



# *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
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Address FHWA/FTA TIP document requirements: Revision I	09.29.2022 – 11.09.2022
Submit TIP (2023 – 2026) Revision 1 to FHWA-La Div. Office	11.10.2022



**This document was prepared by:**  
**The Northwest Louisiana Council of Governments (NLCOG)**  
**In cooperation with**  
**The Louisiana Department of Transportation and Development (LADOTD)**

This plan updates the Congestion Management Process (CMP) September 27<sup>th</sup>, 2018, for the NLCOG Metropolitan Planning Area (MPA) encompassing Caddo, Bossier, DeSoto, and Webster Parishes in Louisiana.

This document was publicized for public comment on August 30<sup>th</sup>, 2022, to be reviewed and considered by the NLCOG Metropolitan Planning Organization's Transportation Policy Committee on September 30<sup>th</sup>, 2022.

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**Credit/Disclaimer Statement**

"The preparation of this report has been financed in part through grant[s] from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the State Planning and Research Program, Section 505 [or Metropolitan Planning Program, Section 104(f)] of Title 23, U.S. Code. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation."

Questions or other interest regarding the plan may be directed to:

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

September 30<sup>th</sup>, 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 15<sup>th</sup> 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






## Joint Certification of the Metropolitan Transportation Planning Process

In accordance with the federal legislation, 23 Code of Federal Regulations 450.334 and the Fixing America's Surface Transportation Act (FAST-Act), 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 and 135, 49 U.S.C. 5303, and 5304, 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 FAST-Act (Pub. L. 114-357) 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

10/1/2022  
DATE

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

September 30<sup>th</sup>, 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 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 (CO<sub>2</sub>) 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 (NO<sub>2</sub>) and small particulate matter (PM<sub>10</sub>).

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 (O<sub>3</sub>) – 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 <sup>st</sup> 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 <sup>st</sup> 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*

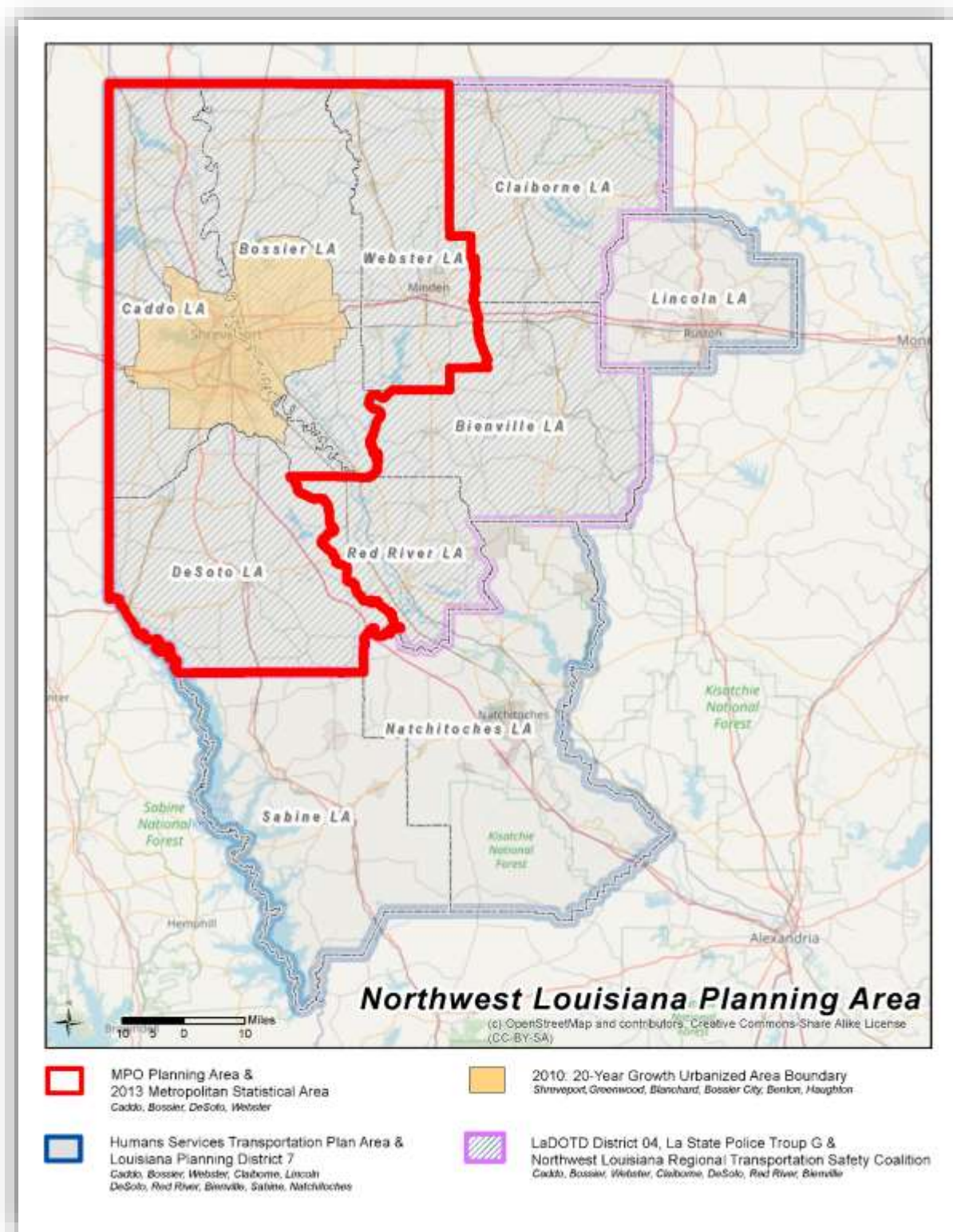
A Transportation Management Area (TMA) is an area designated by the US Secretary of Transportation, having an urbanized area population of over 200,000, or upon special request from the Governor and the MPO, or under special circumstances designated for the area. In addition to meeting all the federal 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 1<sup>st</sup> 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: <https://www.nlcog.org/trans.html>

Transportation Policy Committee: <https://www.nlcog.org/trans.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	---	---	---	---
<b>MPO Total*</b>	<b>350,471</b>	<b>134,602</b>	<b>27,897</b>	<b>36,396</b>	<b>89,144</b>	<b>153,437</b>

\* 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

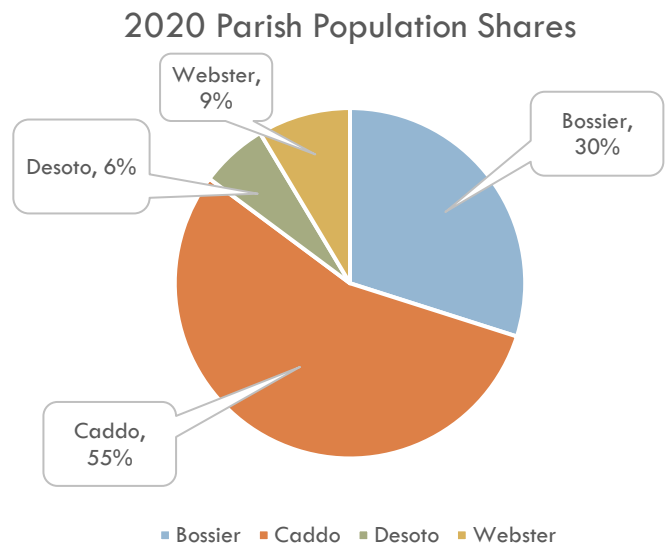
\*\* Note: Desoto Parish became an official member of the MPO 2019; Webster Parish became an official member of the MPO in 2020.

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.

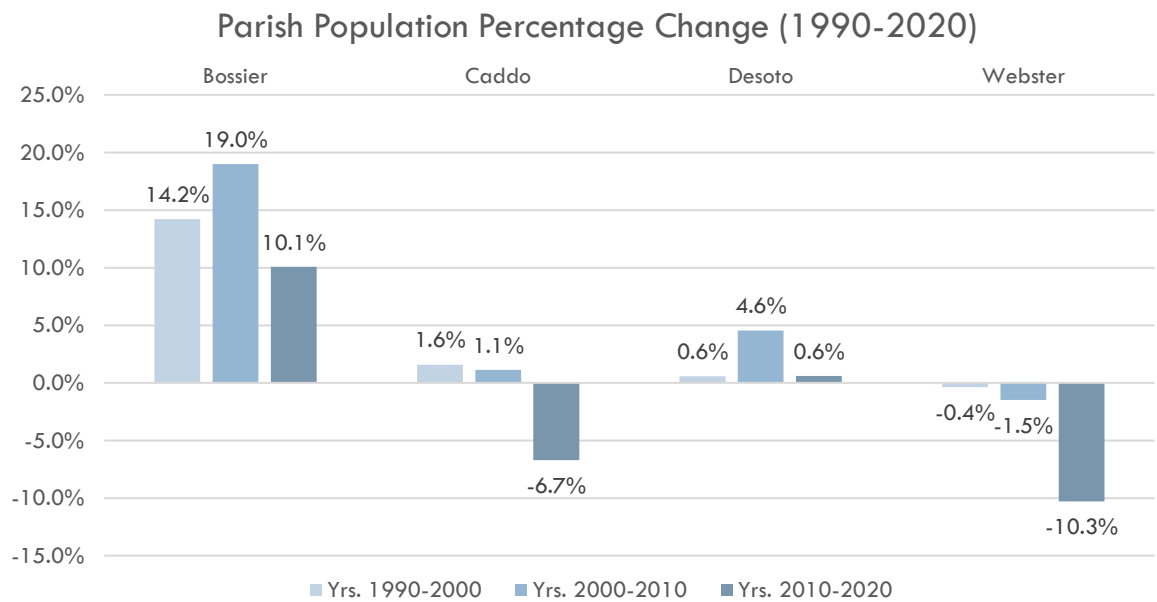


**FIGURE 2.1: MPO PARISHES SHARE OF POPULATION**

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 2021, an emphasis of performance-based planning continues which mandates statewide and metropolitan planning processes to incorporate a more comprehensive performance-based approach to their decision-making.

Performance Based Planning and Programming is a strategic approach that uses system information to make investment and policy decisions to achieve goals set for multimodal transportation systems and better assess progress towards achieving goals. Federal regulations require various transportation agencies, including MPOs and State DOTs to implement a performance-based approach in their planning and programming activities. As part of this performance-based approach, transportation agencies are required to set targets that address several performance measures established under 23 CFR Part 490, 49 U.S.C 5326(c), and 49 U.S.C. 5329 (d). Selection of these performance targets must be in accordance with the appropriate target setting framework established under 23 CFR 490 and must be coordinated with relevant State(s) and public transportation providers to the maximum extent practicable. NLCOG (MPO) is required to establish performance targets, and track progress towards target achievement, for the performance measures shown in **Table 3.0**.

The legislation requires the U.S. Department of Transportation, in consultation with states, MPOs and other stakeholders, to establish performance measures in these areas (i.e., National Goals)

- Safety (PM1)
- Infrastructure Condition (PM2)
- System Reliability (PM3)
- Freight Movement and Economic Vitality (PM3)
- Environmental Sustainability (PM3)
- Transit (State of Good Repair – SOGR)





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 staff evaluates projects on a performance-based scoring system. Once a funding source is secured per respective project, the top ranked projects are programmed into the four-year Transportation Improvement Project (TIP) (Please refer to **Chapter 4: TIP Development**).

**Table 3.0 - Summary of Federal 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"> <li>Number of fatalities</li> <li>Fatality rate (per 100 million vehicle-miles traveled)</li> <li>Number of serious injuries</li> <li>Serious injury rate (per 100 million vehicle-miles traveled)</li> <li>Number of non-motorized fatalities and non-motorized serious injuries</li> </ul>	YES (02.28.2022)
Infrastructure Condition (PM2) 	<ul style="list-style-type: none"> <li>Percentage of pavements on the Interstate System in good condition</li> <li>Percentage of pavements on the Interstate System in poor condition</li> <li>Percentage of pavements on the non-Interstate NHS in good condition</li> <li>Percentage of pavements on the non-Interstate NHS in poor condition</li> </ul>	YES (11.30.2018)
Infrastructure Condition (PM2) 	<ul style="list-style-type: none"> <li>Percentage of NHS bridges classified as in good condition</li> <li>Percentage of NHS bridges classified as in poor condition</li> </ul>	YES (11.30.2018)
System Reliability (PM3) 	<ul style="list-style-type: none"> <li>Percentage of person-miles traveled on the Interstate System that are reliable</li> <li>Percent of person-miles traveled on the non-Interstate NHS that are reliable</li> </ul>	YES (11.30.2018)

National Goal (Rulemaking)  Continued	Performance Measures	MPO Adopted Statewide And Transit Provider Targets: YES/NO (Date Adopt.**)
Freight Movement Economic Vitality (PM3)  	Truck Travel Time Reliability Index	YES (11.30.2018)
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"> <li>■ % Bus Class. met or exceed ULB</li> <li>■ % Cutaway Bus Class. met or exceed ULB</li> <li>■ % Van Class. met or exceed ULB</li> </ul>	YES (11.30.2020)

There is currently only segment of the NHS that is locally owned and maintained by the City of Shreveport. This is a short segment approximately one half mile in length of Monkhouse Drive from I-20 to the entrance of the Shreveport Regional Airport that is in good condition. There currently are no projects identified for this NHS segment.

#### ***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***

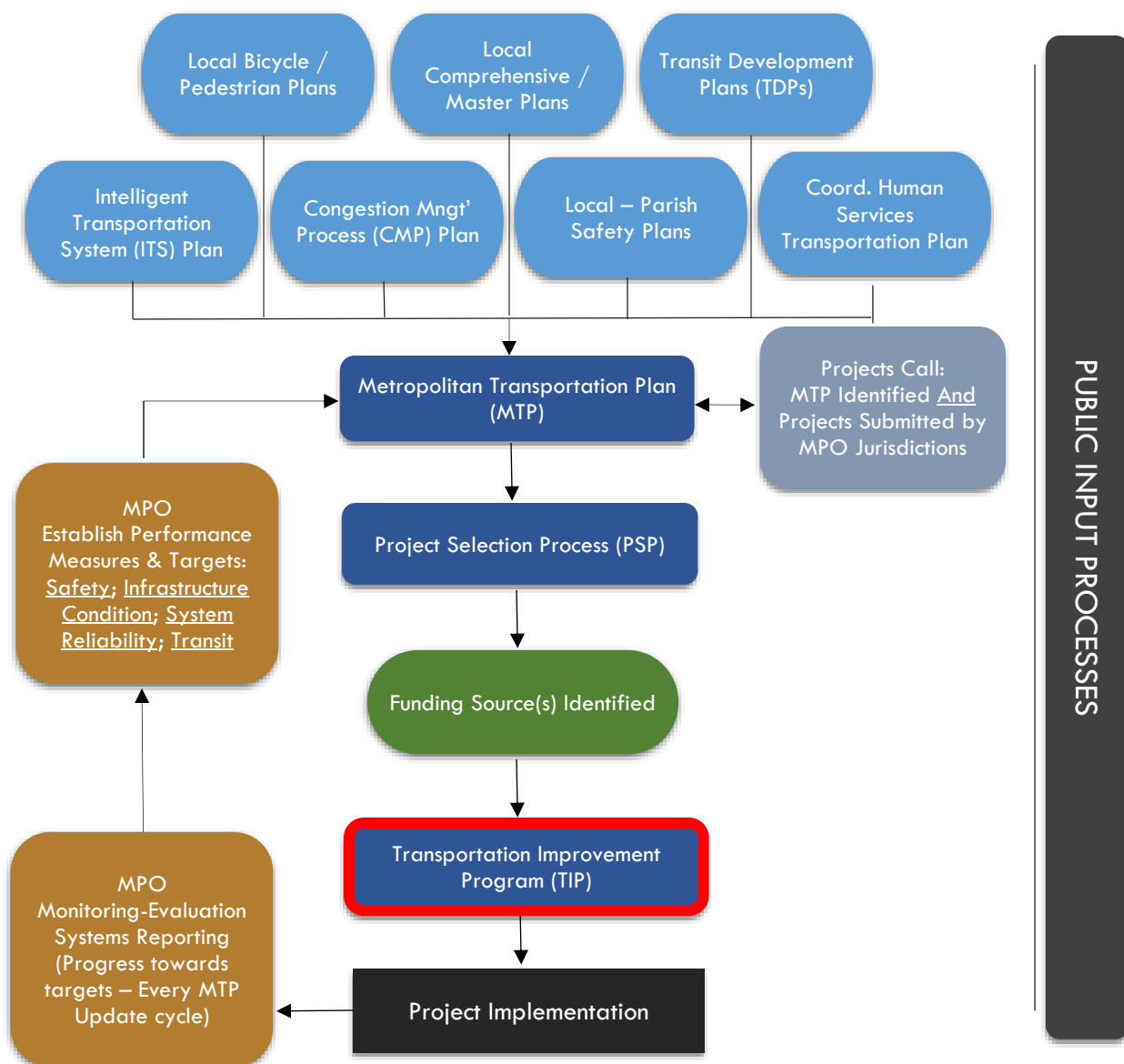
Transit providers that receive Federal Transit Authority (FTA) funding are also required to incorporate performance management into their planning and programming process. This requires the creation of a Transit Asset management (TAM) Plan and State of Good Repair (SGR) Performance Targets. NLCOG area 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 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. In addition to this requirement, the IIJA continues the process of considering 10 MPO Planning Factors during the identification of transportation improvement projects.

**FIGURE 4.0: IIJA Planning Factors**



*\*New factors introduced by the FAST Act*

The FFY 2023 - 2026 TIP is developed with the intent of linking the MPO's investment priorities to the National Goals established through federal legislation, federally required performance measures, and the regional goals and objectives established in NLCOG's MTP (**Figure 4.1**). In turn, this provided the framework for the TIP's Project Prioritization Criteria (**Figure 4.2 – detailed description Appendix B**), which are established to ensure that the projects selected for funding in the TIP are reflective of national and regional goals and support the achievement of the MPO's adopted performance targets.

## 4.2 IIJA's TIP COORDINATION AND CONSIDERATIONS

The MPO staff coordinates with various local, regional, state, and federal agencies, as well as the general public to ensure that the projects included in the TIP reflect regional goals and priorities. The MPO staff works in concert with LADOTD to ensure that the state's projects are included in the TIP, and the agencies continually coordinate to track obligations and the status of the projects throughout the life of the TIP. LADOTD periodically submits projects to NLCOG (MPO) to be included in the TIP, which are consistent with the NLCOG's MTP, the STIP, and LADOTD's State Long Range Transportation Plan. State sponsored projects contribute to the achievement of performance targets as they are consistent with the regional, state, and federal priorities identified in LADOTD's STIP.

Further, 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 the IIJA.

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.

