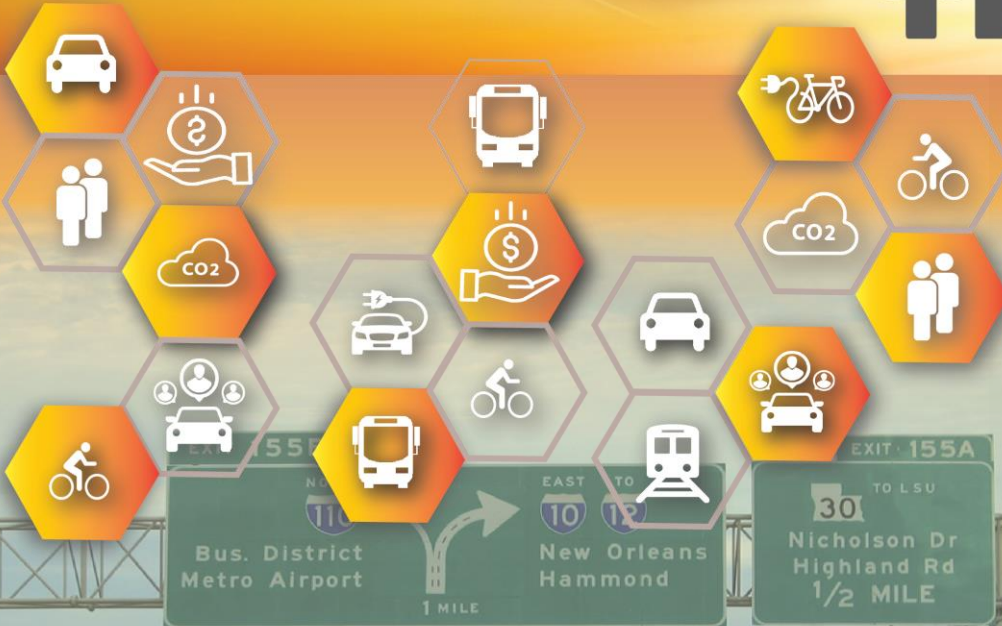


TIP



TRANSPORTATION IMPROVEMENT PLAN FY 2023 - 2026



Adopted: 09/21/22

Amended: 09/20/23

Modified: 01/23/24

Capital Region Metropolitan Planning Organization Transportation Improvement Program 2023-2026

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Sponsorship

Preparation of this document has been financed through grants from the U.S. Department of Transportation, Federal Transit Administration, and Federal Highway Administration.



Record of Adoption

Date	Description
09/21/2022	Adopted at Joint TAC/TPC Meeting (Final TIP FY 2023-2026)
01/25/2023	Adopted at Joint TAC/TPC Meeting (Amendment #1)
03-22-2023	Adopted at Joint TAC/TPC Meeting (Amendment #2)
09-20-2023	Adopted at Joint TAC/TPC Meeting (Amendment #3)

Member Jurisdictions

Capital Region Metropolitan Planning Organization (CRMPO) membership is comprised of the following jurisdictions:

Parishes of Ascension, East Baton Rouge, Iberville (partial), Livingston (partial), West Baton Rouge (partial), and Municipalities of Gonzales, Sorrento, Baton Rouge, Baker, Central, Zachary, Plaquemine, St. Gabriel, Denham Springs, Livingston, Port Vincent, Walker, Addis, Brusly, and Port Allen.

Staff

The employees of the Capital Region Planning Commission serve as the full-time professional staff to the CRMPO.

Capital Region Planning Commission
14734 S Harrell's Ferry Rd. Ste# B
Baton Rouge, LA 70816

James C. Setze Executive Director	P.K. Dang Transportation Planner	Vacant Environment Planner
Sooraz Patro Director of Transportation	Vacant Transportation Alternatives Coordinator	Ardyn Thriffiley Economic Development Specialist
Muhammad Woodrow Director of Planning	Marta Castro De Sa GIS Specialist	Chris Shalohm Senior Planning Aide/Title VI Coordinator
Mishuk Majumder Transportation Engineer/Planner	Bria-Lee Hicks Safety Coordinator	Dana Weidman Office Manager
Ahmed Khalek, PE, PTP Transportation Engineer	Brian Matherne Watershed Coordinator	Vacant Regional Bike/Ped. Planner
Ryan Decker GIS Specialist	Kenyatta Robertson TDM Program Manager	Vacant GIS/Data Analytics Manager
Carlinton Jones Senior Outreach Coordinator (TDM)		

MPO Contact

Sooraz Patro
Director of Transportation,
Capital Region Planning Commission
spatro@crpcla.org; 225-256-2990 (o)


Self-Certification

Joint Certification of the Metropolitan Transportation Planning Process for the Baton Metropolitan Planning Area

The State of Louisiana and the Capital Region Planning Commission (CRPC) Metropolitan Planning Organization (MPO) for the Baton Rouge Metropolitan Planning Area hereby certify that the transportation planning process is addressing the major issues facing the Capital Region and is being conducted in accordance with all applicable requirements of:

- (1) [23 U.S.C. 134](#), [49 U.S.C. 5303](#), and this subpart;
- (2) In nonattainment and maintenance areas, sections 174 and 176(c) and (d) of the Clean Air Act, as amended ([42 U.S.C. 7504](#), [7506\(c\)](#) and (d)) and [40 CFR part 93](#);
- (3) Title VI of the Civil Rights Act of 1964, as amended ([42 U.S.C. 2000d-1](#)) and [49 CFR part 21](#);
- (4) [49 U.S.C. 5332](#), prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- (5) Section 1101(e) of the ILJA Act ([Pub. L. 117-58](#)) and [49 CFR part 26](#) regarding the involvement of disadvantaged business enterprises in DOT funded projects;
- (6) [23 CFR part 230](#), regarding the implementation of an [equal employment opportunity program](#) on Federal and Federal-aid [highway](#) construction contracts;
- (7) The provisions of the Americans with Disabilities Act of 1990 ([42 U.S.C. 12101 et seq.](#)) and [49 CFR parts 27, 37, and 38](#);
- (8) The Older Americans Act, as amended ([42 U.S.C. 6101](#)), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- (9) Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- (10) Section 504 of the Rehabilitation Act of 1973 ([29 U.S.C. 794](#)) and [49 CFR part 27](#) regarding discrimination against individuals with disabilities.



 Shawn D. Wilson, Ph.D., Secretary
Louisiana Department of Transportation and
Development



Hon. Riley "Pee Wee" Berthelot (Parish President
West Baton Rouge Parish), Chairman
Transportation Policy Committee for the Baton
Rouge Urbanized Area

MPO RESOLUTION 2022-001

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

WHEREAS, the Baton Rouge Area Metropolitan Planning Organization (MPO) is responsible for carrying out a comprehensive, cooperative, and continuing transportation planning process throughout Ascension, East Baton Rouge, and portions of Iberville, Livingston, and West Baton Rouge Parishes; and

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

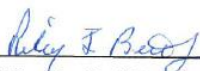
WHEREAS, various federal, state, regional, and local agencies and organizations concerned with transportation planning for the MPO area have cooperatively developed the Transportation Improvement Program (TIP) for Federal Fiscal Years 2023 through 2026 to satisfy federal planning requirements of the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

WHEREAS, the TIP is comprised of projects that are derived from the MPO's adopted 2046 Regional Transportation Plan, is consistent with local and state transportation plans, and has met the requirements of Title 23 Code of Federal Regulations Part 450.324; and

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

NOW, THEREFORE, BE IT RESOLVED by the Transportation Policy Committee of the Baton Rouge Area MPO, that Transportation Improvement Program for Federal Fiscal Years 2023 through 2026 is adopted in order to ensure the continued livability, sustainability, prosperity, and diversity of Capital Region by implementing the short-range component of the 2046 Regional Transportation Plan.

Adopted this 21st day of September 2022 by the Transportation Policy Committee of the Baton Rouge Area Metropolitan Planning Organization.


 Hon. Riley "Pee Wee" Berthelot (Parish President West Baton Rouge Parish),
 Chairman, Transportation Policy Committee for the Baton Rouge Urbanized Area

Attest:


 James C. Seize
 Executive Director, Capital Region Planning Commission

Committees

The CRMPO is comprised of two committees: The Transportation Policy Committee (TPC) and the Technical Advisory Committee (TAC). The TPC is the official governing body comprised of elected officials and other regional stakeholders. The TAC advises the TPC on technical matters, plans, and policies.

Transportation Policy Committee

The TPC is the official decision-making body of the MPO. The TPC's responsibilities include the review and approval of all plans, programs, and projects.

Membership is comprised of the chief elected official or designee from each local government within the Baton Rouge Transportation Management Area, the administrator of the State District Office of the Federal Highway and Transit Administration (non-voting member), the Secretary of the Louisiana Department of Transportation, and the Chief Executive Officer of the Capital Area Transit System.

Voting Members

Clint Cointment	President	Ascension Parish
Barney Arceneaux	Mayor	City of Gonzales
Michael Lambert	Mayor	Town of Sorrento
Sharon Weston Broome	Mayor – President	East Baton Rouge Parish
Darnell Waites, Chairman	Mayor	City of Baker
David Barrow	Mayor	City of Central
David Amrhein	Mayor	City of Zachary
Chris Daigle	President	Iberville Parish
Edwin “Ed” M. Reeves, Jr.	Mayor	City of Plaquemine
Lionel Johnson, Jr.	Mayor	City of St. Gabriel
Layton Ricks	President	Livingston Parish
H. Gerard Landry, <i>Vice-Chairman</i>	Mayor	City of Denham Springs
James V. “Jimmy” Watson	Mayor	City of Walker
Jonathan “JT” Taylor	Mayor	Town of Livingston
Jason Manola	President	West Baton Rouge Parish
Richard N. Lee, III	Mayor	City of Port Allen
David H. Touns	Mayor	Town of Addis
Scot M. Rhodes	Mayor	Town of Brusly
Chad Vosburg / Todd Donmyer		LADOTD, District 61
Theo Richards	CEO	Capital Area Transit

Non-Voting Members

Larry W. Sharp	LADOTD, District 62
Laura Phillips	FHWA, Louisiana Division

Technical Advisory Committee

The TAC reviews plans, projects, studies, and reports and provides recommendations regarding them to the TPC. Membership is comprised of a broad section of stakeholders including elected officials, transportation providers, engineers, and planners.

Voting Members

Fred Raiford	Director	EBR, Public Works - Transportation
Kevin Hill	Assistant Chief Admin. Officer	Baton Rouge City Parish Planning Commission
Layton Ricks	President	Livingston Parish
Daniel Helms	Director	ASC, Dir. Of Transportation and Engineering
Kevin Durbin	Director	WBR, Public Works
Chris Daigle	President	Iberville Parish
Darnell Waites	Mayor	City of Baker
David Amrhein	Mayor	City of Zachary
I.M. Jr. Shelton	Mayor	City of Shelton
Richard Lee, III	Mayor	City of Port Allen
Scot M. Rhodes	Mayor	Town of Brusly
David H. Toups	Mayor	Town of Addis
H. Gerard Landry, <i>Vice Chair</i>	Mayor	City of Denham Springs
James V. "Jimmy" Watson	Mayor	City of Walker
Johnnie "JJ" Page	Mayor	Village of Port Vincent
Jonathan "JT" Taylor	Mayor	Town of Livingston
Jackie Baumann	Chief Engineer	City of Gonzales
Mike Lambert	Mayor	Town of Sorrento
Edwin "Ed" M. Reeves, Jr.	Mayor	City of Plaquemine
Lionel Johnson, Jr.	Mayor	City of St. Gabriel
Jamie Setze	Executive Director	CRPC
Logan Anderson	Economic Competitiveness	Baton Rouge Area Chamber
Ralph Hennessy	Interim Director of Aviation	Baton Rouge Metro Airport
Theo Richard	CEO	Capital Area Transit System
Robert Miller	Director	Reliant Transportation
Jay Hardman, P.E.	Managing Director	Port of Greater Baton Rouge
Don Redman	Public Affairs Director	AAA New Orleans, Baton Rouge
Chance McNeely	Executive Director	LA Motor Transportation Association
Harold "Skip" Paul, <i>Chairman</i>		
Robert Seeman	Program Director	Baton Rouge Green
Tina Athalone		LADOTD Section 81
Dawn Sholmire		LADOTD Section 85
Larry W. Sharp		LADOTD Section 62
Chad Vosburg / Todd Donmyer		LADOTD Section 61
Laura Phillips	Transportation Planner	FHWA
Vivian Johnson	Environmental Senior Scientist	LDEQ
Dr. Patric Carriere		Southern University, College of Engineering

Planning Area Map

The Capital Region Metropolitan Planning Area covers at minimum, the census 2010 urbanized area *and* the contiguous geographic area likely to become urbanized within the twenty-year period covered by the long-range plan.

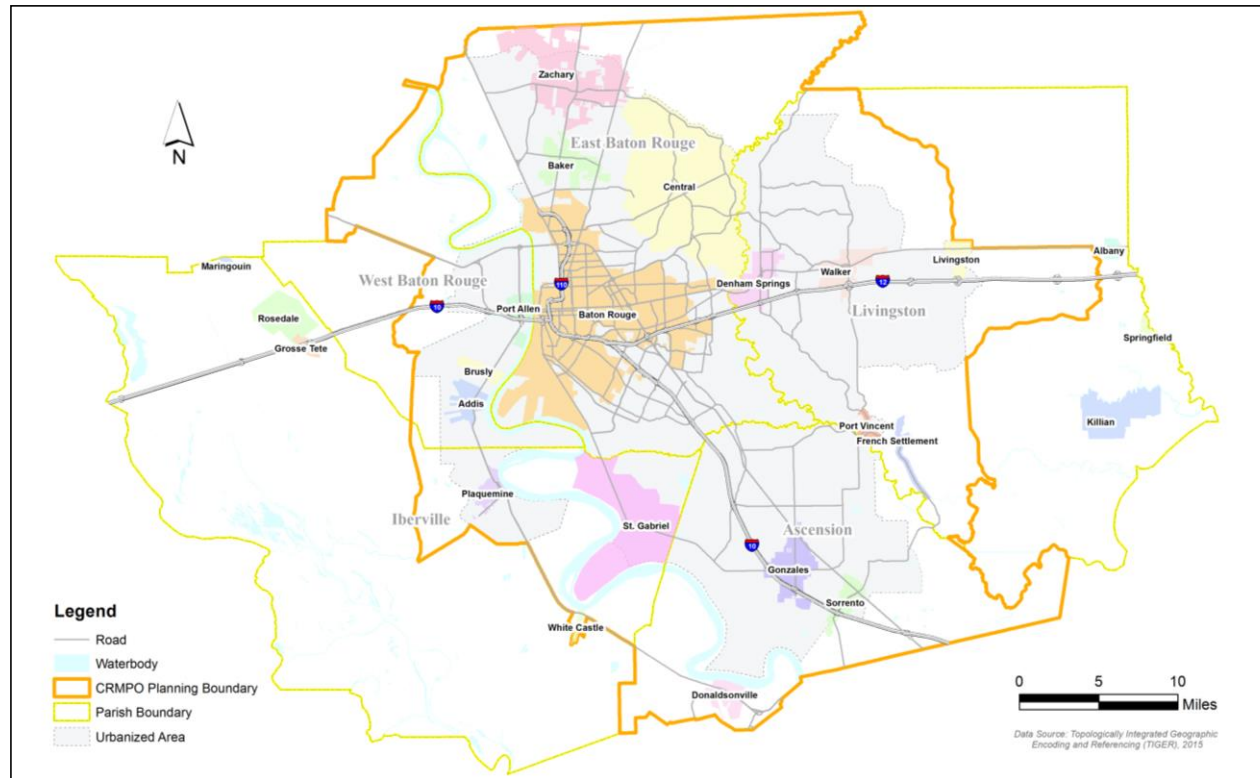


Figure 1: Capital Region Metropolitan Panning Area

Introduction to Regional Transportation Planning

Metropolitan Planning Organization (MPO)

A metropolitan planning organization (MPO) is a federally mandated transportation policy making body comprised of representatives from local governments and transportation authorities.

The *Federal-Aid Highway Act of 1962* first required the formation of MPO's in all urbanized areas (UZA) with a population greater than 50,000. As a condition to receive federal transportation assistance, this act required that project selection be based on a continuing and cooperative planning process between states and local governments. As such, MPO's became responsible for planning, programming, and coordinating federal highway and transit investments within their urbanized areas.

Subsequent transportation authorizations have broadened the role of MPO's. The Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 gave MPOs new allocative authority over two major federal funding categories, the Surface Transportation Program (STP), and the Congestion Mitigation and Air Quality Improvement (CMAQ) program. More recent legislation, such as MAP-21, the FAST Act, and IIJA have made MPOs responsible for setting performance objectives and targets across their regions.

Products of the Planning Process

An MPO is required to produce two important planning documents for the region: a long-range Metropolitan Transportation Plan (MTP), and a short-range programming document known as the Transportation Improvement Program (TIP). Some of the other major planning products include the Unified Planning Work Program (UPWP), Congestion Management Process (CMP), Regional Intelligent Transportation System (ITS) Architecture.

Move 2046: The Capital Region Metropolitan Transportation Plan

Each MPO must produce a fiscally constrained metropolitan transportation plan. The purpose of the plan is to guide the development of an integrated, multi-modal transportation system for the region. An MTP must have a twenty year or greater planning horizon and must be updated at least every four years.

MOVE 2046 is the name of the Capital Region's most recent MTP update; once adopted, MOVE 2046 will replace the Capital Region 2042 Long Range Plan.

The vision statement for MOVE 2046 is:

"The Baton Rouge metropolitan region will have a seamlessly integrated multi-modal transportation system that supports the sustainability and resiliency of the region and connects residents, workers, and visitors to their desired destinations safely, conveniently and efficiently; regardless of their circumstances or abilities, while supporting passenger vehicles, bicyclists, pedestrians, public transportation users, and freight."

The result of the long-range planning process is a prioritized and fiscally constrained list of projects divided into Stages I (2022 – 2027), II (2028 – 2036), and III (2037 – 2046) along with a fourth unconstrained "wish list" or VISION stage. The TIP is a programming document of projects planned in stage I of the MTP.

The Transportation Improvement Program (TIP)

The TIP is a staged program of projects being advanced toward construction over the five-year period FFY 2023 – 2026. Projects included in the TIP have gone through an extensive planning process and are derived directly from Stage I of the MTP. These projects have been screened for technical merit and consistency with regional and federal transportation goals before being voted upon by the TPC. The result is a single list of projects for advancement agreed upon by transit operators, the State DOTD, FHWA and local stakeholders.

TIP Requirements

A TIP must include:

- Projects, or phases of projects, from stage I of the long-range plan;
- Only projects consistent with the long-range plan;
- All regionally significant FHWA FTA, State, or locally funded projects

A TIP must also:

- Cover a minimum four-year period of investment;
- Be updated at least every four years;
- Be fiscally constrained;
- Conform with the State Implementation Plan (SIP) for air quality;
- Be approved by the MPO and the governor;
- Be incorporated directly, without change, into the Statewide Transportation Improvement Program (STIP);
- Be Compliant with Performance Based Planning and Programming (PBPP) requirements; and
- Involve stakeholder and public involvement in the planning process.

The detailed TIP development process addressing the above requirements is described in Appendix B.

How to Read the TIP Highway Projects Table

State Project Number – Project number, assigned by the Louisiana Department of Transportation;

MTP No. – Map number from MOVE 2046;

Parish/Project Sponsor – Parish in which the project is located along with name of City/Town, if not, sponsored by Parish itself. Projects spanning multiple Parishes are identified as “Regional” projects;

- ASC – Ascension Parish
- EBR – East Baton Rouge Parish
- IBR – Iberville Parish
- LIV – Livingston Parish
- WBR – West Baton Rouge Parish

Route/Off-system Road Name – Route or street name where the project is located;

Route Control Section – Each LADOTD route segment is attributed a unique five-digit number in the format 000-00 where the first three digits are the control number, and the remaining two digits are the section number. This is a cross-referencing attribute serving as a unique identifier.

Log Miles (Begin and End) – Exact mileage-based location along a route.

Project Name – Start and end-point of the project;

Type of Improvement – Brief description of the project improvement type;

Work Type: Brief information on the type of work viz. Preservation, Non-Interstate on NHS; Urban Systems; congestion Mitigation; Road Transfer; Preservation: Bridge (ON-system); Operation Efficiency; etc.

Project Phase –

- Study
- D – Design (Engineering)
- ENVI – Environmental
- ROW – Right of way Acquisition
- U/R – Utility relocation
- C – Construction

Project Cost – Project or Phase of Project cost in thousands of dollars;

Total Project Cost – Project cost, including CE&I phase cost plus contingency (10%), in thousands of dollars;

Federal Share – Federal portion of the project cost in thousands of dollars;

Funding Source

- NHPP – National Highway Performance Program
- HSIP – Highway Safety Improvement Program
- STP>200k – Surface Transportation Program
- CMAQ - Congestion Mitigation and Air Quality Improvement
- STBONDS – State Bonds
- STPFLEX – Surface Transportation Program, flex
- STCASH – State cash
- DEMO
- LOCAL - Local funds
- NFI – No Funding Identified
- NFA – Non-Federal Aid
- GARVEE – Grant Anticipation Revenue Vehicles (Bonds)
- RAISE – Rebuilding American Infrastructure with Sustainability and Equity (Discretionary Grant)
- PL – Planning funds
- SPR – State Planning and Research

Auth Year – Federal fiscal year in which the funds for project or phase of project are expected to be authorized;

PBPP Goals / Comments – Identifies the PBPP goals that project addresses and any comments about the project or phase of project; such as Congestion, Safety & Security, Livability, State of Good Repair, Equity, Economic Competitiveness, Clean & Green Communities, and Education & Outreach.

STIP Project

- Y - Project is in the STIP
- Y-LINE - STIP line-item projects mostly administered by LADOTD
- N-STATE - Not in STIP. 100% State funds
- N-LOCAL - Not in STIP. Local government projects
- N-STUDY - Not in STIP. Feasibility and Environmental Studies

Highway Projects List

Project No.	MTP # ID	Parish/ Project Sponsor	Route/ Off-System Road Name	Route Control Section	Log Miles (Begin)	Log Miles (End)	Project Name	Type of Improvement	Work Type	Phase	Proj Cost (000)	Total Project Cost (w/Conting.) (000)	Federal Share (000)	Funding Source	Auth Year	PBPP Goals / Comments	STIP Project	Remarks
H.010960		ASC / ASC Parish	LA 30	414-03			Roundabouts @ Tanger Mall & I-10	Roundabout	Urban Systems	C	6,700	6,700	5,360	STPFLEX	FY 23	PBPP Goals – 1, 2, 4	Y	
H.010960		ASC / ASC Parish	LA 30	414-03			Roundabouts @ Tanger Mall & I-10	Roundabout	Urban Systems	C	11,800	12,980	0	STBONDS	FY 23	PBPP Goals – 1, 2, 4	Y	
H.010960		ASC / ASC Parish	LA 30	414-03			Roundabouts @ Tanger Mall & I-10	Roundabout	Urban Systems	C	5,300	5,830	0	STCASH	FY 23	PBPP Goals – 1, 2, 4	Y	
H.013793		ASC / ASC Parish	Germany Rd	000-03	0.000	1.990	Germany Rd Widening: US 61 - LA 44	Safety Road Widening/Reconstruction	Urban Systems	ROW	800	800	640	STP>200K	FY 23	PBPP Goals – 1, 2, 4	Y	ASC Parish to provide match
H.013793		ASC / ASC Parish	Germany Rd	000-03	0.000	1.990	Germany Rd Widening: US 61 - LA 44	Safety Road Widening/Reconstruction	Urban Systems	U/R	550	550	440	STP>200K	FY 24	PBPP Goals – 1, 2, 4	Y	ASC Parish to provide match
H.013793		ASC / ASC Parish	Germany Rd	000-03	0.000	1.990	Germany Rd Widening: US 61 - LA 44	Safety Road Widening/Reconstruction	Urban Systems	C	2,750	3,025	2,420	STP>200K	FY 25	PBPP Goals – 1, 2, 4	Y	ASC Parish to provide match
H.013850		ASC / ASC Parish	Duplessis Rd	000-03	0.000	1.653	Duplessis Rd Widening: US 61 - LA 73	Minor Widening	Urban Systems	ROW	900	900	720	STP>200K	FY 24	PBPP Goals – 1, 2, 4	Y	ASC Parish to provide match
H.013850		ASC / ASC Parish	Duplessis Rd	000-03	0.000	1.653	Duplessis Rd Widening: US 61 - LA 73	Minor Widening	Urban Systems	U/R	170	170	136	STP>200K	FY 24	PBPP Goals – 1, 2, 4	Y	ASC Parish to provide match
H.013850		ASC / ASC Parish	Duplessis Rd	000-03	0.000	1.653	Duplessis Rd Widening: US 61 - LA 73	Minor Widening	Urban Systems	U/R	460	460	460	STP>200K	FY 24	PBPP Goals – 1, 2, 4	Y	STP Funds @ 100 %
H.013850		ASC / ASC Parish	Duplessis Rd	000-03	0.000	1.653	Duplessis Rd Widening: US 61 - LA 73	Minor Widening	Urban Systems	C	5,300	5,830	4,664	STP>200K	FY 25	PBPP Goals – 1, 2, 4	Y	ASC Parish to provide match
H.014087		ASC/ LADOTD	US 61	007-06	0.000	5.000	US 61: ST. JAMES PL -2450' S. OF LA 22	Mill, Patch and Overlay	Preservation, Non-Interstate on NHS	E	80	80	64	NHPP	FY 23		Y	LADOTD
H.014087		ASC/ LADOTD	US 61	007-06	0.000	5.000	US 61: ST. JAMES PL -2450' S. OF LA 22	Mill, Patch and Overlay	Preservation, Non-Interstate on NHS	C	9,000	9,900	7,920	NHPP	FY 26		Y	LADOTD
H.014407		ASC/ ASC Parish	LA 621/ Roddy Rd	803-08/000-03	4.780/0.000	4.820/0.000	LA 621 @ Roddy Rd	Roundabout	Urban Systems	U/R	100	100	80	STP>200K	FY 23	PBPP Goals – 1, 2, 4	Y	ASC Parish to provide match

<div> <div>Transportation Improvement Program (2023 – 2026)</div> <div>Highway Projects List</div> <div>* Projects listed for information only and not included in STIP until Stage 0 is complete and/or project numbers assigned.</div> </div>																		
H.014407		ASC/ ASC Parish	LA 621/ Roddy Rd	803-08/000-03	4.780/0.000	4.820/0.000	LA 621 @ Roddy Rd	Roundabout	Urban Systems	C	1,500	1,650	1,320	STP>200K	FY 24	PBPP Goals – 1, 2, 4	Y	ASC Parish to provide match
H.014409		ASC/ ASC Parish	LA 933/Joe Sevario Rd	803-18/000-03	1.010/0.000	1.050/0.000	LA 933 AT JOE SEVARIO ROAD	Roundabout	Urban Systems	U/R	150	150	120	STP>200K	FY 23		Y	ASC Parish to provide match
H.014409		ASC/ ASC Parish	LA 933/Joe Sevario Rd	803-18/000-03	1.010/0.000	1.050/0.000	LA 933 AT JOE SEVARIO ROAD	Roundabout	Urban Systems	C	1,500	1,650	1,320	STP>200K	FY 24		Y	ASC Parish to provide match
H.014422		ASC/ ASC Parish	LA 931	803-16/000-03	0.990/0.000	1.030/0.000	LA 931 @ Roddy Rd. & Joe Sevario Rd.	Roundabout	Urban Systems	C	1,500	1,650	1,320	STP>200K	FY 23		Y	ASC Parish to provide match
H.014642		ASC/ ASC Parish	PR 929	000-03	0.000	0.000	PR 929 Overlay: US 61- Parker Rd	Mill, Patch and Overlay	Urban Systems	C	1,305	1,436	1,148	STP>200K	FY 23		Y	ASC Parish to provide match
H.014918		ASC/ ASC Parish	LA 73/ Bluff Rd Connector	077-02/000.03	1.780/0.000	1.880/0.000	LA 73 Roundabout at Bluff Rd Connector	Construct Roundabout + Add SB U-turn @ I-10 WB	Urban Systems	ROW	1,550	1,550	1,240	STP>200K	FY 23	PBPP Goals – 1, 2, 4	Y	ASC Parish to provide match
H.014918		ASC/ ASC Parish	LA 73/ Bluff Rd Connector	077-02/000.03	1.780/0.000	1.880/0.000	LA 73 Roundabout at Bluff Rd Connector	Construct Roundabout + Add SB U-turn @ I-10 WB	Urban Systems	U/R	200	200	160	STP>200K	FY 23	PBPP Goals – 1, 2, 4	Y	ASC Parish to provide match
H.014918		ASC/ ASC Parish	LA 73/ Bluff Rd Connector	077-02/000.03	1.780/0.000	1.880/0.000	LA 73 Roundabout at Bluff Rd Connector	Construct Roundabout + Add SB U-turn @ I-10 WB	Urban Systems	C	1,650	1,815	1,452	STP>200K	FY 23	PBPP Goals – 1, 2, 4	Y	ASC Parish to provide match
H.015097		ASC/ City of Gonzales + ASC Parish	US 61	007-07	5.517	5.990	US 61 Superstreet: LOWES AVE TO LA 44	Signalized Directional Medians	Urban Systems	Envi.	25	25	0	Local	FY 23		Y	ASC + City of Gonzales to provide funds
H.015097		ASC/ City of Gonzales + ASC Parish	US 61	007-07	5.517	5.990	US 61 Superstreet: LOWES AVE TO LA 44	Signalized Directional Medians	Urban Systems	D	450	450	0	Local	FY 23		Y	ASC + City of Gonzales to provide funds
H.015097		ASC/ City of Gonzales + ASC Parish	US 61	007-07	5.517	5.990	US 61 Superstreet: LOWES AVE TO LA 44	Signalized Directional Medians	Urban Systems	ROW	100	100	0	Local	FY 23		Y	ASC + City of Gonzales to provide funds
H.015097		ASC/ City of Gonzales + ASC Parish	US 61	007-07	5.517	5.990	US 61 Superstreet: LOWES AVE TO LA 44	Signalized Directional Medians	Urban Systems	U/R	100	100	0	Local	FY 24		Y	ASC + City of Gonzales to provide funds
H.015097		ASC/ City of Gonzales + ASC Parish	US 61	007-07	5.517	5.990	US 61 Superstreet: LOWES AVE TO LA 44	Signalized Directional Medians	Urban Systems	C	2,500	2,750	2,200	STP>200K	FY 24		Y	ASC + City of Gonzales to provide match
H.015098		ASC/ City of Gonzales + ASC Parish	US 61	007-07	3.903	4.473	US 61 Superstreet: CORNERVIEW - S PURPERA AVE	Signalized Directional Medians	Urban Systems	Envi.	25	25	0	Local	FY 23		Y	ASC + City of Gonzales to provide funds
H.015098		ASC/ City of Gonzales + ASC Parish	US 61	007-07	3.903	4.473	US 61 Superstreet: CORNERVIEW - S PURPERA AVE	Signalized Directional Medians	Urban Systems	D	400	400	0	Local	FY 24		Y	ASC + City of Gonzales to provide funds

Transportation Improvement Program (2023 – 2026)
Highway Projects List
** Projects listed for information only and not included in STIP until Stage 0 is complete and/or project numbers assigned.*

H.015098		ASC/ City of Gonzales + ASC Parish	US 61	007-07	3.903	4.473	US 61 Superstreet: CORNERVIEW - S PURPERA AVE	Signalized Directional Medians	Urban Systems	ROW	100	100	0	Local	FY 25		Y	ASC + City of Gonzales to provide funds
H.015098		ASC/ City of Gonzales + ASC Parish	US 61	007-07	3.903	4.473	US 61 Superstreet: CORNERVIEW - S PURPERA AVE	Signalized Directional Medians	Urban Systems	U/R	100	100	0	Local	FY 26		Y	ASC + City of Gonzales to provide funds
*		ASC/ City of Gonzales + ASC Parish	US 61	007-07	3.903	4.473	US 61 Superstreet: CORNERVIEW - S PURPERA AVE	Signalized Directional Medians	Urban Systems	C	2,750	3,025	2,420	STP>200K	FY 27		Y	ASC + City of Gonzales to provide match
H.015100		ASC/ City of Gonzales + ASC Parish	US 61	007-07	4.851	5.272	US 61 Superstreet: NELL ST & CHURCHPOINT RD	Signalized Directional Medians	Urban Systems	Envi.	25	25	0	Local	FY 23		Y	ASC + City of Gonzales to provide funds
H.015100		ASC/ City of Gonzales + ASC Parish	US 61	007-07	4.851	5.272	US 61 Superstreet: NELL ST & CHURCHPOINT RD	Signalized Directional Medians	Urban Systems	D	350	350	0	Local	FY 23		Y	ASC + City of Gonzales to provide funds
H.015100		ASC/ City of Gonzales + ASC Parish	US 61	007-07	4.851	5.272	US 61 Superstreet: NELL ST & CHURCHPOINT RD	Signalized Directional Medians	Urban Systems	ROW	100	100	0	Local	FY 24		Y	ASC + City of Gonzales to provide funds
H.015100		ASC/ City of Gonzales + ASC Parish	US 61	007-07	4.851	5.272	US 61 Superstreet: NELL ST & CHURCHPOINT RD	Signalized Directional Medians	Urban Systems	U/R	100	100	0	Local	FY 25		Y	ASC + City of Gonzales to provide funds
H.015100		ASC/ City of Gonzales + ASC Parish	US 61	007-07	4.851	5.272	US 61 Superstreet: NELL ST & CHURCHPOINT RD	Signalized Directional Medians	Urban Systems	C	1,650	1,815	1,452	STP>200K	FY 26		Y	ASC + City of Gonzales to provide match
H.015101		ASC/ City of Gonzales + ASC Parish	US 61	265-02/000-03	0.426/0.000	0.512/0.000	US 61 Superstreet: LOWES AT LA 44 RNDBT	Construct Roundabout @ LA 44 and Lowes Ave	Urban Systems	Envi.	25	25	0	Local	FY 23		Y	ASC + City of Gonzales to provide funds
H.015101		ASC/ City of Gonzales + ASC Parish	US 61	265-02/000-03	0.426/0.000	0.512/0.000	US 61 Superstreet: LOWES AT LA 44 RNDBT	Construct Roundabout @ LA 44 and Lowes Ave	Urban Systems	D	500	500	0	Local	FY 23		Y	ASC + City of Gonzales to provide funds
H.015101		ASC/ City of Gonzales + ASC Parish	US 61	265-02/000-03	0.426/0.000	0.512/0.000	US 61 Superstreet: LOWES AT LA 44 RNDBT	Construct Roundabout @ LA 44 and Lowes Ave	Urban Systems	ROW	300	300	0	Local	FY 23		Y	ASC + City of Gonzales to provide funds
H.015101		ASC/ City of Gonzales + ASC Parish	US 61	265-02/000-03	0.426/0.000	0.512/0.000	US 61 Superstreet: LOWES AT LA 44 RNDBT	Construct Roundabout @ LA 44 and Lowes Ave	Urban Systems	U/R	250	250	0	Local	FY 24		Y	ASC + City of Gonzales to provide funds
H.015101		ASC/ City of Gonzales + ASC Parish	US 61	265-02/000-03	0.426/0.000	0.512/0.000	US 61 Superstreet: LOWES AT LA 44 RNDBT	Construct Roundabout @ LA 44 and Lowes Ave	Urban Systems	C	3,350	3,685	2,948	STP>200K	FY 25		Y	ASC + City of Gonzales to provide match
*		ASC/ City of Gonzales + ASC Parish	US 61	007-07	4.710	4.340	US 61 Superstreet: LA 429 - WEBER CITY RD	Convert Roadway to Superstreet Design	Urban Systems	Envi.	25	25	0	Local	FY 23		Y	ASC + City of Gonzales to provide funds

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*		ASC/ City of Gonzales + ASC Parish	US 61	007-07	4.710	4.340	US 61 Superstreet: LA 429 - WEBER CITY RD	Convert Roadway to Superstreet Design	Urban Systems	D	400	400	0	Local	FY 23		Y	ASC + City of Gonzales to provide funds
*		ASC/ City of Gonzales + ASC Parish	US 61	007-07	4.710	4.340	US 61 Superstreet: LA 429 - WEBER CITY RD	Convert Roadway to Superstreet Design	Urban Systems	ROW	100	100	0	Local	FY 24		Y	ASC + City of Gonzales to provide funds
*		ASC/ City of Gonzales + ASC Parish	US 61	007-07	4.710	4.340	US 61 Superstreet: LA 429 - WEBER CITY RD	Convert Roadway to Superstreet Design	Urban Systems	U/R	100	100	0	Local	FY 25		Y	ASC + City of Gonzales to provide funds
*		ASC/ City of Gonzales + ASC Parish	US 61	007-07	4.710	4.340	US 61 Superstreet: LA 429 - WEBER CITY RD	Convert Roadway to Superstreet Design	Urban Systems	C	2,050	2,255	1,804	STP>200K	FY 26		Y	ASC + City of Gonzales to provide match
*	904	ASC/ASC Parish	LA 3127	NA	NA	NA	LA 3127 Extension: LA 70 to LA 1	New 2-In Roadway	Urban Systems	ROW	4,000	4,000	0	Local	FY 25		N	ASC Parish
*	904	ASC/ASC Parish	LA 3127	NA	NA	NA	LA 3127 Extension: LA 70 to LA 2	New 2-In Roadway	Urban Systems	U/R	2,000	2,000	0	Local	FY 26		N	ASC Parish
*	904	ASC/ASC Parish	LA 3127	NA	NA	NA	LA 3127 Extension: LA 70 to LA 3	New 2-In Roadway	Urban Systems	U/R	80,939	80,939	0	Local	FY 26		N	ASC Parish
*		ASC/ ASC Parish	LA 30 at Buzzard Roost	414-03	6.090	6.160	LA 30 @ Buzzard Roost RBT	Roundabout	Urban Systems	Envi.	45	45	0	Local	FY 23		N	ASC Parish to provide funds
*		ASC/ ASC Parish	LA 30 at Buzzard Roost	414-03	6.090	6.160	LA 30 @ Buzzard Roost RBT	Roundabout	Urban Systems	D	450	450	360	STP>200K	FY 24		N	ASC Parish to provide match
*		ASC/ ASC Parish	LA 30 at Buzzard Roost	414-03	6.090	6.160	LA 30 @ Buzzard Roost RBT	Roundabout	Urban Systems	ROW	200	200	160	STP>200K	FY 24		N	ASC Parish to provide match
*		ASC/ ASC Parish	LA 30 at Buzzard Roost	414-03	6.090	6.160	LA 30 @ Buzzard Roost RBT	Roundabout	Urban Systems	U/R	100	100	80	STP>200K	FY 25		N	ASC Parish to provide match
*		ASC/ ASC Parish	LA 30 at Buzzard Roost	414-03	6.090	6.160	LA 30 @ Buzzard Roost RBT	Roundabout	Urban Systems	C	1,350	1,485	1,188	STP>200K	FY 25		N	ASC Parish to provide match
*		ASC/ ASC Parish	Perkins Rd/LA 427 @ Bluff Rd/LA 928	803-25/803-27	5.670	5.720	Perkins Rd @ Bluff Rd RBT	Roundabout	Urban Systems	Envi.	45	45	0	Local	FY 23		N	ASC Parish to provide funds
*		ASC/ ASC Parish	Perkins Rd/LA 427 @ Bluff Rd/LA 928	803-25/803-27	5.670	5.720	Perkins Rd @ Bluff Rd RBT	Roundabout	Urban Systems	D	450	450	0	Local	FY 24		N	ASC Parish to provide funds
*		ASC/ ASC Parish	Perkins Rd/LA 427 @ Bluff Rd/LA 928	803-25/803-27	5.670	5.720	Perkins Rd @ Bluff Rd RBT	Roundabout	Urban Systems	ROW	150	150	120	STP>200K	FY 24		N	ASC Parish to provide match
*		ASC/ ASC Parish	Perkins Rd/LA 427 @ Bluff Rd/LA 928	803-25/803-27	5.670	5.720	Perkins Rd @ Bluff Rd RBT	Roundabout	Urban Systems	U/R	200	200	160	STP>200K	FY 25		N	ASC Parish to provide match
*		ASC/ ASC Parish	Perkins Rd/LA 427 @ Bluff Rd/LA 928	803-25/803-27	5.670	5.720	Perkins Rd @ Bluff Rd RBT	Roundabout	Urban Systems	C	1,650	1,815	1,452	STP>200K	FY 25		N	ASC Parish to provide match

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H.015107		ASC/ ASC Parish	LA 73 at LA 74	077-02/264-03	1.800	1.870	LA 73 @ LA 74 RBT	Roundabout	Urban Systems	Envi.	45	45	0	Local	FY 23		N	ASC Parish to provide funds
H.015107		ASC/ ASC Parish	LA 73 at LA 74	077-02/264-03	1.800	1.870	LA 73 @ LA 74 RBT	Roundabout	Urban Systems	D	550	550	0	Local	FY 23		N	ASC Parish to provide funds
H.015107		ASC/ ASC Parish	LA 73 at LA 74	077-02/264-03	1.800	1.870	LA 73 @ LA 74 RBT	Roundabout	Urban Systems	ROW	1,500	1,500	1,200	STP>200K	FY 24		N	ASC Parish to provide match
H.015107		ASC/ ASC Parish	LA 73 at LA 74	077-02/264-03	1.800	1.870	LA 73 @ LA 74 RBT	Roundabout	Urban Systems	U/R	500	500	400	STP>200K	FY 25		N	ASC Parish to provide match
H.015107		ASC/ ASC Parish	LA 73 at LA 74	077-02/264-03	1.800	1.870	LA 73 @ LA 74 RBT	Roundabout	Urban Systems	C	2,900	3,190	2,552	STP>200K	FY 25		N	ASC Parish to provide match
*		ASC/ ASC Parish	Bluff Road/LA 928 at LA 74	264-02/803-07	2.180	2.310	Bluff Road @ LA 74 RBT	Roundabout	Urban Systems	Envi.	45	45	0	Local	FY 23		N	ASC Parish to provide funds
*		ASC/ ASC Parish	Bluff Road/LA 928 at LA 74	264-02/803-07	2.180	2.310	Bluff Road @ LA 74 RBT	Roundabout	Urban Systems	D	450	450	0	Local	FY 23		N	ASC Parish to provide funds
*		ASC/ ASC Parish	Bluff Road/LA 928 at LA 74	264-02/803-07	2.180	2.310	Bluff Road @ LA 74 RBT	Roundabout	Urban Systems	ROW	100	100	80	STP>200K	FY 24		N	ASC Parish to provide match
*		ASC/ ASC Parish	Bluff Road/LA 928 at LA 74	264-02/803-07	2.180	2.310	Bluff Road @ LA 74 RBT	Roundabout	Urban Systems	U/R	200	200	160	STP>200K	FY 25		N	ASC Parish to provide match
*		ASC/ ASC Parish	Bluff Road/LA 928 at LA 74	264-02/803-07	2.180	2.310	Bluff Road @ LA 74 RBT	Roundabout	Urban Systems	C	1,500	1,650	1,320	STP>200K	FY 25		N	ASC Parish to provide match
*	20	ASC/ ASC Parish	N Robert Wilson Rd				LA 30 to Buzzard Roost	New 2-In Roadway	Urban Systems	C	5,305	5,305	0	Local	FY 27		N	ASC Parish to provide match
*	21	ASC/ ASC Parish	LA 73 to Bluff Rd Connector				LA 73 to Bluff Rd	New 2-In Roadway	Urban Systems	C	7,427	7,427	0	Local	FY 27		N	ASC Parish to provide match
*	43	ASC/ ASC Parish	LA 44 (S Burnside Ave)				I-10 to Loosemoore Rd	Widen to 4-In and Roundabout	Urban Systems	C	6,885	6,885	0	Local	FY 23		N	ASC Parish to provide match
H.014865		ASC/ LADOTD	US 61 (Airline Hwy)	007-07			LA 74 to LA 42	Patch, Mill, Overlay	Preservation	C	12,400	13,640	10,912	NHPP	FY 23		Y	LADOTD
H.002320	2	EBR/ EBR Parish	Sullivan Rd	255-30, 255-02			Wax - Hooper Rd	4-Ln Divided Concrete Hwy Raise Median	Urban Systems	C	14,500	15,950	0	STBONDS	FY 24	PBPP Goals - 1, 2, 4	Y	
H.002320	2	EBR/ EBR Parish	Sullivan Rd	255-30, 255-02			Wax - Hooper Rd	4-Ln Divided Concrete Hwy Raise Median	Urban Systems	C	3,000	3,300	0	STPFLEX	FY 24	PBPP Goals - 1, 2, 4	Y	LADOTD

