NLCOG - NORTHWEST LOUISIANA MPO

SHREVEPORT/BOSSIER CITY URBANIZED AREA

Metropolitan Planning Organization (MPO)

UPDATED STBG>200K PERFORMANCE BASED PROJECT SELECTION PROCESS (PSP)

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Questions or other interest regarding the Project Selection Process (PSP) may be directed to:

Chris Petro, MPO Deputy Director

625 Texas St, Ste. 200

Shreveport, LA 71101

(318) 841-5950

chris.petro@nlcog.org

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Anacronyms

AADT	Annual Average Daily Traffic (Seasonal and day of the week adjusted Average 24-hour traffic volume)
ADA	American with Disabilities Act
AQI	Air Quality Index
CMF and CRF	Crash Modification Factor and Crash Reduction Factor
DOT	US Department of Transportation
EPA	Environmental Protection Agency
FFY	Federal Fiscal Year (October 1st – September 30th)
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
HPMS	Highway Performance Monitoring System
LADOTD or DOTD	Louisiana Department of Transportation and Development
MAP-21	Moving Ahead for Progress in the 21st Century (FY13-14)
MTP	Metropolitan Transportation Plan
MPO	Metropolitan Planning Organization
NHS	National Highway System
NLCOG	Northwest Louisiana Council of Governments
PBP	Performance Based Planning
PCI	Pavement Condition Index
PSP	Project Selection Process
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
STBG	Surface Transportation Program Funds (Federal Funding)
STBG >200K	Surface Transportation Program attributable funds for areas of over 200k population
TAP	Transportation Alternatives Program (Federal Funding)
TCC	NLCOG's Technical Coordinating Committee
TEA-21	Transportation Equity Act for the 21st Century
TIP	Transportation Improvement Program
TMA	Transportation Management Area
TPM	Transportation Performance Management
UPWP	Unified Planning Work Program
VMT	Vehicle Miles Traveled

INTRODUCTION

The Shreveport/Bossier City Urbanized Area's regional transportation planning needs are served by the Northwest Louisiana Council of Governments Metropolitan Planning Organization (NLCOG MPO). The NLCOG MPO's *Project Selection Process (PSP)* fulfills several needs in the metropolitan transportation planning process. To spend federal dollars on local transportation projects and programs, a metropolitan area must have a Metropolitan Transportation Plan (MTP – or the Long-Range Transportation Plan) and Transportation Improvement Program (TIP). Both of these documents must be 'financially constrained' and must adhere to the principles laid out first in the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991, and later in the Transportation Equity Act for the 21st Century (TEA-21), Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), Moving Ahead for Progress in the 21st Century (MAP-21), FAST ACT (Fixing America's Surface Transportation (FAST) Act) and the final rules governing metropolitan planning.

According to the final rules regarding metropolitan planning, published in the Federal Register, MTPs must have, at all times, at least a 20-year planning horizon. A MTP must also be updated at least every five years in areas that are designated as attainment for air quality. Since the NLCOG area is designated attainment for ozone, our MTP will always have a planning horizon of at least 20 years or more and will undergo a ***full*** update every five years.

The Transportation Improvement Program for the NLCOG MPO area is a four-year document. Those four years correspond to the first analysis period (Stage I) of the MTP; the TIP is a subset of the MTP. The TIP is updated every two years by the MPO.

PERFORMANCE BASED PLANNING

MPO PERFORMANCE BASED PLANNING REQUIREMENTS

With the passage of the FAST ACT in 2015, an emphasis of performance-based planning continues which mandates statewide and metropolitan planning processes to incorporate a more comprehensive performance-based approach to their decision-making. Performance measures and target setting are defined and adopted within the MPO's Metro. Transportation Plan (MTP). MTP improvement projects are being prioritized through the Project Selection Process (PSP), the MPO's Staff initially screens projects for eligibility under STBG>200k requirements. Further, staff evaluates/scores each project utilizing an equitable and rationally developed performance-based scoring system. The highest evaluated projects are programmed into the four-year TIP.

PROJECT SELECTION PROCESS WITHIN THE MPO TRANSPORTATION PLANNING PROCESS

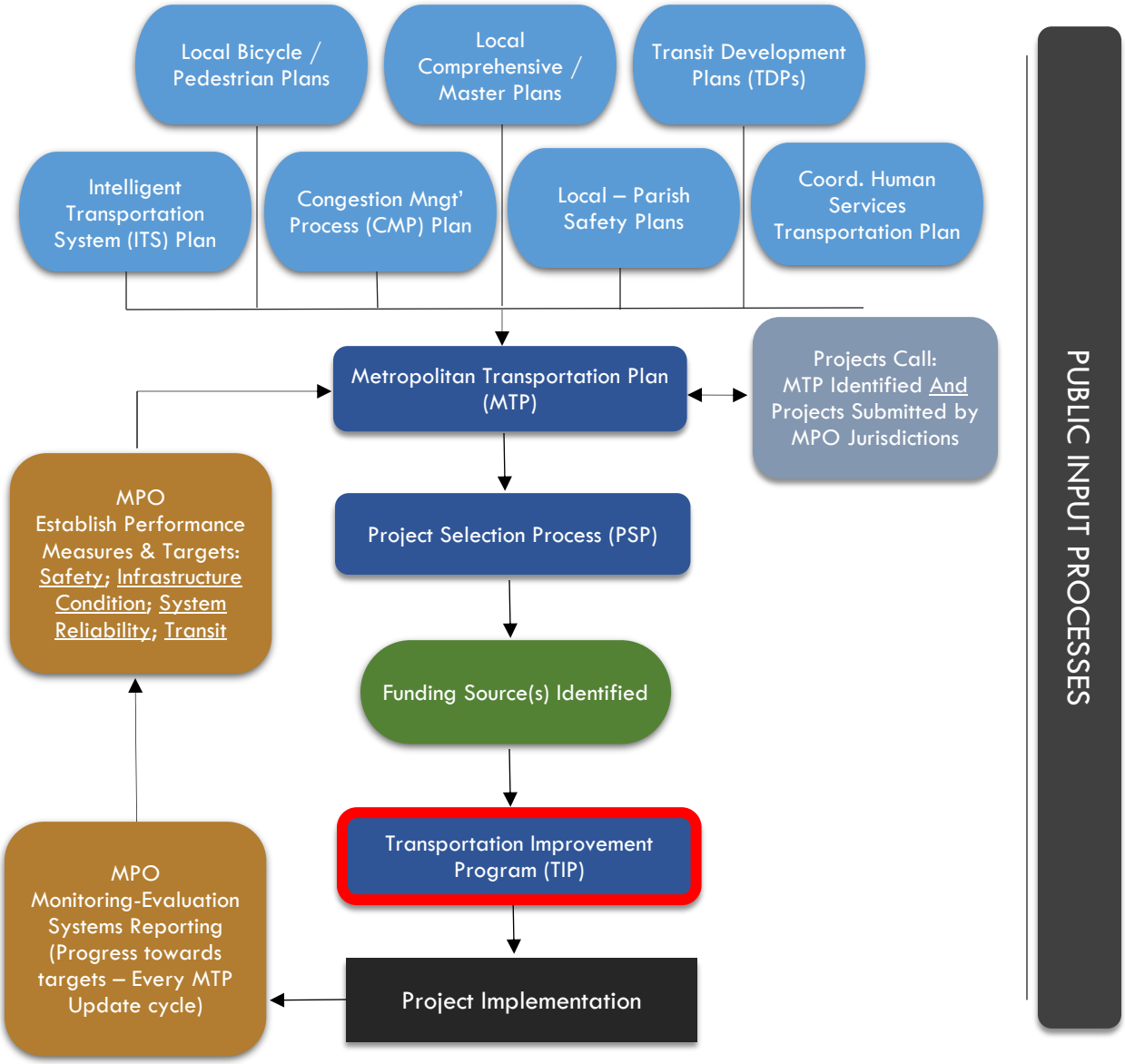
With the passage of the BIL/IIJA in 2021, performance-based planning efforts continue which stipulate that statewide and metropolitan planning processes incorporate a more comprehensive performance-based approach to their decision-making processes. The legislation requires the U.S. Department of Transportation, in consultation with states, MPOs and other stakeholders, to establish performance measures in these areas:

- Safety (PM-1)
- Infrastructure condition (PM-2)
- Congestion reduction and system reliability (PM-3)
- Freight movement and economic vitality (PM-3)
- Environmental sustainability (US DOT Initiative)
- Transit Asset Management (FTA's Transit Asset Mngt' Final Rule [81 FR 48890])
- Reduced project delivery delays and project readiness (US DOT Initiative; Environmental Streamlining)

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. NLCOG (MPO) has adopted (01.11.2019) a document, "NLCOG - MPO FRAMEWORK FOR PERFORMANCE MEASURES AND TARGET SETTING", that details the MPO's commitment to programming improvement projects that contribute toward the accomplishment of the relevant State DOT/MPO Performance Targets.

For MPOs' to program new projects in the most cost-effective manner AND meet the BIL/IIJA requirements, the MPO Project Selection Process (PSP) evaluation/scoring criteria needs to ALIGN with the MPO's established Performance-Based Goals, Measures and Targets.

MPO's (PSP) within the Overall Framework of the Transportation Planning Process



STBG>200K Funding and Submitted Project Eligibility

One funding category contained in the MTP and TIP is the Federal Surface Transportation Program for metropolitan areas greater than 200,000 in population (STBG>200k). As of Federal Fiscal Year (FFY) 2023, NLCOG is sub-allocated $8,400,xxx.00 annually. This document provides guidance concerning the rational and equitable selection of local transportation improvement projects. Further, it documents a process that aligns the PSP with the MPO's established Performance-Based Goals, Measures and Targets.

