



TIP 2023 - 2026

Transportation Improvement Program



NORTHWEST LOUISIANA TRANSPORTATION IMPROVEMENT PROGRAM

FEDERAL FISCAL YEARS 2023 - 2026

RECORD OF ADOPTION

ITEM	Date(s)
Draft submitted to LADOTD for review and comment	01.21.2022
Draft returned to MPO with LADOTD comments/edits	03.01.2021
2 ND Draft submitted to LADOTD with edits made by MPO Staff	04.01.2022
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Introduction to The MPO Transportation Policy Committee	08.26.2022
Public Comment Period	08.28.2022 - 09.27.2022
Adopted by Resolution: MPO Transportation Policy Committee	xx.xx.2022





Northwest Louisiana Council of Governments
The MPO for the Shreveport/Bossier City Metropolitan Area

September 30th, 2022

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

Dear Secretary Wilson:

It is with pleasure that we present to you the **Northwest Louisiana Metropolitan Planning Area's Transportation Improvement Program for Federal Fiscal Years (FFYs) 2023 through 2026**. The development of this document reflects the priorities for the completion of projects as established by the Northwest Louisiana Council of Governments and the Metropolitan Planning Organization Transportation Policy Committee (MPO) in coordination with Technical Coordinating Committee, the MPO Staff, and District-04/Headquarters offices of the Louisiana Department of Transportation and Development. In developing these priorities, the MPO referred to the eight MPO Planning Factors of the Fixing America's Surface Transportation Act Extension (FAST-Act) to help meet the following objectives:

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



The Transportation Improvement Program (TIP) document establishes investments in new construction and development, maintenance of existing facilities, transit operations and capital expenditures, transit maintenance and administrative facility development, enhancement projects, and safety improvements. As an area of over 200,000 in population, NLCOG is required to implement Transportation Management Area (TMA) planning strategies as outlined in the local Congestion Management Systems Plan. As an area in attainment for air quality, Caddo, Bossier, Desoto, and Webster Parishes are not required to undertake conformity analysis at this time.

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

Sincerely,

Mr. Bruce Blanton
Chair
Northwest Louisiana Council of Governments
Board of Directors

Ms. Carlotta Askew-Brown
Chair
Metropolitan Planning Organization
Transportation Policy Committee





Northwest Louisiana Council of Governments

The MPO for the Shreveport/Bossier City Metropolitan Area

A RESOLUTION ADOPTING THE Northwest Louisiana TRANSPORTATION IMPROVEMENT PROGRAM FEDERAL FISCAL YEARS 2023 THROUGH 2026

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

WHEREAS, the Infrastructure Investment and Jobs Act (IIJA), passed by the United States Congress and signed into law by the President November 15th 2021, requires that each MPO adopt a short-range work program that consists of federally funded and/or regionally significant transportation improvement projects within the metropolitan area; and

WHEREAS, various federal, state, regional, and local agencies and organizations concerned with transportation planning for the MPO area have cooperatively developed the Transportation Improvement Program (TIP) for Federal Fiscal Years 2023 through 2026 to satisfy federal planning requirements of the IIJA; and

WHEREAS, the TIP is comprised of projects that are derived from the MPO's adopted 2045 Metropolitan Transportation Plan (MTP), also referred to as the regional long-range transportation plan, is consistent with local and state transportation plans, and has met the requirements of Title 23 Code of Federal Regulations Part 450.324; and

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

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

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

NOW, THEREFORE, BE IT RESOLVED by the NLCOG Metropolitan Transportation Planning Committee, the MPO for Northwest Louisiana, that the Transportation Improvement Program for Federal Fiscal Years 2023 through 2026 is adopted to ensure the continued livability, sustainability, prosperity, and diversity of Northwest Louisiana by implementing the 2045 Metropolitan Transportation Plan (MTP).



BE IT FURTHER RESOLVED that the MPO directs the staff of the Northwest Louisiana Council of Governments to submit said program to the appropriate federal state and local agencies and to comply with any minor revisions necessary to facilitate submission and implementation of the Transportation Improvement Program (TIP) for Federal Fiscal Years 2023 through 2026.

CERTIFICATION

I, **J. Kent Rogers**, Secretary to the Northwest Louisiana Council of Governments Metropolitan Planning Organization Transportation Policy Committee do hereby certify that the above and foregoing is a true and correct copy of the resolution adopted at a regular meeting of said Committee on this **30th** day of **September 2022**.

Shreveport, Louisiana, this **30th** day of **September 2022**

J. Kent Rogers, Secretary
Northwest Louisiana Council of Governments

Final DRAFT



Joint Certification of the Metropolitan Transportation Planning Process

In accordance with the federal legislation, 23 Code of Federal Regulations 450.334 and the Infrastructure Investment and Jobs Act (IIJA), the Louisiana Department of Transportation and Development (LADOTD), and the Northwest Louisiana Council of Governments (NLCOG) for the Shreveport/Bossier City urbanized area hereby certify that the transportation planning process is addressing the major issues in the Metropolitan Planning Area (MPA) and is being conducted in accordance with all applicable requirements of:

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

Shawn Wilson, Secretary
Louisiana Department of
Transportation and Development

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

DATE

September 30th, 2022
DATE



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CHAPTER 1

TIP OVERVIEW; DEFINITIONS; TECHNICAL TERMS

1.1 TIP PURPOSE AND OVERVIEW OF THE TIP DOCUMENT

TIP PURPOSE

A Transportation Improvement Program (TIP) is a prioritized, financially constrained, multi-year program for the implementation of federally funded transportation improvement projects in a designated Metropolitan Planning Organization (MPO) region. The TIP serves as a planning tool to ensure the most effective use of limited funding for transportation improvements. The FFY 2023-2026 TIP identifies transportation improvements recommended for advancement during the program period, groups the projects into appropriate staging periods and includes realistic estimates of total costs and anticipated funding sources.

The TIP is intended to fulfill the following purposes:

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

A TIP is a requirement of the transportation planning process as mandated through the current transportation authorization the Infrastructure Investment and Jobs Act (*IIJA*). Further, a transportation improvement is not eligible for federal funding unless it is documented within the TIP. The TIP must include a joint certification by the Metropolitan Planning Organization (MPO) and respective state Department of Transportation (DOT) documenting that it was developed through a continuous,



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

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

TIP DOCUMENT OVERVIEW

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

The first section of this document includes four components. The table of contents provides a summary of the structure in which the FY 2023-2026 TIP is organized. An official letter of introduction, from the chairperson of the MPO's Policy Board, describes the Board's support of the TIP process. The MPO resolution certifies the MPO's endorsement of the FY 2023-2026 TIP. The MPO certification provides proof that NLCOG has the authority to carry out the MPO transportation planning process in the Shreveport / Bossier City urbanized area.

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

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

Chapter 3 details the IIJA requirements of Performance Based Planning requirements within the development of the FFY2023–FFY2026 TIP. This includes the areas of financial constraint, transportation improvement priorities, performance measures and target setting.

Chapter 4 outlines the development process of the FY 2023-2026 TIP, including expected federal / state / local funding, financial constraint, transportation improvement priority establishment, and the public involvement process.



Chapter 5 describes the current funding sources and guidelines as set out in IIJA. First, the highway funding component summarizes the IIJA funding codes, as well as the overall urban area funding allocations. Second, the transit funding program, along with its program allocations, is detailed. lists specific highway and transit projects in the FY 2023-2026 TIP. The highway section includes highway and bridge projects programmed for FY 2023-2026, and a financial plan that demonstrates financial constraint. The transit section includes the transit projects proposed for fiscal years 2022 to 2026.

1.2 DEFINITIONS

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

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

Carbon Reduction Program (CRP>200k)- The IIJA establishes the Carbon Reduction Program (CRP), which provides funds for projects designed to reduce transportation emissions, defined as carbon dioxide (CO₂) emissions from on-road highway sources. *Urbanized areas with an urbanized area population greater than 200,000*: This portion is to be divided among those areas based on their relative share of population unless the Secretary approves a joint request from the State and relevant MPO(s) to use other factors. [§ 11403; 23 U.S.C. 175(e)(1)(A)(i) and (e)(3)]

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

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

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

IIJA (Infrastructure Investment and Jobs Act) – was signed into law by President Biden on November 15, 2021. Funding from the IIJA is expansive in its reach, addressing energy and power infrastructure, access to broadband internet, water infrastructure, and more. Some of the new programs funded by the bill could provide the resources needed to address a variety of infrastructure needs at the local level.

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

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

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

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



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

Mobil Source – Mobile Sources include motor vehicles, aircraft, seagoing vessels, and other transportation modes. The mobile source related pollutants are carbon monoxide (CO), hydrocarbon (HC), oxides of nitrogen (NO₂) and small particulate matter (PM₁₀).

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

Ozone (O₃) – Ozone is a colorless gas with a sweet odor. It is not a direct emission from transportation sources. Ozone is a secondary pollutant formed when hydrocarbons and oxides of nitrogen combine in sunlight. The ozone is associated with smog and haze conditions. Although the ozone in the upper atmosphere protects us from harmful ultraviolet sunlight, ground level ozone produces an unhealthy environment in which to live.

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

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

Transportation Alternatives Program (TA>200k) – The IIJA identifies uses of the set-aside funds to include all projects and activities that were previously eligible under the Transportation Alternatives Program under the Moving Ahead for Progress in the 21st Century Act (MAP-21). This encompasses a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity.

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



1.3 ABBREVIATIONS

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



1.4 TECHNICAL TERMS

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

CHAPTER 2

METROPOLITAN PLANNING ORGANIZATION (MPO) PROFILE

2.1 MPO PROFILE AND PURPOSE

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

NLCOG - TMA DESIGNATION

A Transportation Management Area (TMA) is an area designated by the US Secretary of Transportation, having an urbanized area population of over 200,000, or upon special request from the Governor and the MPO, or under special circumstances designated for the area. In addition to meeting all the federal requirements for an urbanized area and MPO, TMAs are also responsible for developing congestion management systems, TIP project selection, and are subject to a joint federal certification review of the planning process at least every four years (EPA designated air quality attainment MSAs). The TMA status imposes more stringent requirements on the MPO, and impacts the sources of funds available for transportation projects in the urbanized area. As a TMA, NLCOG has the authority to prioritize the projects in the FFY 2023-2026 TIP, particularly those to be funded with the STBG >200K Funds.

For reference, the following page, Figure 2.0 is a map that depicts Northwest Louisiana's Metropolitan Planning Area (MPA). Of note for TIP purposes, the area bounded by the red line, is the MPO's approved and adopted 2020 MPA. The MPA entails Caddo, Bossier, Desoto and Webster Parishes in Northwest Louisiana.

All projects programmed through the TIP process concerning highway or transit system improvements are located within the Metropolitan Planning Area (MPA). Projects being funded through IJJA's Surface Transportation Program (STBG >200k) are restricted to improvements made to the highway system located within the 2020 MPA.



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

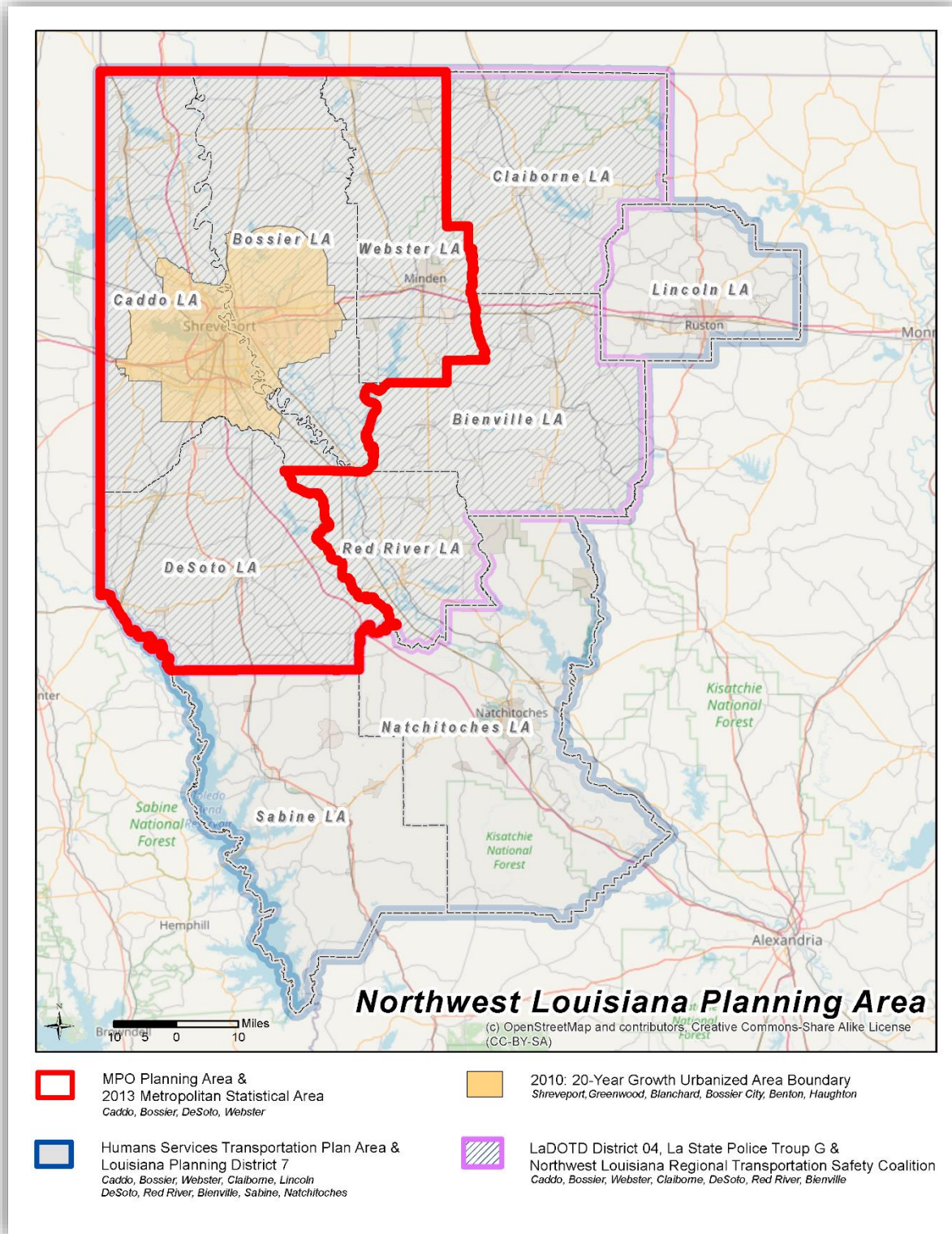


Figure 2.0, displays the MPA, NLCOG's Planning Area and the MPO's anticipated 20-year, urbanized growth boundary.

MPO PURPOSE / IMPLICATIONS OF THE IIJA

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

The Infrastructure Investment and Jobs Act (IIJA) was signed into law by President Biden on November 15, 2021. Funding from the IIJA is expansive in its reach, addressing energy and power infrastructure, access to broadband internet, water infrastructure, and more.

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

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

MPO MEMBERSHIP / PARTICIPATION IN THE TRANSPORTATION PLANNING PROCESS

MPO membership represents locally elected and appointed officials of the cities and Parishes within MPA area of Northwest Louisiana. Other appointed officials include the District 04 Administrator for the Louisiana Department of Transportation and Development (LADOTD), a representative of the Federal Highway Administration (FHWA), and their counterpart from the Federal Transit Administration (FTA). Please note, as of January 1st 2021, **Desoto Parish** and **Webster Parish** have become official members



of the MPO and have all the participation/voting privileges that the current membership enjoys within the MPO structure.

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

TCC Reference: <http://www.nlcog.org/TCC/Default.html>

Transportation Policy Committee: <http://www.nlcog.org/TPC/Default.html>

2.2 MPO DEMOGRAPHIC PROFILE

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

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

Locality	Total Population	Households	Basic Jobs	Retail Jobs	Service Jobs	Total Jobs
Bossier Parish	98,310	36,628	6,741	9,440	22,369	38,550
Caddo Parish	252,161	97,974	21,156	26,956	66,775	114,887
Desoto** Parish	25,494	9,691	---	---	---	---
Webster** Parish	41,831	16,501	---	---	---	---
MPO Total*	350,471	134,602	27,897	36,396	89,144	153,437

* Note: 2000 MPO Totals do not include Desoto or Webster Parishes

** Note: Desoto Parish became an official member of the MPO 2019; Webster Parish became an official member of the MPO in 2020.

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

Locality	Total Population	Households	POP. Change From (2000)	HH Change From (2000)	% POP. Change	% HH Change
Bossier Parish	116,979	49,351	+18,669	+12,723	+19.0%	+34.7%
Caddo Parish	254,969	112,028	+2,808	+14,054	+1.1%	+14.3%
Desoto** Parish	26,656	12,290	+1,162	+2,599	+4.4%	+21.1%
Webster** Parish	41,207	16,526	-624	+25	-1.5%	+0.2%
MPO Total*	371,948	161,379	+21,477	+26,777		

* Note: 2000 MPO Totals do not include Desoto or Webster Parishes

** Note: Desoto Parish became an official member of the MPO 2019; Webster Parish became an official member of the MPO in 2020.

TABLE 2.2 – Year 2020 US Census MPO Baseline Demographic Profile*

Locality	Total Population	Households	POP. Change From (2010)	HH Change From (2010)	% POP. Change	% HH Change
Bossier Parish	128,746	49,735	+11,767	+384	+10.1%	+0.8%
Caddo Parish	237,848	92,589	-17,121	-19,439	-6.7%	-17.4%
Desoto** Parish	26,812	10,821	+156	-1,469	+0.6%	-12.0%
Webster** Parish	36,967	16,551	-4,240	+25	-10.3%	+0.2%
MPO Total	430,373	169,696	-9,438	-20,499		

* Source: U.S. Census Bureau, 2020 Datasets

** Note: Desoto Parish became an official member of the MPO 2019; Webster Parish became an official member of the MPO in 2020.

Table 2.1 summarizes the 2010 Census demographic statistics for the four Parish, MPO's Metropolitan Planning Study Area (MPA). Further, the table compares MPO significant socio-economic characteristics alongside U.S. population demographics. Table 2.2 updates the data found in Table 2.1 with current 2020 US Census statistics for the member MPO Parishes.

FIGURE 2.1: MPO PARISHES SHARE OF POPULATION

The charts provided below graphically depicts the current share of population and number of households each respective parish contains as compared to the total MPO population (430,373). Additionally, population change (as a percentage) is provided for each MPO Parish by typical time breakpoints of year 2000, 2010 and 2020. The charts are based upon the 2020 US Census Datasets.

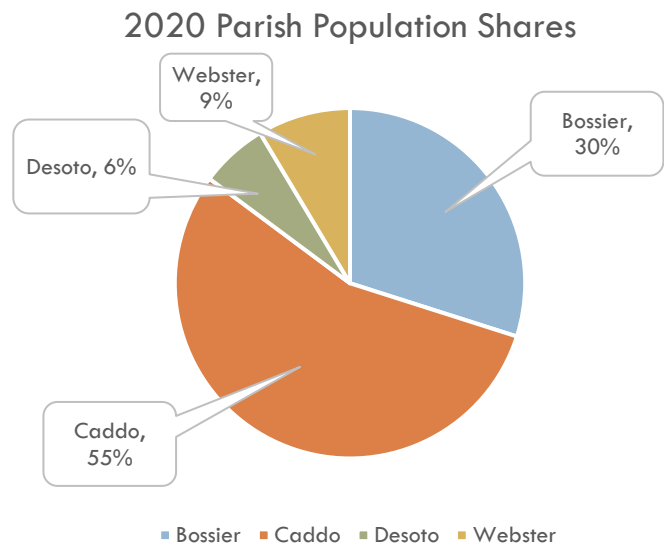
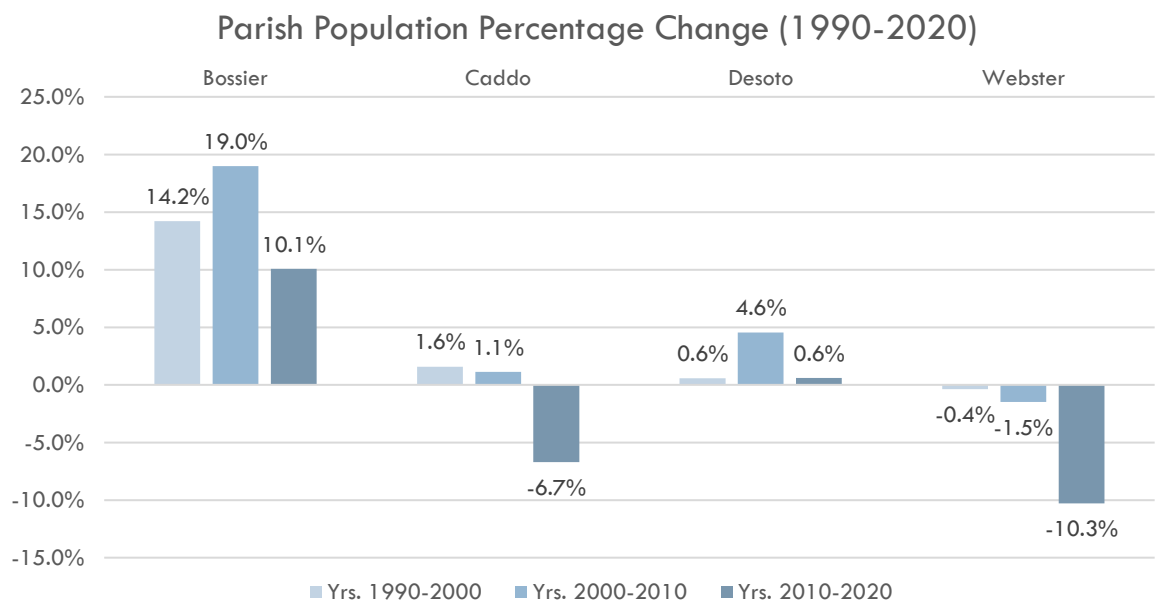


FIGURE 2.2: MPO PARISHES POPULATION CHANGE AS A PERCENTAGE (1990-2020)



CHAPTER 3

PERFORMANCE BASED PLANNING WITHIN THE TIP

3.1 PERFORMANCE BASED PLANNING AND THE TIP PROCESS

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

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

- Safety (PM1)
- Infrastructure Condition (PM2)
- System Reliability (PM3)
- Freight Movement and Economic Vitality (PM3)
- Environmental Sustainability (PM3)

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

Performance measures and target setting are defined and adopted within the MPO's Metropolitan Transportation Plan (MTP). As identified MTP improvement projects are being prioritized through the Project Selection Process (PSP), the MPO's TCC evaluates projects on a performance-based scoring system. Once a funding source is secured per respective project, the top ranked projects are scheduled into the four-year Transportation Improvement Project (TIP). Public input and comments are an integral part of the entire MPO Transportation Planning Process and is represented along the entire sequence of the process diagram. Ultimately, programmed projects progress through the prescribed project delivery process (per LADOTD) and are Let for Construction or Implementation. Implemented improvement projects/strategies are evaluated through the Systems Performance Report which is undertaken through the update of the MPO's Metropolitan Transportation Plan (MTP).

Link to Current MPO Systems Performance Report:

<http://www.nlcog.org/pdfs/LRTP2045/Chapter%209%20-%20%20System%20Performance%20Report.pdf>



Table 3.0 - Summary of Federal Highway Performance Measures and MPO Adoption

National Goal (Rulemaking)	Performance Measures	MPO Adopted Statewide And Transit Provider Targets: YES/NO (Date Adopt.**)
Safety (PM1)	<ul style="list-style-type: none"> 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 	YES (02.28.2021)
Infrastructure Condition (PM2)	<ul style="list-style-type: none"> Percentage of pavements on the Interstate System in good condition Percentage of pavements on the Interstate System in poor condition Percentage of pavements on the non-Interstate NHS in good condition Percentage of pavements on the non-Interstate NHS in poor condition 	YES (11.30.2018)
Infrastructure Condition (PM2)	<ul style="list-style-type: none"> Percentage of NHS bridges classified as in good condition Percentage of NHS bridges classified as in poor condition 	YES (11.30.2018)
System Reliability (PM3)	<ul style="list-style-type: none"> Percentage of person-miles traveled on the Interstate System that are reliable Percent of person-miles traveled on the non-Interstate NHS that are reliable 	YES (11.30.2018)
Freight Movement Economic Vitality (PM3)	Truck Travel Time Reliability Index	YES (11.30.2018)
National Goal (Rulemaking)	Performance Measures	MPO Adopted Statewide And Transit Provider Targets: YES/NO (Date Adopt.**)
Transit State Of Good Repair (SGR) Targets	Large Urban Transit Provider (FTA Sect. 5307) SGR Targets: Rolling Stock Life Cycle % (ULB*) <ul style="list-style-type: none"> % Bus Class. met or exceed ULB % Cutaway Bus Class. met or exceed ULB % Van Class. met or exceed ULB 	YES (11.30.2020)

MPO SAFETY PERFORMANCE MEASURES / TARGET SETTING

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

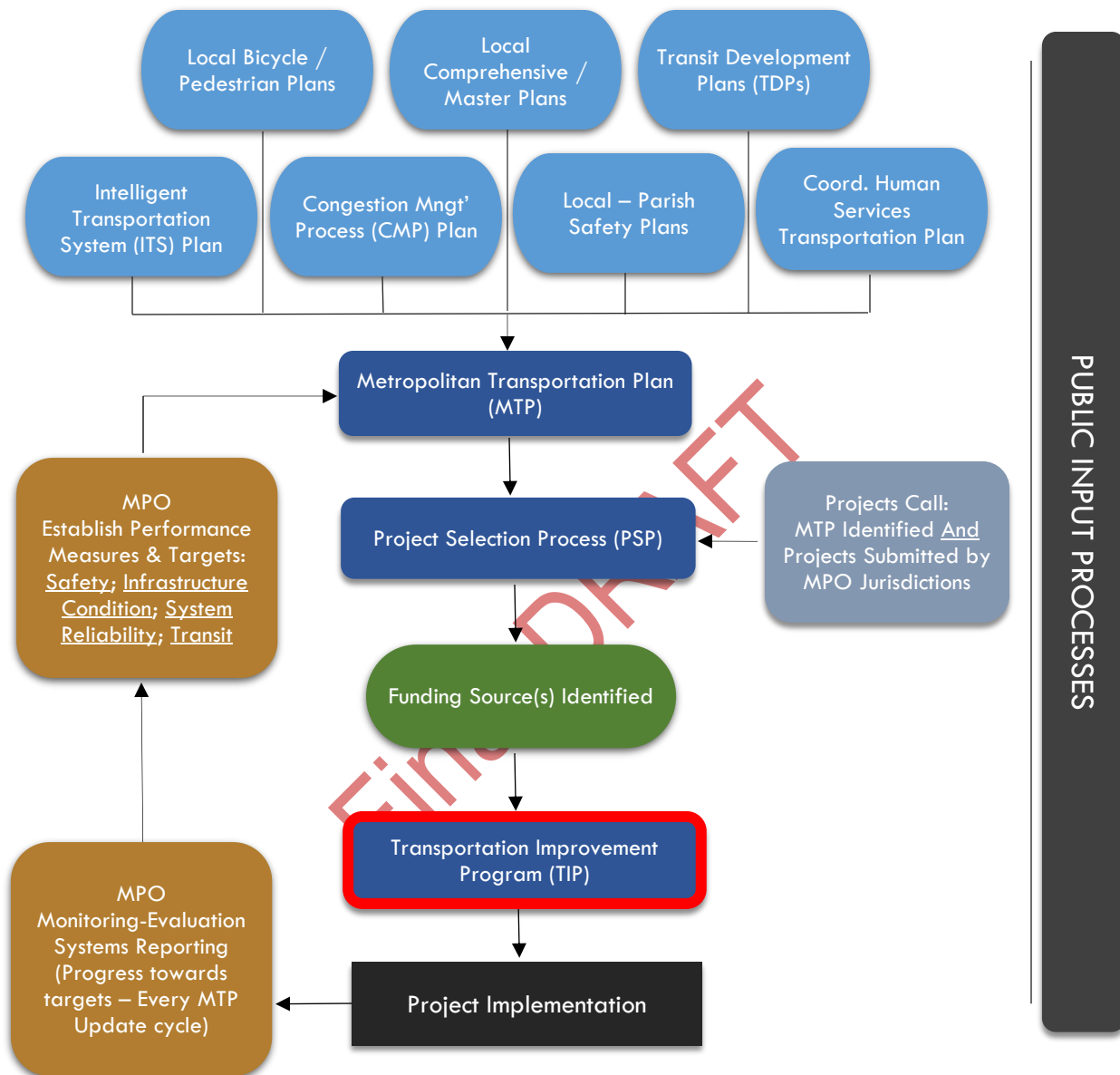
TRANSIT PERFORMANCE

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

3.2 UPDATED MPO TRANSPORTATION PLANNING PROCESS

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

FIGURE 3.0 NLCOG's MPO Transportation Planning Process (TIP Highlighted)



CHAPTER 4

TIP DEVELOPMENT PROCESS

4.1 TRANSPORTATION PLANNING PROCESS

4.1.1 IIJA REQUIREMENTS

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

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

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

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



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

4.1.2 IIJA's PROVISIONS FOR PUBLIC INVOLVEMENT

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

4.1.3 NLCOG (MPO) TIP DEVELOPMENT REQUIREMENTS

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

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

4.2 MPO PROJECT SELECTION PROCESS (PSP) / PRIORITIZATION

The NLCOG (MPO) Project Selection Process fulfills several needs in the metropolitan transportation planning process. To spend federal dollars on local transportation projects and programs, a metropolitan area must have a Metropolitan Transportation Plan (MTP) and Transportation Improvement Program



(TIP). Both documents must be 'financially constrained' and must adhere to the principles laid out in the IIJA

The Transportation Improvement Program for the NLCOG MPO area is a four-year document. Those four years correspond to the "Current Program" of the MTP and is considered a subset of the MTP. Of note, one funding category contained in the MTP and TIP is the direct Federal sub-allocation of funding to Transportation Management Areas (TMAs) termed STBG >200K funds. This section is a guide to how our MPO selects projects for funding to be included in the FFY 2023 – FFY 2026 TIP.

4.2.1 MPO PROJECT SELECTION PROCESS

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

1. Project Call (MTP 2040: 10.2020)
2. Project Submission (MTP 2040: 11.2020)
3. MPO Technical Coordinating Committee (TCC) Project Review and Evaluation (01.2021)
4. TCC Recommendation (MTP 2040: 02.13.2021)
5. MPO Transportation Policy Committee Approval (MTP 2040: 04.09.2021)

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

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

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

All eligible projects will be reviewed and evaluated by a special Transportation Coordinating Committee (TCC) working group based on the criteria detailed later in this document. These projects will be placed in the 'financially constrained component' of the MTP, and TIP based on projected available funding levels, the project's evaluation, the project's implementation timeline (readiness), and input from interagency consultation and coordination. The projects that cannot be included in the MPO Plans will be placed in



the 'unconstrained/unmet needs component' and will be considered for review when the next update process begins.

4.2.3 TRANSPORTATION ALTERNATIVES PROGRAM (TA >200K) FUNDING

TA >200k 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 TA >200k 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.

4.2.4 STP > 200K FUNDING CATEGORIES

The STBG >200K annual allocation for the NLCOG Study Area has been divided into three (3) generalized eligibility categories for project funding. This division of funds will ensure that needs across the transportation system are met in a uniform manner. The total available or programmable funds in a particular federal fiscal year (FFY) will be allocated to each of these categories based upon the recommended percentages mentioned below. However, this categorization of funding is provided as guidance and not a rigid funding policy for MPO improvement projects proposed for inclusion into the new TIP.

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

4.2.5 TIP FFY 2023 – FFY 2026 PROJECT SELECTION AND PRIORITIZATION PROCESS

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

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

4.2.6 PROJECT PRIORITIZATION AND APPROVAL FOR INCLUSION IN THE TIP

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



4.3 CONSISTENCY WITH OTHER PLANNING PROCESSES

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

Metropolitan Transportation Plan (MTP)

Before a project can be considered for inclusion in a TIP, it must be shown to be consistent with the region's Metropolitan Transportation Plan (MTP). In essence, the TIP serves as an instrument to implement the transportation improvement projects and/or strategies identified through the MTP's 20-year horizon. "*Northwest Louisiana's Metropolitan Transportation Plan Update 2045*" is the current regional, MTP for Northwest Louisiana. The MTP describes strategies intended to meet the transportation needs of the MPO area, and is the primary means for determining eligibility for federal funding. Projects in the 2023-2026 TIP were drawn directly from the MTP and are consistent with its goals and objectives.

Congestion Management Process (CMP)

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

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



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

The ITS strategic deployment plan for the Shreveport/Bossier City region was developed through a series of meetings, work sessions, interviews, and close coordination with the region's stakeholders including (May 2016):

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



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

Environmental Justice Plan / Process

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

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

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



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

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

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

4.4 TIP CONFORMITY

The Clean Air Act requires EPA to review and, if necessary, revise air quality standards every five years to ensure that they protect public health with an adequate margin of safety. Following a change in standards, EPA works with states and tribes as appropriate to identify areas that do not meet the standards and establish plans to improve air quality. In October 2015, EPA revised the primary and secondary ozone standard levels from 0.075 parts per million (ppm) to 0.070 ppm, and retained their indicators (O₃), forms (fourth-highest daily maximum, averaged across three consecutive years) and averaging times (eight hours). The new standards have been challenged in court by a number of states and industry groups which could possibly delay or suspend the new standards. Prior to these challenges, EPA promulgated the final designations and classifications October 2017.

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

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



emission levels are close to the NAAQS thresholds, to proactively plan and implement Transportation Control Measures (TCMs) that aim to reduce regional mobile source emissions.

4.5 NLCOG PUBLIC INVOLVEMENT ACTIVITIES

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

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

(Link to NLCOG's PIP: http://www.nlco.org/Transport/Title_vi/pub_inv_plan.htm). The PIP's primary objective is to facilitate a public dialogue at all stages of the transportation planning process including the development of the TIP.

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

1. The MPO staff will facilitate the public involvement process during the TIP's development.
2. Upon completion of a draft TIP, NLCOG will hold a 30-day public review and comment period.
3. A legal notice will be published in the *Shreveport Times* on the Sunday prior to the beginning of the public review and comment period.
4. During the public review and comment period, copies of the Draft TIP will be made available for review at the public agencies identified in the PIP.
5. Public comments on the draft TIP must be provided in writing and will be included as an appendix to the final TIP.
6. At the close of the public review and comment period, NLCOG staff will review comments and identify any significant comments.
7. Significant comments will be reviewed by the TCC members and incorporated into the final TIP.



