MOVING ACADIANA

TRANSPORTATION IMPROVEMENT PROGRAM

TIP 2023 - 2026

TIP For Acadiana Metropolitan Planning Area
Date of Adoption: 09/21/2022
Fiscal Years: 2023, 2024, 2025, & 2026

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RECORD OF TIP FY2023-2026 ADOPTION

ITEM	Date(s)
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Prepared by Acadiana Planning Commission (APC)
in cooperation with the Federal Highway Administration, the Federal Transit Administration and the Louisiana Departmentof Transportation and Development

APC Office -101 Jefferson St. - Lafayette, Louisiana 70501

Introduction to the Acadiana MPO Transportation Improvement Program

The development of this document reflects the priorities of projects completion as established by the Acadiana Metropolitan Planning Organization (MPO), its Transportation Policy Committee, Transportation Technical Committee, and District-03/Headquarter offices of the Louisiana Department of Transportation and Development (LADODT). In developing these priorities, the MPO referred to the planning requirements of the recently passed Infrastructure Investment and Jobs Act (IIJA).

The Transportation Improvement Program (TIP) document establishes investments in new construction and development, maintenance of existing facilities, transit operations and capital expenditures, transit maintenance and administrative facility development, enhancement projects, and safety improvements.

The TIP must include a joint-certification by the MPO and respective state Department of Transportation documenting that it was developed through a continuous, cooperative and comprehensive (3C) metropolitan transportation planning process, in conformance with various applicable Federal laws and regulations. A copy of the Joint Cortication of the Metropolitan Transportation Planning Process can be found on the following page.

Joint Certification of the Metropolitan Transportation Planning Process

In accordance with the federal legislation, 23 Code of Federal Regulations 450.336 and the Fixing America's Surface Transportation (FAST) Act, the Louisiana Department of Transportation and Development (LADOTD), and the Acadiana Metropolitan Planning Organization for the Lafayette urbanized area hereby certify that the transpo1iation planning process is addressing the major issues in the metropolitan planning area 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-l) 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(6) of the FAST Act (Pub. L. 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in DOT funded projects;
6. 23 CFR part 230, regarding the implementation of an equal employment opp01iunity program on Federal and Federal-aid highway construction contracts;
7. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
8. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
9. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities

Shawn Wilson, Secretary
Louisiana Department of
Transportation and Development

10/1/2022
DATE

Andy Naquin, Chair
Lafayette MPO Technical Policy Committee

9/21/2022
DATE

TIP AMENDEMENTS

State Project Number	Project Description	Proposed Improvement	Work Status	Project Cost ($)	Total Cost (w/CE&I+IDC) ($)	Federal Share ($)	Funding	Fiscal Year	Amendment Number	Explanation of Modification	Parish
N/A	Transit Changes	N/A	N/A	N/A	N/A	N/A	N/A	FY22	#1	Capital and Operating for FY 22 have been received	Lafayette
H.012792	LA 675 @ Airport Rd. Roundabout	Roundabout Construction	Right of Way	580,000.00	580,000.00	464,000.00	STP>200k	FY23	#2	ROW Phase increases to $580,000 in FY23	Iberia

TIP MODIFICATIONS

State Project Number	Project Description	Proposed Improvement	Work Status	Project Cost ($)	Total Cost (w/CE&I+IDC) ($)	Federal Share ($)	Funding	Fiscal Year	Modification Number	Explanation of Modification	Parish

TABLE OF CONTENTS

SECTION 1: TIP OVERVIEW, DEFINITIONS AND TECHNICAL TERMS

1.1 TIP PURPOSE AND OVERVIEW OF THE TIP DOCUMENT

1.1.1 TIP Purpose

The Transportation Improvement Program (TIP) is a staged, multi-year program of improvements scheduled for the Acadiana Metropolitan Planning Area. The Acadiana Metropolitan Planning Organization, being the state designated MPO for the Acadiana Metropolitan Area, is responsible for the development of this document. This document is a cooperative effort between the LADOTD and the Acadiana MPO. The State Transportation Improvement Program (STIP) is the statewide counterpart to the TIP. The TIP serves as a planning tool to ensure the most effective use of limited funding for transportation improvements. The FFY 2023-2026 TIP identifies transportation improvements recommended for advancement during the program period, groups the projects into appropriate staging periods and includes realistic estimates of total costs and anticipated funding sources.

The TIP is intended to fulfill the following purposes:

- To serve as a short-range implementation tool to achieve compliance with the established regional goals within the MPO's long range transportation plan – Acadiana Metropolitan Transportation Plan.
- To identify transportation projects recommended for implementation by transportation mode, type of improvement, funding sources, geographic area and which are consistent with the recommendations of other transportation planning efforts.
- To estimate the costs of projects proposed for federal funding. The total federal share of project costs is to be consistent with the federal funds reasonably anticipated to be available for such projects in the area.
- To prioritize projects to effectively utilize federal funds as they become available through the adopted project selection process.
- To identify and implement transportation improvements which will reduce congestion, increase mobility and safety, and enhance the region's quality of life.

A TIP is a requirement of the transportation planning process as mandated through the IIJA (*Infrastructure Investment and Jobs Act)*. Further, a transportation improvement is not eligible for federal funding unless it is documented within the TIP. The TIP is a priority list of proposed projects to be carried out within each 4-year period. Each project listed in the TIP must be consistent with the Metropolitan Transportation Plan. The cost of projects are limited to the amount of federal money expected to be available for the four-year period.

1.1.2 TIP Document Overview

The entire TIP document is composed of various individual documents and reports and collectively forming a document that meets the guidelines for Transportation Improvement Program (TIP) reporting as federally mandated through the IIJA.
The first section of this document includes two components. The introduction gives a brief look at the TIP objectives, and the joint certification shows the required endorsements.

Section 1 provides a summary of the TIP purpose, and listing definitions, abbreviations, technical terms that are found throughout the report.

Section 2 profiles the Acadiana MPO, as well as the TIP process.

Section 3 details the IIJA requirements of Performance Based Planning requirements within the TIP development.

Section 4 outlines the TIP development process, including funding, financial constraint, priority establishment, and the public involvement process.

Section 5 describes the current funding sources and guidelines as set out in IIJA. First, the highway funding component summarizes the IIJA funding codes, as well as, the overall urban area funding allocations. Second, the transit funding program, along with its program allocations, is detailed. lists specific highway and transit projects in the FY 2023-2026 TIP. The highway section includes highway and bridge projects programmed for FY 2023-2026, and a financial plan that demonstrates financial constraints. The transit section includes the transit projects proposed for fiscal years 2023 to 2026.

1.2 DEFINITIONS

Arterial Street – A major street, primarily for through traffic, characterized by a high traffic volume capacity coupled with unlimited access to adjacent streets, not designed as a highway.

Area Source – Small stationary and non-transportation pollution sources that are too small and numerous to be included as point sources but may collectively contribute to air pollution.

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

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

Carbon Reduction Program (CRP) - The IIJA established the Carbon Reduction Program (CRP), which provides funds for projects designed to reduce transportation emissions, defined as carbon dioxide (CO2) emissions from on-road highway sources.

Emission Inventory – A complete list of sources and amounts of pollution within a specific area and time interval.

EPA: The Environmental Protection Agency – Federal agency created in the Environmental Protection Act of 1970 that is responsible for enforcing, monitoring, and maintaining federal environmental laws.

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

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

FHWA: The Federal Highway Administration – An agency of the U.S. Department of Transportation with jurisdiction over highway and bridges. FHWA administers the Federal Lands Highway program.

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

ISTEA (Intermodal Surface Transportation Efficiency) Act of 1991 A major piece of Federal legislation that implements broad changes in the way transportation decisions are made. ISTEA emphasizes diversity and balance of modes and the preservation of existing systems. It imposes a series of environmental, social and energy factors that must be considered in planning, programming, and selection of projects.

LA DEQ: The Louisiana Department of Environmental Quality – The State of Louisiana agency with jurisdiction over environmental regulation.

LA DOTD: Louisiana Department of Transportation and Development – The State of Louisiana agency with jurisdiction over transportation.

Level of Service (LOS) – A combination of operating conditions of a given facility that allows it to accommodate Traffic Volumes.

Metropolitan Boundaries – The area represented by the existing urbanized area and the contiguous area forecasted to be urbanized in a 20-year horizon for the region. The area may include the entire metropolitan statistical area as designated by the Bureau of the Census or another area as agreed upon by the governor and MPO. Unless agreed upon by the metropolitan organization and the governor, the area must also include the area of nonattainment of the NAAQS as defined by the CAAA.

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

MPO: The Metropolitan Planning Organization – An organization established by the Governor and units of local government which represent 75% of the affected population to carry out the transportation planning process as required in the Section 134 of Title 23 of the United States Code as defined by Moving ahead for Progress in the 21st century (MAP-21).