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

1. Submitted projects will support and be consistent with the area's long-range transportation goals (as identified through the MTP 2045 Update process), including the MPO's adopted Performance Measures and Targets.
2. Projects are functionally classified according to the adopted functional class roadway system map. (*Interstate, Principal Arterial, Minor Arterial, Major Collector, Minor Collector and Local*). **Please note, "Local" classified roadways are NOT eligible for STBG>200k funding.**
3. The MPO will disseminate an "Initial Project Submittal Form" to all members of the MPO's TCC during the "Project Call" period. The information obtained through this initial form will be utilized to determine project eligibility (under the rulemaking for the STBG>200k funds) and for prioritization within the three project categories (System Preservation, Capacity Expansion and Safety): **Initial Submittal Form included under Appendix A**
4. When or if the submitted project is ready to be programmed within the MPO's TIP, the necessary information obtained through the previous steps will be used to complete the 'LADOTD Stage 0 Process' checklists (i.e. The first requirement a project enters into through LADOTD's overall "Project Delivery Process" – Stage 0 or Feasibility Study).

NLCOG'S PROJECT SELECTION PROCESS (PSP) UPDATED TO ALIGN WITH FAST-ACT PERFORMANCE BASED PLANNING PRINCIPLES

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

1. Project Call
2. Project Submission
3. Initial Project Review and Evaluation by MPO Staff
4. MPO Technical Coordinating Committee (TCC) Discussion, Consideration and Recommendations to the MPO Transportation Policy Committee
5. MPO Transportation Policy Committee Review and Approval

The following pages contain a detailed discussion of the five (5) steps and how they are carried out.

STEP 1. PROJECT CALL

The MPO Director, in consultation with staff, will send out a call for projects notice to all member governments in the NLCOG MPO. The project call will run for approximately 30 days, ending in the Mid-December time frame. All projects must be submitted prior to the ending date specified in the project call letter.

STEP 2. PROJECT SUBMISSION

The NLCOG "MPO Initial Project Submission Form" (found in Appendix A) should be used to submit candidate projects to the MPO Director/Staff. It is advisable that engineering assistance is utilized to develop all cost estimates.

STEP 3. INITIAL PROJECT REVIEW, EVALUATION AND SCORING PROTOCOL

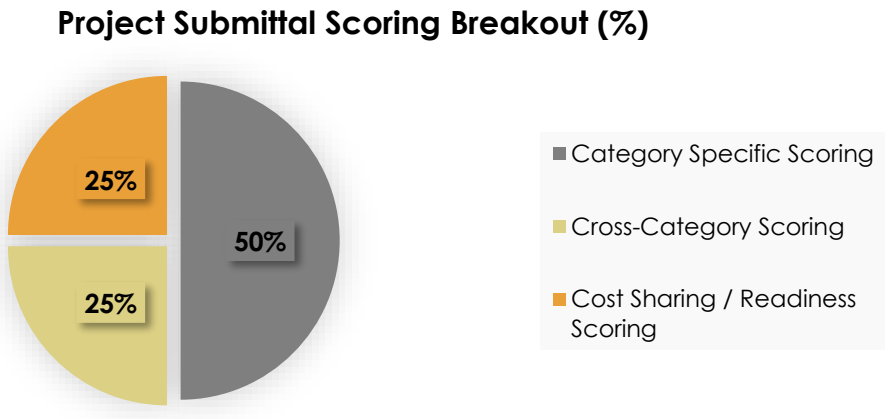
A major weakness with the first "Project Call" undertaken (10/2017) was the inherent bias local TCC members had when scoring their own sponsored projects. Submitted project scoring is significantly skewed when multiple TCC members representing an individual local entity as compared to a single local government representative throughout the evaluation process. In an effort to minimize this scoring deficiency, MPO Staff has revised the submitted project scoring protocol.

All eligible projects will be reviewed and evaluated, first, by NLCOG staff adhering to the project evaluation/scoring criteria, by submitted project category, detailed later in this document. Following staff evaluations, eligible project submittals are presented to the

Transportation Coordinating Committee (TCC) for concurrence and subsequent recommendation to the MPO's Transportation Policy Committee.

PSP – New Project Scoring Modifications

- Scoring categories #1 (Safety), #2 (System Preservation) and #3 (Capacity Expansion) are objectively scored by NLCOG (MPO) Staff prior to presenting the list of prioritized submitted projects to the overall TCC.
- Objective project scoring entails the utilization of recognized measures that quantify the impact the project will have upon their respective scoring category.
- "Category Specific" project objective scoring provides for equitable evaluation of similar type improvement projects. The "Category Specific" score accounts for **50% of the overall project evaluation score**.
- "Cross-Category" scoring entails an approach that quantifies subjective measures that are directly related to the MTP's regional transportation "Goals" or are sometimes referred to as the "Planning Factors". This section of scoring accounts for **25% of the total evaluation score**.
- "Local Sponsor Project Readiness and Funding Support" scoring category documents the level of funding commitment, as well as, the status (i.e. preliminary planning to final design completed) of the locally submitted project. This is critical in determining a submitted project's prioritization within the overall MTP's project programming scheme (i.e. TIP projects, Short-Range and Long-Range Programs). For example, a project that has an environmental determination (completed Stage 1 of LADOTD's Project Delivery Process) and has a 30% local match support funding commitment is scored higher than a project that is in the preliminary planning stage and has the minimum 20% local support match for the project. This section of scoring accounts for **25% of the total evaluation score**.



Step 4. Technical Coordinating Committee (TCC) Prioritization and Recommendation

After reviewing the work group recommendations, the TCC will choose to forward a prioritized list of categorized (i.e. Safety, Systems Preservation and Capacity Expansion) projects recommendations to the MPO's Transportation Policy Committee (TPC) for review and concurrence.

Step 5. Transportation Policy Committee Review and Approval

The NLCOG Urbanized Area Transportation Policy Committee (TPC) will review the TCC recommendations. If the TPC chooses to reject the recommendation of the TCC, the project listing is sent back to the TCC work group for further review and evaluation. If the TCC's recommendations are adopted, the prioritized list will be included in the MTP and TIP where funding allows.

TPC selected projects are placed in the 'financially constrained component' of the MTP and TIP based on projected available funding levels, the project's evaluation, the project's implementation timeline (readiness), and input from interagency consultation and coordination. The projects that cannot be included in the MPO Plans will be placed in the 'unconstrained/unmet needs component' and will be considered for review when the next update process begins.

Category Specific Evaluation / Scoring

Submitted projects are rated by employing unique evaluation criteria, based upon a submitted project's type (System Preservation, Capacity Expansion or Safety/Other). For example, all System Preservation projects will be evaluated/scored utilizing LADOTD or Local PCI (Pavement Condition Index) data. This approach lends itself to a more clear, consistent and easily replicated project scoring.

CATEGORY: SAFETY AND OTHER PROJECTS

Improve Safety and Security (0 – 50 Points)

Safety is defined as protection against unintentional harm and relates to both motorized and non-motorized modes of travel; and Security is defined as protection against intentional harm and relates to both motorized and non-motorized modes of travel. While Safety and Security are considered as two separate and distinct factors in transportation planning, they are considered as a single factor in this document.

- Number of fatalities
- Fatality rate (per 100 million vehicle-miles traveled)
- Number of serious injuries
- Serious injury rate (per 100 million vehicle-miles traveled)
- Number of non-motorized fatalities and non-motorized serious injuries

Project Evaluation/Scoring and Available Data: To consistently evaluate submitted safety projects, NLCOG staff will utilize the Crash Modification Factors (CMF) Clearinghouse web portal reference (http://www.cmfclearinghouse.org/) to quantify the effectiveness of the proposed project.

The CMF Clearinghouse presents both Crash Modification Factors and Crash Reduction Factors. What's the difference?

A crash reduction factor (CRF) is the percentage crash reduction that might be expected after implementing a given countermeasure at a specific site. For example, the installation of centerline rumble strips on a two-lane roadway can

expect a 14% reduction in all crashes and a 55% percent reduction in head-on crashes. The main difference between CRF and CMF is that CRF provides an estimate of the percentage reduction in crashes, while CMF is a multiplicative factor used to compute the expected number of crashes after implementing a given improvement. Both terms are presented in the Clearinghouse because both are widely used in the field of traffic safety.

Mathematically stated, CMF = 1 - (CRF/100). For example, if a countermeasure is expected to reduce the number of crashes by 23% (i.e., the CRF is 23), the CMF will be 1 - (23/100) = 0.77. On the other hand, if the treatment is expected to increase the number of crashes by 23% (i.e., the CRF is -23), the CMF will be = 1 - (-23/100) = 1.23.

Scoring Rubric: In order to cost effectively expend STBG>200k funding and support LADOTD/NLCOG (MPO) Performance Measures/Targets, ALL categories of projects are evaluated and rated utilizing a defined scoring schema (illustrated below). Common elements found within Safety Category submitted projects that produce cost effective outcomes are prioritized (i.e. scored) higher.

1. Comprehensive or "Systemic" Safety project packages (e.g. Parish-wide Program) are weighted higher than single location projects **under most circumstances (e.g. see Roundabout Countermeasure applied to a multiple fatality accident location – refer to the Scoring Matrix on the following page)***.**

2. Safety projects that assist LADOTD/NLCOG (MPO) in meeting their adopted Safety Performance Targets are weighted higher. In essence, safety projects that target roadway departures (rural areas) and intersection safety improvements (urban) are scored higher.