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H.002825	4	EBR/ EBR Parish	LA 30	414-01	2.760	3.960	LA 30(NICHOLSON DR): BRIGHTSIDE-GOURRIER	WIDEN TO 4 LANES WITH MEDIAN	Urban Systems	C	16,588	18,247	14,597	STP>200K	FY 23		Y	EBR Parish to provide match
H.002825	4	EBR/ EBR Parish	LA 30/ Nicholson Dr	414-01	2.760	3.960	LA 30(NICHOLSON DR): BRIGHTSIDE-GOURRIER	WIDEN TO 4 LANES WITH MEDIAN	Urban Systems	C	3,160	3,476	3,476	HSIPPEN	FY 23	PBPP Goals – 1, 2 3, 5	Y	
H.009300	905	EBR/ LADOTD	Hooper Rd	255-02			LA 3034 to LA 37	Widen to 4-ln	Urban Systems	C	51,000	51,000	0	STBONDS	FY 27		Y	LADOTD
H.010251		EBR/LADOTD	US 61/190-X	817-20			Chippewa St Pump Station IMP Phase 2	Replace/Upgrade Pump House Components	Urban Systems	C	1,200	1,200	960	PROTECT	FY 24	PBPP Goals - 4	Y	LADOTD
H.010652		EBR/ LADOTD	LA 73	077-05			US 61 (Airline) - Essen Ln	Full Depth Recon, Curb & Gutter, Concrete Patching, Sidewalks	Preservation	C	13,800	13,800	11,040	NHPP	FY 23		Y	LADOTD
H.010319		EBR/ LADOTD	I-110	450-92	1.240	2.500	I-110: NORTH ST. - PLANK RD.	RECONSTRUCT JCP @ GRADE	Preservation, Interstate	C	24,000	26,400	23,760	NHPP	FY 24		Y	LADOTD
H.010729		EBR/ EBR Parish	LA 67	060-01	0.280	5.600	Traffic Signal Coord & Synch Ph VI (EBR)	Traffic Signal Coordination and Signal Synchronization	Congestion Mitigation	C	8,200	9,020	9,020	CMAQ	FY 24	PBPP Goals – 1, 5, 7	Y	
			LA 73	077-05	7.350	7.350												
			US 61-X	013-04	1.760	2.270												
				000-17	0.000	0.000												
H.011543		EBR/ EBR Parish	LA 3164	019-01	0.110	1.000	Traffic Signal Coord & Synch Ph VII (EBR)	Traffic Signal Coordination and Signal Synchronization	Congestion Mitigation	C	7,780	8,558	8,558	CMAQ	FY 24	PBPP Goals – 1, 5, 7	Y	
			US 61-X	019-01	1.320	3.300												
			US 61	019-01	3.840	4.540												
			US 61	019-02	0.710	1.320												
			LA 408	255-01	1.460	1.950												
				000-17	0.000	0.000												
			LA 37	254-01	0.000	1.700												
			LA 37	254-02	0.000	1.900												
H.012232	14	EBR/ EBR Parish	Dijon Rd / Constantin Blvd.	000-17	0.000	0.000	LA 3064 (Midway) to Bluebonnet Blvd Phase 2	New Alignment 2-ln Roadway	Urban Systems	C	13,100	14,410	14,410	STP>200K	FY 23	PBPP Goals - 3, 6	Y	100% STP funds
H.012232	14	EBR/ EBR Parish	Dijon Rd / Constantin Blvd.	000-17	0.000	0.000	LA 3064 (Midway) to Bluebonnet Blvd. Phase 2	New Alignment 2-ln Roadway	Urban Systems	C	1,800	1,980	1,980	Local	FY 23	PBPP Goals - 3, 6	Y	EBR Parish to provide funds
H.011684	18	EBR/ LADOTD	LA 327-S	000-17	0.000	0.000	LA 327 SPUR: STARING LANE EXTENSION (Burbank Dr to Nicholson Dr)	EXTEND 4-LANE DIVIDED ROADWAY	Road Transfer	C	#####	26,510	####	STPFLEX	FY 26		Y	LADOTD
				257-03	2.400	2.720												
H.011843	114	EBR/ EBR Parish	S. Sherwood Forest Blvd		0.023	2.782	S. Sherwood Forest Blvd Superstreet Mod (Airline - Old Hammond Hwy)	Access Management	Urban Systems	C	2,700	2,970	2,376	STP>200K	FY 24	PBPP Goals – 1, 2, 5	Y	EBR Parish to provide match
H.012357	903	EBR/ LADOTD	I-12	454-01/ 454-02			I-12 Managed Lanes Phase I	Drusilla Ln to Satsuma Rd	Create HOV Lanes	C	33,120	33,120	0	STBONDS	FY 27		Y	LADOTD

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H.013284	534	EBR/ LADOTD	MRB South GBR	000-96	-	-	LA 1 to LA 30 Connector	New Bridge Crossing	Urban Systems	Envi.	2,000	2,000	1,600	STPFLEX	FY 23		Y	
H.014100		EBR/ LADOTD	LA 408	225-01/225-02	0.000	4.323	LA 408: I-110 - End of Concrete Section	PCCP Rehab., Asphalt, Mill & Overlay	Preservation Non-Interstate NHS	C	10,900	11,990	9,592	NHPP	FY 23		Y	LADOTD
H.014128		EBR/ LADOTD	US 190	013-05	0.000	6.340	US 190: UPASS US 61 - LIVINGSTON P/L	Mill, Patch, Overlay and Drainage	Preservation, Non-Interstate on NHS	D	820	820	656	NHPP	FY 23	PBPP Goals - 4	Y	LADOTD
H.014128		EBR/ LADOTD	US 190	013-05	0.000	6.340	US 190: UPASS US 61 - LIVINGSTON P/L	Mill, Patch, Overlay and Drainage	Preservation, Non-Interstate on NHS	C	9,500	10,450	8,360	NHPP	FY 23	PBPP Goals - 4	Y	LADOTD
H.014171	465	EBR/ EBR Parish	LA 30	414-01	2.760	3.960	LA 30 (Nicholson Dr) Clearing & Grubbing	Clearing & Grubbing	Urban Systems	ROW	14,954	14,954	11,963	STP>200K	FY 23	PBPP Goals – 1, 2 3, 5	Y	EBR Parish to provide match
H.014171	465	EBR/ EBR Parish	LA 30	414-01	2.760	3.960	LA 30 (Nicholson Dr) Clearing & Grubbing	Clearing & Grubbing	Urban Systems	U/R	626	626	501	STP>200K	FY 23	PBPP Goals – 1, 2 3, 5	Y	EBR Parish to provide match
H.014171	465	EBR/ EBR Parish	LA 30	414-01	2.760	3.960	LA 30 (Nicholson Dr) Clearing & Grubbing	Clearing & Grubbing	Urban Systems	C	250	275	220	STP>200K	FY 23	PBPP Goals – 1, 2 3, 5	Y	EBR Parish to provide match
H.014675		EBR/ EBR Parish + LADOTD	US 61-X	013-04	####	###	US 61-X: N 22ND ST - US 61	Patch, Mill, Overlay, Sidewalk and Bike Paths, and Drainage	Other/ Miscellaneous & Preservation Non-Interstate NHS	ROW	665	665	0	Local	FY 23	Y	EBR Parish to provide funds	LADOTD
										U/R	240	240	0	Local	FY 23			
										C	28,026	30,829	0	Local	FY 24			
										C	2,600	2,860	2,288	NHPP	FY 24			
H.014919	543	EBR/ LADOTD	Wax Rd Extension	000-17			LA 408 to LA 3034	New 2-In Roadway	Urban Systems	Envi.	600	600	0	STGEN	FY 25		Y	LADOTD
H.014919	543	EBR/ LADOTD	Wax Rd Extension	000-17			LA 408 to LA 3034	New 2-In Roadway	Urban Systems	ROW	6,000	6,000	0	STBONDS	FY 26		Y	LADOTD
H.014919	543	EBR/ LADOTD	Wax Rd Extension	000-17			LA 408 to LA 3034	New 2-In Roadway	Urban Systems	C	8,500	9,350	0	STBONDS	FY 27		Y	LADOTD
*	22	EBR / EBR Parish	I-110				At Harding Blvd	Interchange Improvement	Urban Systems	C	5,305	5,305	0	Local	FY 27		N	EBR Parish to provide funds
*	23	EBR / EBR Parish	Ben Hur Rd				At Nicholas DR	Intersection Realignment	Urban Systems	C	2,550	2,550	0	Local	FY 27		N	EBR Parish to provide funds
*	24	EBR / EBR Parish	LA 30 / Nicholson Dr				Bluebonnet to Ben Hur Rd	Widen to 4-In	Urban Systems	C	44,562	44,562	0	Local	FY 27		N	EBR Parish to provide funds
*	25	EBR / EBR Parish	Flannery Rd				Old Hammond Hwy to Florida Blvd.	Convert to 2-In Divided	Urban Systems	C	18,037	18,037	0	Local	FY 27		N	EBR Parish to provide funds
*	26	EBR / EBR Parish	Sherwood Forest Rd Extension				Greenwell Springs Rd to Joor Rd	New 2-In Roadway	Urban Systems	C	31,830	31,830	0	Local	FY 27		N	EBR Parish to provide funds
*	27	EBR / EBR Parish	S Choctaw Rd				Flannery Rd to Central Thwy	Widen to 4-In	Urban Systems	C	31,830	31,830	0	Local	FY 23		N	EBR Parish to provide funds
*	28	EBR / EBR Parish	Mickens Rd				Hooper Rd to Lanier Rd	Center Turn Lane	Urban Systems	C	26,525	26,525	0	Local	FY 27		N	EBR Parish to provide funds

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*	29	EBR / EBR Parish	Ardenwood/Lobdell Connector				Ardenwood Dr to Lobdell Blvd.	New 2-In Roadway	Urban Systems	C	3,183	3,183	0	Local	FY 27		N	EBR Parish to provide funds
*	30	EBR / EBR Parish	Jones Creek Rd				Tiger Bend Rd to Airline Hwy	New 4-In Roadway	Urban Systems	C	20,159	20,159	0	Local	FY 27		N	EBR Parish to provide funds
*	31	EBR / EBR Parish	Tiger Bend Rd				Jones Creek Rd to Antioch Rd	Widen to 4-In Divided	Urban Systems	C	16,976	16,976	0	Local	FY 27		N	EBR Parish to provide funds
*	32	EBR / EBR Parish	Bluebonnet Rd				Perkins Rd to Picardy Ave	Widen to 6-In	Urban Systems	C	20,159	20,159	0	Local	FY 27		N	EBR Parish to provide funds
*	33	EBR / EBR Parish	Midway				Picardy Ave to Dijon Phase II	New 4-In Roadway	Urban Systems	C	6,897	6,897	0	Local	FY 27		N	EBR Parish to provide funds
*	34	EBR / EBR Parish	Old Hammond Hwy				Millerville Rd to O'Neal Rd	Widen to 4-In Divided	Urban Systems	C	19,278	19,278	0	Local	FY 23		N	EBR Parish to provide funds
*		EBR/ EBR Parish	College Dr	450-10	1.342	2.049	College Dr Corridor Enhancements Phase 1: LA 427 to Bankers Ave	Roadway Enhancements	Urban Systems	Envi.	500	500	0	Local	FY 23		N	EBR Parish to provide funds
*		EBR/ EBR Parish	College Dr	450-10	1.342	2.049	College Dr Corridor Enhancements Phase 1: LA 427 to Bankers Ave	Roadway Enhancements	Urban Systems	D	3,000	3,000	0	Local	FY 23		N	EBR Parish to provide funds
*		EBR/ EBR Parish	College Dr	450-10	1.342	2.049	College Dr Corridor Enhancements Phase 1: LA 427 to Bankers Ave	Roadway Enhancements	Urban Systems	ROW	8,000	8,000	0	Local	FY 23		N	EBR Parish to provide funds
*		EBR/ EBR Parish	College Dr	450-10	1.342	2.049	College Dr Corridor Enhancements Phase 1: LA 427 to Bankers Ave	Roadway Enhancements	Urban Systems	U/R	12,000	12,000	0	Local	FY 25		N	EBR Parish to provide funds
*		EBR/ EBR Parish	College Dr	450-10	1.342	2.049	College Dr Corridor Enhancements Phase 1: LA 427 to Bankers Ave	Roadway Enhancements	Urban Systems	C	16,500	16,500	0	Local	FY 25		N	EBR Parish to provide funds
*		EBR/ EBR Parish	College Dr	450-10	1.342	2.049	College Dr Corridor Enhancements Phase 1: LA 427 to Bankers Ave	Roadway Enhancements	Urban Systems	C	10,000	11,000	8,800	STP>200K	FY 25		N	EBR Parish to provide match
*		EBR/ City of Central	Greenwell Springs Rd /LA 37 @ Morgan Rd	254-02	6.211	6.218	Greenwell Springs Rd @ Morgan Rd RBT	Roundabout	Urban Systems	Envi.	9	9	0	Local	FY 23		N	City of Central to provide funds
*		EBR/ City of Central	Greenwell Springs Rd /LA 37 @ Morgan Rd	254-02	6.211	6.218	Greenwell Springs Rd @ Morgan Rd RBT	Roundabout	Urban Systems	D	323	323	0	Local	FY 23		N	City of Central to provide funds
*		EBR/ City of Central	Greenwell Springs Rd /LA 37 @ Morgan Rd	254-02	6.211	6.218	Greenwell Springs Rd @ Morgan Rd RBT	Roundabout	Urban Systems	ROW	100	100	80	STP>200K	FY 24		N	City of Central to provide match

<div> <div>Transportation Improvement Program (2023 – 2026)</div> <div>Highway Projects List</div> <div>* Projects listed for information only and not included in STIP until Stage 0 is complete and/or project numbers assigned.</div> </div>																		
*		EBR/ City of Central	Greenwell Springs Rd /LA 37 @ Morgan Rd	254-02	6.211	6.218	Greenwell Springs Rd @ Morgan Rd RBT	Roundabout	Urban Systems	U/R	80	80	64	STP>200K	FY 25		N	City of Central to provide match
*		EBR/ City of Central	Greenwell Springs Rd/LA 37 @ Morgan Rd	254-02	6.211	6.218	Greenwell Springs Rd @ Morgan Rd RBT	Roundabout	Urban Systems	C	1,635	1,799	1,439	STP>200K	FY 25		N	EBR Parish to provide match
H.015126		EBR/ City of Baker	Baker Blvd	000-17	0.000	0.000	Baker Blvd and Bentley Dr Improvements	Mill and Overlay Baker Blvd from LA 19 to McHugh Rd	Urban Systems	Envi.	4	4	0	Local	FY 23	PBPP Goals - 4	N	City of Baker to provide funds
H.015126		EBR/ City of Baker	Baker Blvd	000-17	0.000	0.000	Baker Blvd and Bentley Dr Improvements	Mill and Overlay Baker Blvd from LA 19 to McHugh Rd	Urban Systems	D	29	29	0	Local	FY 24	PBPP Goals - 4	N	City of Baker to provide funds
H.015126		EBR/ City of Baker	Baker Blvd	000-17	0.000	0.000	Baker Blvd and Bentley Dr Improvements	Mill and Overlay Baker Blvd from LA 19 to McHugh Rd	Urban Systems	C	761	837	670	STP>200K	FY 24	PBPP Goals - 4	N	City of Baker to provide match
H.015142		EBR/City of Central	Planchet Rd	000-17			Planchet Road Improvements	Stabilize Base Course, Milling Overlay, Widening	Urban Systems	C	1,400	1,514	1,232	STP>200K	FY 23	PBPP Goals - 4	Y	City of Central to provide match
H.0155246		EBR/ LADOTD	US 61/190-X	817-20			Chippewa St Pump Station IMP Phase 1	Lights, Gates & Signage to warn high water	Urban Systems	E	275	303	242	NHPP	FY 23	PBPP Goals - 4	Y	LADOTD
H.0155246		EBR/ LADOTD	US 61/190-X	817-20			Chippewa St Pump Station IMP Phase 1	Lights, Gates & Signage to warn high water	Urban Systems	C	445	490	392	NHPP	FY 23	PBPP Goals - 4	Y	LADOTD
*		EBR/ City of Baker	Bentley Blvd Road	N/A	0.000	1.208	Bentley Blvd Improvements: McHugh Rd - Baker City Limits	Roadway Rehabilitation	Preservation	Envi.	4	4	0	Local	FY 23	PBPP Goals - 4	N	City of Baker to provide funds
*		EBR/ City of Baker	Bentley Blvd Road	N/A	0.000	1.208	Bentley Blvd Improvements: McHugh Rd - Baker City Limits	Roadway Rehabilitation	Preservation	D	14	14	0	Local	FY 23	PBPP Goals - 4	N	City of Baker to provide funds
*		EBR/ City of Baker	Bentley Blvd Road	N/A	0.000	1.208	Bentley Blvd Improvements: McHugh Rd - Baker City Limits	Roadway Rehabilitation	Preservation	C	160	176	141	STP>200K	FY 24	PBPP Goals - 4	N	City of Baker to provide mach
*		EBR/ City of Central	Joor Rd at Sullivan Rd	N/A	1.560	1.630	Joor Rd @ Sullivan Rd RBT	Roundabout	Urban Systems	Envi.	9	9	0	Local	FY 24		N	City of Central to provide funds
*		EBR/ City of Central	Joor Rd at Sullivan Rd	N/A	1.560	1.630	Joor Rd @ Sullivan Rd RBT	Roundabout	Urban Systems	D	399	399	0	Local	FY 24		N	City of Central to provide funds
*		EBR/ City of Central	Joor Rd at Sullivan Rd	N/A	1.560	1.630	Joor Rd @ Sullivan Rd RBT	Roundabout	Urban Systems	ROW	91	91	73	STP>200K	FY 25		N	City of Central to provide match
*		EBR/ City of Central	Joor Rd at Sullivan Rd	N/A	1.560	1.630	Joor Rd @ Sullivan Rd RBT	Roundabout	Urban Systems	U/R	75	75	60	STP>200K	FY 26		N	City of Central to provide match

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*		EBR/ City of Central	Joor Rd at Sullivan Rd	N/A	1.560	1.630	Joor Rd @ Sullivan Rd RBT	Roundabout	Urban Systems	C	1,856	2,041	1,633	STP>200K	FY 26		N	City of Central to provide match
*		EBR/ City of Central	Hubbs Road	N/A	0.000	2.051	Hubbs Rd Improvements: Denham Rd to LA 64	Roadway Rehabilitation	Urban Systems	Envi.	26	26	0	Local	FY 25	PBPP Goals - 4	N	City of Central to provide funds
*		EBR/ City of Central	Hubbs Road	N/A	0.000	2.051	Hubbs Rd Improvements: Denham Rd to LA 64	Roadway Rehabilitation	Urban Systems	D	874	874	0	Local	FY 25	PBPP Goals - 4	N	City of Central to provide funds
*		EBR/ City of Central	Hubbs Road	N/A	0.000	2.051	Hubbs Rd Improvements: Denham Rd to LA 64	Roadway Rehabilitation	Urban Systems	U/R	45	45	36	STP>200K	FY 25	PBPP Goals - 4	N	City of Central to provide match
*		EBR/ City of Central	Hubbs Road	N/A	0.000	2.051	Hubbs Rd Improvements: Denham Rd to LA 64	Roadway Rehabilitation	Urban Systems	C	4,339	4,773	3,818	STP>200K	FY 26	PBPP Goals - 4	N	City of Central to provide match
*		EBR/ EBR Parish	Old Baker/Zachary Rd	817-30	0.000	0.570	Old Baker/Zachary Rd Improvements: LA 19 - 3,000 ft N	Roadway Rehabilitation	Urban Systems	C	357	393	314	STP>200K	FY 27	PBPP Goals - 4	N	
*		EBR/ City of Central	Planchet Road	N/A	0.000	0.320	Planchet Rd Improvements: Frenchtown Rd - Thibodeaux Rd	Roadway Rehabilitation	Urban Systems	Envi.	4	4	0	Local	TBD	PBPP Goals - 4	N	City of Central to provide funds
*		EBR/ City of Central	Planchet Road	N/A	0.000	0.320	Planchet Rd Improvements: Frenchtown Rd - Thibodeaux Rd	Roadway Rehabilitation	Urban Systems	D	150	150	0	Local	TBD	PBPP Goals - 4	N	City of Central to provide funds
*		EBR/ City of Central	Planchet Road	N/A	0.000	0.320	Planchet Rd Improvements: Frenchtown Rd - Thibodeaux Rd	Roadway Rehabilitation	Urban Systems	U/R	8	8	6	STP>200K	FY 23	PBPP Goals - 4	N	City of Central to provide match
*		EBR/ City of Central	Planchet Road	N/A	0.000	0.320	Planchet Rd Improvements: Frenchtown Rd - Thibodeaux Rd	Roadway Rehabilitation	Urban Systems	C	720	792	634	STP>200K	FY 23	PBPP Goals - 4	N	City of Central to provide match
*	35	EBR/ EBR Parish	US 61/Airline Hwy North	007-90	4.400	9.500	Airline Hwy N Improvements: Florida Blvd (US 190) - I-110	Capacity Improvements	Urban Systems	Envi.	4,000	4,000	0	Local	FY 23		N	EBR Parish to provide funds
*	35	EBR/ EBR Parish	US 61/Airline Hwy North	007-90	4.400	9.500	Airline Hwy N Improvements: Florida Blvd (US 190) - I-110	Capacity Improvements	Urban Systems	D	6,100	6,100	0	Local	FY 23		N	EBR Parish to provide funds
*	35	EBR/ EBR Parish	US 61/Airline Hwy North	007-90	4.400	9.500	Airline Hwy N Improvements: Florida Blvd (US 190) - I-110	Capacity Improvements	Urban Systems	ROW	100	100	0	Local	FY 24		N	EBR Parish to provide funds

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Transportation Improvement Program (2023 – 2026)
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H.013555		LIV/ City of Walker	PENDARVIS LANE	000-32	0.000	0.000	PENDARVIS LANE IMPROVEMENTS PHASE II	OVERLAY AND DRAINAGE IMP	Urban Systems	C	879	966	773	STP>200K	FY 26	PBPP Goals – 2, 3, 4	Y	City of Walker to provide match
H.013557		LIV/ City of Walker	PENDARVIS LANE	000-32	0.000	0.000	PENDARVIS LANE IMPROVEMENTS PHASE III	OVERLAY AND DRAINAGE IMP	Urban Systems	U/R	19	19	15	STP>200K	FY 26	PBPP Goals – 2, 3, 4	Y	City of Walker to provide match
H.013557		LIV/ City of Walker	PENDARVIS LANE	000-32	0.000	0.000	PENDARVIS LANE IMPROVEMENTS PHASE III	OVERLAY AND DRAINAGE IMP	Urban Systems	C	1,318	1,450	1,160	STP>200K	FY 26	PBPP Goals – 2, 3, 4	Y	City of Walker to provide match
H.014419		LIV/ City of Denham Springs	E RAILROAD AVENUE	000-32	0.000	0.000	E. RAILROAD AVENUE IMPROVEMENTS	Rehabilitation	Urban Systems	C	253	279	223	STP>200K	FY 23	PBPP Goals - 4	Y	City of Denham Springs to provide match
*		LIV/City of Walker	LA 447	268-01	8.600	9.600	LA 447 Access Management: Pendarvis Ln - US 190	Remove Center Turn Lane	Urban Systems	Envi.	20	20	0	Local	FY 23		N	City of Walker to provide funds
*		LIV/City of Walker	LA 447	268-01	8.600	9.600	LA 447 Access Management: Pendarvis Ln - US 190	Remove Center Turn Lane	Urban Systems	D	499	499	0	Local	FY 23		N	City of Walker to provide funds
*		LIV/City of Walker	LA 447	268-01	8.600	9.600	LA 447 Access Management: Pendarvis Ln - US 190	Remove Center Turn Lane	Urban Systems	ROW	136	136	109	STP>200K	FY 24		N	City of Walker to provide match
*		LIV/City of Walker	LA 447	268-01	8.600	9.600	LA 447 Access Management: Pendarvis Ln - US 190	Remove Center Turn Lane	Urban Systems	U/R	50	50	40	STP>200K	FY 25		N	City of Walker to provide match
*		LIV/City of Walker	LA 447	268-01	8.600	9.600	LA 447 Access Management: Pendarvis Ln - US 190	Remove Center Turn Lane	Urban Systems	C	2,502	2,752	2,202	STP>200K	FY 25		N	City of Walker to provide match
H.015102		LIV/City of Denham Springs	Centerville St NW	000-32	0.000	0.000	Centerville St NW Improvements: N River Rd - N Range Ave	Mill & Overlay Centerville St NW & Add Bike Lanes	Urban Systems	Envi.	6	6	0	Local	FY 23	PBPP Goals - 4	N	City of Denham Springs to provide funds
H.015102		LIV/City of Denham Springs	Centerville St NW	000-32	0.000	0.000	Centerville St NW Improvements: N River Rd - N Range Ave	Mill & Overlay Centerville St NW & Add Bike Lanes	Urban Systems	D	177	177	0	Local	FY 23	PBPP Goals - 4	N	City of Denham Springs to provide funds
H.015102		LIV/City of Denham Springs	Centerville St NW	000-32	0.000	0.000	Centerville St NW Improvements: N River Rd - N Range Ave	Mill & Overlay Centerville St NW & Add Bike Lanes	Urban Systems	U/R	7	7	5	STP>200K	FY 23	PBPP Goals - 4	N	City of Denham Springs to provide match
H.015102		LIV/City of Denham Springs	Centerville St NW	000-32	0.000	0.000	Centerville St NW Improvements: N	Mill & Overlay Centerville St NW & Add Bike Lanes	Urban Systems	C	799	879	703	STP>200K	FY 23	PBPP Goals - 4	N	City of Denham Springs to provide match

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							River Rd - N Range Ave											
H.015355		LIV	W Colyell Rd	050-07			W Colyell Bridge Replacement	Bridge Replacement	Preservation, Bridge (On-System)	U	2.8	2.8	2.24	STP>200K	FY 24	PBPP Goals - 4	Y	LIV Parish to provide funds
H.015355		LIV	W Colyell Rd	050-07			W Colyell Bridge Replacement	Bridge Replacement	Preservation, Bridge (On-System)	C	1,150	1,265	1,012	STP>200K	FY 24	PBPP Goals - 4	Y	LIV Parish to provide funds
*		LIV/City of Walker	Linder Road	N/A	0.000	2.097	Linder Rd Improvements: LA 1026 - LA 1025	Roadway Rehabilitation	Urban Systems	Envi.	34	34	0	Local	FY 24	PBPP Goals - 4	N	LIV Parish to provide funds
*		LIV/City of Walker	Linder Road	N/A	0.000	2.097	Linder Rd Improvements: LA 1026 - LA 1025	Roadway Rehabilitation	Urban Systems	D	856	856	0	Local	FY 24	PBPP Goals - 4	N	LIV Parish to provide funds
*		LIV/City of Walker	Linder Road	N/A	0.000	2.097	Linder Rd Improvements: LA 1026 - LA 1025	Roadway Rehabilitation	Urban Systems	ROW	418	418	334	STP>200K	FY 25	PBPP Goals - 4	N	LIV Parish to provide match
*		LIV/City of Walker	Linder Road	N/A	0.000	2.097	Linder Rd Improvements: LA 1026 - LA 1025	Roadway Rehabilitation	Urban Systems	U/R	126	126	101	STP>200K	FY 25	PBPP Goals - 4	N	LIV Parish to provide match
*		LIV/City of Walker	Linder Road	N/A	0.000	2.097	Linder Rd Improvements: LA 1026 - LA 1025	Roadway Rehabilitation	Urban Systems	C	4,224	4,646	3,717	STP>200K	FY 26	PBPP Goals - 4	N	LIV Parish to provide match
H.015661		LIV/City of Denham Springs	Bass Pro Blvd.	N/A	0.000	0.690	Bass Pro Blvd. Improvements	Roadway Rehab. LA 1032 to Sac-au-Lait & Bass Pro Blvd Roundabout @ Sac-au-Lait	Urban Systems	Envi.	18	18	0	Local	FY 23	PBPP Goals - 4	N	City of Denham Springs to provide funds
H.015661		LIV/City of Denham Springs	Bass Pro Blvd.	N/A	0.000	0.690	Bass Pro Blvd. Improvements	Roadway Rehab. LA 1032 to Sac-au-Lait & Bass Pro Blvd Roundabout @ Sac-au-Lait	Urban Systems	D	451	451	0	Local	FY 24	PBPP Goals - 4	N	City of Denham Springs to provide funds
H.015661		LIV/City of Denham Springs	Bass Pro Blvd.	N/A	0.000	0.690	Bass Pro Blvd. Improvements	Roadway Rehab. LA 1032 to Sac-au-Lait & Bass Pro Blvd Roundabout @ Sac-au-Lait	Urban Systems	ROW	275	275	220	STP>200K	FY 24	PBPP Goals - 4	N	City of Denham Springs to provide match
H.015661		LIV/City of Denham Springs	Bass Pro Blvd.	N/A	0.000	0.690	Bass Pro Blvd. Improvements	Roadway Rehab. LA 1032 to Sac-au-Lait & Bass Pro Blvd Roundabout @ Sac-au-Lait	Urban Systems	U/R	250	250	200	STP>200K	FY 26	PBPP Goals - 4	N	City of Denham Springs to provide match
H.015661		LIV/City of Denham Springs	Bass Pro Blvd.	N/A	0.000	0.690	Bass Pro Blvd. Improvements	Roadway Rehab. LA 1032 to Sac-au-Lait & Bass Pro Blvd Roundabout @ Sac-au-Lait	Urban Systems	C	2,601	2,862	2,289	STP>200K	FY 26	PBPP Goals - 4	N	City of Denham Springs to provide match

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*		LIV/ LIV Parish	Brown Rd	N/A	1.198	3.613	Brown Road Imrpovements Ph 1: LA 1026 - Marlene Ave	Roadway Rehabilitation	Urban Systems	C	3,667	4,034	3,227	STP>200K	TBD	PBPP Goals - 4	N	LIV Parish to provide match
*		LIV/ LIV Parish	Burgess Rd				Burgess Rd @ West Colyell Creek Bridge Replacement	Bridge Replacement	Urban Systems	Envi.	12	12	0	Local	FY 23		N	LIV Parish to provide funds
*		LIV/ LIV Parish	Burgess Rd				Burgess Rd @ West Colyell Creek Bridge Replacement	Bridge Replacement	Urban Systems	D	258	258	0	Local	FY 23		N	LIV Parish to provide funds
*		LIV/ LIV Parish	Burgess Rd				Burgess Rd @ West Colyell Creek Bridge Replacement	Bridge Replacement	Urban Systems	U/R	3	3	2	STP>200K	FY 24		N	LIV Parish to provide match
*		LIV/ LIV Parish	Burgess Rd				Burgess Rd @ West Colyell Creek Bridge Replacement	Bridge Replacement	Urban Systems	C	1,140	1,254	1,003	STP>200K	FY 24		N	LIV Parish to provide match
*		LIV/ LIV Parish	Black Mud Road Improvements	N/A	0.00/ 0.00	0.939/ 2.849	Black Mud Rd from Gaylord Rd to Satsuma Rd	Roadway Rehabilitation	Urban Systems	C	3,588	3,947	3,157	STP>200K	FY 27	PBPP Goals - 4	N	LIV Parish to provide match
H.015163		LIV/City of Walker	Aydell Ln Bridge Replacement	N/A	0.338	0.338	Aydell Ln @ Dumplin Creek Bridge	Bridge Replacement	Preservation, Bridge (On- System)	Envi.	12	12	0	Local	FY 23		N	City of Walker to provide funds
H.015163		LIV/City of Walker	Aydell Ln Bridge Replacement	N/A	0.338	0.338	Aydell Ln @ Dumplin Creek Bridge	Bridge Replacement	Preservation, Bridge (On- System)	D	158	158	0	Local	FY 23		N	City of Walker to provide funds
H.015163		LIV/City of Walker	Aydell Ln Bridge Replacement	N/A	0.338	0.338	Aydell Ln @ Dumplin Creek Bridge	Bridge Replacement	Preservation, Bridge (On- System)	U/R	3	3	2	STP>200K	FY 23		N	City of Walker to provide match
H.015163		LIV/City of Walker	Aydell Ln Bridge Replacement	N/A	0.338	0.338	Aydell Ln @ Dumplin Creek Bridge	Bridge Replacement	Preservation, Bridge (On- System)	C	627	690	552	STP>200K	FY 23		N	City of Walker to provide match
H.015171	173	LIV/City of Denham SPrings	Juban Rd/L A1026	N/A	N/A	N/A	Juban Road Extension North: US 190 - Burgess Rd	New Roadway	Urban Systems	C	14,000	15,400	12,320	STP>200K	FY 27		N	City of Denham Springs to provide match
H.000358		WBR/ LADOTD	US 190	008-01	2.700	3.160	US 190: LA 415 & RR OVERPASS REPL (HBI)	BRIDGE REPLACEMENT	Preservation, Bridge (On- System)	C	47,800	52,580	42,064	NHPP	FY 23	PBPP Goals – 4	Y	LADOTD
H.005121	539	WBR/ WBR Parish	LA 1/LA 415 Connector	000-61	0.000	0.000	LA 1/LA 415 Connector Phase 1	NEW ROAD AND BRIDGE	Other/ Miscellaneous	ROW	5,000	5,000	4,000	STP>200K	FY 24		Y	WBR Parish to provide match
H.005121	539	WBR/ WBR Parish	LA 1/LA 415 Connector	000-61	0.000	0.000	LA 1/LA 415 Connector Phase 1	NEW ROAD AND BRIDGE	Other/ Miscellaneous	E	1,500	1,500	1,200	STPFLEX	FY 24		Y	WBR Parish to provide match
H.005121	539	WBR/ WBR Parish	LA 1/LA 415 Connector	000-61	0.000	0.000	LA 1/LA 415 Connector Phase 1	NEW ROAD AND BRIDGE	Other/ Miscellaneous	U/R	800	800	640	STPFLEX	FY 24		Y	WBR Parish to provide match
H.005121	539	WBR/ WBR Parish	LA 1/LA 415 Connector	000-61	0.000	0.000	LA 1/LA 415 Connector Phase 1	NEW ROAD AND BRIDGE	Other/ Miscellaneous	C	87,100	95,810	76,648	TIFIA	FY 26		Y	LADOTD

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H.005121	539	WBR/ WBR Parish	LA 1/LA 415 Connector	000-61	0.000	0.000	LA 1/LA 415 Connector Phase 1	NEW ROAD AND BRIDGE	Other/ Miscellaneous	C	122,900	135,190	0	STCASH	FY 26		Y	LADOTD
H.012169	883	WBR/ LADOTD	I-10	450-08	0.000	5.060	I-10: IBERVILLE P/L - W END OF BR 290	GRADE RAISING	Preservation/ Interstate	C	13,000	14,300	12,870	NHPP	FY 24	PBPP Goals – 1, 4	Y	LADOTD
H.012587	883	WBR/ LADOTD	I-10	450-08	5.060	9.850	I-10: W End of BR 290 - W End of LA 415	GRADE RAISING	Preservation/ Interstate	C	16,500	18,150	16,335	NHPP	FY 23	PBPP Goals – 1, 4	Y	LADOTD
H.014258		WBR/ LADOTD	LA 1	050-07	7.800	8.900	LA 1: PORT ALLEN CANAL BR REPL (PH2)(HBI)	BRIDGE REPLACEMENT	Preservation, Bridge (On- System)	E	455	455	364	NHPP	FY 23	PBPP Goals - 4	Y	LADOTD
H.014258		WBR/ LADOTD	LA 1	050-07	7.800	8.900	LA 1: PORT ALLEN CANAL BR REPL (PH2)(HBI)	BRIDGE REPLACEMENT	Preservation, Bridge (On- System)	C	77,100	84,810	67,848	FBRON/OFF	FY 24	PBPP Goals - 4	Y	LADOTD
H.014258		WBR/ LADOTD	LA 1	050-07	7.800	8.900	LA 1: PORT ALLEN CANAL BR REPL (PH2)(HBI)	BRIDGE REPLACEMENT	Preservation, Bridge (On- System)	C	8.600	9,460	7,568	NHPP	FY 24	PBPP Goals - 4	Y	LADOTD
*		WBR/ WBR Parish	LA 1	050-07	12.770	9.486	LA 1 Pavement Preservation: Horace Wilkinson - Huey P Long Bridge	Roadway Rehabilitation	Urban Systems	C	600	660	528	STP>200K	FY 24	PBPP Goals - 4	N	WBR Parish to provide match
*		WBR/ WBR Parish	Commercial Dr				Commercial Dr @ various	Install guardrails	Urban Systems	U/R	10	10	8	STP>200K	FY 24		N	WBR Parish to provide match
*		WBR/ WBR Parish	Commercial Dr				Commercial Dr @ various	Install guardrails	Urban Systems	C	150	165	132	STP>200K	FY 24		N	WBR Parish to provide match
H.015106		WBR/ WBR Parish	Lafiton Ln / LA 987-3	013- 01/ 861-13			Lafiton Ln Pavement Preservation: LA 986 - 1.42 miles west	Roadway Rehabilitation	Urban Systems	D	5	5	0	STP>200K	FY 23	PBPP Goals - 4	N	WBR Parish to provide funds
H.015106		WBR/ WBR Parish	Lafiton Ln / LA 987-3	013- 01/ 861-13			Lafiton Ln Pavement Preservation: LA 986 - 1.42 miles west	Roadway Rehabilitation	Urban Systems	C	325	358	286	STP>200K	FY 23	PBPP Goals - 4	N	WBR Parish to provide match
*		WBR/ WBR Parish	Rosedale Ln/ LA 76	013-01			Rosedale Ln @ LA 415	Intersection Improvements	Urban Systems	Envi.	20	20	16	STP>200K	FY 23		N	WBR Parish to provide match
*		WBR/ WBR Parish	Rosedale Ln/ LA 76	013-01			Rosedale Ln @ LA 415	Intersection Improvements	Urban Systems	D	90	90	0	Local	FY 23		N	WBR Parish to provide funds
*		WBR/ WBR Parish	Rosedale Ln/ LA 76	013-01			Rosedale Ln @ LA 415	Intersection Improvements	Urban Systems	U/R	50	50	40	STP>200K	FY 24		N	WBR Parish to provide match
*		WBR/ WBR Parish	Rosedale Ln/ LA 76	013-01			Rosedale Ln @ LA 415	Intersection Improvements	Urban Systems	C	705	776	620	STP>200K	FY 24		N	WBR Parish to provide match
*		WBR/ WBR Parish	Bridgeside Rd Pavement Preservation	861-20	0.000	0.212	Bridgeside Rd Pavement	Roadway Rehabilitation	Urban Systems	Envi.	5	5	4	STP>200K	FY 25	PBPP Goals - 4	N	WBR Parish to provide match

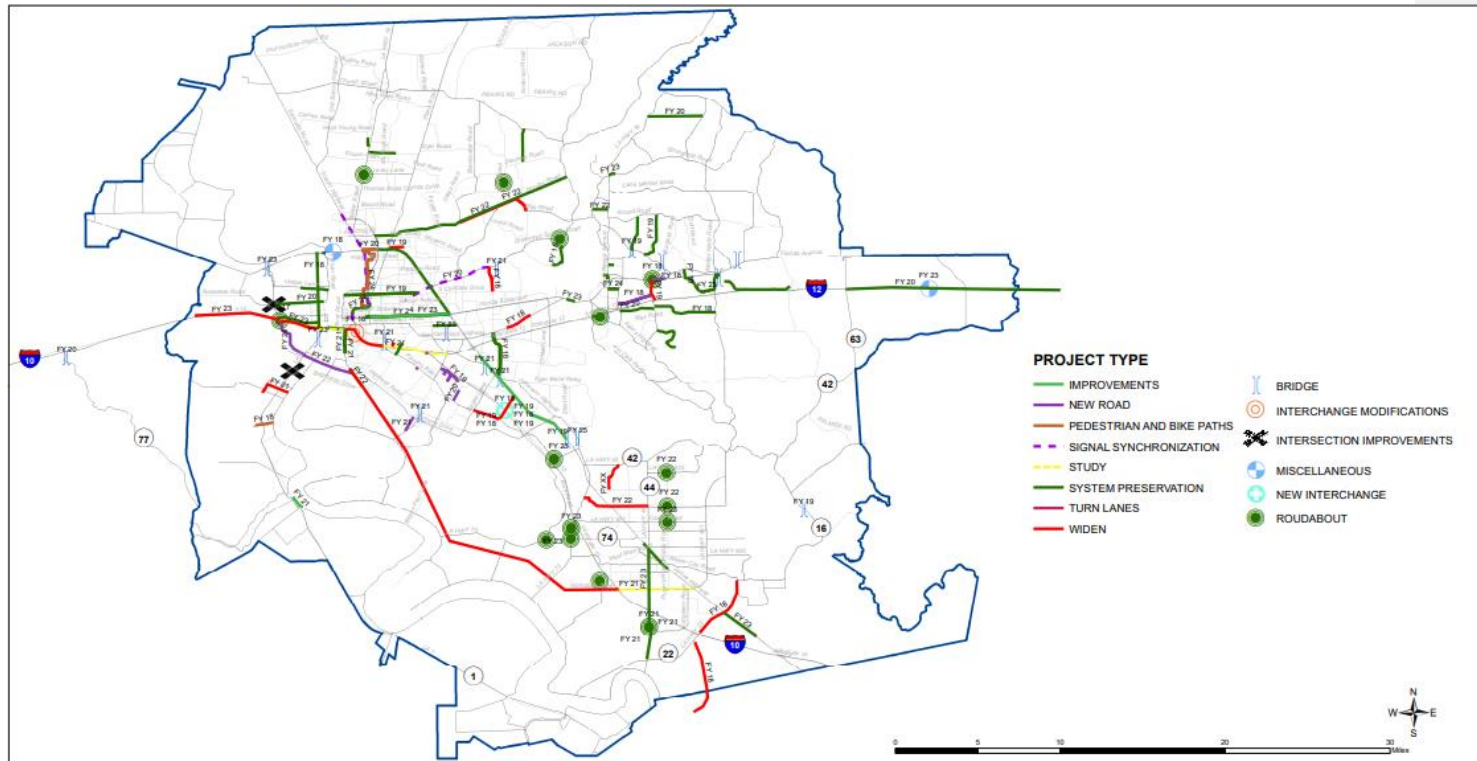
Transportation Improvement Program (2023 – 2026)
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							Preservation: LA 1 - LA 986											
*		WBR/ WBR Parish	Bridgeside Rd Pavement Preservation	861-20	0.000	0.212	Bridgeside Rd Pavement Preservation: LA 1 - LA 986	Roadway Rehabilitation	Urban Systems	D	12	12	0	Local	FY 25	PBPP Goals - 4	N	WBR Parish to provide funds
*		WBR/ WBR Parish	Bridgeside Rd Pavement Preservation	861-20	0.000	0.212	Bridgeside Rd Pavement Preservation: LA 1 - LA 986	Roadway Rehabilitation	Urban Systems	C	69	76	60	STP>200K	FY 25	PBPP Goals - 4	N	WBR Parish to provide match
*		WBR/ WBR Parish	I-10: LA 415	861- 22/ 450-08	0.293/ 9.763	0.01/ 10.42	I-10: LA 415 RBTs @ Ramps	Roundabout	Urban Systems	C	14,630	16,093	12,874	STP>200K	FY 26		N	WBR Parish to provide match

Note:
* Denotes projects which are placeholders, awaiting LADOTD H #'s and/or are in timeframe beyond FY 2026 i.e. FY 2027 onwards.
****MTP ID Denotes:** any Project with an MTP ID# denotes Capacity or Regionally Significant related Projects which are part of the Air Quality Conformity Analysis Determination. Additionally, any project with no MTP ID# denotes projects which are exempt from AQ Conformity Analysis as they are not capacity enhancing projects.