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

National Ambient Air Quality Standards (NAAQS) – Federal standards that set allowable concentrations and exposure limits for various pollutants. The standards are developed by the

Environmental Protection Agency (EPA) in response to the requirements of the Clean Air Act and subsequent amendments.

Non-attainment Area – A geographic region of the United States that has been designated not complying with the NAAQS by the EPA.

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

Stage II Vapor Recovery System – A program designed to reduce hydrocarbon emissions during refueling.

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

Transportation Control Measures (TCM) – Specific measures that reduce emissions by reducing vehicle use and/or controlling traffic flow.

Transportation Demand Management (TDM) – Specific measures that reduce demand for transportation demand by promoting transit and/or utilizing work hours.

Transportation Enhancement Program (TEP) – TEP is a federally funded program administered through the LA DOTD. It aims to build a more balanced transportation system that includes sidewalks for pedestrians and bike-path for bicyclists and any mobility impaired person using a wheelchair. It can include safety and educational activities for pedestrians and bicyclists, landscaping and other scenic beautification, historic preservation, acquisition of scenic easements and scenic or historic sites, preservation of abandoned railway corridors, scenic or historic highway programs including the provision of tourist and welcome center facilities, archaeological planning and research, control and removal of outdoor advertising, environmental mitigation and establishment of transportation museums.

To simplify the reading of this document, a following list of the commonly used abbreviations is provided in 1.3.

1.3 ABBREVIATIONS

ADA	American with Disabilities Act
AQ	Air Quality
CAAA	Clean Air Act Amendments of 1990
CMP	Congestion Management Process
CRP	Carbon Reduction Program
DOT	US Department of Transportation

EPA	Environmental Protection Agency
FBR	Federal Bridge Replacement Program
Fed/State/Local	Funds likely provided by a combination of Federal State and Local Funds
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
HPMS	Highway Performance Monitoring System
IM	Interstate Maintenance Funds
ISTEA	Intermodal Surface Transportation Efficiency Act of 1991
LADOTD	Louisiana Department of Transportation and Development
LDEQ	Louisiana Department of Environmental Quality
MAP-21	Moving Ahead for Progress in the 21st Century (New Trans–FY13-14)
MTP	Metropolitan Transportation Plan
MPO	Metropolitan Planning Organization
NHS	National Highway System or National Highway System Funds
PBP	Performance Based Planning
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
SIP	State Implementation Plan
STP	Surface Transportation Program Funds
STIP	State Transportation Improvement Program STPFLEX
STP >200K	Surface Transportation Program attributable funds for areas of over 200k population
STCASH	State Cash and/or State Bonds
TEA-21	Transportation Equity Act for the 21st Century
TIP	Transportation Improvement Program
TMA	Transportation Management Area
TPM	Transportation Performance Management
UPWP	Unified Planning Work Program
VMT	Vehicle Miles Traveled

1.4 TECHNICAL TERMS

Project Number	The Louisiana Department of Transportation and Development state transportation project number
Route	The Federal State or Parish route number on which the improvement is located.
Description	The general project name with brief description often referenced by a local street, road, or highway.
Length	The length, in miles, of a project.
Parish	The parish in which the project is to be constructed

Improvement	The general type of improvement implemented by the project
Phase	The identification as to what phase the project is in. All improvements are implemented through a phase or staged process.
Total Cost	The total cost for the project and/or phase of the project (e.g. Design).
Federal/State	The total funds to be provided through federal or state programs for the projects given phase.
Match Funds	The total funds to be provided as match support for the projects given phase.
Funding Category	The category or funding source for the primary source of funds.
Let Date	The anticipated or actual letting date for the projects given phase
Match Support	Identifies who will provide the match funds for the projects given phase.
FFY	The Federal Fiscal Year in which the project is to be let
Comments	General comments or notes pertaining to the project.

1.5 TIP LISTING ITEMS

Improvements listed in this TIP are defined by the following:

- Improvement Name: Generally, the name of the improvement is referenced by a local street, road, or highway. State Projects may include a "Route Number."
- Improvement Description: Describes the transportation improvement.
- Improvement State: All improvements are implemented through a staged process that has a beginning and an end. This reference identifies the stages of the project that are federally funded.
- Improvement Length: Most transportation improvements reflect linear measurements or the distance (length) of the project from point A to point B. When applicable, this reference identifies the distance in miles.
- Federal/State/Local Funds: Federal, State, and Local transportation improvement agencies have different funding categories available through various programs. This reference helps identify the specific program fund source for the project.
- Stage Cost/Total Cost: Transportation improvement projects can take several years to complete. This reference identifies the estimated or projected cost for the entire project and the budget funding allocation for the improvement staged in the current transportation program year.
- Federal/State/Local: The three primary financial sources for funding the Total Cost of transportation improvements that are Transportation Funding identified with the dollar amounts contributed. Private contributions are included under the local column.

- Sponsoring Agency: Every transportation improvement has a coordinating or sponsoring agency. Several funding sources may be involved, but there is one primary agency responsible for a transportation improvement at any given time.

- LA DOTD ID Number: The Louisiana Department of Transportation and Development requires a state transportation project number on all improvements with state funding participation.

- Federal ID Number: The Louisiana Department of Transportation and Development requires a federal transportation project number on all improvements with federal funding participation.

SECTION 2: ACADIANA MPO PROFILE AND PURPOSE

2.1 ACADIANA MPO PROFILE AND PARTICIPATION

2010 census data delineated Acadiana MPO study area to include 650 sq. miles and a population of 340,389. In 2013 the United States Department of Transportation designated the Lafayette MPO as a Transportation Management Area (TMA). A Transportation Management Area (TMA) is an area designated by the US Secretary of Transportation, having an urbanized area population of over 200,000. In addition to meeting all the federal requirements for an urbanized area and MPO, TMAs are also responsible for developing congestion management systems, TIP project selection, and are subject to a joint federal certification review of the planning process at least every four years. The TMA status imposes more stringent requirements on the MPO, and impacts the sources of funds available for transportation projectsin the urbanized area.

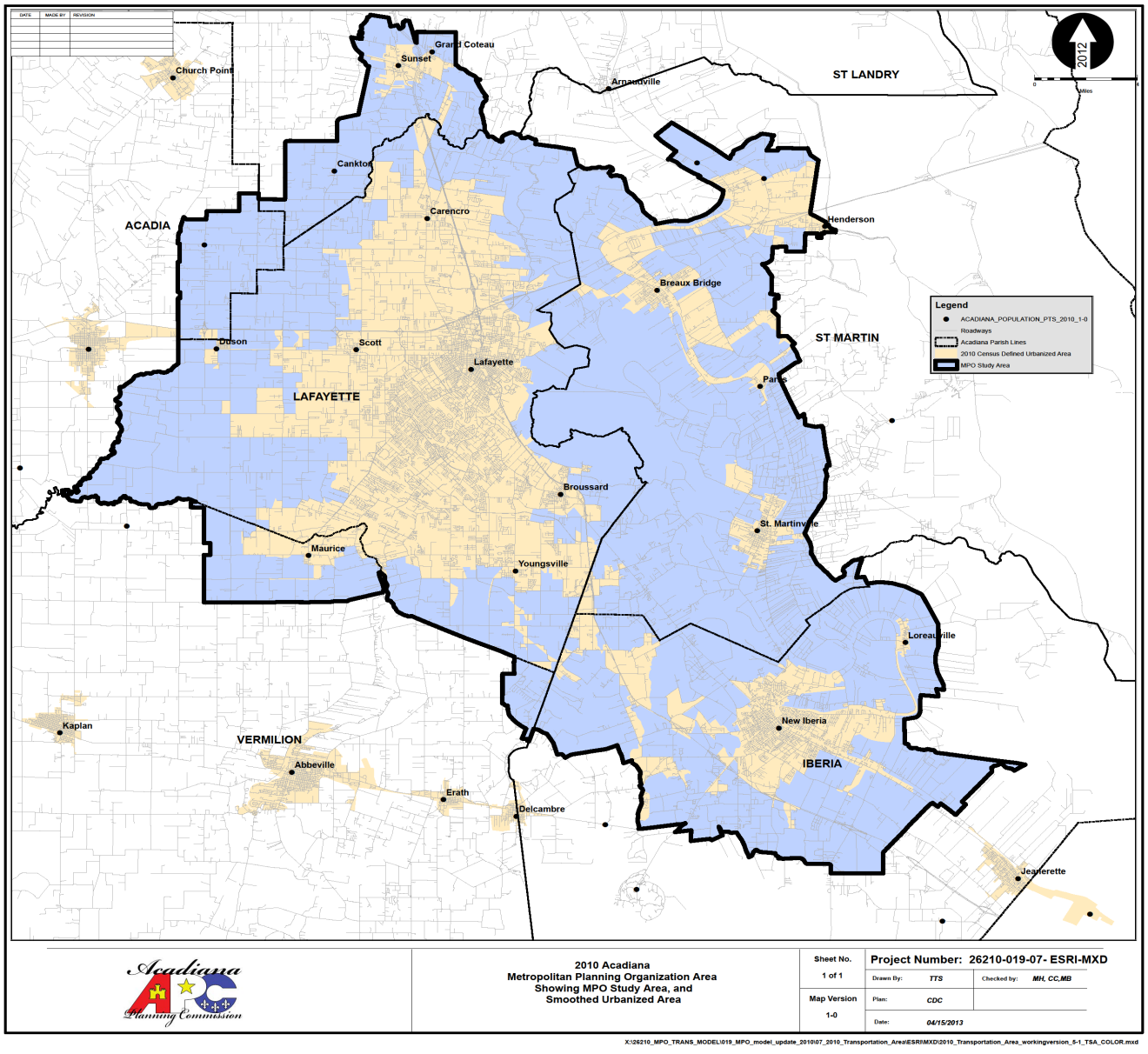
On the following page, Figure 1 is a map that depicts Acadiana MPO Metropolitan Planning Area (MPA). All projects programmed through the TIP process concerning highway or transit system improvements are located within the Metropolitan Planning Area (MPA).

