U.S. Department of Transportation

Transportation Management Area

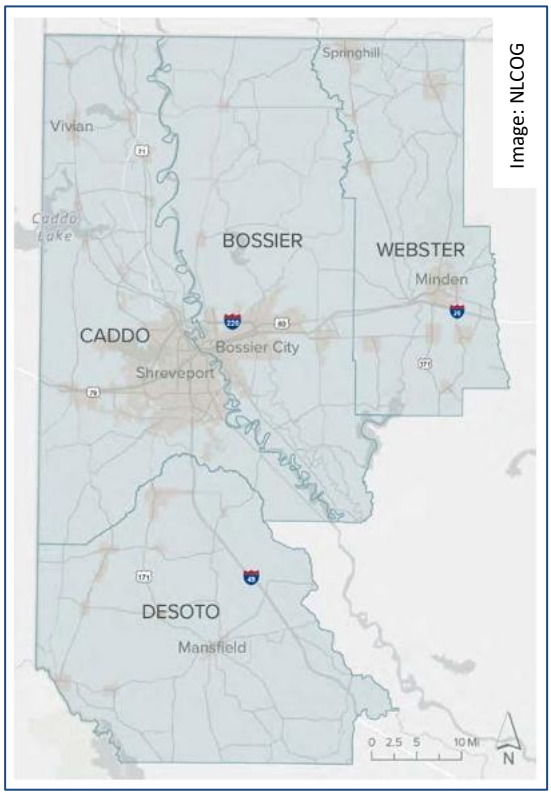
Risk Based

Planning Certification Review

Federal Highway Administration

Federal Transit Administration

Shreveport, Louisiana



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October 2026

Summary Report

Table of Contents

1.0 INTRODUCTION 5

1.1 Background 5

1.2 Purpose and Roles 6

1.3 Previous Findings 6

1.4 Current Findings 6

2.0 SCOPE AND METHODOLOGY 7

3.0 PROGRAM REVIEW 8

3.1 MPO Organizational Structure 8

3.2 Agreements 8

3.3 Congestion Management Process (CMP) 10

3.4 Metropolitan Transportation Plan (MTP) 13

3.5 Performance-Based Planning and Programming (PBPP) 17

3.6 Transportation Safety Planning 18

3.7 Freight Planning 19

3.8 Complete Streets Planning 19

3.10 Transportation Improvement Program (TIP) 21

3.11 Annual Listing of Obligated Projects (ALOP) 23

3.12 Public Participation and Consultation 25

4.0 PUBLIC COMMENT 29

5.0 CONCLUSION 30

APPENDIX A – SITE VISIT PARTICIPANTS 31

APPENDIX B – SITE VISIT AGENDA 32

APPENDIX C – 2022 REPORT RECOMMENDATIONS 34

APPENDIX D – PUBLIC COMMENT 37

APPENDIX E – LIST OF ACRONYMS 40

1.0 INTRODUCTION

1.1 Background

Pursuant to United States Code (USC) Title 23 Section 134(k)(6) and 49 USC 5303(k)(6) and the Code of Federal Regulations (CFR) Title 23 Section 450.336(b), the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) must jointly review the metropolitan transportation planning process in Transportation Management Areas (TMAs) at least every four years to determine if the process is in accordance with applicable provisions of Federal law. If the process complies with Federal law and if the TMA and the Governor approved a Transportation Improvement Plan (TIP), then the process may be certified as compliant.

A TMA is a Metropolitan Planning Organization (MPO) in an urbanized area (UZA) with a population of over 200,000, as defined by the U.S. Census Bureau. In general, the reviews consist of three primary activities: a site visit, a review of planning products, and preparation of a certification review report that summarizes the review and findings.

The review focuses on compliance with Federal laws and regulations, and the cooperative relationship between the MPO, the State Department of Transportation, and public transportation operator(s) in the conduct of the metropolitan transportation planning process. Joint FTA-FHWA certification review guidelines provide agency field reviewers with latitude and flexibility to tailor the review to reflect regional issues and needs. Consequently, the scope and depth of the certification review reports will vary significantly.

The certification review process is one of several methods used to assess the quality of a metropolitan transportation planning process, compliance with requirements, and the level and type of technical assistance needed to enhance the effectiveness of the planning process. Other activities also provide opportunities for similar review and comment, including Unified Planning Work Program (UPWP) approval, metropolitan and statewide Transportation Improvement Program (TIP/STIP) findings, air-quality conformity determinations (if the TMA is in a nonattainment or maintenance area), as well as a range of other formal and less formal interactions. The results of these other activities are considered in the certification review process. While the certification review report may not fully document those intermediate encounters, the findings are based upon the cumulative knowledge gained through the formal certification review effort and other formal and informal experiences. The review process is also tailored to topics of significance in each metropolitan planning area. Certification reviews may cover the full range of planning topics, or the reviews may be risk-based, focusing on those areas with the greatest risk for non-compliance.

Federal reviewers prepare certification reports to document the results of the review process. The report is the joint responsibility of the appropriate FHWA and FTA field offices, and their

content will vary to reflect the local planning process. To encourage public understanding and input, FHWA and FTA will continue to improve the clarity of the certification review reports.

1.2 Purpose and Roles

Certification of the metropolitan transportation planning process is a prerequisite to the approval of Federal funding for transportation projects for TMAs. The certification review is also an opportunity to assist with new programs, strengthen the metropolitan transportation planning process, and enhance the ability of the MPO to make well-informed investment choices.

The Shreveport MPO, hosted by the Northwest Louisiana Council of Governments (NLCOG), is the designated Federal transportation planning organization for the Shreveport urbanized area (UZA). With a population of over 200,000, the Shreveport MPO is classified as a Transportation Management Area.

The decision-making body for the MPO is the Transportation Policy Committee (TPC). Membership of the TPC consists of elected officials from local political jurisdictions and a representative of the major public transportation provider in the Shreveport metropolitan planning area (MPA).

The Northwest Louisiana Council of Governments (NLCOG) is an intergovernmental association of local governments for Bossier, Caddo, DeSoto, and Webster Parishes, and is the host and fiscal agency for the MPO. The Louisiana Department of Transportation and Development (LADOTD) is the agency responsible for Federal transportation planning and programming in the State. SporTran is the major local public transportation operator.

1.3 Previous Findings

The previous certification review report, dated June 2022, was transmitted to the Shreveport MPO on June 27, 2022. Commendations and recommendations were offered but no corrective actions were issued. See Appendix C for a full list of the recommendations provided in the 2022 certification review report.

1.4 Current Findings

As a result of the review process and as stated in the Conclusion, FHWA and FTA jointly are **certifying** the metropolitan transportation planning process conducted by the Shreveport MPO, the Louisiana Department of Transportation and Development (LADOTD), and SporTran.

The Federal review team also provides recommendations in this report that warrant close attention, as well as commendations for areas in which the MPO is performing well or has greatly improved performance.

2.0 SCOPE AND METHODOLOGY

This certification review was conducted as a risk-based review, focusing on areas with the greatest potential for non-compliance with applicable Federal statutes and regulations. This report documents the review, which consisted of a desk audit, a formal site visit on December 17-18, 2025, and a solicitation for public input at the TPC meeting on December 19, 2025.

The process began with a desk audit in which the Federal Review Team examined findings from the previous Certification Review report, and other documents and resources. Routine stewardship and oversight activities, recent events, Federal experience with the MPO, the new transportation law under the Infrastructure Investment and Jobs Act (IIJA), the 2020 Census, and Federal policies were also considered.

After the analysis, the following topics were selected, based on likely risk, for the site visit agenda.

1. MPO Organizational Structure
2. Agreements
3. Congestion Management Process (CMP)
4. Metropolitan Transportation Plan (MTP)
5. Performance Based Planning & Programming (PBPP)
6. Transportation Safety Planning
7. Transit Planning
8. Freight Planning
9. Complete Streets Planning
10. Transportation Improvement Program (TIP) Development
11. Annual Listing of Obligated Projects (ALOP)
12. Public Participation & Title VI
13. Consultation and Coordination

The site visit participants included NLCOG staff supporting the MPO, and staff from LADOTD, SporTran, FTA, and FHWA. The attendees are detailed in Appendix A, and the agenda is in Appendix B.

Two of the agenda topics above are not included in the Program Review section of this report. The risk of Title VI non-compliance in planning was determined to be minimal, and public transit planning concerns are covered adequately under the Congestion Management Process, Metropolitan Transportation Plan, and the Annual Listing of Obligated Projects sections.