4.6 DISTRIBUTION OF TIP DOCUMENT

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

4.7 TIP AMENDMENT PROCESS

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

The MPO's TIP Amendment process is outlined on the following page.

TABLE 4.0 NLCOG TIP Amendment Process – MPO STBG >200k Funded Projects

PROCESS STEP	ACTION	RESPONSIBILITY
NLCOG Staff receives project amendment request information from Local Sponsor or LADOTD Planning/Programming Section	Initial Request to Amend Project	NLCOG
NLCOG Staff prepares request documentation - Admin. Modification: Submit to LADOTD (STIP) = PROCESS COMPLETE OR - Amendment: Distribute to Tech. Coord. Comm. (TCC) for vetting	Submit TIP Admin. Modification to LADOTD / IF Amendment, forward to TCC	NLCOG
NLCOG Staff and TCC members discuss, evaluate and/or revise Amendment request	TCC Recommends Amend. to TPC	TCC / NLCOG
Introduction of Amendment to MPO Transportation Policy Committee (TPC)	TPC Discussion / Acceptance	TPC
Amendment: Required Public Comment Period	Solicitation of Public Comment – Advertised (30 days)	TPC / NLCOG
NLCOG Staff addresses any public comments received relating to the TIP Amendment	Respond to Public and/or Public Officials Comments	NLCOG
MPO TPC: Adopt, Reject or Revise Amendment	TPC Decision	TPC

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

TABLE 4.1 TIP Administrative Modification versus Amendment Thresholds

Administrative Modification	Amendment
Revision to a project description w/o changing the project scope or which do not conflict with the pertinent environmental document;	Major changes to a project, including the addition or deletion of a project or a significant change to the project's scope (e.g. unexpected drainage requirements or major changes to the design cross-section)
Minor changes to the cost of a project phase (Feasibility, Environmental, R/W, UTIL. RELOCATION, ENG. and CONST.) <ul style="list-style-type: none"> Funding changes are limited to \$1,250,000 for project phases \leq \$5,000,000 For project phases > \$5,000,000, an administrative modification is limited to budget changes of < 25% in funding. 	Major changes in project cost, project/project phase initiation dates or a major change in design concept or design scope <ul style="list-style-type: none"> Funding changes that are greater than \$1,250,000 for projects \leq \$5,000,000 Change of 25% or more in funding (project phase greater than \$5,000,000)
Minor changes to funding sources of previously included projects that do not affect fiscal constraint of the TIP or the ability to complete the project as initially described	Major changes to funding sources, such as adding a new federal funding source for a project NOT previously funded with federal funding
Minor changes to project/project phase initiation dates as long as the project stays within the approved TIP timeframe and does not affect fiscal constraint of the TIP or the ability to complete the project as initially described. 23 CFR 450.218(n)	
A change in the project's implementing agency	
A split or combination of individually listed projects; as long as cost, schedule and scope remain unchanged	
The addition or deletion of projects from grouped project (line item) listings as long as the total funding amount stay within the guidelines in number two above.	

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

TIP Amendments Transportation Partner and Public Information Resources

NLCOG is responsible for giving notification to LADOTD and FHWA/FTA of the action taken and providing assurance that the amendment process and the public involvement procedures have been followed. Further, NLCOG Staff maintains a TIP online presence that tracks requested Administrative Modifications and Amendments as well as access to the current NLCOG TIP document. The TIP web page can be accessed through the link provided below.

<http://www.nlcog.org/MPO/TIP/Default.html>

Dispute Resolution

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

CHAPTER 5

TIP FUNDING

5.1 FUNDING BACKGROUND / FORMAT

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

Funding Requirements for TIP Development

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

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

As indicated to us by the Louisiana Division Office of FHWA, a 4% per annum factor is an acceptable inflation rate to apply to future year project cost estimates. The TIP utilizes a base fiscal year of 2023 for forecasting new project costs within this TIP cycle (2023-2026). Outer year (i.e., FFY2023-2026) TIP cost estimates are calculated from the base year data (FFY 2023) including an additional 6% (0.06) cost to account for current inflation. **Going forward, a 6% inflation factor is utilized instead of the traditional 4% since it better reflects the current inflated costs of goods/services across the United States.**



5.2 HIGHWAY FUNDING

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

IIJA FUNDING PROGRAMS TRACKED WITHIN THE TIP (FFY 2023-2026) – HIGHWAY PROGRAM

With the enactment of the Infrastructure Investment and Jobs Act (IIJA), MPOs and specifically TMAs (Transportation Management Areas) like NLCOG, annually receive direct sub-allocations (i.e., attributable) funding to be expended upon eligible improvement projects identified/prioritized through the MPO's adopted Project Selection Process (PSP). Through this TIP update, NLCOG is required to program/track three sub-allocated highway attributable funding programs.

- Surface Transportation Block Grant (STBG >200k)
- Transportation Alternatives Program (TA >200k)
- Carbon Reduction Program (CRP >200k)

Each of the respective highway funding programs' purpose, annual funding allocations, and financial constraint analysis are described in the proceeding sections. Further, individually programmed projects are documented, by respective Federal funding program, beginning on page 56.

5.2.1 STBG >200k EXPECTED FUNDING ALLOCATIONS (FFY 2023-2026)

As a TMA, NLCOG receives an annual distribution of Surface Transportation Block Grant Program (STBG) funds according to the formula outlined in the IIJA. The amount of funding received is based on the Census defined Urbanized Area (UA) population of Caddo, Bossier, Desoto and Webster Parishes. These are referred to as STBG >200K funds. The IIJA STBG >200K sub-allocation to our TMA for FFY 2022 is \$8,317,244.00 increasing to \$9,002,852.00 by FFY 2026.

5.2.2 TA >200k EXPECTED FUNDING ALLOCATIONS (FFY 2023-2026)

Transportation Alternatives Program (TA) funding utilizes set-aside funding including all projects and activities that were previously eligible under the Transportation Alternatives Program under the Moving Ahead for Progress in the 21st Century Act (MAP-21). This encompasses a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and



environmental mitigation related to stormwater and habitat connectivity. NLCOG received an annual sub-allocation of \$722,708.00 in FFY 2022 and anticipates an increase in these funds up to \$782,282.00 in FFY 2026.

CRP >200k EXPECTED FUNDING ALLOCATIONS (FFY 2023-2026)

The new Carbon Reduction Program's (CRP >200k) intent, as noted in the IIJA, is to provide funding for projects designed to reduce transportation emissions, defined as carbon dioxide (CO₂) emissions from on-road highway sources. NLCOG received an annual sub-allocation of \$972,698.00 in FFY 2022 and anticipates an increase in these funds up to \$1,052,880.00 in FFY 2026.

5.3 TRANSIT FUNDING

5.3.1 FTA TRANSIT GRANT ASSISTANCE FUNDING

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

5.3.2 FTA TRANSIT FUNDING SECTIONS / SHARES

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

TABLE 5.0: IIJA TRANSIT PROGRAM GRANT ASSISTANCE

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

TABLE 5.1: IJA FEDERAL TRANSIT PROGRAM FUNDING SHARES

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

5.3.3 TRANSIT PROGRAM: ANTICIPATED FUNDING ASSISTANCE (FFY 2023- FFY 2026)

In the NLCOG planning area, Shreveport Transit (SPORTRAN) is the recipient of federal dollars for Section 5307, 5339, 5310, and 5311 programs. Since the Shreveport / Bossier City urbanized area is a TMA, SPORTRAN receives the funds directly from the Federal Transit Administration (FTA). The state of Louisiana and SPORTRAN provide the respective state and local match. As shown on page 48 (Transit Program FFY 2022 – FFY 2026), SPORTRAN anticipates receiving more than \$7.1 million in FTA grant assistance along with over \$5.9 million in transfer funding which will be matched with \$3.7 million in Local Support funding from SPORTRAN (i.e., City of Shreveport/fiscal agent). Since Sect. 5310 and 5311 grant awards are unknown for outlying years (2023-2026), they are programmed with \$0. Transit funding is based on formula funds, which are identified annually in the Federal Register. Local match for these funds is provided by the City of Shreveport. Non-formula federal funds (All Section 3 Discretionary funding programs: 5307, 5316, and 5317) are only programmed if the projects are deemed high priority and are identified by pending congressional authorizations.

5.4 CARRYOVER FUNDING

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

5.4.1 ORIGATION OF CARRYOVER FUNDING

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

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

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

5.4.2 PROGRAMMING OF CARRYOVER FUNDING

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

5.4.3 HOW CARRYOVER FUNDING IS SHOWN FOR FISCAL CONSTRAINT

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

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

5.5 FINANCIAL CONSTRAINT

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

STBG >200k ANNUAL FUNDING SET ASIDE: I-20/I-220 INTERCHANGE NEW GATE ACCESS BAFB

Project Details

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

Cost and Funding

LADOTD's current cost estimate is \$119.8 Mil. (07.2018) for the preferred alternative in the Interchange Modification Report. The State of Louisiana is proposing the use of Grant Anticipation Revenue Vehicle, or GARVEE Bonds for completion of the project with matching funds coming from the MPO, Bossier Parish, and Bossier City. **The MPO will be funding \$12 million total at \$1 million a year for 12 years.** Bossier Parish and Bossier City will be contributing a combined \$6 million total funding. As of the FFY 2023 payment, the MPO still incurs an \$7.0 million obligation to pay off the Barksdale New Gate Access Road project per the MPO-State agreement.

Table 5.2, MPO Payment Schedule: Barksdale New Gate Access Road Project

MPO-State Agreement: Barksdale New Gate Access Road Payment Schedule												
Federal Fiscal Yr. (FFY)	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030
MPO Payment	\$1.0M	\$1.0M	\$1.0M	\$1.0M	\$1.0M	\$1.0M	\$1.0M	\$1.0M	\$1.0M	\$1.0M	\$1.0M	\$1.0M
Residual Amount	\$11.0M	\$10.0M	\$9.0M	\$8.0M	\$7.0M	\$6.0M	\$5.0M	\$4.0M	\$3.0M	\$2.0M	\$1.0M	\$0



STBG >200k FUNDING SET ASIDE: REQUIRED MPO METROPOLITAN TRANSPORTATION PLAN (MTP) UPDATE 2050

Project Details

The newly adopted (04.2021) NLCOG 2045 Metropolitan Transportation Plan with revised coverage of Metropolitan Planning Area of Bossier, Caddo, DeSoto, and Webster Parishes. The transportation includes both long-range and short-range strategies/actions that provide for the development of an integrated multimodal transportation system to facilitate the safe and efficient movement of people and goods in addressing current and future transportation demand.

Cost and Funding

By Federal statute, the MPO is required to update their MTP once every five years for MPO's that are designated in "Attainment" for Air Quality (AQI). In FFY 2020, NLCOG set aside \$500,000.00 in STBG >200k funding for the purpose updating the 2040 MTP. The current MTP 2045 was delivered and adopted by the MPO in April of 2021. NLCOG is requesting to set aside another \$500,000.00 in FFY 2025 to perform the MTP update (i.e., MTP 2050).

FUNDING SET ASIDE: TRANSFER OF STBG >200K FUNDING TO MPO LARGE URBAN TRANSIT SERVICE PROVIDOR (5307) SPORTRAN

Project Details

To support SPORTRAN's efforts in reaching their adopted SGR (State of Good Repair) Performance Targets, NLCOG (MPO) adopted an Amendment that will transfer funding to SPORTRAN for the purpose of modernizing their aging bus fleet.

Cost and Funding

Transfer from the MPO's STBG >200k urban attributable funding to SPORTRAN in the amount of \$2,500,000.00 in FFY 2022.



TABLE 5.3 TIP FFY 2023 – FFY 2026 FINANCIAL CONSTRAINT / MPO STBG >200K FUNDING

Table 5.3 presents a summary of the financial constraint analysis given PSP selected project costs per FFY and balanced with the FHWA reported unobligated balance (11.30.2021) for the MPO and annual STBG >200K sub-allocation equaling **\$8,483,589.00 (FFY 2023)**. Included in the summary are the “Funding Set Asides” (shown as adjustments in the table) that are described in the previous section. Additionally, projects that are currently under Stage 0 Feasibility analysis, in FFY 2022, are included in the cost expenditures calculations under the financial constraint analysis. Concluding from the analysis, the MPO has a slight positive balance (accrued) of \$ for the final year (FFY 2026) of the four-year TIP cycle.

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

	CURRENT FFY 2022 BALANCE	STBG >200k FFY 2023 BALANCE	STBG >200k FFY 2024 BALANCE	STBG >200k FFY 2025 BALANCE	STBG >200k FFY 2026 BALANCE
***Revenue In:	\$50,060.71	\$55,944.30	\$23,397.56	\$4,522.19	\$7,298.34
Adjust. 1 - BAFB New Gate Access Rd:	\$0.00	(\$1,000.00)	(\$1,000.00)	(\$1,000.00)	(\$1,000.00)
Adjust. 2 - MPO 2050 MTP Update:	\$0.00	\$0.00	\$0.00	(\$500.00)	\$0.00
Adjust. 3 - Highway (STP>200k) Transfer to Transit:	(\$2,500.00)	\$0.00	\$0.00	\$0.00	\$0.00
Adjusted Revenue:	\$47,560.71	\$54,944.30	\$22,397.56	\$3,022.19	\$6,298.34
FFY Authorized Project Expenditures:	\$0.00	\$40,200.00	\$10,000.000	\$0.000	\$0.000
FFY Authorized Project Expend + Projects Under Stage 0:	\$100.00	\$40,200.000	\$26,701.700	\$4,726.700	\$0.000
(FFY ADJUSTED REVENUE-FFY EXPEND.):	\$47,460.71	\$14,744.30	(\$4,304.14)	(\$1,704.51)	\$6,298.34
Current Expenditures By Jurisdiction	Total (\$)	Percent Total			
Shreveport	\$22,703.40	37.1%			
Bossier City	\$475.00	0.8%			
Caddo Parish	\$0.00	0.0%			
Bossier Parish	\$10,000.00	16.3%			
DeSoto Parish	\$16,450.00	26.9%			
Webster Parish	\$11,600.00	18.9%			

* Updated as of - 12.16.2021

*** Source: FHWA Louisiana Urbanized Area Unobligated Balance Report (FMIS - Status of Funds Report) for 11.30.2021



TABLE 5.3 (CONT.) TIP FFY 2023 – FFY 2026 FINANCIAL CONSTRAINT / MPO TA >200K FUNDING

SUMMARY: TA >200K FINANCIALLY CONSTRAINED TIP (4 YEAR PROGRAM in 000s)*					
	CURRENT FFY 2022 BALANCE	TA >200k FFY 2023 BALANCE	TA >200k FFY 2024 BALANCE	TA >200k FFY 2025 BALANCE	TA >200k FFY 2026 BALANCE
***Revenue In:	\$2,883.35	\$3,195.51	\$3,711.41	\$4,478.36	\$5,260.64
FFY Authorized Project Expenditures:	\$0.00	\$425.00	\$236.000	\$0.000	\$0.000
FFY Authorized Project Expend + Projects Under Stage 0:	\$0.00	\$425.000	\$236.000	\$0.000	\$0.000
(FFY REVENUE-FFY EXPEND.):	\$2,883.35	\$2,770.51	\$3,475.41	\$4,478.36	\$5,260.64
Current Expenditures By Jurisdiction		Total (\$)	Percent Total		
Shreveport		\$0.00	0.0%		
Bossier City		\$0.00	0.0%		
Caddo Parish		\$661.00	100.0%		
Bossier Parish		\$0.00	0.0%		
DeSoto Parish		\$0.00	0.0%		
Webster Parish		\$0.00	0.0%		

* Updated as of - 12.16.2021

*** Source: FHWA Louisiana Urbanized Area Unobligated Balance Report (FMIS - Status of Funds Report) for 11.30.2021

TABLE 5.3 (CONT.) TIP FFY 2023 – FFY 2026 FINANCIAL CONSTRAINT / MPO CRP >200K FUNDING

SUMMARY: CRP >200K FINANCIALLY CONSTRAINED TIP (4 YEAR PROGRAM in 000s)*					
	CURRENT FFY 2022 BALANCE	CRP >200k FFY 2023 BALANCE	CRP >200k FFY 2024 BALANCE	CRP >200k FFY 2025 BALANCE	CRP >200k FFY 2026 BALANCE
***Revenue In:	\$972,698.00	\$1,964,850.00	\$2,976,845.00	\$4,009,080.00	\$5,061,960.00
FFY Authorized Project Expenditures:	\$0.00	\$0.00	\$0.000	\$0.000	\$0.000
FFY Authorized Project Expend + Projects Under Stage 0:	\$0.00	\$0.000	\$0.000	\$0.000	\$0.000
(FFY REVENUE-FFY EXPEND.):	\$972,698.00	\$1,964,850.00	\$2,976,845.00	\$4,009,080.00	\$5,061,960.00
Current Expenditures By Jurisdiction		Total (\$)	Percent Total		
Shreveport		\$0.00	0.0%		
Bossier City		\$0.00	0.0%		
Caddo Parish		\$0.00	0.0%		
Bossier Parish		\$0.00	0.0%		
DeSoto Parish		\$0.00	0.0%		
Webster Parish		\$0.00	0.0%		

* Updated as of - NEW FUNDING PROGRAM FFY 2022

*** Source: FHWA Louisiana Urbanized Area Unobligated Balance Report (FMIS - Status of Funds Report) for



5.6 TRANSIT PROGRAM AND ITS RELATION TO ADOPTED PERFORMANCE MEASURES

Projects contained in the TIP are organized in accordance with the Federal Fiscal Year (FFY), which begins October 1 of each year. The TIP cycle covers Federal Fiscal years 2023-2026 for Transit Projects. FFY 2022 final apportionment data is included in this program since it is the most current data available. Outer year (i.e., FFY2023-2026) TIP cost estimates are calculated from the base year data (FFY 2022) including an additional 6% (0.06) cost to account for current inflation. **Going forward, a 6% inflation factor is utilized instead of the traditional 4% since it better reflects the current inflated costs of goods/services across the United States.**

SPORTRAN's State of Good Repair (SGR) Targets are developed through their current Transit Asset Management Plan (TAMP). Since SPORTRAN is the lone 5307 transit provider in the MPO, the MPO's Technical Coordinating Committee (TCC) recommended that it would be in the best interest of the MPO to adopt these Targets verbatim.

Table 5.4: Summary of Transit (SPORTRAN) SGR Performance Measures and MPO Target Setting (MPO Adopts SPORTRAN's Targets)

Asset Category Performance Measure	Asset Class	2021 Target	2022 Target
Revenue Vehicles			
<i>Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)</i>	BU - Bus	15%	15%
	CU - Cutaway Bus	15%	15%
	VN - Van	15%	15%

To support SPORTRAN's efforts in reaching their adopted SGR Targets, NLCOG (MPO) adopted two Amendments that will transfer funding to SPORTRAN for the purpose of modernizing their aging bus fleet.

1. Transfer from the MPO's STP200k urban attributable funding to SPORTRAN in the amount of \$2,500,000.00 in FFY 2022
2. FHWA Congestion Mitigation and Air Quality (CMAQ) programmatic funding through LADOTD to SPORTRAN in the amount of \$3,484,442.00 in FFY 2022

In FFY 2022, transfers totaling \$5,984,442.00 to SPORTRAN for the procurement of new CNG type buses is a significant invest in transit for Northwest Louisiana.

Federal Fiscal Year 2022***

MPO Assistance ID	Project Name	Project Category	FTA Grant Section	Total Cost	Federal Share	Local Share
5307-2022-01	Preventive Maintenance	Operations	5307	\$2,125,000.00	\$1,700,000.00	\$425,000.00
5307-2022-02	Operating Assistance	Operations	5307	\$3,600,000.00	\$1,800,000.00	\$1,800,000.00
5307-2022-03	Non-Fixed Route ADA Paratransit Service	Operations	5307	\$437,500.00	\$350,000.00	\$87,500.00
5307-2022-04	Support Equipment & Service Vehicles	Capital	5307	\$225,000.00	\$180,000.00	\$45,000.00
Transfers To 5307 Budget:						
5307-2022-05	Transfer from STBG >200k (MPO); CNG Bus Procurement	Capital	5307	\$2,500,000.00	\$2,000,000.00	\$500,000.00
5307-2022-06	Transfer from LADOTD CMAQ; CNG Bus Procurement	Capital	5307	\$3,484,442.00	\$2,787,553.60	\$696,888.40
Capital Budget (5307): Sub-total				\$12,371,942.00	\$8,817,553.60	\$3,554,388.40
5339-2022-01	Bus Rolling Stock	Capital	5339	\$562,500.00	\$450,000.00	\$112,500.00
New Bus Facilities/Innovative Technology (5339): Sub-total				\$562,500.00	\$450,000.00	\$112,500.00
PROGRAM TOTALS FFY 2022:				\$12,934,442.00	\$9,267,553.60	\$3,666,888.40

*** Source: FFY 2022 FTA Final Apportionment Data for the Large Urban Provider (5307) – SPORTRAN + 6% inflation factor per year (Base Year FFY 2022)



Federal Fiscal Year 2023***

MPO Assistance ID	Project Name	Project Category	FTA Grant Section	Total Cost	Federal Share	Local Share
5307-2023-01	Preventive Maintenance	Operations	5307	\$2,252,500.00	\$1,802,000.00	\$450,500.00
5307-2023-02	Operating Assistance	Operations	5307	\$3,816,000.00	\$3,052,800.00	\$763,200.00
5307-2023-03	Non-Fixed Route ADA Paratransit Service	Operations	5307	\$463,750.00	\$371,000.00	\$92,750.00
5307-2023-04	Support Equipment & Service Vehicles	Capital	5307	\$238,500.00	\$190,800.00	\$47,700.00
Capital Budget (5307): Sub-total				\$6,770,750	\$5,416,600	\$1,354,150
5339-2023-01	Bus Rolling Stock	Capital	5339	\$596,250.00	\$477,000.00	\$119,250.00
New Bus Facilities/Innovative Technology (5339): Sub-total				\$596,250.00	\$477,000.00	\$119,250.00
PROGRAM TOTALS FFY 2023:				\$7,367,000.00	\$5,893,600.00	\$1,473,400.00

*** Source: FFY 2022 FTA Final Apportionment Data for the Large Urban Provider (5307) - SPORTRAN+ 6% inflation factor per year (Base Year FFY 2022)

Federal Fiscal Year 2024***

MPO Assistance ID	Project Name	Project Category	FTA Grant Section	Total Cost	Federal Share	Local Share
5307-2024-01	Preventive Maintenance	Operations	5307	\$2,387,650.00	\$1,910,120.00	\$477,530.00
5307-2024-02	Operating Assistance	Operations	5307	\$4,044,960.00	\$3,235,968.00	\$808,992.00
5307-2024-03	Non-Fixed Route ADA Paratransit Service	Operations	5307	\$491,575.00	\$393,260.00	\$98,315.00
5307-2024-04	Support Equipment & Service Vehicles	Capital	5307	\$252,810.00	\$202,248.00	\$50,562.00
Capital Budget (5307): Sub-total				\$7,176,995.00	\$5,741,596.00	\$1,435,399.00
5339-2024-01	Bus Rolling Stock	Capital	5339	\$632,025.00	\$505,620.00	\$126,405.00
New Bus Facilities/Innovative Technology (5339): Sub-total				\$632,025.00	\$505,620.00	\$126,405.00
PROGRAM TOTALS FFY 2024:				\$7,809,020.00	\$6,247,216.00	\$1,561,804.00

*** Source: FFY 2022 FTA Final Apportionment Data for the Large Urban Provider (5307) - SPORTRAN+ 6% inflation factor per year (Base Year FFY 2022)



Federal Fiscal Year 2025***

MPO Assistance ID	Project Name	Project Category	FTA Grant Section	Total Cost	Federal Share	Local Share
5307-2025-01	Preventive Maintenance	Operations	5307	\$2,530,909.00	\$2,024,727.20	\$506,181.80
5307-2025-02	Operating Assistance	Operations	5307	\$4,287,657.60	\$3,430,126.08	\$857,531.52
5307-2025-03	Non-Fixed Route ADA Paratransit Service	Operations	5307	\$521,069.50	\$416,855.60	\$104,213.90
5307-2025-04	Support Equipment & Service Vehicles	Capital	5307	\$267,978.60	\$214,382.88	\$53,595.72
Capital Budget (5307): Sub-total				\$7,607,614.70	\$6,086,091.76	\$1,521,522.94
5339-2025-01	Bus Rolling Stock	Capital	5339	\$669,946.50	\$535,957.20	\$133,989.30
New Bus Facilities/Innovative Technology (5339): Sub-total				\$669,946.50	\$535,957.20	\$133,989.30
PROGRAM TOTALS FFY 2025:				\$8,277,561.20	\$6,622,048.96	\$1,655,512.24

*** Source: FFY 2022 FTA Final Apportionment Data for the Large Urban Provider (5307) - SPORTRAN+ 6% inflation factor per year (Base Year FFY 2022)

Federal Fiscal Year 2026***

MPO Assistance ID	Project Name	Project Category	FTA Grant Section	Total Cost	Federal Share	Local Share
5307-2026-01	Preventive Maintenance	Operations	5307	\$2,682,763.54	\$2,146,210.83	\$536,552.71
5307-2026-02	Operating Assistance	Operations	5307	\$4,544,917.06	\$3,635,933.64	\$908,983.41
5307-2026-03	Non-Fixed Route ADA Paratransit Service	Operations	5307	\$552,333.67	\$441,866.94	\$110,466.73
5307-2026-04	Support Equipment & Service Vehicles	Capital	5307	\$284,057.32	\$227,245.85	\$56,811.46
Capital Budget (5307): Sub-total				\$8,064,071.58	\$6,451,257.27	\$1,612,814.32
5339-2026-01	Bus Rolling Stock	Capital	5339	\$710,143.29	\$568,114.63	\$142,028.66
New Bus Facilities/Innovative Technology (5339): Sub-total				\$710,143.29	\$568,114.63	\$142,028.66
PROGRAM TOTALS FFY 2026:				\$8,774,214.87	\$7,019,371.90	\$1,754,842.97

*** Source: FFY 2022 FTA Final Apportionment Data for the Large Urban Provider (5307) - SPORTRAN+ 6% inflation factor per year (Base Year FFY 2022)

5.7 HIGHWAY PROGRAM AND ITS RELATION TO ADOPTED PERFORMANCE MEASURES

As presented in the following pages, the Highway Program is listed in a different format as compared to the Transit Program. Under the Highway Program, the Project Selection Process (PSP) evaluated, and selected/prioritized projects are organized in a project-by-project format by Federal Fiscal Year (FFY: 2023-2026 Planning/Environmental, 2023-2026 for Right-of-Way, 2023–2026 for Engineering, and 2023–2026 for Construction).

At the request of the La-Div office of FHWA, modifications to the Highway Program's project record format were undertaken to provide additional context of the project's impact upon adopted MPO Performance Measures/Targets. Further, the new format includes information as to when the project was selected through the MPO's adopted Project Selection Process (PSP), as well as a descriptive note regarding the improvement project's anticipated impact upon MPO/State owned National Highway System mileage with respect to its identified Performance Measure(s).

TABLE 5.5 SUMMARY OF HIGHWAY PROGRAM PROJECTS PERFORMANCE MEASURES

National Goal Categories (PM)	Adopted MPO Performance Measures
Safety (PM1)	<ul style="list-style-type: none">▪ 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
Infrastructure Condition (PM2)	<ul style="list-style-type: none">▪ Percentage of pavement on the Interstate System in good condition▪ Percentage of pavement on the Interstate System in poor condition▪ Percentage of pavement on the non-Interstate NHS in good condition▪ Percentage of pavement on the non-Interstate NHS in poor condition▪ Percentage of NHS bridges classified as in good condition▪ Percentage of NHS bridges classified as in poor condition
System Reliability / Freight Movement / Economic Vitality (PM3)	<ul style="list-style-type: none">▪ Percentage of person-miles traveled on the Interstate System that are reliable▪ Percent of person-miles traveled on the non-Interstate NHS that are reliable▪ Truck Travel Time Reliability Index

Through the MPO's Project Selection Process (PSP), roadway improvement projects are primarily evaluated on the project's impact upon the established Performance Measures (PM). During the MPO's "Call for New Projects", performed through Metropolitan Transportation Plan (MTP) updates, Technical Coordinating Committee (TCC) members prioritize projects for inclusion into the TIP utilizing the level of expected benefit/improvement, along with other factors, a project will produce in the context of performance.

- 1** The new format identifies the primary Performance Measure or Measures the improvement project addresses
- 2** If available, the year and ranking received the project was selected for inclusion into the TIP
- 3** Subjective evaluations by NLCOG Staff regarding the project's impact upon the NHS system

Project: H.xxxxxx – Name of Project				
Last Updated: 12.16.2021			MPO Performance Measure - Improvement Category:	1
Route:	Parish:	LADOTD District:	2019 Project Selection Process (PSP) Ranking:	2
Cntd Section:	Beg. Log Mile: 0.00	End Log Mile: 0.00	Project's Impact - MPO/State responsible NHS mileage:	3
Off-system Road:				

The following pages list the selected MPO Highway Program project records under this new format.

HIGHWAY PROGRAM PROJECT LISTINGS

1. BY MPA PARISH (BOSSIER / CADDO / DESOTO / WEBSTER)

MPO PROJECTS (STBG >200K FUNDING)

LADOTD PROJECTS (VARIOUS FUNDING SOURCES)

2. BY MPA PARISH (BOSSIER / CADDO / DESOTO / WEBSTER)

MPO PROJECTS (TA >200K FUNDING)

3. BY MPA PARISH (BOSSIER / CADDO / DESOTO / WEBSTER)

MPO PROJECTS (CRP >200K FUNDING)

4. LISTING OF LADOTD STIP "LINE ITEM" PROJECT RECORDS

PLEASE NOTE:

FOR FORMATTING REASONS, the new "STBG >200k" Federal funding program source, under the IJA, will be documented as "STP >200k" attributable funds (FAST-Act) within the MPO's project records.