## 4.3 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.

#### 4.4 CONSISTENCY WITH NLCOG'S MTP GOALS

Before a project can be considered for inclusion in a TIP, it must be shown to be consistent with and included in the region's Metropolitan Transportation Plan (MTP). The primary purpose of the TIP is to provide a prioritized list of projects, which are drawn from the NLCOG MPO's most recently adopted MTP (*"Northwest Louisiana's Metropolitan Transportation Plan Update 2045"* – adopted 04/2021). The MTP is mandated by federal law and serves as the primary document that directs regional transportation investments and decisions over a minimum 20-year horizon. The projects included in the MTP reflect regional priorities and provide consideration for future growth patterns, air quality, and funding availability. Therefore, the projects included in the TIP represent the short-term implementation of selected recommendations from the NLCOG MPO's MTP. For this TIP cycle (FFY 2023-2026), the development of the document itself entailed a twelve (12) month process (**refer to the "Record of Adoption" for specific dates - page 2**).

These proposed goals were crafted to help create a unified regional perspective on long-range transportation planning and inform the project scoring and public involvement processes. Accompanying objectives and correlation with national performance goals at greater length presented in **Figure 4.0**.

**FIGURE 4.1: NLCOG's Regional MTP Goals (values)**





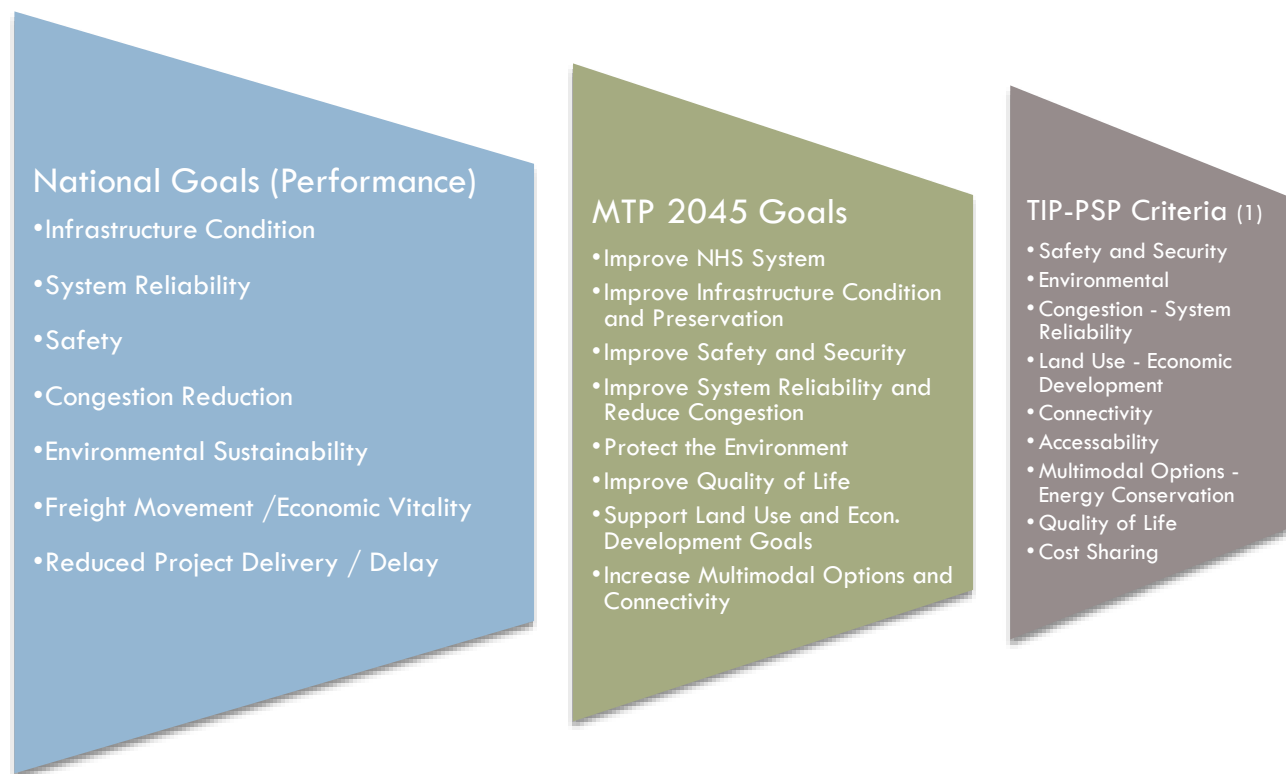
## 4.5 PROJECT PRIORITIZATION WITHIN A PERFORMANCED BASED FRAMEWORK

### 4.5.1 LINKING NATIONAL PERFORMANCE GOALS TO PROJECT EVALUATION CRITERIA

Performance Based Planning (PBP) plays a major role in the development of NLCOG's TIP. In considering projects for inclusion in the FY 2023-26 TIP, NLCOG used a prioritization process which evaluated candidate projects for their potential contributions to both the short-term needs and long-term goals and objectives for the region's transportation system, as described in the 2045 MTP. The FFY 2023-26 TIP's structure aligns with the eight (8) National Goals established under 23 U.S.C. 150 (b), the ten (10) Planning Emphasis Areas established under 23 CFR 450.306 (b), federally required performance measures, and the identified 2045 Regional Transportation Goals (**Figure 4.1**).

The criteria for evaluating candidate projects were structured to clearly demonstrate the link between National, State, and regional priorities, as shown in **Figure 4.2**.

**FIGURE 4.2: Linking National Performance Goals to PSP Evaluation Criteria**



(1) Detailed description of NLCOG's current Project Selection Process (PSP) Evaluation Criteria is presented in Appendix B

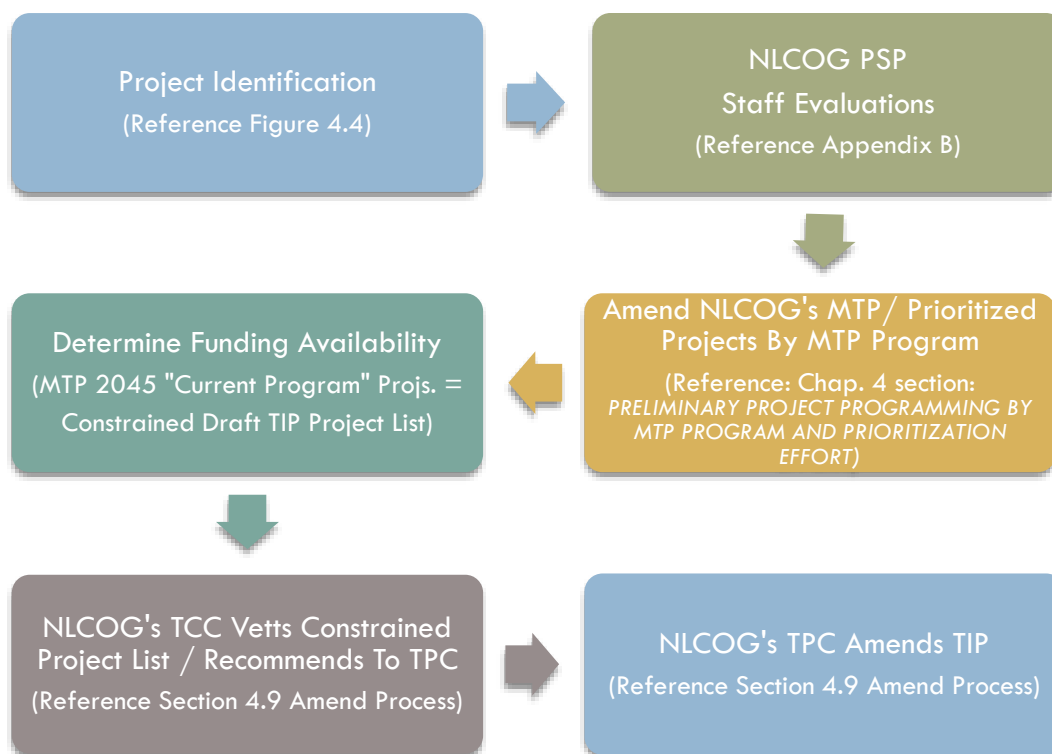


Updates to the FY 2023-26 TIP Project Prioritization Criteria and PSP, were made to align with recently completed MPO plans, such as the Caddo Parish Pedestrian and Bicycle Master Plan and the 2021 Congestion Management Process Plan, to place an increased emphasis on Performance Based Planning & Programming, to use of new datasets available to the MPO (i.e., Streetlight/Insight traffic flow data), and to include other improvements to make the criteria as objective as possible for scoring. In addition, the FY 2023-26 TIP Project Prioritization Criteria were structured to assist in the achievement of the MPO's adopted targets for the federally required performance measures, as presented in **Chapter 3: Performance Based Planning Within the TIP**. The full criteria used in the project evaluation and programming process is included in **Appendix B**.

#### 4.5.2 TIP DEVELOPMENT PROCESS UTILIZING A PROJECT PRIORITIZATION PROCESS

Over the years, project development has evolved to include a performance driven approach. **Figure 4.3** presents NLCOG's TIP development schematically from the initial phase of project identification to the ultimate programming of projects into the TIP, the process is described in the proceeding sections of this chapter.

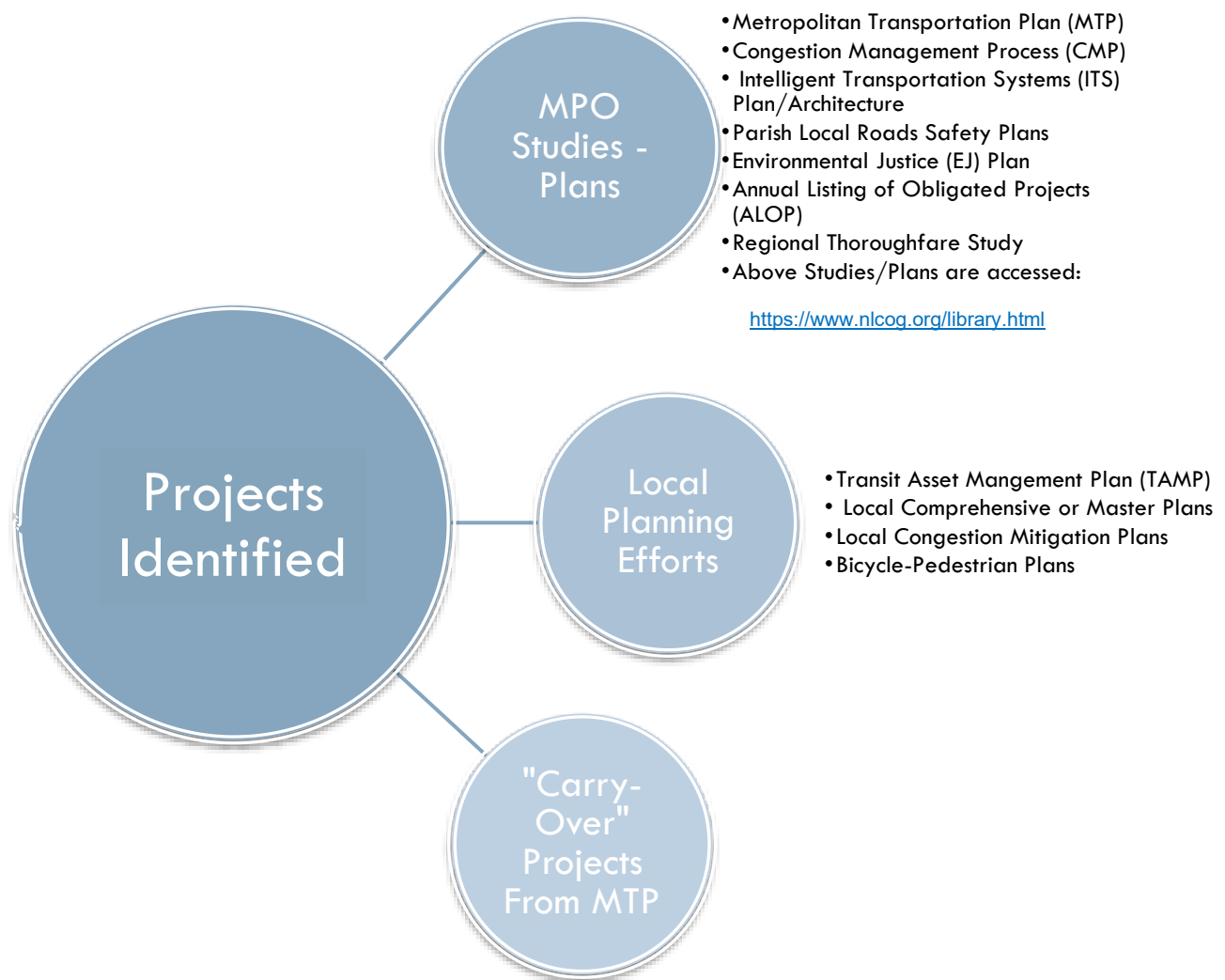
**FIGURE 4.3: NLCOG's TIP Development Process Flow Chart**



## PROJECT IDENTIFICATION AND CONSISTENCY WITH OTHER PLANNING EFFORTS

Prospective transportation improvement projects are typically identified through recommended projects developed through NLCOG or local entity planning studies/analysis. From **Figure 3.0 NLCOG's Planning Process**, there are a myriad of MPO required planning studies/analysis and local planning efforts that produce recommended improvement projects that are considered in TIP project identification.

**FIGURE 4.4: TIP Development: Initial Project Identification**



## HIGHLIGHTED NLCOG PLANNING EFFORTS

### *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 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. 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)

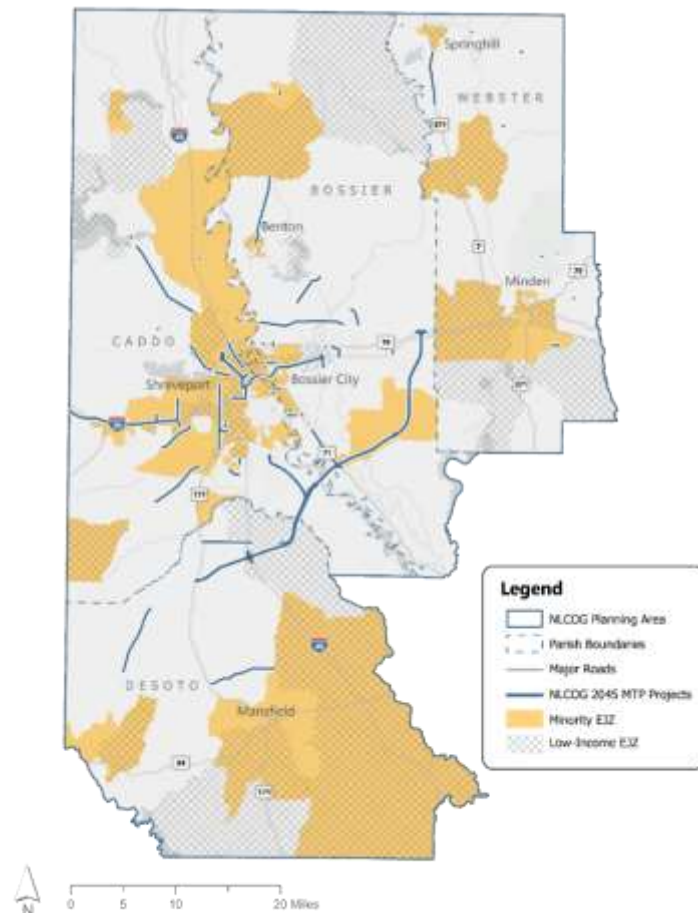


The deployment plan identified the region’s primary ITS stakeholders, as well as, a phased program of ITS based infrastructure improvements that adhere, and are consistent with, accepted ITS architecture guidelines. Further, the strategic deployment plan is consistent with the MPO’s current TIP and Congestion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

## Environmental Justice Plan / Process

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 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.

## PROJECT EVALUATION AND PRIORITIZATION THROUGH A PERFORMANCE BASED PSP

The project prioritization process and evaluation criteria used by the NLCOG included an analysis of the prescribed performance-based benefits and environmental effects (outlined in **Figure 4.2**) of potential TIP projects upon local communities within the NLCOG Planning Area (i.e., MPA).

*During NLCOG's MTP update process, a mandatory "Project Call" period allows MPO staff and local member entities the opportunity to submit new projects for PSP evaluation and prioritization.*

Following the applications period, MPO staff reviewed and scored the new projects submitted by member agencies or projects identified through MPO plans/studies using the adopted TIP Project Prioritization Criteria. Included in the overall draft projects list, are those projects currently found in the MTP (i.e., "carry-over" projects). "Carry-over" projects have undergone a staff evaluation/scoring during the development of the current MTP and **do not require rescoring**. After the new project applications were evaluated (i.e., scored), MPO staff presented the project evaluations/scores, including previously evaluated "carry-over" projects, to member agencies, and coordinated with those entities to develop a consensus on the overall draft project list.

## PRELIMINARY PROJECT PROGRAMMING BY MTP PROGRAM AND PRIORITIZATION EFFORT

Once a draft project list has been vetted by NLCOG's Transportation Technical Committee (TCC), it is sorted in descending order according to their evaluation score. Projects are slotted into the current MTP's program ranges accordingly. The current 2045 MTP program ranges are: Current (4-year TIP cycle 2023 – 2026), Short Range (2027 – 2034), and Long Range (2035 – 2045).

To determine the number of projects that will be placed in the Current (TIP cycle) Program, NLCOG Staff calculates the amount of Federal programmatic funding available to the MPO utilizing the current "Status of Urbanized Area Funds Report" from FHWA. This FHWA report serves as a starting point for calculating the amount of funding available to NLCOG (i.e., "Revenue in" under **Chapter 5: TIP Funding**) at the beginning of the TIP cycle (FFY 2023). The highest evaluated (scored) projects are programmed first into the MTP's "Current Program" to the point where nearly all the available funding is programmed with projects. To fill the MTP's "Short Range" and "Long Range" Programs, NLCOG Staff utilizes planning judgement and experience to equitably program the remaining projects.

Ultimately, NLCOG Staff incorporates the prioritized draft project list, by MTP Program, as a component of the MTP project development process. The benefit of this approach is that the process is transparent to both public officials and the public. NLCOG's MTP utilizes a robust public engagement process that provides ample opportunity through traditional, social media, and unconventional approaches for public interaction throughout the development process (NLCOG's PIP: <https://www.nlcog.org/library.html>).



## NLCOG'S TCC PRIORITIZED PROJECT VETTING PROCESS AND PATH TO TIP INCLUSION

After the MTP 2045 has been amended to include the financially constrained “Current Program” list of projects, NLCOG’s TCC members are notified and allowed to seek additional information concerning the process/evaluations and request modifications to the draft TIP project’s list. Once a consensus has been reached with the TCC members, they will choose to forward the draft list of projects, that have been ranked in accordance with the performance-based evaluation criteria, to the MPO’s TPC for their consideration.

Project inclusion into the TIP follows a prescribed TIP Amendment process that outlines these requirements (Please refer to **Section 4.8 – TIP Amendment Process**). The final stage of the TIP development process entails NLCOG’s TPC adoption of the considered draft project list

## 4.6 AIR QUALITY 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 (O<sub>3</sub>), 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 - <https://www.nlcog.org/library.html>), 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.



## 4.7 NLCOG PUBLIC INVOLVEMENT ACTIVITIES

The 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 2018, 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: <https://www.nlcog.org/library.html>) 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.

