

Transportation Improvement Program (FFY 2027 – FFY 2030)

Northwest Louisiana Council of Governments (NLCOG)

The MPO for the Shreveport-Bossier City Urban Area

RECORD OF ADOPTION

ITEM	Date(s)
Draft submitted to LADOTD for review and comment	02.27.2026
Draft returned to MPO with LADOTD comments/edits	03.10.2026
2ND Draft submitted to LADOTD with edits made by MPO Staff	03.23.2026
Received FHWA's full comments of the 2nd Draft TIP	08.03.2026
Develop 3rd Draft TIP document to address FHWA comments	09.02.2026
Draft Vetted by MPO Technical Coordinating Committee (TCC)	09.07.26-09.11.26
Introduction to The MPO Transportation Policy Committee	09.18.2026
Public Comment Period	09.24.26-10.09.26
Adopted by Resolution: MPO Transportation Policy Committee	10.16.2026

Cover photo credit: Progress of Jimmie Davis Bridge Project looking west; LADOTD post to Facebook 09.30.2026

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

This document updates the Transportation Improvement Program (TIP) adopted September 27th, 2022, for the NLCOG Metropolitan Planning Area (MPA) encompassing Caddo, Bossier, DeSoto, and Webster Parishes in Louisiana.

This document was publicized for public comment on September 24th, 2026, to be reviewed and considered by the NLCOG Metropolitan Planning Organization's Transportation Policy Committee on October 16th, 2026.

NLCOG
Notice of Non-Discrimination.

The Northwest Louisiana Council of Governments (NLCOG) complies with the Americans with Disabilities Act of 1990, Section 504 of the Rehabilitation Act of 1973, Title VI of the Civil Rights Act of 1964, and other federal equal opportunity laws and, therefore, does not discriminate on the basis of race, sex, color, age, national origin, religion or disability in admission to, access to, treatment in or operations of its programs, services, or activities. NLCOG does not discriminate in its hiring or employment practices.

Questions, concerns, complaints, or requests for additional information regarding the non-discrimination policies may be directed to the designated Title VI, ADA and Section 504 Compliance Coordinator: Lisa M. Frazier, Public Involvement Coordinator 401Edwards Street, Suite 1100 Shreveport, LA 71101 (318) 841-5950 (voice) Lisa.frazier@nlcog.org

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:

Christopher M Petro, AICP
Director of Planning
401 Edwards St, STE 1100
Shreveport, LA 71101
chris.petro@nlcog.org

Northwest Louisiana Council of Governments

The MPO for the Shreveport/Bossier City Metropolitan Area

October 16th, 2026

Mr. Glenn Ledet Jr., Secretary
Louisiana Department of Transportation and Development
PO Box 94245
Baton Rouge, Louisiana 70804-9245

Dear Secretary Ledet:

It is with pleasure that we present to you the Northwest Louisiana Metropolitan Planning Area's Transportation Improvement Program for Federal Fiscal Years (FFYs) 2027 through 2030. 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 Infrastructure Investment and Jobs Act (IIJA) 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,

Dr. Ken Ward
Chair
Northwest Louisiana Council of Governments
Board of Directors

Mayor Tom Arceneaux
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 2027 THROUGH 2030

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, Desoto; and Webster

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

WHEREAS, various federal, state, regional, and local agencies and organizations concerned with transportation planning for the MPO area have cooperatively developed the Transportation Improvement Program (TIP) for Federal Fiscal Years 2027 through 2030 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 November 2021, the MPO adopted a project evaluation framework to guide the process for 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 2027 through 2030.

C E R T I F I C A T I O N

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 **16th** day of **October 2026**.

Shreveport, Louisiana, this 16th day of October 2026



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

(1) 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;

(2) In nonattainment 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 DOT 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.

Glenn Ledet Jr., Secretary
Louisiana Department of
Transportation and Development

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

October 16th, 2026

TABLE OF CONTENTS

COVER PAGE **1**

RECORD OF ADOPTION **2**

STATEMENT OF NON-DISCRIMINATION AND CONTACT INFORMATION **3**

TRANSPORTATION IMPROVEMENT PROGRAM INTRODUCTORY LETTER **5**

TRANSPORTATION POLICY COMMITTEE ADOPTION RESOLUTION **6**

JOINT CERTIFICATION STATEMENT **8**

TABLE OF CONTENTS **9**

CHAPTER 1: TIP OVERVIEW; DEFINITIONS; TECHNICAL TERMS **12**

1.1 TIP PURPOSE AND OVERVIEW OF TIP DOCUMENT 12

1.2 DEFINITIONS 14

1.3 ABBREVIATIONS 17

1.4 TECHNICAL TERMS 18

CHAPTER 2: METROPOLITAN PLANNING ORGANIZATION (MPO) PROFILE **19**

2.1 MPO PROFILE AND PURPOSE 19

2.2 MPO DEMOGRAPHIC PROFILE 22

CHAPTER 3: PERFORMANCE BASED PLANNING WITHIN THE TIP **25**

3.1 PERFORMANCE BASED PLANNING AND THE TIP 25

3.2 UPDATED MPO TRANSPORTATION PLANNING PROCESS / PBP 28

CHAPTER 4: TIP DEVELOPMENT PROCESS **29**

4.1 IIJA: REQUIREMENTS 29

4.2 IIJA: TIP COORDINATION AND CONSIDERATIONS 30

4.3 IIJA: PROVISIONS FOR PUBLIC INVOLVEMENT 31

4.4 CONSISTENCY WITH NLCOG's MTP 2045 GOALS 31

4.5 PROJECT PRIORITIZATION WITHIN A PERFORMANCE BASED FRAMEWORK 32

4.6 LINK NATIONAL PERFORMANCE GOALS TO PROJ. EVALUATION CRITERIA 34

TIP DEVELOP. PROCESS UTILIZING A PROJ. PRIORITIZATION PROCESS 34

4.7 AIR QUALITY CONFORMITY 39

4.8 NLCOG PUBLIC INVOLVEMENT ACTIVITIES 40

4.9 DISTRIBUTION OF TIP DOCUMENT 42

4.10 TIP AMENDMENT PROCESS 42

CHAPTER 5: TIP FUNDING / FINANCIAL CONSTRAINT **46**

5.1 HIGHWAY: IIJA FUNDING TRACKED THROUGH THE TIP 47

5.2 HIGHWAY: STBG>200k EXPECTED FUNDING ALLOCATIONS 48

5.3 HIGHWAY: EXPECTED TA>200k PROGRAM FUNDING 49

5.4 HIGHWAY: EXPECTED CRP>200k PROGRAM FUNDING 49
5.5 TRANSIT: GRANT ASSISTANCE FUNDING 50
5.6 TRANSIT: FTA FUNDING SECTIONS AND SHARES 50
5.7 TRANSIT: ANTICIPATED FUNDING ASSISTANCE 51
CARRYOVER FUNDING 52
TIP FINANCIAL CONSTRAINT OUTLINE AND ANALYSIS 53
5.8 NLCOG FFYs 2027-2030 ANNUAL REVENUE 54
5.9 NLCOG FFYs 2027-2030 ANNUAL EXPENDITURES 55
5.10 NLCOG "SET ASIDE" EXPENDITURES BY FFY 56
5.11 HIGHWAY: FINANCIAL CONSTRAINT CALCULATION BY FUNDING PROGRAM 57
5.12 TRANSIT PROGRAM AND PERFORMANCE MEASURES/TARGETS 60
5.13 TRANSIT: SPORTRAN'S (LARGE URBAN PROVIDER) PERFORMANCE TARGETS 61
TRANSIT PROGRAM – ANTICIPATED GRANT ASSISTANCE BY FFY 62-66
5.14 HIGHWAY: PERFORMANCE TARGET SETTING 67

LIST OF FIGURES: TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

FIGURE 2.0 – MPO METROPOLITAN PLANNING AREA (MPA) MAP 20
FIGURE 2.1 – MPO PARISHES (4) SHARES OF POPULATION 23
FIGURE 2.2 – MPO PARISHES POPULATION CHANGE (1990-2024) 24
FIGURE 3.0 – NLCOG's UPDATED TRANSPORTATION PLANNING PROCESS 28
FIGURE 4.0 – IIJA PLANNING FACTORS 29
FIGURE 4.1 – NLCOG's REGIONAL MTP 2045 GOALS 32
FIGURE 4.2 – LINKING NATL' PERFORMANCE GOALS TO PROJECT SELECTION 33
FIGURE 4.3 – NLCOG's TIP DEVELOPMENT PROCESS 34
FIGURE 4.4 – TIP DEVELOPMENT: PROJECT IDENTIFICATION 35
FIGURE 4.5 – EPA: 2015 STANDARD 8-HOUR OZONE NON-ATTAINMENT AREAS 40
FIGURE 5.0 – NLCOG's TIP FINANCIAL CONSTRAINT PROCESS 54
FIGURE APP. B-1 – LADOTD's CURRENT STIP PROJECT DETAIL 94
FIGURE APP. B-2 – NLCOG ADDITIONAL TIP PROJECT DETAIL: MTP GOALS/PERFORM 96

LIST OF TABLES: TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

TABLE 2.0 – MPO PARISHES CENSUS POPULATION PROFILE 22
TABLE 2.1 – MPO PARISHES CENSUS HOUSEHOLDS PROFILE 23
TABLE 3.0 – SUMMARY OF MPO ADOPTED PERFORMANCE MEASURES 26-27
TABLE 4.0 – NLCOG TIP AMENDMENT PROCESS 43
TABLE 4.1 – TIP ADMIN. MODIFICATION VERSUS AMENDMENT THRESHOLDS 44
TABLE 5.0 – IIJA TRANSIT PROGRAM GRANT ASSISTANCE 49
TABLE 5.1 – IIJA TRANSIT PROGRAM FUNDING ASSISTANCE SHARES 50
TABLE 5.2 – NLCOG FFY 2027 STBG >200k FUNDING AVAILABILITY 54
TABLE 5.3 – NLCOG FFY 2027 TA >200k FUNDING AVAILABILITY 54
TABLE 5.4 – NLCOG FFY 2027 CRP >200k FUNDING AVAILABILITY 54
TABLE 5.5 – ANTICIPATED NLCOG SUB-ALLOCATIONS BY LOCAL ENTITY 55
TABLE 5.6 – NLCOG COMPLETED TIP PROJECTS/CONTRACTS (2023-2026)..... 57-58
TABLE 5.7 – NLCOG SIGNIFICANT IMPROVEMENT PROJECTS UNDER CONSTRUCTION.... 59
TABLE 5.8 – NLCOG PROJECTS CURRENTLY PROGRAMMED (2023-2026)..... 60-61
TABLE 5.9 – FINANCIAL CONSTRAINT DETERMINATION STBG>200k..... 63
TABLE 5.10 – FINANCIAL CONSTRAINT DETERMINATION TA>200k 64
TABLE 5.11 – FINANCIAL CONSTRAINT DETERMINATION CRP>200k..... 65
TABLE 5.12 – AVERAGE COST OF TIP PROGRAMMED PROJECTS BY LOCAL ENTITY 66
TABLE 5.13 – TRANSIT (SPORTRAN) SGR PERFORMANCE TARGETS (2025-2030)..... 68
APP. TABLE B-1 – SUMMARY OF HIGHWAY PROGRAM PERFORMANCE MEASURES..... 95
APP. TABLE B-2 – TIP PROJECT RECORD CODES: SUPPORT OF MTP 2045 GOALS..... 96
APP. TABLE B-3 – NLCOG's ADOPTED SAFETY (PM1) TARGETS..... 97
APP. TABLE B-4 – TIP PROJECTS IMPACTING SAFETY (PM1) TARGETS..... 98
APP. TABLE B-5 – NLCOG's ADOPTED INFRASTRUCTURE CONDITION (PM2) TARGETS.... 100
APP. TABLE B-6 – TIP PROJECTS IMPACTING INFRASTRUCTURE CONDITION (PM2)..... 101
APP. TABLE B-7 – NLCOG's ADOPTED SYSTEM RELIABILITY (PM3) TARGETS..... 104
APP. TABLE B-8 – TIP PROJECTS IMPACTING SYS. RELIABILITY (PM3) TARGETS..... 104
APP. TABLE B-9 – 3 IDENTIFIED CMP 2025 PROJECTS IMPACTING SYS. RELIABILITY 105
APP. TABLE B-10 – TRANSIT: SPORTRAN STATE OF GOOD REPAIR (SOGR) TARGETS..... 107
APP. TABLE B-11 – TIP "SET ASIDE" FUNDING: TRANSFER TO SPORTRAN (SOGR)..... 108

APPENDIX A – TIP PROJECT SELECTION PROCESS & PRIORITIZATION 90-93
APPENDIX B – ASSESSMENT OF TIP PROJS. UPON MPO PERFORMANCE TARGETS 94-108
APPENDIX C – STATUS OF PREVIOUSLY AUTHORIZED TIP PROJECTS 109-111
APPENDIX D – TSM&O TIP PROJECT AND LOCAL FED. AID COST PER MILE MAINTAIN 112-114
APPENDIX E – TIP PUBLIC SOLICITATION ADVERTISEMENT..... 115
APPENDIX F – TIP OFFICIALS-GENERAL PUBLIC / COMMENTS RECEIVED 116-121
APPENDIX G – STATE (LADOTD) LINE ITEM PROGRAM LISTINGS 122

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 2027 -2030 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 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.

1.2 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 2027 -2030 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 2027 -2030 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 2027 -2030 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 2027 -2030 TIP. The highway section includes highway/bridge, Federal discretionary grant awards, and Federal Land projects programmed for FY 2027 -2030, as well as a financial plan that demonstrates financial constraint. The transit section includes the transit projects proposed for fiscal years 2027 to 2030.

1.3 DEFINITIONS

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

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

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

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

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

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

IIJA (Infrastructure Investment and Jobs Act) – was signed into law by President Biden on November 15, 2021. Funding from the IIJA is expansive in its reach, addressing energy and

power infrastructure, access to broadband internet, water infrastructure, and more. Some of the new programs funded by the bill could provide the resources needed to address a variety of infrastructure needs at the local level.

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

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

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

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

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

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

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

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

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

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

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

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

1.4 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 21st 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: Surface Transportation Block Grant attributable funds for areas of over 200k pop. (IIJA)
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 21st Century
TIP: Transportation Improvement Program
TMA: Transportation Management Area

TPM: Transportation Performance Management
UPWP: Unified Planning Work Program
VMT: Vehicle Miles Traveled

1.5 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 2027 -2030 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 IIJA'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)

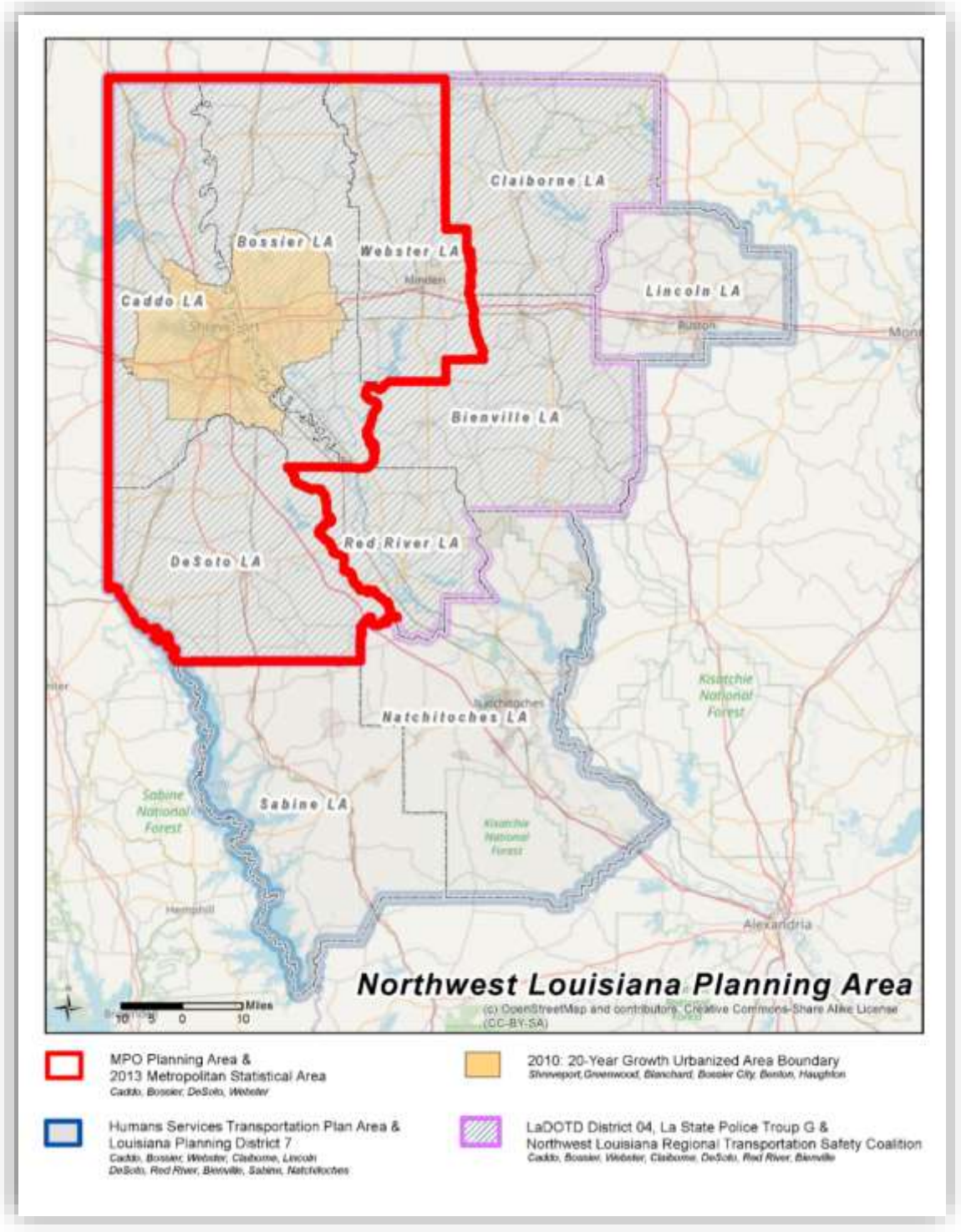


Figure 2.0 displays the MPA, NLCOG's Planning Area and the MPO's anticipated 20-year, urbanized growth boundary.

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.

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). Further, transit and port (freight) interests are represented within NLCOG's Transportation Policy Committee as voting members (refer to pg. 22).

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 provide technical assistance and guidance.

NLCOG'S TRANSPORTATION POLICY COMMITTEE MEMBERS

Mayor Tom Arceneaux, City of Shreveport
Mrs. Carlotta Askew-Brown, Bossier City MPC
Mr. Bruce Blanton, Webster Parish
Ms. Erica Bryant, Caddo Parish
Mayor Tommy Chandler, City of Bossier City
Mr. Eric England, Port of Caddo-Bossier
Mr. Stephen Jean, MPC of Caddo/Shreveport
Mr. David North, LaDOTD, District 04
Mr. Michael Norton, Desoto Parish
Dr. Ken Ward, Bossier Parish
Mr. Dinero' Washington, SporTran (large urban transit provider)

Non-voting Members

Ms. Michelle Bloomer, Federal Transit Administration
Ms. Laura Phillips, Federal Highway Administration

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 demographic data over four time periods beginning in the year 2000 for the four-Parish NLCOG (MPA). Over the nearly twenty-five-year period, the MPA population grew by over 19% and Bossier Parish saw the largest growth with a 33.4% increase in population.