Final DRAFT



STP >200k (STBG >200k) PARISH PROJECT LISTINGS

- ALPHABETICAL ORDER / ASCENDING PROJECT ID #s -

BOSSIER / CADDO / DESOTO / WEBSTER

Final DRAFT



BOSSIER PARISH - NLCOG (SHREVEPORT MPO) - TIP HIGHWAY PROGRAM

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

Last Updated: 07.15.2022

Route: Various	Parish(s): BOSSIER, CADD, RED RIVER	LADOTD District: 04
Cntd Section:	Beg. Log Mile:	End Log Mile:
082-04	9.440	9.800
085-03	3.100	3.200
808-05	6.300	8.060
045-30	2.200	2.300
048-02	0.600	1.000
809-07	1.700	1.800
091-01	2.250	2.350
303-01	5.200	5.300

Off-system Road:

Remarks	Type Improvement	Work Type	Project Notes				
	BRIDGE REPLACEMENT	PRESERVATION, BRIDGE (ON SYSTEM)	1. Amendment 01112019-02: New Project TIP request from LADOTD (as specified below – 01.11.2019) 2. Modification 02222019-01: Remove Eng. CE&I and IDC Costs				
Project Phase	Project Cost	Cost + (w/CE&I+IDC)	Federal Share	Fed. Fund	Local Share	Year	Sponsor
Construction - 1	\$11,620,800.00	\$12,782,880.00	\$10,226,304.00	STPFLEX	\$2,556,576.00	2023	LADOTD
Construction - 2	\$2,400,000.00	\$2,640,000.00	\$0.00	NFA	\$0.00	2023	
Total Cost	\$14,020,800.00	\$15,422,880.00	\$10,226,304.00		\$2,556,576.00		



BOSSIER PARISH - NLCOG (SHREVEPORT MPO) - TIP HIGHWAY PROGRAM

Project: H.003855 BOSSIER PAR CONG RELIEF WINFIELD RD PH I

Last Updated: 07.15.2022			MPO Performance Target – Improve. Category:				Sys. Reliability (PM3)	
Route:	Parish: Bossier	LADOTD District: 04	2045 MTP Project Selection Process (PSP) Ranking:				1 (Capacity)	
Cntd Section:	Beg. Log Mile: 0.00	End Log Mile: 0.00	Project’s Impact - MPO/State responsible NHS mileage:				Moderate	
Off-system Road: Bossier Parish Police Jury (BPPJ) (LOCAL)							New E-W Route	
Remarks	Type Improvement	Work Type	Project Notes					
Re-evaluate Environ. Assessment (EA) Study	NEW CONSTRUCTION	URBAN SYSTEMS						
Project Phase	Project Cost	Cost + (w/CE&I+IDC)	Federal Share	Fed. Fund	Local Share	Year	Sponsor	
Planning / Environmental	\$172,784.74	\$172,784.74	\$138,227.79	STP >200K	\$34,556.95	2024	Bossier	
Right Of Way (R-O-W)	\$1,462,024.69	\$1,462,024.69	\$1,169,619.75	STP >200K	\$292,404.94	2024	Par. Police	
Utility Relocation	\$1,594,936.02	\$1,594,936.02	\$1,275,948.82	STP >200K	\$318,987.20	2024	Jury	
Construction	\$6,212,719.83	\$6,833,991.81	\$5,467,193.45	STP >200K	\$1,366,798.36	2025	(BPPJ)	
Total Cost	\$9,442,465.28	\$10,063,737.26	\$8,050,989.81		\$2,012,747.45			

Project: I-220 @ LA 3 (BENTON RD) INTERCHANGE ***For Informational Purposes Only***

Last Updated: 07.15.2022			MPO Performance Target – Improve. Category(s):				Safety (PM1) / Sys. Reliability (PM3)	
Route: LA 3	Parish: Bossier	LADOTD District: 04	2045 MTP Project Selection Process (PSP) Ranking:				3 (Capacity)	
Cntd Section:	Beg. Log Mile: 0.00	End Log Mile: 0.00	Project’s Impact - MPO/State responsible NHS mileage:				Moderate	
Off-system Road:			Improve Flow					
Remarks	Type Improvement	Work Type	Project Notes					
Under Stage 0 Study	NEW RAMP SIGNALS	URBAN SYSTEMS						
Project Phase	Project Cost	Cost + (w/CE&I+IDC)	Federal Share	Fed. Fund	Local Share	Year	Sponsor	
Construction	\$475,000.00	\$475,000.00	\$380,000.00	STP >200K	\$95,000.00	2024	Bossier City	
Total Cost	\$475,000.00	\$475,000.00	\$380,000.00		\$95,000.00			



CADD0 PARISH - NLCOG (SHREVEPORT MPO) - TIP HIGHWAY PROGRAM

Project: H.000413 CROSS BAYOU BRIDGE REPLACEMENT

Last Updated: 07.15.2022

Route: US 71

Parish: CADD0

LADOTD District: 04

Cntd Section:

Beg. Log Mile:

End Log Mile:

011-01

0.350

0.430

Off-system Road:

Remarks	Type Improvement	Work Type	Project Notes				
Under Stage 1 Study	Bridge Replacement	URBAN SYSTEMS					
Project Phase	Project Cost	Cost + (w/CE&I+IDC)	Federal Share	Fed. Fund	Local Share	Year	Sponsor
Construction	\$12,000,000.00	\$13,200,000.00	\$10,560,000.00	NHPP	\$2,640,000.00	2025	LADOTD
Total Cost	\$12,000,000.00	\$13,200,000.00	\$10,560,000.00		\$2,640,000.00		

Project: H.001779 JIMMIE DAVIS BRIDGE (LA 511) (HBI)

Last Updated: 07.15.2022

Route: I-20

Parish: CADD0

LADOTD District: 04

Cntd Section:

Beg. Log Mile:

End Log Mile:

Bossier: 102-03

Caddo: 102-02

Off-system Road:

Remarks	Type Improvement	Work Type	Project Notes				
Under Stage 3 Design / Engineering	Bridge Replacement - Rehabilitation	HBI					
Project Phase	Project Cost	Cost + (w/CE&I+IDC)	Federal Share	Fed. Fund	Local Share	Year	Sponsor
Construction-1	\$100,000,000.00	\$100,000,000.00	\$100,000,000	ARPA	\$0.00	2023	
Construction-2	\$15,500,000.00	\$15,500,000.00	\$0.00	STBONDS	\$15,500,000	2023	LADOTD
Construction-3	\$35,000,000.00	\$35,000,000.00	\$28,000,000	NHPP	\$7,000,000	2023	
Total Cost	\$150,500,000.00	\$150,500,000.00	\$128,000,000		\$22,500,000		



CADDO PARISH - NLCOG (SHREVEPORT MPO) - TIP HIGHWAY PROGRAM

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

Last Updated: 07.15.2022

Route: LA 3132/LA 523 Parish: CADDO LADOTD District: 04

Cntd Section: Beg. Log Mile: End Log Mile:

LA 3132: 427-01 10.100 10.224

LA 523: 103-01 4.367 4.880

Off-system Road:

Remarks	Type Improvement	Work Type	Project Notes				
CONST. PHASE TO BE LET By FFY 2023	EXTEND CONTROL OF ACCESS LA 3132 AT LA 523	OPER EFFICIENCY/MOTORIST ASSIST., ACCESS MGNT.	1. Admin. Modification 07162020-01; Move Const. Phase of project from FFY 2020 To FFY 2021 2. Admin. Modification 03092021-01; Move Const. Phase of project from FFY 2021 To FFY 2022				
Project Phase	Project Cost	Cost + (w/CE&I+IDC)	Federal Share	Fed. Fund	Local Share	Year	Sponsor
Construction	\$2,330,000.00	\$2,563,000.00	\$2,050,400.00	NHPP	\$512,600.00	2023	LADOTD
Total Cost	\$2,330,000.00	\$2,563,000.00	\$2,050,400.00		\$512,600.00		

Project: H.010468 I-20: MONKHOUSE TO I-49

Last Updated: 07.15.2022

Route: I-20 Parish: CADDO LADOTD District: 04

Cntd Section: Beg. Log Mile: End Log Mile:

451-01 12.73 17.28

Off-system Road:

Remarks	Type Improvement	Work Type	Project Notes				
Under Stage 3 Design / Engineering	REMOVE AND REPLACE PCC	PRESERVATION, INTERSTATE	1) Admin. Mod. 01042019-02: Move Const. Phase to FFY2021 from 2020 per LADOTD 2) Admin. Mod. 03062020-01: Move Const. Phase to FFY2022 from 2021 per LADOTD 3) Amendment 11192021-02: Add Eng. Phase Costs \$1.355M in FFY 2022 per LADOTD				
Project Phase	Project Cost	Cost + (w/CE&I+IDC)	Federal Share	Fed. Fund	Local Share	Year	Sponsor
Construction-1	\$10,000,000.00	\$11,000,000.00	\$0.00	ARPA	\$11,000,000.00	2024	LADOTD
Construction-2	\$15,000,000.00	\$16,500,000.00	\$16,500,000.00	COVID	\$0.00	2024	
Construction-3	\$10,000,000.00	\$11,000,000.00	\$9,900,000.00	NHPP	\$1,100,000.00	2024	
Total Cost	\$35,000,000.00	\$38,500,000.00	\$26,400,000.00		\$12,100,000.00		



CADDO PARISH - NLCOG (SHREVEPORT MPO) - TIP HIGHWAY PROGRAM

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

Last Updated: 07.15.2022

Route: US 80

Parish: CADDO

LADOTD District: 04

Cntd Section:

Beg. Log Mile:

End Log Mile:

001-02

9.10

9.30

Off-system Road:

Remarks	Type Improvement	Work Type	Project Notes				
STR. 013480 HISTORIC BRIDGE IMPROVEMENT (HBI)	BRIDGE REPLACEMENT / REHABILITATION	PRESERVATION, BRIDGE (ON SYSTEM)	1. Amendment 01112019-01: Add \$50,000 Stage 0 in FFY2019 - LADOTD				
Project Phase	Project Cost	Cost + (w/CE&I+IDC)	Federal Share	Fed. Fund	Local Share	Year	Sponsor
Construction	\$3,567,000.00	\$3,923,700.00	\$3,138,960.00	STPFLEX	\$784,740.00	2023	
Total Cost	\$3,567,000.00	\$3,923,700.00	\$3,138,960.00		\$784,740.00		

Project: H.012007 LA 1: KCS RAILROAD OVERPASS

Last Updated: 07.15.2022

Route: LA 1

Parish: CADDO

LADOTD District: 04

Cntd Section:

Beg. Log Mile:

End Log Mile:

053-09

8.30

8.54

Off-system Road:

Remarks	Type Improvement	Work Type	Project Notes				
Under Stage 1 Study Env.	Bridge Rehabilitation	Preservation, Bridge (On System)					
Project Phase	Project Cost	Cost + (w/CE&I+IDC)	Federal Share	Fed. Fund	Local Share	Year	Sponsor
Design (Engineering)	\$750,000.00	\$750,000.00	\$600,000.00	NHPP	\$150,000.00	2025	LADOTD
Total Cost	\$750,000.00	\$750,000.00	\$600,000.00		\$150,000.00		



CADDO PARISH - NLCOG (SHREVEPORT MPO) - TIP HIGHWAY PROGRAM

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

Last Updated: 07.15.2022

Route: US 71 Parish: CADDO LADOTD District: 04
 Cntd Section: Beg. Log Mile: End Log Mile:
 053-09 8.90 9.08
 Off-system Road:

Remarks	Type Improvement	Work Type	Project Notes				
Historic Bridge Improvement (HBI)	Historic Bridge Preservation	Preservation, Bridge (On System)					
Project Phase	Project Cost	Cost + (w/CE&I+IDC)	Federal Share	Fed. Fund	Local Share	Year	Sponsor
Design (Engineering)	\$500,000.00	\$500,000.00	\$400,000.00	NHPP	\$100,000.00	2024	LADOTD
Construction	\$5,000,000.00	\$5,500,000.00	\$4,400,000.00	NHPP	\$1,100,000.00	2026	
Total Cost	\$5,500,000.00	\$6,000,000.00	\$4,800,000.00		\$1,200,000.00		

Project: H.012009 US 71: MARKET ST BRIDGE OVER ICG RR(HBI)

Last Updated: 07.15.2022

Route: US 71 Parish: CADDO LADOTD District: 04
 Cntd Section: Beg. Log Mile: End Log Mile:
 053-09 8.90 9.08
 Off-system Road:

Remarks	Type Improvement	Work Type	Project Notes				
Historic Bridge Improvement (HBI)	Bridge Replacement / Rehabilitation	Preservation, Bridge (On System)					
Project Phase	Project Cost	Cost + (w/CE&I+IDC)	Federal Share	Fed. Fund	Local Share	Year	Sponsor
Construction	\$12,831,000.00	\$14,114,100.00	\$11,291,280.00	NHPP	\$2,822,820.00	2023	LADOTD
Total Cost	\$12,831,000.00	\$14,114,100.00	\$11,291,280.00		\$2,822,820.00		



CADD0 PARISH - NLCOG (SHREVEPORT MPO) - TIP HIGHWAY PROGRAM

Project: H.012027 I 20: UNION PACIFIC RR OVERPASS

Last Updated: 07.15.2022

Route: I-20	Parish: CADD0	LADOTD District: 04
Cntd Section:	Beg. Log Mile:	End Log Mile:
451-01	6.20	6.50
Off-system Road:		

Remarks	Type Improvement	Work Type	Project Notes				
	Bridge Replacement	Preservation, Bridge (On System)					
Project Phase	Project Cost	Cost + (w/CE&I+IDC)	Federal Share	Fed. Fund	Local Share	Year	Sponsor
Construction	\$20,000,000.00	\$22,000,000.00	\$19,800,000.00	NHPP	\$2,200,000.00	2025	LADOTD
Total Cost	\$20,000,000.00	\$22,000,000.00	\$19,800,000.00		\$2,200,000.00		

Project: H.012028 I 20: LAKE SHORE DRIVE/KCS OVERPASS REHAB

Last Updated: 07.15.2022

Route: I-20	Parish: CADD0	LADOTD District: 04
Cntd Section:	Beg. Log Mile:	End Log Mile:
451-01	16.90	17.40
Off-system Road:		

Remarks	Type Improvement	Work Type	Project Notes				
	Bridge Rehabilitation	Preservation, Bridge (On System)					
Project Phase	Project Cost	Cost + (w/CE&I+IDC)	Federal Share	Fed. Fund	Local Share	Year	Sponsor
Design (Engineering)	\$1,000,000.00	\$1,000,000.00	\$900,000.00	NHPP	\$100,000.00	2025	LADOTD
Total Cost	\$1,000,000.00	\$1,000,000.00	\$900,000.00		\$100,000.00		



CADDO PARISH - NLCOG (SHREVEPORT MPO) - TIP HIGHWAY PROGRAM

Project: H.014054: I-69 FRTG RD CONN (ELLERBE RD TO LA 1)

Last Updated: 07.15.2022				MPO Performance Target – Improve. Category(s):	Safety (PM1) And Sys. Reliability (PM3) 2020 Submit Moderate Freight Connector
Route: LA 3276-P	Parish: CADDO	LADOTD District: 04	2019 Project Selection Process (PSP) Ranking:		
Cntd Section: 809-15	Beg. Log Mile: 0.00	End Log Mile: 2.82	Project’s Impact - MPO/State responsible NHS mileage:		
Off-system Road:					

Remarks	Type Improvement	Work Type	Project Notes				
Stage 1: Environ. / Survey / Preliminary Design	Evaluate the feasibility of I-69 frontage road	URBAN SYSTEMS	*** Current STBG >200K funding availability: \$5,250,000.00; IJIA grant application under review				
Project Phase	Project Cost	Cost + (w/CE&I+IDC)	Federal Share	Fed. Fund	Local Share	Year	Sponsor
Right Of Way (R-O-W)	\$640,690.00	\$640,690.00	\$512,552.00	STP >200k	\$128,138.00	2024	MPO/
Utility Relocation	\$420,000.00	\$420,000.00	\$336,000.00	STP >200k	\$84,000.00	2024	Caddo Par.
Construction	\$16,389,122.46	\$18,028,034.71	\$14,422,427.77	STP >200k	\$3,605,606.94	2025	Port of Cad.-Bos.
Total Cost	\$17,499,812.46	\$19,088,724.71	\$15,270,979.77		\$3,817,744.94		

Project: H.014410 - LINWOOD AVENUE RECONSTRUCTION-PHASE III

Last Updated: 07.15.2022			MPO Performance Target – Improve. Category:	Infrastructure Condition (PM2) 1
Route:	Parish: CADDO	LADOTD District: 04	2019 Project Selection Process (PSP) Ranking:	
Cntd Section:	Beg. Log Mile: 0.00	End Log Mile: 0.00		
000-09				
Off-system Road: LINWOOD AVE			Project’s Impact - MPO/State responsible NHS mileage:	None - Local Road

Remarks	Type Improvement	Work Type	Project Notes				
City of Shreveport to provide match	Roadway Reconstruction - Joint and Panel Repair	URBAN SYSTEMS					
Project Phase	Project Cost	Cost + (w/CE&I+IDC)	Federal Share	Fed. Fund	Local Share	Year	Sponsor
Construction	\$6,000,000.00	\$6,600,000.00	\$5,280,000.00	STP >200K	\$1,320,000.00	2023	Shreveport
Total Cost	\$6,000,000.00	\$6,600,000.00	\$5,280,000.00		\$1,320,000.00		



CADDO PARISH - NLCOG (SHREVEPORT MPO) - TIP HIGHWAY PROGRAM

Project H.014411: LINWOOD AVENUE RECONSTRUCTION-PHASE IV

Last Updated: 07.15.2022

MPO Performance Target – Improve. Category:

**Infrastructure
Condition (PM2)**

Route:

Parish: CADDO

LADOTD District: 04

2019 Project Selection Process (PSP) Ranking:

2

Cntd Section: 000-09

Beg. Log Mile: 0.00

End Log Mile: 0.00

Project's Impact - MPO/State responsible NHS mileage:

None - Local Road

Off-system Road: LINWOOD AVE

Remarks	Type Improvement	Work Type	Project Notes				
City of Shreveport to provide match	Roadway Reconstruction - Joint and Panel Repair	URBAN SYSTEMS					
Project Phase	Project Cost	Cost + (w/CE&I+IDC)	Federal Share	Fed. Fund	Local Share	Year	Sponsor
Construction	\$6,000,000.00	\$6,600,000.00	\$5,280,000.00	STP >200K	\$1,320,000.00	2023	Shreveport
Total Cost	\$6,000,000.00	\$6,600,000.00	\$5,280,000.00		\$1,320,000.00		

Project: AUDREY LANE RECONSTRUCTION ***For Informational Purposes Only***

Last Updated: 07.15.2022

MPO Performance Target – Improve. Category:

**Infrastructure
Condition
(PM2)**

Route:

Parish: CADDO

LADOTD District: 04

2019 Project Selection Process (PSP) Ranking:

3

Cntd Section:

Beg. Log Mile: 0.00

End Log Mile: 0.00

Project's Impact - MPO/State responsible NHS mileage:

**None
Local Road**

Off-system Road: SHREVEPORT (MULTIPLE LOCAL)

Remarks	Type Improvement	Work Type	Project Notes				
Awaiting State Proj. Number	RECONSTRUCTION	URBAN SYSTEMS					
Project Phase	Project Cost	Cost + (w/CE&I+IDC)	Federal Share	Fed. Fund	Local Share	Year	Sponsor
Design/Engineering	\$429,150.00	\$429,150.00	\$343,320.00	STP >200K	\$85,830.00	2023	Shreveport
Construction	\$2,346,020.00	\$2,431,850.00	\$1,876,816.00	STP >200K	\$469,204.00	2024	
Total Cost	\$2,775,170.00	\$2,861,000.00	\$2,220,136.00		\$555,034.00		



CADDO PARISH - NLCOG (SHREVEPORT MPO) - TIP HIGHWAY PROGRAM

Project: AUDREY LANE PAVEMENT PRESERVATION ***For Informational Purposes Only***

Last Updated: 07.15.2022			MPO Performance Target – Improve. Category:				Infrastructure Condition (PM2)	
Route:		Parish: CADDO	LADOTD District: 04		2019 Project Selection Process (PSP) Ranking:			3
Cntd Section:		Beg. Log Mile: 0.00	End Log Mile: 0.00		Project’s Impact - MPO/State responsible NHS mileage:			None
Off-system Road: SHREVEPORT (MULTIPLE LOCAL)								Local Road
Remarks	Type Improvement	Work Type	Project Notes					
Awaiting State Proj. Number	PAVEMENT PRESERVATION	URBAN SYSTEMS						
Project Phase	Project Cost	Cost + (w/CE&I+IDC)	Federal Share	Fed. Fund	Local Share	Year	Sponsor	
Design/Engineering	\$3,000.00	\$3,000.00	\$2,400.00	STP >200K	\$600.00	2023	Shreveport	
Construction	\$16,400.00	\$17,000.00	\$13,120.00	STP >200K	\$3,280.00	2024		
Total Cost	\$19,400.00	\$20,000.00	\$15,520.00		\$3,880.00			

Project: CLYDE FANT PARKWAY PAVEMENT PRESERVATION ***For Informational Purposes Only***

Last Updated: 07.15.2022			MPO Performance Target – Improve. Category:				Infrastructure Condition (PM2)	
Route:	Parish: CADDO	LADOTD District: 04	2019 Project Selection Process (PSP) Ranking:				3	
Cntd Section:	Beg. Log Mile: 0.00	End Log Mile: 0.00	Project’s Impact - MPO/State responsible NHS mileage:				None	
Off-system Road: SHREVEPORT (MULTIPLE LOCAL)							Local Road	
Remarks	Type Improvement	Work Type	Project Notes					
Awaiting State Proj. Number	PAVEMENT PRESERVATION	URBAN SYSTEMS						
Project Phase	Project Cost	Cost + (w/CE&I+IDC)	Federal Share	Fed. Fund	Local Share	Year	Sponsor	
Design/Engineering	\$4,500.00	\$4,500.00	\$3,600.00	STP >200K	\$900.00	2023	Shreveport	
Construction	\$24,600.00	\$25,500.00	\$19,680.00	STP >200K	\$4,920.00	2024		
Total Cost	\$29,100.00	\$30,000.00	\$23,280.00		\$5,820.00			



CADD0 PARISH - NLCOG (SHREVEPORT MPO) - TIP HIGHWAY PROGRAM

Project: EAST KINGS HIGHWAY PAVEMENT PRESERVATION ***For Informational Purposes Only***

Last Updated: 07.15.2022			MPO Performance Target – Improve. Category:				Infrastructure Condition (PM2)	
Route:		Parish: CADD0	LADOTD District: 04	2019 Project Selection Process (PSP) Ranking:				3
Cntd Section:		Beg. Log Mile: 0.00	End Log Mile: 0.00	Project’s Impact - MPO/State responsible NHS mileage:				None
Off-system Road: SHREVEPORT (MULTIPLE LOCAL)							Local Road	
Remarks	Type Improvement	Work Type	Project Notes					
Awaiting State Proj. Number	PAVEMENT PRESERVATION	URBAN SYSTEMS						
Project Phase	Project Cost	Cost + (w/CE&I+IDC)	Federal Share	Fed. Fund	Local Share	Year	Sponsor	
Design/Engineering	\$1,620.00	\$1,620.00	\$1,296.00	STP >200K	\$324.00	2023	Shreveport	
Construction	\$8,856.00	\$9,180.00	\$7,084.80	STP >200K	\$1,771.20	2024		
Total Cost	\$10,476.00	\$10,800.00	\$8,380.80		\$2,095.20			

Project: HEARNE AVENUE PAVEMENT PRESERVATION ***For Informational Purposes Only***

Last Updated: 07.15.2022			MPO Performance Target – Improve. Category:				Infrastructure Condition (PM2)	
Route:	Parish: CADD0	LADOTD District: 04	2019 Project Selection Process (PSP) Ranking:				3	
Cntd Section:	Beg. Log Mile: 0.00	End Log Mile: 0.00	Project’s Impact - MPO/State responsible NHS mileage:				None	
Off-system Road: SHREVEPORT (MULTIPLE LOCAL)							Local Road	
Remarks	Type Improvement	Work Type	Project Notes					
Awaiting State Proj. Number	PAVEMENT PRESERVATION	URBAN SYSTEMS						
Project Phase	Project Cost	Cost + (w/CE&I+IDC)	Federal Share	Fed. Fund	Local Share	Year	Sponsor	
Design/Engineering	\$2,400.00	\$2,400.00	\$1,920.00	STP >200K	\$480.00	2023	Shreveport	
Construction	\$13,120.00	\$13,600.00	\$10,496.00	STP >200K	\$2,624.00	2024		
Total Cost	\$15,520.00	\$16,000.00	\$12,416.00		\$3,104.00			



CADDO PARISH - NLCOG (SHREVEPORT MPO) - TIP HIGHWAY PROGRAM

Project: JACK WELLS BOULEVARD PAVEMENT PRESERVATION ***For Informational Purposes Only***

Last Updated: 07.15.2022			MPO Performance Target – Improve. Category:				Infrastructure Condition (PM2)	
Route:		Parish: CADDO	LADOTD District: 04	2019 Project Selection Process (PSP) Ranking:				3
Cntd Section:		Beg. Log Mile: 0.00	End Log Mile: 0.00	Project’s Impact - MPO/State responsible NHS mileage:				None
Off-system Road: SHREVEPORT (MULTIPLE LOCAL)							Local Road	
Remarks	Type Improvement	Work Type	Project Notes					
Awaiting State Proj. Number	PAVEMENT PRESERVATION	URBAN SYSTEMS						
Project Phase	Project Cost	Cost + (w/CE&I+IDC)	Federal Share	Fed. Fund	Local Share	Year	Sponsor	
Design/Engineering	\$2,400.00	\$2,400.00	\$1,920.00	STP >200K	\$480.00	2023	Shreveport	
Construction	\$13,120.00	\$13,600.00	\$10,496.00	STP >200K	\$2,624.00	2024		
Total Cost	\$15,520.00	\$16,000.00	\$12,416.00		\$3,104.00			

Project: LAKESHORE DRIVE ASPHALT OVERLAY ***For Informational Purposes Only***

Last Updated: 07.15.2022			MPO Performance Target – Improve. Category:				Infrastructure Condition (PM2)	
Route:	Parish: CADDO	LADOTD District: 04	2019 Project Selection Process (PSP) Ranking:				3	
Cntd Section:	Beg. Log Mile: 0.00	End Log Mile: 0.00	Project’s Impact - MPO/State responsible NHS mileage:				None	
Off-system Road: SHREVEPORT (MULTIPLE LOCAL)							Local Road	
Remarks	Type Improvement	Work Type	Project Notes					
Awaiting State Proj. Number	PAVEMENT PRESERVATION	URBAN SYSTEMS						
Project Phase	Project Cost	Cost + (w/CE&I+IDC)	Federal Share	Fed. Fund	Local Share	Year	Sponsor	
Design/Engineering	\$9,000.00	\$9,000.00	\$7,200.00	STP >200K	\$1,800.00	2023	Shreveport	
Construction	\$49,200.00	\$51,000.00	\$39,360.00	STP >200K	\$9,840.00	2024		
Total Cost	\$58,200.00	\$60,000.00	\$46,560.00		\$11,640.00			



CADDO PARISH - NLCOG (SHREVEPORT MPO) - TIP HIGHWAY PROGRAM

Project: SOUTHFIELD ROAD PAVEMENT PRESERVATION ***For Informational Purposes Only***

Last Updated: 07.15.2022			MPO Performance Target – Improve. Category:				Infrastructure Condition (PM2)	
Route:		Parish: CADDO	LADOTD District: 04		2019 Project Selection Process (PSP) Ranking:			3
Cntd Section:		Beg. Log Mile: 0.00	End Log Mile: 0.00		Project’s Impact - MPO/State responsible NHS mileage:			None
Off-system Road: SHREVEPORT (MULTIPLE LOCAL)								Local Road
Remarks	Type Improvement	Work Type	Project Notes					
Awaiting State Proj. Number	PAVEMENT PRESERVATION	URBAN SYSTEMS						
Project Phase	Project Cost	Cost + (w/CE&I+IDC)	Federal Share	Fed. Fund	Local Share	Year	Sponsor	
Design/Engineering	\$4,500.00	\$4,500.00	\$3,600.00	STP >200K	\$900.00	2023	Shreveport	
Construction	\$24,600.00	\$25,500.00	\$19,680.00	STP >200K	\$4,920.00	2024		
Total Cost	\$29,100.00	\$30,000.00	\$23,280.00		\$5,820.00			

Project: DAVID RAINES ROAD CONCRETE PANEL REPLACEMENT ***For Informational Purposes Only***

Last Updated: 07.15.2022			MPO Performance Target – Improve. Category:				Infrastructure Condition (PM2)	
Route:	Parish: CADDO	LADOTD District: 04	2019 Project Selection Process (PSP) Ranking:				3	
Cntd Section:	Beg. Log Mile: 0.00	End Log Mile: 0.00	Project’s Impact - MPO/State responsible NHS mileage:				None	
Off-system Road: SHREVEPORT (MULTIPLE LOCAL)							Local Road	
Remarks	Type Improvement	Work Type	Project Notes					
Awaiting State Proj. Number	CONCRETE PANEL REPLACE.	URBAN SYSTEMS						
Project Phase	Project Cost	Cost + (w/CE&I+IDC)	Federal Share	Fed. Fund	Local Share	Year	Sponsor	
Design/Engineering	\$90,000.00	\$90,000.00	\$72,000.00	STP >200K	\$18,000.00	2023	Shreveport	
Construction	\$492,000.00	\$510,000.00	\$393,600.00	STP >200K	\$98,400.00	2024		
Total Cost	\$582,000.00	\$600,000.00	\$465,600.00		\$116,400.00			



CADDO PARISH - NLCOG (SHREVEPORT MPO) - TIP HIGHWAY PROGRAM

Project: HOLLYWOOD AVENUE CONCRETE PANEL REPLACEMENT *For Informational Purposes Only*****

Last Updated: 07.15.2022			MPO Performance Target – Improve. Category:				Infrastructure Condition (PM2)	
Route:	Parish: CADDO	LADOTD District: 04	2019 Project Selection Process (PSP) Ranking:				3	
Cntd Section:	Beg. Log Mile: 0.00	End Log Mile: 0.00	Project’s Impact - MPO/State responsible NHS mileage:				None	
Off-system Road: SHREVEPORT (MULTIPLE LOCAL)							Local Road	
Remarks	Type Improvement	Work Type	Project Notes					
Awaiting State Proj. Number	CONCRETE PANEL REPLACE.	URBAN SYSTEMS						
Project Phase	Project Cost	Cost + (w/CE&I+IDC)	Federal Share	Fed. Fund	Local Share	Year	Sponsor	
Design/Engineering	\$87,300.00	\$87,300.00	\$69,840.00	STP >200K	\$17,460.00	2023	Shreveport	
Construction	\$477,240.00	\$494,700.00	\$381,792.00	STP >200K	\$95,448.00	2024		
Total Cost	\$564,540.00	\$582,000.00	\$451,632.00		\$112,908.00			

Project: KENNEDY DRIVE CONCRETE PANEL REPLACEMENT *For Informational Purposes Only*****

Last Updated: 07.15.2022			MPO Performance Target – Improve. Category:				Infrastructure Condition (PM2)	
Route:	Parish: CADDO	LADOTD District: 04	2019 Project Selection Process (PSP) Ranking:				3	
Cntd Section:	Beg. Log Mile: 0.00	End Log Mile: 0.00	Project’s Impact - MPO/State responsible NHS mileage:				None	
Off-system Road: SHREVEPORT (MULTIPLE LOCAL)							Local Road	
Remarks	Type Improvement	Work Type	Project Notes					
Awaiting State Proj. Number	CONCRETE PANEL REPLACE.	URBAN SYSTEMS						
Project Phase	Project Cost	Cost + (w/CE&I+IDC)	Federal Share	Fed. Fund	Local Share	Year	Sponsor	
Design/Engineering	\$67,500.00	\$67,500.00	\$54,000.00	STP >200K	\$13,500.00	2023	Shreveport	
Construction	\$369,000.00	\$382,500.00	\$295,200.00	STP >200K	\$73,800.00	2024		
Total Cost	\$436,500.00	\$450,000.00	\$349,200.00		\$87,300.00			



CADD0 PARISH - NLCOG (SHREVEPORT MPO) - TIP HIGHWAY PROGRAM

Project: KINGS HIGHWAY CONCRETE PANEL REPLACEMENT ***For Informational Purposes Only***

Last Updated: 07.15.2022			MPO Performance Target – Improve. Category:				Infrastructure Condition (PM2)	
Route:	Parish: CADD0	LADOTD District: 04	2019 Project Selection Process (PSP) Ranking:				3	
Cntd Section:	Beg. Log Mile: 0.00	End Log Mile: 0.00	Project’s Impact - MPO/State responsible NHS mileage:				None	
Off-system Road: SHREVEPORT (MULTIPLE LOCAL)							Local Road	
Remarks	Type Improvement	Work Type	Project Notes					
Awaiting State Proj. Number	CONCRETE PANEL REPLACE.	URBAN SYSTEMS						
Project Phase	Project Cost	Cost + (w/CE&I+IDC)	Federal Share	Fed. Fund	Local Share	Year	Sponsor	
Design/Engineering	\$39,150.00	\$39,150.00	\$31,320.00	STP >200K	\$7,830.00	2023	Shreveport	
Construction	\$214,020.00	\$221,850.00	\$171,216.00	STP >200K	\$42,804.00	2024		
Total Cost	\$253,170.00	\$261,000.00	\$202,536.00		\$50,634.00			

Project: LINWOOD AVENUE CONCRETE PANEL REPLACEMENT ***For Informational Purposes Only***

Last Updated: 07.15.2022			MPO Performance Target – Improve. Category:				Infrastructure Condition (PM2)	
Route:	Parish: CADD0	LADOTD District: 04	2019 Project Selection Process (PSP) Ranking:				3	
Cntd Section:	Beg. Log Mile: 0.00	End Log Mile: 0.00	Project’s Impact - MPO/State responsible NHS mileage:				None	
Off-system Road: SHREVEPORT (MULTIPLE LOCAL)							Local Road	
Remarks	Type Improvement	Work Type	Project Notes					
Awaiting State Proj. Number	CONCRETE PANEL REPLACE.	URBAN SYSTEMS						
Project Phase	Project Cost	Cost + (w/CE&I+IDC)	Federal Share	Fed. Fund	Local Share	Year	Sponsor	
Design/Engineering	\$85,500.00	\$85,500.00	\$68,400.00	STP >200K	\$17,100.00	2023	Shreveport	
Construction	\$467,400.00	\$484,500.00	\$373,920.00	STP >200K	\$93,480.00	2024		
Total Cost	\$552,900.00	\$570,000.00	\$442,320.00		\$110,580.00			



CADDO PARISH - NLCOG (SHREVEPORT MPO) - TIP HIGHWAY PROGRAM

Project: MILLICENT WAY CONCRETE PANEL REPLACEMENT ***For Informational Purposes Only***

Last Updated: 07.15.2022			MPO Performance Target – Improve. Category:				Infrastructure Condition (PM2)	
Route:	Parish: CADDO	LADOTD District: 04	2019 Project Selection Process (PSP) Ranking:				3	
Cntd Section:	Beg. Log Mile: 0.00	End Log Mile: 0.00	Project’s Impact - MPO/State responsible NHS mileage:				None	
Off-system Road: SHREVEPORT (MULTIPLE LOCAL)							Local Road	
Remarks	Type Improvement	Work Type	Project Notes					
Awaiting State Proj. Number	CONCRETE PANEL REPLACE.	URBAN SYSTEMS						
Project Phase	Project Cost	Cost + (w/CE&I+IDC)	Federal Share	Fed. Fund	Local Share	Year	Sponsor	
Design/Engineering	\$39,000.00	\$39,000.00	\$31,200.00	STP >200K	\$7,800.00	2023	Shreveport	
Construction	\$213,200.00	\$221,000.00	\$170,560.00	STP >200K	\$42,640.00	2024		
Total Cost	\$252,200.00	\$260,000.00	\$201,760.00		\$50,440.00			

Project: MOUNT ZION CONCRETE PANEL REPLACEMENT ***For Informational Purposes Only***

Last Updated: 07.15.2022			MPO Performance Target – Improve. Category:				Infrastructure Condition (PM2)	
Route:	Parish: CADDO	LADOTD District: 04	2019 Project Selection Process (PSP) Ranking:				3	
Cntd Section:	Beg. Log Mile: 0.00	End Log Mile: 0.00	Project’s Impact - MPO/State responsible NHS mileage:				None	
Off-system Road: SHREVEPORT (MULTIPLE LOCAL)							Local Road	
Remarks	Type Improvement	Work Type	Project Notes					
Awaiting State Proj. Number	CONCRETE PANEL REPLACE.	URBAN SYSTEMS						
Project Phase	Project Cost	Cost + (w/CE&I+IDC)	Federal Share	Fed. Fund	Local Share	Year	Sponsor	
Design/Engineering	\$202,500.00	\$202,500.00	\$162,000.00	STP >200K	\$40,500.00	2023	Shreveport	
Construction	\$1,107,000.00	\$1,147,500.00	\$885,600.00	STP >200K	\$221,400.00	2024		
Total Cost	\$1,309,500.00	\$1,350,000.00	\$1,047,600.00		\$261,900.00			



CADDO PARISH - NLCOG (SHREVEPORT MPO) - TIP HIGHWAY PROGRAM

Project: PINES ROAD CONCRETE PANEL REPLACEMENT ***For Informational Purposes Only***

Last Updated: 07.15.2022			MPO Performance Target – Improve. Category:				Infrastructure Condition (PM2)	
Route:		Parish: CADDO	LADOTD District: 04	2019 Project Selection Process (PSP) Ranking:				3
Cntd Section:		Beg. Log Mile: 0.00	End Log Mile: 0.00	Project’s Impact - MPO/State responsible NHS mileage:				None
Off-system Road: SHREVEPORT (MULTIPLE LOCAL)								Local Road
Remarks	Type Improvement	Work Type	Project Notes					
Awaiting State Proj. Number	CONCRETE PANEL REPLACE.	URBAN SYSTEMS						
Project Phase	Project Cost	Cost + (w/CE&I+IDC)	Federal Share	Fed. Fund	Local Share	Year	Sponsor	
Design/Engineering	\$195,000.00	\$195,000.00	\$156,000.00	STP >200K	\$39,000.00	2023	Shreveport	
Construction	\$1,066,000.00	\$1,105,000.00	\$852,800.00	STP >200K	\$213,200.00	2024		
Total Cost	\$1,261,000.00	\$1,300,000.00	\$1,008,800.00		\$252,200.00			