This report presents the regulatory basis and the findings for each of the topics included and offers recommendations and commendations as appropriate.

3.0 PROGRAM REVIEW

3.1 MPO Organizational Structure

3.1.1 Regulatory Basis

23 USC 134(d) , 49 USC 5303(d)(2) , and 23 CFR 450.310(d) require the decision-making body of a transportation management area (TMA) to include local elected officials; officials of public agencies that administer or operate major modes of transportation in the metropolitan area, including public transportation; and appropriate State officials.

Neither the USC nor the CFR govern the establishment of advisory committees.

3.1.2 Current Status

NLCOG hosts the MPO for the Shreveport UZA. The MPO's Transportation Policy Committee (TPC) is the Federal transportation decision-making body and is composed of elected officials from local governmental entities and a representative of SporTran, the agency that provides public transportation.

The MPO also established the Technical Coordinating Committee to provide technical advice to the TPC. Other permanent committees maintained by the MPO are for Human Services and Geographic Information Systems. However, no information regarding these committees was found on the MPO's website.

3.1.3 Findings

The MPO is **compliant** with membership requirements for the decision-making body.

Recommendations:

R1. Include information on the Metropolitan Planning Organization's website regarding permanent committees established or otherwise maintained by the MPO. Listing the committees which address continuing needs (not transient in nature, formed and disbanded in less than a year) on the website is a good practice, providing transparency as part of the MPO's effort to maintain trust with the public.

3.2 Agreements

3.2.1 Regulatory Basis

23 CFR 450.314(a) states the MPO, the State, and the public transportation operator shall cooperatively determine their mutual responsibilities in carrying out the metropolitan

transportation planning process. These responsibilities are to be clearly identified in written metropolitan planning agreements executed among the MPO, the State, and the public transportation operator/s serving the MPA. The written agreement(s) shall include specific provisions for the development of financial plans that support the MTP, the metropolitan transportation improvement program (TIP), and development of the annual listing of obligated projects (ALOP).

In addition, 23 CFR 450.314(h) requires the MPO, State, and providers of public transportation to develop a written agreement for cooperatively developing and sharing transportation performance data and information, performance target selection and reporting, and collection of data for the State's National Highway System (NHS) asset management plan. This agreement may be part of the metropolitan planning agreement (described above), or it may be a separate agreement.

3.2.2 Current Status

The most current planning agreement is the same 2017 agreement that was described in the 2022 certification review report. While it does not specifically address the development of the Annual Listing of Obligated Projects (ALOP), the MPO and LADOTD coordinate to produce an ALOP annually.

The planning agreement also includes a section entitled Performance Management. While it does not specify the details of data collection, data sharing, or reporting progress towards targets, in practice the MPO works well with LADOTD's Data Collection and Management staff, which has facilitated the performance management work.

Note that the lack of written terms in an agreement increases the risk of future misunderstandings regarding responsibilities. The Federal review team recognizes that much of the responsibility for the development of new agreements lies with the State. During the site visit, LADOTD indicated they plan to execute replacement planning and transportation performance agreements with all MPOs to explicitly address the requirements of 23 CFR 450.314(a) and (h).

3.2.3 Findings

The MPO is **compliant** with agreement requirements.

Recommendations:

R2. LADOTD stated they plan to execute replacement planning and transportation performance agreements with all MPOs, to explicitly address the requirements of 23 CFR 450.314(a) and (h). When the MPO consults with LADOTD during the development of a new agreement/s, ensure that the agreement/s sufficiently details the MPO's role and responsibilities in the metropolitan transportation planning process, collection and sharing of data, selection and reporting of

performance targets, and development of the Annual Listing of Obligated Projects (ALOP).

3.3 Congestion Management Process (CMP)

3.3.1 Regulatory Basis

23 USC 134(k)(3) and 23 CFR 450.322 set forth requirements for the congestion management process (CMP) for TMAs. Per 23 CFR 450.322(a), the CMP shall be cooperative and result in the safe and effective integrated management and operation of the multimodal transportation system. The CMP will focus on travel demand reduction (including intercity bus operators, employer-based commuting programs such as a carpool program, vanpool program, transit benefit program, parking cash-out program, shuttle program, or telework program), job access projects, and operational management strategies.

The CMP should result in multimodal system performance measures and strategies, that will inform the development of the MTP and the TIP, per 23 CFR 450.322(b).

23 CFR 450.322(c) states that the CMP should consider strategies that manage demand, reduce single occupant vehicle travel, improve transportation system management and operations, and improve efficient service integration within and across modes. Furthermore, where the addition of general purpose lanes (road capacity) is determined to be an appropriate congestion management strategy, explicit consideration is to be given to the incorporation of appropriate features to facilitate future demand management strategies and operational improvements that will maintain the functional integrity and safety of those lanes.

23 CFR 450.322(d) requires that the CMP include:

> (1) Methods to monitor and evaluate the performance of the multimodal transportation system, identify the underlying causes of recurring and non-recurring congestion, identify and evaluate alternative strategies, provide information supporting the implementation of actions, and evaluate the effectiveness of implemented actions.
>
> (2) Definition of congestion management objectives and appropriate performance measures, tailored to the specific needs of the area and established cooperatively by the State(s), affected MPO(s), and local officials in consultation with the operators of major modes of transportation.
>
> (3) Establishment of a coordinated program for data collection and system performance monitoring to define the extent and duration of congestion, to contribute to the determination of causes of congestion, and evaluate the efficiency and effectiveness of implemented actions.

(4) Identification and evaluation of the anticipated performance and expected benefits of congestion management strategies. The following categories of strategies, or combinations of strategies, are some examples of what should be considered:

(i) Demand management measures, including growth management, and congestion pricing;
(ii) Traffic operational improvements;
(iii) Public transportation improvements;
(iv) Intelligent Transportation Systems (ITS) technologies as related to the regional ITS architecture; and
(v) Where necessary, additional system capacity.

(5) Identification of an implementation schedule, implementation responsibilities, and possible funding sources for each strategy.

(6) Periodic assessment of the effectiveness of implemented strategies, in terms of the area's established performance measures. The results of this evaluation shall be provided to decision makers and the public to provide guidance on selection of effective strategies.

23 CFR 450.324(f)(5) requires that the MTP include operational and management strategies to optimize the performance of the existing transportation system. The CMP should inform the selection of strategies included in the MTP. 23 CFR 450.324(f)(6) requires TMAs to consider the results of the CMP in the MTP.

3.3.2 Current Status

The TPC adopted a new Congestion Management Process (CMP) document during their board meeting on Friday, December 19, 2025. This new CMP utilizes the eight-step approach and was the first update since issuance of the 2022 certification review report. To address recommendations in that report, the staff undertook major revisions to the CMP document. It was completed in time to inform the MTP update process (a recommendation in the 2022 certification review report) and indicates that CMP updates will occur on a regular schedule prior to MTP updates.

One of the MPO's biggest efforts was data collection and data monitoring, with Streetlight data playing a primary role. A list of data maintained by the MPO, including types and sources, is included in the CMP document (a recommendation in the 2022 certification review report). Data was collected from July 2022-2023, Monday through Friday, for 365 days, and from all vehicle types. Analysis time periods were from the morning peak of 6-9am, mid-day peak of 11am-1pm and the evening peak from 4-6pm. Congestion was found to total nine miles, be spot specific, and occur in 15 to 30 minute timeframes.

The MPO also implemented a public survey on congestion and received 101 responses on 163 mapped locations. The public input and the data analysis described above were consistent. The MPO staff considers this venture to be successful.

The MPO states in the CMP document, on page 26, that the CMP process "will evaluate transit, bicycle/pedestrian/trail, and freight movement networks within its designated area of application. described below." *[sic]* (a recommendation in the 2022 report). However, the text which follows does not evaluate these networks. The document does address some multimodal networks by considering heavy vehicle percentages and transit route presence in the scoring method. Furthermore, a toolbox of congestion mitigation strategies to consider when developing congestion interventions was added, which includes public transit and non-motorized transportation. Adding roadway capacity is listed as a last resort.

In the section of the CMP document that describes interventions for the three top severely congested sub-corridor locations, the recommended strategies do not address all the causal factors identified. The proposals are limited to projects which address engineering factors such as geometric and operational deficiencies. Strategies to address land use factors, including network connectivity, are not included.