TABLE 2.0 – 2000-2024 Census (SF-1)/ACS MPO Population Profile

Locality	2000 Population	2010 Population	2020 Population	2024 Population	% Population Change (2000 – 2024)
Bossier Parish	98,310	116,979	128,746	131,102	**+33.4%**
Caddo Parish	252,161	254,969	237,848	224,893	**-10.8%**
Desoto Parish	25,494	26,656	26,812	27,274	**+7.0%**
Webster Parish	41,831	41,207	36,967	35,184	**-15.9%**
MPO Total*	350,471	371,948	430,373	418,453	**+19.4%**

* Source: U.S. Census Bureau: 2000/2010/2020 Datasets (SF-1) ; 2024 source is the American Community Survey

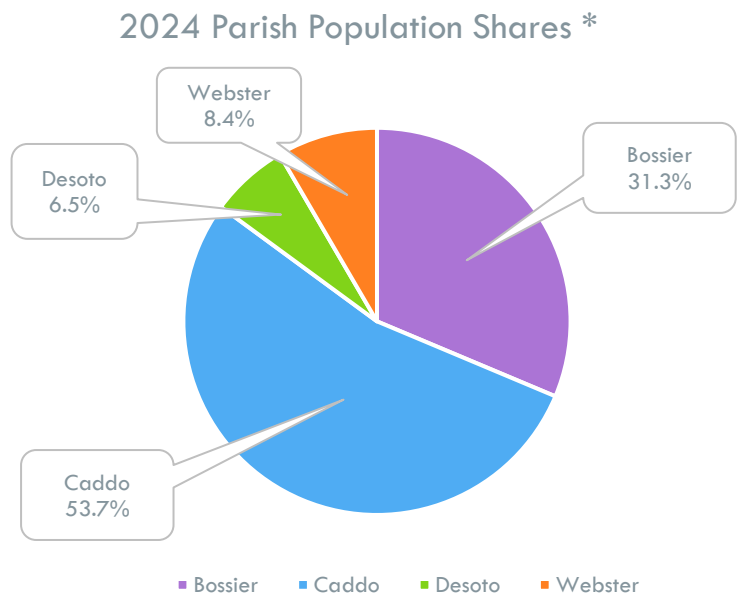
TABLE 2.1 – 2000-2024 Census (SF-1)/ACS MPO Household Profile

Locality	2000 Number of Households	2010 Number of Households	2020 Number of Households	% Change Number of Households (2000 – 2020)
Bossier Parish	36,628	49,351	49,735	**+35.8%**
Caddo Parish	97,974	112,028	92,589	**-5.5%**
Desoto Parish	9,691	12,290	10,821	**+11.7%**
Webster Parish	16,501	16,526	16,551	**+0.3%**
MPO Total*	134,602	161,379	169,696	**+26.1%**

* Source: U.S. Census Bureau: 2000/2010/2020 Datasets (SF-1)

Table 2.1 summarizes the US Census data for the number of Households present across all four Parishes between the year 2000 and 2020.

FIGURE 2.1: MPO PARISHES SHARE OF POPULATION

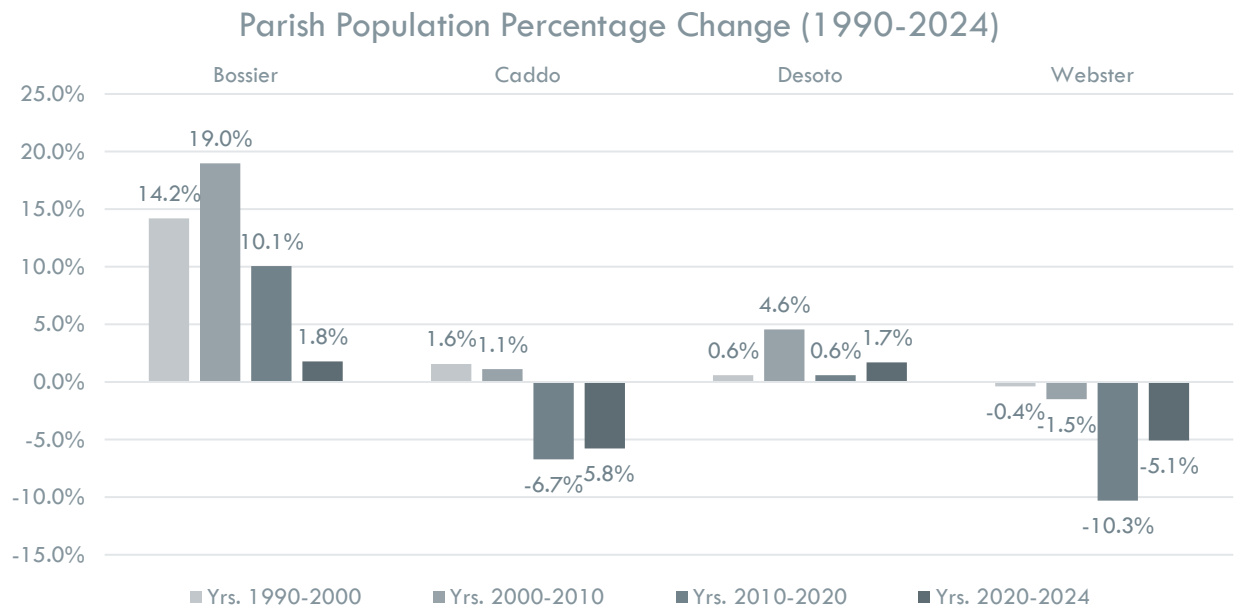


The chart graphically depicts the current share of population and number of households each respective parish contains as compared to the total MPO population (418,453).

Additionally, population change (as a percentage) is provided for each MPO Parish by typical time breakpoints of year 2000, 2010, 2020 and 2024 (currently available).

*Source: U.S. Census Bureau, 2024 American Community Survey

FIGURE 2.2: MPO PARISHES POPULATION CHANGE AS A PERCENTAGE (1990-2024) *



*Source: U.S. Census Bureau, 2024 American Community Survey

Above, US Census data, spanning from 1990 to 2024, clearly illustrates population trends across NLCOG's four-Parish Metropolitan Planning Area (MPA). Over this time period, Bossier Parish shows consistent population growth while Webster Parish has decreased in population over all the time periods measured. Transportation investments, through NLCOG's TIP, closely follow demographic trends. Fast growing Parishes, like Bossier, typically lean towards Capacity Expansion (CE) and Safety/Other type improvement projects so as to get out ahead of ever-increasing traffic demand caused by population growth. Stagnant growth Parishes are more likely to submit System Preservation (SP) and Safety/Other in order to maintain their roadway system in good repair.

CHAPTER 3

PERFORMANCE BASED PLANNING WITHIN THE TIP

3.1 PERFORMANCE BASED PLANNING AND THE TIP PROCESS

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.

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 evaluate 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) 	▪ Number of fatalities ▪ Fatality rate (per 100 million vehicle-miles traveled) ▪ Number of serious injuries ▪ Serious injury rate (per 100 million vehicle-miles traveled) ▪ Number of non-motorized fatalities and non-motorized serious injuries	YES (02.20.2026)
Infrastructure Condition (PM2) 	▪ Percentage of pavements on the Interstate System in good condition ▪ Percentage of pavements on the Interstate System in poor condition ▪ Percentage of pavements on the non-Interstate NHS in good condition ▪ Percentage of pavements on the non-Interstate NHS in poor condition	YES (11.05.2023)
Infrastructure Condition (PM2) 	▪ Percentage of NHS bridges classified as in good condition ▪ Percentage of NHS bridges classified as in poor condition	YES (11.05.2023)
System Reliability (PM3) 	▪ Percentage of person-miles traveled on the Interstate System that are reliable ▪ Percent of person-miles traveled on the non-Interstate NHS that are reliable	YES (11.05.2023)

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 (11.05.2023)
Transit State Of Good Repair (SGR) Targets 	Large Urban Transit Provider (FTA Sect. 5307) SGR Targets: Rolling Stock Life Cycle % (ULB*) ▪ % Bus Class. met or exceed ULB ▪ % Cutaway Bus Class. met or exceed ULB ▪ % Van Class. met or exceed ULB	YES (11.05.2023)

There is currently one 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

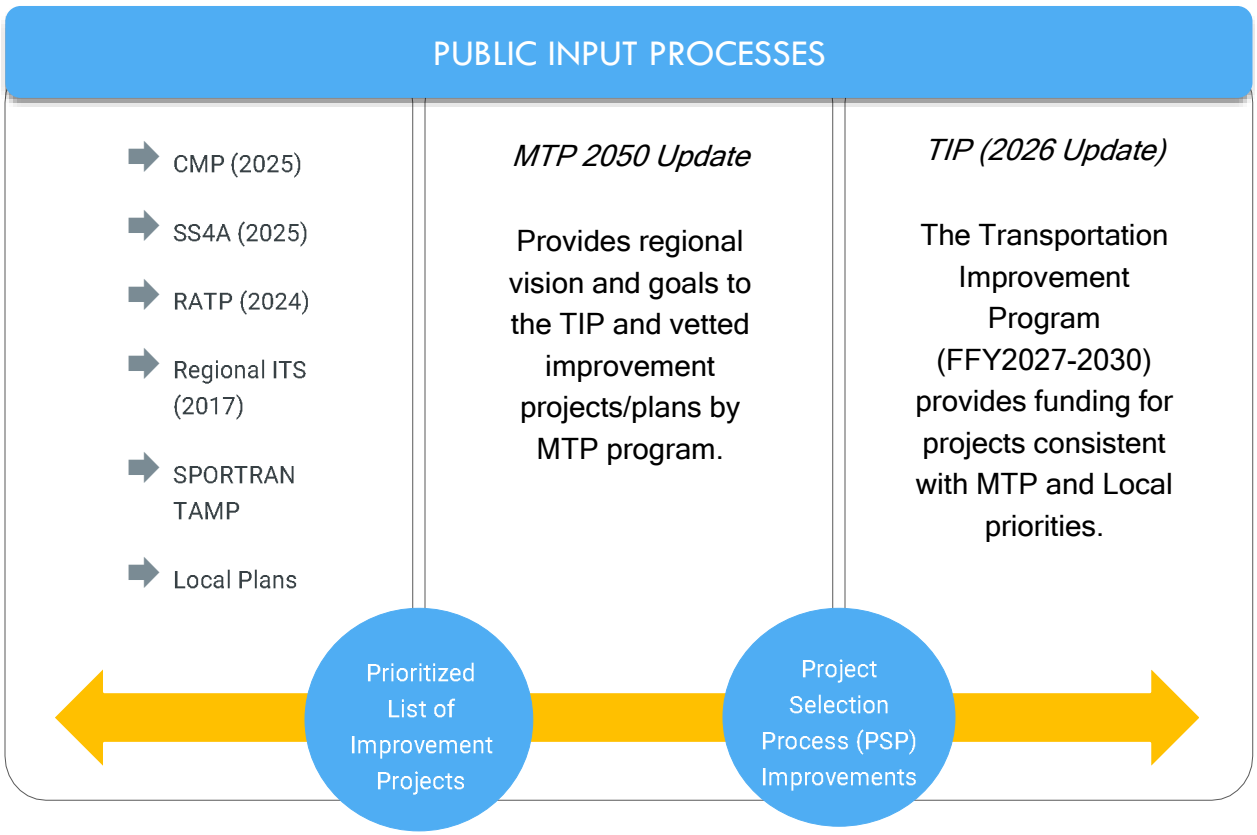
Transit providers that receive Federal Transit Authority (FTA) funding are also required to

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



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 (Figure 4.0) during the identification of transportation improvement projects.

FIGURE 4.0: IIJA Planning Factors



**New factors introduced by the FAST Act*

The FFY 2027 -2030 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.

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 to 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.

NLCOG's Public Involvement Plan: https://www.nlcog.org/pi.html

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 2027 -2030), the development of the document itself entailed a twelve (12) month process (refer to the "Record of Adoption" for specific dates - page 2).

Link to current MTP (2045)

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 4.1.

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

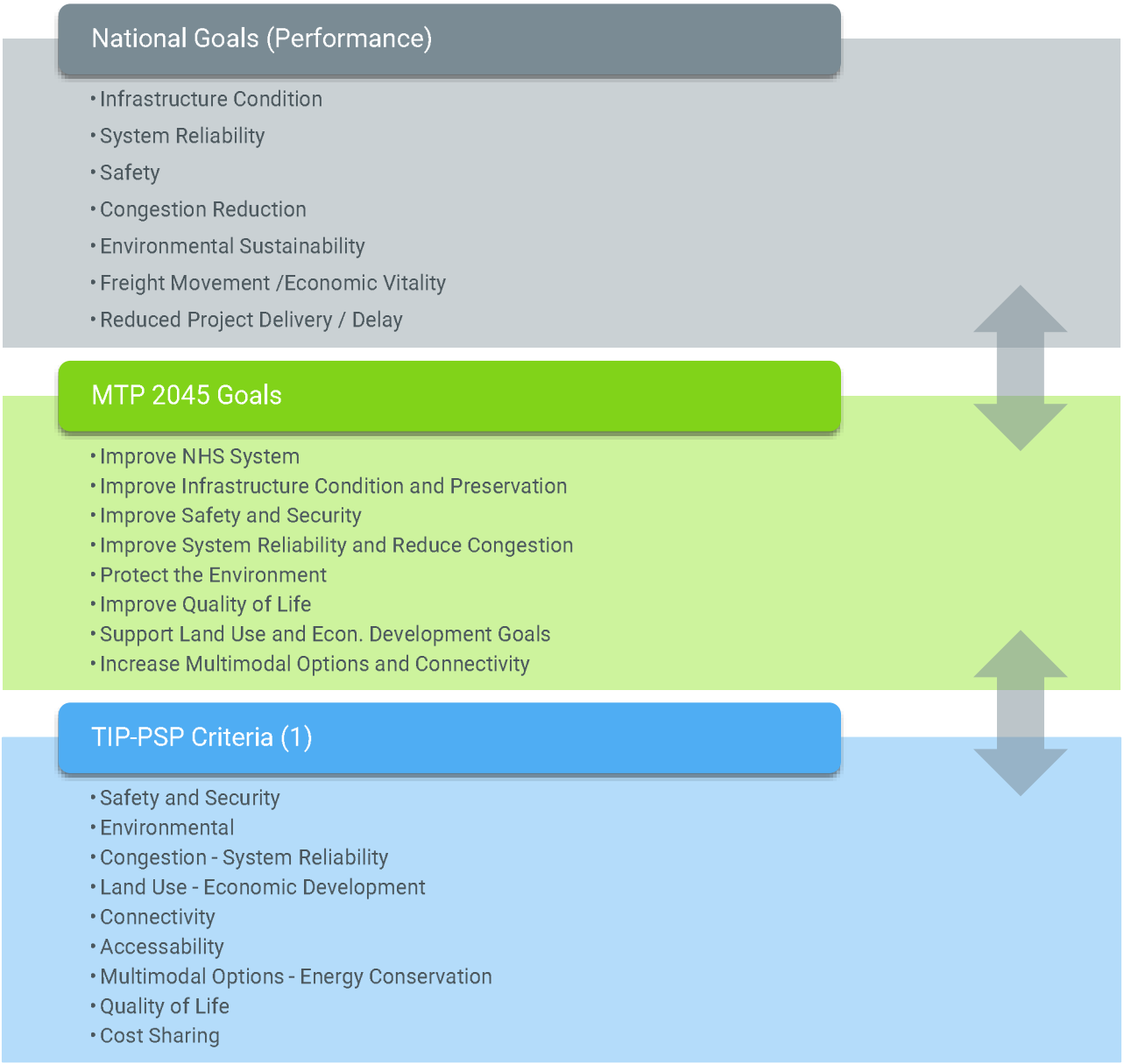


4.5 LINKING NATIONAL PERFORMANCE GOALS TO PROJECT EVALUATION CRITERIA

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) A description of NLCOG's current Project Selection Process (PSP) Evaluation Criteria is available through NLCOG's online Library (Link: https://www.nlcog.org/library.html)

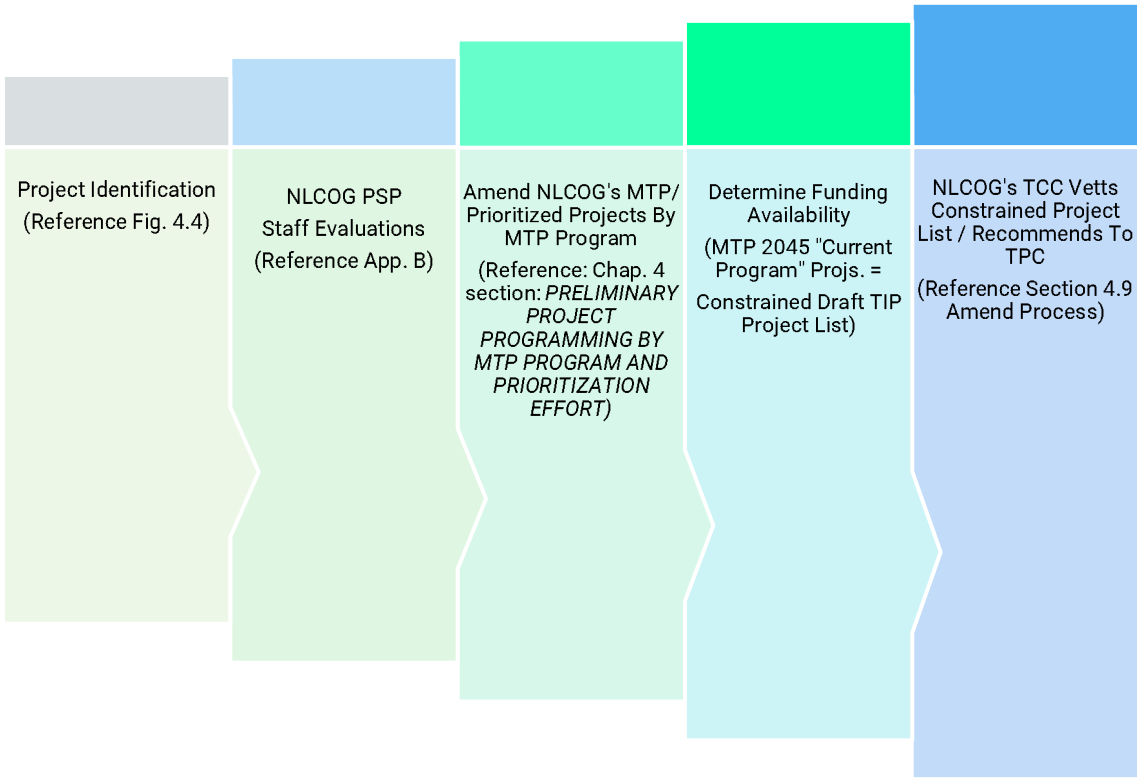
Updates to the FY 2027-2030 TIP Project Prioritization Criteria and PSP, were made to align with recently completed MPO plans, such as the Caddo Parish Pedestrian and Bicycle Master Plan and the 2021 Congestion Management Process Plan, to place an increased emphasis on

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 2027-2030 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 criteria used in the project evaluation and programming process is included NLCOG's "Library" web page (Link: https://www.nlcog.org/library.html).

4.6 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.