Two committees oversee the planning process: Transportation Technical Committee (TTC) and the Transportation Policy Committee (TPC). TTC consists of individuals whose skills, training and professional status qualify them to take an active role in helping to shape and to oversee the transportation planning program for the region. In addition to local planning and public works professionals, the Transportation Technical Committee consists of representatives from modal agencies, including airport and public transit officials. TTC meets bi-monthly; among other duties and obligations, the TTC is responsible for making recommendations to the TPC with respect to the adoption of transportation plans, programs, projects and policies and procedures to be enacted by the MPO; and provides guidance to MPO staff on various transportation planning activities. TPC also meets bi-monthly for the purpose of reviewing/adopting transportation planning and programming issues as they affect regional transportation planning goals and objectives. Among other duties and obligations, TPC is responsible for the adoption of a Unified Planning Work Program (UPWP), TIP, Metropolitan Transportation Plan and Congestion Management Plan and for establishing policies and procedural guidelines that comply with federal regulations. The TPC is guided through recommendations presented by TTC. TTC and TPC Memberships is listed in Appendix B.

The MPO's role is to develop and maintain the necessary transportation plan to assure that federal funds support these locally developed plans. Transportation legislation, namely ISTEA, TEA-21, SAFETEA-LU, MAP-21 and the current authorization, IIJA, have strengthened the role MPOs play in rationally developed transportation programs.

The IIJA establishes a streamlined, performance-based, and multi-modal program to address U.S. transportation infrastructure challenges. The IIJA modifies and consolidates many previously established highway, transit, bicycle, and pedestrian programs and policies. Therefore, the IIJA fundamentally changes metropolitan and statewide transportation planning, establishing a performance-based planning framework that did not previously exist as an explicit requirement. This change requires state departments of transportation (DOTs) and MPOs to align transportation investments with national goals and performance targets.

Figure 1: Acadiana MPO Planning Area



2.2 ACADIANA MPO DEMOGRAPHIC DATA

The demographics are the backbone of the transportation model. Robust, sustained growth is expected in the Acadiana Metropolitan Area Study Region through the year 2040.

Figure 2: Acadiana MPO Planning Area Population Growth 2010-2040

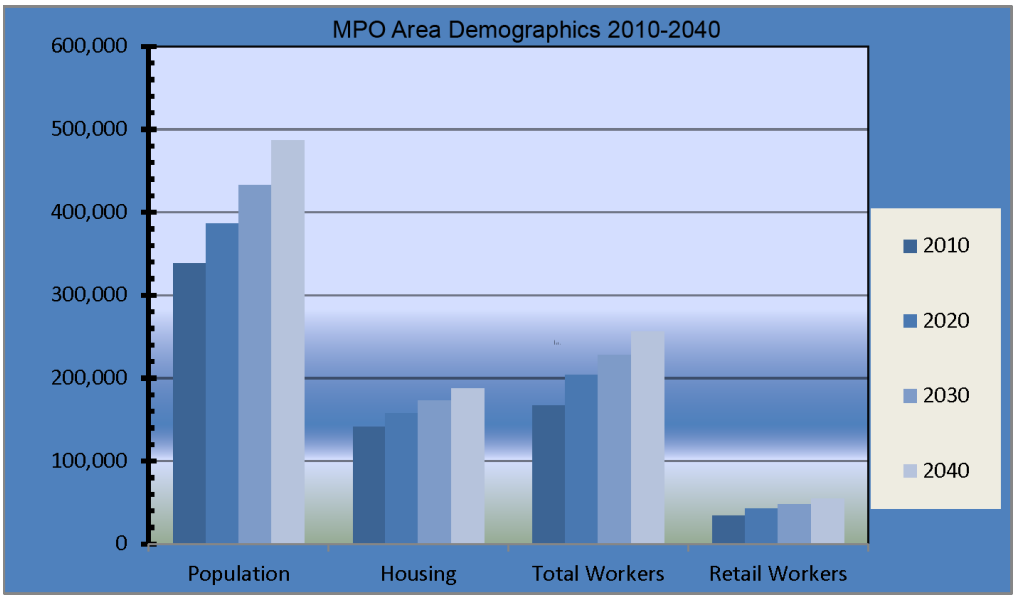


Table 1. Acadiana Metropolitan Planning Organization
Population Count in 2010 and Estimates by Ten Year Intervals

PARISH		YEAR			GROWTH	
	2010	2020	2030	2040	30 YEAR GROWTH	30 YEAR GROWTH RATE
Acadia	2,659	3,452	4,283	5,297	2,638	99%
Iberia	60,368	67,273	73,983	82,196	21,828	36%
Lafayette	221,524	255,231	282,500	314,060	92,536	41%
St Landry	7,690	9,349	11,200	13,613	5,923	77%
St Martin	41,233	47,656	54,026	61,544	20,321	49%
Vermilion	4,851	6,366	8,024	10,168	5,317	1.10%
TOTAL	**338,325**	**389,328**	**434,015**	**486,878**	**148,553**	**38.3%**

** Source MTP 2040 Plan

SECTION 3: PERFORMANCE BASED PLANNING WITHIN THE TIP

3.1 PERFORMANCE BASED PLANNING

3.1.1 National Performance Goals

A key feature of the IIJA is the establishment of a performance-and-outcome-based program, originally introduced through the Moving Ahead for Progress in the 21st Century (MAP-21) Act. The objective of this performance-and-outcome-based program is for States and Metropolitan Planning Organizations to invest resources in projects that collectively will make progress toward the achievement of the national goals as identified below:

Table 2. IIJA National Performance Goal

Goal Area	National Goal
Safety	To achieve a significant reduction in traffic fatalities and serious injuries on all public roads
Infrastructure condition	To maintain the highway infrastructure asset system in a state of good repair
Congestion reduction	To achieve a significant reduction in congestion on the National Highway System
System reliability	To improve the efficiency of the surface transportation system
Freight movement and economic vitality	To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development
Environmental sustainability	To enhance the performance of the transportation system while protecting and enhancing the natural environment
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

3.1.2 MPO Target Setting

§1203; 23 USC 150(c): Requires the Secretary, in consultation with States, MPOs, and other stakeholders, to establish performance measures in the areas listed below. Provides for DOT to establish such measures within 18 months of enactment and prohibits DOT from establishing additional performance measures.

- Pavement condition on the Interstate System and on remainder of the National Highway System (NHS)
- Performance of the Interstate System and the remainder of the NHS
- Bridge condition on the NHS
- Fatalities and serious injuries—both number and rate per vehicle mile traveled--on all public roads

- Traffic congestion
- On-road mobile source emissions
- Freight movement on the Interstate System

§1202; 23 USC 135(d)(2)(B): Coordinate with an MPO when setting performance targets for the area represented by that MPO; and coordinate with public transportation providers when setting performance targets in an urbanized area not represented by an MPO.

§1201; 23 USC 134(h): Within 180 days of States or providers of public transportation setting performance targets, requires MPOs to set performance targets in relation to the performance measures (where applicable). To ensure consistency, each MPO must, to the maximum extent practicable, coordinate with the relevant State and public transportation providers when setting performance targets.

3.1.3 Adopted MPO Performance Measures

The TIP is a critical component of the Performance Based Planning Process because it commits transportation funding to specific improvement projects and operational strategies. Through this process, MPOs link planning to programming by prioritizing projects and allocating funding for projects within the TIP that are consistent with the goals established in the Metropolitan Transportation Plan (MTP). The Acadiana MPO has now adopted all three of the required Performance measures. PM-1 (Safety), PM-2 (Bridge condition and Pavement condition) and PM-3 (Travel time reliability (freight and passenger vehicle)).