Figure 2: Highway Projects Map



Transportation Improvement Program (2023 – 2026)

Highway Projects – Line Items List (Summary)*

S.No	Project ID	Project Description	2022	2023	2024	2025	2026
1	L.000038	Planning, Training, & Research	2,155	4,122	2,730	2,791	4,280
2	L.000040	Federal Bridge Inspection Programs	252	665	521	521	511
3	L.000046	STP Enhancement Projects	476	413	1,045	1,088	505
4	L.000047	Misc. National Trails Projects	97	265	258	304	238
5	L.000048	Scenic Byways of LA	46	465	120	120	120
6	L.000049	Indian Reservation Roads	19	46	46	46	46
7	L.000050	LA Public Lands Highway Program	231	28	550	550	550
8	L.000051	Overlay Repair on Interstate	1,287	1,343	2,019	3,405	3,405
9	L.000053	Statewide Overlay Program	5,731	12,234	18,952	15,713	16,515
10	L.000054	Road Preventive Maintenance Program	550	1,305	1,360	1,260	975
11	L.000055	Rail-Road Crossing Improvements	434	1,133	1,030	1,240	1,030
12	L.000056	Misc. hazard Elimination and Safety	2,151	4,523	5,336	7,057	5,945
13	L.000060	Local Road Safety Program	133	126	897	1,091	414
14	L.000061	Safe Routes to Public Places	237	851	673	1,228	807
15	L.000062	Motorist Assistance Patrol (MAP)	219	121	478	522	412
16	L.000063	Traffic Control Devices Program	834	3,580	2,747	4,395	2,052
17	L.000064	Transportation Systems Management Program	450	948	1,356	1,696	1,005
18	L.000065	ITS Systems (Statewide)	513	1,233	1,873	1,955	1,415
19	L.000067	Interstate Lighting, Electrical Projects	150	460	380	460	645
20	L.000068	Access Management Projects	601	610	1,644	2,487	2,490
21	L.000069	Road Transfer Program	1,280	3,365	4,183	2,918	3,735
22	L.000070	Interstate Rest Area Rehabilitation	55	22	132	132	132
23	L.000071	Weigh Station Rehabilitation / Upgrade	30	319	33	161	78
24	L.000072	Movable Bridge Program (Elec/Mech)	103	252	395	197	230
25	L.000073	Urgent Bridge Repair / Replacement	664	702	1,192	1,932	2,042
26	L.000074	Bridge Preventive Maintenance Program	787	670	1,811	1,830	1,770
27	L.000075	Bridge Painting Program	415	155	265	1,640	760
28	L.000076	On-System Bridge Program w CE	4,901	10,387	28,549	23,953	11,146
29	L.000077	Bridge Scour Analysis	5	11	11	11	11
30	L.000078	Off-System Bridge Replacement Program	1,695	1,645	5,315	5,125	4,890
31	L.000079	Bridge Discretionary Program	6	13	13	13	13
32	L.000080	Misc. Federal Discretionary Projects	9	32	21	21	21
33	L.000081	Various DEMO Projects	277	650	715	650	650
34	L.000082	Misc. Statewide TCSP Projects	97	115	170	170	170
35	L.000083	Conversion of AC (Includes Debt Service)		2,250	2,250	5,110	4,560
36	L.000085	Advanced Traffic Management Center	9	22	22	22	22
37	L.000087	Stage 0 and Feasibility Studies	208	760	500	435	400
38	L.000092	DBE Supportive Services	14	30	30	30	30
39	L.000093	Statewide Congestion Mitigation	235	78	556	556	556
40	L.000094	Urban Transit (Incl. Transfer to Agencies)	450	2,360	500	500	500
41	L.000096	Ferry Boat mech/Elect/Discr. Programs	195	962	465	465	465

***Detailed Line-Item List is under Appendix H**

Summary of Highway Projects Funds

Funding Source	FY 23 (000)	FY 24 (000)	FY 25 (000)	FY 26 (000)	Total (000)
CMAQ	\$0	\$15,980	\$0	\$0	\$15,980
HSIPPEN	\$3,160	\$0	\$0	\$0	\$3,160
Local	\$29,313	\$32,003	\$60,812	\$100	\$122,229
NHPP	\$128,975	\$39,609	\$0	\$9,000	\$177,584
STP>200K	\$58,240	\$22,923	\$59,821	\$34,387	\$175,370
STPFLEX	\$8,700	\$5,300	\$3,500	\$24,100	\$41,600
STBONDS	\$11,800	\$14,500	\$0	\$6,000	\$32,300
STCASH	\$5,300	\$0	\$0	\$122,900	\$128,200
Local	\$57,993	\$0	\$4,000	\$82,939	\$144,932
STGEN	\$0	\$0	\$600	\$0	\$600
PROTECT	\$0	\$1,500	\$0	\$0	\$1,500
FBR ON/OFF	\$0	\$77,100	\$0	\$0	\$77,100
TIFIA	\$0	\$0	\$0	\$87,100	\$87,100
Grand Total	\$303,481	\$208,914	\$128,733	\$366,526	\$1,007,655

Note:

Some of the local projects are planned to be implemented using Road Transfer Funds

STP>200K is renamed as STP>200K in FAST Act

Summary of Funding Proposed to be Obligated by Fiscal Year:

Funding	TIP Fiscal Year Funding Obligation				
	FY 23	FY 24	FY 25	FY 26	Grand Total
STP>200K	\$62,195.29	\$24,209.14	\$65,621.59	\$37,788.94	\$189,814.96

How to Read the TIP Transit Projects Table

The transit projects table are arranged by federal fiscal year and by funding source. The structure of the transit projects table is shown below.

Project Description – High level description of the project;

Entity – Entity responsible for the project. Capital Area Transit System (CATS) being the Regional Transit Authority in the Capital Region will be the default entity for most of the projects;

Improvement Description – Detailed description of the project;

Total Cost – Total cost of the project in thousands of dollars;

Federal Share – Federal portion of the project cost in thousands of dollars;

Local Share – Local portion of the total project cost in thousands of dollars;

Comments – Any comments about the project.

Air Quality Conformity Analysis Summary

This executive summary report explains the results of the air quality analysis for the five (5) Parish maintenance area comprised of Ascension, East Baton Rouge, Iberville, Livingston, and West Baton Rouge parishes. It also describes the methodology used by the Capital Region Planning Commission (CRPC), the Louisiana Department of Transportation and Development (LADOTD), and Neel-Schaffer, Inc. to demonstrate transportation conformity under the air quality standards/goals of the Clean Air Act Amendments of 1990. This process is required for the purpose of adopting a new MTP and Transportation Improvement Program (TIP) since the five (5) Parishes are designated Attainment with a Maintenance Plan for the 2008 Ozone National Ambient Air Quality Standards.

The conformity analysis uses the latest emissions model, MOVES3, the most recent planning assumptions from LADOTD and the MPO's Travel Demand Model (TDM), and the incorporation of the projects listed in the MTP (shown in Appendix A). The Motor Vehicle Emissions Budgets (MVEBs), as approved by EPA, were reaffirmed by the Interagency Consultation (IAC) group and are used to determine the region's air quality conformity.

Tables ES.1 and ES.2 display a summary of the MVEB results for the planning region. The MTP complies with the Clean Air Act Amendments of 1990, the Transportation Conformity Regulation, the Statewide and Metropolitan Planning Regulation, and other applicable federal and state requirements.

Based on the conformity analysis conducted for MOVE 2046, it can be concluded that:

- The MPO finds no factors in the TIP or MTP that would cause or contribute to a new air quality violation or exacerbate an existing violation.
- The MPO finds that no goals, directives, recommendations, or projects within the TIP or MTP contradict any specific requirements or commitments of the Louisiana SIP.
- The MOVE 2046 staged program projects do not interfere with any Transportation Control Measures (TCM) or their timely implementation.
 - The current State Implementation Plan in Louisiana does not contain any TCMs.
 - However, the region does employ TCMs, including travel demand management strategies, public transit improvements (green buses, route optimization etc.), expanding bicycle and pedestrian access (through Regional Bicycle and Pedestrian Plan, City specific Bike/Pedestrian Plan), ridesharing programs (Commuter Krewe), traffic signal coordination programs, bridge/roadway pavement preservation (Pavement and Asset Data Collection), a new HOV lane on I-12, expansion of the existing Intelligent Transportation Systems, expanding existing incident management efforts, and laying the foundation for TSMO efforts in the immediate future.
 - The VOC and NOx, emissions in the planning area do not exceed the established MVEBs.

Table ES.1: Summary of NOx On-Road Mobile Source Emissions by Year in Tons/Day

Parish	Ascension	East Baton Rouge	Iberville	Livingston	West Baton Rouge	Regionwide Total
2022 MVEB	2.6	6.4	1.1	3.1	1.1	14.3
2022 Tons/Day	1.9	5.5	1.0	2.7	1.1	12.3
2027 MVEB*	2.2	4.6	0.7	2.6	0.9	11.0
2027 Tons/Day	1.0	3.0	0.7	1.4	0.6	6.7
2036 Tons/Day	0.7	2.3	0.5	1.0	0.4	4.9
2046 Tons/Day	0.8	2.4	0.6	1.1	0.6	5.4

*2027 MVEB applies to years 2036 and 2046 as well.

Source: NSI, 2022; CRPC, 2022

Table ES.2: Summary of VOC On-Road Mobile Source Emissions by Year in Tons/Day

Parish	Ascension	East Baton Rouge	Iberville	Livingston	West Baton Rouge	Regionwide Total
2022 MVEB	2.6	6.2	0.5	3.2	0.5	13.0
2022 Tons/Day	2.0	5.3	0.5	2.5	0.5	10.6
2027 MVEB*	2.5	5.0	0.4	3.1	0.4	11.4
2027 Tons/Day	1.3	3.0	0.2	1.7	0.3	6.5
2036 Tons/Day	1.1	2.2	0.2	1.4	0.2	5.2
2046 Tons/Day	1.3	2.3	0.2	1.6	0.2	5.6

*2027 MVEB applies to years 2036 and 2046 as well.

Source: NSI, 2022; CRPC, 2022

These reductions show that each Parish is in conformity with the US EPA's "Budget Emissions Test" for all analysis years. Since the Parishes and region are within attainment for the NAAQS, and future year emissions are estimated to be less than the MVEB, transportation improvements contained in the MTP should not interfere with future attainment or maintenance of the NAAQS for ozone.

Transportation Improvement Program (2023 – 2026)

Interagency Consultation and Process Timeline:

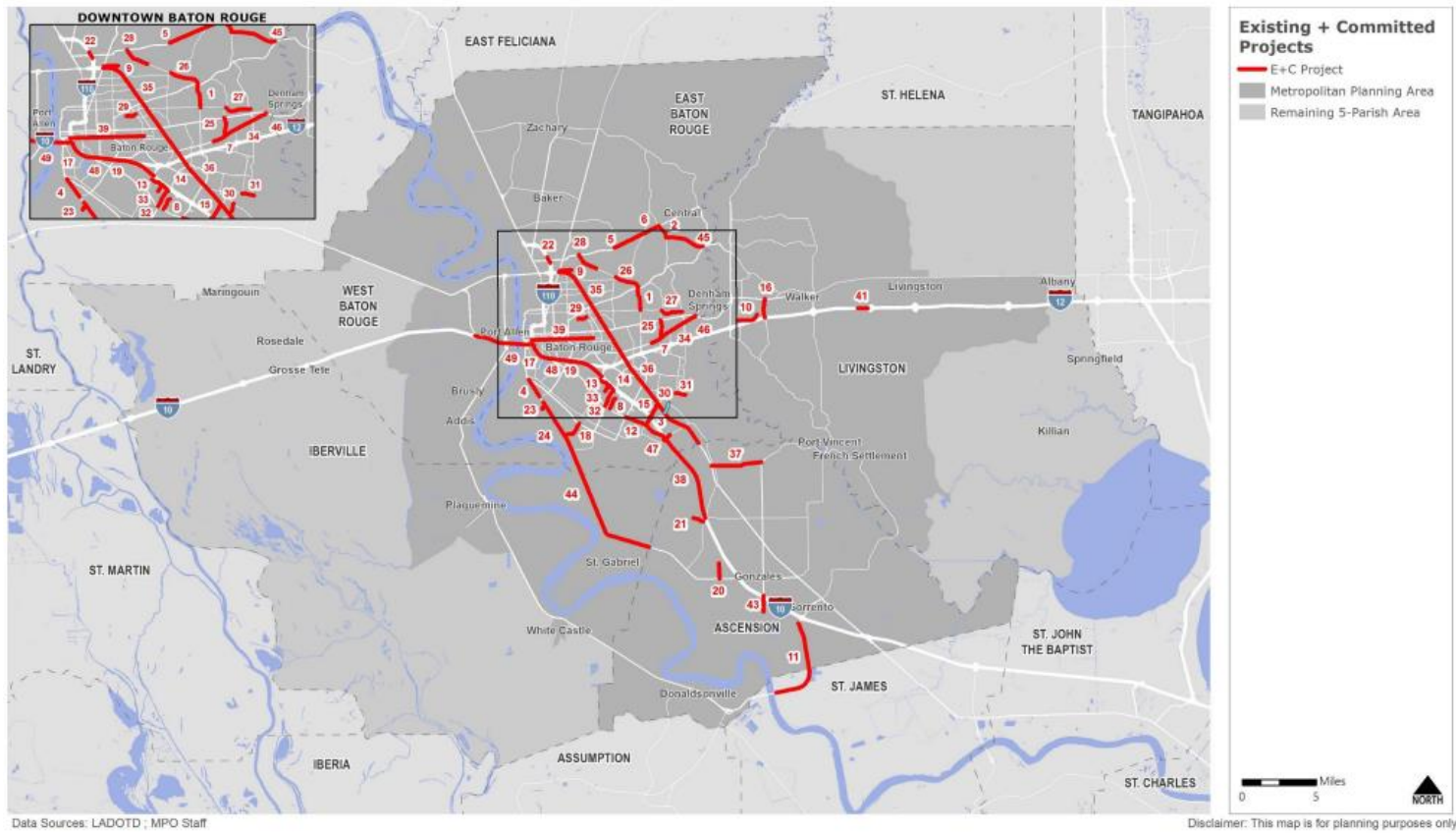
Date	Event	Remarks
Mar-21	Internal (CRPC Staff)	Establish Inter-Agency Consultation Committee (IACC) member representations and establish initial contact.
29-Apr-21	Inter-agency Consultation Committee Kick-Off Meeting	Provided overview of Metropolitan Transportation Plan (MOVE 2046), Regional bicycle and Pedestrian Plan (RBPP 2022); Ferry Feasibility Study (FFS 2021) and Pavement and Asset Data Collection (PADC 2022); IACC Timeline; MOVES3 Update and related Training; IACC discussed Future Projects Concurrence for non-exempt projects; Established criteria for exempt projects; Existing + Committed Projects List from MOVE 2046 including project staging and member jurisdiction consultation); Relayed information to IACC members on project submissions in response to Call for Projects STPBG>200K for the upcoming TIP FY 2023-2026
May through December 2022	Internal (CRPC Staff + Consultant Team)	Initiate/Conduct Air Quality Conformity Analysis (TPC selected Projects); Finalize Base Year for VMT values; Retrieve VMT dataset from LADOTD;
21-Sep-21	Stakeholder Meeting w/ LADOTD	Discussed anticipated capacity projects with LADOTD Planning/Programming section for upcoming STIP/TIP
16-Dec-21	Inter-agency Consultation Committee 2nd Meeting	Updated IACC members on the MOVE 2046 Project Development Timeline including Public Participation/Stakeholder Consultation process; Project Prioritization Criteria; Staging of Projects (Stage 1 (2021 - 2027); Stage 2 (2028-2036) and Stage 3 (2037-2046)); Review Draft SIP with LADOTD; AQ Conformity Analysis; Present Draft SIP to TPC; Public Comment Period and Plan Adoption timelines; IACC instructed to Staff to develop Comparative analysis BY 2018, BY 2019 and BY 2020 VMT dataset; IACC finalized MOVES model run input parameters for motor vehicle emission budgets analysis; Discussed draft MTP Staged Improvement Program; Finalized future projects concurrence
16-Dec-21	Joint TAC/TPC meeting	TAC/TPC approved: Draft Roadway Projects in MVOE Analysis; Draft Executive Summary of the MOVES analysis;
December 17 through January 20, 2022	Internal (CRPC Staff + Consultant Team)	Staff developed a comparative analysis for LADOTD's VMT data for 2018, 2019 and 2020 as well as the latest Travel Demand Model (MOVE 2046) and shared results with all IACC members for their input on determining VMT data year; Staff developed MPO Conformity Statistics (VMT) for all Region + All Five Parishes within MPO (metropolitan area)
21-Jan-22	Internal (CRPC Staff and IACC members)	IACC selected/determined BY 2019 for VMT data (pre-COVID conditions) from LADOTD based on comparative analysis by staff
February 1 through March 1, 2022	Internal (Staff and Consultant Team)	Finalize Air Quality Conformity Analysis (TPC Selected Projects)

Transportation Improvement Program (2023 – 2026)

3-Mar-22	Internal (IACC)	Staff provided IACC members with MOVE 2046 Technical Memorandum for MTP 2046 and AQ Conformity Analysis for feedback and comments.
22-Mar-22	Internal (IACC)	Staff provided to IACC an updated Technical Memorandum for AQ Conformity Analysis which incorporated comments/ feedback from FHWA Resource Center's AQ team via Carlos (FHWA- LA Division)
23-Mar-22	Joint TAC/TPC meeting	TAC/TPC reviewed and approved: Final MOVE 2046 MTP and Air Quality Conformity Analysis including draft TIP FY 2023-2026
8-Apr-22	Inter-agency Consultation Committee 3rd Meeting (Virtual)	CRPC received EPA Region -VI's concurrence on AQ Conformity Determination for MOVE 2046 MTP and draft TIP FY 2023-2026.
14-Jun-22	BR MPO Whiteboard Meeting (CRPC Staff, LADOTD, FHWA)	Projects including phasing within current TIP FY 2019-2022 as well as upcoming TIP FY 2023 -2026 (draft) was discussed). No Changes to AQ SIP.
21-Sep-22	Joint TAC/TPC meeting	TAC/TPC approved the Final TIP 2023-2026 (no changes to the AQ SIP)

Transportation Improvement Program (2023 – 2026)
Transit Projects List

Map Showing: Existing + Committed Projects for AQ Conformity Analysis



Transit Projects List

Apportionment Year	TIP Year	Funding Source	Entity	Project Description	Line Item Description	Total Cost (\$000)	Federal Share (\$000)	Local Share (\$000)
2018	2019	FTA 5307	CATS	Plank Road BRT	Transit Center/Hub Improvements (BRT/North Transfer Center)	\$1,512	\$1,210	\$302
2017	2020	FTA 5307	CATS	Plank Road BRT	Transit Center/Hub Improvements (BRT/North Transfer Center)	\$1,048	\$838	\$210
2018	2019	FTA 5307	CATS	Transit Center/Hub Improvements	Shelters	\$0	\$0	\$0
2018	2019	FTA 5307	CATS	Transit Center/Hub Improvements	Project administration	\$0	\$0	\$0
2018	2019	FTA 5307	CATS	Transit Center/Hub Improvements	Mobile fare collection	\$0	\$0	\$0
2018	2019	FTA 5307	CATS	Transit Center/Hub Improvements	Signage	\$0	\$0	\$0
2020	2023	FTA 5339	CATS	Rolling Stock	5-Paratransit Vans Support	\$637.5	\$510	\$127.5
2020	2020	BUILD Grant	City-Parish (EBR)	Plank Road BRT	Plank Road BRT	\$21,122	\$15,000	\$6,122
2019	2020	Low No	CATS	Rolling Stock	7 electric buses and chargers (BRT)	\$5,163	\$3,872	\$1,291
2019	2019	FLEX Urban Transit	CATS	Associated Transit Enhancements	Shelters	\$2,500	\$2,000	\$500
2020	2020	FTA 5307	CATS	Transit Security	Support facilities/equipment for rolling stock and fixed facilities- Cameras (BRT)	\$320	\$256	\$64

Transportation Improvement Program (2023 – 2026)

2020	2020	FTA 5307	CATS	Associated Transit Enhancements	Shelters and Kiosks (BRT)	\$450	\$360	\$90
2020	2020	STP>200K	CATS	Plank Road BRT	North Transfer Center	\$3,300	\$2,640	\$660
2020	2020	FLEX Urban Transit	CATS	Plank Road BRT	Electric Buses (BRT)	\$2,164	\$1,731	\$433
2021	2024	FTA 5307	CATS	Transit Security	Support facilities/equipment for rolling stock and fixed facilities	\$77	\$62	\$15
2021	2021	FTA 5307	CATS	Fareboxes	Fareboxes	\$1,250	\$1,000	\$250
2021	2021	FTA 5307	CATS	Support Vehicles	Support Vehicles: ADA Vans	\$456	\$365	\$91
2021	2024	FTA 5307	CATS	Bus Facility Improvements	Signage	\$40	\$32	\$8
2021	2024	FTA 5307	CATS	Operating Assistance	Support Equipment: Computer Hardware & Software	\$150	\$120	\$30
2021	2024	FTA 5307	CATS	Preventative Maintenance	Preventive Maintenance	\$4,100	\$3,280	\$820
2021	2024	FTA 5307	CATS	System Planning	Short- and long-range planning	\$265	\$212	\$53
2021	2021	FTA 5307	CATS	Operating Assistance	Operating Assistance	\$2,256	\$1,128	\$1,128
2022	2024	FTA 5307	CATS	Transit Security	Support facilities/equipment for rolling stock and fixed facilities	\$100	\$80	\$20
2022	2024	FTA 5307	CATS	Rolling Stock	(2) 35-ft Diesel Buses	\$985	\$837	\$148
2022	2024	FTA 5307	CATS	Management Training	Management Training	\$25	\$20	\$5
2022	2022	FTA 5307	CATS	Associated Transit Enhancements	Bus Shelters (BRT)	\$400	\$320	\$80
2022	2022	FTA 5307	CATS	Rolling Stock	35' Electric Bus (BRT)	\$127	\$108	\$19
2022	2024	FTA 5307	CATS	Bus Support Equipment	Support Vehicle	\$150	\$120	\$30

Transportation Improvement Program (2023 – 2026)

2022	2024	FTA 5307	CATS	Preventative Maintenance	Capital cost of preventative maintenance	\$4,475	\$3,580	\$895
2022	2024	FTA 5307	CATS	System Planning	Short- and long-range planning	\$300	\$240	\$60
2022	2023	FTA 5307	CATS	Rolling Stock	ADA Vans	\$0	\$0	\$0
2022	2022	FTA 5307	CATS	Plank Road BRT	Transit Center/Hub Improvements (BRT)	\$1,330	\$1,064	\$266
2022	2022	FTA 5339	CATS	Rolling Stock	Bus Lease Payments	\$590	\$502	\$89
2022	2022	FTA 5339	CATS	Rolling Stock	Transit vehicles with power package (BRT)	\$173	\$147	\$26
2022	2022	STP>200K	CATS	Rolling Stock	35' Electric Buses (BRT)	\$1,700	\$1,360	\$340
2022	2022	FTA 5307	CATS	Operating Assistance	Operating Assistance	\$3,224	\$1,612	\$1,612
2010	2010	CONGESTION MITIGATION RE. (L40R)	City of Baton Rouge	TSP/Signals (BRT)	TSP/Signals (BRT)	\$66	\$53	\$13
2014	2014	CONGESTION MITIGATION MAP-21 (M400)	City of Baton Rouge	TSP/Signals (BRT)	TSP/Signals (BRT)	\$1,151	\$921	\$230
2016	2016	CONGESTION MITIGATION MAP-21 EXT (M40E)	City of Baton Rouge	TSP/Signals (BRT)	TSP/Signals (BRT)	\$385	\$308	\$77
2019	2019	CONGESTION MITIGATION FAST (Z400)	City of Baton Rouge	TSP/Signals (BRT)	TSP/Signals (BRT)	\$3,412	\$2,730	\$682
2023	2023	National Highway Perf IIA (Y001)	City of Baton Rouge	Roadway Improvements (BRT)	Roadway Improvements (BRT)	\$9,015	\$7,212	\$1,803
2023	2023	FTA 5307	CATS	Transit Security	Support facilities/equipment for rolling stock and fixed facilities	\$500	\$400	\$100
2023	2023	FTA 5307	CATS	Rolling Stock	(2) 35-ft Diesel Buses	\$985	\$837	\$148

Transportation Improvement Program (2023 – 2026)

2023	2023	FTA 5307	CATS	Transit Center/Hub Improvements	Bus Shelters	\$250	\$200	\$50
2023	2023	FTA 5307	CATS	Bus Associated Transit Enhancements	Bus Shelters	\$250	\$200	\$50
2023	2023	FTA 5307	CATS	Bus Support Equipment	Support Vehicle	\$75	\$60	\$15
2023	2023	FTA 5307	CATS	Preventative Maintenance	Capital Cost of Preventive Maintenance	\$4,700	\$3,760	\$940
2023	2023	FTA 5307	CATS	System Planning	Short - and Long-Range Planning	\$300	\$240	\$60
2023	2023	FTA 5307	CATS	Rolling Stock	ADA Vans	\$400	\$320	\$80
2023	2023	FTA 5307	CATS	Transit Center/Hub Improvements	Transit Center/Hub-Improvements (North Transit Center)	\$1,817	\$1,454	\$363
2023	2023	FTA 5307	CATS	Operating Assistance	Operating Assistance	\$1,500	\$750	\$750
2023	2023	FTA 5339	CATS	Rolling Stock	Bus Lease Payments	\$656	\$558	\$98
2023	2023	FTA 5339	CATS	Rolling Stock	Transit Vehicles with Power Package	\$130	\$111	\$20
2023	2023	Areas of Persistent Poverty Grant	CATS	System Planning	General Development/Comprehensive Planning	\$744	\$670	\$74
2023	2023	American Rescue Plan Grant	CATS	System Planning	General Development/Comprehensive Planning	\$514	\$514	\$0
2023	2023	STP>200K	CATS	Rolling Stock	3 Electric Buses	\$2,888	\$2,310	\$578
2024	2024	National Highway Perf IIJA (Y001)	City of Baton Rouge	Roadway Improvements (BRT)	Roadway Improvements (BRT)	\$2,531	\$2,025	\$506
2024	2024	FTA 5307	CATS	Transit Security	Support facilities/equipment for rolling stock and fixed facilities	\$500	\$400	\$100
2024	2024	FTA 5307	CATS	Rolling Stock	(3) 35-ft Diesel Buses	\$1,520	\$1,292	\$228
2024	2024	FTA 5307	CATS	Transit Center/Hub Improvements	Bus Shelters	\$150	\$120	\$30

Transportation Improvement Program (2023 – 2026)

2024	2024	FTA 5307	CATS	Bus Associated Transit Enhancements	Signage	\$100	\$80	\$20
2024	2024	FTA 5307	CATS	Bus Support Equipment	Support Vehicle	\$70	\$56	\$14
2024	2024	FTA 5307	CATS	Preventative Maintenance	Capital Cost of Preventive Maintenance	\$5,000	\$4,000	\$1,000
2024	2024	FTA 5307	CATS	System Planning	Short - and Long-Range Planning	\$400	\$320	\$80
2024	2024	FTA 5307	CATS	Transit Center/Hub Improvements	Transit Center/Hub-Improvements (North Transit Center)	\$1,250	\$1,000	\$250
2024	2024	FTA 5307	CATS	Operating Assistance	Operating Assistance	\$1,278	\$639	\$639
2024	2024	FTA 5307	CATS	Bus Support Equipment	ADP Hardware	\$350	\$280	\$70
2024	2024	FTA 5307	CATS	Bus Support Equipment	ADP Software	\$350	\$280	\$70
2024	2024	FTA 5339	CATS	Rolling Stock	Bus Lease Payments	\$656	\$558	\$98
2024	2024	FTA 5339	CATS	Rolling Stock	Transit Vehicles with Power Package	\$153	\$130	\$23
2025	2025	FTA 5307	CATS	Transit Security	Support facilities/equipment for rolling stock and fixed facilities	\$400	\$320	\$80
2025	2025	FTA 5307	CATS	Rolling Stock	(3) 30-ft Electric Buses with Charging Stations	\$1,610	\$1,369	\$242
2025	2025	FTA 5307	CATS	Bus Support Equipment	Support Vehicle	\$70	\$56	\$14
2025	2025	FTA 5307	CATS	Preventative Maintenance	Capital Cost of Preventive Maintenance	\$5,000	\$4,000	\$1,000
2025	2025	FTA 5307	CATS	System Planning	Short - and Long-Range Planning	\$400	\$320	\$80
2025	2025	FTA 5307	CATS	Transit Center/Hub Improvements	Transit Center/Hub Improvements	\$2,000	\$1,600	\$400
2025	2025	FTA 5307	CATS	Operating Assistance	Operating Assistance	\$994	\$497	\$497
2025	2025	FTA 5307	CATS	Bus Support Equipment	ADP Hardware	\$350	\$280	\$70
2025	2025	FTA 5307	CATS	Bus Support Equipment	ADP Software	\$350	\$280	\$70
2025	2025	FTA 5339	CATS	Rolling Stock	Bus Lease Payments	\$656	\$558	\$98

Transportation Improvement Program (2023 – 2026)

2025	2025	FTA 5339	CATS	Rolling Stock	Transit Vehicles with Power Package	\$177	\$150	\$27
2026	2026	FTA 5307	CATS	Transit Security	Support facilities/equipment for rolling stock and fixed facilities	\$300	\$240	\$60
2026	2026	FTA 5307	CATS	Rolling Stock	(3) 30-ft Electric Buses with Charging Stations	\$1,610	\$1,369	\$242
2026	2026	FTA 5307	CATS	Preventative Maintenance	Capital Cost of Preventive Maintenance	\$5,500	\$4,400	\$1,100
2026	2026	FTA 5307	CATS	System Planning	Short - and Long-Range Planning	\$300	\$240	\$60
2026	2026	FTA 5307	CATS	Transit Center/Hub Improvements	Transit Center/Hub Improvements	\$2,000	\$1,600	\$400
2026	2026	FTA 5307	CATS	Operating Assistance	Operating Assistance	\$1,588	\$794	\$794
2026	2026	FTA 5307	CATS	Rolling Stock	ADA Vans	\$400	\$320	\$80

Summary of Transit Project Funds

Commented [SP1]: Waiting on CATS for TIP Amendment splits. Hopeful to receive it by April 15, 2022

Transit Funding Summary				
Funding Sources	FY 23 Federal (\$000)	FY 24 Federal (\$000)	FY 25 Federal (\$000)	FY 26 Federal (\$000)
Section 5307 (Capital, Planning & Operating)	\$8,221	\$17,050	\$8,722	\$8,963
Section 5339 (Bus and Bus Facilities)	\$1,178	\$688	\$708	\$0
Section 5310 & 5311 Capital				
Section 5310 & 5311 Operating				
Section 5339 Capital (CHS)				
FLEX Urban Transit				
TAP Funds Flexed to FTA				
Low or No Emissions				
BUILD Grant				
CARES Act				
American Rescue Plan Grant	\$514	\$0	\$0	\$0
Areas of Persistent Poverty Grant	\$670	\$0	\$0	\$0
National Highway Perf IIA (Y001)	\$7,212	\$2,025	\$0	\$0
DOT STP>200K	\$2,310	\$0	\$0	\$0
TOTAL	\$20,105	\$19,763	\$9,430	\$8,963

Record of Modifications & Amendments (by date)

Date	Project Number	Phase	Comment
01/25/23	H.010251	C	Amendment: Add C phase \$462K STPFLEX @ 80/20 match in FFY 23
01/25/23	H.002320	C	Amendment Add C phase @ \$13.31M in ST BONDS + \$3M in STPFLEX @ 80/20 State funding in FFY 23
03/22/23	*	C	Amendment: Remove: LA 1 @ Emily Drive Intersection Improvements (WBR): The entity has used local funds to complete the project
03/22/23	H.012232	C	Amendment: Change C phase from \$5.4M in STP>200k at 80/20 in FFY 2023 to \$13.1M in STP>200k at 100% and \$1.8M in LOCAL in FFY 2023
03/22/23	H.010251	C	Amendment Change C Phase from \$462K STPFLEX @ 80/20 in FFY 2023 to \$1.2M in STPFLEX @ 80/20 in FFY 2024
03/22/23	H.010652	C	Amendment: Add C phase of \$11.853M in NHPP to \$13.8M in NHPP at 80/20 in FFY 2023
03/22/23	H.014371	C	Amendment: Add C phase – from \$865K in STP>200K in FY 2021 to \$1.3M STP>200k at 80/20 in FFY 2023
03/22/23		C	Amendment: Remove: LA 1 @ Emily Drive Intersection Improvements (WBR): The entity has used local funds to complete the project
03/22/23	H.011684	C	Amendment: Change C phase from \$9.8M in STPFLEX to \$24.1M in STPFLEX at 80/20 in FFY 2023
03/22/23	H.014865	C	Amendment: Add C phase of \$12.4M in NHPP at 80/20 in FFY 2023
03/22/23	H.015526	E + C	Amendment: Add E phase at a cost estimate of \$275K in NHPP at 100% in FFY 2023 Add C phase at a cost estimate of \$445K in NHPP at 100% in FFY 2023
03/22/23	H.013850	U + C	Modification: Change Utility relocation phase from \$520K in STP>200K @ 80/20 FFY 2024 to \$170k in STP>200k at 80/20 and \$450.5k in STP>200k at 100% in FFY 2024 Change construction phase from \$4.25M in STP>200K at 80/20 in FFY 2025 to \$5.31M in STP>200k at 80/20 in FFY 2025
03/22/23	H.013793	C	Modification: Change construction phase from \$3.75M in STP>200K @ 80/20 in FFY 2025 to \$2.75M in STP>200k at 80/20 in FFY 2025
05/23/23	H.011520	C	Modification: Change C phase funding from \$330K in STPFLEX @ 80/20 to \$330K in PROTECT @ 80/20 in FFY 2023
05/23/23	H.012232	C	Modification: Change project name from LA 3064 to LA 1248 Phase 2 to LA 3064 to Bluebonnet Blvd. Phase 2
05/23/23	H.010251	C	Modification: Change C phase funding from \$1.2M in STPFLEX @ 80/20 to \$1.2M in PROTECT @ 80/20 in FFY 2024
05/23/23	H.011684	C	Modification: Change C phase funding year from FFY 2023 to FFY 2026
06/14/23	H.014371	C	Modification: Change project name from Plaquemine Riverfront Rec Trail Phase 3 & 4 to Plaquemine Riverfront Rec Trail Ph 3
08/29/23	H.014087	C	Modification: Change C phase from \$9M in NHPP @ 80/20 in FFY 2023 to FFY 2026
08/29/23	H.014642		Modification: Change project name from PR 929 Overlay: US 61 – LA 42 to PR 929 Overlay: US 61 – Parker Rd
08/29/23	H.005121	C	Modification: Change project name from LA1/LA 415 Connector to LA/LA415 Connector Phase 1
08/29/23	H.015661	E, U, C	Modification: Change; E phase from \$538,770 in FFY 23 to \$451,00 in FY 24. U phase from \$50k in FY 25 to \$250K in FY 26, and C phase from \$2,194,076 in FY 25 to \$2601,451 in FY 26) using STP>200K @ 80/20
09/20/23	H.014258	C	Modification: Change C phase from \$75M in NHPP @ 80/20 in FFY 23 to \$77.1M in FBRON/OFF @ 80/20 and \$8.6M in NHPP @ 80/20 in FFY 24

Commented [SP2]: Only projects carried forward to the new TIP cycle will have historical A + AA mentioned.

Capital Region Planning Commission

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Record of Modifications & Amendments (by project)

Project Number	Date	Phase	Comment
*	03/22/23	C	Amendment: Remove: LA 1 @ Emily Drive Intersection Improvements (WBR): The entity has used local funds to complete the project
H.002320	01/25/23	C	Amendment: Add C phase @ \$13.31M in ST BONDS + \$3M in STPFLEX @ 80/20 State funding in FFY 23
H.002320	11/08/23	C	Modification: Change C phase from 13.3M in ST BONDS and \$3M in STPFLEX @ 80/20 in FFY 23 to \$14.5M in STBONDS and \$3M in STPFLEX @80/20 in FFY 24
H.005121	08/29/23	C	Modification: Change project name from LA1/LA 415 Connector to LA/LA415 Connector Phase 1
H.005121	09/20/23	E+ U + C	Amendment: Add Environment phase \$1.5M in STPFLEX @ 80/20 in FFY 24; Add Utility phase \$800K in STPFLEX @ 80/20 in FFY 24 Add Construction phase \$87.1M in TIFIA and \$122.9M in STCASH (to be AC-ed) in FFY 26
H.005121	11/16/23	C	Modification: Change C phase cost by adding 10% contingency
H.010251	01/25/23	C	Amendment: Add C phase \$462K STPFLEX @ 80/20 match in FFY 23
H.010251	03/22/23	C	Amendment: Change C Phase from \$462K STPFLEX @ 80/20 in FFY 2023 to \$1.2M in STPFLEX @ 80/20 in FFY 2024
H.010251	05/23/23	C	Modification: Change C phase funding from \$1.2M in STPFLEX @80/20 to \$1.2M in PROTECT @ 80/20 in FFY 2024
H.010652	03/22/23	C	Amendment: Add C phase of \$11.853M in NHPP to \$13.8M in NHPP at 80/20 in FFY 2023
H.011520	05/23/23	C	Modification: Change C phase funding from \$330K in STPFLEX @80/20 to \$330K in PROTECT @ 80/20 in FFY 2023
H.011520	11/08/23	C	Modification: Move C phase from \$300K in PROTECT @ 80/20 in FFY 23 to FFY 24
H.011684	03/22/23	C	Amendment: Change C phase from \$9.8M in STPFLEX to \$24.1M in STPFLEX at 80/20 in FFY 2023
H.011684	05/23/23	C	Modification: Change C phase funding year from FFY 2023 to FFY 2026
H.012232	03/22/23	C	Amendment: Change C phase from \$5.4M in STP>200k at 80/20 in FFY 2023 to \$13.1M in STP>200k at 100% and \$1.8M in LOCAL in FFY 2023
H.012232	05/23/23	C	Modification: Change project name from LA 3064 to LA 1248 Phase 2 to LA 3064 to Bluebonnet Blvd. Phase 2
H.013793	03/22/23	C	Modification: Change construction phase from \$3.75M in STP>200K @ 80/20 in FFY 2025 to \$2.75M in STP>200k at 80/20 in FFY 2025
H.013850	03/22/23	U + C	Modification: Change U/R phase from \$520K in STP>200K @80/20 FFY 2024 to \$170k in STP>200k at 80/20 and \$450.5k in STP>200k at 100% in FFY 2024 Change C phase from \$4.25M in STP>200K at 80/20 in FFY 2025 to \$5.31M in STP>200k at 80/20 in FFY 2025
H.013850	09/20/23	ROW + U + C	Modification: Change ROW phase from \$900K in STP>200K in FFY 2023 to \$900K in STP>200K @80/20 in FFY 24; Change U/R phase 4 from \$520K in STP>200K in FFY 2024 to \$170K in STP>200K @80/20 and \$460K in STP>200K @100% in FFY 24; Change C phase from \$4.25M in STP>200K in FFY 2025 to \$5.3M in STP>200K @80/20 in FFY 25

[illegible]

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Appendix A: Projects / Phases of Projects Authorized from Previous TIP

Proj No.	Parish	Route	Proj Limits	Proj Description	Phase	Total Cost (000) (W/Contingency)	Federal Share (000)	Fund
H.000337	ASC	US 61	Bayou Manchac & Francois Brs.	New Bridges	PE	89	71	NHPP
H.000337	ASC	US 61	Bayou Manchac & Francois Brs.	New Bridges	UTIL	15	12	NHPP
H.002370	ASC	LA 42	US 61 to LA 44	Widening and Improvements	C	24,200	-	STBONDS
H.002370	ASC	LA 42	US 61 to LA 44	Widening and Improvements	C	2,750	2,475	HSIPPEN
H.002370	ASC	LA 42	US 61 to LA 44	Widening and Improvements	C	1,430	1,359	TAPFLEX
H.002370	ASC	LA 42	US 61 to LA 44	Widening and Improvements	ROW	8,250	6,600	DEMO
H.002370	ASC	LA 42	US 61 to LA 44	Widening and Improvements	ROW	3,500	2,800	STPENH
H.002370	ASC	LA 42	US 61 to LA 44	Widening and Improvements	ROW	6,000	4,800	STP>200K
H.002370	ASC	LA 42	US 61 to LA 44	Widening and Improvements	UTIL	3,500	2,800	HSIP
H.007855	ASC	LA 431	LA 431 @ LA 934 (Goldplace Rd)	Intersection Improvement	C	1,507	1,206	CMAQ
H.007855	ASC	LA 431	LA 431 @ LA 934 (Goldplace Rd)	Intersection Improvement	PE	346	277	CMAQ
H.007855	ASC	LA 431	LA 431 @ LA 934 (Goldplace Rd)	Intersection Improvement	ROW	700	560	CMAQ
H.007855	ASC	LA 431	LA 431 @ LA 934 (Goldplace Rd)	Intersection Improvement	UTIL	600	480	CMAQ
H.009139	ASC	US 61	US 61: Access Mgt @ Swamp Rd (Phase 2)	Median & Signal Improvements	C	264	211	STPFLEX
H.009266	ASC	I-10	LA 73 - LA 30	Capacity Improvements	PE	1,500	1,200	LHIP
H.009276	ASC	I-10	LA 30 - LA 22	Capacity Improvements	PE	1,600	1,280	LHIP
H.009429	ASC	Various Roads	Various Roads: Signing	Signage	C	23	18	SATRANS
H.009634	ASC	LA 73	LA 30 - LA 429	Thin Asphalt Concrete	C	969	775	STPFLEX
H.009637	ASC	I-10	I-10: LA 22 - EBR Parish Line	PCCP Patching & Slope Repairs	C	4,400	3,960	IM
H.009947	ASC	US 61	US 61: Access Mgt @ LA 44	Modify Existing Intersection, Create Small Median	C	94	75	SATRANS
H.009956	ASC	LA 44	LA 44: Turn Lanes	Intersection Improvements	C	405	364	HSIP
H.009956	ASC	LA 44	LA 44: Turn Lanes	Intersection Improvements	C	3,005	-	STBONDS
H.009956	ASC	LA 44	LA 44: Turn Lanes	Intersection Improvements	ROW	4,000	3,600	HSIP
H.009956	ASC	LA 44	LA 44: Turn Lanes	Intersection Improvements	UTIL	2,000	1,800	HSIP
H.010019	ASC	I-10	LA 73 Interchange Lighting - Prairieville	Interstate Lighting	C	619	557	IM
H.010026	ASC	LA 431	LA 431: Realign Curve, C/L Rumble Strips	Realign Curve, Center Line Rumble Strips	C	2,046	1,841	HSIP
H.010026	ASC	LA 431	LA 431: Realign Curve, C/L Rumble Strips	Realign Curve, Center Line Rumble Strips	PE	30	27	HSIP
H.010026	ASC	LA 431	LA 431: Realign Curve, C/L Rumble Strips	Realign Curve, Center Line Rumble Strips	ROW	230	207	HSIP
H.010026	ASC	LA 431	LA 431: Realign Curve, C/L Rumble Strips	Realign Curve, Center Line Rumble Strips	UTIL	400	360	HSIP
H.010057	ASC	I-10	LA 22 Interchange Lighting (Sorrento)	Interstate Lighting	C	913	822	IM
H.010182	ASC	LA 42	US 61 - LA 44	Clearing and Grubbing with Utility Work	C	974	974	HSIPPEN
H.010182	ASC	LA 42	US 61 - LA 44	Clearing and Grubbing with Utility Work	C	4,950	-	LOCAL
H.010532	ASC	LA 22	LA 44 - LA 70	Cold Plane & Overlay	C	1,681	-	NFA
H.010639	ASC	LA 939, LA 940	LA 939 and LA 940 Rehab	Rehabilitate Existing Roadway	C	272	-	LOCAL
H.010639	ASC	LA 939, LA 940	LA 939 and LA 940 Rehab	Rehabilitate Existing Roadway	C	1,950	1,755	STP>200K
H.010639	ASC	LA 939, LA 940	LA 939 and LA 940 Rehab	Rehabilitate Existing Roadway	ENVI	42	-	LOCAL
H.010639	ASC	LA 939, LA 940	LA 939 and LA 940 Rehab	Rehabilitate Existing Roadway	PE	260	-	LOCAL
H.010640	ASC	LA 3038 (Cornerview)	LA 3038 (Cornerview): Rehab & Turn Lane	Rehab & Turn Lane	C	1,705	1,364	STP>200K
H.010640	ASC	LA 3038 (Cornerview)	LA 3038 (Cornerview): Rehab & Turn Lane	Rehab & Turn Lane	C	660	-	STBONDS
H.010640	ASC	LA 3038 (Cornerview)	LA 3038 (Cornerview): Rehab & Turn Lane	Rehab & Turn Lane	ROW	165	132	STP>200K
H.010640	ASC	LA 3038 (Cornerview)	LA 3038 (Cornerview): Rehab & Turn Lane	Rehab & Turn Lane	UTIL	56	45	STP>200K