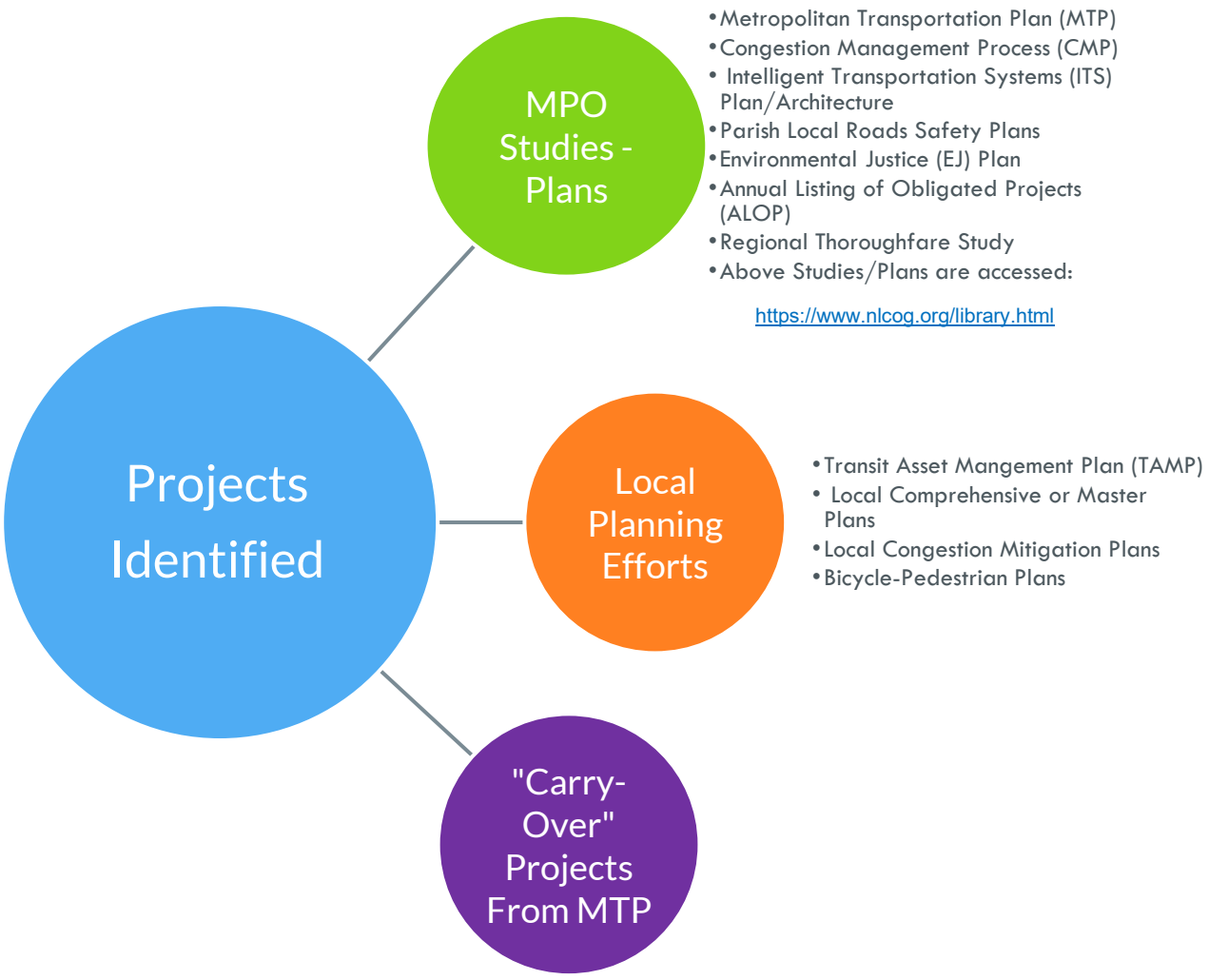
FIGURE 4.3: NLCOG's TIP Development Process Flow Chart



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) Plan 2025

The IIJA mandates Transportation Management Areas (TMAs) to have a Congestion Management Process (CMP) that provides 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 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 Transportation Safety Coalition Strategic Highway Safety Plan

The Northwest Louisiana (NWLA) Transportation Safety Coalition represents a broad spectrum of stakeholders and serves in coordination with DOTD as the regional implementation strategy for the Strategic Highway Safety Plan (SHSP) at the regional level. The NWLA SHSP was first presented in 2016 and is a living document that uses data driven analysis. This ongoing process works on renewing approaches to regional safety needs and proven countermeasures, addressing focus areas of Impaired Driving, Distracted Driving, Young Drivers, Occupant Protection, and Infrastructure & Operations.

Coordinated Human Services Transportation Plan for Northwest Louisiana

This plan is a comprehensive strategy for public transportation service delivery for individuals with disabilities, older adults, and individuals with limited incomes. A review of service deficiencies and infrastructure gaps shows that there are unmet transportation infrastructure needs across the entire planning area. Service gaps identified in the Coordinated Human Services Transportation Plan (CHSTP) include inaccessible walkways, unsafe crossings, unsafe rural and suburban roads for pedestrian and wheelchair users, inadequate pedestrian crossing times at signalized intersections, and lack of amenities for seniors in public spaces.



The 2017 CHSTP includes a vision, goals, and action steps that support a service concept for regional and community-based service networks that allows organizations to work together and better serve transit dependent and special needs populations. Strategies to meet those goals involve needs assessments, gap identification, coordination, and travel training for transit agencies.

Shreveport Regional ITS Architecture

The Shreveport Regional Intelligent Transportation Systems (ITS) Architecture plan focuses on using the national ITS architecture framework in order to facilitate cross-regional and statewide integration and interoperability while reflecting the goals and objectives of the NLCOG region. The ITS Architecture document also details how this framework addresses the federal planning factors and national performance goals.

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.

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 2050 MTP program ranges are: Current (4-year TIP cycle 2026 – 2030), Short Range (2031 – 2040), and Long Range (2041–2050).

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 2027). 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

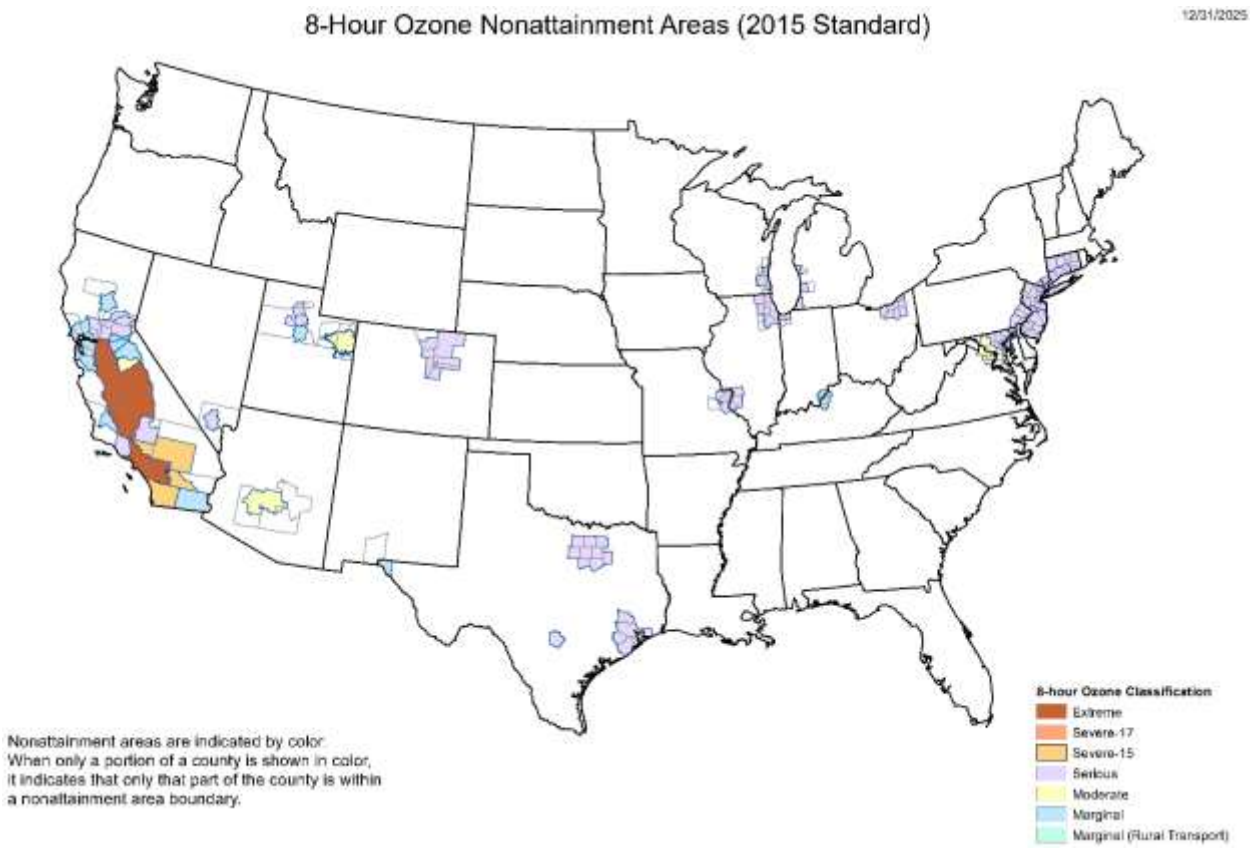
After the MTP 2045 has been amended to include the financially constrained "Current Program" list of projects, NLCOG's TCC members are notified and allowed to seek additional information concerning the process/evaluations and request modifications to the draft TIP project's list. Once a consensus has 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 draft project list.

4.7 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 (O3), forms (fourth-highest daily maximum, averaged across three consecutive years) and averaging times (eight hours). The new standards have been challenged in court by a number of states and industry groups which could possibly delay or suspend the new standards. Prior to these challenges, EPA promulgated the final designations and classifications October 2017.

FIGURE 4.5: EPA's 2015 8-Hour Ozone Nonattainment Areas



EPA designated the Shreveport metropolitan area (Caddo, Bossier, Desoto 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.

4.8 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 2023, 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. The PIP's primary objective is to facilitate public dialogue at all stages of the transportation planning process including the development of the TIP.

NLCOG's PIP: https://www.nlcog.org/pi.html

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 2027 through 2030. 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.

The MPO staff will facilitate the public involvement process during the TIP's development. Upon completion of a draft TIP, NLCOG will hold a 30-day public review and comment period. A legal notice will be published in the Shreveport Times on the Sunday prior to the beginning of the public review and comment period. 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. Public comments on the draft TIP must be provided in writing and will be included as an appendix to the final TIP. At the close of the public review and comment period, NLCOG staff will review comments and identify any significant comments. Significant comments will be reviewed by the TCC members and incorporated into the final TIP.

4.9 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.

4.10 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's TIP Amendment Process

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.) • Funding changes are limited to $1,250,000 for project phases • < $5,000,000 • For project phases > $5,000,000, an administrative modification is limited to budget changes of < 25% in funding.	Major changes in project cost, project/project phase initiation dates or a major change in design concept or design scope • Funding changes that are greater than $1,250,000 for projects < $5,000,000 • Change of 25% or more in funding (project phase greater than $5,000,000)
Minor changes to funding sources of previously included projects that do not affect fiscal constraint of the TIP or the ability to complete the project as initially described	Major changes to funding sources, such as adding a new federal funding source for a project NOT previously funded with federal funding
Minor changes to project/project phase initiation dates as long as the project stays within the approved TIP timeframe and does not affect fiscal constraint of the TIP or the ability to complete the project as initially described. 23 CFR 450.218(n)	
A change in the project's implementing agency	
A split or combination of individually listed projects; as long as cost, schedule and scope remain unchanged	
The addition or deletion of projects from grouped project (line item) listings as long as the total funding amount stay within the guidelines in number two above.	

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

TIP Amendments Transportation Partner and Public Information Resources

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

NLCOG TIP: https://www.nlcog.org/tip.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 / FINANCIAL CONSTRAINT

FUNDING BACKGROUND AND ORGANIZATION

Chapter 5, because of its complexity, is organized by the sections summarized below

- **Funding Requirements:** Local support "Match" requirements, Annual Inflation Factor, and "Financial Constraint" documentation
- **Highway Program Funding:** NLCOG Eligible Federal Funding Programs; FFY 2027 Expected Funding Revenue for Federal Programs STBG>200k, TA>200k, and CRP
- **Transit Program Funding:** Eligible Grant Assistance/Local Support Shares
- **Carryover Funding**
- **Financial Constraint Outline/Structure:** Setting Up the Analysis by Fiscal Year (Anticipated Revenue Streams and Total Expenditures (including Programmed Projects Rolling Over from the Previous TIP, All Project Costs and TIP "Set Asides"))
- **Financial Constraint Analysis:** Tabular Calculation of Total Available Funds Compared to Total Project Costs per Respective NLCOG Eligible Funding Program (STBG>200k, TA>200k, and CRP) over the Four-Year TIP Cycle (FFYs 2027-2030)

Funding Requirements

Improvement projects, programmed through NLCOG's TIP, utilize federal, state, and local revenue streams to fund total project costs. Per improvement project, state and local governments are required to provide their share of 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).

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

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

As indicated to us by the Louisiana Division Office of FHWA, a 4% per annum factor is an acceptable inflation rate to apply to future year project cost estimates. The TIP utilizes a base fiscal year of 2026 for forecasting new project costs within this TIP cycle (2027 -2030).

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.

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.

5.1 IIJA FUNDING PROGRAMS TRACKED WITHIN THE TIP (FFY 2027 -2030)

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.

Tables 5.2, 5.3, and 5.4 summarize the residual Federal funding, by program source, the Shreveport Urbanized Area (UA) has accrued and is available FFY 2027 (FHWA's 08.31.2026 Status of funds report for Louisiana).

5.2 STBG >200k EXPECTED FUNDING ALLOCATIONS (FFY 2027 -2030)

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 NLCOG for FFY 2027 is $8,460,919 increasing to $8,717,294 by FFY 2030.

TABLE 5.0: SURFACE TRANSPORTATION PROGRAM (STP) FFY 2027 AVAILABLE FUNDING

Urban Systems (Subsidiary Accounts)

Shreveport (UA)[1]	Funding Code	FFY 2027 Available Funding
STP URBANIZED STEA03	H230	$189,045
STP- URBANIZED AREAS>200,000	L230	$62,204
STP- URBANIZED AREAS S-LU EXT	L23E	$918,923
STP-URBANIZED AREAS RE.	L23R	$1,183,060
STP - URBANIZED - TEA21	Q230	$50,277
STP-URBANIZED >200k MAP-21	M230	$1,730,989
STP-URBANIZED >200k MAP-21 EXT	M23E	$4,729,810
STBG-URBANIZED >200k FAST EXT	Z23E	$7,129,596
STBG-URBANIZED >200k FAST	Z230	$543,070
STBG-URBANIZED >200k IIJA	Y230	$26,714,744
TIFIA REDIS STBG>200k	Y041	$995,567
TIFIA REDIS STBG>200k	Y061	$30,641
Total Funding Available FFY 2027:		**$44,277,926**

[1] *Source: STATUS OF FUNDS Report (FEMIS 08.31.2026) – LOUISIANA URBANIZED AREAS*

5.3 TA >200k EXPECTED FUNDING ALLOCATIONS (FFY 2027 -2030)

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 $739,757 in FFY 2026 and does not anticipate any increases in TA funding through FFY 2030.

TABLE 5.1: TRANSPORTATION ALTERNATIVES (>200K POP.) FFY 2027 AVAILABLE FUNDING

Urban Systems (Subsidiary Accounts)

Shreveport (UA)[1]	Funding Code	FFY 2027 Available Funding
TAP -URBANIZED AREAS POP >200k	M301	$179,436
TAP URB AREA >200k MAP-21 EXT	M3E1	$403,456
TRANS ALTERN >200k FAST EXT	Z3E1	$357,021
TRANS ALTERNATIVES >200k FAST	Z301	$536,939
TAP IMPRV ACC & EFF >200k IIJA	Y301	$3,633,852
TIFIA REDIS TA>200k	Y046	$95,569
TIFIA REDIS TA>200k	Y066	$2,941
Total Funding Available FFY 2027:		**$5,209,214**

[1] *Source: STATUS OF FUNDS Report (FEMIS 08.31.2026) – LOUISIANA URBANIZED AREAS*

5.4 CRP >200k EXPECTED FUNDING ALLOCATIONS (FFY 2027 -2030)

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 $989,510 in FFY 2026 and takes a conservative approach regarding anticipated annual CRP allocations with no increase in annual funding through FFY 2030.

TABLE 5.2: CARBON REDUCTION PROGRAM (>200K POP.) FFY 2027 AVAILABLE FUNDING

Urban Systems (Subsidiary Accounts) Shreveport (UA)[1]	Funding Code	FFY 2027 Available Funding
CARBON REDUCTN PROG >200k IIJA	Y601	$2,773,546
Total Funding Available FFY 2027:		**$2,773,546**

[1] *Source: STATUS OF FUNDS Report (FEMIS 08.31.2026) – LOUISIANA URBANIZED AREAS*

TRANSIT PROGRAM FUNDING

5.5 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.

5.6 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 5.3: IIJA TRANSIT PROGRAM GRANT ASSISTANCE

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

TABLE 5.4: 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 (Capital)	80%	20%	
5311 (Operating)	50%		50%

5.7 TRANSIT PROGRAM: ANTICIPATED FUNDING ASSISTANCE (FFY2027- FFY2030)

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.

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 69 (Transit Program FFY 2025 – FFY 2030).

Since Sect. 5310 and 5311 grant awards are unknown for outlying years (2027 -2030), the new TIP will utilize the Sect. 5310 and 5311 assistance awarded to SPORTRAN during FFY 2025 and inflate the award by 4% per year through FFY 2030. Further, the TIP will utilize this approach to calculate Sect. 5307 and 5339 anticipated grant assistance out to FFY 2030.

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). NLCOG (MPO) actively monitors and accounts for carryover funding to maintain federal and state fiscal constraint in the TIP.

Key Reasons Carryover Funding Matters for MPOs

- **Fiscal Constraint:** Federal regulations require that a TIP be fiscally constrained, meaning the amount of programmed federal and state funding cannot exceed the actual estimated revenue available. Unspent or unobligated balances carried over from prior years change the available funding baseline for current and future fiscal years.

- **Project Roll-Forward/Rollover:** When a capital or planning project phase is delayed and not obligated in the year it was originally programmed, it rolls over into the new TIP cycle. MPOs must adjust their financial tables to reflect these carryover projects and their associated funds.

- **State DOT Policies and Limits:** Many state Departments of Transportation place caps or tracking requirements on unspent planning funds (such as FHWA PL or FTA Section 5303 funds) or sub-allocated block grants (like STBG). Excessive carryover balances can trigger state "clawback" policies, reallocations, or restrictions on transferring funds if older money is not expended on schedule.

- **Budget Tracking Complexity:** Handling prior-year funds alongside new apportionments requires clear distinction in MPO work program budgets and TIP financial constraint documents to prevent double-booking or over-programming specific funding categories.

NLCOG FINANCIAL CONSTRAINT: OUTLINE AND ANALYSIS

Financial Constraint analysis determines the financial viability of the program of improvement projects by Federal Fiscal Year (FFY). NLCOG (MPO) must ensure that the total cost of all transportation projects listed in a Transportation Improvement Program (TIP) for a specific Federal Fiscal Year does not exceed the amount of money that is expected to be available from federal, state, and local sources. The following page, Figure 5.0, graphically depicts NLCOG's Financial Constraint Process.