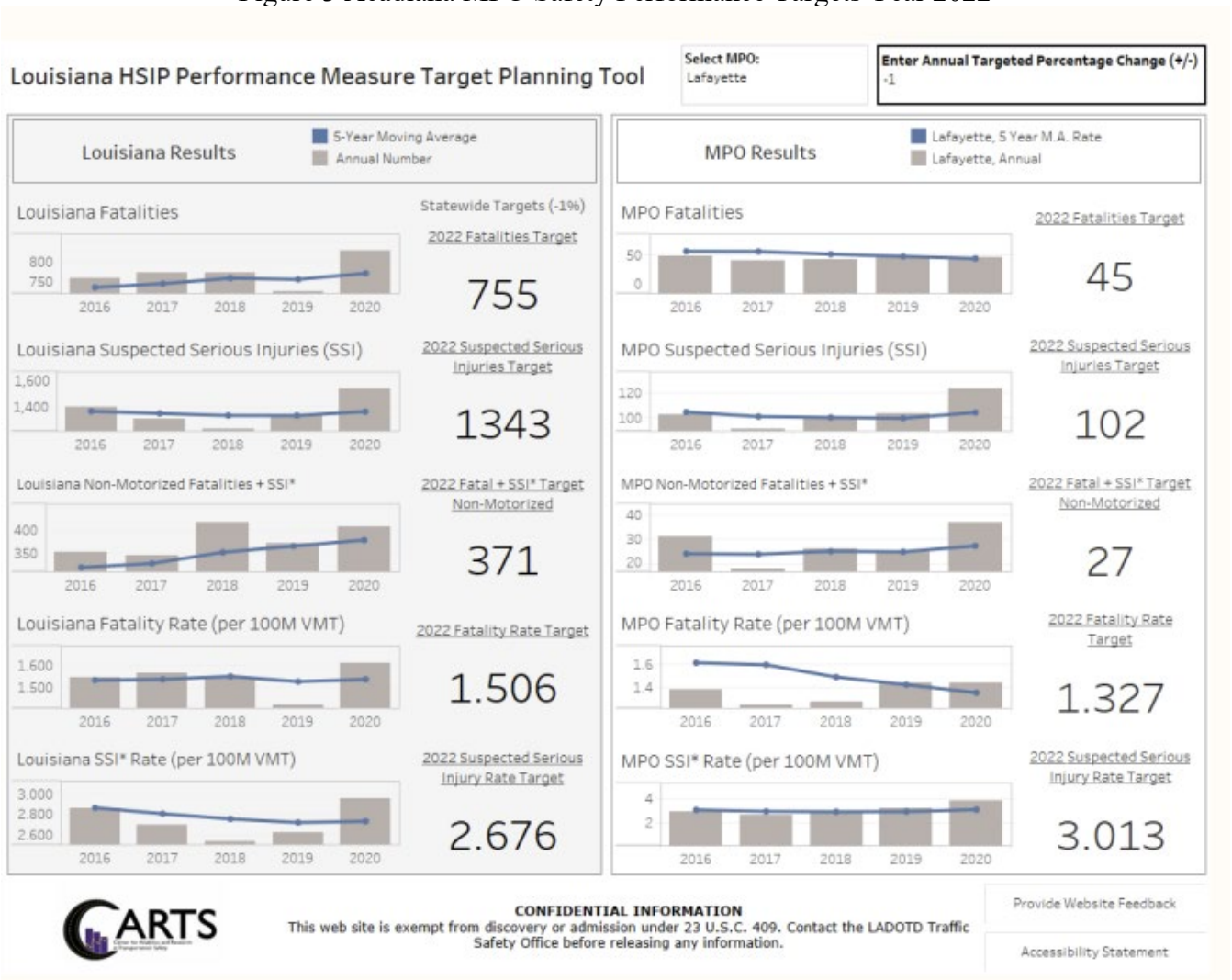
3.2 PROGRESS OF PERFORMANCE MEASURES AND TARGETS

3.2.1 PM-1 (Safety)

The MPO sets Safety Performance Targets on an annual basis. In 2018, the MPO set the statewide targets, but in subsequent years utilized a tool that allowed the MPO to set a local target for each performance measure. The targets are a 1% reduction in the previous 5 year rolling average. The MPO has met each of the targets set for 2019 and 2020 with the exception of the rate measure for Serious Injuries per 100 million miles and the overall Serious Injury Crash number for the MPO area. The MPO evaluates each project for the incorporation of proven safety countermeasures by documenting the crashes at the project location and analyzing the crash types for applicable countermeasures to reduce fatal and serious injury crashes. The MPO works with the Acadiana Regional Transportation Safety Coalition to review and develop Highway Safety Improvement Projects and Local Road Safety Projects to address fatal and serious injury crashes outside of the STP program.

See Figure 3 for the Acadiana MPO Safety Performance Targets Year 2022

Figure 3 Acadiana MPO Safety Performance Targets Year 2022

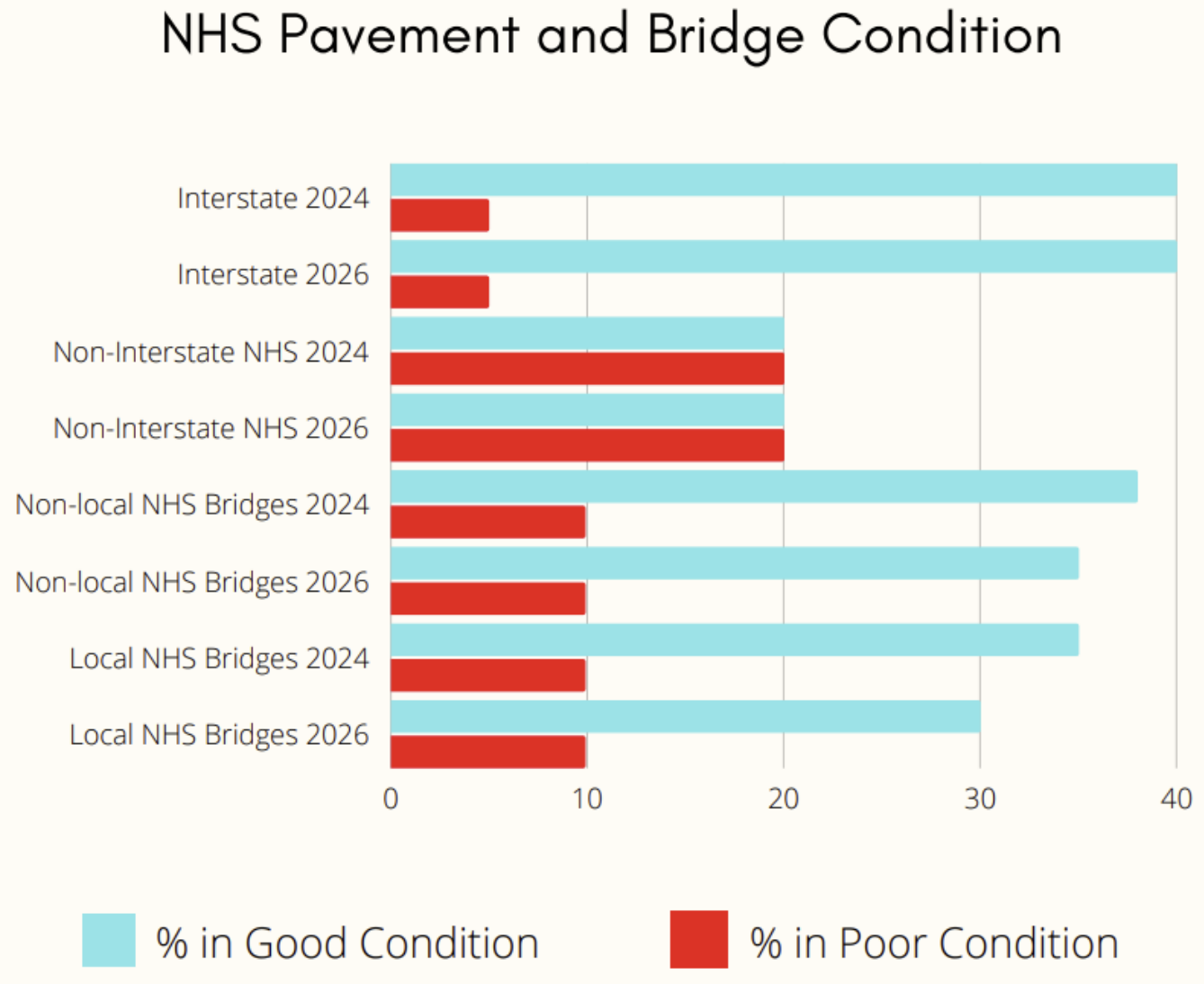


3.2.2 PM-2 (Bridge Condition and Pavement Condition)

The MPO set the 2 and 4-year Bridge and Pavement Condition performance measures utilizing the targets set by the state. The 2-year target is set for 2024 and the 4-year is set for 2026. Data provided by DOTD on road and bridge condition provide the basis for STP project development by the MPO and local officials to ensure that the MPO makes progress towards reaching the targets.