An implementation schedule (a recommendation in the 2022 certification review report) is implied by including the top three CMP projects in the short-term project listing of the MTP update. The projects are considered a priority and will be funded as such; the MPO will work with the local public agencies to pursue project advancement. Furthermore, in the CMP document, the MPO identified Federal surface transportation funding programs for which the projects are eligible (a recommendation in the 2022 certification review report).

Finally, the CMP document states the report will "track the effectiveness of the implemented strategies, to the extent possible with the available project level data, and conditions of the multimodal transportation system" (a recommendation in the 2022 certification review report). The MPO staff noted that evaluation of individual CMP project outcomes will take time and planning.

3.3.3 Findings

The MPO is **compliant** with the Congestion Management Process requirements.

Recommendations:

R3. Revise the Congestion Management Process (CMP) document to include more robust evaluation and monitoring of non-motorist networks. Preparing maps that locate routes and networks for non-motorists (i.e. transit users, bicyclists, pedestrians) and freight movers, and identifying the absence, existence, and quality of non-motorist facilities and infrastructure within the congested corridors would add value.

R4. Consider working with local jurisdictions to identify and recommend strategies for non-geometric/non-operational causal factors identified in the Congestion Management Process document, such as land use and/or transportation network connectivity, to reduce the demand for automotive travel on congested sections.

R5. Enhance the documented procedures used to evaluate the effectiveness of the Congestion Management Process, including any implemented congestion mitigation strategies. Perform an evaluation as part of the next CMP update.

Commendations:

C1. The MPO staff undertook major improvements to the Congestion Management Process, addressing most of the recommendations provided in the 2022 certification review report. The new CMP document provides a greatly improved foundation for addressing congestion and measuring progress.

3.4 Metropolitan Transportation Plan (MTP)

3.4.1 Regulatory Basis

23 USC 134(c), (h) & (i) and 23 CFR 450.324 set forth federal requirements for the development and content of the metropolitan transportation plan (MTP). Among those requirements is that the MTP address at least a twenty-year planning horizon and include both long-range and short-range strategies that lead to the development of an integrated multi-modal system. The MTP should also evaluate current and future transportation demand and help create a system that facilitates the safe and efficient movement of people and goods.

The MTP is part of the required continuing, cooperative, and comprehensive multimodal transportation planning process. The plan must consider all applicable issues related to transportation systems development, land use, employment, economic development, natural environment, housing, and community development.

23 CFR 450.324(c) requires the MPO to review and update the MTP at least every 5 years in air quality attainment areas to reflect current and forecasted transportation, population, land use, employment, congestion, and economic conditions and trends.

23 CFR 450.330(c) states that if an MPO does not update the MTP in accordance with the cycles defined in section 450.324(c), then (in air quality attainment areas) projects may only be advanced from a TIP that was approved prior to expiration of the MTP and meets the TIP update requirements of section 450.326(a). Until the MPO approves an MTP, the MPO may not amend the TIP; the TIP is “frozen.”

23 CFR 450.324(f)(10) requires a discussion of potential environmental mitigation activities and potential areas to carry out these activities, including activities that may have the greatest

potential to restore and maintain the environmental functions affected by the metropolitan transportation plan. The CFR states that the discussion may focus on policies, programs, or strategies, rather project level mitigation.

The Infrastructure Investment and Jobs Act (IIJA) added requirements for MPOs to consider housing in the transportation planning process. This includes requiring MPOs to provide affordable housing organizations with a reasonable opportunity to comment on the metropolitan transportation plan, per IIJA § 11201(d)(4)(B) and 23 USC 134(i)(6)(A).

23 U.S.C. 134(h)(1)(C) requires MPOs to consider security as one of ten planning factors. Furthermore, as stated in 23 CFR 450.306(b)(3), the Metropolitan Transportation Planning process provides for consideration of security of the transportation system. Note that security was separated from safety in the planning process with the passage of Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). Prior to SAFETEA-LU, safety and security were combined into one planning factor. Decoupling the two concepts in SAFETEA-LU signified a heightened importance of *both* ***safety and security*** to transportation decision-making. Great variation exists among MPOs in their security planning roles, and it is critical for each MPO to determine its own value-added niche. At a minimum, MPOs should consider communicating with other local agencies and the State to assess threats and prepare for emergencies (e.g. floods, winter storms, crime, terrorism).

Final selection of projects is the responsibility of the TPC. Project selection procedures for MPOs in air quality attainment, beyond the requirement in 23 CFR 450.316 for public participation and stakeholder consultation, are not included in the USC or regulated under the CFR. Each MPO may determine their own procedures.

3.4.2 Current Status

The 2045 MTP was adopted in 2021 and expired on April 7, 2026. The MPO staff reported that a new updated MTP will not be adopted by the expiration date. When an MTP expires without adoption of a new MTP, then the MPO may not amend or adopt the TIP. LADOTD offered to assist the MPO staff to either adopt another MTP or prepare for a frozen TIP.

The MPO staff introduced a revised version of the 2045 MTP, which maintains a 20-year planning horizon, for adoption at the February 2026 TPC meeting. For this MTP the staff re-evaluated the baseline data and needs assessments to ensure validity through October 2026. The MPO requested public comments, but no comments were received. This MTP was adopted on March 27, 2026, to remain valid through October 31, 2026 or the adoption of the new 2050 MTP.

The 2045 MTP was reviewed in the prior certification review report released in June 2022. Recommendations were provided. However, a review of how the 2045 MTP addressed potential environmental mitigation at the planning level was not addressed in that report. The MPO included an environmental buffer analysis of proposed projects in the 2045 MTP. The

MPO determined that "planned projects do not pose substantial negative impacts to regional environmental resources." The staff plan to include a similar analysis in the next MTP, which will include the preparation of a technical memo.

In addition, the 2045 MTP seems to be primarily highway/roadway focused. There is a transit section included in Chapter 4, Multimodal Needs Analysis. However, there are limited transit strategies or specific measures included in Chapter 5, Transportation Strategies. As a result, Chapter 6, Staged Improvement Plan, only includes existing transit services (operating, capital, etc.) and does not address any needed improvements, additional projects, or services related to transit.

In response to the IIJA housing requirement, the MPO staff identified representatives of affordable housing organizations who will be provided an opportunity to comment on the MTP under development. The individuals represent agencies which are a part of the City of Shreveport and Bossier governments, and the Fuller Center for Housing, a 501(c)3 nonprofit organization that partners with individuals and community groups to build and rehabilitate homes for people in need.

The MPO adopted updates to the STBG>200K Performance Based Project Selection Process (PSP) on November 15, 2022, and July 7, 2023, and adopted the Carbon Reduction Program PSP on February 2, 2024. Both documents recommend and outline the use of objective and quantitative evaluations.

The "Improve Safety & Security" category of the STBG>200K Performance Based PSP states 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" (p.11). However, none of the scoring elements address security. The scoring elements do address safety. The rubric prioritizes safety projects that support LADOTD and the Shreveport MPO in meeting adopted safety performance targets. However, the PSP does not reference use of LADOTD's Level of Service of Safety tool.

The System Preservation category of the current STBG>200K Performance Based PSP addresses both pavements and bridges in a more objective manner than in the prior version of the PSP. Detailed information on the steps to acquire the data necessary to make project selections is minimal. LADOTD's Priority List of bridges by parish that are qualified for the Federal Off-System Highway Bridge Program is not referenced as a qualifier for STBG>200k funds. STBG funds may be used for a bridge or tunnel project (other than construction of a new bridge or tunnel at a new location) on a road functionally classified as a local road or a rural minor collector, per 23 USC 133(c)(1). Every two years LADOTD sends a letter to each parish identifying bridges that are qualified for the Federal Off-System Highway Bridge Program. Projects to improve bridges on this list would also be eligible for "regular" STBG funds, including STBG >200K.

The Carbon Reduction Program PSP describes a method for quantifying emissions reductions in a proposed project. This PSP does not mention FHWA's Congestion Mitigation and Air Quality Improvement (CMAQ) Emissions Calculator Toolkit, which may be useful for this purpose.

3.4.3 Findings

The MPO is **compliant** with the MTP requirements.

Recommendations:

R6. In the new Metropolitan Transportation Plan, examine strategies and measures that would support improvements to existing public transit facilities and service.

R7. As the Metropolitan Planning Organization completes the new Metropolitan Transportation Plan update, review the MTP section of the 2022 certification review report and consider the recommendations provided there.

R8. To further improve the STBG>200K Performance Based Project Selection Process, consider the comments FHWA provided by email on March 26, 2026. See technical assistance item T1 below for more information.