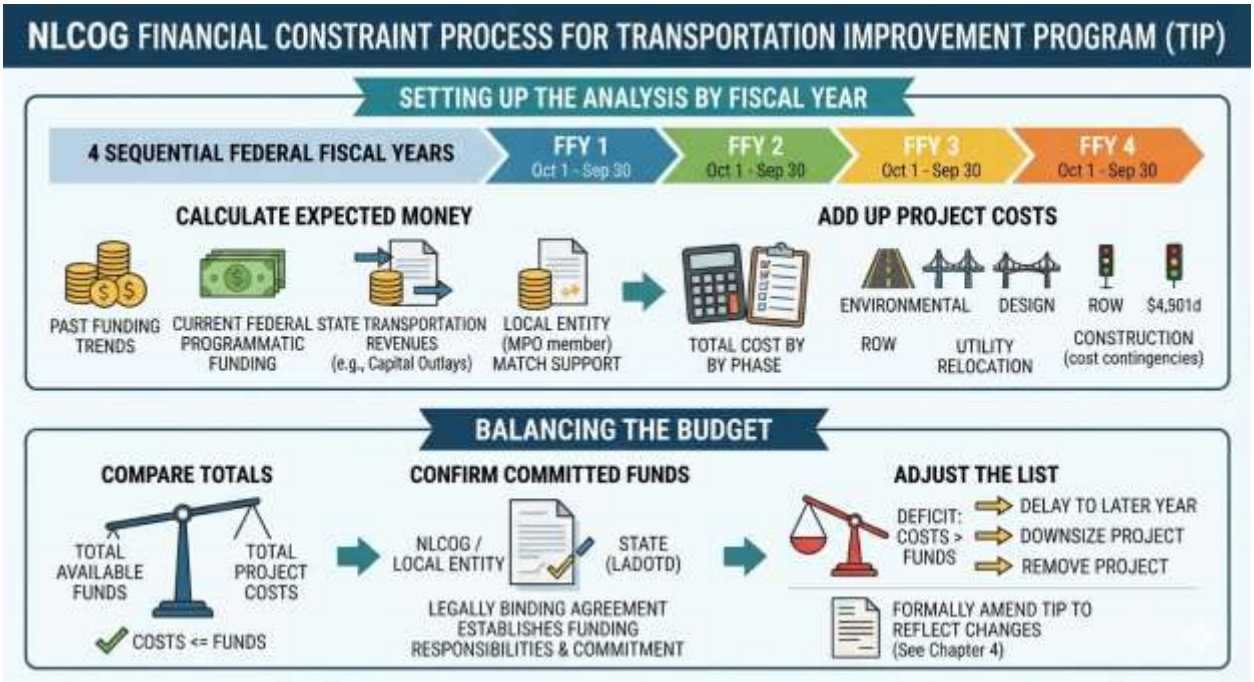
Setting Up the Analysis by Fiscal Year

- **Break down by year:** The TIP covers at least four sequential Federal Fiscal Years (running from October 1 to September 30). NLCOG separates all revenues and project costs into these individual yearly buckets.
- **Calculate expected money:** NLCOG looks at past funding trends, current federal programmatic funding levels, state transportation revenue streams (e.g., Capital Outlays), and local entity (MPO member) match support requirements to figure out a realistic total budget for each specific fiscal year.
- **Add up project costs:** NLCOG tallies the total cost, including contingencies, of every programmed improvement project by phase (Environmental, Design, ROW, Utility Relocation, and Construction) scheduled to receive funding per Federal Fiscal Year (FFY).

Balancing the Budget

- **Compare totals:** For every single fiscal year, NLCOG checks if total project costs are equal to or less than total available funds.
- **Confirm committed funds:** Funding responsibilities for all phases of a programmed improvement project are established in the Local Entity – State (LADOTD) agreement. Funding commitment by both parties is established through this legally binding agreement.
- **Adjust the list:** If a fiscal year shows a deficit (costs higher than funds), projects must be delayed to a later year, downsized, or removed until the numbers balance. In order to modify the project within the TIP, NLCOG will formally amend (process described in Chapter 4) the TIP to reflect these changes.

FIGURE 5.0: NLCOG'S TIP (FFYS 2027-2030) FINANCIAL CONSTRAINT PROCESS



NLCOG's TIP will track the two primary categories of revenue that is available to the MPO beginning in Federal Fiscal Year (FFY) 2027. Unprogrammed (i.e., residual) Federal transportation program funds rolling over from FFY 2026 Annual, sub-allocated, Federal programmatic funding for eligible projects (three categories) Surface Transportation Block Group over 200,000 population (STBG >200k), Transportation Alternatives over 200,000 population (TA >200k), Carbon Reduction Program (CRP).

Starting in FFY 2027, NLCOG's TIP revenue and expenditures are detailed respectively in the following section. Tables 5.9/5.10/5.11 summarizes the accounted for funding calculations to determine if NLCOG's TIP, as presented, is financially constrained.

5.8 NLCOG's (FFY 2027 - FFY 2030) Annual Revenue Streams

NLCOG's two primary revenue sources are residual Federal transportation program funds that have rolled over from FFY 2026 and the MPO's annual, sub-allocated, Federal transportation programmatic funding (three MPO eligible funding program: STBG >200k, TA >200k and CRP). The second primary component of NLCOG's revenue stream is annual sub-allocations to the MPO. Table 5.5 outlines FFY 2027 through FFY 2030 anticipated total annual funding per respective program.

TABLE 5.5: REVENUE SUMMARY OF PROGRAMMATIC SUB-ALLOCATIONS TO NLCOG (MPO)

Federal Fiscal Year	STBG >200k*	TA >200k	CRP >200k
2027	$8,460,919.00	$739,757.00	$989,501.00
2028	$8,545,528.19	$739,757.00	$989,501.00
2029	$8,630,983.47	$739,757.00	$989,501.00
2030	$8,717,293.30	$739,757.00	$989,501.00
Total Funding 4-Year TIP:	**$34,354,723.96**	**$2,959,028.00**	**$3,958,004.00**

[1] *Source: STATUS OF FUNDS Report (FEMIS 01.31.2026) – LOUISIANA URBANIZED AREAS*
** STBG funding is increased at a rate of 1.0% annually*

A conservative approach is employed to determine year over year anticipated funding per respective program. NLCOG anticipates STBG>200k to increase 1.0% annually to FFY 2030 while the TA and CRP programmatic funding are flat over the TIP cycle. Over the next four years of the TIP, NLCOG will receive over $41 million in Federal transportation program support.

5.9 NLCOG's (FFY 2027 – FFY 2030) Annual expenditures

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). 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:

- Individual project or planning "set asides" (detailed in the proceeding expenditure section)
- TIP projects that are currently programmed in the STIP

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 planning studies/analysis occurring once during the four-year TIP cycle (e.g., MTP updates). Each of NLCOG's "set asides" are documented in the following section.

5.10 NLCOG's "Set Asides" and/or TIP Adjustments

STBG >200k FUNDING SET ASIDE: REQUIRED MPO METROPOLITAN TRANSPORTATION PLAN (MTP) UPDATE 2055

Project Details

The NLCOG 2045 (adopted: 04.2021) Metropolitan Transportation Plan 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.

FUNDING SET ASIDE: NLCOG AERIAL PHOTOGRAPHY CONTRACT

Project Details

Assist our member agencies in obtaining aerial photography for the area. This project includes a multiyear – multiflight project for the Metropolitan Planning Area (MPA).
Cost and Funding
Negotiated contract for services utilizing STBG>200k funding and local entity match support.

5.11 Financial Constraint Determination - NLCOG's TIP (FFY 2027 - FFY 2030)

NLCOG employs a straightforward formula to determine if the proposed TIP is financially constrained. NLCOG will utilize an inflation factor of 4%/yr. applied to project expenditures.
(Source: FHWA's Natl' Highway Construction Cost Index (NHCCI); Link to NHCCI page)

TABLE 5.9

Financial Constraint Summary: STBG>200k (4-Year Program; FFY 2027 – FFY 2030)

FINANCIAL CONSTRAINT ELEMENTS	FFY 2027 Balance	FFY 2028 Balance	FFY 2029 Balance	FFY 2030 Balance
AVAILABLE REVENUE	**$44,277,926**	**$27,255,845**	**$11,351,373**	**$9,461,203**
NLCOG STBG>200k Allocation (Table 5.5)	$8,460,919	$8,545,528	$8,630,983	$8,717,293
ADJUSTMENTS				
Adjust 1) MTP 2055 Update (Sect. 5.10)	---	---	---	($500,000)
Adjust 2) Transfer to Transit (Sect. 5.10)	---	($2,500,000)	---	---
Adjust 3) Aerial Photography (Sect. 5.10)	---	($2,000,000)	---	---
Adjusted Revenue	**$52,738,845**	**$31,301,373**	**$19,961,203**	**$17,678,496**
PROJECT EXPENDITURES				
Linwood Phase IV-A	$7,733,000			
Shreveport Panel Replacement Program	$8,250,000			
I-69 Frontage Road Connector Phase I			$5,250,000	
I-69 Frontage Road Connector Phase III			$5,250,000	
US 371 Widening		$19,950,000		
East-West Corridor Winfield Road Extension	$9,500,000			
TOTAL Project Expenditures	**$25,483,000**	**$19,950,000**	**$10,500,000**	**$0**
AVAILABLE FUND. NEXT FFY	**$27,255,845**	**$11,351,373**	**$9,461,203**	**$17,678,496**

* Source: FHWA LA-Div Urbanized Area Unobligated Balance Report (FMIS – Status of Funds Report for 08.31.2026); +1.0% per annum.

Table 5.9 summarizes 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. **From the analysis, the MPO has a robust positive balance (accrued) of $17,678,496 for the final year (FFY 2030) of the four-year TIP cycle and is considered financially constrained for STBG>200k program funds.**

TABLE 5.10

Financial Constraint Summary: Transportation Alternatives (TA) Program (4-Year Program; FFY 2027 – FFY 2030)

FINANCIAL CONSTRAINT ELEMENTS	FFY 2027 Balance	FFY 2028 Balance	FFY 2029 Balance	FFY 2030 Balance
AVAILABLE REVENUE	$5,209,214	$5,948,971	$6,688,728	$7,428,485
NLCOG TA>200k Allocation (Table 5.5)	$739,757	$739,757	$739,757	$739,757
Adjusted Revenue	$5,948,971	$6,688,728	$7,428,485	$8,168,242
PROJECT EXPENDITURES				
TOTAL Project Expenditures	$0	$0	$0	$0
AVAILABLE FUND. NEXT FFY	$5,948,971	$6,688,728	$7,428,485	$8,168,242

* Source: FHWA LA-Div Urbanized Area Unobligated Balance Report (FMIS – Status of Funds Report for 08.31.2026)

It is obvious from the analysis above that NLCOG's TA program is financially constrained over the life of the TIP. NLCOG's constraint analysis of the Transportation Alternatives (TA) programmatic funding illustrates the fact that this funding stream is underutilized through FFY 2030. NLCOG is taking steps to program TA eligible projects for the next TIP cycle.

- Actively reaching out to MPO member technical staffs to review the recently adopted Regional Active Transportation Plan (RATP) and Safe Roads For All (SS4A) for identified TA eligible improvement projects.
- NLCOG is reviewing the State's (LADOTD) list of submitted TA projects from local entities within the four-Parish area (MPA). NLCOG will follow up with project sponsors to gauge their interest in resubmitting their TA project's through NLCOG's (MPO) process.

TABLE 5.11

Financial Constraint Summary: Carbon Reduction Program (CRP) (4-Year Program; FFY 2027 – FFY 2030)

FINANCIAL CONSTRAINT ELEMENTS	FFY 2027 Balance	FFY 2028 Balance	FFY 2029 Balance	FFY 2030 Balance
AVAILABLE REVENUE	**$1,942,946**	**$2,101,848**	**$2,260,750**	**$2,350,435**
NLCOG CRP>200k Allocation (Table 5.5)	$989,501	$989,501	$989,501	$989,501
Adjusted Revenue	**$2,932,447**	**$3,091,349**	**$3,250,251**	**$3,339,936**
PROJECT EXPENDITURES				
M.A.P. Contract: 7/1/25-6/30/26				
M.A.P. Contract: 7/1/26-6/30/27	$830,599			
M.A.P. Contract: 7/1/27-6/30/28		$830,599		
M.A.P. Contract: 7/1/28-6/30/29			$830,599	
M.A.P. Contract: 7/1/29-7/31/29			$69,217	
TOTAL Project Expenditures	**$830,599**	**$830,599**	**$899,816**	
AVAILABLE FUND. NEXT FFY	**$2,101,848**	**$2,260,750**	**$2,350,435**	**$3,339,936**

* Source: FHWA LA-Div Urbanized Area Unobligated Balance Report (FMIS – Status of Funds Report for 08.31.2026)

NLCOG's Carbon Reduction Program (CRP) expenditures over the next four-year cycle is dominated by the Motorist Assistance Patrol (M.A.P.) program contract covering the interstate system throughout Northwest Louisiana (M.A.P. program details link: https://dotd.la.gov/about/office-of-operations/intelligent-transportation-systems/its-programs-and-projects/map/)

The contract for M.A.P. services NLCOG entered into with LADOTD entails a cost-sharing element of 50% of the total service contract costs spread out over a four-year period. NLCOG utilizes its CRP>200k program funding to meet this obligation (as shown above).

5.12 TRANSIT PROGRAM AND ADOPTED PERFORMANCE MEASURES/TARGETS

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 2027 -2030 for Transit Projects. FFY 2026 final apportionment data is included in this program since it is the most current data available. Outer year (i.e., FFY2027 -2030) TIP cost estimates are calculated from the base year data (FFY 2027) including an additional 4% (0.04) cost to account for current inflation.

SPORTRAN's State of Good Repair (SGR) Targets are developed through their current Transit Asset Management Plan (2026 SPORTRAN TAM). Since SPORTRAN is the lone 5307 transit provider in the MPO, the MPO's Technical Coordinating Committee (TCC) recommended that it would be in the best interest of the MPO to adopt these Targets verbatim.

To support SPORTRAN's efforts in reaching their adopted SGR Targets, NLCOG (MPO) adopted two Amendments that will transfer funding to SPORTRAN for the purpose of modernizing their aging bus fleet. NLCOG will transfer, from the MPO's STBG>200k urban attributable funding, to SPORTRAN in the amount of $2,500,000.00 in FFY 2028.

5.13 SPORTRAN Methods for Target-Setting

Service Reliability: Improve on-time performance and reduce delays Accessibility: Expand service coverage and ADA-complaint infrastructure Customer Experience: Increase rider satisfaction and ease of use Operational Efficiency: Optimize routes, schedules, and resource allocation Sustainability: Reduce emission and adopt greener technologies Safety: Maintain high safety standards for passengers and staff.

Please refer to the detailed analysis (Appendix B) and discussion of how NLCOG's TIP (FFYs 2027-2030) will impact those targets.

The following pages present the anticipated Transit Program (SPORTRAN) beginning in FFY 2025 through FFY 2030. A 4% inflation factor is utilized to calculate the FFY 2027 – FFY 2030 Transit Program years to reasonably anticipate the level of grant assistance SPORTRAN will receive.

Federal Fiscal Year 2026 (last updated: 07.01.2026)

MPO Assistance ID	Project Name	Federal Grant Assist.	Federal / Local Share (%)	FINAL Apportion. (FFY)	Total Project Cost	Federal Share	Local Share
5307-26-01	Preventive Maintenance	FTA Sect. 5307	80 / 20	2026	$4,280,831.00	$3,424,665.00	$856,166.00
5307-26-02	Operating Assistance	FTA Sect. 5307	50 / 50	2026	$3,600,000.00	$1,800,000.00	$1,800,000.00
5307-26-03	Non-Fixed Route ADA Paratransit Service	FTA Sect. 5307	80 / 20	2026	$437,500.00	$350,000.00	$87,500.00
				Capital Budget (5307) Sub-total:	**$8,318,331**	**$5,574,665**	**$2,743,666**
5339-26-01	Final funding for the new ADA HUB and Admin. Complex	FTA Sect. 5339 (Rural)	85 / 15	2024	$906,530	$770,550	$135,979
5339-26-02	Final funding for the new ADA HUB and Admin. Complex	FTA Sect. 5339 (Rural)	85 / 15	2025	$1,421,409	$1,208,198	$213,211
5339-26-03	Bus and Bus Facilities Annual Apportionment	FTA Sect. 5339	80 / 20	2026	$833,126	$666,501	$166,625
				New Bus Facilities/Innovative Technology (5339) Sub-total:	**$3,161,065**	**$2,645,249**	**$515,815**
5310-26-01	Funding will construct indoor buildout of Paratransit Eligibility & ADA Assessment Center to include paratransit simulator, ADA assessment equipment, workstations and computer equipment.	FTA Sect. 5310	80 / 20	2024 And 2025	$1,049,318 (Total Award)	$415,615 (24) And $423,839 (25)	$209,864 (Total Local)
				Enhanced Mobility of Seniors & Individuals with Disabilities (5310) Sub-total:	**$1,049,318**	**$839,454**	**$209,864**
				PROGRAM TOTALS FFY 2026:	**$12,528,714**	**$9,059,368**	**$3,469,345**

*** Source: FFY 2025 FTA Final Apportionment Data for the Large Urban Provider (5307) - SPORTRAN+ 4% inflation factor per year (Base Year FFY 2025)

Federal Fiscal Year 2027

MPO Assistance ID	Project Name	Program	Federal / Local Share (%)	FINAL Apportion. (FFY)	Total Project Cost	Federal Share	Local Share
5307-27-01	Preventive Maintenance	5307	80 / 20	2025	$4,630,148	$3,704,119	$926,030
5307-27-02	Operating Assistance	5307	50 / 50	2025	$3,893,760	$1,946,880	$1,946,880
5307-27-03	Non-Fixed Route ADA Paratransit Service	5307	80 / 20	2025	$1,348,602	$1,078,882	$269,721
				Capital Budget (5307) Sub-total:	**$9,872,510**	**$6,729,881**	**$3,142,629**
5339-27-02	Bus and Bus Facilities	5339(b)	80 / 20	2025	$747,106	$597,685	$149,422
				New Bus Facilities/Innovative Technology (5339) Sub-total:	**$747,106**	**$597,685**	**$149,422**
5310-27-01	Purchase 12 on-demand vehicles.	5310	80 / 20	2025	$533,660	$426,928	$106,732
				Enhanced Mobility of Seniors & Individuals with Disabilities (5310) Sub-total:	**$533,660**	**$426,928**	**$106,732**
				PROGRAM TOTALS FFY 2027:	**$11,153,276**	**$7,754,494**	**$3,398,782**

*** Source: FFY 2025 FTA Final Apportionment Data for the Large Urban Provider (5307) - SPORTRAN+ 4% inflation factor per year (Base Year FFY 2025)

Federal Fiscal Year 2028

MPO Assistance ID	Project Name	Program	Federal / Local Share (%)	FINAL Apportion. (FFY)	Total Project Cost	Federal Share	Local Share
5307-28-01	Preventive Maintenance	5307	80 / 20	2025	$4,815,354	$3,852,284	$963,071
5307-28-02	Operating Assistance	5307	50 / 50	2025	$4,049,511	$2,024,756	$2,024,756
5307-28-03	Non-Fixed Route ADA Paratransit Service	5307	80 / 20	2025	$1,402,547	$1,122,038	$280,510
				Capital Budget (5307) Sub-total:	**$10,267,412**	**$6,999,078**	**$3,268,334**
5339-28-02	Bus and Bus Facilities	5339(b)	80 / 20	2025	$776,991	$621,593	$155,399
				New Bus Facilities/Innovative Technology (5339) Sub-total:	**$776,991**	**$621,593**	**$155,399**
5310-28-01	Purchase 12 on-demand vehicles.	5310	80 / 20	2025	$555,007	$444,006	$111,002
				Enhanced Mobility of Seniors & Individuals with Disabilities (5310) Sub-total:	**$555,007**	**$444,006**	**$111,002**
				PROGRAM TOTALS FFY 2028:	**$11,599,410**	**$8,064,677**	**$3,534,733**

*** Source: FFY 2025 FTA Final Apportionment Data for the Large Urban Provider (5307) - SPORTRAN+ 4% inflation factor per year (Base Year FFY 2025)

Federal Fiscal Year 2029

MPO Assistance ID	Project Name	Program	Federal / Local Share (%)	FINAL Apportion. (FFY)	Total Project Cost	Federal Share	Local Share
5307-29-01	Preventive Maintenance	5307	80 / 20	2025	$5,007,969	$4,006,376	$1,001,594
5307-29-02	Operating Assistance	5307	50 / 50	2025	$4,211,492	$2,105,746	$2,105,746
5307-29-03	Non-Fixed Route ADA Paratransit Service	5307	80 / 20	2025	$1,458,649	$1,166,920	$291,730
				Capital Budget (5307) Sub-total:	**$10,678,110**	**$7,279,042**	**$3,399,068**
5339-29-02	Bus and Bus Facilities	5339(b)	80 / 20	2025	$808,071	$646,457	$161,615
				New Bus Facilities/Innovative Technology (5339) Sub-total:	**$808,071**	**$646,457**	**$161,615**
5310-29-01	Purchase 12 on-demand vehicles.	5310	80 / 20	2025	$577,208	$461,767	$115,442
				Enhanced Mobility of Seniors & Individuals with Disabilities (5310) Sub-total:	**$577,208**	**$461,767**	**$115,442**
				PROGRAM TOTALS FFY 2029:	**$12,063,389**	**$8,387,266**	**$3,676,123**

*** Source: FFY 2025 FTA Final Apportionment Data for the Large Urban Provider (5307) - SPORTRAN+ 4% inflation factor per year (Base Year FFY 2025)

Federal Fiscal Year 2030

MPO Assistance ID	Project Name	Program	Federal / Local Share (%)	FINAL Apportion. (FFY)	Total Project Cost	Federal Share	Local Share
5307-30-01	Preventive Maintenance	5307	80 / 20	2025	$5,208,288	$4,166,631	$1,041,658
5307-30-02	Operating Assistance	5307	50 / 50	2025	$4,379,952	$2,189,976	$2,189,976
5307-30-03	Non-Fixed Route ADA Paratransit Service	5307	80 / 20	2025	$1,516,995	$1,213,596	$303,399
				Capital Budget (5307) Sub-total:	**$11,105,235**	**$7,570,203**	**$3,535,032**
5339-30-02	Bus and Bus Facilities	5339(b)	80 / 20	2025	$840,394	$672,316	$168,079
				New Bus Facilities/Innovative Technology (5339) Sub-total:	**$840,394**	**$672,316**	**$168,079**
5310-30-01	Purchase 12 on-demand vehicles.	5310	80 / 20	2025	$600,297	$480.238	$120,060
				Enhanced Mobility of Seniors & Individuals with Disabilities (5310) Sub-total:	**$600,297**	**$480,238**	**$120,060**
				PROGRAM TOTALS FFY 2030:	**$12,545,926**	**$8,722,757**	**$3,823,169**

*** Source: FFY 2025 FTA Final Apportionment Data for the Large Urban Provider (5307) - SPORTRAN+ 4% inflation factor per year (Base Year FFY 2025)

5.14 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: 2027 -2030 Planning/Environmental, 2027 -2030 for Right-of-Way, 2027–2030 for Engineering, and 2027–2030 for Construction).

