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# **Fiscal Year 2023 Unified Planning Work Program**

## **Northwest Louisiana METROPOLITAN PLANNING AREA**

*Bossier, Caddo, DeSoto, & Webster Parishes*

Prepared by:  
Northwest Louisiana Council of Governments, Inc.  
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Fiscal Year 2023

# Unified Planning Work Program

Prepared by the Northwest Louisiana Council of Governments for the Metropolitan Planning Area of Bossier, Caddo, DeSoto, and Webster Parishes in cooperation with:



**Federal Highway  
Administration**



**Federal Transit  
Administration**

Northwest Louisiana Council of Governments  
Metropolitan Planning Organization, Transportation Policy Committee  
Introduction for Public Comment: April 04, 2022  
Adoption: May 27, 2022  
Revision 01 Adoption: July 22, 2022

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Shawn Wilson, Secretary  
Louisiana Department of Transportation and Development  
1201 Capitol Access Road, Room 302-O  
Baton Rouge, Louisiana 70804-9245

Dear Secretary Wilson:

Enclosed please find a copy of the Fiscal Year 2023 Unified Planning Work Program for the Northwest Louisiana Metropolitan Planning Organization. The Unified Planning Work Program documents the federally funded planning activities being undertaken by the NLCOG to maintain and improve the overall efficiency of the region's transportation network including highway, transit, and non-traditional modes. The activities described in this document reflect one year of a multi-year program to develop and implement the strategies and achieve the objectives of a new Metropolitan Transportation Plan (MTP) for the recently revised planning area of Bossier, Caddo, DeSoto, and Webster Parishes.

Metropolitan transportation planning is the process of examining travel and transportation issues and needs in metropolitan areas. It includes a demographic analysis of the community in question, as well as an examination of travel patterns and trends. The planning process includes an analysis of alternatives to meet projected future demands, and for providing a safe and efficient transportation system that meets mobility while not creating adverse impacts to the environment.

The Bipartisan Infrastructure Investment and Job Acts, (IIJA or BIL) passed by Congress in 2021, defines the framework under which the agency will operate in the coming fiscal year. Priorities identified in the IIJA continued with those under the FAST Act which emphasized accountability in transportation investments in the form of performance measurement and target setting at the state and regional level. Above all, the planning process described in the UPWP is guided by a cooperative effort involving outreach to local governments, key stakeholders, our state and federal partners, and the public. These factors are well in-line with those already underway at the MPO.

The major planning priorities for the region are reflected in the Tasks described within the UPWP. A Major emphasis is being placed on the implementation of the newly adopted NLCOG 2045 Metropolitan Transportation Plan for the region. The MTP was updated and refined to include the parishes of Caddo, Bossier, DeSoto, and Webster. The goal of this task is to conduct planning and analyses that lead toward transportation systems with less congestion and delay, a higher state of good repair, greater accessibility to jobs and services, reductions in total vehicle miles travelled, fewer negative impacts on the environment, and increased motorist safety.

While fatality rates on the roadways are trending lower than in previous years any serious injury or fatality is unacceptable. Louisiana's Strategic Highway Safety Plan (SHSP) vision is Destination Zero Deaths and the goal is to reduce the number of fatalities by half by the year 2030. In order to regionally implement and sustain the SHSP, the Northwest Louisiana Transportation Safety Coalition is bridging gaps between

DOTD district personnel, local governments, local law enforcement, the community, local civic organizations, emergency services/hospitals, school boards, and other safety partners within the region. The safety collation looks for best practices in safety planning to be incorporated into all efforts. One major task is the development of parish wide Local Road Safety Plans to help identify and prioritize safety improvements on the local level.

Economic development priorities include ensuring functionality of the region's major roadway network and improving job and job training access via all modes. Highway projects under consideration for development that will have a major impact on economic development are the I-49 Inner City Connector and the I-69 Frontage Road Port Access Project from LA 1 at the Port of Caddo Bossier to LA 3276 at I-49. However, not all citizens have access to vehicles of their own or wish to use those vehicles for all travel. The overall goal of Task B-3 is to identify gaps in the connectivity of the transportation system and developing infrastructure and operational solutions that provide the public, especially the traditionally underserved populations, with adequate access to essential services. The objective is to assist transit providers in creating a regionally seamless transit system that connects potential workers to job opportunities that enhance overall accessibility and mobility for all residents.

The increasing severity of intense rainwater events and the frequency and intensity of local flooding, highlight the urgency of strengthening the transportation system, reducing impacts on the transportation system and moving toward a system that can function in the face of both periodic and chronic strain. The MPO working with the Climate Initiatives Task Force and the Louisiana Watershed Initiative will work towards limiting the impacts of Climate on the region's transportation system. Two efforts identified in Task B-4, the Northwest Louisiana Electric Vehicle Readiness Plan, and the assessment of the regional transportation system guided by FHWA's Vulnerability Assessment and Adaption Framework Manual.

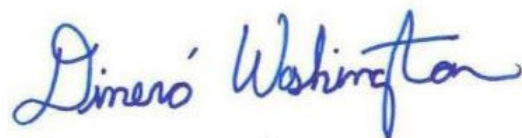
Underlying all planning efforts is a dedicated commitment to equity. Seeking meaningful public involvement is important for sharing the concerns of the community. NLCOG is committed to actively involving the public in identifying and addressing quality of life issues. NLCOG will strive to proactively inform and involve the public and improve public involvement through creative and interactive approaches.

Should the Department have any questions or concerns regarding this UPWP or require additional information, please do not hesitate to contact Mr. J. Kent Rogers, Executive Director of NLCOG at (318) 673-5950.

Sincerely,

A handwritten signature in blue ink, appearing to read "D. J. Johnson".

Chair  
Northwest Louisiana Council of Governments  
Board of Directors

A handwritten signature in blue ink, appearing to read "Dimerio Washington".

Chair  
Metropolitan Planning Organization  
Transportation Policy Committee

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RESOLUTION ADOPTED BY THE  
NORTHWEST LOUISIANA COUNCIL OF GOVERNMENTS  
Metropolitan Planning Organization Transportation Policy Committee

At a meeting of the Northwest Louisiana Council of Governments (NLCOG) Metropolitan Planning Organization Transportation Policy Committee held on May 27, 2022 pursuant to due notice, a quorum being present, the following resolution was duly adopted:

WHEREAS, The NLCOG 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 NLCOG has determined that the *UNIFIED PLANNING WORK PROGRAM for the CADDO BOSSIER METROPOLITAN PLANNING AREA, FISCAL YEAR 2023* was developed in accordance with the requirements of the Infrastructure Investment and Jobs Act (IIJA) and the Fixing America's Surface Transportation Act or "FAST Act"

BE IT RESOLVED, That the Northwest Louisiana Council of Governments Metropolitan Planning Organization Transportation Policy Committee does hereby approve and adopt the *UNIFIED PLANNING WORK PROGRAM for the NORTHWEST LOUISIANA METROPOLITAN PLANNING AREA, FISCAL YEAR 2023* and directs the staff of the Northwest Louisiana Council of Governments to submit said program to the appropriate federal state and local agencies and to comply with any minor revisions necessary to facilitate submission and adoption requirements including all resolutions, certifications and assurances.

CERTIFICATION

I, J. Kent Rogers, Secretary to the Council of Governments, 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 May 27, 2022.

Shreveport, Louisiana, this 27th day of May 2022

  
J. Kent Rogers, Secretary  
Northwest Louisiana Council of Governments

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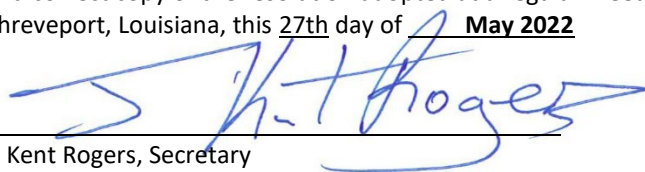
RESOLUTION ADOPTED BY THE  
NORTHWEST LOUISIANA COUNCIL OF GOVERNMENTS  
Metropolitan Planning Organization Transportation Policy Committee

At a meeting of the Northwest Louisiana Council of Governments (NLCOG) Metropolitan Planning Organization Transportation Policy Committee held on May 27, 2022 pursuant to due notice, a quorum being present, the following resolution was duly adopted:

BE IT RESOLVED that J. Kent Rogers, Executive Director of the Northwest Louisiana Council of Governments be authorized to execute all contracts and agreements pursuant to completion of those programs and projects for completion of the Fiscal Year 2023 Unified Planning Work Program and Budget as adopted.

CERTIFICATION

I, J. Kent Rogers, Secretary to the Council of Governments, 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 May 27, 2022.  
Shreveport, Louisiana, this 27th day of May 2022

  
J. Kent Rogers, Secretary  
Northwest Louisiana Council of Governments

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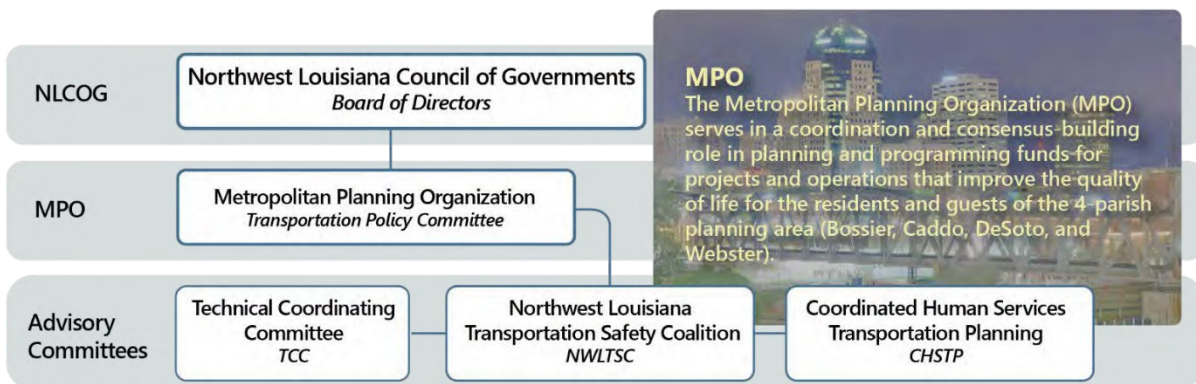
# NLCOG ORGANIZATION

## Northwest Louisiana Council of Governments, Inc

The Northwest Louisiana Council of Governments, Inc. (NLCOG) shall have the purpose and duty to make studies, maps, plans, recommendations, and reports concerning the physical, environmental, social, economic and governmental characteristics and other aspects which affect the development and welfare of the area.

## Board of Directors

The Board of Directors shall have general oversight of the operations of the Council of Governments and is authorized to make executive decisions concerning the day to day operations of the Council of Governments and serves as an advisory committee to the Executive Director.



## Metropolitan Planning Organization – Transportation Policy Committee

The Metropolitan Planning Organization Transportation Policy Committee serves as the Metropolitan Planning Organization (MPO) for the Shreveport Bossier City Transportation Management Area (TMA). The MPO Transportation Policy Committee shall act as the decision-making body for all Metropolitan Planning Organization matters.

## Technical Coordinating Committee

The Technical Coordinating Committee shall serve as an advisory committee of NLCOG and the MPO for all technical matters under consideration by the staff or as directed by the Board of Directors or its committees. The Technical Coordinating Committee shall serve as a steering committee for all transportation planning studies.

## Northwest Louisiana Transportation Safety Coalition

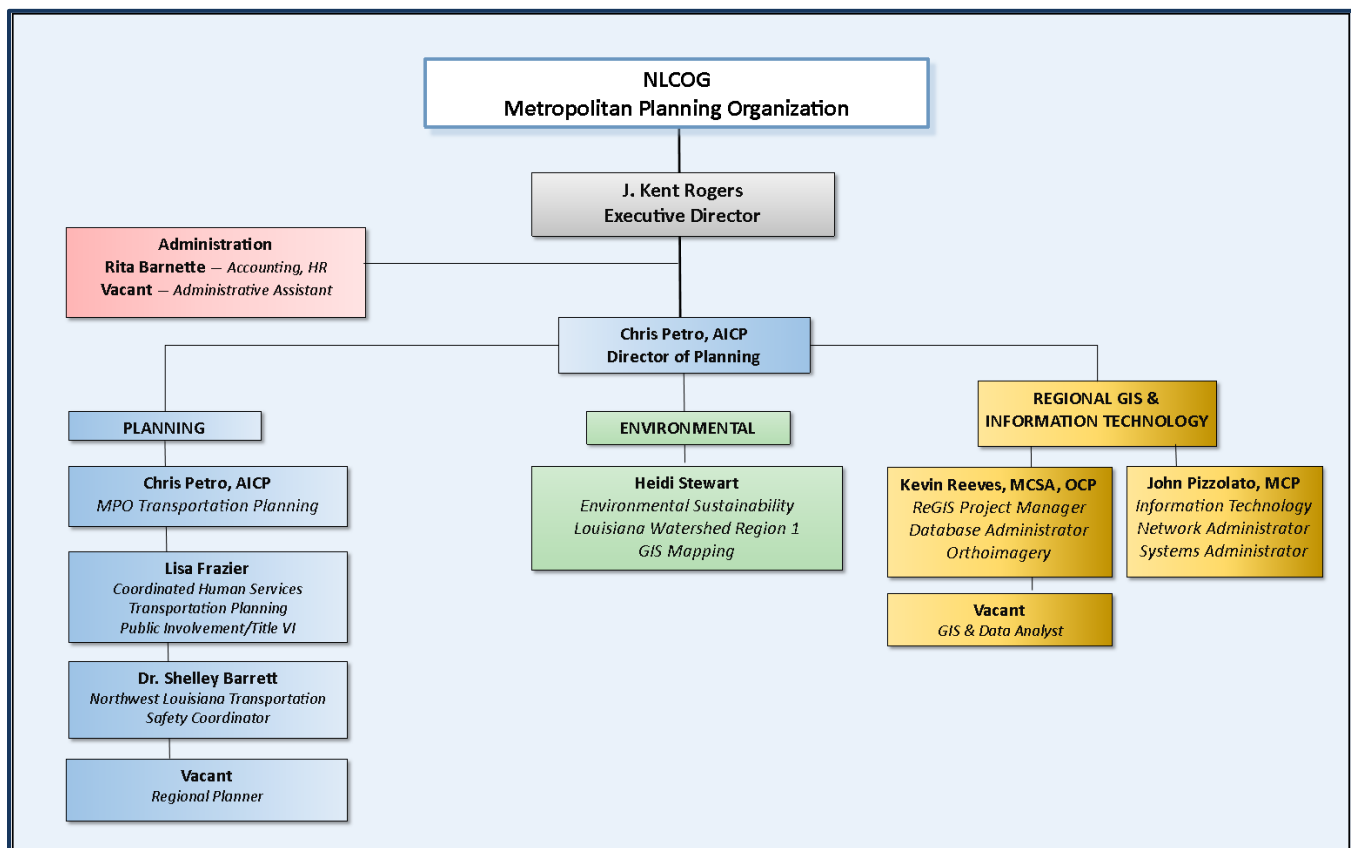
The NWLATSC is a multidisciplinary team formed to implement the Louisiana Strategic Highway Safety Plan (SHSP) at the regional level. The coalition works to collaborate efforts between local governments, law enforcement, public health organizations, education leaders, civic organizations, LADOTD, and other safety stakeholders on matters concerning transportation safety. There are over 230 partners and stakeholders representing close to 110 statewide and local agencies, municipalities, community groups, and safety-invested stakeholders.

## Coordinated Human Services Transportation Planning Committee

Coordinated Human Services Transportation Planning Committee (CHSTP) members include specialized and public transportation operators in Bienville, Bossier, Caddo, Claiborne, DeSoto, Lincoln, Natchitoches, Red River, Sabine, and Webster Parishes; and representatives of human service agencies specializing in employment, healthcare, and homeless advocacy.