*PLEASE NOTE: MPO documents, such as the TIP, MTP, and UPWP, are 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. NLCOG's adopted Public Involvement Process (PIP) is employed to satisfy the requirements of, but not limited to, FTA's Section 5307 POP requirements, and FHWA's programmatic funding (STBG>200k/TA/CRP) public outreach requirements.*

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.

#### 4.8 DISTRIBUTION OF TIP DOCUMENT

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

#### 4.9 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 Attributable 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"> <li>Funding changes are limited to \$1,250,000 for project phases <math>\leq</math> \$5,000,000</li> <li>For project phases &gt; \$5,000,000, an administrative modification is limited to budget changes of &lt; 25% in funding.</li> </ul>	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"> <li>Funding changes that are greater than \$1,250,000 for projects <math>\leq</math> \$5,000,000</li> <li>Change of 25% or more in funding (project phase greater than \$5,000,000)</li> </ul>
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. <a href="#">23 CFR 450.218(n)</a>	
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.

<https://www.nlcog.org/trans.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 11<sup>th</sup>, 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.

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"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]

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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 PROGRAM 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.

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

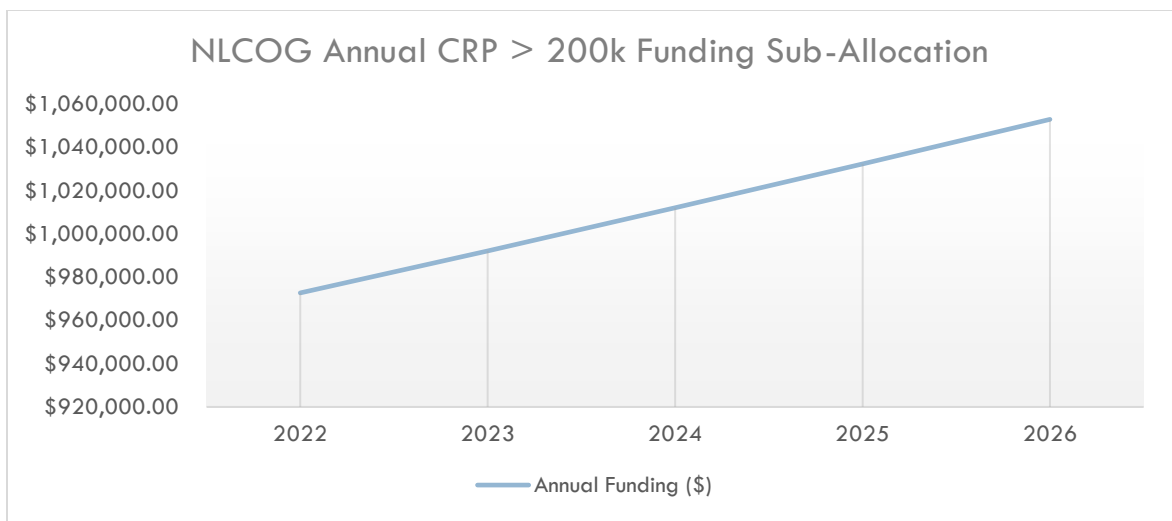
With the passage of IIJA, the Carbon Reduction Program (CRP) was created. The purpose of the CRP is



to provide federal funding to projects that decrease transportation emissions, which are defined as the carbon dioxide (CO2) emissions that result from on-road, highway sources.

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.

**FIGURE 5.0: NLCOG’s Expected Annual CRP >200k Funding Sub-Allocation (IIJA)**



**5.3 TRANSIT PROGRAM 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: IIJA 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 TIP: 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. To properly determine a financially constrained TIP, NLCOG accounts for residual and incoming annual revenue, as well as, identifying annual "set aside" and project specific expenditures.

NLCOG's TIP will track the two primary categories of **revenue** that is available to the MPO beginning in Federal Fiscal Year (FFY) 2023.

- 1) Unprogrammed (i.e., residual) Federal transportation program funds rolling over from FFY 2022
- 2) Annual, sub-allocated, Federal programmatic funding for eligible projects (three categories)
  - a. Surface Transportation Block Group over 200,000 population (STBG >200k)
  - b. Transportation Alternatives over 200,000 population (TA >200k)
  - c. Carbon Reduction Program (CRP)

TIP annual **expenditures** are accounted for by tracking eligible project costs (including inflationary adjustments plus CE&I costs) and project/planning specific "set asides". The components that entail NLCOG's total annual expenditures are categorized as follows:

- 1) Individual project or planning "set asides" (detailed in the proceeding expenditure section)
- 2) TIP projects that are currently programmed in the STIP
- 3) TIP projects currently in LADOTD's prescribed Stage 0 (Feasibility Study) phase – noted in the Highway Program's detailed project listings as "Illustrative"

Starting in FFY 2023, NLCOG's TIP revenue and expenditures are detailed respectively in the following section. Table 5.9 summarizes the accounted for funding calculations to determine if NLCOG's TIP, as presented, is financially constrained.



### 5.5.1 NLCOG'S (FFY 2023 – FFY 2026) ANNUAL REVENUE STREAMS

NLCOG's two primary revenue sources are residual Federal transportation program funds that have rolled over from FFY 2022 and the MPO's annual, sub-allocated, Federal transportation programmatic funding (three MPO eligible funding program: STBG >200k, TA >200k and CRP). Tables 5.2 and 5.3, summarize the residual Federal funding, by program source, the Shreveport Urbanized Area (UA) has accrued and is available FFY 2022 (FHWA's 11.30.2021 Status of funds report for Louisiana).

**TABLE 5.2: SURFACE TRANSPORTATION PROGRAM (STP) FFY 2022 AVAILABLE FUNDING**

**Urban Systems (Subsidiary Accounts)**

Shreveport (UA) <sup>1</sup>	Funding Code	FFY 2022 Available Funding
STP URBANIZED STEA03	H230	\$189,045
STP- URBANIZED AREAS>200,000	L230	\$154,878
STP- URBANIZED AREAS S-LU EXT	L23E	\$769,989
STP-URBANIZED AREAS RE.	L23R	\$143,901
STP - URBANIZED - TEA21	Q230	\$50,277
STP-URBANIZED >200K MAP-21	M230	\$9,248,100
STP-URBANIZED >200K MAP-21 EXT	M23E	\$7,229,810
STBG-URBANIZED >200K FAST EXT	Z23E	\$8,170,193
HIGHWAY INFRA OVER 200K POP	Z905	\$1,465,714
HIGHWAY INFRA OVER 200K POP	Z910	\$503,630
HIGHWAY INFRA OVER 200K POP	Z919	\$410,473
HWY INFRA COVID >200K POP SUPP	Z972	\$2,903,875
STBG-URBANIZED >200K FAST	Z230	\$18,820,829
<b>Total Funding Available FFY 2022:</b>		<b>\$50,060,715</b>

<sup>1</sup> Source: STATUS OF FUNDS Report (FEMIS 11.30.2021) – LOUISIANA URBANIZED AREAS

**TABLE 5.3: TRANSPORTATION ALTERNATIVES (>200K POP.) FFY 2022 AVAILABLE FUNDING**

**Urban Systems (Subsidiary Accounts)**

Shreveport (UA) <sup>1</sup>	Funding Code	FFY 2022 Available Funding
TAP -URBANIZED AREAS POP >200K	M301	\$382,652
TAP URB AREA >200K MAP-21 EXT	M3E1	\$403,456
TRANS ALTERN >200K FAST EXT	Z3E1	\$387,343
TRANS ALTERNATIVES >200K FAST	Z301	\$1,709,897
<b>Total Funding Available FFY 2022:</b>		<b>\$2,883,348</b>

<sup>1</sup> Source: STATUS OF FUNDS Report (FEMIS 11.30.2021) – LOUISIANA URBANIZED AREAS



***Accrued MPO funding for the Carbon Reduction Program (CRP >200k) is not calculated since the program sub-allocated its first apportionment to NLCOG in FFY 2022 equaling \$972,698.***

The second primary component of NLCOG's revenue stream is annual sub-allocations to the MPO. Table 5.4, outlines FFY 2023 through FFY 2026 anticipated annual funding per respective program.

**TABLE 5.4: EXPECTED SUB-ALLOCATIONS TO NLCOG (MPO) BY PROGRAM**

Federal Fiscal Year	STBG >200k	TA >200k	CRP >200k
2023	\$8,483,589	\$737,162	\$992,152
2024	\$8,653,261	\$751,905	\$1,011,995
2025	\$8,826,326	\$766,944	\$1,032,235
2026	\$9,002,852	\$782,282	\$1,052,880
<b>Total Funding 4-Year TIP:</b>	<b>\$34,966,028</b>	<b>\$3,038,293</b>	<b>\$4,089,262</b>

<sup>1</sup> Source: STATUS OF FUNDS Report (FEMIS 11.30.2021) – LOUISIANA URBANIZED AREAS

Over the next four years of the TIP, NLCOG will receive over \$42 million in Federal transportation program support.

### 5.5.2 NLCOG'S (FFY 2023 – FFY 2026) ANNUAL EXPENDITURES

NLCOG expends Federal funding in an effort to meet the overarching regional transportation goals as laid out in the MPO's adopted Metropolitan Transportation Plan (MTP – please refer to page ). For financial constraint purposes, NLCOG accounts for expenditures that are either "set aside" for that particular year or projects that are currently programmed (i.e., as reflected in the STIP) or projects that are currently under LADOTD's Stage 0 feasibility study phase (i.e., termed "Illustrative Projects").

As adopted by the NLCOG's Transportation Policy Committee (TPC), significant projects or planning studies/efforts are accounted for first, or "off the top", by setting aside a portion of the available programmatic funding (i.e., "set aside"). Utilizing annual "set asides" ensures that the MPO will meet its financial and regulatory obligations concerning projects that require long term commitments over time (e.g., Barksdale New Gate Access Rd. project) or required planning studies/analysis that occur once during the four-year TIP cycle (e.g., MTP updates). Each of NLCOG's "set asides" are documented in the following section.



## NLCOG's "Set Asides"

### 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 5.5, 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. Further, this transfer will assist SPORTRAN in meeting their adopted State of Good Repair (SOGR) performance targets which are documented in their Transit Asset Management Plan (TAMP).

### *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.

### *NLCOG's Individual Project Expenditures By Federal Fiscal Year*

Annual project expenditures are summarized in the following section. Under the financial constraint summary, by program, each individual project's total costs, including an inflationary adjustment and Construction Engineering & Inspection services, are calculated per TIP fiscal year. A distinction is made between currently programmed projects and ones that are categorized as illustrative within the summary that follows.



**TABLE 5.6 SUMMARY OF ALL HIGHWAY PROGRAM PROJECTS THAT UTILIZE STP >200K FUNDING (IIJA's STBG >200k)**

Facility	Const. Year (FFY)	Improvement Type	Local Sponsor	Project Costs (+CE&I + IDC) in 000s
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
<b>FFY 2023 STP &gt;200k Project Expenditures:</b>				<b>\$37,600.00</b>



**TABLE 5.6 (Continued)**  
**SUMMARY OF ALL HIGHWAY PROGRAM PROJECTS THAT UTILIZE**  
**STP> 200K FUNDING (IIJA's STBG >200k)**

Facility	Const. Year (FFY)	Improvement Type	Local Sponsor	Project Costs (+CE&I + IDC) in 000s
<b>BOSSIER PAR CONG RELIEF WINFIELD RD - Phase I</b>	2024	New Construction/Urban Collector	Bossier Par.	\$10,000.00
<b>US 371: CULLEN TO COOK- BAKER RD (WEBSTER) - PHASE I</b>	2024	Widen to 4-ln section	Webster Par.	\$11,500.00
<b>Shreveport (High Priority System Preservation Program) (18 individual projects)</b>	2024 and 2025	Local Roads: Sys. Preservation Program	Shreveport	\$9453.40
<b>I-220 @ LA 3 (BENTON RD) INTERCHANGE</b>	2024	New Ramp Signals	Bossier City	\$475.00
<b>FFY 2024 STP &gt;200k Project Expenditures:</b>				<b>\$31,428.40</b>
<b>Metropolitan Transportation Plan (MTP) 2050 Update</b>	2025	Required Long Range Transportation Plan for 4 Parish MPA: Caddo, Bossier, Desoto and Webster Parishes	MPO	\$500.00
<b>FFY 2025 STP &gt;200k Project Expenditures:</b>				<b>\$500.00</b>
<b>LA 3132 (INNER LOOP) EXTENSION</b>	2026	EXTENSION OF EXISTING ROADWAY	City of Shreveport	\$1,000.00
<b>FFY 2026 STP &gt;200k Project Expenditures:</b>				<b>\$1,000.00</b>
<b>I-220 Extension: BAFB New Gate Access Road</b>	<b>2023 - 2026</b>	New Interstate Construction to Secured D.o.D. Gate Access to BAFB; Improvements to I-220 / I-20 Interchange	MPO Bossier Par.	(FFY2023 – FFY2026) MPO 1.0M Set aside annually
<b>NLCOG TIP FFY 2023 – FFY 2026 STP &gt;200k Project Expenditures:</b>				<b>\$74,528.40</b>



**TABLE 5.7 SUMMARY OF ALL HIGHWAY PROGRAM PROJECTS THAT UTILIZE TRANSPORTATION ALTERNATIVES (TA >200k) FUNDING <sup>(1)</sup>**

Facility	Const. Year (FFY)	Improvement Type	Local Sponsor	Project Costs (+CE&I + IDC) in 000s
<b>BOOM OR BUST SCENIC VIEWING AREA</b>	2023	Park/Access Road Improvements	Caddo Parish	\$3,195.51
<b><i>FFY 2023 TA &gt;200k Project Expenditures:</i></b>				<b><i>\$3,195.51</i></b>
<b>OIL CITY SHARED USE PATH</b>	2024	New Bicycle/Ped. Path	Caddo Parish	\$3,711.41
<b><i>FFY 2024 TA &gt;200k Project Expenditures:</i></b>				<b><i>\$3,711.41</i></b>
<b><i>NLCOG TIP FFY 2023 – FFY 2026 TA &gt;200k Project Expenditures:</i></b>				<b><i>\$6,906.92</i></b>

<sup>(1)</sup> All TA >200k projects were programmed through past TIP project selection processes

**TABLE 5.8 SUMMARY OF ALL HIGHWAY PROGRAM PROJECTS THAT UTILIZE CARBON REDUCTION PROGRAM (CRP >200k) FUNDING <sup>(1)</sup>**

Facility	Const. Year (FFY)	Improvement Type	Local Sponsor	Project Costs (+CE&I + IDC) in 000s
<b>None Programmed</b>				\$0
<b><i>FFY 2023 – FFY 2026 CRP &gt;200k Project Expenditures:</i></b>				<b><i>\$0</i></b>

<sup>(1)</sup> Refer to Appendix B for discussion concerning the CRP >200k PSP



### 5.5.3 FINANCIAL CONSTRAINT DETERMINATION - NLCOG'S TIP (FFY 2023 – FFY 2026)

NLCOG employs a straightforward formula to determine if the proposed TIP is financially constrained.

#### **REVENUE (ALL SOURCES) – EXPENDITURES (ALL SOURCES) = 4-YEAR DETERMINATION**

The formula is expanded below to reveal detailed TIP revenue and expenditure sources (per respective funding program).

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[Revenue (FFY 2022 available funding: Tables 5.2, 5.3, or CRP 2022 MPO sub-allocation) + (Expected MPO Annual sub-allocations by program and fiscal year; Table 5.4)]

#### **LESS**

[Expenditures (MPO “set asides” narrative 5.2.2) + (Current Programmed and Stage 0 project expenditures by program and fiscal year: Tables 5.6, 5.7, and 5.8)]

#### **EQUALS**

#### **TIP CONSTRAINT DETERMINATION**

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***If the output of this calculation is a positive value in FFY 2026, the last year of the updated TIP cycle, then the overall TIP is considered financially constrained.***



**TABLE 5.9 TIP FFY 2023 – FFY 2026 FINANCIAL CONSTRAINT / MPO STBG >200K FUNDING**

Table 5.9 presents a summary of the financial constraint analysis given LADOTD or local entity derived project cost per FFY. 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 (4)	STBG >200k FFY 2024 BALANCE (4)	STBG >200k FFY 2025 BALANCE (4)	STBG >200k FFY 2026 BALANCE (4)
(1) Revenue In:	\$50,060.71	\$55,944.30	\$23,397.56	\$4,522.19	\$7,298.34
(2) Adjust. 1 - BAFB New Gate Access Rd:	\$0.00	(\$1,000.00)	(\$1,000.00)	(\$1,000.00)	(\$1,000.00)
(2) Adjust. 2 - MPO 2050 MTP Update:	\$0.00	\$0.00	\$0.00	(\$500.00)	\$0.00
(2) 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
(3) FFY Authorized Project Expenditures:	\$0.00	\$40,200.00	\$10,000.000	\$0.000	\$1,000.000
(3) FFY Authorized Project Expend + Projs. Under Stage 0:	\$100.00	\$40,200.000	\$26,701.700	\$4,726.700	\$1,000.000
(FFY ADJUSTED REVENUE-FFY EXPENDITURES):	\$47,460.71	\$14,744.30	(\$4,304.14)	(\$1,704.51)	\$5,298.34
<b>Current Expenditures By Jurisdiction</b>					
	<b>Total (\$)</b>		<b>Percent Total</b>		
Shreveport	\$23,703.40		32.6%		
Bossier City	\$475.00		0.7%		
Caddo Parish	\$5,250.00		7.2%		
Bossier Parish	\$10,000.00		13.7%		
DeSoto Parish	\$21,700.00		29.8%		
Webster Parish	\$11,600.00		15.9%		

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

(2) Refer to Sect. 5.2.2 - "Set Asides"

(3) Refer to Sect. 5.2.2 - Individual project expenditures by program and fiscal year

(4) Refer to Sect. 5.2.1 - Revenue: available FFY 2022 + expected sub-allocations by program and fiscal year



**TABLE 5.9 (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 (4)	TA >200k FFY 2024 BALANCE (4)	TA >200k FFY 2025 BALANCE (4)	TA >200k FFY 2026 BALANCE (4)
(1) Revenue In:	\$2,883.35	\$3,195.51	\$3,711.41	\$4,478.36	\$5,260.64
(3) FFY Authorized Project Expenditures:	\$0.00	\$425.00	\$236.000	\$0.000	\$0.000
(3) FFY Authorized Project Expend + Projs. 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
<b>Current Expenditures By Jurisdiction</b>		<b>Total (\$)</b>	<b>Percent Total</b>		
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%		

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

(2) Refer to Sect. 5.2.2 - "Set Asides"

(3) Refer to Sect. 5.2.2 - Individual project expenditures by program and fiscal year

(4) Refer to Sect. 5.2.1 - Revenue: available FFY 2022 + expected sub-allocations by program and fiscal year

**TABLE 5.9 (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 (4)	CRP >200k FFY 2024 BALANCE (4)	CRP >200k FFY 2025 BALANCE (4)	CRP >200k FFY 2026 BALANCE (4)
(1) Revenue In:	\$972,698.00	\$1,964,850.00	\$2,976,845.00	\$4,009,080.00	\$5,061,960.00
(3) FFY Authorized Project Expenditures:	\$0.00	\$0.00	\$0.000	\$0.000	\$0.000
(3) FFY Authorized Project Expend + Projs. 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
<b>Current Expenditures By Jurisdiction</b>		<b>Total (\$)</b>	<b>Percent Total</b>		
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%		

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

(2) Refer to Sect. 5.2.2 - "Set Asides"

(3) Refer to Sect. 5.2.2 - Individual project expenditures by program and fiscal year

(4) Refer to Sect. 5.2.1 - Revenue: available FFY 2022 + expected sub-allocations by program and fiscal year



#### 5.5.4 ACCOUNTING FOR TRANSPORTATION SYSTEMS MAINTENANCE-OPERATIONS (TSM & O) AND CAPACITY EXPANSION AND SAFETY PROJECTS UNDER A FINANCIALLY CONSTRAINED TIP

Through NLCOG's adopted Project Selection Process (PSP) and consultation with the Technical Coordinating Committee (TCC) members, local entities are encouraged to utilize available STBG >200k funding to maintain and operate their current roadway system. It is more cost effective to preserve and/or upgrade existing road facilities since their overall costs and environmental impacts are typically less than new or added capacity type projects. MPO entities embraced system preservation and operations projects during this TIP cycle by programming many more projects of this type as compared to the other project categories.

