



EXECUTIVE SUMMARY
Draft Transportation Improvement Program
(FFY 2027 – FFY 2030)

Northwest Louisiana Council of Governments (NLCOG)
The MPO for the Shreveport-Bossier City Urban Area

Executive Summary: Northwest Louisiana Transportation Improvement Program (FFY 2027 – FFY 2030)

✓ Overview and Purpose

The **Northwest Louisiana Council of Governments (NLCOG)**, acting as the Metropolitan Planning Organization (MPO) for the Shreveport-Bossier City Urban Area, has developed the **Transportation Improvement Program (TIP) for Federal Fiscal Years (FFYs) 2027 through 2030**. The TIP serves as the region's short-range, financially constrained program prioritizing federally funded highway, transit, multimodal, and safety infrastructure investments. It reflects short-term regional priorities derived from the long-range 2045 Metropolitan Transportation Plan (MTP).

Because the NLCOG region encompasses a population greater than 200,000, it carries a federal **Transportation Management Area (TMA)** designation. This status grants the MPO direct authority to prioritize and select regional projects funded through federal sub-allocated resources.

Regional Profile & Demographics

The Metropolitan Planning Area (MPA) covers four parishes: **Bossier, Caddo, DeSoto, and Webster**.

- **Population Growth:** Between 2000 and 2024, the total MPO population grew by **19.4%**, rising to **418,453 residents**.
 - **Parish Trends:** Growth is highly uneven. **Bossier Parish** surged by **33.4%** (reaching 131,102), while **Caddo Parish** dropped **10.8%** (224,893) and **Webster Parish** declined **15.9%** (35,184).
 - **Investment Strategy:** Investment streams track these shifting patterns. High-growth zones (Bossier) emphasize capacity expansion and traffic relief, while stagnant or declining zones prioritize system preservation and pavement maintenance.
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Performance-Based Planning Framework

In compliance with federal **Infrastructure Investment and Jobs Act (IIJA)** guidelines, NLCOG scores and selects projects using a formalized **Project Selection Process (PSP)** linked directly to federal National Performance Management (PM) goals:

PM1: Highway Safety

- **Regional Targets:** Set to support a continuous downward trajectory in traffic fatalities and serious injuries.
- **Program Impact:** Regarded as **Minimal** overall, as infrastructure metrics represent only one component of safety; behavior modifications (impaired/distracted driving enforcement) heavily dictate overall outcomes.

PM2: Infrastructure (Pavement & Bridge Condition)

- **Status:** Heavily addressed via a **Moderate** regional impact.
- **Key Wins:** Driven by the milestone 2026 completion of the I-20 urban reconstruction and the ongoing \$361+ million Jimmie Davis Bridge replacement (expected traffic opening in **early 2028**).

PM3: System Performance & Freight Reliability

- **Status:** The regional network shows exceptionally high baseline travel reliability indices.
 - **Focus:** Programming focuses on targeted bottlenecks highlighted in the **2025 Congestion Management Process (CMP) Plan**, resulting in a steady, protective system impact.
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💡 Financial Plan & Funding Commitments

The four-year program documents over **\$41 million** in directly sub-allocated federal highway funding alongside multi-million dollar transit allocations. The TIP proves complete financial constraint across its three core attributable highway programs:

Federal Funding Program (FFY 2027–2030)	Total 4-Year Revenue	Total Programmed Expenditures	Fiscal Status
STBG >200k (Surface Transportation Block Grant)	\$34,354,723.96	\$55,933,000.00 <i>(utilizes accrued balance)</i>	Fiscally Constrained (\$17.6M positive carryover to FFY 2031)
TA >200k (Transportation Alternatives)	\$2,959,028.00	\$0.00 <i>(underutilized baseline)</i>	Fiscally Constrained (MPO actively sourcing new local walk/bike projects)
CRP >200k (Carbon Reduction Program)	\$3,958,004.00	\$2,561,014.00	Fiscally Constrained (\$3.3M positive carryover to FFY 2031)

🔍 Key Regional Adjustments & Off-the-Top Set-Asides

- **Transit Modernization:** A **\$2,500,000** highway-to-transit funding transfer is programmed in FFY 2028 to support **SPORTRAN** bus fleet modernizations and state of good repair targets.
 - **Aerial Photography:** A **\$2,000,000** regional aerial flight contract is scheduled for FFY 2028 to assist local planning agencies.
 - **Long-Range Planning:** A **\$500,000** allocation is reserved in FFY 2030 to fund the mandatory **MTP 2055 Update** planning study.
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Prominent Regional Project Highlights