Commented [SP3]: Updated Table from previous TIP cycle provided here

Transportation Improvement Program (2023 – 2026)

Proj No.	Parish	Route	Proj Limits	Proj Description	Phase	Total Cost (000) (W/Contingency)	Federal Share (000)	Fund
H.010640	ASC	LA 3038 (Cornerview)	LA 3038 (Cornerview): Rehab & Turn Lane	Rehab & Turn Lane	UTIL	56	-	LOCAL
H.010642	ASC	LA 30	IBERVILLE PL TO 0.3M WEST OF I-10	Cold Plane & Overlay	C	2,970	2,376	STP>200K
H.010642	ASC	LA 30	IBERVILLE PL TO 0.3M WEST OF I-10	Cold Plane & Overlay	ENVI	2	2	LOCAL
H.010642	ASC	LA 30	IBERVILLE PL TO 0.3M WEST OF I-10	Cold Plane & Overlay	PE	115	115	LOCAL
H.010657	ASC	Parishwide	Ascension Parish Pavement management	Parishwide Pavement Management Software	PE	50	40	STP>200K
H.010657	ASC	Parishwide	Ascension Parish Pavement management	Parishwide Pavement Management Software	PE	50	40	STP>200K
H.010657	ASC	Parishwide	Ascension Parish Pavement management	Parishwide Pavement Management Software	PE	50	40	STP>200K
H.011450	ASC	LA 70	LA 70 Rehabilitation (LA 22 - St. James Parish Line)	Rehabilitation	C	1,650	1,320	STPFLEX
H.011450	ASC	LA 70	LA 70 Rehabilitation (LA 22 - St. James Parish Line)	Rehabilitation	C	2,750	2,200	STP>200K
H.011450	ASC	LA 70	LA 70 Rehabilitation (LA 22 - St. James Parish Line)	Rehabilitation	ENVI	1	-	LOCAL
H.011450	ASC	LA 70	LA 70 Rehabilitation (LA 22 - St. James Parish Line)	Rehabilitation	PE	62	-	LOCAL
H.011451	ASC	LA 22	LA 22 Rehabilitation (I 10 - LA 429)	Rehabilitation	ENVI	2	-	LOCAL
H.011451	ASC	LA 22	LA 22 Rehabilitation (I 10 - LA 429)	Rehabilitation	PE	74	-	LOCAL
H.011452	ASC	LA 942	LA 942 Rehabilitation (LA 22 - 0.5mi W of St. Elmo St)	Rehabilitation	C	793	634	STP>200K
H.011452	ASC	LA 942	LA 942 Rehabilitation (LA 22 - 0.5mi W of St. Elmo St)	Rehabilitation	ENVI	1	-	LOCAL
H.011452	ASC	LA 942	LA 942 Rehabilitation (LA 22 - 0.5mi W of St. Elmo St)	Rehabilitation	PE	40	-	LOCAL
H.011840	ASC	LA 44	LA 44 Pavement Preservation (Cornerview St - US 61)	Pavement Preservation	C	669	535	STP>200K
H.011840	ASC	LA 44	LA 44 Pavement Preservation (Cornerview St - US 61)	Pavement Preservation	UTIL	375	300	STP>200K
02-CS-HC-0004	EBR	O'Neal Ln	S. Harrell's Ferry Rd - George O'Neal	Widen to 4 Lanes	C	17,911	-	LOCAL
03-CS-CI-0020	EBR	Sullivan Rd	Central Thruway - Wax Rd	Widen to 4 lanes	C	25,776	-	LOCAL
06-CS-HC-0033	EBR	Essen Ln	Essen Ln @ I 10	Intersection Improvements	C	4,221	-	LOCAL
H.002301	EBR	N. Sherwood Forest Blvd	Choctaw Dr - Greenwell Springs Rd	Widen to 5 Lanes	ROW	1,500	1,200	STP>200K
H.002301	EBR	N. Sherwood Forest Blvd	Choctaw Dr - Greenwell Springs Rd	Widen to 5 Lanes	UTIL	350	280	STP>200K
H.002344	EBR	LA 427	Perkins Rd (Siegen - Highland)	Widening	ENVI	445	356	NHPP
H.002344	EBR	LA 427	Perkins Rd (Siegen - Highland)	Widening	ENVI	130	-	STGEN
H.002344	EBR	LA 427	Perkins Rd (Siegen - Highland)	Widening	PE	800	640	NHPP
H.002344	EBR	LA 427	Perkins Rd (Siegen - Highland)	Widening	PE	20	-	STGEN
H.002344	EBR	LA 427	Perkins Rd (Siegen - Highland)	Increase Capacity (Stage 0 Study)	STUDY	100	-	STCASH
H.002822	EBR	LA 30	Nicholson Dr @ Brightside Ln	Intersection Improvement	C	7,128	5,702	CMAQ
H.002822	EBR	LA 30	Nicholson Dr @ Brightside Ln	Intersection Improvement	ROW	2,100	1,680	CMAQ
H.002822	EBR	LA 30	Nicholson Dr @ Brightside Ln	Intersection Improvement	UTIL	1,200	960	CMAQ
H.004100	EBR	I-10	LA 415 to Essen Ln on I-10 and I-12	Environmental Phase	ENVI	3,000	2,400	NHPP
H.004100	EBR	I-10	LA 415 to Essen Ln on I-10 and I-12	Engineering Phase	PE	6,600	5,280	NHPP
H.004100	EBR	I-10	LA 415 to Essen Ln on I-10 and I-12	Feasibility/Environmental Study	STUDY	3,500	-	STCASH
H.005403	EBR	LA 408	LA 408 (Hooper Rd Ext) LA 37 - LA 16	Extension of Hooper Rd Feasibility Study	ENVI	677	-	STBONDS
H.007137	EBR	Jones Creek Rd	Tigerbend Rd - Coursey Blvd	Widen to 5 Lanes	C	773	-	LOCAL
H.007137	EBR	Jones Creek Rd	Tigerbend Rd - Coursey Blvd	Widen to 5 Lanes	C	14,034	11,227	STP>200K
H.007157	EBR	Jones Creek Rd	Tigerbend Rd - Coursey Blvd	Widen to 5 Lanes (Clearing & Grubbing)	C	328	262	STP>200K
H.007441	EBR	Florida Blvd	Florida Blvd Bus Shelters and Benches	Flex to Transit	C	691	553	TAP>200K
H.007442	EBR	Harding Blvd	Harding Blvd Bus Shelters and Benches	Flex to Transit	C	71	57	TAP>200K
H.007443	EBR	LA 19	Scotlandville Route Bus Shelters and Benches	Flex to Transit	C	369	295	TAP>200K
H.009141	EBR	LA 3246	LA 3246: Access Mgt. Improvements	Median & Signal Improvements	C	469	375	NHS
H.009144	EBR	LA 42	LA 42: Corridor Improvements	Signal Relocations, Turn Lanes and Adding N	C	946	757	STPFLEX
H.009250	EBR	I-10	Highland Rd - LA 73	Capacity Improvements	AC	17,050	13,640	DEMO

Transportation Improvement Program (2023 – 2026)

Proj No.	Parish	Route	Proj Limits	Proj Description	Phase	Total Cost (000) (W/Contingency)	Federal Share (000)	Fund
H.009250	EBR	I-10	Highland Rd - LA 73	Capacity Improvements	AC	56,100	44,880	NHPP
H.009250	EBR	I-10	Highland Rd - LA 73	Capacity Improvements	PE	1,809	1,447	LHIP
H.009290	EBR		LSU Laboratory School SRTS Project	Bicycle Lanes and Education and Encourage	C	231	231	SR2S
H.009290	EBR		LSU Laboratory School SRTS Project	Bicycle Lanes and Education and Encourage	PE	42	38	SATRANS
H.009327	EBR	I-10, I-110	I-10/I-110 Epoxy Br Deck Overlay - BTN ROUGE	Epoxy Bridge Deck Overlay	C	9,900	7,920	FBR- ON/OFF
H.009327	EBR	I-10, I-110	I-10/I-110 Epoxy Br Deck Overlay - BTN ROUGE	Epoxy Bridge Deck Overlay	PE	410	328	FBR- ON/OFF
H.009328	EBR	I-10	I-10: Miss. R Br Clean & Spot Paint - BTN RUGE	Cleaning & Spot Painting	C	3,300	2,640	FBR- ON/OFF
H.009328	EBR	I-10	I-10: Miss. R Br Clean & Spot Paint - BTN RUGE	Cleaning & Spot Painting	PE	276	221	FBR- ON/OFF
H.009638	EBR	I-10	Washington St - KCS RR Opass	Cold Plane & Overlay	C	3,850	3,465	IM
H.009638	EBR	I-10	Washington St - KCS RR Opass	Cold Plane & Overlay	PE	50	45	IM
H.009647	EBR	LA 408, LA 73	LA 408 & LA 73: Improvements	Turn Lanes	C	495	396	STPFLEX
H.009649	EBR	LA 67	LA 67: US 61/190 - LA 3006	PCCP Patching	C	4,950	3,960	STPFLEX
H.009651	EBR	US 61, US 190	US 61/US 190: US 61/US 190 BUS - Miss. River BR	Cold Plane & Overlay	C	9,282	7,425	NHS
H.009667	EBR	LA 67, LA 412	LA 67 & LA 412: Intersection Improvements	Widen Intersections	C	119	95	STPFLEX
H.009667	EBR	LA 67, LA 412	LA 67 & LA 412: Intersection Improvements	Widen Intersections	C	119	-	NFA
H.009943	EBR	US 190	MISS R BR Clean, Paint, Rep-Ph II	Repair and Painting of Railroad Approaches	C	19,800	15,840	NFI
H.009943	EBR	US 190	MISS R BR Clean, Paint, Rep-Ph II	Repair and Painting of Railroad Approaches	PE	400	320	NFI
H.009950	EBR	I-10	I-10 Miss R Br Baton Rouge (Pier 5 Rep.)	Rep of Pier 5 Pier Protection System	C	550	440	STPFLEX
H.009950	EBR	I-10	I-10 Miss R Br Baton Rouge (Pier 5 Rep.)	Rep of Pier 5 Pier Protection System	C	110	88	REIMB
H.009950	EBR	I-10	I-10 Miss R Br Baton Rouge (Pier 5 Rep.)	Rep of Pier 5 Pier Protection System	PE	67	54	STPFLEX
H.010020	EBR	I-110	I-110 Bridge Over LA 67 Clean & Paint	Cleaning & Painting	C	715	572	FBR- ON/OFF
H.010020	EBR	I-110	I-110 Bridge Over LA 67 Clean & Paint	Cleaning & Painting	PE	180	144	FBR- ON/OFF
H.010094	EBR		SRTS Lexlee's Kids - Stroll Into Safety	Enforcement, Purchases, Operating Service	C	40	40	SR2S
H.010232	EBR	I-10/I-110	I-10/I-110 BR Repairs Ramps II-2 & II-3	Repair Columns on I-10 EB Ramp and Bridge Ramps	C	550	440	REIMB
H.010254	EBR	I-110	15th St Pump Station Improvements I-110	Replace/Upgrade Pumphouse Components	C	759	607	NHPP
H.010320	EBR	LA 42	LA 42: Jct. Highland Rd - LA 30	PCC Patch	C	7,150	5,720	STPFLEX
H.010439	EBR	I-110	Boyd St & 21st St Pumping Station Imp I-110	Replace Pump Station Float System	C	2,860	2,288	NHPP
H.010439	EBR	I-110	Boyd St & 21st St Pumping Station Imp I-110	Replace Pump Station Float System	PE	231	208	NHPP
H.010534	EBR	LA 427	LA 427: LA 42 - Ascension P/L	Cold Plane & Overlay	C	1,417	-	NFA
H.010554	EBR		St. Gabriel Trail at the Levee Ph 2	Construction of a Ped-Bike Trail on the Miss. R	C	6	-	LOCAL
H.010554	EBR		St. Gabriel Trail at the Levee Ph 2	Construction of a Ped-Bike Trail on the Miss. R	C	201	161	RTP
H.010560	EBR	LA 3064	Essen Ln Widen: I-10 to Perkins Rd	Widen to 6 Lanes Section W/16' Curb & Gutter	C	4,950	-	STBONDS
H.010560	EBR	LA 3064	Essen Ln Widen: I-10 to Perkins Rd	Widen to 6 Lanes Section W/16' Curb & Gutter	C	1,815	1,452	STPFLEX
H.010560	EBR	LA 3064	Essen Ln Widen: I-10 to Perkins Rd	Widen to 6 Lanes Section W/16' Curb & Gutter	ENVI	450	360	STPFLEX
H.010560	EBR	LA 3064	Essen Ln Widen: I-10 to Perkins Rd	Widen to 6 Lanes Section W/16' Curb & Gutter	PE	800	640	STPFLEX
H.010560	EBR	LA 3064	Essen Ln Widen: I-10 to Perkins Rd	Widen to 6 Lanes Section W/16' Curb & Gutter	ROW	2,250	-	STBONDS
H.010560	EBR	LA 3064	Essen Ln Widen: I-10 to Perkins Rd	Widen to 6 Lanes Section W/16' Curb & Gutter	UTIL	2,500	-	STBONDS
H.010648	EBR		ACADIAN THRUWAY/N. ACADIAN THRUWAY OVLY	Pavement Rehabilitation	C	4,202	3,362	STP>200K

Transportation Improvement Program (2023 – 2026)

Proj No.	Parish	Route	Proj Limits	Proj Description	Phase	Total Cost (000) (W/Contingency)	Federal Share (000)	Fund
H.010648	EBR		ACADIAN THRUWAY/N. ACADIAN THRUWAY OVLY	Pavement Rehabilitation	PE	174	174	LOCAL
H.010650	EBR		OLOL MEDICAL COMPLEX AREA STREETS	Rehabilitate Existing Roadway	C	1,100	880	STP>200K
H.010650	EBR		OLOL MEDICAL COMPLEX AREA STREETS	Rehabilitate Existing Roadway	PE	60	60	LOCAL
H.011213	EBR	I-12	Sound Barrier Wall @ Essen Lane	Sound Barrier Wall	C	2,200	1,980	STP>200K
H.011213	EBR	I-12	Sound Barrier Wall @ Essen Lane	Sound Barrier Wall	C	220	198	NHPP
H.011483	EBR	Downtown Br & Southern Univ	Bike Racks - Downtown Br & Southern Univ	Install New Bike Racks	C	59	48	CMAQ
H.011668	EBR	Essen Lane Bridge Widen	Perkins to I-10	Widen to 6 lanes	C	1,045	-	STBONDS
H.011936	EBR	I-12 & I-10	I-12 & I-10 Patching in EBR Parish	Patching	C	15,180	13,662	NHPP
H.011999	EBR	LA 30	Nicholson Dr @ Brightside Ln	Intersection Improvement (Clearing and Grubbing)	C	110	88	CMAQ
H.012232	EBR	Dijon Extension Phase II	LA 3064 to LA 1248 Phase II	Environmental Assessment	ENVI	306	-	LOCAL
H.012233	EBR	Dijon Extension Phase I	LA 3064 to LA 1248 Phase I	New Roadway	ENVI	306	-	LOCAL
H.012233	EBR	Dijon Extension Phase I	LA 3064 to LA 1248 Phase I	New Roadway	PE	20	20	STP>200K
H.012233	EBR	Dijon Extension Phase I	LA 3064 to LA 1248 Phase I	New Roadway	ROW	3,600	3,600	STP>200K
H.012233	EBR	Dijon Extension Phase I	LA 3064 to LA 1248 Phase I	New Roadway	UTIL	100	80	STP>200K
H.012422	EBR	I-110	Interchange Modification @ Terrace	Interchange Modification	PE	935	-	STCASH
H.972089	EBR		HQ Disability Access for Sidewalks	ADA Sidewalks	STUDY	500	400	STPFLEX
H.972089	EBR		HQ Disability Access for Sidewalks	ADA Sidewalks	STUDY	20	-	STCASH
	EBR	Picardy Perkins Connector	Picardy Perkins Connector	New Road (Feasibility Study)	STUDY	15	12	STPFLEX
	EBR	I 12	Millerville Rd @ I 12 (WB Single Ln Ramp)	Interchange Reconfiguration	C	2,300	-	PRIVATE
H.000464	LIV	US 190, LA 1026	US 190 & LA 1026 (Roundabout)	Roundabout	ROW	2,500	2,500	HSIP
H.000464	LIV	US 190, LA 1026	US 190 & LA 1026 (Roundabout)	Roundabout	UTIL	730	730	HSIP
H.002375	LIV	LA 16	Amite R. BR. Near French Settlement	New Bridge	PE	125	100	STPFLEX
H.004634	LIV	Juban Rd	Juban Rd Widening (I-12 - US 190)	Widening	ROW	6,900	-	STBONDS
H.004634	LIV	Juban Rd	Juban Rd Widening (I-12 - US 190)	Widening	ROW	100	90	HSIP
H.004634	LIV	Juban Rd	Juban Rd Widening (I-12 - US 190)	Widening	UTIL	150	135	HSIP
H.004634	LIV	Juban Rd	Juban Rd Widening (I-12 - US 190)	Widening	UTIL	2,500	-	STBONDS
H.005693	LIV	LA 447	LA 447/I-12 Interchange	Intersection Improvements/Install Roundabouts	C	2,860	2,860	NHPP
H.005693	LIV	LA 447	LA 447/I-12 Interchange	Intersection Improvements/Install Roundabouts	C	5,170	5,170	STPFLEX
H.005734	LIV	LA 447	LA 447 Corridor Study	Environmental Phase	ENVI	601	481	STPFLEX
H.008173	LIV	LA 1032	US 190 @ LA 1032	Intersection Improvements	C	993	894	HSIP
H.009140	LIV	LA 1026	LA 1026: Access Mgt. & Roundabouts	Roundabout	C	4,538	3,630	STPFLEX
H.009140	LIV	LA 1026	LA 1026: Access Mgt. & Roundabouts	Roundabout	ROW	300	240	STPFLEX
H.009140	LIV	LA 1026	LA 1026: Access Mgt. & Roundabouts	Roundabout	STUDY	16	13	SATRANS
H.009179	LIV	Wax Rd	LA 16 - LA 1026	New Base and Overlay	C	1,265	1,012	STP>200K
H.009179	LIV	Wax Rd	LA 16 - LA 1026	New Base and Overlay	UTIL	75	60	STP>200K
H.009180	LIV	Plantation Ave / Enterprise Dr	LA 1034 - LA 1032	New Base and Overlay	C	1,271	1,016	STP>200K
H.009180	LIV	Plantation Ave / Enterprise Dr	LA 1034 - LA 1032	New Base and Overlay	UTIL	30	24	STP>200K
H.009263	LIV	US 190	US 190: Left Turn Ln @ LA 449	Left Turn Ln	C	385	308	STPFLEX
H.009437	LIV	US 190	US 190: Box Culvert Extensions	Box Culvert Extensions	C	550	495	HSIP
H.009548	LIV	US 190	EBR ph. Line - W. Jct LA 16	Maintenance, Restoration & Rehabilitation	C	1,332	1,066	NHS
H.009549	LIV	US 190	E. JCT LA 16 - JCT LA 447	Maintenance, Restoration & Rehabilitation	C	2,554	2,043	STPFLEX
H.009552	LIV	LA 16	JCT LA 1034 - JCT US 190	Maintenance, Restoration & Rehabilitation	C	1,546	1,236	STPFLEX

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Proj No.	Parish	Route	Proj Limits	Proj Description	Phase	Total Cost (000) (W/Contingency)	Federal Share (000)	Fund
H.009595	LIV	I-12	I-12: LIV Parish Approach Slab Rep P2	Roadway Maintenance, Restoration & Rehab	C	14,300	12,870	STP>200K
H.009595	LIV	I-12	I-12: LIV Parish Approach Slab Rep P2	Roadway Maintenance, Restoration & Rehab	C	330	297	NHPP
H.009595	LIV	I-12	I-12: LIV Parish Approach Slab Rep P2	Roadway Maintenance, Restoration & Rehab	C	14,300	12,870	STP>200K
H.009595	LIV	I-12	I-12: LIV Parish Approach Slab Rep P2	Roadway Maintenance, Restoration & Rehab	C	330	297	NHPP
H.009836	LIV	I-12	Walker - 0.5 Mi West of Satsuma	Widening	C	17,545	-	STBONDS
H.009836	LIV	I-12	Walker - 0.5 Mi West of Satsuma	Widening	C	13,860	11,088	NHPP
H.009887	LIV	LA 1022	LA 1019 - LA 16	1.5" Overlay	C	306	-	NFA
H.010065	LIV	LA 449	Improve Cross Slope	Improve Cross Slope and Add Raised Pavement	C	220	176	SATRANS
H.010124	LIV	LA 16	LA 16: Roundabout @ LA 447	Roundabout	C	1,100	990	HSIP
H.010124	LIV	LA 16	LA 16: Roundabout @ LA 447	Roundabout	ROW	250	225	HSIP
H.010558	LIV	I-12	I-12: 0.5 M W Satsuma - Satsuma Ramps	Widening (Capacity Improvements)	C	13,200	13,200	NHPP
H.010638	LIV	River Rd	GOVERNMENT ST - CENTERVILLE ST	Minor Widening and Overlay, Some Pavement Patching Required	C	435	348	STP>200K
H.010638	LIV	River Rd	GOVERNMENT ST - CENTERVILLE ST	Minor Widening and Overlay, Some Pavement Patching Required	C	435	348	STP>200K
H.010638	LIV	River Rd	GOVERNMENT ST - CENTERVILLE ST	Minor Widening and Overlay, Some Pavement Patching Required	ENVI	3	3	LOCAL
H.010638	LIV	River Rd	GOVERNMENT ST - CENTERVILLE ST	Minor Widening and Overlay, Some Pavement Patching Required	ENVI	3	3	LOCAL
H.010638	LIV	River Rd	GOVERNMENT ST - CENTERVILLE ST	Minor Widening and Overlay, Some Pavement Patching Required	PE	40	40	LOCAL
H.010638	LIV	River Rd	GOVERNMENT ST - CENTERVILLE ST	Minor Widening and Overlay, Some Pavement Patching Required	PE	40	40	LOCAL
H.010638	LIV	River Rd	GOVERNMENT ST - CENTERVILLE ST	Minor Widening and Overlay, Some Pavement Patching Required	UTIL	5	4	STP>200K
H.010638	LIV	River Rd	GOVERNMENT ST - CENTERVILLE ST	Minor Widening and Overlay, Some Pavement Patching Required	UTIL	5	4	STP>200K
H.011248	LIV	Julia Street	Julia Street Overlay and Widening	Overlay and Widening	C	429	343	STP>200K
H.011248	LIV	Julia Street	Julia Street Overlay and Widening	Overlay and Widening	UTIL	5	4	STP>200K
H.011249	LIV	Maple Street	Maple Street Overlay and Widening	Overlay and Widening	C	634	507	STP>200K
H.011249	LIV	Maple Street	Maple Street Overlay and Widening	Overlay and Widening	UTIL	20	16	STP>200K
H.011790	LIV	River Rd	River Road North Overlay (Centerville St - Rang e Ave)	Overlay	C	773	619	STP>200K
H.011821	LIV	Martin Luther King Jr Drive	Martin Luther King Jr Drive Overlay (US 190 - LA 16)	Overlay	C	644	515	STP>200K
H.011821	LIV	Martin Luther King Jr Drive	Martin Luther King Jr Drive Overlay (US 190 - LA 16)	Overlay	ROW	5	4	STP>200K
H.011854	LIV	Industrial Park Drive	Industrial Park Drive Rehabilitation	Rehabilitation	C	1,342	1,074	STP>200K
H.012622	LIV	I-12	Livingston Approach Slab Repair P3	Slab Repair	PE	176	158	NHPP
H.008732	Regional		Baton Rouge Loop	Study of Baton Rouge Loop	ENVI	629	503	DEMO
H.010674	Regional	Regional	DMS Ladder System - Phase 2	Install Access Ladders	C	1,210	968	DEMO
H.010674	Regional	Regional	DMS Ladder System - Phase 2	Install Access Ladders	C	1,210	968	DEMO
H.010674	Regional	Regional	DMS Ladder System - Phase 2	Install Access Ladders	PE	240	192	DEMO
H.010674	Regional	Regional	DMS Ladder System - Phase 2	Install Access Ladders	PE	240	192	DEMO
H.012730	Regional		BRMPO Travel Demand Management Prgm 2017	Promote Commuter Carpool and Vanpool	STUDY	250	250	CMAQ
H.012730	Regional		BRMPO Travel Demand Management Prgm 2017	Promote Commuter Carpool and Vanpool	STUDY	250	250	STP>200K
H.972200	Regional		Baton Rouge Metropolitan Trans Plan Update	Long Range Plan Update	STUDY	165	132	PL
H.972200	Regional		Baton Rouge Metropolitan Trans Plan Update	Long Range Plan Update	STUDY	165	132	STP>200K
H.972200	Regional		Baton Rouge Metropolitan Trans Plan Update	Long Range Plan Update	STUDY	41	33	STP>200K

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Proj No.	Parish	Route	Proj Limits	Proj Description	Phase	Total Cost (000) (W/Contingency)	Federal Share (000)	Fund
H.972200	Regional		Baton Rouge Metropolitan Trans Plan Update	Long Range Plan Update	STUDY	41	33	PL
H.972200	Regional		Baton Rouge Metropolitan Trans Plan Update	Long Range Plan Update	STUDY	414	331	SPR
L.000045	Regional	Regional	Flex to Transit	Operations	C	800	800	CMAQ
L.000058	Regional	Regional	Flex to Safety	City's Share of MAP FY 2013	C	385	308	CMAQ
L.000058	Regional	Regional	Flex to Safety	City's Share of MAP FY 2014	C	385	308	CMAQ
L.000085	Regional	Regional	Advanced Traffic Management Center	Operations	C	330	264	CMAQ
L.000085	Regional	Regional	Advanced Traffic Management Center	Operations	C	330	264	CMAQ
	Regional	Regional	Flex to Transit	10 New CNG Vans	C	1,500	1,125	CMAQ
	Regional	Regional	Flex to Transit	Maintenance Facility Upgrade	C	500	375	CMAQ
	Regional	Regional	Flex to Transit	Improved Transit Information	C	700	525	CMAQ
	Regional	Regional	Flex to Transit	Service Expansion	C	3,600	900	CMAQ
	Regional	Regional	Flex to Transit	Service Expansion	C	3,600	900	CMAQ
	Regional	Regional	Flex to Transit	Service Expansion	C	3,600	900	CMAQ
	Regional	Regional	Flex to Transit	Procure 3 electric buses	C	2,900	2,320	CMAQ
H.000358	WBR	US 190	US 190 @ LA 415: LOBDELL INTER (HBI)	Bridge Replacement	ENVI	40	32	NHPP
H.000358	WBR	US 190	US 190 @ LA 415: LOBDELL INTER (HBI)	Bridge Replacement	PE	42	34	NHPP
H.005121	WBR	LA 1 / LA 415	LA 1 / LA 415 Connector	Updated EA and Value Engineering/Vessel Plans	ENVI	270	216	STP>200K
H.009288	WBR	LA 1	New RR Bridge @ DOW Spur Xing	Grade Separate Existing At-Grade Crossing	STUDY	100	80	NHPP
H.009636	WBR	I-10	Interchange Repair @ LA 1 & LA 415	PCCP Patching & Slope Repairs	C	1,100	990	IM
H.009910	WBR	LA 987-4, LA 989-2	LA 987-4 & LA 989-2 Thin Asphalt Concrete Overlay	Thin Asphalt Concrete Overlay	C	300	-	NFA
H.010069	WBR		UP (W. Baton Rouge) Winterville Rd	Railroad Signalization	C	275	220	RR
H.010075	WBR		UP (Addis) Several RR-X-Ings	Railroad Signalization	C	990	792	RR
H.010118	WBR		EMER BR Deck Repair on I-10 Over LA 415	Emergency Bridge Deck Repair on I-10 Over LA 415	C	47	38	REIMB
H.010653	WBR	LA 986	LA 986 Sidewalks	Installation of Sidewalks	C	1,375	1,100	STP>200K
H.010653	WBR	LA 986	LA 986 Sidewalks	Installation of Sidewalks	ENVI	40	40	LOCAL
H.010653	WBR	LA 986	LA 986 Sidewalks	Installation of Sidewalks	PE	55	55	LOCAL
H.010653	WBR	LA 986	LA 986 Sidewalks	Installation of Sidewalks	UTIL	60	48	STP>200K
H.010654	WBR	LA 415	I-10 TO APPROXIMATELY 0.41M SOUTH	Pavement Rehabilitation	ENVI	30	30	LOCAL
H.010654	WBR	LA 415	I-10 TO APPROXIMATELY 0.41M SOUTH	Pavement Rehabilitation	PE	45	45	LOCAL
H.010768	WBR		Multi-Use Trails, Phase I-B	Multi-Use Trails, Phase I-B	C	1,100	880	CMAQ

Appendix B: TIP Development Process

TIP development is an integral part of Metropolitan Transportation Plan (MTP) development process. Move 2046 is the most recent update to the CRPC MPO's Metropolitan Transportation Plan (MTP). The MTP fulfills the Federal DOT requirements under MAP-21 and the FAST Act. As stated in 23 CFR 450, MAP-21 continued many provisions related to transportation planning from prior laws. The FAST Act made minor edits to the existing provisions to make the regulations consistent with current statutory requirements. Changes include a new mandate for State departments of transportation and metropolitan planning organizations (MPO) to take a performance-based approach to planning and programming; a new emphasis on the nonmetropolitan transportation planning process, by requiring States to have a higher level of involvement with nonmetropolitan local officials and providing a process for the creation of regional transportation planning organizations (RTPO); a structural change to the membership of the larger MPOs; a new framework for voluntary scenario planning; new authority for the integration of the planning and environmental review processes; and a process for programmatic mitigation plans.

The Metropolitan Transportation Plan (MTP) planning process begins with an easily understood and communicated vision of the area's future that is then used to build consensus regarding the need for transportation improvements in the region. This vision is translated into a set of goals and objectives that will guide the development of transportation improvement projects, programs, and policies. The planning process seeks to determine how future resources can best be invested to expand and improve the existing transportation infrastructure. The Baton Rouge MPO identifies a variety of potential funding options and weighs the benefits of providing various modal options to meet anticipated travel demand. The study also takes into consideration the long-range implications of improvements for both individual communities and the larger environment.

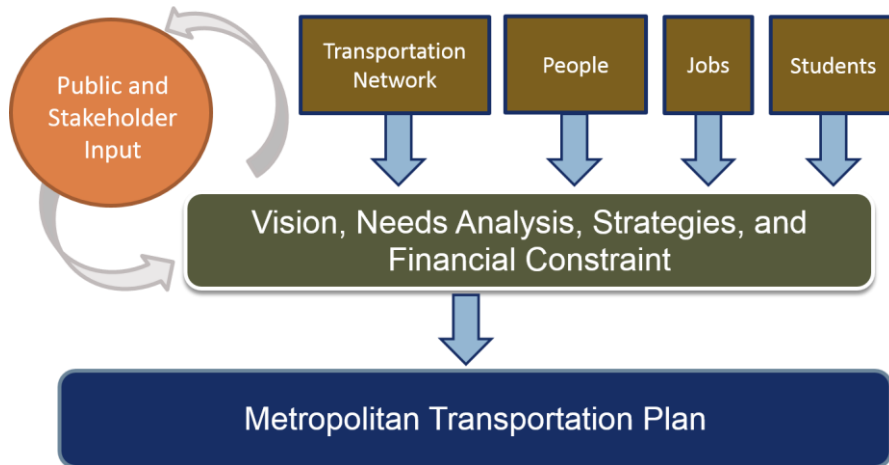


Figure 3: MTP Planning Process

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The planning process is intended to fulfill the following responsibilities undertaken by the MPO:

- ▶ Provide opportunities for public involvement in development of the long-range plan
- ▶ Forecast future population and employment in the region and assess projected land uses
- ▶ Identify major growth corridors
- ▶ Analyze transportation needs and options, and develop alternative capital and operating strategies
- ▶ Estimate the impact of the transportation system on air quality and the environment
- ▶ Develop fiscally constrained plans and programs that serve both to preserve the existing system and provide for new capital investments.

Adoption of the MTP is the first step towards the implementation of a transportation project. Following formal adoption of the plan, a project can be programmed for design, right-of-way acquisition, or construction in the short-range Transportation Improvement Program (TIP), which identifies funding sources and the estimated amount of funding to be used. TIP is a management tool for implementing the projects programmed in the MTP. The projects in the TIP move towards implementation once the funds are authorized are obligated to them.

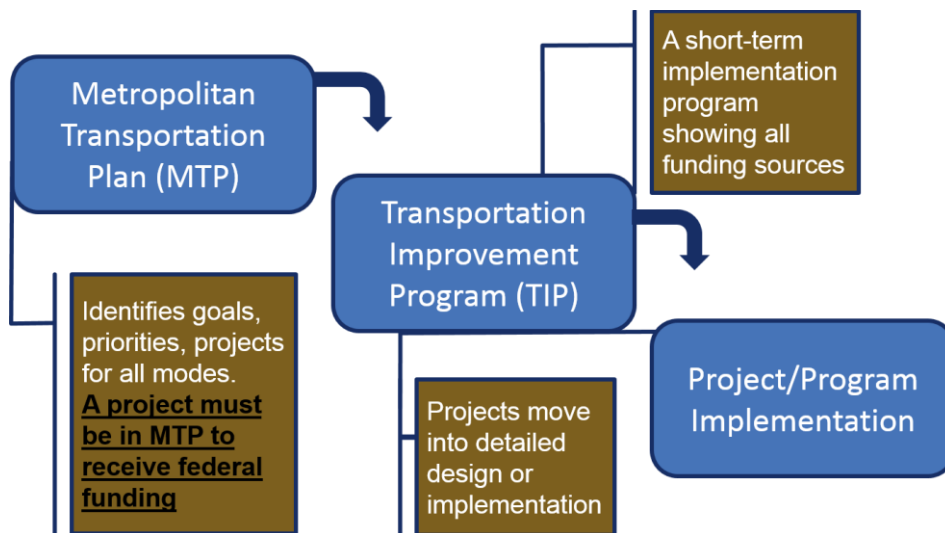


Figure 4: MTP Implementation Process

The process that will be used to adopt the MTP is as follows:

- ▶ The proposed list of projects will be published for public review and comment.
- ▶ Public input on the proposed list will be solicited through both the MPO website and through public meeting(s).
- ▶ Any further analysis requested by the MPO Policy Committee based on public comment will be conducted.
- ▶ The MPO Policy Committee will adopt a final fiscally constrained list of projects and approve the MTP.
- ▶ The MTP will be forwarded to LADOTD, the FHWA, and the FTA for their review and comment.

Public Involvement Process

Public participation for the TIP begins during the extensive public outreach phase of the CRMPO's long-range planning process. During the development of the current long-range plan, MOVE2046, residents and stakeholders were engaged through planning meetings, workshops, surveys, and social media. In fact, MOVE 2046 received the most public input of any previous long-range plan in the Capital Region. Input from this planning process translated directly into the staged list of projects in Move 2046, including an unfunded VISION projects or "wish list." Projects forecast to receive funding within the next three years constitute "Stage I" of this list and make up the entirety of the TIP. The detailed public involvement process can be found at https://crpcla.org/s/MOVE2042_Ch_02_Planning_Process.pdf. Moreover, during the prevalence of COVID-19, starting May 2020 through February 28, 2022, CRPC availed Virtual Public Involvement techniques via Zoom to conduct Virtual Public Involvement sessions as well as both TAC/TPC meetings.

Commented [SP4]: Updated link provided upon MOVE 2046 adoption

Opportunities for public participation with regards to adopting, amending, and/or modifying the TIP document itself is outlined in the Capital Region Planning Commission Public Participation Plan (October 2011), which is readily available on our website at www.crpcla.org. Public comments were solicited on draft MTP, Conformity, and TIP documents for a one-month period starting Friday February 28, 2022 through March 3, 2022. The draft copies of the MTP, Conformity, and TIP were publicly available at CRPC offices, in libraries around the region, electronically emailed to all the stakeholders, and published on CRPC website during the public comment period. At the public meeting on March 23, 2022, the MPO staff briefed to the joint committees of TAC and TPC about the three documents. MTP, Conformity, and the TIP documents were unanimously approved by the MPO TAC and TPC committees.

The documents were transmitted to DOTD for their review and approval. DOTD reviewed the TIP and had minor comments and few amendments (Appendix E) before the TIP was included in the STIP. MPO staff reviewed and incorporated the comments. The amendments and the updated TIP were published for a two-week public comment period in the month of August/September 2022. The amendments and the updated TIP were first reviewed by the TAC on July 26 or August 23, 20122. The amended document was recommended with one minor comment for forwarding to the TPC for their review and approval. The comment was incorporated into the TIP and presented to TPC for their review and approval. The MPO TPC unanimously approved the amended TIP on September 21, 2022.

TIP Modification and Amendment Process

Changes to a project's funding, timeline, or other revision will require an update to the TIP to reflect that change. Such changes may be done administratively by the MPO staff or adopted as an amendment by the TPC.

Administrative modifications are minor alterations to the TIP and may be performed by the MPO staff without public review, redemonstrations of fiscal constraint, or conformity determination. Administration modification thresholds include:

- Revisions to a project description without changing the project scope or which do not conflict with pertinent environmental document;
- Minor changes to a project cost applying to Rights of Way, Utility Relocation, Engineering, or Construction. Threshold is limited to \$1.25 million for projects less than equal to \$5 million, and budget changes of less than 25% for projects greater \$5 million;
- Minor changes to 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

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- Minor changes to the project scope, project phase initiation dates as long as the project stays within the approved TIP time frame and does not affect fiscal constraint or the ability to complete projects as initially described (23 CFR 450.218(n));
- A change in the project implementation agency;
- A split or combination of individually listed projects, as long as costs, schedule, and scope remain unchanged;
- The addition or deletion of projects from grouped project (line item) listing as long as the line item total funding amounts stay within above guidelines.

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

- It does not affect the air quality conformity determination, including timely implementation of Transportation Control Measures (TCMs), and
- It does not impact financial constraint of the TIP or the ability to complete the project as described.

A major revision to the TIP such as addition or deletion of a project or major change in cost must be done through **amendment**. Amendments require public review and comment, demonstration of fiscal constraint, and/or conformity determination.

Each MPO approved administrative modification needs to be published online separately from TIP amendments. The MPO should summarize this as an information item to the MPO Committee members each month. The MPO Board 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 LADOTD, FHWA, and FTA. Any administrative modifications will be forwarded to the LADOTD 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 a MPO, the MPO must first generate and/or accept the administrative modification for its TIP. Once approved by the MPO, then LADOTD, on behalf of the Governor, can incorporate the administrative modification into Louisiana's STIP. The LADOTD will immediately notify the MPO, FHWA, and FTA of any approved administrative modification(s). The LADOTD 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.

An Amendment is a revision to a long-range statewide or metropolitan transportation plan, TIP, or STIP that involves a major change to a project or project phase included in a metropolitan transportation plan, TIP, or STIP, including the addition or deletion of a project or a project phase, a major change in project/project phase cost or a major change in design concept or scope (e.g., changing project termini or the number of through traffic lanes). Changes to projects that are included only for illustrative 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 metropolitan Approved 9/xx/2018 3 of 5 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 a MPO, it must first be amended in the TIP before it can be amended in the STIP. Once approved by the LADOTD, on behalf of the Governor, the amendment will be incorporated into Louisiana's STIP. The LADOTD will immediately notify the MPO, FHWA, and

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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 amendment is sent to the FHWA, it will take a maximum of two weeks to be processed. The FHWA can partially approve an amendment on a project-by-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; the LADOTD, 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.

Quick Reference Chart for Amendments vs. Modifications

Administrative Modification	Amendment
Revision of a project description that does not significantly change the project design concept and/or scope	Major changes to a project including the addition or deletion of a project
Minor changes to project/project phase cost; applies to feasibility, environmental, R/W, utility relocation, engineering, construction <ul style="list-style-type: none"> Funding changes are limited to \$1,250,000 for projects for ≤ \$5,000,000 For projects > \$5,000,000 an administrative modification is classified as a change of less than 25% in funding 	Major changes in project cost, project/project phase initiation dates, or a major change in design concept or design scope <ul style="list-style-type: none"> Funding changes that are greater than \$1,250,000 for projects ≤ \$5,000,000 Change of 25% or more in funding
Minor changes to funding sources of previously included projects that do not affect fiscal constraint	Major changes to funding sources, such as adding a new federal funding source for a project not previously federally funded
Minor changes to project/project phase initiation dates as long as the project stays within the approved S/TIP timeframe and does not affect fiscal constraint	
A change in the project implementing agency	
A split or combination of individually listed projects; as long as cost, schedule, and scope remain unchanged	
The addition or deletion of projects from grouped project (line item) listings as long as the total funding amounts stay within the guidelines	

A record of all administrative modifications and modifications will be included in the TIP and forwarded to LADOTD. Projects affected by amendments or modifications within the MPO boundary must be recorded in the TIP before they can be added to the STIP.

Amendments and Administrative Modifications to a Line Item

Line Items are evaluated per phase, per fund, per year. Adding a new funding source to a phase of a line item in a particular FFY would require a STIP amendment if it affected fiscal constraint (i.e. the current STIP includes \$10,000,000 of NHPP in FFY 2019 on Phase 6 of L.000053; by adding \$5,000,000 in STPFLEX to that line item in that year and phase so that after approved, the current STIP will include \$10,000,000 in NHPP and \$5,000,000 in STPFLEX in FFY 2019 on Phase 6 of L.000053). Adding a phase to a line item also requires a STIP amendment. For

Transportation Improvement Program (2023 – 2026)

a line-item phase, fund, year combination with a cost > \$5,000,000, changing the amount by more than 25% on that fund, in that phase and in that year requires a STIP amendment.

For a line-item phase, fund, year combination with a cost > \$5,000,000, changing the amount less than 25% on that fund, in that phase and in that year can be done by a STIP administrative modification. For a line-item phase, fund, year combination with a cost ≤ \$5,000,000, the amount can be changed up to \$1,250,000 by a STIP administrative modification; changing the amount by more than \$1,250,000 requires a STIP amendment.

Adjusting existing amounts on funds within a phase and within a particular FFY of a line item that does not affect fiscal constraint of the STIP can be done by a STIP administrative modification (i.e. changing \$10,000,000 of NHPP and \$20,000,000 of STPFLEX in FFY 2019 on Phase 6 of L.000053 to \$3,000,000 of NHPP and \$27,000,000 of STPFLEX in FFY 2019 on Phase 6 of L.000053).

Adding a fund within a phase and within a particular FFY of a line item that does not affect fiscal constraint of the STIP can be done by a STIP administrative modification (i.e. adding STCASH or NFA or STBONDS or STGEN or LOCAL because additional funding sources have been identified on a project or it has been decided that projects need to be authorized as an advance construction project).

Splitting an existing fund into multiple funds within a phase and within a particular FFY of a line item which does not affect fiscal constraint of the STIP can be done by a STIP administrative modification (i.e. splitting \$10,000,000 of NHPP in FFY 2019 on Phase 6 of L.000053 into \$2,000,000 of NHPP and \$8,000,000 of STPFLEX in FFY 2019 on Phase 6 of L.000053; total remains \$10,000,000).