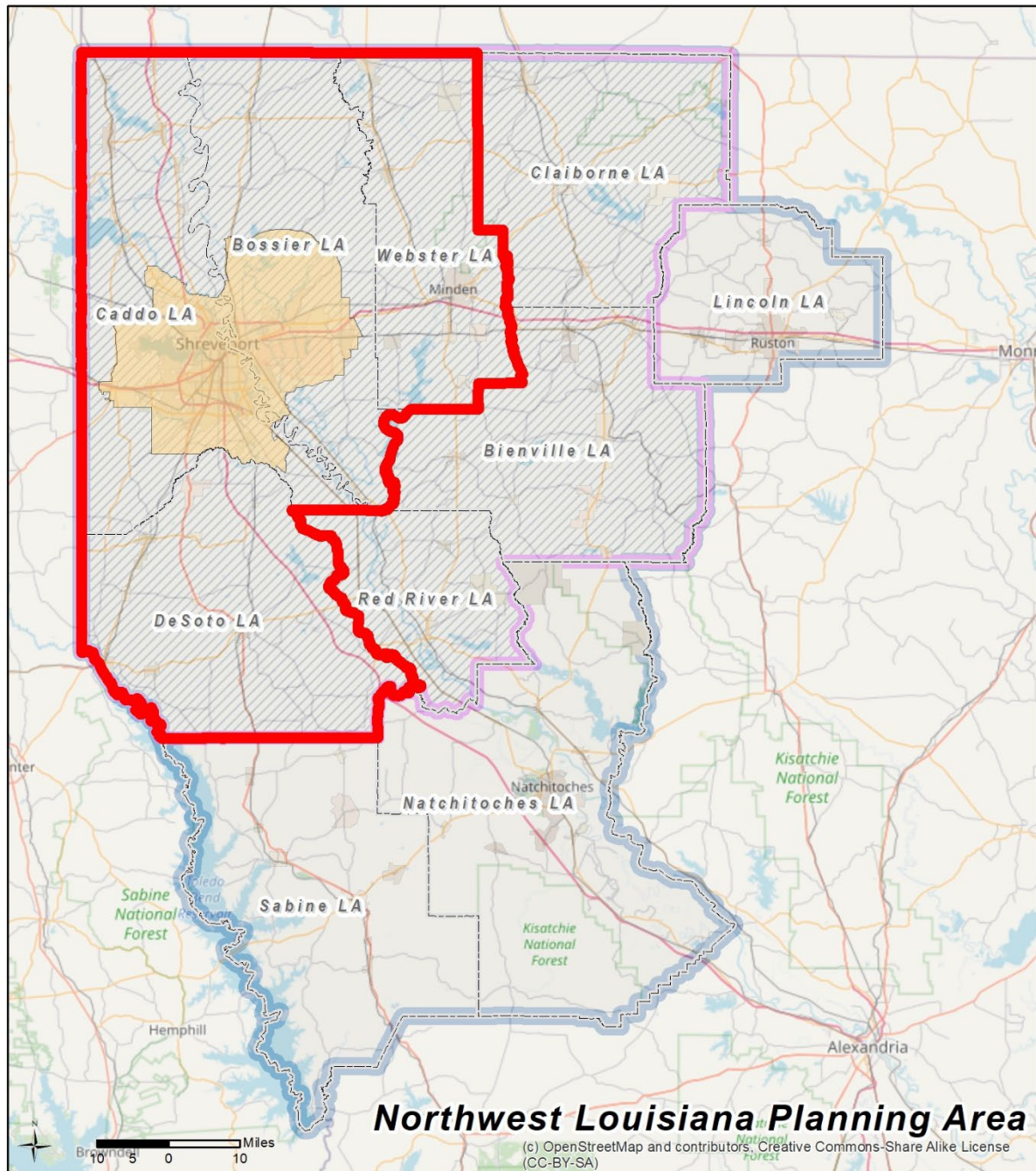
## NLCOG Staffing

J. Kent Rogers	Executive Director
Chris Petro	Director of Planning
Rita Barnette	Accountant
Dr. Shelly Barrett	Regional Safety Coordinator
Lisa Frazier	Public Relations Coordinator/Title VI Officer/CHSTP
John Pizzolato	Network & Systems Administrator
Kevin Reeves	GIS Project Manager
Heidi Stewart	Environmental Sustainability Planner/GIS Analyst
Vacant	Regional Planner
Vacant	GIS & Data Analyst
Vacant	Office Administrator





## Northwest Louisiana Planning Area



**MPO Planning Area & 2013 Metropolitan Statistical Area**  
Caddo, Bossier, DeSoto, Webster

**2010: 20-Year Growth Urbanized Area Boundary**  
Shreveport, Greenwood, Blanchard, Bossier City, Benton, Houghton

**Humans Services Transportation Plan Area & Louisiana Planning District 7**  
Caddo, Bossier, Webster, Claiborne, Lincoln, DeSoto, Red River, Bienville, Sabine, Natchitoches

**LaDOTD District 04, La State Police Troup G & Northwest Louisiana Regional Transportation Safety Coalition**  
Caddo, Bossier, Webster, Claiborne, DeSoto, Red River, Bienville

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# PLANNING PROSPECTUS / WORK PROGRAM SUMMARY


The Unified Planning Work Program documents the federally funded planning activities being undertaken by the NLCOG to maintain and improve the overall efficiency of the region's transportation network including highway, transit, and non-traditional modes. Transportation Planning requires understanding and addressing the complex relationship between mobility and the region's economy, community, and environment. This leads to an evolving transportation investment strategy to best serve the reasons economic vitality and broad quality of life goals. The Fixing America's Surface Transportation Act (FAST-Act) introduced national goals in seven areas: Safety, Infrastructure Condition, Congestion Reduction, System Reliability, Freight Movement and Economic Vitality, Environmental Sustainability, and Reduced Project Deliver Delays. From previous transportation legislation, the FAST-Act modifies and consolidates many previously established highway, transit, bicycle, and pedestrian programs and policies. Therefore, the FAST-Act fundamentally changes metropolitan and statewide transportation planning, establishing a performance-based planning framework that did not previously exist as an explicit requirement. This change requires state departments of transportation (DOTs) and MPOs to align transportation investments with national goals and performance targets. The Infrastructure Investment and Jobs Act (IIJA) reinforced this requirement. To achieve these goals, The United States Department of Transportation, in consultation with states, MPOs, transit agencies, and other stakeholders, has developed a series of performance measures for the following:

- Bridge and pavement performance and condition
- Roadway safety for motorized and non-motorized travelers
- Traffic congestion and air quality
- Freight movement
- Transit safety and transit asset management

The NLCOG in coordination with the Louisiana Department of Transportation and Development and our regional partners recently establish targets for these measures and will incorporate them into the all planning efforts and documents. A major portion of this effort was through an update to the Metropolitan Transportation Plan which will include the parishes of Bossier, Caddo, DeSoto, and Webster. The FY 2023 UPWP expands upon the tasks of previous UPWP's to move forward this performance-based planning process and implementing the regional Metropolitan Transportation Plan for the planning area of Bossier, Caddo, DeSoto, and Webster.

The major planning priorities for the region are reflected in the Tasks described within the UPWP. A Major emphasis is being placed on the implementation of the newly adopted NLCOG 2045 Metropolitan Transportation Plan for the region. The MTP was updated and refined to include the parishes of Caddo, Bossier, DeSoto, and Webster. The goal of this task is to conduct planning and analyses that lead toward transportation systems with less congestion and delay, a higher state of good repair, greater accessibility to jobs and services, reductions in total vehicle miles travelled, fewer negative impacts on the environment, and increased motorist safety.

While fatality rates on the roadways are trending lower than in previous years any serious injury or fatality is unacceptable. Louisiana's Strategic Highway Safety Plan (SHSP) vision is Destination Zero Deaths and the goal is to reduce the number of fatalities by half by the year 2030. In order to regionally implement and sustain the SHSP, the Northwest Louisiana Transportation Safety Coalition is bridging gaps between DOTD district personnel, local governments, local law enforcement, the community, local civic



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The increasing severity of intense rainwater events and the frequency and intensity of local flooding, highlight the urgency of strengthening the transportation system, reducing impacts on the transportation system and moving toward a system that can function in the face of both periodic and chronic strain. The MPO working with the Climate Initiatives Task Force and the Louisiana Watershed Initiative will work towards limiting the impacts of Climate on the region's transportation system. Two efforts identified in Task B-4, the Northwest Louisiana Electric Vehicle Readiness Plan, and the assessment of the regional transportation system guided by FHWA's Vulnerability Assessment and Adaption Framework Manual.

Underlying all planning efforts is a dedicated commitment to equity. Seeking meaningful public involvement is important for sharing the concerns of the community. NLCOG is committed to actively involving the public in identifying and addressing quality of life issues. NLCOG will strive to proactively inform and involve the public and improve public involvement through creative and interactive approaches.

## **Task A     Transportation Project Funding, Financing & Development**

Task A represents an effort to ensure adequate funding for the development and implementation of regional transportation projects and to assist in locating funding and financing mechanisms that may be appropriate for the development of projects within Northwest Louisiana. Efforts under this task will consist of the development and monitoring of the Transportation Improvement Program (TIP), the Annual Listing of Obligated Projects, and our Northwest Louisiana MEGA Projects Status Report. NLCOG will continue to work with our federal, state, and local delegations in order to identify and obtain funding for projects within the region.

## **Task B-1   Metropolitan Planning Programs**

A properly developed regional comprehensive plan, implemented, and sustained, will deliver a metropolitan area that is and can be developed in an orderly manner and is consistent with the public values and goals. The major emphasis of Task B-1 will be to begin implementation of the recently adopted NLCOG 2045 Metropolitan Transportation Plan which includes the newly revised Metropolitan Planning Aare of Bossier, Caddo, DeSoto, and Webster Parishes. The goal of this task is to conduct planning and analyses that lead toward transportation systems with less congestion and delay, a higher state of good repair, greater accessibility to jobs and services, reductions in total vehicle miles travelled, fewer negative impacts on the environment, and increased motorist safety. The four major sections for this task are, Metropolitan Transportation Plan, Travel Demand Modeling, Performance Measures, and Congestion Management.

## Task B-2 Project Development Stage 0 and Stage 1

The Louisiana Department of Transportation and Development has developed a new and streamlined project development and delivery process. The process starts by performing a feasibility study for a proposed project and ends by putting a completed project into service. Stage 0 and Stage 1 of this process involves the feasibility and environmental analysis of the project. The purpose of Task B-2 is to assist and/or develop Stage 0 Feasibility Studies and Stage 1 Planning and Environmental Studies for projects identified in the NLCOG 2045 Metropolitan Transportation Plan. Specific focus will be given to those projects identified through the Technical Committee's project evaluation process and those projects identified in the Vision Roadway Projects (Unfunded Needs) section of the MTP.

## Task B-3 Transit Planning and Coordination


Not all citizens have access to vehicles of their own or wish to use those vehicles for all travel. This is evident in the statistics that in 2015, passengers across the country took 10.59 billion trips on public transportation systems in the United States, and that since 1995, public transit ridership has grown at a faster rate than either population or highway usage. The overall goal of Task B-3 is to identify gaps in the connectivity of the transportation system and developing infrastructure and operational solutions that provide the public, especially the traditionally underserved populations, with adequate access to essential services. The objective is to assist transit providers in creating a regionally seamless transit system that connects potential workers to job opportunities that enhance overall accessibility and mobility for all residents. NLCOG, will continue to work in conjunction with SporTran to implement and evaluate the recommendations of the Northwest Louisiana Public Transportation Study to ensure that the region's existing transit system, including vehicles, transit stops facilities, and other transit related infrastructure is maintained in a state of good repair. NLCOG, through the Coordinated Human Services Transportation Planning (CHSTP) efforts, will continue seek to improve coordination of human services transportation in the region.

## Task B-4 Livability and Sustainable Communities

To promote livable and sustainable communities through a coordinated approach to transportation, transportation related infrastructure, and land use planning, and through improving mobility, accessibility, and safety for non-motorized travelers as well as addressing transportation infrastructure resilience. Livability in transportation is about using the quality, location, and type of transportation facilities and services available to help achieve broader community goals such as access to good jobs, affordable housing, quality schools, and safe streets. Sustainability is development that meets the needs of the present without compromising the ability of future generations to meet their own needs. Resilience is the ability to anticipate risk, limit impact, and bounce back rapidly through survival, adaptability, evolution, and growth in the face of turbulent change. To help address these three concepts NLCOG will develop a Bossier Parish Bicycle and Pedestrian Plan, and Electric Vehicle Readiness Plan, and assess the vulnerability of the region's transportation infrastructure and systems to extreme weather and climate effects.

## Task B-5 Freight and Intermodal Planning

The movement of freight plays an important role in economic growth. The Infrastructure Investment and Jobs Act (IIJA) strengthens the established policy to improve the condition and performance of the national freight network and achieve goals related to economic competitiveness and efficiency; congestion; productivity; safety, security, and resilience of freight movement; infrastructure condition; use of advanced technology; performance, innovation, competition, and accountability, while reducing environmental impacts. In addition, 23 U.S.C. 134 and 23 CFR 450.306 specifically identify the need to address freight movement as part of the metropolitan transportation planning process.



Through task B-5, NLCOG will be assessing the impact of truck traffic, rail freight, and other freight movement issues within and through the Northwest Louisiana region. In FY 2021 NLCOG initiated a freight movement study along Interstates 20, 220, and 49 and along LA 3132. NLCOG will expand upon this initial study to look at the freight movements along the arterial systems in the region. In addition, NLCOG will develop a Regional Freight Fact Sheet that summarizes freight assets and opportunities within the region and demonstrates these issues, including system constraints, visually using GIS mapping.

### Task C Geographic Information Systems Data Development and Maintenance


NLCOG and its member agencies entered into agreements for the development and maintenance of a Regional Geographic Information System. This system is housed by NLCOG and administered by its staff. This task is for the ongoing maintenance of this system and to promote regional compatibility in geographic information systems processes, procedures, and products among the NLCOG member agencies, state and federal sponsors, and local jurisdictions in northwest Louisiana. The ReGIS system incorporates best available data to support local parish and municipal transportation and land use planning, 911 emergency services, economic development, and environmental planning efforts in northwest Louisiana. Since the mid 1990's, NLCOG has facilitated the development of Geographic Information Systems and associated spatial data for our region. NLCOG has also facilitated the purchase of spatial data for Northwest Louisiana as a cost-sharing objective for local governments and other interested entities. Data acquisitions in the past have included high-resolution, color, orthophotography (orthos and obliques), Near Infrared Imagery, elevation data (LiDAR) and numerous derivative products created from orthos and/or LiDAR. Every few years, NLCOG coordinates with local public agencies and other entities to determine the need for spatial data. The project area and project deliverables are defined by NLCOG and its participants. This project includes a multiyear – multiflight project for the Metropolitan Planning Area of Bossier, Caddo, De Soto, and Webster Parishes. As the new 2020 Census data becomes available, staff will begin integration of new demographic data and population trends into all planning processes and will start to assess potential changes to the urbanized boundary and potential impacts on the geographic extent of the metropolitan planning area. Staff will coordinate the development and calibration of various demographic, land-use, employment, and transportation datasets, including 2020 Census data.

### Task E Public Involvement & Outreach

Seeking meaningful public involvement is important for sharing the concerns of the community. NLCOG is committed to actively involving the public in identifying and addressing quality of life issues. NLCOG will strive to proactively inform and involve the public and improve public involvement through creative and interactive approaches. In order to continue to fulfill its federal mandates, NLCOG has developed several specific and functional goals and objectives for the Public Involvement Policy. Task E will provide for continued updates to our website to make it more user friendly and up-to-date. These updates will include development of a series of web pages to provide community agencies and residents with information about the transportation planning process, environmental programs and the basics of GIS. Additional pages will include interactive mapping, and project specific pages such as I-49, I-69, LA 3132. A revised Public Involvement Plan developed at the end of Fiscal Year 2022 will be implemented within Fiscal Year 2023.