Project: WEST 84TH STREET CONCRETE PANEL REPLACEMENT ***For Informational Purposes Only***

Last Updated: 07.15.2022			MPO Performance Target – Improve. Category:				Infrastructure Condition (PM2)	
Route:	Parish: CADDO	LADOTD District: 04	2019 Project Selection Process (PSP) Ranking:				3	
Cntd Section:	Beg. Log Mile: 0.00	End Log Mile: 0.00	Project’s Impact - MPO/State responsible NHS mileage:				None	
Off-system Road: SHREVEPORT (MULTIPLE LOCAL)							Local Road	
Remarks	Type Improvement	Work Type	Project Notes					
Awaiting State Proj. Number	CONCRETE PANEL REPLACE.	URBAN SYSTEMS						
Project Phase	Project Cost	Cost + (w/CE&I+IDC)	Federal Share	Fed. Fund	Local Share	Year	Sponsor	
Design/Engineering	\$105,000.00	\$105,000.00	\$84,000.00	STP >200K	\$21,000.00	2023	Shreveport	
Construction	\$574,000.00	\$595,000.00	\$459,200.00	STP >200K	\$114,800.00	2024		
Total Cost	\$679,000.00	\$700,000.00	\$543,200.00		\$135,800.00			



CADDO PARISH - NLCOG (SHREVEPORT MPO) - TIP HIGHWAY PROGRAM

Project: WEST CANAL BOULEVARD CONCRETE PANEL REPLACEMENT ***For Informational Purposes Only***

Last Updated: 07.15.2022

MPO Performance Target – Improve. Category:

**Infrastructure
Condition
(PM2)**

Route:

Parish: CADDO

LADOTD District: 04

2019 Project Selection Process (PSP) Ranking:

3

Cntd Section:

Beg. Log Mile: 0.00

End Log Mile: 0.00

Project's Impact - MPO/State responsible NHS mileage:

**None
Local Road**

Off-system Road: SHREVEPORT (MULTIPLE LOCAL)

Remarks	Type Improvement	Work Type	Project Notes				
Awaiting State Proj. Number	CONCRETE PANEL REPLACE.	URBAN SYSTEMS					
Project Phase	Project Cost	Cost + (w/CE&I+IDC)	Federal Share	Fed. Fund	Local Share	Year	Sponsor
Design/Engineering	\$54,000.00	\$54,000.00	\$43,200.00	STP >200K	\$10,800.00	2023	Shreveport
Construction	\$295,200.00	\$306,000.00	\$236,160.00	STP >200K	\$59,040.00	2024	
Total Cost	\$349,200.00	\$360,000.00	\$279,360.00		\$69,840.00		



CADDO PARISH - NLCOG (SHREVEPORT MPO) - TIP HIGHWAY PROGRAM

PROGRAM SUMMARY: CITY OF SHREVEPORT HIGH PRIORITY SYSTEM PRESERVATION PROJECTS ***For Informational Purposes Only***

Last Updated: 07.15.2022

State Project ID	Project Name	Work Type	Cost + (w/CE&I+IDC)	Fed. Fund	Federal Share	Con. Year	Updated
	Audrey Lane Reconstruction	Reconstruction	\$2,861,000.00	STP >200K	\$2,220,136.00	2024	07/15/2022
		Reconstruction Totals:	\$2,861,000.00		\$2,220,136.00		
	Audrey Lane Pave. Preservation	Pavement Preservation	\$20,000.00	STP >200K	\$15,520.00	2024	07/15/2022
	Clyde Fant Pkwy Pave. Preserve.	Pavement Preservation	\$30,000.00	STP >200K	\$23,280.00	2024	07/15/2022
	East Kings Hwy Pave. Preserve.	Pavement Preservation	\$10,800.00	STP >200K	\$8,380.80	2024	07/15/2022
	Hearne Ave. Pave. Preservation	Pavement Preservation	\$16,000.00	STP >200K	\$12,416.00	2024	07/15/2022
	Jack Wells Bv. Pave. Preservation	Pavement Preservation	\$16,000.00	STP >200K	\$12,416.00	2024	07/15/2022
	Lakeshore Drive Asphalt Overlay	Pavement Preservation	\$60,000.00	STP >200K	\$46,560.00	2024	07/15/2022
	Southfield Rd. Pave. Preservation	Pavement Preservation	\$30,000.00	STP >200K	\$23,280.00	2024	07/15/2022
		Pavement Pres. Totals:	\$182,800.00		\$141,852.80		
	David Raines Rd Panel Replace.	Concrete Panel Replace.	\$600,000.00	STP >200K	\$465,600.00	2024	07/15/2022
	Hollywood Ave Panel Replace.	Concrete Panel Replace.	\$582,000.00	STP >200K	\$451,632.00	2024	07/15/2022
	Kennedy Dr. Panel Replacement	Concrete Panel Replace.	\$450,000.00	STP >200K	\$349,200.00	2024	07/15/2022
	Kings Hwy Panel Replacement	Concrete Panel Replace.	\$261,000.00	STP >200K	\$202,536.00	2024	07/15/2022
	Linwood Ave. Panel Replacement	Concrete Panel Replace.	\$570,000.00	STP >200K	\$442,320.00	2024	07/15/2022
	Millicent Way Panel Replacement	Concrete Panel Replace.	\$260,000.00	STP >200K	\$201,760.00	2024	07/15/2022
	Mount Zion Panel Replacement	Concrete Panel Replace.	\$1,350,000.00	STP >200K	\$1,047,600.00	2024	07/15/2022
	Pines Rd. Panel Replacement	Concrete Panel Replace.	\$1,300,000.00	STP >200K	\$1,008,800.00	2024	07/15/2022
	West 84th St. Panel Replacement	Concrete Panel Replace.	\$700,000.00	STP >200K	\$543,200.00	2024	07/15/2022
	West Canal Bv. Panel Replace.	Concrete Panel Replace.	\$360,000.00	STP >200K	\$279,360.00	2024	07/15/2022
		Panel Replace. Totals:	\$6,433,000.00		\$4,992,008.00		
		Program Totals:	\$9,476,800.00		\$7,353,996.80		



DESOTO PARISH - NLCOG (SHREVEPORT MPO) - TIP HIGHWAY PROGRAM

Project: H.013759 LA 3276: US 171 – I-49

Last Updated: 07.15.2022			MPO Performance Target – Improve. Category:				Infrastructure Condition (PM2)		
Route: LA 3276	Parish: Desoto	LADOTD District: 04	2045 MTP Project Selection Process (PSP) Ranking:				2 (Sys. Preserv.)		
Cntd Section: 816-11	Beg. Log Mile: 0.00	End Log Mile: 4.680	Project’s Impact - MPO/State responsible NHS mileage:				Significant		
Off-system Road:								Heavy Veh. Route	
Remarks	Type Improvement	Work Type	Project Notes						
TTF as match	Mill, Base Stabilization and Overlay	URBAN SYSTEMS	1) Local match support is funded through the State’s Transportation Trust Fund (TTF)						
Project Phase	Project Cost	Cost + (w/CE&I+IDC)	Federal Share	Fed. Fund	Local Share	Year	Sponsor		
Construction-1	\$2,800,000.00	\$3,080,000.00	\$2,464,000.00	STP >200k-E	\$616,000.00	2023	MPO / LADOTD		
Construction-2	\$9,700,000.00	\$10,670,000.00	\$8,536,000.00	STP >200k	\$2,134,000.00	2023	(Local TTF)		
Total Cost	\$12,500,000.00	\$13,750,000.00	\$11,000,000.00		\$2,750,000.00				

Project: H.014056: I-69 FRTG RD CONN (STONEWALL TO FRIERSON RD)

Last Updated: 07.15.2022			MPO Performance Target – Improve. Category(s):				Safety (PM1) And Sys. Reliability (PM3)	
Route: LA 3276-P	Parish: Desoto	LADOTD District: 04	2019 Project Selection Process (PSP) Ranking:				2020 Submit	
Cntd Section: 816-12	Beg. Log Mile: 0.00	End Log Mile: 3.50	Project’s Impact - MPO/State responsible NHS mileage:				Moderate	
Off-system Road:			Freight Connector					
Remarks	Type Improvement	Work Type	Project Notes					
Stage 1: Environ. / Survey / Preliminary Design	Evaluate the feasibility of upgrading Stonewall / Frierson Rd.	URBAN SYSTEMS	*** Current STBG >200K funding availability: \$5,250,000.00; IJJA grant application under review					
Project Phase	Project Cost	Cost + (w/CE&I-IDC)	Federal Share	Fed. Fund	Local Share	Year	Sponsor	
Right Of Way (R-O-W)	\$565,043.28	\$565,043.28	\$452,034.62	STP >200k	\$113,008.66	2024	MPO/ Caddo Par.	
Utility Relocation	\$1,428,000.00	\$1,428,000.00	\$1,142,400.00	STP >200k	\$285,600.00	2024	Port of	
Construction	\$7,427,786.56	\$8,170,565.22	\$6,536,452.17	STP >200k	\$1,634,113.05	2025	Cad.-Bos.	
Total Cost	\$9,420,829.84	\$10,163,608.50	\$8,130,886.79		\$2,032,721.71			



WEBSTER PARISH - NLCOG (SHREVEPORT MPO) - TIP HIGHWAY PROGRAM

Project: H.001799 LA 531 OVERPASS

Last Updated: 07.26.2022

Route: I-20 / LA 531	Parish(s): Webster	LADOTD District: 04
Cntd Section:	Beg. Log Mile:	End Log Mile:
I-20: 451-03	11.600	12.000
LA 531: 111-02	3.100	3.270
LA 531: 111-02	3.270	3.500
Off-system Road:		

Remarks	Type Improvement	Work Type	Project Notes				
	BRIDGE REPLACEMENT	HBI					
Project Phase	Project Cost	Cost +(w/CE&I+IDC)	Federal Share	Fed. Fund	Local Share	Year	Sponsor
Construction	\$3,800,000.00	\$3,800,000.00	\$3,040,000.00	STPFLEX-E	\$760,000.00	2022	
Construction	\$4,100,000.00	\$4,100,000.00	\$4,100,000.00	STPFLEX	\$0.00	2022	LADOTD
Construction	\$3,400,000.00	\$3,400,000.00	\$3,400,000.00	NHPP	\$0.00	2022	
Total Cost	\$11,300,000.00	\$11,300,000.00	\$10,540,000.00		\$760,000.00		

Project: H.014059 US80: BRIDGES NEAR MINDEN

Last Updated: 07.15.2022

Route: US 80	Parish(s): Webster	LADOTD District: 04
Cntd Section:	Beg. Log Mile:	End Log Mile:
US 80: 001-04	4.22	4.23
US 80: 001-04	7.02	9.59
US 80: 001-03	16.23	16.26
Off-system Road:		

Remarks	Type Improvement	Work Type	Project Notes				
	BRIDGE REPLACEMENT / REHABILITATION	PRESERVATION, BRIDGE (ON SYSTEM)	1. Modification 03122020-03: Increase Const. Phase costs by \$3,950,000 To \$16,450,000 per LADOTD PM				
Project Phase	Project Cost	Cost +(w/CE&I+IDC)	Federal Share	Fed. Fund	Local Share	Year	Sponsor
Construction	\$16,450,000.00	\$18,095,000.00	\$14,476,000.00	STPFLEX	\$3,619,000.00	2024	LADOTD
Total Cost	\$16,450,000.00	\$18,095,000.00	\$14,476,000.00		\$3,619,000.00		



WEBSTER PARISH - NLCOG (SHREVEPORT MPO) - TIP HIGHWAY PROGRAM

Project: H.014236 LA 3008: BRIDGES NEAR COTTON VALLEY

Last Updated: 07.15.2022

Route: LA 3008

Parish: Webster

LADOTD District: 04

Cntd Section:

Beg. Log Mile:

End Log Mile:

288-02

0.12

7.25

Off-system Road:

Remarks	Type Improvement	Work Type	Project Notes				
AC, Use NFA as match	Bridge Replacement	Preservation, Bridge (on system)					
Project Phase	Project Cost	Cost + (w/CE&I+IDC)	Federal Share	Fed. Fund	Local Share	Year	Sponsor
Construction-1	\$8,600,000.00	\$9,460,000.00	\$7,568,000.00	FBROFF	\$1,892,000.00	2024	LADOTD
Construction-2	\$1,400,000.00	\$1,540,000.00	\$0.00	STGEN	\$1,540,000.00	2024	
Total Cost	\$10,000,000.00	\$11,000,000.00	\$7,568,000.00		\$3,432,000.00		

Project: US 371: CULLEN TO COOK-BAKER RD (WEBSTER) - PHASE I *For Informational Purposes Only*****

Last Updated: 07.15.2022

MPO Performance Target – Improve. Category(s):

**Safety (PM1) &
Sys. Reliability
(PM3)**

Route: US 371

Parish: Webster

LADOTD District: 04

2045 MTP Project Selection Process (PSP) Ranking:

2 (Capacity)

Cntd Section:

Beg. Log Mile: 0.00

End Log Mile: 0.00

Project's Impact - MPO/State responsible NHS mileage:

**Moderate
Freight
Connectivity**

Off-system Road:

Remarks	Type Improvement	Work Type	Project Notes				
Under Stage 0 Study	WIDEN (4-LANE SECT.)	URBAN SYSTEMS					
Project Phase	Project Cost	Cost + (w/CE&I+IDC)	Federal Share	Fed. Fund	Local Share	Year	Sponsor
Construction	\$10,810,000.00	\$11,500,000.00	\$9,200,000.00	STP >200K	\$2,300,000.00	2024	WPPJ
Total Cost	\$10,810,000.00	\$11,500,000.00	\$9,200,000.00		\$2,300,000.00		



WEBSTER PARISH - NLCOG (SHREVEPORT MPO) - TIP HIGHWAY PROGRAM

Project: WEBSTER PARISH SAFETY IMPROVEMENTS PROGRAM *For Informational Purposes Only*****

Last Updated: 07.15.2022			MPO Performance Target – Improve. Category(s):			Safety (PM1)	
Route:	Parish: Webster	LADOTD District: 04	2045 MTP Project Selection Process (PSP) Ranking:			1 (Safety)	
Cntd Section:	Beg. Log Mile: 0.00	End Log Mile: 0.00	Project's Impact - MPO/State responsible NHS mileage:			Moderate	
Off-system Road:						Parish-wide Safety Improvements	

Remarks	Type Improvement	Work Type	Project Notes				
Under Stage 0 Study	Various Locations; Safety Applications and Treatments	URBAN SYSTEMS					
Project Phase	Project Cost	Cost + (w/CE&I+IDC)	Federal Share	Fed. Fund	Local Share	Year	Sponsor
Planning / Environmental Design (Engineering) Right Of Way (R-O-W) Utility Relocation							MPO / LADOTD / Webster Par. Police Jury
Construction	\$100,000.00	\$100,000.00	\$80,000.00	STP >200K	\$20,000.00	2023	
Total Cost	\$100,000.00	\$100,000.00	\$80,000.00		\$20,000.00		

NLCOG (SHREVEPORT MPO) – REQUIRED DELIVERABLE - TIP HIGHWAY PROGRAM

Project: NLCOG (MPO) Metropolitan Transportation Plan (MTP) 2050 Update *For Informational Purposes Only*****

Last Updated: 07.15.2022			MPO STBG >200K Funding Category:	N/A
Route:	Parish: MPO	LADOTD District: 04	Project Selection Process (PSP) Ranking:	N/A
Cntd Section:	Beg. Log Mile: 0.00	End Log Mile: 0.00		
Off-system Road:				

Remarks	Type Improvement	Work Type	Project Notes				
MPO PROVIDES SUPPORT	PLANNING STUDY	URBAN SYSTEMS					
Project Phase	Project Cost	Cost + (w/CE&I+IDC)	Federal Share	Fed. Fund	Local Share	Year	Sponsor
Planning / Environmental	\$1,000,000.00	\$1,000,000.00	\$400,000.00	SRP	\$100,000.00	2025	MPO
			\$400,000.00	STP >200K	\$100,000.00	2025	
Total Cost	\$1,000,000.00	\$1,000,000.00	\$800,000.00		\$200,000.00		



**TABLE 5.6 SUMMARY OF ALL HIGHWAY PROGRAM PROJECTS THAT UTILIZE STP >200K FUNDING (IIJA's STBG >200k)
(FINANCIALLY CONSTRAINED: FFY2023 – FFY2026)**

Facility	Const. Federal Fiscal Year (FFY)	Improvement Type	Local Sponsor	STP >200k Funding Responsibility (+CE&I + IDC) in 000s
4 Parish Aerial Photography (Covid funded)	2022	Aerial photo. contract	MPO (Covid>200k)	\$2,000.00
Highway to Transit Transfer	2022	Procure CNG Buses	MPO	\$2,500.00
FFY 2022 STP >200k Total Funding Responsibility:				\$4,500.00
Linwood Ave Phase III	2023	Joint and panel repair	Shreveport	\$6,625.00
Linwood Ave Phase IV	2023	Joint and panel repair	Shreveport	\$6,625.00
I-69 FRTG RD CONN (ELLERBE RD TO LA 1) - Phase I	2023	New Const./Interstate Service Road	MPO Port C-B Caddo Par. Desoto Par.	\$5250.00
I-69 FRTG RD CONN (STONEWALL TO FRIERSON RD) - Phase III	2023	New Const./Interstate Service Road	MPO Port C-B Caddo Par. Desoto Par.	\$5250.00
LA 3276: US 171 – I-49	2023	Pavement Resurfacing	Desoto Par.	\$13,750.00
WEBSTER PARISH SAFETY* IMPROVEMENTS PROGRAM	2023	Parish-wide Safety Improvement Program	Webster Par.	\$100.00
FFY 2023 STP >200k Total Funding Responsibility:				\$37,600.00

Facility	Const. Federal Fiscal Year (FFY)	Improvement Type	Local Sponsor	STP >200k Funding Responsibility (+CE&I + IDC) in 000s
BOSSIER PAR CONG RELIEF WINFIELD RD - Phase I	2024	New Construction/Urban Collector	Bossier Par.	\$10,000.00
US 371: CULLEN TO COOK-* BAKER RD (WEBSTER) - PHASE I	2024	Widen to 4-In section	Webster Par.	\$11,500.00
Shreveport (High Priority* System Preservation Program) – (18 individual projects)	2024	Local Roads: Sys. Preservation Program	Shreveport	\$9453.40
I-220 @ LA 3 (BENTON RD)* INTERCHANGE	2024	New Ramp Signals	Bossier City	\$475.00
FFY 2024 STP >200k Total Funding Responsibility:				\$31,428.40
Metropolitan Transportation Plan (MTP) 2050 Update	2025	Required Long Range Transportation Plan for 4 Parish MPA: Caddo, Bossier, Desoto and Webster Parishes	MPO	\$500.00
FFY 2025 STP >200k Total Funding Responsibility:				\$500.00
FFY 2026 STP >200k Total Funding Responsibility:				\$0.00
I-220 Extension: BAFB New Gate Access Road (FFY2023 – FFY2026) MPO 1.0M Set aside annually	2023-2026	New Interstate Construction to Secured D.o.D. Gate Access to BAFB; Improvements to I-220 / I-20 Interchange	MPO Bossier Par.	\$4000.00
TOTAL STP >200K FFY2023-FFY2026 FUNDING RESPONSIBILITY:				\$73,528.40



TA >200k PARISH PROJECT LISTINGS

- ALPHABETICAL ORDER / ASCENDING PROJECT ID #s -
BOSSIER / CADDO / DESOTO / WEBSTER

Final DRAFT

CADDO PARISH - NLCOG (SHREVEPORT MPO) - TIP TA >200k PROGRAM

Project: H.013315 BOOM OR BUST SCENIC VIEWING AREA

Last Updated: 07.15.2022			MPO Performance Target – Improve. Category:	N/A
Route:	Parish: CADDO	LADOTD District: 04	2019 Project Selection Process (PSP) Ranking:	N/A
Cntd Section:	Beg. Log Mile: 0.00	End Log Mile: 0.00		
000-09	0.00		Project's Impact - MPO/State responsible NHS mileage:	N/A
Off-system Road:				

Remarks	Type Improvement	Work Type	Project Notes				
Stage 1: Environmental	Road/Parking/Facility Amenities Improvements	Transportation Alternatives (>200k)	Construction Letting: 12.14.2022 (per LADOTD)				
Project Phase	Project Cost	Cost + (w/CE&I+IDC)	Federal Share	Fed. Fund	Local Share	Year	Sponsor
Construction	\$425,000.00	\$425,000.00	\$340,000.00	STPENH TAP >200k	\$85,000.00	2023	Caddo Parish
Total Cost	\$425,000.00	\$425,000.00	\$340,000.00		\$85,000.00		

Project: H.007404 OIL CITY SHARED USE PATH

Last Updated: 07.15.2022			MPO Performance Target – Improve. Category:	N/A
Route: LA 530	Parish: CADDO	LADOTD District: 04	2019 Project Selection Process (PSP) Ranking:	N/A
Cntd Section:	Beg. Log Mile: 0.00	End Log Mile: 0.00		
809-14			Project's Impact - MPO/State responsible NHS mileage:	N/A
000-09				
Off-system Road:				

Remarks	Type Improvement	Work Type	Project Notes				
Stage 3: Design/Engineering	New Multi-modal Path	Transportation Alternatives (>200k)	Construction Letting: FFY 2024 - 2025 (per LADOTD) Local Share: 15% Toll Credits and 5% Caddo Parish				
Project Phase	Project Cost	Cost + (w/CE&I+IDC)	Federal Share	Fed. Fund	Local Share	Year	Sponsor
Construction	\$236,000.00	\$236,000.00	\$188,800.00	TAP >200k	\$47,200.00	2024	Caddo Parish
Total Cost							



Final DRAFT



CRP >200k PARISH PROJECT LISTINGS

- ALPHABETICAL ORDER / ASCENDING PROJECT ID #s -
- BOSSIER / CADDO / DESOTO / WEBSTER

NONE AT THIS TIME

Final DRAFT

STATE LINE ITEMS - NLCOG (SHREVEPORT MPO) - 10% OF STATE TOTAL (STIP)
TIP HIGHWAY PROGRAM

L.000038 PLANNING, TRAINING AND RESEARCH

Remarks		Type Improvement				Work Type
		HANDLED THROUGH OPERATING BUDGET				OTHER / MISCELLANEOUS,
Project Phase	Project Cost	Project Cost - Shreveport	Total Cost (w/CE&I+IDC) - Shreveport	Federal Share - Shreveport	Fund	Year
Feasibility	\$0.00	\$0.00	\$0.00	\$0.00	CM	2023
	\$20,000.00	\$2,000.00	\$2,000.00	\$1,600.00	DEMO	2023
	\$2,000,000.00	\$200,000.00	\$200,000.00	\$200,000.00	HSIPPEN	2023
	\$50,000.00	\$5,000.00	\$5,000.00	\$0.00	LOCAL	2023
	\$400,000.00	\$40,000.00	\$40,000.00	\$20,000.00	LTAP	2023
	\$4,000,000.00	\$400,000.00	\$400,000.00	\$320,000.00	SPR MAND	2023
	\$24,250,000.00	\$2,425,000.00	\$2,425,000.00	\$1,940,000.00	SPR OPT	2023
	\$10,000,000.00	\$1,000,000.00	\$1,000,000.00	\$0.00	STCASH	2023
	\$630,000.00	\$63,000.00	\$63,000.00	\$50,400.00	STP<200K	2023
	\$15,500,000.00	\$1,550,000.00	\$1,550,000.00	\$1,240,000.00	STP<5K	2023
	\$500,000.00	\$50,000.00	\$50,000.00	\$40,000.00	STBG >200K	2023
	\$50,000.00	\$5,000.00	\$5,000.00	\$5,000.00	CM	2024
	\$1,500,000.00	\$150,000.00	\$150,000.00	\$150,000.00	HSIPPEN	2024
	\$400,000.00	\$40,000.00	\$40,000.00	\$20,000.00	LTAP	2024
	\$3,000,000.00	\$300,000.00	\$300,000.00	\$240,000.00	SPR MAND	2024
	\$21,000,000.00	\$2,100,000.00	\$2,100,000.00	\$1,680,000.00	SPR OPT	2024
	\$400,000.00	\$40,000.00	\$40,000.00	\$0.00	STCASH	2024
	\$900,000.00	\$90,000.00	\$90,000.00	\$72,000.00	STP<200K	2024
	\$15,000,000.00	\$1,500,000.00	\$1,500,000.00	\$1,200,000.00	STP<5K	2024



\$900,000.00	\$90,000.00	\$90,000.00	\$72,000.00	STBG >200K	2024
\$50,000.00	\$5,000.00	\$5,000.00	\$5,000.00	STPFLEX	2024
\$10,000.00	\$1,000.00	\$1,000.00	\$1,000.00	CM	2025
\$60,000.00	\$6,000.00	\$6,000.00	\$4,800.00	DEMO	2025
\$1,000,000.00	\$100,000.00	\$100,000.00	\$100,000.00	HSIPPEN	2025
\$400,000.00	\$40,000.00	\$40,000.00	\$20,000.00	LTAP	2025
\$4,000,000.00	\$400,000.00	\$400,000.00	\$320,000.00	SPR MAND	2025
\$19,000,000.00	\$1,900,000.00	\$1,900,000.00	\$1,520,000.00	SPR OPT	2025
\$2,500,000.00	\$250,000.00	\$250,000.00	\$0.00	STCASH	2025
\$16,380,000.00	\$1,638,000.00	\$1,638,000.00	\$1,310,400.00	STP<200K	2025
\$1,010,000.00	\$101,000.00	\$101,000.00	\$80,800.00	STP<5K	2025
\$440,000.00	\$44,000.00	\$44,000.00	\$35,200.00	STBG >200K	2025
\$450,000.00	\$45,000.00	\$45,000.00	\$45,000.00	STPFLEX E	2025
\$50,000.00	\$5,000.00	\$5,000.00	\$5,000.00	TCP	2025
\$6,500,000.00	\$650,000.00	\$650,000.00	\$650,000.00	HSIPPEN	2026
\$400,000.00	\$40,000.00	\$40,000.00	\$20,000.00	LTAP	2026
\$9,000,000.00	\$900,000.00	\$900,000.00	\$900,000.00	NHPP	2026
\$7,000,000.00	\$700,000.00	\$700,000.00	\$560,000.00	SPR MAND	2026
\$19,000,000.00	\$1,900,000.00	\$1,900,000.00	\$1,520,000.00	SPR OPT	2026
\$400,000.00	\$40,000.00	\$40,000.00	\$0.00	STCASH	2026
\$400,000.00	\$40,000.00	\$40,000.00	\$32,000.00	STP<200K	2026
\$500,000.00	\$50,000.00	\$50,000.00	\$40,000.00	STBG >200K	2026
Total Cost	189,050,000.00	\$18,905,000.00	\$18,905,000.00	\$14,420,200.00	

L.000039 ACCELERATED LOADING FACILITY

Remarks			Type Improvement			Work Type
			CONSTRUCT TEST SECTIONS			OTHER / MISCELLANEOUS
Project Phase	Project Cost	Project Cost - Shreveport	Total Cost (w/CE&I+IDC) - Shreveport	Federal Share - Shreveport	Fund	Year
Construction	\$50,000.00	\$5,000.00	\$5,500.00	\$4,400.00	STPFLEX	2023
	\$50,000.00	\$5,000.00	\$5,500.00	\$4,400.00	STPFLEX	2024
	\$50,000.00	\$5,000.00	\$5,500.00	\$4,400.00	STPFLEX	2025
	\$50,000.00	\$5,000.00	\$5,500.00	\$4,400.00	STPFLEX	2026
Total Cost	\$200,000.00	\$20,000.00	\$22,000.00	\$17,600.00		

L.000040 FEDERAL BRIDGE INSPECTION PROGRAMS

Remarks			Type Improvement			Work Type
			INSPECTIONS, RATINGS, LOAD FACTORS			PRESERVATION, BRIDGE (ON SYSTEM)
Project Phase	Project Cost	Project Cost - Shreveport	Total Cost (w/CE&I+IDC) - Shreveport	Federal Share - Shreveport	Fund	Year
Feasibility	\$6,000,000.00	\$600,000.00	\$600,000.00	\$480,000.00	STPFLEX	2023
	\$200,000.00	\$20,000.00	\$20,000.00	\$20,000.00	DEMO	2024
	\$300,000.00	\$30,000.00	\$30,000.00	\$27,000.00	NHPP	2024
	\$4,500,000.00	\$450,000.00	\$450,000.00	\$360,000.00	STPFLEX	2024
	\$1,000,000.00	\$100,000.00	\$100,000.00	\$80,000.00	FBROFF	2025
	\$4,000,000.00	\$400,000.00	\$400,000.00	\$320,000.00	STPFLEX	2025
	\$5,000,000.00	\$500,000.00	\$500,000.00	\$400,000.00	STPFLEX	2026
Design (Engineering)	\$100,000.00	\$10,000.00	\$10,000.00	\$8,000.00	STPFLEX	2023
	\$100,000.00	\$10,000.00	\$10,000.00	\$8,000.00	STPFLEX	2024



	\$100,000.00	\$10,000.00	\$10,000.00	\$8,000.00	STPFLEX	2025
Construction	\$500,000.00	\$50,000.00	\$55,000.00	\$44,000.00	STPFLEX	2023
	\$100,000.00	\$10,000.00	\$11,000.00	\$8,800.00	STPFLEX	2024
	\$100,000.00	\$10,000.00	\$11,000.00	\$8,800.00	STPFLEX	2025
	\$100,000.00	\$10,000.00	\$11,000.00	\$8,800.00	STPFLEX	2026
Total Cost	\$22,100,000.00	\$2,210,000.00	\$2,218,000.00	\$1,781,400.00		

L.000046 MISC STP ENHANCEMENT PROJECTS

Remarks			Type Improvement			Work Type
Project Phase	Project Cost	Project Cost - Shreveport	Total Cost (w/CE&I+IDC) - Shreveport	Federal Share - Shreveport	Fund	Year
Design (Engineering)	\$50,000.00	\$5,000.00	\$5,000.00	\$4,000.00	TAP<200K	2024
	\$50,000.00	\$5,000.00	\$5,000.00	\$4,000.00	TAP<5K	2024
	\$500,000.00	\$50,000.00	\$50,000.00	\$40,000.00	TAP>200K	2024
	\$50,000.00	\$5,000.00	\$5,000.00	\$4,000.00	TAPFLEX	2024
	\$50,000.00	\$5,000.00	\$5,000.00	\$4,000.00	TAP<200K	2025
	\$50,000.00	\$5,000.00	\$5,000.00	\$4,000.00	TAP<5K	2025
	\$50,000.00	\$5,000.00	\$5,000.00	\$4,000.00	TAP>200K	2025
	\$50,000.00	\$5,000.00	\$5,000.00	\$4,000.00	TAPFLEX	2025
	\$50,000.00	\$5,000.00	\$5,000.00	\$4,000.00	TAP<200K	2026
	\$50,000.00	\$5,000.00	\$5,000.00	\$4,000.00	TAP<5K	2026
	\$50,000.00	\$5,000.00	\$5,000.00	\$4,000.00	TAP>200K	2026
	\$50,000.00	\$5,000.00	\$5,000.00	\$4,000.00	TAPFLEX	2026
Construction	\$500,000.00	\$50,000.00	\$55,000.00	\$0.00	LOCAL	2023
	\$1,500,000.00	\$150,000.00	\$165,000.00	\$0.00	STCASH	2023
	\$500,000.00	\$50,000.00	\$55,000.00	\$52,250.00	TAP<200K	2023



\$1,000,000.00	\$100,000.00	\$110,000.00	\$104,500.00	TAP<5K	2023
\$750,000.00	\$75,000.00	\$82,500.00	\$78,375.00	TAP>200K	2023
\$1,000,000.00	\$100,000.00	\$110,000.00	\$104,500.00	TAPFLEX	2023
\$1,000,000.00	\$100,000.00	\$110,000.00	\$0.00	LOCAL	2024
\$3,000,000.00	\$300,000.00	\$330,000.00	\$313,500.00	STPENH	2024
\$500,000.00	\$50,000.00	\$55,000.00	\$44,000.00	TAP<200K	2024
\$500,000.00	\$50,000.00	\$55,000.00	\$44,000.00	TAP<5K	2024
\$4,000,000.00	\$400,000.00	\$440,000.00	\$352,000.00	TAP>200K	2024
\$1,000,000.00	\$100,000.00	\$110,000.00	\$88,000.00	TAPFLEX	2024
\$1,200,000.00	\$120,000.00	\$132,000.00	\$0.00	LOCAL	2025
\$1,500,000.00	\$150,000.00	\$165,000.00	\$0.00	STCASH	2025
\$350,000.00	\$35,000.00	\$38,500.00	\$36,575.00	STPENH	2025
\$2,000,000.00	\$200,000.00	\$220,000.00	\$176,000.00	TAP<200K	2025
\$1,300,000.00	\$130,000.00	\$143,000.00	\$114,400.00	TAP<5K	2025
\$4,000,000.00	\$400,000.00	\$440,000.00	\$352,000.00	TAP>200K	2025
\$2,750,000.00	\$275,000.00	\$302,500.00	\$242,000.00	TAPFLEX	2025
\$500,000.00	\$50,000.00	\$55,000.00	\$0.00	LOCAL	2026
\$300,000.00	\$30,000.00	\$33,000.00	\$26,400.00	STPFLEX	2026
\$4,000,000.00	\$400,000.00	\$440,000.00	\$352,000.00	TAP<200K	2026
\$2,500,000.00	\$250,000.00	\$275,000.00	\$220,000.00	TAP<5K	2026
\$3,000,000.00	\$300,000.00	\$330,000.00	\$264,000.00	TAP>200K	2026
\$700,000.00	\$70,000.00	\$77,000.00	\$61,600.00	TAPFLEX	2026
Total Cost	\$40,400,000.00	\$4,040,000.00	\$4,433,500.00	\$3,110,100.00	