Figure 4 on next page shows the bridge and pavement conditions.

Figure 4. Bridge and Pavement Condition



3.2.3 PM-3 (Travel Time Reliability and Freight Mobility)

The Travel Time Reliability targets were developed by the MPO for the Acadiana region due to the high performance of the region when contrasted with the state. The MPO utilizes NPMRDS data and recommendations from the Congestion Management Process in the STP project development process to ensure the continuation of reliable travel in the MPO area.

See Figure 5 on the next page for performance measures on travel time reliability and freight mobility.

Figure 5. Travel Time Reliability and Freight Mobility

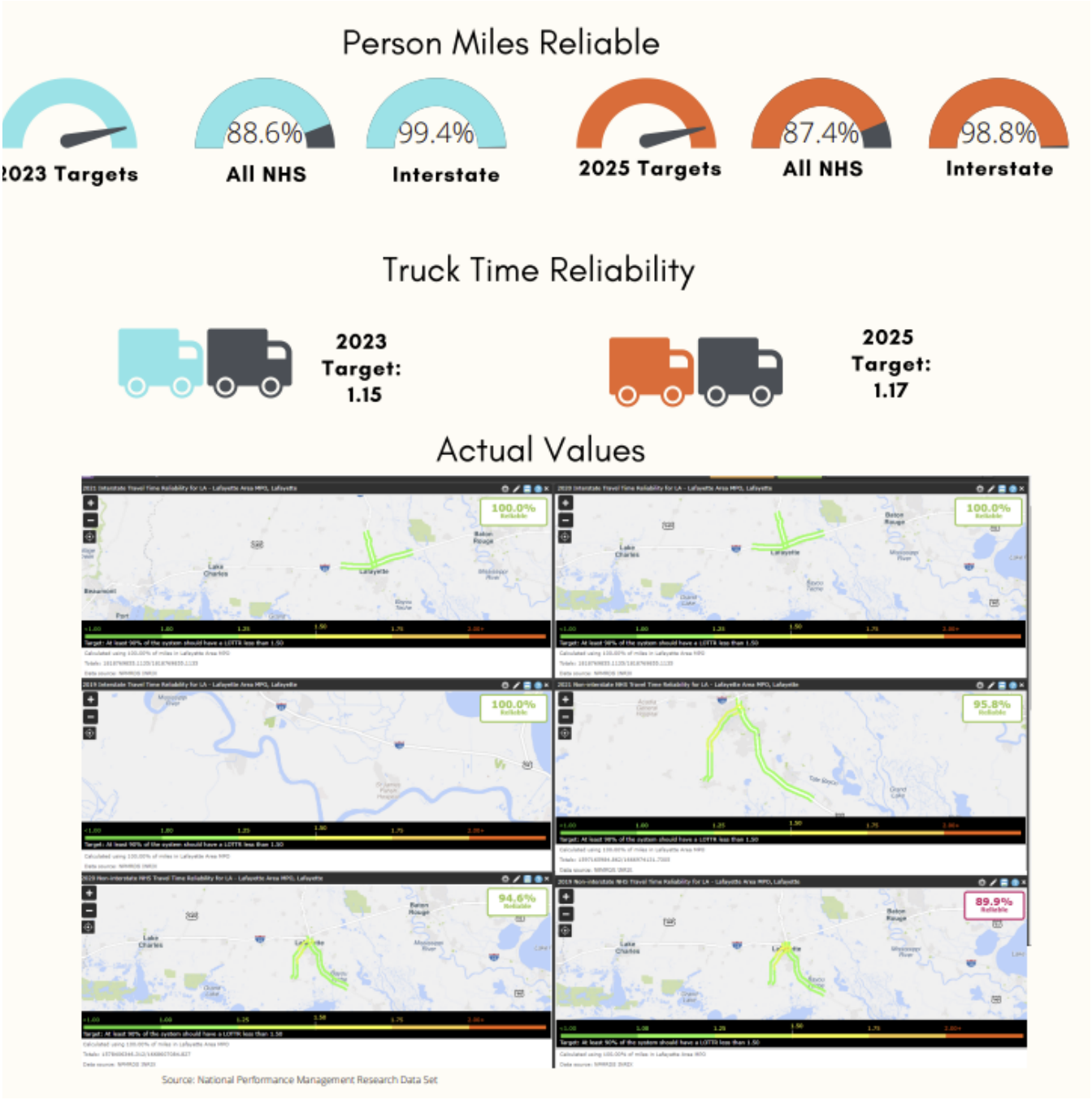


Table 3 on next page shows the targets set for 2023-2026 TIP. The MPO targets are based on MPO data projection.

Table 3. 2023-2026 TIP Travel Time Reliability (Passenger and freight) and Mobility Index

	2023 Target (MPO)	2023 Actual (MPO)	2025 Target (MPO)	2025 Actual (MPO)	2023 Target (DOTD)	2023 Actual (DOTD)	2025 Target (DOTD)	2025 Actual (DOTD)
Travel Time Reliability Interstates (Percentage in person miles)	99.4	N/A	98.8	N/A	88.7	N/A	88.4	N/A
Travel Time Reliability Non-Interstates (Percentage in person miles)	88.6	N/A	87.4	N/A	88.7	N/A	87.5	N/A
Truck Travel Time Reliability index (index)	1.15	N/A	1.17	N/A	1.38	N/A	1.41	N/A

3.3 TRANSIT PERFORMANCE

See Figure 6 and Figure 7 for transit related performance measures.

Figure 6. Transit Asset Management Performance Measures

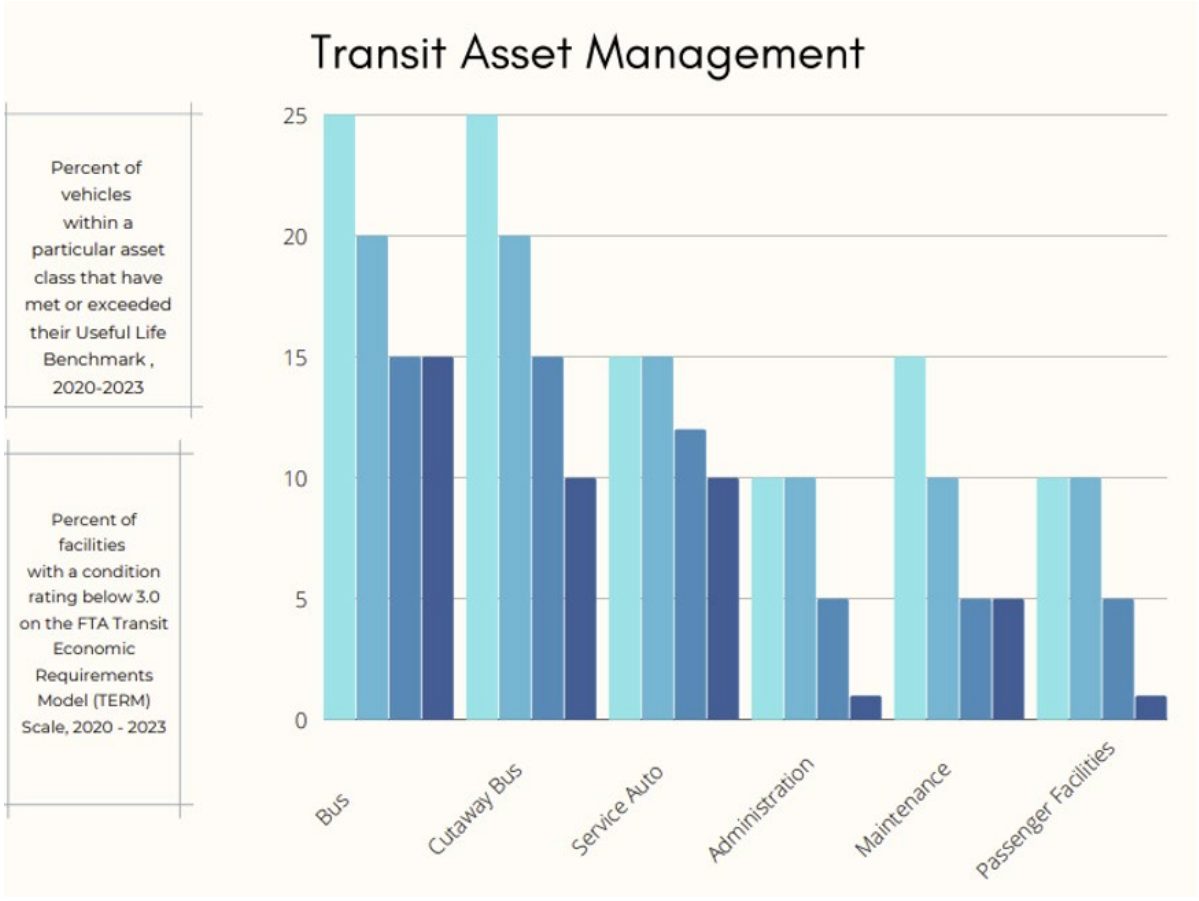


Figure 7. Transit Safety Plan Performance Measures

Public Transportation Agency Safety Plan

Measure	Baseline	Target
Fatalities	0.2	0.2
Rate of Fatalities*	0.000000255	0.000000255
Injuries	0	0
Rate of Injuries*	0	0
Safety Events	0.4	0.4
Rate of Safety Events*	0.000000510	0.000000510
Mean Distance Between Major Mechanical Failure	17,905	17,905

