2023-2026 Transportation Improvement Program

Houma Thibodaux Metropolitan Planning Organization Version 11.1

Prepared by:

South Central Planning and Development Commission

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TITLE VI NOTICE

The South Central Planning and Development Commission (SCPDC) does fully comply with Title VI of the Civil Rights Act of 1964 and related statutes, executive orders, and regulations in all programs and activities. SCPDC operates without regard to race, color, national origin, income, gender, age, religion and disability. Any person who believes him/herself or any specific class of persons, to be subjected to discrimination prohibited by Title VI may by him/herself or by representative file a written complaint to the Chief Executive Officer of SCPDC. A copy of the complaint/grievance procedure is on file with the CEO's office and is contained in its Title VI Policy Statement. In addition any person may also file a complaint/grievance with the appropriate federal entity funding the specific program. A list of contacts may be provided by the SCPDC and may also be found on its website in its Title VI Policy Statement.

SCPDC meetings are conducted in accessible locations and materials can be provided in accessible formats and in languages other than English as reasonable and appropriate. For accessibility or language accommodation, please contact SCPDC and indicate the meeting/material needed at 985-851-2900 (voice), 985-851-4472 (facsimile). If you wish to attend a SCPDC function and require special accommodations, please give SCPDC three working days notice in advance in order to obtain the special accommodation.

Record of Adoption and Amendments

Transportation Improvement Program for 2023-2026

The preparation of this document was financed through grants from and disseminated under the sponsorship of the Federal Transit Administration and the Federal Highway Administration of the U.S. Department of Transportation. The United States Government assumes no liability for its contents or use thereof.

Record of Adoption and Amendments

September 9, 2022: Recommended for Adoption by The Houma-Thibodaux Metropolitan Planning Organization's Technical Advisory Committee

September 22, 2022: Adopted by the Houma-Thibodaux Metropolitan Planning Organization's Policy Committee

October 4, 2022: Administrative modification to address comments on the draft by the FHWA.

January 26, 2023: Amended by the adjust the scope of Pedestrian Improvements: LA 1, Audubon Ave. Bowie Roadto include an additional intersection.

February 6, 2023: Administrative modification to project H.013453 BAYOU BLUE (LA 316) SIDEWALKS increasing the engineering phase from to $173,280.

May 4, 2023: Amended to include the project H.013116 LA 20 Widen: LA 307 – S. Vacherie: Environmental Phase at $225K HSIPPEN at 100% in FFY 2023; Construction Phase of $17.1M in HSIPPEN at 90/10% in FFY 2023.

May 12, 2023: Administrative modification to make technical corrections in the document and H.013116 LA 20 WIDEN: LA 307 - S. VACHERIE change Environmental Phase from $225k in HSIPPEN at 100% in FFY 2023 to $1M in HSIPPEN at 100% in FFY 2023.

July 27, 2023: Administrative modification to H.015654 CITY OF THIBODAUX PED IMPROVEMENTS: LA 1, BOWIE ROAD, AUDUBON AVENUE change construction phase from FFY 23 to FFY 26. Administrative modification to H.013714 VALHI BOULEVARD SHARED-USE PATH (HOUMA) to change construction phase from $350k in HSIPPEN at 100% and $63,492.40 in STP50-200k at 80/20 in FFY 2024 to $350k in HSIPPEN at 100% and $63,492.40 in STP50-200k at 80/20 in FFY 2025. Amendment to H.014802 LA316 & LA 24: MILL,OVRLY,GRADE RAISING,HFST to add construction phase $3.58M in STGEN, $1.535M in HSIPPEN at 100% and $600k in PROTECT at 80/20 in FFY 2024. Amendment to H.014849 US 90: 0.9 MI W LA 311 - MCMAHON CANAL to add construction phase $17.5M in NHPP at 80/20 and $xx in DEMO in FFY 2023.

Administrative Modification to H.014849 US 90: 0.9 MI W LA 311 - MCMAHON CANAL to include $3,400,000 in DEMO in FFY 2023.

August 2, 2023: Administrative Modification: Lafourche Council on Aging recieved FTA Enhanced Mobility for Seniors and Individuals with Disabilities funding to purchase (2) 12 passenger vehicles totalling $280,852.00 (85% federal share of $238,724.20; 13.8% local match of $38,757.58; 1.2% Parish Transportation funds of $3,370.22).

September 15, 2023: Administrative modification to H.013269 AUDUBON AVE OVLY: LA 1 TO TERREBONNE P/L to increase the Construction phase from $469,380 in STP50-200k at 80/20 in FFY 2024 to $1.2M in STP50-200k at 80/20 in FFY 2024. Administrative modfication to H.013340 VALHI BLVD, MULTI-USE TRAIL, PHASE 1 to decrease construction phase from $973,020 in STP50-200k at 80/20 in FFY 2024 to $890k in STP50-200k at 80/20 in FFY 2024.

October 26, 2023: Amended to remove the following projects from HTMPO 's 2023-2026 TIP: H.013402 LA1 & LA308 PED & MULTIUSE PATH (LOCKPORT), H.013404 LA 1 SIDEWALKS (CUT-OFF), and H.013490 CENTRAL LAFOURCHE MULTI-USE PATH PH 1A. Amendment to H.013714 VALHI BLVD SHARED-USE PATH (HOUMA) to add Engineering phase $139k in HSIPPEN at 100% in FFY 2024. Amendment to include H.015662 VALENTINE PONTOON BRIDGE (HBI) add Environmental phase $62.5k in LOCAL in FFY 2024; add Engineering phase $693.5 in LOCAL in FFY 2024; add Construction phase $3.3M in EARMARK at 80/20, $1.2M in FBROFF at 80/20 and $1.6M in LOCAL in FFY 2025. Amended H.972506.1 (HTMPO TRANS PLAN UPDATE SFYS 2024-2025) to add $275,000 STP50-200K funding at 80/20 in FFY 2024.

November 16, 2023: Administrative modification to H.015662 VALENTINE PONTOON BRIDGE (HBI) to move Environmental phase $62.5k in LOCAL and Engineering phase $693.5 in LOCAL from FFY 2024 to FFY 2023.

December 15, 2023: Administrative Modification to Canal Boulevard Overlay: Jackson Street to LA 1 to move $145,560 STP50-200k from FFY 2023 to FFY 2024.

January 25, 2024: Amended H.013403 LA 20 & LA 304 SIDEWALK IMP (CHACKBAY): Remove Engineering phase $40k in STP50-<200k at 80/20 in FFY 2023 remove Construction phase $262,710 in STP50-<200k at 80/20 in FFY 2024.

April 25, 2024: Amended H.012859 CIVIC CENTER BLVD @ VALHI BLVD to add Engineering phase $375,757 in STP>200k at 80/20 in FFY 2024.

May 16, 2024: Administrative Modification to H.013453 BAYOU BLUE (LA 316) SIDEWALKS moving ROW phase to FFY25; H.012859 CIVIC CENTER BLVD @ VALHI BLVD moving ROW phase to FFY25; and H.013940 LA 648 & ACADIA ROAD INTERSECTION IMPROV moving ROW phase to FFY 25.

May 16, 2024: Administrative Modification to H.013429 DOWNTOWN THIBODAUX SIDEWALKS increasing construction cost estimate from $193,200 to $1,000,000, and move year of expenditure from FFY 24 to FFY 25.

July 24, 2024: Administrative Modifications to the following:

- H.013453 BAYOU BLUE (LA 316) SIDEWALKS – Move ROW phase to FFY25.
- H.012859 CIVIC CENTER BLVD @ VALHI BLVD – Move ROW phase to FFY25.
- H.013940 LA 648 & ACADIA ROAD INTERSECTION IMPROV.- Move ROW phase to FFY25.
- H.013429 DOWNTOWN THIBODAUX SIDEWALKS - Change construction phase from $193,200 in STP50-200k at 80/20 in FFY2024 to $1M in STP50-200k at 80/20 in FFY2024.

Record of Adoption and Amendments Cont.

July 24, 2024: Administrative Modifications to the following:

- H.013116 LA 20 Widen: LA 307 - S. Vacherie: Administrative modification to include CE & IDC in total construction costs. Total construction costs will increase from $18,810,000 to $19,810,000 in FFY 2023.
- H.014849 US 90: 0.9 MI W LA 311 - MCMAHON CANAL (Lafourche and Terrebonne): Administrative modification to include CE & IDC in total construction costs. Total construction costs will increase from $14,100,000 to $15,510,000 in NHPP in FFY 2023; and $3,400,000 to $3,740,000 in DEMO in FFY 2023.
- H.015662 VALENTINE PONTOON BRIDGE (HBI): Administrative modification to include CE & IDC in total construction costs. Total construction costs will increase from $3,300,000 to $3,630,000 in EARMARK in FFY 2025; increase from $1,200,000.00 to $1,320,000 in FBROFF in FFY 2025; and increase from $1,600,000.00 to $1,760,000.00 in LOCAL in FFY 2025.
- H.002244 LA 56: Boudreaux Canal MB Replacement: Administrative modification to include CE & IDC in total construction costs. Total construction costs will increase from $23,703,690 to $26,074,059 in STPFLEX in FFY 2023.
- H.972506.1 (HTMPO TRANS PLAN UPDATE SFYS 2024-2025): Administrative modification to project phase description. Modify “Construction” to “Planning”.
- H.013269 AUDUBON AVE OVLY: LA 1 TO TERREBONNE P/L: Change Phase 6 (Construction) from $1.2M STP 50 – 200K at 80/20 in FFY 2024 to $1.51M STP 20-200K at 80/20 in FFY 2024.
- H.015654 CITY OF THIBODAUX PED IMPROVEMENTS: LA 1 at Bowie Road/ LA 1 at Audubon Ave.: Change Phase 5 (Design) from $20K in Local in FFY 2023 to $20K in STP 50 – 200K at 80/20 in FFY 2025. Modify name to match STIP: CITY OF THIBODAUX PED IMPROVEMENTS.

September 18, 2024: Administrative modifications to H.012859: Civic Center Boulevard at Valhi Blvd.to increase Phase 5 from $375,757 in STP>200k at 80/20 in FFY 2024 to $376,000 in STP50-200K at 80/20 in FFY 2024 and modification to Phase 3 from 150k STP<200k @80/20 FFY23 to 150K STP50 - 200k@ 80/20 for FFY 2025.

October 24, 2024: H.011972: LA 3040: ICW HOUMA TUNNEL REHABILITATION: Amendment to remove Phase 6 (Construction) $15M in NHPP at 80/20 in FFY 2024.

November 15, 2024: Administrative modification to the following projects:

- H.011973 LA 315: ICWW MB REHAB (DULARGE) Decrease Engineering phase from $1,800,000 to $705,000.
- H.011962 LA 1: CO CANAL MB REHAB (LOCKPORT) (HBI) Decrease Engineering phase from $1,800,000 to $525,000.
- H.011986 LA 58: B TERREBONNE MB RH(MONTEGUT) (HBI) Decrease Engineering phase from $1,200,000 to $650,000.
- H.013818 LA 308: B LAFOUR MB RH(GOLDEN MEADOW)(HBI) Decrease Engineering phase is from $1,200,000 to $650,000.

November 19, 2024: Administrative modification to H.011962 LA 1: CO CANAL MB REHAB (LOCKPORT)(HBI): Move Engineering phase at $525,000 from 2024 to 2025. Administrative modification to H.013818 LA 308: B LAFOUR MB RH(GOLDEN MEADOW)(HBI): Move Engineering phase at $650,000 from 2023 to 2025.

February 13, 2025: Amended H.002244 LA 56 : Boudreaux Canal MB Replacement to add Right-of-Way Phase at $2.368 million in STPFLEX at 80/20 in FFY 2025. Also changed the Construction Phase from $23,703,690 in FFY 2023 to $23.7 million in FFY 2026. Other amendments included the addition of two new projects:

- H.015616 Lafourche Bayou Bridge (HBI): Feasibility Study at $75,000 FHWA BIP at 80/20 in FFY 2026.
- City of Thibodaux Asphalt overlay for Glenwild Drive (St. Patrick to Canal), St. Patrick Street, and Plantation Road (in City limits): Engineering/Design: $574,000 STP50K-200K at 80/20 in FFY 2026; Construction: $1,875,242.50 STP50K-200K at 80/20 in FFY 2027 & Contingency: $187,524.25 STP50K-200K at 80/20 in FFY 2027.

February 28, 2025: Administrative Modification to add project numbers for various previously approved projects; H.013714 change project name from “Valhi Boulevard Shared-Use Path” to “VALHI BLVD SHARED-USE PATH (HOUMA)” and change construction phase from $63,492.40 in STP50-200K at 80/20 and $350K in HSIPPEN at 100% in FFY 2025 to $713K in STP50-200K at 80/20 and $350K in HSIPPEN at 100% in FFY 2025.

March 12, 2025: Administrative Modification updating the name for H.015654 CITY OF THIBODAUX PED IMPROVEMENTS and changing design phase from $20K in STP50-200K at 100% in FFY 2025 to $20K in STP50-200K at 80/20 in FFY 2025.

April 15, 2025: Administrative Modification to H.013714 VALHI BLVD SHARED-USE PATH (HOUMA):Change construction phase $713K in STP50-200K at 80/20 and $350K in HSIPPEN at 100% in FFY 2025 to $1.1M of HSIP-VRU at 90/10 in FFY 2025.

April 24, 2025: Amended the following projects:

- H.002244 LA 56 BOUDREAUX CANAL MB REPLACEMENT: Add utility relocation phase of $33K in STPFLEX at 80/20 FFY 2025. Change construction phase from $23.7M in STPFLEX at 80/20 in FF 2026 to $44M in STPFLEX at 80/20 in FF 2026.
- H.014802 LA316 & LA 24: MILL, OVRLY, GRADE RAISING, HFST: Change construction phase from $3.58M in STGEN in FFY 2024 to $4.41M in STGEN in FFY 2025. Change construction phase from $1.535M in HSIPPEN at 100% in FFY 2024 to $5.7M in HSIPPEN at 100% in FFY 2025. Change construction phase from $600K in PROTECT at 80/20 in FFY 2024 to $268K in PROTECT at 80/20 in FFY 2025. Add construction of $1.8M in STPFLEX at 80/20 in FFY 2025.
- H.015654 CITY OF THIBODAUX PED IMPROVEMENTS: Renames project. Change design phase from $20K in STP50-200K at 100% in FFY 2025 to $20K in STP50-200K at 80/20 in FFY 2025.

- H.016383 LAFOURCHE SCHOOL ZONES CROSSING UPGRADES: New Project. Add design phase of $100K in STP50-200K at 80/20 in FFY 2025. Add construction phase of $135K in STP50-200K at 80/20 in FFY 2026.
- H.016386 LA 311 SAVANNE INTERSECTION IMPROVEMENTS: New Project. Add environmental phase of $50K in STP50-200K at 80/20 in FFY 2025. Add design phase of $500K in STP50-200K at 80/20 in FFY 2025.
- H.016387 CORP DR & ENT DR INT IMPROVEMENTS: New Project. Add environmental phase of $50K in STP50-200K at 80/20 in FFY 2025. Add design phase of $500K in STP50-200K at 80/20 in FFY 2025.

May 19, 2025: An administrative modification has been issued to correct a typographical error in Version 5.0 (dated October 26, 2023), which incorrectly listed the Federal Fiscal Year (FFY) as 2024 for Amendment H.014802: LA 316 & LA 24 – Mill, Overlay, Grade Raising, HFST. The correct FFY for this amendment is 2023, as originally intended and approved.

This modification updates the record to accurately reflect the July 27, 2023 amendment, which added the construction phase with the following funding: $3.58 million in STGEN, $1.535 million in HSIPPEN (100%), and $600,000 in PROTECT (80/20 split), all programmed in FFY 2023. The correction brings the record into alignment with Version 4.1 (dated July 27, 2023), which reflects the original LADOTD request and the appropriate funding year. It is important to note that a subsequent amendment dated April 24, 2025, revised the construction phases to FFY 2025.

May 29, 2025: Amended H.015654 City of Thibodaux Ped Improvements to remove feasibility phase of $100,000 of STP 50-200k at 80/20 in FFY 2023.

June 20, 2025: Administrative Modification replacing placeholder for Terrebonne Parish Transit (Good Earth Transit) 2025 Program of Projects with updated figures.

HTMPO Membership

Houma-Thibodaux Metropolitan Planning Organization Membership

Member Jurisdictions:

Assumption Parish
City of Thibodaux
Lafourche Parish
Terrebonne Parish Consolidated Government
Village of Napoleonville
Louisiana Department of Transportation and Development

Ex Officio Members:

Federal Highway Administration
Federal Transit Administration

Staff:

South Central Planning & Development Commission

Joint Certification

Joint Certification of the Metropolitan Planning Process for the Houma-Thibodaux Urbanized Area

The State of Louisiana and the Houma-Thibodaux Metropolitan Planning Organization hereby certify that the transportation planning process is addressing the major issues facing the Houma-Thibodaux Urbanized Area and is being conducted in accordance with all applicable requirements of:

23 U.S.C. 134, 49 U.S.C. 5303

Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;

49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;

Section 1101(b) of the FAST Act and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;

23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;

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;

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;

Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and

Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

Louisiana Department of Transportation & Development

Mr. John Amedee, Chairman
Houma-Thibodaux Metropolitan Planning Organization

September 22, 2022

OFFERED BY: D. Guidry

SECONDED BY: D. Babin

RESOLUTION NO. 22-02

A Resolution to adopt the 2023-2026 Transportation Improvement Program as final by the Houma-Thibodaux Metropolitan Planning Organization; and to submit the document to the State of Louisiana, Department of Transportation and Development.

WHEREAS, P.L. 114-94, the Fixing America's Surface Transportation (FAST) Act, signed into law on December 4, 2015 by President Obama, provides for Metropolitan Planning Organizations, whereby through its voting members, shall select all projects and improvements that are proposed for funding with federal transportation dollars; and

WHEREAS, the South Central Planning and Development Commission is designated by the Governor of Louisiana as the Metropolitan Planning Organization for the Houma-Thibodaux Urbanized Area; and

WHEREAS, the Houma-Thibodaux Metropolitan Planning Organization has developed the Transportation Improvement Program for the period of 2023-2026; and

WHEREAS, the Transportation Improvement Program has been developed in accordance with federal rules and regulations, and in cooperation with local, regional, and state transportation planning organizations;

NOW, THEREFORE, BE IT RESOLVED, by the Policy Committee that the Houma-Thibodaux Metropolitan Planning Organization recognized that all projects in the 2022-2023 TIP to be adopted and authorized for inclusion in the Louisiana State Transportation Improvement Program.

THIS RESOLUTION BEING VOTED ON AND ADOPTED this 22nd day of September 2022.

* * * * * *

I hereby certify the above to be a true copy of the resolution adopted by the Houma-Thibodaux Metropolitan Planning Organization on the above date mentioned.

Mr. John Amedee, MPO Chairman

Mr. Kevin Belanger, CEO South Central Planning & Development Commission

HTMPO Committees

The Houma-Thibodaux Metropolitan Planning Organization (MPO) is a consortium of governments responsible, in cooperation with the State, for the transportation planning process for the Houma-Thibodaux Urbanized Area. The MPO is comprised of three standing committees: the Policy Committee (PC), the Technical Advisory Committee (TAC)., and the Transit Technical Advisory Committee (T-TAC). The Policy Committee is the official decision making body, the TAC advises the Policy Committee on technical matters of projects, plans, and programs, and the T-TAC advises the Policy Committee on the Coordinated Human Services Transportation Plan and other transit related issues.

Policy Committee:

The Policy Committee serves as the official decision making body for the MPO. The Policy Committee oversees how federal transportation dollars are spent in the transportation study area as shown in **Map 1**. The Policy Committee's responsibilities include the review and approval of all plans, programs, and projects. It is comprised of elected officials from the region within the MPO's study area.

The Policy Committee is composed of twelve voting members and one non-voting member.

Voting Members:

- Mr. John Amedee, Chairman - TPCG, Council member
- Mr. Kevin Clement, Vice Chairman - City of Thibodaux, Mayor
- Mr. Archie Chiasson – Lafourche Parish, Parish President
- Mr. Terry Arabie – Lafourche Parish, Council Member
- Mr. Jason Bergeron – TPCG, Parish President
- Mr. Daniel Babin - TPCG, Council member
- Mr. Brien Pledger – TPCG, Council member
- Mr. Steve Trosclair – TPCG, Council member
- Mr. Leroy Blanchard – Assumption Parish, Police Jury President
- Mr. Ron Animashaun – Village of Napoleonville, Mayor
- Mr. Scott Boyle – LA Dept. and Transportation & Development, District 02 Administrator

Non-Voting Member:

- Ms. Laura Phillips (non-voting member) – FHWA, Transportation Planner

Technical Advisory Committee:

The Technical Advisory Committee reviews plans, programs, projects, studies, and reports and provides the Policy Committee with recommendations concerning them. The TAC is represented by all agencies involved in the transportation planning process. Participants on the TAC include municipalities, parishes, the Louisiana Department of Transportation and Development, the Federal Highway and Transit Administration and other selected transportation interests.

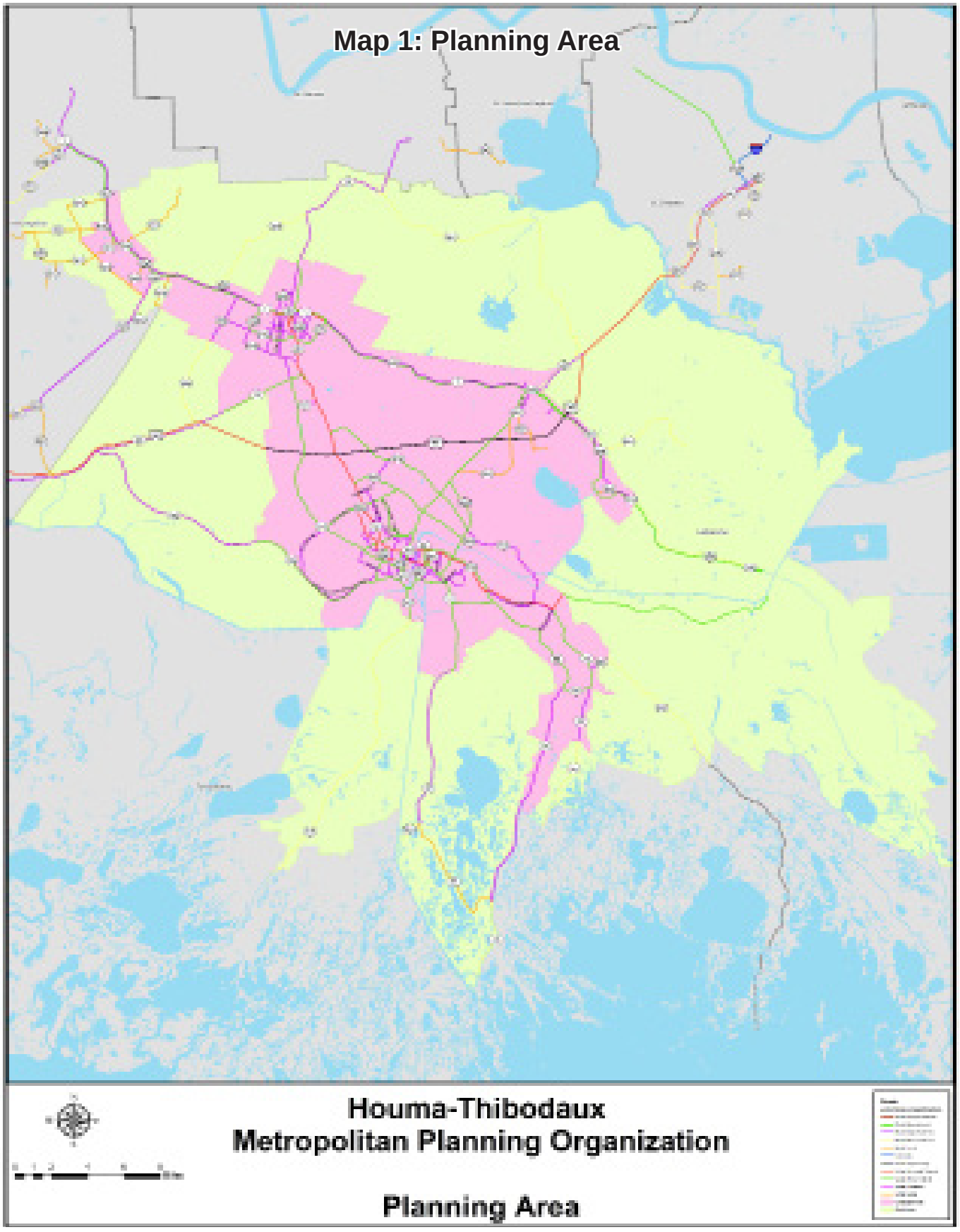
Members:

- Assumption Parish, Parish Manager / Public Works Director
- City of Thibodaux, Grants Director
- City of Thibodaux, Public Works Director
- Federal Highway Administration
- LADOTD, Area Engineer, Dist. 61
- LADOTD, Maintenance Engineer, Dist. 02
- LADOTD, Office of Planning and Programming
- LADOTD, Public Transportation Administrator
- LADOTD, Traffic Engineer, Dist. 02
- Lafourche Parish, Chamber of Commerce
- Lafourche Parish, Grants Director
- Lafourche Parish, Planning Department
- Lafourche Parish, Public Works Director
- Louisiana Motor Transport Association, Representative
- Terrebonne Economic Development Authority
- Terrebonne Parish, Chamber of Commerce
- Terrebonne Parish, Engineering Department
- Terrebonne Parish, Planning & Zoning Director
- Terrebonne Parish, Public Transit Manager
- Terrebonne Parish, Public Works Director
- Terrebonne Parish, Roads and Bridges Division, Operations Manager

Transit Technical Advisory Committee:

The Policy Committee has established the membership of the Transit Technical Advisory Committee to include all local transit providers in Assumption, St. James, St. Mary, and Terrebonne Parishes receiving funding from the Federal Transit Administration for capital and/or operations, in addition to representatives from the planning departments of Lafourche and Terrebonne parishes.

Map 1: Planning Area



Introduction to Metropolitan Transportation Planning

Metropolitan Planning Organization

MPOs, or Metropolitan Planning Organizations, are organizations designated by the federal government to be responsible for long-term urban transportation planning efforts. In other words, eligibility to spend federal money on transportation projects in certain local municipalities depends upon a functioning MPO. MPOs may be formed in areas with a population of at least 50,000 and meeting the minimum population density as defined by the Bureau of Census. They are created by an agreement between the Governor and local governments representing at least 75% of the population in an urban area. Typically, they are a consortium of governments and other bodies, such as transit agencies and citizen groups working together to carry out a cooperative, comprehensive, and continuous metropolitan transportation planning process.

The Transportation Planning Objective

The **Federal-Aid Highway Act of 1962** was the first piece of federal legislation to **mandate urban transportation planning** as a condition for receiving federal funds in metropolitan areas. The act stated:

> *"It is in the national interest to encourage and promote the development of transportation systems embracing various modes of transportation in a manner which will efficiently maximize mobility of people and goods within and throughout urbanized areas and minimize transportation related fuel consumption and air pollution."*

There are two significant features of the act. First, the act called for a planning process in urban areas rather than cities, setting the scale at the **regional level**. Second, the act called for the planning process to be conducted **cooperatively** with state and local communities.

Since that time, the other various federal transportation bills, such as the Intermodal Surface Transportation Efficiency Act (ISTEA), the Transportation Equity Act of the 21st Century (TEA-21), the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), the Moving Ahead for Progress in the 21st Century Act (MAP-21), the Fixing America's Surface Transportation Act (FAST Act), and the Infrastructure Investment and Jobs Act have continued to expand and better define the transportation planning process.

Products of the Transportation Planning Process

The key role of the MPO is the creation of the **Metropolitan Transportation Plan** (MTP), a long-range planning document, and the creation of the **Transportation Improvement Program** (TIP), a project programming document.

The Houma-Thibodaux Metropolitan Transportation Plan

The current Houma-Thibodaux Metropolitan Transportation Plan was adopted in 2020. The purpose of that plan is to develop both long-range and short-range strategies that lead to the development of an integrated, intermodal transportation system. That system, in turn, facilitates the efficient movement of people and goods.

The principle result of the plan is a **prioritized list of improvements** divided into **three stages of implementation**. The first stage of projects forms the basis for the development of the Transportation Improvement Program.

The MTP must be multi-modal, maintain a 20 year planning horizon, and be updated every five years. In addition, the plan must be fiscally constrained, including only those projects for which funding can be expected from reasonable estimated sources.

Purpose of the Transportation Improvement Program

The Transportation Improvement Program

The TIP is a staged, multiyear program of projects proposed for funding by federal, state, and local sources within the Houma-Thibodaux Metropolitan Area. The TIP is developed by the Houma-Thibodaux Metropolitan Planning Organization in cooperation with Assumption Parish, Lafourche Parish, Terrebonne Parish, the City of Thibodaux, the Village of Napoleonville, and the Louisiana Department of Transportation and Development in accordance with the metropolitan planning requirements set forth in the latest federal highway spending bill.

The TIP **identifies all regionally significant roadway and transit projects programmed for construction within the next four years** requiring an action by the FHWA or the FTA that implement the goals and objectives identified in the Houma-Thibodaux Metropolitan Area Transportation Plan.