R9. Consider adding project inclusion on the Parish Priority List of bridges that are qualified for the Federal Off-System Highway Bridge Program as a component of the bridge criteria in the STBG>200K Performance Based Project Selection Process.

R10. Consider referencing FHWA's Emissions Calculator Toolkit in the Carbon Reduction Program Project Selection Process to help evaluate proposed projects.

Technical Assistance:

T1. To further improve the STBG>200K Performance Based Project Selection Process, FHWA sent an email to the MPO on March 26, 2026, offering comments on the PSP document. These include recommendations on the evaluation of security improvements, safety projects, and bridge preservation projects.

Commendations:

C2. The updated STBG>200K Project Selection Process was greatly improved with the introduction of objective evaluations based on data and quantitative analysis. The newly established Carbon Reduction Program PSP also outlines a quantitative evaluation of proposed projects. The new evaluation methods include a scoring system that provides a standardized, replicable, defensible technique.

3.5 Performance-Based Planning and Programming (PBPP)

3.5.1 Regulatory Basis

23 CFR 450.306(d)(2) states that each MPO shall establish performance targets that address the performance measures (PM) established under 23 CFR 490, where applicable, to use in tracking progress towards attainment of critical outcomes for the region of the MPO. In addition, selection of performance targets by an MPO shall be coordinated with the relevant State and public transportation operators to ensure consistency, to the maximum extent practicable, with the targets those entities establish under 23 CFR 490 and 49 USC 5326(c) and 5329(d), respectively.

Per 23 CFR 490.107(c), MPOs report their established targets to their respective State DOT in a manner that is documented and mutually agreed upon by both parties, and MPOs report baseline condition/performance and progress toward the achievement of their targets in a system performance report included with each update of the MTP.

3.5.2 Current Status

The MPO included a System Performance Report in the 2045 MTP that established targets for PM1 Safety, PM2 Infrastructure Condition, and PM3 System Performance. It also includes a narrative assessing progress for each. However, the baseline (year and condition) and actual performance (year and condition) are not explicitly identified. As such it is difficult to tell if progress is being made toward targets.

3.5.3 Findings

The MPO is **compliant** with the PBPP requirements.

Recommendations:

R11. In the next System Performance Report, due in each new Metropolitan Transportation Plan, explicitly identify baseline year and conditions and the performance year and conditions.

Technical Assistance:

T2. FHWA publishes online reports for each State, including Louisiana, which may provide a useful example for the format of the MPO's System Performance Report. In addition, the Lansing MPO, housed by the Tri-County Regional Planning Commission, publishes a System Performance Report that may be a good example to review. The Kansas City MPO, hosted by the Mid-America Regional Council, prepares a System Performance Report that may also be a useful example. Note that while the Kansas City MPO chooses to publish their Report as a story map, this is not a requirement.

3.6 Transportation Safety Planning

3.6.1 Regulatory Basis

23 USC 134(h)(1)(B) requires MPOs to consider safety as one of ten planning factors. As stated in 23 CFR 450.306(b)(2), the planning process must evaluate and implement projects, strategies, and services that will increase the safety of the transportation system for motorized and non-motorized users.

In addition, SAFETEA-LU established a core safety program called the Highway Safety Improvement Program (HSIP) (23 USC 148), which introduced a mandate for states to have Strategic Highway Safety Plans (SHSPs). Federal regulations [23 CFR 450.306(d)(4)(ii) and (iv)] require the metropolitan transportation planning process be consistent with the SHSP and other safety and security planning.

3.6.2 Current Status

The Shreveport MPO considers safety in their project development process using a data driven Safety Elements Scoring Matrix included in the STBG>200K Performance Based Project Selection Process. This Matrix is used to prioritize safety projects for funding. Elements in the scoring matrix include annual average daily traffic for rural and urban areas and crash reduction factors for countermeasures. However, the Scoring Matrix does not seem to use LADOTD's latest updated resources for network screening.

The NLCOG also hosts the Northwest Regional SHSP Coalition, which has been funded with Highway Safety Improvement Program funds by LADOTD to implement the State's Strategic Highway Safety Plan in Northwest Louisiana. The Coalition has been active in Northwest Louisiana for over 10 years. The Coalition consists of highway safety stakeholders from around the region and has historically had strong participation.

3.6.3 Findings

The MPO is **compliant** with safety planning requirements.

Recommendation:

R12. Consider addressing FHWA's comments on the Safety Elements Scoring Matrix included in the STBG>200K Performance Based Project Selection Process document. (The comments are described in section 3.4.3 under technical assistance item T1.) One recommendation is to use the Louisiana Department of Transportation and Development's updated resources for network screening (Level of Service of Safety for all roads) for identifying locations with potential for safety improvement.

Commendation:

C3. Using a scoring matrix during project selection allows for a repeatable, data driven process for considering safety projects and minimizing bias in scoring and selection is a noteworthy practice.

3.7 Freight Planning

3.7.1 Regulatory Basis

23 USC 167 provides for the National Highway Freight Program to improve the condition and performance of the National Highway Freight Network. 23 USC 134(h)(1)and 23 CFR 450.306(b)(4) and (6) specifically identify addressing freight movement needs during the metropolitan transportation planning process. Furthermore, 23 CFR 450.306(d)(4)(vi) requires the MPO to integrate appropriate (metropolitan) portions of the State Freight Plan into the metropolitan transportation planning process.

3.7.2 Current Status

The previous certification review report, dated June 2022, discussed the status of freight planning with regards to the 2045 MTP. An update to the MTP is currently underway.

3.7.3 Findings

The MPO is **compliant** with freight planning requirements.

Recommendations:

R13. As the MPO develops the Metropolitan Transportation Plan update, review the Freight Planning section of the 2022 certification review report and consider the recommendations provided there.

3.8 Complete Streets Planning

3.8.1 Regulatory Basis

Section 11206 of the IIJA (Public Law 117-58) requires each MPO to use at least 2.5 percent of their metropolitan planning (PL) funds to carry out activities to increase safe and accessible options for multiple travel modes for people of all ages and abilities.

Eligible activities may include:

(1) adoption of Complete Streets standards or policies;

(2) development of a Complete Streets prioritization plan that identifies a specific list of Complete Streets projects to improve the safety, mobility, or accessibility of a street;
(3) development of transportation plans—
(A) to create a network of active transportation facilities, including sidewalks, bikeways, or pedestrian and bicycle trails, to connect neighborhoods with destinations such as workplaces, schools, residences, businesses, recreation areas, healthcare and child care services, or other community activity centers;
(B) to integrate active transportation facilities with public transportation service or improve access to public transportation;
(C) to create multiuse active transportation infrastructure facilities, including bikeways or pedestrian and bicycle trails, that make connections within or between communities; (D) to increase public transportation ridership; and
(E) to improve the safety of bicyclists and pedestrians;
(4) regional and megaregional planning to address travel demand and capacity constraints through alternatives to new highway capacity, including through intercity passenger rail; and
(5) development of transportation plans and policies that support transit-oriented development.

3.8.2 Current Status

In the 2025-2026 Unified Planning Work Program (UPWP) the MPO identifies three activities to be funded with metropolitan planning funds that will meet the Complete Streets planning requirement. These are:

1. Implement the Regional Active Transportation Plan and coordinate projects with local governments to prioritize specific Complete Streets projects.
2. Encourage local planning agencies to adopt and implement the complete streets polices contained within the Regional Plan.
3. Assist local governments with applications to fund complete streets projects.

In reference to item three above, beginning with the 2026-2027 UPWP, FHWA's Louisiana Division will be implementing the requirements of the Allowable Use of FHWA Financial Assistance for Activities Related to Discretionary Grants brief. Grant writing may be funded with Planning program funds if the grant proposal supports the MPO's 23 USC 134 planning purposes, if the grant writing activity is listed in the UPWP, and if the activity is included as an indirect cost.

3.8.3 Findings

The MPO is **compliant** with the complete streets planning requirements.

Recommendations:

R14. If the MPO wishes to continue assisting local governments with grant applications, then in the Unified Planning Work Program ensure the requirements of the Allowable Use of FHWA Financial Assistance for Activities Related to Discretionary Grants brief are met.