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

SECTION 4: TIP DEVELOPMENT PROCESS

4.1 IIJA REQUIREMENTS AND PROVISIONS FOR PUBLIC INVOLVEMENT

The IIJA reemphasized the importance of comprehensive planning for transportation improvements through the requirement of a Financially Constrained Transportation Plan. The Transportation Improvement Program (TIP) is the financial realization of the MTP. While the MTP establishes the goals and framework, the TIP serves as a tool for program and project implementation.

During the TIP development, MPOs must develop and utilize a "participation plan" that provides reasonable opportunities for interested parties to comment on the metropolitan transportation plan, as well as, the TIP. Further, this participation plan must be developed "in consultation with all interested parties," and the public must have input on the participation plan. A participation plan must be in place prior to MPO adoption of transportation plans and TIPs. FTA and FHWA expect governmental and nonprofit organizations that receive Federal assistance from sources other than the Department of Transportation to be involved in the planning process. In addition to preparing their plans, MPOs and States must employ visualization techniques to the maximum extent practicable and otherwise make MTPs and TIPs available for public review in electronic formats.

4.2 ACADIANA MPO PROJECT SELECTION PROCESS

The Acadiana MPO's TIP Project Selection Process Handbook (TIP Handbook) has been created since the MPO's transition to >200K, and has been used as instructions for project submission and selection. The MPO receives approximately $6,000,000 per year under the STP > 200K funding source. The funding is allocated to projects that qualify and are selected through a defined project selection process. The MPO accepts applications for federal funds from Local Public Agencies (LPA).

Solicitation letters and project applications were sent to the jurisdictions within the MPO area in July of 2021, thus an adequate amount of time is given to process the applications and return. After returning the application, the projects will be graded according to the matrix in the TIP Handbook. This matrix includes qualifiable measures such as pavement quality, safety, transit access, and others to assist the MPO in reaching performance measure targets. The recommendations of the MPO will be reviewed through the Project Evaluation Subcommittee and adopted through normal MPO Process. Local Public Agencies will be responsible for the management and approval of the projects as the projects progress through the DOTD process. The TIP and these LPA projects will be reviewed semi-annually for reasonableness. If projects do not move forward in the development process, then they will be removed from the TIP or pushed back into a later fiscal year.

The Acadiana MPO, in close consultation and cooperation with LADOTD, prepares a draft of the TIP document whenever it is amended. This amended document is widely distributed for public review and comments (see 4.5 Public Involvement Activities) and is presented to the MPO's transportation committees for review, comment, and concurrence. Projects contained in the TIP document are organized in accordance with the federal fiscal year that begins October 1, 2014. The TIP covers the four-year period: FY 2022-2023; FY2023-2024; FY2024-2025; and FY 2025-2026.

Federal funding authorization dates are shown to advise local officials and the public as to when is the construction phase is planned to begin. The Acadiana MPO staff works very closely with LADOTD staff and other vested entities to establish realistic project priorities, based on where the project rests in the implementation pipeline. Meetings are held on an annual basis with LADOTD to review the status of TIP projects and scheduled letting dates. This review considers important factors such as the status of environmental clearances, survey work, preliminary plans, right-of-way, utilities, advance checkpoints, and final plan preparation. The draft TIP is also presented to the TTC and TPC for review and input, along with any citizens' comments received prior to finalization of priorities.

4.3 CONSISTENCY WITH OTHER PLANNING PROCESSES

Projects contained in the TIP have evolved through the regions planning process as outlined above. This analysis process is based on the planning factors as continued in the IIJA. These factors and the resulting analysis are utilized by the Planning Staff in the development of an integrated transportation plan and TIP for the Acadiana Metropolitan Planning Area. The 2040 Financially Constrained Transportation Plan (FCTP), contains comprehensive discussions as to how these factors are being specifically applied in the Urban Area to develop a transportation system that facilitates the efficient, economic movement of people and goods. Projects in the 2023-2026 TIP are drawn directly from the MTP and are consistent with its goals and objectives. The results of this planning process are a coordinated, comprehensive, multi-modal transportation plan for the Acadiana MPO parishes.

4.3.1 Congestion Management Process (CMP)

The IIJA mandates Transportation Management Areas (TMAs) to have a Congestion Management Process (CMP) that provides for effective management and operation to combat congestion. The findings of the CMP analysis were presented to TTC and TPC for their review and resolution regarding TIP inclusion, as part of the integrated planning process.

4.3.2 Intelligent Transportation System Plan

In 2014, the Acadiana MPO adopted the Lafyette Regional ITS Architecture. The plan lays out existing ITS infrastructure, deficits in the current system, and recommends new strategy for implementing management and operations programs. The plan is consistent with the MPO's current TIP and Congestion Management System (CMS) and is intended to address transportation system deficiencies within the region.

4.4 TIP CONFORMITY WITH CLEAN AIR ACT

The Clean Air Act requires EPA to review and, if necessary, revise air quality standards every five years to ensure that they protect public health with an adequate margin of safety. Following a change in standards, EPA works with states and tribes as appropriate to identify areas that do not meet the standards and establish plans to improve air quality.

On October 14, 1994, the Acadiana Urbanized Area was re-designated as an Air Quality (ozone) Attainment with Minimal Maintenance area by the U.S. Environmental Protection Agency. This designation reflects the fact that the Acadiana Metropolitan Area suffered some ozone problems in the

1970 and 80's but has met the National Ambient Air Quality Standards (NAAQS) in recent years, therefore it is not subject to the conformity analysis process, and the Acadiana MPO has determined that the FY2023-2026 TIP is substantially identical to Long Range Plan (the MTP) in the Air Quality Conformity Analysis, and in conformity with the STIP.

4.5 PUBLIC INVOLVEMENT ACTIVITIES

A primary goal of IIJA is to bring citizen and community involvement to the transportation and development table. In support of this Acadiana MPO conducts regular meetings with its TPC and TTC. To expand upon the public involvement process, the MPO also meets periodically with various civic and neighborhood associations to keep them abreast of transportation issues in the region. The Acadiana MPO has made use of the MPO website, social media, library, a citizen email list to inform citizens regarding the planning process, the transportation plans, and important projects. Meetings are broadcast on the MPO Facebook page, and TIP amendments and other items for public comment are posted on social media, the MPO website, and distributed to local libraries for the public to review.

4.6 DISTRIBUTION OF TIP DOCUMENT

For public review, the TIP was posted on the MPO website and on the MPO's social media page with directions on how to submit public comment online and distributed to libraries throughout the metropolitan area at least 15 days prior to adoption by the Transportation Policy Committee for citizen review, input and comment. A public comment period is held for each agenda item at Transportation Technical Committee (TTC) and Transportation Policy Committee (TPC) meetings when the TIP document is up for committee approval; No public comment was submitted for the adoption of this TIP.

4.7 ADOPTION OF THE TIP AND PROJECT LISTINGS

Public meetings were held to adopt the 2023-2026 TIP. These meetings were standard MPO TTC and TPC meetings which are open to the public. The TTC adopted the TIP on 05/04/2022 and the TPC adopted on 05/18/2022.

The selected projects are organized in a project-by-project format in the alphabetic sequence of parishes, then by DOTD project number within each parish, starting on Page 36. The tables starting on Page 48 represent both the Highway Element, and the Transit Element, all covering the same period for the TIP.