3. Improvements that benefit higher volume roadway(s) and/or Intersection(s), adjusting for Rural and Urban contexts, are awarded more points.

4. A Safety improvement's CRF rating and total cost are evaluated together utilizing **Appendix C – LTAP's Local Road Safety Program Countermeasures Matrix.**

Project's Safety Elements Scoring Matrix	Element of the Project Scope	Points Awarded
"Systemic" Level Project Submittal:	Yes	15 pts.
Roadway Corridor or Segment:	Yes	10 pts.
Single Location***:	Multiple Fatality or SSI Location? Award 10 points / Otherwise	2 pts.
Improvement Focus: Rural area (Roadway Departures) or Urban area (Intersection Safety Improvements):	Yes	5 pts.
Highest Roadway AADT w/Project Scope		
Rural Area (+ 5,000 AADT):	Yes	10 pts.
Rural Area (1,000 – 4,999 AADT):	Yes	5 pts.
Rural Area (0 – 999 AADT):	Yes	2 pts.
Highest Roadway AADT w/Project Scope		
Urban Area (+ 25,000 AADT):	Yes	10 pts.
Urban Area (15,000 – 24,999 AADT):	Yes	5 pts.
Urban Area (0 – 14,999 AADT):	Yes	2 pts.
Highest Countermeasure CRF – w/Project Scope		
Rural Area (CRF +50% or CMF of 0.50):	Yes	20 pts.
Rural Area (CRF 25% - 49.9%):	Yes	10 pts.
Rural Area (CRF 1% - 24.9%):	Yes	5 pts.
Highest Countermeasure CRF – w/Project Scope		
Urban Area (CRF +50% or CMF of 0.50):	Yes	20 pts.
Urban Area (CRF 25% - 49.9%):	Yes	10 pts.
Urban Area (CRF 1% - 24.9%):	Yes	5 pts.
Maximum Total Points Available		**50 points**

CATEGORY: SYSTEM PRESERVATION PROJECTS

Infrastructure Condition / System Preservation (0 – 50 Points)

The condition of our transportation network is critical to the safe movement and mobility of its users. Maintaining a "Good Condition" rating and/or improving our existing transportation infrastructure assets is the primary goal of an effective System Preservation program.

Again, Infrastructure Condition (PM2) is a national Transportation Performance Management (TPM) Goal as set out in the FAST Act rulemaking (see 23 CFR 490).

One component of the Infrastructure Condition (PM2) Performance Measure is the pavement condition along the MPO's National Highway System (NHS) designated roadway facilities. The pavement condition criteria for rating a pavement as good, fair or poor, based on four metrics: International Roughness Index (IRI), Cracking, Rutting and Faulting. If all metrics receive a rating of good, then the pavement condition is good. If two or more of the condition ratings are determined to be poor, then the pavement is in poor condition. The LADOTD provides Louisiana MPOs with the "% of NHS lateral lane width" (outside lane if multi-lane facility) condition ratings accessed through their online portal (link: LADOTD: Pavement Condition Ratings).

The PM2 Final Rule establishes the Pavement Performance Measures as follows.

1. % of Interstate pavements in Good condition
2. % of Interstate pavements in Poor condition
3. % of non-Interstate NHS pavements in Good condition
4. % of non-Interstate NHS pavements in Poor condition

From the Federal rulemaking, bridges that carry the NHS, including on- and off-ramps connected to the NHS are rated for condition. The LADOTD provides Louisiana MPOs with the "% of NHS Bridge Decking" condition ratings accessed through their online portal (link: LADOTD: Bridge Decking Condition Ratings).

The PM2 Final Rule also establishes the Bridge Performance Measures as:

1. % of NHS bridges by deck area classified as in Good condition
2. % of NHS bridges by deck area classified as in Poor condition

Project Evaluation/Scoring and Available Data: NLCOG staff will evaluate System Preservation Category projects utilizing readily available and current data

from LADOTD (i.e. designated NHS roadway PCI and Bridge Decking Condition Ratings). Further, if the local sponsor of the project has updated Pavement Condition Rating/Indices available (e.g. City of Shreveport), the local entity's data is employed in the project's evaluation. Unfortunately, not all local entities have inventoried and rated the condition of their roadway system. In these cases, the evaluation will make use of the preliminary planning/engineering analysis (e.g. typically the PCI rating of the existing facility is determined) performed on the submitted project through the local entity's Capital Improvement Project (CIP) inclusion process. If the proceeding information is not existent, it is incumbent upon the local sponsoring entity to produce the current pavement condition determination (employing recognized engineering methods and judgement) to MPO Staff before an evaluation of the submission can take place.

Scoring Rubric: In order to cost effectively expend STBG>200k funding and support LADOTD/NLCOG (MPO) Performance Measures/Targets, ALL categories of projects are evaluated and rated utilizing a defined scoring schema (illustrated below). Common elements found within System Preservation Category projects that are critical to their effectiveness are identified and weighted accordingly.

1. Comprehensive or "Systemic" System Preservation project packages (e.g. Parish or City-wide Program) are weighted higher than individual roadway segment project scopes.

2. Submitted projects that assist LADOTD/NLCOG (MPO) in meeting their adopted System Preservation Performance Targets are scored higher. Projects that include National Highway System (NHS Links: Louisiana NHS Route Map and Caddo/Bossier Urban NHS Map) designated facilities are evaluated favorably.

3. Improvements that benefit higher volume roadway(s) and/or Intersection(s), adjusting for Rural and Urban contexts, are awarded more points.

4. Submitted projects that address "Poor" rated and/or "Fair" rated bridge structures are awarded evaluation points.

5. The project's highest Pavement Condition Index segment improvement (100 - Current PCI Rating = Calculated Segment Improvement) is calculated. As per a roadway's Federal Functional Classification, the larger the difference between the two data points equates to a greater need to perform a System Preservation improvement.

Project's System Preservation Elements Scoring Matrix	Element of the Project Scope	Points Awarded
"Systemic" Level Project Submittal:	Yes	10 pts.
Roadway Corridor or Multi-Segment Project:	Yes	5 pts.
Individual Roadway Segment:	Yes	2 pts.
Project Undertaken Along a Designated NHS Roadway:	Yes	5 pts.
Highest Roadway AADT w/Project Scope		
Rural Area (+ 10,000 AADT):	Yes	10 pts.
Rural Area (5,000 – 9,999 AADT):	Yes	5 pts.
Rural Area (0 – 4,999 AADT):	Yes	2 pts.
Highest Roadway AADT w/Project Scope		
Urban Area (+ 30,000 AADT):	Yes	10 pts.
Urban Area (15,000 – 29,999 AADT):	Yes	5 pts.
Urban Area (0 – 14,999 AADT):	Yes	2 pts.
Project Addresses Bridge Structures		
"Poor" Rated Bridge Structure:	Yes	5 pts.
"Fair" Rated Bridge Structure:	Yes	2 pts.
No Bridge Structures within the Project's Scope:	Yes	0 pts.
Calculated Segment Improvement by Functional Class.		
Interstate/Freeway ($\Delta\ PCI \geq 60$):	Yes	20 pts.
Interstate/Freeway ($59.9 \leq \Delta\ PCI \geq 50$):	Yes	10 pts.
Interstate/Freeway ($\Delta\ PCI \leq 49.9$):	Yes	5 pts.
Arterial ($\Delta\ PCI \geq 70$):	Yes	20 pts.
Arterial ($69.9 \leq \Delta\ PCI \geq 60$):	Yes	10 pts.
Arterial ($\Delta\ PCI \leq 59.9$):	Yes	5 pts.
Collector ($\Delta\ PCI \geq 75$):	Yes	20 pts.
Collector ($74.9 \leq \Delta\ PCI \geq 65$):	Yes	10 pts.
Collector ($\Delta\ PCI \leq 64.9$):	Yes	5 pts.
Maximum Total Points Available		**50 points**

Δ *Denotes the Greek Letter Delta and mathematically indicates a change in value*

CATEGORY: CAPACITY EXPANSION PROJECTS

System Reliability / Reduce Congestion / Freight Movement (0 – 50 Points)

Congestion is defined as a roadway system operating at speeds below that for which it was designed. Under the current FAST-Act (Extension) regulatory provisions (published in the Federal Register (82 FR 5970) on January 18, 2017), requires State Departments of Transportation (DOTs – i.e. LADOTD) and Metropolitan Planning Organizations (MPOs – i.e. NLCOG) to report on the performance of the Interstate and non-Interstate National Highway System (NHS) to carry out the National Highway Performance Program (NHPP); freight movement on the Interstate system to carry out the National Highway Freight Program (NHFP); and traffic congestion and on-road mobile source emissions for the purpose of carrying out the Congestion Mitigation and Air Quality Improvement (CMAQ) Program.

Please note, EPA has designated our MPA (i.e. 4-Parish area) as being in "Attainment" for Air Quality (AQI). The implications of this designation regarding Performance Measures is that our MPO is not required to adhere to Measures dealing with vehicle emissions.