3.10 Transportation Improvement Program (TIP)

3.10.1 Regulatory Basis

23 USC 134(c), (h) & (j) requires the MPO to cooperatively develop a Transportation Improvement Program (TIP). Under 23 CFR 450.326 (a)-(j) the TIP must meet the following requirements:

1. Program for at least a four-year horizon and updated at least every four years
2. Provide interested parties a reasonable opportunity to comment
3. Designed to make progress toward achieving performance targets under the Federal performance management policy
4. Include a description of the anticipated effect of the TIP toward achieving the performance targets, as identified in the MTP, linking investment priorities to those performance targets
5. Include surface transportation projects funded under Title 23 USC or Title 49 USC Chapter 53, except as noted in the regulations under 23 CFR 450.326(e)
6. Contain all regionally significant projects, including those not funded with FHWA or FTA administered funds, and those on which no FHWA or FTA action is required
7. Include project description, cost, funding source/s, and the responsible agency
8. Consistent with the adopted MTP
9. Include a fiscally constrained financial plan

Under 23 CFR 450.326(n), the TIP is required to function as a tool for monitoring progress in implementing the MTP. As such the TIP should:

1. Identify the criteria and process for prioritizing implementation of transportation plan elements (including multimodal trade-offs) for inclusion in the TIP and any changes in priorities from previous TIPs;
2. List major projects from the previous TIP that were implemented and identify any significant delays in the planned implementation of major projects.

3.10.2 Current Status

The current TIP was adopted by the TPC in 2022 and spans Federal fiscal years 2023-2026. It addresses most of the requirements of 23 CFR 450.326 (a)-(j). However, per 23 CFR 450.326(f), the TIP does not include the Red River Express project which appears to be regionally significant. This project is proposed by a private entity, Tim James Inc., is described on the Tim James website, and has been the subject of local news coverage. Including this project for informational purposes would expand the usefulness of the TIP to the TPC and other transportation stakeholders.

Per 23 CFR 450.326(n), the TIP describes the prioritization process in reference to the MTP and includes a list that details the status of projects programmed in the previous TIP for 2019-2022. The TIP also includes a description of the MPO's priorities, but it does not identify changes in priorities from previous TIPs.

Finally, regarding the recommendation in the prior certification review report to describe the anticipated effect of the TIP toward achieving performance targets, the TIP explains that the project prioritization criteria were structured to assist in the achievement of the MPO's adopted targets for the federally required performance measures. This implies that if the projects are implemented then at least some progress towards the achievement of targets is expected. Furthermore, the MPO adopted new project selection processes, as described earlier in this report in section 3.4.2, which strengthens the link between Federal performance targets and selected projects. However, the TIP does not explicitly describe the magnitude of the effect the projects would likely achieve if implemented.

3.10.3 Findings

The Transportation Improvement Program (TIP) is **compliant** with TIP requirements.

Recommendations:

R15. Include all regionally significant projects of which the MPO staff and/or committee members are aware in the next Transportation Improvement Program. If the Red River Express is still a proposal of some likelihood, then identify it in the TIP.

R16. In the next Transportation Improvement Program, discuss changes in priorities compared to the previous TIP. If the priorities remain the same, then indicate that the priorities are unchanged.

R17. Add a description to the next Transportation Improvement Program describing the anticipated effect that implementation of MPO selected projects would likely have on progress towards Federal performance targets. This effort could include quantifying the amount of funding and number of projects that are programmed in response to each of the Federal performance measures.

3.11 Annual Listing of Obligated Projects (ALOP)

3.11.1 Regulatory Basis

23 USC 134(j)(7) and 23 CFR 450.334 requires that the State, the MPO, and public transportation operators cooperatively develop a listing of projects for which Federal funds under 23 USC or 49 U.S. C. Chapter 53 have been obligated in the previous year. The list must be published or otherwise made available in accordance with the MPO's public participation/involvement plan no later than 90 calendar days following the end of the program year. The listing must include all Federally funded projects authorized or revised to increase obligations in the preceding program year and, at a minimum, the following for each project:

1. Amount of Federal funds requested in the TIP
2. Federal funding obligated during the preceding year
3. Federal funding remaining and available for subsequent years
4. Sufficient description to identify the project
5. Identification of the agencies responsible for carrying out the project

3.11.2 Current Status

The ALOP for fiscal year (FY) 2025 is posted to the website under the "Library" tab.

For FHWA funded projects, the spreadsheet of obligations includes a column for the total programmed in the TIP, a project description, the project phase, and project sponsors. There are also columns entitled "Obligated FFY 2025" and "Remaining." However, the spreadsheet is unclear whether the "Total Programmed" column lists only Federal funds or Federal Funds plus local match. It is also unclear whether the Obligated and Remaining columns represent only Federal funds or Federal funds plus local match.

Regarding the transit component of the ALOP, the 2025 document does not include a list of FTA projects, while the 2024 ALOP does. A review of the Listings from prior years found they included funds which were not obligated and did not include funds that were obligated.

During the site visit, the MPO staff expressed considerable confusion regarding the purpose of and requirements for the ALOP. The staff also stated that correlating obligations to projects programmed in the TIP can be difficult, because some obligations information provided by LADOTD is for projects that were originally authorized under previous TIPs or was programmed under a line item (also known as a grouped project). The Federal Review Team advised that the ALOP should include federally funded projects authorized or revised to increase obligations in the preceding program year. Listing de-obligations is not required.

The MPO and LADOTD staff discussed the obligation information provided by LADOTD to the MPO, how the information relates to the Federal requirements, and what information and

clarifications would be helpful to the MPO in producing the ALOP. The conversation identified coordination needed to produce a compliant ALOP.

As a complement to the ALOP review, the FHWA review team examined the February 28, 2026, Status of Funds report available through the Financial Management Information System (FMIS). As of that date, the Shreveport MPO had an unobligated balance with a grand total of $55,459,957.27. Surface Transportation Program (STP) and Surface Transportation Block Grant (STBG) program funds comprise $46,484,571.99 of that grand total. This is more than five times the amount of the 2026 apportionment and implies that the MPO struggles to obligate their funds on an annual basis. See the table below.

SHREVEPORT MPO STATUS OF FUNDS
AS OF 02 / 28 / 2026

FUND	FUND CODE	FY - 2026 APPORTIONMENT	AVAILABLE FY - 2026	OBLIGATIONS FY-TO-DATE	UNOBLIGATED BALANCE
URBAN SYSTEMS (STP/STBG >200k)					
00085 - SHREVEPORT	**H230**		189,045.36		189,045.36
00085 - SHREVEPORT	**L230**		62,204.29		62,204.29
00085 - SHREVEPORT	**L23E**		918,923.31		918,923.31
00085 - SHREVEPORT	**L23R**		1,183,060.66		1,183,060.66
00085 - SHREVEPORT	**Q230**		50,276.77		50,276.77
00085 - SHREVEPORT	**M230**		1,730,988.54		1,730,988.54
00085 - SHREVEPORT	**M23E**		4,729,810.00		4,729,810.00
81739 - Shreveport, LA	**Z23E**		7,129,596.00		7,129,596.00
81739 - Shreveport, LA	**Z230**		768,169.91		768,169.91
81739 - Shreveport, LA	**Y230**	8,460,919.00	33,968,233.20	4,245,736.05	29,722,497.15
					46,484,571.99
TIFIA REDIS STBG>200K					
81739 - Shreveport, LA	**Y041**		995,567.00		**995,567.00**
TRANSPORTATION ALTERNATIVES					
00085 - SHREVEPORT	**M301**		179,435.81		179,435.81
00085 - SHREVEPORT	**M3E1**		403,456.00		403,456.00
81739 - Shreveport, LA	**Z3E1**		357,021.00		357,021.00
81739 - Shreveport, LA	**Z301**		536,938.83		536,938.83
81739 - Shreveport, LA	**Y301**	739,757.00	3,633,852.00		3,633,852.00
					5,110,703.64
TIFIA REDIS TA>200K					
81739 - Shreveport, LA	**Y046**		95,569.00		**95,569.00**
CARBON REDUCTION PROGRAM					
81739 - Shreveport, LA	**Y601**	989,501.00	2,773,545.64		**2,773,545.64**
				GRAND TOTAL UNOBLIGATED BALANCE >	**55,459,957.27**

3.11.3 Findings

The MPO is **substantially compliant** with ALOP requirements. FHWA is assured that the MPO and LADOTD staff are working in good faith toward preparation of an ALOP that will address the CFR requirements.

Recommendation:

R18. Revise the table in the Annual Listing of Obligated Projects to clearly indicate whether the amounts shown include Federal funds only, or Federal funds plus local match.

R19: Add the public transit projects to the 2025 Annual Listing of Obligated Projects. If needed, contact the FTA planner serving the MPO for assistance with identifying the transit grants and funds obligated.