The TIP, as well as the MPO's other planning products, are guided by a set of seven **national goals**, various **regional goals** identified in the MTP, and ten national planning factors. These goals and planning factors guide the various strategies, policies, and projects undertaken by the MPO.

TIP Objectives

The TIP for the Houma-Thibodaux Metropolitan Area was developed with the following local objectives:

- To identify transportation improvement projects as a result of a comprehensive, cooperative, and continuing regional transportation planning process.
- To identify the priorities of the Houma-Thibodaux Metropolitan Planning Organization, local governments and public transportation providers for transportation improvements.

Procedures to Amend or Administratively Modify the Transportation Improvement Programs

In accordance with the provisions of *23 CFR 450.216(b)*, the Statewide Transportation Improvement Plan (STIP) shall be developed in cooperation with the MPO designated for a metropolitan area. Each TIP shall be included, without change, in the STIP, directly or by reference, after approval of the TIP by the MPO and the Governor.

In accordance with *23 CFR 450.218(n)*, projects in any of the first four years of the STIP may be moved to any other of the first four years of the STIP subject to the project selection requirements of *23 CFR 450.222*. Such modifications fo not require formal approval, provided expedited project selection procedures have been adopted in accordance with *23 CFY 450.222* and the required interagency consultation or coordination i accomplished and documented.

While every effort has been made to develop this document using the latest information available at the time, it is recognized that there are uncertainties in the development of projects, right-of-way acquisition, relocation of utilities, acquisition of permits, costs, funding availability, etc. Therefore, the Policy Committee has no objection to phases of projects moving within the TIP or STIP as necessitated by the situation, and gives its approval to the MPO staff to make those necessary administrative modifications without action by the Policy Committee. Staff has been directed to keep Policy Committee members informed of upcoming administrative modifications.

An **Administrative Modification** is a minor revision to a long-range statewide or metropolitan transportation plan, TIP, or STIP that includes minor changes to the project or project phase costs, minor changes to funding sources of previously-included projects, and minor changes to project phase initiation dates. An administrative modification is a revision that does not require public review and comment, redemonstration of fiscal constraint, or conformity determination (in nonattainment and maintenance areas).

Administrative Modification thresholds include:

- *Revisions to a project description without changing the project scope or which do not conflict with the pertinent environmental document;*
- *Minor changes to the cost of a project phase (Feasibility, environmental, R/W, Utility Relocation, Engineering, Construction):*
  - *Funding changes are limited to $1,250,000 for project phases ≤ $5,000,000.*
  - *For projects > $5,000,000, an administrative modification is limited to budget changes of less than 25% in funding.*
- *Minor changes in funding sources of previously included projects that do not affect fiscal constraint of the STIP or the ability to complete the project as initially described;*
- *Minor changes to the project phase initiation dates as long as the project stays within the approved STIP/TIP time frame and does not affect fiscal constraint or the ability to complete the project as initially described (23 CFR 450.218(n));*
- *A change in the project implementing agency;*
- *A split or a 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 line item total funding amounts stay within the guidelines in number two above.*

Administrative modifications can be processed in accordance with these procedures provided that:

1. *It does not affect the air quality conformity determination, including times implementation of Transportation Control Measures (TCMs), and*
2. *It does not impact financial constraint of the STIP or the ability to complete the project as described.*

Each MPO approved administrative modification shall be published online separately from TIP amendments. The MPO should summarize this as an information item to the MPO Committee members each month. the Policy Committee may delegate approval of administrative modifications to the MPO's Executive Director. If the MPO Board delegates approval of administrative modifications to the Executive Director, the MPO will need to provide copies of the delegation to the LA DOTD, FHWA, and FTA. Any administrative modifications will be forwarded to the LA DOTD Transportation Planning Section and Public Transportation Section for approval on behalf of the Governor.

if a project affected by an administrative modification is located within the planning boundaries of an MPO, the MPO must first generate and/or accept the administrative modification for its TIP. Once approved by the MPO, then LA DOTD, on behalf of the Governor, can incorporate the administrative modification into Louisiana's STIP. The LA DOTD will immediately notify the MPO, FHWA, and FTA of any approved administrative modification(s). The LA DOTD can incorporate a STIP administrative modification before it is approved by the MPO as long as the TIP administrative modification process has started and if waiting for the TIP administrative modification documentation will delay the letting.

For projects in a rural area, once approved by the LA DOTD, on behalf of the Governor, the administrative modification will be incorporated into Louisiana's STIP. The LA DOTD will immediately notify the MPO, FHWA, and FTA of any approved administrative modification.

National Planning Goals

Safety: To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.

Infrastructure Condition: To maintain the highway infrastructure asset system in a state of good repair.

Congestion Reduction: To achieve a significant reduction in congestion on the National Highway System.

System Reliability: To improve the efficiency of the surface transportation system.

Freight Movement and Economic Vitality: To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets and support regional economic development.

Environmental Sustainability: To enhance the performance of the transportation system while protecting and enhancing the natural environment.

Reduce Project Delivery Delays: To reduce project costs, promote jobs and the economy and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

Regional Goals Adopted in 2045 MTP

Goal 1: Provide Reliable Transportation Options

TO.1 Reduce roadway congestion and delay

TO.2 Make more areas in the region walkable and bikeable

TO.3 Expand and improve transit to meet the needs of the region

TO.4 Support convenient and affordable access to surrounding airports and regions

Goal 2: Improve Safety and Security

SS.1 Coordinate with local and state Strategic Highway Safety Plan partners to reduce the number and

rate of highway-related crashes, fatalities and serious injuries

SS.2 Redesign corridors and areas with existing safety and security needs

SS.3 Establish truck operational plans for downtown areas

SS.4 Encourage the use of Intelligent Transportation Systems and other technology during disruptive incidents, including evacuation events

Goal 3: Maintain and Maximize Our System

MM.1 Maintain transportation infrastructure and assets in a good state of repair

MM.2 Reduce demand for roadway expansion by using technology to efficiently and dynamically manage roadway capacity

Goal 4: Support Prosperity

SP.1 Pursue transportation improvements that are consistent with local plans for growth and economic

development

SP.2 Support local businesses and industry by ensuring efficient movement of freight by truck, rail, and their modes

SP.3 Address the unique needs of visitors to the region and the impacts of tourism

SP.4 Promote context-sensitive transportation solutions that integrate land use and transportation planning and reflect community values

Goal 5: Protect Our Environment and Communities

EC.1 Minimize or avoid adverse impacts from transportation improvements to the natural environment and the human environment (historic sites, recreational areas, environmental justice populations)

EC.2 Encourage proven Green Infrastructure and other design approaches that effectively manage and mitigate storm-water runoff

EC.3 Work with local and state stakeholders to meet the growing needs of electric and alternative fuel vehicles

EC.4 Increase the percentage of workers commuting by carpooling, transit, walking, and biking

National Planning Factors

Support the economic vitality of the United States, the States, and metropolitan areas, especially by enabling global competitiveness, productivity, and efficiency.

Increase the safety of the transportation system for motorized and non-motorized users.

Increase the security of the transportation system for motorized and non-motorized users.

Increase the accessibility and mobility of people and for freight.

Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.

Enhance the integration and connectivity of the transportation system, across and between modes throughout the State, for people and freight.

Promote efficient system management and operation.

Emphasize the preservation of the existing transportation system.

Improve resiliency and reliability of the transportation system and reduce or mitigate storm-water impacts of surface transportation.

Enhance travel and tourism.

- To use realistic, current estimates of costs for transportation improvement projects, balanced by reasonable estimates of available revenues.
- To demonstrate that energy, air quality, cost and mobility considerations are addressed in regional transportation planning and programming of projects.
- To develop the TIP consistent with the Houma-Thibodaux Metropolitan Area Transportation Plan in accordance with guidelines established in the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users.

TIP Requirements

Federal legislation dictates that the TIP must cover at least four years. The TIP may be updated annually, but must be updated at least every four years.

The TIP must be financially reasonable or "constrained," with estimates of the total cost for programmed projects balanced against the revenues reasonably expected during the TIP period. The TIP includes both federally and non-federally funded projects of regional sigificance. Inclusion of a project in the TIP is a condition for federal funding but does not guarantee it. Non-federally funded projects of regional significance are included in the TIP whenever information is provided to the MPO for informational purposes in order to provide a more comprehensive picture of how the transportation capital and operating funds are spent in the region.

The TIP must be approved by the MPO and the Governor. Once approved, the TIP becomes, without modification, part of the Statewide Transportation Improvement Program (STIP).

TIP Development, Financial Constraint, and Project Selection Process

The TIP is developed by the MPO staff in consultation with the Technical Advisory Committee. To determine financial constraint, the MPO recieves from DOTD an estimate of the funding available in each fiscal year. The MPO then examines which current projects already in development will be moved forward into the new TIP before determining funding available for new projects.

To select new project, the Houma-Thibodaux MPO has instituted a project selection process to better identify projects to be funded by STP<200K funds. A Call for Projects is issued by MPO staff to the local governments when it is anticipated that funding is available. Local governments may then apply for the use of federal funds using an application developed by MPO staff. Part of this application process requires applicants to committe to the federally required local match, typically through a council resolution.

MPO staff reviews the applications to ensure appropriateness of the application, compliance with the long-range plan , and fiscal constraint. Using professional judgement, staff then develop a recommendation for project inclusion to the Technical Advisory Committee.

If funding is still available after the Call for Projects, MPO Staff reviews the current MTP to determine high priority projects on state highways that can be implimented. The MPO will approach DOTD to determine the best source for a local match as these projects move through the development process.

Staff then presents the applications and recommendations to the TAC for a review. The TAC may either accept

Procedures to Amend or Administratively Modify the Transportation Improvement Programs (cont.)

An **Amendment** is a revision to a long-range statewide or metropolitan plan, TIP, or STIP that involves a major change to a project, including the addition or deletion of a project or a major change in project cost, project or project phase initiation dates, or a major change in design concept or design scope. Changes to projects that are included only for informational purposes do not require an amendment. An amendment is a revision that requires public review and comment, redemonstration of fiscal constraint, and/or a conformity determination (for all metropolitan transportation plans and TIPs involving "non-exempt" projects in nonattainment and maintenance areas). TIP amendments with proof of action must be posted on the respective MPO website within 30 days. In the context of a long-range statewide transportation plan, an amendment is a revision approved by the State in accordance with its public involvement process.

If a project affected by an amendment is located within the planning boundaries of the MPO, it must first be amended in the TIP before it can be amended in the STIP. Once approved by LA DOTD, on behalf of the Governor, the amendment will be incorporated into the STIP. LA DOTD will immediately notify the MPO, FHWA, and FTA of any approved amendment(s).

Amendments: are all other changes to STIP/TIPs that are outside of the administrative modification listed above.

Timeline for Amendment Approval

When an amendmentis sent to the FHWA, it will take a maximm of two weeks to be processed. The FHWA can partially approve an amendment on a projectby project basis. Any project or phase of a project not approved will be resubmitted once questions and/or concerns have been resolved.

Dispute Resolution

if a question arises regarding the interpretation of an administrative modification or an amendment; LA DOTD, FHWA, FTA, and MPO, as appropriate, will work to resolve the issue in coordination with each other. If after consultation, the parties disagree on the definition of what constitutes an administrative modification or an amendment, the final decision rests with the FTA for transit projects and FHWA for highway projects.

staff's recommendation or issue other recommendations for the Policy Committee's consideration based on their own professional judgement. This final TAC recommendation is then presented to the Policy Committee for its approval. The Policy Committee makes final decisions on project selection.

Non-capital Improvements

Traditionally the TIP is associated with capital improvement projects that expand or improve the capacity of the roadway infrastructure. However, there are many instances of non-capital improvements being included in the TIP. These items are inclusivie of feasibility studies, planning studies and reports, and operations and maintenance. These items are typically handled by line item in the project listing, though there are some instances where they are listed individually as required by federal guidelines.

The Programming of Federal-Aid

Unlike most federal programs, highway funding does not depend upon the annual appropriations act for the authority to commit federal funds to a program or project. Such funding is traditionally authorized in a multi-year transportation authorization act, which establishes a maximum level of federal transportation funding per fiscal year. However, the establishment of this level of funding, which is referred to as an authorization, is only the first step in the process.

Once the authorization level has been established, the United States Department of Transportation annually allocates such funding among states based upon various federal formulas. This allocation is referred to as an apportionment. This amount, or an estimate thereof, is the basis for the development of transportation improvement programs and MPO financial plans. This is not the end of the process; however, because the annual apportionment rarely represents the actual amount of federal funds which can be committed by a state.

Typically, an amount less than the apportionment is actually available, due to the imposition of obligation authority. Obligation authority constitutes a federally imposed limitation on the spending of apportioned funds in a given fiscal year. This limitation may be imposed in a multi-year authorization act, in the annual Appropriations Act, or in both, in which case the most recent enactment controls. Obligation authority is typically less than a state's apportionment; nevertheless, as mentioned earlier, because of scheduling requirements, a state's apportionment is the basis for the development of TIPs.

There are two important distinctions between apportionment and obligation authority. First, apportionment is allocated on a per-program basis, while obligation authority is generally allocated as a lump sum. Also, unused apportionment carries forward into successive fiscal years, but unused obligation authority does not. Unused apportionment that is carried forward is referred to as an unobligated balance. Although a state's unobligated balance can be used to increase the federal-aid programmed within a particular funding category in a given year, it cannot be used to increase the total amount of a state's highway apportionment.

In accordance with 23 CFR 450.316, a metropolitan planning organization (MPO) is required to engage in a metropolitan planning process that creates opportunities for public involvement, participation, and consultation throughout the development of the Metropolitan Transportation Plan (MTP) and the Transportation Improvement Program (TIP). Federal regulations require states to "provide MPO's with estimates of Federal and State funds which the MPOs shall utilize in developing financial plans." 49 USC 5303: Metropolitan transportation planning.

IIJA Programs

The Infrastructure Investment and Jobs Act (IIJA), commonly referred to as the **Bipartisan Infrastructure Bill**, was signed into law by President Biden on November 15, 2021 (Public Law 177-58). It authorized $110 billion for roads, bridges, and other major projects; $11 billion in transportation safety programs; $39 billion in transit modernization and improved accessibility; $66 billion in rail; $7.5 billion to build a national network of electric vehicle chargers; $73 billion in power infrastructure and clean energy transmission; and $65 billion for broadband development. The bill also included a $273 billion reauthorization in federal-aid highway formula funding for states.

Below are listed some of the more popular or relevant programs for the HTMPO. A complete listing may be found online at https://www.whitehouse.gov/build/.

Highway Programs

Metropolitan Planning

The IIJA continues the Metropolitan Planning Program, which establishes a cooperative, continuous, and comprehensive framework for making transportation investment decisions in metropolitan areas. The bill authorizes an average of $570 million nationwide per year over four years. These are the funds the Houma-Thibodaux MPO uses to establish it's planning process.

The Surface Transportation Block Grant Program

The Surface Transportation Block Grant Program (STBG), formally the Surface Transportation Program, authorizes an average of $18 billion nationwide each year. It provides flexible funding that may be used by States and localities for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals.

The Houma-Thibodaux MPO is appropriated by formula approximately $3.5 million of these funds each year. These are the only funds which the MPO is authorized to directly designate each year.

National Highway Performance Program

The FAST Act continues the National Highway Performance Program, which was established under MAP-21. The NHPP, which is authorized at an annual average of $37 billion, provides support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's asset management plan for the NHS.

Bridge Formula Program

This new program authorizes an annual average of $6.7 billion nationwide by formula for bridge replacement, rehabilitation, preservation, protection, or construction projects on local roads. This program includes three set asides: 15% for off-systems bridges, 3% for Tribal Transportation Facility bridges, and 0.5% for FHWA administration expenses.

Bridge Investment Program

This new program authorizes an annual average of $3 billion nationwide to states, metropolitan planning organizations with populations of greater than 200,000, and local governments to replace, rehabilitate, preserve, or protect one or more bridges on the National Bridge Inventory. Projects can also replace or rehabilitate culverts to improve flood control and improve habitat connectivity for aquatic species.

The Houma-Thibodaux MPO area is currently designated as having a population under 200,000.

Transportation Alternative Program

MAP-21 established, and subsequent legislation has continued, a program to provide for a variety of alternative transportation projects, including many that were previously eligible activities under separately funded programs. The TAP replaces the funding from pre-MAP-21 programs including Transportation Enhancements, Recreational Trails, Safe Routes to School, and several other discretionary programs, wrapping them into a single funding source.

National Highway Freight Program

This program was established by the *FAST Act* and continued by subsequent legislation. It authorizes an average of $1.8 billion nationwide to states by formula to improve the efficient movement of freight on the National Highway Freight Network.

Eligible projects are those that contribute to the efficient movement of freight on the National Highway Freight Network and are identified in a freight investment plan included in the State's freight plan.

The Congestion Mitigation and Air Quality Improvement Program

The Congestion Mitigation and Air Quality improvement program (CMAQ) is a funding source for use in meeting the requirements of the Clean Air Act. Eligible activities include transit improvements, transportation demand management, and conversion of public fleets to cleaner fuels. CMAQ funding is available for use in areas that do not meet the National Ambient Air Quality Standards (nonattainment areas) and in former nonattainment areas that are currently in compliance (maintenance areas). Funds are distributed to states based upon a formula that considers population and severity of pollution. A State may transfer up to 50% of its increase in CMAQ funds to other federal transportation programs; however, such funds must still be used in non-attainment and maintenance areas. The IIJA has appropriated an average of $3.3 billion nationwide each year to this program.

The Houma-Thibodaux MPO area is currently designated as an attainment area and is not eligible for CMAQ funds.

Local and Regional Project Assistance Grants (RAISE)

The RAISE program is a competitive grant authorizing $7.5 billion total over 4 years. Recipients include states or territories, local governments, a public agency or publicly chartered authority, a special purpose district such as a port authority, Tribal governments, or a partnership between Amtrak and 1 or more entities as described.

Eligible projects include the following:

- A highway or bridge project eligible for assistance under title 23, United States Code
- A public transportation project eligible for assistance under chapter 53 of title 49, United States Code
- A passenger rail or freight rail transportation project eligible for assistance under title 49, United States Code
- A port infrastructure investment, including inland port infrastructure and a land port-of-entry
- The surface transportation components of certain eligible airport projects
- A project for investment in a surface transportation facility located on Tribal land, the title or maintenance responsibility of which is vested in the Federal Government
- A project to replace or rehabilitate a culvert or prevent storm-water runoff for the purpose of improving habitat for aquatic species
- Any other surface transportation infrastructure project that the Secretary considers to be necessary to

advance the goal of the program

Nationally Significant Freight & Highway Projects (INFRA)

INFRA awards competitive grants for multi-modal freight and highway projects of national or regional significance to improve the safety, efficiency, and reliability of the movement of freight and people in and across rural and urban areas.

The IIJA authorizes a total of $7.25 billion over 4 years. Eligible uses are projects that improve safety, generate economic benefits, reduce congestion, enhance resiliency, and hold the greatest promise to eliminate freight bottlenecks and improve freight movements.

State Incentives Pilot Program

This new program is a set-aside with the INFRA program. It is a competitive grant with a nationwide authorization of $750 million over 4 years. Specific awards for multi-modal freight and highway projects of national or regional significance to improve safety, efficiency, and reliability of the movement of freight and people. Eligible projects are those that improve safety, generate economic benefits, reduce congestion, enhance resiliency, and hold the greatest promise to eliminate freight bottlenecks and improve critical freight movements.

National Infrastructure Project Assistance (Megaprojects)

This new program authorizes a total of $5 billion in competitive grants. Recipients may include states, a metropolitan planning organization, a unit of local government, a political subdivision of a State, special purpose districts such as port authorities, Tribal governments, or a partnership between Amtrak and 1 or more entities listed above.

This program supports large, complex projects that are difficult to fund by other means and likely to generate national or regional economic, mobility, or safety benefits. Eligible projects include:

- A highway or bridge projects on the National Multimodal Freight Network, the National Highway Freight Network, or the National Highway System
- A freight intermodal or freight rail project that provides a public benefit
- A railway-highway grade separation or elimination project
- An intercity passenger rail project
- Certain public transportation projects eligible for Federal Transit Administration funding of title 49, United States Code

Transportation Infrastructure Finance and Innovation Act

TIFIA will have a total of $75 billion in lending capacity under the IIJA for States, localities, or other public authorities for surface transportation projects including highway, transit, intercity passenger rail, some types of freight rail, intermodal freight transfer facilities, and some modification inside of port terminal, and electrification of buses, ferries, trains, and associated infrastructure. The IIJA specifically provides new eligibility for airport projects and expanded authority for transit-oriented development.

Rural Surface Transportation Grant Program

This new competitive grant program authorizes $1 billion total over 4 years to state, regional transportation planning organizations, local governments, and tribal governments to support projects to improve and expand the surface transportation infrastructure in rural areas to increase connectivity, improve safety and reliability of the movement of people and freight, and generate regional economic growth and improve quality of life.

Eligible uses include highway, bridge, or tunnel projects eligible under the NHPP, STBGP, or Tribal Transportation Program; highway freight projects eligible under the NHPP; highway safety improvement projects; projects on a publicly owned highway or bridge improving access to certain facilities that support the economy of a rural area; integrated mobility management systems, transportation demand management systems, or on-demand mobility services.

National Culvert Removal, Replacement and Restoration Grant

This new program authorizes $1 billion dollars as a competitive grant to states, units of local governments, and Indian Tribes for projects that replace, remove, and/or repair culverts or weirs. Projects would meaningfully improve or restore fish passage for anadromous fish and with respect to weirs may include infrastructure to facilitate fish passage around or over the weird and weir improvements.

Advanced Transportation Technologies & Innovative Mobility Deployment

This program authorizes $900 million in competitive grants to state or local governments, transit agencies, metropolitan planning organizations, multi-jurisdictional groups, research institutions, or academic institutions to deploy, install, and operate advanced transportation technologies. Eligible grants should improve safety, mobility, efficiency, system performance, intermodal connectivity, and infrastructure return on investment.

Reconnecting Communities Pilot Program

This new program authorizes $1 billion in competitive grants for capital construction or planning with the purpose of restoring community connectivity by removing, retrofitting, or mitigating highways or or other transportation facilities that create barriers to community connectivity, including to mobility, access, or economic development.

Capital construction projects are up to $5 million and planning grants are up to $2 million.

Intelligent Transportation System Programs

The Intelligent Transportation Systems Program fosters innovation in transportation through the deployment of technology to enhance safety and efficiency while reducing environmental impacts of surface transportation, resulting in improved access and convenience, saved lives and time, and increased productivity. The IIJA authorizes $250 million total nationwide.

Passenger or Freight Rail

The IIJA invests $66 billion in advanced appropriations and authorizes up to an additional $36 billion over the next five years for Department of Transportation's rail programs. This includes refurbishing Amtrak's fleet and facilities and upgrading freight rail service in rural communities and on shared freight-passenger routes. Programs are described below.

Federal-State Partnership for Intercity Passenger Rail Grants

The program is a competitive grant to states, public agencies or publicly chartered authorities, political subdivisions, Amtrak, or Federally recognized Indian tribes for capital projects that reduce the state of good repair backlog or expand or establish new intercity passenger rail service.

The IIJA authorizes $36 billion total nationwide for projects that a) replace, rehabilitate, or repair infrastructure, equipment, or a facility used for providing intercity passenger rail service to bring such assets into a state of good repair; b) improve intercity passenger rail service performance, including reduced trip times, increased train frequencies, higher operating speeds, improved reliability, expanded capacity, reduced congestion, electrification, and other improvements; c) expand or establish new intercity passenger rail service.

The planning, environmental review, and final design of an eligible project or group of projects is also eligible for which a) Amtrak is not the sole applicant; b) to improve the financial performance, reliability, service frequency, or address the state of good repair of an Amtrak route; and c) that are identified in and consistent with a corridor inventory prepared under the Corridor Identification and Development Program.

Amtrak National Network Grants

Funding of $15.75 billion to Amtrak to provide for capital projects to eliminate Amtrak's' backlog of deferred maintenance of rolling stock, facilities, stations, and infrastructure on the National Network.

Eligible uses include a) acquiring new passenger rail rolling stock to replace aging and obsolete passenger equipment fleet and related facilities; b) brining Amtrak-serviced stations into compliance with the Americans with Disabilities Act; c) eliminating the backlog of deferred capital work on Amtrak-owned railroad assets not located on the Northeast Corridor; and d) projects to eliminate the backlog of obsolete assets associated with Amtrak's national rail passenger transportation system such as systems for reservations, security, training centers, and technology.

Railroad Crossing Elimination Program

The IIJA authorizes $3 billion in new funding nationwide in competitive grants to provide for the mitigation or elimination of hazards at railway-highway crossings. Recipients include state, local governments, and MPOs. Construction and planning, environmental review, and deign are eligible.

Public Transportation

The IIJA invests $91.2 billion to repair and modernize transit. The legislation supports expanded public transportation choices nationwide, replacing thousands of deficient transit vehicles, including buses, with clean, zero emission vehicles, and improving accessibility for the elderly and people with disabilities.

Transit funding falls into two major categories: 1) Federal Transit Administration Reauthorization ($69.9 billion) and 2) Supplemental Appropriations ($21.3 billion). The principle programs are:

Metropolitan Transportation Program

The IIJA provides nearly $800 million over three years by formula for metropolitan planning to include work elements that result in a balanced and comprehensive intermodal transportation planning for the movement of people and goods in the metropolitan area. The Metropolitan Planning Program are available to carry out the metropolitan transportation planning process and meet the transportation planning requirements of the joint Federal Transit Administration and Federal Highway Administration planning regulations.

Urbanized Area Formula Grants (Section 5307)

The Urbanized Area Formula Funding program (49 U.S.C. 5307) makes Federal resources available to urbanized areas and to Governors for transit capital and operating assistance and for transportation related planning in urbanized areas. An urbanized area is a Census-designated area with a population of 50,000 or more as determined by the U.S. Department of Commerce, Bureau of the Census.

Funding is made available to designated recipients, which must be public bodies with the legal authority to receive and dispense Federal funds. Governors, responsible local officials and publicly owned operators of transit services are required to designate a recipient to apply for, receive, and dispense funds for urbanized areas pursuant to 49 U.S.C. 5307(a)(2). The Governor or Governor's designee is the

designated recipient for urbanized areas with populations between 50,000 and 200,000.

Eligible activities include planning, engineering, design and evaluation of transit projects and other technical transportation-related studies; capital investments in bus and bus-related activities such as replacement of buses, overhaul of buses, rebuilding of buses, crime prevention and security equipment and construction of maintenance and passenger facilities; and capital investments in new and existing fixed guideway systems including rolling stock, overhaul and rebuilding of vehicles, track, signals, communications, and computer hardware and software. All preventive maintenance and some Americans with Disabilities Act complementary paratransit service costs are considered capital costs. For urbanized areas with populations less than 200,000, operating assistance is an eligible expense.

For urbanized areas with 200,000 in population and over, funds are apportioned and flow directly to a designated recipient selected locally to apply for and receive Federal funds. For urbanized areas under 200,000 in population, the funds are apportioned to the Governor of each state for distribution.

Capital Investment Grants (Section 5309)

A discretionary grant program focusing on capital investments, including heavy rail, commuter rail, light rail, streetcars, and bus rapid transit.

Low or No Emission (Bus) Grants

The IIJA provides $5.6 billion in competitive grants for states, counties, cities, or tribal governments to replace, rehabilitate, purchase, or lease buses and bus related equipment and to rehabilitate, purchase, construct, or lease bus-related facilities. Provides capital funding for low or no emission bus projects.

Bus and Bus Facilities (Section 5339)

Provides capital funding to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities.

Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310)

Capital, Operating Assistance and Planning. To provide financial assistance in meeting the transportation needs of seniors and individuals with disabilities where public transportation services are unavailable, insufficient or inappropriate. The Section 5310 program is designed to supplement the Federal Transit Administration's other capital assistance programs by funding transportation projects for seniors and individuals with disabilities in all areas -large urban, small urban, and rural.

Formula Grants for Rural Areas (Section 5311)

While not directly under the MPO's purview, many MPO stakeholders have an interest in this program especially in the development of the *Coordinated Human Services Transportation Plan*. The IIJA provides $4.1 billion nationwide via formula grant to states, counties, cities, or tribal governments for planning, capital, and operating assistance. Eligible projects will improve, initiate, or continue public transportation services in nonurbanized areas and/or provide technical assistance for rural transportation providers.

Strengthening Mobility and Revolutionizing Transportation (SMART) Grants

This new competitive program authorizes $500 million in competitive grants to rural, midsized, and large communities to conduct demonstration projects focused on advanced smart city or community technologies and systems in a variety of communities to improve transportation efficiency and safety.

Eligible uses include projects that demonstrate at least one of the following:

- Coordinate automation
- Connected Vehicles
- Intelligent, sensor-based infrastructure
- Systems integration
- Commerce delivery and logistics
- Leveraging use of innovative aviation technology
- Smart grid
- Smart technology traffic signals

Pilot Program for Enhanced Mobility

This is a competitive program to improve coordinated access and mobility. Recipients include states, counties, cities, Tribal governments (both federally recognized and other than federally recognized) , and non-profits with or without 501(c)(3) status. Eligible uses include capital.

Safety

The U.S. has one of the highest traffic fatality rates in the industrialized world, double the rate in Canada and quadruple that in Europe. Louisiana and the HTMPO reflect this trend with high rates as well. The IIJA includes nearly $38 billion to improve the safety of the U.S. transportation system.