The final rule, effective as of May 20, 2017, establishes six performance measures:

1. Percent of reliable person-miles traveled on the Interstate

2. Percent of reliable person-miles traveled on the non-Interstate NHS

3. Percentage of Interstate system mileage providing for reliable truck travel time - Truck Travel Time Reliability Index

4. Total emissions reductions by applicable pollutants under the CMAQ program

5. Annual hours of peak hour excessive delay per capita

6. Percent of non-single occupancy vehicle travel which includes travel avoided by telecommuting.

Project Evaluation/Scoring and Available Data: NLCOG staff will evaluate Capacity Expansion type projects utilizing a proprietary traffic flow data source Link: Streetlight Data. NLCOG, through our contract to perform the MTP 2045 Update, has purchased a data user contract with Streetlight Data to provide traffic flow datasets (e.g. AADT, segment average travel speed, free-flow speed factor, Freight Volumes, etc.) for all Classified roadways within the four Parish Metropolitan Planning Area (MPA).

Scoring Rubric: In order to cost effectively expend STBG>200k funding and support LADOTD/NLCOG (MPO) Performance Measures/Targets, ALL categories of projects are evaluated. Common elements found within Capacity Expansion Category projects that are critical to their effectiveness are identified and weighted accordingly.

1. Submitted projects that assist LADOTD/NLCOG (MPO) in meeting their adopted Congestion Reduction and/or Freight Movement Performance Targets are scored higher. Projects that include National Highway System (NHS Links: Louisiana NHS Route Map and Caddo/Bossier Urban NHS Map) designated facilities are evaluated favorably.

2. Is the project improving a facility that serves a high percentage (> 10% heavy vehicle/freight traffic) or provides access/connectivity to Industrial, Manufacturing or Intermodal Transportation Land Uses?

3. Planned project improvements benefitting higher volume roadway(s) and/or Intersection(s), adjusting for Rural and Urban contexts, are awarded more points (AADT determination).

4. Projects targeting improvements towards facilities that currently have the **largest calculated difference** of Segment, Peak-Period, Average Travel Speed and Peak-Period, Average "Free-Flow" Travel Speed per Segment's Federal Functional Classification. The larger the difference between the two data points equates to an increased presence of segment delay and greater need to potentially undertake a Capacity Expansion type improvement.

   In order to minimize the NLCOG Staff evaluation process, **project submissions for new alignment/construction Capacity projects are awarded the mid-point of the Segment Average, Peak-Period, Speed Difference range which is 10 points.**

Segment Average, Peak-Period, Travel Speed Difference Determination

(Segment, Peak-Period, Average Travel Speed) – (Segment, Peak-Period, Free-Flow Speed)

By Segment Functional Classification

Project's Capacity Expansion Elements Scoring Matrix	Element of the Project Scope	Points Awarded
Project Undertaken Along a Designated NHS Roadway:	Yes	5 pts.
Projects benefitting identified Freight Corridors and/or improve the connectivity/access to intermodal transportation facilities	Yes	5 pts.
(Rural) Highest Roadway Segment AADT w/Project Scope		
Rural Area (+ 10,000 AADT):	Yes	20 pts.
Rural Area (5,000 – 9,999 AADT):	Yes	10 pts.
Rural Area (0 – 4,999 AADT):	Yes	5 pts.
(Urban) Highest Roadway Segment AADT w/Project Scope		
Urban Area (+ 30,000 AADT):	Yes	20 pts.
Urban Area (15,000 – 29,999 AADT):	Yes	10 pts.
Urban Area (0 – 14,999 AADT):	Yes	5 pts.
Segment Avg., Peak-Period, Speed Difference: RURAL		
Interstate/Freeway ($\Delta\ Speed \geq 1.0\ mph$):	Yes	20 pts.
Interstate/Freeway ($0.9\ mph \leq \Delta\ Speed \geq 0.5\ mph$):	Yes	10 pts.
Interstate/Freeway ($\Delta\ Speed \leq 0.49\ mph$):	Yes	5 pts.
Arterial ($\Delta\ Speed \geq 2.0\ mph$):	Yes	20 pts.
Arterial ($1.9\ mph \leq \Delta\ Speed \geq 1.0\ mph$):	Yes	10 pts.
Arterial ($\Delta\ Speed \leq 0.9\ mph$):	Yes	5 pts.
Collector ($\Delta\ Speed \geq 3.0\ mph$):	Yes	20 pts.
Collector ($2.9\ mph \leq \Delta\ Speed \geq 1.0\ mph$):	Yes	10 pts.
Collector ($\Delta\ Speed\ \leq 0.9\ mph$):	Yes	5 pts.
Segment Avg., Peak-Period, Speed Difference: URBAN		
Interstate/Freeway ($\Delta\ Speed \geq 2.0\ mph$):	Yes	20 pts.
Interstate/Freeway ($1.9\ mph \leq \Delta\ Speed \geq 1.0\ mph$):	Yes	10 pts.
Interstate/Freeway ($\Delta\ Speed\ \leq 0.9\ mph$):	Yes	5 pts.
Arterial ($\Delta\ Speed \geq 3.0\ mph$):	Yes	20 pts.
Arterial ($2.9\ mph \leq \Delta\ Speed \geq 1.0\ mph$):	Yes	10 pts.
	Yes	5 pts.

Arterial ($\Delta\ Speed \leq 0.9\ mph$):	Yes	20 pts.
Collector ($\Delta\ Speed \geq 4.0\ mph$):	Yes	10 pts.
Collector ($3.9\ mph \leq \Delta\ Speed \geq 1.0\ mph$):	Yes	5 pts.
Collector ($\Delta\ Speed \leq 0.9\ mph$):		
Maximum Total Points Available		**50 points**

Cross-Category Evaluation / Scoring

NLCOG's revised Project Selection Process (PSP) makes provisions to quantify submitted project benefits that are traditionally difficult to evaluate. These typically subjective measures are important to the overall impact a project has upon not only our transportation system but the "Quality of Life" the residents of Northwest Louisiana experience. NLCOG's intent is to identify and quantify, through our evaluation, these "Quality of Life" indicators given the limited amount of data available.

1. ***Protect the Environment (0 – 5 Points).*** Methods for protecting the environment are as unique as the local environments that they serve. Therefore, examples of ways in which a transportation system can impact the environment are plentiful. In the NLCOG Metro. Planning Area (MPA), the most important environmental protection issues are wetlands protection and flood protection. A submitted project incorporating design elements that protect the environment, such as, constructing roadways that avoid environmentally sensitive areas; or building projects that reduce idling time for heavy vehicle types (e.g. ITS projects that utilize video detection to optimize traffic signal coordination along a congested corridor).

Project's Environmental Benefits - Scoring Rubric	**Beneficial Impact(s)**	**Points Awarded**
Local Sponsor informally identifies environmentally beneficial elements of the submitted project's scope/design.	*Some*	1 pt.
The scope/design of the submission explicitly includes one or more element(s) that directly benefits the environment. (e.g. bicycle/ped. Improvements as part of a corridor widening proj. or ROW design features incorporated to slow water run-off caused by the improvement)	*Moderate*	3 pts.
The entire submitted project's overall project scope/design provides inherently beneficial impacts upon both the Environmental and Transportation Systems (Project Types: dedicated transit bay(s)/stop(s) construction along transit routes, ITS, Traffic Incident Mngt., other TSMO projects)	*Extensive*	5 pts.
Maximum Total Points Available:		**5 points**
Summary List – Beneficial Environmental Elements		

2. ***Support Land Use and Economic Development Goals (0 – 5 Points).***
Land Use and Economic Development Goals are inexorably connected, and can be impacted by many factors, one of which is the transportation system. Therefore, the transportation investment decisions must consider the state and local economic and land use goals. Examples of ways in which the Land Use and Economic Development Goals of the community could be met: not building new roads into areas prone to flooding; or, providing lanes for non-motorized travel; and providing pedestrian amenities along a business corridor; or improving the efficiency of freight movement to and from a port.

Land Use and Economic Develop. Benefits - Scoring Rubric	**Beneficial Impact(s)**	**Points Awarded**
Local Sponsor informally identifies project elements that support regional/local economic development and/or land use goals.	*Some*	1 pt.
The scope/design of the submission explicitly enhances (documentation provided by the Local Sponsor) the Economic Development prospects or the equitable/rational development of a specific area (e.g. improving access to a concentration of Intermodal/Industrial land uses)	*Moderate*	3 pts.
The submitted project's overall project scope/design is identified in a formally adopted regional/local Capital Improvement Program (CIP) Economic Development or Land-use Plan	*Extensive*	5 pts.
Maximum Total Points Available:		**5 points**
Summary List – Beneficial Elements		

3. ***Improve Access / Increase Connections (0 – 5 Points).*** Improving access involves control and management of the entrance and exit points to a transportation facility for people and freight. Increasing the number of access points does not necessarily improve access. Improved access is based on a balance between the number of access points and the efficient movement of traffic through the transportation facility. Examples of ways in which access could be improved are reducing the number of driveways that enter a major arterial; or, developing a hierarchical master street plan that designs roads based on use.

   The connectivity of the streets network and circulation system is measured through the ease by which people and goods can move to their desired destinations. Connectivity relates not only to the ease of movement of people and goods within the community, but also to external destinations – regional, national and international. Examples of ways in which connections could be increased are by adding bridges across water barriers; or developing bike and pedestrian paths from neighborhoods to schools that do not necessitate crossing a major arterial.