R20. Develop a plan to obligate FHWA funds annually at an amount roughly equal to a year's allocation. If the Federal transportation planning process of Metropolitan Transportation Plan and Transportation Improvement Program development is not sufficient to address local obligation challenges, then consider developing additional strategies which would be of benefit in the Shreveport MPO's specific context.

3.12 Public Participation and Consultation

3.12.1 Regulatory Basis

Regarding public participation, 23 USC 134(i)(5) and (j)(1)(B), and 49 USC 5303(i)(5) and (j)(1)(B), require a Metropolitan Planning Organization (MPO) to provide adequate opportunity for the public to participate in and comment on the products and planning processes of the MPO. The requirements for public involvement are detailed in 23 CFR 450.316(a)-(e), which require the MPO to develop and use a documented participation plan that includes explicit procedures and strategies to involve the public, governments, agencies, officials, and other interested parties in the transportation planning process.

Specific requirements include:

1. Providing adequate public notice of participation and comment opportunities at key decision points
2. Timely notice and reasonable access to information on transportation issues and processes
3. Employing visualization techniques to describe MTPs and TIPs
4. Making information for the public available in electronically accessible formats and means such as the world wide web
5. Holding public meetings at convenient and accessible locations and times

6. Demonstrating explicit consideration and response to public input on the MTP and TIP
7. Seeking out and considering the needs of the traditionally underserved
8. Providing additional opportunity for public comment if the final MTP or TIP differs significantly from the version originally made available for comment
9. Coordination with the statewide transportation planning public involvement process
10. Periodically reviewing the effectiveness of the participation plan

Regarding consultation with governments and agencies, 23 USC 134(g) & (i)(5)-(6) and 23 CFR 450.316(b-e) set forth requirements for consultation in developing the MTP and TIP. Consultation is also addressed specifically in connection with the MTP in 23 CFR 450.324(g)(1-2) and in 23 CFR 450.324(f)(10) related to environmental mitigation.

In developing the MTP and TIP, the MPO shall, to the extent practicable, develop a documented process that outlines roles, responsibilities, and key decision points for consulting with other governments and agencies as described below:

1. Agencies and officials responsible for other planning activities (State, local, economic development, environmental protection, airport operations, or freight)
2. Other providers of transportation services
3. Indian Tribal Government(s)
4. Federal land management agencies

The IIJA added provisions for MPOs to use social media and other web-based tools to promote public participation in the transportation planning process and is found in IIJA section 11201(a)(3) and 23 USC 134(i)(6)(D).

3.12.2 Current Status

The MPO adopted their current Public Involvement Plan (PIP) on November 11, 2022. The document meets most of the requirements of 23 CFR 450.316(a)(1). The procedures and strategies described in the PIP establish high expectations and provide detailed guidance for the MPO staff when conducting public outreach. Members of the public reviewing the PIP will understand what they can expect from the MPO regarding participation and comment opportunities. However, per 23 CFR 450.316(a)(1)(i), the document does not explicitly identify the key decision points at which public participation activities will be offered and comment solicited. In addition, per 23 CFR 450.316(e), the PIP does not explicitly identify procedures and key decision points for consultation with governments and agencies when developing the MTP and TIP.

The MPO staff use multiple strategies to inform the public and stakeholders of participation and comment opportunities. The staff maintains a community distribution list of individuals, and representatives of agencies, interest groups, non-profits, and other organizations; anyone can request inclusion. The MPO informs the public of their day-to-day business operations, events,

and involvement opportunities, including the Transportation Policy Committee meetings, by publishing information on their website, updating the website calendar, sending emails using the distribution list, and by posting notices on doors of the MPO offices and on the MPO's social media account. For specific plans and projects, the MPO seeks engagement from the public by creating online surveys and tabling at community events. The MPO has found tremendous success in attending other organization's community events, such as health fairs, farmers markets, and school events.

MPO staff works with the Bossier Chamber of Commerce Diplomats program to educate businesses about the MPO's purpose and function. Staff also work with high school juniors on community planning. Next year the staff plan to work with middle school students.

Regarding consultation with governments and agencies, the MPO staff reported that they coordinate with LADOTD regularly, including the planning and environmental sections at LADOTD Headquarters. Also, the LADOTD District 4 administrator sits on the TPC. Furthermore, a successful consulting relationship between the MPO and SporTran has been demonstrated.

In the past, the website included an accessibility button as an aid for the visually impaired. But the MPO has not maintained their subscription to the button.

The MPO currently maintains one social media account, Facebook. The Federal Review Team notes that different social media platforms appeal to different demographic populations. Use of only one platform may limit the MPO's reach.

The MPO do not consider comments on social media as formal and therefore do not respond. However, the Federal Review Team is concerned that the public may not be familiar with the MPO's policy to ignore social media comments. Ideally comments on social media should be treated like comments submitted by other means.

The TPC meetings are usually held on the third Friday of the month at 9am at Government Plaza, where several other governmental agencies host their meetings. The agendas for the TPC meetings include hyperlinks to supporting documents for easy review.

The MPO continues to strive to find unique ways to engage the public and encourage comments, using both Internet and traditional in-person techniques. They usually host five to seven public meetings annually and make use of visualization techniques. The staff also employ virtual approaches such as online surveys, mapping applications, and online meetings.

The MPO documents comments received on plans and other reports by attaching the comments as an appendix to the pertinent document along with notes on how the comment was addressed. Comments received at meetings are included in the meeting minutes.

The staff reports that they have not received any Title VI complaints. However, civil rights complaints were submitted to the FHWA Office of Civil Rights regarding the environmental process and National Environmental Policy Act (NEPA) for the I-49 Inner City project. The Office officially accepted the complaints on March 30, 2022.

3.12.3 Findings

The MPO is **compliant** with requirements regarding public participation and agency consultation.

Recommendations:

R21. Ensure that provisions for the visually impaired are provided on the MPO's website.

R22. Consider adding another form of social media to enhance outreach and gather public input from a wider population.

R23. Document and address public comments submitted on a social media platform. The Metropolitan Planning Organization staff do not need to respond to the comments directly on the social media site, but the comment should still be considered and addressed in the planning process to which the comment pertains.

Commendations:

C4. The MPO's work with local businesses via the Diplomats program and with high school students is noteworthy. The review team encourages the MPO to continue these and similar efforts, so residents will be knowledgeable of the MPO's role and opportunities to participate in the planning process.

4.0 PUBLIC COMMENT

This section summarizes the opportunities that FHWA and FTA provided for public and stakeholder comment on the transportation planning process as conducted in the MPA.

The FTA Region 6 and FHWA Louisiana Division sent a letter to Chair of the Shreveport MPO Transportation Policy Committee, Ms. Erica Bryant, on October 22, 2025, notifying her of the certification review site visit and public input request, and inviting the Chair and any other transportation planning process participants to attend. The letter also offered the Chair and other local elected officials the opportunity to meet separately with FHWA and/or FTA staff. Staff at the MPO and LADOTD were copied on the letter. No local officials requested a separate meeting.

A notice inviting public comment was presented by the Federal Review Team at the Transportation Policy Committee Meeting held on December 19, 2025. This included an informational slideshow on the federal transportation planning process with instructions for submitting comments. Furthermore, the slideshow was published on NLCOG's website through the comment due date of January 16, 2026.

One public comment was received by email regarding the I-49 Inner City Connector project, even though planning for this project concluded in 2010. (A final draft of the environmental impact statement is currently advancing under NEPA regulations.) The comment was forwarded to the Louisiana FHWA Environmental and Civil Rights Specialists. A copy of the comment is included in Appendix D and the email with all attachments is stored in the FHWA Louisiana Division Office files.

5.0 CONCLUSION

Pursuant to 23 USC 134(k)(6), 49 USC 5303(k)(6), and the 23 CFR 450.336(b), FHWA and FTA jointly find that the metropolitan transportation planning process conducted for the Shreveport UZA and associated MPA is **compliant** with Federal requirements and the Shreveport MPO and Governor approved a TIP that is currently in effect.

As a result of the review process, FHWA and FTA jointly are **certifying** the metropolitan transportation planning process conducted by the Shreveport MPO, the Louisiana Department of Transportation and Development (LADOTD), and SporTran.

APPENDIX A – SITE VISIT PARTICIPANTS

The following people participated in the MPO on-site review meeting.