### Task F Management and Administrative Programs

Task F provides for inter-agency cooperation and coordination of the planning process and for the overall management of NLCOG and development of the staff in carrying out the work program. Included in this effort will be the coordination of the MPO Transportation Policy Committee and the Board of Directors along with coordination with DOTD, FHWA, FTA, EPA, and other governmental agencies. This task



encompasses activities directed toward administering the day-to-day administrative, contract management, and financial planning that ensure that the MPO functions of the NLCOG staff and the council itself conform to internal policy, as well as the policies and legal requirements the state of Louisiana, of the United States Department of Transportation, other federal regulatory agencies, and the tenets and obligations promulgated in the FAST-Act. This task will also include the continued development and implementation of a strategic plan intended as a platform to provide NLCOG a five-year dynamic road map for achieving the highest quality in regional planning, program development, and the delivery of services for the benefit of member governments and their citizens. The strategic plan will provide the structure and guidance needed in the coming years, to enable NLCOG to continue effectively working with and for local governments to address the region's critical needs. This strategic planning effort is funded solely by unincumbered funds of the NLCOG.

#### Task G-1 Northwest Louisiana Regional Safety Coalition

Louisiana's Strategic Highway Safety Plan (SHSP) is a plan to reduce traffic fatalities and injuries on Louisiana's roadways through widespread collaboration and an integrated 4E approach: engineering, education, enforcement, and emergency services. The vision of the SHSP is Destination Zero Deaths and the goal is to reduce the number of fatalities by half by the year 2030. In order to regionally implement and sustain the SHSP, it is necessary to provide to continue with the efforts of the regional safety coalitions. The primary task of this sponsor/state agreement will be to implement and sustain the SHSP by bridging all gaps between DOTD district personnel, local governments, local law enforcement, the community, local civic organizations, emergency services/hospitals, school boards, and other safety partners within the region.

#### Task G-2 Northwest Louisiana Local Road Safety Plans


Parish wide Local Road Safety Plans for the Northwest Louisiana region are needed to help identify and prioritize safety improvements on local roads. These plans will coordinate with the MPO's Metropolitan Transportation Plan, the region's Regional Highway Safety Plan, and various local plans. The Local Road Safety Plans build on DOTD's and LRSP's parish profile by including multi-disciplinary stakeholder outreach and coordination, developing a system of data-driven project prioritization, identifying potential funding sources, and assisting the parishes with ongoing project application submittals.

#### Task J I-49 Inner City Connector Stage 1

With the completion of I-49 North from I-220 to the Arkansas Louisiana State line there exists an approximately 3.8 mile gap between the existing Interstate 49 (I-49)/Interstate 20 (I-20) interchange to the proposed I-49/Interstate-220 (I-220) interchange within the city of Shreveport in Caddo Parish, Louisiana. The purpose of Task B-5 is to complete the Stage 1 of the I-49 Inner City Connector and to obtain environmental clearance consistent with the requirements of the National Environmental Policy Act (NEPA) for a controlled access highway to bridge this gap. A Locally Preferred Alternative has been identified, several of the technical documents have been submitted to LaDOTD and FHWA, Within the first half of this fiscal year a Draft EIS will be submitted, and public hearing held. Following that a Final EIS submitted for a Record of Decision from FHWA.

#### Task W LWI Region 1 Regional Capacity Building

The Regional Capacity Building Grant Program (RCBG Program) provided regional watershed coordinators (coordinators) with resources to build administrative capacity in Provisional Watershed Regions. Program grantees are responsible for developing and implementing regional watershed plans and maintaining watershed project lists. Once constituted, regional watershed coalitions (coalitions) will also be responsible for developing watershed plans and aiding in the implementation of the projects, programs and policies contained therein.



Given the urgency of improving floodplain management practices and reducing flood risk statewide, it is critical that coordinators initiate the regional watershed planning process concurrently as coalitions are being constituted and watershed models are being finalized. Consequently, the Regional Watershed Planning Framework makes the distinction between preliminary watershed planning activities, those performed by coordinators in the near-term, and long-term watershed planning activities. Completion of the preliminary watershed planning activities and baseline assessment outlined within this guide will provide regional staff with an engagement tool for onboarding future coalition members and other stakeholders. Furthermore, these preliminary activities will produce many useful inputs for subsequent watershed planning efforts and policy setting, and the eventual adoption of Regional Watershed Plans.

# PLANNING FACTORS

The Infrastructure Investment and Jobs Act (IIJA) reemphasized the planning factors under previous legislation and the responsibility of the MPO in preparing and maintaining the long-range Metropolitan Transportation Plan, the Transportation Improvement Program and the Unified Planning Work Program. This work program represents a continuation of the strategic planning process begun in previous years. The focus continues to be on maintaining, improving, and utilizing the information resources in the day-to-day transportation decision-making process. The metropolitan transportation planning process shall be continuous, cooperative, and comprehensive, and provide for consideration and implementation of projects, strategies, and services that will address the following factors:

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 motorized and nonmotorized users;
3. increase the security of the transportation system for motorized and nonmotorized users;
4. increase the accessibility and mobility of people and for 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;
9. improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
10. enhance travel and tourism.



## Objective:

To discuss the planning programs priorities facing the metropolitan planning area and describe all metropolitan planning, transportation, and transportation related air quality planning activities in accordance with the requirements of the Infrastructure Investment and Jobs Act (IIJA), and the mission and goals of NLCOG.

	A	B-1	B-2	B-3	B-4	B-5	C	E	F	G-1	G-2	J	W
<b>Economic Vitality</b>	*	*	*	*	*	*	*	*	*	*	*	*	*
<b>Safety</b>	*	*	*	*	*	*	*			*	*	*	*
<b>Security</b>	*	*		*	*	*	*			*	*		*
<b>Accessibility and Mobility</b>	*	*	*	*	*	*	*	*		*	*	*	
<b>Environment</b>	*	*	*	*	*	*	*	*	*	*	*	*	*
<b>Modal Connectivity</b>	*	*	*	*	*	*	*	*		*	*	*	
<b>Efficiency</b>	*	*	*	*	*	*	*	*	*	*	*	*	
<b>Preservation</b>	*	*	*	*	*	*	*	*	*	*	*		*
<b>Resilience</b>	*	*	*	*	*	*	*	*	*	*	*	*	*
<b>Travel and Tourism</b>	*	*	*	*	*	*			*	*	*	*	*



# TASK A

## TRANSPORTATION PROJECT FUNDING, FINANCING & DEVELOPMENT

Activities under this task will document and guide identified projects through local, state, and federal processes from inception to completion.

### Goal:

To produce and maintain the Transportation Improvement Program (TIP), the Annual Listing of Federally Obligated Projects, and other documents to help move projects through the funding and financing stages.

### Objectives:

- Develop and maintain the Transportation Improvement Program as required for Fiscal Years 2023 - 2026 for the Northwest Louisiana Transportation Management Area.
- Develop and maintain the Annual Listing of Federally Obligated Projects.
- Work with our federal, state, and local delegation to ensure all possible funding measures are available to northwest Louisiana.
- Assist in the development of policy documents that are needed for alternative financing mechanisms.
- Maintain the Northwest Louisiana Mega Projects Status Report and Updates

### Previous Work:

- The TIP has been continually developed and administered at the required intervals consistent with the mandated elements and procedures prescribed by the federal transportation legislation effective at the time. The current TIP is for the years 2018 - 2022.
- The Annual Listing of Federally Obligated Projects for previous fiscal years.
- Northwest Louisiana Mega Projects status reports and updates.
- Report on projects within the region including those let within the past 12 months, those under construction, those to be let in the next 12 months, and synopsis of the MEGA Projects

### Methodologies:

#### Transportation Improvement Program

Maintaining the current Transportation Improvement Program for the Northwest Louisiana Transportation Management Area for Fiscal Years 2018 – 2022 through amendments and modifications as deemed necessary for project implementation. A new updated TIP for FY 23 – 26 will be adopted during this fiscal year. Staff will work in consultation with federal, state, and local agencies and governments to ensure the TIP is properly maintained. Should the TIP need to be amended, staff will ensure that these amendments are approved by the MPO Transportation Policy Committee and that they are conducted with the required outreach procedures through Task E and in coordination with the upkeep of project database and mapping within Task C.

Staff will ensure that the TIP includes all regionally significant transportation projects, that it is fiscally constrained, and that projects are progressing toward implementation. Projects will be developed and incorporated into the TIP as needed through a formalized amendment process. Projects in the TIP will be coordinated with the updated Metropolitan Transportation Plan (MTP) from Task B-1 in order to ensure they achieve the MTP's goals and performance measures.

Track the funding commitments of identified projects to ensure that progress is being made in securing funding and advancing local priorities toward implementation.

### Obligated Projects

Develop the annual list of projects obligated in the last fiscal year will be created to show funding commitments. These projects will also be mapped through Task C to demonstrate geographical parity and categorized by type to ensure a reasonable distribution of project types and modal emphasis areas.

### MEGA Projects and Project Status Reports

Quarterly updates to the Northwest Louisiana Mega Projects Status Report and periodic Project Status Reports on projects within the region including those let within the past 12 months, those under construction, those to be let in the next 12 months, and synopsis of the MEGA Projects

### Support and Development, Equipment, Software

Expenses associated with staff attendance or participation in training events, workshops, conferences, or other events and peer-to-peer exchanges that contribute to professional development and/or institutional knowledge about best practices in metropolitan planning. Staff may also purchase software, data, or equipment that is demonstrated as necessary to conduct the activities in this task.

### Products:

- Maintenance of the current Transportation Improvement Program (TIP) and applicable amendments and modifications.
- A New TIP for Fiscal Years 2023 - 2026
- The Annual Listing of Federally Obligated Projects for Fiscal Year 2022
- Quarterly updates on the Northwest Louisiana MEGA Projects Status Reports.
- Periodic Project Updates in Bossier, Caddo, DeSoto, and Webster Parishes

### Milestones:

	Q1			Q2			Q3			Q4		
	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
Current TIP (FY 18 – 22) Maintenance												
New TIP (FY 23 - 26) Development & Maintenance												
Obligated Projects												
MEGA Projects												
Project Updates												

### Performance Benchmarks:

- Adoption of TIP Amendments and Modifications for implementation of the current TIP
- Adoption of a new TIP to coincide with the newly adopted MTP developed under task B-1
- A complete list of projects obligated during the fiscal year
- Northwest Louisiana Mega Projects Status Reports and Updates

## Funding:

Task A Transportation Project Funding, Financing & Development		
<b><i>Element Funding</i></b>		
Federal Highway PL (H.972422.1)	28,000.00	73.68%
Federal Transit (5303)	0.00	0.00%
Federal Transit (5311)	0.00	0.00%
Federal Transit (5310)	0.00	0.00%
FHWA Regional Safety Coalition	0.00	0.00%
STATE/STP FUNDS	0.00	0.00%
General Local Funds	10,000.00	26.32%
Other Local (GIS)	0.00	0.00%
Other Local (Watershed)	0.00	0.00%
<b>Element Total</b>	<b>38,000.00</b>	<b>100.00%</b>

## Staffing:

Executive Director ([Task Lead](#))

MPO Deputy Director

Public Involvement Coordinator/Title VI Officer

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# TASK B-1

## METROPOLITAN PLANNING PROGRAMS

A properly developed regional comprehensive plan, implemented, and sustained, will deliver a metropolitan area that is and can be developed in an orderly manner and is consistent with the public values and goals. The major emphasis of Task B-1 will be to begin implementation of the recently adopted NLCOG 2045 Metropolitan Transportation Plan which includes the newly revised Metropolitan Planning Area of Bossier, Caddo, DeSoto, and Webster Parishes.

### Goal:

The goal of this task is to conduct planning and analyses that lead toward transportation systems with less congestion and delay, a higher state of good repair, greater accessibility to jobs and services, reductions in total vehicle miles travelled, fewer negative impacts on the environment, and increased motorist safety.

### Objectives:

- To continue implementation of the NLCOG 2045 the Metropolitan Transportation Plan (MTP) for the parishes of Bossier, Caddo, DeSoto, and Webster.
- Meet the revised Federal requirements of the Infrastructure Investment and Jobs Act (IIJA) and the FAST-Act through the development and review of performance measures for use in the overall planning process and identification and prioritization of projects for implementation.
- Monitor the region's transportation systems in order to identify construction and transportation management projects and strategies that reduce congestion on the region's networks and improve roadway state of good repair.
- Continue to refine the Regional Transportation Plan so that it can support sustainable community goals and function as one element of regional comprehensive planning.
- Identify projects and incident management strategies that will increase safety on the region's roads and highways and reduce the occurrence of motorist injuries and fatalities.
- Continue to implement, update and revise the Management Systems including the Congestion Management Process, the Regional Intelligent Transportation Systems Plan, and the Traffic Incident Management Systems Plan for the area.


### Previous Work:

- Mobility 2040 Northwest Louisiana Long Range Transportation Plan
- Northwest Louisiana Long Range Transportation Plan 2035 Update
- NLCOG 2045 Metropolitan Transportation Plan
- Northwest Louisiana Incident Management Alternative Route Plan
- Northwest Louisiana Congestion Management Process and Plan
- Northwest Louisiana Regional ITS Plan and Architecture
- Northwest Louisiana Job Access – Extended Service Transportation Strategy Plan

### Methodologies:

#### Metropolitan Transportation Plan

Implementation of the newly adopted NLCOG 2045 Metropolitan Transportation Plan with revised coverage of Metropolitan Planning Area of Bossier, Caddo, DeSoto, and Webster Parishes.



The transportation includes both long-range and short-range strategies/actions that provide for the development of an integrated multimodal transportation system to facilitate the safe and efficient movement of people and goods in addressing current and future transportation demand.

### Travel Demand Modeling

Implementation of the revised Travel Demand Model which includes the Metropolitan Planning Area of Bossier, Caddo, DeSoto, and Webster Parishes.

Coordinate with local parish governments, transit providers, and LADOTD, in order to review and update highway and transit networks to accurately reflect planned future year improvements in the model.

Ensure that the latest, most accurate traffic, land use, socio-economic, and employment data inputs available are utilized in the model, through continual coordination with local governments, LADOTD, and coordinating these data sets with the regional GIS efforts of Task C.

### Performance Measures

To monitor the performance of the transportation system, and the effectiveness of programs and projects as they relate to the National Goals, a series of performance measures were established in the areas of safety (PM1), infrastructure condition (PM2), and system performance (PM3). These measures are outlined in 49 USC 625 and 23 CFR 490.

To account for the expanded Metropolitan Planning Area the MPO will review the performance measures performance targets adopted November of 2018 to account for all of Bossier, Caddo, DeSoto, and Webster Parishes.

The goal of this task is to conduct planning and analyses that lead toward transportation systems with less congestion and delay, a higher state of good repair, greater accessibility to jobs and services, reductions in total vehicle miles travelled, fewer negative impacts on air quality, and increased motorist safety. Performance measures will be analyzed thru use of big data accessed through, StreetLight, Regional Integrated Transportation Information System (RITIS) provided by LADOTD, our newly revised Travel Demand Modeling, and other data sources as needed.

### Congestion Management

NLCOG will continue to implement the recently adopted Congestion Management Process (CMP). The CMP evaluates strategies intended for mitigating existing and future congestion along prioritized “Severely Congested” sub-corridors. Emphasis is placed on strategies that relieve congestion without requiring new roadway capacity, Transportation Systems Management and Operations (TSMO) strategies, and safety in a cost-effective manner. Improvements are not only developed to improve performance along a corridor; they must benefit the entire network.