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

HIGHWAY PROGRAM PROJECT LISTINGS

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

MPO PROJECTS (STBG >200k FUNDING)

LADOTD PROJECTS (VARIOUS FUNDING SOURCES)

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

MPO PROJECTS (TA >200k FUNDING)

MPO PROJECTS (CRP >200k FUNDING)

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

PLEASE NOTE:

FOR FORMATTING REASONS, the new "STBG >200k" Federal funding program source, under the IIJA, 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.003855 - BOSSIER PAR CONG RELIEF WINFIELD RD

Last Updated: 08.14.2026 — LADOTD (State) and MPO Performance Target: **PM3**

Route: — Parish: Bossier — LADOTD District: 04 — Current MTP Goal Supported: **RCo**

Cntrl Section: 000-08 — Beg. Log Mile: 0.00 — End Log Mile: 0.00

Off-system Road: WINFIELD ROAD

Remarks	Type Improvement	Work Type
700-08-0130; STAGE 0; RE-EVALUATE EA STUDY MATCH FROM BOSSIER	NEW CONSTRUCTION	URBAN SYSTEMS

Project Phase	Project Cost	Cost + (w/CE&I+IDC)	Federal Share	Fund	Local Share	Year	Sponsor
Right Of Way (R-O-W)	$8,000,000.00	$8,000,000.00	$6,400,000.00	STP >200k	$1,600,000.00	2026*	Bossier
Utility Relocation	$1,500,000.00	$1,500,000.00	$1,200,000.00	STP >200k	$300,000.00	2027	Parish
Total Cost	**$9,500,000.00**	**$9,500,000.00**	**$7,600,000.00**		**$1,900,000.00**		

* It should be noted any phase/project outside FFY 2027-2030 is in the TIP for informational purposes only.

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

Project: H.000413 CROSS BAYOU BRIDGE REPLACEMENT

Last Updated: 08.14.2026 — LADOTD (State)/MPO Performance Target: **PM2**

Route: US 71 — Parish: CADDO — LADOTD District: 04

Cntrl Section: — Beg. Log Mile: — End Log Mile:

011-01 — 0.35 — 0.43 — 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	Fund	Local Share	Year	Sponsor
Construction	$12,000,000.00	$13,800,000.00	$11,040,000.00	NHPP	$2,760,000.00	2028	LADOTD
Total Cost	**$12,000,000.00**	**$13,800,000.00**	**$11,040,000.00**		**$2,760,000.00**		

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

Last Updated: 07.15.2026

Route: LA 511 — Parish: CADDO — LADOTD District: 04

Cntrl Section: — Beg. Log Mile: — End Log Mile:

Bossier: 102-03 — 0.00 — 1.44

Caddo: 102-02 — 5.59 — 5.95

Off-system Road:

Remarks	Type Improvement	Work Type	Project Notes
102-03-0010, HISTORIC BRIDGE IMPROVEMENT (HBI)	REPLACEMENT/REHABILITATION (HBI)	CAPACITY	Advance Construction Admin. Modification 01312023-01: Adjust Const. Phase cost Amendment 03312023-01: Increase STCASH Const. #2

Project Phase	Project Cost	Cost + (w/CE&I+IDC)	Federal Share	Fund	Local Share	Year	Sponsor
Construction	$100,000,000.00	$110,000,000.00	$0.00	ARPA	$110,000,000.00	2023	LADOTD
Construction	$262,000,000.00	$288,200,000.00	$0.00	STCASH	$288,200,000.00	2023	
Total Cost	**$362,000,000.00**	**$398,200,000.00**	**$0.00**		**$398,200,000.00**		

* It should be noted any phase/project outside FFY 2027-2030 is in the TIP for informational purposes only.

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

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

Last Updated: 07.15.2026

Route: LA 3132 Parish: CADDO LADOTD District: 04

Cntrl Section: 427-01 Beg. Log Mile: 10.28 End Log Mile: 10.29

Remarks	Type Improvement	Work Type	Project Notes
	PRELIMINARY ENG./R-O-W MAPPING	URBAN SYSTEMS	FOR INFO ONLY - Added to the updated TIP (2027 -2030) to demonstrate MPO/Local Sponsor commitment

Project Phase	Project Cost	Cost + (w/CE&I+IDC)	Federal Share	Fund	Local Share	Year	Sponsor
Design – (Engineering)	$1,000,000.00	$1,000,000.00	$800,000.00	STP >200k	$200,000.00	2026	LADOTD
Total Cost	**$1,000,000.00**	**$1,000,000.00**	**$800,000.00**		**$200,000.00**		

* It should be noted any phase/project outside FFY 2027-2030 is in the TIP for informational purposes only.

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

Project: H.010468 I-20: MONKHOUSE DR TO LAKESHORE DR

Last Updated: 08.14.2026 — LADOTD (State)/MPO Performance Target: **PM2**

Route: I-20	Parish: CADDO	LADOTD District: 04
Cntrl Section:	Beg. Log Mile:	End Log Mile:
451-01	13.40	17.02

Remarks	Type Improvement	Work Type	Project Notes
	PATCHING, CLEAN & SEAL JOINTS, & HYDROPHOBIC FOAM LEVELING	PRESERVATION, INTERSTATE	

Project Phase	Project Cost	Cost + (w/CE&I+IDC)	Federal Share	Fund	Local Share	Year	Sponsor
Construction	$45,000,000.00	$51,750,000.00	$46,575,000.00	NHPP	$5,175,000.00	2030	LADOTD
Total Cost	**$45,000,000.00**	**$51,750,000.00**	**$46,575,000.00**		**$5,175,000.00**		

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

Last Updated: 08.14.2026 — LADOTD (State)/MPO Performance Target: **PM2**

Route: US 80	Parish: CADDO	LADOTD District: 04
Cntrl Section:	Beg. Log Mile:	End Log Mile:
001-02	9.10	9.30

Remarks	Type Improvement	Work Type	Project Notes
STR. 013480 HISTORIC BRIDGE IMPROVEMENT (HBI)	BRIDGE REPLACEMENT / REHABILITATION	PRESERVATION, BRIDGE (ON SYSTEM)	Amendment 01112019-01: Add $50,000 Stage 0 in FFY2019 – LADOTD Amendment 12062024-03: Add Engineering Phase and remove Construction Phase from the current TIP (Construction Phase moved to FFY 2027).

Project Phase	Project Cost	Cost + (w/CE&I+IDC)	Federal Share	Fund	Local Share	Year	Sponsor
Construction	$3,567,000.00	$4,102,050.00	$3,281,640.00	STPFLEX	$820,410.00	2028	LADOTD
Total Cost	**$3,567,000.00**	**$4,102,050.00**	**$3,281,640.00**		**$820,410.00**		

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

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

Last Updated: 08.14.2026 — LADOTD (State)/MPO Performance Target: **PM2**

Route: US 71 | Parish: CADDO | LADOTD District: 04

Cntrl Section: | Beg. Log Mile: | End Log Mile:

053-09 | 8.90 | 9.08

Off-system Road:

Remarks	Type Improvement	Work Type	Project Notes
Historic Bridge Improvement (HBI)	Historic Bridge Preservation	Preservation, Bridge (On System)	

Project Phase	Project Cost	Cost + (w/CE&I+IDC)	Federal Share	Fund	Local Share	Year	Sponsor
Construction	$5,000,000.00	$5,750,000.00	$4,600,000.00	NHPP	$1,150,000.00	2027	LADOTD
Total Cost	**$5,000,000.00**	**$5,750,000.00**	**$4,600,000.00**		**$1,150,000.00**		

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

Last Updated: 08.14.2026 — LADOTD (State)/MPO Performance Target: **PM2**

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

Cntrl Section: | Beg. Log Mile: | End Log Mile:

451-01 | 6.20 | 6.50

Remarks	Type Improvement	Work Type	Project Notes
	Bridge Replacement	Preservation, Bridge (On System)	

Project Phase	Project Cost	Cost + (w/CE&I+IDC)	Federal Share	Fund	Local Share	Year	Sponsor
Construction	$20,000,000.00	$23,000,000.00	$20,700,000.00	NHPP	$2,300,000.00	2027	LADOTD
Total Cost	**$20,000,000.00**	**$23,000,000.00**	**$20,700,000.00**		**$2,300,000.00**		

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

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

Last Updated: 08.14.2026 — LADOTD (State)/MPO Performance Target: **PM2**

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

Cntrl Section: 451-01 | Beg. Log Mile: 16.90 | End Log Mile: 17.40

Remarks	Type Improvement	Work Type	Project Notes
	Bridge Rehabilitation	Preservation, Bridge (On System)	

Project Phase	Project Cost	Cost + (w/CE&I+IDC)	Federal Share	Fund	Local Share	Year	Sponsor
Construction	$18,500,000.00	$21,275,000.00	$19,147,500.00	NHPP	$2,127,500.00	2027	LADOTD
Total Cost	**$18,500,000.00**	**$21,275,000.00**	**$19,147,500.00**		**$2,127,500.00**		

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

Last Updated: 08.14.2026 — LADOTD (State) and MPO Performance Target: **PM1 and PM3**

Route: LA 3276-P | Parish: CADDO | LADOTD District: 04 — Current MTP Goal Supported: **NHS, SaS, Acc, LEc**

Cntrl Section: 809-15 | Beg. Log Mile: 0.77 | End Log Mile: 3.59

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	Fund	Local Share	Year	Sponsor
Right Of Way	$1,000,000.00	$1,000,000.00	$800,000.00	STP >200k	$200,000.00	2028	C-B Port, Caddo Par, MPO
Utility Relocation	$500,000.00	$500,000.00	$400,000.00	STP >200k	$100,000.00	2028	
Total Cost	**$1,500,000.00**	**$1,500,000.00**	**$1,200,000.00**		**$300,000.00**		

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

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

Last Updated: 08.14.2026 — LADOTD (State) and MPO Performance Target: **PM2**

Route: — Parish: CADDO — LADOTD District: 04 — Current MTP Goal Supported: **SyP**

Cntrl 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	Fund	Local Share	Year	Sponsor
Construction	$7,030,000.00	$7,733,000.00	$6,186,400.00	STP >200k	$1,546,600.00	2025	Shreveport
Total Cost	**$7,030,000.00**	**$7,733,000.00**	**$6,186,400.00**		**$1,546,600.00**		

* It should be noted any phase/project outside FFY 2027-2030 is in the TIP for informational purposes only.

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

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

Last Updated: 08.14.2026 | LADOTD (State) and MPO Performance Target: **PM2**

Off-system Road: SHREVEPORT (MULTIPLE LOCATIONS) | Current MTP Goal Supported: **SyP**

Route	Cntrl. Section	Beg. Log Mile	End Log Mile	Parish	Facility Name
	000-09	0.00	0.00	Caddo	David Raines Rd
	000-09	0.00	0.00	Caddo	Hollywood Ave
	000-09	0.00	0.00	Caddo	Kennedy Dr
	000-09	0.00	0.00	Caddo	Kings Highway
	000-09	0.00	0.00	Caddo	Linwood Ave
	000-09	0.00	0.00	Caddo	Millicent Way
	000-09	0.00	0.00	Caddo	Mount Zion Rd
	000-09	0.00	0.00	Caddo	Pines Rd
	000-09	0.00	0.00	Caddo	West 84th St
	000-09	0.00	0.00	Caddo	West Canal Bv.

Remarks	Type Improvement	Work Type	Project Notes
Shreveport to provide match	CONCRETE PANEL REPLACE.	URBAN SYSTEMS	State Project Number (SPN) Assigned 02.14.2023

Project Phase	Project Cost	Cost + (w/CE&I+IDC)	Federal Share	Fund	Local Share	Year	Sponsor
Construction	$7,500,000.00	$8,250,000.00	$6,600,000.00	STP >200k	$1,650,000.00	2026	Shreveport
Total Cost	**$7,500,000.00**	**$8,250,000.00**	**$6,600,000.00**		**$1,650,000.00**		

* It should be noted any phase/project outside FFY 2027-2030 is in the TIP for informational purposes only.

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

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

Last Updated: 07.15.2026

Route: Parish: CADDO LADOTD District: 04

Cntrl Section: 000-09 Beg. Log Mile: 0.00 End Log Mile: 0.00

Off-system Road: KINGS HWY

Remarks	Type Improvement	Work Type	Project Notes
CITY OF SHREVEPORT TO PROVIDE MATCH	ROAD RECONST, ADA PED FACILITIES, SIGNAL/SIGN IMP., LIGHTING	URBAN SYSTEMS	Amendment 01172025-01: Awarded RAISE Grant to City of Shreveport

Project Phase	Project Cost	Cost + (w/CE&I+IDC)	Federal Share	Fund	Local Share	Year	Sponsor
Construction	$24,200,000	$26,620,000	$21,296,000	OTHER (EARMARK)	$5,324,000	2026	Shreveport
Total Cost	**$24,200,000.00**	**$26,620,000.00**	**$21,296,000.00**		**$5,324,000.00**		

* It should be noted any phase/project outside FFY 2027-2030 is in the TIP for informational purposes only.

*Project: H.016690 I-49: SOUTHERN LOOP - MURPHY STREET

Last Updated: 08.14.2026 LADOTD (State) and MPO Performance Target: **PM2**

Off-system Road: SHREVEPORT (MULTIPLE LOCATIONS)

Route	Cntrl. Section	Beg. Log Mile	End Log Mile	Parish	Facility Name
I-49	455-08	0.52	0.78	Caddo	
I-49	455-08	0.78	1.92	Caddo	
I-49	455-08	4.12	11.27	Caddo	

Remarks	Type Improvement	Work Type	Project Notes
	MILL, OVERLAY, CONCRETE PATCHING & REPLACE EXPANSION JOINTS	PRESERVATION, INTERSTATE	

Project Phase	Project Cost	Cost + (w/CE&I+IDC)	Federal Share	Fund	Local Share	Year	Sponsor
Construction	$14,000,000.00	$15,400,000.00	$13,860,000.00	NHPP	$1,540,000.00	2026	LADOTD
Total Cost	**$14,000,000.00**	**$15,400,000.00**	**$13,860,000.00**		**$1,540,000.00**		

* It should be noted any phase/project outside FFY 2027-2030 is in the TIP for informational purposes only.

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

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

Last Updated: 08.14.2026 — LADOTD (State) and MPO Performance Target: **PM2**

Route: LA 5 | Parish: Desoto | LADOTD District: 04

Cntrl Section: 049-01 | Beg. Log Mile: 4.73 | End Log Mile: 15.79

Off-system Road: | Project Length: 11.04 mi.

Remarks	Type Improvement	Work Type	Project Notes
Construction	ASPHALTIC CONCRETE PAVEMENT RESURFACING		

Project Phase	Project Cost	Cost + (w/CE&I+IDC)	Federal Share	Fund	Local Share	Year	Sponsor
Construction	$4,700,000.00	$5,170,000.00	$4,136,000.00	STPFLEX	$1,034,000.00	2023	LADOTD
Construction	$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**	**$4,136,000.00**		**$9,834,000.00**		

* It should be noted any phase/project outside FFY 2027-2030 is in the TIP for informational purposes only.

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

Last Updated: 08.14.2026 — LADOTD (State) and MPO Performance Target: **PM1 and PM3**

Route: LA 3276-P | Parish: Desoto | LADOTD District: 04 — Current MTP Goal Supported: **NHS, SaS, Acc, LEc**

Cntrl 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	Amendment 10272023-02: Update project phases/funding w/LADOTD Plan. /Program. Section Amendment 12062024-14: Update Phasing costs and schedules

Project Phase	Project Cost	Cost + (w/CE&I+IDC)	Federal Share	Fund	Local Share	Year	Sponsor
Right Of Way	$1,000,000.00	$1,000,000.00	$800,000.00	STP >200k	$200,000.00	2028	NLCOG
Construction	$4,200,000.00	$4,830,000.00	$0.00	Local	$4,830,000.00	2029	Port-C/B
Construction	$5,900,000.00	$6,785,000.00	$5,428,000.00	STP >200k	$1,357,000.00	2029	DPPJ
Total Cost	**$11,100,000.00**	**$12,615,000.00**	**$6,228,000.00**		**$6,387,000.00**		

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

*Project: H.016580 US 171: US 84 TO LA 3015

Last Updated: 08.14.2026	LADOTD District: 04	Urbanized Area: Shreveport	LADOTD (State) and MPO Performance Target:		**PM2**
Off-system Road: N/A					
Route	Cntrl. Section	Beg. Log Mile	End Log Mile	Parish	Facility Name
US 171	025-06	0.00	6.85	DESOTO	

Remarks	Type Improvement	Work Type	Project Notes
	PCC PATCHING, CLEANING & RESEALING JOINTS	PRESERVATION NON-INTERSTATE ON NHS SYSTEM	

Project Phase	Project Cost	Cost + (w/CE&I+IDC)	Federal Share	Fund	Local Share	Year	Sponsor
Construction	$6,000,000.00	$6,600,000.00	$5,280,000.00	NHPP	$1,320,000.00	2026	LADOTD
Total Cost	**$6,000,000.00**	**$6,600,000.00**	**$5,280,000.00**		**$1,320,000.00**		

* It should be noted any phase/project outside FFY 2027-2030 is in the TIP for informational purposes only.

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

*Project: H.014059 US 80: BRIDGES NEAR MINDEN (HBI)

Last Updated: 08.14.2026 | LADOTD District: 04 | Urbanized Area: Shreveport | LADOTD (State) and MPO Performance Target: **PM2**

Off-system Road: N/A

Route	Cntrl. Section	Beg. Log Mile	End Log Mile	Parish	Facility Name
US 80	001-03	16.23	16.26	WEBSTER	
US 80	001-04	9.50	9.59	WEBSTER	
US 80	001-04	4.22	4.23	WEBSTER	

Remarks	Type Improvement	Work Type	Project Notes
STR. 019040 AND 018970 HISTORIC BRIDGE IMPROVEMENT (HBI)	BRIDGE REPLACEMENTS	PRESERVATION, BRIDGE (ON SYSTEM)	

Project Phase	Project Cost	Cost + (w/CE&I+IDC)	Federal Share	Fund	Local Share	Year	Sponsor
Construction	$16,000,000.00	$17,600,000.00	$14,080,000.00	STPFLEX	$3,520,000.00	2026	LADOTD
Total Cost	**$16,000,000.00**	**$17,600,000.00**	**$14,080,000.00**		**$3,520,000.00**		

* It should be noted any phase/project outside FFY 2027-2030 is in the TIP for informational purposes only.