- FHWA, Louisiana Division

  Mary Stringfellow, Asset Program Team Leader
  Laura Phillips, Transportation Planner
  Megan Jackson, Area Engineer
  Betsey Tramonte, Transportation Safety Specialist*
  John Broemmelsiek, Intelligent Systems/Traffic Operations Engineer*
  Charles Harkless, Equal Opportunity Specialist/Realty Officer*

- FHWA, Office of Planning

  Tameka Macon-Ryan, Community Planner*

- FTA Region, Region 6

  Michelle Bloomer, Community Planner

- Northwest Louisiana Council of Governments (MPO staff)

  Kent Rogers, Executive Director
  Chris Petro, Director of Planning
  Lisa Frazier, Public Involvement, Title VI Coordinator
  Savannah Williams, Office Manager
  Heidi Stewart, GIS Analyst, Environmental Planner
  Adam Driskill, Data Analyst/Regional Planner

- SporTran

  Dinero' Washington, Chief Executive Officer

- LADOTD

  Dawn Sholmire, Transportation Planning Administrator
  Sarah Moss, Statewide Planning Engineer
  Jason Duet, Planner*
  Tina Athalone, Urban Program Manager/Coordinated Human Services Planning

* Attended virtually

APPENDIX B – SITE VISIT AGENDA

Shreveport Certification Review Site Visit
Agenda
December 17th-December 19th, 2025

401 Edwards St, Suite 1100
Shreveport, LA
Virtual attendance via MS Teams available for those who are not traveling

Wednesday, December 17th

Time	Topic	Discussion Lead
1:00-1:15 PM	Welcome, Purpose, Introductions	Laura Phillips, FHWA
1:15-1:45 PM	MPO Organizational Structure	Laura Phillips, FHWA
1:45-2:15 PM	Agreements	Mary Stringfellow, FHWA
2:15-3:00 PM	Congestion Management Process	Laura Phillips, FHWA
3:00-3:15 PM	Break	
3:15-4:15 PM	Metropolitan Transportation Plan (including housing coordination, environmental mitigation, and MTP project selection process)	Laura Phillips, FHWA
4:15-4:45 PM	Performance-Based Planning & Programming (including bridge measures)	Mary Stringfellow, FHWA
4:45-5:00 PM	Other Business, Adjourn	Laura Phillips, FHWA

Thursday, December 18th

Time	Topic	Discussion Leads
8:30-8:45 AM	Welcome, Introductions	Laura Phillips, FHWA
8:45-9:15 AM	Transportation Safety Planning	Mary Stringfellow, FHWA
9:15-9:45 AM	Transit Planning	Michelle Bloomer, FTA
9:45-10:15 AM	Freight Planning	Laura Phillips, FHWA
10:15-10:30 AM	Break	
10:30-10:45 AM	Complete Streets Planning	Laura Phillips, FHWA
10:45-11:45 AM	TIP Development (including TIP project selection process)	Laura Phillips, FHWA
11:45 AM-1:00 PM	Lunch	
1:00-1:30 PM	ALOP	Mary Stringfellow, FHWA
1:30-2:00 PM	Public Participation (including Title VI)	Laura Phillips, FHWA
2:00-2:15 PM	Consultation and Coordination	Laura Phillips, FHWA

2:15-2:30	Break	
2:30-3:30 PM	NLCOG Time Sheet Program	Kent Rogers, NLCOG
3:30-4:30 PM	Reserved for LADOTD	
4:30-5:00 PM	Other Business, Adjourn	Laura Phillips, FHWA

Friday, December 19th

Time	Topic	Lead
9:00 – 10:30AM	TPC Meeting (to request public input)	Laura Phillips, FHWA

APPENDIX C – 2022 REPORT RECOMMENDATIONS

The following are the recommendations which were provided in the 2022 certification review report. Refer to the status portions of the appropriate program review sections of the 2022 Report for observations which support these recommendations.

R1. Fill the Transportation Coordinating Committee vacancies and post the members' names to the TCC webpage. If the entities have not assigned a representative, then remind them of both the responsibility to appoint someone and the benefits of doing so.

R2. Include a provision for the annual listing of obligated projects in your next planning agreement. Coordinate with LDOTD and provide FHWA with a target date for execution of the next agreement.

R3. Include more detail in your next performance management agreement, including a timeline or schedule for providing targets and data, a description of how data and progress towards targets will be documented and shared, and a description of the collection of data for the State's NHS asset management plan (even if the MPO does little for this, the MPO's assistance, no matter how small, should still be specified). Coordinate with LDOTD and provide FHWA with a target date for execution of the next agreement.

R4. In the next MTP, the MPO staff should:

a. reference the congestion management process and explain how it influenced, or did not influence, the MTP,
b. include design scope descriptions of proposed transportation facilities,
c. and compare current performance to baseline data and/or data from other previous reports.

Furthermore, LDOTD staff should review the next MTP to ensure that these items are included.

R5. Revise the project selection process to address the Federally required transportation performance measures for safety (PM1), infrastructure condition (PM2), and system performance (PM3). The FHWA review team recognizes that the MPO staff are revising the selection process to align better with performance-based planning and programming. If you need any assistance with this document, FHWA Louisiana Division staff are available to help.

R6. In the next TIP, include a description of the anticipated effect of the TIP toward achieving performance targets, thus linking investment priorities to those targets. The design of the TIP must help the MPO achieve progress by associating projects with targets. LDOTD should review the TIP to ensure this is addressed.

R7. For each project or phase included in future editions of the Annual Listing of Obligated Projects, include project sponsors, funds requested in TIP, and Federal funding remaining and available for subsequent years. LDOTD should provide this information to MPOs in a user-friendly format.

R8. Add a clearly visible hotlink for the Title VI Plan to the homepage of the NLCOG website. Complete this by July 29th, 2022.

R9. To improve the regional freight planning process, evaluate freight needs within the MPA more closely. Information on freight land use, freight clusters, freight origins and destinations would provide valuable insights on freight needs, and freight facility and infrastructure proposals. A best practice is to develop a freight profile for the MPA that includes a status of freight modes, including locations, movements, stakeholders, trends, and challenges.

R10. In the next MTP, or if the current MTP is amended, identify the portion of the Primary Highway Freight System that falls within the Metropolitan Planning Area. This is basic information that is reasonable to include on freight network maps.

R11. Develop a project selection process that provides clear guidance to help reviewers evaluate safety in an objective and quantifiable manner and that also addresses the PM1 Safety goals. Provide FHWA with a target date for the adoption of improved safety criteria for the project selection process.

R12. Develop a project selection process that provides clear guidance to help reviewers evaluate proposed security improvements objectively.

R13. The LDOTD should assist the MPOs with travel demand forecasting model updates by verifying inputs and outputs. This would improve the forecasts and benefit the LDOTD in meeting their statewide travel time reliability targets.

R14. Complete congestion management process (CMP) document revisions at least 18 months before adopting an MTP, so the CMP may be referenced during MTP development. The CFR requires that multimodal system performance measures and strategies identified in the CMP be reflected in the MTP and the TIP. Since the current MTP will expire on April 7, 2026, FHWA ***strongly*** recommends that the MPO complete revisions to the CMP no later than ***October 7, 2024***.

R15. In future CMPs, if no Travel Demand Management (TDM) Strategies (as they are called in the Draft CMP) are recommended for congested areas with significant residential development and/or retail or commercial attractors, describe which of these Demand Management strategies were considered and why they are not recommended.

R16. Revise the CMP document to fully address the requirements listed in 23 CFR 450.322, including:

a. transit, bicycle/pedestrian/trail, and freight movement networks,
b. a schedule of implementation, even if the schedule is described as ideal or aspirational, to communicate to local jurisdictions the importance of advancing the projects and to indicate the appropriate MTP stage and TIP year,
c. identification of Federal or State funding types for which each recommendation is eligible,
d. a standard process to evaluate the effectiveness of implemented congestion mitigation strategies.

FHWA ***strongly*** recommends that the MPO complete these revisions to the CMP no later than ***October 7, 2024***. The staff at the FHWA Louisiana Division office are available for technical assistance. We can provide example documents, best practice guidance, or other support.

R17. To improve the CMP, ask local jurisdictions to share their operational and travel flow data with the MPO staff. Explain to the locals the benefits of sharing the data. When they do share their data, add the names of the jurisdictions and the types of data provided to the data collection section of the CMP document.

R18. The LDOTD should review draft CMP documents and assist MPO staffs with validating analyses and assessing conclusions. This would improve CMP documents and benefit the LDOTD in meeting their statewide travel time reliability targets.

R19. The LDOTD should help MPOs with data by sharing data purchased or collected by the LDOTD and by offering to pool the purchase of data that multiple MPOs use or would like to use. This would provide a cost savings, encourage MPOs to make use of more than one or two data sources, and provide improved analysis for both MPO and State performance management activities.