### Support and Development, Equipment, Software

Expenses associated with staff attendance or participation in training events, workshops, conferences, or other events and peer-to-peer exchanges that contribute to professional development and/or institutional knowledge about best practices in metropolitan planning. Staff may also purchase software, data, or equipment that is demonstrated as necessary to conduct the activities in this task.

## Products:

- The NLCOG 2045 Metropolitan Transportation Plan (MTP) that includes the revised planning area of Bossier, Caddo, DeSoto, and Webster Parishes.
- Calibrated Travel Demand Model (TDM) for use in project and plan evaluation.
- Updated Northwest Louisiana Transportation Performance Measures that include the revised planning area of Bossier, Caddo, DeSoto, and Webster Parishes
- Traffic Counts as needed in support of local planning efforts and the MTP and TDM
- Congestion Management documentation as described in the CMP and MTP

## Milestones:

	Q1			Q2			Q3			Q4		
	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
Implementation of the MTP												
Implementation of the revised TDM												
Performance Measures												
Traffic Counts												
Congestion Management												

## Performance Benchmarks:

- Implementation of the 2045 Metropolitan Transportation Plan
- Implementation of the revised travel demand model for the region
- Review of Transportation Performance measures for the region
- Traffic counts at selected locations in support of project developments

## Funding:

Task B-1 Metropolitan Planning Programs		
<b>Element Funding</b>		
Federal Highway PL (H.972422.1)	200,000.00	76.92%
Federal Transit (5303)	0.00	0.00%
Federal Transit (5311)	0.00	0.00%
Federal Transit (5310)	0.00	0.00%
FHWA Regional Safety Coalition	0.00	0.00%
STATE/STP FUNDS	0.00	0.00%
General Local Funds	60,000.00	23.08%
Other Local (GIS)	0.00	0.00%
Other Local (Watershed)	0.00	0.00%
<b>Element Total</b>	<b>260,000.00</b>	<b>100.00%</b>

## Staffing:

MPO Deputy Director ([Task Lead](#))

Executive Director

Environmental Sustainability Planner

Regional Planner





## TASK B-2

# PROJECT DEVELOPMENT

### STAGE 0 AND STAGE 1

The Louisiana Department of Transportation and Development has developed a new and streamlined project development and delivery process. This new process relies heavily on the principles of project management and defines seven stages in the project development process. The process starts by doing a feasibility study for a proposed project and ends by putting a completed project into service. Stage 0 and Stage 1 of this process involves the feasibility and environmental analysis of the project.

#### Goal:

To develop Stage 0 Feasibility Studies and Stage 1 Planning and Environmental Studies for projects identified in the Long Range Plan. Specific focus will be given to those projects identified and/or earmarked in local, state, or federal transportation legislation and those projects receiving Urban Area greater than 200k funding.

#### Objectives:

- Complete Stage 0 Feasibility Studies for earmark, greater than 200k, and selected projects within the NLCOG Metropolitan Transportation Plan.
- Complete Stage 1 Environmental Studies for earmark, greater than 200k, and selected projects within the NLCOG Metropolitan Transportation Plan.
- Assist local governments in moving projects forward through the project development process.

#### Previous Work:

- Stage 0 Feasibility Studies and Stage 1 Environmental Studies for projects identified through the Bossier Parish Congestion Relief Program
- Comprehensive Stage 0 Studies for the I-49 Inner City Connector Project and the LA 3132 (Inner Loop) Extension projects
- Stage 1 Environmental Impact Statements for the I-69 Corridor in Louisiana including SIU 15
- Revised Interchange Justification Report for I-220 @ I-20 for access to Barksdale Air Force Base and the Cyber Research Park

#### Methodologies:

##### Stage 0 and Stage 1 Analysis

GIS and TransCad analysis of project corridors for both Stage 0 and Stage 1 analysis. Stage 0 Feasibility Studies and Stage 1 Environmental Studies will be developed in accordance to the DOTD Project Development manual.

##### Traffic Analysis/Studies

Traffic analysis studies will be conducted in proximity to two school zones each of which entail multiple schools. In Caddo Parish a study will be conducted along Line Avenue and the area surrounding Edan Gardens/Middle Magnet. In Bossier Parish a study will be conducted along Benton Road and the area around Benton Intermediate/Middle Schools in Bossier Parish

## Controlled Access Facilities Lighting Phase 1 I-20 Corridor

The recently adopted Metropolitan Transportation Plan included a Controlled Access Facilities Lighting program with the intent to upgrade and/or install new lighting along our controlled access facilities (I-20, I-220, I-49, and LA 3132). NLCOG is currently working with LADOTD Lighting section for scoping and cost for this first phase which would be the I-20 Corridor.

### Products:

- Stage 0 studies for selected projects within the current MTP and TIP.
- Stage 1 environmental studies for selected projects within the current MTP and TIP.
- Traffic Studies for Edan Gardens/Middle Magnet schools in Shreveport and the Benton Intermediate/Middle schools in Bossier Parish
- Controlled Access Facilities Lighting Phase 1 I-20 Corridor

### Mile Stones:

	Q1			Q2			Q3			Q4		
	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
Stage 0 and Stage 1 Analysis												
Traffic Analysis Studies												
Controlled Access Facilities Lighting												

### Performance Benchmarks:

- Stage 0 and Stage 1 analysis and studies for selected projects within the TIP and Metropolitan Transportation Plan.
- Traffic Analysis Studies for Edan Gardens/Middle Magnet and the Benton Intermediate/Middle school campuses.
- Scoping and implementation for I-20 Controlled Access Facilities Lighting

### Funding:

Task B-2 Project Development Stage 0 and Stage 1		
<b>Element Funding</b>		
Federal Highway PL (H.972422.1)	20,000.00	57.14%
Federal Transit (5303)	0.00	0.00%
Federal Transit (5311)	0.00	0.00%
Federal Transit (5310)	0.00	0.00%
FHWA Regional Safety Coalition	0.00	0.00%
STATE/STP FUNDS	0.00	0.00%
General Local Funds	15,000.00	42.86%
Other Local (GIS)	0.00	0.00%
Other Local (Watershed)	0.00	0.00%
<b>Element Total</b>	<b>35,000.00</b>	<b>100.00%</b>

### Staffing:

Executive Director (Task Lead)

MPO Deputy Director

Environmental Sustainability Planner

Regional Planner

## TASK B-3

# TRANSIT PLANNING & COORDINATION

Part of the transportation planning process is to identify transportation connectivity gaps in access to essential services. Essential services include housing, employment, health care, schools/education, and recreation. This includes the identification of performance measures and analytical methods to measure the transportation system's connectivity to essential services and the use of this information to identify gaps in transportation system connectivity that preclude access of the public, including traditionally underserved populations, to essential services.

### Goal:

To assist transit providers in creating a regionally seamless transit system that connects potential workers to job opportunities that enhance overall accessibility and mobility for all residents. System connectivity and access to transportation services is the main goal of our Transit Planning and Human Services Transportation Planning processes.

### Objectives:

- Implementation and coordination as outlined in the MPO- SporTran MOU including planning assistance, grant and plan development, annual FTA certifications and assurances, coordinated human services transportation planning.
- A public transportation system that serves as an economic engine and source of individual opportunity by efficiently connecting residents to jobs, education, healthcare, and other essential services
- Develop strategies for improving public transportation opportunities for disadvantaged populations, i.e., elderly, disabled, or low-income individuals, as identified in the Coordinated Public Transportation-Human Services plan.
- Continue to improve coordination of human services transportation in the region, and the on-going process for continual coordination and improvement.

### Previous Work:

- Northwest Louisiana Public Transportation Study
- Regional Job Access – Extended Service Transportation Strategic Plan for the Shreveport – Bossier City region.
- Coordinated Human Services Transportation Plan For Northwest Louisiana
- Extensive employment and education analysis using GIS as part of the Regional Job Access.
- Assistance to the Louisiana Department of Economic Development in the location of businesses to northwest Louisiana through GIS data.
- Initial development of a web based mapping application for connecting those in need of human services to those providing human services.
-

## Methodologies:

### Coordinated Human Services Transportation Planning

Continually coordinate with the region's transit properties as needed, including a quarterly meeting with the Coordinated Human Services Transportation Planning (CHSTP) advisory committee, which will assist in establishing regional public transportation needs, inter-agency coordination, priorities, the annual distribution of FTA funds, and the development of the TIP's transit element.

To work with the regions human service transportation providers, non-profits, those providing human services, and those in need of human services to ensure accessibility to transportation. Develop and distribute region-wide ridership (customer satisfaction) survey for use within the 10-parish region. Develop and distribute Rural Public Transportation Need Analysis and Demographic Summaries for each parish within the 10-parish region using GIS/Census data

To work with transit providers to create a policy of regularly collecting measures of transit system performance in order to determine the effects of improvements to the transportation system network. Such measures may include general readership, disabled and elderly ridership, bicycle transfers ridership, headway performance, and travel times, among others. Effects of major transit improvements on the regional air quality may also be estimated through use of transportation demand models.

### Transit Asset Management

A Transit Asset Management Plan (TAMP) is a business model that uses the condition of assets to guide the optimal prioritization of funding at transit agencies in order to keep transit systems in a State of Good Repair (SGR). Staff will work with local transit agencies to ensure that, through a strategic distribution of federal funds and by monitoring maintenance of transit assets, the region's public transportation vehicle and associated facilities are maintained in a state of good repair. The Transit element of the TIP will be monitored for adherence to strategies that will assist the region in achieving regional Transit Asset Management performance targets.

### Support and Development, Equipment, Software

Expenses associated with staff attendance or participation in training events, workshops, conferences, or other events and peer-to-peer exchanges that contribute to professional development and/or institutional knowledge about best practices in metropolitan planning. Staff may also purchase software, data, or equipment that is demonstrated as necessary to conduct the activities in this task.

## Products:

- Title VI mapping and data products
- Up-to-date transit element of the TIP
- Update to the Coordinated Human Services Transportation Plan for Northwest Louisiana
- Development and maintenance of A GIS web mapping application to link those in need of human services, those providing human services, and transportation providers throughout the region.

## Milestones:

	Q1			Q2			Q3			Q4		
	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
Qtly Coalition Meetings												
TIP Transit Elements												
Title VI Statistics												
Community Outreach												
Stakeholder Outreach												
CHSTP Update												
GIS Need Analysis												

## Performance Benchmarks:

- Quarterly Human Service coordination meetings
- Title VI data for existing and proposed routes
- Annual FTA certifications and assurances
- Adoption of Transportation Improvement Program for the Northwest Louisiana Metropolitan Planning Area including Bossier, Caddo, DeSoto, and Webster Parishes
- Adoption of the Update to the Coordinated Human Services Transportation Plan for Northwest Louisiana

## Funding:

Task B-3 Transit Planning and Coordination		
<b>Element Funding</b>		
Federal Highway PL (H.972422.1)	0.00	0.00%
Federal Transit (5303)	96,851.00	69.25%
Federal Transit (5311)	10,000.00	7.15%
Federal Transit (5310)	5,000.00	3.58%
FHWA Regional Safety Coalition	0.00	0.00%
STATE/STP FUNDS	0.00	0.00%
General Local Funds	28,000.00	20.02%
Other Local (GIS)	0.00	0.00%
Other Local (Watershed)	0.00	0.00%
<b>Element Total</b>	<b>139,851.00</b>	<b>100.00%</b>

## Staffing:

Public Involvement Coordinator/Title VI Officer ([Task Lead](#))

Executive Director

MPO Deputy Director

Environmental Sustainability Planner

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## TASK B-4

# LIVABILITY, SUSTAINABILITY & RESILIENCY

To promote livable and sustainable communities through a coordinated approach to transportation, transportation related infrastructure, and land use planning, and through improving mobility, accessibility, and safety for non-motorized travelers as well as addressing transportation infrastructure resilience.

### Goal:

Livability in transportation is about using the quality, location, and type of transportation facilities and services available to help achieve broader community goals such as access to good jobs, affordable housing, quality schools, and safe streets. Sustainability is development that meets the needs of the present without compromising the ability of future generations to meet their own needs. Resilience is the ability to anticipate risk, limit impact, and bounce back rapidly through survival, adaptability, evolution, and growth in the face of turbulent change. To help address these three concepts NLCOG will develop a Bossier Parish Bicycle and Pedestrian Plan, and Electric Vehicle Readiness Plan, and assess the vulnerability of the region's transportation infrastructure and systems to extreme weather and climate effects. Such efforts will contribute toward the creation of sustainable, place-based communities in which our residents can live and work.

### Objectives:

- Integrated approach to land use and transportation plans that promote smart growth and associated sustainable transportation infrastructure.
- Increase the number of opportunities for pedestrian, bicycle, and transit travel throughout the region.
- Direct regional policy and funding that encourages, supports, and implements projects that promote fully integrated "Complete Streets" with streetscapes and roadways that are safe and welcoming for pedestrians, cyclists, transit riders, and vehicular traffic.
- Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation
- Promotion and implementation of policies that reduce the regional transportation system's contribution of greenhouse gas emissions and other major pollutants.
- Transportation and transportation infrastructure that is adapted to the anticipated regional effects of global climate change and land subsidence
- Coordination with local government to ensure responsible and informed land use and transportation planning linkages promoting the use and/or development of best available data

### Previous Work:

- Bicycle and Pedestrian element of Mobility 2040
- Development of the Caddo Parish Bicycle Plan
- Annual support local government for transportation enhancement projects submissions and ongoing project coordination

## Methodologies:

### Land Use and Local Planning Coordination

Coordinate with local parishes and municipalities in order to promote policy objectives related to comprehensive smart growth planning for the region. At a corridor level, this coordination will be used to ensure that transportation projects are complementary to and in support of local land use planning efforts.

### Safe Routes and Transportation Enhancement Programs

Continue to implement projects that improve overall conditions for non-motorized travelers on existing thoroughfares. Encourage bicycle and pedestrian friendly design, striping, traffic control devices, shoulder upgrades, signage, bicycle friendly drainage grates, and other non-motorized traveler amenities.

### Bossier Parish Bicycle and Pedestrian Plan.

The Bossier Parish Bicycle and Pedestrian Master Plan will review and establish policies for the Bossier Parish Police Jury which encourage a complete and multi-modal transportation system for the parish. The Plan will be guided by the vision to enable people to regularly walk and bike safely and comfortably along and across Bossier Parish roads as both a means of transportation to access schools, jobs, social services, shopping, and transit and for health and recreation.

### Electric Vehicle Readiness Plan

To provide a resource for Northwest Louisiana, in coordination with state-level planning efforts, to address the needs for electric vehicle infrastructure as part of a broader sustainable transportation strategy by leveraging the collaboration of local public and private organizations.

### Infrastructure Resilience

Beginning with the FAST Act improving the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation was included as a planning factor. Extreme weather events such as flooding, severe heat, and intense storms threaten the long-term investments that Federal, State, and local governments have made in transportation infrastructure. Transportation systems are already experiencing costly climate related impacts, leading to disruption and damaged roads, bridges, rail systems, and other transportation infrastructure. In an effort to address infrastructure resilience, NLCOG will use the Federal Highway Administration's (FHWA's) Vulnerability Assessment and Adaptation Framework manual to help assess the vulnerability of the region's transportation infrastructure and systems to extreme weather and climate effects.

## Products:

- Application for various project throughout the region for funding under the Safe Routes and Transportation Enhancement Programs.
- Development of the Bossier Parish Bicycle and Pedestrian Plan.
- Development of the Northwest Louisiana Electric Vehicle Readiness Plan.
- Northwest Louisiana's Transportation Infrastructure Vulnerability Assessment .