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

Project: H.016478 US 371: WIDENING

Last Updated: 08.14.2026 — LADOTD (State) and MPO Performance Target: **PM3**

Route: US 371 — Parish: Webster — LADOTD District: 04 — Current MTP Goal Supported: **NHS, SaS, ACC, LEc, Mul**

Cntrl Section: 086-02 — Beg. Log Mile: 8.43 — End Log Mile: 10.24

Off-system Road:

Remarks	Type Improvement	Work Type	Project Notes
	WIDENING	URBAN SYSTEMS	

Project Phase	Project Cost	Cost + (w/CE&I+IDC)	Federal Share	Fund	Local Share	Year	Sponsor
Design (Engineering)	$1,250,000.00	$1,250,000.00	$1,000,000.00	STP >200k	$250,000.00	2027	WPPJ
Right Of Way	$200,000.00	$200,000.00	$160,000.00	STP >200k	$40,000.00	2028	
Utility Relocation	$1,250,000.00	$1,250,000.00	$1,000,000.00	STP >200k	$250,000.00	2028	
Construction	$15,000,000.00	$17,250,000.00	$13,800,000.00	STP >200k	$3,450,000.00	2028	
Total Cost	**$17,700,000.00**	**$19,950,000.00**	**$15,960,000.00**		**$3,990,000.00**		

Project: H.015376 US 80: BAYOU DORCHEAT, RELIEF BRIDGES

Last Updated: 07.15.2026 — LADOTD (State) and MPO Performance Target: **PM2**

Route: US 80 — Parish: Webster — LADOTD District: 04

Cntrl Section: 001-04 — Beg. Log Mile: 7.00 — End Log Mile: 7.60

Off-system Road:

Remarks	Type Improvement	Work Type	Project Notes
	SPOT REPLACEMENT OF EXISTING BRIDGE STRUCTURES	Preservation, Bridge (on system)	

Project Phase	Project Cost	Cost + (w/CE&I+IDC)	Federal Share	Fund	Local Share	Year	Sponsor
Construction	$19,200,000.00	$22,080,000.00	$17,664,000.00	STPFLEX	$4,416,000.00	2028	LADOTD
Total Cost	**$19,200,000.00**	**$22,080,000.00**	**$17,664,000.00**		**$4,416,000.00**		

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

*Project: NLCOG (MPO) Metropolitan Transportation Plan (MTP) 2050 Update

Last Updated: 07.15.2026

Route: Parish: MPO LADOTD District: 04

Cntrl 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	Fund	Local Share	Year	Sponsor
Planning / Environmental	$1,000,000.00	$1,000,000.00	$400,000.00	SRP	$100,000.00	2025	MPO
			$400,000.00	STP >200k	$100,000.00	2025	
Total Cost	**$1,000,000.00**	**$1,000,000.00**	**$800,000.00**		**$200,000.00**		

* It should be noted any phase/project outside FFY 2027-2030 is in the TIP for informational purposes only.

TA >200k PARISH PROJECT LISTINGS

- ALPHABETICAL ORDER / ASCENDING PROJECT ID #s -

BOSSIER / CADDO / DESOTO / WEBSTER

NO TA PROJECTS HAVE BEEN PROGRAMMED

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: 03.10.2026					LADOTD (State) and MPO Performance Target:		**PM1**	
Route:	Parish: MPO	LADOTD District: 04			Current MTP Goal Supported:		**SaS, QoL**	
Cntrl 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 50% of the negotiated annual contractual amount. Remaining contract outside of TIP: $830,598.97/annually until 06/30/2029					
Project Phase	Project Cost	Cost + (w/CE&I+IDC)	Federal Share	Fund	Local Share	Year	Sponsor	
Contractual	$1,661,198		$830,599	CRP>200k	$0	2027	LADOTD/ NLCOG	
Contractual	$1,661,198		$830,599	CRP>200k	$0	2028		
Contractual	$1,661,198		$830,599	CRP>200k	$0	2029		
Contractual	$138,434		$69,217	CRP>200k	$0	2029		
Total Cost	**$5,122,028**		**$2,561,014**		**$0**			

AWARDED FEDERAL DISCRETIONARY GRANTS (FHWA-IIJA) WITHIN NLCOG'S METROPOLITAN PLANNING AREA (MPA)

Program Name	Award Year	US DOT Award Type	Delivery Phase Included	Amount Awarded	Total Project Cost	Non-State Direct Recp.	Sponsor Name	Project #	Project Name	Project Description	Location /MPO Area
Multimodal Project Discretionary Grant Opportunity (INFRA)	FY 25	Const.	NEPA/Design/ Construction	$22,595,853.00	$81,033,402.56	no	Caddo, Bossier, Desoto Parishes and Port Comm. And NLCOG	TBD	Port of Caddo-Bossier I-69 Connector	The project will connect I-49 to the future I- 69 Corridor Project Frontage Road by upgrading and extending Stonewall Frierson Road. Improvements to Stonewall Frierson Road would include a Restricted Crossing U- Turn (RCUT) intersection for peak operations of the northbound off-ramp and two 12-foot travel lanes with 8-foot shoulders. Ellerbe Road will also connect the I-69 Corridor Project Frontage Road segment by upgrading and extending Robson Road. In addition to extending Robson Road, this project will replace two bridges (on the existing Robson Road) and construct one new bridge (on the new Robson Road Extension).	Shreveport-Bossier

Program Name	Award Year	US DOT Award Type	Delivery Phase Included	Amount Awarded	Total Project Cost	Non-State Direct Recp.	Sponsor Name	Project #	Project Name	Project Description	Location /MPO Area
Rebuilding American Infrastructure with Sustainability and Equity (RAISE)	FY 22	Const.	Construction	$22,164,000.00	$27,705,000.00	no	City of Shreveport	H.015724	Shreveport Healthcare & Develop. Corridor	This project will fund construction of roadway and intersection improvements on the approximately 1.6 mile healthcare corridor at the nexus of I-49 and I-20 in Shreveport. The project includes the following elements: reconstructed roadways and transit bus pull-outs, BRT with updated technology, ADA improvements, traffic signal and emergency vehicle preemption improvements, pedestrian facilities including a pedestrian bridge, bicycle lanes, and street lighting.	Shreveport-Bossier
Safe Streets and Roads for All (SS4A)	FY 22	Planning	Planning	$800,000.00	$1,000,000.00	y	Northwest Louisiana Council of Govt's	69JJ32340117	Northwest Louisiana Safe Streets and Roads for All Regional Action Pan	The award will be used by the Northwest Louisiana Council of Governments, Inc. to develop a comprehensive safety action plan.	Shreveport-Bossier
Better Utilizing Investments to Leverage Development (BUILD)	FY 26	Construction	Design/ Construction	$25,000,000.00	$53,224,535.00	TBD	Bossier Parish	TBD	Bossier Parish East-West Corridor project	The project will 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)	Shreveport-Bossier

FEDERAL LANDS PROJECT LISTINGS LOCATED WITHIN NLCOG'S METROPOLITAN PLANNING AREA (MPA)

METROPOLITAN PLANNING ORGANIZATION TRANSPORTATION POLICY COMMITTEE

TRANSPORTATION IMPROVEMENT PROGRAM UPDATE

(FHWA REQUEST FOR INCLUSION**)**

PROJECT	PROGRAM FISCAL YEAR	STATE	COUNTY	PARK, REFUGE, FOREST OR OTHER PARTNER/AGENCY	DESCRIPTION	TYPE OF WORK	PRIMARY FUND SOURCE	TOTAL PROGRAMMED AMOUNT	FUNDS FROM TITLE	DELIVERED BY	STATUS	CONGRESSIONAL DISTRICT	FLMA REGION
Louisiana													
LA FLAP BPPJ BDCVIL(1)	2026	LA	Bossier	Bayou Bodcau Dam & Reservoir	Bodcau Dam-Cotton Valley-Ivan Lake Roads	3R	FLAP - EFL	$3,720,000.00	Title 23	Local	Construction	LA-04	USACE-MV

REQUEST: FHWA Louisiana Division - projects currently funded through the Federal Lands Transportation Program (FLTP), the Federal Lands Access Program (FLAP), or funds directly managed by the various Federal Land Management Agency (FLMA) partners projects should be included in the STIP, and for the MPOs, any project falling within your MPA should be included in your TIP.

APPENDIX A

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 2027 - FFY 2030 TIP.

MPO PROJECT SELECTION PROCESS

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

1) Project Call (MTP 2045: 04.2026)
2) Project Submission (MTP 2045: 04.2026)
3) MPO Technical Coordinating Committee (TCC) Project Review and Evaluation (05.2026)
4) TCC Recommendation (MTP 2045: 05.2026)
5) MPO Transportation Policy Committee Approval (MTP 2045: 06.2026)

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.
5) (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 2027 -2030"), 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. For further information regarding NLCOG's adopted Project Selection Processes please utilize the link provided below.

NLCOG STBG>200k PSP document: https://www.nlcog.org/library.html

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. Please refer to NLCOG's adopted CRP>200k Project Selection Process (PSP) for additional information.

NLCOG CRP>200k PSP document: https://www.nlcog.org/library.html

APPENDIX B

RELATION OF HIGHWAY PROGRAM PROJECTS TO MPO PERFORMANCE MEASURES/TARGETS AND MTP GOALS

CONSISTENT HIGHWAY PROGRAMS PROJECT RECORD DETAIL FORMAT

Figure B-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 B-1: LADOTD CURRENT PROJECT DETAIL (STIP PROJECT RECORD)

Project: ❶

Route: ❷ Cntrl Section: ❸ Beg Log Mile: ❹ End Log Mile: ❹ Parish: ❺ Non-State Road: ❻

Remarks ❼	Type Improvement ❽	Work Type ❾

Project Phase ❿	Project Cost ⓫	Tot Cost (w/CE&I+IDC) ⓬	Federal Share ⓭	Fund ⓮	Year ⓯	Sponsor ⓰
Feasibility						
Environmental						
Right of Way						
Utility Relocation						
Design (Engineering)						
Construction						
Total Cost ⓱	$0.00	$0.00	$0.00			

❶ **Project:** Project Number and Name - Project name can only be 40 characters in length including spaces
❷ **Route:** Route Number - if no route number exists, leave blank
❸ **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
❹ **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
❺ **Parish:** Parish where project is located
❻ **Non-State Road:** Local Road name, leave blank if state roadway
❼ **Remarks:** Additional project information/comments - this must include who is providing the match per agreement
❽ **Type Improvement:** Project improvement type
❾ **Work Type:** Work type is the Program Category, Sub-Category (if applicable) - this is identified on the DOTD Letting List
❿ **Project Phase:** Phase(s) of project funded within TIP timeframe
⓫ **Project Cost:** Estimated cost of project per project phase
⓬ **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
⓭ **Federal Share:** Federal share of estimated total project cost per phase w/CE&I+IDC included
⓮ **Fund:** Fund type per project phase
⓯ **Year:** Fiscal year project phase will be authorized
⓰ **Sponsor:** Project sponsor
⓱ **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 B-1 summarizes the National Performance Goals NLCOG has integrated into their transportation planning process through the adoption of performance targets (including monitoring the status of transportation network performance).

TABLE B-1: SUMMARY OF HIGHWAY PROGRAM PERFORMANCE MEASURES

National Goal Categories (PM)	Adopted MPO Performance Measures
Safety (PM1)	▪ Number of fatalities ▪ Fatality rate (per 100 million vehicle-miles traveled) ▪ Number of serious injuries ▪ Serious injury rate (per 100 million vehicle-miles traveled) ▪ Number of non-motorized fatalities and non-motorized serious injuries
Infrastructure Condition (PM2)	▪ Percentage of pavement on the Interstate System in good condition ▪ Percentage of pavement on the Interstate System in poor condition ▪ Percentage of pavement on the non-Interstate NHS in good condition ▪ Percentage of pavement on the non-Interstate NHS in poor condition ▪ Percentage of NHS bridges classified as in good condition ▪ Percentage of NHS bridges classified as in poor condition
System Reliability / Freight Movement / Economic Vitality (PM3)	▪ Percentage of person-miles traveled on the Interstate System that are reliable ▪ Percent of person-miles traveled on the non-Interstate NHS that are reliable ▪ Truck Travel Time Reliability Index

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.

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 as well as the current Long-Range Transportation Plan (MTP) goal(s) the project supports (refer to Figure B-2: following page).

FIGURE B-2: LINKING NLCOG TIP PROJECTS TO PERFORMANCE AND MTP GOALS
NLCOG ENHANCED PERFORMANCE AND MTP GOAL PROJECT DETAIL HEADER

Project: H.xxxxxx – Name of Project				
Last Updated: 03.20.2026		LADOTD District:	Natl' Performance Goal Supported:	1
			Current MTP Goal Supported:	2
Route:	Cntrl Section:	Beg. Log	End Log Mile	Facility Name

NEW TIP FIELDS DESCRIPTION (NLCOG):

1 The new format identifies the primary Performance Measure or Measures the improvement project addresses. Within the TIP's Highway Program, Table B-1 summarizes the established MPO Performance Measures (National Goals) which will be documented accordingly within each project listing detail.

2 Linking MTP Goals (Values) to the TIP: NLCOG will evaluate MPO-funded projects regarding their impact and support of the established regional goals identified through the current Long-Range Transportation Plan (i.e., MTP 2045).

TABLE B-2: PROJECT SUPPORT OF NLCOG's MTP 2045 GOALS (PROJECT CODING)

MTP Regional Goals	TIP Project Code
Improve the National Highway System (NHS)	**NHS**
Improve Infrastructure Condition and Preservation	**SyP**
Improve Safety and Security	**SaS**
Improve System Reliability and Reduce Congestion	**RCo**
Improve Access and Increase Connections	**Acc**
Protect the Environment	**Env**
Support Land-use and Economic Development Goals	**LEc**
Increase Multimodal Options	**Mul**
Improve Quality of Life	**QoL**

Within each local entity sponsored TIP project, NLCOG staff will indicate, by TIP Project Code, how the improvement supports NLCOG's Long-Range Transportation Goals.

IMPACT OF NLCOG'S TIP PROJECTS UPON ADOPTED MPO PERFORMANCE TARGETS

NLCOG's TIP Highway Program projects support all State (LADOTD) established Performance Targets (for PM1, PM2, PM3, and Transit) as well as the adopted MPO Targets. Evaluating the impact of LADOTD's/NLCOG's improvement projects have upon the MPO's adopted Performance Targets is useful in determining the beneficial effects these investments have upon the regional roadway network. Outlined below are the established Performance Measures/Targets, common improvement project impacts, and methodology to assess improvement projects impacts as it relates to meeting adopted NLCOG Performance Targets.

PM1: Highway Safety Improvement Program (Safety)

- **Measures:** 5-year rolling averages for total fatalities, fatality rate per 100M VMT, serious injuries, serious injury rate, and non-motorized fatalities/serious injuries.
- **Project Impacts:** Safety-focused TIP investments (e.g., intersection geometry redesigns, signal optimizations, pedestrian hybrid beacons, and lighting enhancements) directly curb crash frequencies and severe injury metrics.
- **Assessment Mechanism:** MPOs review annual crash data trends against adopted annual regional or state-supported targets to verify if programmed safety countermeasures effectively bend the fatality and injury curves downward.

TABLE B-3: NLCOG's SAFETY PERFORMANCE (PM1) TARGETS

Safety Measure (PM1)	5-Yr State Avg.	5-Yr MPO Avg.	2026 MPO PM1 Targets
Number of Fatalities	837	76	75
Number of Suspected Serious Injuries (SSI)	2,517	287	281
Number of Non-Motorized Fatals / SSI	550	47	46
Fatality Rate (per 100 million vehicle-miles traveled)	1.550	1.193	1.169
SSI Rate (per 100 million vehicle-miles traveled)	4.613	4.486	4.396

**Source:* LSU – CARTS (2020-2024) 5-year average data

TABLE B-4: TIP (2027-2030) PROJECTS IMPACTING NLCOG SAFETY PERFORMANCE (PM1) TARGETS

S.P.N. or ID	Project or Program Name	Project or Program Improvement(s)	Impact upon NLCOG PM1 Targets
State Line Item (Contract)	Motorist Assistance Patrol (M.A.P.)	Provide driver assistance/security Incident Management duties Clear disabled vehicles from travel lane	- Reduces primary and secondary vehicle crashes - Enhances disabled driver safety and security
H.014054	I-69 FRTG RD CONN (ELLERBE RD TO LA 1)	Provide freight traffic with direct connectivity from the Port Caddo-Bossier to I-49.	Diversion of freight traffic flows away from established, high density, residential areas. Some Port traffic may carry hazardous materials.
H.014056	I-69 FRTG RD CONN (STONEWALL FRIERSON	Provide freight traffic with direct connectivity from the Port Caddo-Bossier to I-49.	Diversion of freight traffic flows away from established, high density, residential areas. Some Port traffic may carry hazardous materials.

ASSESSMENT OF TIP PROJECTS / PROGRAMS UPON MPO SAFETY TARGETS

Louisiana's current Strategic Highway Safety Plan (SHSP) and NLCOG's Northwest Louisiana Traffic Safety Coalition focus on four core safety emphasis areas to reach its goal of zero traffic deaths. Further, NLCOG TIP safety improvement projects, as shown in Table B-4, exclusively impact the *Infrastructure and Operations* core emphasis area. However, NLCOG's PM1 adopted Performance Targets are influenced by all four of the State emphasis areas. It's difficult to assess the impact of the other three emphasis areas (i.e., driver behavior) which significantly influence NLCOG's PM1 Targets.

Louisiana/NLCOG Core Emphasis Areas

- **Distracted Driving:** Addresses crashes involving cell phones, electronic devices, or inattentive driving behaviors.
- **Impaired Driving:** Focuses on reducing crashes caused by alcohol or drug impairment.
- **Occupant Protection:** Promotes seat belt and child safety seat use to save lives during crashes.
- **Infrastructure and Operations:** Targets roadway and lane departures, intersections, and the safety of vulnerable road users like pedestrians and bicyclists.

Given the limited impact infrastructure and operations (i.e. programmed improvement projects) have upon performance targets, the three Safety projects programmed within NLCOG's TIP (FFYs 2027 – 2030) will have a **"Minimal"** impact upon the five adopted MPO Safety Performance Targets.



NLCOG SAFETY PM1 TARGETS: IMPROVING OUTCOMES THROUGH RECOMMENDED INFRASTRUCTURE IMPROVEMENTS

In 2025, NLCOG adopted the Northwest Louisiana Safe Streets for All Regional Action Plan (SS4A) is a comprehensive safety action plan that identifies the most significant roadway safety concerns and recommended projects and strategies to address roadway safety issues in Northwest Louisiana. The SS4A Plan will serve as a catalyst for local jurisdictions to review the recommended transportation safety improvement projects that came out of the SS4A Plan and compare that with their respective, local, roadway safety needs and/or performance deficiencies.

It is anticipated that more safety transportation improvement projects, as recommended through the SS4A Plan, will be programmed in future TIP fiscal years. For example, the staff at Bossier City's Metropolitan Planning Commission (MPC), are bundling together projects, identified in the SS4A Plan, that will improve roadway locations where pedestrian/bicycle safety conflicts with vehicles and places those vulnerable users at risk.

PM2: Pavement and Bridge Condition (Infrastructure)

The intent of the National Performance Measure for Infrastructure Condition (PM2) is to assess the condition of pavements and bridges on the National Highway System (NHS) to ensure federal-aid investments support state asset management goals.