Performance-based Planning and Programming (PBPP)

Performance-based planning and programming (PBPP) involves integrating performance management concepts into the existing federally required transportation planning and programming processes. PBPP involves using data to support *long-range* and *short-range* investment decision-making. It generally starts with a vision and goals for the transportation system, selection of performance measures, and use of data and analysis tools to inform development of investment priorities, which are then carried forward into shorter-term investment planning and programming.

Move 2046 has been developed in a multi-layered process. The first step was creating a broad, overarching and shared vision for transportation in the Capital Region. The vision statement was then broken down into eight goals and objectives that cover all aspects of the regional transportation system, from alleviating rush hour traffic on interstate highways, to supporting and promoting cycling and improving pedestrian safety. The strategies described in this chapter serve as a work plan and building blocks for implementing these goals.

Commented [SP5]: Crosscheck w/ MOVE 2046 PBPP

Guidance provided by the Federal Highway Administration (FHWA) suggests that ideal regional objectives should follow the “SMART” formula: Specific, Measurable, Agreed Upon, Realistic, Time-Bound. The Move 2046 Vision has been broken down into six goals and objectives: Improve and Expand Transportation Choices, Provide A Reliable and High Performing Transportation System, Improve Safety and Security, Support the Economic Vitality of the Region, Consider the Relationship of Transportation and Environment, and Provide an Equitable Transportation System. These goals will guide future planning efforts and implementation of the plan, through effective project selection.

The CRPC-MPO worked with stakeholders and regional partners to devise a variety of strategies to advance the objectives specific to each goal. Whether it is prioritizing funding for sustainable transportation projects, educating

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the public on transportation topics, or implementing traffic management solutions, these strategies constitute the bulk of the day-to-day work to improve the transportation system across the region.

The Federal Highway Administration, LADOTD and the CRPC-MPO work together to establish performance metrics and specific performance targets to implement and measure the effectiveness of transportation strategies. These targets will also gauge our progress toward meeting the goals and achieving the regional vision. Establishing measures and performance targets is an ongoing process. Some have already been agreed upon and adopted, while others are still in development. As indicated by the table below, the State of Louisiana DOTD has adopted its Highway Safety Improvement Plan, (HSIP) and Safety Performance Measures (August 2021). The CRPC-MPO has until February 27, 2022, to adopt its own performance measures and targets for HSIP and Safety. DOTD established the remainder PM2 and PM3 targets by May 20, 2018. From that day, the MPO has 180 days to draft its own targets.

All the goals, objectives, strategies, and performance measures that were developed as part of the MOVE2046 planning process are listed below. These goals have been linked to the projects programmed in the TIP. The PBPP goals which a project addresses are listed in the comments PBPP Goals / Comments column within the TIP Highway table.

Commented [SP6]: Check with Adirane McRae for LADOTD HSIP PM adoption date

Commented [SP7]: CRPC seeks various PM deadlines from FHWA-LA

Goal 1: Congestion

Objective: Allow people to travel throughout the region conveniently, predictably, and with minimal delay.

Strategies:

- Promote and implement Travel Demand Management (TDM) strategies such as carpooling, vanpooling, park and ride, and flexible work schedules;
- Establish mode share commuter goals;
- Utilize Intelligent Transportation Systems (ITS) to manage congestion;
- Re-activate the CRPC-MPO ITS advisory group to set policy and guide initiatives;
- Foster a regional dialogue about the role of emerging technologies, such as autonomous and connected vehicles;
- Support and plan for Baton Rouge to New Orleans rail;
- Enhance Mississippi River Crossings;
- Decrease incident clearance time;
- Act on IBM Smarter Cities recommendations;
- Increase roadway capacity where other measures are inadequate.

How will we measure success?

- Total peak hour excessive delay in person hours on NHS roads; *
- Percentage of non-single occupancy vehicle commuters; *
- Percent person miles traveled on the interstate that are reliable; **
- Percent person miles traveled on non-interstate NHS that are reliable; **
- Incident clearance time.

Targets

- Pending LA DOTD target setting

*FHWA established CMAQ performance measure.

** FHWA established System Reliability Performance Measure.

Commented [SP8]: Update MOVE 2046 Goals and how success will be measured.

Goal 2: Safety & Security

Objective: Improve the safety and security of the regional transportation system for all users.

Strategies:

- Reduce the number of fatalities and serious injuries;
- Reduce the number of fatalities and serious injuries of non-motorized users;
- Assist transit agencies in reducing preventable transit accidents;
- Support and staff the Capital Region Safety Coalition; and, implement 'Destination Zero Deaths' (DZD);
- Identify known single points of failure for all transportation modes.
- Identify known single points of failure in the system that have experienced repetitive flooding;
- Identify single points of failure of interdependency infrastructure.

How will we measure success?

- Number of fatalities during a calendar year in the study area;
- Rate of fatalities per 100 million VMT during a calendar year in the study area; *
- Number of serious injuries during a calendar year.
- Rate of serious injuries per 100 million VMT during a calendar year in the study area; *
- Number of non-motorized fatalities and serious injuries during a calendar year; *
- Number of preventable transit vehicle accidents;
- Security Measures Map.

Targets:

- 1% reduction in fatalities from a 2016 baseline of 148 to a target of 132 in 2018;
- 1% reduction in serious injuries from a 2016 baseline of 252 to a target of 269 in 2018;
- 1% reduction in fatality rate from a 2016 baseline of 1.80 to a target of 1.74 in 2018;
- 1% reduction in serious injury rate from a 2016 baseline of 3.67 to a target of 3.54 in 2018;
- 1% reduction in non-motorized fatalities and serious injuries from a 2016 baseline of 49 to a target of 48 in 2018.

*FHWA established safety and security metric.

Goal 3: Livability

Objective: Create a transportation system which promotes accessibility, quality of life, and healthy living.

Strategies:

- Develop a regional, non-motorized transportation plan which emphasizes Complete Streets and connectivity;
- Support the development and adoption of local bicycle and pedestrian plans;
- Support and fund the implementation of pedestrian and bicycle infrastructure projects;
- Support and fund bikeshare projects;
- Work with transit agencies to provide residents with greater access to quality transit service;
- Help municipalities better understand the relationship between land use and transportation, and assist them in the selection of context-sensitive transportation solutions for their communities.

How will we measure success?

- Miles of ADA-compliant sidewalk completed;
- Miles of protected bike lanes completed;
- Miles of recreational trails completed;
- Percent of population within ¼ mile of a transit route with 30-minute or better headways;
- Housing and Transportation Index Scores;
- Percent of planned projects implemented.

Goal 4: State of Good Repair

Objective: Maintain and protect existing transportation investments.

Strategies

- Prioritize low-cost / high benefit maintenance using a deterioration curve and Life Cycle Cost Analysis (LCCA);
- Develop life cycle cost estimates for adding new lane miles of pavement;
- Educate decision makers on the benefits of low-cost and preventive maintenance;
- Develop a protocol for regular data collection on pavement conditions of non-state roads.

How will we measure success?

- Percent of NHS bridges in good condition using National Bridge Inventory (NBI) methodology; *
- Percent of NHS bridges in poor condition using National Bridge Inventory (NBI) methodology; *
- Percent of pavements of the Interstate in good condition using Highway Performance Monitoring System (HPMS); **
- Percent of pavements of the Interstate in poor condition using HPMS; **
- Percent of pavements of non-Interstate NHS in good condition using HPMS; **
- Percent of pavements of non-Interstate NHS in poor condition using HPMS. **

Targets

Pending LA DOTD target setting

*FHWA established bridge condition performance metric.

** FHWA established pavement condition performance metric.

Goal 5: Equity

Objective: Ensure that minority, low income, and aging populations have access to reliable and convenient transportation.

Strategies:

- Map planned transportation projects to minority and low-income neighborhoods;
- Prioritize projects which improve mobility and job access in minority and low-income neighborhoods;
- Prioritize projects which serve elderly and disabled residents;
- Provide targeted outreach to communities about projects relevant to them and their neighborhoods.

How will we measure success?

- Engagement of minority residents in the planning process.

Goal 6: Economic Competitiveness

Objective: Ensure the transportation system provides a strong foundation for economic vitality by improving freight movement.

Strategies:

- Evaluate the feasibility of truck-only lanes on the interstate;
- Support major infrastructure projects such as a loop/bypass;
- Maximize rail and waterways for freight movement;
- Continue collaboration with the Louisiana Supply Chain and Transportation Council to address supply chain issues;
- Identify public/private partnerships which could provide funding for key capacity projects;
- Support an increase in transportation funding for all modes at the federal and state level.

How will we measure success?

- Travel time reliability will be measured by the Truck Travel Time Reliability (TTTR) index for five weekly peak periods; *
- Percentage of TIP projects completed on time;
- Percent increase in state and federal funding for regional transportation projects.

Targets

Pending LA DOTD target setting

Goal 7: Clean & Green Communities

Objective: Create an environmentally friendly transportation system.

Strategies:

- Reduce emissions from single occupancy vehicles;
- Assist transit agencies and other fleets in transitioning their vehicles to alternative fuels;
- Coordinate with stakeholders to improve alternative fuel infrastructure along key corridors;
- Use project level screening, best practices, and planning tools to assess direct, indirect, and cumulative effects of proposed alternatives;
- Consider public health in transportation during project planning stages;
- Continue to sustain regional air quality maintenance status and avoid falling into non-attainment, to prevent potential sanctions and limits on development.

How will we measure success?

- Total reduction of on-road mobile source emissions; *
- Percent change in CO2 emissions compared to calendar year 2017 on the NHS; **
- Utilize DOT and CDC Transportation Health tools to measure regional improvement in implementing active transportation projects.

Targets

- Pending LA DOTD target setting

*FHWA established CMAQ metric

** FHWA established system performance metric

Goal 8: Education and Outreach

Objective: Help residents, business owners, and elected officials better understand, and more effectively engage with, the transportation planning process and increase awareness of transportation safety initiatives.

Strategies:

- Provide guidance on regional transportation planning, including cost feasibility and fiscally constrained options;
- Target minority, low income, and elderly populations to ensure they are included in the planning process;
- Maintain an engaging online presence through the world wide web and social media.

How will we measure success?

- Number of participants in educational opportunities;
- Number of website hits and increase in social media followers.

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Appendix C: Transportation Funding

Commented [SP9]: Awaiting more guidance from FHWA on IIJA/BIL related information.

The FAST Act

Federal funding for transportation is authorized in large, multi-year laws approved by the United States Congress. The current authorization, known as Fixing America's Surface Transportation (FAST) Act was signed into law by President Barack Obama on December 4, 2015. It replaces the previous funding authorization, Moving Ahead for Progress in the 21st Century, or MAP-21. The FAST Act authorizes \$305 billion over fiscal years 2016-2020 for highway, transit, safety, research, and technology projects.

Although the FAST Act provides a slight increase in funding for transportation over MAP-21, it does not differ significantly from the previous law. Previous authorization acts include: ISTEA (1991-1997), TEA-21 (1998-2003), and SAFETEA-LU (2005-2009).

Core FAST Act programs administered by the Federal Highway Administration are:

Congestion Mitigation and Air Quality Improvement Act (CMAQ)

The CMAQ program provides flexible funding sources for use in meeting the requirements of the Clean Air Act. Eligible projects include those which can reduce air pollution and contribute to the attainment or maintenance of a national ambient air quality standard. Electric and natural gas vehicles, diesel retrofits, and vehicle-to-infrastructure communications equipment may all be eligible with CMAQ.

CMAQ is made available to areas that do not meet the National Ambient Air Quality Standard (non-attainment areas), and in former non-attainment areas that are now in compliance (maintenance areas). The Capital Region is a maintenance area.

The Surface Transportation Block Grant Program (STP)

The Surface Transportation Block Grant Program (STP) provides flexible funding that may be used by localities for projects to preserve and improve 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.

STP combines the Surface Transportation Program (STP) and Transportation Alternatives Program (TAP) from MAP-21. All projects previously funded with TAP, including smaller scale bicycle and pedestrian facilities, safe routes to school, recreational trails, are now eligible for STP.

Highway Safety Improvement Program (HSIP)

The purpose of the Highway Safety Program (HSIP) is to support a significant reduction in traffic fatalities and injuries on all public roads, including non-State-owned roads and roads on all tribal land. Eligible activities include any infrastructure or non-infrastructure safety project provided it is consistent with the State safety plan. Examples of safety projects include intersection improvements, rumble strips, traffic calming features, improvements for pedestrian and bicycle safety, and safety improvements on high risk rural roads (HRRR).

National Highway Performance Program (NHPP)

The National Highway Performance Program (NHPP) was established under MAP-21 and provides support for the condition and performance of the National Highway System (NHS), the construction of new facilities on the NHS, and to support progress toward the achievement of State asset management progress targets.

Core FAST Act programs administered by the Federal Transit Administration are:

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Bus and Bus Facilities Program

The Bus and Bus Facilities Program (section 5339) provides funding to rehabilitate and purchase buses, equipment, and bus-related facilities. Funds are provided through formula allocations and competitive grants. A sub-program, the Low or No Emission Vehicle Program (Lo-No), provides competitive grants for bus and facility projects that support low and zero-emission vehicles.

Fixed Guideway Capital Investment Grant

The Fixed Guideway Capital Investment Grant Program (CIG, section 5309) provides funding for fixed guideway programs such as new and expanded rail, commuter rail, streetcars, bus rapid transit, and ferries. There are four categories of CIG program: New Starts, Small Starts, Core Capacity, and Programs of Interrelated Projects. Each type of project has its own requirements under the FAST Act.

Urbanized Area Formula Program Grant

The Urbanized Area Formula Program Grant (section 5307) provides funding for transit capital, operating assistance, and planning in urbanized areas. Eligible activities include planning, engineering and design of transit projects, new rolling stock, rebuilding of vehicles, and all preventative maintenance.

Under the FAST Act, recipients are no longer required to spend 1% of their funding on safety and security improvements. Reporting to National Transit Database (NTD) is required.

Enhanced Mobility for Seniors and Individuals with Disabilities

The Enhanced Mobility for Seniors and Individuals with Disabilities program (section 5310) provides funding to private nonprofit groups for meeting the transportation needs of older adults and people with disabilities. The program aims to improve mobility by removing barriers to transportation service and expanding transportation mobility options.

State and Local Funding

The cost of transportation projects not covered by federal programs will be the responsibility of the State and local jurisdictions. Such funding comes from many sources, the most common include property taxes, fuel taxes, general sales tax, user fees, special assessments, impact fees, and bond issues.

To complete all projects identified in the long-range planning process, more local funding is required than is currently available which could, in turn, leverage additional Federal dollars. Unfunded MTP projects include roadway widenings, intersection improvements, and a 4-lane Mississippi River Bridge.

Appendix D: STP Funding Criteria

The Surface Transportation Block Grant Program (STP >200K) is administered directly by the MPO. Project categories include Preventative Maintenance, Capacity Expansion, and Safety and Other. More information on the STP Program can be found at:

http://crpcla.org/s/CRPC_PSP_STP200K_FFY2017_Final.pdf

All eligible projects are evaluated and scored based on the criteria adopted by the MPO. The project scoring guide is located at:

http://crpcla.org/s/1_CRPC_STGB200K_Project_Scoring_Guide.pdf

Appendix E: DOTD Comments on TIP (2023 - 2026)

Commented [SP10]: LADOTD and FHWA Comments to Draft will be documented here.

- Must add the following: Remarks, Work Type, Off-System Road Name
- The following information must be shown: Project Sponsor and Total Project Cost
- The entire list must be in ascending order by Parish then by ascending order by PN.

Transportation Improvement Program (2023 – 2026)
Highway Projects List
* Projects listed for information only and not included in STIP until Stage 6 is complete and/or project numbers assigned.

Highway Projects List															
Proj No.	MTP_ID	Parish	Route	Route Control Section	Log Miles (Begin)	Log Miles (End)	Project Name	Type Improvement	Phase	Proj Cost (000)	Total Cost (W/Contingency) (000)	Federal Share (000)	Funding Source	Auth Year	PBPP Goals / Comments
H.014087		ASC	US 61	007-06	0.00	5.00	US 61: ST. JAMES PL - 2450' S. OF LA 22	MILL, PATCH, AND OVERLAY	C	9,000	9,900	7,920	NHPP	FY 23	
H.014409		ASC	LA 933 Joe Sevario Rd	803-18/000-03	1.01/0.00	1.05/0.00	LA 933 AT JOE SEVARIO ROAD	ROUNDABOUT	C	1,500	1,650	1,320	STP>200K	FY 23	
H.014642		ASC	LA 929	000-03	0.00	0.00	LA 929 overlay US 61-LA 42	MILL, PATCH, AND OVERLAY	C	1,305	1,435	1,148	STP>200K	FY 23	
H.002825		EBR	LA 30	414-01	2.76	3.96	LA 30(NICHOLSON DR): BRIGHTSIDE-GOURRIER	WIDEN TO 4 LANES WITH MEDIAN	C	3,160	3,476	3,476	HSIPPEN	FY 23	
H.002825		EBR	LA 30	414-01	2.76	3.96	LA 30(NICHOLSON DR): BRIGHTSIDE-GOURRIER	WIDEN TO 4 LANES WITH MEDIAN	C	16,588	18,247	14,597	STP>200K	FY 23	
H.010319		EBR	I-110	450-92	1.24	2.50	I-110: NORTH ST. - PLANK RD.	RECONSTRUCT JCP @ GRADE	C	24,000	26,400	23,760	NHPP	FY 24	
H.011684		EBR	LA 327 Starling Lane	000-17/257-03	0.00/2.40	0.00/2.72	LA 327 SPUR: STARLING LANE EXTENSION	EXTEND 4-LANE DIVIDED ROADWAY	C	9,800	10,780	8,624	STPFLEX	FY 23	
H.012563		EBR/ASC	LA 73	077-04/077-03	0.00/2.71	0.10/2.85	LA 73: BAYOU MANCHAC BRIDGE (HBI)	BRIDGE REPLACEMENT/REHABILITATION	PE	105	105	84	STPFLEX	FY 23	
H.012563		EBR/ASC	LA 73	077-04/077-03	0.00/2.71	0.10/2.85	LA 73: BAYOU MANCHAC BRIDGE (HBI)	BRIDGE REPLACEMENT/REHABILITATION	C	3,500	3,850	3,080	STPFLEX	FY 25	
H.014128		EBR	US 190	013-05	0.00	6.34	US 190: UPASS US 61 - LIVINGSTON P/L	MILL, PATCH, OVERLAY, AND DRAINAGE	C	9,500	10,450	8,360	NHPP	FY 23	
H.014675		EBR	US 61-X	013-04	0.91	4.88	US 61-X: N. 22ND ST. - US 61	PATCH, MILL, OVERLAY, SIDEWALK AND BIKE PATHS, AND DRAINAGE	ROW	665	665	0	LOCAL	FY 23	
H.014675		EBR	US 61-X	013-04	0.91	4.88	US 61-X: N. 22ND ST. - US 61	PATCH, MILL, OVERLAY, SIDEWALK AND BIKE PATHS, AND DRAINAGE	UTIL	240	240	0	LOCAL	FY 23	
H.014675		EBR	US 61-X	013-04	0.91	4.88	US 61-X: N. 22ND ST. - US 61	PATCH, MILL, OVERLAY, SIDEWALK AND BIKE PATHS, AND DRAINAGE	C	28,026	30,829	0	LOCAL	FY 24	
H.014675		EBR	US 61-X	013-04	0.91	4.88	US 61-X: N. 22ND ST. - US 61	PATCH, MILL, OVERLAY, SIDEWALK AND BIKE PATHS, AND DRAINAGE	C	2,600	2,860	2,288	NHPP	FY 24	

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2023-2024

Performance
Targets?

Transportation Improvement Program ~~(2019-2022)~~
Highway Projects List

* Projects listed for information only and not included in STIP until Stage 0 is complete and/or project numbers assigned.

H.012622	LIV	I-12	454-02	16.40	18.00	I-12: LIVINGSTON PAR APPROACH SLAB REP P3	I-12 APPROACH SLAB REPLACEMENT AT HOG BRANCH BRIDGE	C	16,000	17,600	15,840	NHPP	FY 23		
H.013545	LIV	EDGEWOOD DR	000-32	0.00	0.00	EDGEWOOD DRIVE IMPROVEMENTS	OVERLAY	UTIL	14	14	11	STP>200K	FY 23		
H.013545	LIV	EDGEWOOD DR	000-32	0.00	0.00	EDGEWOOD DRIVE IMPROVEMENTS	OVERLAY	C	471	518	414	STP>200K	FY 24		
H.013555	LIV	PENDARVIS LANE	000-32	0.00	0.00	PENDARVIS LANE IMPROVEMENTS PHASE II	OVERLAY AND DRAINAGE IMP	C	879	966	773	STP>200K	FY 23		
H.013557	LIV	PENDARVIS LANE	000-32	0.00	0.00	PENDARVIS LANE IMPROVEMENTS PHASE III	OVERLAY AND DRAINAGE IMP	UTIL	19	19	15	STP>200K	FY 23		
H.013557	LIV	PENDARVIS LANE	000-32	0.00	0.00	PENDARVIS LANE IMPROVEMENTS PHASE III	OVERLAY AND DRAINAGE IMP	C	1,318	1,450	1,160	STP>200K	FY 24		
H.014419	LIV	E. RAILROAD AVENUE	000-32	0.00	0.00	E. RAILROAD AVENUE IMPROVEMENTS	REHABILITATION	C	253	279	223	STP>200K	FY 23		
H.000358	WBR	US 190	008-01	2.70	3.16	US 190: LA 415 & RR OVERPASS REPL (HBI)	BRIDGE REPLACEMENT	C	47,800	52,580	42,064	NHPP	FY 23		
H.005121	WBR	LA 1/LA 415	000-61	0.00	0.00	LA 1/LA 415 CONNECTOR	NEW ROAD AND BRIDGE	ROW	5,000	5,000	4,000	STP>200K	FY 24		
H.012169	WBR	I-10	450-08	0.00	5.06	I-10: IBERVILLE P/L - W END OF BR 290	GRADE RAISING	C	13,000	14,300	12,870	NHPP	FY 24		
H.012587	WBR	I-10	450-08	5.06	9.85	I-10: W END OF BR 290 - W END OF LA 415	GRADE RAISING	C	16,500	18,150	16,335	NHPP	FY 23		
H.014258	WBR	LA 1	050-07	7.80	8.90	LA 1: PORT ALLEN CANAL BR REPL (PH2)(HBI)	BRIDGE REPLACEMENT	C	75,000	82,500	66,000	NHPP	FY 23		
H.014407	ASC	LA 621 Roddy Rd	803-08 000-03	4.78 0	4.82 0	Roundabout @ Roddy Rd	Roundabout	C	1,500	1,650	1,320	STP>200K	FY 23	PBPP Goals – 1, 2, 4	
H.014918	ASC	LA 73 Bluff Rd Connector	077-02 000-03	1.78 0	1.88 0	Roundabout @ LA 73 & Bluff Rd Connector	Roundabout	C	1,650	1,815	1,452	STP>200K	FY 23	PBPP Goals – 1, 2, 4	
H.014918	ASC	LA 73 Bluff Rd Connector	077-02 000-03	1.78 0	1.88 0	Roundabout @ LA 73 & Bluff Rd Connector	Roundabout	CE&I	100	100	80	STP>200K	FY 23	PBPP Goals – 1, 2, 4	
H.002825	465	EBR	LA 30 (Nicholson Dr)	414-01	2.76	3.96	Brightside Ln - Gourrier Ave	Widen to 4 lanes with median	C	3,160	3,476	3,476	HSIPPEN	FY 23	PBPP Goals – 1, 2, 3, 5
H.010729	EBR	Various Streets (see Below)				Traffic Signal Coord & Synch Ph VI	Traffic Signal Coordination Signal Synchronization	C	8,200	8,200	8,200	CMAQ	FY 24	PBPP Goals – 1, 5, 7	
H.011543	EBR	Various Streets (see Below)				Traffic Signal Coord & Synch Ph VII (EBR)	Traffic Signal Coordination and Signal Synchronization	C	7,780	7,780	7,780	CMAQ	FY 24	PBPP Goals – 1, 5, 7	
H.014128	EBR	US 190	013-05	6.34	6.34	UPass US 190 - Livingston P/L	Mill, Patch, Overlay, and Drainage	C	9,500	10,450	8,360	NHPP	FY 23	PBPP Goals – 4	

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Route	Cntrl Sect	BLM	ELM
LA 67	060-01	0.280	5.600
LA 73	077-05	7.350	7.350
US 61-X	013-04	1.760	2.270
	000-17	0.000	0.000

Routes
LA 3164
US 61-X
US 61
US 61
LA 408
LA 37
LA 37

Cntrl Sect
019-01
019-01
019-01
019-02
255-01
000-17
254-01
254-02

BLM
0.110
1.320
3.840
0.710
1.460
0
0
0

ELM
1.000
3.300
4.540
1.320
1.950
0
1.700
1.900

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Transportation Improvement Program (2023 – 2026)

2023-2026

Transportation Improvement Program (2014 - 2022) Highway Projects List															
* Projects listed for information only and not included in STIP until Stage 0 is complete and/or project numbers assigned.															
H.011520		LIV	LA1019	832-02	0.00	0.50	LA 1019: LA 16 - Calmes Rd	Remove and Replace Pipes, Construct Catch Basins, and/or asphalt	C	300	330	264	STPFLEX	FY 23	PBPP Goals - 4
H.012632		LIV	LA 12	454-02	16.40	18.60	I-12: Livingston Par Approach Slab Rep P3	I-12 Approach Slab Replacement at Hog Branch Bridge	C	16,000	17,600	15,840	NHPP	FY 23	PBPP Goals - 4 Moved out of the TIP years
H.013545		LIV	Edgewood Drive Improvement	000-32	0.00	0.00	S. Range Ave - LA 16	Overlay	UTIL	14	14	11	STP>200K	FY 24	PBPP Goals - 4
H.013545		LIV	Edgewood Drive Improvement	000-32	0.00	0.00	S. Range Ave - LA 16	Overlay	C	508	559	447	STP>200K	FY 24	PBPP Goals - 4
H.013555		LIV	Pendarvis Lane	000-32	0.00	0.00	Pendarvis Lane Improvements Phase II	Overlay	UTIL	13	13	10	STP>200K	FY 23	PBPP Goals - 2, 3, 4
H.013555		LIV	Pendarvis Lane	000-32	0.00	0.00	Pendarvis Lane Improvements Phase II	Overlay	C	879	967	774	STP>200K	FY 23	
H.013557		LIV	Pendarvis Lane	000-32	0.00	0.00	Pendarvis Lane Improvements Phase III	Overlay	UTIL	19	19	15	STP>200K	FY 24	PBPP Goals - 2, 3, 4
H.013557		LIV	Pendarvis Lane	000-32	0.00	0.00	Pendarvis Lane Improvements Phase III	Overlay	C	1,320	1,452	1,162	STP>200K	FY 24	PBPP Goals - 2, 3, 4
H.000358		WBR	US 190	008-01	2.70	3.16	US 190: LA 415 & RR OVERPASS REPL (HBI)	Bridge Replacement	C	47,800	52,580	42,064	NHPP	FY 23	PBPP Goals - 4
H.012169	SSJ	WBR	I-10	450-08	0.00	5.00	I-10: Iberville P.I. - W End OF BR 290	Grade Raising	C	13,000	14,300	12,870	NHPP	FY 23	PBPP Goals - 1, 4
H.012587	SSJ	WBR	I-10	450-08	5.00	9.82	I-10: W End of BR 290 - W End of LA 415	Grade Raising	C	16,500	18,150	16,355	NHPP	FY 23	PBPP Goals - 1, 4
*		ASC	US 61 Superstreet	007-07	5.86	3.82	US 61 from Lowes Ave to S Purpera Ave	Convert Roadway to Superstreet Design	C	11,850	13,035	10,428	STP>200K	2023	
*		EBR	College Dr Corridor Enhancements Phase I	450-10	1.34	2.05	College Dr from LA 427 to Bankers Ave	Roadway Enhancements	C	10,000	11,000	8,800	STP>200K	2025	
*		LIV	LA 447 Access Management	268-01	8.60	9.60	LA 447 from Pendarvis Ln to US 190	Remove Center Turn Lane	C	2,688	2,957	2,365	STP>200K	2025	
*		EBR	Greenwell Springs Rd at Morgan Rd Roundabout	254-02	6.21	6.22	Greenwell Springs Rd @ Morgan Rd	Roundabout	C	1,815	1,997	1,597	STP>200K	2023	
*		EBR	Baker Blvd Road Improvements	N/A	0.00	1.04	Baker Blvd from LA 19 to McHugh Rd	Roadway Rehabilitation	C	418	460	368	STP>200K	2023	
*		EBR	Bentley Blvd Road Improvements	N/A	0.00	1.21	Bentley Blvd from McHugh Rd to Baker City Limits	Roadway Rehabilitation	C	185	204	163	STP>200K	2023	
*		LIV	Centerville St NW Improvements w/Bike Lanes	N/A	0.00	0.28	Centerville St from N River Rd to N Range Ave	Roadway Rehabilitation	C	799	879	703	STP>200K	2023	
*		WBR	LA 1 Pavement Preservation	050-07	12.77	9.49	LA 1 from Horace Wilkinson to the Huey P Long Bridge	Roadway Rehabilitation	C	600	660	528	STP>200K	2024	

Performance Targets?

Transportation Improvement Program (2023 – 2026)

2023-2026

Transportation Improvement Program (2019 – 2022) Highway Projects List														
* Projects listed for information only and not included in STIP until Stage 6 is complete and/or project numbers assigned.														
*	ASC	LA 30 at Buzzard Roost Roundabout	414-03	6.09	6.16	LA 30 @ Buzzard Roost	Roundabout	C	2,100	2,310	1,848	STP>200K	2023	
*	ASC	Perkins Rd @ Bluff Rd Roundabout	\$03-25/\$03-27	5.67	5.72	Perkins Rd @ Bluff Rd	Roundabout	C	2,000	2,200	1,760	STP>200K	2024	
*	LIV	Linder Road Improvements	N/A	0.00	2.10	Linder Rd from LA 1026 to LA 1025	Roadway Rehabilitation	C	4,780	5,258	4,206	STP>200K	2025	
*	WBR	Commercial Dr Guardrails				Commercial Dr @ various	Install guardrails	C	160	176	141	STP>200K	2024	
*	LIV	Bass Pro Blvd Improvements	N/A	0.00	0.62	Bass Pro Blvd from LA 1032 to Sac-au-Lait	Roadway Rehabilitation	C	481	529	423	STP>200K	2026	
*	EBR	Joor Rd at Sullivan Rd Roundabout	N/A	1.56	1.63	Joor Rd @ Sullivan Rd	Roundabout	C	1,823	2,005	1,604	STP>200K	2024	
*	LIV	Bass Pro Roundabout at Sac-au-Lait Ln	N/A	0.62	0.69	Bass Pro Blvd @ Sac-au-Lait	Roundabout	C	2,088	2,297	1,837	STP>200K	2026	
*	EBR	Hubbs Road Improvements	N/A	0.00	2.05	Hubbs Road from Denham Rd to LA 64	Roadway Rehabilitation	C	4,384	4,822	3,858	STP>200K	2025	
*	WBR	Lafiton Ln Pavement Preservation	013-01/\$61-13			Lafiton Ln from LA 986 to 1.42 miles west	Roadway Rehabilitation	C	325	358	286	STP>200K	2023	
*	WBR	Intersection Improvements for Rosedale Ln at LA 415	013-01			Rosedale Ln @ LA 415	Intersection Improvements	C	775	853	682	STP>200K	2024	
*	WBR	Bridgeside Rd Pavement Preservation	\$61-20	0.00	0.21	Bridgeside Rd from LA 1 to LA 986	Roadway Rehabilitation	C	74	81	65	STP>200K	2025	
*	WBR	LA 1 at Emily Dr Intersection Improvement	050-07			LA 1 @ Emily Dr	Intersection Improvements	C	47	52	41	STP>200K	2023	
*	ASC	LA 73 at LA 74 Roundabout	077-02/264-03	0.99	1.03	LA 73 @ LA 74	Roundabout	C	2,800	3,080	2,464	STP>200K	TBD	
*	LIV	Brown Road Ph I Improvements	N/A	1.20	3.61	Brown Road from LA 1026 to Marlene Ave	Roadway Rehabilitation	C	3,667	4,034	3,227	STP>200K	TBD	
*	ASC	Bluff Road at LA 74 Roundabout	264-02/\$03-07	2.18	2.31	Bluff Road @ LA 74	Roundabout	C	1,800	1,980	1,584	STP>200K	TBD	
*	EBR	Old Baker/Zachary Rd Improvements	\$17-30	0.00	0.57	Old Baker/Zachary Rd from LA 19 to 3,000 ft north	Roadway Rehabilitation	C	357	393	314	STP>200K	TBD	
*	EBR	Planchet Road Improvements	N/A	0.00	0.32	Planchet Rd from Frenchtown Rd to Thibodeaux Rd	Roadway Rehabilitation	C	728	801	641	STP>200K	TBD	
*	LIV	West Colyell Bridge Replacement				Burgess Rd @ West Colyell Creek Bridge	Bridge Replacement	C	1,142	1,256	1,005	STP>200K	2024	
*	LIV	Black Mud Road Improvements	N/A	0.00/0.00	0.939/2.849	Black Mud Rd from Gaylord Rd to Satsuma Rd	Roadway Rehabilitation	C	3,588	3,947	3,157	STP>200K	TBD	

Transportation Improvement Program (2023 – 2026)

Transportation Improvement Program (2019 – 2022)														
Highway Projects List														
* Projects listed for information only and not included in STIP until Stage 0 is complete and/or project numbers assigned.														
*		LIV	Park St Improvements	N/A	0.00	0.25	Park St from Aydehl Ln to US 190	Roadway Rehabilitation	C	453	498	399	STP>200K	TBD
*		LIV	Aydehl Ln Bridge Replacement	N/A	0.34	0.34	Aydehl Ln @ Dumplin Creek Bridge	Bridge Replacement	C	630	693	554	STP>200K	2024
*		LIV	Carrol Ave Bridge Replacement	N/A	0.43	0.43	Carrol Ave @ Middle Colyell Creek Bridge	Bridge Replacement	C	966	1,063	850	STP>200K	TBD
*		EBR	Airline Hwy North	007-90	4.40	9.50	Airline Hwy from Florida Blvd to I-110	Capacity Improvements	C	25,000	27,500	22,000	STP>200K	2025
*		EBR	Florida Blvd Enhancement	013-04	1.47	5.55	Florida Blvd from 22nd St to Airline Hwy	Complete Streets Enhancements	C	30,000	33,000	26,400	STP>200K	TBD
*		EBR	Airline Hwy South	007-90	0.00	1.40	Airline Hwy from ASC Parish Line to Bluebonnet Rd	Capacity Improvements	C	40,000	44,000	35,200	STP>200K	TBD
*		WBR	I-10: LA 415 Roundabouts	861-22/450-08	0.293/9.763	0.01/10.42	I-10 @ Ramps	Roundabout	C	14,630	16,093	12,874	STP>200K	TBD
*		LIV	Juban Road Extension North	N/A	N/A	N/A	Juban Road from US 190 to Burgess Rd	New Roadway	C	14,000	15,400	12,320	STP>200K	TBD

Appendix F: CRMPO Certifications

Commented [SP11]: Will attach upon adoption by CRPC/MPO TPC on September 19, 2022

Appendix G: TIP 2023-2026 Assessment for Federally Mandated Performance Measures

SECTION I: BACKGROUND

1. Performance-based planning and programming

A significant part of the Moving Ahead for Progress in the 21st Century’s (MAP-21) highway program is the transition to performance-based programming, including the establishment of performance goals for federal aid highway projects. The Fixing America’s Surface Transportation (FAST) Act continues and supports this performance-based programming for highway projects. Both legislations require the department of transportation (DOTs), metropolitan planning organizations (MPO), and transit operators to establish performance-based programming aims to make decisions and track the performance of implemented strategies. This process includes evaluating performance measures for the base year, setting targets based on data, and prioritizing projects to meet the goal. The objective of this performance-based programming and planning (PBPP) for DOTs and MPOs to invest resources in selected projects to achieve individual targets that collectively will make progress toward the achievement of the national goals.

According to 23 U.S. Code § 150, there are seven (7) national goals required by FHWA.

- 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 Highway 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.
- Reduced 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.

2. Performance measures

Transportation performance measures are strategic parameters that are used to make investment and policy decisions to achieve national performance targets. Under Section 1203 of MAP-21, as amended by the FAST Act, Congress established several national requirements for federal aid programs to reach a certain target. Under this rule, each metropolitan planning organization (MPO) is required to establish targets to address safety, infrastructure condition, system performance, traffic congestion, on-road mobile source emissions, and freight movement to track their progress toward meeting those targets.

- Performance measures 1 (one) is under the regulatory chapter 23 CFR 924; 23 CFR 490 and, effective from April 2016, is commonly known as the PM1, which measures the safety of the roadway network by establishing five safety targets. Performance measure 2 (two) is under the regulatory Chapter 23 CFR 490, and the rule effective from May 2017 is known as the PM2, which establishes national performance measures of bridge and pavement by establishing six parameters. Performance measure 3 (three) is under the regulatory chapter 23 CFR 490 and effective from May 2017, known as PM3 and establishes national performances establishing six targets.

3. Transportation Improvement Program (TIP)

Fixing America’s Surface Transportation Act- FAST Act- has several requirements for state and metropolitan level planning. One of the requirements is Transportation Improvement Program (TIP), which is for all Metropolitan Planning Organizations (MPOs). Under 49 U.S.C. 5303(j), each MPO is required to develop a Transportation Improvement Program (TIP) in cooperation with the state and any affected public transportation operator. A TIP should include a priority list of federally supported projects and strategies to be carried out within each 4-year period after the initial adoption of the TIP, a financial plan that includes implementation, resources, financing techniques, and additional projects, and descriptions of each project. The included projects in a TIP are capital and non-capital surface transportation projects, bicycle and pedestrian facilities and other transportation enhancements, Federal Lands Highway projects, and safety projects included in the State’s Strategic Highway Safety Plan. Based on funding, a TIP should include FHWA and FTA funded projects, a project for which FHWA or FTA approval is mandatory, and non-federally funded projects consistent with Metropolitan Transportation Plan. In terms of time, TIP includes all projects that seek federal transportation funding within at least a four-year horizon.

After approval at the local level, a TIP should be included in the Statewide Transportation Improvement Program without any modification. Where a TIP includes the projects at the local level and is approved at the local level, a STIP includes projects for the entire state and is approved at the state and federal levels.

4. Why performance-based Transportation Improvement Program (TIP)

The performance measures and TIP are co-related and more likely dependable on each other to fulfill the common goal of improving transportation infrastructure. Performance measures play an important role in investment decisions, where investment enables improving transportation infrastructure performance. Therefore, incorporating performance measures in TIP is very important.

Investment decision: Analyzing performance measures enable decision makers to evaluate the status of the transportation infrastructure. They decide on the limited fund based on the historical and recent performance status. This investment decision is reflected in the transportation improvement program.

Visibility and transparency of investment: When an investment is scheduled in a TIP, the authority may want to know the investment performance by the end of the investment period. Analyzing performance measures is the most effective way to report to the corresponding authority about investment performance. Therefore, an agency can report on its performance measures by the end of each performance cycle, enabling a clear vision of improvement and investment.

Agency policy: An agency can identify or change its transportation improvement strategy based on the performance measures.

Applying for funding: Performance-based planning is a data-driven process that shows transportation infrastructure performance numerically. An agency can apply for funding based on the performance measures that can be reported in TIP.

Bolsters collaboration: Working with performance measures involves collaborating with DOTs, government, and private agencies, which enables an understanding of different agencies’ current performance status and strategies. Moreover, an agency can suggest ideas to other agencies or get an idea from another agency to improve our transportation infrastructure together.

5. TIP requirement

Federal requirement: According to 23 CFR § 450.326, a TIP shall include, to the maximum extent practicable, a description of the anticipated effect of the TIP toward achieving the performance targets identified in the metropolitan transportation plan, linking investment priorities to those performance targets. Once implemented, it makes progress toward achieving the performance targets established under § 450.306(d).

2023-2027 CRPC TIP: The current TIP includes a staged program of projects being advanced towards construction over the five-year period FFY 2023-2027. The current TIP includes projects, or phases of projects, from stage I of the long-range plan; only projects consistent with the long-range plan; all regionally significant FHWA FTA, State or locally funded projects, and many other factors. **67 TIP projects** from 2023-2027 TIP authorization year involve an investment of about **684 million dollars**.

Table 1.1 2023-2027 TIP overview

Year	Number of Projects	Budget (\$M)
2023	21	286.3442
2024	17	111.8097
2025	14	163.0048
2026	9	22.9969
2027	6	99.7645
Total	67	683.92009

The 2023- 2027 TIP delivers 67 projects which involve about 683.92 million dollars. These projects involve different types of improvement in the capital region to improve the federally mandated performance measures and others. The improvements can be categorized into 13 major types: Bike and ped, Bridge replacement, Capacity improvement, Congestion Management, Drainage, Mill, New bridge, Overlay, Patch, Pipe maintenance, Rehabilitation, Roundabout, and Safety. In general, most of the projects are dedicated to congestion management, roundabout construction, and rehabilitation of roads and bridges. The overview of the improvements is shown in **Table 1.2**.

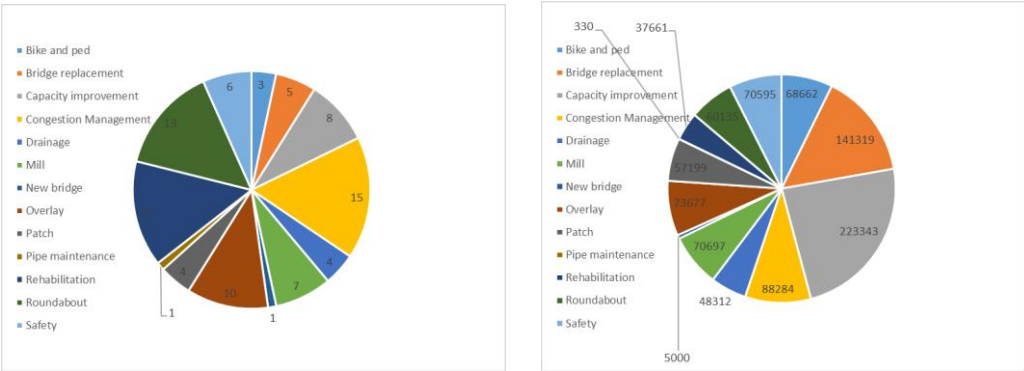
Table 1.2 Cost Analysis for Improvement Category

Type of Improvement	Number of Projects	Total Project Cost (w/Conting.) (000)
Bike and ped	3	68662
Bridge replacement	5	141319
Capacity improvement	8	223343
Congestion Management	15	88284
Drainage	4	48312
Mill	7	70697
New bridge	1	5000
Overlay	10	73677
Patch	4	57199
Pipe maintenance	1	330
Rehabilitation	13	37661
Roundabout	13	60135
Safety	6	70595

Figure 1.1 and 1.2 reflects the summary of improvement projects and investment in a visual manner. Figure 1.2 shows a visual comparison of the number of TIP improvements, and figure 1.2 shows the comparison of investment for the corresponding improvement category. The highest number of projects involved in congestion mitigation (13 projects) and the highest investment involved in capacity improvement (\$223.343M).

Figure 1.1 Improvement by project number

Figure1.2 Improvement by category



6. Performance measure reporting structure

Background: Performance measure reporting is based on three sections: Safety (PM1), Infrastructure condition (PM2), and system performance measures (PM3). Each section briefly describes the background, goal, objective, and federal and MPO requirements of each performance measure. In addition, it provides a short methodology of target setting and current and historic improvement of each performance measure.

Performance: The effect of investment was evaluated by conducting performance measure analysis before and after fund authorization. At first, the authorized projects were sorted out. Then performance measures were analyzed before and after of authorization year to evaluate the effect of investment.

SECTION II: SAFETY (PM1)

Safety Performance Management (Safety PM) is part of the overall Transportation Performance Management (TPM) program, which the Federal Highway Administration (FHWA) defines as a strategic approach that uses system information.

1. Goal

The goal of the PM1 is to make investment and policy decisions to achieve national performance goals. In addition, to provide a safe transportation system.

2. Objective

Incorporating safety measures in the Transportation Improvement Program (TIP) aims to analyze 5 (five) measures to make the investment decision. In addition, the tracking of PMs with respect to the investment also allows for investigating the investment's performance. There are five safety performance measures, which are as follows.