## Milestones:

	Q1			Q2			Q3			Q4		
	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
Coordination with local planning departments												
TAP Program Implementation												
Bossier Parish Bicycle & Pedestrian Plan												
NWLA Electric Vehicle Readiness Plan												
NWLA Transportation Infrastructure Vulnerability Assessment												

## Performance Benchmarks:

- Application for various project throughout the region for funding under the Safe Routes and Transportation Enhancement Programs.
- Development of the Bossier Parish Bicycle and Pedestrian Plan.
- Development of the Northwest Louisiana Electric Vehicle Readiness Plan.
- Northwest Louisiana's Transportation Infrastructure Vulnerability Assessment.

## Funding:

Task B-4 Livability, Sustainability, Resiliency		
<b>Element Funding</b>		
Federal Highway PL (H.972422.1)	70,000.00	79.55%
Federal Transit (5303)	0.00	0.00%
Federal Transit (5311)	0.00	0.00%
Federal Transit (5310)	0.00	0.00%
FHWA Regional Safety Coalition	0.00	0.00%
STATE/STP FUNDS	0.00	0.00%
General Local Funds	18,000.00	20.45%
Other Local (GIS)	0.00	0.00%
Other Local (Watershed)	0.00	0.00%
<b>Element Total</b>	<b>88,000.00</b>	<b>100.00%</b>

## Staffing:

Regional Safety Coordinator ([Task Lead](#))  
 Executive Director  
 MPO Deputy Director  
 Environmental Sustainability Planner

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# TASK B-5

## FREIGHT & INTERMODAL PLANNING

The movement of freight plays an important role in economic growth. The Infrastructure Investment and Jobs Act (IIJA) strengthens the established policy to improve the condition and performance of the national freight network and achieve goals related to economic competitiveness and efficiency; congestion; productivity; safety, security, and resilience of freight movement; infrastructure condition; use of advanced technology; performance, innovation, competition, and accountability, while reducing environmental impacts. In addition, 23 U.S.C. 134 and 23 CFR 450.306 specifically identify the need to address freight movement as part of the metropolitan transportation planning process.

### Goal:

To efficiently plan for the movement of freight that promotes safe and efficient interactions between freight and the rest of the region's transportation system with a focus on economic development, land uses, and environmental concerns.

### Objectives:

- Improved movement of freight transport into and through the metropolitan region
- Communication with modal stakeholders that fosters collaborative decision making regarding multi-modal planning and implementation efforts.

### Previous Work:

- Designation of National Highway Freight Network
- Performance Measures and Benchmarks for national freight network in Caddo and Bossier Parishes.
- In FY 2021 NLCOG initiated a freight movement study along Interstates 20, 220, and 49 and along LA 3132.

### Methodologies:

#### Regional Freight Network

Development of a Regional Freight Network Map including highways, rail, water ways, ports, pipelines, and associated facilities. Through use of the Regional GIS developed in Trans CAD transportation model in Task B-1 NLCOG will identify geographic "choke points" that impede the ingress and egress of rail and truck freight into and out of the region, and collaborate with local, state, national, private, and public entities toward identifying design or policy solutions.

#### Freight Movement Studies

NLCOG will expand upon initial corridor analysis studies of the Interstate System within the region to look at the freight movements along the arterial systems in the region.

## Regional Freight Fact Sheet

NLCOG will develop a Regional Freight Fact Sheet that summarizes freight assets and opportunities within the region and demonstrates these issues, including system constraints, visually using GIS mapping.

### Products:

- GIS Database of regional freight in Bossier, Caddo, DeSoto and Webster Parishes including highways, rail, water ways, ports, pipelines, and associated facilities.
- Freight Movement Studies along all arterial and above corridors through use of Streetlight data analysis.
- Regional Freight Fact Sheet that summarizes freight assets and opportunities within the region.

### Mile Stones:

	Q1			Q2			Q3			Q4		
	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
GIS Freight Network												
Freight Movement Studies												
Regional Freight Fact Sheet												

### Performance Benchmarks:

- Development of Regional Freight GIS Database
- Freight Movement Studies along arterial and above corridors.
- Regional Freight Fact Sheet

### Funding:

Task B-5 Freight and Intermodal Planning		
<b>Element Funding</b>		
Federal Highway PL (H.972422.1)	25,000.00	79.37%
Federal Transit (5303)	0.00	0.00%
Federal Transit (5311)	0.00	0.00%
Federal Transit (5310)	0.00	0.00%
FHWA Regional Safety Coalition	0.00	0.00%
STATE/STP FUNDS	0.00	0.00%
General Local Funds	6,500.00	20.63%
Other Local (GIS)	0.00	0.00%
Other Local (Watershed)	0.00	0.00%
<b>Element Total</b>	<b>31,500.00</b>	<b>100.00%</b>

### Staffing:

Executive Director ([Task Lead](#))

MPO Deputy Director

Regional Planner

# TASK C

## GIS DATA DEVELOPMENT & MAINTENANCE

NLCOG and its member agencies have entered into agreements for the development and maintenance of a Regional Geographic Information System. This system is housed by NLCOG and administered by its staff.

### Goal:

To promote regional compatibility in geographic information systems processes, procedures, and products among the NLCOG member agencies, state and federal sponsors, and local jurisdictions in Northwest Louisiana. This includes aiding in the development of or to provide high quality GIS products and resources for use in UPWP related corridor and systems planning as well as to support local parish and municipal transportation and land use planning, 911 emergency services, economic development and environmental planning efforts in Northwest Louisiana.

### Objectives:

- Supporting internal work efforts and the work of partner stakeholders through the collection, storage, organization, analysis, and distribution of land use and transportation planning data, mapping, and imagery.
- Coordination with local and state agencies resulting in a comprehensive, up-to-date database of transportation related data for use in identifying projects, informing existing, projects, and in the development of the TIP, MTP, and Congestion Management Plan.
- Promote regional compatibility and sharing in GIS processes, procedures, and products among the member agencies of NLCOG, state and federal sponsors, and local agencies in northwest Louisiana by housing, developing and distributing data.
- Ensure that outcomes of local and regional planning efforts are compatible with the regional GIS products to support improved integration of regional transportation planning with land use decision-making processes.
- Provide GIS/Imagery and database development support to local entities as needed for the development of coordinated GIS data products.
- Work with member agencies to increase data quality in terms of detail and accuracy improving existing data, while promoting the integration of planning data development across agencies and across data development initiatives.

### Previous Work:

- Implementation of the local ReGIS Intergovernmental agreement and coordination with local governments and agencies has developed into a regional GIS housing highly accurate imagery and vector data including transportation systems, topographical data, environmental inventories and economic databases for use in the UPWP program.
- The contracting of high-resolution imagery since 1995 including contract management of non-traditional partners in coordination of federal, state, regional and local raster data initiatives.
- Compiling and analyzing demographic and economic data from the U.S. Department of Commerce and the U.S. Census Bureau for the production of in-house database collections, map products

- and comparative trend analysis studies.
- Acquiring proprietary data from private vendors to ascertain social, economic, and transportation trends in the region, for integration into the travel demand model and for other demographic analyses.
- Begun ArcGIS Server implementation to better provide imagery and data products to both member agencies and the general public through web mapping applications.

**Methodologies:** Five basic task areas have been established to manage the ReGIS System:

#### ReGIS Administration

To continue maintaining and developing a regional geographic information. To assist in the management of regional GIS efforts and to coordinate the development of GIS systems of the member government's/agencies. To provide technical support for the development of GIS and database developments.

#### Basemap Maintenance

To continue to update and expand the project basemap based on new photography this includes building features, hydrology features, transportation features, etc. To review and update of quasi-political boundaries such as neighborhoods, school attendance zones, Delphi Planning zones, etc.

#### Regional Aerial Photography

The purpose of this task is to assist our member agencies in obtaining aerial photography for the area. This photography is vital to the maintenance of existing and development of new data sets for GIS. Since the mid 1990's, NLCOG has facilitated the development of Geographic Information Systems and associated spatial data for our region. NLCOG has also facilitated the purchase of spatial data for Northwest Louisiana as a cost-sharing objective for local governments and other interested entities. Data acquisitions in the past have included high-resolution, color, orthophotography (orthos and obliques), Near Infrared Imagery, elevation data (LiDAR) and numerous derivative products created from orthos and/or LiDAR. Every few years, NLCOG coordinates with local public agencies and other entities to determine the need for spatial data. the project area and project deliverables are defined by NLCOG and its participants.

This project includes a multiyear – multiflight project for the Metropolitan Planning Area of Bossier, Caddo, De Soto, and Webster Parishes. The MPO initially allocated \$2,000,000 towards the project. Current contracts for data include \$1,268,040 in COVID-200k funds and \$71,345.69 in local funds.

#### Application Development

Continue the development of custom user applications for access to GIS, Census and planning data. This includes user Interfaces, network development, and Census Data Inter/Intra net Application. In addition, NLCOG will work towards the development of a regional data-sharing network between public entities.

## Socio-Economic Variables / Census Demography / Urban Boundaries

To compile, organize, and analyze socio-economic and environmental data for the region in order to supplement planning efforts within the region and to provide useful demographic data to the public and local agencies. Staff will integrate the 2020 Census data as it becomes available and assess potential changes to the urban, urbanized, MSA, and other boundaries and potential impacts on the geographic extent of the metropolitan planning area.

## Information Technology and Systems Support

NLCOG will continue the upkeep of internal IT systems, including personal computers, network systems, software, security, and external backups for both emergency and non-emergency related recovery needs. This will include backing up systems on a regular basis including daily, weekly, and monthly as appropriate. Staff will ensure that IT equipment is adequate to agency needs. Staff will outline needs for upgrades to all systems and software to properly maintain compatibility and proper operations and update the Information Systems Disaster Recovery and Continuity Plan.

## Support and Development, Equipment, Software

Expenses associated with staff attendance or participation in training events, workshops, conferences, or other events and peer-to-peer exchanges that contribute to professional development and/or institutional knowledge about best practices in metropolitan planning. Staff may also purchase software, data, or equipment that is demonstrated as necessary to conduct the activities in this task.

## Products:

- A regional geographic information system incorporating best available data to support local parish and municipal transportation and land use planning, 911 emergency services, economic development and environmental planning efforts in northwest Louisiana. Special attention to creating web based applications for serving data to both member agencies and the general public.
- NLCOG coordinates with local public agencies and other entities to determine the need for spatial data. the project area and project deliverables are defined by NLCOG and its participants. This project includes a multiyear – multiflight project for the Metropolitan Planning Area of Bossier, Caddo, De Soto, and Webster Parishes.
- Compilation, analysis and mapping of social, economic, and environmental trends in the region, including forecasts of the transportation planning variables, with particular emphasis on the 2020 census data.
- A custom user applications for access to GIS, Census and planning data including both an intranet and internet mapping applications

## Mile Stones:

	Q1			Q2			Q3			Q4		
	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
ReGIS Administration												
Basemap Maintenance												
Aerial Photography												
Application Development												
Socio-Economic Data												
Census Demography												
Land Use Data												
Systems Administration												

## Performance Benchmarks:

- Continuously maintained GIS database
- Development of web accessible GIS data sets for both member agencies and public access
- Updated Aerial Photography for the four parish Metropolitan Planning Area
- Updated Information Systems Disaster Recovery and Continuity Plan.
- Development of web accessible image services for both member agencies and public access

## Funding:

Task C GIS Data Development and Maintenance		
<b>Element Funding</b>		
Federal Highway PL (H.972422.1)	120,000.00	12.18%
Federal Transit (5303)	0.00	0.00%
Federal Transit (5311)	0.00	0.00%
Federal Transit (5310)	0.00	0.00%
FHWA Regional Safety Coalition	0.00	0.00%
STBG COVID >200K	634,020.00	64.34%
General Local Funds	126,000.00	12.79%
Other Local (GIS & Reserve)	105,470.69	10.70%
Other Local (Watershed)	0.00	0.00%
<b>Element Total</b>	<b>985,490.69</b>	<b>100.00%</b>

## Northwest Louisiana Regional Aerial Photography Project

Since the mid 1990's, NLCOG has facilitated the development of Geographic Information Systems and associated spatial data for our region. NLCOG has also facilitated the purchase of spatial data for Northwest Louisiana as a cost-sharing objective for local governments and other interested entities. Data acquisitions in the past have included high-resolution, color, orthophotography (orthos and obliques), Near Infrared Imagery, elevation data (LiDAR) and numerous derivative products created from orthos and/or LiDAR. Every few years, NLCOG coordinates with local public agencies and other entities to determine the need for spatial data. the project area and project deliverables are defined by NLCOG and its participants.



Oblique imagery is imagery captured at an angle to provide a more natural perspective, making objects easier to recognize and interpret. Images are captured from north, south, east and west directions to provide a 360-degree view of every property and parcel. Each pixel is georeferenced resulting in intelligent images that are actionable. This means that you have the ability to interact with the image to measure and extract data. Orthogonal imagery provides a true top-down view and is rectified to align to a map grid. It easily integrates into your GIS data for a comprehensive understanding of buildings, areas, large land features, local topography and more. This project includes a multiyear – multiflight project for the Metropolitan Planning Area of Bossier, Caddo, De Soto, and Webster Parishes. The MPO in 2022 allocated \$2,000,000 over a 4 year period. Current contracts for data include \$1,268,040 in COVID>200k funds and \$71,345.69 in local funds. These local funds will be provided through NLCOG's reserve fund.

Project Funding			
	STP>200k	Local Match	Total
Original	\$1,600,000.00	\$400,000.00	\$2,000,000.00
Fiscal Year Budgeting	STP>200k	Local Match	Total
FY 2022	\$400,000.00	\$100,000.00	\$500,000.00
FY 2023	\$400,000.00	\$100,000.00	\$500,000.00
FY 2024	\$400,000.00	\$100,000.00	\$500,000.00
FY 2025	\$400,000.00	\$100,000.00	\$500,000.00
Total	\$1,600,000.00	\$400,000.00	\$2,000,000.00
	COVID>200k	Local	Total
Revised	\$1,268,040.00	\$142,691.38	\$1,410,731.38
Fiscal Year Budgeting	STP>200k	Local Match	Total
FY 2023	\$634,020.00	\$71,345.69	\$705,365.69
FY 2024	\$0.00	\$0.00	\$0.00
FY 2025	\$634,020.00	\$71,345.69	\$705,365.69
FY 2026	\$0.00	\$0.00	\$0.00
Total	\$1,268,040.00	\$142,691.38	\$1,410,731.38

### Staffing:

GIS Project Manager ([Task Lead](#))

Executive Director

MPO Deputy Director

Environmental Sustainability Planner

Regional Planner

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# TASK E

## PUBLIC INVOLVEMENT & OUTREACH

Seeking meaningful public involvement is important for sharing the concerns of the community. NLCOG is committed to actively involving the public in identifying and addressing quality of life issues. NLCOG will strive to proactively inform and involve the public and improve public involvement through creative and interactive approaches. In order to continue to fulfill its federal mandates, NLCOG has developed several specific and functional goals and objectives for the Public Involvement Policy.

### Goal:

The purpose and goal of this task is to develop an effective, aggressive Public Involvement / Community Outreach program to promote the involvement of citizen's groups, business organizations, minority groups, and the public at-large in the transportation policy and planning process.

### Objectives:

- Expand public involvement and community outreach efforts to a broader section of the region's population ensuring that all citizens have opportunity for input, comment, and information.
- Employ a breadth of communication tools to educate citizens as well as local government and elected officials about the agency's function, projects and programs.
- Solicit and encourage public participation in identifying and addressing quality of life issues including the Metropolitan Transportation Plan and the Transportation Improvement Programs, as well as the projects and programs of the UPWP.
- Proactively inform and involve the public, and increase public involvement through creative and interactive approaches.