**TABLE 5.10: TOTAL NUMBER AND AVERAGE COSTS OF TIP PROJECTS BY IMPROVEMENT CATEGORY (STBG >200K FUNDING)**

NLCOG ENTITY	MAINTENANCE & OPERATIONS (TSM & O)	CAPACITY EXPANSION	SAFETY	AVG. COST M & O PROJECTS	AVG. COST CAPACITY PROJECTS	AVG. COST SAFETY PROJECTS
Shreveport	20	--	--	\$1,135,170	N/A	N/A
Bossier City	1	--	--	\$475,000	N/A	N/A
Caddo Parish	--	2	--	N/A	\$3,125,000	N/A
Bossier Parish	--	1	--	N/A	\$10,000,000	N/A
Desoto Parish	1	1	--	\$13,750,000	\$5,250,000	N/A
Webster Parish	--	1	1	N/A	\$11,500,000	\$100,000
MPO Totals or Average	22	5	1	\$1,678,564	\$6,600,000	\$100,000

The TIP clearly reflects the MPO's priority concerning the type of transportation improvement projects its members want to pursue. Transportation Systems Maintenance and Operations (TSM & O) projects dominate this TIP cycle through its programming of 22 projects as compared to 5 new and/or added capacity type improvement projects. Further, the average cost per M & O project is one-fourth of the average cost of capacity expansion projects meaning resources expended for systems preservation/operations will go further and have more of a widespread beneficial impact upon the region's transportation network.



## 5.6 TRANSIT PROGRAM AND ADOPTED PERFORMANCE MEASURES <sup>(1)</sup>

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.**

SPORTTRAN's State of Good Repair (SGR) Targets are developed through their current Transit Asset Management Plan (TAMP). Since SPORTTRAN 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 5.11: Summary of Transit (SPORTTRAN) SGR Performance Measures and MPO Target Setting (MPO Adopts SPORTTRAN'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 SPORTTRAN's efforts in reaching their adopted SGR Targets, NLCOG (MPO) adopted two Amendments that will transfer funding to SPORTTRAN for the purpose of modernizing their aging bus fleet.

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

<sup>(1)</sup> Please refer to Appendix A Sections: *State of Good Repair and Rail Vehicle Replacement Program and Buses and Bus Facilities* for full details regarding these IIJA planning provisions (transit grant assistance)





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\*\*\*

<b>MPO Assistance ID</b>	<b>Project Name</b>	<b>Project Category</b>	<b>FTA Grant Section</b>	<b>Total Cost</b>	<b>Federal Share</b>	<b>Local Share</b>
5307-2022-01	Preventive Maintenance	Operations	5307	\$2,853,657.50	\$2,282,926.00	\$570,731.50
5307-2022-02	Operating Assistance	Operations	5307	\$4,765,852.00	\$2,382,926.00	\$2,382,926.00
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
<b>Transfers To 5307 Budget:</b>						
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
<b>Capital Budget (5307): Sub-total</b>				<b>\$14,266,451.50</b>	<b>\$9,983,405.60</b>	<b>\$4,283,045.90</b>
5339-2022-01	Bus Rolling Stock	Capital	5339	\$562,500.00	\$450,000.00	\$112,500.00
<b>New Bus Facilities/Innovative Technology (5339): Sub-total</b>				<b>\$562,500.00</b>	<b>\$450,000.00</b>	<b>\$112,500.00</b>
5339-2022-02	Back-up CNG Generator-Safety Equip.	FFY 2020 Capital	Rural 5339	\$1,112,000.00	\$889,600.00	\$222,400.00
5339-2022-03	Bus Shelter Improvements	FFY 2021 Capital	Rural 5339	\$2,435,000.00	\$1,948,000.00	\$487,000.00
<b>Rural New Bus Facilities/Innovative Technology (5339): Sub-total</b>				<b>\$3,547,000.00</b>	<b>\$2,837,600.00</b>	<b>\$709,400.00</b>
<b>PROGRAM TOTALS FFY 2022:</b>				<b>\$18,375,951.50</b>	<b>\$13,271,005.60</b>	<b>\$5,104,945.90</b>

\*\*\* 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\*\*\***

<b>MPO Assistance ID</b>	<b>Project Name</b>	<b>Project Category</b>	<b>FTA Grant Section</b>	<b>Total Cost</b>	<b>Federal Share</b>	<b>Local Share</b>
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
<b>Capital Budget (5307): Sub-total</b>				<b>\$6,770,750</b>	<b>\$5,416,600</b>	<b>\$1,354,150</b>
5339-2023-01	Bus Rolling Stock	Capital	5339	\$596,250.00	\$477,000.00	\$119,250.00
<b>New Bus Facilities/Innovative Technology (5339): Sub-total</b>				<b>\$596,250.00</b>	<b>\$477,000.00</b>	<b>\$119,250.00</b>
<b>PROGRAM TOTALS FFY 2023:</b>				<b>\$7,367,000.00</b>	<b>\$5,893,600.00</b>	<b>\$1,473,400.00</b>

\*\*\* 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\*\*\***

<b>MPO Assistance ID</b>	<b>Project Name</b>	<b>Federal Statute ID</b>	<b>Federal / Local Share</b>	<b>Apportion. (FFY)</b>	<b>Total Cost</b>	<b>Federal Share</b>	<b>Local Share*</b>
5307-24-01	Preventive Maintenance	FTA Sect. 5307	80 / 20	2023	\$2,250,000	\$1,800,000	\$450,000
5307-24-02	Operating Assistance	FTA Sect. 5307	50 / 50	2023	\$3,600,000	\$1,800,000	\$1,800,000
5307-24-03	Non-Fixed Route ADA Paratransit Service	FTA Sect. 5307	80 / 20	2023	\$437,500	\$350,000	\$87,500
5307-24-04	Construct-Admin / Maintenance Facility	FTA Sect. 5307	80 / 20	2023	\$1,676,882	\$1,341,505	\$335,377
<b>Capital Budget (5307): Sub-total</b>					<b>\$7,964,382</b>	<b>\$5,291,505</b>	<b>\$2,672,877</b>
5339-24-01	Bus Rolling Stock	FTA Sect. 5339	80 / 20	2023	\$632,025	\$505,620	\$126,405
5339-24-02	Bus and Bus Facilities (Rural)	FTA Sect. 5339(b)	80 / 20	2023	\$5,000,000	\$4,000,000	\$1,000,000
5339-24-03	Low-No Emissions Vehicle Program	FTA Sect. 5339c	85 / 15	2024	\$13,140,995	\$11,169,846	\$1,971,149
<b>New Bus Facilities/Innovative Technology (5339): Sub-total</b>					<b>\$18,773,020</b>	<b>\$15,675,466</b>	<b>\$3,097,554</b>
<b>PROGRAM TOTALS FFY 2024:</b>					<b>\$26,737,402</b>	<b>\$20,966,971</b>	<b>\$5,770,431</b>

\*\*\* Source: FFY 2023 FTA Final Apportionment Data for Large Urban Provider (5307) - SPORTRAN

\* As per FTA (Calculate Local Share): <https://www.transit.dot.gov/how-does-20-match-work-it-20-amount-grant-funding-fta-apportioned-or-20-total-combined-funding-level>



# Federal Fiscal Year 2025\*\*\*

MPO Assistance ID	Project Name	Federal Statute ID	Federal / Local Share (%)	FINAL Apportion. (FFY)	Total Project Cost	Federal Share	Local Share
5307-25-01	Preventive Maintenance	FTA Sect. 5307	80 / 20	2025	\$4,280,831	\$3,424,665	\$856,166
5307-25-02	Operating Assistance	FTA Sect. 5307	50 / 50	2025	\$3,600,000	\$1,800,000	\$1,800,000
5307-25-03	Non-Fixed Route ADA Paratransit Service	FTA Sect. 5307	80 / 20	2025	\$1,246,857	\$997,486	\$249,371
<b>Capital Budget (5307) Sub-total:</b>					<b>\$9,127,688</b>	<b>\$6,222,151</b>	<b>\$2,905,537</b>
5339-25-01	Passenger / Dispatch Technology	FTA Sect. 5339(a)	80 / 20	2025	\$1,347,320	\$1,077,856	\$269,464
5339-25-02	Bus and Bus Facilities	FTA Sect. 5339(b)	80 / 20	2025	\$690,741	\$552,593	\$138,148
<b>New Bus Facilities/Innovative Technology (5339) Sub-total:</b>					<b>\$2,038,061</b>	<b>\$1,630,449</b>	<b>\$407,612</b>
5310-25-01	Purchase 12 on-demand vehicles.	FTA Sect. 5310	80 / 20	2025	\$493,398	\$411,165	\$82,233
<b>Enhanced Mobility of Seniors &amp; Individuals with Disabilities (5310) Sub-total:</b>					<b>\$493,398</b>	<b>\$411,165</b>	<b>\$82,233</b>
<b>PROGRAM TOTALS FFY 2025:</b>					<b>\$11,659,147</b>	<b>\$8,263,765</b>	<b>\$3,395,382</b>

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

\*As per FTA (Calculate Local Share): <https://www.transit.dot.gov/how-does-20-match-work-it-20-amount-grant-funding-fta-apportioned-or-20-total-combined-funding-level>



# 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
<b>Capital Budget (5307): Sub-total</b>				\$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
<b>New Bus Facilities/Innovative Technology (5339): Sub-total</b>				\$710,143.29	\$568,114.63	\$142,028.66
<b>PROGRAM TOTALS FFY 2026:</b>				<b>\$8,774,214.87</b>	<b>\$7,019,371.90</b>	<b>\$1,754,842.97</b>

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

\*As per FTA (Calculate Local Share): <https://www.transit.dot.gov/how-does-20-match-work-it-20-amount-grant-funding-fta-apportioned-or-20-total-combined-funding-level>



## 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).

*Please note that currently the MPO has not identified any Regionally Significant projects that require an action by the FHWA or FTA that are funded with non-federal funds.*



## 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.







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

- ALPHABETICAL ORDER / ASCENDING PROJECT ID #s -

BOSSIER / CADDO / DESOTO / WEBSTER



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

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

Last Updated: 09.15.2022

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	
<b>Total Cost</b>	<b>\$14,020,800.00</b>	<b>\$15,422,880.00</b>	<b>\$10,226,304.00</b>		<b>\$2,556,576.00</b>		



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

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

Last Updated: 09.15.2022

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

Off-system Road: Bossier Parish Police Jury (BPPJ) (LOCAL)

Remarks	Type Improvement	Work Type					
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 Par. Police Jury (BPPJ)
Right Of Way (R-O-W)	\$1,462,024.69	\$1,462,024.69	\$1,169,619.75	STP >200K	\$292,404.94	2024	
Utility Relocation	\$1,594,936.02	\$1,594,936.02	\$1,275,948.82	STP >200K	\$318,987.20	2024	
Construction	\$6,212,719.83	\$6,833,991.81	\$5,467,193.45	STP >200K	\$1,366,798.36	2025	
<b>Total Cost</b>	<b>\$9,442,465.28</b>	<b>\$10,063,737.26</b>	<b>\$8,050,989.81</b>		<b>\$2,012,747.45</b>		

**Project: H.012889 - I20 REHAB (PINES ROAD TO I-220) For Informational Purposes Only\***

Last Updated: 07.01.2023

Route: I-20

Parish: Bossier/Caddo

LADOTD District: 04

Cntd Section:

Beg. Log Mile:

End Log Mile:

Length:

Bossier: 451-02

7.27 mi.

Caddo: 451-01

2.05 mi.

Caddo: 451-01

1.02 mi.

Remarks	Type Improvement	Work Type	Project Notes				
<span style="color: red;">Const. Contract Awarded 07.2023</span>	APPROACH SLAB & PAVEMENT REPLACEMENT, PATCHING	PRESERVATION, INTERSTATE	<span style="color: red;">*Project is listed for information only and is considered a regionally significant interstate rehabilitation project funded solely by Federal / State funding sources</span>				
Project Phase	Project Cost	Cost + (w/CE&I+IDC)	Federal Share	Fed. Fund	Local Share	Year	Sponsor
Construction-1	\$92,419,000.00	\$92,419,000.00	\$73,935,200.00	NHPP	\$18,483,800.00	2023	LADOTD
Construction-2	\$1,085,000.00	\$1,085,000.00	\$868,000.00	CRPFLEX	\$217,000.00	2023	
<b>Total Cost</b>	<b>\$93,504,000.00</b>	<b>\$93,504,000.00</b>	<b>\$74,803,200.00</b>		<b>\$18,700,800.00</b>		



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

### Project: H.000413 CROSS BAYOU BRIDGE REPLACEMENT

Last Updated: 07.07.2023

Route: US 71

Parish: CADDO

LADOTD District: 04

Cntd Section:

Beg. Log Mile:

End Log Mile:

011-01

0.350

0.430

Project Length:

0.08 mi.

Off-system Road:

Remarks	Type Improvement	Work Type	Project Notes				
011-01-0054	Bridge Replacement	Preservation, Bridge (On System)					
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
<b>Total Cost</b>	<b>\$12,000,000.00</b>	<b>\$13,200,000.00</b>	<b>\$10,560,000.00</b>		<b>\$2,640,000.00</b>		

### Project: H.001779 JIMMIE DAVIS BRIDGE (LA 511) (HBI) – Construction Contract Let FFY 2024 (Project Record for Tracking Purposes)

Last Updated: 07.07.2023

Route: I-20

Parish: CADDO

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	<ul style="list-style-type: none"> <li>Advance Construction</li> <li>Admin. Modification 01312023-01: Adjust Const. Phase cost</li> <li>Amendment 03312023-01: Increase STCASH Const. #2</li> </ul>				
Project Phase	Project Cost	Cost + (w/CE&I+IDC)	Federal Share	Fed. Fund	Local Share	Year	Sponsor
Construction-1	\$100,000,000.00	\$110,000,000.00	\$110,000,000.00	ARPA	\$0.00	2023	
Construction-2	\$262,000,000.00	\$288,200,000.00	\$0.00	STCASH	\$288,200,000.00	2023	LADOTD
Construction-3							
<b>Total Cost</b>	<b>\$362,000,000.00</b>	<b>\$398,200,000.00</b>	<b>\$110,000,000.00</b>		<b>\$288,200,000.00</b>		



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

### Project: H.009213 LA 3132 (INNER LOOP) EXTENSION

Last Updated: 11.10.2022

Route: LA 3132 Parish: CADDO LADOTD District: 04  
 Cntd Section: Beg. Log Mile: End Log Mile:

Off-system Road:

Remarks	Type Improvement	Work Type	Project Notes				
	PRELIMINARY ENG./R-O-W MAPPING	URBAN SYSTEMS	Added to the updated TIP (2023-2026) to demonstrate MPO/Local Sponsor commitment				
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	\$800,000.00	STBG >200k	\$200,000.00	2026	LADOTD
<b>Total Cost</b>	<b>\$1,000,000.00</b>	<b>\$1,000,000.00</b>	<b>\$800,000.00</b>		<b>\$200,000.00</b>		

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

Last Updated: 09.15.2022

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
<b>Total Cost</b>	<b>\$2,330,000.00</b>	<b>\$2,563,000.00</b>	<b>\$2,050,400.00</b>		<b>\$512,600.00</b>		



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

Project: H.010468 I-20: MONKHOUSE DR TO LAKESHORE DR – **FOR INFORMATIONAL PURPOSES ONLY**

Last Updated: 01.31.2025

Route: I-20

Parish: CADDO

LADOTD District: 04

Cntd Section:

Beg. Log Mile:

End Log Mile:

451-01

15.62

17.28

Off-system Road:

Remarks	Type Improvement	Work Type	Project Notes				
Under Stage 3 Design / Engineering	Patching, clean/seal joints, hydrophobic foam leveling, misc. repairs	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 4) Amendment 12062024-01: <b>Revise</b> the project's scope and remove the Construction Phase from the current TIP (project moved to FFY 2028) per LADOTD				
Project Phase	Project Cost	Cost + (w/CE&I+IDC)	Federal Share	Fed. Fund	Local Share	Year	Sponsor
Engineering	\$1,355,000.00	\$1,355,000.00	\$1,084,000.00	NHPP	\$271,000.00	2022	LADOTD
Construction-1	\$10,000,000.00	\$11,000,000.00	\$0.00	ARPA	\$11,000,000.00	2028	
Construction-2	\$15,000,000.00	\$16,500,000.00	\$16,500,000.00	COVID	\$0.00	2028	
Construction-3	\$10,000,000.00	\$11,000,000.00	\$9,900,000.00	NHPP	\$1,100,000.00	2028	
Construction-4	\$130,000,000.00	\$143,000,000.00	\$104,000,000.00	NFI	\$39,000,000.00	2028	
<b>Total Cost</b>	<b>\$166,355,000.00</b>	<b>\$182,855,000.00</b>	<b>\$131,484,000.00</b>		<b>\$51,371,000.00</b>		

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

Last Updated: 01.31.2025

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 2. Amendment 12062024-03: <b>Add</b> Engineering Phase and <b>remove</b> Construction Phase from the current TIP (Construction Phase moved to FFY 2027).				
Project Phase	Project Cost	Cost + (w/CE&I+IDC)	Federal Share	Fed. Fund	Local Share	Year	Sponsor
Engineering	\$1,400,000.00	\$1,400,000.00	\$1,120,000.00	STPFLEX	\$280,000.00	2025	LADOTD
Construction	\$3,567,000.00	\$3,923,700.00	\$3,138,960.00	STPFLEX	\$784,740.00	2027	
<b>Total Cost</b>	<b>\$4,967,000.00</b>	<b>\$5,323,700.00</b>	<b>\$4,258,960.00</b>		<b>\$1,064,740.00</b>		



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

### Project: H.012007 LA 1: KCS RAILROAD OVERPASS

Last Updated: 09.15.2022

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
<b>Total Cost</b>	<b>\$750,000.00</b>	<b>\$750,000.00</b>	<b>\$600,000.00</b>		<b>\$150,000.00</b>		

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

Last Updated: 01.31.2025

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)	1) Amendment 12062024-04: <b>Revise</b> Engineering Phase and <b>remove</b> Construction Phase from the current TIP (Construction Phase moved to FFY 2028).				
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	2026	LADOTD
Construction	\$5,000,000.00	\$5,500,000.00	\$4,400,000.00	NHPP	\$1,100,000.00	2028	
<b>Total Cost</b>	<b>\$5,500,000.00</b>	<b>\$6,000,000.00</b>	<b>\$4,800,000.00</b>		<b>\$1,200,000.00</b>		





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

Project: H.012009 US 71: MARKET ST BRIDGE OVER ICG RR(HBI) – **FOR INFORMATIONAL PURPOSES ONLY**

Last Updated: 01.31.2025

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:			Project Length: 0.18 mi.