Performance measures
▪ Number of fatalities
▪ Rate of fatalities per 100 million vehicle miles traveled

- Number of serious injuries
- Rate of serious injuries per 100 million vehicle miles traveled and
- Number of non-motorized fatalities and serious injuries.

3. MPO requirement

State DOTs and MPOs are required to support, establish, and report safety performance measures on an annual basis. The safety PM supports the Highway SAFETY Improvement Program (HSIP). State DOTs are required to set numerical targets each year for each safety measure to comply with the regulation. MPOs have the option of supporting State targets or establishing their region-specific numerical targets on a target-by-target basis. Capital Region Planning Commission (CRPC) is responsible for determining safety targets for the five quantitative measures in the Baton Rouge Metropolitan Area.

4. FAST act safety performance targets for MPO

In 2009, the Louisiana Highway Safety Commission (LHSC) and the Louisiana Department of Transportation and Development (LADOTD) agreed to adopt the AASHTO safety target. According to the AASHTO standard, the number of safety performance measures by 2030 will be half of 2009 fatalities.

In 2009, the Louisiana Highway Safety Commission (LHSC) and the Louisiana Department of Transportation and Development (LADOTD) agreed to adopt the AASHTO safety target. According to the AASHTO standard, the number of safety performance measures by 2030 will be half of the 2009 fatalities.

Capital Region Planning Commission sets Safety targets for each year based on two different methods: Aggressive and Conservative methods. In the aggressive approach, the pace of achieving the AASHTO safety target is fast. And, in the conservative method, the pace is slower. CRPC adopted conservative safety targets in 2022, which is shown in *Table 2.1*.

Table 2.1 CRPC safety target 2022

Performance Measures	Target
Number of Fatalities	133
Fatality rate (per 100M VMT)	1.763
Number of Serious Injuries	257
Serious Injury Rate (Per 100M VMT)	3.393
Number of Non-Motorized Fatalities and Serious Injuries	70

5. 2023-2027 TIP Investment and Improvement

Most of the TIP projects are involved in safety improvement in the capital region directly or indirectly. For the statistical analysis purpose, the projects whose primary goal is improving safety were considered safety projects. Based on this consideration, the capital region will have 54 safety projects in 2023-2027 TIP, which involves about 168.553 million dollars, as shown in Table 2.2.

Table 2.2 2023-2027 Safety improvement projects

Year	Number of Projects	% of TIP Projects	Budget (\$M)	% of TIP Budget
2023	21	46.67	59.8020	18.90
2024	17	50.00	45.1198	38.71
2025	11	55.00	23.7946	17.93
2026	3	33.33	3.8122	20.65
2027	2	33.33	36.0250	36.11
Total	54		168.553	

6. Anticipated Improvement/Crash reduction

The safety improvement projects can be categorized into 11 types: Complete Street; Guardrail; Intersection improvement; Lane addition, median; Mill, overlay, bike lane; Minor widening; Sidewalk, bike lane; Roundabout; Roundabout, turn lane; Safety; Median. More than 50 percent of safety projects are involved in the construction of a roundabout, which avoids vehicle collisions and provides specialized crossings and sidewalks for pedestrians and bicyclists. About 30 percent of safety projects involve median construction, which protects vehicles from crashes and provides safe pedestrian crossing. The summary of the improvement is shown in table 2.3.

Table 2.3 Category of safety improvement

Type of Improvement	No of projects	Total Project Cost (w/Conting.) (000)
Complete street	1	33000
Guardrail	1	175
Intersection improvement	2	119.6
Lane addition, median	1	21722.8
Mill, overlay, bike lane	1	1068.385
Minor widening	3	6095
Sidewalk, bike lane	1	34593.6
Roundabout	28	53274.32
Roundabout, turn lane	1	3565
Safety	3	5475
Median	12	13590

The capital region is expecting a significant safety improvement for the 2023-2027 TIP year because the previous TIP investment showed a significant reduction in crashes. In 2019 and 2020, 12.112 and 12.256 million dollars were invested, where the reduction of crashes was 116 and 3, respectively. The reduction is 10 and 0.24 per million-dollar investment during 2019 and 2020, respectively. If we consider an average value, per million-dollar investment reduces about four crashes. The future reduction of crashes can be estimated based on this relation. If all the projects are authorized as scheduled, the anticipated reduction of crashes will be 239, 180, 95, 15, and 144 during the years 2023, 2024, 2025, 2026, and 2027, respectively.

7. Transit safety performance target

The following table includes baseline numbers for each of the performance measures. CATS collected the five (5) years of reported data from 2017-2021 to develop the rolling averages listed in the table.

Table 2.4 Baseline 2021 Safety Performance Measures

Mode	Fatalities	Rate* of Fatalities*	Injuries	Rate* of Injuries*	Safety Events	Rate* of Safety Events*	Mean Distance b/w Major Mechanical Failure (miles)
Fixed Route (Bus)	0.2	0.00001	12.8	0.000420	9.0	0.000296	7,447
Demand Response (Paratransit)	0.0	0.00000	0	0	.6	0.000083	217,546

**Note: rate= total number for the year/total revenue vehicle miles traveled*

While safety has always been a major component of the CATS operation, the adoption of this PTASP will result in changes across all aspects of the organization. The SPTs set in the two subsequent tables reflect an acknowledgement that SMS implementation will produce new information that will be needed to accurately set meaningful SPTs. CATs targets for fatalities will remain aspirational and set to zero. Targets for all other areas have been reduced by five percent. These targets will be continuously monitored and updated at the next PTASP update.

Table 2.5 Fixed Route (Bus) Safety Performance Targets

Measure	Baseline	Target
Fatalities	.02	0
Rate* of Fatalities*	0.00001%	0
Injuries	12.8	12.2
Rate* of Injuries*	0.000420%	0.00042%
Safety Events	9,0	8.6
Rate* of Safety Events*	0.000296%	0.00030%
Mean Distance Between Major Mechanical Failure (miles)	7,447	7,075

**Note: rate= total number for the year/total revenue vehicle miles traveled*

Table 2.6 Demand Response ADA Safety Performance Targets

Measure	Baseline	Target
Fatalities	0.0	0.0
Rate* of Fatalities*	0.000000%	0.0
Injuries	0.0	0.0
Rate* of Injuries*	0.000000%	0.0
Safety Events	0.6	0.6
Rate* of Safety Events*	0.000083%	0.00000%
System Reliability	217,546	206,669

**Note: rate= total number for the year/total revenue vehicle miles traveled*

As part of the annual review of the ASP, CATS will re-evaluate the SPTs and determine whether the SPTs need to be refined. As more data is collected as part of the SRM process discussed later in this plan, CATS may begin developing safety performance indicators to help inform management on safety related investments.

SECTION III: INFRASTRUCTURE CONDITION

Pavement Performance

According to the Federal Register rule 82 Fed. Reg. 5886, the state department of transportation (DOTs), and Metropolitan Planning Organizations (MPOs) are required to establish performance measures to evaluate the condition of the bridges and pavements on the National Highway System.

1. Goal

The goal is to establish performance measures to carry out National highway performance measures. Other goals to access the condition of the following

- National highway system pavement condition excluding inter-state;
- Pavements on the Interstate System.

2. Objectives

The objectives are to set 4 performance measures to access pavement conditions. These performance measures enable decision-makers to decide on major investments.

Performance measures

- Percentage of pavements on the Interstate in good condition (lane miles)
- Percentage of pavements on the Interstate in poor condition (lane miles)
- Percentage of pavements on the non-Interstate NHS in good condition (lane miles)
- Percentage of pavements on the non-Interstate NHS in poor condition (lane miles)

3. MPO requirement

State DOTs are required to establish targets for the full extent of the interstate and non-interstate National Highway Systems, regardless of the ownership. They must establish 2-year and 4-year targets for the non-interstate NHS and 4-year targets for the interstate system. MPOs can support the state DOTs' 4-year target or develop their targets by 180 days after DOTs targets are established.

4. Performance target

Capital region planning commission reviewed and officially adopted the PM2 targets for the capital region on later 2022. CRPC reviewed and analyzed the baseline pavement and bridge conditions utilizing the data provided by LSDOTD. The segment in good condition that are borderline fair and have no projects were assumed to deteriorate to fair condition. Similarly, the segments that are in fair condition that are borderline poor

and have no projects were assumed to deteriorate to poor condition. The PM2 targets were established by calculating the net good and poor condition.

Table 3. 1 Pavement performance measures target

Asset Type	Condition	Baseline	2-Year (2023)	4-Year (2025)
Interstate Pavements	Good	17.1%	16.6%	15.4%
Interstate Pavements	Poor	2.4%	2.1%	2.0%
Non-Interstate NHS	Good	10.8%	12.4%	14.7%
Non-Interstate NHS	Poor	11.7%	12.9%	13.6%

5. 2023-2027 TIP Investment and Improvement

The projects dedicated to improving the roadway surface of the interstate and non-interstate NHS were considered pavement improvement projects. The 2023- 2027 TIP delivers 45 pavement improvement projects (includes phases) and involves a 296.3936-million-dollar investment. 2023 TIP authorization year delivers about 45 percent of the total pavement improvement projects. The details of the pavement improvement projects are shown in the Table 3.2

Table 3.2 2023-2027 Pavement improvement projects

Year	Number of Projects	% of TIP Projects	Budget (\$M)	% of TIP Budget
2023	20	44.44	133.1628	42.08
2024	9	26.47	81.3429	69.78
2025	7	35.00	47.4952	35.79
2026	6	66.67	14.6532	79.35
2027	3	50.00	19.7395	19.79
Total	45		296.3936	

6. Anticipated Improvement of 2023-2027 TIP

The pavement improvement projects can be categorized into 11 types. The major pavement improvement projects are mill, patch, overlay, and rehabilitation. About 30 percent of the project involves the rehabilitation of pavement. The details of the improvement are shown in Table 3.3.

Table 3.3 Improvement category in 2023-2027 pavement improvement projects

Type of Improvement	Number	Total Project Cost (w/Conting.) (000)
Approach slab replacement	1	17600
Bridge replacement/rehabilitation	1	3850
Clearing, grubbing	1	8049
Design	4	2880
Grade improvement	3	58850
Lane addition, median	1	21722.8
Lane extension	1	10780
Mill, overlay	2	440
Mill, overlay, bike lane	1	1068.385
Mill, patch, overlay	2	11335.5
Mill, patch, overlay, drainage	1	11270
Mill, patch, overlay, drainage, sidewalk, bike path	2	34593.6
New alignment	1	5940
New road and bridge	1	5000
New roadway	1	15400
Overlay	1	531.2535
Overlay, drainage	2	2448.244
Rehabilitation	13	18349.55
Rehabilitation and roundabout	3	3295.314
Rehabilitation, mill, overlay	1	11990
Roadway enhancement	2	51000
Total	45	296393.6

Table 3.4 shows the anticipated improvement of interstate and non-interstate NHS compared to the base year value. The table was developed based on the assumption that CRPC will be able to achieve the pavement condition targets. The interstate pavement in good and poor condition decreases both in 2023 and 2025. On the other hand, the non-interstate pavement in good and poor condition increases in both years.

Table 3.4 Anticipated improvement

Asset Type	Condition	Baseline	2-Year	4-Year
Interstate Pavements	Good	17.1%	-0.5%	-1.7%
Interstate Pavements	Poor	2.4%	-0.3%	-0.4%
Non-Interstate NHS	Good	10.8%	1.6%	3.9%
Non-Interstate NHS	Poor	11.7%	1.2%	1.9%

Table 3.5 implies the overall anticipated condition of the Interstate and Non-interstate NHS. If capital region able to achieve the target, then the overall pavement good pavement condition will be increased by 1.1 percent and 2.2 percent in 2023 and 2025 respectively. On the other hand, it is anticipated that the overall poor pavement condition will be increased by 0.9 percent and 1.5 percent in 2023 and 2025 respectively.

Table 3.5 Anticipated condition change in terms of investment

Year	Condition	Investment (\$M)	Overall Condition change (%)
2023	Good	133.1628	1.1%
	Poor		0.9%
2025	Good	47.4952	2.2%
	Poor		1.5%

Bridge Performance

Similar to the pavement performance measure, the bridge performance measure rule was published o May 20, 2017, and later the rule was published in Federal Register on January 18, 2017. According to the rule, the DOTs and MPOs are required to set targets on Bridge performance measures.

1. Goal

The goals are to carry out National Performance Measures and assess the condition of bridges carrying the NHS, which includes on- and off-ramps connecting to the NHS.

2. Objectives

The objectives are to set 2 performance measures on bridge which helps to take investment decision.
Performance measures

- % of NHS bridges by deck area classified as in Good Condition
- % of NHS bridges by deck area classified as in poor condition

3. MPO requirements

MPOs have the option to support the state DOTs target or set their target by 180 days after the state DOTs target is established. MPOs will set only a 4-year target. MPOs are required to set targets for all bridges carrying the NHS. This includes on-and off-ramps connected to the NHS within a state and bridges taking the NHS that cross a state border.

4. Performance target

Capital Region Planning commission adopted the bridge performance measure target on later 2022. The methodology used to set the target is similar to the pavement performance measure targets. The performance targets are shown in **Table 3.2**.

Table 3. 2 Pavement performance measures target

Asset Type	Condition	Baseline	2-Year	4-Year
NHS Bridges	Good	44.8%	33.9%	34.5%
NHS Bridges	Poor	6.7%	7.2%	4.2%

5. 2023-2027 TIP Investment

Table 3.2 shows the details of the 2023-2027 Bridge improvement projects. During this TIP year, seven projects (includes phases) were scheduled, which require about 146.31 million dollars. The highest number of scheduled projects is in the year 2023. There are no bridge improvement projects in 2026 and 2027.

Table 3.2 2023-2027 Bridge improvement projects

Year	Number of Projects	% of TIP Projects	Budget (\$M)	% of TIP Budget
2023	4	8.89	136.2126	43.05
2024	2	5.88	6.2564	5.37
2025	1	5.00	3.8500	2.90
2026	0	0.00	0.0000	0.00
2027	0	0.00	0.0000	0.00
Total	7		146.3190	

6. Anticipated Improvement of 2023-2027 TIP

The anticipated bridge improvement can be categorized into two types: Bridge replacement and new bridges. Most of the bridge improvement projects involve bridge replacement. **Table 3.3** shows the details of bridge improvement.

Table 3.3 Improvement category in 2023-2027 pavement improvement projects

Type of Improvement	Number of projects	Proj Cost (000)	Total Project Cost (w/Conting.) (000)	Federal Share (000)
Bridge Replacement	6	128,512	141,319	112,703
New Bridge	1	5,000	5,000	4,000

Table 3.4 Anticipated improvement based on baseline

Asset Type	Condition	Baseline	2-Year	4-Year
NHS Bridges	Good	44.8%	-10.9%	-10.3%
NHS Bridges	Poor	6.7%	0.5%	-2.5%

Table 3.4 shows the anticipated improvement of bridge condition in the capital region. The improvement was anticipated compared to the base year. Table 3.5 implies the overall anticipated condition of the Interstate and Non-interstate NHS. If capital region able to achieve the target, then the good bridge condition will be decreased by 10.9 percent and 10.3 percent in 2023 and 2025, respectively. On the other hand, the poor bridge condition will be increased by 0.5 percent in 2023 and decreased by 2.5 percent in 2025.

Table 3.5 Anticipated condition change in terms of investment

Year	Condition	Investment (\$M)	Overall Condition change (%)
2023	Good	136.2126	-10.9%
	Poor		0.5%
2025	Good	3.8500	-10.3%
	Poor		-2.5%

SECTION IV: SYSTEM PERFORMANCE – PM3

On May 20, 2017, a Federal Highway Administration (FHWA) final rule took effect, with the exception of certain portions of the rule, which was published on January 18, 2017, in the Federal Register, 82 FR 5970. The rule addresses requirements established by the Moving Ahead for Progress in the 21st Century Act (MAP-21) and reflects the passage of the Fixing America’s Surface Transportation (FAST) Act. According to the rule, state DOTs and MPOs have to establish performance measures on system performance, freight, and CMAQ in their jurisdictions.

1. Goal

The goal is to track the performance of Interstate and non-interstate highways in terms of reliability, congestion, and emission. At the same time, PM3 carries out the National Highway Performance Program (NHPP), the National Highway Freight Program (NHFP), and the Congestion Mitigation and Air Quality Improvement (CMAQ) Program.

2. Objective

The objective of the PM3 is to analyze the performance of interstate and non-interstate highway systems (NHS), freight, movement on the interstate, traffic congestion, and on-road mobile source emission. It enables decision-makers to know our national highway system's reliability, performance, and emission factor (NHS).

PM3 performance measures

- Two measures related to CMAQ traffic congestion:**
- The annual hour peak hour excessive delay per capita (PHED) measure.
 - The percent of non-single occupancy vehicle (non-SOV) measure.
- One measure related to on-road mobile source emissions**
- The total emissions reduction Measure for applicable pollutants (ozone (O3), Carbon Monoxide (CO), or particulate matter 10 and/or 2.5)
- Two measures related to travel Time Reliability:**
- Interstate Highway Reliable Person-Miles Traveled
 - Non-Interstate NHS reliable Person-miles Traveled
- One measure related to Freight Movement**
- Truck Travel Time Reliability Index (TTTR)

3. **MPO requirement**

CMAQ traffic congestion: MPOs are required to establish targets for the performance measures related to the Congestion Mitigation and Air Quality Improvement (CMAQ) Program.

The measures are applicable to all urbanized areas that include National Highway System (NHS) mileage and have a population over 1 million that is, in all or part, designated as nonattainment or maintenance areas for Ozone (O3), Carbon Monoxide (CO), or Particulate Matter (PM10 and PM2.5) per National Ambient Air Quality Standards (NAAQS). In the second performance period (which begins on January 1, 2022), the population threshold changes to more than 200,000. States and MPOs with NHS mileage within an applicable urbanized area must coordinate on a single, unified target.

In 2022, CRPC is required to set their two- and four-year targets for the PHED, non-SOV, total emission, Interstate Highway Reliable Person-Miles Traveled, non-interstate Highway Reliable Person-Miles Traveled, and Truck Travel Time Reliability Index.

Congestion Reduction

1. Performance measures

There are two performance measures related to congestion reduction.

Performance measures
▪ The annual hour peak hour excessive delay per capita (PHED) measure.
▪ The percent of non-single occupancy vehicle (non-SOV) measure.

2. **MPO requirement**

In the first performance period, CRPC does not require to report on congestion mitigation performance measures. For the current performance period, CRPC is required to establish the targets for congestion reduction, i.e., PHED and non-SOV. CRPC has the option to accept DOTD value or establish its own value. For the current performance period (January 1, 2022, to December 31, 2025), CRPC has established its own congestion mitigation targets.

3. **Performance target**

CRPC uses the NPMRDS data to establish the PHED target and American Community Survey (ACS) data for the non-SOV target. Historical data were retrieved from these data sources. Different forecasting methods were applied to the historical data to evaluate the most eligible target. The congestion reduction targets for 2022 are shown in **Table 4.1**.

Table 4. 1 2022 Congestion reduction target

Year	PHED (hours)	non-SOV (percent)
2-year Target (2023)	23.7	14.93
4-year Target (2025)	27.2	14.66

4. **2023-2027 TIP Investment**

The 2023-2027 congestion mitigation projects are shown in table 4.2. The total number of projects is 65 (includes phases), which requires 333.019 million dollars. The highest number of projects has been scheduled for the year 2023, though the highest investment is in the year 2027.

Table 4.2 2023-2027 Pavement improvement projects

Year	Number of Projects	% of TIP Projects	Budget (\$M)	% of TIP Budget
2023	23	51.11	95.524	30.19
2024	21	61.76	20.345	17.45
2025	13	65.00	115.658	87.16
2026	4	44.44	6.067	32.86
2027	4	66.67	95.425	95.65
Total	65		333.019	

5. **Anticipated Improvement 2023-2027**

The 2023-2027 congestion mitigation projects involve 17 categories of improvements: Access management, Capacity, Complete Street, Design, Intersection improvement, Lane addition and median, Lane extension, Median, New alignment/road, new road, and bridge, remove lane, Roadway enhancement, Roundabout, Roundabout and turn lane. About 50 percent of the projects are dedicated to the construction of roundabouts. Table 4.3 shows the improvement categories and corresponding investments.

Table 4.3 Congestion mitigation Improvement category

Type of Improvement	Number of Projects	Proj Cost (000)	Total Project Cost (w/Conting.) (000)	Federal Share (000)
Access management	1	2700	2970	2376
Capacity	4	107000	113500	57200
Complete street	1	30000	33000	26400
Design	3	2250	2455	1804
Intersection improvement	3	874.6	945.1	676.4
Lane addition and median	1	19748	21722.8	18073.44
Lane extension	1	9800	10780	8624
Median	11	8775	9465	6072
New alignment/road	2	19400	21340	17072

Type of Improvement	Number of Projects	Proj Cost (000)	Total Project Cost (w/Conting.) (000)	Federal Share (000)
New road and bridge	1	5000	5000	4000
remove lane	2	654.6	654.6	108.8
Roadway enhancement	2	50000	51000	8800
Roundabout	31	52786.06	56569.63	27064.53
Roundabout and turn lane	1	3400	3565	2852

Table 4.4 shows the anticipated change in PHED and Non-SOV in the capital region in 2023 and 2025. The anticipated change was estimated compared to the base year value. If CRPC achieves its congestion targets, the 2-year PHED value will be increased, but 4-year value will be decreased. So the PHED will be improved in 4-year. The non-SOV value will be increased by 6.5 in 2-year, but it will be decreased by 0.54 percent in 4-year.

Table 4.4 Anticipated change in 2023 and 2025

Parameter	2-Year change	4-year change
PHED	3	-0.27
Non-SOV	6.5	-0.54

Table 4.5 shows the improvement in terms of investment. The PHED value is expected to decrease by 0.27 hours with an investment of 95.523 million dollars in 2-year and 115.658 million dollars in 4-year. The non-SOV is expected to increase by 6.5 percent as a consequence of 95.523 million dollars and limit its increase to 0.54 percent with an investment of 115.658 million dollars.

Table 4.5 Anticipated improvement in terms of Investment

Year	Investment (\$M)	PHED (hours)	non-SOV (percent)
2023	95.523	3	6.5
2025	115.658	-0.27	-0.54

System Reliability

1. Performance measures

There are two types of measures related to system reliability:

System reliability measures

Interstate Highway Reliable Person-Miles Traveled

Non-Interstate NHS reliable Person-miles Traveled

2. MPO requirement

According to 23 CFR 490.507(a)], FHWA is required to establish measures in 12 areas, including interstate and non-interstate national highway systems. State DOTs are required to establish a 2-year and 4-year target, and MPOs are required to establish a 4-years target. MPOs must either support the State target or establish their own quantifiable 4-year targets within 180 days of the State target establishment.

The first performance period began on January 1, 2018, and ended on December 31, 2021. [23 CFR 490.105]. On February 5, 2019, CRPC reported on its first cycle reliability performance measures. The second performance period started on January 1, 2022. CRPC has already established its own reliability measures for the second performance period.

3. Performance target

NPMRDS database was used for setting interstate and non-interstate person miles traveled. After collecting historical data from NPMRDS, different statistical methods were applied to set the most conservative target. The system reliability targets are shown in Table 4.6. If CRPC achieves the targets, the interstate, and non-interstate highway reliable person miles travel will be increased.

Table 4. 6 System reliability target

Year	Baseline	Highway Reliable Person-Miles Traveled	
		Interstate	Non-interstate
2-year Target (2023)	79.3	78.71	79.70
4-year Target (2025)	80.7	77.67	79.20

4. Anticipated Improvement

The anticipated interstate and non-interstate reliable person miles travel are shown in Table 4.7. The anticipated values were estimated based on the base year value. All the anticipated values are decreasing, except the 2-year non-interstate reliable person miles traveled. Though the values are decreasing compared to the baseline, the goal is to limit the decreasing trend and increase reliability in the long run.

4.7 Table Anticipated improvement

Year	Baseline	Highway Reliable Person-Miles Traveled	
		Interstate	Non-interstate
2023	79.3	-0.59	0.4
2025	80.7	-3.03	-1.5

FREIGHT IMPROVEMENT

1. Performance measures

There are one performance measures related to freight movement.

Freight movement performance measure

Percentage of Interstate highway system mileage providing reliable truck travel times (Truck Travel Time Reliability Index, TTTRI)

MPO requirements: State DOTs are required to set 2-year and 4-year targets for Freight Movement, while MPOs only need to set 4-year targets. MPOs must either support the State target or establish their own quantifiable 4- year targets within 180 days of the State target establishment.

2. Performance target

NPMRDS data was used to set the 2023 and 2025 truck travel time reliability targets in the capital region. Targets were estimated based on the estimated trend and growth factors. The most conservative values were selected as the 2-year and 4-year targets. Table 4.8 shows the TTTR targets in the capital region.

Table 4.8 TTTR targets

Target	Baseline	TTTRI
2-year Target (2023)	1.84	1.88
4-year Target (2025)	1.84	1.9

3. Anticipated Improvement

The anticipated TTTRI is shown in Table 4.9, where the estimation was conducted compared to the baseline value. If CPRC achieves its target, then TTTRI will be increased both in 2-year and 4-year.

Table 4.9 Anticipated TTTRI improvement

Year	Baseline	TTTRI Change
2023	1.84	0.04
2025	1.84	0.06

CMAQ MEASURE

According to rule 23 CFR Part 490 (§ 490.707 and § 490.807), the eligible state DOTs and MPOs are required to establish targets and report progress on the Air quality improvement program (CMAQ) and congestion mitigation. The measure related to on-road mobile source emission is the total emission measurement.

1. Goal

The goal of the CMAQ program in a specific area is to provide funding to the programs or projects that helps to maintenance or attainment of the National Ambient Air Quality Standards (NAAQS).

2. Objectives

The objective is to set a total emission reduction performance measure, which helps to access the current emission reduction status and take a fund decision.

Performance measure

- Total emission reduction measure

3. MPO requirement

According to 23 CFR 490.105(f) (6) and 490.107 (c) (3), any MPO containing any part of a nonattainment or maintenance area for the applicable criteria pollutants within its metropolitan planning area must establish 4-year targets for each of the applicable criteria pollutants and precursors (PM2.5, PM10, CO, VOC, and NOx) for its metropolitan planning area.

If any part of the MPO overlaps with an urbanized area of the population more than 1 million, as of 1 year before the State DOT Baseline Performance Period Report is due to FHWA, the MPO is required to set 2-year targets for applicable pollutants and precursor. MPOs has the option to adopt state target or set their own target.

Baton Rouge MPO is the only non- maintenance area in the state. So, the MPO must set target for the total emission reduction.

4. Performance target

1st reporting period: Since the Capital Region is the only non-attainment area in the state, the methodology used and targets established for the performance measure by both the MPO and the state are exactly identical. Therefore, capital region supported states target for the total emission reduction measures for 1st reporting period. So, capital region adopted state targets for the first performance period. The targets are shown in **Table 4.10**. The table implies that the 2-year targets are decreasing the basline for NOX and VOC by 75.65 percent and 98.29 percent, respectively. And, 4-year target is decreasing the baseline by 71.54 percent and 88.93 percent, respectively.

Table 4. 10 Total emission reduction target 2022 (1st performance period)

Performance measures	Baseline (2014-2017)	2-year target (2018-2019)	4-year target (2018-2021)
Nitrogen Oxides (NOX) (Kg/Day)	74.866	18.229 (-75.65%)	21.309 (-71.54%)
Volatile organic compounds (VOCs) (Kg/Day)	225.789	3.861 (-98.29%)	24.992 (-88.93%)

2nd reporting period: The methodology used and targets established for the total emission reduction of MPO and state is same. So, capital region supported state's target for the 2nd reporting periodThe Capital Region/ Baton Rouge area MPO reviewed and officially adopted total emission reduction measures for the capital region on September 21, 2022 on joint TAC/TPC meeting. The adopted CMAQ emission reduction targets are shown in **Table 4.11**. From the table it can be observed that the 2-years target is decreasing the baseline for NOX and VOC by 98.77 percent and 98.16 percent, respectively. And, the 4-year target is increasing the baseline by 2280.63 percent and 2782.48 percent, respectively.

Table 4.11 Total emission reduction target 2022 (2nd performance period)

Performance measure	Baseline (2018-2021)	2-year target (2022-2023)	4-year target (2022-2025)
Nitrogen Oxides (NOX) (Kg/Day)	18.869	0.232 (-98.77%)	449.202 (+2280.63%)
Volatile organic compounds (VOCs) (Kg/Day)	4.121	0.076 (-98.16%)	118.787 (+2782.48%)

5. 2023-2027 TIP Investment

The details of the CMAQ measure projects are shown in Table 4.12. There are 19 CMAQ measure projects, which involve about 210.15 million dollars of investment. Most of the projects are authorized in the year 2023 and 2024. The highest investment is in the year 2025, which is about 98.2 million dollars.

Table 4.12 CMAQ measure projects

Year	Number of Projects	% of TIP Projects	Budget (\$M)	% of TIP Budget
2023	6	13.33	6.0830	1.92
2024	7	20.59	55.2140	47.37
2025	3	15.00	98.2000	74.01
2026	1	11.11	2.2550	12.21
2027	2	33.33	48.4000	48.51
Total	19		210.1520	

6. Anticipated Improvement 2023-2027

The CMAQ measure improvement projects can be categorized into 10 types: Access management, Bike path, Capacity improvement, Complete Street, Design, Intersection improvement, new road, Roadway enhancement, Turn Lane, and Traffic signal improvement. About 50 percent of the projects (includes phases) are design and intersection improvement in the capital region. The details of the improvement category are shown in the Table 4.13.

Table 4.13 Emission mitigation project improvement category

Type of Improvement	Number of Projects	Proj Cost (000)	Total Project Cost (w/Conting.) (000)	Federal Share (000)
Access management	1	2700	2970	2376
Bike path	3	32519.52	35661.98	2996.188
Capacity improvement	1	56100	58600	22000
Complete street	1	30000	33000	26400
Design	5	2675	2880	1804
Intersection improvement	4	921.8	997.02	717.936
New road	1	14000	15400	12320
Roadway enhancement	1	38500	39500	8800
Turn lane	1	3400	3565	2852
Traffic signal improvement	2	15980	17578	17578

The anticipated change in NOX and VOCs are shown in Table 4.14. The anticipated values were estimated compared to the base year, like other performance measures. From Table 4.14, it can be seen that in 2-year, both parameters are expected to be decreased, but in 4-year, both parameters are expected to be increased.

Table 4.14 Anticipated change in 2023 and 2025

Parameter	Baseline	2023 Change	2025 Change
Nitrogen Oxides (NOX) (Kg/Day)	18.869	-18.637	430.333
Volatile organic compounds (VOCs) (Kg/Day)	4.121	-4.045	114.666

The anticipated improvement in terms of investment is shown in Table 4.15. As a benefit of the 2023 investment, which is 6.083 million dollars, both NOX and VOCs are expected to be decreased. 2025 investment is expected to limit the increase rate of NOX and VOCs.

Table 4.15 Anticipated improvement in terms of Investment

Year	Investment	Nitrogen Oxides (NOX) (Kg/Day)	Volatile organic compounds (VOCs) (Kg/Day)
2023	6.083	-18.637	-4.045
2025	98.200	430.333	114.666

Appendix H: Highway Projects – Line-Item List (Detailed)

PLANNING, TRAINING L.000038 AND RESEARCH						
Remarks		Type Improvement			Work Type	
		HANDLED THROUGH OPERATING BUDGET			OTHER / MISCELLANEOUS,	
Project Phase	Project Cost	Total Cost (w/CE&I+IDC)	Federal Share	Fund	Year	Sponsor
Feasibility	\$0.00	\$0.00	\$0.00	CM	2023	
	\$2,000.00	\$2,000.00	\$1,600.00	DEMO	2023	
	\$200,000.00	\$200,000.00	\$160,000.00	HSIPPEN	2023	
	\$5,000.00	\$5,000.00	\$4000.00	LOCAL	2023	
	\$40,000.00	\$40,000.00	\$32,000.00	LTAP	2023	
	\$400,000.00	\$400,000.00	\$320,000.00	SPR MAND	2023	
	\$2,425,000.00	\$2,425,000.00	\$1,940,000.00	SPR OPT	2023	
	\$1,000,000.00	\$1,000,000.00	\$800000.00	STCASH	2023	
	\$50,000.00	\$50,000.00	\$40,000.00	STP>200K	2023	\$4,122,000.00
	\$5,000.00	\$5,000.00	\$4,000.00	CM	2024	
	\$150,000.00	\$150,000.00	\$120,000.00	HSIPPEN	2024	
	\$40,000.00	\$40,000.00	\$32,000.00	LTAP	2024	
	\$300,000.00	\$300,000.00	\$240,000.00	SPR MAND	2024	
	\$2,100,000.00	\$2,100,000.00	\$1,680,000.00	SPR OPT	2024	
	\$40,000.00	\$40,000.00	\$32000.00	STCASH	2024	
	\$90,000.00	\$90,000.00	\$72,000.00	STP>200K	2024	
	\$5,000.00	\$5,000.00	\$4,000.00	STPFLEX	2024	\$2,730,000.00
	\$1,000.00	\$1,000.00	\$800.00	CM	2025	
	\$6,000.00	\$6,000.00	\$4,800.00	DEMO	2025	
	\$100,000.00	\$100,000.00	\$80,000.00	HSIPPEN	2025	
	\$40,000.00	\$40,000.00	\$32,000.00	LTAP	2025	
	\$400,000.00	\$400,000.00	\$320,000.00	SPR MAND	2025	
	\$1,900,000.00	\$1,900,000.00	\$1,520,000.00	SPR OPT	2025	
	\$250,000.00	\$250,000.00	\$200000.00	STCASH	2025	
	\$44,000.00	\$44,000.00	\$35,200.00	STP>200K	2025	
	\$45,000.00	\$45,000.00	\$36,000.00	STPFLEX-E	2025	
	\$5,000.00	\$5,000.00	\$4,000.00	TCP	2025	\$2,791,000.00
	\$650,000.00	\$650,000.00	\$520,000.00	HSIPPEN	2026	
	\$40,000.00	\$40,000.00	\$32,000.00	LTAP	2026	
	\$900,000.00	\$900,000.00	\$720,000.00	NHPP	2026	
	\$700,000.00	\$700,000.00	\$560,000.00	SPR MAND	2026	
	\$1,900,000.00	\$1,900,000.00	\$1,520,000.00	SPR OPT	2026	
	\$40,000.00	\$40,000.00	\$32000.00	STCASH	2026	
	\$50,000.00	\$50,000.00	\$40,000.00	STP>200K	2026	\$4,280,000.00
Total Cost		13,923,000.00	13,923,000.00	11,138,400.00		

ACCELERATED L.000039 LOADING FACILITY						
Remarks		Type Improvement			Work Type	
		CONSTRUCT TEST SECTIONS			OTHER / MISCELLANEOUS	
Project Phase	Project Cost	Total Cost (w/CE&I+IDC)	Federal Share	Fund	Year	Sponsor
Construction	\$5,000.00	5500	4400	STPFLEX	2023	
	\$5,000.00	5500	4400	STPFLEX	2024	
	\$5,000.00	5500	4400	STPFLEX	2025	
	\$5,000.00	5500	4400	STPFLEX	2026	
Total Cost		\$20,000.00	\$22,000.00	\$17,600.00		

FEDERAL BRIDGE INSPECTION L.000040 PROGRAMS						
Remarks		Type Improvement			Work Type	
		INSPECTIONS, RATINGS, LOAD FACTORS			PRESERVATION, BRIDGE (ON SYSTEM)	
Project Phase	Project Cost	Total Cost (w/CE&I+IDC)	Federal Share	Fund	Year	Sponsor
Feasibility	\$600,000.00	\$600,000.00	\$480,000.00	STPFLEX	2023	
	\$20,000.00	\$20,000.00	\$16,000.00	DEMO	2024	
	\$30,000.00	\$30,000.00	\$24,000.00	NHPP	2024	

Transportation Improvement Program (2023 – 2026)

Design (Engineering)	\$450,000.00	\$450,000.00	\$360,000.00	STPFLEX	2024
	\$100,000.00	\$100,000.00	\$80,000.00	FBROFF	2025
	\$400,000.00	\$400,000.00	\$320,000.00	STPFLEX	2025
	\$500,000.00	\$500,000.00	\$400,000.00	STPFLEX	2026
Construction	\$10,000.00	\$10,000.00	\$8,000.00	STPFLEX	2023
	\$10,000.00	\$10,000.00	\$8,000.00	STPFLEX	2024
	\$10,000.00	\$10,000.00	\$8,000.00	STPFLEX	2025
	\$50,000.00	\$55,000.00	\$44,000.00	STPFLEX	2023
	\$10,000.00	\$11,000.00	\$8,800.00	STPFLEX	2024
	\$10,000.00	\$11,000.00	\$8,800.00	STPFLEX	2025
	\$10,000.00	\$11,000.00	\$8,800.00	STPFLEX	2026
Total Cost	\$2,210,000.00	\$2,218,000.00	\$1,774,400.00		

L.000046	MISC STP ENHANCEMENT PROJECTS
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Remarks		Type Improvement			Work Type	
Project Phase	Project Cost	Total Cost (w/CE&I+IDC)	Federal Share	Fund	Year	Sponsor
Design (Engineering)	\$50,000.00	\$50,000.00	\$40,000.00	TAP>200K	2024	
	\$5,000.00	\$5,000.00	\$4,000.00	TAPFLEX	2024	
	\$5,000.00	\$5,000.00	\$4,000.00	TAP>200K	2025	
	\$5,000.00	\$5,000.00	\$4,000.00	TAPFLEX	2025	
	\$5,000.00	\$5,000.00	\$4,000.00	TAP>200K	2026	
	\$5,000.00	\$5,000.00	\$4,000.00	TAPFLEX	2026	
Construction	\$50,000.00	\$55,000.00	\$44,000.00	LOCAL	2023	
	\$150,000.00	\$165,000.00	\$132,000.00	STCASH	2023	
	\$75,000.00	\$82,500.00	\$66,000.00	TAP>200K	2023	
	\$100,000.00	\$110,000.00	\$88,000.00	TAPFLEX	2023	
	\$100,000.00	\$110,000.00	\$88,000.00	LOCAL	2024	
	\$300,000.00	\$330,000.00	\$264,000.00	STPENH	2024	
	\$400,000.00	\$440,000.00	\$352,000.00	TAP>200K	2024	
	\$100,000.00	\$110,000.00	\$88,000.00	TAPFLEX	2024	
	\$120,000.00	\$132,000.00	\$105,600.00	LOCAL	2025	
	\$150,000.00	\$165,000.00	\$132,000.00	STCASH	2025	
	\$35,000.00	\$38,500.00	\$30,800.00	STPENH	2025	
	\$400,000.00	\$440,000.00	\$352,000.00	TAP>200K	2025	
	\$275,000.00	\$302,500.00	\$242,000.00	TAPFLEX	2025	
	\$50,000.00	\$55,000.00	\$44,000.00	LOCAL	2026	
	\$30,000.00	\$33,000.00	\$26,400.00	STPFLEX	2026	
\$300,000.00	\$330,000.00	\$264,000.00	TAP>200K	2026		
\$70,000.00	\$77,000.00	\$61,600.00	TAPFLEX	2026		
Total Cost	\$2,780,000.00	\$3,050,500.00	\$2,440,400.00			

L.000047	MISC NATIONAL TRAILS PROJECTS
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Remarks		Type Improvement				Work Type	
Project Phase	Project Cost	Total Cost (w/CE&I+IDC)	Federal Share	Fund	Year	Sponsor	
Feasibility	\$15,000.00	\$15,000.00	\$12,000.00	RTP	2023		
	\$24,000.00	\$24,000.00	\$19,200.00	RTP	2024		
	\$15,000.00	\$15,000.00	\$12,000.00	RTP	2025		
	\$15,000.00	\$15,000.00	\$12,000.00	RTP	2026		
Design (Engineering)	\$2,500.00	\$2,500.00	\$2,000.00	RTP	2023		
	\$2,500.00	\$2,500.00	\$2,000.00	RTP	2024		
	\$2,500.00	\$2,500.00	\$2,000.00	RTP	2025		
	\$2,500.00	\$2,500.00	\$2,000.00	RTP	2026		
Construction	\$75,000.00	\$82,500.00	\$66,000.00	LOCAL	2023		
	\$150,000.00	\$165,000.00	\$132,000.00	RTP	2023		
	\$60,000.00	\$66,000.00	\$52,800.00	LOCAL	2024		
	\$150,000.00	\$165,000.00	\$132,000.00	RTP	2024		
	\$50,000.00	\$55,000.00	\$44,000.00	LOCAL	2025		
	\$210,000.00	\$231,000.00	\$184,800.00	RTP	2025		
	\$50,000.00	\$55,000.00	\$44,000.00	LOCAL	2026		
	\$150,000.00	\$165,000.00	\$132,000.00	RTP	2026		
Total Cost	\$974,000.00	\$1,063,500.00	\$850,800.00				

L.000048 SCENIC BYWAYS OF LA						
Remarks		Type Improvement				Work Type
Project Phase	Project Cost	Total Cost (w/CE&I+IDC)	Federal Share	Fund	Year	Sponsor
Feasibility	\$35,000.00	\$35,000.00	\$28,000.00	NSB	2023	
	\$35,000.00	\$35,000.00	\$28,000.00	NSB	2024	
	\$35,000.00	\$35,000.00	\$28,000.00	NSB	2025	
	\$35,000.00	\$35,000.00	\$28,000.00	NSB	2026	
Design (Engineering)	\$35,000.00	\$35,000.00	\$28,000.00	NSB	2023	
	\$120,000.00	\$120,000.00	\$96,000.00	STCASH	2023	
	\$35,000.00	\$35,000.00	\$28,000.00	NSB	2024	
	\$35,000.00	\$35,000.00	\$28,000.00	NSB	2025	
	\$35,000.00	\$35,000.00	\$28,000.00	NSB	2026	
Construction	\$100,000.00	\$110,000.00	\$88,000.00	LOCAL	2023	
	\$25,000.00	\$27,500.00	\$22,000.00	NSB	2023	
	\$100,000.00	\$110,000.00	\$88,000.00	STCASH	2023	
	\$25,000.00	\$27,500.00	\$22,000.00	STPFLEX	2023	
	\$45,000.00	\$49,500.00	\$39,600.00	NSB	2024	
	\$45,000.00	\$49,500.00	\$39,600.00	NSB	2025	
	\$45,000.00	\$49,500.00	\$39,600.00	NSB	2026	
Total Cost	\$785,000.00	\$823,500.00	\$658,800.00			

L.000049 INDIAN RESERVATION ROADS						
Remarks		Type Improvement				Work Type
Project Phase	Project Cost	Total Cost (w/CE&I+IDC)	Federal Share	Fund	Year	Sponsor
Design (Engineering)	\$2,000.00	\$2,000.00	\$1,600.00	FLH	2023	
	\$2,000.00	\$2,000.00	\$1,600.00	FLH	2024	
	\$2,000.00	\$2,000.00	\$1,600.00	FLH	2025	
	\$2,000.00	\$2,000.00	\$1,600.00	FLH	2026	
Construction	\$40,000.00	\$44,000.00	\$35,200.00	FLH	2023	
	\$40,000.00	\$44,000.00	\$35,200.00	FLH	2024	
	\$40,000.00	\$44,000.00	\$35,200.00	FLH	2025	
	\$40,000.00	\$44,000.00	\$35,200.00	FLH	2026	
Total Cost	\$168,000.00	\$184,000.00	\$147,200.00			

L.000050 LA PUBLIC LANDS HIGHWAY PROGRAM						
Remarks		Type Improvement				Work Type
Project Phase	Project Cost	Total Cost (w/CE&I+IDC)	Federal Share	Fund	Year	Sponsor
Construction	\$25,000.00	\$27,500.00	\$22,000.00		2023	
	\$400,000.00	\$440,000.00	\$352,000.00		2024	
	\$100,000.00	\$110,000.00	\$88,000.00		2024	
	\$500,000.00	\$550,000.00	\$440,000.00		2025	
	\$500,000.00	\$550,000.00	\$440,000.00		2026	
Total Cost	\$1,525,000.00	\$1,677,500.00	\$1,342,000.00			