L.000047 MISC NATIONAL TRAILS PROJECTS

Remarks			Type Improvement			Work Type
Project Phase	Project Cost	Project Cost - Shreveport	Total Cost (w/CE&I+IDC) - Shreveport	Federal Share - Shreveport	Fund	Year
Feasibility	\$150,000.00	\$15,000.00	\$15,000.00	\$12,000.00	RTP	2023
	\$240,000.00	\$24,000.00	\$24,000.00	\$19,200.00	RTP	2024
	\$150,000.00	\$15,000.00	\$15,000.00	\$12,000.00	RTP	2025
	\$150,000.00	\$15,000.00	\$15,000.00	\$12,000.00	RTP	2026
Design (Engineering)	\$25,000.00	\$2,500.00	\$2,500.00	\$2,000.00	RTP	2023
	\$25,000.00	\$2,500.00	\$2,500.00	\$2,000.00	RTP	2024
	\$25,000.00	\$2,500.00	\$2,500.00	\$2,000.00	RTP	2025
	\$25,000.00	\$2,500.00	\$2,500.00	\$2,000.00	RTP	2026
Construction	\$750,000.00	\$75,000.00	\$82,500.00	\$0.00	LOCAL	2023
	\$1,500,000.00	\$150,000.00	\$165,000.00	\$132,000.00	RTP	2023
	\$600,000.00	\$60,000.00	\$66,000.00	\$0.00	LOCAL	2024
	\$1,500,000.00	\$150,000.00	\$165,000.00	\$132,000.00	RTP	2024
	\$500,000.00	\$50,000.00	\$55,000.00	\$0.00	LOCAL	2025
	\$2,100,000.00	\$210,000.00	\$231,000.00	\$184,800.00	RTP	2025
	\$500,000.00	\$50,000.00	\$55,000.00	\$0.00	LOCAL	2026
	\$1,500,000.00	\$150,000.00	\$165,000.00	\$132,000.00	RTP	2026
Total Cost	\$9,740,000.00	\$974,000.00	\$1,063,500.00	\$644,000.00		

L.000048 SCENIC BYWAYS OF LA

Remarks		Type Improvement				Work Type
Project Phase	Project Cost	Project Cost - Shreveport	Total Cost (w/CE&I+IDC) - Shreveport	Federal Share - Shreveport	Fund	Year
Feasibility	\$350,000.00	\$35,000.00	\$35,000.00	\$28,000.00	NSB	2023
	\$350,000.00	\$35,000.00	\$35,000.00	\$28,000.00	NSB	2024
	\$350,000.00	\$35,000.00	\$35,000.00	\$28,000.00	NSB	2025
	\$350,000.00	\$35,000.00	\$35,000.00	\$28,000.00	NSB	2026
Design (Engineering)	\$350,000.00	\$35,000.00	\$35,000.00	\$28,000.00	NSB	2023
	\$1,200,000.00	\$120,000.00	\$120,000.00	\$0.00	STCASH	2023
	\$350,000.00	\$35,000.00	\$35,000.00	\$28,000.00	NSB	2024
	\$350,000.00	\$35,000.00	\$35,000.00	\$28,000.00	NSB	2025
Construction	\$350,000.00	\$35,000.00	\$35,000.00	\$28,000.00	NSB	2026
	\$1,000,000.00	\$100,000.00	\$110,000.00	\$0.00	LOCAL	2023
	\$250,000.00	\$25,000.00	\$27,500.00	\$27,500.00	NSB	2023
	\$1,000,000.00	\$100,000.00	\$110,000.00	\$0.00	STCASH	2023
	\$250,000.00	\$25,000.00	\$27,500.00	\$27,500.00	STPFLEX	2023
	\$450,000.00	\$45,000.00	\$49,500.00	\$39,600.00	NSB	2024
	\$450,000.00	\$45,000.00	\$49,500.00	\$39,600.00	NSB	2025
	\$450,000.00	\$45,000.00	\$49,500.00	\$39,600.00	NSB	2026
Total Cost	\$7,850,000.00	\$785,000.00	\$823,500.00	\$397,800.00		

L.000049 INDIAN RESERVATION ROADS

Remarks			Type Improvement			Work Type
Project Phase	Project Cost	Project Cost - Shreveport	Total Cost (w/CE&I+IDC) - Shreveport	Federal Share - Shreveport	Fund	Year
Design (Engineering)	\$20,000.00	\$2,000.00	\$2,000.00	\$1,600.00	FLH	2023
	\$20,000.00	\$2,000.00	\$2,000.00	\$1,600.00	FLH	2024
	\$20,000.00	\$2,000.00	\$2,000.00	\$1,600.00	FLH	2025
	\$20,000.00	\$2,000.00	\$2,000.00	\$1,600.00	FLH	2026
Construction	\$400,000.00	\$40,000.00	\$44,000.00	\$35,200.00	FLH	2023
	\$400,000.00	\$40,000.00	\$44,000.00	\$35,200.00	FLH	2024
	\$400,000.00	\$40,000.00	\$44,000.00	\$35,200.00	FLH	2025
	\$400,000.00	\$40,000.00	\$44,000.00	\$35,200.00	FLH	2026
Total Cost	\$1,680,000.00	\$168,000.00	\$184,000.00	\$147,200.00		

L.000050 LA PUBLIC LANDS HIGHWAY PROGRAM

Remarks			Type Improvement			Work Type
Project Phase	Project Cost	Project Cost - Shreveport	Total Cost (w/CE&I+IDC) - Shreveport	Federal Share - Shreveport	Fund	Year
Construction	\$250,000.00	\$25,000.00	\$27,500.00	\$22,000.00		2023
	\$4,000,000.00	\$400,000.00	\$440,000.00	\$352,000.00		2024
	\$1,000,000.00	\$100,000.00	\$110,000.00	\$88,000.00		2024
	\$5,000,000.00	\$500,000.00	\$550,000.00	\$440,000.00		2025
	\$5,000,000.00	\$500,000.00	\$550,000.00	\$440,000.00		2026
Total Cost	\$15,250,000.00	\$1,525,000.00	\$1,677,500.00	\$1,342,000.00		



L.000051 OVERLAY OR SURFACE REPAIR ON INTERSTATE

Remarks			Type Improvement			Work Type
Project Phase	Project Cost	Project Cost - Shreveport	Total Cost (w/CE&I+IDC) - Shreveport	Federal Share - Shreveport	Fund	Year
Environmental	\$50,000.00	\$5,000.00	\$5,000.00	\$4,500.00	NHPP	2023
	\$50,000.00	\$5,000.00	\$5,000.00	\$4,500.00	NHPP	2024
	\$50,000.00	\$5,000.00	\$5,000.00	\$4,500.00	NHPP	2025
	\$50,000.00	\$5,000.00	\$5,000.00	\$4,500.00	NHPP	2026
Design (Engineering)	\$1,000,000.00	\$100,000.00	\$100,000.00	\$90,000.00	NHPP	2023
	\$1,000,000.00	\$100,000.00	\$100,000.00	\$90,000.00	NHPP	2024
	\$1,000,000.00	\$100,000.00	\$100,000.00	\$90,000.00	NHPP	2025
	\$1,000,000.00	\$100,000.00	\$100,000.00	\$90,000.00	NHPP	2026
Construction	\$250,000.00	\$25,000.00	\$27,500.00	\$24,750.00	IM	2023
	\$10,000,000.00	\$1,000,000.00	\$1,100,000.00	\$990,000.00	NHPP	2023
	\$250,000.00	\$25,000.00	\$27,500.00	\$24,750.00	STP<5K	2023
	\$250,000.00	\$25,000.00	\$27,500.00	\$24,750.00	STBG >200K	2023
	\$750,000.00	\$75,000.00	\$82,500.00	\$66,000.00	STPFLEX	2023
	\$500,000.00	\$50,000.00	\$55,000.00	\$44,000.00	DEMO	2024
	\$15,400,000.00	\$1,540,000.00	\$1,694,000.00	\$1,524,600.00	NHPP	2024
	\$1,500,000.00	\$150,000.00	\$165,000.00	\$148,500.00	STPFLEX	2024
	\$30,000,000.00	\$3,000,000.00	\$3,300,000.00	\$2,970,000.00	NHPP	2025
	\$30,000,000.00	\$3,000,000.00	\$3,300,000.00	\$2,970,000.00	NHPP	2026
Total Cost	\$93,100,000.00	\$9,310,000.00	\$10,199,000.00	\$9,165,350.00		

L.000053 STATEWIDE OVERLAY PROGRAM

Remarks		Type Improvement				Work Type
Project Phase	Project Cost	Project Cost - Shreveport	Total Cost (w/CE&I+IDC) - Shreveport	Federal Share - Shreveport	Fund	Year
Environmental	\$50,000.00	\$5,000.00	\$5,000.00	\$4,000.00	STPFLEX	2023
	\$125,000.00	\$12,500.00	\$12,500.00	\$10,000.00	NHPP	2024
	\$25,000.00	\$2,500.00	\$2,500.00	\$2,000.00	STPFLEX	2024
	\$50,000.00	\$5,000.00	\$5,000.00	\$4,000.00	STPFLEX	2025
	\$50,000.00	\$5,000.00	\$5,000.00	\$4,000.00	STPFLEX	2026
Right of Way	\$100,000.00	\$10,000.00	\$10,000.00	\$8,000.00	STPFLEX	2023
	\$100,000.00	\$10,000.00	\$10,000.00	\$8,000.00	STPFLEX	2024
	\$100,000.00	\$10,000.00	\$10,000.00	\$8,000.00	STPFLEX	2025
	\$100,000.00	\$10,000.00	\$10,000.00	\$8,000.00	STPFLEX	2026
Utility Relocation	\$1,125,000.00	\$112,500.00	\$112,500.00	\$100,000.00	NHPP	2023
	\$475,000.00	\$47,500.00	\$47,500.00	\$46,000.00	STPFLEX	2023
	\$500,000.00	\$50,000.00	\$50,000.00	\$0.00	LOCAL	2024
	\$800,000.00	\$80,000.00	\$80,000.00	\$64,000.00	NHPP	2024
	\$500,000.00	\$50,000.00	\$50,000.00	\$40,000.00	STPFLEX	2024
	\$200,000.00	\$20,000.00	\$20,000.00	\$0.00	LOCAL	2025
	\$350,000.00	\$35,000.00	\$35,000.00	\$28,000.00	NHPP	2025
	\$100,000.00	\$10,000.00	\$10,000.00	\$8,000.00	STPFLEX	2025
	\$800,000.00	\$80,000.00	\$80,000.00	\$64,000.00	STPFLEX	2026
Design (Engineering)	\$150,000.00	\$15,000.00	\$15,000.00	\$12,000.00	NHPP	2023
	\$150,000.00	\$15,000.00	\$15,000.00	\$12,000.00	STPFLEX	2023
	\$150,000.00	\$15,000.00	\$15,000.00	\$12,000.00	NHPP	2024
	\$150,000.00	\$15,000.00	\$15,000.00	\$12,000.00	STPFLEX	2024
	\$100,000.00	\$10,000.00	\$10,000.00	\$8,000.00	DEMO	2025
	\$150,000.00	\$15,000.00	\$15,000.00	\$12,000.00	NHPP	2025

Construction	\$150,000.00	\$15,000.00	\$15,000.00	\$12,000.00	STPFLEX	2025
	\$150,000.00	\$15,000.00	\$15,000.00	\$12,000.00	NHPP	2026
	\$150,000.00	\$15,000.00	\$15,000.00	\$12,000.00	STPFLEX	2026
	\$3,000,000.00	\$300,000.00	\$330,000.00	\$297,000.00	HRRR	2023
	\$250,000.00	\$25,000.00	\$27,500.00	\$24,750.00	HSIP	2023
	\$10,000,000.00	\$1,000,000.00	\$1,100,000.00	\$0.00	NFA	2023
	\$30,000,000.00	\$3,000,000.00	\$3,300,000.00	\$2,640,000.00	NHPP	2023
	\$100,000.00	\$10,000.00	\$11,000.00	\$0.00	SATRANS	2023
	\$15,000,000.00	\$1,500,000.00	\$1,650,000.00	\$0.00	STBONDS	2023
	\$1,000,000.00	\$100,000.00	\$110,000.00	\$0.00	STCASH	2023
	\$1,500,000.00	\$150,000.00	\$165,000.00	\$132,000.00	STP<200K	2023
	\$6,000,000.00	\$600,000.00	\$660,000.00	\$528,000.00	STP<5K	2023
	\$50,000,000.00	\$5,000,000.00	\$5,500,000.00	\$4,400,000.00	STPFLEX	2023
	\$350,000.00	\$35,000.00	\$38,500.00	\$30,800.00	DEMO	2024
	\$3,500,000.00	\$350,000.00	\$385,000.00	\$346,500.00	HRRR	2024
	\$1,000,000.00	\$100,000.00	\$110,000.00	\$99,000.00	HSIP	2024
	\$600,000.00	\$60,000.00	\$66,000.00	\$66,000.00	HSIPPEN	2024
	\$500,000.00	\$50,000.00	\$55,000.00	\$0.00	LOCAL	2024
	\$10,000,000.00	\$1,000,000.00	\$1,100,000.00	\$0.00	NFA	2024
	\$75,000,000.00	\$7,500,000.00	\$8,250,000.00	\$6,600,000.00	NHPP	2024
	\$5,000,000.00	\$500,000.00	\$550,000.00	\$0.00	STBONDS	2024
	\$5,000,000.00	\$500,000.00	\$550,000.00	\$0.00	STCASH	2024
	\$2,200,000.00	\$220,000.00	\$242,000.00	\$0.00	STGEN	2024
	\$15,000,000.00	\$1,500,000.00	\$1,650,000.00	\$1,320,000.00	STP<200K	2024
	\$9,650,000.00	\$965,000.00	\$1,061,500.00	\$849,200.00	STP<5K	2024
	\$2,000,000.00	\$200,000.00	\$220,000.00	\$176,000.00	STBG >200K	2024
	\$65,000,000.00	\$6,500,000.00	\$7,150,000.00	\$5,720,000.00	STPFLEX	2024
	\$8,000,000.00	\$800,000.00	\$880,000.00	\$880,000.00	COVID	2025
	\$1,000,000.00	\$100,000.00	\$110,000.00	\$88,000.00	DEMO	2025
	\$500,000.00	\$50,000.00	\$55,000.00	\$44,000.00	HRRR	2025

	\$2,000,000.00	\$200,000.00	\$220,000.00	\$198,000.00	HSIP	2025
	\$500,000.00	\$50,000.00	\$55,000.00	\$55,000.00	HSIPPEN	2025
	\$10,000,000.00	\$1,000,000.00	\$1,100,000.00	\$0.00	NFA	2025
	\$60,000,000.00	\$6,000,000.00	\$6,600,000.00	\$5,280,000.00	NHPP	2025
	\$5,000,000.00	\$500,000.00	\$550,000.00	\$0.00	STBONDS	2025
	\$2,250,000.00	\$225,000.00	\$247,500.00	\$0.00	STCASH	2025
	\$10,400,000.00	\$1,040,000.00	\$1,144,000.00	\$915,200.00	STP<5K	2025
	\$52,500,000.00	\$5,250,000.00	\$5,775,000.00	\$4,620,000.00	STPFLEX	2025
	\$20,000,000.00	\$2,000,000.00	\$2,200,000.00	\$2,200,000.00	COVID	2026
	\$1,000,000.00	\$100,000.00	\$110,000.00	\$88,000.00	DEMO	2026
	\$2,000,000.00	\$200,000.00	\$220,000.00	\$198,000.00	HSIP	2026
	\$10,000,000.00	\$1,000,000.00	\$1,100,000.00	\$0.00	NFA	2026
	\$50,000,000.00	\$5,000,000.00	\$5,500,000.00	\$4,400,000.00	NHPP	2026
	\$5,000,000.00	\$500,000.00	\$550,000.00	\$0.00	STBONDS	2026
	\$1,000,000.00	\$100,000.00	\$110,000.00	\$0.00	STCASH	2026
	\$1,500,000.00	\$150,000.00	\$165,000.00	\$132,000.00	STP<200K	2026
	\$6,500,000.00	\$650,000.00	\$715,000.00	\$572,000.00	STP<5K	2026
	\$60,000,000.00	\$6,000,000.00	\$6,600,000.00	\$5,280,000.00	STPFLEX	2026
Total Cost	\$627,650,000.00	\$62,765,000.00	\$68,973,000.00	\$48,689,450.00		

L.000054 ROAD PREVENTIVE MAINTENANCE PROGRAM

Remarks		Type Improvement				Work Type
Project Phase	Project Cost	Project Cost - Shreveport	Total Cost (w/CE&I+IDC) - Shreveport	Federal Share - Shreveport	Fund	Year
Utility Relocation	\$400,000.00	\$40,000.00	\$40,000.00	\$40,000.00	STPFLEX	2023
	\$400,000.00	\$40,000.00	\$40,000.00	\$40,000.00	STPFLEX	2024
	\$500,000.00	\$50,000.00	\$50,000.00	\$50,000.00	STPFLEX	2025
	\$400,000.00	\$40,000.00	\$40,000.00	\$40,000.00	STPFLEX	2026
Construction	\$500,000.00	\$50,000.00	\$55,000.00	\$55,000.00	DEMO	2023
	\$500,000.00	\$50,000.00	\$55,000.00	\$0.00	NFA	2023
	\$2,500,000.00	\$250,000.00	\$275,000.00	\$220,000.00	NHPP	2023
	\$8,000,000.00	\$800,000.00	\$880,000.00	\$704,000.00	STPFLEX	2023
	\$500,000.00	\$50,000.00	\$55,000.00	\$44,000.00	DEMO	2024
	\$500,000.00	\$50,000.00	\$55,000.00	\$44,000.00	NFA	2024
	\$1,500,000.00	\$150,000.00	\$165,000.00	\$132,000.00	NHPP	2024
	\$2,250,000.00	\$225,000.00	\$247,500.00	\$198,000.00	STP<200K	2024
	\$500,000.00	\$50,000.00	\$55,000.00	\$44,000.00	STP<5K	2024
	\$9,500,000.00	\$950,000.00	\$1,045,000.00	\$836,000.00	STPFLEX	2024
	\$1,750,000.00	\$175,000.00	\$192,500.00	\$192,500.00	COVID	2025
	\$500,000.00	\$50,000.00	\$55,000.00	\$49,500.00	NFA	2025
	\$500,000.00	\$50,000.00	\$55,000.00	\$44,000.00	NHPP	2025
	\$8,250,000.00	\$825,000.00	\$907,500.00	\$726,000.00	STPFLEX	2025
	\$500,000.00	\$50,000.00	\$55,000.00	\$49,500.00	HSIP	2026
	\$500,000.00	\$50,000.00	\$55,000.00	\$49,500.00	NFA	2026
	\$4,000,000.00	\$400,000.00	\$440,000.00	\$352,000.00	NHPP	2026
	\$3,500,000.00	\$350,000.00	\$385,000.00	\$308,000.00	STPFLEX	2026
Total Cost	\$47,450,000.00	\$4,745,000.00	\$5,202,500.00	\$4,218,000.00		

L.000055 RAILROAD CROSSING IMPROVEMENTS

Remarks			Type Improvement			Work Type
Project Phase	Project Cost	Project Cost - Shreveport	Total Cost (w/CE&I+IDC) - Shreveport	Federal Share - Shreveport	Fund	Year
Feasibility	\$50,000.00	\$5,000.00	\$5,000.00	\$0.00	STCASH	2023
	\$50,000.00	\$5,000.00	\$5,000.00	\$0.00	STCASH	2024
	\$50,000.00	\$5,000.00	\$5,000.00	\$0.00	STCASH	2025
	\$50,000.00	\$5,000.00	\$5,000.00	\$0.00	STCASH	2026
Environmental	\$50,000.00	\$5,000.00	\$5,000.00	\$0.00	STCASH	2023
	\$50,000.00	\$5,000.00	\$5,000.00	\$0.00	STCASH	2024
	\$50,000.00	\$5,000.00	\$5,000.00	\$0.00	STCASH	2025
	\$50,000.00	\$5,000.00	\$5,000.00	\$0.00	STCASH	2026
Right of Way	\$50,000.00	\$5,000.00	\$5,000.00	\$0.00	LOCAL	2023
	\$50,000.00	\$5,000.00	\$5,000.00	\$0.00	STCASH	2023
	\$50,000.00	\$5,000.00	\$5,000.00	\$0.00	STCASH	2024
	\$50,000.00	\$5,000.00	\$5,000.00	\$0.00	STCASH	2025
	\$50,000.00	\$5,000.00	\$5,000.00	\$0.00	STCASH	2026
Utility Relocation	\$100,000.00	\$10,000.00	\$10,000.00	\$0.00	LOCAL	2023
	\$150,000.00	\$15,000.00	\$15,000.00	\$0.00	STCASH	2023
	\$150,000.00	\$15,000.00	\$15,000.00	\$0.00	STCASH	2024
	\$250,000.00	\$25,000.00	\$25,000.00	\$0.00	LOCAL	2025
	\$2,000,000.00	\$200,000.00	\$200,000.00	\$0.00	STCASH	2025
	\$150,000.00	\$15,000.00	\$15,000.00	\$0.00	STCASH	2026
Design (Engineering)	\$100,000.00	\$10,000.00	\$10,000.00	\$0.00	STCASH	2023
	\$100,000.00	\$10,000.00	\$10,000.00	\$0.00	STCASH	2024
	\$100,000.00	\$10,000.00	\$10,000.00	\$0.00	STCASH	2025
	\$100,000.00	\$10,000.00	\$10,000.00	\$0.00	STCASH	2026
Construction	\$800,000.00	\$80,000.00	\$88,000.00	\$88,000.00	HSIP	2023



\$1,500,000.00	\$150,000.00	\$165,000.00	\$0.00	LOCAL	2023
\$7,500,000.00	\$750,000.00	\$825,000.00	\$0.00	STCASH	2023
\$1,500,000.00	\$150,000.00	\$165,000.00	\$0.00	LOCAL	2024
\$7,500,000.00	\$750,000.00	\$825,000.00	\$0.00	STCASH	2024
\$1,500,000.00	\$150,000.00	\$165,000.00	\$0.00	LOCAL	2025
\$7,500,000.00	\$750,000.00	\$825,000.00	\$0.00	STCASH	2025
\$1,500,000.00	\$150,000.00	\$165,000.00	\$0.00	LOCAL	2026
\$7,500,000.00	\$750,000.00	\$825,000.00	\$0.00	STCASH	2026

Total Cost \$40,650,000.00 \$4,065,000.00 \$4,433,000.00 \$88,000.00

L.000056 MISC HAZARD ELIMINATION AND SAFETY

Remarks		Type Improvement				Work Type
Project Phase	Project Cost	Project Cost - Shreveport	Total Cost (w/CE&I+IDC) - Shreveport	Federal Share - Shreveport	Fund	Year
Feasibility	\$100,000.00	\$10,000.00	\$10,000.00	\$9,000.00	HSIP	2023
	\$300,000.00	\$30,000.00	\$30,000.00	\$30,000.00	HSIPPEN	2023
	\$100,000.00	\$10,000.00	\$10,000.00	\$9,000.00	HSIP	2024
	\$1,100,000.00	\$110,000.00	\$110,000.00	\$110,000.00	HSIPPEN	2024
	\$350,000.00	\$35,000.00	\$35,000.00	\$0.00	STCASH	2024
	\$100,000.00	\$10,000.00	\$10,000.00	\$9,000.00	HSIP	2025
	\$800,000.00	\$80,000.00	\$80,000.00	\$80,000.00	HSIPPEN	2025
	\$6,500,000.00	\$650,000.00	\$650,000.00	\$0.00	STCASH	2025
	\$100,000.00	\$10,000.00	\$10,000.00	\$9,000.00	HSIP	2026
	\$2,500,000.00	\$250,000.00	\$250,000.00	\$250,000.00	HSIPPEN	2026
Environmental	\$500,000.00	\$50,000.00	\$50,000.00	\$0.00	STCASH	2026
	\$150,000.00	\$15,000.00	\$15,000.00	\$13,500.00	HSIP	2023
	\$50,000.00	\$5,000.00	\$5,000.00	\$5,000.00	HSIPPEN	2023
	\$150,000.00	\$15,000.00	\$15,000.00	\$13,500.00	HSIP	2024



	\$50,000.00	\$5,000.00	\$5,000.00	\$5,000.00	HSIPPEN	2024
	\$50,000.00	\$5,000.00	\$5,000.00	\$4,500.00	HSIP	2025
	\$150,000.00	\$15,000.00	\$15,000.00	\$15,000.00	HSIPPEN	2025
	\$65,000.00	\$6,500.00	\$6,500.00	\$0.00	SATRANS	2025
	\$150,000.00	\$15,000.00	\$15,000.00	\$13,500.00	HSIP	2026
	\$50,000.00	\$5,000.00	\$5,000.00	\$5,000.00	HSIPPEN	2026
Right of Way	\$2,000,000.00	\$200,000.00	\$200,000.00	\$180,000.00	HSIP	2023
	\$1,000,000.00	\$100,000.00	\$100,000.00	\$100,000.00	HSIPPEN	2023
	\$100,000.00	\$10,000.00	\$10,000.00	\$0.00	SATRANS	2023
	\$500,000.00	\$50,000.00	\$50,000.00	\$0.00	STCASH	2023
	\$3,750,000.00	\$375,000.00	\$375,000.00	\$337,500.00	HSIP	2024
	\$500,000.00	\$50,000.00	\$50,000.00	\$50,000.00	HSIPPEN	2024
	\$500,000.00	\$50,000.00	\$50,000.00	\$0.00	STCASH	2024
	\$3,000,000.00	\$300,000.00	\$300,000.00	\$270,000.00	HSIP	2025
	\$1,000,000.00	\$100,000.00	\$100,000.00	\$100,000.00	HSIPPEN	2025
	\$100,000.00	\$10,000.00	\$10,000.00	\$0.00	SATRANS	2025
	\$100,000.00	\$10,000.00	\$10,000.00	\$0.00	STCASH	2025
	\$2,000,000.00	\$200,000.00	\$200,000.00	\$180,000.00	HSIP	2026
	\$1,000,000.00	\$100,000.00	\$100,000.00	\$100,000.00	HSIPPEN	2026
Utility Relocation	\$2,000,000.00	\$200,000.00	\$200,000.00	\$180,000.00	HSIP	2023
	\$1,000,000.00	\$100,000.00	\$100,000.00	\$100,000.00	HSIPPEN	2023
	\$2,000,000.00	\$200,000.00	\$200,000.00	\$180,000.00	HSIP	2024
	\$1,000,000.00	\$100,000.00	\$100,000.00	\$100,000.00	HSIPPEN	2024
	\$1,500,000.00	\$150,000.00	\$150,000.00	\$135,000.00	HSIP	2025
	\$1,300,000.00	\$130,000.00	\$130,000.00	\$130,000.00	HSIPPEN	2025
	\$4,000,000.00	\$400,000.00	\$400,000.00	\$0.00	STCASH	2025
	\$250,000.00	\$25,000.00	\$25,000.00	\$20,000.00	STPFLEX	2025
	\$2,000,000.00	\$200,000.00	\$200,000.00	\$180,000.00	HSIP	2026
	\$1,000,000.00	\$100,000.00	\$100,000.00	\$100,000.00	HSIPPEN	2026
Design (Engineering)	\$500,000.00	\$50,000.00	\$50,000.00	\$45,000.00	HSIP	2023



	\$200,000.00	\$20,000.00	\$20,000.00	\$20,000.00	HSIPPEN	2023
	\$800,000.00	\$80,000.00	\$80,000.00	\$0.00	SATRANS	2023
	\$500,000.00	\$50,000.00	\$50,000.00	\$0.00	STCASH	2023
	\$400,000.00	\$40,000.00	\$40,000.00	\$36,000.00	HSIP	2024
	\$450,000.00	\$45,000.00	\$45,000.00	\$45,000.00	HSIPPEN	2024
	\$900,000.00	\$90,000.00	\$90,000.00	\$81,000.00	HSIP	2025
	\$200,000.00	\$20,000.00	\$20,000.00	\$20,000.00	HSIPPEN	2025
	\$500,000.00	\$50,000.00	\$50,000.00	\$0.00	STCASH	2025
	\$1,000,000.00	\$100,000.00	\$100,000.00	\$90,000.00	HSIP	2026
	\$200,000.00	\$20,000.00	\$20,000.00	\$20,000.00	HSIPPEN	2026
Construction	\$17,750,000.00	\$1,775,000.00	\$1,952,500.00	\$1,757,250.00	HSIP	2023
	\$13,500,000.00	\$1,350,000.00	\$1,485,000.00	\$1,485,000.00	HSIPPEN	2023
	\$250,000.00	\$25,000.00	\$27,500.00	\$22,000.00	NHPP	2023
	\$250,000.00	\$25,000.00	\$27,500.00	\$0.00	SATRANS	2023
	\$1,000,000.00	\$100,000.00	\$110,000.00	\$0.00	STCASH	2023
	\$21,500,000.00	\$2,150,000.00	\$2,365,000.00	\$2,128,500.00	HSIP	2024
	\$10,100,000.00	\$1,010,000.00	\$1,111,000.00	\$1,111,000.00	HSIPPEN	2024
	\$3,500,000.00	\$350,000.00	\$385,000.00	\$0.00	SATRANS	2024
	\$4,000,000.00	\$400,000.00	\$440,000.00	\$0.00	STCASH	2024
	\$500,000.00	\$50,000.00	\$55,000.00	\$52,250.00	TAP<5K	2024
	\$18,500,000.00	\$1,850,000.00	\$2,035,000.00	\$1,831,500.00	HSIP	2025
	\$19,000,000.00	\$1,900,000.00	\$2,090,000.00	\$2,090,000.00	HSIPPEN	2025
	\$3,000,000.00	\$300,000.00	\$330,000.00	\$0.00	STCASH	2025
	\$5,000,000.00	\$500,000.00	\$550,000.00	\$440,000.00	STPFLEX	2025
	\$500,000.00	\$50,000.00	\$55,000.00	\$52,250.00	TAP<5K	2025
	\$23,500,000.00	\$2,350,000.00	\$2,585,000.00	\$2,326,500.00	HSIP	2026
	\$20,000,000.00	\$2,000,000.00	\$2,200,000.00	\$2,200,000.00	HSIPPEN	2026
	\$500,000.00	\$50,000.00	\$55,000.00	\$44,000.00	NHPP	2026
	\$500,000.00	\$50,000.00	\$55,000.00	\$0.00	STCASH	2026
Total Cost	\$213,415,000.00	\$21,341,500.00	\$22,970,000.00	\$18,920,750.00		



L.000057 SOFT SIDE SAFETY

Remarks			Type Improvement			Work Type
Project Phase	Project Cost	Project Cost - Shreveport	Total Cost (w/CE&I+IDC) - Shreveport	Federal Share - Shreveport	Fund	Year
Feasibility	\$250,000.00	\$25,000.00	\$25,000.00	\$22,500.00	HSIP	2023
	\$750,000.00	\$75,000.00	\$75,000.00	\$75,000.00	HSIPPEN	2023
	\$475,000.00	\$47,500.00	\$47,500.00	\$0.00	STCASH	2023
	\$100,000.00	\$10,000.00	\$10,000.00	\$9,000.00	HSIP	2024
	\$1,375,000.00	\$137,500.00	\$137,500.00	\$137,500.00	HSIPPEN	2024
	\$500,000.00	\$50,000.00	\$50,000.00	\$0.00	STCASH	2024
	\$100,000.00	\$10,000.00	\$10,000.00	\$8,000.00	STPFLEX	2024
	\$2,900,000.00	\$290,000.00	\$290,000.00	\$261,000.00	HSIP	2025
	\$750,000.00	\$75,000.00	\$75,000.00	\$75,000.00	HSIPPEN	2025
	\$100,000.00	\$10,000.00	\$10,000.00	\$8,000.00	STPFLEX	2025
	\$2,900,000.00	\$290,000.00	\$290,000.00	\$261,000.00	HSIP	2026
	\$750,000.00	\$75,000.00	\$75,000.00	\$75,000.00	HSIPPEN	2026
	\$100,000.00	\$10,000.00	\$10,000.00	\$8,000.00	STPFLEX	2026
Total Cost	\$11,050,000.00	\$1,105,000.00	\$1,105,000.00	\$940,000.00		

L.000060
LOCAL ROADS SAFETY PROGRAM

Remarks			Type Improvement			Work Type
Project Phase	Project Cost	Project Cost - Shreveport	Total Cost (w/CE&I+IDC) - Shreveport	Federal Share - Shreveport	Fund	Year
Feasibility	\$100,000.00	\$10,000.00	\$10,000.00	\$10,000.00	HSIPPEN	2024
	\$160,000.00	\$16,000.00	\$16,000.00	\$0.00	STCASH	2024
	\$146,000.00	\$14,600.00	\$14,600.00	\$14,600.00	HSIPPEN	2025
	\$160,000.00	\$16,000.00	\$16,000.00	\$0.00	STCASH	2025
	\$146,000.00	\$14,600.00	\$14,600.00	\$14,600.00	HSIPPEN	2026
	\$160,000.00	\$16,000.00	\$16,000.00	\$0.00	STCASH	2026
Right of Way	\$10,000.00	\$1,000.00	\$1,000.00	\$800.00	HRRR	2023
	\$90,000.00	\$9,000.00	\$9,000.00	\$9,000.00	HSIPPEN	2023
	\$100,000.00	\$10,000.00	\$10,000.00	\$0.00	STCASH	2023
	\$50,000.00	\$5,000.00	\$5,000.00	\$4,500.00	HRRR	2024
	\$500,000.00	\$50,000.00	\$50,000.00	\$50,000.00	HSIPPEN	2024
	\$100,000.00	\$10,000.00	\$10,000.00	\$9,000.00	HRRR	2025
	\$10,000.00	\$1,000.00	\$1,000.00	\$900.00	HRRR	2026
	\$40,000.00	\$4,000.00	\$4,000.00	\$3,600.00	HSIP	2026
	\$50,000.00	\$5,000.00	\$5,000.00	\$5,000.00	HSIPPEN	2026
	\$50,000.00	\$5,000.00	\$5,000.00	\$0.00	STCASH	2026
Utility Relocation	\$10,000.00	\$1,000.00	\$1,000.00	\$800.00	HRRR	2023
	\$90,000.00	\$9,000.00	\$9,000.00	\$9,000.00	HSIPPEN	2023
	\$100,000.00	\$10,000.00	\$10,000.00	\$0.00	STCASH	2023
	\$100,000.00	\$10,000.00	\$10,000.00	\$9,000.00	HRRR	2024
	\$100,000.00	\$10,000.00	\$10,000.00	\$9,000.00	HRRR	2025
	\$10,000.00	\$1,000.00	\$1,000.00	\$900.00	HRRR	2026
	\$40,000.00	\$4,000.00	\$4,000.00	\$3,600.00	HSIP	2026