Accessibility / Enhance Connectivity Benefits - Scoring Rubric	**Beneficial Impact(s)**	**Points Awarded**
Local Sponsor informally identifies project elements that improve accessibility to adjacent land uses and/or provides users with more connectivity options to not only surrounding areas but the region in its entirety.	*Some*	1 pt.
The scope/design of the submission explicitly improves accessibility and/or mobility (e.g. improving access to adjacent land uses located along congested roadway facilities or offering better mobility options throughout the region)	*Moderate*	3 pts.
The submitted project's overall project scope/design is a component of a formal regional/local Access Management Plan or is currently identified in NLCOG's current MTP (2025 – 2045)	*Extensive*	5 pts.
Maximum Total Points Available:		**5 points**
<u>Summary List – Beneficial Elements</u>		

4. *Enhance Multi-Modal Options and Energy Conservation Measures (0 – 5 Points).*

The various modes of travel within the community function best when people and goods can easily move from one mode of travel to another. This Cross-Category evaluation is similar to the previous evaluation point in that Staff is attempting to evaluate (i.e. quantify) the overarching "mobility" benefits of the submitted project.

Enhancing multi-modal transportation options refers to a project considering diverse transportation alternatives, typically including walking, cycling, public transit and automobile, and accounts for land use factors that affect accessibility.

Energy conservation has become a national priority in recent years. The transportation sector uses the largest portion of energy consumed in the US. Therefore, increase in multi-modal options and connectivity between them will lead to conservation of energy. Examples of ways this could be achieved includes: a reduction in the use of single occupancy vehicles; expansion of the fixed route transit system into previously unserved areas; an increase in the number of streets with sidewalks; and an increase in intermodal freight transfer facilities.

Multi-Modal / Conservation Benefits - Scoring Rubric	**Beneficial Impact(s)**	**Points Awarded**
Local Sponsor informally identifies project elements that enhances alternative transportation improvements and/or options that reduce vehicle emissions to the regional/local transportation network.	*Some*	1 pt.
The scope/design of the submission explicitly improves multi-modal alternatives and/or conservation (e.g. bike lane component within the project, bus turnouts along a congested roadway)	*Moderate*	3 pts.
The entire submitted project's overall project scope/design provides inherently beneficial impacts upon both the Environmental and Transportation Systems (Project Types: dedicated transit bay(s)/stop(s) construction along transit routes, bicycle/pedestrian facility improvements)	*Extensive*	5 pts.
Maximum Total Points Available:		**5 points**
Summary List – Beneficial Elements		

5. ***Improve Quality of Life (0 – 5 Points).*** The quality of life of a community is a term that the community must define for itself. The transportation system can have both positive and negative impacts on the quality of life in a community. Examples of approaches that a transportation system could have a positive impact on the quality of life entail a reduction in mobility gaps experienced by low-income communities; or, a reduction in the time that families spend commuting to school and work. Examples of ways that the transportation system can have a negative impact on the quality of life in a community are: addition of access points to a neighborhood that encourages through traffic that endangers children at play; or widening of roadways to improve port access that also encourages truck traffic carrying hazardous materials through residential neighborhoods.

"Quality of Life" Benefits - Scoring Rubric	**Beneficial Impact(s)**	**Points Awarded**
Local Sponsor informally identifies project elements that they consider critical to improving the "Quality of Life" of regional/local residents.	*Some*	1 pt.
The scope/design of the submission explicitly enhances a localized area's transportation mobility.	*Moderate*	3 pts.
The submitted project's overall project scope/design is a component of a formal regional/local Comprehensive Plan or is currently identified in NLCOG's current MTP (2020 – 2040)	*Extensive*	5 pts.
Maximum Total Points Available:		**5 points**
Summary List – Beneficial Elements		

Local Sponsor Project Readiness and Funding Support

The intent of gathering this type of data from the local project sponsor is to determine the appropriate MTP timeframe or program the submitted project should be placed. Further, local sponsors who are willing to invest more than the minimum 20% support match on the project's total cost will be rewarded accordingly under the "Cost Sharing" scoring rubric.

MTP Update 2045 Programs

- TIP Program; also referred to as "Existing + Committed" (4-year TIP cycle for our MPO: FFY 2023 – FFY 2026)
- Short-Range Program (FFY 2027 – FFY 2035)
- Long-Range Program (FFY 2036 – FFY 2045)
- Illustrative Projects Program (All Years to FFY 2045); also referred to as "Mega-Projects"; those projects that require exceptional State and/or Federal funding (e.g. GARVEE Bond funding mechanism) packages in order to program them into the MTP and subsequently the TIP

Please note, the project type category (Safety/Other, Sys. Preservation or Capacity Expansion) has a direct bearing upon the MTP Program the project is slotted into. For example, the environmental analysis and R-O-W regulatory requirements for a Capacity Expansion type project is much greater as compared to a typical System Preservation or Safety category project. In general, Safety Category projects

1. ***Cost Sharing (0 - 10 Points).*** The (STBG Urban Mobility/Rehabilitation) funding category requires a mandatory 20% local match. If the project has more than 30% local match, it will be awarded 5 points. If the project consists of a 50% funding commitment by the local sponsor, the submitted project will receive the entire 10 points.

Local Sponsor Cost Sharing - Scoring Rubric	**Points Awarded**
Local Sponsor will meet the minimum 20% match support requirement (STBG>200K program funding)	0 pts.
Local Sponsor will commit to providing 25% or greater match support	5 pts.
Local Sponsor will commit to providing 30% or greater match support	10 pts.
Maximum Total Points Available:	**10 points**
List Any Documentation (e.g. Resolutions, CIP budget page, etc.)	

2. ***Project Readiness (0 - 15 Points).*** This criterion determines the year in which a project or phase of a project will be programmed in the TIP. It is recommended that this criterion should be used to assess the project timeliness only and not for the project prioritization process. The following factors determines a project's readiness:

    - Design Delays
    - Right of Way (ROW) Acquisition
    - Environmental Issues/Public Acceptance
    - Funding availability/commitment

Project Readiness in the Context of Submission's Project Category - Scoring Rubric	**Points Awarded**
Identified in the current NLCOG MTP (2020 – 2045)	2 pts.
Completed LADOTD Stage 0 (Feasibility Study)	5 pts.
Executed Entity-State agreement regarding entity responsibilities	10 pts.
Completed Environmental Determination (Program. CE or FONSI or ROD)	15 pts.
Maximum Total Points Available:	**15 points**
List Documentation (e.g. Stage 0, Env. Determination (CE/EA/EIS), etc.)	

APPENDIX A

MPO STBG > 200K PROJECT FUNDING CATEGORIES AND TAP

MPO STBG > 200K FUNDING CATEGORIES – TYPICAL PROJECTS

The STBG>200K annual allocation for the NLCOG Study Area has been divided into three (3) eligibility categories for project funding plus one set aside funding category. This division of funds will ensure that needs across the transportation system are met in a uniform manner. By Federal Fiscal Year (FFY), NLCOG staff will attempt to program selected projects utilizing available funding within each of the three categories identified below.

1. **System Preservation (40% MPO Target)** – Maintenance or preservation (overlay) projects for existing transportation infrastructure. Sample projects include, but are not limited to:
   - Pavement resurfacing, replacement, reconstruction and/or rehabilitation
   - Pavement management system
   - Bridge restoration and/or operational improvements

2. **Capacity Expansion (30% MPO Target)** – Construction projects that add capacity to an existing street or interstate, or construction of new facilities. Sample projects include, but are not limited to:
   - Adding lanes to existing streets or highways
   - New Interchanges
   - New Roads
   - Bridge Replacement
   - Bridge Widening and/or Lane Additions

3. **Safety and Other (30% MPO Target)** – These projects will generally be less than $1 million. The following type of projects will qualify under this category.

   3.1 Eligible Intersections – Safety and capacity improvements to existing intersections. Sample projects include, but are not limited to:
   - Railroad crossing improvements
   - Signal prioritization, automation, preemption, and/or synchronization
   - Intersection lighting, markings, and/or signage
   - Pedestrian safety measures

3.2 System Management and Integration – Technology systems for the management of a communication between transportation-related systems. Sample projects include, but are not limited to:

- Highway courtesy patrols (e.g. our existing M.A.P. service)
- Congestion/Incident Management Systems (e.g. Alt. Route Plan)
- Advanced Traveler Information Systems (ATIS)
- Intermodal transportation facilities and systems (including CVISN)
- Traffic Management Center funding/resources and O & M costs
- Intelligent Transportation System (ITS) based improvements

3.3 Alternative Transportation – Projects that promote alternatives to Single Occupant Vehicle (SOV) usage. Sample projects include, but are not limited to:

- Transit capital, research, safety improvements, and/or management systems costs
- Carpool/vanpool projects (i.e. TDM type projects)
- Sidewalk modifications and/or walkway projects
- Multimodal connections (e.g. new Intermodal Center - IMC)

Note: *The percentage of annual available or programmable STBG>200K funds allocated to each of the above category could be adjusted based on the projects submitted in that particular fiscal year. The category percentages indicated in this document are provided as NLCOG Staff recommended targets concerning the programming of TIP projects.*

TRANSPORTATION ALTERNATIVE PROGRAM (SET-ASIDE FUNDING)

The Transportation Alternatives Program (TAP) was authorized under Section 1122 of Moving Ahead for Progress in the 21st Century Act (MAP-21) and is codified at 23 U.S.C. sections 213(b), and 101(a)(29). Section 1122 provides for the reservation of funds apportioned to a State under section 104(b) of title 23 to carry out the TAP. The national total reserved for the TAP is equal to 2 percent of the total amount authorized from the Highway Account of the Highway Trust Fund for Federal-aid highways each fiscal year. (23 U.S.C. 213(a))

The TAP provides funding for programs and projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation; recreational trail program projects; safe routes to school projects; and projects for planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.