4.8 TIP AMENDMENT PROCESS

4.8.1 Procedures to Amend or to Administratively Modify the TIP

The following procedures are applicable for processing amendments or administrative modifications to the Statewide (STIP) or Metropolitan Transportation Improvement Programs (TIPs). In accordance with the provisions of 23 CFR 450.218 (b), the STIP shall be developed in cooperation with the MPO

designated for the metropolitan area. Each metropolitan Transportation Improvement Program (TIP)

shall be included without change in the STIP, directly or by reference, after approval of the TIP by the MPO and the Governor. A metropolitan TIP in a nonattainment or maintenance area is subject to a FHWA/FTA conformity finding before inclusion in the STIP. In areas outside a metropolitan planning area but within an air quality nonattainment or maintenance area containing any part of a metropolitan area, projects must be included in the regional emissions analysis that supported the conformity determination of the associated metropolitan TIP before they are added to the STIP.

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

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

Administrative Modification thresholds include:

- Revisions to a project description without changing the project scope or which do not conflict with the pertinent environmental document;
- Minor changes to the cost of a project phase (Feasibility, Environmental, R/W, Utility Relocation, Engineering, Construction);
- Funding changes are limited to $1,250,000 for project phases ≤$5,000,000;
- For project phases >$5,000,000, an administrative modification is limited to budget changes of less than 25% in funding;
- Minor changes to funding sources of previously included project phases that do not affect fiscal constraint of the STIP or the ability to complete the project as initially described;
- Minor changes to project phase initiation dates as long as the project stays within the approved STIP/TIP timeframe and do not affect fiscal constraint of the STIP or the ability to complete the project as initially described. 23 CFR 450,.218(n);
- A change in the project or 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 line-item total funding amounts stay within the guidelines in number two above.

Administrative modifications can be processed in accordance with these procedures provided that: 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 STIP or the ability to complete the projects as described.

The LADOTD will immediately notify the MPO, FHWA, and FTA of any approved administrative modification(s).

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

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 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, re-demonstration of fiscal constraint. 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 an 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 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.

4.8.2 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 in a particular FFY would require a STIP amendment if it affected fiscal constraint (i.e. the current STIP includes $10,000,000 or NHPP in FFY 2023 on Phase 6 of L.000000; 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 2023 on Phase 6 of L.000000).

Adding a phase to a line item also requires a STIP amendment. For 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 2023 on Phase 6 of L.000000 to $3,000,000 of NHPP and $27,000,000 of STPFLEX in FFY 2023 on Phase 6 of L.000000).

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 advanced 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 2023 on Phase 6 of L.000000into $2,000,000 of NHPP and $8,000,000 of STPFLEX in FFY 2023 on Phase 6 of L.000000; total remains $10,000,000).

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 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 costs, project/project phase initiation dates, or a major change in design concept or design scope Funding changes that are greater than $1,250,000 for projects ≤$5,000,000 Change of 25% or more in funding
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 STIP 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	

4.9 TRANSIT

The MPO serves as the primary forum where State DOTs, transit providers, local agencies, and the public develop local transportation plans and programs that address a metropolitan area's needs. For Lafayette Transit System, Discretionary capital grant ***(Section 5339 FTA Discretionary)*** is almost exclusively used to contribute to the bus replacement project. All match funds are from the Lafayette City General Fund.

SECTION 5: TIP FUNDING

5.1 COMPLIANCE WITH FINANCIAL PLAN REQUIREMENT

Federal guidelines mandate the Transportation Improvement Program (TIP) must be financially constrained. In essence, the cost of projects selected in the overall program schedule must be equal to or less than the estimated funding available to complete these projects. Available funds include federal, state, and local funding revenue streams of which the federal funds are the primary source of funding perrespective programmed project.

All the projects listed within this FY 2023-2026 TIP program, with exception of transportation enhancements, have identified sources of federal, state, or local revenues. Transportation Enhancement projects are included within this document in response to application requirements which establish listing of projects in the adopted TIP as a prerequisite to consideration for funding.

The TIP has been financially constrained to reflect realistic and available levels of project funding. All projects contained in the TIP are derived from Acadiana's Metropolitan Transportation Plan, they were fully discussed with the TTC and the TPC. State and federally funded projects were mutually agreed upon with LADOTD as to overall merit and funding availability for inclusion in the State TIP *(*STIP*)*.

Projects shown for urban systems greater than "200 k" (areas greater than 200,000 population) funding are also financially constrained, reflecting the annual attributable amount (approximately $6,400,000 in FY23-26). This $6,400,000 requires a 20% local match. If the project in question is a State project sometimes the state will provide the local match. In all other projects is in incumbent upon the MPO to find the local match.

5.2 TIP PROJECTS LISTING

The selected projects are organized in a project-by-project format in the alphabetic sequence of parishes, then by DOTD project number within each parish. The following pages in Section 5.2 list the selected TIP projects.

IBERIA PARISH

Iberia Parish

Project No	Project Description		Performance Measures		
H.009892	US 90 FR: Extension to LA 329		PM 3 – System Performance		
Route	**Control Section**	**Beg Log Mile**	**End Log Mile**	**Non-State Rd:**	**Parish:**
US 90	424-04	8.600	8.600		Iberia
Remarks	**Type Improvement**			**Work Type**	
Local Match	Extend US 90 Frontage Road to LA 329			Urban Systems	

Project Phase	Project Cost	Tot Cost (w/CE&I+IDC)	Federal Share	Fund	Year	Sponsor
Utility Relocation	$80,000.00	$80,000.00	$64,000.00	STP>200k	FY23	New Iberia
Utility Relocation	$300,000.00	$300,000.00	$300,000.00	STP>200k	FY23	New Iberia
Construction	$1,100,000.00	$1,210,000.00	$968,000.00	STP>200k	FY24	New Iberia
Total Cost	**$1,480,000.00**	**$1,590,000.00**	**$1,332,000.00**			

Iberia Parish

Project No	Project Description		Performance Measures		
H.011988	LA 86: BYU Teche MB Rehab (DUPERIER)(HBI)		PM 2 – Bridge Condition		
Route	**Control Section**	**Beg Log Mile**	**End Log Mile**	**Non-State Rd:**	**Parish:**
LA 86	237-01	0.000	0.200		Iberia
Remarks	**Type Improvement**			**Work Type**	
Historic Bridge Improvement	Movable Bridge Rehabilitation			Preservation, Bridge (on system)	

Project Phase	Project Cost	Tot Cost (w/CE&I+IDC)	Federal Share	Fund	Year	Sponsor
Engineering	$1,200,000.00	$1,200,000.00	$960,000.00	STPFLEX	FY24	
Construction	$8,000,000.00	$8,800,000.00	$7,040,000.00	STPFLEX	FY26	
Total Cost	**$9,200,000.00**	**$10,000,000.00**	**$8,000,000.00**			

Iberia Parish

Project No	Project Description		Performance Measures			
H.011991	LA 86: BYU Teche MB Rehab (Daspit)(HBI)		PM 2 – Bridge Condition			
Route	**Control Section**	**Beg Log Mile**	**End Log Mile**	**Non-State Rd:**	**Parish:**	
LA 86	400-31	0.000	0.500		Iberia	
Remarks	**Type Improvement**			**Work Type**		
Historic Bridge Improvement	Movable Bridge Rehabilitation			Preservation, Bridge (on system)		
Project Phase	**Project Cost**	**Tot Cost (w/CE&I+IDC)**	**Federal Share**	**Fund**	**Year**	**Sponsor**
Construction	$6,000,000.00	$6,600,000.00	$5,280,000.00	STPFLEX	FY24	
Total Cost	**$6,000,000.00**	**$6,600,000.00**	**$5,280,000.00**			

Iberia Parish

Project No	Project Description		Performance Measures			
H.012738	LA 344: Bayou Teche MB RH (Morbihan) (HBI)		PM 2 – Bridge Condition			
Route	**Control Section**	**Beg Log Mile**	**End Log Mile**	**Non-State Rd:**	**Parish:**	
LA 344	823-14	0.200	0.400	Iberia		
Remarks	**Type Improvement**			**Work Type**		
Historic Bridge Improvement	Movable Bridge Rehabilitation			Preservation, Bridge (on system)		
Project Phase	**Project Cost**	**Tot Cost (w/CE&I+IDC)**	**Federal Share**	**Fund**	**Year**	**Sponsor**
Engineering	$1,100,000.00	$1,100,000.00	$880,000.00	STPFLEX	FY24	
Construction	$6,000,000.00	$6,600,000.00	$5,280,000.00	STPFLEX	FY26	
Total Cost	**$7,100,000.00**	**$7,700,000.00**	**$6,160,000.00**			

Iberia Parish

Project No	Project Description		Performance Measures		
H.012792	LA 675 @ Airport Rd. Roundabout		PM 1 – Safety and PM 3 – System Performance		
Route	**Control Section**	**Beg Log Mile**	**End Log Mile**	**Non-State Rd:**	**Parish:**
LA 675	823-02	0.300	0.400		Iberia
US 90	424-04	6.200	6.300		Iberia
Remarks	**Type Improvement**			**Work Type**	
Local Match	Roundabout Construction			Urban Systems	