	\$50,000.00	\$5,000.00	\$5,000.00	\$5,000.00	HSIPPEN	2026
	\$50,000.00	\$5,000.00	\$5,000.00	\$0.00	STCASH	2026
Design (Engineering)	\$10,000.00	\$1,000.00	\$1,000.00	\$800.00	HRRR	2023
	\$90,000.00	\$9,000.00	\$9,000.00	\$9,000.00	HSIPPEN	2023
	\$100,000.00	\$10,000.00	\$10,000.00	\$0.00	STCASH	2023
	\$60,000.00	\$6,000.00	\$6,000.00	\$5,400.00	HRRR	2024
	\$200,000.00	\$20,000.00	\$20,000.00	\$20,000.00	HSIPPEN	2024
	\$100,000.00	\$10,000.00	\$10,000.00	\$0.00	STCASH	2024
	\$75,000.00	\$7,500.00	\$7,500.00	\$6,750.00	HRRR	2025
	\$500,000.00	\$50,000.00	\$50,000.00	\$50,000.00	HSIPPEN	2025
	\$200,000.00	\$20,000.00	\$20,000.00	\$0.00	STCASH	2025
	\$40,000.00	\$4,000.00	\$4,000.00	\$3,600.00	HSIP	2026
	\$250,000.00	\$25,000.00	\$25,000.00	\$25,000.00	HSIPPEN	2026
	\$50,000.00	\$5,000.00	\$5,000.00	\$0.00	STCASH	2026
Construction	\$50,000.00	\$5,000.00	\$5,500.00	\$4,400.00	HRRR	2023
	\$450,000.00	\$45,000.00	\$49,500.00	\$49,500.00	HSIPPEN	2023
	\$100,000.00	\$10,000.00	\$11,000.00	\$0.00	STCASH	2023
	\$100,000.00	\$10,000.00	\$11,000.00	\$9,900.00	HRRR	2024
	\$6,500,000.00	\$650,000.00	\$715,000.00	\$715,000.00	HSIPPEN	2024
	\$300,000.00	\$30,000.00	\$33,000.00	\$0.00	STCASH	2024
	\$100,000.00	\$10,000.00	\$11,000.00	\$8,800.00	STBG >200K	2024
	\$500,000.00	\$50,000.00	\$55,000.00	\$49,500.00	HRRR	2025
	\$500,000.00	\$50,000.00	\$55,000.00	\$49,500.00	HSIP	2025
	\$6,650,000.00	\$665,000.00	\$731,500.00	\$731,500.00	HSIPPEN	2025
	\$100,000.00	\$10,000.00	\$11,000.00	\$0.00	LOCAL	2025
	\$1,000,000.00	\$100,000.00	\$110,000.00	\$99,000.00	STBG >200K	2025
	\$25,000.00	\$2,500.00	\$2,750.00	\$2,475.00	HRRR	2026
	\$1,375,000.00	\$137,500.00	\$151,250.00	\$136,125.00	HSIP	2026
	\$1,500,000.00	\$150,000.00	\$165,000.00	\$165,000.00	HSIPPEN	2026
	\$500,000.00	\$50,000.00	\$55,000.00	\$0.00	LOCAL	

	\$500,000.00	\$50,000.00	\$55,000.00	\$0.00	STCASH
Total Cost	\$24,347,000.00	\$2,434,700.00	\$2,637,200.00	\$2,300,550.00	

L.000061 SAFE ROUTES TO PUBLIC PLACES PROGRAM

Remarks			Type Improvement			Work Type
Project Phase	Project Cost	Project Cost - Shreveport	Total Cost (w/CE&I+IDC) - Shreveport	Federal Share - Shreveport	Fund	Year
Feasibility	\$200,000.00	\$20,000.00	\$20,000.00	\$20,000.00	SR2S	2023
	\$680,000.00	\$68,000.00	\$68,000.00	\$68,000.00	SR2S	2024
	\$80,000.00	\$8,000.00	\$8,000.00	\$8,000.00	HSIPPEN	2025
	\$100,000.00	\$10,000.00	\$10,000.00	\$10,000.00	SR2S	2025
	\$300,000.00	\$30,000.00	\$30,000.00	\$0.00	STCASH	2025
	\$100,000.00	\$10,000.00	\$10,000.00	\$0.00	SATRANS	2026
	\$80,000.00	\$8,000.00	\$8,000.00	\$8,000.00	SR2S	2026
Design (Engineering)	\$600,000.00	\$60,000.00	\$60,000.00	\$60,000.00	HSIPPEN	2023
	\$200,000.00	\$20,000.00	\$20,000.00	\$0.00	SATRANS	2023
	\$200,000.00	\$20,000.00	\$20,000.00	\$20,000.00	SR2S	2023
	\$100,000.00	\$10,000.00	\$10,000.00	\$0.00	STCASH	2023
	\$250,000.00	\$25,000.00	\$25,000.00	\$25,000.00	HSIPPEN	2024
	\$200,000.00	\$20,000.00	\$20,000.00	\$0.00	SATRANS	2024
	\$150,000.00	\$15,000.00	\$15,000.00	\$15,000.00	SR2S	2024
	\$500,000.00	\$50,000.00	\$50,000.00	\$0.00	STCASH	2024
	\$100,000.00	\$10,000.00	\$10,000.00	\$10,000.00	HSIPPEN	2025
	\$200,000.00	\$20,000.00	\$20,000.00	\$0.00	SATRANS	2025
	\$300,000.00	\$30,000.00	\$30,000.00	\$30,000.00	SR2S	2025
	\$200,000.00	\$20,000.00	\$20,000.00	\$0.00	STCASH	2025



	\$400,000.00	\$40,000.00	\$40,000.00	\$40,000.00	HSIPPEN	2026
	\$200,000.00	\$20,000.00	\$20,000.00	\$0.00	SATRANS	2026
	\$100,000.00	\$10,000.00	\$10,000.00	\$10,000.00	SR2S	2026
	\$200,000.00	\$20,000.00	\$20,000.00	\$0.00	STCASH	2026
Construction	\$2,550,000.00	\$255,000.00	\$280,500.00	\$280,500.00	HSIPPEN	2023
	\$1,000,000.00	\$100,000.00	\$110,000.00	\$0.00	SATRANS	2023
	\$2,000,000.00	\$200,000.00	\$220,000.00	\$220,000.00	SR2S	2023
	\$1,000,000.00	\$100,000.00	\$110,000.00	\$0.00	STCASH	2023
	\$2,000,000.00	\$200,000.00	\$220,000.00	\$220,000.00	HSIPPEN	2024
	\$1,000,000.00	\$100,000.00	\$110,000.00	\$0.00	SATRANS	2024
	\$1,000,000.00	\$100,000.00	\$110,000.00	\$110,000.00	SR2S	2024
	\$500,000.00	\$50,000.00	\$55,000.00	\$0.00	STCASH	2024
	\$750,000.00	\$75,000.00	\$82,500.00	\$74,250.00	HSIP	2025
	\$5,000,000.00	\$500,000.00	\$550,000.00	\$550,000.00	HSIPPEN	2025
	\$250,000.00	\$25,000.00	\$27,500.00	\$0.00	LOCAL	2025
	\$1,000,000.00	\$100,000.00	\$110,000.00	\$0.00	SATRANS	2025
	\$1,000,000.00	\$100,000.00	\$110,000.00	\$110,000.00	SR2S	2025
	\$1,000,000.00	\$100,000.00	\$110,000.00	\$0.00	STCASH	2025
	\$1,000,000.00	\$100,000.00	\$110,000.00	\$88,000.00	STPFLEX	2025
	\$3,250,000.00	\$325,000.00	\$357,500.00	\$357,500.00	HSIPPEN	2026
	\$100,000.00	\$10,000.00	\$11,000.00	\$0.00	N A	2026
	\$1,000,000.00	\$100,000.00	\$110,000.00	\$0.00	SATRANS	2026
	\$2,000,000.00	\$200,000.00	\$220,000.00	\$220,000.00	SR2S	2026
	\$250,000.00	\$25,000.00	\$27,500.00	\$22,000.00	STP<5K	2026
Total Cost	\$33,090,000.00	\$3,309,000.00	\$3,585,500.00	\$2,576,250.00		

L.000062 MOTORIST ASSISTANCE PATROL (MAP)

Remarks			Type Improvement			Work Type
Project Phase	Project Cost	Project Cost - Shreveport	Total Cost (w/CE&I+IDC) - Shreveport	Federal Share - Shreveport	Fund	Year
Design Engineering	\$50,000.00	\$5,000.00	\$5,000.00	\$4,000.00	NHPP	2023
	\$50,000.00	\$5,000.00	\$5,000.00	\$4,000.00	NHPP	2024
	\$50,000.00	\$5,000.00	\$5,000.00	\$4,000.00	NHPP	2025
	\$50,000.00	\$5,000.00	\$5,000.00	\$4,000.00	NHPP	2026
Construction	\$250,000.00	\$25,000.00	\$27,500.00	\$22,000.00	CM	2023
	\$250,000.00	\$25,000.00	\$27,500.00	\$22,000.00	NHPP	2023
	\$550,000.00	\$55,000.00	\$60,500.00	\$48,400.00	STP<200K	2023
	\$550,000.00	\$55,000.00	\$60,500.00	\$48,400.00	STBG >200K	2023
	\$50,000.00	\$5,000.00	\$5,500.00	\$4,400.00	CM	2024
	\$1,900,000.00	\$190,000.00	\$209,000.00	\$167,200.00	NHPP	2024
	\$550,000.00	\$55,000.00	\$60,500.00	\$48,400.00	STP<200K	2024
	\$2,350,000.00	\$235,000.00	\$258,500.00	\$206,800.00	STBG >200K	2024
	\$1,900,000.00	\$190,000.00	\$209,000.00	\$167,200.00	NHPP	2025
	\$1,000,000.00	\$100,000.00	\$110,000.00	\$88,000.00	STP<200K	2025
	\$2,800,000.00	\$280,000.00	\$308,000.00	\$246,400.00	STBG >200K	2025
	\$1,900,000.00	\$190,000.00	\$209,000.00	\$167,200.00	NHPP	2026
	\$550,000.00	\$55,000.00	\$60,500.00	\$48,400.00	STP<200K	2026
	\$1,800,000.00	\$180,000.00	\$198,000.00	\$158,400.00	STBG >200K	2026
Total Cost	\$16,600,000.00	\$1,660,000.00	\$1,824,000.00	\$1,459,200.00		

L.000063 TRAFFIC CONTROL DEVICES PROGRAM

Remarks			Type Improvement			Work Type
Project Phase	Project Cost	Project Cost - Shreveport	Total Cost (w/CE&I+IDC) - Shreveport	Federal Share - Shreveport	Fund	Year
Feasibility	\$250,000.00	\$25,000.00	\$25,000.00	\$25,000.00	NHPP	2023
	\$250,000.00	\$25,000.00	\$25,000.00	\$25,000.00	STPFLEX	2023
	\$150,000.00	\$15,000.00	\$15,000.00	\$15,000.00	NHPP	2024
	\$1,150,000.00	\$115,000.00	\$115,000.00	\$115,000.00	STPFLEX	2024
	\$350,000.00	\$35,000.00	\$35,000.00	\$35,000.00	NHPP	2025
	\$350,000.00	\$35,000.00	\$35,000.00	\$35,000.00	STPFLEX	2025
	\$350,000.00	\$35,000.00	\$35,000.00	\$35,000.00	NHPP	2026
	\$350,000.00	\$35,000.00	\$35,000.00	\$35,000.00	STPFLEX	2026
Design (Engineering)	\$1,050,000.00	\$105,000.00	\$105,000.00	\$105,000.00	NHPP	2023
	\$50,000.00	\$5,000.00	\$5,000.00	\$5,000.00	NHPP E	2023
	\$250,000.00	\$25,000.00	\$25,000.00	\$0.00	STCASH	2023
	\$400,000.00	\$40,000.00	\$40,000.00	\$40,000.00	STPFLEX	2023
	\$600,000.00	\$60,000.00	\$60,000.00	\$60,000.00	NHPP	2024
	\$300,000.00	\$30,000.00	\$30,000.00	\$30,000.00	STPFLEX	2024
	\$600,000.00	\$60,000.00	\$60,000.00	\$60,000.00	NHPP	2025
	\$300,000.00	\$30,000.00	\$30,000.00	\$30,000.00	STPFLEX	2025
	\$300,000.00	\$30,000.00	\$30,000.00	\$30,000.00	NHPP	2026
	\$600,000.00	\$60,000.00	\$60,000.00	\$60,000.00	STPFLEX	2026
Construction	\$500,000.00	\$50,000.00	\$55,000.00	\$55,000.00	HSIP	2023
	\$21,000,000.00	\$2,100,000.00	\$2,310,000.00	\$2,310,000.00	NHPP	2023
	\$2,500,000.00	\$250,000.00	\$275,000.00	\$0.00	STCASH	2023
	\$250,000.00	\$25,000.00	\$27,500.00	\$27,500.00	STP<5K	2023
	\$6,500,000.00	\$650,000.00	\$715,000.00	\$715,000.00	STPFLEX	2023



	\$100,000.00	\$10,000.00	\$11,000.00	\$11,000.00	HSIP	2024
	\$5,000,000.00	\$500,000.00	\$550,000.00	\$550,000.00	HSIPPEN	2024
	\$11,875,000.00	\$1,187,500.00	\$1,306,250.00	\$1,306,250.00	NHPP	2024
	\$1,000,000.00	\$100,000.00	\$110,000.00	\$0.00	STCASH	2024
	\$1,000,000.00	\$100,000.00	\$110,000.00	\$110,000.00	STP<5K	2024
	\$5,000,000.00	\$500,000.00	\$550,000.00	\$550,000.00	STPFLEX	2024
	\$500,000.00	\$50,000.00	\$55,000.00	\$55,000.00	HSIP	2025
	\$11,000,000.00	\$1,100,000.00	\$1,210,000.00	\$1,210,000.00	HSIPPEN	2025
	\$14,000,000.00	\$1,400,000.00	\$1,540,000.00	\$1,540,000.00	NHPP	2025
	\$13,000,000.00	\$1,300,000.00	\$1,430,000.00	\$1,430,000.00	STPFLEX	2025
	\$500,000.00	\$50,000.00	\$55,000.00	\$55,000.00	HSIP	2026
	\$8,700,000.00	\$870,000.00	\$957,000.00	\$957,000.00	NHPP	2026
	\$8,000,000.00	\$800,000.00	\$880,000.00	\$880,000.00	STPFLEX	2026
Total Cost	\$118,075,000.00	\$11,807,500.00	\$12,911,750.00	\$12,501,750.00		



L.000064 TRANSPORTATION SYSTEMS MANAGEMENT PROG

Remarks			Type Improvement			Work Type
Project Phase	Project Cost	Project Cost - Shreveport	Total Cost (w/CE&I+IDC) - Shreveport	Federal Share - Shreveport	Fund	Year
Environmental	\$30,000.00	\$3,000.00	\$3,000.00	\$2,400.00	NHPP	2024
	\$20,000.00	\$2,000.00	\$2,000.00	\$1,600.00	STPFLEX	2024
	\$50,000.00	\$5,000.00	\$5,000.00	\$4,000.00	STPFLEX	2025
	\$50,000.00	\$5,000.00	\$5,000.00	\$4,000.00	STPFLEX	2026
Right of Way	\$100,000.00	\$10,000.00	\$10,000.00	\$8,000.00	NHPP	2023
	\$40,000.00	\$4,000.00	\$4,000.00	\$3,200.00	STPFLEX	2023
	\$125,000.00	\$12,500.00	\$12,500.00	\$10,000.00	STPFLEX	2024
	\$550,000.00	\$55,000.00	\$55,000.00	\$44,000.00	STPFLEX	2025
Utility Relocation	\$50,000.00	\$5,000.00	\$5,000.00	\$4,000.00	STPFLEX	2026
	\$100,000.00	\$10,000.00	\$10,000.00	\$8,000.00	NHPP	2023
	\$50,000.00	\$5,000.00	\$5,000.00	\$4,000.00	STPFLEX	2023
	\$3,600,000.00	\$360,000.00	\$360,000.00	\$288,000.00	STPFLEX	2024
	\$320,000.00	\$32,000.00	\$32,000.00	\$25,600.00	NHPP	2025
	\$10,000.00	\$1,000.00	\$1,000.00	\$1,000.00	RAIL PD	2025
	\$20,000.00	\$2,000.00	\$2,000.00	\$1,600.00	STPFLEX	2025
	\$50,000.00	\$5,000.00	\$5,000.00	\$4,000.00	STPFLEX	2026
Design (Engineering)	\$50,000.00	\$5,000.00	\$5,000.00	\$4,000.00	STPFLEX	2024
	\$500,000.00	\$50,000.00	\$50,000.00	\$40,000.00	NHPP	2025
Construction	\$2,500,000.00	\$250,000.00	\$275,000.00	\$220,000.00	NHPP	2023
	\$350,000.00	\$35,000.00	\$38,500.00	\$0.00	STCASH	2023
	\$250,000.00	\$25,000.00	\$27,500.00	\$22,000.00	STP<200K	2023
	\$500,000.00	\$50,000.00	\$55,000.00	\$44,000.00	STP<5K	2023
	\$5,500,000.00	\$550,000.00	\$605,000.00	\$484,000.00	STPFLEX	2023
	\$100,000.00	\$10,000.00	\$11,000.00	\$11,000.00	HSIPPEN	2024



	\$4,000,000.00	\$400,000.00	\$440,000.00	\$352,000.00	NHPP	2024
	\$1,000,000.00	\$100,000.00	\$110,000.00	\$88,000.00	STP<200K	2024
	\$900,000.00	\$90,000.00	\$99,000.00	\$79,200.00	STP<5K	2024
	\$4,750,000.00	\$475,000.00	\$522,500.00	\$418,000.00	STPFLEX	2024
	\$1,200,000.00	\$120,000.00	\$132,000.00	\$132,000.00	COVID	2025
	\$500,000.00	\$50,000.00	\$55,000.00	\$49,500.00	HSIP	2025
	\$500,000.00	\$50,000.00	\$55,000.00	\$55,000.00	HSIPPEN	2025
	\$500,000.00	\$50,000.00	\$55,000.00	\$0.00	LOCAL	2025
	\$5,900,000.00	\$590,000.00	\$649,000.00	\$519,200.00	NHPP	2025
	\$100,000.00	\$10,000.00	\$11,000.00	\$0.00	STCASH	2025
	\$200,000.00	\$20,000.00	\$22,000.00	\$17,600.00	STP<200K	2025
	\$5,400,000.00	\$540,000.00	\$594,000.00	\$475,200.00	STPFLEX	2025
	\$4,000,000.00	\$400,000.00	\$440,000.00	\$352,000.00	NHPP	2026
	\$1,000,000.00	\$100,000.00	\$110,000.00	\$88,000.00	STP<200K	2026
	\$5,000,000.00	\$500,000.00	\$550,000.00	\$440,000.00	STPFLEX	2026
Total Cost	\$49,865,000.00	\$4,986,500.00	\$5,428,000.00	\$4,304,100.00		

L.000065 ITS SYSTEMS (STATEWIDE)

Remarks		Type Improvement				Work Type
Project Phase	Project Cost	Project Cost - Shreveport	Total Cost (w/CE&I+IDC) - Shreveport	Federal Share - Shreveport	Fund	Year
Feasibility	\$300,000.00	\$30,000.00	\$30,000.00	\$24,000.00	NHPP	2023
	\$300,000.00	\$30,000.00	\$30,000.00	\$0.00	STCASH	2023
	\$350,000.00	\$35,000.00	\$35,000.00	\$28,000.00	STPFLEX	2023
	\$150,000.00	\$15,000.00	\$15,000.00	\$12,000.00	NHPP	2024



	\$500,000.00	\$50,000.00	\$50,000.00	\$40,000.00	STPFLEX	2024
	\$200,000.00	\$20,000.00	\$20,000.00	\$16,000.00	NHPP	2025
	\$400,000.00	\$40,000.00	\$40,000.00	\$32,000.00	STPFLEX	2025
	\$200,000.00	\$20,000.00	\$20,000.00	\$16,000.00	NHPP	2026
	\$500,000.00	\$50,000.00	\$50,000.00	\$40,000.00	STPFLEX	2026
Design (Engineering)	\$1,150,000.00	\$115,000.00	\$115,000.00	\$92,000.00	NHPP	2023
	\$600,000.00	\$60,000.00	\$60,000.00	\$48,000.00	STPFLEX	2023
	\$1,500,000.00	\$150,000.00	\$150,000.00	\$120,000.00	NHPP	2024
	\$2,000,000.00	\$200,000.00	\$200,000.00	\$160,000.00	STPFLEX	2024
	\$1,000,000.00	\$100,000.00	\$100,000.00	\$80,000.00	NHPP	2025
	\$2,000,000.00	\$200,000.00	\$200,000.00	\$160,000.00	STPFLEX	2025
	\$1,000,000.00	\$100,000.00	\$100,000.00	\$80,000.00	NHPP	2026
	\$2,000,000.00	\$200,000.00	\$200,000.00	\$160,000.00	STPFLEX	2026
Construction	\$8,000,000.00	\$800,000.00	\$880,000.00	\$704,000.00	NHPP	2023
	\$750,000.00	\$75,000.00	\$82,500.00	\$66,000.00	STPFLEX	2023
	\$8,750,000.00	\$875,000.00	\$962,500.00	\$770,000.00	NHPP	2024
	\$1,000,000.00	\$100,000.00	\$110,000.00	\$0.00	STCASH	2024
	\$3,500,000.00	\$350,000.00	\$385,000.00	\$308,000.00	STPFLEX	2024
	\$11,000,000.00	\$1,100,000.00	\$1,210,000.00	\$968,000.00	NHPP	2025
	\$3,500,000.00	\$350,000.00	\$385,000.00	\$308,000.00	STPFLEX	2025
	\$6,000,000.00	\$600,000.00	\$660,000.00	\$528,000.00	NHPP	2026
	\$3,500,000.00	\$350,000.00	\$385,000.00	\$308,000.00	STPFLEX	2026
Total Cost	\$60,150,000.00	\$6,015,000.00	\$6,475,000.00	\$5,068,000.00		

L.000067 INTERSTATE LIGHTING, ELECTRICAL PROJECTS

Remarks			Type Improvement			Work Type
Project Phase	Project Cost	Project Cost - Shreveport	Total Cost (w/CE&I+IDC) - Shreveport	Federal Share - Shreveport	Fund	Year
Design (Engineering)	\$200,000.00	\$20,000.00	\$20,000.00	\$16,000.00	NHPP	2023
	\$500,000.00	\$50,000.00	\$50,000.00	\$40,000.00	NHPP	2024
	\$800,000.00	\$80,000.00	\$80,000.00	\$72,000.00	NHPP	2025
	\$500,000.00	\$50,000.00	\$50,000.00	\$0.00	STCASH	2025
	\$400,000.00	\$40,000.00	\$40,000.00	\$32,000.00	NHPP	2026
Construction	\$4,000,000.00	\$400,000.00	\$440,000.00	\$396,000.00	NHPP	2023
	\$3,000,000.00	\$300,000.00	\$330,000.00	\$297,000.00	NHPP	2024
	\$3,000,000.00	\$300,000.00	\$330,000.00	\$297,000.00	NHPP	2025
	\$5,500,000.00	\$550,000.00	\$605,000.00	\$544,500.00	NHPP	2026
Total Cost	\$17,900,000.00	\$1,790,000.00	\$1,945,000.00	\$1,694,500.00		

L.000068 ACCESS MANAGEMENT PROJECTS

Remarks			Type Improvement			Work Type
						OPER EFFICIENCY/MOTORIST ASSISTANCE, ACCESS MANAGEMENT
Project Phase	Project Cost	Project Cost - Shreveport	Total Cost (w/CE&I+IDC) - Shreveport	Federal Share - Shreveport	Fund	Year
Feasibility	\$600,000.00	\$60,000.00	\$60,000.00	\$48,000.00	NHPP	2023
	\$400,000.00	\$40,000.00	\$40,000.00	\$32,000.00	STPFLEX	2023
	\$300,000.00	\$30,000.00	\$30,000.00	\$24,000.00	NHPP	2024
	\$900,000.00	\$90,000.00	\$90,000.00	\$72,000.00	STPFLEX	2024
	\$1,650,000.00	\$165,000.00	\$165,000.00	\$132,000.00	NHPP	2025
	\$150,000.00	\$15,000.00	\$15,000.00	\$12,000.00	STPFLEX	2025
	\$500,000.00	\$50,000.00	\$50,000.00	\$40,000.00	NHPP	2026
	\$100,000.00	\$10,000.00	\$10,000.00	\$8,000.00	STPFLEX	2026
Environmental	\$50,000.00	\$5,000.00	\$5,000.00	\$4,000.00	NHPP	2023
	\$50,000.00	\$5,000.00	\$5,000.00	\$4,000.00	STPFLEX	2023
	\$50,000.00	\$5,000.00	\$5,000.00	\$4,000.00	NHPP	2024
	\$100,000.00	\$10,000.00	\$10,000.00	\$8,000.00	STPFLEX	2024
	\$50,000.00	\$5,000.00	\$5,000.00	\$4,000.00	NHPP	2025
	\$50,000.00	\$5,000.00	\$5,000.00	\$4,000.00	STPFLEX	2025
	\$50,000.00	\$5,000.00	\$5,000.00	\$4,000.00	NHPP	2026
	\$50,000.00	\$5,000.00	\$5,000.00	\$4,000.00	STPFLEX	2026
Right of Way	\$100,000.00	\$10,000.00	\$10,000.00	\$9,000.00	HSIP	2023
	\$300,000.00	\$30,000.00	\$30,000.00	\$24,000.00	NHPP	2023
	\$75,000.00	\$7,500.00	\$7,500.00	\$0.00	STCASH	2023
	\$400,000.00	\$40,000.00	\$40,000.00	\$32,000.00	STPFLEX	2023
	\$1,350,000.00	\$135,000.00	\$135,000.00	\$108,000.00	NHPP	2024
	\$650,000.00	\$65,000.00	\$65,000.00	\$52,000.00	STPFLEX	2024
	\$400,000.00	\$40,000.00	\$40,000.00	\$32,000.00	NHPP	2025



	\$3,250,000.00	\$325,000.00	\$325,000.00	\$0.00	STBONDS	2025
	\$1,500,000.00	\$150,000.00	\$150,000.00	\$120,000.00	STPFLEX	2025
	\$50,000.00	\$5,000.00	\$5,000.00	\$4,000.00	NHPP	2026
	\$750,000.00	\$75,000.00	\$75,000.00	\$60,000.00	STPFLEX	2026
Utility Relocation	\$825,000.00	\$82,500.00	\$82,500.00	\$74,250.00	HSIP	2023
	\$25,000.00	\$2,500.00	\$2,500.00	\$2,000.00	NHPP	2023
	\$950,000.00	\$95,000.00	\$95,000.00	\$76,000.00	STPFLEX	2023
	\$200,000.00	\$20,000.00	\$20,000.00	\$16,000.00	NHPP	2024
	\$1,000,000.00	\$100,000.00	\$100,000.00	\$80,000.00	STPFLEX	2024
	\$200,000.00	\$20,000.00	\$20,000.00	\$16,000.00	NHPP	2025
	\$600,000.00	\$60,000.00	\$60,000.00	\$0.00	STBONDS	2025
	\$800,000.00	\$80,000.00	\$80,000.00	\$64,000.00	STPFLEX	2025
	\$200,000.00	\$20,000.00	\$20,000.00	\$16,000.00	NHPP	2026
	\$200,000.00	\$20,000.00	\$20,000.00	\$16,000.00	STPFLEX	2026
Design (Engineering)	\$250,000.00	\$25,000.00	\$25,000.00	\$22,500.00	HSIP	2023
	\$500,000.00	\$50,000.00	\$50,000.00	\$40,000.00	NHPP	2023
	\$750,000.00	\$75,000.00	\$75,000.00	\$60,000.00	STPFLEX	2023
	\$1,100,000.00	\$110,000.00	\$110,000.00	\$88,000.00	NHPP	2024
	\$6,500.00	\$650.00	\$650.00	\$0.00	SATRANS	2024
	\$500,000.00	\$50,000.00	\$50,000.00	\$40,000.00	STPFLEX	2024
	\$300,000.00	\$30,000.00	\$30,000.00	\$24,000.00	NHPP	2025
	\$900,000.00	\$90,000.00	\$90,000.00	\$72,000.00	STPFLEX	2025
	\$500,000.00	\$50,000.00	\$50,000.00	\$40,000.00	NHPP	2026
	\$500,000.00	\$50,000.00	\$50,000.00	\$40,000.00	STPFLEX	2026
Construction	\$500,000.00	\$50,000.00	\$55,000.00	\$44,000.00	NHPP	2023
	\$1,750,000.00	\$175,000.00	\$192,500.00	\$154,000.00	STP<200K	2023
	\$250,000.00	\$25,000.00	\$27,500.00	\$22,000.00	STPFLEX	2023
	\$1,000,000.00	\$100,000.00	\$110,000.00	\$99,000.00	HSIP	2024
	\$100,000.00	\$10,000.00	\$11,000.00	\$8,800.00	NHPP	2024
	\$2,000,000.00	\$200,000.00	\$220,000.00	\$0.00	STCASH	2024



	\$1,500,000.00	\$150,000.00	\$165,000.00	\$132,000.00	STP<200K	2024
	\$6,250,000.00	\$625,000.00	\$687,500.00	\$550,000.00	STPFLEX	2024
	\$1,500,000.00	\$150,000.00	\$165,000.00	\$148,500.00	HSIP	2025
	\$7,750,000.00	\$775,000.00	\$852,500.00	\$682,000.00	NHPP	2025
	\$100,000.00	\$10,000.00	\$11,000.00	\$9,900.00	STP<200K	2025
	\$4,400,000.00	\$440,000.00	\$484,000.00	\$387,200.00	STPFLEX	2025
	\$2,000,000.00	\$200,000.00	\$220,000.00	\$176,000.00	NHPP	2026
	\$13,000,000.00	\$1,300,000.00	\$1,430,000.00	\$0.00	STBONDS	2026
	\$5,000,000.00	\$500,000.00	\$550,000.00	\$440,000.00	STPFLEX	2026
Total Cost	\$71,281,500.00	\$7,128,150.00	\$7,599,150.00	\$4,485,150.00		

L.000069 ROAD TRANSFER PROGRAM

Remarks			Type Improvement			Work Type
						ROAD TRANSFER
Project Phase	Project Cost	Project Cost - Shreveport	Total Cost (w/CE&I+IDC) - Shreveport	Federal Share - Shreveport	Fund	Year
Environmental	\$25,000.00	\$2,500.00	\$2,500.00	\$2,000.00	STPFLEX	2024
Right of Way	\$200,000.00	\$20,000.00	\$20,000.00	\$0.00	N A	2023
	\$200,000.00	\$20,000.00	\$20,000.00	\$16,000.00	STPFLEX	2023
	\$200,000.00	\$20,000.00	\$20,000.00	\$0.00	N A	2024
	\$200,000.00	\$20,000.00	\$20,000.00	\$16,000.00	STPFLEX	2024
	\$200,000.00	\$20,000.00	\$20,000.00	\$0.00	N A	2025
	\$200,000.00	\$20,000.00	\$20,000.00	\$16,000.00	STPFLEX	2025
	\$200,000.00	\$20,000.00	\$20,000.00	\$0.00	N A	2026
	\$200,000.00	\$20,000.00	\$20,000.00	\$16,000.00	STPFLEX	2026
Utility Relocation	\$200,000.00	\$20,000.00	\$20,000.00	\$0.00	N A	2023
	\$500,000.00	\$50,000.00	\$50,000.00	\$40,000.00	STPFLEX	2023



	\$200,000.00	\$20,000.00	\$20,000.00	\$0.00	N A	2024
	\$200,000.00	\$20,000.00	\$20,000.00	\$16,000.00	STPFLEX	2024
	\$200,000.00	\$20,000.00	\$20,000.00	\$0.00	N A	2025
	\$500,000.00	\$50,000.00	\$50,000.00	\$40,000.00	STPFLEX	2025
	\$200,000.00	\$20,000.00	\$20,000.00	\$0.00	N A	2026
	\$200,000.00	\$20,000.00	\$20,000.00	\$16,000.00	STPFLEX	2026
Design (Engineering)	\$100,000.00	\$10,000.00	\$10,000.00	\$9,000.00	HSIP	2023
	\$100,000.00	\$10,000.00	\$10,000.00	\$10,000.00	HSIPPEN	2023
	\$100,000.00	\$10,000.00	\$10,000.00	\$0.00	N A	2023
	\$250,000.00	\$25,000.00	\$25,000.00	\$20,000.00	NHPP	2023
	\$100,000.00	\$10,000.00	\$10,000.00	\$8,000.00	STPFLEX	2023
	\$500,000.00	\$50,000.00	\$50,000.00	\$45,000.00	HSIP	2024
	\$500,000.00	\$50,000.00	\$50,000.00	\$50,000.00	HSIPPEN	2024
	\$500,000.00	\$50,000.00	\$50,000.00	\$0.00	N A	2024
	\$500,000.00	\$50,000.00	\$50,000.00	\$40,000.00	NHPP	2024
	\$500,000.00	\$50,000.00	\$50,000.00	\$40,000.00	STPFLEX	2024
	\$500,000.00	\$50,000.00	\$50,000.00	\$45,000.00	HSIP	2025
	\$500,000.00	\$50,000.00	\$50,000.00	\$50,000.00	HSIPPEN	2025
	\$500,000.00	\$50,000.00	\$50,000.00	\$0.00	N A	2025
	\$500,000.00	\$50,000.00	\$50,000.00	\$40,000.00	NHPP	2025
	\$500,000.00	\$50,000.00	\$50,000.00	\$40,000.00	STPFLEX	2025
	\$500,000.00	\$50,000.00	\$50,000.00	\$45,000.00	HSIP	2026
	\$500,000.00	\$50,000.00	\$50,000.00	\$50,000.00	HSIPPEN	2026
	\$500,000.00	\$50,000.00	\$50,000.00	\$0.00	N A	2026
	\$500,000.00	\$50,000.00	\$50,000.00	\$40,000.00	NHPP	2026
	\$500,000.00	\$50,000.00	\$50,000.00	\$0.00	STCASH	2026
	\$500,000.00	\$50,000.00	\$50,000.00	\$40,000.00	STPFLEX	2026
Construction	\$500,000.00	\$50,000.00	\$55,000.00	\$49,500.00	HSIP	2023
	\$500,000.00	\$50,000.00	\$55,000.00	\$55,000.00	HSIPPEN	2023
	\$15,000,000.00	\$1,500,000.00	\$1,650,000.00	\$0.00	N A	2023