Remarks	Type Improvement	Work Type	Project Notes				
Historic Bridge Improvement (HBI)	Bridge Replacements / Rehabilitation	Preservation, Bridge (On System)	1) Amendment 12062024-02: <b>Remove</b> Construction Phase from the current TIP (Construction Phase moved to FFY 2027).				
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	2027	LADOTD
<b>Total Cost</b>	<b>\$12,831,000.00</b>	<b>\$14,114,100.00</b>	<b>\$11,291,280.00</b>		<b>\$2,822,820.00</b>		

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

Last Updated: 09.15.2022

Route: I-20	Parish: CADDO	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
<b>Total Cost</b>	<b>\$20,000,000.00</b>	<b>\$22,000,000.00</b>	<b>\$19,800,000.00</b>		<b>\$2,200,000.00</b>		



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

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

Last Updated: 09.15.2022

Route: I-20	Parish: CADDO	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
<b>Total Cost</b>	<b>\$1,000,000.00</b>	<b>\$1,000,000.00</b>	<b>\$900,000.00</b>		<b>\$100,000.00</b>		

**Project: H.014054: I-69 FRTG RD CONN (ELLERBE RD TO LA 1) – For Informational Purposes Only**

Last Updated: 02.21.2025

MPO Performance Target – Improve. Category(s):

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

Route: LA 3276-P	Parish: CADDO	LADOTD District: 04
Cntd Section: 809-15	Beg. Log Mile: 0.00	End Log Mile: 2.82
Off-system Road:		

2019 Project Selection Process (PSP) Ranking:

**2020 Submit**

Remarks	Type Improvement	Work Type	Project Notes				
Under Stage 3 / Engineering and Design underway	New Interstate Frontage Road Construction	URBAN SYSTEMS	1) Amendment 10272023-02: Update project phases/funding w/LADOTD Plan./Program. Section 2) Amendment 12062024-15: Remove multiple phases from currently effective TIP				
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	2028	MPO/ Caddo Par. Port of Cad.-Bos.
Utility Relocation	\$420,000.00	\$420,000.00	\$336,000.00	STP >200k	\$84,000.00	2028	
Construction	\$16,389,122.46	\$18,028,034.71	\$14,422,427.77	STP >200k	\$3,605,606.94	2028	
<b>Total Cost</b>	<b>\$17,499,812.46</b>	<b>\$19,088,724.71</b>	<b>\$15,270,979.77</b>		<b>\$3,817,744.94</b>		



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

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

Last Updated: 08.15.2024

MPO Performance Target – Improve. Category:

**Infrastructure  
Condition (PM2)**

Route:

Parish: CADDO

LADOTD District: 04

2019 Project Selection Process (PSP) Ranking:

**1**

Cntd Section:

Beg. Log Mile: 0.00

End Log Mile: 0.00

000-09

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	2024	Shreveport
<b>Total Cost</b>	<b>\$6,000,000.00</b>	<b>\$6,600,000.00</b>	<b>\$5,280,000.00</b>		<b>\$1,320,000.00</b>		

### Project H.014411: LINWOOD AVENUE RECONSTRUCTION-PHASE IV

Last Updated: 09.15.2022

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

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
<b>Total Cost</b>	<b>\$6,000,000.00</b>	<b>\$6,600,000.00</b>	<b>\$5,280,000.00</b>		<b>\$1,320,000.00</b>		



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

**Project: H.015477 - SHREVEPORT PVMT PRGRM (ASP REHAB)**

Last Updated: 11.15.2024

MPO Performance Target – Improve. Category:

**Infrastructure  
Condition  
(PM2)  
3**

Route: Parish: CADDO LADOTD District: 04  
Cntrd Section: Beg. Log Mile: 0.00 End Log Mile: 0.00

2019 Project Selection Process (PSP) Ranking:

Off-system Road: SHREVEPORT (MULTIPLE LOCATIONS)

<u>Facility Name</u>	<u>Length (in feet or miles)</u>	<u>Parish</u>
Audrey Lane	4,800 ft.	Caddo
Clyde Fant Parkway	5.7 mi.	Caddo
East Kings Highway	1.7 mi.	Caddo
Hearne Avenue	3,940 ft.	Caddo
Jack Wells Boulevard	3,725 ft.	Caddo
Lakeshore Drive	950 ft.	Caddo
Southfield Road	3.5 mi.	Caddo

Remarks	Type Improvement	Work Type	Project Notes				
Entity/State Agreement	PAVEMENT PRESERVATION	URBAN SYSTEMS	State Project Number (SPN) Assigned 02.14.2023				
Project Phase	Project Cost	Cost + (w/CE&I+IDC)	Federal Share	Fed. Fund	Local Share	Year	Sponsor
Engineering	\$200,000.00	\$200,000.00	\$160,000.00	STP>200K	\$40,000.00	2025	Shreveport
Construction	\$149,896.00	\$164,886.00	\$131,908.00	STP >200K	\$32,978.00	2026	
<b>Total Cost</b>	<b>\$349,896.00</b>	<b>\$364,886.00</b>	<b>\$291,908.00</b>		<b>\$72,978.00</b>		



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

**Project: H.015469 – SHREVEPORT PVMT PRGRM (PANEL REPLACE)**

Last Updated: 11.15.2024

MPO Performance Target – Improve. Category:

**Infrastructure  
Condition  
(PM2)  
3**

Route: Parish: CADDO LADOTD District: 04  
Cntd Section: Beg. Log Mile: 0.00 End Log Mile: 0.00

2019 Project Selection Process (PSP) Ranking:

Off-system Road: SHREVEPORT (MULTIPLE LOCATIONS)

<u>Facility Name</u>	<u>Length (in feet or miles)</u>	<u>Parish</u>
David Raines Road	3,815 ft.	Caddo
Hollywood Avenue	1.0 mi.	Caddo
Kennedy Drive	1.0 mi.	Caddo
Kings Highway	610 ft.	Caddo
Linwood Avenue	5,130 ft.	Caddo
Millicent Way	1,500 ft.	Caddo
Mount Zion Road	1.0 mi.	Caddo
Pines Road	1.0 mi.	Caddo
West 84 <sup>th</sup> Street	1,335 ft.	Caddo
West Canal Boulevard	1,050 ft.	Caddo

Remarks	Type Improvement	Work Type	Project Notes				
	CONCRETE PANEL REPLACE.	URBAN SYSTEMS	State Project Number (SPN) Assigned 02.14.2023				
Project Phase	Project Cost	Cost + (w/CE&I+IDC)	Federal Share	Fed. Fund	Local Share	Year	Sponsor
Engineering	\$964,950.00	\$964,950.00	\$771,960.00	STP>200K	\$192,990.00	2025	Shreveport
Construction	\$5,275,060.00	\$5,802,566.00	\$4,642,053.00	STP >200K	\$1,160,513.00	2026	
<b>Total Cost</b>	<b>\$6,240,010.00</b>	<b>\$6,767,516.00</b>	<b>\$5,414,013.00</b>		<b>\$1,353,503.00</b>		



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

**Project: H.015724 KINGS HWY: HEALTHCARE & DEV. CORRIDOR**

Last Updated: 01.17.2025

Route: Parish: CADDO LADOTD District: 04  
 Cntd Section: Beg. Log Mile: 0.00 End Log Mile: 0.00

Off-system Road: KINGS HWY

Remarks	Type Improvement	Work Type	Project Notes				
Stage 3 / Engineering and Design	New Transit/Bike/Ped facilities and roadway improvements	URBAN SYSTEMS	1) Amendment 01172025-01: Awarded RAISE Grant to City of Shreveport				
Project Phase	Project Cost	Cost + (w/CE&I+IDC)	Federal Share	Fed. Fund	Local Share	Year	Sponsor
Engineering	\$1,834,000	\$1,834,000	\$1,467,200	OTHER (EARMARK)	\$366,800	2025	Shreveport
Construction	\$24,200,000	\$26,620,000	\$21,296,000	OTHER (EARMARK)	\$5,324,000	2026	
<b>Total Cost</b>	<b>\$26,034,000.00</b>	<b>\$28,454,000.00</b>	<b>\$22,763,200.00</b>		<b>\$5,690,800.00</b>		



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

**Project: H.012227 LA 5: THOMAS ROAD TO LA 172**

Last Updated: 07.07.2023			MPO Performance Target – Improve. Category:				Infrastructure Condition (PM2)	
Route: LA 5		Parish: Desoto	LADOTD District: 04	2045 MTP Project Selection Process (PSP) Ranking:				N/A
Cntd Section: 049-01		Beg. Log Mile: 0.00	End Log Mile: 0.00	Project Length:				11.04 mi.
Off-system Road:								
Remarks	Type Improvement	Work Type	Project Notes					
Construction	Resurfacing							
Project Phase	Project Cost	Cost + (w/CE&I+IDC)	Federal Share	Fed. Fund	Local Share	Year	Sponsor	
Construction-1	\$4,700,000.00	\$5,170,000.00	\$3,760,000.00	STPFLEX	\$940,000.00	2023	LADOTD	
Construction-2	\$8,000,000.00	\$8,800,000.00	\$0.00	STGEN	\$8,800,000.00	2023		
Total Cost	\$12,700,000.00	\$13,970,000.00	\$3,760,000.00		\$9,740,000.00			

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

Last Updated: 02.21.2025				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					
Off-system Road:								
Remarks	Type Improvement	Work Type	Project Notes					
Stage 3: Engineering / Design underway	New Interstate Frontage Road Construction	URBAN SYSTEMS	1) Amendment 10272023-02: Update project phases/funding w/LADOTD Plan. /Program. Section 2) Amendment 12062024-14: Update Phasing costs and schedules					
Project Phase	Project Cost	Cost + (w/CE&I+IDC)	Federal Share	Fed. Fund	Local Share	Year	Sponsor	
Planning/Environmental	\$10,000.00	\$10,000.00	\$8,000.00	STP>200K	\$2,000.00	2025	MPO/ Caddo Par. Port of Cad.- Bos.	
Right Of Way (R-O-W)	\$1,000,000.00	\$1,000,000.00	\$800,000.00	STP >200K	\$200,000.00	2027		
Utility Relocation	\$300,000.00	\$300,000.00	\$240,000.00	STP >200K	\$60,000.00	2028		
Construction	\$7,427,786.56	\$8,170,565.22	\$6,536,452.17	STP >200K	\$1,634,113.05	2028		
Total Cost	\$8,737,786.56	\$9,480,565.22	\$7,584,452.17		\$1,896,113.05			



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

**Project: H.014059 US80: BRIDGES NEAR MINDEN**

Last Updated: 03.20.2025

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 2. Amendment 12062024-07: <b>Add</b> Engineering Phase and <b>remove</b> Construction Phase from the current TIP (Construction Phase moved to FFY 2027). 3. Modification 03202025-01: Increase Eng. Ph. costs to \$976,000 in 2025				
Project Phase	Project Cost	Cost +(w/CE&I+IDC)	Federal Share	Fed. Fund	Local Share	Year	Sponsor
Engineering	\$976,000.00	\$976,000.00	\$780,800.00	STPFLEX	\$195,200.00	2025	LADOTD
Construction	\$16,450,000.00	\$18,095,000.00	\$14,476,000.00	STPFLEX	\$3,619,000.00	2027	
<b>Total Cost</b>	<b>\$17,426,000.00</b>	<b>\$19,071,000.00</b>	<b>\$15,256,800.00</b>		<b>\$3,814,200.00</b>		

**Project: H.014236 LA 3008: BRIDGES NEAR COTTON VALLEY - FOR INFORMATIONAL PURPOSES ONLY**

Last Updated: 01.31.2025

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)	1) Amendment 12062024-08: <b>Remove</b> Construction Phase from the current TIP (Construction Phase moved to FFY 2027).				
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	2027	LADOTD
Construction-2	\$1,400,000.00	\$1,540,000.00	\$0.00	STGEN	\$1,540,000.00	2027	
<b>Total Cost</b>	<b>\$10,000,000.00</b>	<b>\$11,000,000.00</b>	<b>\$7,568,000.00</b>		<b>\$3,432,000.00</b>		





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

**Project: H.012030 US 371: KCS RR OVERPASSES HBI**

Last Updated: 04.25.2025

Route: US 371

Parish: Webster

LADOTD District: 04

Cntd Section:

Beg. Log Mile: 0.00

End Log Mile: 0.00

Off-system Road:

Remarks	Type Improvement	Work Type	Project Notes				
Stage 3 – Engineering	Bridge Replacement	Preservation, Bridge (on system)	1) CRP<50K has a 90/10 Match Requirement 2) Amendment 03212025-01: add the Right-Of-Way Phase to the project in FFY 2025.				
Project Phase	Project Cost	Cost + (w/CE&I+IDC)	Federal Share	Fed. Fund	Local Share	Year	Sponsor
Right Of Way (R-O-W)	\$6,670,000	\$6,670,000	\$5,336,000	STPFLEX	\$1,334,000	2025	LADOTD
Construction-1	\$22,000,000	\$24,200,000	\$19,360,000	FBRON / OFFE	\$4,840,000	2025	
Construction-2	\$1,900,000	\$2,090,000	\$1,881,000	CRP<50K	\$209,000	2025	
<b>Total Cost</b>	<b>\$30,570,000</b>	<b>\$32,960,000</b>	<b>\$26,577,000</b>		<b>\$6,383,000</b>		

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

Last Updated: 11.15.2023

MPO Performance Target – Improve. Category(s):

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

Route: US 371

Parish: Webster

LADOTD District: 04

2045 MTP Project Selection Process (PSP) Ranking:

Cntd Section:

Beg. Log Mile: 0.00

End Log Mile: 0.00

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
Design/Engineering	\$755,741.95	\$755,741.95	\$604,593.56	STP >200K	\$151,148.39	2024	WPPJ
Right Of Way (R-O-W)	\$161,000.00	\$161,000.00	\$129,000.00	STP >200K	\$32,200.00	2026	
Utility Relocation	\$1,070,000.00	\$1,070,000.00	\$856,000.00	STP >200K	\$214,000.00	2026	
Construction	\$12,595,699.16	\$14,409,479.83	\$11,527,583.86	STP >200K	\$2,881,895.97	2027	
<b>Total Cost</b>	<b>\$14,582,441.11</b>	<b>\$16,396,361.78</b>	<b>\$13,117,117.42</b>		<b>\$3,279,244.36</b>		



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

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

Last Updated: 09.15.2022 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 is listed for information only and not included in STIP until Stage 0 is complete and/or project number is assigned				
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	
<b>Total Cost</b>	<b>\$1,000,000.00</b>	<b>\$1,000,000.00</b>	<b>\$800,000.00</b>		<b>\$200,000.00</b>		

## NLCOG (SHREVEPORT MPO) – ACTIVE TRANSPORTATION PLAN - TIP HIGHWAY PROGRAM

Project: H.015632 NLCOG ACTIVE TRANSPORTATION PLAN – **Plan Delivered 2<sup>nd</sup> Quarter FFY 2025 (Project Record for Tracking Purposes)**

Last Updated: 06.23.2023 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	Please Note: NLCOG (Local Sponsor) will fund \$75,000 from their active reserve funds				
Project Phase	Project Cost	Cost + (w/CE&I+IDC)	Federal Share	Fed. Fund	Local Share	Year	Sponsor
Planning / Environmental	\$375,000.00	\$375,000.00	\$300,000.00	STBG>200K	\$75,000.00	2023	MPO
<b>Total Cost</b>	<b>\$375,000.00</b>	<b>\$375,000.00</b>	<b>\$300,000.00</b>		<b>\$75,000.00</b>		





## TA >200k PARISH PROJECT LISTINGS

- ALPHABETICAL ORDER / ASCENDING PROJECT ID #s -

BOSSIER / CADDO / DESOTO / WEBSTER



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

**Project: H.013315 BOOM OR BUST SCENIC VIEWING AREA - Construction Contract Let FFY 2023 (Project Record for Tracking Purposes)**

Last Updated: 09.15.2022			MPO Performance Target – Improve. Category:	<b>N/A</b>
Route:	Parish: CADDO	LADOTD District: 04	2019 Project Selection Process (PSP) Ranking:	<b>N/A</b>
Cntd Section:	Beg. Log Mile: 0.00	End Log Mile: 0.00		
000-09	0.00			
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
<b>Total Cost</b>	<b>\$425,000.00</b>	<b>\$425,000.00</b>	<b>\$340,000.00</b>		<b>\$85,000.00</b>		



## CRP >200k PARISH PROJECT LISTINGS

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



## NLCOG (SHREVEPORT MPO) – MOTORIST ASST. PATROL (M.A.P.) - TIP HIGHWAY PROGRAM

**Project: State Line Item - NLCOG'S MOTORIST ASSISTANCE PATROL (M.A.P.) CONTRACT SHARE w/LADOTD**

Last Updated: 08.30.2024

MPO STBG >200K Funding

**SAFETY**

Category:

Route:

Parish: MPO

LADOTD District: 04

Project Selection Process (PSP) Ranking:

**1**

Cntd Section:

Beg. Log Mile: 0.00

End Log Mile: 0.00

Off-system Road:

Remarks	Type Improvement	Work Type	Project Notes				
MPO Funds 50% of Annual Contract Services w/M.A.P. Service Vendor through LADOTD	INCIDENT MANAGEMENT	URBAN SYSTEMS	Please Note: NLCOG agrees to expend their Carbon Reduction Program (CRP) funding in the amount of <b>50% of the negotiated annual contractual amount.</b> Remaining contract outside of TIP: \$830,598.97/annually until 06/30/2029				
Project Phase	Project Cost	Cost + (w/CE&I+IDC)	Federal Share	Fed. Fund	Local Share	Year	Sponsor
Contractual	\$761,382.39	\$761,382.39	\$761,382.39	CRP>200K	0	2025	NLCOG
Contractual	\$830,598.97	\$830,598.97	\$830,598.97	CRP>200K	0	2026	
<b>Total Cost</b>	<b>\$1,591,981.36</b>	<b>\$1,591,981.36</b>	<b>\$1,591,981.36</b>		<b>\$0.00</b>		



**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
<b>Total Cost</b>	<b>189,050,000.00</b>	<b>\$18,905,000.00</b>	<b>\$18,905,000.00</b>	<b>\$14,420,200.00</b>	