L.000051 OVERLAY OR SURFACE REPAIR ON INTERSTATE						
Remarks		Type Improvement				Work Type
Project Phase	Project Cost	Total Cost (w/CE&I+IDC)	Federal Share	Fund	Year	Sponsor
Environmental	\$5,000.00	\$5,000.00	\$4,000.00	NHPP	2023	
	\$5,000.00	\$5,000.00	\$4,000.00	NHPP	2024	
	\$5,000.00	\$5,000.00	\$4,000.00	NHPP	2025	
	\$5,000.00	\$5,000.00	\$4,000.00	NHPP	2026	
Design (Engineering)	\$100,000.00	\$100,000.00	\$80,000.00	NHPP	2023	

L.000053 STATEWIDE OVERLAY
PROGRAM

Capital Region Planning Commission

Transportation Improvement Program (2023 – 2026)

	\$1,000,000.00	\$1,100,000.00	\$880,000.00	NFA	2025
	\$6,000,000.00	\$6,600,000.00	\$5,280,000.00	NHPP	2025
	\$500,000.00	\$550,000.00	\$440,000.00	STBONDS	2025
	\$225,000.00	\$247,500.00	\$198,000.00	STCASH	2025
	\$5,250,000.00	\$5,775,000.00	\$4,620,000.00	STPFLEX	2025
	\$2,000,000.00	\$2,200,000.00	\$1,760,000.00	COVID	2026
	\$100,000.00	\$110,000.00	\$88,000.00	DEMO	2026
	\$200,000.00	\$220,000.00	\$176,000.00	HSIP	2026
	\$1,000,000.00	\$1,100,000.00	\$880,000.00	NFA	2026
	\$5,000,000.00	\$5,500,000.00	\$4,400,000.00	NHPP	2026
	\$500,000.00	\$550,000.00	\$440,000.00	STBONDS	2026
	\$100,000.00	\$110,000.00	\$88,000.00	STCASH	2026
	\$6,000,000.00	\$6,600,000.00	\$5,280,000.00	STPFLEX	2026
Total Cost	\$57,710,000.00	\$63,412,500.00	\$50,730,000.00		

ROAD PREVENTIVE MAINTENANCE PROGRAM

L.000054

Remarks		Type Improvement			Work Type	
Project Phase	Project Cost	Total Cost (w/CE&I+IDC)	Federal Share	Fund	Year	Sponsor
Utility						
Relocation	\$40,000.00	\$40,000.00	\$32,000.00	STPFLEX	2023	
	\$40,000.00	\$40,000.00	\$32,000.00	STPFLEX	2024	
	\$50,000.00	\$50,000.00	\$40,000.00	STPFLEX	2025	
	\$40,000.00	\$40,000.00	\$32,000.00	STPFLEX	2026	
Construction	\$50,000.00	\$55,000.00	\$44,000.00	DEMO	2023	
	\$50,000.00	\$55,000.00	\$44,000.00	NFA	2023	
	\$250,000.00	\$275,000.00	\$220,000.00	NHPP	2023	
	\$800,000.00	\$880,000.00	\$704,000.00	STPFLEX	2023	
	\$50,000.00	\$55,000.00	\$44,000.00	DEMO	2024	
	\$50,000.00	\$55,000.00	\$44,000.00	NFA	2024	
	\$150,000.00	\$165,000.00	\$132,000.00	NHPP	2024	
	\$950,000.00	\$1,045,000.00	\$836,000.00	STPFLEX	2024	
	\$175,000.00	\$192,500.00	\$154,000.00	COVID	2025	
	\$50,000.00	\$55,000.00	\$44,000.00	NFA	2025	
	\$50,000.00	\$55,000.00	\$44,000.00	NHPP	2025	
	\$825,000.00	\$907,500.00	\$726,000.00	STPFLEX	2025	
	\$50,000.00	\$55,000.00	\$44,000.00	HSIP	2026	
	\$50,000.00	\$55,000.00	\$44,000.00	NFA	2026	
	\$400,000.00	\$440,000.00	\$352,000.00	NHPP	2026	
	\$350,000.00	\$385,000.00	\$308,000.00	STPFLEX	2026	
Total Cost	\$4,470,000.00	\$4,900,000.00	\$3,920,000.00			

RAILROAD CROSSING IMPROVEMENTS

L.000055

Remarks		Type Improvement			Work Type	
Project Phase	Project Cost	Total Cost (w/CE&I+IDC)	Federal Share	Fund	Year	Sponsor
Feasibility	\$5,000.00	\$5,000.00	\$4,000.00	STCASH	2023	
	\$5,000.00	\$5,000.00	\$4,000.00	STCASH	2024	
	\$5,000.00	\$5,000.00	\$4,000.00	STCASH	2025	
	\$5,000.00	\$5,000.00	\$4,000.00	STCASH	2026	
Environmental	\$5,000.00	\$5,000.00	\$4,000.00	STCASH	2023	
	\$5,000.00	\$5,000.00	\$4,000.00	STCASH	2024	
	\$5,000.00	\$5,000.00	\$4,000.00	STCASH	2025	
	\$5,000.00	\$5,000.00	\$4,000.00	STCASH	2026	
Right of Way	\$5,000.00	\$5,000.00	\$4,000.00	LOCAL	2023	
	\$5,000.00	\$5,000.00	\$4,000.00	STCASH	2023	
	\$5,000.00	\$5,000.00	\$4,000.00	STCASH	2024	
	\$5,000.00	\$5,000.00	\$4,000.00	STCASH	2025	
	\$5,000.00	\$5,000.00	\$4,000.00	STCASH	2026	
Utility						
Relocation	\$10,000.00	\$10,000.00	\$8,000.00	LOCAL	2023	
	\$15,000.00	\$15,000.00	\$12,000.00	STCASH	2023	
	\$15,000.00	\$15,000.00	\$12,000.00	STCASH	2024	
	\$25,000.00	\$25,000.00	\$20,000.00	LOCAL	2025	
	\$200,000.00	\$200,000.00	\$160,000.00	STCASH	2025	
	\$15,000.00	\$15,000.00	\$12,000.00	STCASH	2026	
Design (Engineering)	\$10,000.00	\$10,000.00	\$8,000.00	STCASH	2023	

Transportation Improvement Program (2023 – 2026)

Construction	\$10,000.00	\$10,000.00	\$8,000.00	STCASH	2024
	\$10,000.00	\$10,000.00	\$8,000.00	STCASH	2025
	\$10,000.00	\$10,000.00	\$8,000.00	STCASH	2026
	\$80,000.00	\$88,000.00	\$70,400.00	HSIP	2023
	\$150,000.00	\$165,000.00	\$132,000.00	LOCAL	2023
	\$750,000.00	\$825,000.00	\$660,000.00	STCASH	2023
	\$150,000.00	\$165,000.00	\$132,000.00	LOCAL	2024
	\$750,000.00	\$825,000.00	\$660,000.00	STCASH	2024
	\$150,000.00	\$165,000.00	\$132,000.00	LOCAL	2025
	\$750,000.00	\$825,000.00	\$660,000.00	STCASH	2025
	\$150,000.00	\$165,000.00	\$132,000.00	LOCAL	2026
	\$750,000.00	\$825,000.00	\$660,000.00	STCASH	2026
Total Cost	\$4,065,000.00	\$4,433,000.00	\$3,546,400.00		

L.000056

MISC HAZARD
ELIMINATION AND
SAFETY

Remarks		Type Improvement			Work Type	
Project Phase	Project Cost	Total Cost (w/CE&I+IDC)	Federal Share	Fund	Year	Sponsor
Feasibility	\$10,000.00	\$10,000.00	\$8,000.00	HSIP	2023	
	\$30,000.00	\$30,000.00	\$24,000.00	HSIPPEN	2023	
	\$10,000.00	\$10,000.00	\$8,000.00	HSIP	2024	
	\$110,000.00	\$110,000.00	\$88,000.00	HSIPPEN	2024	
	\$35,000.00	\$35,000.00	\$28,000.00	STCASH	2024	
	\$10,000.00	\$10,000.00	\$8,000.00	HSIP	2025	
	\$80,000.00	\$80,000.00	\$64,000.00	HSIPPEN	2025	
	\$650,000.00	\$650,000.00	\$520,000.00	STCASH	2025	
	\$10,000.00	\$10,000.00	\$8,000.00	HSIP	2026	
	\$250,000.00	\$250,000.00	\$200,000.00	HSIPPEN	2026	
	\$50,000.00	\$50,000.00	\$40,000.00	STCASH	2026	
	\$15,000.00	\$15,000.00	\$12,000.00	HSIP	2023	
Environmental	\$5,000.00	\$5,000.00	\$4,000.00	HSIPPEN	2023	
	\$15,000.00	\$15,000.00	\$12,000.00	HSIP	2024	
	\$5,000.00	\$5,000.00	\$4,000.00	HSIPPEN	2024	
	\$5,000.00	\$5,000.00	\$4,000.00	HSIP	2025	
	\$15,000.00	\$15,000.00	\$12,000.00	HSIPPEN	2025	
	\$6,500.00	\$6,500.00	\$5,200.00	SATRANS	2025	
	\$15,000.00	\$15,000.00	\$12,000.00	HSIP	2026	
	\$5,000.00	\$5,000.00	\$4,000.00	HSIPPEN	2026	
	\$200,000.00	\$200,000.00	\$160,000.00	HSIP	2023	
	\$100,000.00	\$100,000.00	\$80,000.00	HSIPPEN	2023	
	\$10,000.00	\$10,000.00	\$8,000.00	SATRANS	2023	
	\$50,000.00	\$50,000.00	\$40,000.00	STCASH	2023	
Right of Way	\$375,000.00	\$375,000.00	\$300,000.00	HSIP	2024	
	\$50,000.00	\$50,000.00	\$40,000.00	HSIPPEN	2024	
	\$50,000.00	\$50,000.00	\$40,000.00	STCASH	2024	
	\$300,000.00	\$300,000.00	\$240,000.00	HSIP	2025	
	\$100,000.00	\$100,000.00	\$80,000.00	HSIPPEN	2025	
	\$10,000.00	\$10,000.00	\$8,000.00	SATRANS	2025	
	\$10,000.00	\$10,000.00	\$8,000.00	STCASH	2025	
	\$200,000.00	\$200,000.00	\$160,000.00	HSIP	2026	
	\$100,000.00	\$100,000.00	\$80,000.00	HSIPPEN	2026	
	\$200,000.00	\$200,000.00	\$160,000.00	HSIP	2023	
	\$100,000.00	\$100,000.00	\$80,000.00	HSIPPEN	2023	
	\$200,000.00	\$200,000.00	\$160,000.00	HSIP	2024	
Utility Relocation	\$100,000.00	\$100,000.00	\$80,000.00	HSIPPEN	2024	
	\$150,000.00	\$150,000.00	\$120,000.00	HSIP	2025	
	\$130,000.00	\$130,000.00	\$104,000.00	HSIPPEN	2025	
	\$400,000.00	\$400,000.00	\$320,000.00	STCASH	2025	
	\$25,000.00	\$25,000.00	\$20,000.00	STPFLEX	2025	
	\$200,000.00	\$200,000.00	\$160,000.00	HSIP	2026	
	\$100,000.00	\$100,000.00	\$80,000.00	HSIPPEN	2026	
	\$50,000.00	\$50,000.00	\$40,000.00	HSIP	2023	
	\$20,000.00	\$20,000.00	\$16,000.00	HSIPPEN	2023	
	\$80,000.00	\$80,000.00	\$64,000.00	SATRANS	2023	
	\$50,000.00	\$50,000.00	\$40,000.00	STCASH	2023	
	\$40,000.00	\$40,000.00	\$32,000.00	HSIP	2024	
Design (Engineering)	\$45,000.00	\$45,000.00	\$36,000.00	HSIPPEN	2024	
	\$90,000.00	\$90,000.00	\$72,000.00	HSIP	2025	

Transportation Improvement Program (2023 – 2026)					
Construction		\$20,000.00	\$20,000.00	\$16,000.00	HSIPPEN 2025
		\$50,000.00	\$50,000.00	\$40,000.00	STCASH 2025
		\$100,000.00	\$100,000.00	\$80,000.00	HSIP 2026
		\$20,000.00	\$20,000.00	\$16,000.00	HSIPPEN 2026
		\$1,775,000.00	\$1,952,500.00	\$1,562,000.00	HSIP 2023
		\$1,350,000.00	\$1,485,000.00	\$1,188,000.00	HSIPPEN 2023
		\$25,000.00	\$27,500.00	\$22,000.00	NHPP 2023
		\$25,000.00	\$27,500.00	\$22,000.00	SATRANS 2023
		\$100,000.00	\$110,000.00	\$88,000.00	STCASH 2023
		\$2,150,000.00	\$2,365,000.00	\$1,892,000.00	HSIP 2024
		\$1,010,000.00	\$1,111,000.00	\$888,800.00	HSIPPEN 2024
		\$350,000.00	\$385,000.00	\$308,000.00	SATRANS 2024
		\$400,000.00	\$440,000.00	\$352,000.00	STCASH 2024
		\$1,850,000.00	\$2,035,000.00	\$1,628,000.00	HSIP 2025
		\$1,900,000.00	\$2,090,000.00	\$1,672,000.00	HSIPPEN 2025
		\$300,000.00	\$330,000.00	\$264,000.00	STCASH 2025
		\$500,000.00	\$550,000.00	\$440,000.00	STPFLEX 2025
		\$2,350,000.00	\$2,585,000.00	\$2,068,000.00	HSIP 2026
		\$2,000,000.00	\$2,200,000.00	\$1,760,000.00	HSIPPEN 2026
		\$50,000.00	\$55,000.00	\$44,000.00	NHPP 2026
		\$50,000.00	\$55,000.00	\$44,000.00	STCASH 2026
	Total Cost	\$21,241,500.00	\$22,860,000.00	\$18,288,000.00	

L.000057 SOFT SIDE SAFETY

Remarks		Type Improvement			Work Type	
Project Phase	Project Cost	Total Cost (w/CE&I+IDC)	Federal Share	Fund	Year	Sponsor
Feasibility	\$25,000.00	\$25,000.00	\$20,000.00	HSIP	2023	
	\$75,000.00	\$75,000.00	\$60,000.00	HSIPPEN	2023	
	\$47,500.00	\$47,500.00	\$38,000.00	STCASH	2023	
	\$10,000.00	\$10,000.00	\$8,000.00	HSIP	2024	
	\$137,500.00	\$137,500.00	\$110,000.00	HSIPPEN	2024	
	\$50,000.00	\$50,000.00	\$40,000.00	STCASH	2024	
	\$10,000.00	\$10,000.00	\$8,000.00	STPFLEX	2024	
	\$290,000.00	\$290,000.00	\$232,000.00	HSIP	2025	
	\$75,000.00	\$75,000.00	\$60,000.00	HSIPPEN	2025	
	\$10,000.00	\$10,000.00	\$8,000.00	STPFLEX	2025	
	\$290,000.00	\$290,000.00	\$232,000.00	HSIP	2026	
	\$75,000.00	\$75,000.00	\$60,000.00	HSIPPEN	2026	
	\$10,000.00	\$10,000.00	\$8,000.00	STPFLEX	2026	
	Total Cost	\$1,105,000.00	\$1,105,000.00	\$884,000.00		

L.000060 LOCAL ROADS SAFETY PROGRAM

Remarks		Type Improvement			Work Type	
Project Phase	Project Cost	Total Cost (w/CE&I+IDC)	Federal Share	Fund	Year	Sponsor
Feasibility	\$10,000.00	\$10,000.00	\$8,000.00	HSIPPEN	2024	
	\$16,000.00	\$16,000.00	\$12,800.00	STCASH	2024	
	\$14,600.00	\$14,600.00	\$11,680.00	HSIPPEN	2025	
	\$16,000.00	\$16,000.00	\$12,800.00	STCASH	2025	
	\$14,600.00	\$14,600.00	\$11,680.00	HSIPPEN	2026	
	\$16,000.00	\$16,000.00	\$12,800.00	STCASH	2026	
	\$1,000.00	\$1,000.00	\$800.00	HRRR	2023	
	\$9,000.00	\$9,000.00	\$7,200.00	HSIPPEN	2023	
	\$10,000.00	\$10,000.00	\$8,000.00	STCASH	2023	
	\$5,000.00	\$5,000.00	\$4,000.00	HRRR	2024	
Right of Way	\$50,000.00	\$50,000.00	\$40,000.00	HSIPPEN	2024	
	\$10,000.00	\$10,000.00	\$8,000.00	HRRR	2025	
	\$1,000.00	\$1,000.00	\$800.00	HRRR	2026	
	\$4,000.00	\$4,000.00	\$3,200.00	HSIP	2026	
	\$5,000.00	\$5,000.00	\$4,000.00	HSIPPEN	2026	
	\$5,000.00	\$5,000.00	\$4,000.00	STCASH	2026	
Utility Relocation	\$1,000.00	\$1,000.00	\$800.00	HRRR	2023	
	\$9,000.00	\$9,000.00	\$7,200.00	HSIPPEN	2023	
	\$10,000.00	\$10,000.00	\$8,000.00	STCASH	2023	
	\$10,000.00	\$10,000.00	\$8,000.00	HRRR	2024	
	\$10,000.00	\$10,000.00	\$8,000.00	HRRR	2025	

Transportation Improvement Program (2023 – 2026)					
Design (Engineering)	\$1,000.00	\$1,000.00	\$800.00	HRRR	2026
	\$4,000.00	\$4,000.00	\$3,200.00	HSIP	2026
	\$5,000.00	\$5,000.00	\$4,000.00	HSIPPEN	2026
	\$5,000.00	\$5,000.00	\$4,000.00	STCASH	2026
Construction	\$1,000.00	\$1,000.00	\$800.00	HRRR	2023
	\$9,000.00	\$9,000.00	\$7,200.00	HSIPPEN	2023
	\$10,000.00	\$10,000.00	\$8,000.00	STCASH	2023
	\$6,000.00	\$6,000.00	\$4,800.00	HRRR	2024
	\$20,000.00	\$20,000.00	\$16,000.00	HSIPPEN	2024
	\$10,000.00	\$10,000.00	\$8,000.00	STCASH	2024
	\$7,500.00	\$7,500.00	\$6,000.00	HRRR	2025
	\$50,000.00	\$50,000.00	\$40,000.00	HSIPPEN	2025
	\$20,000.00	\$20,000.00	\$16,000.00	STCASH	2025
	\$4,000.00	\$4,000.00	\$3,200.00	HSIP	2026
	\$25,000.00	\$25,000.00	\$20,000.00	HSIPPEN	2026
	\$5,000.00	\$5,000.00	\$4,000.00	STCASH	2026
	\$5,000.00	\$5,500.00	\$4,400.00	HRRR	2023
	\$45,000.00	\$49,500.00	\$39,600.00	HSIPPEN	2023
	\$10,000.00	\$11,000.00	\$8,800.00	STCASH	2023
	\$10,000.00	\$11,000.00	\$8,800.00	HRRR	2024
	\$650,000.00	\$715,000.00	\$572,000.00	HSIPPEN	2024
	\$30,000.00	\$33,000.00	\$26,400.00	STCASH	2024
	\$10,000.00	\$11,000.00	\$8,800.00	STP>200K	2024
	\$50,000.00	\$55,000.00	\$44,000.00	HRRR	2025
	\$50,000.00	\$55,000.00	\$44,000.00	HSIP	2025
	\$665,000.00	\$731,500.00	\$585,200.00	HSIPPEN	2025
	\$10,000.00	\$11,000.00	\$8,800.00	LOCAL	2025
	\$100,000.00	\$110,000.00	\$88,000.00	STP>200K	2025
	\$2,500.00	\$2,750.00	\$2,200.00	HRRR	2026
	\$137,500.00	\$151,250.00	\$121,000.00	HSIP	2026
	\$150,000.00	\$165,000.00	\$132,000.00	HSIPPEN	2026
	\$50,000.00	\$55,000.00	\$44,000.00	LOCAL	
	\$50,000.00	\$55,000.00	\$44,000.00	STCASH	
Total Cost		\$2,434,700.00	\$2,637,200.00	\$2,109,760.00	

L.000061 SAFE ROUTES TO PUBLIC PLACES PROGRAM						
Remarks		Type Improvement			Work Type	
Project Phase	Project Cost	Total Cost (w/CE&I-IDC)	Federal Share	Fund	Year	Sponsor
Feasibility	\$20,000.00	\$20,000.00	\$16,000.00	SR2S	2023	
	\$68,000.00	\$68,000.00	\$54,400.00	SR2S	2024	
	\$8,000.00	\$8,000.00	\$6,400.00	HSIPPEN	2025	
	\$10,000.00	\$10,000.00	\$8,000.00	SR2S	2025	
	\$30,000.00	\$30,000.00	\$24,000.00	STCASH	2025	
	\$10,000.00	\$10,000.00	\$8,000.00	SATRANS	2026	
	\$8,000.00	\$8,000.00	\$6,400.00	SR2S	2026	
Design (Engineering)	\$60,000.00	\$60,000.00	\$48,000.00	HSIPPEN	2023	
	\$20,000.00	\$20,000.00	\$16,000.00	SATRANS	2023	
	\$20,000.00	\$20,000.00	\$16,000.00	SR2S	2023	
	\$10,000.00	\$10,000.00	\$8,000.00	STCASH	2023	
	\$25,000.00	\$25,000.00	\$20,000.00	HSIPPEN	2024	
	\$20,000.00	\$20,000.00	\$16,000.00	SATRANS	2024	
	\$15,000.00	\$15,000.00	\$12,000.00	SR2S	2024	
	\$50,000.00	\$50,000.00	\$40,000.00	STCASH	2024	
	\$10,000.00	\$10,000.00	\$8,000.00	HSIPPEN	2025	
	\$20,000.00	\$20,000.00	\$16,000.00	SATRANS	2025	
	\$30,000.00	\$30,000.00	\$24,000.00	SR2S	2025	
	\$20,000.00	\$20,000.00	\$16,000.00	STCASH	2025	
	\$40,000.00	\$40,000.00	\$32,000.00	HSIPPEN	2026	
	\$20,000.00	\$20,000.00	\$16,000.00	SATRANS	2026	
	\$10,000.00	\$10,000.00	\$8,000.00	SR2S	2026	
	\$20,000.00	\$20,000.00	\$16,000.00	STCASH	2026	
Construction	\$255,000.00	\$280,500.00	\$224,400.00	HSIPPEN	2023	
	\$100,000.00	\$110,000.00	\$88,000.00	SATRANS	2023	
	\$200,000.00	\$220,000.00	\$176,000.00	SR2S	2023	
	\$100,000.00	\$110,000.00	\$88,000.00	STCASH	2023	
	\$200,000.00	\$220,000.00	\$176,000.00	HSIPPEN	2024	
	\$100,000.00	\$110,000.00	\$88,000.00	SATRANS	2024	
	\$100,000.00	\$110,000.00	\$88,000.00	SR2S	2024	
	\$50,000.00	\$55,000.00	\$44,000.00	STCASH	2024	

	\$75,000.00	\$82,500.00	\$66,000.00	HSIP	2025
	\$500,000.00	\$550,000.00	\$440,000.00	HSIPPEN	2025
	\$25,000.00	\$27,500.00	\$22,000.00	LOCAL	2025
	\$100,000.00	\$110,000.00	\$88,000.00	SATRANS	2025
	\$100,000.00	\$110,000.00	\$88,000.00	SR2S	2025
	\$100,000.00	\$110,000.00	\$88,000.00	STCASH	2025
	\$100,000.00	\$110,000.00	\$88,000.00	STPFLEX	2025
	\$325,000.00	\$357,500.00	\$286,000.00	HSIPPEN	2026
	\$10,000.00	\$11,000.00	\$8,800.00	NFA	2026
	\$100,000.00	\$110,000.00	\$88,000.00	SATRANS	2026
	\$200,000.00	\$220,000.00	\$176,000.00	SR2S	2026
Total Cost	\$3,284,000.00	\$3,558,000.00	\$2,846,400.00		

MOTORIST
ASSISTANCE PATROL
L.000062 (MAP)

Remarks		Type Improvement			Work Type	
Project Phase	Project Cost	Total Cost (w/CE&I+IDC)	Federal Share	Fund	Year	Sponsor
Design						
Engineering	\$5,000.00	\$5,000.00	\$4,000.00	NHPP	2023	
	\$5,000.00	\$5,000.00	\$4,000.00	NHPP	2024	
	\$5,000.00	\$5,000.00	\$4,000.00	NHPP	2025	
	\$5,000.00	\$5,000.00	\$4,000.00	NHPP	2026	
Construction	\$25,000.00	\$27,500.00	\$22,000.00	CM	2023	
	\$25,000.00	\$27,500.00	\$22,000.00	NHPP	2023	
	\$55,000.00	\$60,500.00	\$48,400.00	STP>200K	2023	
	\$5,000.00	\$5,500.00	\$4,400.00	CM	2024	
	\$190,000.00	\$209,000.00	\$167,200.00	NHPP	2024	
	\$235,000.00	\$258,500.00	\$206,800.00	STP>200K	2024	
	\$190,000.00	\$209,000.00	\$167,200.00	NHPP	2025	
	\$280,000.00	\$308,000.00	\$246,400.00	STP>200K	2025	
	\$190,000.00	\$209,000.00	\$167,200.00	NHPP	2026	
	\$180,000.00	\$198,000.00	\$158,400.00	STP>200K	2026	
Total Cost	\$1,395,000.00	\$1,532,500.00	\$1,226,000.00			

TRAFFIC CONTROL
DEVICES PROGRAM
L.000063

Remarks		Type Improvement			Work Type	
Project Phase	Project Cost	Total Cost (w/CE&I+IDC)	Federal Share	Fund	Year	Sponsor
Feasibility	\$25,000.00	\$25,000.00	\$20,000.00	NHPP	2023	
	\$25,000.00	\$25,000.00	\$20,000.00	STPFLEX	2023	
	\$15,000.00	\$15,000.00	\$12,000.00	NHPP	2024	
	\$115,000.00	\$115,000.00	\$92,000.00	STPFLEX	2024	
	\$35,000.00	\$35,000.00	\$28,000.00	NHPP	2025	
	\$35,000.00	\$35,000.00	\$28,000.00	STPFLEX	2025	
	\$35,000.00	\$35,000.00	\$28,000.00	NHPP	2026	
	\$35,000.00	\$35,000.00	\$28,000.00	STPFLEX	2026	
Design						
(Engineering)	\$105,000.00	\$105,000.00	\$84,000.00	NHPP	2023	
	\$5,000.00	\$5,000.00	\$4,000.00	NHPP-E	2023	
	\$25,000.00	\$25,000.00	\$20,000.00	STCASH	2023	
	\$40,000.00	\$40,000.00	\$32,000.00	STPFLEX	2023	
	\$60,000.00	\$60,000.00	\$48,000.00	NHPP	2024	
	\$30,000.00	\$30,000.00	\$24,000.00	STPFLEX	2024	
	\$60,000.00	\$60,000.00	\$48,000.00	NHPP	2025	
	\$30,000.00	\$30,000.00	\$24,000.00	STPFLEX	2025	
	\$30,000.00	\$30,000.00	\$24,000.00	NHPP	2026	
	\$60,000.00	\$60,000.00	\$48,000.00	STPFLEX	2026	
Construction	\$50,000.00	\$55,000.00	\$44,000.00	HSIP	2023	
	\$2,100,000.00	\$2,310,000.00	\$1,848,000.00	NHPP	2023	
	\$250,000.00	\$275,000.00	\$220,000.00	STCASH	2023	
	\$650,000.00	\$715,000.00	\$572,000.00	STPFLEX	2023	
	\$10,000.00	\$11,000.00	\$8,800.00	HSIP	2024	
	\$500,000.00	\$550,000.00	\$440,000.00	HSIPPEN	2024	
	\$1,187,500.00	\$1,306,250.00	\$1,045,000.00	NHPP	2024	
	\$100,000.00	\$110,000.00	\$88,000.00	STCASH	2024	
	\$500,000.00	\$550,000.00	\$440,000.00	STPFLEX	2024	

Transportation Improvement Program (2023 – 2026)					
	\$50,000.00	\$55,000.00	\$44,000.00	HSIP	2025
	\$1,100,000.00	\$1,210,000.00	\$968,000.00	HSIPPEN	2025
	\$1,400,000.00	\$1,540,000.00	\$1,232,000.00	NHPP	2025
	\$1,300,000.00	\$1,430,000.00	\$1,144,000.00	STPFLEX	2025
	\$50,000.00	\$55,000.00	\$44,000.00	HSIP	2026
	\$870,000.00	\$957,000.00	\$765,600.00	NHPP	2026
	\$800,000.00	\$880,000.00	\$704,000.00	STPFLEX	2026
Total Cost	\$11,682,500.00	\$12,774,250.00	\$10,219,400.00		

L.000064

TRANSPORTATION SYSTEMS MANAGEMENT
PROG

Remarks		Type Improvement			Work Type	
Project Phase	Project Cost	Total Cost (w/CE&I+IDC)	Federal Share	Fund	Year	Sponsor
Environmental	\$3,000.00	\$3,000.00	\$2,400.00	NHPP	2024	
	\$2,000.00	\$2,000.00	\$1,600.00	STPFLEX	2024	
	\$5,000.00	\$5,000.00	\$4,000.00	STPFLEX	2025	
	\$5,000.00	\$5,000.00	\$4,000.00	STPFLEX	2026	
Right of Way	\$10,000.00	\$10,000.00	\$8,000.00	NHPP	2023	
	\$4,000.00	\$4,000.00	\$3,200.00	STPFLEX	2023	
	\$12,500.00	\$12,500.00	\$10,000.00	STPFLEX	2024	
	\$55,000.00	\$55,000.00	\$44,000.00	STPFLEX	2025	
Utility Relocation	\$5,000.00	\$5,000.00	\$4,000.00	STPFLEX	2026	
	\$10,000.00	\$10,000.00	\$8,000.00	NHPP	2023	
	\$5,000.00	\$5,000.00	\$4,000.00	STPFLEX	2023	
	\$360,000.00	\$360,000.00	\$288,000.00	STPFLEX	2024	
	\$32,000.00	\$32,000.00	\$25,600.00	NHPP	2025	
	\$1,000.00	\$1,000.00	\$800.00	RAIL PD	2025	
	\$2,000.00	\$2,000.00	\$1,600.00	STPFLEX	2025	
	\$5,000.00	\$5,000.00	\$4,000.00	STPFLEX	2026	
Design (Engineering)	\$5,000.00	\$5,000.00	\$4,000.00	STPFLEX	2024	
	\$50,000.00	\$50,000.00	\$40,000.00	NHPP	2025	
Construction	\$250,000.00	\$275,000.00	\$220,000.00	NHPP	2023	
	\$35,000.00	\$38,500.00	\$30,800.00	STCASH	2023	
	\$550,000.00	\$605,000.00	\$484,000.00	STPFLEX	2023	
	\$10,000.00	\$11,000.00	\$8,800.00	HSIPPEN	2024	
	\$400,000.00	\$440,000.00	\$352,000.00	NHPP	2024	
	\$475,000.00	\$522,500.00	\$418,000.00	STPFLEX	2024	
	\$120,000.00	\$132,000.00	\$105,600.00	COVID	2025	
	\$50,000.00	\$55,000.00	\$44,000.00	HSIP	2025	
	\$50,000.00	\$55,000.00	\$44,000.00	HSIPPEN	2025	
	\$50,000.00	\$55,000.00	\$44,000.00	LOCAL	2025	
	\$590,000.00	\$649,000.00	\$519,200.00	NHPP	2025	
	\$10,000.00	\$11,000.00	\$8,800.00	STCASH	2025	
	\$540,000.00	\$594,000.00	\$475,200.00	STPFLEX	2025	
	\$400,000.00	\$440,000.00	\$352,000.00	NHPP	2026	
	\$500,000.00	\$550,000.00	\$440,000.00	STPFLEX	2026	
Total Cost	\$4,601,500.00	\$5,004,500.00	\$4,003,600.00			

L.000065

ITS SYSTEMS
(STATEWIDE)

Remarks		Type Improvement			Work Type	
Project Phase	Project Cost	Total Cost (w/CE&I+IDC)	Federal Share	Fund	Year	Sponsor
Feasibility	\$30,000.00	\$30,000.00	\$24,000.00	NHPP	2023	
	\$30,000.00	\$30,000.00	\$24,000.00	STCASH	2023	
	\$35,000.00	\$35,000.00	\$28,000.00	STPFLEX	2023	
	\$15,000.00	\$15,000.00	\$12,000.00	NHPP	2024	
	\$50,000.00	\$50,000.00	\$40,000.00	STPFLEX	2024	
	\$20,000.00	\$20,000.00	\$16,000.00	NHPP	2025	
	\$40,000.00	\$40,000.00	\$32,000.00	STPFLEX	2025	
	\$20,000.00	\$20,000.00	\$16,000.00	NHPP	2026	
	\$50,000.00	\$50,000.00	\$40,000.00	STPFLEX	2026	
Design (Engineering)	\$115,000.00	\$115,000.00	\$92,000.00	NHPP	2023	
	\$60,000.00	\$60,000.00	\$48,000.00	STPFLEX	2023	
	\$150,000.00	\$150,000.00	\$120,000.00	NHPP	2024	

Transportation Improvement Program (2023 – 2026)					
Construction		\$200,000.00	\$200,000.00	\$160,000.00	STPFLEX 2024
		\$100,000.00	\$100,000.00	\$80,000.00	NHPP 2025
		\$200,000.00	\$200,000.00	\$160,000.00	STPFLEX 2025
		\$100,000.00	\$100,000.00	\$80,000.00	NHPP 2026
		\$200,000.00	\$200,000.00	\$160,000.00	STPFLEX 2026
		\$800,000.00	\$880,000.00	\$704,000.00	NHPP 2023
		\$75,000.00	\$82,500.00	\$66,000.00	STPFLEX 2023
		\$875,000.00	\$962,500.00	\$770,000.00	NHPP 2024
		\$100,000.00	\$110,000.00	\$88,000.00	STCASH 2024
		\$350,000.00	\$385,000.00	\$308,000.00	STPFLEX 2024
		\$1,100,000.00	\$1,210,000.00	\$968,000.00	NHPP 2025
		\$350,000.00	\$385,000.00	\$308,000.00	STPFLEX 2025
		\$600,000.00	\$660,000.00	\$528,000.00	NHPP 2026
		\$350,000.00	\$385,000.00	\$308,000.00	STPFLEX 2026
	Total Cost	\$6,015,000.00	\$6,475,000.00	\$5,180,000.00	

L.000067 INTERSTATE LIGHTING, ELECTRICAL PROJECTS

Remarks		Type Improvement			Work Type	
Project Phase	Project Cost	Total Cost (w/CE&I+IDC)	Federal Share	Fund	Year	Sponsor
Design (Engineering)	\$20,000.00	\$20,000.00	\$16,000.00	NHPP	2023	
	\$50,000.00	\$50,000.00	\$40,000.00	NHPP	2024	
	\$80,000.00	\$80,000.00	\$64,000.00	NHPP	2025	
	\$50,000.00	\$50,000.00	\$40,000.00	STCASH	2025	
Construction	\$40,000.00	\$40,000.00	\$32,000.00	NHPP	2026	
	\$400,000.00	\$440,000.00	\$352,000.00	NHPP	2023	
	\$300,000.00	\$330,000.00	\$264,000.00	NHPP	2024	
	\$300,000.00	\$330,000.00	\$264,000.00	NHPP	2025	
	\$550,000.00	\$605,000.00	\$484,000.00	NHPP	2026	
Total Cost	\$1,790,000.00	\$1,945,000.00	\$1,556,000.00			

ACCESS
MANAGEMENT
L.000068 PROJECTS

Remarks		Type Improvement			Work Type	
					OPER EFFICIENCY/MOTORIST ASSISTANCE, ACCESS MANAGEMENT	
Project Phase	Project Cost	Total Cost (w/CE&I+IDC)	Federal Share	Fund	Year	Sponsor
Feasibility	\$60,000.00	\$60,000.00	\$48,000.00	NHPP	2023	
	\$40,000.00	\$40,000.00	\$32,000.00	STPFLEX	2023	
	\$30,000.00	\$30,000.00	\$24,000.00	NHPP	2024	
	\$90,000.00	\$90,000.00	\$72,000.00	STPFLEX	2024	
	\$165,000.00	\$165,000.00	\$132,000.00	NHPP	2025	
	\$15,000.00	\$15,000.00	\$12,000.00	STPFLEX	2025	
	\$50,000.00	\$50,000.00	\$40,000.00	NHPP	2026	
	\$10,000.00	\$10,000.00	\$8,000.00	STPFLEX	2026	
Environmental	\$5,000.00	\$5,000.00	\$4,000.00	NHPP	2023	
	\$5,000.00	\$5,000.00	\$4,000.00	STPFLEX	2023	
	\$5,000.00	\$5,000.00	\$4,000.00	NHPP	2024	
	\$10,000.00	\$10,000.00	\$8,000.00	STPFLEX	2024	
	\$5,000.00	\$5,000.00	\$4,000.00	NHPP	2025	
	\$5,000.00	\$5,000.00	\$4,000.00	STPFLEX	2025	
	\$5,000.00	\$5,000.00	\$4,000.00	NHPP	2026	
	\$5,000.00	\$5,000.00	\$4,000.00	STPFLEX	2026	
	\$10,000.00	\$10,000.00	\$8,000.00	HSIP	2023	
	\$30,000.00	\$30,000.00	\$24,000.00	NHPP	2023	
Right of Way	\$7,500.00	\$7,500.00	\$6,000.00	STCASH	2023	
	\$40,000.00	\$40,000.00	\$32,000.00	STPFLEX	2023	
	\$135,000.00	\$135,000.00	\$108,000.00	NHPP	2024	
	\$65,000.00	\$65,000.00	\$52,000.00	STPFLEX	2024	
	\$40,000.00	\$40,000.00	\$32,000.00	NHPP	2025	
	\$325,000.00	\$325,000.00	\$260,000.00	STBONDS	2025	
	\$150,000.00	\$150,000.00	\$120,000.00	STPFLEX	2025	
	\$5,000.00	\$5,000.00	\$4,000.00	NHPP	2026	
	\$75,000.00	\$75,000.00	\$60,000.00	STPFLEX	2026	
Utility Relocation	\$82,500.00	\$82,500.00	\$66,000.00	HSIP	2023	
	\$2,500.00	\$2,500.00	\$2,000.00	NHPP	2023	

Transportation Improvement Program (2023 – 2026)

	\$95,000.00	\$95,000.00	\$76,000.00	STPFLEX	2023
	\$20,000.00	\$20,000.00	\$16,000.00	NHPP	2024
	\$100,000.00	\$100,000.00	\$80,000.00	STPFLEX	2024
	\$20,000.00	\$20,000.00	\$16,000.00	NHPP	2025
	\$60,000.00	\$60,000.00	\$48,000.00	STBONDS	2025
	\$80,000.00	\$80,000.00	\$64,000.00	STPFLEX	2025
	\$20,000.00	\$20,000.00	\$16,000.00	NHPP	2026
	\$20,000.00	\$20,000.00	\$16,000.00	STPFLEX	2026
Design (Engineering)					
	\$25,000.00	\$25,000.00	\$20,000.00	HSIP	2023
	\$50,000.00	\$50,000.00	\$40,000.00	NHPP	2023
	\$75,000.00	\$75,000.00	\$60,000.00	STPFLEX	2023
	\$110,000.00	\$110,000.00	\$88,000.00	NHPP	2024
Construction	\$650.00	\$650.00	\$520.00	SATRANS	2024
	\$50,000.00	\$50,000.00	\$40,000.00	STPFLEX	2024
	\$30,000.00	\$30,000.00	\$24,000.00	NHPP	2025
	\$90,000.00	\$90,000.00	\$72,000.00	STPFLEX	2025
	\$50,000.00	\$50,000.00	\$40,000.00	NHPP	2026
	\$50,000.00	\$50,000.00	\$40,000.00	STPFLEX	2026
	\$50,000.00	\$55,000.00	\$44,000.00	NHPP	2023
	\$25,000.00	\$27,500.00	\$22,000.00	STPFLEX	2023
	\$100,000.00	\$110,000.00	\$88,000.00	HSIP	2024
	\$10,000.00	\$11,000.00	\$8,800.00	NHPP	2024
	\$200,000.00	\$220,000.00	\$176,000.00	STCASH	2024
	\$625,000.00	\$687,500.00	\$550,000.00	STPFLEX	2024
	\$150,000.00	\$165,000.00	\$132,000.00	HSIP	2025
	\$775,000.00	\$852,500.00	\$682,000.00	NHPP	2025
	\$440,000.00	\$484,000.00	\$387,200.00	STPFLEX	2025
	\$200,000.00	\$220,000.00	\$176,000.00	NHPP	2026
	\$1,300,000.00	\$1,430,000.00	\$1,144,000.00	STBONDS	2026
	\$500,000.00	\$550,000.00	\$440,000.00	STPFLEX	2026
Total Cost		\$6,793,150.00	\$7,230,650.00	\$5,784,520.00	

L.000069 ROAD TRANSFER PROGRAM

Remarks		Type Improvement			Work Type	
					ROAD TRANSFER	
Project Phase	Project Cost	Total Cost (w/CE&I+IDC)	Federal Share	Fund	Year	Sponsor
Environmental Right of Way	\$2,500.00	\$2,500.00	\$2,000.00	STPFLEX	2024	
	\$20,000.00	\$20,000.00	\$16,000.00	NFA	2023	
	\$20,000.00	\$20,000.00	\$16,000.00	STPFLEX	2023	
	\$20,000.00	\$20,000.00	\$16,000.00	NFA	2024	
	\$20,000.00	\$20,000.00	\$16,000.00	STPFLEX	2024	
	\$20,000.00	\$20,000.00	\$16,000.00	NFA	2025	
	\$20,000.00	\$20,000.00	\$16,000.00	STPFLEX	2025	
	\$20,000.00	\$20,000.00	\$16,000.00	NFA	2026	
	\$20,000.00	\$20,000.00	\$16,000.00	STPFLEX	2026	
Utility Relocation	\$20,000.00	\$20,000.00	\$16,000.00	NFA	2023	
	\$50,000.00	\$50,000.00	\$40,000.00	STPFLEX	2023	
	\$20,000.00	\$20,000.00	\$16,000.00	NFA	2024	
	\$20,000.00	\$20,000.00	\$16,000.00	STPFLEX	2024	
	\$20,000.00	\$20,000.00	\$16,000.00	NFA	2025	
	\$50,000.00	\$50,000.00	\$40,000.00	STPFLEX	2025	
	\$20,000.00	\$20,000.00	\$16,000.00	NFA	2026	
	\$20,000.00	\$20,000.00	\$16,000.00	STPFLEX	2026	
Design (Engineering)	\$10,000.00	\$10,000.00	\$8,000.00	HSIP	2023	
	\$10,000.00	\$10,000.00	\$8,000.00	HSIPPEN	2023	
	\$10,000.00	\$10,000.00	\$8,000.00	NFA	2023	
	\$25,000.00	\$25,000.00	\$20,000.00	NHPP	2023	
	\$10,000.00	\$10,000.00	\$8,000.00	STPFLEX	2023	
	\$50,000.00	\$50,000.00	\$40,000.00	HSIP	2024	
	\$50,000.00	\$50,000.00	\$40,000.00	HSIPPEN	2024	
	\$50,000.00	\$50,000.00	\$40,000.00	NFA	2024	
	\$50,000.00	\$50,000.00	\$40,000.00	NHPP	2024	
	\$50,000.00	\$50,000.00	\$40,000.00	STPFLEX	2024	
	\$50,000.00	\$50,000.00	\$40,000.00	HSIP	2025	
	\$50,000.00	\$50,000.00	\$40,000.00	HSIPPEN	2025	
	\$50,000.00	\$50,000.00	\$40,000.00	NFA	2025	
	\$50,000.00	\$50,000.00	\$40,000.00	NHPP	2025	
	\$50,000.00	\$50,000.00	\$40,000.00	STPFLEX	2025	