Highway Safety Improvement Program

The Highway Safety Improvement Program provides States with critical safety funding that is used to save lives and prevent serious injuries on all public roads. The Highway Safety Improvement Program is based on a performance-driven process that identifies and analyzes highway safety problems and advances highway safety improvement projects that have the greatest potential to

reduce fatalities and serious injuries.

Safe Streets and Roads for All

The Office of the Secretary's Safe Streets and Roads for All Grant program provides supplemental funding to support local initiatives to prevent death and serious injury on roads and streets, commonly referred to as ''Vision Zero'' or ''Toward Zero Deaths'' initiatives.

Recipients include MPOs, political subdivisions, and federally recognized Tribal governments. Eligible projects include a) developing a comprehensive safety action plan; b) conducting planning, design, and development activities for projects and strategies identified in a comprehensive safety action plan; or c) to carry out projects and strategies identified in a comprehensive safety action plan.

Wildlife Crossings Pilot Program

A new program established by the IIJA authorizes $350 million in competitive grants over four years to states, MPOs, local governments, regional transportation authorities, special purpose districts, Indian tribes, or Federal land management agencies.

The Wildlife Crossings Pilot program will support projects that seek to reduce the number of wildlife-vehicle collisions, and in carrying out that purpose, improve habitat connectivity.

Electric Vehicles, Buses, and Ferries

The IIJA includes $7.5 billion for electric vehicles charging to help build out a national network of 500,000 electric vehicle chargers. This funding falls into five major programs (1) National Electric Vehicle Infrastructure Formula Program ($5 billion) (2) National Electric Vehicle Infrastructure Grant Program ($2.5 billion), (3) Clean School Bus Program ($5 billion), (4) Low- and No-Emission transit bus Program ($5.6 billion) and (5) Electric or Low Emitting Ferry Program ($250 million) for a total of over $18 billion in investments to reduce emissions through the electrification of vehicles.

Charging and Fueling Infrastructure Grants

Community Charging: A competitive grant program available to states, MPOs, and local governments to install electric vehicle charging and alternative fuel in locations on public roads, schools, parks, and in publicly accessible parking facilities. These grants will be prioritized for rural areas, low-and moderate-income neighborhoods, and communities with low ratios of private parking, or high ratios of multiunit dwellings.

Corridor Charging: A competitive grant program available to states, MPOs, and local governments to install electric vehicle charging and hydrogen/propane/natural gas fueling infrastructure along designated alternative fuel corridors and in communities.

Both programs allow for acquisition and installation of publicly accessible electric vehicle charging or alternative fueling infrastructure, operating assistance (for the first 5 years after installation), acquisition and installation of traffic control devices.

Carbon Reduction Program

The CRP provides funds for projects designed to reduce transportation emissions, defined as carbon dioxide (CO2) emissions from on-road highway sources. These funds are distributed to the state by the federal government with 65% to be used in urban areas.

Eligible projects include operate a traffic monitoring, management, and control facility or program, including advanced truck stop electrification systems; public transportation projects; transportation alternatives; 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 the State; 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; 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.

Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Formula Program

The PROTECT Formula Program helps make surface transportation more resilient to natural hazards, including climate change, sea level rise, flooding, extreme weather events, and other natural disasters through support of planning activities, resilience improvements, community resilience and evacuation routes, and at-risk costal infrastructure. It includes both formula funding distributed to States and competitive grants.

The State should use at least 2% of its PROTECT Formula Program funding each fiscal year for specified types of resilience-related planning activities, such as developing a resilience improvement plan; resilience planning, predesign, or design; technical capacity-building; or evacuation planning and preparation. Up to 40% of funding may be used to construct new capacity.

Eligible activities include planning activities, reslience improvements, community resilience and evacuation route activities, and at-risk coastal infrastructure activities.

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Federal guidance encourage States to use reasonable efforts to obtain data to identify repeatedly damaged facilities. These data sources may include reports or other information required to receive emergency repair funds under Title 23, other sources used to apply for Federal or nonfederal funding, and State or local records pertaining to damage sustained and/or funding sought. If data is not available, then the State DOT must document the lack of available information for that facility in the evaluation (23 CFR 667.5(b)), and should indicate what sources were reviewed and the reasonable efforts taken to obtain the data. Evaluations should consider highway design, safety, and security elements to make future Federal-aid highway projects in high-risk areas more resilient against various types of emergency events.

States and MPOs are encouraged to include consideration of these evaluations when developing projects on the Federal-aid National Highway System and within various assett management plans. The HTMPO should ensure these evaluations are taken into feasibility studies when evaluating various projects.

Performance Measures

The federal transportation bill *MAP-21* and subsequent legislation have required that MPOs and state DOTs establish performance targets in for the following performance measure areas.

Performance targets adopted by the HTMPO are listed in **Appendix A**. Also included in Appendix A is a matrix listing which MPO sponsored STP<200K projects will help implement these targets.

Highway Safety

The MPO must establish targets regarding the number of fatalities and serious injuries, the rate of fatalities and serious injuries, and the number of non-motorized fatalities and serious injuries. These targets must be based on 5-year rolling averages for all public roads.

Pavement and Bridge Conditions

The MPO must establish performance targets for **Interstate and non-Interstate NHS** in regards to the percentage of the system in good condition and the percentage of pavement in poor condition. These conditions are determined by considering the roughness, cracking, and rutting/faulting. Measures are to be aggregated by lane miles. MPOs are responsible for reporting on locally owned and maintained NHS roadways.

Similarly, the MPO must establish targets for **NHS bridge** conditions in regards to the percentage of the deck area in good condition, the percentage in fair condition, and the percentage in poor condition. MPOs must report on bridges on the NHS system not owned by the DOTD, but owned and maintained locally.

System Performance/Freight/CMAQ

MPOs must also establish targets relative to Interstate and non-Interstate travel time reliability. These targets must measure the percent of person-miles traveled on the Interstate and non-Interstate NHS that are considered reliable. In addition, targets must also be set based on the percentage of Interstate system mileage providing for reliable truck travel time. Areas in non-attainment must also set targets for on-road mobile source emissions.

The Houma-Thibodaux MPO does not have any Interstate mileage and is currently in attainment, thus will not need to set targets for freight and air quality.

Planning

The MPO, state, and the providers of public transportation shall jointly agree upon and develop specific written provisions for cooperatively developing and sharing information related to transportation performance data, the selection of performance targets, the reporting of performance targets, the reporting of performance to be used in tracking progress towards attainment of critical outcomes for the region, and the collection of data for the State asset management plans for the NHS.

This formal documentation should be approved by the MPO Policy Committee and shall be documented as parts of the metropolitan planning agreements or documented in some other means outside of the metropolitan planning agreements as determined cooperatively by the MPO, state, and providers of public transportation.

Asset Management

The State is required to develop a risk-based asset management plan for the NHS with the goal of improving or preserving the condition of the assets and the performance of the system. These plans are to be performance driven and include strategies leading to a program of projects that would make progress towards achievement of the State's performance targets. At a minimum, plans should include a summary listing of the pavement and bridge assets, and their conditions, on the NHS; asset management objectives and measures; a performance gap identification; a lifecycle cost and risk management analysis; a financial plan; and investment strategies.

Transit Asset Management

Transit agencies are required also to develop asset management plans. These plans address rolling stock, or the percentage of revenue vehicles that exceed the useful life benchmark; equipment, or the percentage of non-revenue service vehicles that exceed the useful life

benchmark; facilities, or the percentage of facilities that are rated less than 3.0 on the Transit Economic Requirement Model Scale; and infrastructure, or the percentage of track segments that have performance restrictions.

Public Transportation Safety

The National Public Transportation Safety Plan guides the national effort in managing the safety risks and safety hazards within our nation's public transportation systems. It establishes performance measures to improve the safety of public transportation systems that receive federal financial assistance. When the Public Transportation Agency Safety Plan Final Rule is complete, each transit agency or state DOT will have one year to establish and self-certify their Public Transportation Agency Plans. One of the required elements of that plan will be safety performance targets. The Public Transportation Agency Plan will need to be re-certified annually.

Public Review/Title VI

For the development of this TIP, timely coordination and solicitation from other agencies and the public were included. The TIP draft was made available to the TAC on March 10, 2022 and to the Policy Committee on April 28, 2022. The MPO drafts and agendas were distributed via email and posted on the MPO website for the public to review. The MPO meetings were held in a public venue. Public comment was offered at the TAC and PC meetings. Review copies were made available on the MPO website for easy public access and information. All comments received were addressed and revisions were made where appropriate. In general, all agency plans and programs comply with the public involvement provisions of Title VI which states:

> *"No persons in the United States shall, on grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance."*

The final TIP was complete with its public involvement process and approved by the Policy Committee on April 28, 2022.

Relevant Documents

Assumption Parish Comprehensive Plan

The Assumption Parish Comprehensive Plan was completed in 2009 by the South Central Planning and Development Commission. The plan reviews the strengths, weaknesses, opportunities, and threats to the parish. It also outlines goals, objectives, and strategies for the parish for a 20 year period.

Coordinated Human Services Transportation Plan

Originally developed by SCPDC in 2007 to facilitate coordinated efforts by representatives of public, private, non-profit transportation and human service providers, and the public. The plan was last updated in 2020.

Houma ITS Deployment Plan

The plan documents the need for and staged deployment of ITS resources within the MPO Planning area. The document was prepared by Stantec and was completed in November 2021.

Houma-Thibodaux to LA 3127 Connection Draft Environmental Impact Statement

- State Project Number: H.005257

Feasibility study to develop and evaluate alternatives to connect the "Bayou Region" with major hurricane evacuation routes by the construction of a new major controlled access highway from the Gramercy Wallace Bridge and U.S. Hwy. 90. This project is commonly referred to as the "North-South Corridor" project. The document was prepared by Buchart-Horn, Inc. and completed in July 2015.

2045 Metropolitan Transportation Plan

The project is a major revision to the master transportation plan for the Houma Urbanized Area. The study assesses the current state of the area's transportation system, estimates future needs and resources, and provides a detailed program for preserving and expanding the system for a 25 year period. The project includes a computer model (Travel Demand Model) to simulate traffic conditions for the current transportation system and test potential projects to determine a project's future effect upon the system.

The study was adopted by the Houma-Thibodaux MPO Policy committee May 2020.

Lafourche Parish Comprehensive Resiliency Plan

The plan, adopted by the Lafourche Council in April 2014, is designed to guide economic development, transportation, and land use investment in the parish over a 20 year period. The plan also addresses issues pertaining to natural disasters and resiliency.

Lafourche Parish Master Transportation Plan

The plan will discusses goals and strategies to assist Lafourche Parish in implementing the MPO's long range plan.

Lafourche Parish Multiuse Path Master Plan and Feasibility Study

Developed by Alta and Duplantis Design Group, this document provides data and casts the vision for a multiuse

path along Bayou Lafourche in between Raceland and Lockport.

Louisiana Freight Mobility Plan

The plan, developed in consultation with the State's Freight Advisory Council, reviews the various freight needs across the state. The plan was completed in February 2018.

Louisiana Statewide Transportation Plan

The plan analyzes the State's infrastructure and the document provides a vast amount of statistics to describe the use and condition of the various modes. The plan presents recommended improvements based upon several revenue scenarios. The latest version was completed in December 2015.

Louisiana Strategic Highway Safety Plan

The strategic statewide plan, first developed in 2006, uses a comprehensive, data-driven approach to identify the State's most severe traffic safety problems and the most effective approaches to solve them. The document outlines the vision, mission, goals, and performance measures for the state and it's nine Regional Safety Coalitions, who are staffed by the MPO and tasked with the implementation of the SHSP at the regional and local level. With a vision to reach destination zero deaths on Louisiana roadways, Louisiana SHSP's measureable goal is to reduce traffic related fatalities and serious injuries by 2030.

South Central Regional Bicycle and Pedestrian Plan

The Bike and Pedestrian Plan was developed by SCPDC in conjunction with the Active Transportation Committee. The plan reviews existing and potential bike and pedestrian projections throughout the region. It also identifies funding sources and includes educational information. The document was completed in April 2013.

An update to this plan is currently under development.

Terrebonne Comprehensive Master Plan

The Comprehensive Master Plan Vision 2030 was adopted by the Houma-Terrebonne Regional Planning Commission in November 2012 and accepted by the Parish Council in February 2013. The master plan update provides a framework for the sustainable growth, development and protection of Terrebonne Parish and the quality of life for its residents.

Town of Lockport Comprehensive Plan

The Town's comprehensive plan was last updated by Gulf South Engineers in 1998. The document serves primarily as a zoning plan, though it touches on capital improvement needs, housing, transportation, and economic issues as well.

Transit Sidewalk Improvement Plan

Prepared for the Good Earth Transit System by South Central Planning & Development Commission, the study documents current infrastructure available for patrons of the Good Earth Transit System which operates throughout the Houma-Thibodaux Urbanized Area. The system evaluates available sidewalks and provides a prioritized list of suggested sidewalk and other pedestrian improvements to increase ease of use and volume of transit service.

Replacement of Houma Tunnel Stage 0 Feasibility Study

- State Project Number: 700-55-0118

Report documenting the need to provide an additional crossing of the Intracoastal Waterway to improve safety conditions and traffic capacity. The document was prepared by Shread-Kurkendall & Associates, Inc. in conjunction with Urban Systems, Inc. and was completed in October 2009.

Progress from Prior TIP

The following are the significant projects from the prior edition of the Houma-Thibodaux Metropolitan Planning Organization Transportation Improvement Program which have been let for construction or completed.

H.008145 LA 1: Leeville to Golden Meadow - This project to relocate and elevate LA 1 was awarded an INFRA grant of $135 million to go along with $240 million in state and $36.2 million in local funding. Construction contract was awarded in 2021.

H.011517 LA 654: LA 308 - Gheens S. Cut Rd - Asphalt overlay and roadway elevation for $335K. Construction contract awarded in 2021.

H.011915 Airport Connector Road and Bridge - A BUILD grant provided $18 million to go with approximately $12 million in local funding from the Lafourche Parish Government and the Greater Lafourche Port Commission. This project constructed a new roadway and bridge between LA 308 and LA 3235. Construction contract was awarded in 2020.

H.013250 US 90: LA 308 - 2.3 Mi E LA 182 - Mill, patch, and overlay of a section of U.S. Highway 90. Construction contract was awarded in 2020.

H.012338 Civic Center Sidewalks - Pedestrian improvements along Civic Center Blvd. between LA 311 and LA 182. Construction contract awarded in 2021.

H.012339 LA 24 Sidewalk Rehab - ADA improvements on sidewalks along LA 24 in downtown Houma. The design phase for this project is complete, but the letting of the construction contract has been delayed due to Hurricane Ida.

Glossary of Terms

Apportionment—Federal-aid funds appropriated to each state over a multi-year period as a result of an act of Congress. Current funding is authorized by the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) which became law on August 10, 2005 (Public Law 109-59).

Average Daily Traffic (ADT): The average number of vehicles passing a given point on a roadway in a 24 hour day.

Clean Air Act Amendments of 1990 (CAAA): Legislation that identifies mobile sources as a major source of pollution and calls for stringent new requirements in metropolitan areas and states where attainment of the NAAQS is contested.

Environmental Assessment (EA): Class III action under the National Environmental Policy Act (NEPA) process. It is a concise public document that provides sufficient evidence for determining whether to prepare an Environmental Impact Statement (EIS) or to determine a Finding of No Significant Impact (FONSI).

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

Federal Aid Urbanized Area: An area which contains at least 50,000 people and has sufficient population density to be classified as urban by the Federal Highway Administration.

Federal Highway Administration (FHWA): An administrative division of the U.S. Department of Transportation responsible for roadway projects throughout the country.

Federal Transit Administration (FTA): Another branch of the U.S. Department of Transportation responsible for mass transportation projects throughout the country.

Intelligent Transportation System (ITS): The development or application of technology to improve the efficiency and safety of surface transportation systems.

Louisiana Department of Environmental Quality (LDEQ): State of Louisiana Agency with jurisdiction over environmental regulation.

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

Level of Service: A measure of highway congestion ranging from free flow of traffic to forced flow on a scale of A to F.

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

Right-of-Way—Land (ROW): usually in public ownership, through which a roadway passes, including the area for shoulders, sidewalks, and other cross section elements.

State Implementation Plan (SIP): A plan showing how the State will meet air quality standards as required by 1977 Clean Air Act Amendments. Included are traffic control measures to reduce emissions from automobiles, a major contributor to carbon monoxide and photochemical oxidant pollution.

Metropolitan Boundaries: 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 (MSA) as designated by the Bureau of Census or another area as agreed upon by the governor and the MPO.

Metropolitan Planning Organization (MPO): An organization designated by the Governor under provisions of the 1973 Federal-Aid Highway Act and units of local government which represent 75% of the affected population to carry out the transportation planning process as required in Section 134 of Title 23 of the United States Code as amended by ISTEA and TEA 21. The MPO shares responsibility with the State for developing long and short range transportation plans and programs. The MPO provides a forum for discussion and consensus on issues which transcend jurisdictional boundaries.

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

National Environmental Policy Act (1969) (NEPA): Requires environmental impact considerations to be included in project planning along with technical and economic concerns to ensure balanced decision-making occurs in the total public interest.

Nonattainment Area: A geographic region of the United States that has been designated as not complying with the NAAQS by the EPA.

Obligation Authority: Each year during the budget process, Congress sets limits on the amount of Federal Apportionment that can be expended for projects. Usually it is less than amounts apportioned. Obligation Authority covers most of the funding categories established by the FAST Act.

Ozone (O3): 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 and unhealthy environment in which to live.

Statewide Transportation Improvement Program (STIP): A five year program of highway and transit projects for the state. It is a compilation of projects utilizing various federal and State funding programs, and includes highway projects on the state, city, and county highway systems, as well as projects in the national parks, national forests, and Indian reservations.

Transportation Improvement Program (TIP): A four-year capital improvements program of highway and transit projects including operational and low cost projects to increase efficiency of the existing transportation network as well as capital intensive alternatives prescribed in the Long Range Transportation Plan.

Transportation Plan: A plan of recommended highway and transit facilities improvements to meet the immediate as well as the 20-year planning horizon to determine the transportation needs of the area. The Houma-Thibodaux Metropolitan Area Transportation Plan has both a Short and Long Range element.

United States Department of Transportation (USDOT): Includes FAA, FHWA, and FTA among others.

Vehicle Miles Traveled (VMT): Total motor vehicles miles traveled.

Improvement Cost Estimates

In order to develop a Transportation Improvement Program consistent with the financial constraints imposed by the projected availability of funding implementation costs were projected for all proposed improvements. Cost estimates for most projects were available from either LADOTD or local public agencies. However, in some instances it is necessary to develop new estimates. These estimates began, when possible, with cost estimates obtained from LADOTD's Office of Planning and Programming in its documents "Highway Program" and "Delivery Schedule." When construction estimates were not available, the team prepared order-of-magnitude cost estimates in 2013 dollars based on projects in the historic funding database. The typical construction cost estimates for the latter improvements are located in Table 1.

These estimates are for construction costs only. The typical cost calculated for each project could be factored up by as much as 35% to include engineering design, construction management, right-of-way and utilities.

Table 1: Typical Project Cost by Improvement Type (2019 Dollars)

Improvement Type	Avg. Cost	Unit
New 2 Lane Roadway Rural	$4,883,977	Mile
New 2 Lane Roadway Urban	$7,123,784	Mile
Interstate Widening (Add 2 lanes)	$8,004,820	Mile
Arterial Widening (Add 2 lanes)	$9,332,865	Mile
Arterial Widening (Add 2 lanes) LA DOTD	$9,891,234	Mile
Turn Lane	$3,042,985	Mile

Source: LA DOTD Chart for Preliminary Cost Estimates (October 2013) | Note: Assumes 1% inflation per year from 2013 cost

Table 2: Typical Transit Capital Costs by Improvement Type (2018 Dollars)

Asset Class	Replacement Cost	FTA Useful Life Benchmark
Minivan (7 passengers)	$28,000	8 years
Van/Maxivan (15 passengers)	$20,000	8 years
Cutaway Bus (16 to 28 passengers)	$42,000	10 years
Full Size HD Bus (35-45 passengers)	$332,934	15 years

Source: Good Earth Transit Asset Management Plan, 2018; LA DOTD Group-Sponsored Transit Asset Management Plan, 2018

Transportation Improvement Program

Highway Element

Urban Systems Funding (STP50-200k) Summary

MPO Projects from 2019-2022 TIP Carried Over						
Project No.	**Name**	**2023**	**2024**	**2025**	**2026**	**Out Years**
H.013269	**Audubon Ave. Overlay: LA 1 to Terrebonne P/L**					
	Construction		$1,328,800.00			
H.013429	**Downtown Thibodaux Sidewalks**					
	Construction		$1,095,600.00			
H.013940	**LA 648 & Acadia Road Intersection Improv**					
	Design	$278,400.00				
	Environmental	$278,400.00				
	Right-of-way			$460,000.00		
	Construction					$3,062,400.00
H.012859	**Civic Center Blvd at Valhi Blvd**					
	Design		$376,000.00			
	Right-of-way			$150,000.00		
	Construction			$1,499,520.00		
H.013340	**Valhi Boulevard, Multi-Use Trail Phase 1**					
	Construction		$783,200.00			
H.013453	**Bayou Blue (LA 316) Sidewalks**					
	Design	$138,624.00				
	Right-of-way			$66,528.00		
	Construction			$110,520.80		
H.013714	**Valhi Multi-Use Path**					
	Construction		$1,089,000.00			
Sub-Totals		**$695,424.00**	**$4,672,600.00**	**$2,286,568.80**	**$0.00**	**$3,062,400.00**

New Projects						
Project No.	**Name**	**2023**	**2024**	**2025**	**2026**	**Out Years**
H.016383	**Lafourche School Zones Crossing Upgrades**					
	Engineering	$80,000.00		$80,000		
	Construction				$135,000	

Project No.	Name	2023	2024	2025	2026	Out Years
H.016198	**Thibodaux Canal Blvd. Overlay: Jackson Street to LA 1**					
	Design			$146,560.00		
	Construction				$729,080.00	
H.016206	**Thibodaux Tiger Drive Overlay: Talbot Avenue to LA 1**					
	Design			$86,769.60		
	Construction				$468,432.80	
H.015654	**City of Thibodaux Ped Improvements**					
	Design			$16,000.00		
	Construction				$264,000.00	
	LA 3040 Improvements (MLK)					
	Design	$112,000.00				
	Construction Ph 1			$1,232,000.00		
	Construction Ph 2				$1,760,000.00	
	Construction Ph 3					$880,000.00
	LA 316 Improvements Feasibility Study					
	Feasibility	$100,000.00				
	LA 24 Couplet Feasibility Study					
	Feasibility	$100,000.00				
	Terrebonne Parish Intersection Improvement Study					
	Feasibility/Traffic Report		$500,000			
H.972506.1	**HTMPO Transportation Plan Update**					
	Planning		$275,000			
H.016386	**LA 311: Savanne Intersection Improvements**					

Project No.	Name	2023	2024	2025	2026	Out Years
	Design			$400,000.00		
	Environmental			$40,000.00		
H.016387	**Corp Dr & Ent Dr Int Improvements**					
	Design			$400,000.00		
	Environmental			$40,000		
	City of Thibodaux Asphalt Overlay					
	Design					
	Construction			$1,650,213		
Sub-Totals		**$672,000.00**	**$220,000.00**	**$1,561,329.60**	**$3,356,512.80**	**$880,000.00**

Total by Year	**$1,367,424.00**	**$4,892,600.00**	**$3,847,898.40**	**$3,356,512.80**	**$3,942,400.00**
Four Year Average			**$3,366,108.80**		

	Constraint Targets	Actual	80% FHWA
Annual Average	$3,000,000.00	$3,693,769.10	$2,955,015.28
4-Year Total	$12,000,000.00	$14,775,076.40	$14,775,076.40

Project: H.011962 LA 1: CO CANAL MB REHAB (Lockport) (HBI)

Route: LA 1 Cntrl Section: 064-06 Beg. Log Mile: 1.20 End Log Mile: 1.70 Parish: LAFOURCHE Off-System Road:

Remark	Type Improvement	Work Type
Historic Bridge Improvement (HBI)	Movable Bridge Rehabilitation	Preservation, Bridge (On System)

Project Phase	Project Cost	Tot Cost (w/CE& + IDC)	Federal Share	Fund	Year	Sponsor
Design (Engineering)	$525,000.00	$525,000.00	$420,000.00	STPFLEX	2025	LADOTD
Construction	$20,000,000.00	$22,000,000.00	$17,600,000.00	STPFLEX	2026	LADOTD
Total Cost	**$20,525,000.00**	**$22,525,000.00**	**$18,020,000.00**			

Project: H.012447 LA 182: B LAFOURCHE MB Rh (Raceland) (HBI)

Route: LA 182 Cntrl Section: 005-07 Beg. Log Mile: 0.00 End Log Mile: 0.06 Parish: LAFOURCHE Off-System Road:

Remark	Type Improvement	Work Type
Historic Bridge Improvement (HBI)	Replace Existing Vertical Lift Bridge	Preservation, Bridge (On System)

Project Phase	Project Cost	Tot Cost (w/CE& + IDC)	Federal Share	Fund	Year	Sponsor
Construction	$20,000,000.00	$22,000,000.00	$17,600,000.00	STP FLEX	2024	DOTD
Total Cost	**$20,000,000.00**	**$22,000,000.00**	**$17,600,000.00**			

Project: H.013116 LA 20 WIDEN: LA 307 - S. VACHERIE

Route: LA 20 Cntrl Section: Beg. Log Mile: End Log Mile: Parish: LAFOURCHE Off-System Road:

Remark	Type Improvement	Work Type

Project Phase	Project Cost	Tot Cost (w/CE& + IDC)	Federal Share	Fund	Year	Sponsor
Environmental	$1,000,000.00	$1,000,000.00	$1,000,000.00	HSIPPEN	2023	DOTD
Construction	$17,100,000.00	$18,810,000.00	$15,048,000.00	HSIPPEN	2023	DOTD
Total Cost	**$18,100,000.00**	**$19,810,000.00**	**$16,048,000.00**			

Project: H.013269 AUDUBON AVE. OVERLAY: LA 1 to Terrebonne P/L

Route: Cntrl Section: 000-29 Beg. Log Mile: End Log Mile: Parish: LAFOURCHE Off-System Road: AUDUBON AVE

Remark	Type Improvement	Work Type	MTP Goals (pg. 9)
City of Thibodaux will provide match	Enhancements- Upgrade Sidewalks to ADA	Urban Systems	MM1

Project Phase	Project Cost	Tot Cost (w/CE& + IDC)	Federal Share	Fund	Year	Sponsor
Construction	$1,510,000.00	$1,661,000.00	$1,328,800.00	STP50-200k	2024	City of Thibodaux
Total Cost	**$1,510,000.00**	**$1,661,000.00**	**$1,328,800.00**			

Project: H.013429 DOWNTOWN THIBODAUX SIDEWALKS

Route: Cntrl Section: 000-29 THIBODAUX Beg. Log Mile: 0.00 End Log Mile: 0.00 Parish: LAFOURCHE Non State Road: DOWNTOWN

Downtown Thibodaux

000-29	0.00	0.00	LAFOURCHE	FOCUS ST
000-29	0.00	0.00	LAFOURCHE	SAINT PHILIP ST
000-29	0.00	0.00	LAFOURCHE	SAINT LOUIS ST
000-29	0.00	0.00	LAFOURCHE	GREEN ST
000-29	0.00	0.00	LAFOURCHE	MARONGE ST
000-29	0.00	0.00	LAFOURCHE	PATRIOT ST

Remark	Type Improvement	Work Type	MTP Goals (pg. 9)
City of Thibodaux will provide match	Enhancements- Upgrade Sidewalks to ADA	Urban Systems	TO2, MM1, SP3, SP4

Project Phase	Project Cost	Tot Cost (w/CE& + IDC)	Federal Share	Fund	Year	Sponsor
Construction	$1,245,000.00	$1,369,500.00	$1,095,600.00	STP50-200k	2024	City of Thibodaux
Total Cost	**$1,245,000.00**	**$1,369,500.00**	**$1,095,600.00**			

Project: H.013818 LA 308: B LAFOUR MB RH (Golden Meadow) (HBI)

Route: LA 308 Cntrl Section: 407-01 Beg. Log Mile: 0.00 End Log Mile: 0.30 Parish: LAFOURCHE Off-System Road:

Remark	Type Improvement	Work Type
Historic Bridge Improvement (HBI)	Moveable bridge rehabilitation	Preservation, Bridge (On System)

Project Phase	Project Cost	Tot Cost (w/CE& + IDC)	Federal Share	Fund	Year	Sponsor
Engineering	$650,000.00	$650,000.00	$520,000.00	STP FLEX	2025	LADOTD
Construction	$8,000,000.00	$8,800,000.00	$7,040,000.00	STP FLEX	2025	LADOTD
Total Cost	**$8,650,000.00**	**$8,865,000.00**	**$7,092,000.00**			

Project: H.013940 LA 648 & ACADIA ROAD INTERSECTION IMPROV

Route: LA 648 Cntrl Section: 829-07 Beg. Log Mile: 0.21 End Log Mile: 0.22 Parish: LAFOURCHE Non-State Road

000-29 ile: 0.00 End Log Mile: 0.00 LAFOURCHE NORTH ACADIA ROAD

Urbanized Area: HOUMA

Remark	Type Improvement	Work Type	MTP Goals (pg. 9)
City of Thibodaux to Pay Match	Intersection Improvements	Urban Systems	TO1, TO2, SS1, SS2

Project Phase	Project Cost	Tot Cost (w/CE& + IDC)	Federal Share	Fund	Year	Sponsor
Design	$348,000.00	$348,000.00	$278,400.00	STP50-200k	2023	City of Thibodaux
Environmental	$348,000.00	$348,000.00	$278,400.00	STP50-200k	2023	City of Thibodaux
ROW	$575,000.00	$575,000.00	$460,000.00	STP50-200k	2025	City of Thibodaux
Construction	$3,480,000.00	$3,828,000.00	$3,062,400.00	STP50-200k	2027	City of Thibodaux
Total Cost	**$4,751,000.00**	**$5,099,000.00**	**$4,079,200.00**			

Project: H.014802 LA316 & LA 24: MILL,OVRLY,GRADE RAISING,HFST

Route: Cntrl Section: 412-03 Beg. Log Mile: End Log Mile: Parish: LAFOURCHE /TERREBONNE Non-State Road

Remark	Type Improvement	Work Type	MTP Goals
	Patch, Mill and Overlay, HFST, Shld Widening	Preservation, Non-Interstate on STP System.	