	\$7,000,000.00	\$700,000.00	\$770,000.00	\$616,000.00	NHPP	2023
	\$6,000,000.00	\$600,000.00	\$660,000.00	\$528,000.00	STPFLEX	2023
	\$500,000.00	\$50,000.00	\$55,000.00	\$49,500.00	HSIP	2024
	\$500,000.00	\$50,000.00	\$55,000.00	\$55,000.00	HSIPPEN	2024
	\$500,000.00	\$50,000.00	\$55,000.00	\$0.00	LOCAL	2024
	\$15,000,000.00	\$1,500,000.00	\$1,650,000.00	\$0.00	N A	2024
	\$12,500,000.00	\$1,250,000.00	\$1,375,000.00	\$1,100,000.00	NHPP	2024
	\$500,000.00	\$50,000.00	\$55,000.00	\$44,000.00	STP<200K	2024
	\$500,000.00	\$50,000.00	\$55,000.00	\$44,000.00	STBG >200K	2024
	\$5,500,000.00	\$550,000.00	\$605,000.00	\$484,000.00	STPFLEX	2024
	\$250,000.00	\$25,000.00	\$27,500.00	\$24,750.00	HSIP	2025
	\$250,000.00	\$25,000.00	\$27,500.00	\$27,500.00	HSIPPEN	2025
	\$2,500,000.00	\$250,000.00	\$275,000.00	\$0.00	LOCAL	2025
	\$13,000,000.00	\$1,300,000.00	\$1,430,000.00	\$0.00	NFA	2025
	\$250,000.00	\$25,000.00	\$27,500.00	\$22,000.00	NHPP	2025
	\$250,000.00	\$25,000.00	\$27,500.00	\$22,000.00	STP<200K	2025
	\$7,000,000.00	\$700,000.00	\$770,000.00	\$616,000.00	STPFLEX	2025
	\$500,000.00	\$50,000.00	\$55,000.00	\$49,500.00	HSIP	2026
	\$500,000.00	\$50,000.00	\$55,000.00	\$55,000.00	HSIPPEN	2026
	\$500,000.00	\$50,000.00	\$55,000.00	\$0.00	LOCAL	2026
	\$15,000,000.00	\$1,500,000.00	\$1,650,000.00	\$0.00	NFA	2026
	\$7,000,000.00	\$700,000.00	\$770,000.00	\$616,000.00	NHPP	2026
	\$7,000,000.00	\$700,000.00	\$770,000.00	\$616,000.00	STPFLEX	2026
Total Cost	\$130,975,000.00	\$13,097,500.00	\$14,282,500.00	\$5,823,750.00		

L.000070 INTERSTATE REST AREA REHABILITATION

Remarks		Type Improvement				Work Type
Project Phase	Project Cost	Project Cost - Shreveport	Total Cost (w/CE&I+IDC) - Shreveport	Federal Share - Shreveport	Fund	Year
Construction	\$200,000.00	\$20,000.00	\$22,000.00	\$19,800.00	NHPP	2023
	\$1,200,000.00	\$120,000.00	\$132,000.00	\$118,800.00	NHPP	2024
	\$1,200,000.00	\$120,000.00	\$132,000.00	\$118,800.00	NHPP	2025
	\$1,200,000.00	\$120,000.00	\$132,000.00	\$118,800.00	NHPP	2026
Total Cost	\$3,800,000.00	\$380,000.00	\$418,000.00	\$376,200.00		

L.000071 WEIGH STATION REHABILITATION / UPGRADE

Remarks		Type Improvement				Work Type
Project Phase	Project Cost	Project Cost - Shreveport	Total Cost (w/CE&I+IDC) - Shreveport	Federal Share - Shreveport	Fund	Year
Feasibility	\$65,000.00	\$6,500.00	\$6,500.00	\$5,200.00	NHPP	2024
	\$25,000.00	\$2,500.00	\$2,500.00	\$2,000.00	NHPP	2025
	\$25,000.00	\$2,500.00	\$2,500.00	\$2,000.00	NHPP	2026
Design (Engineering)	\$150,000.00	\$15,000.00	\$15,000.00	\$12,000.00	NHPP	2024
	\$150,000.00	\$15,000.00	\$15,000.00	\$12,000.00	NHPP	2025
	\$150,000.00	\$15,000.00	\$15,000.00	\$12,000.00	NHPP	2026
Construction	\$2,100,000.00	\$210,000.00	\$231,000.00	\$207,900.00	NHPP	2023
	\$800,000.00	\$80,000.00	\$88,000.00	\$0.00	OTHER	2023
	\$500,000.00	\$50,000.00	\$55,000.00	\$44,000.00	STP<5K	2023
	\$50,000.00	\$5,000.00	\$5,500.00	\$4,950.00	NHPP	2024
	\$50,000.00	\$5,000.00	\$5,500.00	\$4,400.00	STPFLEX	2024



	\$1,250,000.00	\$125,000.00	\$137,500.00	\$123,750.00	NHPP	2025
	\$50,000.00	\$5,000.00	\$5,500.00	\$4,400.00	STPFLEX	2025
	\$500,000.00	\$50,000.00	\$55,000.00	\$49,500.00	NHPP	2026
	\$50,000.00	\$5,000.00	\$5,500.00	\$4,400.00	STPFLEX	2026
Total Cost	\$5,915,000.00	\$591,500.00	\$645,000.00	\$488,500.00		

L.000072 MOVEABLE BRIDGE PROGRAM (ELEC/MECH)

Remarks			Type Improvement			Work Type
Project Phase	Project Cost	Project Cost - Shreveport	Total Cost (w/CE&I-IDC) - Shreveport	Federal Share - Shreveport	Fund	Year
Design (Engineering)	\$100,000.00	\$10,000.00	\$10,000.00	\$8,000.00	STPFLEX	2023
	\$100,000.00	\$10,000.00	\$10,000.00	\$8,000.00	STPFLEX	2024
	\$100,000.00	\$10,000.00	\$10,000.00	\$8,000.00	STPFLEX	2025
	\$100,000.00	\$10,000.00	\$10,000.00	\$8,000.00	STPFLEX	2026
Construction	\$1,000.00	\$100.00	\$110.00	\$88.00	FBROFF	2023
	\$300,000.00	\$30,000.00	\$33,000.00	\$26,400.00	NHPP	2023
	\$500,000.00	\$50,000.00	\$55,000.00	\$0.00	STCASH	2023
	\$300,000.00	\$30,000.00	\$33,000.00	\$26,400.00	STP<200K	2023
	\$1,400,000.00	\$140,000.00	\$154,000.00	\$123,200.00	STPFLEX	2023
	\$751,000.00	\$75,100.00	\$82,610.00	\$66,088.00	FBROFF	2024
	\$300,000.00	\$30,000.00	\$33,000.00	\$26,400.00	NHPP	2024
	\$300,000.00	\$30,000.00	\$33,000.00	\$26,400.00	STP<200K	2024
	\$2,450,000.00	\$245,000.00	\$269,500.00	\$215,600.00	STPFLEX	2024
	\$1,000.00	\$100.00	\$110.00	\$88.00	FBROFF	2025
	\$300,000.00	\$30,000.00	\$33,000.00	\$26,400.00	STP<200K	2025



	\$1,700,000.00	\$170,000.00	\$187,000.00	\$149,600.00	STPFLEX	2025
	\$1,000.00	\$100.00	\$110.00	\$88.00	FBROFF	2026
	\$2,000,000.00	\$200,000.00	\$220,000.00	\$176,000.00	STPFLEX	2026
Total Cost	\$10,704,000.00	\$1,070,400.00	\$1,173,440.00	\$894,752.00		

L.000073 URGENT BRIDGE REPAIR/REPLACEMENT

Remarks			Type Improvement			Work Type
Project Phase	Project Cost	Project Cost - Shreveport	Total Cost (w/CE&I+IDC) - Shreveport	Federal Share - Shreveport	Fund	Year
Environmental	\$10,000.00	\$1,000.00	\$1,000.00	\$800.00	NHPP	2023
	\$10,000.00	\$1,000.00	\$1,000.00	\$800.00	NHPP	2024
	\$10,000.00	\$1,000.00	\$1,000.00	\$800.00	NHPP	2025
	\$10,000.00	\$1,000.00	\$1,000.00	\$800.00	NHPP	2026
Utility Relocation	\$10,000.00	\$1,000.00	\$1,000.00	\$800.00	NHPP	2023
	\$10,000.00	\$1,000.00	\$1,000.00	\$800.00	NHPP	2024
	\$10,000.00	\$1,000.00	\$1,000.00	\$800.00	NHPP	2025
	\$10,000.00	\$1,000.00	\$1,000.00	\$800.00	NHPP	2026
Design (Engineering)	\$250,000.00	\$25,000.00	\$25,000.00	\$20,000.00	NHPP	2023



Construction	\$1,000,000.00	\$100,000.00	\$100,000.00	\$0.00	REIMB	2023
	\$250,000.00	\$25,000.00	\$25,000.00	\$20,000.00	STPFLEX	2023
	\$500,000.00	\$50,000.00	\$50,000.00	\$40,000.00	NHPP	2024
	\$1,000,000.00	\$100,000.00	\$100,000.00	\$0.00	REIMB	2024
	\$500,000.00	\$50,000.00	\$50,000.00	\$40,000.00	STPFLEX	2024
	\$2,000,000.00	\$200,000.00	\$200,000.00	\$160,000.00	NHPP	2025
	\$1,000,000.00	\$100,000.00	\$100,000.00	\$0.00	REIMB	2025
	\$2,000,000.00	\$200,000.00	\$200,000.00	\$160,000.00	STPFLEX	2025
	\$2,000,000.00	\$200,000.00	\$200,000.00	\$160,000.00	NHPP	2026
	\$1,000,000.00	\$100,000.00	\$100,000.00	\$0.00	REIMB	2026
	\$2,000,000.00	\$200,000.00	\$200,000.00	\$160,000.00	STPFLEX	2026
	\$500,000.00	\$50,000.00	\$55,000.00	\$44,000.00	NHPP	2023
	\$4,000,000.00	\$400,000.00	\$440,000.00	\$0.00	REIMB	2023
	\$500,000.00	\$50,000.00	\$55,000.00	\$44,000.00	STPFLEX	2023
	\$1,000,000.00	\$100,000.00	\$110,000.00	\$88,000.00	NHPP	2024
	\$4,000,000.00	\$400,000.00	\$440,000.00	\$0.00	REIMB	2024
	\$1,000,000.00	\$100,000.00	\$110,000.00	\$88,000.00	STP<200K	2024
	\$4,000,000.00	\$400,000.00	\$440,000.00	\$352,000.00	STPFLEX	2024
	\$5,000,000.00	\$500,000.00	\$550,000.00	\$440,000.00	NHPP	2025
	\$4,000,000.00	\$400,000.00	\$440,000.00	\$0.00	REIMB	2025
	\$1,000,000.00	\$100,000.00	\$110,000.00	\$88,000.00	STP<200K	2025
	\$4,000,000.00	\$400,000.00	\$440,000.00	\$352,000.00	STPFLEX	2025
	\$5,000,000.00	\$500,000.00	\$550,000.00	\$440,000.00	NHPP	2026
	\$4,000,000.00	\$400,000.00	\$440,000.00	\$0.00	REIMB	2026
	\$5,000,000.00	\$500,000.00	\$550,000.00	\$440,000.00	STPFLEX	2026
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Total Cost	\$56,580,000.00	\$5,658,000.00	\$6,088,000.00	\$3,142,400.00		

L.000074 BRIDGE PREVENTIVE MAINTENANCE PROGRAM

Remarks		Type Improvement				Work Type
Project Phase	Project Cost	Project Cost - Shreveport	Total Cost (w/CE&I+IDC) - Shreveport	Federal Share - Shreveport	Fund	Year
Design (Engineering)	\$600,000.00	\$60,000.00	\$60,000.00	\$48,000.00	NHPP	2023
	\$600,000.00	\$60,000.00	\$60,000.00	\$48,000.00	STPFLEX	2023
	\$600,000.00	\$60,000.00	\$60,000.00	\$48,000.00	NHPP	2024
	\$600,000.00	\$60,000.00	\$60,000.00	\$48,000.00	STPFLEX	2024
	\$1,200,000.00	\$120,000.00	\$120,000.00	\$96,000.00	NHPP	2025
	\$600,000.00	\$60,000.00	\$60,000.00	\$48,000.00	STPFLEX	2025
	\$600,000.00	\$60,000.00	\$60,000.00	\$48,000.00	NHPP	2026
	\$600,000.00	\$60,000.00	\$60,000.00	\$48,000.00	STPFLEX	2026
Construction	\$4,500,000.00	\$450,000.00	\$495,000.00	\$396,000.00	NHPP	2023
	\$250,000.00	\$25,000.00	\$27,500.00	\$22,000.00	STBG >200K	2023
	\$250,000.00	\$25,000.00	\$27,500.00	\$22,000.00	STPFLEX	2023
	\$10,000,000.00	\$1,000,000.00	\$1,100,000.00	\$880,000.00	NHPP	2024
	\$375,000.00	\$37,500.00	\$41,250.00	\$0.00	REIMBB	2024
	\$5,000,000.00	\$500,000.00	\$550,000.00	\$440,000.00	STPFLEX	2024
	\$5,000,000.00	\$500,000.00	\$550,000.00	\$440,000.00	NHPP	2025
	\$10,000,000.00	\$1,000,000.00	\$1,100,000.00	\$880,000.00	STPFLEX	2025
	\$10,000,000.00	\$1,000,000.00	\$1,100,000.00	\$880,000.00	NHPP	2026
	\$5,000,000.00	\$500,000.00	\$550,000.00	\$440,000.00	STPFLEX	2026
Total Cost	\$55,775,000.00	\$5,577,500.00	\$6,081,250.00	\$4,832,000.00		

L.000075 BRIDGE PAINTING PROGRAM

Remarks		Type Improvement				Work Type
Project Phase	Project Cost	Project Cost - Shreveport	Total Cost (w/CE&I+IDC) - Shreveport	Federal Share - Shreveport	Fund	Year
Design (Engineering)	\$500,000.00	\$50,000.00	\$50,000.00	\$40,000.00	NHPP	2023
	\$500,000.00	\$50,000.00	\$50,000.00	\$40,000.00	STPFLEX	2023
	\$500,000.00	\$50,000.00	\$50,000.00	\$40,000.00	NHPP	2024
	\$500,000.00	\$50,000.00	\$50,000.00	\$40,000.00	SP	2024
	\$500,000.00	\$50,000.00	\$50,000.00	\$40,000.00	NHPP	2025
	\$500,000.00	\$50,000.00	\$50,000.00	\$40,000.00	STPFLEX	2025
	\$500,000.00	\$50,000.00	\$50,000.00	\$40,000.00	NHPP	2026
	\$500,000.00	\$50,000.00	\$50,000.00	\$40,000.00	STPFLEX	2026
	\$250,000.00	\$25,000.00	\$27,500.00	\$22,000.00	NHPP	2023
Construction	\$250,000.00	\$25,000.00	\$27,500.00	\$22,000.00	STPFLEX	2023
	\$500,000.00	\$50,000.00	\$55,000.00	\$9,900.00	NHPP	2024
	\$1,000,000.00	\$100,000.00	\$110,000.00	\$88,000.00	STPFLEX	2024
	\$800,000.00	\$80,000.00	\$88,000.00	\$70,400.00	NHPP	2025
	\$13,200,000.00	\$1,320,000.00	\$1,452,000.00	\$1,161,600.00	STPFLEX	2025
	\$5,000,000.00	\$500,000.00	\$550,000.00	\$440,000.00	NHPP	2026
	\$1,000,000.00	\$100,000.00	\$110,000.00	\$88,000.00	STPFLEX	2026
Total Cost	\$26,000,000.00	\$2,600,000.00	\$2,820,000.00	\$2,221,900.00		

L.000076 ON-SYSTEM BRIDGE PROGRAM w CE

Remarks		Type Improvement				Work Type
Project Phase	Project Cost	Project Cost - Shreveport	Total Cost (w/CE&I+IDC) - Shreveport	Federal Share - Shreveport	Fund	Year
Feasibility	\$100,000.00	\$10,000.00	\$10,000.00	\$8,000.00	FBROFF	2023
	\$100,000.00	\$10,000.00	\$10,000.00	\$8,000.00	NHPP	2023
	\$100,000.00	\$10,000.00	\$10,000.00	\$8,000.00	STPFLEX	2023
	\$100,000.00	\$10,000.00	\$10,000.00	\$8,000.00	FBROFF	2024
	\$100,000.00	\$10,000.00	\$10,000.00	\$8,000.00	NHPP	2024
	\$100,000.00	\$10,000.00	\$10,000.00	\$8,000.00	STPFLEX	2024
	\$100,000.00	\$10,000.00	\$10,000.00	\$8,000.00	FBROFF	2025
	\$100,000.00	\$10,000.00	\$10,000.00	\$8,000.00	NHPP	2025
	\$100,000.00	\$10,000.00	\$10,000.00	\$8,000.00	STPFLEX	2025
	\$100,000.00	\$10,000.00	\$10,000.00	\$8,000.00	FBROFF	2026
	\$100,000.00	\$10,000.00	\$10,000.00	\$8,000.00	NHPP	2026
	\$100,000.00	\$10,000.00	\$10,000.00	\$8,000.00	STPFLEX	2026
Environmental	\$300,000.00	\$30,000.00	\$30,000.00	\$24,000.00	FBROFF	2023
	\$400,000.00	\$40,000.00	\$40,000.00	\$32,000.00	NHPP	2023
	\$300,000.00	\$30,000.00	\$30,000.00	\$24,000.00	STPFLEX	2023
	\$300,000.00	\$30,000.00	\$30,000.00	\$24,000.00	FBROFF	2024
	\$200,000.00	\$20,000.00	\$20,000.00	\$0.00	LOCAL	2024
	\$400,000.00	\$40,000.00	\$40,000.00	\$32,000.00	NHPP	2024
	\$300,000.00	\$30,000.00	\$30,000.00	\$24,000.00	STPFLEX	2024
	\$300,000.00	\$30,000.00	\$30,000.00	\$24,000.00	FBROFF	2025
	\$400,000.00	\$40,000.00	\$40,000.00	\$32,000.00	NHPP	2025
	\$300,000.00	\$30,000.00	\$30,000.00	\$24,000.00	STPFLEX	2025
	\$300,000.00	\$30,000.00	\$30,000.00	\$24,000.00	FBROFF	2026
	\$1,000,000.00	\$100,000.00	\$100,000.00	\$80,000.00	NHPP	2026



	\$300,000.00	\$30,000.00	\$30,000.00	\$24,000.00	STPFLEX	2026
Right of Way	\$1,000,000.00	\$100,000.00	\$100,000.00	\$80,000.00	FBROFF	2023
	\$500,000.00	\$50,000.00	\$50,000.00	\$40,000.00	NHPP	2023
	\$1,000,000.00	\$100,000.00	\$100,000.00	\$0.00	STCASH	2023
	\$500,000.00	\$50,000.00	\$50,000.00	\$40,000.00	STP<5K	2023
	\$1,000,000.00	\$100,000.00	\$100,000.00	\$80,000.00	STPFLEX	2023
	\$1,000,000.00	\$100,000.00	\$100,000.00	\$80,000.00	FBROFF	2024
	\$1,000,000.00	\$100,000.00	\$100,000.00	\$80,000.00	NHPP	2024
	\$3,000,000.00	\$300,000.00	\$300,000.00	\$240,000.00	STPFLEX	2024
	\$500,000.00	\$50,000.00	\$50,000.00	\$40,000.00	FBR<200K-E	2025
	\$1,600,000.00	\$160,000.00	\$160,000.00	\$128,000.00	FBROFF	2025
	\$500,000.00	\$50,000.00	\$50,000.00	\$40,000.00	NHPP	2025
	\$500,000.00	\$50,000.00	\$50,000.00	\$0.00	STCASH	2025
	\$1,000,000.00	\$100,000.00	\$100,000.00	\$80,000.00	STP<5K	2025
	\$2,000,000.00	\$200,000.00	\$200,000.00	\$160,000.00	STPFLEX	2025
	\$1,000,000.00	\$100,000.00	\$100,000.00	\$80,000.00	FBROFF	2026
	\$2,000,000.00	\$200,000.00	\$200,000.00	\$160,000.00	NHPP	2026
	\$2,000,000.00	\$200,000.00	\$200,000.00	\$160,000.00	STPFLEX	2026
Utility Relocation	\$1,200,000.00	\$120,000.00	\$120,000.00	\$96,000.00	FBROFF	2023
	\$1,000,000.00	\$100,000.00	\$100,000.00	\$80,000.00	NHPP	2023
	\$300,000.00	\$30,000.00	\$30,000.00	\$24,000.00	STP<5K	2023
	\$2,500,000.00	\$250,000.00	\$250,000.00	\$200,000.00	STPFLEX	2023
	\$500,000.00	\$50,000.00	\$50,000.00	\$40,000.00	FBROFF	2024
	\$100,000.00	\$10,000.00	\$10,000.00	\$0.00	LOCAL	2024
	\$1,000,000.00	\$100,000.00	\$100,000.00	\$80,000.00	NHPP	2024
	\$100,000.00	\$10,000.00	\$10,000.00	\$8,000.00	STP<5K	2024
	\$6,250,000.00	\$625,000.00	\$625,000.00	\$500,000.00	STPFLEX	2024
	\$1,200,000.00	\$120,000.00	\$120,000.00	\$96,000.00	FBROFF	2025
	\$250,000.00	\$25,000.00	\$25,000.00	\$20,000.00	NHPP	2025
	\$250,000.00	\$25,000.00	\$25,000.00	\$20,000.00	STP<5K	2025

	\$1,000,000.00	\$100,000.00	\$100,000.00	\$80,000.00	STP<5K-E	2025
	\$1,300,000.00	\$130,000.00	\$130,000.00	\$104,000.00	STPFLEX	2025
	\$500,000.00	\$50,000.00	\$50,000.00	\$40,000.00	FBROFF	2026
	\$2,000,000.00	\$200,000.00	\$200,000.00	\$160,000.00	NHPP	2026
	\$1,500,000.00	\$150,000.00	\$150,000.00	\$120,000.00	STPFLEX	2026
Design (Engineering)	\$250,000.00	\$25,000.00	\$25,000.00	\$20,000.00	FBROFF	2023
	\$1,800,000.00	\$180,000.00	\$180,000.00	\$144,000.00	NHPP	2023
	\$20,000.00	\$2,000.00	\$2,000.00	\$0.00	STCASH	2023
	\$250,000.00	\$25,000.00	\$25,000.00	\$20,000.00	STP<5K-E	2023
	\$500,000.00	\$50,000.00	\$50,000.00	\$40,000.00	STPFLEX	2023
	\$600,000.00	\$60,000.00	\$60,000.00	\$48,000.00	FBR<200K-E	2024
	\$3,250,000.00	\$325,000.00	\$325,000.00	\$260,000.00	FBROFF	2024
	\$2,000,000.00	\$200,000.00	\$200,000.00	\$160,000.00	NHPP	2024
	\$400,000.00	\$40,000.00	\$40,000.00	\$0.00	REIMB	2024
	\$40,000.00	\$4,000.00	\$4,000.00	\$0.00	STCASH	2024
	\$1,500,000.00	\$150,000.00	\$150,000.00	\$120,000.00	STP<5K	2024
	\$4,450,000.00	\$445,000.00	\$445,000.00	\$356,000.00	STP<5K-E	2024
	\$2,000,000.00	\$200,000.00	\$200,000.00	\$160,000.00	STPFLEX	2024
	\$8,900,000.00	\$890,000.00	\$890,000.00	\$712,000.00	FBROFF	2025
	\$150,000.00	\$15,000.00	\$15,000.00	\$0.00	LOCAL	2025
	\$5,500,000.00	\$550,000.00	\$550,000.00	\$0.00	N A	2025
	\$2,000,000.00	\$200,000.00	\$200,000.00	\$160,000.00	NHPP	2025
	\$600,000.00	\$60,000.00	\$60,000.00	\$0.00	REIMB	2025
	\$500,000.00	\$50,000.00	\$50,000.00	\$0.00	STCASH	2025
	\$750,000.00	\$75,000.00	\$75,000.00	\$60,000.00	STP<5K	2025
	\$16,875,000.00	\$1,687,500.00	\$1,687,500.00	\$1,350,000.00	STPFLEX	2025
	\$1,000,000.00	\$100,000.00	\$100,000.00	\$80,000.00	FBROFF	2026
	\$2,000,000.00	\$200,000.00	\$200,000.00	\$160,000.00	NHPP	2026
	\$2,000,000.00	\$200,000.00	\$200,000.00	\$160,000.00	STPFLEX	2026
Construction	\$8,000,000.00	\$800,000.00	\$880,000.00	\$704,000.00	FBROFF	2023



\$250,000.00	\$25,000.00	\$27,500.00	\$24,750.00	HSIP	2023
\$6,000,000.00	\$600,000.00	\$660,000.00	\$528,000.00	NHPP	2023
\$500,000.00	\$50,000.00	\$55,000.00	\$0.00	REIMB	2023
\$12,000,000.00	\$1,200,000.00	\$1,320,000.00	\$0.00	STCASH	2023
\$250,000.00	\$25,000.00	\$27,500.00	\$22,000.00	STP<5K	2023
\$3,000,000.00	\$300,000.00	\$330,000.00	\$264,000.00	STP<5K-E	2023
\$56,700,000.00	\$5,670,000.00	\$6,237,000.00	\$4,989,600.00	STPFLEX	2023
\$12,000,000.00	\$1,200,000.00	\$1,320,000.00	\$1,056,000.00	FBROFF	2024
\$500,000.00	\$50,000.00	\$55,000.00	\$0.00	NFA	2024
\$134,000,000.00	\$13,400,000.00	\$14,740,000.00	\$11,792,000.00	NHPP	2024
\$18,000,000.00	\$1,800,000.00	\$1,980,000.00	\$1,584,000.00	NHPP-E	2024
\$1,000,000.00	\$100,000.00	\$110,000.00	\$0.00	REIMB	2024
\$28,000,000.00	\$2,800,000.00	\$3,080,000.00	\$0.00	STCASH	2024
\$16,000,000.00	\$1,600,000.00	\$1,760,000.00	\$1,408,000.00	STP<200K	2024
\$16,000,000.00	\$1,600,000.00	\$1,760,000.00	\$1,408,000.00	STP<5K	2024
\$46,000,000.00	\$4,600,000.00	\$5,060,000.00	\$4,048,000.00	STPFLEX	2024
\$3,000,000.00	\$300,000.00	\$330,000.00	\$264,000.00	DEMO	2025
\$30,000,000.00	\$3,000,000.00	\$3,300,000.00	\$2,640,000.00	FBROFF	2025
\$1,500,000.00	\$150,000.00	\$165,000.00	\$148,500.00	HSIP	2025
\$1,500,000.00	\$150,000.00	\$165,000.00	\$0.00	NFA	2025
\$20,000,000.00	\$2,000,000.00	\$2,200,000.00	\$1,760,000.00	NHPP	2025
\$500,000.00	\$50,000.00	\$55,000.00	\$0.00	OTHER	2025
\$1,000,000.00	\$100,000.00	\$110,000.00	\$0.00	REIMB	2025
\$50,000,000.00	\$5,000,000.00	\$5,500,000.00	\$0.00	STCASH	2025
\$1,500,000.00	\$150,000.00	\$165,000.00	\$132,000.00	STP<200K	2025
\$13,000,000.00	\$1,300,000.00	\$1,430,000.00	\$1,144,000.00	STP<5K	2025
\$31,000,000.00	\$3,100,000.00	\$3,410,000.00	\$2,728,000.00	STPFLEX	2025
\$20,000,000.00	\$2,000,000.00	\$2,200,000.00	\$1,760,000.00	STPFLEX-E	2025
\$20,000,000.00	\$2,000,000.00	\$2,200,000.00	\$2,200,000.00	TIFIA	2025
\$10,000,000.00	\$1,000,000.00	\$1,100,000.00	\$880,000.00	DEMO	2026

	\$500,000.00	\$50,000.00	\$55,000.00	\$44,000.00	ER	2026
	\$27,000,000.00	\$2,700,000.00	\$2,970,000.00	\$2,376,000.00	FBR<200K-E	2026
	\$20,000,000.00	\$2,000,000.00	\$2,200,000.00	\$1,760,000.00	FBROFF	2026
	\$25,000,000.00	\$2,500,000.00	\$2,750,000.00	\$2,200,000.00	NHPP	2026
	\$2,000,000.00	\$200,000.00	\$220,000.00	\$0.00	REIMB	2026
	\$1,500,000.00	\$150,000.00	\$165,000.00	\$132,000.00	STP<200K	2026
	\$500,000.00	\$50,000.00	\$55,000.00	\$44,000.00	STP<5K-E	2026
	\$29,375,000.00	\$2,937,500.00	\$3,231,250.00	\$2,585,000.00	STPFLEX	2026
Total Cost	\$771,460,000.00	\$77,146,000.00	\$83,816,750.00	\$58,255,850.00		

L.000077 BRIDGE SCOUR ANALYSIS

Remarks			Type Improvement			Work Type
Project Phase	Project Cost	Project Cost - Shreveport	Total Cost (w/CE&I+IDC) - Shreveport	Federal Share - Shreveport	Fund	Year
Design (Engineering)	\$50,000.00	\$5,000.00	\$5,000.00	\$4,000.00	NHPP	2023
	\$50,000.00	\$5,000.00	\$5,000.00	\$4,000.00	NHPP	2024
	\$50,000.00	\$5,000.00	\$5,000.00	\$4,000.00	NHPP	2025
	\$50,000.00	\$5,000.00	\$5,000.00	\$4,000.00	NHPP	2026
Construction	\$50,000.00	\$5,000.00	\$5,500.00	\$4,400.00	NHPP	2023
	\$50,000.00	\$5,000.00	\$5,500.00	\$4,400.00	NHPP	2024
	\$50,000.00	\$5,000.00	\$5,500.00	\$4,400.00	NHPP	2025
	\$50,000.00	\$5,000.00	\$5,500.00	\$4,400.00	NHPP	2026
Total Cost	\$400,000.00	\$40,000.00	\$42,000.00	\$33,600.00		



L.000078 OFF-SYSTEM BRIDGE REPLACEMENT PROGRAM

Remarks			Type Improvement			Work Type
Project Phase	Project Cost	Project Cost - Shreveport	Total Cost (w/CE&I+IDC) - Shreveport	Federal Share - Shreveport	Fund	Year
Environmental	\$200,000.00	\$20,000.00	\$20,000.00	\$16,000.00	FBROFF	2023
	\$200,000.00	\$20,000.00	\$20,000.00	\$16,000.00	FBROFF	2024
	\$200,000.00	\$20,000.00	\$20,000.00	\$16,000.00	FBROFF	2025
	\$200,000.00	\$20,000.00	\$20,000.00	\$16,000.00	FBROFF	2026
Right of Way	\$1,000,000.00	\$100,000.00	\$100,000.00	\$80,000.00	FBROFF	2025
	\$1,000,000.00	\$100,000.00	\$100,000.00	\$80,000.00	FBROFF	2026
Design (Engineering)	\$300,000.00	\$30,000.00	\$30,000.00	\$24,000.00	FBROFF	2023
	\$250,000.00	\$25,000.00	\$25,000.00	\$20,000.00	STP<5K-E	2023
	\$500,000.00	\$50,000.00	\$50,000.00	\$40,000.00	FBR<200K-E	2024
	\$700,000.00	\$70,000.00	\$70,000.00	\$56,000.00	FBROFF	2024
	\$2,700,000.00	\$270,000.00	\$270,000.00	\$216,000.00	STP<5K-E	2024
	\$2,550,000.00	\$255,000.00	\$255,000.00	\$204,000.00	FBROFF	2025
	\$200,000.00	\$20,000.00	\$20,000.00	\$16,000.00	STPFLEX	2025
	\$1,400,000.00	\$140,000.00	\$140,000.00	\$112,000.00	FBROFF	2026
	\$100,000.00	\$10,000.00	\$10,000.00	\$8,000.00	STPFLEX	2026
Construction	\$12,500,000.00	\$1,250,000.00	\$1,375,000.00	\$1,100,000.00	FBROFF	2023
	\$1,500,000.00	\$150,000.00	\$165,000.00	\$0.00	STCASH	2023
	\$250,000.00	\$25,000.00	\$27,500.00	\$22,000.00	STP<200K	2023
	\$500,000.00	\$50,000.00	\$55,000.00	\$44,000.00	STPFLEX	2023
	\$25,000,000.00	\$2,500,000.00	\$2,750,000.00	\$2,200,000.00	FBROFF	2024
	\$2,500,000.00	\$250,000.00	\$275,000.00	\$0.00	STCASH	2024
	\$20,000,000.00	\$2,000,000.00	\$2,200,000.00	\$0.00	STGEN	2024

	\$2,000,000.00	\$200,000.00	\$220,000.00	\$176,000.00	STP<200K	2024
	\$22,000,000.00	\$2,200,000.00	\$2,420,000.00	\$1,936,000.00	FBROFF	2025
	\$1,000,000.00	\$100,000.00	\$110,000.00	\$0.00	STCASH	2025
	\$20,000,000.00	\$2,000,000.00	\$2,200,000.00	\$0.00	STGEN	2025
	\$22,000,000.00	\$2,200,000.00	\$2,420,000.00	\$1,936,000.00	FBROFF	2026
	\$20,000,000.00	\$2,000,000.00	\$2,200,000.00	\$0.00	STGEN	2026
Total Cost	\$160,750,000.00	\$16,075,000.00	\$17,567,500.00	\$8,334,000.00		