### 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
<b>Total Cost</b>	<b>\$200,000.00</b>	<b>\$20,000.00</b>	<b>\$22,000.00</b>	<b>\$17,600.00</b>		

### 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
<b>Total Cost</b>	<b>\$22,100,000.00</b>	<b>\$2,210,000.00</b>	<b>\$2,218,000.00</b>	<b>\$1,781,400.00</b>		

#### 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
<b>Total Cost</b>	<b>\$40,400,000.00</b>	<b>\$4,040,000.00</b>	<b>\$4,433,500.00</b>	<b>\$3,110,100.00</b>		



**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
<b>Total Cost</b>	<b>\$9,740,000.00</b>	<b>\$974,000.00</b>	<b>\$1,063,500.00</b>	<b>\$644,000.00</b>		



## 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
<b>Total Cost</b>	<b>\$7,850,000.00</b>	<b>\$785,000.00</b>	<b>\$823,500.00</b>	<b>\$397,800.00</b>		

## 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
<b>Total Cost</b>	<b>\$1,680,000.00</b>	<b>\$168,000.00</b>	<b>\$184,000.00</b>	<b>\$147,200.00</b>		

## 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
<b>Total Cost</b>	<b>\$93,100,000.00</b>	<b>\$9,310,000.00</b>	<b>\$10,199,000.00</b>	<b>\$9,165,350.00</b>		





**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



Construction	\$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
	\$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
<b>Total Cost</b>	<b>\$627,650,000.00</b>	<b>\$62,765,000.00</b>	<b>\$68,973,000.00</b>	<b>\$48,689,450.00</b>		



## 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
<b>Total Cost</b>	<b>\$47,450,000.00</b>	<b>\$4,745,000.00</b>	<b>\$5,202,500.00</b>	<b>\$4,218,000.00</b>		

## 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
<b>Total Cost</b>	<b>\$40,650,000.00</b>	<b>\$4,065,000.00</b>	<b>\$4,433,000.00</b>	<b>\$88,000.00</b>		

#### 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
Right of Way	\$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
	\$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
Utility Relocation	\$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
	\$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
<b>Total Cost</b>	<b>\$213,415,000.00</b>	<b>\$21,341,500.00</b>	<b>\$22,970,000.00</b>	<b>\$18,920,750.00</b>		

## 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
<b>Total Cost</b>	<b>\$11,050,000.00</b>	<b>\$1,105,000.00</b>	<b>\$1,105,000.00</b>	<b>\$940,000.00</b>		



## 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	
<b>Total Cost</b>	<b>\$24,347,000.00</b>	<b>\$2,434,700.00</b>	<b>\$2,637,200.00</b>	<b>\$2,300,550.00</b>		

#### 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	SR25	2026
	\$250,000.00	\$25,000.00	\$27,500.00	\$22,000.00	STP<5K	2026
<b>Total Cost</b>	<b>\$33,090,000.00</b>	<b>\$3,309,000.00</b>	<b>\$3,585,500.00</b>	<b>\$2,576,250.00</b>		

## 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
<b>Total Cost</b>	<b>\$16,600,000.00</b>	<b>\$1,660,000.00</b>	<b>\$1,824,000.00</b>	<b>\$1,459,200.00</b>		

### 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



Construction	\$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
	\$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
<b>Total Cost</b>	<b>\$118,075,000.00</b>	<b>\$11,807,500.00</b>	<b>\$12,911,750.00</b>	<b>\$12,501,750.00</b>		





## 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
	\$50,000.00	\$5,000.00	\$5,000.00	\$4,000.00	STPFLEX	2026
Utility Relocation	\$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
<b>Total Cost</b>	<b>\$49,865,000.00</b>	<b>\$4,986,500.00</b>	<b>\$5,428,000.00</b>	<b>\$4,304,100.00</b>		



## 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
<b>Total Cost</b>	<b>\$60,150,000.00</b>	<b>\$6,015,000.00</b>	<b>\$6,475,000.00</b>	<b>\$5,068,000.00</b>		

#### 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
<b>Total Cost</b>	<b>\$17,900,000.00</b>	<b>\$1,790,000.00</b>	<b>\$1,945,000.00</b>	<b>\$1,694,500.00</b>		



## 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
<b>Total Cost</b>	<b>\$71,281,500.00</b>	<b>\$7,128,150.00</b>	<b>\$7,599,150.00</b>	<b>\$4,485,150.00</b>		

## 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





Construction	\$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
	\$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
<b>Total Cost</b>	<b>\$130,975,000.00</b>	<b>\$13,097,500.00</b>	<b>\$14,282,500.00</b>	<b>\$5,823,750.00</b>		

#### 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
<b>Total Cost</b>	<b>\$3,800,000.00</b>	<b>\$380,000.00</b>	<b>\$418,000.00</b>	<b>\$376,200.00</b>		

#### 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
<b>Total Cost</b>	<b>\$5,915,000.00</b>	<b>\$591,500.00</b>	<b>\$645,000.00</b>	<b>\$488,500.00</b>		

## 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
<b>Total Cost</b>	<b>\$10,704,000.00</b>	<b>\$1,070,400.00</b>	<b>\$1,173,440.00</b>	<b>\$894,752.00</b>		



## 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
	\$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



Construction	\$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
<b>Total Cost</b>	<b>\$56,580,000.00</b>	<b>\$5,658,000.00</b>	<b>\$6,088,000.00</b>	<b>\$3,142,400.00</b>		

#### 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
<b>Total Cost</b>	<b>\$55,775,000.00</b>	<b>\$5,577,500.00</b>	<b>\$6,081,250.00</b>	<b>\$4,832,000.00</b>		

## 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
<b>Total Cost</b>	<b>\$26,000,000.00</b>	<b>\$2,600,000.00</b>	<b>\$2,820,000.00</b>	<b>\$2,221,900.00</b>		

#### 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





Environmental	\$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
	\$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
<b>Total Cost</b>	<b>\$771,460,000.00</b>	<b>\$77,146,000.00</b>	<b>\$83,816,750.00</b>	<b>\$58,255,850.00</b>		

### 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
<b>Total Cost</b>	<b>\$400,000.00</b>	<b>\$40,000.00</b>	<b>\$42,000.00</b>	<b>\$33,600.00</b>		

### 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
	\$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
Construction	\$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
<b>Total Cost</b>	<b>\$160,750,000.00</b>	<b>\$16,075,000.00</b>	<b>\$17,567,500.00</b>	<b>\$8,334,000.00</b>		

### 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
<b>Total Cost</b>	<b>\$480,000.00</b>	<b>\$48,000.00</b>	<b>\$52,000.00</b>	<b>\$41,600.00</b>		

### 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
<b>Total Cost</b>	<b>\$1,300,000.00</b>	<b>\$130,000.00</b>	<b>\$139,000.00</b>	<b>\$111,200.00</b>		

## 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
<b>Total Cost</b>	<b>\$24,650,000.00</b>	<b>\$2,465,000.00</b>	<b>\$2,665,000.00</b>	<b>\$2,195,900.00</b>	

## L.000082 MISC STATEWIDE TCSP PROJECTS

Remarks	Type Improvement	Work Type
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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
<b>Total Cost</b>	<b>\$5,900,000.00</b>	<b>\$590,000.00</b>	<b>\$625,000.00</b>	<b>\$500,000.00</b>		

### L.000083      CONVERSION OF AC (INCLUDES DEBT SERVICE)

Remarks		Type Improvement	Work Type
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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	
<b>Total Cost</b>	<b>\$170,000,000.00</b>	<b>\$17,000,000.00</b>	<b>\$18,680,000.00</b>	<b>\$15,868,000.00</b>		

## 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
<b>Total Cost</b>	<b>\$48,000,000.00</b>	<b>\$4,800,000.00</b>	<b>\$5,200,000.00</b>	<b>\$4,160,000.00</b>		

#### 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
<b>Total Cost</b>	<b>\$800,000.00</b>	<b>\$80,000.00</b>	<b>\$88,000.00</b>	<b>\$70,400.00</b>		

#### 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
<b>Total Cost</b>	<b>\$20,950,000.00</b>	<b>\$2,095,000.00</b>	<b>\$2,095,000.00</b>	<b>\$1,438,500.00</b>		



## 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
<b>Total Cost</b>	<b>\$1,200,000.00</b>	<b>\$120,000.00</b>	<b>\$120,000.00</b>	<b>\$120,000.00</b>		

## 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
<b>Total Cost</b>	<b>\$16,050,000.00</b>	<b>\$1,605,000.00</b>	<b>\$1,745,500.00</b>	<b>\$1,745,500.00</b>		





**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
<b>Total Cost</b>	<b>\$39,300,000.00</b>	<b>\$3,930,000.00</b>	<b>\$4,300,000.00</b>	<b>\$4,300,000.00</b>		

### 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
<b>Total Cost</b>	<b>\$15,300,000.00</b>	<b>\$1,530,000.00</b>	<b>\$1,667,000.00</b>	<b>\$1,333,600.00</b>		

### 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
<b>Total Cost</b>	<b>\$24,510,000.00</b>	<b>\$2,451,000.00</b>	<b>\$2,687,000.00</b>	<b>\$1,794,400.00</b>		



## APPENDIX A

### BIPARTISAN INFRASTRUCTURE LAW OVERVIEW

On November 15, 2021, President Biden signed the Infrastructure Investment and Jobs Act (IIJA) (Public Law 117-58, also known as the “Bipartisan Infrastructure Law”) into law. The Bipartisan Infrastructure Law (BIL) is the largest long-term investment in our infrastructure and economy in our Nation’s history. It provides \$550 billion over fiscal years 2022 through 2026 in new Federal investment in infrastructure, including in roads, bridges, and mass transit, water infrastructure, resilience, and broadband. The BIL is a once-in-a-generation investment in our infrastructure that will help grow the economy, enhance U.S. competitiveness, create good jobs, and build our safe, resilient, and equitable transportation future. This summary reviews the policies and programs of the BIL administered by the Federal Highway Administration (FHWA) based on guidance made available to the MPO during the development of the FY 2023-26 TIP.

Setting the course for transportation investment in highways, the BIL –

- *Invests \$350 billion in highway programs over 5 years*  
The Bipartisan Infrastructure Law provides the basis for FHWA programs and activities through September 30, 2026. It makes a once-in-a-generation investment of \$350 billion in highway programs. This includes the largest dedicated bridge investment since the construction of the Interstate Highway System.
- *Creates more than a dozen new highway programs*  
New programs under the Bipartisan Infrastructure Law focus on key infrastructure priorities including rehabilitating bridges in critical need of repair, reducing carbon emissions, increasing system resilience, removing barriers to connecting communities, and improving mobility and access to economic opportunity.
- *Creates more opportunities for local governments and other entities*  
Many of the new programs include eligibility for local governments, Metropolitan Planning Organizations (MPOs), Tribes, and other public authorities, allowing them to compete directly for funding. The following provides an overview of the funding sources, and eligibilities, included in the BIL.

#### Surface Transportation Block Grant Program (STBG)

The BIL continues all funding features and all requirements that applied to the Surface Transportation Block Grant Program (STBG) under the FAST Act. There is \$71.99 Billion available for FY 2022-26 in STBG funding. The STBG program has the most flexible eligibilities among all Federal-aid highway programs and consistent with how FHWA has historically administered the program. STBG funding may be used by States and localities for projects to preserve or improve conditions and performance on any Federal-aid highway, bridge projects on any public road, facilities for non-motorized transportation, transit capital projects, and public bus terminals and facilities. Funds may also be used to improve the design or operation of any road which is designated as an urban minor collector or higher on the State Functional Classification System.

The BIL’s STBG Program continues all prior STBG eligibilities (see in particular 23 U.S.C. 133(b)(22), as amended, which carries forward all pre-FAST Act eligibilities). It also adds the following new eligibilities: [Except as noted, § 11109(a)(1)]

## IIJA/BIL & FUNDING & PLANNING PROVISIONS

- Privately-owned, or majority-privately owned, ferry boats and terminal facilities that, as determined by the Secretary, provide a substantial public transportation benefit or otherwise meet the foremost needs of the surface transportation system [23 U.S.C. 133(b)(1)(B)];
- Wildlife crossing structures, and projects and strategies designed to reduce the number of wildlife vehicle collisions [23 U.S.C. 133(b)(1)(G); 23 U.S.C. 133(b)(14)];
- The addition or retrofitting of structures or other measures to eliminate or reduce crashes involving vehicles and wildlife [23 U.S.C. 133(b)(3)];
- Projects eligible under 23 U.S.C 130 and installation of safety barriers and nets on bridges [23 U.S.C. 133(b)(5)];
- Maintenance and restoration of existing recreational trails [23 U.S.C. 133(b)(7)];
- Installation of electric vehicle (EV) charging infrastructure and vehicle-to-grid infrastructure [23 U.S.C. 133(b)(15)];
- Installation and deployment of current and emerging intelligent transportation technologies [23 U.S.C. 133(b)(16)];
- Planning and construction of projects that facilitate intermodal connections between emerging transportation technologies, such as magnetic levitation and hyperloop [23 U.S.C. 133(b)(17)];
- Protective features, including natural infrastructure, to enhance resilience of an eligible transportation facility [23 U.S.C. 133(b)(18)];
- Measures to protect an eligible transportation facility from cybersecurity threats [23 U.S.C. 133(b)(19)];
- Conducting value for money analyses or similar comparative analyses of public-private partnerships [§ 11508(d)(2); 23 U.S.C. 133(b)(21)]
- [Up to 5% of STBG apportionment] rural barge landing, docks, and waterfront infrastructure in a rural community or Alaska Native village that is off the road system; [§ 11109(a)(7); 23 U.S.C. 133(b)(23) and (j)];
- Projects to enhance travel and tourism [23 U.S.C. 133(b)(24)];
- Replacement of low-water crossing with a bridge not on a Federal-aid highway [§ 11109(a)(2)(D); 23 U.S.C. 133(c)(4)];
- Capital projects for the construction of a bus rapid transit corridor or dedicated bus lane [§ 11130; 23 U.S.C. 142(a)(3)]; and
- [Up to 15% of STBG apportionment] may be used on otherwise STBG-eligible projects or maintenance activities on roads functionally classified as rural minor collectors or local roads, ice roads, or seasonal roads, may be transferred to the Appalachian Highway System Program or the Denali Access System Program [§ 11109(a)(7); 23 U.S.C. 133(k)].

## Congestion Mitigation & Air Quality Program (CMAQ)

The BIL continues the Congestion Mitigation and Air Quality Improvement Program (CMAQ) to provide a flexible funding source to State and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act. CMAQ has \$13.20 Billion available in funding for FY 2022-26. Funding is available to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter (nonattainment areas) and for former nonattainment areas that are now in compliance (maintenance areas).

The BIL continues all prior CMAQ eligibilities, and adds four new eligibilities:

- Shared micromobility, including bikesharing and shared scooter systems; [§ 11115(1); 23 U.S.C. 149(b)(7)]
- The purchase of diesel replacements, or medium-duty or heavy-duty zero emission vehicles and related charging equipment; [§ 11115(1); 23 U.S.C. 149(b)(8)]
- Modernization or rehabilitation of a lock and dam, or a marine highway corridor, connector, or crossing if functionally connected to the Federal-aid highway system and likely to contribute to attainment or maintenance of national ambient air quality standards (capped at 10% of CMAQ apportionment); and [§ 11115(1) and (2); 23 U.S.C. 149(b)(10), (b)(11), and (c)(4)]
- In alternative fuel projects, vehicle refueling infrastructure that would reduce emissions from nonroad vehicles and nonroad engines used in construction projects or port-related freight operations. [§11115(3); 23 U.S.C. 149(f)(4)(A)]

## National Highway Performance Program (NHPP)

The BIL continues the National Highway Performance Program (NHPP). NHPP has \$147.99 Billion in funding for FY 2022-26. The purposes of this program are:

- to provide support for the condition and performance of the National Highway System (NHS);
- to provide support for the construction of new facilities on the NHS; 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; and
- [NEW] to provide support for activities to increase the resiliency of the NHS to mitigate the cost of damages from sea level rise, extreme weather events, flooding, wildfires, or other natural disasters. [§11105(1); 23 U.S.C. 119(b)]

The BIL continues all prior NHPP eligibilities and adds three new eligibilities:

- 1) undergrounding public utility infrastructure carried out in conjunction with an otherwise eligible project;
- 2) resiliency improvements on the NHS, including protective features; and
- 3) activities to protect NHS segments from cybersecurity threats. [§ 11105(2); 23 U.S.C. 119(d)(2)(Q) through (S)]

## Transportation Alternatives (TA)

The BIL continues the Transportation Alternatives set-aside from the Surface Transportation Block Grant (STBG) program. TA has \$7.2 Billion in funding for FY 2022-26. Eligible uses of the set-aside funds 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.

The BIL continues all existing TA eligibilities and adds new eligibility for activities in furtherance of a vulnerable road user safety assessment. [§ 11109(b)(1)(C); 23 U.S.C. 133(h)(3)(C)]

The BIL expands the range of eligible applicants to include—

- an MPO that represents an area with a population 200,000 or fewer;
- any nonprofit entity (FAST Act restricted to nonprofit entities “responsible for the administration of local safety programs”); and
- a State, at the request of another eligible entity. [§ 11109(b)(1)(D); 23 U.S.C. 133(h)(4)(A)]

## Highway Safety Improvement Program (HSIP)

The BIL 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 land. HSIP has \$15.55 Billion in funding for FY 2022-26. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads that focuses on performance. The BIL maintains the definition of highway safety improvement project and adds under that definition several additional types of projects [§ 11111(a)(1)(A)]:

- intersection safety improvements that provide for the safety of all road users, as appropriate, including multimodal roundabouts; [23 U.S.C. 148 (a)(4)(B)(i)]
- construction and improvement of a railway-highway grade crossing safety feature, including installation of protective devices [NEW] or a grade separation project; [23 U.S.C. 148(a)(4)(B)(vi)]
- construction or installation of features, measures, and road designs to calm traffic and reduce vehicle speeds; [23 U.S.C. 148(a)(4)(B)(viii)]
- installation or upgrades of traffic control devices for pedestrians and bicyclists including pedestrian hybrid beacons and the addition of bicycle movement phases to traffic signals; [23 U.S.C. 148(a)(4) (B)(xxvi)]
- roadway improvements that provide separation between motor vehicles and bicyclists, including medians, pedestrian crossing islands, protected bike lanes, and protected intersection features; and [23 U.S.C. 148(a)(4)(B)( xxvii)]



- pedestrian security features designed to slow or stop a motor vehicle. [23 U.S.C. 148(a)(4)(B)(xxviii)]
- Specified Safety Projects
  - promotes public awareness and informs the public regarding highway safety matters;
  - facilitates enforcement of traffic safety laws;
  - provides infrastructure and infrastructure-related equipment to support emergency services;
  - conducts safety-related research to evaluate experimental safety countermeasures or equipment; or
  - supports safe routes to school non-infrastructure-related activities.