Highway System Projects

- **Winfield Road Extension (Bossier Parish - H.003855):** New two-lane urban collector construction mapping from LA 3 to Bellevue Road to offer critical congestion relief to Airline Drive. Total utility phase cost of **\$9,500,000** scheduled for FFY 2027.
- **US 371 Widening (Webster Parish - H.016478):** Widening a 1.81-mile corridor to a three-lane cross-section featuring dedicated left-turn lanes to support freight traffic entering the Webster Industrial Park. Total cost of **\$19,950,000** spanning FFY 2027–2028.
- **I-69 Frontage Road Connectors (Caddo & DeSoto Parishes - H.014054 / H.014056):** New access route from the Port of Caddo Bossier from LA 1 to I-49 providing freight a direct link to I-49, safely diverting hazardous materials away from residential areas.
- **Motorist Assistance Patrol (M.A.P.):** Funded utilizing **\$830,599 annually** from Carbon Reduction allocations to clear disabled vehicles and manage incidents across the local interstate system.

Major Federal Discretionary Grants

- **INFRA Grant (FY 2025): \$22,595,853** awarded to upgrade Stonewall Frierson and Robson Roads for the future I-69 Frontage Road project.
 - **RAISE Grant (FY 2022): \$22,164,000** awarded to the City of Shreveport for the **Healthcare & Development Corridor** near I-20/I-49, implementing Bus Rapid Transit (BRT) lane additions, lighting, and ADA upgrades.
 - **BUILD Grant (FY 2026): \$25,000,000** discretionary grant awarded to Bossier Parish Policy Jury (BPPJ) to construct a new roadway serving as an east-west connection extending Winfield Road beyond its current terminus at Bellevue Road to connect with Highway 3 (Benton Road).
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Transit Program (SPORTAN)

Shreveport's transit provider receives annual FTA formula grants (Sections 5307, 5339, 5310, 5311). The TIP scales annual transit operations from **\$11.15 million in FFY 2027** up to **\$12.54 million by FFY 2030** using a cooperative 4% annual inflation baseline.

Programmed investments cover ongoing preventative maintenance, specialized on-demand vehicle acquisitions, and paratransit support systems.

Long-Range Transportation Plan (2050 MTP Update) Identified Improvement Projects Prioritized for Funding in the Upcoming TIP (FFYs2027-2030) Cycle

- **Hamilton Rd Rehabilitation Project (Local Sponsor / Bossier City):**
Comprehensively restore and modernize approximately one mile of Hamilton Road from **Arthur Ray Teague Parkway to US 80 (East Texas Street)** so it can safely and reliably serve as a key **north-south arterial** in Bossier City. Total Construction Phase cost estimate sits at approximately **\$7,000,000 (From the Stage 0 Feasibility Study)**. NLCOG's Federal STP>200k programmatic funding will be utilized to fund this system preservation project.
- **Kings Highway Complete Streets Improvements (Local Sponsor / City of Shreveport):** This project will reconfigure the current a four-lane undivided road cross-section, from Holly St. west to Creswell Av., reducing the cross-section to a two-lane roadway, utilizing the newly available lateral space for features such as bus pullouts, pedestrian islands, and private parking access buffers. The estimated total project costs include a conservative budget for utility relocation costs including the removal of above ground power poles to be buried underground for power distribution. Total estimated cost of the project is **\$10,000,000**. NLCOG will bundle available Federal STP>200k, Transportation Alternative (TA>200k), and Carbon Reduction Program (CRP) funding to meet the financial requirements of this "Complete Streets" type improvement project.

- **Desoto Parish System Preservation Program (Local Sponsor / DeSoto Parish Police Jury (DPPJ):** Mr. Michael Norton (Parish Administrator DeSoto Parish Police Jury) developed a program of system preservation category road improvements that are eligible for Federal programmatic funding.

Listed below in no prioritized order

1. Reconstruction on US Hwy 84 from the Red River Parish Line all the way into Mansfield
2. Hwy 175 Rehabilitation from I-49 into Mansfield
3. Hwy 171 Rehabilitation from Mansfield south and north to the Sabine Parish line
4. Hwy 171 from Stonewall to Grand Cane (south bound lane needs Rehabilitation)

NLCOG will utilize **\$2,500,000** of its STP>200k Federal program funding to assist Desoto Parish's efforts with these system preservation improvements. Being the local sponsor, Desoto Parish (DPPJ) has discretion over which of their listed improvement projects the funding will be put towards.

Winfield Road Extension (Bossier Parish - H.003855): Supplemental funding to an existing TIP (FFYs 2027-2030) improvement project (**Local Sponsor / Bossier Parish Police Jury (BPPJ)**). NLCOG will fund an additional **\$5,000,000** in STP>200k Federal program funding in FFY 2030 to reduce the Construction Phase cost burden of this nearly \$54,000,000 improvement project.