### Previous Work:

- Development of a Public Involvement Plan and Process for use in NLCOG activities.
- Development of a Title VI Plan that addresses ADA requirements of a sub recipient, and procedures to consider and encourage DBE participation in federally-funded contracts
- Development of Planning 101 brochure and PowerPoint presentation for use at various public outreach meetings
- NLCOG Newsletters, NLCOG.ORG
- Establishment of various citizen committees for the development of projects and programs outlined in the UPWP.

### Methodologies:

Three basic task areas have been established to implement and further develop public outreach and inclusion in the planning process:

## Public Involvement and Citizen Participation

NLCOG introduced an updated Public Involvement Plan at the end of Fiscal Year 2022. Adoption of this revised PIP is anticipated in the first quarter of FY 2023.

NLCOG will continue to maintain and expand its database of stakeholders, including neighborhood groups, environmental organizations, the business community, non-profit organizations, etc.

NLCOG will continue to foster the citizen committees established for projects and programs of the UPWP and work to develop additional committees as needed.

## Environmental Justice & Title VI Review

In adherence with Certification Review NLCOG will continue to review Title VI programs and revise the Title VI Plan, plans and procedures as needed.

## Education and Outreach

NLCOG will publish transportation related publications on its website, such as the Metropolitan Transportation Plan, the Transportation Improvement Program, the Unified Planning Work Program, Comprehensive Plans, and other commissioned reports.

Participation at public meetings, forums, summits and other events. NLCOG will engage with environmental organizations, the business community, governmental agencies and citizen groups to educate the public about projects and programs.

NLCOG will continue to maintain and update the [www.nlcog.org](http://www.nlcog.org) web site.

## Support and Development, Equipment, Software

Expenses associated with staff attendance or participation in training events, workshops, conferences, or other events and peer-to-peer exchanges that contribute to professional development and/or institutional knowledge about best practices in metropolitan planning. Staff may also purchase software, data, or equipment that is demonstrated as necessary to conduct the activities in this task.

## Products:

- Adoption of updated Public Involvement Plan introduced at the end of Fiscal Year 2022
- Press Releases as needed for implementation of projects and programs of the UPWP
- Continued update to [www.NLCOG.org](http://www.NLCOG.org) website.
- Facebook page with various announcements and notices

## Milestones:

	Q1			Q2			Q3			Q4		
	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
Public Involvement Plan												
Stakeholder Database												
Title VI & EJ Activities												
Website Update & Maintenance												
Social Media Presence												

## Performance Benchmarks:

- Web publication of NLCOG planning documents and newsletters
- Updated Public Involvement Process Plan
- Technical Advisory and Project Development committee meetings

## Funding:

Task E Public Involvement & Outreach		
<b>Element Funding</b>		
Federal Highway PL (H.972422.1)	80,000.00	72.73%
Federal Transit (5303)	0.00	0.00%
Federal Transit (5311)	0.00	0.00%
Federal Transit (5310)	0.00	0.00%
FHWA Regional Safety Coalition	0.00	0.00%
STATE/STP FUNDS	0.00	0.00%
General Local Funds	30,000.00	27.27%
Other Local (GIS)	0.00	0.00%
Other Local (Watershed)	0.00	0.00%
<b>Element Total</b>	<b>110,000.00</b>	<b>100.00%</b>

## Staffing:

Public Involvement Coordinator/Title VI Officer ([Task Lead](#))

Executive Director

MPO Deputy Director

Environmental Sustainability Planner

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## TASK F

# MANAGEMENT & ADMINISTRATION

NLCOG and its member agencies have entered into agreements for the development and administration of the budget, program of work, and contracts to fulfill the UPWP and MPO roles and responsibilities.

### Goal:

Provide for inter-agency cooperation and coordination of the planning process. Provide for the overall management of NLCOG and development of the staff in carrying out the work program. Included in this effort will be MPO Transportation Policy Committee and Board of Director's activities, and coordination with DOTD, FHWA, FTA, EPA, and other governmental agencies.

### Objectives:

- Provide for implementation of the UPWP
- Prepare and manage contracts and agreements that contain the necessary provisions to ensure that contracted work is completed appropriately, in a timely fashion, and within the legal requirements and conduct expectations set forward by NLCOG, the State of Louisiana, and the Federal government.
- Implement the human resources functions which are necessary to ensure that the agency and its staff have the wherewithal to conduct the everyday functions of the Metropolitan Planning Organization.
- Provide for accounting and grant implementation.

### Previous Work:

- Fiscal Year 2022 UPWP implementation
- Fiscal Year 2021 Financial Audit
- Contracts with DOTD for implementation of FY 2022 planning funds

### Methodologies:

Three basic task areas have been established to implement administrative functions of NLCOG including UPWP, Human Resources, and Accounting. In addition NLCOG began a Strategic Planning effort under the previous year's UPWP and will continue that effort moving forward.

#### UPWP Administration

This task includes development of annual report reviewing of previous year work program, (FY 2022), implementation of Fiscal Year 2023 Work Program including amending and revising as necessary, and development of Fiscal Year 2024 Work Program.

## Human Resources

This task includes the continual refinement and update NLCOG Employee Policies and Procedures Handbook, managing retirement, health insurance, staffing resources, and professional development activities.

## Accounting and Grant Administration

This task provides for the Administration of the budget and grants of the Fiscal Year 2023 Work Program, the financial audit of Fiscal Year 2022 Work Program and Budget and the development of Grant Applications as needed for work program implementation. Also included in this task are the preparation and dissemination of monthly, quarterly, and annual progress reports.

## NLCOG Strategic Plan

Continue the development and implementation of a strategic plan intended as a platform to provide NLCOG a dynamic road map for achieving

the highest quality in regional planning, program development, and the delivery of services for the benefit of member governments and their citizens. The strategic plan will provide the structure and guidance needed in the coming years, to enable NLCOG to continue effectively working with and for local governments to address the region's critical needs. This work will be completed with local funds only.

## Support and Development, Equipment, Software

Expenses associated with staff attendance or participation in training events, workshops, conferences, or other events and peer-to-peer exchanges that contribute to professional development and/or institutional knowledge about best practices in metropolitan planning. Staff may also purchase software, data, or equipment that is demonstrated as necessary to conduct the activities in this task.

## Products:

- Fiscal Year 2023 UPWP
- Draft Fiscal Year 2024 UPWP
- Fiscal Year 2022 Financial Audit
- Contracts and Agreements for Implementation of FY 2023 UPWP
- Updated NLCOG Employee Handbook of Policies and Procedures
- NLCOG Strategic Plan

## Mile Stones:

	Q1			Q2			Q3			Q4		
	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
FY 2023 UPWP Implementation												
Audit – Financial and Policies												
Monthly Invoicing												
Quarterly Report												
Update Employee Handbook												
FY 2024 UPWP & Budget Drafts												
NLCOG Strategic Planning												



## Performance Benchmarks:

- Monthly PL Invoices
- Fiscal Year 2022 Financial Audit Report
- Draft Fiscal Year 2024 UPWP and Budget
- MPO and Board of Director's meetings as per approved schedule
- NLCOG Strategic Planning

## Funding:

Task F Management and Administration		
<b>Element Funding</b>		
Federal Highway PL (H.972422.1)	170,555.00	63.78%
Federal Transit (5303)	0.00	0.00%
Federal Transit (5311)	0.00	0.00%
Federal Transit (5310)	0.00	0.00%
FHWA Regional Safety Coalition	0.00	0.00%
STATE/STP FUNDS	0.00	0.00%
General Local Funds	96,873.00	36.22%
Other Local (GIS)	0.00	0.00%
Other Local (Watershed)	0.00	0.00%
<b>Element Total</b>	<b>267,428.00</b>	<b>100.00%</b>

## Staffing:

Executive Director ([Task Lead](#))

MPO Deputy Director

Accountant

## Note:

Funding for the strategic planning effort and management/administration for NLCOG activities unrelated to the functions of the MPO such as Task W LWI Region 1 Regional Capacity Building, and Board of Directors meetings and activities, will be funded with local funds only. FHWA PL and FTA 5303 funds will only be used for the management and administration of eligible MPO activities.

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# TASK G-1

## NORTHWEST LOUISIANA REGIONAL SAFETY COALITION

Louisiana's Strategic Highway Safety Plan (SHSP) is a plan to reduce traffic fatalities and injuries on Louisiana's roadways through widespread collaboration and an integrated 4E approach: engineering, education, enforcement and emergency services. The vision of the SHSP is Destination Zero Deaths and the goal is to reduce the number of fatalities by half by the year 2030.

The development, implementation, and updating of the SHSP is mandated by the federal MAP-21 legislation for all the States. To obligate Louisiana's Highway Safety Improvement Program (HSIP) funds, Louisiana must develop, implement and regularly update an SHSP that identifies and analyzes highway safety problems and opportunities and highway safety improvement projects must be consistent with the State's SHSP. MAP-21 requires that the SHSP is developed after consultation with a broad range of safety stakeholders, which includes regional transportation planning organizations and metropolitan planning organizations, if applicable; State and local traffic enforcement officials; county/parish transportation officials; other major Federal, State, tribal, and local safety stakeholders, and; other stakeholders as outlined in 23 U.S.C. 148(a)(12). Depending on the SHSP safety priority areas and strategies, additional partners such as representatives from the public health, education, and medical professions may be involved.


Louisiana has established a two-pronged approach for implementation of the SHSP – statewide emphasis area teams that promote proven effective strategies through constantly evolving action plans and regional safety coalitions that implement those action plans at the local level. A regional safety coalition coordinator is a critical component of implementation of the SHSP at the local level.

In order to regionally implement and sustain the SHSP, it is necessary to provide funding for a regional safety coalition coordinator through the NLCOG. The primary task of this sponsor/state agreement will be to implement and sustain the SHSP by bridging all gaps between DOTD District personnel, local governments, local law enforcement, the community, local civic organizations, emergency services/hospitals, school boards, and other safety partners within the region. The LADOTD Highway Safety Section does not have the T.O. or expertise at the regional and local level to accomplish these tasks.

### **Methodology:**

#### **Plan Development, Implementation and Evaluation**

Develop and sustain a data-driven plan and program to address the emphasis areas of the SHSP utilizing the 4 E approach. If emphasis areas or strategies in the plan are different than the emphasis areas or strategies in the statewide SHSP, justification through data shall be provided. Data sources shall include Louisiana State University's Highway Safety Research Group, Louisiana's official repository of crash data. If other data sources are used, the data source shall



be provided. Participation on the Traffic Records Coordinating Committee is encouraged. Status reports shall be submitted to LADOTD on a monthly basis along with the invoices. Performance measures shall be established in accordance with MAP-21 and implementation progress shall be reported on a monthly basis.

## GIS

Data compilation and analysis, DDACTS, crash data, liaison with state data office and MPO, local jurisdictions, and parishes; provide maps and graphics for the MPO, parishes, and local jurisdictions and agencies for problem identification, meetings, etc.

## Partnerships and Advocacy

Develop partnerships with LADOTD, LHSC, LSP, local law enforcement agencies, the MPO, the parishes, emergency services, school board officials, elected officials, and other safety advocates to promote the SHSP and seek out safety related activities within the region.

## Marketing

Participate in national campaigns developed by the National Highway Traffic Safety Administration. If applicable, participate in Louisiana's Communication Coordinating Council. Brand the regional safety coalition with the Destination Zero Deaths logo.

## Education

Conduct education outreach efforts to inform the public about safety, particularly in the SHSP emphasis areas. Participate in national transportation safety advertising campaigns, circulate public service announcements, and publish newspaper articles and online press releases within the region. Provide additional local outreach through collaboration with law enforcement and health agencies in promoting our activities within the SHSP emphasis areas using all forms of local media. Facilitate collaborative training sessions, webinars, or events on such transportation safety topics as passenger safety (i.e. Child Passenger Safety Training, Click It or Ticket Mobilization, etc.) and conduct public awareness campaigns that educate the public – pedestrians, bicyclists, motorists, and passengers about safety. Work closely with school boards to facilitate outreach and education of students within the SHSP emphasis areas.

## Meetings and Conferences

Participate in the quarterly statewide emphasis area team meetings, incident management meetings, MPO, Parish and City Council meetings. Conduct regional safety coalition meetings on a regular basis and report progress at the bi-annual Implementation Team meeting.

## Deliverables

Performance measures shall be reported by the end of the federal fiscal year and an updated regional safety action plan shall be prepared annually. Documentation of the update process shall be provided, and implementation progress shall be tracked and reported monthly with submitted invoices.

## Products:

- Northwest Louisiana Regional Highway Safety Plan
- Press Releases and Notifications of Highway Safety Events for the region
- Policy Documents on the identified regional safety planning emphasis areas

## Mile Stones:

	Q1			Q2			Q3			Q4		
	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
Bi-Annual Coalition Meetings												
Bi-Annual Emphasis Area Mtgs												
Social Media Campaigns												
Safety Legislation Outreach												
Sudden Impact and Think First												
DZD YD Presentation												
Driving Schools Participation												
Seat Belt Company Policies												
Seat Check Saturday												
School Bus Safety Outreach												
DD Enforcement Programs												
Ignition Interlock/No Refusal												
RSA Team												
LRSP Parish Plans												

## Performance Benchmarks:

- Support for Implementation of the Regional Safety Plan
- Increased awareness of driver safety in northwest Louisiana
- Regional Quarterly Strategy Output Measures Report
- Regional Action Plan Summary Attainment Card

### Funding:

Task G-1 Northwest Louisiana Regional Safety Coalition		
<b>Element Funding</b>		
Federal Highway PL (H.972422.1)	0.00	0.00%
Federal Transit (5303)	0.00	0.00%
Federal Transit (5311)	0.00	0.00%
Federal Transit (5310)	0.00	0.00%
FHWA Regional Safety Coalition	196,013.89	88.69%
STATE/STP FUNDS	0.00	0.00%
General Local Funds	25,000.00	11.31%
Other Local (GIS)	0.00	0.00%
Other Local (Watershed)	0.00	0.00%
<b>Element Total</b>	<b>221,013.89</b>	<b>100.00%</b>

### Staffing:

Regional Safety Coordinator ([Task Lead](#))

Executive Director

MPO Deputy Director

Environmental Sustainability Planner

Accountant

Regional Planner

## TASK G-2

# NORTHWEST LOUISIANA LOCAL ROAD SAFETY PLANS

Parish wide Local Road Safety Plans for the Northwest Louisiana region are needed to help identify and prioritize safety improvements on local roads. These plans will coordinate with the MPO's Metropolitan Transportation Plan, the region's Regional Highway Safety Plan, and various local plans. The Local Road Safety Plans build on DOTD's and LRSP's parish profile by including multi-disciplinary stakeholder outreach and coordination, developing a system of data-driven project prioritization, identifying potential funding sources, and assisting the parishes with ongoing project application submittals.

The Northwest Louisiana Council of Governments (NLCOG) will conduct traffic counts, analyze crash data, perform field visits, and determine the most appropriate safety counter measure on identified roadways and intersections identified in the Parish Profiles, coordinate with various stakeholders, prioritize a list of project via crash rates and stakeholder input, and develop a funding and action plan to be followed by the Parishes and MPO for implementing the identified projects.

### Methodology:

#### Project Identification

NLCOG will identify projects using various data sources including crash data from the Crash 3 database, local parish profiles provided by the LRSP, and multi-disciplinary stakeholder outreach. These locations and the various crashes will be mapped out in a Geographic Information System.

#### Site Visits and Road Safety Assessments

NLCOG will conduct site visits along each identified roadway and each intersection. An effort will be made to include LADOTD, local law enforcement, and parish and municipal staff in each of these visits. These site visits will document the existing conditions, potential safety improvements that can be made along with countermeasures that are proven effective for each location.