### Highway Safety Improvement Program –Rail (HSIP-R)

The BIL continues the Railway-Highway Crossings Program (RHCP), which are funds set aside from the Highway Safety Improvement Program (HSIP). The state of Tennessee has allocated these set aside fund under the Highway Safety Improvement Program –Rail (HSIP-R. RHCP has \$1.22 Billion in funding for FY 2022-26. The program provides funding for safety improvements to reduce the number of fatalities, injuries, and crashes at public railway-highway grade crossings. The BIL changes annual reporting requirements, requiring each State to submit an annual report to FHWA by August 31 of each year (compared to December 30 under the FAST Act) describing the State’s progress made to implement the RHCP and the effectiveness of the improvements made as a result.

### Carbon Reduction Program (CRP)

The BIL establishes the Carbon Reduction Program (CRP), which provides funds for projects designed to reduce transportation emissions, defined as carbon dioxide (CO<sub>2</sub>) emissions from on-road highway sources. CRP has \$6.42 Billion in funding for FY 2022-26. CRP funds may be obligated for projects that support the reduction of transportation emissions, including, but not limited to– [except as noted, § 11403; 23 U.S.C. 175(c)(1)]

Eligible Projects:

- a project described in 23 U.S.C. 149(b)(4) to establish or operate a traffic monitoring, management, and control facility or program, including advanced truck stop electrification systems;
- a public transportation project eligible under 23 U.S.C. 142;
- a transportation alternative (as defined under the Moving Ahead for Progress under the 21st Century Act [23 U.S.C. 101(a)(29), as in effect on July 5, 2012]), including, but not limited to, the construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation;
- a project described in 23 U.S.C. 503(c)(4)(E) for advanced transportation and congestion management technologies;
- deployment of infrastructure-based intelligent transportation systems capital improvements and the installation of vehicle-to-infrastructure communications equipment;

- a project to replace street lighting and traffic control devices with energy-efficient alternatives;
- development of a carbon reduction strategy developed by a State per requirements in 23 U.S.C. 175 (d);
- a project or strategy designed to support congestion pricing, shifting transportation demand to nonpeak hours or other transportation modes, increasing vehicle occupancy rates, or otherwise reducing demand for roads, including electronic toll collection, and travel demand management strategies and programs;
- efforts to reduce the environmental and community impacts of freight movement;
- a project that supports deployment of alternative fuel vehicles, including– acquisition, installation, or operation of publicly accessible electric vehicle charging infrastructure or hydrogen, natural gas, or propane vehicle fueling infrastructure; and
- purchase or lease of zero-emission construction equipment and vehicles, including the acquisition, construction, or leasing of required supporting facilities
- a project described in 23 U.S.C. 149(b)(8) for a diesel engine retrofit;
- certain types of projects to improve traffic flow that are eligible under the CMAQ program, and that do not involve construction of new capacity; [§ 11403; 23 U.S.C. 149(b)(5); and 175(c)(1)(L)]
- a project that reduces transportation emissions at port facilities, including through the advancement of port electrification; and
- any other STBG-eligible project, if the Secretary certifies that the State has demonstrated a reduction in transportation emissions, as estimated on a per capita and per unit of economic output basis. (Note: FHWA will issue guidance on how the Secretary will make such certifications.) [§ 11403; 23 U.S.C. 133(b) and 175(c)(2)]

### Bridge Formula Program (BFP)

The BIL establishes the Bridge Formula Program (BFP) to replace, rehabilitate, preserve, protect, and construct highway bridges. BFP has \$27.5 billion in funding for FY 2022-2026. BFP funds may be used for highway bridge replacement, rehabilitation, preservation, protection, or construction projects on public roads.

## National Electric Vehicle Infrastructure Formula Program (NEVI)

The BIL establishes a National Electric Vehicle Infrastructure Formula Program (“NEVI Formula”) to provide funding to States to strategically deploy electric vehicle (EV) charging infrastructure and to establish an interconnected network to facilitate data collection, access, and reliability. NEVI has \$5 billion in funding for FY 2022-26.

Eligible projects:

- Limits NEVI Formula funding to use on projects that are directly related to the charging of a vehicle and only for EV charging infrastructure that is open to the public or to authorized commercial motor vehicle operators from more than one company. [twelfth proviso]
- Directs the Secretary of Transportation, in coordination with the Secretary of Energy, to develop guidance for States and localities to strategically deploy electric vehicle charging infrastructure, which must consider:
  - the distance between publicly available electric vehicle charging infrastructure;
  - connections to the electric grid, including electric distribution upgrades; vehicle-to-grid integration, including smart charge management or other protocols that can minimize impacts to the grid;
  - alignment with electric distribution interconnection processes, and plans for the use of renewable energy sources to power charging and energy storage;
  - the proximity of existing off-highway travel centers, fuel retailers, and small businesses to electric vehicle charging infrastructure acquired or funded with NEVI Formula funding;
  - the need for publicly available electric vehicle charging infrastructure in rural corridors and underserved or disadvantaged communities;
  - the long-term operation and maintenance of publicly available electric vehicle charging infrastructure to avoid stranded assets and protect the investment of public funds in that infrastructure;
  - existing private, national, State, local, Tribal, and territorial government electric vehicle charging infrastructure programs and incentives;
  - fostering enhanced, coordinated, public-private or private investment in electric vehicle charging infrastructure;
  - meeting current and anticipated market demands for electric vehicle charging infrastructure, including with regard to power levels and charging speed, and minimizing the time to charge current and anticipated vehicles; and
  - any other factors, as determined by the Secretary of Transportation.[fourteenth and fifteenth provisos]

Subject to minimum standards and requirements to be established by the Secretary of Transportation, in coordination with the Secretary of Energy and in consultation with relevant stakeholders [eighteenth proviso],

NEVI Formula funding may be used for—

- the acquisition and installation of electric vehicle charging infrastructure to serve as a catalyst for the deployment of such infrastructure and to connect it to a network to facilitate data collection, access, and reliability;
- development phase activities relating the acquisition or installation of electric vehicle charging infrastructure;

- operating assistance for costs allocable to operating and maintaining EV charging infrastructure acquired or installed under the program (for up to 5 years);
- acquisition or installation of traffic control devices located in the right-of-way to provide directional information to EV charging infrastructure acquired, installed, or operated under NEVI Formula program, and on-premises signs providing information about such infrastructure;
  - mapping and analysis activities to evaluate current and future demand for EV charging infrastructure; and
  - data sharing about EV charging infrastructure to ensure long-term success of investments under program. [first and seventeenth provisos]

### National Highway Freight Program (NHFP)

The BIL continues the National Highway Freight Program (NHFP) to improve the efficient movement of freight on the National Highway Freight Network (NHFN) and support several goals, including—

- investing in infrastructure and operational improvements that strengthen economic competitiveness, reduce congestion, reduce the cost of freight transportation, improve reliability, and increase productivity;
- improving the safety, security, efficiency, and resiliency of freight transportation in rural and urban areas;
- improving the state of good repair of the NHFN;
- using innovation and advanced technology to improve NHFN safety, efficiency, and reliability;
- improving the efficiency and productivity of the NHFN;
- improving State flexibility to support multi-State corridor planning and address highway freight connectivity; and
- reducing the environmental impacts of freight movement on the NHFN. [23 U.S.C. 167(a) and (b)]

NHFP has approximately \$7.1 billion in funding for FY 2022-2026.

Eligible projects:

- Increases the eligibility to 30% (vs. 10% under the FAST Act) on the amount of NHFP funding that a State may use on freight intermodal or freight rail projects, subject to certain restrictions. [§ 11114(3) (A); 23 U.S.C. 167(h)(5)(B), as redesignated]
- Continues all prior NHFP eligibilities and adds new freight intermodal eligibility, subject to the 30% allowance, for a project—
  - for the modernization or rehabilitation of a lock and dam; or
  - on a marine highway corridor, connector, or crossing (including an inland waterway corridor, connector, or crossing) if, in either case, the project is functionally connected to the NHFN and likely to reduce on-road mobile source emissions. [§ 11114(3)(D); 23 U.S.C. 167(h)(5)(B)(iii) and (iv)]

## Urbanized Area Formula Grants Program

The Bipartisan Infrastructure Law, enacted as the Infrastructure Investment and Jobs Act, continues, without change, the Urbanized Area Formula Funding program that makes federal resources available to urbanized areas and governors for transit capital and operating assistance in urbanized areas and for transportation-related planning. An urbanized area is an incorporated area with a population of 50,000 or more that is designated as such by the U.S. Department of Commerce, Bureau of the Census. This Program has approximately \$37.9 billion in funding for FY 2022-2026.

Eligible activities:

The Bipartisan Infrastructure Law continues without change the broad range of activities eligible under the Urbanized Area Formula Program, including:

- Capital projects
  - Planning
  - Job access and reverse commute projects
  - Operating costs of equipment and facilities for use in public transportation (in urbanized areas with a population of fewer than 200,000 individuals)
- Eligible activities include planning, engineering design and evaluation of transit projects and other technical transportation-related studies;
  - capital investments in bus and bus-related activities such as replacement of buses and overhaul and rebuilding of buses; crime prevention and security equipment;
  - construction of maintenance and passenger facilities; and capital investments in new and existing fixed guideway systems, including rolling stock, overhaul, and rebuilding of vehicles, track, signals, communications, and computer hardware and software. All preventive maintenance and some Americans with Disabilities Act complementary paratransit service costs are considered capital costs.

For urbanized areas with populations less than 200,000, costs to operate equipment and facilities for use in public transportation is an eligible expense. In areas with a population greater than or equal to 200,000, operating assistance is an eligible expense for agencies that operate 100 or fewer vehicles in peak service, subject to published limits on expenditures for such expenses.

For urbanized areas with populations of 200,000 or greater, funds are apportioned and flow directly to a designated recipient selected locally to apply for and receive federal funds. For urbanized areas under 200,000 in population, the funds are apportioned to the governor of each state for distribution.

## Enhanced Mobility of Seniors and Individuals with Disabilities

The Bipartisan Infrastructure Law, enacted as the Infrastructure Investment and Jobs Act, continues, without change, the Formula Grants for the Enhanced Mobility of Seniors and Individuals with Disabilities Program, which funds transportation services planned, designed, and carried out to meet the special transportation needs of seniors and individuals with disabilities in all areas – large urbanized (200,000 or more in population), small urbanized (50,000-199,999 in population), and rural (under 50,000 in population). Eligible projects include both traditional capital investment and nontraditional investment beyond the Americans with Disabilities Act (ADA) complementary paratransit services.

This program has approximately \$2.2 billion in funding for FY 2022-2026.

Eligible activities:

The IIJA continues without change the broad range of eligible activities, including:

- Public transportation projects planned, designed, and carried out to meet the special needs of seniors and individuals with disabilities when public transportation is insufficient, inappropriate, or unavailable
- Public transportation projects that exceed the requirements of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.)
- Public transportation projects that improve access to fixed route service and decrease reliance by individuals with disabilities on complementary paratransit Alternatives to public transportation that assist seniors and individuals with disabilities with transportation At least 55 percent of program funds must be used on capital projects to meet the special needs of seniors and individuals with disabilities when public transportation is insufficient, inappropriate, or unavailable. Examples include:
  - Buses and vans; wheelchair lifts, ramps, and securement devices; transit-related information technology systems including scheduling/routing/one-call systems; and mobility management programs.
  - Acquisition of transportation services under a contract, lease, or other arrangement. Both capital and operating costs associated with contracted service are eligible capital expenses. User-side subsidies are considered one form of eligible arrangement. The capital eligibility of acquisition of services as authorized in 49 U.S.C. 5310(b)(4) is limited to the Section 5310 program.

The remaining 45 percent may be used for projects described above or for projects that exceed the requirements of the ADA, improve access to fixed route service and decrease reliance by individuals with disabilities on complementary transit, or alternatives to public transportation to assist seniors and individuals with disabilities. Examples include:

- Travel training; volunteer driver programs; building an accessible path to a bus stop including curb-cuts, sidewalks, accessible pedestrian signals or other accessible features;
- Improving signage, or way-finding technology; incremental cost of providing same day service or doorto-door service;
- purchasing vehicles to support new accessible taxi, rides sharing and/or vanpooling programs; and
- mobility management.

### **State of Good Repair and Rail Vehicle Replacement Program**

The Bipartisan Infrastructure Law, enacted as the Infrastructure Investment and Jobs Act, continues the State of Good Repair grants program. This program provides financial assistance to transit agencies that operate fixed-guideway and high-intensity motorbus systems for the maintenance, replacement, and rehabilitation of capital assets, including competitive grants for rail rolling stock, as well as for the development and implementation of transit asset management plans. These funds reflect a commitment to ensuring that public transportation operates safely, efficiently, reliably, and sustainably so communities can offer balanced transportation choices that help to improve mobility, reduce congestion, and encourage economic development. This program has approximately \$45.7 billion in funding for FY 2022-2026.

**Eligible Activities:**

Projects that maintain, rehabilitate, and replace capital assets including rail rolling stock, as well as projects that implement transit asset management plans.

### **Buses and Bus Facilities**

The Bipartisan Infrastructure Law, enacted as the Infrastructure Investment and Jobs Act, continues the Grants for Buses and Bus Facilities program, which makes funding available to states, designated recipients, and local governmental entities that operate fixed route bus service to replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities including technological changes or innovations to modify low- or no- emission vehicles or facilities. Funding is provided through formula allocations and competitive grants. Two sub-programs provide competitive grants for buses and bus facility projects, including one that supports low and zero-emission vehicles. This program has approximately \$10.8 billion in funding for FY 2022-2026

**Eligible Activities:**

Capital projects to replace, rehabilitate and purchase buses, vans, and related equipment, and to construct bus-related facilities, including technological changes or innovations to modify low or no emission vehicles or facilities.

### **FOR MORE INFORMATION**

Additional information related to the BIL, including fact sheets and guidance for individual programs and provisions, is available on the Federal Highway Administration's (FHWA) web site.

## APPENDIX B

### TIP PROJECT SELECTION PROCESS (PSP) AND PRIORITIZATION CRITERIA

In alignment with regional priorities, the TIP Project Prioritization Criteria provided more points to projects that prioritized safety and security, system preservation, and improving multimodal access. NLCOG anticipates that directing investment towards projects that support safety and security, system preservation, and multimodal access will enable the MPO to achieve its adopted performance targets.

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.

#### 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)

#### 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 (e.g., 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 NLCOG Staff. These projects will be placed in the 'financially constrained component' of the MTP (i.e., "Current Program 2023-2026"), 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.

### 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.

### STBG > 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.



## CARBON REDUCTION PROGRAM (CRP >200K) FUNDING

One hundred percent of the CRP >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 or TA >200K projects.

### ELIGIBLE PROJECTS UNDER CRP >200K FUNDING

CRP funds may be obligated for projects that support the reduction of transportation emissions, including, but not limited to— [except as noted, § 11403; 23 U.S.C. 175(c)(1)]

- a project described in 23 U.S.C. 149(b)(4) to establish or operate a traffic monitoring, management, and control facility or program, including advanced truck stop electrification systems;
- a public transportation project eligible under 23 U.S.C. 142;
- a transportation alternative (as defined under the Moving Ahead for Progress under the 21st Century Act [23 U.S.C. 101(a)(29), as in effect on July 5, 2012]), including, but not limited to, the construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation;
- a project described in 23 U.S.C. 503(c)(4)(E) for advanced transportation and congestion management technologies;
- deployment of infrastructure-based intelligent transportation systems capital improvements and the installation of vehicle-to-infrastructure communications equipment;
- a project to replace street lighting and traffic control devices with energy-efficient alternatives;
- development of a carbon reduction strategy developed by a State per requirements in 23 U.S.C. 175(d);
- a project or strategy designed to support congestion pricing, shifting transportation demand to nonpeak hours or other transportation modes, increasing vehicle occupancy rates, or otherwise reducing demand for roads, including electronic toll collection, and travel demand management strategies and programs;
- efforts to reduce the environmental and community impacts of freight movement;
- a project that supports deployment of alternative fuel vehicles, including—acquisition, installation, or operation of publicly accessible electric vehicle charging infrastructure or hydrogen, natural gas, or propane vehicle fueling infrastructure; and purchase or lease of zero-emission construction equipment and vehicles, including the acquisition, construction, or leasing of required supporting facilities;
- a project described in 23 U.S.C. 149(b)(8) for a diesel engine retrofit;
- certain types of projects to improve traffic flow that are eligible under the CMAQ program, and that do not involve construction of new capacity; [§ 11403; 23 U.S.C. 149(b)(5); and 175(c)(1)(L)]

- a project that reduces transportation emissions at port facilities, including through the advancement of port electrification; and any other STBG-eligible project, if the Secretary certifies that the State has demonstrated a reduction in transportation emissions, as estimated on a per capita and per unit of economic output basis. (Note: FHWA will issue guidance on how the Secretary will make such certifications.) [§ 11403; 23 U.S.C. 133(b) and 175(c)(2)]

Those projects complying with the requirements listed in this Appendix will be prioritized and potentially selected for funding by NLCOG's TCC.

Table B-1 outlines NLCOG's project selection evaluation methodology that supports the overarching goals of the Metropolitan Transportation Plan (MTP) 2045 and the National Performance based goals that are extended through the current IJA (please refer to Chapter 4's **Figure 4.2** which graphically depicts this relationship).

**TABLE B-1: NLCOG'S PROJECT SELECTION PROCESS (PSP) – EVALUATION CRITERIA AND SCORING RUBRICK**

Safety is defined as protection against unintentional harm and relates to both motorized and non-motorized modes of travel; and Security is defined as protection against intentional harm and relates to both motorized and non-motorized modes of travel. While Safety and Security are considered as two separate and distinct factors in transportation planning, they are considered as a single factor in this document. **Examples** of improved safety and security could be reduction in the number of automobile crashes, reduction of the risk of individual acts of criminal behavior on a transit line, improvement in the emergency response capacity after an act of terrorism, etc.

Prioritization Criteria	Low	Moderate	High
Avg. Annual Daily Traffic (AADT) – <b>Urban</b> project location <u>OR</u>	1 pt. ( $< 2499$ )	3 pts. (2500-9999)	5 pts. ( $> 10000$ )
Avg. Annual Daily Traffic (AADT) – <b>Rural</b> project location	1 pt. ( $< 999$ )	3 pts. (1000-2499)	5 pts. ( $> 2500$ )
Project Scope or Breadth	1 pt. (Single location)	3 pts. (Corridor)	5 pts. (Systemic)
Improvement Focus: <b>Rural area</b> (Roadway Departures) or <b>Urban area</b> (Intersection Safety Improvements)	0 pts.	0 pts.	5 pts. (Yes)

1. Improve Safety and Security

0 - 15 Points

Methods for protecting the environment are as unique as the local environments that they serve. Therefore, **examples** of ways in which a transportation system can impact the environment are myriad. In the NLCOG Urbanized Area, the most important environmental protection issues are wetlands protection and flood protection. Examples of ways to protect the environment are: not building roads in environmentally sensitive areas; or building projects that reduce idling time by big trucks.