One hundred percent of the TAP funds will be used to implement projects identified that meet the funding criteria and will be ranked and selected separately than other STBG>200k projects.

APPENDIX B

MPO INITIAL PROJECT SUBMISSION FORM
UTILIZED THROUGH THE "PROJECT CALL" AND
A COMPLETED INITIAL PROJECT FORM: US HWY 371 EXAMPLE

Project Name:		Project Category: (highlight type) (System Preservation or Cap. Expansion or Safety)
Project's Local Sponsor / Extents		
Sponsoring Entity:		
Project Location or Area Name	From:	To:
Project Length (0.0 mi.) Or N/A		
Primary Improvement		
Project Eligibility Requirements		
Facility Type (e.g. bridge, road)		PROJECT LOCATION MAP
Functional Class. (e.g. Arterial) Link: Functional Class. Map		
Ownership (e.g. State, Parish)		
Urban or Rural Link: Functional Class. Map		
NLCOG Staff Provided: Exist. Traffic Flow Characteristics		
AADT		
LOS (est.) for Intersections		
(Corridor/Seg. Avg. Peak-Period Travel Speed) - (Free Flow)		
Facility is on NHS: Y or N		
NLCOG Provided Safety and Condition Characteristics		
Located on an LADOTD "Abnormal" Crash Risk Facility		
LADOTD's PIC Rating (if avail.)		
Local PIC Rating (if avail.)		
Addresses NWLTSC Infrastruct. Emphasis Area Need: Y Or N		
Quality of Life Characteristics		
Comply w/ LADOTD "Complete Streets" Policy: Y Or N Link: Complete Streets Policy		
Identified in a State or Local Bicycle/Pedestrian Plan: Y Or N		
Identified in the RTS: Y Or N	(For Caddo or Bossier Parish projects ONLY):	
Land-Use (LU) and Intermodal Connectivity and Environmental Sustainability-Resiliency		
General Type of Adjacent LU:	(i.e. surrounding Land Use):	
Adjacent to an Intermodal Terminal/Facility Y (name) Or N		
Economic Dev. Impact Or N/A	(attach documentation - Econ. Dev. Benefits if applicable):	
Notable Env. Impacts Or N/A	(attach documentation - Project's Environ. Benefits or design features if applicable):	
Cost Sharing and Project Readiness		
Total Local Fund. Support - %	(20% minimum required - including "in-kind support"): %	
Documented Local Match Support: Y Or N	(please attach documentation: resolution or page from CIP or other):	
Is this a TSM&O Project: Y Or N		
R-O-W Acquisition Req.: Y Or N		
Environmental Clear.: Y or N	(if "N", anticipated clearance required: CE, EA or EIS):	
Eng. / Design Complete (in %)	(provide an estimate Eng. Phase complete e.g. 100% = completed; 0% = none): %	

Proposed Purpose & Need Statement and Project Effort Summary

Preliminary Cost Estimate (by Phase: e.g. Plan./Env./Engineering/ROW/Utility Relocation/Construction/Total Cost)

Phase	Total Estimated Cost	Funding Source (STBG>200K, STBG<200K, CMAQ, DEMO, DOTD Priority Program, Local)	Match Provided By (City, Parish, State, Other)	Estimated Federal Fiscal Year (FFY)
Planning (Stage 0)				
Environmental				
Engineering Design				
R/W Acquisition				
Utility Relocations				
Construction				
Const. Eng. & Inspection				
TOTAL COST				

Cost Estimate Source:

PROJECT IDENTIFICATION:
- Has the project been identified in a previous MPO's MTP? Y Or N Or Partial:
- If "Y" or "Partial", name of MTP / MTP Program / MTP Project ID:

IMPROVEMENT COSTS NOTES:

Existing Bridge Structures:
Signalized Intersections:
School Zones (school name):

Alternate Mode Costs Considerations (Transit, Bicycle or Pedestrian):

Overall Terrain/Topography:

roject Name: US 371 Widening: Cullen to Cook-Baker Road		Project Category: (highlight type) (System Preservation or Cap. Expansion or Safety)
Project's Local Sponsor / Extents		
Sponsoring Entity:	Webster Parish Police Jury (WPPJ)	
Project Location Or Area Name	From: Henrietta White Blvd	To: Cook-Baker Rd
Project Length (0.0 mi.) Or N/A	2.0 miles	
Primary Improvement	Widen US 371 from its current 2-ln cross sect. to a 4-ln cross sect. include intersections & shoulders	
Project Eligibility Requirements		
Facility Type (e.g. bridge, road)	Roadway	PROJECT LOCATION MAP
Functional Class. (e.g. Arterial) Link: Functional Class. Map	Minor Arterial	
Ownership (e.g. State, Parish)	State	
Urban Or Rural Link: Functional Class. Map	Rural	
NLCOG Staff Provided: Exist. Traffic Flow Characteristics		
AADT	As Attached	
LOS (est.) for Intersections	N/A	
(Corridor/Seg. Avg. Peak-Period Travel Speed) - (Free Flow)	As Attached	
Facility is on NHS: Y or N	N	
NLCOG Provided Safety and Condition Characteristics		
Located on an LADOTD "Abnormal" Crash Risk Facility	None along entire corridor	
LADOTD's PIC Rating (if avail.)	N/A	
Local PIC Rating (if avail.)	N/A	
Addresses NWLTSC Infrastruct. Emphasis Area Need: Y Or N	N	
Quality of Life Characteristics		
Comply w/ LADOTD "Complete Streets" Policy: Y Or N Link: Complete Streets Policy	N	
Identified in a State or Local Bicycle/Pedestrian Plan: Y Or N	Y (LADOTD)	
Identified in the RTS: Y Or N	(For Caddo or Bossier Parish projects ONLY):	
Land-Use (LU) and Intermodal Connectivity and Environmental Sustainability-Resiliency		
General Type of Adjacent LU:	(i.e. surrounding Land Use): mixed-use; primarily Industrial with some Commercial uses mixed in	
Adjacent to an Intermodal Terminal/Facility Y (name) Or N	Y; RR sidings with transfer facilities to heavy road vehicles along the corridor; named business locations documented in the attached North Webster Industrial Board documentation	
Economic Dev. Impact Or N/A	(attach documentation - Econ. Dev. Benefits if applicable): North Webster Industrial Board docs.	
Notable Env. Impacts Or N/A	(attach documentation - Project's Environ. Benefits or design features if applicable): N/A	
Cost Sharing and Project Readiness		
Total Local Fund. Support - %	(20% minimum required - including "in-kind support"): 20 %	
Documented Local Match Support: Y Or N	(please attach documentation: resolution or page from CIP or other): N	
R-O-W Acquisition Req.: Y Or N	Y; note: Industrial/Commercial landowners willing to donate ROW for project and use "In-kind" match	
Environmental Clear.: Y Or N	(if "N", anticipated clearance required: CE, EA or EIS): N; EA	

Eng. / Design Complete (in %)	(provide an estimate Eng. Phase complete e.g. 100% = completed; 0% = none): 0 %

Proposed Purpose & Need Statement and Project Effort Summary

The intent of this improvement is to enhance vehicle safety along US Highway 371 by reducing dangerous heavy vehicle turning movements along this high speed, 2-lane, undivided facility. Further, the proposed improvement will reduce traveler delay along the corridor since heavy vehicle turning movements will have the ability to safely make these movements through the addition of turning bays/dedicated turn lanes at intersections or industrial access points along the US 371 corridor. Improvements to this critical North-South thoroughfare, will ultimately benefit the Economic Development prospects and development viability of North Webster Parish.

Preliminary Cost Estimate (by Phase: e.g. Plan./Env./Engineering/ROW/Utility Relocation/Construction/Total Cost)

Phase	Total Estimated Cost	Funding Source (STBG>200K, STBG<200K, CMAQ, DEMO, DOTD Priority Program, Local)	Match Provided By (City, Parish, State, Other)	Estimated Federal Fiscal Year (FFY)
Planning (Stage 0)	???	Local		2022
Environmental	$500,000.00	Local		2022
Engineering Design	$500,000.00	Local		2023
R/W Acquisition	???	Local		2023
Utility Relocations	???	STBG>200K	WPPJ	2024
Construction	$10,000,000.00	STBG>200K	WPPJ	2024
onst. Eng. & Inspection	$500,000.00	STBG>200K	WPPJ	2024
TOTAL COST	$11,500,000.00			

Cost Estimate Source: ARTBA (American Road and Transportation Builders Assoc.) ; Rural, Undivided Highway facilities
Link: https://www.artba.org/

IMPROVEMENT COSTS NOTES:

Include intersection and shoulder improvements where appropriate
Existing Bridge Structures: 0
Signalized Intersections: 0
School Zones (school name): 0

Alternate Mode Costs Considerations (Transit, Bicycle or Pedestrian): Webster Par. Police Jury (WPPJ) does operate an FTA Sect. 5311 Rural Transit Service, however, since this is a high speed (55 mph posted) facility, properly designed transit improvements (e.g. pocket lanes per bus stop) would greatly inflate the overall project cost per the minimal amount of transit demand (i.e. Benefit) found along the corridor. The Industrial and Commercial employers transit service needs are currently met utilizing cross-streets or private parking areas to access their businesses.

From LADOTD's Statewide Bicycle and Pedestrian Master Plan (2009), the Sportsman's Paradise Bicycle Suitability Map shows that this section of US 371 allows for the incorporation of bicycle improvements however given the high free flow speed and mix of heavy vehicle traffic that is prevalent through the corridor it is not advisable to design in bicycle facilities along the 2.0 mile segment.