Project Phase	Project Cost	Tot Cost (w/CE& + IDC)	Federal Share	Fund	Year	Sponsor
Construction	$4,410,000.00	$4,851,000.00		STGEN	2025	
Construction	$5,700,000.00	$6,270,000.00	$6,270,000.00	HSIPPEN (100%)	2025	
Construction	$1,800,000.00	$1,980,000.00	$1,584,000.00	STPFLEX (80/20)	2025	
Construction	$268,000.00	$294,800.00	$235,840.00	PROTECT (80/20)	2025	
Total Cost	**$12,178,000.00**	**$13,395,800.00**	**$8,089,840.00**			

Project: H.014849 US 90: 0.9 MI W LA 311 - MCMAHON CANAL

Route: Cntrl Section: Beg. Log Mile: End Log Mile: Parish: LAFOURCHE /TERREBONNE Non-State Road

Remark	Type Improvement	Work Type	MTP Goals
	Mill and overlay and pavement patching and related work	Preservation, Non-Interstate on STP System.	

Project Phase	Project Cost	Tot Cost (w/CE& + IDC)	Federal Share	Fund	Year	Sponsor
Construction	$14,100,000.00	$15,510,000.00	$12,408,000.00	NHPP (80/20)	2023	
Construction	$3,400,000.00	$3,740,000.00	$748,000.00	DEMO	2023	
Total Cost	**$17,500,000.00**	**$19,250,000.00**	**$13,156,000.00**			

Project: H.015616 LAFOURCHE BAYOU BRIDGE (HBI)

Route: Cntrl Section: Beg. Log Mile: End Log Mile: Parish: LAFOURCHE Off-System Road:

Remark	Type Improvement	Work Type
Lafourche Parish to Pay Match	Feasibility Study	

Project Phase	Project Cost	Tot Cost (w/CE& + IDC)	Federal Share	Fund	Year	Sponsor
Feasibility Study	$75,00000		$60,000.00	BIP	2025	Lafourche
Total Cost	**$75,00000**		**$60,000.00**			

Project: H.015654 CITY OF THIBODAUX PED IMPROVEMENTS

Route: Cntrl Section: Beg. Log Mile: End Log Mile: Parish: LAFOURCHE /TERREBONNE Non-State Road

Remark	Type Improvement	Work Type	MTP Goals
City of Thibodaux to Pay Match		Urban Systems	TO2, SS1, SS2, SP1, SP3, SP4

Project Phase	Project Cost	Tot Cost (w/CE& + IDC)	Federal Share	Fund	Year	Sponsor
Design	$20,000.00	$20,000.00	$16,000.00	STP50-200k	2025	City of Thibodaux
Construction	$300,000.00	$330,000.00	$264,000.00	STP50-200K	2026	City of Thibodaux
Total Cost	**$320,000.00**	**$350,000.00**	**$280,000.00**			

Project: H.015662 VALENTINE PONTOON BRIDGE (HBI)

Route: LRS ID 057904991800191010 Cntrl Section: Log Mile: 0 End Log Mile: .079 Parish: LAFOURCHE Off-System Road:

Remark	Type Improvement	Work Type	MTP Goals (pg. 9)
	Widening LA 20 to include 8' shoulders	Safety	

Project Phase	Project Cost	Tot Cost (w/CE& + IDC)	Federal Share	Fund	Year	Sponsor
Environmental	$62,500.00	$62,500.00	$-	LOCAL	2023	Lafourche Parish
Engineering	$693,500.00	$693,500.00	$-	LOCAL	2023	Lafourche Parish
Construction	$3,300,000.00	$3,630,000.00	$2,904,000.00	EARMARK (80/20)	2025	
Construction	$1,200,000.00	$1,320,000.00	$1,056,000.00	FBROFF (80/20)	2025	
Construction	$1,600,000.00	$1,760,000.00	$-	LOCAL	2025	Lafourche Parish
Total Cost	**$6,856,000.00**	**$7,466,000.00**	**$3,960,000.00**			

Project: H.016198 THIBODAUX CANAL BLVD. OVERLAY: JACKSON STREET TO LA 1

Route: Cntrl Section: Beg. Log Mile: End Log Mile: Parish: LAFOURCE Off-System Road:

Remark	Type Improvement	Work Type	MTP Goals (pg. 9)
City of Thibodaux to Pay Match		Urban Systems	MM1

Project Phase	Project Cost	Tot Cost (w/CE& + IDC)	Federal Share	Fund	Year	Sponsor
Design	$146,560.00	$146,560.00	$117,248.00	STP50-200k	2024	City of Thibodaux
Environmental						
ROW						
Construction	$828,500.00	$911,350.00	$729,080.00	STP50-200k	2026	City of Thibodaux
Total Cost	**$975,060.00**	**$1,057,910.00**	**$846,328.00**			

Project: H.016206 THIBODAUX TIGER DRIVE OVERLAY: TALBOT AVENUE TO LA 1

Route: Cntrl Section: Beg. Log Mile: End Log Mile: Parish: LAFOURCE Off-System Road:

Remark	Type Improvement	Work Type	MTP Goals (pg. 9)
City of Thibodaux to Pay Match		Urban Systems	MM1

Project Phase	Project Cost	Tot Cost (w/CE& + IDC)	Federal Share	Fund	Year	Sponsor
Design	$108,462.00	$108,462.00	$86,769.00	STP50-200k	2023	City of Thibodaux
Construction	$532,310.00	$585,541.00	$468,432.00	STP50-200k	2026	City of Thibodaux
Total Cost	**$640,772.00**	**$694,003.00**	**$555,202.00**			

Project: H.016383 LAFOURCHE SCHOOL ZONES CROSSING UPGRADES

Route: LA 1 Cntrl Section: 064-06 Beg. Log Mile: 5.09 End Log Mile: 7.09 Parish: LAFOURCHE Off-System Road:

LA 1 064-06 7.09 7.47 LAFOURCHE

Remark	Type Improvement	Work Type	MTP Goals (pg. 9)
Lafourche Parish to Pay Match	School Zone	Urban Systems	SS1, SS2

Project Phase	Project Cost	Tot Cost (w/CE& + IDC)	Federal Share	Fund	Year	Sponsor
Engineering Design	$100,000.00	$100,000.00	$80,000.00	STP 50-200k	2025	Lafourche Parish
Construction	$135,000.00	$148,500.00	$118,800.00	STP50-200k	2026	Lafourche Parish
Total Cost	**$235,000.00**	**$248,500.00**	**$198,800.00**			

Project: LA 316 FEASIBILITY STUDY

Route: Cntrl Section: Beg. Log Mile: End Log Mile: Parish: TERREBONNE Off-System Road:

*** THIS PROJECT IS FOR INFORMATION ONLY***

Remark	Type Improvement	Work Type	MTP Goals (pg. 9)
		Urban Systems	TO1, TO2, SS1, SS2, SP1, SP2, SP4, EC2

Project Phase	Project Cost	Tot Cost (w/CE& + IDC)	Federal Share	Fund	Year	Sponsor
Feasibility	$100,000.00	$100,000.00	$80,000.00	STP50-200k	2023	Lafourche Parish
Total Cost	**$100,000.00**	**$100,000.00**	**$80,000.00**			

Project: CITY OF THIBODAUX ASPHALT OVERLAYS

Route: Cntrl Section: Beg. Log Mile: End Log Mile: Parish: LAFOURCHE Off-System Road:

*** THIS PROJECT IS FOR INFORMATION ONLY***

Remark	Type Improvement	Work Type	MTP Goals (pg. 9)
City of Thibodaux to Pay Match	Asphalt overlay on Glenwild Dr, St. Patrick St, and Plantation Rd	Urban Systems	

Project Phase	Project Cost	Tot Cost (w/CE& + IDC)	Federal Share	Fund	Year	Sponsor
Design	$574,000.00	$2,368,000.00	$1,894,400.00	STP FLEX	2026	Thibodaux
Construction	$1,875,242.50	$2,062,766.75	$1,650,213.40	STP FLEX	2027	Thibodaux
Total Cost	**$2,449,242.50**	**$4,430,766.75**	**$3,544,613.40**			

Project: H.002244 LA 56: BOUDREAUX CANAL MB Replacement

Route: LA 56 Cntrl Section: 247-02 Beg. Log Mile: 3.50 End Log Mile: 4.06 Parish: TERREBONNE Non-State Road

Route: LA 56 Cntrl Section: 247-02 Beg. Log Mile: 4.06 End Log Mile: 4.70 Parish: TERREBONNE

Remark	Type Improvement	Work Type
	Bridge replacement	Preservation, Bridge (On System)

Project Phase	Project Cost	Tot Cost (w/CE& + IDC)	Federal Share	Fund	Year	Sponsor
Right of Way	$2,368,000.00	$2,368,000.00	$1,894,400.00	STPFLEX	2025	DOTD
Utility Relocation	$33,000.00	$33,000.00	$26,400.00	STPFLEX	2025	DOTD
Construction	$44,000,000.00	$48,400,000.00	$38,720,000.00	STPFLEX	2026	DOTD
Total Cost	**$46,401,000.00**	**$50,801,000.00**	**$40,640,800.00**			

Project: H.011973 LA 315: ICWW MB Rehab (Dularge)

Route: LA 315 Cntrl Section: 245-90 Beg. Log Mile: 9.800 End Log Mile: 10.300 Parish: TERREBONNE Off-System Road:

Remark	Type Improvement	Work Type
	Moveable bridge rehabilitation	Preservation, Bridge (On System)

Project Phase	Project Cost	Tot Cost (w/CE& + IDC)	Federal Share	Fund	Year	Sponsor
Engineering	$705,000.00	$705,000.00	$564,000.00	STP FLEX	2025	LADOTD
Total Cost	**$705,000.00**	**$705,000.00**	**$564,000.00**			

Project: H.011986 LA 58: B TERREBONNE MB RH (Montegut) (HBI)

Route: LA 58 Cntrl Section: 247-30 Beg. Log Mile: 1.57 End Log Mile: 1.59 Parish: TERREBONNE Off-System Road:

Remark	Type Improvement	Work Type
Historic Bridge Improvement (HBI)	Moveable bridge rehabilitation	Preservation, Bridge (On System)

Project Phase	Project Cost	Tot Cost (w/CE& + IDC)	Federal Share	Fund	Year	Sponsor
Engineering	$650,000.00	$650,000.00	$520,000.00	STP FLEX	2025	LADOTD
Total Cost	**$650,000.00**	**$650,000.00**	**$520,000.00**			

Project: H.012859 CIVIC CENTER BLVD AT VALHI BLVD

Route: Cntrl Section: 000-55 Beg. Log Mile: 0.00 End Log Mile: 0.00 Parish: TERREBONNE Non-State Road: CIVIC CENTER BLVD

000-55 Beg. Log Mile: 0.00 End Log Mile: 0.00 Parish: TERREBONNE CIVIC CENTER BLVD

000-55 Beg. Log Mile: 0.00 End Log Mile: 0.00 Parish: TERREBONNE VALHI BLVD

Urbanized Area: HOUMA

Remark	Type Improvement	Work Type	MTP Goals (pg. 9)
Terrebonne Parish to Pay Match	Intersection Improvement	Urban Systems	TO1, SS2, SP3

Project Phase	Project Cost	Tot Cost (w/ CE & IDC)	Federal Share	Fund	Year	Sponsor
Engineering	$376,000.00	$375,757.00	$300,605.60	STP50-200k	2024	Terrebonne Parish
Right of Way	$150,000.00	$150,000.00	$120,000.00	STP50-200k	2025	Terrebonne Parish
Construction	$1,449,520.00	$1,594,472.00	$1,275,577.60	STP50-200k	2025	Terrebonne Parish
Total Cost	**$1,975,520.00**	**$2,120,229.00**	**$1,696,183.20**			

Project: H.013340 VALHI BOULEVARD, MULTI-USE TRAIL PHASE 1

Route: Cntrl Section: Beg. Log Mile: End Log Mile: Parish: TERREBONNE Off-System Road:

Remark	Type Improvement	Work Type	MTP Goals (pg. 9)
Terrebonne Parish to Pay Match		Urban Systems	TO2, SP1, SP3

Project Phase	Project Cost	Tot Cost (w/CE& + IDC)	Federal Share	Fund	Year	Sponsor
Construction	$890,000.00	$979,000.00	$783,200.00	STP50-200k	2024	Terrebonne Parish
Total Cost	**$890,000.00**	**$979,000.00**	**$783,200.00**			

Project: H.013453 BAYOU BLUE (LA 316) SIDEWALKS

Route: LA 316 Cntrl Section:: 412-07 Beg. Log Mile: 0.934 End Log Mile: 1.405 Parish: TERREBONNE Off-System
Road:

Remark	Type Improvement	Work Type	MTP Goals (pg. 9)
Terrebonne Parish to Pay Match		Urban Systems	TO2, TO3, EC4

Project Phase	Project Cost	Tot Cost (w/CE& + IDC)	Federal Share	Fund	Year	Sponsor
Design	$173,280.00	$173,280.00	$138,624.00	STP50-200k	2023	Terrebonne Parish
ROW	$83,160.00	$83,160.00	$66,528.00	STP50-200k	2025	Terrebonne Parish
Construction	$125,592.00	$138,151.00	$110,520.00	STP50-200k	2025	Terrebonne Parish
Total Cost	**$382,032.00**	**$394,591.00**	**$315,672.00**			

Project: H.013714 VALHI BLVD SHARED-USE PATH (HOUMA)

Route: Cntrl Section: 000-55 Beg. Log Mile: 0.00 End Log Mile: 0.00 Parish: TERREBONNE Off-System Road:

Remark	Type Improvement	Work Type	MTP Goals (pg. 9)
Terrebonne Parish to Pay Match		Urban Systems	TO2, SP1, SP3

Project Phase	Project Cost	Tot Cost (w/CE& + IDC)	Federal Share	Fund	Year	Sponsor
Engineering Design	$139,000.00	$139,000.00	$139,000	HSIPPEN	2024	Terrebonne Parish
Construction	$1,100,000.00	$1,210,000.00	$1,089,000.00	HSIP-VRU	2025	Terrebonne Parish
Total Cost	$1,239,000.00	$1,349,000.00	$1,228,000.00			Terrebonne Parish

Project: H.016386 LA 311 : SAVANNE INTERSECTION IMPROVEMENTS

Route: Cntrl Section: 000-55 Beg. Log Mile: 0.00 End Log Mile: 0.00 Parish: TERREBONNE Off-System Road:

Remark	Type Improvement	Work Type	MTP Goals (pg. 9)
Terrebonne Parish to Pay Match		Urban Systems	TO2, SP1, SP3

Project Phase	Project Cost	Tot Cost (w/CE& + IDC)	Federal Share	Fund	Year	Sponsor
Design	$500,000.00	$500,000.00	$400,000.00	STP50-200k	2025	Terrebonne Parish
Environmental	$50,000.00	$50,000.00	$40,000.00	STP50-200k	2025	Terrebonne Parish
Total Cost	$550,000.00	$550,000.00	$440,000.00			Terrebonne Parish

Project: H.016387 CORP DR & ENT DR INT IMPROVEMENTS

Route: Cntrl Section: 000-55 Beg. Log Mile: 0.00 End Log Mile: 0.00 Parish: TERREBONNE Off-System Road:

Remark	Type Improvement	Work Type	MTP Goals (pg. 9)
Terrebonne Parish to Pay Match		Urban Systems	TO2, SP1, SP3

Project Phase	Project Cost	Tot Cost (w/CE& + IDC)	Federal Share	Fund	Year	Sponsor
Design	$500,000.00	$500,000.00	$400,000.00	STP50-200k	2025	Terrebonne Parish
Environmental	$50,000.00	$50,000.00	$40,000.00	STP50-200k	2025	Terrebonne Parish
Total Cost	$550,000.00	$550,000.00	$440,000.00			Terrebonne Parish

Project: H.972506.1 HTMPO TRANSPORTATION PLAN UPDATE (SFYS 2024-2025)

Route: Cntrl Section: Beg. Log Mile: End Log Mile: Parish: MPO Urbanized Area Off-System Road:

Remark	Type Improvement	Work Type	MTP Goals (pg. 9)

Project Phase	Project Cost	Tot Cost (w/CE& + IDC)	Federal Share	Fund	Year	Sponsor
Planning	$275,000.00	$275,000.00	$220,000.00	STP50-200K (80/20)	2024	
Total Cost	$275,000.00	**$275,000.00**	$220,000.00			

Project: LA 3040 (MARTIN LUTHER KING BLVD.) IMPROVEMENTS

Route: Cntrl Section: Beg. Log Mile: End Log Mile: Parish: TERREBONNE Off-System Road:

*** THIS PROJECT IS FOR INFORMATION ONLY***

Remark	Type Improvement	Work Type	MTP Goals (pg. 9)
		Urban Systems	TO1, TO2, TO3, SS1, SS2, MM1, SP1. SP2. SP4. EC2. EC4

Project Phase	Project Cost	Tot Cost (w/CE& + IDC)	Federal Share	Fund	Year	Sponsor
Design	$140,000.00	$140,000.00	$112,000.00	STP50-200k	2023	
Environmental						
ROW						
Construction ph 1	$1,400,000.00	$1,540,000.00	$1,232,000.00	STP50-200k	2025	
Construction ph 2	$2,000,000.00	**$2,200,000.00**	$1,760,000.00	**STP50-200k**	**2026**	
Construction ph 3	$1,000,000.00	**$1,100,000.00**	$880,000.00	**STP50-200k**	**2027**	
Total Cost	$4,540,000.00	**$4,980,000.00**	$3,984,000.00			

Project: **LA 24 COUPLET FEASIBILITY STUDY**

Route: Cntrl Section: Beg. Log Mile: End Log Mile: Parish: TERREBONNE Off-System Road:

*** THIS PROJECT IS FOR INFORMATION ONLY***

Remark	Type Improvement	Work Type	MTP Goals (pg. 9)
		Urban Systems	TO1, SS2, MM1, SP1, SP2

Project Phase	Project Cost	Tot Cost (w/CE& + IDC)	Federal Share	Fund	Year	Sponsor
Feasibility	$100,000.00		$80,000.00	STP50-200k	2023	Terrebonne Parish
Total Cost	**$100,000.00**		**$80,000.00**			

Project: **TERREBONNE PARISH INTERSECITON IMPROVEMENT STUDY**

Route: Cntrl Section: Beg. Log Mile: End Log Mile: Parish: TERREBONNE Off-System Road:

*** THIS PROJECT IS FOR INFORMATION ONLY***

Remark	Type Improvement	Work Type	MTP Goals (pg. 9)
Terrebonne Parish to Pay Match	Traffic Study/Report	Urban Systems	TO1, TO2, SS1. SS2. MM1, SP1, SP2, SP3

Project Phase	Project Cost	Tot Cost (w/CE& + IDC)	Federal Share	Fund	Year	Sponsor
Feasibility	$500,000.00		$400,000.00	STP50-200k	2023	Terrebonne Parish
Total Cost	**$500,000.00**		**$400,000.00**			

Line Items

Project: L.000038 Planning, Training and Research

Route: Cntrl Section: - Beg. Log Mile: 0.00 End Log Mile: 0.00 Parish: Off-System Road:

Remark	Type Improvement	Work Type
	Handled through Operating Budget	Other/Miscellaneous

Project Phase	Project Cost	Tot Cost (w/CE& + IDC)	Federal Share	Fund	Year	Sponsor
Feasibility	$3,000.00	$3,000.00	$2,400.00	DEMO	2023	
	$300,000.00	$300,000.00	$240,000.00	HSIPPEN	2023	
	$7,500.00	$7,500.00	$6000.00	LOCAL	2023	
	$60,000.00	$60,000.00	$48,000.00	LTAP	2023	
	$600,000.00	$600,000.00	$480,000.00	SPR MAND	2023	
	$3,637,500.00	$3,637,500.00	$2,910,000.00	SPR OPT	2023	
	$1,500,000.00	$1,500,000.00	$1200000.00	STCASH	2023	
	$94,500.00	$94,500.00	$75,600.00	STP<200K	2023	
	$2,325,000.00	$2,325,000.00	$1,860,000.00	STP<5K	2023	
	$7,500.00	$7,500.00	$6,000.00	CM	2024	
	$225,000.00	$225,000.00	$180,000.00	HSIPPEN	2024	
	$60,000.00	$60,000.00	$48,000.00	LTAP	2024	
	$450,000.00	$450,000.00	$360,000.00	SPR MAND	2024	
	$3,150,000.00	$3,150,000.00	$2,520,000.00	SPR OPT	2024	
	$60,000.00	$60,000.00	$48000.00	STCASH	2024	
	$135,000.00	$135,000.00	$108,000.00	STP<200K	2024	
	$2,250,000.00	$2,250,000.00	$1,800,000.00	STP<5K	2024	
	$7,500.00	$7,500.00	$6,000.00	STPFLEX	2024	
	$1,500.00	$1,500.00	$1,200.00	CM	2025	
	$9,000.00	$9,000.00	$7,200.00	DEMO	2025	
	$150,000.00	$150,000.00	$120,000.00	HSIPPEN	2025	
	$60,000.00	$60,000.00	$48,000.00	LTAP	2025	
	$600,000.00	$600,000.00	$480,000.00	SPR MAND	2025	
	$2,850,000.00	$2,850,000.00	$2,280,000.00	SPR OPT	2025	
	$375,000.00	$375,000.00	$300000.00	STCASH	2025	
	$2,457,000.00	$2,457,000.00	$1,965,600.00	STP<200K	2025	
	$151,500.00	$151,500.00	$121,200.00	STP<5K	2025	
	$67,500.00	$67,500.00	$54,000.00	STPFLEX E	2025	
	$7,500.00	$7,500.00	$6,000.00	TCP	2025	
	$975,000.00	$975,000.00	$780,000.00	HSIPPEN	2026	
	$60,000.00	$60,000.00	$48,000.00	LTAP	2026	
	$1,350,000.00	$1,350,000.00	$1,080,000.00	NHPP	2026	
	$1,050,000.00	$1,050,000.00	$840,000.00	SPR MAND	2026	
	$2,850,000.00	$2,850,000.00	$2,280,000.00	SPR OPT	2026	
	$60,000.00	$60,000.00	$48000.00	STCASH	2026	

Project Phase	Project Cost	Tot Cost (w/CE& + IDC)	Federal Share	Fund	Year	Sponsor
	$60,000.00	$60,000.00	$48,000.00	STP<200K	2026	
Total Cost	**28,006,500.00**	**28,006,500.00**	**22,405,200.00**			

Project: L.000039 Accelerated Loading Facility

Route: Cntrl Section: - Beg. Log Mile: 0.00 End Log Mile: 0.00 Parish: Off-System Road:

Remark	Type Improvement	Work Type
	Construct Test Sections	Other/Miscellaneous

Project Phase	Project Cost	Tot Cost (w/CE& + IDC)	Federal Share	Fund	Year	Sponsor
Construction	$7,500.00	8250	6600	STPFLEX	2023	
	$7,500.00	8250	6600	STPFLEX	2024	
	$7,500.00	8250	6600	STPFLEX	2025	
	$7,500.00	8250	6600	STPFLEX	2026	
Total Cost	**$30,000.00**	**$33,000.00**	**$26,400.00**			

Project: L.000040 Federal Bridge Inspection Programs

Route: Cntrl Section: - Beg. Log Mile: 0.00 End Log Mile: 0.00 Parish: Off-System Road:

Remark	Type Improvement	Work Type
	Inspections, Ratings, Load Factors	Preservation, Bridge (On System)

Project Phase	Project Cost	Tot Cost (w/CE& + IDC)	Federal Share	Fund	Year	Sponsor
Feasibility	$900,000.00	$900,000.00	$720,000.00	STPFLEX	2023	
	$30,000.00	$30,000.00	$24,000.00	DEMO	2024	
	$45,000.00	$45,000.00	$36,000.00	NHPP	2024	
	$675,000.00	$675,000.00	$540,000.00	STPFLEX	2024	
	$150,000.00	$150,000.00	$120,000.00	FBROFF	2025	
	$600,000.00	$600,000.00	$480,000.00	STPFLEX	2025	
	$750,000.00	$750,000.00	$600,000.00	STPFLEX	2026	
Design (Engineering)	$15,000.00	$15,000.00	$12,000.00	STPFLEX	2023	
	$15,000.00	$15,000.00	$12,000.00	STPFLEX	2024	
	$15,000.00	$15,000.00	$12,000.00	STPFLEX	2025	
Construction	$75,000.00	$82,500.00	$66,000.00	STPFLEX	2023	
	$15,000.00	$16,500.00	$13,200.00	STPFLEX	2024	
	$15,000.00	$16,500.00	$13,200.00	STPFLEX	2025	
	$15,000.00	$16,500.00	$13,200.00	STPFLEX	2026	
Total Cost	**$3,315,000.00**	**$3,327,000.00**	**$2,661,600.00**			

Project: L.000046 Misc STP Enhancement Projects

Route: Cntrl Section: - Beg. Log Mile: 0.00 End Log Mile: 0.00 Parish: Off-System Road:

Project Phase	Project Cost	Tot Cost (w/CE& + IDC)	Federal Share	Fund	Year	Sponsor
Design (Engineering)	$7,500.00	$7,500.00	$6,000.00	TAP<200K	2024	
	$7,500.00	$7,500.00	$6,000.00	TAP<5K	2024	
	$7,500.00	$7,500.00	$6,000.00	TAPFLEX	2024	
	$7,500.00	$7,500.00	$6,000.00	TAP<200K	2025	
	$7,500.00	$7,500.00	$6,000.00	TAP<5K	2025	
	$7,500.00	$7,500.00	$6,000.00	TAPFLEX	2025	
	$7,500.00	$7,500.00	$6,000.00	TAP<200K	2026	
	$7,500.00	$7,500.00	$6,000.00	TAP<5K	2026	
	$7,500.00	$7,500.00	$6,000.00	TAPFLEX	2026	
Construction	$75,000.00	$82,500.00	$66,000.00	LOCAL	2023	
	$225,000.00	$247,500.00	$198,000.00	STCASH	2023	
	$75,000.00	$82,500.00	$66,000.00	TAP<200K	2023	
	$150,000.00	$165,000.00	$132,000.00	TAP<5K	2023	
	$150,000.00	$165,000.00	$132,000.00	TAPFLEX	2023	
	$150,000.00	$165,000.00	$132,000.00	LOCAL	2024	
	$450,000.00	$495,000.00	$396,000.00	STPENH	2024	
	$75,000.00	$82,500.00	$66,000.00	TAP<200K	2024	
	$75,000.00	$82,500.00	$66,000.00	TAP<5K	2024	
	$150,000.00	$165,000.00	$132,000.00	TAPFLEX	2024	
	$180,000.00	$198,000.00	$158,400.00	LOCAL	2025	
	$225,000.00	$247,500.00	$198,000.00	STCASH	2025	
	$52,500.00	$57,750.00	$46,200.00	STPENH	2025	
	$300,000.00	$330,000.00	$264,000.00	TAP<200K	2025	
	$195,000.00	$214,500.00	$171,600.00	TAP<5K	2025	
	$412,500.00	$453,750.00	$363,000.00	TAPFLEX	2025	
	$75,000.00	$82,500.00	$66,000.00	LOCAL	2026	
	$45,000.00	$49,500.00	$39,600.00	STPFLEX	2026	
	$600,000.00	$660,000.00	$528,000.00	TAP<200K	2026	
	$375,000.00	$412,500.00	$330,000.00	TAP<5K	2026	
	$105,000.00	$115,500.00	$92,400.00	TAPFLEX	2026	
Total Cost	$4,207,500.00	$4,621,500.00	$3,697,200.00			

Project: L.000047 Misc National Trails Projects

Route: Cntrl Section: - Beg. Log Mile: 0.00 End Log Mile: 0.00 Parish: Off-System Road:

Project Phase	Project Cost	Tot Cost (w/CE& + IDC)	Federal Share	Fund	Year	Sponsor
Feasibility	$22,500.00	$22,500.00	$18,000.00	RTP	2023	
	$36,000.00	$36,000.00	$28,800.00	RTP	2024	
	$22,500.00	$22,500.00	$18,000.00	RTP	2025	