## 2. Protect the Environment

Prioritization Criteria	Impact	Points
Local Sponsor informally identifies environmentally beneficial elements of the submitted project's scope/design.	Some	3 pts.
The scope/design of the submission explicitly includes one or more element(s) that directly benefits the environment.	Moderate	5 pts.
The entire submitted project's overall project scope/design provides inherently beneficial impacts upon both the Environmental and Transportation Systems.	Extensive	10 pts.

**0 – 10 points**

Congestion is defined as a roadway system operating at speeds below that for which it was designed due to high demand. **Examples** of ways in which congestion could be reduced are: the addition of turning lanes; or improvements to signalization.

## 3. Reduce Congestion

Prioritization Criteria	Low	Moderate	High
Avg. Annual Daily Traffic (AADT) – <b>Urban</b> project location <b>OR</b>	1 pt. ( < 14999)	3 pts. (15000-24999)	5 pts. ( > 25000)
Avg. Annual Daily Traffic (AADT) – <b>Rural</b> project location	1 pt. ( < 999)	3 pts. (1000-2499)	5 pts. ( > 2500)
Project Undertaken Along a Designated NHS Roadway:	0 pt.	0 pts.	5 pts. (Yes)
benefitting identified Freight Corridors and/or improve the connectivity/access to intermodal transportation facilities	0 pts.	0 pts.	5 pts. (Yes)

**0 - 15 Points**

**4. Support Land Use & Economic Development Goals**

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

Prioritization Criteria	No	Yes
The scope/design of the submission explicitly enhances (documentation provided by the Local Sponsor) the Economic Development prospects or the equitable/rational development of a specific area (e.g., improving access to a concentration of Intermodal/Industrial land uses)	0 pt.	5 pts.
The submitted project's overall project scope/design is identified in a formally adopted regional/local Capital Improvement Program (CIP) Economic Development or Land-use Plan	0 pt.	10 pts.

**0 - 10 Points**

**5. Increase Connections  
And  
Improving Accessibility**

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

Improving access involves control and management of the entrance and exit points to a transportation facility for people and freight. Increasing the number of access points does not necessarily improve access. Improved access is based on a balance between the number of access points and the efficient movement of traffic through the transportation facility. **Examples** of ways in which access could be improved are a reduction in the number of driveways that enter a major arterial; or development of a hierarchical master street plan that designs roads based on use.

Prioritization Criteria	No	Yes
The scope/design of the submission explicitly improves accessibility and/or mobility (e.g., improving access to adjacent land uses located along congested roadway facilities or offering better mobility options throughout the region)	0 pt.	5 pts.
The submitted project's overall project scope/design is a component of a formal regional/local Access Management Plan or is currently identified in NLCOG's current MTP (2020 – 2040)	0 pt.	10 pts.

**0 – 10 Points**

## 6. Increase multimodal Options & Energy Conservation

The various modes of travel within the community function best when people and goods can easily move from one mode of travel to another. Energy conservation has become a national priority in recent years. The transportation sector uses the largest portion of energy consumed in the US. Therefore, increase in multi-modal options and connectivity between them will lead to conservation of energy. **Examples** of ways this could be achieved includes a reduction in the use of single occupancy vehicles; expansion of the fixed route transit system into previously unserved areas; an increase in the number of streets with sidewalks; and an increase in intermodal freight transfer facilities.

Prioritization Criteria	Impact	Yes
Local Sponsor informally identifies project elements that enhances alternative transportation improvements and/or options that reduce vehicle emissions to the regional/local transportation network.	Some	5 pts.
Scope explicitly improves multi-modal alternatives and/or conservation (e.g., bike lane component within the project, bus turnouts along a congested roadway)	Moderate	10 pts.
The entire submitted project's overall project scope/design provides inherently beneficial impacts upon both the Environmental and Transportation Systems	Extensive	15 pts.

**0 - 15 Points**

## 7. Improve Quality of Life

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

Prioritization Criteria	Impact	Yes
Local Sponsor informally identifies project elements that they consider critical to improving the "Quality of Life" of regional/residents.	Some	5 pts.
The scope/design of the submission explicitly enhances a localized area's transportation mobility.	Moderate	10 pts.
The submitted project's overall project scope/design is a component of a formal regional/local Comprehensive Plan or is currently identified in NLCOG's current MTP (2020 – 2040)	Extensive	15 pts.

**0 - 15 Points**

<b>8. Cost Sharing</b>	<p>The STBG Urban Mobility/Rehabilitation funding category requires a mandatory 20% local match. If the project has more than 30% local match, it will be awarded 5 points.</p> <p><b>“Yes” if the criteria requirement is met, 5 points are awarded otherwise no points.</b></p> <p style="text-align: right;"><b>0 Or 5 Points</b></p>
<b>9. Project Readiness (No Points)</b>	<p>This criterion determines the year in which a project or phase of a project will be programmed in the TIP. This criterion is used specifically to assess the project timelines and not as a ranking factor for the project prioritization process. The following factors determine project readiness:</p> <ul style="list-style-type: none"> <li>• Design Delays</li> <li>• Right of Way (ROW) Acquisition</li> <li>• Environmental Problems</li> <li>• Availability of funding</li> </ul> <p style="text-align: right;"><b>No Points</b></p>
<b>Total Points</b>	<p style="text-align: right;"><b>100 Points</b></p>

#### NLCOG's PSP EVALUATION PROCESS FOR STBG >200k PROJECTS

Once NLCOG Staff scores all the proposed new projects they are combined with the scores from the MTP's "Carry Over" projects. The combined list is sorted by project score/evaluation in descending order in preparation for the next phase of the TIP development process. The next step in TIP development is described in Chapter 4's section titled "PRELIMINARY PROJECT PROGRAMMING BY MTP PROGRAM AND PRIORITIZATION EFFORT".

#### NLCOG's PSP EVALUATION PROCESS FOR TA >200k and CRP >200k PROJECTS

Currently, the revised TIP (FFY 2023 – FFY2026) does not contain any CRP >200k funded projects. Two (2) TA >200k funded projects are currently programmed into this TIP.

With the expanded and new programmatic funding sources that have become available through the IJA for Transportation Management Areas (TMAs) (e.g., CRP >200k programmatic funding became available December 2021), NLCOG has not developed a Project Selection Process (PSP) for either TA >200k or CRP >200k eligible projects. Over the course of FFY 2023, NLCOG will work towards updating the PSP for STBG >200k funded projects that better aligns with MTP 2045 and National Performance Goals. Further, NLCOG will develop appropriate selection processes for TA >200k and CRP >200k eligible projects respectively.

## APPENDIX C

### HIGHWAY PROGRAMS PROJECT RECORD DETAIL FORMAT

Figure C-1 presents the intergovernmental agreed upon STIP/TIP Highway Program project detail format. MPO eligible Federal highway programmatic STIP/TIP funding sources (STBG >200k, TA>200k, and CRP >200k programs) will utilize the format presented below. As required by FHWA, NLCOG's TIP project record and funding detail must have a one-to-one correspondence with LADOTD's STIP record detail.

**FIGURE C-1: LADOTD CURRENT PROJECT DETAIL (STIP PROJECT RECORD)**

Project: 1						
Route: 2	Cntrl Section: 3	Beg Log Mile: 4	End Log Mile: 4	Parish: 5	Non-State Road: 6	
Remarks: 7		Type Improvement: 8		Work Type: 9		
Project Phase: 10	Project Cost: 11	Tot Cost (w/CE&I+IDC): 12	Federal Share: 13	Fund: 14	Year: 15	Sponsor: 16
Feasibility						
Environmental						
Right of Way						
Utility Relocation						
Design (Engineering)						
Construction						
Total Cost: 17	\$0.00	\$0.00	\$0.00			

- 1 **Project:** Project Number and Name - Project name can only be 40 characters in length including spaces.
- 2 **Route:** Route Number - if no route number exists, leave blank
- 3 **Cntrl Section:** Route Control Section - must be filled in if on a state route and all control sections must be listed, leave blank for local roads
- 4 **Beg Log Mile:** and **End Log Mile:** Begin and End Route Log Mile of project limits - for local roads begin limit is 0.00 and end limit is 0.00
- 5 **Parish:** Parish where project is located
- 6 **Non-State Road:** Local Road name, leave blank if state roadway
- 7 **Remarks:** Additional project information/comments - this must include who is providing the match per agreement
- 8 **Type Improvement:** Project improvement type
- 9 **Work Type:** Work type is the Program Category, Sub-Category (if applicable) - this is identified on the DOTD Letting List
- 10 **Project Phase:** Phase(s) of project funded within TIP timeframe
- 11 **Project Cost:** Estimated cost of project per project phase
- 12 **Tot Cost (w/CE&I+IDC):** Estimated total cost of project per project phase with CE&I and IDC of 10% included for construction phases and 0% for all other phases
- 13 **Federal Share:** Federal share of estimated total project cost per phase w/CE&I+IDC included
- 14 **Fund:** Fund type per project phase
- 15 **Year:** Fiscal year project phase will be authorized
- 16 **Sponsor:** Project sponsor
- 17 **Total Cost:** Total cost of project, all phases funded within TIP timeframe

At a minimum, the above information should be included for each project and must be labeled as indicated in red.



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, NLCOG Staff 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. Table C-1 outlines the

**TABLE C-1: SUMMARY OF HIGHWAY PROGRAM PROJECTS PERFORMANCE MEASURES**

National Goal Categories (PM)	Adopted MPO Performance Measures
Safety (PM1)	<ul style="list-style-type: none"> <li>Number of fatalities</li> <li>Fatality rate (per 100 million vehicle-miles traveled)</li> <li>Number of serious injuries</li> <li>Serious injury rate (per 100 million vehicle-miles traveled)</li> <li>Number of non-motorized fatalities and non-motorized serious injuries</li> </ul>
Infrastructure Condition (PM2)	<ul style="list-style-type: none"> <li>Percentage of pavement on the Interstate System in good condition</li> <li>Percentage of pavement on the Interstate System in poor condition</li> <li>Percentage of pavement on the non-Interstate NHS in good condition</li> <li>Percentage of pavement on the non-Interstate NHS in poor condition</li> <li>Percentage of NHS bridges classified as in good condition</li> <li>Percentage of NHS bridges classified as in poor condition</li> </ul>
System Reliability / Freight Movement / Economic Vitality (PM3)	<ul style="list-style-type: none"> <li>Percentage of person-miles traveled on the Interstate System that are reliable</li> <li>Percent of person-miles traveled on the non-Interstate NHS that are reliable</li> <li>Truck Travel Time Reliability Index</li> </ul>

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).

NLCOG Staff added additional fields to the current STIP/TIP project detail format that links the respective project to the performance measure that it primarily addresses.

**FIGURE C-2: NLCOG ADDED PERFORMANCE BASED PROJECT DETAILS**

Project: H.xxxxxx – Name of Project			
Last Updated: 12.16.2021		MPO Performance Measure - Improvement Category:	<b>1</b>
Route:	Parish:	LADOTD District:	2019 Project Selection Process (PSP) Ranking: <b>2</b>
Cntd Section:	Beg. Log Mile: 0.00	End Log Mile: 0.00	
Off-system Road:			

**NEW FIELDS DESCRIPTION:**

- 1 The new format identifies the primary Performance Measure or Measures the improvement project addresses. Within the TIP's Highway Program, Table C-1 summarizes the established MPO Performance Measures (National Goals) which will be documented accordingly within each project listing detail. Please note, the MPO added detail shown in Figure C-2 applies to projects that are funded with urban attributable funding sources (i.e., STBG >200k, TA >200k, and CRP >200k). NLCOG is not privy to LADOTD's evaluation/prioritization scoring information for their sponsored projects found within the MPO's MPA.
- 2 If available, the year and ranking received, through NLCOG's PSP which is documented in **Appendix B**, the project was selected for inclusion into the TIP.

**PLEASE NOTE: LADOTD SPONSORED PROJECTS**

Since NLCOG does not have any information pertaining to LADOTD's selection of projects located in the four (4) Parish MPA, it is not appropriate to apply NLCOG's added performance/project selection information to their project listing detail.

## APPENDIX D

### PREVIOUSLY AUTHORIZED PROJECTS: STATUS OF PROJECTS IN THE FFY 2019-22 TIP

Status of NLCOG Projects (STP >200k Or STP >200k-E Or STBG >200k Or TAP >200k Funding) (1)

Project ID	Project Name	Project Description	Project Status			
			Carried Over To TIP (23-26)	To Be Let / CONST (2)	Completed	Removed
H.002856	Youree Dr. @ Kings Hwy Improvements	Intersection and all approaches Widen. / Realignment / Reconstruction			<input checked="" type="checkbox"/>	
H.003854	SWAN LAKE RD (I-220 TO FLAT RIVER)	Swan Lake - Roadway Widen. 3-ln sect. / Realign.			<input checked="" type="checkbox"/>	
H.972357	SHREVEPORT MPO TRANS PLAN SFYS 2020/2021	Long-range Plan Update (2045)			<input checked="" type="checkbox"/>	
H.003370	I-220/1-20 INTERCHANGE IMP & BAFB ACCESS	New Interstate access to Barksdale A.F.B.	<input checked="" type="checkbox"/>			
H.011538	MOTORIST ASSISTANCE PATROL STATEWIDE	MPO Contractual Obligation for M.A.P. services	<input checked="" type="checkbox"/>			
H.012426	SHREVEPORT MPO THOROUGHFARE STUDY	MPO Contract: Develop Thoroughfare Study for Caddo/Bossier Parishes			<input checked="" type="checkbox"/>	
H.013186	BOSSIER CITY RT: COLEMAN ST IMPROVEMENTS	Coleman St Resurfacing / Drainage / Lighting improve.			<input checked="" type="checkbox"/>	
H.012013	VIKING DR WIDENING (LA3105-SWAN LAKE RD)	Widen. 3-ln / Drainage Improvements to Viking Dr				<input checked="" type="checkbox"/>
H.012030	US371: KCS RR OVERPASSES HBI	On-system Bridges (HBI) Webster Par.	<input checked="" type="checkbox"/>			



Project ID	Project Name	Project Description	Project Status			
			Carried Over	To Be Let / CONST (2)	Completed	Removed
H.014410	LINWOOD AVENUE RECONSTRUCTION-PHASE III	Joint / Panel Replacement	<input checked="" type="checkbox"/>			
H.014411	LINWOOD AVENUE RECONSTRUCTION-PHASE IV	Joint / Panel Replacement	<input checked="" type="checkbox"/>			
H.014054	I-69 FRONTAGE ROAD (ELLERBE RD TO LA 1)	New Const. I-69 Frontage Rd.	<input checked="" type="checkbox"/>			
H.014056	I-69 FRTG RD CONN (STONEWALL TO FRIERSON RD)	New Const. I-69 Frontage Rd.	<input checked="" type="checkbox"/>			
H.013389	CADDO PARISH BICYCLIST AWARENESS SIGNAGE	Install Signage Along Caddo Par. Bike Routes			<input checked="" type="checkbox"/>	
H.013315	BOOM OR BUST SCENIC VIEWING AREA	Access Rd. / Park Facilities Improvements		<input checked="" type="checkbox"/>		
H.007404	OIL CITY SHARED USE PATH	Recreational Path Improvements	<input checked="" type="checkbox"/>			

(1) Sources : NLCOG's Annual Listing of Obligated Projects Reports (2018–2021); NLCOG TIP (2019–2022)

(2) Note: The project status category "To Be Let / CONST" includes projects in which the construction funding has been authorized and the project is ready to go to bid and/or the project is under construction but not yet completed.

## APPENDIX E

### 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)

<b>Public Comment Period</b>	<p><b>Northwest Louisiana Council of Governments</b> FFY 2023-2026 Northwest Louisiana Metropolitan Planning Area (Bossier, Caddo, Desoto, and Webster Parishes) Transportation Improvement Program (TIP)</p> <p><b>Public Comment Period</b> August 28<sup>th</sup>, 2022 – September 27<sup>th</sup>, 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 30<sup>th</sup>, 2022.</p> <p>All interested citizens are encouraged to access the Draft TIP at <a href="http://www.nlco.org">www.nlco.org</a> or by requesting a printed copy from the office of NLCOG at (318) 841-5950. Comments may be e-mailed to <a href="mailto:public_comments@nlco.org">public_comments@nlco.org</a> or mailed to:</p> <p>NLCOG Attn: TIP Comment 625 Texas Street, Suite 200 Shreveport, Louisiana 71101</p> <p><b>All public written comments relative to this draft document should be received no later than September 27<sup>th</sup>, 2022.</b></p>
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## APPENDIX F

### Comments Received: NLCOG's Transportation Improvement Program (TIP) FFY2023 – FFY2026 Draft Document (08.30.2022 – 09.29.2022)

#### COMMENTS RECEIVED FROM PUBLIC OFFICIALS REGARDING THE DRAFT TIP DOCUMENT

*Received From Angela Murrell (LADOTD Planning-Programming Section) 08.30.2022*

**From:** Angela Murrell <Angela.Murrell@la.gov>  
**Sent:** Tuesday, August 30, 2022 1:03 PM  
**To:** Chris Petro  
**Cc:** Dawn Sholmire  
**Subject:** RE: TCC review of Draft FFY 2023 - FFY 2026 document  
Chris, Can you also make a note to remove H.001799 from your draft TIP? **We are on schedule to get the project authorized this FFY.**

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		

Thank you,  
Angela H. Murrell, P.E.  
Urban Transportation Planning Engineer  
LADOTD – Transportation Planning Section

Received From Angela Murrell (LADOTD Planning-Programming Section) 08.29.2022

**From:** Angela Murrell <Angela.Murrell@la.gov>  
**Sent:** Monday, August 29, 2022 1:40 PM  
**To:** Chris Petro  
**Cc:** Dawn Sholmire  
**Subject:** RE: TCC review of Draft FFY 2023 - FFY 2026 document

Chris, I just noticed that the TIP entry for H.001779 JIMMIE DAVIS BRIDGE (LA 511) (HBI) needs to have contingency added to Cost +(CE&I+IDC). **Can you please include this revision in your final draft?**

Project: H.001779 JIMMIE DAVIS BRIDGE (LA 511) (HBI)							
Last Updated: 07.15.2022							
Route: I-20		Parish: CADD0	LADOTD District: 04				
Cntrl 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	Bridge Replacement -	HBI					
Design / Engineering	Rehabilitation						
Project Phase	Project Cost	Cost = (w/CE&I+IDC)	Federal Share	Fed. Fund	Local Share	Year	Sponsor
Construction-1	\$100,000,000.00	\$ 110,000,000.00	\$ -	ARPA	\$0.00	2023	
Construction-2	\$15,500,000.00	\$ 17,050,000.00	\$ -	STBONDS	\$15,500,000	2023	LADOTD
Construction-3	\$35,000,000.00	\$ 38,500,000.00	\$ 30,800,000.00	NHPP	<del>\$7,700,000</del>	2023	
Total Cost	\$150,500,000.00	\$150,500,000.00	\$128,000,000		\$22,500,000		

Thank you,  
Angela H. Murrell, P.E.  
Urban Transportation Planning Engineer  
LADOTD – Transportation Planning Section  
(225) 242-4558

## COMMENTS RECEIVED FROM THE GENERAL PUBLIC REGARDING THE DRAFT TIP DOCUMENT

NONE RECEIVED