R20. During the development of the next MTP, consider addressing resilience more explicitly. Resilience goals and performance measures could be established. Assess the vulnerabilities of the transportation network and identify strategies or projects that could mitigate those vulnerabilities. Use resilience as a primary criterion in project selection and indicate if projects in the Staged Improvement Plan could improve resilience. Even though the MPO just adopted a new MTP in 2021, the MPO could begin assessing vulnerabilities before officially undertaking an MTP update. The staff could identify resilience activities in the next UPWP, either as a part of a planning task or an individual resilience task. FHWA has published guidance documents that could be useful. And our Division Office can also help.

APPENDIX D – PUBLIC COMMENT

From: Kim Mitchell
To: Phillips, Laura (FHWA); Bloomer, Michelle (FTA)
Subject: Public comments to FHWA concerning Transportation Management Area Certification Review of Shreveport-Bossier City Metropolitan Planning Organization (MPO), NLCOG
Date: Friday, January 16, 2026 11:47:36 PM
Attachments: 2017.11.7 signed comments to FHWA. NLCOG recertification.pdf
2021.11.28 AS ltr. FHWA.NLCOG recertification comments.pdf
2022.3.15 Smart Mobility Memo 1. to NLCOG.pdf
2022.5.3 Smart Mobility Memo 2. to NLCOG.pdf

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CAUTION: This email originated from outside of the Department of Transportation (DOT). Do not click on links or open attachments unless you recognize the sender and know the content is safe.

Ms. Phillips and Ms. Bloomer,

I am responding to your request for public comments concerning NLCOG certification posted on the NLCOG web site. My comments represent my personal experiences and those of other members of Allendale Strong, a neighborhood organization that formed in 2012 as a response to the NLCOG 2009 reviving of a Zombie Freeway project, I-49 ICC, that was officially killed in 1997 at both the state and federal levels. Allendale Strong has previously expressed public comments at MPO certification public meetings held by FHWA in 2017 and 2021. Unfortunately, our concerns expressed in those two public meetings, documented in the attached 2 letters, are still valid with one exception: Item 6 of 10 in the 11.28.2021 letter was resolved. FHWA responded to Allendale Strong concerns by initiating a Title VI investigation. The day after that action NLCOG, 9 months after our FOIA request, provided Allendale Strong the Travel Demand Model for our modeling consultant.

We are disappointed that there was no public meeting to receive comments during the current certification review. I was able to view your MPO certification process slide presentation that was linked to a NLCOG website post after your December 19th presentation to the NLCOG board. In that presentation you pose the following 3 questions for the public to answer:

1. *"Do you have an adequate opportunity to participate in the MPO Transportation Planning Process?"*
2. *"Have you been involved in the MPO Transportation Planning Process?"*
3. *"What are your views of the process?"*

Our answer to your first question: No, Allendale Strong does not have adequate opportunity to participate in the planning process. We show up for meetings and speak out, but our requests for more meaningful public process and for collaborating to update transportation planning assumptions and practices are ignored.

Our answer to your second question: No, we have not been invited to be "meaningfully involved in the transportation planning process. Our group's positions and advocacy have been persistently made known to NLCOGs, but NLCOG has not invited Allendale Strong to provide input into shaping planning process goals and scopes of work. We are consistently placed in a position of reacting to NLCOG's plans. Our requests to collaborate are ignored.We are a neighborhood group that is a Learning -Doing Community with members across the city, colleagues across the state collaborating as Louisiana 4-Corners Coalition, and are part of a growing nationwide advocacy network of Freeway Fighters. Allendale Strong has tried for 13

years to be meaningfully involved, but our efforts are not welcomed. We have commented on the recent Vision Zero Plan and the Congestion Mitigation Process plan update. We received no invitation to discuss our concerns and are still waiting for a response to our CMP update plan comments. Among our recent advocacy involvement requests are the following:

- ***"Have Smart Mobility (Allendale Strong's transportation modeling consultant) fixes for serious NLCOG TDM (travel demand model) problems been implemented?*** The draft CMP Plan references the TDM as a reliable predictive tool. The Smart Mobility identified TDM problems described how unreliable NLCOG's TDM is. Two attached memos to NLCOG (3.15.22 and and 5.3..22) describe problems and corrective fixes. At the November 21stNLCOG meeting I also mentioned these memos, asked if the recommendations had been implemented and if not please provide an explanation of why not." ***To date we have not received a response from NLCOG.***

- ***"Add a strategy for reducing inner city urban expressway congestion (I-20) by separating local traffic and through traffic, particularly 18-wheeler truck traffic.*** At the November 21st NLCOG meeting I requested that the temporary routing of through truck traffic using the I-220 and Highway 3132 be made permanent. I cited my personal experiences of driving back from Texas and recognizing the reduced truck traffic congestion after passing the I-220 exit ramp, commenting that the successful NLCOG experiment proved Allendlae Strong's 13 years of advocacy to separate local from through traffic. The city would benefit economically, environmentally and socially from this policy. Other cities have recognized that combining local and through traffic reduces local business prosperity. and increases citizen exposure to harmful traffic pollution." ***To date we have received no response or interest in talking about this request.***

    - ***Allendale Strong offered to have its consultant model use of the existing loop as I-49 through Shreveport*** to provide a second opinion to NLCOG's build alternative 5 proposal to widen the existing loop to 6 lanes at a cost of $1.5 billion. More current modeling will likely show there is no need to waste public funds widening the existing loop. **No interest has been expressed in the cost savings potential of this proposal.**

- ***"In their November 21st meeting we requested that NLCOG set up a committee, that includes informed groups like Allendale Strong, to work on updates to NLCOG assumptions and practices.*** I cited two stories of cities escaping the outdated transportation mindsets - Kansas City and Detroit. There are increasing numbers of cities that have pivoted away from the status quo to change the direction of transportation planning. ***To date there is no response to this request.***

Our answer to your third question: The current transportation planning public engagement process treats the public as a box to be checked. The transportation planning process is based upon outdated standards and assumptions that do not account for costs associated with lost land, adverse health impacts, and problems associated by induced sprawling growth patterns caused by current transportation planning practices. The current MPO system operates with a 1950's mindset and is building new capacity that the country cannot afford and cannot maintain. It has created a vicious cycle of expressway building that induces growth that causes more highway capacity building. The transportation induced sprawling growth patterns are expanding infrastructure beyond cities' financial abilities to maintain and service their low density built environment. From our experiences and learning, it is time to completely

redesign or replace the MPO system.

We request that FHWA make a positive example for change in considering the certification of NLCOG as our regional MPO. Please involve Allendale Strong in determining remedies to correct the planning process reforms for the future. For over thirteen years we engaged in the hard work of learning about and experiencing what needs to change in the transportation system. We are ready to collaborate, so transportation policies and practices make our community and country stronger and more prosperous for everyone.

Sincerely,

Kim E. Mitchell
Architect / Planner, LEED AP BD+C, SDI Fellow
[redacted]

Note: The email attachments are stored in the FHWA Louisiana Division office files.

APPENDIX E – LIST OF ACRONYMS

ALOP: Annual Listing of Obligated Projects
CFR: Code of Federal Regulations
CMAQ: Congestion Mitigation and Air Quality
CMP: Congestion Management Process
FHWA: Federal Highway Administration
FTA: Federal Transit Administration
FY: Fiscal Year
HSIP: Highway Safety Improvement Program
IIJA: Infrastructure Investment and Jobs Act
ITS: Intelligent Transportation Systems
LADOTD: Louisiana Department of Transportation and Development
MPA: Metropolitan Planning Area
MPO: Metropolitan Planning Organization
MTP: Metropolitan Transportation Plan
NEPA: National Environmental Policy Act
NHS: National Highway System
NLCOG: Northwest Louisiana Council of Governments
PBPP: Performance Based Planning and Programming
PIP: Public Involvement Plan
PM: Performance Measures
SAFETEA-LU: Safe, Accountable, Flexible, Efficient Transpiration Equity Act: A Legacy for Users
SHSP: Strategic Highway Safety Plan
STIP: State Transportation Improvement Program
STBG: Surface Transportation Block Grant Program
STP: Surface Transportation Program
TDM: Travel Demand Management
TIP: Transportation Improvement Program
TMA: Transportation Management Area
TPC: Transportation Policy Committee
UPWP: Unified Planning Work Program
USC: United States Code
UZA: Urbanized Area

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