Project Phase	Project Cost	Tot Cost (w/CE& + IDC)	Federal Share	Fund	Year	Sponsor
	$22,500.00	$22,500.00	$18,000.00	RTP	2026	
Design (Engineering)	$3,750.00	$3,750.00	$3,000.00	RTP	2023	
	$3,750.00	$3,750.00	$3,000.00	RTP	2024	
	$3,750.00	$3,750.00	$3,000.00	RTP	2025	
	$3,750.00	$3,750.00	$3,000.00	RTP	2026	
Construction	$112,500.00	$123,750.00	$99,000.00	LOCAL	2023	
	$225,000.00	$247,500.00	$198,000.00	RTP	2023	
	$90,000.00	$99,000.00	$79,200.00	LOCAL	2024	
	$225,000.00	$247,500.00	$198,000.00	RTP	2024	
	$75,000.00	$82,500.00	$66,000.00	LOCAL	2025	
	$315,000.00	$346,500.00	$277,200.00	RTP	2025	
	$75,000.00	$82,500.00	$66,000.00	LOCAL	2026	
	$225,000.00	$247,500.00	$198,000.00	RTP	2026	
Total Cost	**$1,461,000.00**	**$1,595,250.00**	**$1,276,200.00**			

Project: L.000048 Scenic Byways of LA

Route: Cntrl Section: - Beg. Log Mile: 0.00 End Log Mile: 0.00 Parish: Off-System Road:

Project Phase	Project Cost	Tot Cost (w/CE& + IDC)	Federal Share	Fund	Year	Sponsor
Feasibility	$52,500.00	$52,500.00	$42,000.00	NSB	2023	
	$52,500.00	$52,500.00	$42,000.00	NSB	2024	
	$52,500.00	$52,500.00	$42,000.00	NSB	2025	
	$52,500.00	$52,500.00	$42,000.00	NSB	2026	
Design (Engineering)	$52,500.00	$52,500.00	$42,000.00	NSB	2023	
	$180,000.00	$180,000.00	$144,000.00	STCASH	2023	
	$52,500.00	$52,500.00	$42,000.00	NSB	2024	
	$52,500.00	$52,500.00	$42,000.00	NSB	2025	
	$52,500.00	$52,500.00	$42,000.00	NSB	2026	
Construction	$150,000.00	$165,000.00	$132,000.00	LOCAL	2023	
	$37,500.00	$41,250.00	$33,000.00	NSB	2023	
	$150,000.00	$165,000.00	$132,000.00	STCASH	2023	
	$37,500.00	$41,250.00	$33,000.00	STPFLEX	2023	
	$67,500.00	$74,250.00	$59,400.00	NSB	2024	
	$67,500.00	$74,250.00	$59,400.00	NSB	2025	
	$67,500.00	$74,250.00	$59,400.00	NSB	2026	
Total Cost	**$1,177,500.00**	**$1,235,250.00**	**$988,200.00**			

Project: L.000049 Indian Reservation Roads

Route: Cntrl Section: - Beg. Log Mile: 0.00 End Log Mile: 0.00 Parish: Off-System Road:

Project Phase	Project Cost	Tot Cost (w/CE& + IDC)	Federal Share	Fund	Year	Sponsor
Design (Engineering)	$3,000.00	$3,000.00	$2,400.00	FLH	2023	

Project Phase	Project Cost	Tot Cost (w/CE& + IDC)	Federal Share	Fund	Year	Sponsor
	$3,000.00	$3,000.00	$2,400.00	FLH	2024	
	$3,000.00	$3,000.00	$2,400.00	FLH	2025	
	$3,000.00	$3,000.00	$2,400.00	FLH	2026	
Construction	$60,000.00	$66,000.00	$52,800.00	FLH	2023	
	$60,000.00	$66,000.00	$52,800.00	FLH	2024	
	$60,000.00	$66,000.00	$52,800.00	FLH	2025	
	$60,000.00	$66,000.00	$52,800.00	FLH	2026	
Total Cost	**$252,000.00**	**$276,000.00**	**$220,800.00**			

Project: L.000050 LA Public Lands Highway Program

Route: Cntrl Section: - Beg. Log Mile: 0.00 End Log Mile: 0.00 Parish: Off-System Road:

Project Phase	Project Cost	Tot Cost (w/CE& + IDC)	Federal Share	Fund	Year	Sponsor
Construction	$37,500.00	$41,250.00	$33,000.00	FLH	2023	
	$600,000.00	$660,000.00	$528,000.00	FLH	2024	
	$150,000.00	$165,000.00	$132,000.00	STP<5K	2024	
	$750,000.00	$825,000.00	$660,000.00	FLH	2025	
	$750,000.00	$825,000.00	$660,000.00	FLH	2026	
Total Cost	**$2,287,500.00**	**$2,516,250.00**	**$2,013,000.00**			

Project: L.000051 Overlay or Surface Repair on Interstate

Route: Cntrl Section: - Beg. Log Mile: 0.00 End Log Mile: 0.00 Parish: Off-System Road:

Project Phase	Project Cost	Tot Cost (w/CE& + IDC)	Federal Share	Fund	Year	Sponsor
Environmental	$7,500.00	$7,500.00	$6,000.00	NHPP	2023	
	$7,500.00	$7,500.00	$6,000.00	NHPP	2024	
	$7,500.00	$7,500.00	$6,000.00	NHPP	2025	
	$7,500.00	$7,500.00	$6,000.00	NHPP	2026	
Design (Engineering)	$150,000.00	$150,000.00	$120,000.00	NHPP	2023	
	$150,000.00	$150,000.00	$120,000.00	NHPP	2024	
	$150,000.00	$150,000.00	$120,000.00	NHPP	2025	
	$150,000.00	$150,000.00	$120,000.00	NHPP	2026	
	$37,500.00	$41,250.00	$33,000.00	IM	2023	
Construction	$1,500,000.00	$1,650,000.00	$1,320,000.00	NHPP	2023	
	$37,500.00	$41,250.00	$33,000.00	STP<5K	2023	
	$112,500.00	$123,750.00	$99,000.00	STPFLEX	2023	
	$75,000.00	$82,500.00	$66,000.00	DEMO	2024	
	$2,310,000.00	$2,541,000.00	$2,032,800.00	NHPP	2024	
	$225,000.00	$247,500.00	$198,000.00	STPFLEX	2024	
	$4,500,000.00	$4,950,000.00	$3,960,000.00	NHPP	2025	
	$4,500,000.00	$4,950,000.00	$3,960,000.00	NHPP	2026	
Total Cost	**$13,927,500.00**	**$15,257,250.00**	**$12,205,800.00**			

Project: L.000053 Statewide Overlay Program

Route: Cntrl Section: - Beg. Log Mile: 0.00 End Log Mile: 0.00 Parish: Off-System Road:

Project Phase	Project Cost	Tot Cost (w/CE& + IDC)	Federal Share	Fund	Year	Sponsor
Environmental	$7,500.00	$7,500.00	$6,000.00	STPFLEX	2023	
	$18,750.00	$18,750.00	$15,000.00	NHPP	2024	
	$3,750.00	$3,750.00	$3,000.00	STPFLEX	2024	
	$7,500.00	$7,500.00	$6,000.00	STPFLEX	2025	
	$7,500.00	$7,500.00	$6,000.00	STPFLEX	2026	
Right of Way	$15,000.00	$15,000.00	$12,000.00	STPFLEX	2023	
	$15,000.00	$15,000.00	$12,000.00	STPFLEX	2024	
	$15,000.00	$15,000.00	$12,000.00	STPFLEX	2025	
	$15,000.00	$15,000.00	$12,000.00	STPFLEX	2026	
Utility Relocation	$168,750.00	$168,750.00	$135,000.00	NHPP	2023	
	$71,250.00	$71,250.00	$57,000.00	STPFLEX	2023	
	$75,000.00	$75,000.00	$60,000.00	LOCAL	2024	
	$120,000.00	$120,000.00	$96,000.00	NHPP	2024	
	$75,000.00	$75,000.00	$60,000.00	STPFLEX	2024	
	$30,000.00	$30,000.00	$24,000.00	LOCAL	2025	
	$52,500.00	$52,500.00	$42,000.00	NHPP	2025	
	$15,000.00	$15,000.00	$12,000.00	STPFLEX	2025	
	$120,000.00	$120,000.00	$96,000.00	STPFLEX	2026	
Design (Engineering)	$22,500.00	$22,500.00	$18,000.00	NHPP	2023	
	$22,500.00	$22,500.00	$18,000.00	STPFLEX	2023	
	$22,500.00	$22,500.00	$18,000.00	NHPP	2024	
	$22,500.00	$22,500.00	$18,000.00	STPFLEX	2024	
	$15,000.00	$15,000.00	$12,000.00	DEMO	2025	
	$22,500.00	$22,500.00	$18,000.00	NHPP	2025	
	$22,500.00	$22,500.00	$18,000.00	STPFLEX	2025	
	$22,500.00	$22,500.00	$18,000.00	NHPP	2026	
	$22,500.00	$22,500.00	$18,000.00	STPFLEX	2026	
Construction	$450,000.00	$495,000.00	$396,000.00	HRRR	2023	
	$37,500.00	$41,250.00	$33,000.00	HSIP	2023	
	$1,500,000.00	$1,650,000.00	$1,320,000.00	NFA	2023	
	$4,500,000.00	$4,950,000.00	$3,960,000.00	NHPP	2023	
	$15,000.00	$16,500.00	$13,200.00	SATRANS	2023	
	$2,250,000.00	$2,475,000.00	$1,980,000.00	STBONDS	2023	
	$150,000.00	$165,000.00	$132,000.00	STCASH	2023	
	$225,000.00	$247,500.00	$198,000.00	STP<200K	2023	
	$900,000.00	$990,000.00	$792,000.00	STP<5K	2023	
	$7,500,000.00	$8,250,000.00	$6,600,000.00	STPFLEX	2023	
	$52,500.00	$57,750.00	$46,200.00	DEMO	2024	
	$525,000.00	$577,500.00	$462,000.00	HRRR	2024	
	$150,000.00	$165,000.00	$132,000.00	HSIP	2024	

Project Phase	Project Cost	Tot Cost (w/CE& + IDC)	Federal Share	Fund	Year	Sponsor
	$90,000.00	$99,000.00	$79,200.00	HSIPPEN	2024	
	$75,000.00	$82,500.00	$66,000.00	LOCAL	2024	
	$1,500,000.00	$1,650,000.00	$1,320,000.00	NFA	2024	
	$11,250,000.00	$12,375,000.00	$9,900,000.00	NHPP	2024	
	$750,000.00	$825,000.00	$660,000.00	STBONDS	2024	
	$750,000.00	$825,000.00	$660,000.00	STCASH	2024	
	$330,000.00	$363,000.00	$290,400.00	STGEN	2024	
	$2,250,000.00	$2,475,000.00	$1,980,000.00	STP<200K	2024	
	$1,447,500.00	$1,592,250.00	$1,273,800.00	STP<5K	2024	
	$9,750,000.00	$10,725,000.00	$8,580,000.00	STPFLEX	2024	
	$1,200,000.00	$1,320,000.00	$1,056,000.00	COVID	2025	
	$150,000.00	$165,000.00	$132,000.00	DEMO	2025	
	$75,000.00	$82,500.00	$66,000.00	HRRR	2025	
	$300,000.00	$330,000.00	$264,000.00	HSIP	2025	
	$75,000.00	$82,500.00	$66,000.00	HSIPPEN	2025	
	$1,500,000.00	$1,650,000.00	$1,320,000.00	NFA	2025	
	$9,000,000.00	$9,900,000.00	$7,920,000.00	NHPP	2025	
	$750,000.00	$825,000.00	$660,000.00	STBONDS	2025	
	$337,500.00	$371,250.00	$297,000.00	STCASH	2025	
	$1,560,000.00	$1,716,000.00	$1,372,800.00	STP<5K	2025	
	$7,875,000.00	$8,662,500.00	$6,930,000.00	STPFLEX	2025	
	$3,000,000.00	$3,300,000.00	$2,640,000.00	COVID	2026	
	$150,000.00	$165,000.00	$132,000.00	DEMO	2026	
	$300,000.00	$330,000.00	$264,000.00	HSIP	2026	
	$1,500,000.00	$1,650,000.00	$1,320,000.00	NFA	2026	
	$7,500,000.00	$8,250,000.00	$6,600,000.00	NHPP	2026	
	$750,000.00	$825,000.00	$660,000.00	STBONDS	2026	
	$150,000.00	$165,000.00	$132,000.00	STCASH	2026	
	$225,000.00	$247,500.00	$198,000.00	STP<200K	2026	
	$975,000.00	$1,072,500.00	$858,000.00	STP<5K	2026	
	$9,000,000.00	$9,900,000.00	$7,920,000.00	STPFLEX	2026	
Total Cost	**$93,847,500.00**	**$103,129,500.00**	**$82,503,600.00**			

Project: L.000054 Road Preventative Maintenance Program

Route: Cntrl Section: - Beg. Log Mile: 0.00 End Log Mile: 0.00 Parish: Off-System Road:

Project Phase	Project Cost	Tot Cost (w/CE& + IDC)	Federal Share	Fund	Year	Sponsor
Utility Relocation	$60,000.00	$60,000.00	$48,000.00	STPFLEX	2023	
	$60,000.00	$60,000.00	$48,000.00	STPFLEX	2024	
	$75,000.00	$75,000.00	$60,000.00	STPFLEX	2025	
	$60,000.00	$60,000.00	$48,000.00	STPFLEX	2026	
Construction	$75,000.00	$82,500.00	$66,000.00	DEMO	2023	

Project Phase	Project Cost	Tot Cost (w/CE& + IDC)	Federal Share	Fund	Year	Sponsor
	$75,000.00	$82,500.00	$66,000.00	NFA	2023	
	$375,000.00	$412,500.00	$330,000.00	NHPP	2023	
	$1,200,000.00	$1,320,000.00	$1,056,000.00	STPFLEX	2023	
	$75,000.00	$82,500.00	$66,000.00	DEMO	2024	
	$75,000.00	$82,500.00	$66,000.00	NFA	2024	
	$225,000.00	$247,500.00	$198,000.00	NHPP	2024	
	$337,500.00	$371,250.00	$297,000.00	STP<200K	2024	
	$75,000.00	$82,500.00	$66,000.00	STP<5K	2024	
	$1,425,000.00	$1,567,500.00	$1,254,000.00	STPFLEX	2024	
	$262,500.00	$288,750.00	$231,000.00	COVID	2025	
	$75,000.00	$82,500.00	$66,000.00	NFA	2025	
	$75,000.00	$82,500.00	$66,000.00	NHPP	2025	
	$1,237,500.00	$1,361,250.00	$1,089,000.00	STPFLEX	2025	
	$75,000.00	$82,500.00	$66,000.00	HSIP	2026	
	$75,000.00	$82,500.00	$66,000.00	NFA	2026	
	$600,000.00	$660,000.00	$528,000.00	NHPP	2026	
	$525,000.00	$577,500.00	$462,000.00	STPFLEX	2026	
Total Cost	**$7,117,500.00**	**$7,803,750.00**	**$6,243,000.00**			

Project: L.000055 Rail Road Crossing Improvements

Route: Cntrl Section: - Beg. Log Mile: 0.00 End Log Mile: 0.00 Parish: Off-System Road:

Project Phase	Project Cost	Tot Cost (w/CE& + IDC)	Federal Share	Fund	Year	Sponsor
Feasibility	$7,500.00	$7,500.00	$6,000.00	STCASH	2023	
	$7,500.00	$7,500.00	$6,000.00	STCASH	2024	
	$7,500.00	$7,500.00	$6,000.00	STCASH	2025	
	$7,500.00	$7,500.00	$6,000.00	STCASH	2026	
Environmental	$7,500.00	$7,500.00	$6,000.00	STCASH	2023	
	$7,500.00	$7,500.00	$6,000.00	STCASH	2024	
	$7,500.00	$7,500.00	$6,000.00	STCASH	2025	
	$7,500.00	$7,500.00	$6,000.00	STCASH	2026	
Right of Way	$7,500.00	$7,500.00	$6,000.00	LOCAL	2023	
	$7,500.00	$7,500.00	$6,000.00	STCASH	2023	
	$7,500.00	$7,500.00	$6,000.00	STCASH	2024	
	$7,500.00	$7,500.00	$6,000.00	STCASH	2025	
	$7,500.00	$7,500.00	$6,000.00	STCASH	2026	
Utility Relocation	$15,000.00	$15,000.00	$12,000.00	LOCAL	2023	
	$22,500.00	$22,500.00	$18,000.00	STCASH	2023	
	$22,500.00	$22,500.00	$18,000.00	STCASH	2024	
	$37,500.00	$37,500.00	$30,000.00	LOCAL	2025	
	$300,000.00	$300,000.00	$240,000.00	STCASH	2025	
	$22,500.00	$22,500.00	$18,000.00	STCASH	2026	

Project Phase	Project Cost	Tot Cost (w/CE& + IDC)	Federal Share	Fund	Year	Sponsor
Design (Engineering)	$15,000.00	$15,000.00	$12,000.00	STCASH	2023	
	$15,000.00	$15,000.00	$12,000.00	STCASH	2024	
	$15,000.00	$15,000.00	$12,000.00	STCASH	2025	
	$15,000.00	$15,000.00	$12,000.00	STCASH	2026	
Construction	$120,000.00	$132,000.00	$105,600.00	HSIP	2023	
	$225,000.00	$247,500.00	$198,000.00	LOCAL	2023	
	$1,125,000.00	$1,237,500.00	$990,000.00	STCASH	2023	
	$225,000.00	$247,500.00	$198,000.00	LOCAL	2024	
	$1,125,000.00	$1,237,500.00	$990,000.00	STCASH	2024	
	$225,000.00	$247,500.00	$198,000.00	LOCAL	2025	
	$1,125,000.00	$1,237,500.00	$990,000.00	STCASH	2025	
	$225,000.00	$247,500.00	$198,000.00	LOCAL	2026	
	$1,125,000.00	$1,237,500.00	$990,000.00	STCASH	2026	
Total Cost	**$6,097,500.00**	**$6,649,500.00**	**$5,319,600.00**			

Project: L.000056 Misc Hazard Elimination and Safety

Route: Cntrl Section: - Beg. Log Mile: 0.00 End Log Mile: 0.00 Parish: Off-System Road:

Project Phase	Project Cost	Tot Cost (w/CE& + IDC)	Federal Share	Fund	Year	Sponsor
Feasibility	$15,000.00	$15,000.00	$12,000.00	HSIP	2023	
	$45,000.00	$45,000.00	$36,000.00	HSIPPEN	2023	
	$15,000.00	$15,000.00	$12,000.00	HSIP	2024	
	$165,000.00	$165,000.00	$132,000.00	HSIPPEN	2024	
	$52,500.00	$52,500.00	$42,000.00	STCASH	2024	
	$15,000.00	$15,000.00	$12,000.00	HSIP	2025	
	$120,000.00	$120,000.00	$96,000.00	HSIPPEN	2025	
	$975,000.00	$975,000.00	$780,000.00	STCASH	2025	
	$15,000.00	$15,000.00	$12,000.00	HSIP	2026	
	$375,000.00	$375,000.00	$300,000.00	HSIPPEN	2026	
	$75,000.00	$75,000.00	$60,000.00	STCASH	2026	
Environmental	$22,500.00	$22,500.00	$18,000.00	HSIP	2023	
	$7,500.00	$7,500.00	$6,000.00	HSIPPEN	2023	
	$22,500.00	$22,500.00	$18,000.00	HSIP	2024	
	$7,500.00	$7,500.00	$6,000.00	HSIPPEN	2024	
	$7,500.00	$7,500.00	$6,000.00	HSIP	2025	
	$22,500.00	$22,500.00	$18,000.00	HSIPPEN	2025	
	$9,750.00	$9,750.00	$7,800.00	SATRANS	2025	
	$22,500.00	$22,500.00	$18,000.00	HSIP	2026	
	$7,500.00	$7,500.00	$6,000.00	HSIPPEN	2026	
Right of Way	$300,000.00	$300,000.00	$240,000.00	HSIP	2023	
	$150,000.00	$150,000.00	$120,000.00	HSIPPEN	2023	
	$15,000.00	$15,000.00	$12,000.00	SATRANS	2023	

Project Phase	Project Cost	Tot Cost (w/CE& + IDC)	Federal Share	Fund	Year	Sponsor
	$75,000.00	$75,000.00	$60,000.00	STCASH	2023	
	$562,500.00	$562,500.00	$450,000.00	HSIP	2024	
	$75,000.00	$75,000.00	$60,000.00	HSIPPEN	2024	
	$75,000.00	$75,000.00	$60,000.00	STCASH	2024	
	$450,000.00	$450,000.00	$360,000.00	HSIP	2025	
	$150,000.00	$150,000.00	$120,000.00	HSIPPEN	2025	
	$15,000.00	$15,000.00	$12,000.00	SATRANS	2025	
	$15,000.00	$15,000.00	$12,000.00	STCASH	2025	
	$300,000.00	$300,000.00	$240,000.00	HSIP	2026	
	$150,000.00	$150,000.00	$120,000.00	HSIPPEN	2026	
Utility Relocation	$300,000.00	$300,000.00	$240,000.00	HSIP	2023	
	$150,000.00	$150,000.00	$120,000.00	HSIPPEN	2023	
	$300,000.00	$300,000.00	$240,000.00	HSIP	2024	
	$150,000.00	$150,000.00	$120,000.00	HSIPPEN	2024	
	$225,000.00	$225,000.00	$180,000.00	HSIP	2025	
	$195,000.00	$195,000.00	$156,000.00	HSIPPEN	2025	
	$600,000.00	$600,000.00	$480,000.00	STCASH	2025	
	$37,500.00	$37,500.00	$30,000.00	STPFLEX	2025	
	$300,000.00	$300,000.00	$240,000.00	HSIP	2026	
	$150,000.00	$150,000.00	$120,000.00	HSIPPEN	2026	
Design (Engineering)	$75,000.00	$75,000.00	$60,000.00	HSIP	2023	
	$30,000.00	$30,000.00	$24,000.00	HSIPPEN	2023	
	$120,000.00	$120,000.00	$96,000.00	SATRANS	2023	
	$75,000.00	$75,000.00	$60,000.00	STCASH	2023	
	$60,000.00	$60,000.00	$48,000.00	HSIP	2024	
	$67,500.00	$67,500.00	$54,000.00	HSIPPEN	2024	
	$135,000.00	$135,000.00	$108,000.00	HSIP	2025	
	$30,000.00	$30,000.00	$24,000.00	HSIPPEN	2025	
	$75,000.00	$75,000.00	$60,000.00	STCASH	2025	
	$150,000.00	$150,000.00	$120,000.00	HSIP	2026	
	$30,000.00	$30,000.00	$24,000.00	HSIPPEN	2026	
Construction	$2,662,500.00	$2,928,750.00	$2,343,000.00	HSIP	2023	
	$2,025,000.00	$2,227,500.00	$1,782,000.00	HSIPPEN	2023	
	$37,500.00	$41,250.00	$33,000.00	NHPP	2023	
	$37,500.00	$41,250.00	$33,000.00	SATRANS	2023	
	$150,000.00	$165,000.00	$132,000.00	STCASH	2023	
	$3,225,000.00	$3,547,500.00	$2,838,000.00	HSIP	2024	
	$1,515,000.00	$1,666,500.00	$1,333,200.00	HSIPPEN	2024	
	$525,000.00	$577,500.00	$462,000.00	SATRANS	2024	
	$600,000.00	$660,000.00	$528,000.00	STCASH	2024	
	$75,000.00	$82,500.00	$66,000.00	TAP<5K	2024	
	$2,775,000.00	$3,052,500.00	$2,442,000.00	HSIP	2025	

Project Phase	Project Cost	Tot Cost (w/CE& + IDC)	Federal Share	Fund	Year	Sponsor
	$2,850,000.00	$3,135,000.00	$2,508,000.00	HSIPPEN	2025	
	$450,000.00	$495,000.00	$396,000.00	STCASH	2025	
	$750,000.00	$825,000.00	$660,000.00	STPFLEX	2025	
	$75,000.00	$82,500.00	$66,000.00	TAP<5K	2025	
	$3,525,000.00	$3,877,500.00	$3,102,000.00	HSIP	2026	
	$3,000,000.00	$3,300,000.00	$2,640,000.00	HSIPPEN	2026	
	$75,000.00	$82,500.00	$66,000.00	NHPP	2026	
	$75,000.00	$82,500.00	$66,000.00	STCASH	2026	
Total Cost	**$32,012,250.00**	**$34,455,000.00**	**$27,564,000.00**			

Project: L.000057 Soft Side Safety

Route: Cntrl Section: - Beg. Log Mile: 0.00 End Log Mile: 0.00 Parish: Off-System Road:

Project Phase	Project Cost	Tot Cost (w/CE& + IDC)	Federal Share	Fund	Year	Sponsor
Feasibility	$37,500.00	$37,500.00	$30,000.00	HSIP	2023	
	$112,500.00	$112,500.00	$90,000.00	HSIPPEN	2023	
	$71,250.00	$71,250.00	$57,000.00	STCASH	2023	
	$15,000.00	$15,000.00	$12,000.00	HSIP	2024	
	$206,250.00	$206,250.00	$165,000.00	HSIPPEN	2024	
	$75,000.00	$75,000.00	$60,000.00	STCASH	2024	
	$15,000.00	$15,000.00	$12,000.00	STPFLEX	2024	
	$435,000.00	$435,000.00	$348,000.00	HSIP	2025	
	$112,500.00	$112,500.00	$90,000.00	HSIPPEN	2025	
	$15,000.00	$15,000.00	$12,000.00	STPFLEX	2025	
	$435,000.00	$435,000.00	$348,000.00	HSIP	2026	
	$112,500.00	$112,500.00	$90,000.00	HSIPPEN	2026	
	$15,000.00	$15,000.00	$12,000.00	STPFLEX	2026	
Total Cost	**$1,657,500.00**	**$1,657,500.00**	**$1,326,000.00**			

Project: L.000060 Local Road Safety Program

Route: Cntrl Section: - Beg. Log Mile: 0.00 End Log Mile: 0.00 Parish: Off-System Road:

Project Phase	Project Cost	Tot Cost (w/CE& + IDC)	Federal Share	Fund	Year	Sponsor
Feasibility	$15,000.00	$15,000.00	$12,000.00	HSIPPEN	2024	
	$24,000.00	$24,000.00	$19,200.00	STCASH	2024	
	$21,900.00	$21,900.00	$17,520.00	HSIPPEN	2025	
	$24,000.00	$24,000.00	$19,200.00	STCASH	2025	
	$21,900.00	$21,900.00	$17,520.00	HSIPPEN	2026	
	$24,000.00	$24,000.00	$19,200.00	STCASH	2026	
Right of Way	$1,500.00	$1,500.00	$1,200.00	HRRR	2023	
	$13,500.00	$13,500.00	$10,800.00	HSIPPEN	2023	

Project Phase	Project Cost	Tot Cost (w/CE& + IDC)	Federal Share	Fund	Year	Sponsor
	$15,000.00	$15,000.00	$12,000.00	STCASH	2023	
	$7,500.00	$7,500.00	$6,000.00	HRRR	2024	
	$75,000.00	$75,000.00	$60,000.00	HSIPPEN	2024	
	$15,000.00	$15,000.00	$12,000.00	HRRR	2025	
	$1,500.00	$1,500.00	$1,200.00	HRRR	2026	
	$6,000.00	$6,000.00	$4,800.00	HSIP	2026	
	$7,500.00	$7,500.00	$6,000.00	HSIPPEN	2026	
	$7,500.00	$7,500.00	$6,000.00	STCASH	2026	
Utility Relocation	$1,500.00	$1,500.00	$1,200.00	HRRR	2023	
	$13,500.00	$13,500.00	$10,800.00	HSIPPEN	2023	
	$15,000.00	$15,000.00	$12,000.00	STCASH	2023	
	$15,000.00	$15,000.00	$12,000.00	HRRR	2024	
	$15,000.00	$15,000.00	$12,000.00	HRRR	2025	
	$1,500.00	$1,500.00	$1,200.00	HRRR	2026	
	$6,000.00	$6,000.00	$4,800.00	HSIP	2026	
	$7,500.00	$7,500.00	$6,000.00	HSIPPEN	2026	
	$7,500.00	$7,500.00	$6,000.00	STCASH	2026	
Design (Engineering)	$1,500.00	$1,500.00	$1,200.00	HRRR	2023	
	$13,500.00	$13,500.00	$10,800.00	HSIPPEN	2023	
	$15,000.00	$15,000.00	$12,000.00	STCASH	2023	
	$9,000.00	$9,000.00	$7,200.00	HRRR	2024	
	$30,000.00	$30,000.00	$24,000.00	HSIPPEN	2024	
	$15,000.00	$15,000.00	$12,000.00	STCASH	2024	
	$11,250.00	$11,250.00	$9,000.00	HRRR	2025	
	$75,000.00	$75,000.00	$60,000.00	HSIPPEN	2025	
	$30,000.00	$30,000.00	$24,000.00	STCASH	2025	
	$6,000.00	$6,000.00	$4,800.00	HSIP	2026	
	$37,500.00	$37,500.00	$30,000.00	HSIPPEN	2026	
	$7,500.00	$7,500.00	$6,000.00	STCASH	2026	
Construction	$7,500.00	$8,250.00	$6,600.00	HRRR	2023	
	$67,500.00	$74,250.00	$59,400.00	HSIPPEN	2023	
	$15,000.00	$16,500.00	$13,200.00	STCASH	2023	
	$15,000.00	$16,500.00	$13,200.00	HRRR	2024	
	$975,000.00	$1,072,500.00	$858,000.00	HSIPPEN	2024	
	$45,000.00	$49,500.00	$39,600.00	STCASH	2024	
	$75,000.00	$82,500.00	$66,000.00	HRRR	2025	
	$75,000.00	$82,500.00	$66,000.00	HSIP	2025	
	$997,500.00	$1,097,250.00	$877,800.00	HSIPPEN	2025	
	$15,000.00	$16,500.00	$13,200.00	LOCAL	2025	
	$3,750.00	$4,125.00	$3,300.00	HRRR	2026	
	$206,250.00	$226,875.00	$181,500.00	HSIP	2026	
	$225,000.00	$247,500.00	$198,000.00	HSIPPEN	2026	
	$75,000.00	$82,500.00	$66,000.00	LOCAL	2026	