Construction		\$50,000.00	\$50,000.00	\$40,000.00	HSIP	2026
		\$50,000.00	\$50,000.00	\$40,000.00	HSIPPEN	2026
		\$50,000.00	\$50,000.00	\$40,000.00	NFA	2026
		\$50,000.00	\$50,000.00	\$40,000.00	NHPP	2026
		\$50,000.00	\$50,000.00	\$40,000.00	STCASH	2026
		\$50,000.00	\$50,000.00	\$40,000.00	STPFLEX	2026
		\$50,000.00	\$55,000.00	\$44,000.00	HSIP	2023
		\$50,000.00	\$55,000.00	\$44,000.00	HSIPPEN	2023
		\$1,500,000.00	\$1,650,000.00	\$1,320,000.00	NFA	2023
		\$700,000.00	\$770,000.00	\$616,000.00	NHPP	2023
		\$600,000.00	\$660,000.00	\$528,000.00	STPFLEX	2023
		\$50,000.00	\$55,000.00	\$44,000.00	HSIP	2024
		\$50,000.00	\$55,000.00	\$44,000.00	HSIPPEN	2024
		\$50,000.00	\$55,000.00	\$44,000.00	LOCAL	2024
		\$1,500,000.00	\$1,650,000.00	\$1,320,000.00	NFA	2024
		\$1,250,000.00	\$1,375,000.00	\$1,100,000.00	NHPP	2024
		\$50,000.00	\$55,000.00	\$44,000.00	STP>200K	2024
		\$550,000.00	\$605,000.00	\$484,000.00	STPFLEX	2024
		\$25,000.00	\$27,500.00	\$22,000.00	HSIP	2025
		\$25,000.00	\$27,500.00	\$22,000.00	HSIPPEN	2025
		\$250,000.00	\$275,000.00	\$220,000.00	LOCAL	2025
		\$1,300,000.00	\$1,430,000.00	\$1,144,000.00	NFA	2025
		\$25,000.00	\$27,500.00	\$22,000.00	NHPP	2025
		\$700,000.00	\$770,000.00	\$616,000.00	STPFLEX	2025
		\$50,000.00	\$55,000.00	\$44,000.00	HSIP	2026
		\$50,000.00	\$55,000.00	\$44,000.00	HSIPPEN	2026
		\$50,000.00	\$55,000.00	\$44,000.00	LOCAL	2026
		\$1,500,000.00	\$1,650,000.00	\$1,320,000.00	NFA	2026
		\$700,000.00	\$770,000.00	\$616,000.00	NHPP	2026
		\$700,000.00	\$770,000.00	\$616,000.00	STPFLEX	2026
Total Cost		\$13,022,500.00	\$14,200,000.00	\$11,360,000.00		

INTERSTATE REST
L.000070 AREA REHABILITATION

Remarks		Type Improvement			Work Type	
Project Phase	Project Cost	Total Cost (w/CE&I+IDC)	Federal Share	Fund	Year	Sponsor
Construction	\$20,000.00	\$22,000.00	\$17,600.00	NHPP	2023	
	\$120,000.00	\$132,000.00	\$105,600.00	NHPP	2024	
	\$120,000.00	\$132,000.00	\$105,600.00	NHPP	2025	
	\$120,000.00	\$132,000.00	\$105,600.00	NHPP	2026	
Total Cost		\$380,000.00	\$418,000.00	\$334,400.00		

WEIGH STATION REHABILITATION /
L.000071 UPGRADE

Remarks		Type Improvement			Work Type	
Project Phase	Project Cost	Total Cost (w/CE&I+IDC)	Federal Share	Fund	Year	Sponsor
Feasibility	\$6,500.00	\$6,500.00	\$5,200.00	NHPP	2024	
	\$2,500.00	\$2,500.00	\$2,000.00	NHPP	2025	
	\$2,500.00	\$2,500.00	\$2,000.00	NHPP	2026	
Design (Engineering)	\$15,000.00	\$15,000.00	\$12,000.00	NHPP	2024	
	\$15,000.00	\$15,000.00	\$12,000.00	NHPP	2025	
	\$15,000.00	\$15,000.00	\$12,000.00	NHPP	2026	
Construction	\$210,000.00	\$231,000.00	\$184,800.00	NHPP	2023	
	\$80,000.00	\$88,000.00	\$70,400.00	OTHER	2023	
	\$5,000.00	\$5,500.00	\$4,400.00	NHPP	2024	
	\$5,000.00	\$5,500.00	\$4,400.00	STPFLEX	2024	
	\$125,000.00	\$137,500.00	\$110,000.00	NHPP	2025	
	\$5,000.00	\$5,500.00	\$4,400.00	STPFLEX	2025	
	\$50,000.00	\$55,000.00	\$44,000.00	NHPP	2026	
	\$5,000.00	\$5,500.00	\$4,400.00	STPFLEX	2026	
Total Cost		\$541,500.00	\$590,000.00	\$472,000.00		

L.000072 MOVEABLE BRIDGE PROGRAM (ELEC/MECH)

Remarks		Type Improvement			Work Type	
Project Phase	Project Cost	Total Cost (w/CE&I+IDC)	Federal Share	Fund	Year	Sponsor

Transportation Improvement Program (2023 – 2026)					
Design (Engineering)	\$10,000.00	\$10,000.00	\$8,000.00	STPFLEX	2023
	\$10,000.00	\$10,000.00	\$8,000.00	STPFLEX	2024
	\$10,000.00	\$10,000.00	\$8,000.00	STPFLEX	2025
	\$10,000.00	\$10,000.00	\$8,000.00	STPFLEX	2026
Construction	\$100.00	\$110.00	\$88.00	FBROFF	2023
	\$30,000.00	\$33,000.00	\$26,400.00	NHPP	2023
	\$50,000.00	\$55,000.00	\$44,000.00	STCASH	2023
	\$140,000.00	\$154,000.00	\$123,200.00	STPFLEX	2023
	\$75,100.00	\$82,610.00	\$66,088.00	FBROFF	2024
	\$30,000.00	\$33,000.00	\$26,400.00	NHPP	2024
	\$245,000.00	\$269,500.00	\$215,600.00	STPFLEX	2024
	\$100.00	\$110.00	\$88.00	FBROFF	2025
	\$170,000.00	\$187,000.00	\$149,600.00	STPFLEX	2025
	\$100.00	\$110.00	\$88.00	FBROFF	2026
	\$200,000.00	\$220,000.00	\$176,000.00	STPFLEX	2026
Total Cost	\$980,400.00	\$1,074,440.00	\$859,552.00		

URGENT BRIDGE L.000073 REPAIR/REPLACEMENT					
Remarks		Type Improvement			Work Type
Project Phase	Project Cost	Total Cost (w/CE&I+IDC)	Federal Share	Fund	Year Sponsor
Environmental	\$1,000.00	\$1,000.00	\$800.00	NHPP	2023
	\$1,000.00	\$1,000.00	\$800.00	NHPP	2024
	\$1,000.00	\$1,000.00	\$800.00	NHPP	2025
	\$1,000.00	\$1,000.00	\$800.00	NHPP	2026
Utility Relocation	\$1,000.00	\$1,000.00	\$800.00	NHPP	2023
	\$1,000.00	\$1,000.00	\$800.00	NHPP	2024
	\$1,000.00	\$1,000.00	\$800.00	NHPP	2025
	\$1,000.00	\$1,000.00	\$800.00	NHPP	2026
Design (Engineering)	\$25,000.00	\$25,000.00	\$20,000.00	NHPP	2023
	\$100,000.00	\$100,000.00	\$80,000.00	REIMB	2023
	\$25,000.00	\$25,000.00	\$20,000.00	STPFLEX	2023
	\$50,000.00	\$50,000.00	\$40,000.00	NHPP	2024
	\$100,000.00	\$100,000.00	\$80,000.00	REIMB	2024
	\$50,000.00	\$50,000.00	\$40,000.00	STPFLEX	2024
	\$200,000.00	\$200,000.00	\$160,000.00	NHPP	2025
	\$100,000.00	\$100,000.00	\$80,000.00	REIMB	2025
	\$200,000.00	\$200,000.00	\$160,000.00	STPFLEX	2025
	\$200,000.00	\$200,000.00	\$160,000.00	NHPP	2026
	\$100,000.00	\$100,000.00	\$80,000.00	REIMB	2026
	\$200,000.00	\$200,000.00	\$160,000.00	STPFLEX	2026
Construction	\$50,000.00	\$55,000.00	\$44,000.00	NHPP	2023
	\$400,000.00	\$440,000.00	\$352,000.00	REIMB	2023
	\$50,000.00	\$55,000.00	\$44,000.00	STPFLEX	2023
	\$100,000.00	\$110,000.00	\$88,000.00	NHPP	2024
	\$400,000.00	\$440,000.00	\$352,000.00	REIMB	2024
	\$400,000.00	\$440,000.00	\$352,000.00	STPFLEX	2024
	\$500,000.00	\$550,000.00	\$440,000.00	NHPP	2025
	\$400,000.00	\$440,000.00	\$352,000.00	REIMB	2025
	\$400,000.00	\$440,000.00	\$352,000.00	STPFLEX	2025
	\$500,000.00	\$550,000.00	\$440,000.00	NHPP	2026
	\$400,000.00	\$440,000.00	\$352,000.00	REIMB	2026
	\$500,000.00	\$550,000.00	\$440,000.00	STPFLEX	2026
Total Cost	\$5,458,000.00	\$5,868,000.00	\$4,694,400.00		

BRIDGE PREVENTIVE MAINTENANCE L.000074 PROGRAM					
Remarks		Type Improvement			Work Type
Project Phase	Project Cost	Total Cost (w/CE&I+IDC)	Federal Share	Fund	Year Sponsor
Design (Engineering)	\$60,000.00	\$60,000.00	\$48,000.00	NHPP	2023
	\$60,000.00	\$60,000.00	\$48,000.00	STPFLEX	2023
	\$60,000.00	\$60,000.00	\$48,000.00	NHPP	2024
	\$60,000.00	\$60,000.00	\$48,000.00	STPFLEX	2024
	\$120,000.00	\$120,000.00	\$96,000.00	NHPP	2025
	\$60,000.00	\$60,000.00	\$48,000.00	STPFLEX	2025

Transportation Improvement Program (2023 – 2026)

Construction	\$60,000.00	\$60,000.00	\$48,000.00	NHPP	2026
	\$60,000.00	\$60,000.00	\$48,000.00	STPFLEX	2026
	\$450,000.00	\$495,000.00	\$396,000.00	NHPP	2023
	\$25,000.00	\$27,500.00	\$22,000.00	STP>200K	2023
	\$25,000.00	\$27,500.00	\$22,000.00	STPFLEX	2023
	\$1,000,000.00	\$1,100,000.00	\$880,000.00	NHPP	2024
	\$37,500.00	\$41,250.00	\$33,000.00	REIMBB	2024
	\$500,000.00	\$550,000.00	\$440,000.00	STPFLEX	2024
	\$500,000.00	\$550,000.00	\$440,000.00	NHPP	2025
	\$1,000,000.00	\$1,100,000.00	\$880,000.00	STPFLEX	2025
	\$1,000,000.00	\$1,100,000.00	\$880,000.00	NHPP	2026
	\$500,000.00	\$550,000.00	\$440,000.00	STPFLEX	2026
Total Cost	\$5,577,500.00	\$6,081,250.00	\$4,865,000.00		

**BRIDGE PAINTING
L.000075 PROGRAM**

Remarks		Type Improvement			Work Type	
Project Phase	Project Cost	Total Cost (w/CE&I+IDC)	Federal Share	Fund	Year	Sponsor
Design (Engineering)	\$50,000.00	\$50,000.00	\$40,000.00	NHPP	2023	
	\$50,000.00	\$50,000.00	\$40,000.00	STPFLEX	2023	
	\$50,000.00	\$50,000.00	\$40,000.00	NHPP	2024	
	\$50,000.00	\$50,000.00	\$40,000.00	SP	2024	
	\$50,000.00	\$50,000.00	\$40,000.00	NHPP	2025	
	\$50,000.00	\$50,000.00	\$40,000.00	STPFLEX	2025	
	\$50,000.00	\$50,000.00	\$40,000.00	NHPP	2026	
	\$50,000.00	\$50,000.00	\$40,000.00	STPFLEX	2026	
Construction	\$25,000.00	\$27,500.00	\$22,000.00	NHPP	2023	
	\$25,000.00	\$27,500.00	\$22,000.00	STPFLEX	2023	
	\$50,000.00	\$55,000.00	\$44,000.00	NHPP	2024	
	\$100,000.00	\$110,000.00	\$88,000.00	STPFLEX	2024	
	\$80,000.00	\$88,000.00	\$70,400.00	NHPP	2025	
	\$1,320,000.00	\$1,452,000.00	\$1,161,600.00	STPFLEX	2025	
	\$500,000.00	\$550,000.00	\$440,000.00	NHPP	2026	
	\$100,000.00	\$110,000.00	\$88,000.00	STPFLEX	2026	
Total Cost	\$2,600,000.00	\$2,820,000.00	\$2,256,000.00			

**ON-SYSTEM BRIDGE
L.000076 PROGRAM w CE**

Remarks		Type Improvement			Work Type	
Project Phase	Project Cost	Total Cost (w/CE&I+IDC)	Federal Share	Fund	Year	Sponsor
Feasibility	\$10,000.00	\$10,000.00	\$8,000.00	FBROFF	2023	
	\$10,000.00	\$10,000.00	\$8,000.00	NHPP	2023	
	\$10,000.00	\$10,000.00	\$8,000.00	STPFLEX	2023	
	\$10,000.00	\$10,000.00	\$8,000.00	FBROFF	2024	
	\$10,000.00	\$10,000.00	\$8,000.00	NHPP	2024	
	\$10,000.00	\$10,000.00	\$8,000.00	STPFLEX	2024	
	\$10,000.00	\$10,000.00	\$8,000.00	FBROFF	2025	
	\$10,000.00	\$10,000.00	\$8,000.00	NHPP	2025	
	\$10,000.00	\$10,000.00	\$8,000.00	STPFLEX	2025	
	\$10,000.00	\$10,000.00	\$8,000.00	FBROFF	2026	
	\$10,000.00	\$10,000.00	\$8,000.00	NHPP	2026	
	\$10,000.00	\$10,000.00	\$8,000.00	STPFLEX	2026	
Environmental	\$30,000.00	\$30,000.00	\$24,000.00	FBROFF	2023	
	\$40,000.00	\$40,000.00	\$32,000.00	NHPP	2023	
	\$30,000.00	\$30,000.00	\$24,000.00	STPFLEX	2023	
	\$30,000.00	\$30,000.00	\$24,000.00	FBROFF	2024	
	\$20,000.00	\$20,000.00	\$16,000.00	LOCAL	2024	
	\$40,000.00	\$40,000.00	\$32,000.00	NHPP	2024	
	\$30,000.00	\$30,000.00	\$24,000.00	STPFLEX	2024	
	\$30,000.00	\$30,000.00	\$24,000.00	FBROFF	2025	
	\$40,000.00	\$40,000.00	\$32,000.00	NHPP	2025	
	\$30,000.00	\$30,000.00	\$24,000.00	STPFLEX	2025	
	\$30,000.00	\$30,000.00	\$24,000.00	FBROFF	2026	
	\$100,000.00	\$100,000.00	\$80,000.00	NHPP	2026	
	\$30,000.00	\$30,000.00	\$24,000.00	STPFLEX	2026	

Transportation Improvement Program (2023 – 2026)					
Right of Way	\$100,000.00	\$100,000.00	\$80,000.00	FBROFF	2023
	\$50,000.00	\$50,000.00	\$40,000.00	NHPP	2023
	\$100,000.00	\$100,000.00	\$80,000.00	STCASH	2023
	\$100,000.00	\$100,000.00	\$80,000.00	STPFLEX	2023
	\$100,000.00	\$100,000.00	\$80,000.00	FBROFF	2024
	\$100,000.00	\$100,000.00	\$80,000.00	NHPP	2024
	\$300,000.00	\$300,000.00	\$240,000.00	STPFLEX	2024
	\$160,000.00	\$160,000.00	\$128,000.00	FBROFF	2025
	\$50,000.00	\$50,000.00	\$40,000.00	NHPP	2025
	\$50,000.00	\$50,000.00	\$40,000.00	STCASH	2025
	\$200,000.00	\$200,000.00	\$160,000.00	STPFLEX	2025
	\$100,000.00	\$100,000.00	\$80,000.00	FBROFF	2026
	\$200,000.00	\$200,000.00	\$160,000.00	NHPP	2026
	\$200,000.00	\$200,000.00	\$160,000.00	STPFLEX	2026
Utility Relocation	\$120,000.00	\$120,000.00	\$96,000.00	FBROFF	2023
	\$100,000.00	\$100,000.00	\$80,000.00	NHPP	2023
	\$250,000.00	\$250,000.00	\$200,000.00	STPFLEX	2023
	\$50,000.00	\$50,000.00	\$40,000.00	FBROFF	2024
	\$10,000.00	\$10,000.00	\$8,000.00	LOCAL	2024
	\$100,000.00	\$100,000.00	\$80,000.00	NHPP	2024
	\$625,000.00	\$625,000.00	\$500,000.00	STPFLEX	2024
	\$120,000.00	\$120,000.00	\$96,000.00	FBROFF	2025
	\$25,000.00	\$25,000.00	\$20,000.00	NHPP	2025
	\$130,000.00	\$130,000.00	\$104,000.00	STPFLEX	2025
	\$50,000.00	\$50,000.00	\$40,000.00	FBROFF	2026
	\$200,000.00	\$200,000.00	\$160,000.00	NHPP	2026
	\$150,000.00	\$150,000.00	\$120,000.00	STPFLEX	2026
Design (Engineering)	\$25,000.00	\$25,000.00	\$20,000.00	FBROFF	2023
	\$180,000.00	\$180,000.00	\$144,000.00	NHPP	2023
	\$2,000.00	\$2,000.00	\$1,600.00	STCASH	2023
	\$50,000.00	\$50,000.00	\$40,000.00	STPFLEX	2023
	\$325,000.00	\$325,000.00	\$260,000.00	FBROFF	2024
	\$200,000.00	\$200,000.00	\$160,000.00	NHPP	2024
	\$40,000.00	\$40,000.00	\$32,000.00	REIMB	2024
	\$4,000.00	\$4,000.00	\$3,200.00	STCASH	2024
	\$200,000.00	\$200,000.00	\$160,000.00	STPFLEX	2024
	\$890,000.00	\$890,000.00	\$712,000.00	FBROFF	2025
	\$15,000.00	\$15,000.00	\$12,000.00	LOCAL	2025
	\$550,000.00	\$550,000.00	\$440,000.00	NFA	2025
	\$200,000.00	\$200,000.00	\$160,000.00	NHPP	2025
	\$60,000.00	\$60,000.00	\$48,000.00	REIMB	2025
	\$50,000.00	\$50,000.00	\$40,000.00	STCASH	2025
	\$1,687,500.00	\$1,687,500.00	\$1,350,000.00	STPFLEX	2025
	\$100,000.00	\$100,000.00	\$80,000.00	FBROFF	2026
	\$200,000.00	\$200,000.00	\$160,000.00	NHPP	2026
	\$200,000.00	\$200,000.00	\$160,000.00	STPFLEX	2026
Construction	\$800,000.00	\$880,000.00	\$704,000.00	FBROFF	2023
	\$25,000.00	\$27,500.00	\$22,000.00	HSIP	2023
	\$600,000.00	\$660,000.00	\$528,000.00	NHPP	2023
	\$50,000.00	\$55,000.00	\$44,000.00	REIMB	2023
	\$1,200,000.00	\$1,320,000.00	\$1,056,000.00	STCASH	2023
	\$5,670,000.00	\$6,237,000.00	\$4,989,600.00	STPFLEX	2023
	\$1,200,000.00	\$1,320,000.00	\$1,056,000.00	FBROFF	2024
	\$50,000.00	\$55,000.00	\$44,000.00	NFA	2024
	\$13,400,000.00	\$14,740,000.00	\$11,792,000.00	NHPP	2024
	\$1,800,000.00	\$1,980,000.00	\$1,584,000.00	NHPP-E	2024
	\$100,000.00	\$110,000.00	\$88,000.00	REIMB	2024
	\$2,800,000.00	\$3,080,000.00	\$2,464,000.00	STCASH	2024
	\$4,600,000.00	\$5,060,000.00	\$4,048,000.00	STPFLEX	2024
	\$300,000.00	\$330,000.00	\$264,000.00	DEMO	2025
	\$3,000,000.00	\$3,300,000.00	\$2,640,000.00	FBROFF	2025
	\$150,000.00	\$165,000.00	\$132,000.00	HSIP	2025
	\$150,000.00	\$165,000.00	\$132,000.00	NFA	2025
	\$2,000,000.00	\$2,200,000.00	\$1,760,000.00	NHPP	2025
	\$50,000.00	\$55,000.00	\$44,000.00	OTHER	2025
	\$100,000.00	\$110,000.00	\$88,000.00	REIMB	2025
	\$5,000,000.00	\$5,500,000.00	\$4,400,000.00	STCASH	2025
	\$3,100,000.00	\$3,410,000.00	\$2,728,000.00	STPFLEX	2025
	\$2,000,000.00	\$2,200,000.00	\$1,760,000.00	STPFLEX-E	2025
	\$2,000,000.00	\$2,200,000.00	\$1,760,000.00	TIFIA	2025
	\$1,000,000.00	\$1,100,000.00	\$880,000.00	DEMO	2026
	\$50,000.00	\$55,000.00	\$44,000.00	ER	2026

	\$2,000,000.00	\$2,200,000.00	\$1,760,000.00	FBROFF	2026
	\$2,500,000.00	\$2,750,000.00	\$2,200,000.00	NHPP	2026
	\$200,000.00	\$220,000.00	\$176,000.00	REIMB	2026
	\$2,937,500.00	\$3,231,250.00	\$2,585,000.00	STPFLEX	2026
Total Cost	\$68,151,000.00	\$74,034,250.00	\$59,227,400.00		

**BRIDGE SCOUR
L.000077 ANALYSIS**

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

**OFF-SYSTEM BRIDGE REPLACEMENT
L.000078 PROGRAM**

Remarks		Type Improvement			Work Type	
Project Phase	Project Cost	Total Cost (w/CE&I+IDC)	Federal Share	Fund	Year	Sponsor
Environmental	\$20,000.00	\$20,000.00	\$16,000.00	FBROFF	2023	
	\$20,000.00	\$20,000.00	\$16,000.00	FBROFF	2024	
	\$20,000.00	\$20,000.00	\$16,000.00	FBROFF	2025	
	\$20,000.00	\$20,000.00	\$16,000.00	FBROFF	2026	
Right of Way	\$100,000.00	\$100,000.00	\$80,000.00	FBROFF	2025	
	\$100,000.00	\$100,000.00	\$80,000.00	FBROFF	2026	
Design (Engineering)	\$30,000.00	\$30,000.00	\$24,000.00	FBROFF	2023	
	\$70,000.00	\$70,000.00	\$56,000.00	FBROFF	2024	
	\$255,000.00	\$255,000.00	\$204,000.00	FBROFF	2025	
	\$20,000.00	\$20,000.00	\$16,000.00	STPFLEX	2025	
	\$140,000.00	\$140,000.00	\$112,000.00	FBROFF	2026	
	\$10,000.00	\$10,000.00	\$8,000.00	STPFLEX	2026	
Construction	\$1,250,000.00	\$1,375,000.00	\$1,100,000.00	FBROFF	2023	
	\$150,000.00	\$165,000.00	\$132,000.00	STCASH	2023	
	\$50,000.00	\$55,000.00	\$44,000.00	STPFLEX	2023	
	\$2,500,000.00	\$2,750,000.00	\$2,200,000.00	FBROFF	2024	
	\$250,000.00	\$275,000.00	\$220,000.00	STCASH	2024	
	\$2,000,000.00	\$2,200,000.00	\$1,760,000.00	STGEN	2024	
	\$2,200,000.00	\$2,420,000.00	\$1,936,000.00	FBROFF	2025	
	\$100,000.00	\$110,000.00	\$88,000.00	STCASH	2025	
	\$2,000,000.00	\$2,200,000.00	\$1,760,000.00	STGEN	2025	
	\$2,200,000.00	\$2,420,000.00	\$1,936,000.00	FBROFF	2026	
	\$2,000,000.00	\$2,200,000.00	\$1,760,000.00	STGEN	2026	
Total Cost	\$15,505,000.00	\$16,975,000.00	\$13,580,000.00			

**BRIDGE
DISCRETIONARY
L.000079 PROGRAM**

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

Total Cost\$48,000.00\$52,000.00\$41,600.00

L.000080MISC FEDERAL DISCRETIONARY PROJECTS

Remarks		Type Improvement			Work Type	
Project Phase	Project Cost	Total Cost (w/CE&I+IDC)	Federal Share	Fund	Year	Sponsor
Design (Engineering)	\$10,000.00	\$10,000.00	\$8,000.00	FLH	2023	
	\$10,000.00	\$10,000.00	\$8,000.00	FLH	2024	
	\$10,000.00	\$10,000.00	\$8,000.00	FLH	2025	
	\$10,000.00	\$10,000.00	\$8,000.00	FLH	2026	
Construction	\$20,000.00	\$22,000.00	\$17,600.00	FLH	2023	
	\$10,000.00	\$11,000.00	\$8,800.00	FLH	2024	
	\$10,000.00	\$11,000.00	\$8,800.00	FLH	2025	
	\$10,000.00	\$11,000.00	\$8,800.00	FLH	2026	
Total Cost	\$90,000.00	\$95,000.00	\$76,000.00			

L.000081VARIOUS DEMO PROJECTS

Remarks		Type Improvement			Work Type	
Project Phase	Project Cost	Total Cost (w/CE&I+IDC)	Federal Share	Fund	Year	Sponsor
Feasibility	\$20,000.00	\$20,000.00	\$16,000.00		2023	
	\$18,000.00	\$18,000.00	\$14,400.00		2024	
	\$2,000.00	\$2,000.00	\$1,600.00		2024	
	\$5,000.00	\$5,000.00	\$4,000.00		2024	
	\$20,000.00	\$20,000.00	\$16,000.00		2025	
Environmental	\$20,000.00	\$20,000.00	\$16,000.00		2026	
	\$20,000.00	\$20,000.00	\$16,000.00		2023	
	\$20,000.00	\$20,000.00	\$16,000.00		2024	
	\$20,000.00	\$20,000.00	\$16,000.00		2025	
	\$20,000.00	\$20,000.00	\$16,000.00		2026	
Right of Way	\$20,000.00	\$20,000.00	\$16,000.00		2023	
	\$20,000.00	\$20,000.00	\$16,000.00		2024	
	\$20,000.00	\$20,000.00	\$16,000.00		2025	
	\$20,000.00	\$20,000.00	\$16,000.00		2026	
Utility Relocation	\$20,000.00	\$20,000.00	\$16,000.00		2023	
	\$15,000.00	\$15,000.00	\$12,000.00		2024	
	\$5,000.00	\$5,000.00	\$4,000.00		2024	
	\$15,000.00	\$15,000.00	\$12,000.00		2025	
	\$5,000.00	\$5,000.00	\$4,000.00		2025	
Design (Engineering)	\$20,000.00	\$20,000.00	\$16,000.00		2026	
	\$20,000.00	\$20,000.00	\$16,000.00		2023	
	\$80,000.00	\$80,000.00	\$64,000.00		2024	
	\$20,000.00	\$20,000.00	\$16,000.00		2025	
	\$20,000.00	\$20,000.00	\$16,000.00		2026	
Construction	\$380,000.00	\$418,000.00	\$334,400.00		2023	
	\$120,000.00	\$132,000.00	\$105,600.00		2023	
	\$350,000.00	\$385,000.00	\$308,000.00		2024	
	\$150,000.00	\$165,000.00	\$132,000.00		2024	
	\$350,000.00	\$385,000.00	\$308,000.00		2025	
	\$150,000.00	\$165,000.00	\$132,000.00		2025	
	\$500,000.00	\$550,000.00	\$440,000.00		2026	
Total Cost	\$2,465,000.00	\$2,665,000.00	\$2,132,000.00			

L.000082MISC STATEWIDE TCSP PROJECTS

Remarks		Type Improvement			Work Type	
Project Phase	Project Cost	Total Cost (w/CE&I+IDC)	Federal Share	Fund	Year	Sponsor
Right of Way	\$5,000.00	\$5,000.00	\$4,000.00	TCSP	2023	
	\$5,000.00	\$5,000.00	\$4,000.00	TCSP	2024	
	\$5,000.00	\$5,000.00	\$4,000.00	TCSP	2025	
	\$5,000.00	\$5,000.00	\$4,000.00	TCSP	2026	

Transportation Improvement Program (2023 – 2026)					
Utility Relocation	\$5,000.00	\$5,000.00	\$4,000.00	TCSP	2023
	\$5,000.00	\$5,000.00	\$4,000.00	TCSP	2024
	\$5,000.00	\$5,000.00	\$4,000.00	TCSP	2025
	\$5,000.00	\$5,000.00	\$4,000.00	TCSP	2026
Design (Engineering)	\$50,000.00	\$50,000.00	\$40,000.00	TCSP	2023
	\$50,000.00	\$50,000.00	\$40,000.00	TCSP	2024
	\$50,000.00	\$50,000.00	\$40,000.00	TCSP	2025
	\$50,000.00	\$50,000.00	\$40,000.00	TCSP	2026
Construction	\$25,000.00	\$27,500.00	\$22,000.00	STP>200K	2023
	\$25,000.00	\$27,500.00	\$22,000.00	TCSP	2023
	\$100,000.00	\$110,000.00	\$88,000.00	TCSP	2024
	\$100,000.00	\$110,000.00	\$88,000.00	TCSP	2025
	\$100,000.00	\$110,000.00	\$88,000.00	TCSP	2026
Total Cost	\$590,000.00	\$625,000.00	\$500,000.00		

CONVERSION OF AC (INCLUDES DEBT SERVICE)						
L.000083						
Remarks		Type Improvement			Work Type	
Project Phase	Project Cost	Total Cost (w/CE&I+IDC)	Federal Share	Fund	Year	Sponsor
Feasibility	\$10,000.00	\$10,000.00	\$8,000.00	STPFLEX	2023	
	\$10,000.00	\$10,000.00	\$8,000.00	STPFLEX	2024	
	\$10,000.00	\$10,000.00	\$8,000.00	STPFLEX	2025	
	\$10,000.00	\$10,000.00	\$8,000.00	STPFLEX	2026	
Environmental	\$10,000.00	\$10,000.00	\$8,000.00	STPFLEX	2023	
	\$10,000.00	\$10,000.00	\$8,000.00	STPFLEX	2024	
	\$10,000.00	\$10,000.00	\$8,000.00	STPFLEX	2025	
	\$10,000.00	\$10,000.00	\$8,000.00	STPFLEX	2026	
Right of Way	\$10,000.00	\$10,000.00	\$8,000.00	STPFLEX	2023	
	\$10,000.00	\$10,000.00	\$8,000.00	STPFLEX	2024	
	\$10,000.00	\$10,000.00	\$8,000.00	STPFLEX	2025	
	\$10,000.00	\$10,000.00	\$8,000.00	STPFLEX	2026	
Utility Relocation	\$10,000.00	\$10,000.00	\$8,000.00	STPFLEX	2023	
	\$10,000.00	\$10,000.00	\$8,000.00	STPFLEX	2024	
	\$10,000.00	\$10,000.00	\$8,000.00	STPFLEX	2025	
	\$10,000.00	\$10,000.00	\$8,000.00	STPFLEX	2026	
Design (Engineering)	\$10,000.00	\$10,000.00	\$8,000.00	STPFLEX	2023	
	\$10,000.00	\$10,000.00	\$8,000.00	STPFLEX	2024	
	\$10,000.00	\$10,000.00	\$8,000.00	STPFLEX	2025	
	\$10,000.00	\$10,000.00	\$8,000.00	STPFLEX	2026	
Construction	\$1,000,000.00	\$1,100,000.00	\$880,000.00	NHPP	2023	
	\$1,000,000.00	\$1,100,000.00	\$880,000.00	STPFLEX	2023	
	\$1,000,000.00	\$1,100,000.00	\$880,000.00	NHPP	2024	
	\$1,000,000.00	\$1,100,000.00	\$880,000.00	STPFLEX	2024	
	\$2,300,000.00	\$2,530,000.00	\$2,024,000.00	NHPP	2025	
	\$2,300,000.00	\$2,530,000.00	\$2,024,000.00	STPFLEX	2025	
	\$4,100,000.00	\$4,510,000.00	\$3,608,000.00	NHPP	2026	
	\$41,000,000.00	\$45,100,000.00	\$36,080,000.00	STPFLEX		
Total Cost	\$53,900,000.00	\$59,270,000.00	\$47,416,000.00			

MODIFIED PROJECT AGREEMENT						
L.000084						
Remarks		Type Improvement			Work Type	
Project Phase	Project Cost	Total Cost (w/CE&I+IDC)	Federal Share	Fund	Year	Sponsor
Feasibility	\$25,000.00	\$25,000.00	\$20,000.00		2023	
	\$25,000.00	\$25,000.00	\$20,000.00		2024	
	\$25,000.00	\$25,000.00	\$20,000.00		2025	
	\$25,000.00	\$25,000.00	\$20,000.00		2026	
Environmental	\$25,000.00	\$25,000.00	\$20,000.00		2023	
	\$25,000.00	\$25,000.00	\$20,000.00		2024	
	\$25,000.00	\$25,000.00	\$20,000.00		2025	
	\$25,000.00	\$25,000.00	\$20,000.00		2026	
Right of Way	\$50,000.00	\$50,000.00	\$40,000.00		2023	
	\$50,000.00	\$50,000.00	\$40,000.00		2024	
	\$50,000.00	\$50,000.00	\$40,000.00		2025	
	\$50,000.00	\$50,000.00	\$40,000.00		2026	

Transportation Improvement Program (2023 – 2026)					
Utility Relocation	\$50,000.00	\$50,000.00	\$40,000.00		2023
	\$50,000.00	\$50,000.00	\$40,000.00		2024
	\$50,000.00	\$50,000.00	\$40,000.00		2025
	\$50,000.00	\$50,000.00	\$40,000.00		2026
Design (Engineering)	\$50,000.00	\$50,000.00	\$40,000.00		2023
	\$50,000.00	\$50,000.00	\$40,000.00		2024
	\$50,000.00	\$50,000.00	\$40,000.00		2025
	\$50,000.00	\$50,000.00	\$40,000.00		2026
Construction	\$1,000,000.00	\$1,100,000.00	\$880,000.00		2023
	\$1,000,000.00	\$1,100,000.00	\$880,000.00		2024
	\$1,000,000.00	\$1,100,000.00	\$880,000.00		2025
	\$1,000,000.00	\$1,100,000.00	\$880,000.00		2026
Total Cost	\$4,800,000.00	\$5,200,000.00	\$4,160,000.00		

L.000085 ADVANCED TRAFFIC MANAGEMENT CENTER

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

STAGE 0 AND
L.000087 FEASIBILITY STUDIES

Remarks		Type Improvement			Work Type	
Project Phase	Project Cost	Total Cost (w/CE&I+IDC)	Federal Share	Fund	Year	Sponsor
Feasibility	\$65,000.00	\$65,000.00	\$52,000.00	DEMO	2023	
	\$25,000.00	\$25,000.00	\$20,000.00	HSIP	2023	
	\$30,000.00	\$30,000.00	\$24,000.00	HSIPPEN	2023	
	\$160,000.00	\$160,000.00	\$128,000.00	NHPP	2023	
	\$250,000.00	\$250,000.00	\$200,000.00	STCASH	2023	
	\$230,000.00	\$230,000.00	\$184,000.00	STPFLEX	2023	
	\$50,000.00	\$50,000.00	\$40,000.00	DEMO	2024	
	\$50,000.00	\$50,000.00	\$40,000.00	HSIP	2024	
	\$25,000.00	\$25,000.00	\$20,000.00	HSIPPEN	2024	
	\$150,000.00	\$150,000.00	\$120,000.00	NHPP	2024	
	\$50,000.00	\$50,000.00	\$40,000.00	STCASH	2024	
	\$175,000.00	\$175,000.00	\$140,000.00	STPFLEX	2024	
	\$40,000.00	\$40,000.00	\$32,000.00	FBROFF	2025	
	\$50,000.00	\$50,000.00	\$40,000.00	HSIP	2025	
	\$70,000.00	\$70,000.00	\$56,000.00	HSIPPEN	2025	
	\$90,000.00	\$90,000.00	\$72,000.00	NHPP	2025	
	\$25,000.00	\$25,000.00	\$20,000.00	STCASH	2025	
	\$160,000.00	\$160,000.00	\$128,000.00	STPFLEX	2025	
	\$50,000.00	\$50,000.00	\$40,000.00	HSIP	2026	
	\$100,000.00	\$100,000.00	\$80,000.00	HSIPPEN	2026	
	\$100,000.00	\$100,000.00	\$80,000.00	NHPP	2026	
	\$50,000.00	\$50,000.00	\$40,000.00	STCASH	2026	
	\$100,000.00	\$100,000.00	\$80,000.00	STPFLEX	2026	
Total Cost	\$2,095,000.00	\$2,095,000.00	\$1,676,000.00			

DBE SUPPORTIVE
L.000092 SERVICES

Remarks		Type Improvement			Work Type	
Project Phase	Project Cost	Total Cost (w/CE&I+IDC)	Federal Share	Fund	Year	Sponsor
Feasibility	\$30,000.00	\$30,000.00	\$24,000.00	DBE/SS	2023	
	\$30,000.00	\$30,000.00	\$24,000.00	DBE/SS	2024	
	\$30,000.00	\$30,000.00	\$24,000.00	DBE/SS	2025	
	\$30,000.00	\$30,000.00	\$24,000.00	DBE/SS	2026	
Total Cost	\$120,000.00	\$120,000.00	\$96,000.00			

STATEWIDE
CONGESTION
L.000093 MITIGATION

Remarks		Type Improvement				Work Type	
						CONGESTION MITIGATION	
Project Phase	Project Cost	Total Cost (w/CE&I+IDC)	Federal Share	Fund		Year	Sponsor
Feasibility	\$10,000.00	\$10,000.00	\$8,000.00	STPFLEX		2023	
	\$10,000.00	\$10,000.00	\$8,000.00	STPFLEX		2024	
	\$10,000.00	\$10,000.00	\$8,000.00	STPFLEX		2025	
	\$10,000.00	\$10,000.00	\$8,000.00	STPFLEX		2026	
Environmental	\$10,000.00	\$10,000.00	\$8,000.00	CM		2023	
	\$10,000.00	\$10,000.00	\$8,000.00	CM		2024	
	\$10,000.00	\$10,000.00	\$8,000.00	CM		2025	
	\$10,000.00	\$10,000.00	\$8,000.00	CM		2026	
Right of Way	\$10,000.00	\$10,000.00	\$8,000.00	CM		2023	
	\$10,000.00	\$10,000.00	\$8,000.00	CM		2024	
	\$10,000.00	\$10,000.00	\$8,000.00	CM		2025	
	\$10,000.00	\$10,000.00	\$8,000.00	CM		2026	
Utility Relocation	\$10,000.00	\$10,000.00	\$8,000.00	CM		2023	
	\$10,000.00	\$10,000.00	\$8,000.00	CM		2024	
	\$10,000.00	\$10,000.00	\$8,000.00	CM		2025	
	\$10,000.00	\$10,000.00	\$8,000.00	CM		2026	
Design (Engineering)	\$10,000.00	\$10,000.00	\$8,000.00	CM		2023	
	\$10,000.00	\$10,000.00	\$8,000.00	CM		2024	
	\$10,000.00	\$10,000.00	\$8,000.00	CM		2025	
	\$10,000.00	\$10,000.00	\$8,000.00	CM		2026	
Construction	\$25,000.00	\$27,500.00	\$22,000.00	CM		2023	
	\$460,000.00	\$506,000.00	\$404,800.00	CM		2024	
	\$460,000.00	\$506,000.00	\$404,800.00	CM		2025	
	\$460,000.00	\$506,000.00	\$404,800.00	CM		2026	
Total Cost	\$1,605,000.00	\$1,745,500.00	\$1,396,400.00				

URBAN TRANSIT(INCL TRANSFER TO
L.000094 AGENCIES)

Remarks		Type Improvement				Work Type	
Project Phase	Project Cost	Total Cost (w/CE&I+IDC)	Federal Share	Fund		Year	Sponsor
Design (Engineering)	\$5,000.00	\$5,000.00	\$4,000.00	STPFLEX		2023	
	\$210,000.00	\$210,000.00	\$168,000.00	TAP>200K		2023	
	\$5,000.00	\$5,000.00	\$4,000.00	STPFLEX		2024	
	\$5,000.00	\$5,000.00	\$4,000.00	STPFLEX		2025	
	\$5,000.00	\$5,000.00	\$4,000.00	STPFLEX		2026	
Construction	\$200,000.00	\$220,000.00	\$176,000.00	CM		2023	
	\$50,000.00	\$55,000.00	\$44,000.00	FB DISCR		2023	
	\$100,000.00	\$110,000.00	\$88,000.00	STP>200K		2023	
	\$1,600,000.00	\$1,760,000.00	\$1,408,000.00	STPFLEX		2023	
	\$200,000.00	\$220,000.00	\$176,000.00	CM		2024	
	\$50,000.00	\$55,000.00	\$44,000.00	FB DISCR		2024	
	\$100,000.00	\$110,000.00	\$88,000.00	STP>200K		2024	
	\$100,000.00	\$110,000.00	\$88,000.00	STPFLEX		2024	
	\$200,000.00	\$220,000.00	\$176,000.00	CM		2025	
	\$50,000.00	\$55,000.00	\$44,000.00	FB DISCR		2025	
	\$100,000.00	\$110,000.00	\$88,000.00	STP>200K		2025	
	\$100,000.00	\$110,000.00	\$88,000.00	STPFLEX		2025	
	\$200,000.00	\$220,000.00	\$176,000.00	CM		2026	
	\$50,000.00	\$55,000.00	\$44,000.00	FB DISCR		2026	
	\$100,000.00	\$110,000.00	\$88,000.00	STP>200K		2026	
	\$100,000.00	\$110,000.00	\$88,000.00	STPFLEX		2026	
Total Cost	\$3,530,000.00	\$3,860,000.00	\$3,088,000.00				

L.000096 FERRY BOAT MECH/ELECT/DISCR PROGRAMS

Remarks		Type Improvement				Work Type	
Project Phase	Project Cost	Total Cost (w/CE&I+IDC)	Federal Share	Fund		Year	Sponsor
Design (Engineering)	\$80,000.00	\$80,000.00	\$64,000.00	FB DISCR		2023	

Transportation Improvement Program (2023 – 2026)					
	\$1,000.00	\$1,000.00	\$800.00	STCASH	2023
	\$1,000.00	\$1,000.00	\$800.00	STPFLEX	2023
	\$1,000.00	\$1,000.00	\$800.00	FB DISCR	2024
	\$1,000.00	\$1,000.00	\$800.00	STCASH	2024
	\$1,000.00	\$1,000.00	\$800.00	STPFLEX	2024
	\$1,000.00	\$1,000.00	\$800.00	FB DISCR	2025
	\$1,000.00	\$1,000.00	\$800.00	STCASH	2025
	\$1,000.00	\$1,000.00	\$800.00	STPFLEX	2025
	\$1,000.00	\$1,000.00	\$800.00	FB DISCR	2026
	\$1,000.00	\$1,000.00	\$800.00	STCASH	2026
	\$1,000.00	\$1,000.00	\$800.00	STPFLEX	2026
Construction	\$600,000.00	\$660,000.00	\$528,000.00	FB DISCR	2023
	\$100,000.00	\$110,000.00	\$88,000.00	STCASH	2023
	\$100,000.00	\$110,000.00	\$88,000.00	STPFLEX	2023
	\$220,000.00	\$242,000.00	\$193,600.00	FB DISCR	2024
	\$100,000.00	\$110,000.00	\$88,000.00	STCASH	2024
	\$100,000.00	\$110,000.00	\$88,000.00	STPFLEX	2024
	\$120,000.00	\$132,000.00	\$105,600.00	FB DISCR	2025
	\$100,000.00	\$110,000.00	\$88,000.00	STCASH	2025
	\$200,000.00	\$220,000.00	\$176,000.00	STPFLEX	2025
	\$120,000.00	\$132,000.00	\$105,600.00	FB DISCR	2026
	\$100,000.00	\$110,000.00	\$88,000.00	STCASH	2026
	\$200,000.00	\$220,000.00	\$176,000.00	STPFLEX	2026
Total Cost	\$2,151,000.00	\$2,357,000.00	\$1,885,600.00		

Appendix I: Highway Projects Air Quality Conformity Determination