#### Identify Preferred Safety Countermeasures

NLCOG will coordinate with local stakeholders to determine the preferred safety countermeasure at each identified location. Will include cost benefit-analysis using figures from the Highway Safety Manual. NLCOG will coordinate with the MPO's Technical Committee and the Regional Safety Coalition's Infrastructure and Operations Subcommittee to ensure the appropriateness of each countermeasure.

#### Develop Method of Prioritization

NLCOG will coordinate with local stakeholders to determine the prioritization of implementing the identified countermeasures at each identified location. NLCOG will coordinate with the MPO's Technical Committee and the Regional Safety Coalition's Infrastructure and Operations Subcommittee to ensure the appropriateness of each countermeasure.

## Identify funding sources

NLCOG will identify available funding sources, inclusive of LRSP funding. NLCOG will outline the process of project application for each identified funding source.

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## Development of Staged Implementation Plan

NLCOG will develop a Staged Implementation Plan for the parish to follow over the next five to ten years. The Implementation Plan will outline the roles and responsibilities of the various agencies involved in implementation.

## Create an Evaluation Methodology

NLCOG will develop an evaluation tool for the Regional Safety Coalition to use in evaluating the implemented safety countermeasures along each identified roadway. The tool will make recommendations on when and how evaluations should be conducted for each project. The tool will allow stakeholders to measure the success of the plan in future years.

## Project Administration

This task will provide effective management, quality control, scheduling, work plan, invoicing, progress reports and other project administrative functions. Progress reports and invoices will be prepared by NLCOG and submitted to LADOTD on an agreed upon schedule. The progress reports will include a narrative of project activities undertaken by NLCOG within the previous period.

## Travel and Supplies

This task will provide traffic counting supplies and travel to each site to conduct traffic counts, turning movements, and site visits. Also included travel to meetings relevant to the project.

## Products:

- Individual Local Road Safety Plans for each parish
- Report to the Regional Safety Coalition on the individual parish plans
- Report to the MPO on the individual parish plans.
- 

## Mile Stones:

	Q1			Q2			Q3			Q4		
	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
Roadway Data Analysis												
Project Selection												
Countermeasures Analysis												
Rough Draft												
Final Draft												
Parish Adoption												

## Performance Benchmarks:

- Development of Local Road Safety Plans
- Increased awareness of driver safety in northwest Louisiana



### Funding:

Task G-2 Local Road Safety Planning		
<b>Element Funding</b>		
Federal Highway PL (H.972422.1)	0.00	0.00%
Federal Transit (5303)	0.00	0.00%
Federal Transit (5311)	0.00	0.00%
Federal Transit (5310)	0.00	0.00%
FHWA Regional Safety Coalition	82,000.00	89.13%
STATE/STP FUNDS	0.00	0.00%
General Local Funds	10,000.00	10.87%
Other Local (GIS)	0.00	0.00%
Other Local (Watershed)	0.00	0.00%
<b>Element Total</b>	<b>92,000.00</b>	<b>100.00%</b>

### Staffing:

Regional Safety Coordinator ([Task Lead](#))

Executive Director

MPO Deputy Director

Environmental Sustainability Planner

Accountant

Regional Planner

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# TASK J

## I-49 INNER CITY CONNECTOR

### STAGE 1

Stage 1 Planning and Environmental Study for the I-49 Inner City Connector project. Following the Stage 0 Feasibility Study, the Stage 1 study will result in the preparation of NEPA documentation to allow for the construction of the preferred alternative.

#### Goal:

Stage 1 of the I-49 Inner City Connector is to obtain environmental clearance consistent with the requirements of the National Environmental Policy Act (NEPA) for a controlled access highway to connect the existing Interstate 49 (I-49)/Interstate 20 (I-20) interchange to the proposed I-49/Interstate-220 (I-220) interchange within the city of Shreveport in Caddo Parish, Louisiana. This corridor is approximately 3.8 miles long.

#### Objectives:

- Complete Stage 1 Environmental Study for the I-49 Inner City Connector
- Complete Interchange Justification Report and Interchange Modification Report as related to the I-49 Inner City Connector.

#### Previous Work:

- Construction of I-49 from I-20 south to I-10 in Lafayette Louisiana
- Completed Stage 1 Environmental Study for I-49 North from I-220 to the Louisiana/Arkansas state line.
- Comprehensive Stage 0 and Environmental Studies for the I-49 Inner City Connector Project

#### Methodologies:

Development of a plan for coordinating with public and agencies and agency scoping meeting.  
The preparation of an Interchange Justification Report and Interchange Modification Report.  
Environmental analysis of the five build alternatives currently identified through the NEPA process.

Engineering studies necessary to develop alternatives considered to the extent necessary to complete the NEPA process

Technical studies to determine social, economic and environmental impacts at a level of detail consistent with the requirements of NEPA and other applicable laws and regulations

Preparation of a preliminary EA

Preparation of a Record of Decision (ROD)

Preparation of a Mitigation Plan

Preparation of an Implementation Plan with cost estimates in the year of expenditure

Preparation of a Project Management Plan in accordance with Federal guidelines

## Products:

- Stage 1 Environmental Impact Study for the I-49 Inner City Connector
- Interchange Justification Report and Interchange Modification Report
- Mitigation Plan, Implementation Plan with cost estimates in the year of expenditure, and Project Management Plan in accordance with Federal guidelines

## Milestones:

Scheduling currently under review

## Performance Benchmarks:

- Approved Interchange Modification Reports
- Approved Draft EIS
- Public Hearing on Draft EIS
- Record of Decision

## Staffing:

Executive Director ([Task Lead](#))

MPO Deputy Director

Accountant

## Contractual Project Team:

Providence Engineering ([Team Lead](#))

Stantec

Franklin Associates

ESI / Coastal Engineering

## Funding:

INCOME					
Source		Amount			
State Surplus Funds		\$2,000,000.00			
State Surplus Funds		\$1,000,000.00			
Unclaimed Property Funds		\$300,000.00			
STP >200K		\$1,500,000.00			
STP >200K		\$1,200,000.00			
<b>Total</b>		<b>\$6,000,000.00</b>			
EXPENSES					
Contractual			NLCOG Expenses		
Project		Amount	Time Frame		Amount
Stage 0		\$674,297.35	Thru June 30, 2021		
Stage 1		\$1,921,131.00	<b>Sub-Total</b>		<b>\$364,647.34</b>
<b>Sub-Total</b>		<b>\$2,595,428.35</b>			
1st Amendment			Fiscal Year 2022 to Date		
Traffic Count		\$36,015.00	Indirect		\$3,200.60
Choice Transportation		\$87,191.00	Direct		\$2,520.16
IJR/IMR		\$72,056.00	<b>Sub-Total</b>		<b>\$5,720.76</b>
<b>Sub-Total</b>		<b>\$195,262.00</b>			
2nd Amendment			NLCOG Anticipated to Finalize		
Additional Traffic Count		\$269,825.00	Indirect		\$53,700.61
Additional Line and Grade		\$784,584.00	Direct		\$42,283.94
Historic Analysis on 5 build alts		\$27,500.00	<b>Sub-Total</b>		<b>\$95,984.55</b>
Economic Study		\$84,753.00			
<b>Sub-Total</b>		<b>\$1,166,662.00</b>	<b>Total NLCOG</b>		
3rd Amendment			Thru June 30, 20201		\$364,647.34
Finalize Environmental		\$860,946.00	Fiscal 2022 To Date		\$5,720.76
Additional Public Engagement		\$27,707.00	Anticipated to Finalize		\$95,984.55
Bridge		\$374,400.90	<b>Sub-Total</b>		<b>\$466,352.65</b>
Additional Traffic		\$41,600.10			
Additional Cultural		\$271,641.00	<b>I-49 Summary</b>		
<b>Sub-Total</b>		<b>\$1,576,295.00</b>	Total Expenses		\$6,000,000.00
			Total Funding		\$6,000,000.00
<b>Total Contractual</b>		<b>\$5,533,647.35</b>	<b>Remaining Available Funds</b>		<b>\$0.00</b>
Contractual Expenses			Anticipated Fiscal Year 2023 Expenditures		
Stage 0			Contractual		\$872,249.24
Total Contractual		\$674,297.35	NLCOG Staff		\$95,984.55
Expenses to Date		\$674,297.35	<b>Total</b>		<b>\$968,233.79</b>
<b>Remaining Funds</b>		<b>\$0.00</b>			
Stage 1					
Total Contractual		\$4,859,350.00			
Expenses to Date (May 31, 2022)		\$3,987,100.76			
<b>Remaining Funds</b>		<b>\$872,249.24</b>			

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# TASK W

## LWI REGION 1

### REGIONAL CAPACITY BUILDING

The Regional Capacity Building Grant Program (RCBG Program) provided regional watershed coordinators (coordinators) with resources to build administrative capacity in Provisional Watershed Regions. Program grantees are responsible for developing and implementing regional watershed plans and maintaining watershed project lists. Once constituted, regional watershed coalitions (coalitions) will also be responsible for developing watershed plans and aiding in the implementation of the projects, programs and policies contained therein.

#### Goal:

Given the urgency of improving floodplain management practices and reducing flood risk statewide, it is critical that coordinators initiate the regional watershed planning process concurrently as coalitions are being constituted and watershed models are being finalized. Consequently, the Regional Watershed Planning Framework makes the distinction between preliminary watershed planning activities, those performed by coordinators in the near-term, and long-term watershed planning activities. Completion of the preliminary watershed planning activities and baseline assessment outlined within this guide will provide regional staff with an engagement tool for onboarding future coalition members and other stakeholders. Furthermore, these preliminary activities will produce many useful inputs for subsequent watershed planning efforts and policy setting, and the eventual adoption of Regional Watershed Plans.

#### Objectives:

- Maximize the Community Rating System (CRS) participation
- Maximize the National Flood Insurance Program (NFIP) participation
- Having more communities in the CRS and more residents with NFIP policies will help the committees develop ways to reduce flood risks.
- Development of Preliminary Watershed Baseline Assessment
- Development of Long-Term Watershed Plan

#### Methodologies:

##### Preliminary Watershed Planning Activities (Baseline Assessment Elements)

- The Louisiana Watershed Initiative Program Summary
- Watershed Region Context (Current Conditions and Flood Risk Profile)
- Watershed Region Planning and Policy Overview

##### Long-Term Watershed Planning Activities (Final Plan Elements)

- Introduction and Executive Summary
- Regional Watershed Planning Process
- Watershed Region Action Plan (Governance, Risk Modeling and Project Identification, Project Evaluation and Prioritization, Projects, Implementation, and Future Planning Efforts)

## Products:

- Development of Regional Community Rating System
- Public Information Program for Region 1
- Region 1 Watershed Coalition
- Regional Watershed Project List to the OCD
- Preliminary Watershed Analysis
- Long-Term Watershed Plan

## Milestones:

	Q1			Q2			Q3			Q4		
	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
Regional Watershed Project List												
Region Steering Committee Meeting												
Regional CRS												
Preliminary Analysis												
Long-Term Plan												

## Performance Benchmarks:

- CRS score, the number of participating communities & Total number of NFIP policies in the region
- Total number of NFIP policies in the region.
- Preliminary Watershed Baseline Analysis
- Long-Term Watershed Plan

## Funding:

Task W LWI Region 1 Regional Capacity Building		
Element Funding		
Federal Highway PL (H.972382.1)	0.00	0.00%
Federal Transit (5303)	0.00	0.00%
Federal Transit (5311)	0.00	0.00%
Federal Transit (5310)	0.00	0.00%
FHWA Regional Safety Coalition	0.00	0.00%
STATE/STP FUNDS	0.00	0.00%
General Local Funds	5,000.00	10.11%
Other Local (GIS)	0.00	0.00%
Other Local (Watershed)	44,444.00	89.89%
<b>Element Total</b>	<b>49,444.00</b>	<b>100.00%</b>

## Staffing:

Environmental Sustainability Planner ([Task Lead](#))  
 Executive Director  
 MPO Deputy Director



# BUDGET OF INCOME & EXPENSES

The Fiscal Year 2023 Budget for the Northwest Louisiana Council of Governments is the financial guide for the operations of the NLCOG during the fiscal year beginning July 1, 2022. The 2023 budget supports the work activities outlined in the Fiscal Year 2023 Unified Planning Work Program (UPWP). Below is a synopsis of this budget, full details can be found under separate document *Fiscal Year 2023 Budget: July 1, 2022 – June 30, 2023*.

## Income:

Source	Amount	% of Category	% of Total
<b>FEDERAL FUNDS</b>			
Federal Highway PL (H.972462.1)	\$713,555.00	64.67%	30.79%
Federal Transit (5303)	\$96,851.00	8.78%	4.18%
Federal Transit (5311)	\$10,000.00	0.91%	0.43%
Federal Transit (5310)	\$5,000.00	0.45%	0.22%
FHWA Regional Safety Coalition	\$278,013.89	25.20%	12.00%
<b>sub total</b>	<b>\$1,103,419.89</b>	<b>100.00%</b>	<b>47.61%</b>
<b>STBG FUNDS</b>			
COVID>200k (Regional Aerial Photography)	\$634,020.00	100.00%	27.36%
<b>sub total</b>	<b>\$634,020.00</b>	<b>100.00%</b>	<b>27.36%</b>
<b>LOCAL FUNDS</b>			
<b>General Local</b>			
Shreveport	\$187,593.00	43.59%	8.09%
Bossier City	\$62,701.00	14.57%	2.71%
Caddo Parish	\$50,255.00	11.68%	2.17%
Bossier Parish	\$66,045.00	15.35%	2.85%
DeSoto Parish	\$26,812.00	6.23%	1.16%
Webster Parish	\$36,967.00	8.59%	1.59%
<b>sub total</b>	<b>\$430,373.00</b>	<b>100.00%</b>	<b>18.57%</b>
<b>Other Local</b>			
Caddo 911 (GIS)	\$14,125.00	9.42%	0.61%
Caddo Tax (GIS)	\$20,000.00	13.34%	0.86%
CDC (Watershed)	\$44,444.00	29.65%	1.92%
Reserve Funds (Local for STBG)	\$71,345.69	47.59%	3.08%
<b>sub total</b>	<b>\$149,914.69</b>	<b>100.00%</b>	<b>6.47%</b>
<b>FUNDING TOTAL</b>	<b>\$2,317,727.58</b>	<b>100.00%</b>	<b>100.00%</b>

## Expenses:

<b>Salaries</b>		
	Direct	\$799,416.75
	Support	\$42,714.00
	<b>Sub total</b>	<b>\$842,130.75</b>
<b>Benefits</b>		
	Retirement	\$75,791.77
	Insurance	\$128,000.00
	<b>Sub total</b>	<b>\$203,791.77</b>
<b>Employment Taxes</b>		
	Unemployment	\$200.00
	Workers Comp	\$2,000.00
	FICA	\$10,000.00
	<b>Sub total</b>	<b>\$12,200.00</b>
<b>Overhead</b>		
	Advertising	\$7,000.00
	Bonding & Insurance	\$18,000.00
	Building Rent/Parking	\$55,000.00
	Computer Hardware	\$10,800.00
	Computer Software	\$144,539.00
	Dues & publications	\$6,000.00
	Equipment Maintenance	\$1,000.00
	Furniture	\$2,000.00
	Office Systems	\$3,300.00
	Non Project/Public Relations	\$17,000.00
	Postage	\$500.00
	Professional Services	\$100,000.00
	Professional Development	\$30,000.00
	Travel	\$12,000.00
	Supplies	\$10,000.00
	Safety Coalition Equipment	\$7,500.00
	Telephone/DSL/Cell	\$12,000.00
	<b>Sub total</b>	<b>\$436,639.00</b>
<b>TOTAL</b>		<b>\$1,494,761.52</b>
<b>Task C GIS Data Development and Maintenance</b>		
	Regional Aerial Photography	
	COVID>200k	\$634,020.00
	Reserve Funds	\$71,345.69
	<b>Sub total</b>	<b>\$705,365.69</b>
<b>GRAND TOTAL</b>		<b>\$2,200,127.21</b>