Project Phase	Project Cost	Tot Cost (w/CE& + IDC)	Federal Share	Fund	Year	Sponsor
	$75,000.00	$82,500.00	$66,000.00	STCASH	2026	
Total Cost	**$3,487,050.00**	**$3,774,300.00**	**$3,019,440.00**			

Project: L.000061 Safe Routes to Public Places Program

Route: Cntrl Section: - Beg. Log Mile: 0.00 End Log Mile: 0.00 Parish: Off-System Road:

Project Phase	Project Cost	Tot Cost (w/CE& + IDC)	Federal Share	Fund	Year	Sponsor
Feasibility	$30,000.00	$30,000.00	$24,000.00	SR2S	2023	
	$102,000.00	$102,000.00	$81,600.00	SR2S	2024	
	$12,000.00	$12,000.00	$9,600.00	HSIPPEN	2025	
	$15,000.00	$15,000.00	$12,000.00	SR2S	2025	
	$45,000.00	$45,000.00	$36,000.00	STCASH	2025	
	$15,000.00	$15,000.00	$12,000.00	SATRANS	2026	
	$12,000.00	$12,000.00	$9,600.00	SR2S	2026	
Design (Engineering)	$90,000.00	$90,000.00	$72,000.00	HSIPPEN	2023	
	$30,000.00	$30,000.00	$24,000.00	SATRANS	2023	
	$30,000.00	$30,000.00	$24,000.00	SR2S	2023	
	$15,000.00	$15,000.00	$12,000.00	STCASH	2023	
	$37,500.00	$37,500.00	$30,000.00	HSIPPEN	2024	
	$30,000.00	$30,000.00	$24,000.00	SATRANS	2024	
	$22,500.00	$22,500.00	$18,000.00	SR2S	2024	
	$75,000.00	$75,000.00	$60,000.00	STCASH	2024	
	$15,000.00	$15,000.00	$12,000.00	HSIPPEN	2025	
	$30,000.00	$30,000.00	$24,000.00	SATRANS	2025	
	$45,000.00	$45,000.00	$36,000.00	SR2S	2025	
	$30,000.00	$30,000.00	$24,000.00	STCASH	2025	
	$60,000.00	$60,000.00	$48,000.00	HSIPPEN	2026	
	$30,000.00	$30,000.00	$24,000.00	SATRANS	2026	
	$15,000.00	$15,000.00	$12,000.00	SR2S	2026	
	$30,000.00	$30,000.00	$24,000.00	STCASH	2026	
Construction	$382,500.00	$420,750.00	$336,600.00	HSIPPEN	2023	
	$150,000.00	$165,000.00	$132,000.00	SATRANS	2023	
	$300,000.00	$330,000.00	$264,000.00	SR2S	2023	
	$150,000.00	$165,000.00	$132,000.00	STCASH	2023	
	$300,000.00	$330,000.00	$264,000.00	HSIPPEN	2024	
	$150,000.00	$165,000.00	$132,000.00	SATRANS	2024	
	$150,000.00	$165,000.00	$132,000.00	SR2S	2024	
	$75,000.00	$82,500.00	$66,000.00	STCASH	2024	
	$112,500.00	$123,750.00	$99,000.00	HSIP	2025	
	$750,000.00	$825,000.00	$660,000.00	HSIPPEN	2025	
	$37,500.00	$41,250.00	$33,000.00	LOCAL	2025	
	$150,000.00	$165,000.00	$132,000.00	SATRANS	2025	

Project Phase	Project Cost	Tot Cost (w/CE& + IDC)	Federal Share	Fund	Year	Sponsor
	$150,000.00	$165,000.00	$132,000.00	SR2S	2025	
	$150,000.00	$165,000.00	$132,000.00	STCASH	2025	
	$150,000.00	$165,000.00	$132,000.00	STPFLEX	2025	
	$487,500.00	$536,250.00	$429,000.00	HSIPPEN	2026	
	$15,000.00	$16,500.00	$13,200.00	N A	2026	
	$150,000.00	$165,000.00	$132,000.00	SATRANS	2026	
	$300,000.00	$330,000.00	$264,000.00	SR2S	2026	
	$37,500.00	$41,250.00	$33,000.00	STP<5K	2026	
Total Cost	**$4,963,500.00**	**$5,378,250.00**	**$4,302,600.00**			

Project: L.000062 Motorist Assistance Patrol (MAP)

Route: Cntrl Section: - Beg. Log Mile: 0.00 End Log Mile: 0.00 Parish: Off-System Road:

Project Phase	Project Cost	Tot Cost (w/CE& + IDC)	Federal Share	Fund	Year	Sponsor
Design Engineering	$7,500.00	$7,500.00	$6,000.00	NHPP	2023	
	$7,500.00	$7,500.00	$6,000.00	NHPP	2024	
	$7,500.00	$7,500.00	$6,000.00	NHPP	2025	
	$7,500.00	$7,500.00	$6,000.00	NHPP	2026	
Construction	$37,500.00	$41,250.00	$33,000.00	CM	2023	
	$37,500.00	$41,250.00	$33,000.00	NHPP	2023	
	$82,500.00	$90,750.00	$72,600.00	STP<200K	2023	
	$7,500.00	$8,250.00	$6,600.00	CM	2024	
	$285,000.00	$313,500.00	$250,800.00	NHPP	2024	
	$82,500.00	$90,750.00	$72,600.00	STP<200K	2024	
	$285,000.00	$313,500.00	$250,800.00	NHPP	2025	
	$150,000.00	$165,000.00	$132,000.00	STP<200K	2025	
	$285,000.00	$313,500.00	$250,800.00	NHPP	2026	
	$82,500.00	$90,750.00	$72,600.00	STP<200K	2026	
Total Cost	**$1,365,000.00**	**$1,498,500.00**	**$1,198,800.00**			

Project: L.000063 Traffic Control Devices Program

Route: Cntrl Section: - Beg. Log Mile: 0.00 End Log Mile: 0.00 Parish: Off-System Road:

Project Phase	Project Cost	Tot Cost (w/CE& + IDC)	Federal Share	Fund	Year	Sponsor
Feasibility	$37,500.00	$37,500.00	$30,000.00	NHPP	2023	
	$37,500.00	$37,500.00	$30,000.00	STPFLEX	2023	
	$22,500.00	$22,500.00	$18,000.00	NHPP	2024	
	$172,500.00	$172,500.00	$138,000.00	STPFLEX	2024	
	$52,500.00	$52,500.00	$42,000.00	NHPP	2025	
	$52,500.00	$52,500.00	$42,000.00	STPFLEX	2025	
	$52,500.00	$52,500.00	$42,000.00	NHPP	2026	
	$52,500.00	$52,500.00	$42,000.00	STPFLEX	2026	

Project Phase	Project Cost	Tot Cost (w/CE& + IDC)	Federal Share	Fund	Year	Sponsor
Design (Engineering)	$157,500.00	$157,500.00	$126,000.00	NHPP	2023	
	$7,500.00	$7,500.00	$6,000.00	NHPP E	2023	
	$37,500.00	$37,500.00	$30,000.00	STCASH	2023	
	$60,000.00	$60,000.00	$48,000.00	STPFLEX	2023	
	$90,000.00	$90,000.00	$72,000.00	NHPP	2024	
	$45,000.00	$45,000.00	$36,000.00	STPFLEX	2024	
	$90,000.00	$90,000.00	$72,000.00	NHPP	2025	
	$45,000.00	$45,000.00	$36,000.00	STPFLEX	2025	
	$45,000.00	$45,000.00	$36,000.00	NHPP	2026	
	$90,000.00	$90,000.00	$72,000.00	STPFLEX	2026	
Construction	$75,000.00	$82,500.00	$66,000.00	HSIP	2023	
	$3,150,000.00	$3,465,000.00	$2,772,000.00	NHPP	2023	
	$375,000.00	$412,500.00	$330,000.00	STCASH	2023	
	$37,500.00	$41,250.00	$33,000.00	STP<5K	2023	
	$975,000.00	$1,072,500.00	$858,000.00	STPFLEX	2023	
	$15,000.00	$16,500.00	$13,200.00	HSIP	2024	
	$750,000.00	$825,000.00	$660,000.00	HSIPPEN	2024	
	$1,781,250.00	$1,959,375.00	$1,567,500.00	NHPP	2024	
	$150,000.00	$165,000.00	$132,000.00	STCASH	2024	
	$150,000.00	$165,000.00	$132,000.00	STP<5K	2024	
	$750,000.00	$825,000.00	$660,000.00	STPFLEX	2024	
	$75,000.00	$82,500.00	$66,000.00	HSIP	2025	
	$1,650,000.00	$1,815,000.00	$1,452,000.00	HSIPPEN	2025	
	$2,100,000.00	$2,310,000.00	$1,848,000.00	NHPP	2025	
	$1,950,000.00	$2,145,000.00	$1,716,000.00	STPFLEX	2025	
	$75,000.00	$82,500.00	$66,000.00	HSIP	2026	
	$1,305,000.00	$1,435,500.00	$1,148,400.00	NHPP	2026	
	$1,200,000.00	$1,320,000.00	$1,056,000.00	STPFLEX	2026	
Total Cost	**$17,711,250.00**	**$19,367,625.00**	**$15,494,100.00**			

Project: L.000064 Transportation System Management Prog

Route: Cntrl Section: - Beg. Log Mile: 0.00 End Log Mile: 0.00 Parish: Off-System Road:

Project Phase	Project Cost	Tot Cost (w/CE& + IDC)	Federal Share	Fund	Year	Sponsor
Environmental	$4,500.00	$4,500.00	$3,600.00	NHPP	2024	
	$3,000.00	$3,000.00	$2,400.00	STPFLEX	2024	
	$7,500.00	$7,500.00	$6,000.00	STPFLEX	2025	
	$7,500.00	$7,500.00	$6,000.00	STPFLEX	2026	
Right of Way	$15,000.00	$15,000.00	$12,000.00	NHPP	2023	
	$6,000.00	$6,000.00	$4,800.00	STPFLEX	2023	
	$18,750.00	$18,750.00	$15,000.00	STPFLEX	2024	
	$82,500.00	$82,500.00	$66,000.00	STPFLEX	2025	

Project Phase	Project Cost	Tot Cost (w/CE& + IDC)	Federal Share	Fund	Year	Sponsor
	$7,500.00	$7,500.00	$6,000.00	STPFLEX	2026	
Utility Relocation	$15,000.00	$15,000.00	$12,000.00	NHPP	2023	
	$7,500.00	$7,500.00	$6,000.00	STPFLEX	2023	
	$540,000.00	$540,000.00	$432,000.00	STPFLEX	2024	
	$48,000.00	$48,000.00	$38,400.00	NHPP	2025	
	$1,500.00	$1,500.00	$1,200.00	RAIL PD	2025	
	$3,000.00	$3,000.00	$2,400.00	STPFLEX	2025	
	$7,500.00	$7,500.00	$6,000.00	STPFLEX	2026	
Design (Engineering)	$7,500.00	$7,500.00	$6,000.00	STPFLEX	2024	
	$75,000.00	$75,000.00	$60,000.00	NHPP	2025	
Construction	$375,000.00	$412,500.00	$330,000.00	NHPP	2023	
	$52,500.00	$57,750.00	$46,200.00	STCASH	2023	
	$37,500.00	$41,250.00	$33,000.00	STP<200K	2023	
	$75,000.00	$82,500.00	$66,000.00	STP<5K	2023	
	$825,000.00	$907,500.00	$726,000.00	STPFLEX	2023	
	$15,000.00	$16,500.00	$13,200.00	HSIPPEN	2024	
	$600,000.00	$660,000.00	$528,000.00	NHPP	2024	
	$150,000.00	$165,000.00	$132,000.00	STP<200K	2024	
	$135,000.00	$148,500.00	$118,800.00	STP<5K	2024	
	$712,500.00	$783,750.00	$627,000.00	STPFLEX	2024	
	$180,000.00	$198,000.00	$158,400.00	COVID	2025	
	$75,000.00	$82,500.00	$66,000.00	HSIP	2025	
	$75,000.00	$82,500.00	$66,000.00	HSIPPEN	2025	
	$75,000.00	$82,500.00	$66,000.00	LOCAL	2025	
	$885,000.00	$973,500.00	$778,800.00	NHPP	2025	
	$15,000.00	$16,500.00	$13,200.00	STCASH	2025	
	$30,000.00	$33,000.00	$26,400.00	STP<200K	2025	
	$810,000.00	$891,000.00	$712,800.00	STPFLEX	2025	
	$600,000.00	$660,000.00	$528,000.00	NHPP	2026	
	$150,000.00	$165,000.00	$132,000.00	STP<200K	2026	
	$750,000.00	$825,000.00	$660,000.00	STPFLEX	2026	
Total Cost	**$7,479,750.00**	**$8,142,000.00**	**$6,513,600.00**			

Project: L.000065 ITS Systems (Statewide)

Route: Cntrl Section: - Beg. Log Mile: 0.00 End Log Mile: 0.00 Parish: Off-System Road:

Project Phase	Project Cost	Tot Cost (w/CE& + IDC)	Federal Share	Fund	Year	Sponsor
Feasibility	$45,000.00	$45,000.00	$36,000.00	NHPP	2023	
	$45,000.00	$45,000.00	$36,000.00	STCASH	2023	
	$52,500.00	$52,500.00	$42,000.00	STPFLEX	2023	
	$22,500.00	$22,500.00	$18,000.00	NHPP	2024	
	$75,000.00	$75,000.00	$60,000.00	STPFLEX	2024	

Project Phase	Project Cost	Tot Cost (w/CE& + IDC)	Federal Share	Fund	Year	Sponsor
	$30,000.00	$30,000.00	$24,000.00	NHPP	2025	
	$60,000.00	$60,000.00	$48,000.00	STPFLEX	2025	
	$30,000.00	$30,000.00	$24,000.00	NHPP	2026	
	$75,000.00	$75,000.00	$60,000.00	STPFLEX	2026	
Design (Engineering)	$172,500.00	$172,500.00	$138,000.00	NHPP	2023	
	$90,000.00	$90,000.00	$72,000.00	STPFLEX	2023	
	$225,000.00	$225,000.00	$180,000.00	NHPP	2024	
	$300,000.00	$300,000.00	$240,000.00	STPFLEX	2024	
	$150,000.00	$150,000.00	$120,000.00	NHPP	2025	
	$300,000.00	$300,000.00	$240,000.00	STPFLEX	2025	
	$150,000.00	$150,000.00	$120,000.00	NHPP	2026	
	$300,000.00	$300,000.00	$240,000.00	STPFLEX	2026	
Construction	$1,200,000.00	$1,320,000.00	$1,056,000.00	NHPP	2023	
	$112,500.00	$123,750.00	$99,000.00	STPFLEX	2023	
	$1,312,500.00	$1,443,750.00	$1,155,000.00	NHPP	2024	
	$150,000.00	$165,000.00	$132,000.00	STCASH	2024	
	$525,000.00	$577,500.00	$462,000.00	STPFLEX	2024	
	$1,650,000.00	$1,815,000.00	$1,452,000.00	NHPP	2025	
	$525,000.00	$577,500.00	$462,000.00	STPFLEX	2025	
	$900,000.00	$990,000.00	$792,000.00	NHPP	2026	
	$525,000.00	$577,500.00	$462,000.00	STPFLEX	2026	
Total Cost	**$9,022,500.00**	**$9,712,500.00**	**$7,770,000.00**			

Project: L.000067 Interstate Lighting, Electrical Projects

Route: Cntrl Section: - Beg. Log Mile: 0.00 End Log Mile: 0.00 Parish: Off-System Road:

Project Phase	Project Cost	Tot Cost (w/CE& + IDC)	Federal Share	Fund	Year	Sponsor
Design (Engineering)	$30,000.00	$30,000.00	$24,000.00	NHPP	2023	
	$75,000.00	$75,000.00	$60,000.00	NHPP	2024	
	$120,000.00	$120,000.00	$96,000.00	NHPP	2025	
	$75,000.00	$75,000.00	$60,000.00	STCASH	2025	
	$60,000.00	$60,000.00	$48,000.00	NHPP	2026	
Construction	$600,000.00	$660,000.00	$528,000.00	NHPP	2023	
	$450,000.00	$495,000.00	$396,000.00	NHPP	2024	
	$450,000.00	$495,000.00	$396,000.00	NHPP	2025	
	$825,000.00	$907,500.00	$726,000.00	NHPP	2026	
Total Cost	**$2,685,000.00**	**$2,917,500.00**	**$2,334,000.00**			

Project: L.000068 Access Management Projects

Route: Cntrl Section: - Beg. Log Mile: 0.00 End Log Mile: 0.00 Parish: Off-System Road:

Remark	Type Improvement	Work Type
		Oper Efficiency/Motorist Assistance, Access Management

Project Phase	Project Cost	Tot Cost (w/CE& + IDC)	Federal Share	Fund	Year	Sponsor
Feasibility	$90,000.00	$90,000.00	$72,000.00	NHPP	2023	
	$60,000.00	$60,000.00	$48,000.00	STPFLEX	2023	
	$45,000.00	$45,000.00	$36,000.00	NHPP	2024	
	$135,000.00	$135,000.00	$108,000.00	STPFLEX	2024	
	$247,500.00	$247,500.00	$198,000.00	NHPP	2025	
	$22,500.00	$22,500.00	$18,000.00	STPFLEX	2025	
	$75,000.00	$75,000.00	$60,000.00	NHPP	2026	
	$15,000.00	$15,000.00	$12,000.00	STPFLEX	2026	
Environmental	$7,500.00	$7,500.00	$6,000.00	NHPP	2023	
	$7,500.00	$7,500.00	$6,000.00	STPFLEX	2023	
	$7,500.00	$7,500.00	$6,000.00	NHPP	2024	
	$15,000.00	$15,000.00	$12,000.00	STPFLEX	2024	
	$7,500.00	$7,500.00	$6,000.00	NHPP	2025	
	$7,500.00	$7,500.00	$6,000.00	STPFLEX	2025	
	$7,500.00	$7,500.00	$6,000.00	NHPP	2026	
	$7,500.00	$7,500.00	$6,000.00	STPFLEX	2026	
Right of Way	$15,000.00	$15,000.00	$12,000.00	HSIP	2023	
	$45,000.00	$45,000.00	$36,000.00	NHPP	2023	
	$11,250.00	$11,250.00	$9,000.00	STCASH	2023	
	$60,000.00	$60,000.00	$48,000.00	STPFLEX	2023	
	$202,500.00	$202,500.00	$162,000.00	NHPP	2024	
	$97,500.00	$97,500.00	$78,000.00	STPFLEX	2024	
	$60,000.00	$60,000.00	$48,000.00	NHPP	2025	
	$487,500.00	$487,500.00	$390,000.00	STBONDS	2025	
	$225,000.00	$225,000.00	$180,000.00	STPFLEX	2025	
	$7,500.00	$7,500.00	$6,000.00	NHPP	2026	
	$112,500.00	$112,500.00	$90,000.00	STPFLEX	2026	
Utility Relocation	$123,750.00	$123,750.00	$99,000.00	HSIP	2023	
	$3,750.00	$3,750.00	$3,000.00	NHPP	2023	
	$142,500.00	$142,500.00	$114,000.00	STPFLEX	2023	
	$30,000.00	$30,000.00	$24,000.00	NHPP	2024	
	$150,000.00	$150,000.00	$120,000.00	STPFLEX	2024	
	$30,000.00	$30,000.00	$24,000.00	NHPP	2025	
	$90,000.00	$90,000.00	$72,000.00	STBONDS	2025	
	$120,000.00	$120,000.00	$96,000.00	STPFLEX	2025	
	$30,000.00	$30,000.00	$24,000.00	NHPP	2026	

Project Phase	Project Cost	Tot Cost (w/CE& + IDC)	Federal Share	Fund	Year	Sponsor
	$30,000.00	$30,000.00	$24,000.00	STPFLEX	2026	
Design (Engineering)	$37,500.00	$37,500.00	$30,000.00	HSIP	2023	
	$75,000.00	$75,000.00	$60,000.00	NHPP	2023	
	$112,500.00	$112,500.00	$90,000.00	STPFLEX	2023	
	$165,000.00	$165,000.00	$132,000.00	NHPP	2024	
	$975.00	$975.00	$780.00	SATRANS	2024	
	$75,000.00	$75,000.00	$60,000.00	STPFLEX	2024	
	$45,000.00	$45,000.00	$36,000.00	NHPP	2025	
	$135,000.00	$135,000.00	$108,000.00	STPFLEX	2025	
	$75,000.00	$75,000.00	$60,000.00	NHPP	2026	
	$75,000.00	$75,000.00	$60,000.00	STPFLEX	2026	
Construction	$75,000.00	$82,500.00	$66,000.00	NHPP	2023	
	$262,500.00	$288,750.00	$231,000.00	STP<200K	2023	
	$37,500.00	$41,250.00	$33,000.00	STPFLEX	2023	
	$150,000.00	$165,000.00	$132,000.00	HSIP	2024	
	$15,000.00	$16,500.00	$13,200.00	NHPP	2024	
	$300,000.00	$330,000.00	$264,000.00	STCASH	2024	
	$225,000.00	$247,500.00	$198,000.00	STP<200K	2024	
	$937,500.00	$1,031,250.00	$825,000.00	STPFLEX	2024	
	$225,000.00	$247,500.00	$198,000.00	HSIP	2025	
	$1,162,500.00	$1,278,750.00	$1,023,000.00	NHPP	2025	
	$15,000.00	$16,500.00	$13,200.00	STP<200K	2025	
	$660,000.00	$726,000.00	$580,800.00	STPFLEX	2025	
	$300,000.00	$330,000.00	$264,000.00	NHPP	2026	
	$1,950,000.00	$2,145,000.00	$1,716,000.00	STBONDS	2026	
	$750,000.00	$825,000.00	$660,000.00	STPFLEX	2026	
Total Cost	**$10,692,225.00**	**$11,398,725.00**	**$9,118,980.00**			

Project: L.000069 Road Transfer Program

Route: Cntrl Section: - Beg. Log Mile: 0.00 End Log Mile: 0.00 Parish: Off-System Road:

Remark	Type Improvement	Work Type
		Road Transfer

Project Phase	Project Cost	Tot Cost (w/CE& + IDC)	Federal Share	Fund	Year	Sponsor
Environmental	$3,750.00	$3,750.00	$3,000.00	STPFLEX	2024	
Right of Way	$30,000.00	$30,000.00	$24,000.00	NFA	2023	
	$30,000.00	$30,000.00	$24,000.00	STPFLEX	2023	
	$30,000.00	$30,000.00	$24,000.00	NFA	2024	
	$30,000.00	$30,000.00	$24,000.00	STPFLEX	2024	
	$30,000.00	$30,000.00	$24,000.00	NFA	2025	
	$30,000.00	$30,000.00	$24,000.00	STPFLEX	2025	

	$30,000.00	$30,000.00	$24,000.00	NFA	2026	
	$30,000.00	$30,000.00	$24,000.00	STPFLEX	2026	
Utility Relocation	$30,000.00	$30,000.00	$24,000.00	NFA	2023	
	$75,000.00	$75,000.00	$60,000.00	STPFLEX	2023	
	$30,000.00	$30,000.00	$24,000.00	NFA	2024	
	$30,000.00	$30,000.00	$24,000.00	STPFLEX	2024	
	$30,000.00	$30,000.00	$24,000.00	NFA	2025	
	$75,000.00	$75,000.00	$60,000.00	STPFLEX	2025	
	$30,000.00	$30,000.00	$24,000.00	NFA	2026	
	$30,000.00	$30,000.00	$24,000.00	STPFLEX	2026	
Design (Engineering)	$15,000.00	$15,000.00	$12,000.00	HSIP	2023	
	$15,000.00	$15,000.00	$12,000.00	HSIPPEN	2023	
	$15,000.00	$15,000.00	$12,000.00	NFA	2023	
	$37,500.00	$37,500.00	$30,000.00	NHPP	2023	
	$15,000.00	$15,000.00	$12,000.00	STPFLEX	2023	
	$75,000.00	$75,000.00	$60,000.00	HSIP	2024	
	$75,000.00	$75,000.00	$60,000.00	HSIPPEN	2024	
	$75,000.00	$75,000.00	$60,000.00	NFA	2024	
	$75,000.00	$75,000.00	$60,000.00	NHPP	2024	
	$75,000.00	$75,000.00	$60,000.00	STPFLEX	2024	
	$75,000.00	$75,000.00	$60,000.00	HSIP	2025	
	$75,000.00	$75,000.00	$60,000.00	HSIPPEN	2025	
	$75,000.00	$75,000.00	$60,000.00	NFA	2025	
	$75,000.00	$75,000.00	$60,000.00	NHPP	2025	
	$75,000.00	$75,000.00	$60,000.00	STPFLEX	2025	
	$75,000.00	$75,000.00	$60,000.00	HSIP	2026	
	$75,000.00	$75,000.00	$60,000.00	HSIPPEN	2026	
	$75,000.00	$75,000.00	$60,000.00	NFA	2026	
	$75,000.00	$75,000.00	$60,000.00	NHPP	2026	
	$75,000.00	$75,000.00	$60,000.00	STCASH	2026	
	$75,000.00	$75,000.00	$60,000.00	STPFLEX	2026	
Construction	$75,000.00	$82,500.00	$66,000.00	HSIP	2023	
	$75,000.00	$82,500.00	$66,000.00	HSIPPEN	2023	
	$2,250,000.00	$2,475,000.00	$1,980,000.00	NFA	2023	
	$1,050,000.00	$1,155,000.00	$924,000.00	NHPP	2023	
	$900,000.00	$990,000.00	$792,000.00	STPFLEX	2023	
	$75,000.00	$82,500.00	$66,000.00	HSIP	2024	
	$75,000.00	$82,500.00	$66,000.00	HSIPPEN	2024	
	$75,000.00	$82,500.00	$66,000.00	LOCAL	2024	
	$2,250,000.00	$2,475,000.00	$1,980,000.00	NFA	2024	
	$1,875,000.00	$2,062,500.00	$1,650,000.00	NHPP	2024	
	$75,000.00	$82,500.00	$66,000.00	STP<200K	2024	
	$825,000.00	$907,500.00	$726,000.00	STPFLEX	2024	
	$37,500.00	$41,250.00	$33,000.00	HSIP	2025	
	$37,500.00	$41,250.00	$33,000.00	HSIPPEN	2025	

Project Phase	Project Cost	Tot Cost (w/CE& + IDC)	Federal Share	Fund	Year	Sponsor
	$375,000.00	$412,500.00	$330,000.00	LOCAL	2025	
	$1,950,000.00	$2,145,000.00	$1,716,000.00	NFA	2025	
	$37,500.00	$41,250.00	$33,000.00	NHPP	2025	
	$37,500.00	$41,250.00	$33,000.00	STP<200K	2025	
	$1,050,000.00	$1,155,000.00	$924,000.00	STPFLEX	2025	
	$75,000.00	$82,500.00	$66,000.00	HSIP	2026	
	$75,000.00	$82,500.00	$66,000.00	HSIPPEN	2026	
	$75,000.00	$82,500.00	$66,000.00	LOCAL	2026	
	$2,250,000.00	$2,475,000.00	$1,980,000.00	NFA	2026	
	$1,050,000.00	$1,155,000.00	$924,000.00	NHPP	2026	
	$1,050,000.00	$1,155,000.00	$924,000.00	STPFLEX	2026	
Total Cost	**$19,571,250.00**	**$21,341,250.00**	**$17,073,000.00**			

Project: L.000070 Interstate Rest Area Rehabilitation

Route: Cntrl Section: - Beg. Log Mile: 0.00 End Log Mile: 0.00 Parish: Off-System Road:

Project Phase	Project Cost	Tot Cost (w/CE& + IDC)	Federal Share	Fund	Year	Sponsor
Construction	$30,000.00	$33,000.00	$26,400.00	NHPP	2023	
	$180,000.00	$198,000.00	$158,400.00	NHPP	2024	
	$180,000.00	$198,000.00	$158,400.00	NHPP	2025	
	$180,000.00	$198,000.00	$158,400.00	NHPP	2026	
Total Cost	**$570,000.00**	**$627,000.00**	**$501,600.00**			

Project: L.000071 Weigh Station Rehabilitation / Upgrade

Route: Cntrl Section: - Beg. Log Mile: 0.00 End Log Mile: 0.00 Parish: Off-System Road:

Project Phase	Project Cost	Tot Cost (w/CE& + IDC)	Federal Share	Fund	Year	Sponsor
Feasibility	$9,750.00	$9,750.00	$7,800.00	NHPP	2024	
	$3,750.00	$3,750.00	$3,000.00	NHPP	2025	
	$3,750.00	$3,750.00	$3,000.00	NHPP	2026	
Design (Engineering)	$22,500.00	$22,500.00	$18,000.00	NHPP	2024	
	$22,500.00	$22,500.00	$18,000.00	NHPP	2025	
	$22,500.00	$22,500.00	$18,000.00	NHPP	2026	
Construction	$315,000.00	$346,500.00	$277,200.00	NHPP	2023	
	$120,000.00	$132,000.00	$105,600.00	OTHER	2023	
	$75,000.00	$82,500.00	$66,000.00	STP<5K	2023	
	$7,500.00	$8,250.00	$6,600.00	NHPP	2024	
	$7,500.00	$8,250.00	$6,600.00	STPFLEX	2024	
	$187,500.00	$206,250.00	$165,000.00	NHPP	2025	
	$7,500.00	$8,250.00	$6,600.00	STPFLEX	2025	
	$75,000.00	$82,500.00	$66,000.00	NHPP	2026	
	$7,500.00	$8,250.00	$6,600.00	STPFLEX	2026	

Project Phase	Project Cost	Tot Cost (w/CE& + IDC)	Federal Share	Fund	Year	Sponsor
Total Cost	**$887,250.00**	**$967,500.00**	**$774,000.00**			

Project: L.000072 Moveable Bridge Program (Elec/Mech)

Route: Cntrl Section: - Beg. Log Mile: 0.00 End Log Mile: 0.00 Parish: Off-System Road:

Project Phase	Project Cost	Tot Cost (w/CE& + IDC)	Federal Share	Fund	Year	Sponsor
Design (Engineering)	$15,000.00	$15,000.00	$12,000.00	STPFLEX	2023	
	$15,000.00	$15,000.00	$12,000.00	STPFLEX	2024	
	$15,000.00	$15,000.00	$12,000.00	STPFLEX	2025	
	$15,000.00	$15,000.00	$12,000.00	STPFLEX	2026	
Construction	$150.00	$165.00	$132.00	FBROFF	2023	
	$45,000.00	$49,500.00	$39,600.00	NHPP	2023	
	$75,000.00	$82,500.00	$66,000.00	STCASH	2023	
	$45,000.00	$49,500.00	$39,600.00	STP<200K	2023	
	$210,000.00	$231,000.00	$184,800.00	STPFLEX	2023	
	$112,650.00	$123,915.00	$99,132.00	FBROFF	2024	
	$45,000.00	$49,500.00	$39,600.00	NHPP	2024	
	$45,000.00	$49,500.00	$39,600.00	STP<200K	2024	
	$367,500.00	$404,250.00	$323,400.00	STPFLEX	2024	
	$150.00	$165.00	$132.00	FBROFF	2025	
	$45,000.00	$49,500.00	$39,600.00	STP<200K	2025	
	$255,000.00	$280,500.00	$224,400.00	STPFLEX	2025	
	$150.00	$165.00	$132.00	FBROFF	2026	
	$300,000.00	$330,000.00	$264,000.00	STPFLEX	2026	
Total Cost	**$1,605,600.00**	**$1,760,160.00**	**$1,408,128.00**			

Project: L.000073 Urgent Bridge Repair/Replacement

Route: Cntrl Section: - Beg. Log Mile: 0.00 End Log Mile: 0.00 Parish: Off-System Road:

Project Phase	Project Cost	Tot Cost (w/CE& + IDC)	Federal Share	Fund	Year	Sponsor
Environmental	$1,500.00	$1,500.00	$1,200.00	NHPP	2023	
	$1,500.00	$1,500.00	$1,200.00	NHPP	2024	
	$1,500.00	$1,500.00	$1,200.00	NHPP	2025	
	$1,500.00	$1,500.00	$1,200.00	NHPP	2026	
Utility Relocation	$1,500.00	$1,500.00	$1,200.00	NHPP	2023	
	$1,500.00	$1,500.00	$1,200.00	NHPP	2024	
	$1,500.00	$1,500.00	$1,200.00	NHPP	2025	
	$1,500.00	$1,500.00	$1,200.00	NHPP	2026	
Design (Engineering)	$37,500.00	$37,500.00	$30,000.00	NHPP	2023	
	$150,000.00	$150,000.00	$120,000.00	REIMB	2023	
	$37,500.00	$37,500.00	$30,000.00	STPFLEX	2023	
	$75,000.00	$75,000.00	$60,000.00	NHPP	2024	

Project Phase	Project Cost	Tot Cost (w/CE& + IDC)	Federal Share	Fund	Year	Sponsor
	$150,000.00	$150,000.00	$120,000.00	REIMB	2024	
	$75,000.00	$75,000.00	$60,000.00	STPFLEX	2024	
	$300,000.00	$300,000.00	$240,000.00	NHPP	2025	
	$150,000.00	$150,000.00	$120,000.00	REIMB	2025	
	$300,000.00	$300,000.00	$240,000.00	STPFLEX	2025	
	$300,000.00	$300,000.00	$240,000.00	NHPP	2026	
	$150,000.00	$150,000.00	$120,000.00	REIMB	2026	
	$300,000.00	$300,000.00	$240,000.00	STPFLEX	2026	
Construction	$75,000.00	$82,500.00	$66,000.00	NHPP	2023	
	$600,000.00	$660,000.00	$528,000.00	REIMB	2023	
	$75,000.00	$82,500.00	$66,000.00	STPFLEX	2023	
	$150,000.00	$165,000.00	$132,000.00	NHPP	2024	
	$600,000.00	$660,000.00	$528,000.00	REIMB	2024	
	$150,000.00	$165,000.00	$132,000.00	STP<200K	2024	
	$600,000.00	$660,000.00	$528,000.00	STPFLEX	2024	
	$750,000.00	$825,000.00	$660,000.00	NHPP	2025	
	$600,000.00	$660,000.00	$528,000.00	REIMB	2025	
	$150,000.00	$165,000.00	$132,000.00	STP<200K	2025	
	$600,000.00	$660,000.00	$528,000.00	STPFLEX	2025	
	$750,000.00	$825,000.00	$660,000.00	NHPP	2026	
	$600,000.00	$660,000.00	$528,000.00	REIMB	2026	
	$750,000.00	$825,000.00	$660,000.00	STPFLEX	2026	
Total Cost	**$8,487,000.00**	**$9,132,000.00**	**$7,305,600.00**			

Project: L.000074 Bridge Preventative Maintenance Program

Route: Cntrl Section: - Beg. Log Mile: 0.00 End Log Mile: 0.00 Parish: Off-System Road:

Project Phase	Project Cost	Tot Cost (w/CE& + IDC)	Federal Share	Fund	Year	Sponsor
Design (Engineering)	$90,000.00	$90,000.00	$72,000.00	NHPP	2023	
	$90,000.00	$90,000.00	$72,000.00	STPFLEX	2023	
	$90,000.00	$90,000.00	$72,000.00	NHPP	2024	
	$90,000.00	$90,000.00	$72,000.00	STPFLEX	2024	
	$180,000.00	$180,000.00	$144,000.00	NHPP	2025	
	$90,000.00	$90,000.00	$72,000.00	STPFLEX	2025	
	$90,000.00	$90,000.00	$72,000.00	NHPP	2026	
	$90,000.00	$90,000.00	$72,000.00	STPFLEX	2026	
Construction	$675,000.00	$742,500.00	$594,000.00	NHPP	2023	
	$37,500.00	$41,250.00	$33,000.00	STPFLEX	2023	
	$1,500,000.00	$1,650,000.00	$1,320,000.00	NHPP	2024	
	$56,250.00	$61,875.00	$49,500.00	REIMBB	2024	
	$750,000.00	$825,000.00	$660,000.00	STPFLEX	2024	
	$750,000.00	$825,000.00	$660,000.00	NHPP	2025	

Project Phase	Project Cost	Tot Cost (w/CE& + IDC)	Federal Share	Fund	Year	Sponsor
	$1,500,000.00	$1,650,000.00	$1,320,000.00	STPFLEX	2025	
	$1,500,000.00	$1,650,000.00	$1,320,000.00	NHPP	2026	
	$750,000.00	$825,000.00	$660,000.00	STPFLEX	2026	
Total Cost	**$8,328,750.00**	**$9,080,625.00**	**$7,264,500.00**			

Project: L.000075 Bridge Painting Program

Route: Cntrl Section: - Beg. Log Mile: 0.00 End Log Mile: 0.00 Parish: Off-System Road:

Project Phase	Project Cost	Tot Cost (w/CE& + IDC)	Federal Share	Fund	Year	Sponsor
Design (Engineering)	$75,000.00	$75,000.00	$60,000.00	NHPP	2023	
	$75,000.00	$75,000.00	$60,000.00	STPFLEX	2023	
	$75,000.00	$75,000.00	$60,000.00	NHPP	2024	
	$75,000.00	$75,000.00	$60,000.00	SP	2024	
	$75,000.00	$75,000.00	$60,000.00	NHPP	2025	
	$75,000.00	$75,000.00	$60,000.00	STPFLEX	2025	
	$75,000.00	$75,000.00	$60,000.00	NHPP	2026	
	$75,000.00	$75,000.00	$60,000.00	STPFLEX	2026	
	$37,500.00	$41,250.00	$33,000.00	NHPP	2023	
Construction	$37,500.00	$41,250.00	$33,000.00	STPFLEX	2023	
	$75,000.00	$82,500.00	$66,000.00	NHPP	2024	
	$150,000.00	$165,000.00	$132,000.00	STPFLEX	2024	
	$120,000.00	$132,000.00	$105,600.00	NHPP	2025	
	$1,980,000.00	$2,178,000.00	$1,742,400.00	STPFLEX	2025	
	$750,000.00	$825,000.00	$660,000.00	NHPP	2026	
	$150,000.00	$165,000.00	$132,000.00	STPFLEX	2026	
Total Cost	**$3,900,000.00**	**$4,230,000.00**	**$3,384,000.00**			

Project: L.000076 On-System Bridge Program w CE

Route: Cntrl Section: - Beg. Log Mile: 0.00 End Log Mile: 0.00 Parish: Off-System Road:

Project Phase	Project Cost	Tot Cost (w/CE& + IDC)	Federal Share	Fund	Year	Sponsor
Feasibility	$15,000.00	$15,000.00	$12,000.00	FBROFF	2023	
	$15,000.00	$15,000.00	$12,000.00	NHPP	2023	
	$15,000.00	$15,000.00	$12,000.00	STPFLEX	2023	
	$15,000.00	$15,000.00	$12,000.00	FBROFF	2024	
	$15,000.00	$15,000.00	$12,000.00	NHPP	2024	
	$15,000.00	$15,000.00	$12,000.00	STPFLEX	2024	
	$15,000.00	$15,000.00	$12,000.00	FBROFF	2025	
	$15,000.00	$15,000.00	$12,000.00	NHPP	2025	
	$15,000.00	$15,000.00	$12,000.00	STPFLEX	2025	
	$15,000.00	$15,000.00	$12,000.00	FBROFF	2026	

Project Phase	Project Cost	Tot Cost (w/CE& + IDC)	Federal Share	Fund	Year	Sponsor
	$15,000.00	$15,000.00	$12,000.00	NHPP	2026	
	$15,000.00	$15,000.00	$12,000.00	STPFLEX	2026	
Environmental	$45,000.00	$45,000.00	$36,000.00	FBROFF	2023	
	$60,000.00	$60,000.00	$48,000.00	NHPP	2023	
	$45,000.00	$45,000.00	$36,000.00	STPFLEX	2023	
	$45,000.00	$45,000.00	$36,000.00	FBROFF	2024	
	$30,000.00	$30,000.00	$24,000.00	LOCAL	2024	
	$60,000.00	$60,000.00	$48,000.00	NHPP	2024	
	$45,000.00	$45,000.00	$36,000.00	STPFLEX	2024	
	$45,000.00	$45,000.00	$36,000.00	FBROFF	2025	
	$60,000.00	$60,000.00	$48,000.00	NHPP	2025	
	$45,000.00	$45,000.00	$36,000.00	STPFLEX	2025	
	$45,000.00	$45,000.00	$36,000.00	FBROFF	2026	
	$150,000.00	$150,000.00	$120,000.00	NHPP	2026	
	$45,000.00	$45,000.00	$36,000.00	STPFLEX	2026	
Right of Way	$150,000.00	$150,000.00	$120,000.00	FBROFF	2023	
	$75,000.00	$75,000.00	$60,000.00	NHPP	2023	
	$150,000.00	$150,000.00	$120,000.00	STCASH	2023	
	$75,000.00	$75,000.00	$60,000.00	STP<5K	2023	
	$150,000.00	$150,000.00	$120,000.00	STPFLEX	2023	
	$150,000.00	$150,000.00	$120,000.00	FBROFF	2024	
	$150,000.00	$150,000.00	$120,000.00	NHPP	2024	
	$450,000.00	$450,000.00	$360,000.00	STPFLEX	2024	
	$75,000.00	$75,000.00	$60,000.00	FBR<200K-E	2025	
	$240,000.00	$240,000.00	$192,000.00	FBROFF	2025	
	$75,000.00	$75,000.00	$60,000.00	NHPP	2025	
	$75,000.00	$75,000.00	$60,000.00	STCASH	2025	
	$150,000.00	$150,000.00	$120,000.00	STP<5K	2025	
	$300,000.00	$300,000.00	$240,000.00	STPFLEX	2025	
	$150,000.00	$150,000.00	$120,000.00	FBROFF	2026	
	$300,000.00	$300,000.00	$240,000.00	NHPP	2026	
	$300,000.00	$300,000.00	$240,000.00	STPFLEX	2026	
Utility Relocation	$180,000.00	$180,000.00	$144,000.00	FBROFF	2023	
	$150,000.00	$150,000.00	$120,000.00	NHPP	2023	
	$45,000.00	$45,000.00	$36,000.00	STP<5K	2023	
	$375,000.00	$375,000.00	$300,000.00	STPFLEX	2023	
	$75,000.00	$75,000.00	$60,000.00	FBROFF	2024	
	$15,000.00	$15,000.00	$12,000.00	LOCAL	2024	
	$150,000.00	$150,000.00	$120,000.00	NHPP	2024	
	$15,000.00	$15,000.00	$12,000.00	STP<5K	2024	
	$937,500.00	$937,500.00	$750,000.00	STPFLEX	2024	
	$180,000.00	$180,000.00	$144,000.00	FBROFF	2025	

Project Phase	Project Cost	Tot Cost (w/CE& + IDC)	Federal Share	Fund	Year	Sponsor
	$37,500.00	$37,500.00	$30,000.00	NHPP	2025	
	$37,500.00	$37,500.00	$30,000.00	STP<5K	2025	
	$150,000.00	$150,000.00	$120,000.00	STP<5K-E	2025	
	$195,000.00	$195,000.00	$156,000.00	STPFLEX	2025	
	$75,000.00	$75,000.00	$60,000.00	FBROFF	2026	
	$300,000.00	$300,000.00	$240,000.00	NHPP	2026	
	$225,000.00	$225,000.00	$180,000.00	STPFLEX	2026	
Design (Engineering)	$37,500.00	$37,500.00	$30,000.00	FBROFF	2023	
	$270,000.00	$270,000.00	$216,000.00	NHPP	2023	
	$3,000.00	$3,000.00	$2,400.00	STCASH	2023	
	$37,500.00	$37,500.00	$30,000.00	STP<5K-E	2023	
	$75,000.00	$75,000.00	$60,000.00	STPFLEX	2023	
	$90,000.00	$90,000.00	$72,000.00	FBR<200K-E	2024	
	$487,500.00	$487,500.00	$390,000.00	FBROFF	2024	
	$300,000.00	$300,000.00	$240,000.00	NHPP	2024	
	$60,000.00	$60,000.00	$48,000.00	REIMB	2024	
	$6,000.00	$6,000.00	$4,800.00	STCASH	2024	
	$225,000.00	$225,000.00	$180,000.00	STP<5K	2024	
	$667,500.00	$667,500.00	$534,000.00	STP<5K-E	2024	
	$300,000.00	$300,000.00	$240,000.00	STPFLEX	2024	
	$1,335,000.00	$1,335,000.00	$1,068,000.00	FBROFF	2025	
	$22,500.00	$22,500.00	$18,000.00	LOCAL	2025	
	$825,000.00	$825,000.00	$660,000.00	NFA	2025	
	$300,000.00	$300,000.00	$240,000.00	NHPP	2025	
	$90,000.00	$90,000.00	$72,000.00	REIMB	2025	
	$75,000.00	$75,000.00	$60,000.00	STCASH	2025	
	$112,500.00	$112,500.00	$90,000.00	STP<5K	2025	
	$2,531,250.00	$2,531,250.00	$2,025,000.00	STPFLEX	2025	
	$150,000.00	$150,000.00	$120,000.00	FBROFF	2026	
	$300,000.00	$300,000.00	$240,000.00	NHPP	2026	
	$300,000.00	$300,000.00	$240,000.00	STPFLEX	2026	
Construction	$1,200,000.00	$1,320,000.00	$1,056,000.00	FBROFF	2023	
	$37,500.00	$41,250.00	$33,000.00	HSIP	2023	
	$900,000.00	$990,000.00	$792,000.00	NHPP	2023	
	$75,000.00	$82,500.00	$66,000.00	REIMB	2023	
	$1,800,000.00	$1,980,000.00	$1,584,000.00	STCASH	2023	
	$37,500.00	$41,250.00	$33,000.00	STP<5K	2023	
	$450,000.00	$495,000.00	$396,000.00	STP<5K-E	2023	
	$8,505,000.00	$9,355,500.00	$7,484,400.00	STPFLEX	2023	
	$1,800,000.00	$1,980,000.00	$1,584,000.00	FBROFF	2024	
	$75,000.00	$82,500.00	$66,000.00	NFA	2024	
	$20,100,000.00	$22,110,000.00	$17,688,000.00	NHPP	2024	

Project Phase	Project Cost	Tot Cost (w/CE& + IDC)	Federal Share	Fund	Year	Sponsor
	$2,700,000.00	$2,970,000.00	$2,376,000.00	NHPP-E	2024	
	$150,000.00	$165,000.00	$132,000.00	REIMB	2024	
	$4,200,000.00	$4,620,000.00	$3,696,000.00	STCASH	2024	
	$2,400,000.00	$2,640,000.00	$2,112,000.00	STP<200K	2024	
	$2,400,000.00	$2,640,000.00	$2,112,000.00	STP<5K	2024	
	$6,900,000.00	$7,590,000.00	$6,072,000.00	STPFLEX	2024	
	$450,000.00	$495,000.00	$396,000.00	DEMO	2025	
	$4,500,000.00	$4,950,000.00	$3,960,000.00	FBROFF	2025	
	$225,000.00	$247,500.00	$198,000.00	HSIP	2025	
	$225,000.00	$247,500.00	$198,000.00	NFA	2025	
	$3,000,000.00	$3,300,000.00	$2,640,000.00	NHPP	2025	
	$75,000.00	$82,500.00	$66,000.00	OTHER	2025	
	$150,000.00	$165,000.00	$132,000.00	REIMB	2025	
	$7,500,000.00	$8,250,000.00	$6,600,000.00	STCASH	2025	
	$225,000.00	$247,500.00	$198,000.00	STP<200K	2025	
	$1,950,000.00	$2,145,000.00	$1,716,000.00	STP<5K	2025	
	$4,650,000.00	$5,115,000.00	$4,092,000.00	STPFLEX	2025	
	$3,000,000.00	$3,300,000.00	$2,640,000.00	STPFLEX-E	2025	
	$3,000,000.00	$3,300,000.00	$2,640,000.00	TIFIA	2025	
	$1,500,000.00	$1,650,000.00	$1,320,000.00	DEMO	2026	
	$75,000.00	$82,500.00	$66,000.00	ER	2026	
	$4,050,000.00	$4,455,000.00	$3,564,000.00	FBR<200K-E	2026	
	$3,000,000.00	$3,300,000.00	$2,640,000.00	FBROFF	2026	
	$3,750,000.00	$4,125,000.00	$3,300,000.00	NHPP	2026	
	$300,000.00	$330,000.00	$264,000.00	REIMB	2026	
	$225,000.00	$247,500.00	$198,000.00	STP<200K	2026	
	$75,000.00	$82,500.00	$66,000.00	STP<5K-E	2026	
	$4,406,250.00	$4,846,875.00	$3,877,500.00	STPFLEX	2026	
Total Cost	**$115,719,000.00**	**$125,725,125.00**	**$100,580,100.00**			

Project: L.000077 Bridge Scour Analysis

Route: Cntrl Section: - Beg. Log Mile: 0.00 End Log Mile: 0.00 Parish: Off-System Road:

Project Phase	Project Cost	Tot Cost (w/CE& + IDC)	Federal Share	Fund	Year	Sponsor
Design (Engineering)	$7,500.00	$7,500.00	$6,000.00	NHPP	2019	
	$7,500.00	$7,500.00	$6,000.00	NHPP	2020	
	$7,500.00	$7,500.00	$6,000.00	NHPP	2021	
	$7,500.00	$7,500.00	$6,000.00	NHPP	2022	
Construction	$7,500.00	$8,250.00	$6,600.00	NHPP	2019	
	$7,500.00	$8,250.00	$6,600.00	NHPP	2020	
	$7,500.00	$8,250.00	$6,600.00	NHPP	2021	
	$7,500.00	$8,250.00	$6,600.00	NHPP	2022	
Total Cost	**$60,000.00**	**$63,000.00**	**$50,400.00**			

Project: L.000078 Off-System Bridge Replacement Program

Route: Cntrl Section: - Beg. Log Mile: 0.00 End Log Mile: 0.00 Parish: Off-System Road:

Project Phase	Project Cost	Tot Cost (w/CE& + IDC)	Federal Share	Fund	Year	Sponsor
Environmental	$30,000.00	$30,000.00	$24,000.00	FBROFF	2023	
	$30,000.00	$30,000.00	$24,000.00	FBROFF	2024	
	$30,000.00	$30,000.00	$24,000.00	FBROFF	2025	
	$30,000.00	$30,000.00	$24,000.00	FBROFF	2026	
Right of Way	$150,000.00	$150,000.00	$120,000.00	FBROFF	2025	
	$150,000.00	$150,000.00	$120,000.00	FBROFF	2026	
Design (Engineering)	$45,000.00	$45,000.00	$36,000.00	FBROFF	2023	
	$37,500.00	$37,500.00	$30,000.00	STP<5K-E	2023	
	$75,000.00	$75,000.00	$60,000.00	FBR<200K-E	2024	
	$105,000.00	$105,000.00	$84,000.00	FBROFF	2024	
	$405,000.00	$405,000.00	$324,000.00	STP<5K-E	2024	
	$382,500.00	$382,500.00	$306,000.00	FBROFF	2025	
	$30,000.00	$30,000.00	$24,000.00	STPFLEX	2025	
	$210,000.00	$210,000.00	$168,000.00	FBROFF	2026	
	$15,000.00	$15,000.00	$12,000.00	STPFLEX	2026	
Construction	$1,875,000.00	$2,062,500.00	$1,650,000.00	FBROFF	2023	
	$225,000.00	$247,500.00	$198,000.00	STCASH	2023	
	$37,500.00	$41,250.00	$33,000.00	STP<200K	2023	
	$75,000.00	$82,500.00	$66,000.00	STPFLEX	2023	
	$3,750,000.00	$4,125,000.00	$3,300,000.00	FBROFF	2024	
	$375,000.00	$412,500.00	$330,000.00	STCASH	2024	
	$3,000,000.00	$3,300,000.00	$2,640,000.00	STGEN	2024	
	$300,000.00	$330,000.00	$264,000.00	STP<200K	2024	
	$3,300,000.00	$3,630,000.00	$2,904,000.00	FBROFF	2025	
	$150,000.00	$165,000.00	$132,000.00	STCASH	2025	
	$3,000,000.00	$3,300,000.00	$2,640,000.00	STGEN	2025	
	$3,300,000.00	$3,630,000.00	$2,904,000.00	FBROFF	2026	
	$3,000,000.00	$3,300,000.00	$2,640,000.00	STGEN	2026	
Total Cost	**$24,112,500.00**	**$26,351,250.00**	**$21,081,000.00**			

Project: L.000079 Bridge Discretionary Program

Route: Cntrl Section: - Beg. Log Mile: 0.00 End Log Mile: 0.00 Parish: Off-System Road:

Project Phase	Project Cost	Tot Cost (w/CE& + IDC)	Federal Share	Fund	Year	Sponsor
Design (Engineering)	$3,000.00	$3,000.00	$2,400.00	BDP	2023	
	$3,000.00	$3,000.00	$2,400.00	BDP	2024	
	$3,000.00	$3,000.00	$2,400.00	BDP	2025	
	$3,000.00	$3,000.00	$2,400.00	BDP	2026	
Construction	$15,000.00	$16,500.00	$13,200.00	BDP	2023	
	$15,000.00	$16,500.00	$13,200.00	BDP	2024	

Project Phase	Project Cost	Tot Cost (w/CE& + IDC)	Federal Share	Fund	Year	Sponsor
	$15,000.00	$16,500.00	$13,200.00	BDP	2025	
	$15,000.00	$16,500.00	$13,200.00	BDP	2026	
Total Cost	**$72,000.00**	**$78,000.00**	**$62,400.00**			

Project: L.000080 Misc Federal Discretionary Projects

Route: Cntrl Section: - Beg. Log Mile: 0.00 End Log Mile: 0.00 Parish: Off-System Road:

Project Phase	Project Cost	Tot Cost (w/CE& + IDC)	Federal Share	Fund	Year	Sponsor
Design (Engineering)	$15,000.00	$15,000.00	$12,000.00	FLH	2023	
	$15,000.00	$15,000.00	$12,000.00	FLH	2024	
	$15,000.00	$15,000.00	$12,000.00	FLH	2025	
	$15,000.00	$15,000.00	$12,000.00	FLH	2026	
Construction	$60,000.00	$66,000.00	$52,800.00	STP<5K	2023	
	$30,000.00	$33,000.00	$26,400.00	FLH	2023	
	$15,000.00	$16,500.00	$13,200.00	FLH	2024	
	$15,000.00	$16,500.00	$13,200.00	FLH	2025	
	$15,000.00	$16,500.00	$13,200.00	FLH	2026	
Total Cost	**$195,000.00**	**$208,500.00**	**$166,800.00**			

Project: L.000081 Various Demo Projects

Route: Cntrl Section: - Beg. Log Mile: 0.00 End Log Mile: 0.00 Parish: Off-System Road:

Project Phase	Project Cost	Tot Cost (w/CE& + IDC)	Federal Share	Fund	Year	Sponsor
Feasibility	$30,000.00	$30,000.00	$24,000.00	DEMO	2023	
	$27,000.00	$27,000.00	$21,600.00	DEMO	2024	
	$3,000.00	$3,000.00	$2,400.00	RAIL HE	2024	
	$7,500.00	$7,500.00	$6,000.00	STCASH	2024	
	$30,000.00	$30,000.00	$24,000.00	DEMO	2025	
	$30,000.00	$30,000.00	$24,000.00	DEMO	2026	
Environmental	$30,000.00	$30,000.00	$24,000.00	DEMO	2023	
	$30,000.00	$30,000.00	$24,000.00	DEMO	2024	
	$30,000.00	$30,000.00	$24,000.00	DEMO	2025	
	$30,000.00	$30,000.00	$24,000.00	DEMO	2026	
Right of Way	$30,000.00	$30,000.00	$24,000.00	DEMO	2023	
	$30,000.00	$30,000.00	$24,000.00	DEMO	2024	
	$30,000.00	$30,000.00	$24,000.00	DEMO	2025	
	$30,000.00	$30,000.00	$24,000.00	DEMO	2026	
Utility Relocation	$30,000.00	$30,000.00	$24,000.00	DEMO	2023	
	$22,500.00	$22,500.00	$18,000.00	DEMO	2024	
	$7,500.00	$7,500.00	$6,000.00	HSIP	2024	
	$22,500.00	$22,500.00	$18,000.00	DEMO	2025	
	$7,500.00	$7,500.00	$6,000.00	HSIP	2025	

Project Phase	Project Cost	Tot Cost (w/CE& + IDC)	Federal Share	Fund	Year	Sponsor
	$30,000.00	$30,000.00	$24,000.00	DEMO	2026	
Design (Engineering)	$30,000.00	$30,000.00	$24,000.00	DEMO	2023	
	$120,000.00	$120,000.00	$96,000.00	DEMO	2024	
	$30,000.00	$30,000.00	$24,000.00	DEMO	2025	
	$30,000.00	$30,000.00	$24,000.00	DEMO	2026	
Construction	$570,000.00	$627,000.00	$501,600.00	DEMO	2023	
	$180,000.00	$198,000.00	$158,400.00	STPFLEX	2023	
	$525,000.00	$577,500.00	$462,000.00	DEMO	2024	
	$225,000.00	$247,500.00	$198,000.00	HSIP	2024	
	$525,000.00	$577,500.00	$462,000.00	DEMO	2025	
	$225,000.00	$247,500.00	$198,000.00	HSIP	2025	
	$750,000.00	$825,000.00	$660,000.00	DEMO	2026	
Total Cost	**$3,697,500.00**	**$3,997,500.00**	**$3,198,000.00**			

Project: L.000082 Misc Statewide TCSP Projects

Route: Cntrl Section: - Beg. Log Mile: 0.00 End Log Mile: 0.00 Parish: Off-System Road:

Project Phase	Project Cost	Tot Cost (w/CE& + IDC)	Federal Share	Fund	Year	Sponsor
Right of Way	$7,500.00	$7,500.00	$6,000.00	TCSP	2023	
	$7,500.00	$7,500.00	$6,000.00	TCSP	2024	
	$7,500.00	$7,500.00	$6,000.00	TCSP	2025	
	$7,500.00	$7,500.00	$6,000.00	TCSP	2026	
Utility Relocation	$7,500.00	$7,500.00	$6,000.00	TCSP	2023	
	$7,500.00	$7,500.00	$6,000.00	TCSP	2024	
	$7,500.00	$7,500.00	$6,000.00	TCSP	2025	
	$7,500.00	$7,500.00	$6,000.00	TCSP	2026	
Design (Engineering)	$75,000.00	$75,000.00	$60,000.00	TCSP	2023	
	$75,000.00	$75,000.00	$60,000.00	TCSP	2024	
	$75,000.00	$75,000.00	$60,000.00	TCSP	2025	
	$75,000.00	$75,000.00	$60,000.00	TCSP	2026	
Construction	$37,500.00	$41,250.00	$33,000.00	TCSP	2023	
	$150,000.00	$165,000.00	$132,000.00	TCSP	2024	
	$150,000.00	$165,000.00	$132,000.00	TCSP	2025	
	$150,000.00	$165,000.00	$132,000.00	TCSP	2026	
Total Cost	**$847,500.00**	**$896,250.00**	**$717,000.00**			

Project: L.000083 Conversion of AC (Includes Debt Services)

Route: Cntrl Section: - Beg. Log Mile: 0.00 End Log Mile: 0.00 Parish: Off-System Road:

Project Phase	Project Cost	Tot Cost (w/CE& + IDC)	Federal Share	Fund	Year	Sponsor
Feasibility	$15,000.00	$15,000.00	$12,000.00	STPFLEX	2023	

Project Phase	Project Cost	Tot Cost (w/CE& + IDC)	Federal Share	Fund	Year	Sponsor
	$15,000.00	$15,000.00	$12,000.00	STPFLEX	2024	
	$15,000.00	$15,000.00	$12,000.00	STPFLEX	2025	
	$15,000.00	$15,000.00	$12,000.00	STPFLEX	2026	
Environmental	$15,000.00	$15,000.00	$12,000.00	STPFLEX	2023	
	$15,000.00	$15,000.00	$12,000.00	STPFLEX	2024	
	$15,000.00	$15,000.00	$12,000.00	STPFLEX	2025	
	$15,000.00	$15,000.00	$12,000.00	STPFLEX	2026	
Right of Way	$15,000.00	$15,000.00	$12,000.00	STPFLEX	2023	
	$15,000.00	$15,000.00	$12,000.00	STPFLEX	2024	
	$15,000.00	$15,000.00	$12,000.00	STPFLEX	2025	
	$15,000.00	$15,000.00	$12,000.00	STPFLEX	2026	
Utility Relocation	$15,000.00	$15,000.00	$12,000.00	STPFLEX	2023	
	$15,000.00	$15,000.00	$12,000.00	STPFLEX	2024	
	$15,000.00	$15,000.00	$12,000.00	STPFLEX	2025	
	$15,000.00	$15,000.00	$12,000.00	STPFLEX	2026	
Design (Engineering)	$15,000.00	$15,000.00	$12,000.00	STPFLEX	2023	
	$15,000.00	$15,000.00	$12,000.00	STPFLEX	2024	
	$15,000.00	$15,000.00	$12,000.00	STPFLEX	2025	
	$15,000.00	$15,000.00	$12,000.00	STPFLEX	2026	
Construction	$1,500,000.00	$1,650,000.00	$1,320,000.00	NHPP	2023	
	$1,500,000.00	$1,650,000.00	$1,320,000.00	STPFLEX	2023	
	$1,500,000.00	$1,650,000.00	$1,320,000.00	NHPP	2024	
	$1,500,000.00	$1,650,000.00	$1,320,000.00	STPFLEX	2024	
	$3,450,000.00	$3,795,000.00	$3,036,000.00	NHPP	2025	
	$3,450,000.00	$3,795,000.00	$3,036,000.00	STPFLEX	2025	
	$6,150,000.00	$6,765,000.00	$5,412,000.00	NHPP	2026	
	$6,150,000.00	$6,765,000.00	$5,412,000.00	STPFLEX	2026	
Total Cost	**$25,500,000.00**	**$28,020,000.00**	**$22,416,000.00**			

Project: L.000084 Modified Project Agreement

Route: Cntrl Section: - Beg. Log Mile: 0.00 End Log Mile: 0.00 Parish: Off-System Road:

Project Phase	Project Cost	Tot Cost (w/CE& + IDC)	Federal Share	Fund	Year	Sponsor
Feasibility	$37,500.00	$37,500.00	$30,000.00	STPFLEX	2023	
	$37,500.00	$37,500.00	$30,000.00	STPFLEX	2024	
	$37,500.00	$37,500.00	$30,000.00	STPFLEX	2025	
	$37,500.00	$37,500.00	$30,000.00	STPFLEX	2026	
Environmental	$37,500.00	$37,500.00	$30,000.00	STPFLEX	2023	
	$37,500.00	$37,500.00	$30,000.00	STPFLEX	2024	
	$37,500.00	$37,500.00	$30,000.00	STPFLEX	2025	
	$37,500.00	$37,500.00	$30,000.00	STPFLEX	2026	

Project Phase	Project Cost	Tot Cost (w/CE& + IDC)	Federal Share	Fund	Year	Sponsor
Right of Way	$75,000.00	$75,000.00	$60,000.00	STPFLEX	2023	
	$75,000.00	$75,000.00	$60,000.00	STPFLEX	2024	
	$75,000.00	$75,000.00	$60,000.00	STPFLEX	2025	
	$75,000.00	$75,000.00	$60,000.00	STPFLEX	2026	
Utility Relocation	$75,000.00	$75,000.00	$60,000.00	STPFLEX	2023	
	$75,000.00	$75,000.00	$60,000.00	STPFLEX	2024	
	$75,000.00	$75,000.00	$60,000.00	STPFLEX	2025	
	$75,000.00	$75,000.00	$60,000.00	STPFLEX	2026	
Design (Engineering)	$75,000.00	$75,000.00	$60,000.00	STPFLEX	2023	
	$75,000.00	$75,000.00	$60,000.00	STPFLEX	2024	
	$75,000.00	$75,000.00	$60,000.00	STPFLEX	2025	
	$75,000.00	$75,000.00	$60,000.00	STPFLEX	2026	
Construction	$1,500,000.00	$1,650,000.00	$1,320,000.00	STPFLEX	2023	
	$1,500,000.00	$1,650,000.00	$1,320,000.00	STPFLEX	2024	
	$1,500,000.00	$1,650,000.00	$1,320,000.00	STPFLEX	2025	
	$1,500,000.00	$1,650,000.00	$1,320,000.00	STPFLEX	2026	
Total Cost	**$7,200,000.00**	**$7,800,000.00**	**$6,240,000.00**			

Project: L.000084 Modified Project Agreement

Route: Cntrl Section: - Beg. Log Mile: 0.00 End Log Mile: 0.00 Parish: Off-System Road:

Project Phase	Project Cost	Tot Cost (w/CE& + IDC)	Federal Share	Fund	Year	Sponsor
Design (Engineering)	$75,000.00	$75,000.00	$60,000.00	STPFLEX	2023	
	$75,000.00	$75,000.00	$60,000.00	STPFLEX	2024	
	$75,000.00	$75,000.00	$60,000.00	STPFLEX	2025	
	$75,000.00	$75,000.00	$60,000.00	STPFLEX	2026	
Construction	$1,500,000.00	$1,650,000.00	$1,320,000.00	STPFLEX	2023	
	$1,500,000.00	$1,650,000.00	$1,320,000.00	STPFLEX	2024	
	$1,500,000.00	$1,650,000.00	$1,320,000.00	STPFLEX	2025	
	$1,500,000.00	$1,650,000.00	$1,320,000.00	STPFLEX	2026	
Total Cost	**$7,200,000.00**	**$7,800,000.00**	**$6,240,000.00**			

Project: L.000085 Advanced Traffic Management Center

Route: Cntrl Section: - Beg. Log Mile: 0.00 End Log Mile: 0.00 Parish: Off-System Road:

Project Phase	Project Cost	Tot Cost (w/CE& + IDC)	Federal Share	Fund	Year	Sponsor
Construction	$30,000.00	$33,000.00	$26,400.00	CM	2023	
	$30,000.00	$33,000.00	$26,400.00	CM	2024	
	$30,000.00	$33,000.00	$26,400.00	CM	2025	
	$30,000.00	$33,000.00	$26,400.00	CM	2026	
Total Cost	**$120,000.00**	**$132,000.00**	**$105,600.00**			

Project: L.000087 Stage 0 and Feasibility Studies

Route: Cntrl Section: - Beg. Log Mile: 0.00 End Log Mile: 0.00 Parish: Off-System Road:

Project Phase	Project Cost	Tot Cost (w/CE& + IDC)	Federal Share	Fund	Year	Sponsor
Feasibility	$97,500.00	$97,500.00	$78,000.00	DEMO	2023	
	$37,500.00	$37,500.00	$30,000.00	HSIP	2023	
	$45,000.00	$45,000.00	$36,000.00	HSIPPEN	2023	
	$240,000.00	$240,000.00	$192,000.00	NHPP	2023	
	$375,000.00	$375,000.00	$300,000.00	STCASH	2023	
	$345,000.00	$345,000.00	$276,000.00	STPFLEX	2023	
	$75,000.00	$75,000.00	$60,000.00	DEMO	2024	
	$75,000.00	$75,000.00	$60,000.00	HSIP	2024	
	$37,500.00	$37,500.00	$30,000.00	HSIPPEN	2024	
	$225,000.00	$225,000.00	$180,000.00	NHPP	2024	
	$75,000.00	$75,000.00	$60,000.00	STCASH	2024	
	$262,500.00	$262,500.00	$210,000.00	STPFLEX	2024	
	$60,000.00	$60,000.00	$48,000.00	FBROFF	2025	
	$75,000.00	$75,000.00	$60,000.00	HSIP	2025	
	$105,000.00	$105,000.00	$84,000.00	HSIPPEN	2025	
	$135,000.00	$135,000.00	$108,000.00	NHPP	2025	
	$37,500.00	$37,500.00	$30,000.00	STCASH	2025	
	$240,000.00	$240,000.00	$192,000.00	STPFLEX	2025	
	$75,000.00	$75,000.00	$60,000.00	HSIP	2026	
	$150,000.00	$150,000.00	$120,000.00	HSIPPEN	2026	
	$150,000.00	$150,000.00	$120,000.00	NHPP	2026	
	$75,000.00	$75,000.00	$60,000.00	STCASH	2026	
	$150,000.00	$150,000.00	$120,000.00	STPFLEX	2026	
Total Cost	**$3,142,500.00**	**$3,142,500.00**	**$2,514,000.00**			

Project: L.000092 DBE Support Services

Route: Cntrl Section: - Beg. Log Mile: 0.00 End Log Mile: 0.00 Parish: Off-System Road:

Project Phase	Project Cost	Tot Cost (w/CE& + IDC)	Federal Share	Fund	Year	Sponsor
Feasibility	$45,000.00	$45,000.00	$36,000.00	DBE/SS	2023	
	$45,000.00	$45,000.00	$36,000.00	DBE/SS	2024	
	$45,000.00	$45,000.00	$36,000.00	DBE/SS	2025	
	$45,000.00	$45,000.00	$36,000.00	DBE/SS	2026	
Total Cost	**$180,000.00**	**$180,000.00**	**$144,000.00**			

Project: L.000093 Statewide Congestion Mitigation

Route: Cntrl Section: - Beg. Log Mile: 0.00 End Log Mile: 0.00 Parish: Off-System Road:

Remark	Type Improvement	Work Type
		Congestion mitigation

Project Phase	Project Cost	Tot Cost (w/CE& + IDC)	Federal Share	Fund	Year	Sponsor
Feasibility	$15,000.00	$15,000.00	$12,000.00	STPFLEX	2023	
	$15,000.00	$15,000.00	$12,000.00	STPFLEX	2024	
	$15,000.00	$15,000.00	$12,000.00	STPFLEX	2025	
	$15,000.00	$15,000.00	$12,000.00	STPFLEX	2026	
Environmental	$15,000.00	$15,000.00	$12,000.00	CM	2023	
	$15,000.00	$15,000.00	$12,000.00	CM	2024	
	$15,000.00	$15,000.00	$12,000.00	CM	2025	
	$15,000.00	$15,000.00	$12,000.00	CM	2026	
Right of Way	$15,000.00	$15,000.00	$12,000.00	CM	2023	
	$15,000.00	$15,000.00	$12,000.00	CM	2024	
	$15,000.00	$15,000.00	$12,000.00	CM	2025	
	$15,000.00	$15,000.00	$12,000.00	CM	2026	
Utility Relocation	$15,000.00	$15,000.00	$12,000.00	CM	2023	
	$15,000.00	$15,000.00	$12,000.00	CM	2024	
	$15,000.00	$15,000.00	$12,000.00	CM	2025	
	$15,000.00	$15,000.00	$12,000.00	CM	2026	
Design (Engineering)	$15,000.00	$15,000.00	$12,000.00	CM	2023	
	$15,000.00	$15,000.00	$12,000.00	CM	2024	
	$15,000.00	$15,000.00	$12,000.00	CM	2025	
	$15,000.00	$15,000.00	$12,000.00	CM	2026	
Construction	$37,500.00	$41,250.00	$33,000.00	CM	2023	
	$690,000.00	$759,000.00	$607,200.00	CM	2024	
	$690,000.00	$759,000.00	$607,200.00	CM	2025	
	$690,000.00	$759,000.00	$607,200.00	CM	2026	
Total Cost	**$2,407,500.00**	**$2,618,250.00**	**$2,094,600.00**			

Project: L.000094 Urban Transit (Incl Transfer to Agencies)

Route: Cntrl Section: - Beg. Log Mile: 0.00 End Log Mile: 0.00 Parish: Off-System Road:

Remark	Type Improvement	Work Type
		Urban Systems

Project Phase	Project Cost	Tot Cost (w/CE& + IDC)	Federal Share	Fund	Year	Sponsor
Design (Engineering)	$7,500.00	$7,500.00	$6,000.00	STPFLEX	2023	
	$7,500.00	$7,500.00	$6,000.00	STPFLEX	2024	
	$7,500.00	$7,500.00	$6,000.00	STPFLEX	2025	
	$7,500.00	$7,500.00	$6,000.00	STPFLEX	2026	

Project Phase	Project Cost	Tot Cost (w/CE& + IDC)	Federal Share	Fund	Year	Sponsor
Construction	$300,000.00	$330,000.00	$264,000.00	CM	2023	
	$75,000.00	$82,500.00	$66,000.00	FB DISCR	2023	
	$150,000.00	$165,000.00	$132,000.00	STP<200K	2023	
	$2,400,000.00	$2,640,000.00	$2,112,000.00	STPFLEX	2023	
	$300,000.00	$330,000.00	$264,000.00	CM	2024	
	$75,000.00	$82,500.00	$66,000.00	FB DISCR	2024	
	$150,000.00	$165,000.00	$132,000.00	STP<200K	2024	
	$150,000.00	$165,000.00	$132,000.00	STPFLEX	2024	
	$300,000.00	$330,000.00	$264,000.00	CM	2025	
	$75,000.00	$82,500.00	$66,000.00	FB DISCR	2025	
	$150,000.00	$165,000.00	$132,000.00	STP<200K	2025	
	$150,000.00	$165,000.00	$132,000.00	STPFLEX	2025	
	$300,000.00	$330,000.00	$264,000.00	CM	2026	
	$75,000.00	$82,500.00	$66,000.00	FB DISCR	2026	
	$150,000.00	$165,000.00	$132,000.00	STP<200K	2026	
	$150,000.00	$165,000.00	$132,000.00	STPFLEX	2026	
Total Cost	**$4,980,000.00**	**$5,475,000.00**	**$4,380,000.00**			

Project: L.000095 Special Rule-Areas 5K or Less Population

Route: Cntrl Section: - Beg. Log Mile: 0.00 End Log Mile: 0.00 Parish: Off-System Road:

Project Phase	Project Cost	Tot Cost (w/CE& + IDC)	Federal Share	Fund	Year	Sponsor
Environmental	$15,000.00	$15,000.00	$12,000.00	STP<5K	2023	
	$15,000.00	$15,000.00	$12,000.00	STP<5K	2024	
	$15,000.00	$15,000.00	$12,000.00	STP<5K	2025	
	$15,000.00	$15,000.00	$12,000.00	STP<5K	2026	
Right of Way	$15,000.00	$15,000.00	$12,000.00	STP<5K	2023	
	$15,000.00	$15,000.00	$12,000.00	STP<5K	2024	
	$15,000.00	$15,000.00	$12,000.00	STP<5K	2025	
	$15,000.00	$15,000.00	$12,000.00	STP<5K	2026	
Utility Relocation	$15,000.00	$15,000.00	$12,000.00	STP<5K	2023	
	$15,000.00	$15,000.00	$12,000.00	STP<5K	2024	
	$15,000.00	$15,000.00	$12,000.00	STP<5K	2025	
	$15,000.00	$15,000.00	$12,000.00	STP<5K	2026	
Design (Engineering)	$15,000.00	$15,000.00	$12,000.00	STP<5K	2023	
	$15,000.00	$15,000.00	$12,000.00	STP<5K	2024	
	$15,000.00	$15,000.00	$12,000.00	STP<5K	2025	
	$15,000.00	$15,000.00	$12,000.00	STP<5K	2026	
Construction	$26,250.00	$28,875.00	$23,100.00	STP<5K	2023	
	$626,250.00	$688,875.00	$551,100.00	STP<5K	2024	
	$150,000.00	$165,000.00	$132,000.00	STP LEX	2024	
	$626,250.00	$688,875.00	$551,100.00	STP<5K	2025	

Project Phase	Project Cost	Tot Cost (w/CE& + IDC)	Federal Share	Fund	Year	Sponsor
	$626,250.00	$688,875.00	$551,100.00	STP<5K	2026	
Total Cost	**$2,295,000.00**	**$2,500,500.00**	**$2,000,400.00**			

Project: L.000096 Ferry Boat Mech/Elect/Discr Programs

Route: Cntrl Section: - Beg. Log Mile: 0.00 End Log Mile: 0.00 Parish: Off-System Road:

Project Phase	Project Cost	Tot Cost (w/CE& + IDC)	Federal Share	Fund	Year	Sponsor
Design (Engineering)	$18,000.00	$18,000.00	$14,400.00	FB DISCR	2023	
	$225.00	$225.00	$180.00	STCASH	2023	
	$225.00	$225.00	$180.00	STPFLEX	2023	
	$225.00	$225.00	$180.00	FB DISCR	2024	
	$225.00	$225.00	$180.00	STCASH	2024	
	$225.00	$225.00	$180.00	STPFLEX	2024	
	$225.00	$225.00	$180.00	FB DISCR	2025	
	$225.00	$225.00	$180.00	STCASH	2025	
	$225.00	$225.00	$180.00	STPFLEX	2025	
	$225.00	$225.00	$180.00	FB DISCR	2026	
	$225.00	$225.00	$180.00	STCASH	2026	
	$225.00	$225.00	$180.00	STPFLEX	2026	
Construction	$135,000.00	$148,500.00	$118,800.00	FB DISCR	2023	
	$22,500.00	$24,750.00	$19,800.00	STCASH	2023	
	$22,500.00	$24,750.00	$19,800.00	STPFLEX	2023	
	$49,500.00	$54,450.00	$43,560.00	FB DISCR	2024	
	$22,500.00	$24,750.00	$19,800.00	STCASH	2024	
	$22,500.00	$24,750.00	$19,800.00	STPFLEX	2024	
	$27,000.00	$29,700.00	$23,760.00	FB DISCR	2025	
	$22,500.00	$24,750.00	$19,800.00	STCASH	2025	
	$45,000.00	$49,500.00	$39,600.00	STPFLEX	2025	
	$27,000.00	$29,700.00	$23,760.00	FB DISCR	2026	
	$22,500.00	$24,750.00	$19,800.00	STCASH	2026	
	$67,500.00	$74,250.00	$59,400.00	STP<5K-E	2026	
	$45,000.00	$49,500.00	$39,600.00	STPFLEX	2026	
Total Cost	**$551,475.00**	**$604,575.00**	**$483,660.00**			

Project: L.000096 Ferry Boat Mech/Elect/Discr Programs

Route: Cntrl Section: - Beg. Log Mile: 0.00 End Log Mile: 0.00 Parish: Off-System Road:

Project Phase	Project Cost	Tot Cost (w/CE& + IDC)	Federal Share	Fund	Year	Sponsor
	$67,500.00	$74,250.00	$59,400.00	STP<5K-E	2026	
	$45,000.00	$49,500.00	$39,600.00	STPFLEX	2026	
Total Cost	**$551,475.00**	**$604,575.00**	**$483,660.00**			

Transportation Improvement Program

Transit Element

FFY 2023 - 2024 (Oct. 2023 - Sept. 2024)

	Project Name	State Project	Total Cost	Federal Funds	Local Share	Funding Source
1	Assumption PPJ	RU 18-04-22	$169,220.00	$112,813.00	$56,407.00	5311
2	Terrebonne Parish Consolidated Government	RU 18-55-22	$302,772.00	$201,848.00	$100,924.00	5311
3	Terrebonne Parish Consolidated Government (GET)		$2,898,148.00			5307
4	Lafourche Council on Aging		$280,852.00	$238,724.20	$42,127.00	5310
	Total FY 2023-2024		**$3,370,140.00**	**$314,661.00**	**$199,458.800**	

*Pending approval of the price increase on vehicles, LADOTD will provide 5311 awards at a later date.

FFY 2024 - 2025 (Oct. 2024 - Sept. 2025)

	Project Name	State Project	Total Cost	Federal Funds	Local Share	Funding Source
1	Assumption PPJ	RU 18-04-22	$177,681.00	$118,453.65	$59,227.35	5311
2	Terrebonne Parish Consolidated Government	RU 18-55-22	$317,910.60	$211,940.40	$105,970.20	5311
3	Terrebonne Parish Consolidated Government (GET)					
4	Capital Outlay		$-	$-	$-	5307 (2000)
5	Program Support Admin		$28,008.00	$9,340.00	$18,668.00	5307 (2000)
6	Up to 50% Federal Share		$1,251,456.00	$625,728.00	$625,728.00	5307 (2000)
7	Preventative Maintenance		$1,699,152.00	$1,415,960.00	$283,192.00	5307 (2000)
	Total FY 2024-2025		**$3,474,207.60**	**$2,381,422.05**	**$1,092,785.55**	

*Pending approval of the price increase on vehicles, LADOTD will provide 5311 awards at a later date.

FFY 2025 - 2026 (Oct. 2025 - Sept. 2026)

	Project Name	State Project	Total Cost	Federal Funds	Local Share	Funding Source
1	Assumption PPJ	RU 18-04-22	$186,565.05	$124,376.33	$62,188.72	5311
2	Terrebonne Parish Consolidated Government	RU 18-55-22	$333,806.13	$222,537.42	$111,268.71	5311
3	Terrebonne Parish Consolidated Government (GET)		$3,195,208.17			5307
	Total FY 2025-2026		**$3,715,579.35**	**$346,913.75**	**$173,457.43**	

* Pending approval of the price increase on vehicles, LADOTD will provide 5311 awards at a later date.

FFY 2026 - 2027 (Oct. 2026 - Sept. 2027)

	Project Name	State Project	Total Cost	Federal Funds	Local Share	Funding Source
1	Assumption PPJ	RU 18-04-22	$195,893.30	$130,595.15	$65,298.15	5311
2	Terrebonne Parish Consolidated Government	RU 18-55-22	$350,496.44	$233,664.29	$116,832.15	5311
3	Terrebonne Parish Consolidated Government (GET)		$3,354,968.58			5307
	Total FY 2026-2027		**$3,901,358.32**	**$364,259.44**	**$182,130.30**	

*Pending approval of the price increase on vehicles, LADOTD will provide 5311 awards at a later date.

Appendix A

Performance Targets

Below is a listing of performance targets adopted by the Policy Committee to date. On the next page is a matrix showing how each MPO selected STP<200K project helps meet these targets, as well as the goals established by the 2024 MTP.

Safety Performance Targets

The HTMPO support the targets set by DOTD for safety. In the Houma-Thibodaux region these targets are as follows:

- 1% reduction in fatalities from a 2020 5-year moving average baseline of 36 to a target of 35 in 2022.
- 1% reduction in serious injuries from a 2020 5-year moving average baseline of 20 to a target of 19 in 2022.
- 1% reduction is fatality rate from a 2020 5-year moving average baseline of 1.897 to a target of 1.859 in 2022.
- 1% reduction in serious injury rate from a 2020 5-year moving average baseline of 1.038 to a target of 1.017 in 2022.
- 1% reduction in non-motorized fatalities and serious injuries from a 2020 5-year moving average baseline of 10 to a target of 10 in 2022.

Asset Management Plan Pavement Targets

The HTMPO supports the targets set by DOTD for non-interstate NHS. The targets are as follows:

- 2-Year Targets: 20% of the NHS in Good condition, 20% in Poor condition
- 4-Year Targets: 20% of the NHS in Good condition, 20% in Poor condition

Asset Management Plan Bridge Targets

The HTMPO supports the targets set by DOTD for non-interstate NHS. The targets are as follows:

- 2-Year Targets: 35% of the NHS (including local bridges) in Good condition, 9.9% in Poor condition
- 4-Year Targets: 30% of the NHS (including local bridges) in Good condition, 9.9% in Poor condition

Truck Travel-Time Reliability Index and Level of Travel-Time Reliability Targets

The HTMPO supports the targets and index methodology set by DOTD for non-interstate NHS.

Transit Asset Management Plans

The HTMPO supports the targets and index methodology set by Good Earth Transit in its Asset Management Plan.

- Achieve 100% reliability of equipment and facilities

The HTMPO supports the targets and index methodology set by the LA DOTD in its Transit Asset Management Group Plan.

- To reach 93% of Cutaway Bus and Minivan assets in a State of good Repair
  - Replace 24 Cutaway Bus vehicles per year for 4 years (91% of Cutaways in state of good repair over 4-year period).
  - Replace 11.25 Minivan vehicles per year for 4 years (100% of Minivans in state of good repair after 4 years)
  - No target set for Vans; DOTD is currently managing decline of existing fleet through retirement of vans.
- No target set for equipment: DOTD does not own or have direct capital responsibility for any equipment (automobiles, SUVs, Trucks) utilized by its Section 5310 and 5311 sub recipients.
- No target set for Facilities; all facilities currently i good or excellent condition. DOTD is not replacing any facilities at this time.

Anticipated Effects of Selected Projects

The MPO staff and Technical Advisory Committee use the following tools to determine anticipated affects of the projects selected for implimentation:

- Purpose and Need of project as identified in the Call for Projects application and further defined in Stage 0 development
- Various project description data outlines in the Metropolitan Transportation Plan
- Professional judgement

The majority of the identified projects related to highway and pedestrian safety. It is anticipated that these projects will reduce the total number and rate of fatalities and serious injuries at these locations.

Several projects specifically are overlay projects which will improve the pavement conditions along both NHS and non-NHS roadways. Other projects are aimed at improving the overall reliablity of the roadway and also to consider overall corridor plans taking into consideration existing development and anticipated future growth along those corridors.

National Highway System Effects

There is one locally-owned roadway on the National Highway System (NHS) within the region - Canal Blvd. in Thibodaux. This roadway is approximately 1 mile and includes the Canal Blvd. Bridge over Bayou Lafourche. According to the latest information available from DOTD, Canal's overall condition is fair. The TIP identifies one overlay project to improve the roadway condition.

Project Name	PM 1 Safety					PM 2 Bridge/ Pavement		PM3 System Performance
Acadia Road Roundabout	*	*	*	*	*			*
Audubon Ave Overlay								
Bayou Blue (LA 316) Sidewalks					*			
Civic Center Roundabout	*	*	*	*				*
Downtown Thibodaux Sidewalks					*			
LA 20 & LA 304 Sidewalk Imp (Chackbay)					*			
LA 24 Couplet Feasibility Study								*
La 24 Sidewalk Rehabilitation					*			
LA 316 Improvements Feasibility Study	*	*	*	*	*			
LA 648 & Acadia Road Roundabout	*	*	*	*				*
Lafourche Parish School Zones	*	*	*	*	*			
Martin Luther King Boulevard (LA 3040) Improvements	*	*	*	*	*	*	*	*
Pedestrian Improvements: LA 1 at Bowie Road/ LA 1 at Audubon Ave.					*			
Terrebonne Parish Intersection Improvement Study	*	*	*	*				*
Thibodaux Canal Blvd. Overlay: Jackson Street to LA 1						*	*	
Thibodaux Tiger Drive Overlay: Talbot Avenue to LA 1								
Valhi Blvd. Multiuse Trail					*			
	# of fatalities	Rate of fatalities	# of serious injuries	Rate of serious injuries	# of non-motorized fatalities and serious injuries	% of pavements of the non-interstate NHS in good condition	% of pavements of the non-interstate NHS in poor condition	% of person miles traveled on the non-interstate NHS that are reliable