Core Elements to Assess the Condition of NHS Infrastructure

- **Measures:** Percentage of Interstate and non-Interstate National Highway System (NHS) pavement in Good or Poor condition, plus deck area of bridges in Good or Poor condition.
- **Project Impacts:** System preservation, rehabilitation, and reconstruction projects improve structural integrity, extend asset life cycles, and transition lane-miles or bridge decks from "Poor" to "Good" categories.
- **Assessment Mechanism:** MPOs evaluate 2-year and 4-year midpoint milestones, cross-referencing completed pavement/bridge capital outlays in the TIP against structural inventory ratings supplied by state Departments of Transportation (DOTs).

TABLE B-5: NLCOG's INFRASTRUCTURE CONDITION PERFORMANCE (PM2) TARGETS

Pavement Measure (PM2)	State Baseline	MPO Baseline / (length miles)	State / MPO 4-yr. Target
% of pavement on Interstate in Good Condition	22.0	78.25 (282.48 mi.)	13.5
% of pavement on Interstate in Poor Condition	1.7	5.97 (21.55 mi.)	2.4
% of pavement on Non-Interstate NHS in Good Condition	15.9	64.9 (179.95 mi.)	5.7
% of pavement on Non-Interstate NHS in Poor Condition	11.9	13.27 (36.80 mi.)	15.9
Bridge Measure (PM2)	**State Baseline**	**MPO Baseline**	**State / MPO 4-yr. Target**
% of NHS Bridges in Good Condition	38.3	48.0	34.7
% of NHS Bridges in Poor Condition	6.8	6.0	4.7

Source: NLCOG's (MPO) FRAMEWORK FOR PERFORMANCE MEASURES AND TARGET SETTING (01.20.2026)

TABLE B-6: TIP (2027-2030) PROJECTS IMPACTING NLCOG INFRASTRUCTURE CONDITION (PM2) TARGETS

S.P.N. or ID	Project or Program Name	Project or Program Improvement(s)	Impact upon NLCOG PM2 Targets
H.000413	CROSS BAYOU BRIDGE REPLACEMENT	US Hwy. 71 (NHS) Bridge Replacement	NHS Bridge moves from Federal "Poor" rating to "Good"
H.010468	I-20: MONKHOUSE DR TO LAKESHORE DR	I-20 (NHS) Pavement Preservation project; 3.62 mi. section	I-20 (NHS) 3.62 mile section moves from Federal "Poor" pavement rating to "New"
H.012005	US80: KCS RR OVERPASS (HBI)	US Hwy. 80 (NHS) Bridge Replacement	NHS Bridge moves from Federal "Poor" rating to "Good"
H.012008	US 71:ICG RAILROAD OVERPASS REHAB (HBI)	US Hwy. 71 (NHS) Railroad Bridge Rehabilitation	NHS Bridge moves from Federal "Poor" rating to "Good"
H.012027	I 20: UNION PACIFIC RR OVERPASS	I-20 (NHS) Railroad Bridge Replacement	NHS Bridge moves from Federal "Poor" rating to "Good"
H.012028	I 20: LAKE SHORE DRIVE/KCS OVERPASS REHAB	I-20 (NHS) Railroad Bridge Rehabilitation	NHS Bridge moves from Federal "Poor" rating to "Good"
H.015376	US 80: BAYOU DORCHEAT, RELIEF BRIDGES	US Hwy. 80 (NHS) spot replacement of existing bridge structures	NHS Bridge moves from Federal "Poor" rating to "Good"

ASSESSMENT OF TIP PROJECTS / PROGRAMS UPON MPO INFRASTRUCTURE CONDITION TARGETS



The FFY 2027-2030 TIP LADOTD has programmed six NHS bridge improvement/replacement projects within NLCOG's MPA. Further, a 3.62 mile section of I-20 (NHS – Shreveport urban) is programmed to be rehabilitated. Additionally, the recent completion of significant pavement preservation projects and the ongoing construction of a major bridge project have made major in-roads into deficient pavement and bridge structures throughout NLCOG's NHS mileage.

The 2026 completion of the I-20 urban reconstruction improvement project (approx. 3.7 miles) significantly reduced the amount of Interstate pavement mileage that was in "Poor" condition. Jimmie Davis Bridge replacement project is a significant regional

improvement that replaces the current 2-lane structure with a new 4-lane bridge. It is anticipated that the bridge will open for traffic in early 2028.

Overall, with the current mix of programmed NHS bridge and pavement preservation projects and the ongoing bridge construction projects, the TIP (FFYs 2027-2030) will have a **"Moderate"** impact upon NLCOG's PM2 Infrastructure Condition Targets.

NLCOG INFRASTRUCTURE CONDITION PM2 TARGETS: CONTINUED FOCUS ON SYSTEM PRESERVATION (FFYs 2027-2030)

By maintaining a continuous focus on system preservation, NLCOG will ensure that capital investments yield the highest possible return on investment. This disciplined approach minimizes the backlog of deferred maintenance, safeguards public capital, and guarantees that the highway network continues to safely and efficiently support economic mobility.

PM3: System Performance, Freight, and Air Quality (Reliability & Congestion)

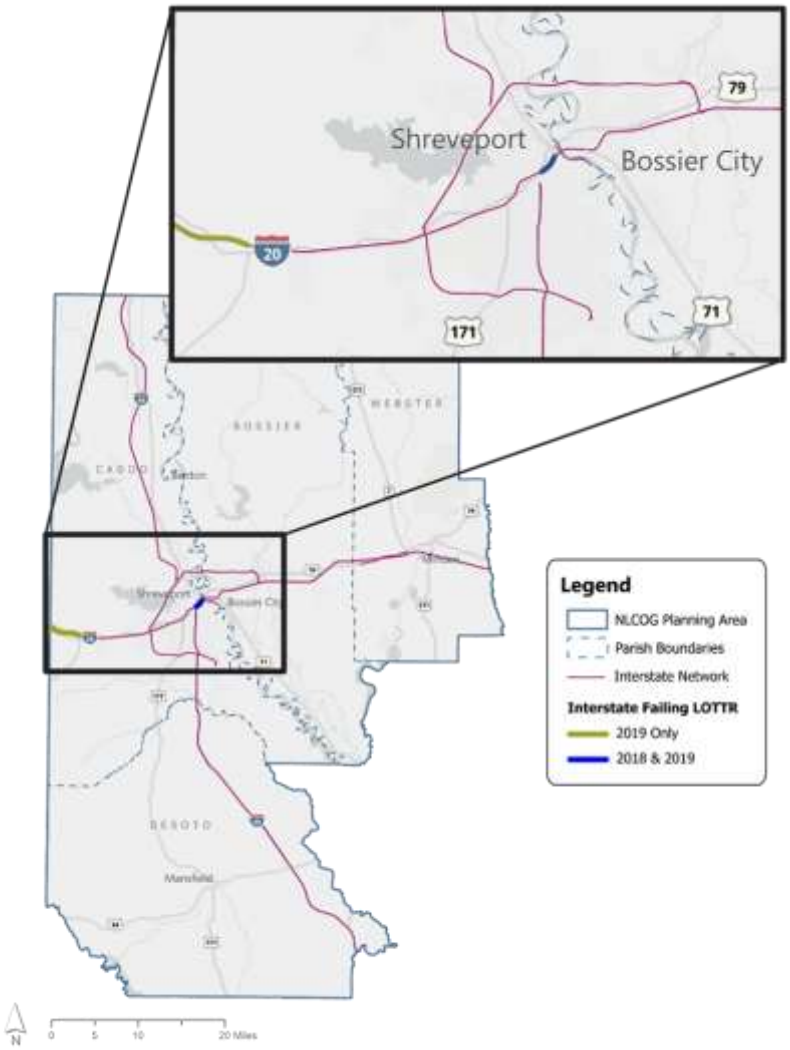
The intent of the National Performance Measure for System Reliability (part of **PM3**, or System Performance, Freight, and CMAQ Measures) is to improve the efficiency, reliability, and operational performance of the surface transportation system.

Core Elements to Assess NHS System Reliability

- **Measures:** Level of Travel Time Reliability (LOTTR) for Interstate and non-Interstate NHS, Truck Travel Time Reliability (TTTR) index, Peak Hour Excessive Delay (PHED), and Congestion Mitigation and Air Quality (CMAQ) emissions reductions.
- **Project Impacts:** Capacity-expansion, intelligent transportation systems (ITS), bottleneck removals, and transit/multimodal alternatives reduce single-occupancy vehicle delays and stabilize freight transit times.
- **Assessment Mechanism:** Performance period reports evaluate multi-year trends to confirm whether operational and congestion-relief projects successfully preserve system reliability and decrease mobile-source emissions below established baselines.

Calculate LOTTR Performance Measure

Level of Travel Time Reliability (LOTTR) is defined as the ratio of the 80th percentile travel time of a reporting segment to a "normal" travel time (50th percentile). Example: LOTTR ratio greater than 1.5, meaning travel times within the 80th percentile are 1.5 times longer than the 50th percentile travel times or normal travel times along that given segment).



TTTR (Truck TT Reliability) Performance Measure

The TTTR ratio will be generated by dividing the 95th percentile time by the normal time (50th percentile) for each segment (0.1 mi. segments along Interstate Classified facilities).

Source: NLCOG's (MPO) FRAMEWORK FOR PERFORMANCE MEASURES AND TARGET SETTING (01.20.2026)

TABLE B-7: NLCOG's SYSTEM RELIABILITY PERFORMANCE (PM3) TARGETS

System Reliability Measure (PM3)	State Baseline	MPO Baseline	State / MPO 4-yr. Target
% of the person-miles traveled on the Interstate that are reliable (LOTTR)	89.8	96.0	88.4
% of the person-miles traveled on the Non-Interstate NHS that are reliable (LOTTR)	85.7	91.2	86.6
Truck Travel Time Reliability (TTTR)	1.32	1.46	1.40

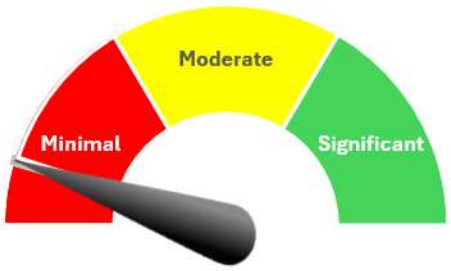
Source: NLCOG's (MPO) FRAMEWORK FOR PERFORMANCE MEASURES AND TARGET SETTING (01.20.2026)

TABLE B-8: TIP (2027-2030) PROJECTS IMPACTING NLCOG SYSTEM RELIABILITY PERFORMANCE (PM3) TARGETS

S.P.N. or ID	Project or Program Name	Project or Program Improvement(s)	Impact upon NLCOG PM3 Targets
H.003855	BOSSIER PAR CONG RELIEF WINFIELD RD	New Construction of an initial 2-lane, East-West facility (approx. 7.5 length)	Provides traffic congestion relief of NHS roadway LA 3 (Benton Rd) and Non-NHS roadway LA 3105 (Airline Dr); New facility provides connectivity for residents across North-Central Bossier Parish (fastest growing Parish in North Louisiana)
H.014054	I-69 FRTG RD CONN (ELLERBE RD TO LA 1)	Provide freight traffic with direct connectivity from the Port Caddo-Bossier to I-49.	New roadway provides diversion of freight traffic flows from current NHS (LA 3132) and local roadways directly to I-49 (NHS)
H.014056	I-69 FRTG RD CONN (STONEWALL FRIERSON	Provide freight traffic with direct connectivity from the Port Caddo-Bossier to I-49.	New roadway provides diversion of freight traffic flows from current NHS (LA 3132) and local roadways directly to I-49 (NHS)
H.016478	US 371: WIDENING	US Hwy 371 widening from existing 2-lane to 3-lane cross-section (w/intersection (2) improvements) along a 1.81 mi. section	Traffic flow improvements at the intersections (2) through the provision of dedicated left-turn bays; improved freight access to the Webster Industrial Park

ASSESSMENT OF TIP PROJECTS / PROGRAMS UPON MPO SYSTEM RELIABILITY TARGETS

Fortunately, NLCOG's Interstate and Non-Interstate roadway systems exhibit exceptionally high levels of system reliability under both Performance Measures (LOTTR and TTTR).



NLCOG's focus going forward is to maintain that high level of system reliability that regional drivers currently experience. The four TIP (FFYs 2027-2030) improvement projects programmed will have a **"Minimal"** impact upon overall system reliability. Exhibiting such low levels of congestion along NLCOG's MPA roadways, in total, these four projects do not noticeably impact reliability measures.

NLCOG SYSTEM RELIABILTY PM3 TARGETS: FOCUS ON CONGESTED HOTSPOTS AS IDENTIFIED IN THE CMP 2025 PLAN

NLCOG's 2025 Congestion Management Process (CMP) Plan was collaboratively developed and implemented throughout a metropolitan region, which provides for the safe and effective management and operation of new and existing transportation facilities through the use of demand reduction and operational management strategies.

TABLE B-9: TOP THREE CMP 2025 PROJECTS THAT IMPACT SYSTEM RELIABILITY

Corridor Name / Extents (by cross street) / NHS or Non NHS? / Local Sponsor	*(Priority) / Improvement*
Airline Dr (LA 3105) / Beene Blvd – Viking Dr / NHS / Bossier City	(1) / Add RT lane; realign lane configuration; signal improvements
B.K. Ind. Loop (LA 526) / Youree Dr (LA 1) – Fern Ave / NHS / LADOTD	(2) / Upgrade signal system to a dynamic, coordinated sys. (TSM&O ITS deployment project)
Kings Hwy / Holly St – Gilbert Ave / Non-NHS / Shreveport	(3) / Lane reduction; transit pull outs; bike/ped. improvements; lighting and pavement marking additions

The CMP 2025 recommended improvement projects listed under Table B-9 are all likely to be programmed at some point over the next four fiscal years. Currently, the listed CMP 2025 projects are going to be included (i.e., identified) in NLCOG's updated Long-Range Transportation Plan (MTP 2050 Update) within the "Existing + Committed" program phase of the MTP. Once the projects have been identified in the MTP and certain NLCOG Project Selection Process (PSP) requirements have been met, NLCOG's Federal programmatic funding sources will be utilized to secure their place in the TIP.

Transit State of Good Repair (SOGR) Targets

The intent of the national Transit State of Good Repair (SGR) performance measures is to establish a transparent, outcome-driven framework that helps transit agencies prioritize capital investments, maintain safe and reliable operations, and keep public transportation assets in good working condition.

Established by the Federal Transit Administration (FTA) under the Transit Asset Management (TAM) rule, these measures guide investment decisions and track how well transit systems manage their physical capital

Core Elements to Assess Transit State of Good Repair (SOGR) Performance

Measures: By prioritizing capital replacements, fleet renewals, and facility upgrades. These investments aim to reduce the percentage of assets exceeding useful life benchmarks, though direct tracking is often constrained by macro-level supply chain delays and systemic funding caps.

Project Impacts Upon Core Transit SOGR Asset Categories

- **Rolling Stock:** Capital projects replace revenue buses and rail cars that have met or passed their Useful Life Benchmark (ULB).
- **Equipment:** Investments fund the renewal of non-revenue service vehicles and field maintenance trucks.
- **Facilities:** Funds rehabilitate administrative or maintenance structures scoring low on the Transit Economic Requirements Model (TERM) scale.
- **Infrastructure:** Projects repair fixed guideway or track segments experiencing speed or performance restrictions.

Planning and Evaluation Challenges

- **Indirect Correlation:** Many TIP entries bundle preventative maintenance rather than itemizing single assets, making direct before-and-after impact metrics difficult to isolate.
- **External Disruptions:** Labor shortages, inflation, and vehicle manufacturing backlogs frequently push back project delivery schedules, impacting target realization.
- **Regulatory Context:** Federal rules do not penalize or reward MPOs for missing or hitting SOGR targets, using the data instead to guide regional investment dialogue.

Table B-10: Summary of Transit (SPORTRAN) SOGR Performance Measures and MPO Target Setting (MPO Adopts SPORTRAN's Targets – 05.12.2023)

Agency Name	Asset Category	Asset Class	2025 Target	2026 Target	2027 Target	2028 Target	2029 Target	2030 Target
City of Shreveport	Equipment	Non Revenue/Service Automobile	0%	0%	0%	0%	0%	0%
City of Shreveport	Equipment	Other Rubber Tire Vehicles	20%	10%	10%	10%	10%	10%
City of Shreveport	Facilities	Administrative - / Maintenance Facilities	43%	25%	25%	25%	25%	25%
City of Shreveport	Facilities	Passenger Facilities	25%	25%	25%	25%	25%	25%
City of Shreveport	Revenue Vehicles	AO - Automobile	67%	50%	40%	30%	20%	10%
City of Shreveport	Revenue Vehicles	BU - Bus	17%	10%	10%	10%	10%	10%
City of Shreveport	Revenue Vehicles	CU - Cutaway	100%	100%	100%	100%	100%	100%
City of Shreveport	Revenue Vehicles	MV - Minivan	100%	50%	40%	30%	20%	10%
City of Shreveport	Revenue Vehicles	VN - Van	50%	40%	30%	20%	20%	10%

* Targets shown represent the % of SPORTRAN's asset category to be classified as being in a State of Good Repair (SOGR) as per target year

TABLE B-11: TIP (2027-2030) PROJECTS IMPACTING SPORTRAN/NLCOG STATE OF GOOD REPAIR (SOGR) PERFORMANCE TARGETS

S.P.N. or ID	Project or Program Name	SOGR Improvement(s)	Transfer Amount ($)
MPO "Set-Aside" FFY 2028	Transfer of STP>200k (Highway Attributable funding to Transit Sect. 5307 Assistance)	SPORTRAN has some latitude concerning this funding transfer; Previous transfer (2025) SPORTRAN utilized the available funding to increase the overall useful life (i.e., decrease the average revenue vehicle age) of their fleet.	$2,500,000

ASSESSMENT OF TIP PROJECTS / PROGRAMS UPON SPORTRAN/NLCOG STATE OF GOOD REPAIR (SOGR) PERFORMANCE TARGETS

SPORTRAN's State of Good Repair (SOGR) Targets are developed through their current Transit Asset Management Plan (TAMP). Given that SPORTRAN's total FTA grant assistance for FFY 2028 is projected to be $11,599,410, an infusion of $2,500,000 will allow SPORTRAN to continue their efforts to reduce average revenue vehicle age and help meet their State of Good Repair (SOGR) Targets. NLCOG's request to transfer Highway attributable funding over to the transit will provide a **"Moderate"** impact upon SPORTRAN's State of Good Repair (SOGR) Targets.



APPENDIX C

PREVIOUSLY AUTHORIZED PROJECTS: STATUS OF PROJECTS IN THE FFY 2023- FFY 2026 TIP

Status of NLCOG Projects (STBG >200k Or TA >200k Or CRP>200k Funding Or Regionally Significant Projects (typically projects greater than $10M) (1)

Project ID	Project Name	Project Description	Project Status			
			Carried Over To TIP (27-30)	To Be Let / CONST (2)	Completed	Removed
H.013759	LA 3276 (US Hwy 171 to I-49)	Pavement Reconstruction			☑	
H.012889	I-20 (Industrial Dr Interchange to Hamilton Rd / LIVE Interchange)	Interstate Reconstruction / Drainage / Safety Improvements			☑	
LOCAL	Veterans Parkway (Flat River to Crouch Rd)	New Const. 3-ln sect. / drainage			☑	
H.003370	I-220/1-20 INTERCHANGE IMP & BAFB ACCESS	New Interstate access to Barksdale A.F.B.			☑	
H.001779	Jimmie Davis Bridge Replacement	New, 4-ln. Bridge / Approaches		☑		
State Line Item	MOTORIST ASSISTANCE PATROL Shreveport Urban Area	MPO Contractual Obligation for M.A.P. services	☑			
H.012227	LA 5 (Thomas Rd To LA 172)	Pavement Resurfacing			☑	
H.016478	US Hwy 371 (Cook-Baker Rd To Cullen)	Widen – 3-ln. Section, Rural Highway	☑			

Project ID	Project Name	Project Description	Project Status			
			Carried Over To TIP (27-30)	To Be Let / CONST (2)	Completed	Removed
H.014410	LINWOOD AVENUE RECONSTRUCTION-PHASE III	Joint / Panel Replacement		☑		
H.014411	LINWOOD AVENUE RECONSTRUCTION-PHASE IV-A	Joint / Panel Replacement	☑			
H.014410	Shreveport Pavement Program	Asphalt Pavement Preservation		☑		
H.015469	Shreveport Pavement Program	Concrete Panel Replacement	☑			
H.003855	Winfield Rd Phase I	New Construct. Urban Collector	☑			
H.014054	I-69 FRONTAGE ROAD (ELLERBE RD TO LA 1)	New Const. I-69 Frontage Rd.	☑			
H.014056	I-69 FRTG RD CONN (STONEWALL TO FRIERSON RD)	New Const. I-69 Frontage Rd.	☑			
H.013315	BOOM OR BUST SCENIC VIEWING AREA	Access Rd. / Park Facilities Improvements		☑		
H.007404	OIL CITY SHARED USE PATH	Recreational Path Improvements				☑

(1) Sources : NLCOG's Annual Listing of Obligated Projects Reports (2022–2023); NLCOG TIP (2023–2026)
(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.