Overall Terrain/Topography: Level

APPENDIX C

LOUISIANA LTAP / LOCAL ROAD SAFETY PROGRAM

REFERENCE COUNTERMEASURES MATRIX

Louisiana LTAP / Local Road Safety Program Countermeasure Matrix

Countermeasure (Improvements highlighted in yellow are recommended for all high crash routes.)	Application	Urban / Rural	Crash Type	Crash Severity	CRF, %	Star Quality	Proven	Complexity	Cost
SIGNING									
Advance warning curve signs and chevrons	Curves and segments	B	A	A	39.4	4	A	2	$500 to $1000 per curve
Replace curve signs with fluorescent signs	Curves and segments	R	A	A	18.0	4	B	2	$1000 to $2000 per curve
Replace Stop Signs	Intersections	B	A	A	23	4	A	2	$100 / sign
Advanced Street Name Signs	Intersections	B	A	A	1.6	4	B	2	$100 / sign
T-Intersection signing	Intersections	R					A	2	$500 per site
Advanced warning signs	Intersections, crosswalks, etc	R					A	2	$100 / sign
Speed Limit Signs (at 60 second intervals)	All locations	B					A	2	$100 / sign
TRAFFIC CONTROL									
Install All-Way Stop	Intersection	B	A	A	68.1	4	B	2	$500 signs
Install All-Way Stop with flashing beacon		B	A	A	81.7	4	A	2	$500 Signs + $500 per beacon
Install Traffic Signal, meeting MUTCD warrants	Speed >= 40 mph	U	angle	A	67	4	A	3	$100,000 per site
Install Pedestrian Countdown heads		B	veh-ped	A	70	4	B	3	$10,000 per crossing
Install Pedestrian beacon (HAWK)		U/S	A	A	29	4	B	3	$50,000 per site
Backplates with sheeting on signal heads	Traffic Signals	U	A	A	15	4	B	3	$10,000 per intersection
Upgrade 8 in to 12 in heads	Traffic Signals	B	angle	A	42	4	B	3	$20,000 per intersection
Your Speed Signs	Driver speed warning	B	A	A	46	4	B	2	Solar $10,000 each
Portable Changeable Message Signs	Crash ahead warning	B	A	A	46	4	A	1	Solar w/ com $20,000 each
Intersection Lighting		B	night	SI, MI	38	4		?	
Intersection Lighting	Pedestrian	B	veh-ped	SI, MI	59	4		?	
PAVEMENT MARKING									
Edge and Centerline markings (4 inch)		B	A	SI, MI	24	4	A	3	CL $1500/mi, EL $2500/mi
Raised Pavement Markings							A	3	$10 each or $1200/mi
Wider Edge and Centerline markings (6 inch)		R	A	F, I	22	4	B	3	CL $2000/ mi, EL $3000/ mi
Wider edge lines (4 to 6 in)		R	A	A	17.5	4	B	3	See above
Wider lines + centerline and edge line rumble		R	A	F, I	38	4	B	3	See above and below
Centerline Rumble	Tangent Sections	R	A	F, I	15	5	B	3	$3000 / mile
Centerline Rumble	Tangent Sections	R	HO, SS	A	49	5	B	3	$3000 / mile
Centerline Rumble	Curves	R	HO, SS	A	47	5	B	3	$3000 / mile
Transverse Rumble	Stop Control approaches	B	A	F, SI	25.5	5	A	3	$1000 / site
Painted intersection channelization		R	A	SI, MI	57	4	A	3	$1000 / site
Stop Ahead Pavement Marking		R	A	A	56	4	A	3	$1000 / site
Railroad Warning Pavement Marking							A	3	$500 per approach
Stop Bars	Stop and Signal approaches	B					A	3	$200 per approach
Pedestrian Crosswalk							A	3	$300 per crossing

Countermeasure	Application	Urban / Rural	Crash Type	Crash Severity	CRF, %	Star Quality	Proven	Complexity	Cost
ROADSIDE OBSTRUCTIONS									
Guardrail		B	ROR	SI, MI	47	5	A	3	$25 per foot + $2500 per end
Increase roadside objects from 3.3 to 16.7 ft		R	A	A	22	5	A	3	Varies
Increase roadside objects from 16.7 to 30 ft		R	A	A	44	5	A	3	Varies
Culvert Safety Ends							A	3	$3,000 each
Breakaway Mailboxes							A	3	$150 each
Brush/Tree Removal to improve sight distance	Curves and intersections						A	3	<36" dia $3500; >36" dia $15000
Convert Angle Parking to Parallel Parking	Streets with Parking	U	A	A	35	4	C	3	
Prohibit on-street Parking	Streets with Parking	U	A	A	42	4	C	3	
ROADWAY IMPROVEMENTS									
Improve Friction	Intersections and Segments	B	A	A	24	5	B	3	$30 per sqyd
Provide Left Turn Lanes	Both major approaches	R	A	A	48	5	B	3	$100,000 to $200,000 per site
Physical channelization at intersection	All approaches	R	A	F, I	27	4	B	3	$25,000 per site
Convert stop controlled to Roundabout	Single lane roundabout	U	A	A	72	4	A	3	$2.0 -$3.0 M
Convert stop controlled to Roundabout	Single lane roundabout	R	A	A	58	4	A	3	$2.0 -$4.0 M
Mini Roundabout in existing intersection							C	3	$50,000 to $75,000
Road Diet 4 lanes to 2 lanes with TWLTL		U	A	A	29	5	B	3	$20,000 / mile
Sidewalks – 4 inch thick, 6 ft wide							A	3	$20 / linear foot
Sidewalk Ramps							A	3	$2000 each

TABLE NOTES

Urban/Rural – U is urban, R is rural, S is suburban, B is both urban and rural

Crash Type - ROR is run off road, HO is head on, SS is sideswipe, A is all type crashes

Crash Severity - F is fatal, I is injury, SI is serious injury, MI is moderate injury, A is all severity types.

CRF, %: Is the Crash Reduction Factor which is the percentage of crashes that the countermeasure is predicted to reduce.

Star Quality: CMF Clearing House star rating are based on a scale (1 to 5), where a 5 indicates the highest or most reliable rating. Only ratings of 4 & 5 are listed.

Proven: Letters apply to Louisiana DOTD experience with the countermeasure.

- A- Countermeasure used in previous by DOTD for Local Road Safety Program projects.
- B- Countermeasure used in previous other DOTD projects.
- C- Countermeasure used by other states and appears in studies.
- D- Countermeasures that are experimental or have not been used because concept is new.

Complexity: Applies to the

1- Agreement and simple purchase by DOTD with agency taking delivery. Typically taking less than 6 months.
2- Agreement, field verification, purchase by DOTD, agency taking delivery and making installation. Typically taking 6-12 months.
3- Agreement with engineering plans and construction project let by DOTD. May take 2-4 years to complete which includes engineering design, project letting process, and project construction time.

P. Allain, 11/08/2016

APPENDIX D

NLCOG PROJECT SELECTION PROCESS (PSP)

CATEGORY SPECIFIC EVALUATION/SCORING RUBRIC

1) SAFETY/OTHER PROJECT CATEGORY

2) SYSTEM PRESERVATION PROJECT CATEGORY

3) CAPACITY EXPANSION CATEGORY

SAFETY/OTHER PROJECT CATEGORY

Project's Safety Elements Scoring Matrix	Element of the Project Scope	Points Awarded
"Systemic" Level Project Submittal:	Yes	15 pts.
Roadway Corridor or Segment:	Yes	10 pts.
Single Location***:	Multiple Fatality or SSI Location? Award 10 points / Otherwise	2 pts.
Improvement Focus: Rural area (Roadway Departures) or Urban area (Intersection Safety Improvements):	Yes	5 pts.
Highest Roadway AADT w/Project Scope		
Rural Area (+ 10,000 AADT):	Yes	10 pts.
Rural Area (5,000 – 9,999 AADT):	Yes	5 pts.
Rural Area (0 – 4,999 AADT):	Yes	2 pts.
Highest Roadway AADT w/Project Scope		
Urban Area (+ 30,000 AADT):	Yes	10 pts.
Urban Area (15,000 – 29,999 AADT):	Yes	5 pts.
Urban Area (0 – 14,999 AADT):	Yes	2 pts.
Highest Countermeasure CRF – w/Project Scope		
Rural Area (CRF +50% or CMF of 0.50):	Yes	20 pts.
Rural Area (CRF 25% - 49.9%):	Yes	10 pts.
Rural Area (CRF 1% - 24.9%):	Yes	5 pts.
Highest Countermeasure CRF – w/Project Scope		
Urban Area (CRF +50% or CMF of 0.50):	Yes	20 pts.
Urban Area (CRF 25% - 49.9%):	Yes	10 pts.
Urban Area (CRF 1% - 24.9%):	Yes	5 pts.
Maximum Total Points Available		**50 points**