### Overhead Details:

Computer Hardware	
Servers, Workstations, Network Equipment	\$7,500.00
Printers	\$800.00
Misc. (hard drives, memory, etc.)	\$2,500.00
<b>TOTAL</b>	<b>\$10,800.00</b>
Computer Software	
ESRI ArcGIS Maintenance	\$32,300.00
Streetlight Data	\$87,139.00
Microsoft	\$6,500.00
Website	\$6,000.00
Caliper	\$1,000.00
Adobe	\$2,000.00
Data	\$4,000.00
Anti-Virus	\$1,200.00
QuickBooks	\$1,200.00
Misc.	\$3,200.00
<b>TOTAL</b>	<b>\$144,539.00</b>
Regional Aerial Photography	
COVID >200k	\$634,020.00
Imagery Local Match Support	\$71,345.69
<b>TOTAL</b>	<b>\$705,365.69</b>
Professional Services	
HMV (Auditing)	\$35,000.00
Legal	\$25,000.00
Misc. Planning / Engineering Assistance	\$40,000.00
<b>TOTAL</b>	<b>\$100,000.00</b>

## Funding By Task:

Task	Description	FHWA PL	FTA (5303)	FTA (5311)	FTA (5310)	Safety
A	Transportation Project Funding, Financing & Development	\$28,000	\$0	\$0	\$0	\$0
B-1	Metropolitan Planning Programs	\$200,000	\$0	\$0	\$0	\$0
B-2	Project Development Stage 0 and Stage 1	\$20,000	\$0	\$0	\$0	\$0
B-3	Transit Planning and Coordination	\$0	\$96,851	\$10,000	\$5,000	\$0
B-4	Livability, Sustainability, Resiliency	\$70,000	\$0	\$0	\$0	\$0
B-5	Freight and Intermodal Planning	\$25,000	\$0	\$0	\$0	\$0
C	GIS Data Development & Maintenance	\$120,000	\$0	\$0	\$0	\$0
E	Public Involvement & Outreach	\$80,000	\$0	\$0	\$0	\$0
F	Management and Administrative Programs	\$170,555	\$0	\$0	\$0	\$0
G-1	Northwest Louisiana Regional Safety Coalition	\$0	\$0	\$0	\$0	\$196,014
G-2	Northwest Louisiana Local Road Safety Plans	\$0	\$0	\$0	\$0	\$82,000
J *	I-49 Inner City Connector Stage 1	\$0	\$0	\$0	\$0	\$0
W	LWI Region 1 Regional Capacity Building	\$0	\$0	\$0	\$0	\$0
<b>TOTAL</b>		<b>\$713,555.00</b>	<b>\$96,851.00</b>	<b>\$10,000.00</b>	<b>\$5,000.00</b>	<b>\$278,013.89</b>

\* See Attached Separate Budget Sheet

Task	Description	>200k	General Local	Other Local (GIS)	Other Local (Watershed)	Total
A	Transportation Project Funding, Financing & Development	\$0	\$10,000	\$0	\$0	\$38,000
B-1	Metropolitan Planning Programs	\$0	\$60,000	\$0	\$0	\$260,000
B-2	Project Development Stage 0 and Stage 1	\$0	\$15,000	\$0	\$0	\$35,000
B-3	Transit Planning and Coordination	\$0	\$28,000	\$0	\$0	\$139,851
B-4	Livability, Sustainability, Resiliency	\$0	\$18,000	\$0	\$0	\$88,000
B-5	Freight and Intermodal Planning	\$0	\$6,500	\$0	\$0	\$31,500
C	GIS Data Development & Maintenance	\$634,020	\$126,000	\$105,471	\$0	\$985,491
E	Public Involvement & Outreach	\$0	\$30,000	\$0	\$0	\$110,000
F	Management and Administrative Programs	\$0	\$96,873	\$0	\$0	\$267,428
G-1	Northwest Louisiana Regional Safety Coalition	\$0	\$25,000	\$0	\$0	\$221,014
G-2	Northwest Louisiana Local Road Safety Plans	\$0	\$10,000	\$0	\$0	\$92,000
J *	I-49 Inner City Connector Stage 1	\$0	\$0	\$0	\$0	\$0
W	LWI Region 1 Regional Capacity Building	\$0	\$5,000	\$0	\$44,444	\$49,444
<b>TOTAL</b>		<b>\$634,020.00</b>	<b>\$430,373.00</b>	<b>\$105,470.69</b>	<b>\$44,444.00</b>	<b>\$2,317,727.58</b>

\* See Attached Separate Budget Sheet

## FHWA PL and FTA 5303 Match Requirements

Task	Description	FHWA PL	20% Local Match Requirement	FTA (5303)	20% Local Match Requirement
A	Transportation Project Funding, Financing & Development	\$28,000	\$7,000	\$0	\$0
B-1	Metropolitan Planning Programs	\$200,000	\$50,000	\$0	\$0
B-2	Project Development Stage 0 and Stage 1	\$20,000	\$5,000	\$0	\$0
B-3	Transit Planning and Coordination	\$0	\$0	\$96,851	\$24,213
B-4	Livability, Sustainability, Resiliency	\$70,000	\$17,500	\$0	\$0
B-5	Freight and Intermodal Planning	\$25,000	\$6,250	\$0	\$0
C	GIS Data Development & Maintenance	\$120,000	\$30,000	\$0	\$0
E	Public Involvement & Outreach	\$80,000	\$20,000	\$0	\$0
F	Management and Administrative Programs	\$170,555	\$42,639	\$0	\$0
<b>TOTAL</b>		<b>\$713,555.00</b>	<b>\$178,388.75</b>	<b>\$96,851.00</b>	<b>\$24,212.75</b>

### Note:

NLCOG has no activities funded with other Federal, State, and/or local funds that plan for other transportation modes.

# NOTICE OF PUBLIC COMMENT

## **Notice of Public Comment Period**

The Northwest Louisiana Council of Governments (NLCOG), the local Metropolitan Planning Organization (MPO), is submitting for a 30-day public review and comment the:

***UNIFIED PLANNING WORK PROGRAM (UPWP)  
and Budget for the  
NORTHWEST LOUISIANA METROPOLITAN PLANNING AREA  
Fiscal Year 2022  
April 22, 2022 – May 24, 2022***

To meet the requirements of the Infrastructure Investment and Jobs Act (IIJA) transportation legislation, this document is now available for public review and comment. Updated annually, the Unified Planning Work Program summarizes the transportation planning activities of the MPO staff, its member agencies, and other transportation and planning agencies conducting work in Northwest Louisiana.

Those interested may view the document at the following locations:

Northwest Louisiana Council of Governments  
625 Texas Street, Suite 200  
Shreveport, Louisiana 71101  
<http://www.nlcog.org>

For further information, contact NLCOG at 318-841-5950. Any questions, comments or suggestions concerning the UPWP should be directed to:

Northwest Louisiana Council of Governments  
Attn: J. Kent Rogers  
625 Texas Street, Suite 200  
Shreveport, Louisiana 71101

or sent by e-mail to [public\\_comments@nlcog.org](mailto:public_comments@nlcog.org).

Public comments will be received until Tuesday, May 24, 2022.  
**All comments must be received by this date.**



# APPENDIX A MEETING SCHEDULES & MEMBERS FOR FISCAL YEAR 2023

## Board of Directors:

### *Meeting Dates and Time for Fiscal Year 2023 (July 2022 – June 2023)*

In general, the Board of Directors will meet every six (6) weeks beginning with Friday July 22, 2022. The meetings will begin at **9:30 am** (or immediately following the MPO). Meetings will take place in the Seminar Room at the Shreveport Bar Building 625 Texas Street, Shreveport, LA 71101.

<b>July 22, 2022 – 9:30</b>	<b>January 6, 2023 – 9:30 (7 weeks)</b>
<b>August 26, 2022 – 9:30 (5 weeks)</b>	<b>February 17, 2023 – 9:30 (6 weeks)</b>
<b>October 7, 2022 – 9:30 (6 weeks)</b>	<b>March 31, 2023 – 9:30 (6 weeks)</b>
<b>November 18, 2022 – 9:30 (6 weeks)</b>	<b>May 12, 2023 – 9:30 (6 weeks)</b>
	<b>June 23, 2023 – 9:30 (6 weeks)</b>

### *Members for Fiscal Year 2023 (July 2022 – June 2023)*

Mr. Bruce Blanton	Webster Parish
Mr. Steve Brown	Desoto Parish
Mayor Tommy Chandler	City of Bossier City
Mr. Jeff “Butch” Ford	Bossier Parish
Mr. Charles Henington	Caddo Parish Tax Assessor
Mayor Adrian Perkins	City of Shreveport
Dr. Woodrow Wilson	Caddo Parish

## Metropolitan Planning Organization:

### *Meeting Dates and Time for Fiscal Year 2023 (July 2022 – June 2023)*

In general, the MPO will meet every six (6) weeks beginning with Friday July 22, 2022. The meetings will begin at **9:00 am**. Meetings will take place in the Seminar Room at the Shreveport Bar Building 625 Texas Street, Shreveport, LA 71101.

<b>July 22, 2022 – 9:00</b>	<b>January 6, 2023 – 9:00 (7 weeks)</b>
<b>August 26, 2022 – 9:00 (5 weeks)</b>	<b>February 17, 2023 – 9:00 (6 weeks)</b>
<b>October 7, 2022 – 9:00 (6 weeks)</b>	<b>March 31, 2023 – 9:00 (6 weeks)</b>
<b>November 18, 2022 – 9:00 (6 weeks)</b>	<b>May 12, 2023 – 9:00 (6 weeks)</b>
	<b>June 23, 2023 – 9:00 (6 weeks)</b>

### ***Members for Fiscal Year 2023 (July 2022 – June 2023)***

Mrs. Carlotta Askew-Brown	Bossier City/Parish MPC
Mr. Bruce Blanton	Webster Parish
Mr. Steve Brown	Desoto Parish
Mayor Tommy Chandler	City of Bossier City
Mr. Alan Clarke	Shreveport/Caddo MPC
Mr. Eric England	Caddo Bossier Port
Mr. Jeff “Butch” Ford	Bossier Parish
Mr. David North	La DOTD
Mayor Adrian Perkins	City of Shreveport
Mr. Dinero’ Washington	SporTran
Dr. Woodrow Wilson	Caddo Parish

### ***Non- voting Members***

Laura Phillips	FHWA
Lynn Hayes	FTA

## **Technical Coordinating Committee:**

### ***Meeting Dates and Time for Fiscal Year 2023 (July 2022 – June 2023)***

In general, the Technical Coordinating Committee will meet at a minimum of once per quarter. Meeting dates are set on an as needed basis. The meetings will generally begin at 11:00 am meetings will take place virtually through ZOOM. Should meeting be held in person they will take place in the Seminar Room at the Shreveport Bar Center 625 Texas Street, Shreveport, LA 71101.

### ***Members for Fiscal Year 2023 (July 2022 – June 2023)***

City Engineer	City of Shreveport
Environmental Services Director	City of Shreveport
City Engineer	City of Bossier City
Director of Public Works	Caddo Parish
Parish Engineer	Bossier Parish
Parish Engineer	Desoto Parish
Parish Engineer	Webster Parish
Assistant Director	Shreveport/Caddo MPC
Assistant Director	Bossier City/Parish MPC
Planning Director	SporTran
Director of Engineering and Planning	Caddo Bossier Port
Traffic Engineer	La DOTD Dist. 04
Statewide Planning Engineer	La DOTD
Director of Planning	NLCOG



## APPENDIX B UPWP COMMENTS

Louisiana Department of Transportation and Development – Office of Planning

I received the project number late yesterday evening. H.972462.1 is your FY23 project number. Our Contract Services section will be sending electronic versions of your new agreement for signatures soon.

I apologize again for the late submittal and hope it has not caused any problems. Please let me know if you have any other questions.

Project Number has been updated. See Income Chart Page 73.



# APPENDIX C

## FHWA CONDITIONAL APPROVAL LETTER AND MPO RESPONSE



**FHWA Louisiana Division Office**  
5304 Flanders Drive, Suite A  
Baton Rouge, Louisiana 70808  
(225) 757-7600  
(225) 757-7601 (Fax)



**FTA Region 6 Office**  
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June 30, 2022

Shawn D. Wilson, Ph.D., Secretary  
Louisiana Department of Transportation and Development  
1201 Capitol Access Road  
Baton Rouge, LA 70802

**Subject: UPWP Fiscal Year 2022 - 2023 Shreveport-Bossier City MPO**

Attn: Mary Elliott Bergeron, Transportation Planning Administrator

Dear Dr. Wilson:

This letter provides **conditional approval** of the **Fiscal Year 2023 Unified Planning Work Program (UPWP)** for the Shreveport-Bossier City Metropolitan Planning Organization (MPO) adopted by the Transportation Policy Committee (TPC) on May 27, 2022. We approve the UPWP contingent upon the adoption of amendments by the Transportation Policy Committee (TPC) on or before August 31, 2022 that:

- Revises the Funding by Task tables to include the STP (STBG) and/or COVID>200K funds budgeted for the Regional Aerial Photography project (Task C) and the STP (STBG) >200K funds budgeted for the I-49 ICC Stage 1 project (Task J).

FHWA must receive documentation of TPC adoption of the UPWP with the above amendments by September 30, 2022 for this approval to remain valid. Once that documentation is received, the UPWP is approved in full.

Please refer to the attached UPWP Checklist for more information. Other comments are included as recommendations to improve the quality of the UPWP. However, the revisions described above must occur to maintain approval past September 30, 2022.

Should you have any questions regarding this matter, please feel free to contact Ms. Laura Phillips, FHWA, at (225) 757-7622, or Ms. Lynn Hayes, FTA, at (817) 978-0565.

Sincerely,

DAVID EDMUND  
BARTELS

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Date: 2022.06.30  
10:03:47 -05'00'

David Bartels  
Director, Planning & Program Development  
Federal Transit Administration

MARY M  
STRINGFELLOW

Digitally signed by MARY M STRINGFELLOW  
Date: 2022.06.30  
10:14:21 -05'00'

Mary Stringfellow  
Program Delivery Team Leader  
Federal Highway Administration

c: Mary Elliott Bergeron, LDOTD  
Dawn Sholmire, LDOTD  
Angela Murrell, LDOTD  
Michelle Horne, LDOTD  
Tina Athalone, LDOTD  
Chris Petro, NLCOG  
Kent Rogers, NLCOG  
Edward Ofori, FHWA

Attachment

## MPO Response

*The following Appendix has been added to the Table of Contents.*

*Appendix C – FHWA Conditional Approval Letter and MPO Response .....83*

### **FHWA Comment:**

Revises the Funding by Task tables to include the STP (STBG) and/or COVID>200K funds budgeted for the Regional Aerial Photography project (Task C) and the Funding by Task tables to include the STP (STBG) and/or COVID>200K funds budgeted for the Regional Aerial Photography project (Task C) and the STP (STBG) >200K funds budgeted for the I-49 ICC Stage 1 project (Task J).

*The Funding by Task tables to include the STP (STBG) and/or COVID>200K funds budgeted for the Regional Aerial Photography project (Task C) has been revised and updated. Previously the MPO had anticipated the first invoice on this project to be within the Fiscal Year 2022. However, due to the delivery of final product after the beginning of Fiscal Year 2023 these numbers have been revised to reflect the expenses within the UPWP.*

*The funding tables for the I-49 ICC Stage 1 project (Task J) have been revised to show remain contractual obligations and anticipated staff expenses for the project.*

*The overall Income tables within the Income and Expenses section (beginning on page 73) have also been revised to reflect the COVID>200k funds and local funds associated with those expenses as well as the Funding by Task tables on page 76.*