This table summarizes the TIP projects that are currently under construction. The projects listed are improvements that were programmed or identified through the previous TIP (FFYs 2023-2026). *Please note, the projects listed under construction have no bearing upon the required "Financial Constraint" analysis provided later in Chapter 5.*

NLCOG SIGNIFICANT PROJECTS UNDER CONSTRUCTION

Project	Limits	Improvement	TIP Total Cost (000s)	Sponsor	Expected Completion (FFY)
NLCOG AND Regionally Significant Projects Under Construction					
System Preservation (SP)					
Linwood Phase III	Mt. Zion To 84th St.	Joint / Panel Replacement	$6,625	Shreveport (H.014410)	2026
Shreveport Pavement Program	Various Roadway Sections Throughout Shreveport	Asphalt Rehabilitation Program	$3,250	Shreveport (H.014410)	2026
Capacity Expansion (CE)					
New Jimmie Davis Bridge (LA 511)	E. Dixie Meadow Rd To US 71 (Barksdale Bv.)	New four-lane, bridge with improvements to the approaches	State Funded ($361,000)	LADOTD (H.001779)	2028
Safety & Other (SO)					

The table presented on the following page lists the projects that are currently programmed in the TIP (FFYs 2027-2030). It is provided as reference and compliments the project status table presented at the beginning of this Appendix.

APPENDIX D

Analysis of 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 D-1: PROGRAMMED TOTAL NUMBER AND AVERAGE COSTS OF TIP PROJECTS BY IMPROVEMENT CATEGORY (STBG >200K FUNDING)

NLCOG ENTITY	MAINT. & OPERATIONS (TSM & O)	CAPACITY EXPANSION	SAFETY	AVG. COST M & O PROJECTS	AVG. COST CAPACITY PROJECTS	AVG. COST SAFETY PROJECTS
Shreveport	3	--	--	$8,500,000	N/A	N/A
Bossier City	--	--	--	N/A	N/A	N/A
Caddo Parish	--	1	--	N/A	$5,250,000	N/A
Bossier Parish	--	1	--	N/A	$9,500,000	N/A
Desoto Parish	--	1	--	N/A	$5,250,000	N/A
Webster Parish	--	1	--	N/A	$19,950,000	N/A
MPO Totals and Average Cost	**3**	**4**	**0**	**$8,500,000**	**$39,950,000**	**$0**

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 account for three projects currently programmed during this TIP cycle. This compares to four new added capacity-type improvement projects. Further, the average cost per M & O project is not even one-half the average cost of capacity expansion project.

Determining Locally Owned, Federal-Aid System Cost Per Lane Mile to Maintain the Roadway Network in "Fair and Above" Condition

According to the Federal Highway Administration (Table HM-48), the estimated lane mileage for the Federal-Aid Highway System in Louisiana by functional classification is broken down into rural and urban areas as follows:

TABLE D-2: TOTAL LOUISIANA FEDERAL-AID SYSTEM ESTIMATED LANE MILES

Functional Classification	Rural Lane Miles	Urban Lane Miles	Total Lane Miles
Interstate	2,167	1,909	**4,075**
Other Freeways & Expressways	3,721	4,097	**7,818**
Other Principal Arterial	5,888	6,005	**11,893**
Minor Arterial	13,857	12,073	**25,930**
Major Collector	19,745	18,078	**37,823**
Minor Collector	69,633	32,530	**102,164**
Total Federal-Aid / Public Roads	**115,011**	**74,692**	**189,703**

Louisiana Department of Transportation and Development (LADOTD) owns and operates the vast majority of the **Federal-Aid Highway System** lane mileage within the state. Based on the Federal Highway Administration (FHWA) highway statistics for State Highway Agency-owned public roads, the summary table below breaks down the lane mileage by functional classification.

TABLE D-3 FEDERAL-AID SYSTEM LANE MILEAGE (STATE OWNED & OPERATED - LADOTD)

Functional Classification	Rural Lane Miles	Urban Lane Miles	Total Lane Mileage
Interstate	1,932	1,842	**3,774**
Other Freeways & Expressways	114	1,024	**1,138**
Other Principal Arterial	3,745	3,115	**6,860**
Minor Arterial	4,210	2,746	**6,956**
Major Collector	9,842	1,514	**11,356**
Urban Minor Collector	—	344	**344**
Total Federal-Aid State Mileage	**19,843**	**10,585**	**30,428**

To complete the analysis, NLCOG will modify this document at a later date.

TABLE D-4 FEDERAL-AID SYSTEM LANE MILEAGE (LOCAL ENTITY OWNED & OPERATED - STATEWIDE)

Functional Classification	Rural Lane Miles	Urban Lane Miles	Total Lane Mileage
Interstate	235	67	**302**
Other Freeways & Expressways	3,607	3,073	**6,680**
Other Principal Arterial	2,143	2,890	**5,033**
Minor Arterial	9,647	9,327	**18,974**
Major Collector	9,903	6,564	**16,467**
Urban Minor Collector	69,633	32,186	**101,819**
Total Federal-Aid Local Mileage	**95,168**	**54,107**	**149,275**

TABLE D-5 FEDERAL-AID SYSTEM LANE MILEAGE (LOCAL ENTITY OWNED & OPERATED – BY PARISH AND CITY)

Entity	Total Lane Mileage	Percent of Total
Caddo Parish	**830**	**22.1%**
City of Shreveport	**928**	**24.7%**
Bossier Parish (paved)	**575**	**15.3%**
Desoto Parish (all surfaces approx.)	**800**	**21.3%**
Webster Parish (all surfaces)	**620**	**16.5%**
Total Federal-Aid Local Mileage	**3,753**	

To complete the analysis, NLCOG will modify this document at a later date.

APPENDIX E

2026 TIP SPECIFIC PUBLIC INVOLVEMENT ACTIVITIES

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

Public Comment Period

Northwest Louisiana Council of Governments

FFY 2027 -2030 Northwest Louisiana Metropolitan Planning Area (Bossier, Caddo, Desoto, and Webster Parishes) Transportation Improvement Program (TIP)

Public Comment Period

September 24, 2026 – October 9, 2026

The Northwest Louisiana Council of Governments, the local Metropolitan Planning Organization (MPO), is submitting for Public Review and Comment the Fiscal Year 2027 -2030 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 2027 through 2030.

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 (POP) 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, October 16, 2026.

All interested citizens are encouraged to access the Draft TIP at www.nlcog.org or by requesting a printed copy from the office of NLCOG at (318) 841-5950. Comments may be e-mailed to public_comments@nlcog.org or mailed to:

NLCOG
Attn: TIP Comment
401 Edwards Street, Suite 1100
Shreveport, Louisiana 71101

All public written comments relative to this draft document should be received no later than October 9, 2026.

APPENDIX F

Comments Received: NLCOG's Transportation Improvement Program (TIP) FFY2027 – FFY2030 Draft Document ()

Comments Received from Public Officials Regarding the Draft TIP Document

Written comment by Ms. Laura Phillips (FHWA LA-Div Planning Specialist)

Comment: On page 75 of the Draft TIP a statement says not aware of non-federally funded significant projects. What about the Tim James Red River bridge?

NLCOG RESPONSE:

Chris Petro (NLCOG Planning Director) responded

At this time (10.01.2026), NLCOG does not have a legally defined, through local/state action, alignment of the proposed facility; additionally, since no public dollars, at any level (local/State/Federal), are being utilized to fund this project, and a final project cost/schedule of completion, for any phase and/or its entirety, has not been established it is difficult to track this project within the context of NLCOG's TIP. This project is identified in NLCOG's update of its Long-Range Transportation Plan (MTP 2050). When this project reaches a more defined level of certainty, NLCOG will Amend its TIP to include it at the appropriate time.

Comments Received from THE GENERAL Public Regarding the Draft TIP Document

Verbal Comment and Phone Message Received 09.30.2026 / From Mr. David Hackney

From: HACKNEY DAVID / 1 (318) 210-1475
Time: Wednesday, September 30, 2026 at 1:42 PM
Duration: 00:41

Transcription:
Hey. Good afternoon, Chris. This is Dave Hackney. I'm looking at this TIP highway program deal for public comment. And on page 72, there's a deal on LA 3132 inner loop extension. And I have a few questions on that I'm unclear on. So, if you could give me a call, hopefully,

clear this up, and then I'd make my public comment or written comment. My number is 3182101475. Thank you very much.

NLCOG RESPONSE:

Chris Petro (NLCOG Planning Director) returned call to Mr. Hackney 09.30.2026 @ 3:00p

Mr. Petro described the intent of programming $1.0M for the Design/Engineering Phase of the LA 3132 Extension project in the current TIP (FFYs 2023-2026). As required, the LA 3132 Extension project underwent an Environmental Assessment (EA) in 2023. September 14th, 2023, the EA received a determination of a Finding of No Significant Impact, or FONSI, for the project alignment known as "B2". Federal environmental regulations require that documented progress must be made on a environmental cleared project within three years after receiving its formal impact determination. In FFY 2025, NLCOG programmed the TIP project in question for FFY 2026 to document progress on this project.

Written Comments Received 10.09.2026 / From Allendale Strong (Ms. Dorothy Wiley – Allendale Strong President)

Entire Letter is attached:

TO:
Northwest Louisiana Council of Governments (NLCOG)
Transportation Policy Committee
Attn: TIP Public Comment
401 Edwards Street, Suite 1100
Shreveport, LA 71101
Email: public_comments@nlcog.org

SUBJECT: Allendale Strong Public Comments concerning NLCOG's Draft FFY 2027–2030 Transportation Improvement Program (TIP)

Dear Members of the NLCOG Transportation Policy Committee and Regional Planners,
Allendale Strong collaborates with transportation planning and engineering specialists in agreement with the strong fiscal and spatial planning principles advocated by Strong Towns. On behalf of our Allendale Strong learning doing collaboration, I submit these formal comments regarding the Draft FFY 2027–2030 Transportation Improvement Program (TIP). The four-year investment cycle outlined in the TIP represents a pivotal instrument for setting regional capital priorities across Bossier, Caddo, DeSoto, and Webster Parishes. Transportation capital investments in the Shreveport Metropolitan Planning Area must be anchored in a rigorous 'Fix-It-First' infrastructure strategy. Rather than committing public wealth toward speculative, high-

liability highway expansion projects that burden municipal budgets in perpetuity, NLCOG must prioritize maintaining existing infrastructure assets, strengthening public transit service through SporTran, and aligning capital scheduling with the municipal vision set forth in the 'One Shreveport' Master Plan.

1. Prioritize System Preservation & 'Fix-It-First' Asset Management
Louisiana currently faces a staggering statewide backlog in road and bridge repair estimated at upwards of $19 billion. Allocating scarce federal and state capital toward expanding system footprint while existing road surfaces, bridges, and municipal arterials deteriorate represents an unsustainable financial trajectory for local tax bases.
• **Commendation of Preservation Allocations:** I strongly support the specific system preservation commitments programmed within the draft capital schedule. Notably, the allocation of over $14 million in construction funding for the LA 3132 (Inner Loop Expressway) rehabilitation under State Project H.015824 and the dedicated Shreveport Pavement Program (Panel Replacement and Asphalt Rehabilitation under State Project H.015469) represent prudent stewardship of public funds.
• **Fiscal Responsibility in Maintenance:** Ensuring that existing roadways, such as the I-20 and US 71 preservation corridors, are restored to acceptable pavement condition index (PCI) ratings protects the metropolitan economy without imposing additional long-term operational liabilities on local public works departments.

2. Reaffirm the Exclusion of the Destructive I-49 Inner City Connector (ICC)
The draft FFY 2027–2030 TIP rightly omits capital allocations for the proposed 3.5-mile I-49 Inner City Connector (ICC). I strongly urge NLCOG and its member agencies to permanently maintain this position and remove any residual design or corridor acquisition line items in future program amendments.

> **Summary Analysis: The Flawed Economics of the I-49 Connector**
>
> • **Projected Project Cost:** $600 Million to $900 Million+ in capital expenditure.
> • **Actual Through-Traffic Demand:** Only 235 vehicles per day seeking through-travel through the corridor.
> • **Travel Time Benefit:** A negligible 3.2 minutes saved per trip (~$0.53/day commuter benefit).
> • **Community Impact:** 30+ years of property devaluation, economic blight, and displacement threat in Allendale.

As rigorous transportation economic evaluations demonstrate, constructing a multi-hundred-million-dollar freeway through Shreveport's urban core to accommodate fewer than 250 through-vehicles per day is an unjustifiable misallocation of public capital. Decades of corridor uncertainty have blighted historic neighborhoods like Allendale and depressed urban real estate values. Furthermore, an urban freeway extension directly undermines the 'One Shreveport' Master Plan, which directs strategic reinvestment inward toward existing urban centers rather than incentivizing suburban flight.

3. Enhance Multimodal Infrastructure & Support SporTran Public Transit

A resilient transportation network must offer functional, affordable mobility choices for non-drivers, transit-dependent workers, seniors, and youth. Public transit and active transportation infrastructure yield vastly higher local economic returns per dollar spent compared to highway expansions.

Funding Program	Federal Source	Programmatic Objective
FTA Section 5307	Urbanized Area Formula	Capital assistance for fixed-route bus fleet maintenance, operations, and facility upgrades.
FTA Section 5339	Bus & Bus Facilities / Low-No	Fleet modernization, zero-emission bus procurement, and infrastructure for SporTran EVOLVE.
FTA Section 5310	Enhanced Mobility for Seniors/Disabled	Targeted mobility services, paratransit expansion, and specialized accessible transit options.

• **Support for Zero-Fare & Microtransit Expansion:** Sustaining federal formula capital and grant funding for SporTran allows the city to maintain its transformative Zero-Fare policy and expand OnDemand microtransit zones. These programs significantly expand economic opportunity for residents who lack access to personal automobiles.

• **Complete Streets & Active Transportation Alignment:** NLCOG should systematically leverage STBG and Safety funds to implement recommendations from the Safe Streets for All (SS4A) Regional Safety Action Plan and Regional Active Transportation Plan, incorporating high-visibility crosswalks, protected bike lanes, and traffic calming measures along core commercial corridors.

4. Summary of Specific Policy Recommendations for Final TIP Adoption

• **Formalize a 'Fix-It-First' Capital Allocation Mandate:** Establish an explicit policy framework within NLCOG prioritizing bridge repairs, pavement reconstruction, and safety retrofits over capacity expansion projects.

• **De-Authorize Remaining Urban Freeway Line Items:** Ensure that no remaining federal or state planning, engineering, or environmental study funds are allocated toward reviving the I-49 Inner City Connector or similar urban expressway extensions.

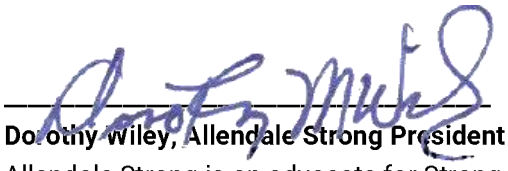
• **Maximize Programmatic Flexing to Public Transit:** Utilize federal flexibility to transfer eligible Surface Transportation Block Grant (STBG) funds to FTA Section 5307/5339 programs to support SporTran service frequency, bus stops, and mobility hubs.

• **Require Land-Use & Master Plan Consistency Reviews:** Mandate that all capital projects included in future TIP amendments demonstrate explicit alignment with the growth boundaries, land-use goals, and 'Inside the Loop' revitalization targets of the One Shreveport Master Plan.

Conclusion & Formal Request

By adopting a fiscally conservative, human-scaled approach focused on maintenance, public transit, and safety, NLCOG can ensure that federal transportation expenditures build enduring wealth for Shreveport and the surrounding region. I respectfully request that these comments be incorporated into the official public record for the FFY 2027–2030 TIP review and considered during final approval by the Transportation Policy Committee.

Respectfully submitted on behalf of the Allendale Strong Community,



Dorothy Wiley, Allendale Strong President

Allendale Strong is an advocate for Strong Towns & Sustainable Urban Infrastructure

Shreveport Metropolitan Area Resident

NLCOG RESPONSE:

Chris Petro (NLCOG Planning Director) responded to Allendale Strong's letter. Each comment (section) is addressed individually.

• **Formalize a 'Fix-It-First' Capital Allocation Mandate:** Establish an explicit policy framework within NLCOG prioritizing bridge repairs, pavement reconstruction, and safety retrofits over capacity expansion projects.

NLCOG: NLCOG, through the TIP document, is required to track (i.e., document) both MPO programmed projects as well as LADOTD (State) improvement projects that are implemented in Caddo, Bossier, Desoto, and Webster Parishes respectively. In its entirety, NLCOG and LADOTD program of improvement projects, as identified in this TIP, focus their funding efforts on System Preservation type projects as compared to capacity expansion projects. Please refer to pages 101 and 102 of the Draft document which assess both NLCOG's and LADOTD's efforts to improve infrastructure condition across the region.

• **De-Authorize Remaining Urban Freeway Line Items:** Ensure that no remaining federal or state planning, engineering, or environmental study funds are allocated toward reviving the I-49 Inner City Connector or similar urban expressway extensions.

NLCOG: Duly noted.

• **Maximize Programmatic Flexing to Public Transit:** Utilize federal flexibility to transfer eligible Surface Transportation Block Grant (STBG) funds to FTA Section 5307/5339 programs to support SporTran service frequency, bus stops, and mobility hubs.

NLCOG: NLCOG has historically supported SPORTRAN's efforts to provide safe and economical public transit service to residents of Northwest Louisiana. Please refer to page 56 and Table 5.9 (page 57) of the Draft document.

NLCOG is programming a transfer from the MPO's STBG >200k urban attributable funding to SPORTRAN in the amount of $2,500,000.00 in FFY 2028. This transfer of funding will assist SPORTRAN in meeting their adopted State of Good Repair (SOGR) performance targets which are documented in their Transit Asset Management Plan (TAMP).

• **Require Land-Use & Master Plan Consistency Reviews:** Mandate that all capital projects included in future TIP amendments demonstrate explicit alignment with the growth boundaries, land-use goals, and 'Inside the Loop' revitalization targets of the One Shreveport Master Plan.

NLCOG: NLCOG is a multi-jurisdictional intergovernmental body. The MPO members consist of representatives for the parish administrations of Bossier, Caddo, DeSoto, and Webster along with the cities of Bossier City and Shreveport, the Metropolitan Planning Commissions of Bossier City/Parish and the City of Shreveport, the Caddo Bossier Port, SporTran, and the LaDOTD District 04. Projects in the TIP are brought forward and supported by the member agencies. As a multi-jurisdictional body projects from other areas cannot be held to *demonstrate explicit alignment with the growth boundaries, land-use goals, and 'Inside the Loop' revitalization targets of the One Shreveport Master Plan*.

END OF PUBLIC COMMENTS RECEIVED

APPENDIX G

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