L.000079 BRIDGE DISCRETIONARY PROGRAM

Remarks			Type Improvement			Work Type
Project Phase	Project Cost	Project Cost - Shreveport	Total Cost (w/CE&I+IDC) - Shreveport	Federal Share - Shreveport	Fund	Year
Design (Engineering)	\$20,000.00	\$2,000.00	\$2,000.00	\$1,600.00	BDP	2023
	\$20,000.00	\$2,000.00	\$2,000.00	\$1,600.00	BDP	2024
	\$20,000.00	\$2,000.00	\$2,000.00	\$1,600.00	BDP	2025
	\$20,000.00	\$2,000.00	\$2,000.00	\$1,600.00	BDP	2026
Construction	\$100,000.00	\$10,000.00	\$11,000.00	\$8,800.00	BDP	2023
	\$100,000.00	\$10,000.00	\$11,000.00	\$8,800.00	BDP	2024
	\$100,000.00	\$10,000.00	\$11,000.00	\$8,800.00	BDP	2025
	\$100,000.00	\$10,000.00	\$11,000.00	\$8,800.00	BDP	2026
Total Cost	\$480,000.00	\$48,000.00	\$52,000.00	\$41,600.00		



L.000080 MISC FEDERAL DISCRETIONARY PROJECTS

Remarks			Type Improvement			Work Type
Project Phase	Project Cost	Project Cost - Shreveport	Total Cost (w/CE&I+IDC) - Shreveport	Federal Share - Shreveport	Fund	Year
Design (Engineering)	\$100,000.00	\$10,000.00	\$10,000.00	\$8,000.00	FLH	2023
	\$100,000.00	\$10,000.00	\$10,000.00	\$8,000.00	FLH	2024
	\$100,000.00	\$10,000.00	\$10,000.00	\$8,000.00	FLH	2025
	\$100,000.00	\$10,000.00	\$10,000.00	\$8,000.00	FLH	2026
Construction	\$400,000.00	\$40,000.00	\$44,000.00	\$35,200.00	STP<5K	2023
	\$200,000.00	\$20,000.00	\$22,000.00	\$17,600.00	FLH	2023
	\$100,000.00	\$10,000.00	\$11,000.00	\$8,800.00	FLH	2024
	\$100,000.00	\$10,000.00	\$11,000.00	\$8,800.00	FLH	2025
	\$100,000.00	\$10,000.00	\$11,000.00	\$8,800.00	FLH	2026
Total Cost	\$1,300,000.00	\$130,000.00	\$139,000.00	\$111,200.00		

L.000081 VARIOUS DEMO PROJECTS

Remarks			Type Improvement			Work Type
Project Phase	Project Cost	Project Cost - Shreveport	Total Cost (w/CE&I+IDC) - Shreveport	Federal Share - Shreveport	Fund	Year
Feasibility	\$200,000.00	\$20,000.00	\$20,000.00	\$16,000.00		2023
	\$180,000.00	\$18,000.00	\$18,000.00	\$14,400.00		2024
	\$20,000.00	\$2,000.00	\$2,000.00	\$2,000.00		2024
	\$50,000.00	\$5,000.00	\$5,000.00	\$0.00		2024
	\$200,000.00	\$20,000.00	\$20,000.00	\$16,000.00		2025
	\$200,000.00	\$20,000.00	\$20,000.00	\$16,000.00		2026



Environmental	\$200,000.00	\$20,000.00	\$20,000.00	\$16,000.00	2023
	\$200,000.00	\$20,000.00	\$20,000.00	\$16,000.00	2024
	\$200,000.00	\$20,000.00	\$20,000.00	\$16,000.00	2025
	\$200,000.00	\$20,000.00	\$20,000.00	\$16,000.00	2026
Right of Way	\$200,000.00	\$20,000.00	\$20,000.00	\$16,000.00	2023
	\$200,000.00	\$20,000.00	\$20,000.00	\$16,000.00	2024
	\$200,000.00	\$20,000.00	\$20,000.00	\$16,000.00	2025
	\$200,000.00	\$20,000.00	\$20,000.00	\$16,000.00	2026
Utility Relocation	\$200,000.00	\$20,000.00	\$20,000.00	\$16,000.00	2023
	\$150,000.00	\$15,000.00	\$15,000.00	\$12,000.00	2024
	\$50,000.00	\$5,000.00	\$5,000.00	\$5,000.00	2024
	\$150,000.00	\$15,000.00	\$15,000.00	\$12,000.00	2025
	\$50,000.00	\$5,000.00	\$5,000.00	\$4,500.00	2025
	\$200,000.00	\$20,000.00	\$20,000.00	\$16,000.00	2026
Design (Engineering)	\$200,000.00	\$20,000.00	\$20,000.00	\$16,000.00	2023
	\$800,000.00	\$80,000.00	\$80,000.00	\$64,000.00	2024
	\$200,000.00	\$20,000.00	\$20,000.00	\$16,000.00	2025
	\$200,000.00	\$20,000.00	\$20,000.00	\$16,000.00	2026
Construction	\$3,800,000.00	\$380,000.00	\$418,000.00	\$334,400.00	2023
	\$1,200,000.00	\$120,000.00	\$132,000.00	\$105,600.00	2023
	\$3,500,000.00	\$350,000.00	\$385,000.00	\$308,000.00	2024
	\$1,500,000.00	\$150,000.00	\$165,000.00	\$165,000.00	2024
	\$3,500,000.00	\$350,000.00	\$385,000.00	\$308,000.00	2025
	\$1,500,000.00	\$150,000.00	\$165,000.00	\$165,000.00	2025
	\$5,000,000.00	\$500,000.00	\$550,000.00	\$440,000.00	2026
Total Cost	\$24,650,000.00	\$2,465,000.00	\$2,665,000.00	\$2,195,900.00	



L.000082 MISC STATEWIDE TCSP PROJECTS

Remarks			Type Improvement			Work Type
Project Phase	Project Cost	Project Cost - Shreveport	Total Cost (w/CE&I+IDC) - Shreveport	Federal Share - Shreveport	Fund	Year
Right of Way	\$50,000.00	\$5,000.00	\$5,000.00	\$4,000.00	TCSP	2023
	\$50,000.00	\$5,000.00	\$5,000.00	\$4,000.00	TCSP	2024
	\$50,000.00	\$5,000.00	\$5,000.00	\$4,000.00	TCSP	2025
	\$50,000.00	\$5,000.00	\$5,000.00	\$4,000.00	TCSP	2026
Utility Relocation	\$50,000.00	\$5,000.00	\$5,000.00	\$4,000.00	TCSP	2023
	\$50,000.00	\$5,000.00	\$5,000.00	\$4,000.00	TCSP	2024
	\$50,000.00	\$5,000.00	\$5,000.00	\$4,000.00	TCSP	2025
	\$50,000.00	\$5,000.00	\$5,000.00	\$4,000.00	TCSP	2026
Design (Engineering)	\$500,000.00	\$50,000.00	\$50,000.00	\$40,000.00	TCSP	2023
	\$500,000.00	\$50,000.00	\$50,000.00	\$40,000.00	TCSP	2024
	\$500,000.00	\$50,000.00	\$50,000.00	\$40,000.00	TCSP	2025
	\$500,000.00	\$50,000.00	\$50,000.00	\$40,000.00	TCSP	2026
Construction	\$250,000.00	\$25,000.00	\$27,500.00	\$22,000.00	STBG >200K	2023
	\$250,000.00	\$25,000.00	\$27,500.00	\$22,000.00	TCSP	2023
	\$1,000,000.00	\$100,000.00	\$110,000.00	\$88,000.00	TCSP	2024
	\$1,000,000.00	\$100,000.00	\$110,000.00	\$88,000.00	TCSP	2025
	\$1,000,000.00	\$100,000.00	\$110,000.00	\$88,000.00	TCSP	2026
Total Cost	\$5,900,000.00	\$590,000.00	\$625,000.00	\$500,000.00		

L.000083 CONVERSION OF AC (INCLUDES DEBT SERVICE)

Remarks			Type Improvement			Work Type
Project Phase	Project Cost	Project Cost - Shreveport	Total Cost (w/CE&I+IDC) - Shreveport	Federal Share - Shreveport	Fund	Year
Feasibility	\$100,000.00	\$10,000.00	\$10,000.00	\$8,000.00	STPFLEX	2023
	\$100,000.00	\$10,000.00	\$10,000.00	\$8,000.00	STPFLEX	2024
	\$100,000.00	\$10,000.00	\$10,000.00	\$8,000.00	STPFLEX	2025
	\$100,000.00	\$10,000.00	\$10,000.00	\$8,000.00	STPFLEX	2026
Environmental	\$100,000.00	\$10,000.00	\$10,000.00	\$8,000.00	STPFLEX	2023
	\$100,000.00	\$10,000.00	\$10,000.00	\$8,000.00	STPFLEX	2024
	\$100,000.00	\$10,000.00	\$10,000.00	\$8,000.00	STPFLEX	2025
	\$100,000.00	\$10,000.00	\$10,000.00	\$8,000.00	STPFLEX	2026
Right of Way	\$100,000.00	\$10,000.00	\$10,000.00	\$8,000.00	STPFLEX	2023
	\$100,000.00	\$10,000.00	\$10,000.00	\$8,000.00	STPFLEX	2024
	\$100,000.00	\$10,000.00	\$10,000.00	\$8,000.00	STPFLEX	2025
	\$100,000.00	\$10,000.00	\$10,000.00	\$8,000.00	STPFLEX	2026
Utility Relocation	\$100,000.00	\$10,000.00	\$10,000.00	\$8,000.00	STPFLEX	2023
	\$100,000.00	\$10,000.00	\$10,000.00	\$8,000.00	STPFLEX	2024
	\$100,000.00	\$10,000.00	\$10,000.00	\$8,000.00	STPFLEX	2025
	\$100,000.00	\$10,000.00	\$10,000.00	\$8,000.00	STPFLEX	2026
Design (Engineering)	\$100,000.00	\$10,000.00	\$10,000.00	\$8,000.00	STPFLEX	2023
	\$100,000.00	\$10,000.00	\$10,000.00	\$8,000.00	STPFLEX	2024
	\$100,000.00	\$10,000.00	\$10,000.00	\$8,000.00	STPFLEX	2025
	\$100,000.00	\$10,000.00	\$10,000.00	\$8,000.00	STPFLEX	2026
Construction	\$10,000,000.00	\$1,000,000.00	\$1,100,000.00	\$990,000.00	NHPP	2023
	\$10,000,000.00	\$1,000,000.00	\$1,100,000.00	\$880,000.00	STPFLEX	2023
	\$10,000,000.00	\$1,000,000.00	\$1,100,000.00	\$990,000.00	NHPP	2024
	\$10,000,000.00	\$1,000,000.00	\$1,100,000.00	\$880,000.00	STPFLEX	2024

	\$23,000,000.00	\$2,300,000.00	\$2,530,000.00	\$2,277,000.00	NHPP	2025
	\$23,000,000.00	\$2,300,000.00	\$2,530,000.00	\$2,024,000.00	STPFLEX	2025
	\$41,000,000.00	\$4,100,000.00	\$4,510,000.00	\$4,059,000.00	NHPP	2026
	\$41,000,000.00	\$4,100,000.00	\$4,510,000.00	\$3,608,000.00	STPFLEX	
Total Cost	\$170,000,000.00	\$17,000,000.00	\$18,680,000.00	\$15,868,000.00		

L.000084 MODIFIED PROJECT AGREEMENT

Remarks			Type Improvement			Work Type
Project Phase	Project Cost	Project Cost - Shreveport	Total Cost (w/CE&I+IDC) - Shreveport	Federal Share - Shreveport	Fund	Year
Feasibility	\$250,000.00	\$25,000.00	\$25,000.00	\$20,000.00		2023
	\$250,000.00	\$25,000.00	\$25,000.00	\$20,000.00		2024
	\$250,000.00	\$25,000.00	\$25,000.00	\$20,000.00		2025
	\$250,000.00	\$25,000.00	\$25,000.00	\$20,000.00		2026
Environmental	\$250,000.00	\$25,000.00	\$25,000.00	\$20,000.00		2023
	\$250,000.00	\$25,000.00	\$25,000.00	\$20,000.00		2024
	\$250,000.00	\$25,000.00	\$25,000.00	\$20,000.00		2025
	\$250,000.00	\$25,000.00	\$25,000.00	\$20,000.00		2026
Right of Way	\$500,000.00	\$50,000.00	\$50,000.00	\$40,000.00		2023
	\$500,000.00	\$50,000.00	\$50,000.00	\$40,000.00		2024
	\$500,000.00	\$50,000.00	\$50,000.00	\$40,000.00		2025
	\$500,000.00	\$50,000.00	\$50,000.00	\$40,000.00		2026
Utility Relocation	\$500,000.00	\$50,000.00	\$50,000.00	\$40,000.00		2023
	\$500,000.00	\$50,000.00	\$50,000.00	\$40,000.00		2024
	\$500,000.00	\$50,000.00	\$50,000.00	\$40,000.00		2025
	\$500,000.00	\$50,000.00	\$50,000.00	\$40,000.00		2026
Design (Engineering)	\$500,000.00	\$50,000.00	\$50,000.00	\$40,000.00		2023



	\$500,000.00	\$50,000.00	\$50,000.00	\$40,000.00		2024
	\$500,000.00	\$50,000.00	\$50,000.00	\$40,000.00		2025
	\$500,000.00	\$50,000.00	\$50,000.00	\$40,000.00		2026
Construction	\$10,000,000.00	\$1,000,000.00	\$1,100,000.00	\$880,000.00		2023
	\$10,000,000.00	\$1,000,000.00	\$1,100,000.00	\$880,000.00		2024
	\$10,000,000.00	\$1,000,000.00	\$1,100,000.00	\$880,000.00		2025
	\$10,000,000.00	\$1,000,000.00	\$1,100,000.00	\$880,000.00		2026
Total Cost	\$48,000,000.00	\$4,800,000.00	\$5,200,000.00	\$4,160,000.00		

L.000085 ADVANCED TRAFFIC MANAGEMENT CENTER

Remarks			Type Improvement			Work Type
Project Phase	Project Cost	Project Cost - Shreveport	Total Cost (w/CE&I+IDC) - Shreveport	Federal Share - Shreveport	Fund	Year
Construction	\$200,000.00	\$20,000.00	\$22,000.00	\$17,600.00	CM	2023
	\$200,000.00	\$20,000.00	\$22,000.00	\$17,600.00	CM	2024
	\$200,000.00	\$20,000.00	\$22,000.00	\$17,600.00	CM	2025
	\$200,000.00	\$20,000.00	\$22,000.00	\$17,600.00	CM	2026
Total Cost	\$800,000.00	\$80,000.00	\$88,000.00	\$70,400.00		



L.000087 STAGE 0 AND FEASIBILITY STUDIES

Remarks		Type Improvement				Work Type
Project Phase	Project Cost	Project Cost - Shreveport	Total Cost (w/CE&I+IDC) - Shreveport	Federal Share - Shreveport	Fund	Year
Feasibility	\$650,000.00	\$65,000.00	\$65,000.00	\$52,000.00	DEMO	2023
	\$250,000.00	\$25,000.00	\$25,000.00	\$22,500.00	HSIP	2023
	\$300,000.00	\$30,000.00	\$30,000.00	\$30,000.00	HSIPPEN	2023
	\$1,600,000.00	\$160,000.00	\$160,000.00	\$128,000.00	NHPP	2023
	\$2,500,000.00	\$250,000.00	\$250,000.00	\$0.00	STCASH	2023
	\$2,300,000.00	\$230,000.00	\$230,000.00	\$184,000.00	STPFLEX	2023
	\$500,000.00	\$50,000.00	\$50,000.00	\$40,000.00	DEMO	2024
	\$500,000.00	\$50,000.00	\$50,000.00	\$45,000.00	HSIP	2024
	\$250,000.00	\$25,000.00	\$25,000.00	\$25,000.00	HSIPPEN	2024
	\$1,500,000.00	\$150,000.00	\$150,000.00	\$120,000.00	NHPP	2024
	\$500,000.00	\$50,000.00	\$50,000.00	\$0.00	STCASH	2024
	\$1,750,000.00	\$175,000.00	\$175,000.00	\$140,000.00	STPFLEX	2024
	\$400,000.00	\$40,000.00	\$40,000.00	\$32,000.00	FBROFF	2025
	\$500,000.00	\$50,000.00	\$50,000.00	\$45,000.00	HSIP	2025
	\$700,000.00	\$70,000.00	\$70,000.00	\$70,000.00	HSIPPEN	2025
	\$900,000.00	\$90,000.00	\$90,000.00	\$72,000.00	NHPP	2025
	\$250,000.00	\$25,000.00	\$25,000.00	\$0.00	STCASH	2025
	\$1,600,000.00	\$160,000.00	\$160,000.00	\$128,000.00	STPFLEX	2025
	\$500,000.00	\$50,000.00	\$50,000.00	\$45,000.00	HSIP	2026
	\$1,000,000.00	\$100,000.00	\$100,000.00	\$100,000.00	HSIPPEN	2026
	\$1,000,000.00	\$100,000.00	\$100,000.00	\$80,000.00	NHPP	2026
	\$500,000.00	\$50,000.00	\$50,000.00	\$0.00	STCASH	2026
	\$1,000,000.00	\$100,000.00	\$100,000.00	\$80,000.00	STPFLEX	2026
Total Cost	\$20,950,000.00	\$2,095,000.00	\$2,095,000.00	\$1,438,500.00		



L.000092 DBE SUPPORTIVE SERVICES

Remarks			Type Improvement			Work Type
Project Phase	Project Cost	Project Cost - Shreveport	Total Cost (w/CE&I+IDC) - Shreveport	Federal Share - Shreveport	Fund	Year
Feasibility	\$300,000.00	\$30,000.00	\$30,000.00	\$30,000.00	DBE/SS	2023
	\$300,000.00	\$30,000.00	\$30,000.00	\$30,000.00	DBE/SS	2024
	\$300,000.00	\$30,000.00	\$30,000.00	\$30,000.00	DBE/SS	2025
	\$300,000.00	\$30,000.00	\$30,000.00	\$30,000.00	DBE/SS	2026
Total Cost	\$1,200,000.00	\$120,000.00	\$120,000.00	\$120,000.00		

L.000093 STATEWIDE CONGESTION MITIGATION

Remarks			Type Improvement			Work Type
						CONGESTION MITIGATION
Project Phase	Project Cost	Project Cost - Shreveport	Total Cost (w/CE&I+IDC) - Shreveport	Federal Share - Shreveport	Fund	Year
Feasibility	\$100,000.00	\$10,000.00	\$10,000.00	\$10,000.00	STPFLEX	2023
	\$100,000.00	\$10,000.00	\$10,000.00	\$10,000.00	STPFLEX	2024
	\$100,000.00	\$10,000.00	\$10,000.00	\$10,000.00	STPFLEX	2025
	\$100,000.00	\$10,000.00	\$10,000.00	\$10,000.00	STPFLEX	2026
Environmental	\$100,000.00	\$10,000.00	\$10,000.00	\$10,000.00	CM	2023
	\$100,000.00	\$10,000.00	\$10,000.00	\$10,000.00	CM	2024



	\$100,000.00	\$10,000.00	\$10,000.00	\$10,000.00	CM	2025
	\$100,000.00	\$10,000.00	\$10,000.00	\$10,000.00	CM	2026
Right of Way	\$100,000.00	\$10,000.00	\$10,000.00	\$10,000.00	CM	2023
	\$100,000.00	\$10,000.00	\$10,000.00	\$10,000.00	CM	2024
	\$100,000.00	\$10,000.00	\$10,000.00	\$10,000.00	CM	2025
	\$100,000.00	\$10,000.00	\$10,000.00	\$10,000.00	CM	2026
Utility Relocation	\$100,000.00	\$10,000.00	\$10,000.00	\$10,000.00	CM	2023
	\$100,000.00	\$10,000.00	\$10,000.00	\$10,000.00	CM	2024
	\$100,000.00	\$10,000.00	\$10,000.00	\$10,000.00	CM	2025
	\$100,000.00	\$10,000.00	\$10,000.00	\$10,000.00	CM	2026
Design (Engineering)	\$100,000.00	\$10,000.00	\$10,000.00	\$10,000.00	CM	2023
	\$100,000.00	\$10,000.00	\$10,000.00	\$10,000.00	CM	2024
	\$100,000.00	\$10,000.00	\$10,000.00	\$10,000.00	CM	2025
	\$100,000.00	\$10,000.00	\$10,000.00	\$10,000.00	CM	2026
Construction	\$250,000.00	\$25,000.00	\$27,500.00	\$27,500.00	CM	2023
	\$4,600,000.00	\$460,000.00	\$506,000.00	\$506,000.00	CM	2024
	\$4,600,000.00	\$460,000.00	\$506,000.00	\$506,000.00	CM	2025
	\$4,600,000.00	\$460,000.00	\$506,000.00	\$506,000.00	CM	2026
Total Cost	\$16,050,000.00	\$1,605,000.00	\$1,745,500.00	\$1,745,500.00		

L.000094 URBAN TRANSIT(INCL TRANSFER TO AGENCIES)

Remarks		Type Improvement				Work Type	
Project Phase	Project Cost	Project Cost - Shreveport	Total Cost (w/CE&I+IDC) - Shreveport	Federal Share - Shreveport	Fund	Year	
Design (Engineering)	\$50,000.00	\$5,000.00	\$5,000.00	\$5,000.00	STPFLEX	2023	
	\$2,100,000.00	\$210,000.00	\$210,000.00	\$210,000.00	TAP>200K	2023	
	\$50,000.00	\$5,000.00	\$5,000.00	\$5,000.00	STPFLEX	2024	
	\$50,000.00	\$5,000.00	\$5,000.00	\$5,000.00	STPFLEX	2025	
	\$50,000.00	\$5,000.00	\$5,000.00	\$5,000.00	STPFLEX	2026	
Construction	\$2,000,000.00	\$200,000.00	\$220,000.00	\$220,000.00	CM	2023	
	\$500,000.00	\$50,000.00	\$55,000.00	\$55,000.00	FB DISCR	2023	
	\$1,000,000.00	\$100,000.00	\$110,000.00	\$110,000.00	STP<200K	2023	
	\$1,000,000.00	\$100,000.00	\$110,000.00	\$110,000.00	STBG >200K	2023	
	\$16,000,000.00	\$1,600,000.00	\$1,760,000.00	\$1,760,000.00	STPFLEX	2023	
	\$2,000,000.00	\$200,000.00	\$220,000.00	\$220,000.00	CM	2024	
	\$500,000.00	\$50,000.00	\$55,000.00	\$55,000.00	FB DISCR	2024	
	\$1,000,000.00	\$100,000.00	\$110,000.00	\$110,000.00	STP<200K	2024	
	\$1,000,000.00	\$100,000.00	\$110,000.00	\$110,000.00	STBG >200K	2024	
	\$1,000,000.00	\$100,000.00	\$110,000.00	\$110,000.00	STPFLEX	2024	
	\$2,000,000.00	\$200,000.00	\$220,000.00	\$220,000.00	CM	2025	
	\$500,000.00	\$50,000.00	\$55,000.00	\$55,000.00	FB DISCR	2025	
	\$1,000,000.00	\$100,000.00	\$110,000.00	\$110,000.00	STP<200K	2025	
	\$1,000,000.00	\$100,000.00	\$110,000.00	\$110,000.00	STBG >200K	2025	
	\$1,000,000.00	\$100,000.00	\$110,000.00	\$110,000.00	STPFLEX	2025	
	\$2,000,000.00	\$200,000.00	\$220,000.00	\$220,000.00	CM	2026	
	\$500,000.00	\$50,000.00	\$55,000.00	\$55,000.00	FB DISCR	2026	
	\$1,000,000.00	\$100,000.00	\$110,000.00	\$110,000.00	STP<200K	2026	
	\$1,000,000.00	\$100,000.00	\$110,000.00	\$110,000.00	STBG >200K	2026	

	\$1,000,000.00	\$100,000.00	\$110,000.00	\$110,000.00	STPFLEX	2026
Total Cost	\$39,300,000.00	\$3,930,000.00	\$4,300,000.00	\$4,300,000.00		

L.000095 SPECIAL RULE-AREAS 5K OR LESS POPULATION

Remarks		Type Improvement				Work Type	
Project Phase	Project Cost	Project Cost - Shreveport	Total Cost (w/CE&I+IDC) - Shreveport	Federal Share - Shreveport	Fund	Year	
Environmental	\$100,000.00	\$10,000.00	\$10,000.00	\$8,000.00	STP<5K	2023	
	\$100,000.00	\$10,000.00	\$10,000.00	\$8,000.00	STP<5K	2024	
	\$100,000.00	\$10,000.00	\$10,000.00	\$8,000.00	STP<5K	2025	
	\$100,000.00	\$10,000.00	\$10,000.00	\$8,000.00	STP<5K	2026	
Right of Way	\$100,000.00	\$10,000.00	\$10,000.00	\$8,000.00	STP<5K	2023	
	\$100,000.00	\$10,000.00	\$10,000.00	\$8,000.00	STP<5K	2024	
	\$100,000.00	\$10,000.00	\$10,000.00	\$8,000.00	STP<5K	2025	
	\$100,000.00	\$10,000.00	\$10,000.00	\$8,000.00	STP<5K	2026	
Utility Relocation	\$100,000.00	\$10,000.00	\$10,000.00	\$8,000.00	STP<5K	2023	
	\$100,000.00	\$10,000.00	\$10,000.00	\$8,000.00	STP<5K	2024	
	\$100,000.00	\$10,000.00	\$10,000.00	\$8,000.00	STP<5K	2025	
	\$100,000.00	\$10,000.00	\$10,000.00	\$8,000.00	STP<5K	2026	
Design (Engineering)	\$100,000.00	\$10,000.00	\$10,000.00	\$8,000.00	STP<5K	2023	
	\$100,000.00	\$10,000.00	\$10,000.00	\$8,000.00	STP<5K	2024	
	\$100,000.00	\$10,000.00	\$10,000.00	\$8,000.00	STP<5K	2025	



	\$100,000.00	\$10,000.00	\$10,000.00	\$8,000.00	STP<5K	2026
Construction	\$175,000.00	\$17,500.00	\$19,250.00	\$15,400.00	STP<5K	2023
	\$4,175,000.00	\$417,500.00	\$459,250.00	\$367,400.00	STP<5K	2024
	\$1,000,000.00	\$100,000.00	\$110,000.00	\$88,000.00	STP LEX	2024
	\$4,175,000.00	\$417,500.00	\$459,250.00	\$367,400.00	STP<5K	2025
	\$4,175,000.00	\$417,500.00	\$459,250.00	\$367,400.00	STP<5K	2026
Total Cost	\$15,300,000.00	\$1,530,000.00	\$1,667,000.00	\$1,333,600.00		

L.000096 FERRY BOAT MECH/ELECT/DISCR PROGRAMS

Remarks		Type Improvement				Work Type
Project Phase	Project Cost	Project Cost - Shreveport	Total Cost (w/CE&I+IDC) - Shreveport	Federal Share - Shreveport	Fund	Year
Design (Engineering)	\$800,000.00	\$80,000.00	\$80,000.00	\$64,000.00	FB DISCR	2023
	\$10,000.00	\$1,000.00	\$1,000.00	\$0.00	STCASH	2023
	\$10,000.00	\$1,000.00	\$1,000.00	\$800.00	STPFLEX	2023
	\$10,000.00	\$1,000.00	\$1,000.00	\$800.00	FB DISCR	2024
	\$10,000.00	\$1,000.00	\$1,000.00	\$0.00	STCASH	2024
	\$10,000.00	\$1,000.00	\$1,000.00	\$800.00	STPFLEX	2024
	\$10,000.00	\$1,000.00	\$1,000.00	\$800.00	FB DISCR	2025
	\$10,000.00	\$1,000.00	\$1,000.00	\$0.00	STCASH	2025
	\$10,000.00	\$1,000.00	\$1,000.00	\$800.00	STPFLEX	2025
	\$10,000.00	\$1,000.00	\$1,000.00	\$800.00	FB DISCR	2026
	\$10,000.00	\$1,000.00	\$1,000.00	\$0.00	STCASH	2026
	\$10,000.00	\$1,000.00	\$1,000.00	\$800.00	STPFLEX	2026
Construction	\$6,000,000.00	\$600,000.00	\$660,000.00	\$528,000.00	FB DISCR	2023
	\$1,000,000.00	\$100,000.00	\$110,000.00	\$0.00	STCASH	2023



	\$1,000,000.00	\$100,000.00	\$110,000.00	\$88,000.00	STPFLEX	2023
	\$2,200,000.00	\$220,000.00	\$242,000.00	\$193,600.00	FB DISCR	2024
	\$1,000,000.00	\$100,000.00	\$110,000.00	\$0.00	STCASH	2024
	\$1,000,000.00	\$100,000.00	\$110,000.00	\$88,000.00	STPFLEX	2024
	\$1,200,000.00	\$120,000.00	\$132,000.00	\$105,600.00	FB DISCR	2025
	\$1,000,000.00	\$100,000.00	\$110,000.00	\$0.00	STCASH	2025
	\$2,000,000.00	\$200,000.00	\$220,000.00	\$176,000.00	STPFLEX	2025
	\$1,200,000.00	\$120,000.00	\$132,000.00	\$105,600.00	FB DISCR	2026
	\$1,000,000.00	\$100,000.00	\$110,000.00	\$0.00	STCASH	2026
	\$3,000,000.00	\$300,000.00	\$330,000.00	\$264,000.00	STP<5K-E	2026
	\$2,000,000.00	\$200,000.00	\$220,000.00	\$176,000.00	STPFLEX	2026
Total Cost	\$24,510,000.00	\$2,451,000.00	\$2,687,000.00	\$1,794,400.00		



APPENDIX A

FEDERAL HIGHWAY / TRANSIT CORE FUNDING PROGRAMS

IIJA HIGHWAY FUNDING PROGRAMS

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

Eligible Use of Funds:

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

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

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

Eligible Use of Funds:

Expands NHS eligibility to include the following activities:

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

Surface Transportation Block Grant Program (STBG)

Program purpose

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

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

Sub allocation

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

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

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

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

Eligible activities

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

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



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

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

[§1109; 23 USC 504(e)]



Location of Projects

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

Program features

Off-system bridges

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

Rural minor collectors

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

Bridge and tunnel inspection standards

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

Performance

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

Highway Safety Improvement Program (HSIP)

Program purpose

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

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

Eligible use of funding

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

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

[§1109; 23 USC 504(e)]

Program features

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

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

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

Implementation

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



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

Performance

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

[§1203; 23 USC 150(c)]

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

National High Priority Program (NHPP)

Program purpose

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

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

Eligible activities

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

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

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

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

[§1109; 23 USC 504(e)]

Location of projects

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

Program features

Enhanced National Highway System

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

- The Interstate System.
- All principal arterials (including those not previously designated as part of the NHS) and border crossings on those routes.
- Intermodal connectors -- highways that provide motor vehicle access between the NHS and major intermodal transportation facilities.



- STRAHNET -- the network of highways important to U.S. strategic defense.
- STRAHNET connectors to major military installations.

[§1104; 23 USC 103]

Asset management

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

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

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

Minimum pavement and bridge conditions

- Interstate conditions --The Secretary will establish a minimum level of condition for Interstate pavements, which may vary by geographic region. If, during two consecutive reporting periods, Interstate pavement conditions in a State fall below the minimum set by the Secretary, the State must, at a minimum, devote the following resources to improve Interstate pavement conditions during the following fiscal year (and each year thereafter if the condition remains below the minimum):
 - NHPP funds in an amount equal to the State's FY 2009 Interstate Maintenance (IM) apportionment, to increase by 2% per year for each year after FY 2013.
 - Funds transferred from the STP (not from sub allocated amounts) to the NHPP in an amount equal to 10% of the amount of the State's FY 2009 IM apportionment.

- Bridge conditions – IIJA establishes a minimum standard for NHS bridge conditions. If more than 10% of the total deck area of NHS bridges in a State is on structurally deficient bridges for three consecutive years, the State must devote NHPP funds in an amount equal to 50% of the State's FY 2009 Highway Bridge Program apportionment to improve bridge conditions during the following fiscal year (and each year thereafter if the condition remains below the minimum).

Bridge and tunnel inspection standards



If a State is in noncompliance with bridge and tunnel inspection standards established by the Secretary, a portion of NHPP funds must be used to correct the problem. (See "Bridge and Tunnel Inspection" fact sheet). [§1111; 23 USC 144(h)(5)]

Performance

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

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

[§1203; 23 USC 150(c)]

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

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

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

IIJA TRANSIT FUNDING COMPONENTS

Section 5307 Urbanized Area Formula Program

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

Section 5310 Elderly and Persons with Disabilities Formula Program

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

Sections 5339 Discretionary Capital Investment Programs

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

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APPENDIX B

2022 TIP SPECIFIC PUBLIC INVOLVEMENT ACTIVITIES

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

Public Comment Period	<p>Northwest Louisiana Council of Governments FFY 2023-2026 Northwest Louisiana Metropolitan Planning Area (Bossier, Caddo, Desoto, and Webster Parishes) Transportation Improvement Program (TIP)</p> <p>Public Comment Period August 28th, 2022 – September 27th, 2022</p> <p>The Northwest Louisiana Council of Governments, the local Metropolitan Planning Organization (MPO), is submitting for Public Review and Comment the Fiscal Year 2023-2026 Northwest Louisiana Metropolitan Planning Area (Bossier, Caddo, Desoto, and Webster Parishes) Transportation Improvement Program (TIP). The TIP document is this region's submission to the Federal Highway Administration and Federal Transit Administration regarding the programming of transportation projects that utilize federal source funding for fiscal years 2023 through 2026.</p> <p>To meet the requirements of the Infrastructure Investment and Jobs Act (IIJA), this document is now available for public review and comment. Public notice of public involvement activities and time established for public review and comments on the TIP will satisfy the program of projects (PIP) requirements. NLCOG's Metropolitan Planning Organization Transportation Policy Committee is scheduled to consider the TIP, pending public comment, at its next scheduled meeting on Friday, September 30th, 2022.</p> <p>All interested citizens are encouraged to access the Draft TIP at www.nlco.org or by requesting a printed copy from the office of NLCOG at (318) 841-5950. Comments may be e-mailed to public_comments@nlco.org or mailed to:</p> <p>NLCOG Attn: TIP Comment 625 Texas Street, Suite 200 Shreveport, Louisiana 71101</p> <p>All public written comments relative to this draft document should be received no later than September 27th, 2022.</p>
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Comments Received: NLCOG's Transportation Improvement Program (TIP) FFY2023 – FFY2026 Draft Document

COMMENTS RECEIVED FROM PUBLIC OFFICIALS REGARDING THE DRAFT TIP DOCUMENT

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COMMENTS RECEIVED FROM THE GENERAL PUBLIC REGARDING THE DRAFT TIP
DOCUMENT

Final DRAFT