SYSTEM PRESERVATION PROJECT CATEGORY

Project's System Preservation Elements Scoring Matrix	Element of the Project Scope	Points Awarded
"Systemic" Level Project Submittal:	Yes	10 pts.
Roadway Corridor or Multi-Segment Project:	Yes	5 pts.
Individual Roadway Segment:	Yes	2 pts.
Project Undertaken Along a Designated NHS Roadway:	Yes	5 pts.
Highest Roadway AADT w/Project Scope		
Rural Area (+ 10,000 AADT):	Yes	10 pts.
Rural Area (5,000 – 9,999 AADT):	Yes	5 pts.
Rural Area (0 – 4,999 AADT):	Yes	2 pts.
Highest Roadway AADT w/Project Scope		
Urban Area (+ 30,000 AADT):	Yes	10 pts.
Urban Area (15,000 – 29,999 AADT):	Yes	5 pts.
Urban Area (0 – 14,999 AADT):	Yes	2 pts.
Project Addresses Bridge Structures		
"Poor" Rated Bridge Structure:	Yes	5 pts.
"Fair" Rated Bridge Structure:	Yes	2 pts.
No Bridge Structures within the Project's Scope:	Yes	0 pts.
Calculated Segment Improvement by Functional Class.		
Interstate/Freeway ($\Delta PCI \geq 60$):	Yes	20 pts.
Interstate/Freeway ($59.9 \leq \Delta PCI \geq 50$):	Yes	10 pts.
Interstate/Freeway ($\Delta PCI \leq 49.9$):	Yes	5 pts.
Arterial ($\Delta PCI \geq 70$):	Yes	20 pts.
Arterial ($69.9 \leq \Delta PCI \geq 60$):	Yes	10 pts.
Arterial ($\Delta PCI \leq 59.9$):	Yes	5 pts.
Collector ($\Delta PCI \geq 75$):	Yes	20 pts.
Collector ($74.9 \leq \Delta PCI \geq 65$):	Yes	10 pts.
Collector ($\Delta PCI \leq 64.9$):	Yes	5 pts.
Maximum Total Points Available		**50 points**

CAPACITY EXPANSION PROJECT CATEGORY

Project's Capacity Expansion Elements Scoring Matrix	Element of the Project Scope	Points Awarded
Project Undertaken Along a Designated NHS Roadway:	Yes	5 pts.
Projects benefitting identified Freight Corridors and/or improve the connectivity/access to intermodal facilities	Yes	5 pts.
Highest Roadway Segment AADT w/Project Scope		
Rural Area (+ 10,000 AADT):	Yes	20 pts.
Rural Area (5,000 – 9,999 AADT):	Yes	10 pts.
Rural Area (0 – 4,999 AADT):	Yes	5 pts.
Highest Roadway Segment AADT w/Project Scope		
Urban Area (+ 30,000 AADT):	Yes	20 pts.
Urban Area (15,000 – 29,999 AADT):	Yes	10 pts.
Urban Area (0 – 14,999 AADT):	Yes	5 pts.
Segment Avg., Peak-Period, Speed Difference: RURAL		
Interstate/Freeway ($\Delta\ Speed \geq 1.0\ mph$):	Yes	20 pts.
Interstate/Freeway ($0.9\ mph \leq \Delta\ Speed \geq 0.5\ mph$):	Yes	10 pts.
Interstate/Freeway ($\Delta\ Speed \leq 0.49\ mph$):	Yes	5 pts.
Arterial ($\Delta\ Speed \geq 2.0\ mph$):	Yes	20 pts.
Arterial ($1.9\ mph \leq \Delta\ Speed \geq 1.0\ mph$):	Yes	10 pts.
Arterial ($\Delta\ Speed \leq 0.9\ mph$):	Yes	5 pts.
Collector ($\Delta\ Speed \geq 3.0\ mph$):	Yes	20 pts.
Collector ($2.9\ mph \leq \Delta\ Speed \geq 1.0\ mph$):	Yes	10 pts.
Collector ($\Delta\ Speed\ \leq 0.9\ mph$):	Yes	5 pts.
Segment Avg., Peak-Period, Speed Difference: URBAN		
Interstate/Freeway ($\Delta\ Speed \geq 2.0\ mph$):	Yes	20 pts.
Interstate/Freeway ($1.9\ mph \leq \Delta\ Speed \geq 1.0\ mph$):	Yes	10 pts.
Interstate/Freeway ($\Delta\ Speed\ \leq 0.9\ mph$):	Yes	5 pts.
Arterial ($\Delta\ Speed \geq 3.0\ mph$):	Yes	20 pts.
Arterial ($2.9\ mph \leq \Delta\ Speed \geq 1.0\ mph$):	Yes	10 pts.
	Yes	5 pts.

Arterial ($\Delta\ Speed \leq 0.9\ mph$):	Yes	20 pts.
Collector ($\Delta\ Speed \geq 4.0\ mph$):	Yes	10 pts.
Collector ($3.9\ mph \leq \Delta\ Speed \geq 1.0\ mph$):	Yes	5 pts.
Collector ($\Delta\ Speed \leq 0.9\ mph$):		
Maximum Total Points Available		**50 points**

APPENDIX E

NLCOG PROJECT SELECTION PROCESS (PSP)

CROSS-CATEGORY EVALUATION SCORING RUBRIC (ALL PROJECT TYPES)

COST SHARING AND READINESS EVALUATION SCORING RUBRIC (ALL PROJECT TYPES)

Project's Environmental Benefits - Scoring Rubric	Beneficial Impact(s)	Points Awarded
Local Sponsor informally identifies environmentally beneficial elements of the submitted project's scope/design.	*Some*	1 pt.
The scope/design of the submission explicitly includes one or more element(s) that directly benefits the environment. (e.g. bicycle/ped. Improvements as part of a corridor widening proj. or ROW design features incorporated to slow water run-off caused by the improvement)	*Moderate*	3 pts.
The entire submitted project's overall project scope/design provides inherently beneficial impacts upon both the Environmental and Transportation Systems (Project Types: dedicated transit bay(s)/stop(s) construction along transit routes, ITS, Traffic Incident Mngt., other TSMO projects)	*Extensive*	5 pts.
Maximum Total Points Available:		**5 points**
Summary List – Beneficial Environmental Elements		

Land Use and Economic Develop. Benefits - Scoring Rubric	Beneficial Impact(s)	Points Awarded
Local Sponsor informally identifies project elements that support regional/local economic development and/or land use goals.	*Some*	1 pt.
The scope/design of the submission explicitly enhances (documentation provided by the Local Sponsor) the Economic Development prospects or the equitable/rational development of a specific area (e.g. improving access to a concentration of Intermodal/Industrial land uses)	*Moderate*	3 pts.
The submitted project's overall project scope/design is identified in a formally adopted regional/local Capital Improvement Program (CIP) Economic Development or Land-use Plan	*Extensive*	5 pts.
Maximum Total Points Available:		**5 points**
Summary List – Beneficial Elements		

Accessibility / Enhance Connectivity Benefits - Scoring Rubric	Beneficial Impact(s)	Points Awarded
Local Sponsor informally identifies project elements that improve accessibility to adjacent land uses and/or provides users with more connectivity options to not only surrounding areas but the region in its entirety.	*Some*	1 pt.
The scope/design of the submission explicitly improves accessibility and/or mobility (e.g. improving access to adjacent land uses located along congested roadway facilities or offering better mobility options throughout the region)	*Moderate*	3 pts.
The submitted project's overall project scope/design is a component of a formal regional/local Access Management Plan or is currently identified in NLCOG's current MTP (2020 – 2040)	*Extensive*	5 pts.
Maximum Total Points Available:		**5 points**
Summary List – Beneficial Elements		

Multi-Modal / Conservation Benefits - Scoring Rubric	Beneficial Impact(s)	Points Awarded
Local Sponsor informally identifies project elements that enhances alternative transportation improvements and/or options that reduce vehicle emissions to the regional/local transportation network.	*Some*	1 pt.
The scope/design of the submission explicitly improves multi-modal alternatives and/or conservation (e.g. bike lane component within the project, bus turnouts along a congested roadway)	*Moderate*	3 pts.
The entire submitted project's overall project scope/design provides inherently beneficial impacts upon both the Environmental and Transportation Systems (Project Types: dedicated transit bay(s)/stop(s) construction along transit routes, bicycle/pedestrian facility improvements)	*Extensive*	5 pts.
Maximum Total Points Available:		**5 points**
Summary List – Beneficial Elements		

"Quality of Life" Benefits - Scoring Rubric	Beneficial Impact(s)	Points Awarded
Local Sponsor informally identifies project elements that they consider critical to improving the "Quality of Life" of regional/local residents.	*Some*	1 pt.
The scope/design of the submission explicitly enhances a localized area's transportation mobility.	*Moderate*	3 pts.
The submitted project's overall project scope/design is a component of a formal regional/local Comprehensive Plan or is currently identified in NLCOG's current MTP (2020 – 2040)	*Extensive*	5 pts.
Maximum Total Points Available:		**5 points**
Summary List – Beneficial Elements		

Local Sponsor Cost Sharing - Scoring Rubric	Points Awarded
Local Sponsor will meet the minimum 20% match support requirement (STBG>200K program funding)	0 pts.
Local Sponsor will commit to providing 25% or greater match support	5 pts.
Local Sponsor will commit to providing 30% or greater match support	10 pts.
Maximum Total Points Available:	**10 points**
List Any Documentation (e.g. Resolutions, CIP budget page, etc.)	

Project Readiness in the Context of Submission's Project Category - Scoring Rubric	Points Awarded
Identified in the current NLCOG MTP (2020 – 2045)	2 pts.
Completed LADOTD Stage 0 (Feasibility Study)	5 pts.
Executed Entity-State agreement regarding entity responsibilities	10 pts.
Completed Environmental Determination (Program. CE or FONSI or ROD)	15 pts.
Maximum Total Points Available:	**15 points**
List Documentation (e.g. Stage 0, Env. Determination (CE/EA/EIS), etc.)	