1,151.70	\$921.36	\$230.34	HBP OFF	\$921.36	LADOTD	\$230.34		\$0.00	2016	STIP line item
H.010250		LA 154 Roadway Drainage Impormvnets	Drainage and Asphalt Improvements	LA 154		\$225.00	\$247.50	\$198.00	\$49.50	STP FLEX	\$198.00	LADOTD	\$49.50		\$0.00	2016	
H.009576		I-49 Desoto P/L To LA 526 PCC Patching	PCC Patching & Markings	Desoto P/L	LA 526	\$900.00	\$990.00	\$891.00	\$99.00	IM	\$891.00	LADOTD	\$99.00		\$0.00	2016	Illustrative purposes; w/ STIP line item
H.011449		Greenwood Rest Area Renovations	Rest Area Renovations			\$4,000.00	\$4,400.00	\$3,960.00	\$440.00	NHPP	\$3,960.00	LADOTD	\$440.00			2016	STIP line item
H.010743		LA 3 Left Turn Lande	Intall Left Turn Lande ctrl section 044-02	LA 3		\$350.00	\$385.00	\$346.50	\$38.50	HSIP	\$346.50	LADOTD	\$38.50		\$0.00	2016	
				SUB TOTAL FY2016		\$5,475.00	\$6,022.50	\$5,395.50	\$627.00		\$5,395.50		\$627.00		\$0.00		

APPENDIX A

FEDERAL HIGHWAY / TRANSIT CORE FUNDING PROGRAMS

MAP-21 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): MAP-21 §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.z

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 suballocation 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 suballocated 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 suballocated 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

MAP-21 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): MAP-21 §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. MAP-21 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): MAP-21 §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 MAP-21, 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.

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 suballocated amounts) to the NHPP in an amount equal to 10% of the amount of the State's FY 2009 IM apportionment.

- Bridge conditions – MAP-21 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.

MAP-21 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;
- SAETEA-LU 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 5309 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.

Section 5316 Jobs Access and Reverse Commute Program

- Grants for Capital and Operating costs of services to improve access to jobs and provide reverse commute services;

- Designed to assist welfare recipients and low income individuals to get to work;
- New formula program instead of discretionary program: 1) Formula allocations based on number of low-income persons to designated recipients in areas over 200,000 population; 2) State may transfer funds to urbanized or non-urbanized area programs;
- Eligibility: States and UAZs must select recipients competitively; Projects must be included in a locally-developed human service transportation coordination plan beginning in FY 2007; 10 percent of funds may be used for planning, administration, and technical assistance;
- Non-DOT federal funds can be used as matching funds.

Section 5317 New Freedom Program

- New grant program for Capital and Operating Costs of Services and Facility Improvements in excess of those required by the Americans with Disabilities Act;
- Formula Program: 1) Formula allocations based on number of persons with disabilities to designated recipients in areas over 200,000 population; 2) state may transfer funds to urbanized or non-urbanized area programs; Eligibility: 1) State and UZA's must select recipients competitively; 2) Project must be included in a locally-developed human service transportation plan beginning in FY 2007; 3) 10 percent of funds may be used for planning, administration and technical assistance;
- Non-DOT federal funds can be used as matching funds;
- Labor protection only applied at discretion of the Secretary.

APPENDIX B

2015 TIP SPECIFIC PUBLIC INVOLVEMENT ACTIVITIES

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

Public Comment Period	<p>Northwest Louisiana Council of Governments 2015-2018 Caddo Bossier Metropolitan Area Transportation Improvement Program (TIP) Public Comment Period October 05, 2014 – November 4, 2014</p> <p>The Northwest Louisiana Council of Governments, the local Metropolitan Planning Organization (MPO), is submitting for Public Review and Comment the 2015-2018 Caddo Bossier Metropolitan Area 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 2015 through 2018.</p> <p>In order to meet the requirements of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), 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.</p> <p>NLCOG's Metropolitan Planning Organization Transportation Policy Committee is scheduled to adopt the TIP, pending public comment, at its next scheduled meeting on Thursday, September 20, 2012.</p> <p>All interested citizens are encouraged to access the Draft TIP at www.nlcog.org or by requesting a printed copy from the office of NLCOG at (318) 841-5950. Comments may be e-mailed to public_comments@nlcog.org or mailed to:</p> <p>NLCOG Attn: Kent Rogers – TIP Comment 625 Texas Street, Suite 200 Shreveport, Louisiana 71101</p> <p>All public written comments relative to this draft document should be <u>postmarked no later than November 4, 2014.</u></p>
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2015 TIP SPECIFIC PUBLIC COMMENTS RECEIVED AND ADDRESSED

TIP 2015 Draft Plan Comments and Feedback Received		
Commenter	Comment(s)	NLCOG Response(s)
Jason Dobbins	<ul style="list-style-type: none"> On page 48 of the PDF (or page 44 listed on the TIP), where it shows CONSTRUCTION PHASE (CONTINUED – FY -2018), columns LA DOTD Project ID, Legacy ID, and Project Name are missing. 	<ul style="list-style-type: none"> Staff has exported the pages to pdf and inserted the corrected pages.