Project Phase	Project Cost	Tot Cost (w/CE&I+IDC)	Federal Share	Fund	Year	Sponsor
Right of Way	$580,000.00	$580,000.00	$464,000.00	STP>200k	FY23	Iberia Parish
Construction	$2,500,000.00	$2,750,000.00	$2,200,000.00	STP>200k	FY24	Iberia Parish
Total Cost	**$3,080,000.00**	**$3,330,000.00**	**$2,664,000.00**			

Iberia Parish

Project No	Project Description		Performance Measures		
H.013522	S Lewis St Widening		PM 1 – Safety and PM 3 – System Performance		
Route	**Control Section**	**Beg Log Mile**	**End Log Mile**	**Non-State Rd:**	**Parish:**
	000-23	0.000	0.000	S. Lewis St.	Iberia
Remarks	**Type Improvement**			**Work Type**	
Local Match	Continuous Turn Lane			Urban Systems	

Project Phase	Project Cost	Tot Cost (w/CE&I+IDC)	Federal Share	Fund	Year	Sponsor
Right of Way	$50,000.00	$50,000.00	$40,000.00	STP>200k	FY23	Iberia Parish
Utility Relocation	$60,000.00	$60,000.00	$48,000.00	STP>200k	FY23	Iberia Parish
Construction	$1,992,232.00	$2,191,455.20	$1,753,164.16	STP>200k	FY24	Iberia Parish
Total Cost	**$2,102,232.00**	**$2,301,455.20**	**$1,841,164.16**			

Iberia Parish

Project No	Project Description		Performance Measures		
H.014510	Iberia St Pavement Preserv and Bike Impr		PM 1 – Safety and PM 2 – Pavement Condition		
Route	**Control Section**	**Beg Log Mile**	**End Log Mile**	**Non-State Rd:**	**Parish:**
	000-23	0.000	0.000	Iberia St.	Iberia
Remarks	**Type Improvement**			**Work Type**	
Local Match	Rehabilitation of Road Surface and Bike Improvements			Urban Systems	

Project Phase	Project Cost	Tot Cost (w/CE&I+IDC)	Federal Share	Fund	Year	Sponsor
Design (Engineering)	$100,000.00	$100,000.00	$80,000.00	STP>200k	FY23	New Iberia
Construction	$1,000,000.00	$1,100,000.00	$880,000.00	STP>200k	FY24	New Iberia
Total Cost	**$1,100,000.00**	**$1,200,000.00**	**$960,000.00**			

LAFAYETTE PARISH

Lafayette Parish

Project No	Project Description		Performance Measures		
H.009997	US167 Johnston St. Improvements		PM 1 - Safety		
Route	**Control Section**	**Beg Log Mile**	**End Log Mile**	**Non-State Rd:**	**Parish:**
US 167	080-02	7.150	8.140		Lafayette
Remarks	**Type Improvement**			**Work Type**	
DOTD Match	Access Management & Other Safety Counter Measures			Urban Systems	

Project Phase	Project Cost	Tot Cost (w/CE&I+IDC)	Federal Share	Fund	Year	Sponsor
Right of Way	$1,391,186.33	$1,391,186.33	$1,391,186.33	HSIPPEN	FY23	DOTD
Right of Way	$1,391,186.34	$1,391,186.34	$1,112,949.07	NHPP	FY23	DOTD
Right of Way	$1,391,186.33	$1,391,186.33	$1,112,949.06	STPFLEX	FY23	DOTD
Utility Relocation	$1,750,000.00	$1,750,000.00	$1,750,000.00	HSIPPEN	FY23	DOTD
Utility Relocation	$1,750,000.00	$1,750,000.00	$1,400,000.00	NHPP	FY23	DOTD
Utility Relocation	$1,750,000.00	$1,750,000.00	$1,400,000.00	STPFLEX	FY23	DOTD
Construction	$3,013,045.33	$3,314,349.86	$3,314,349.86	HSIPPEN	FY24	DOTD
Construction	$3,013,045.34	$3,314,349.87	$2,651,479.90	NHPP	FY24	DOTD
Construction	$1,644,811.33	$1,809,292.46	$1,447,433.97	STP>200k	FY24	DOTD
Construction	$1,368,234.00	$1,505,057.40	$1,204,045.92	STPFLEX	FY24	DOTD
Total Cost	**$18,462,695.00**	**$19,366,608.59**	**$16,784,394.11**			

Lafayette Parish

Project No	Project Description		Performance Measures		
H.011833	St. Mary Street Sidewalks		PM 1 - Safety		
Route	**Control Section**	**Beg Log Mile**	**End Log Mile**	**Non-State Rd:**	**Parish:**
	000-28	0.000	0.000	St. Mary St.	Lafayette
Remarks	**Type Improvement**			**Work Type**	
Local Match	Sidewalk Construction			Urban Systems	

Project Phase	Project Cost	Tot Cost (w/CE&I+IDC)	Federal Share	Fund	Year	Sponsor
Construction	$752,000.00	$827,200.00	$661,760.00	STP>200k	FY23	Scott
Construction	$1,030,000.00	$1,133,000.00	$906,400.00	CRP>200k	FY23	Scott
Total Cost	**$1,782,000.00**	**$1,960,200.00**	**$1,568,160.00**			

Lafayette Parish

Project No	Project Description		Performance Measures		
H.011990	LA 92: Vermillion RVR MB RH (Milton) (HBI)		PM 2 – Bridge Condition		
Route	**Control Section**	**Beg Log Mile**	**End Log Mile**	**Non-State Rd:**	**Parish:**
LA 92	213-05	0.000	0.300		Lafayette
Remarks	**Type Improvement**			**Work Type**	
Historic Bridge Improvement	Movable Bridge Rehabilitation			Preservation, Bridge (on system)	

Project Phase	Project Cost	Tot Cost (w/CE&I+IDC)	Federal Share	Fund	Year	Sponsor
Engineering	$1,200,000.00	$1,200,000.00	$960,000.00	STPFLEX	FY23	
Construction	$8,000,000.00	$8,800,000.00	$7,040,000.00	STPFLEX	FY25	
Total Cost	**$9,200,000.00**	**$10,000,000.00**	**$8,000,000.00**			

Lafayette Parish

Project No	Project Description		Performance Measures		
H.012864	LA 94/Carmel Dr. Sidewalks		PM 1 - Safety		
Route	Control Section	**Beg Log Mile**	**End Log Mile**	**Non-State Rd:**	**Parish:**
LA 94	080-03	0.312	1.760		Lafayette
Remarks	**Type Improvement**			**Work Type**	
Local Match	Sidewalk Construction			Urban Systems	

Project Phase	Project Cost	Tot Cost (w/CE&I+IDC)	Federal Share	Fund	Year	Sponsor
Construction	$493,636.00	$542,999.60	$434,399.68	STP>200k	FY24	LCG
Total Cost	**$493,636.00**	**$542,999.60**	**$434,399.68**			

Lafayette Parish

Project No	Project Description		Performance Measures		
H.012866	South College Rd (LA 3025) Sidewalks		PM 1 - Safety		
Route	**Control Section**	**Beg Log Mile**	**End Log Mile**	**Non-State Rd:**	**Parish:**
LA 3025	828-23	0.000	1.630		Lafayette
Remarks	**Type Improvement**			**Work Type**	
Local Match	Sidewalk Construction			Urban Systems	

Project Phase	Project Cost	Tot Cost (w/CE&I+IDC)	Federal Share	Fund	Year	Sponsor
Engineering	$202,017.00	$202,017.00	$161,613.60	STP>200k	FY23	LCG
Construction	$650,575.00	$715,632.50	$572,506.00	STP>200k	FY24	LCG
Total Cost	**$852,592.00**	**$917,649.50**	**$734,119.60**			

Lafayette Parish

Project No	Project Description		Performance Measures		
H.012867	S. Larriviere Rd.: LA 92-Chemin Metairie		PM 3 – System Performance		
Route	Control Section	**Beg Log Mile**	**End Log Mile**	**Non-State Rd:**	**Parish:**
	000-28	0.000	0.000	S. Larriviere Rd.	Lafayette
Remarks	**Type Improvement**			**Work Type**	
Local Match	Addition of a Center Turn Lane			Urban Systems	

Project Phase	Project Cost	Tot Cost (w/CE&I+IDC)	Federal Share	Fund	Year	Sponsor
Construction	$3,562,000.00	$3,918,200.00	$3,134,560.00	STP>200k	FY23	Youngsville
Total Cost	**$3,562,000.00**	**$3,918,200.00**	**$3,134,560.00**			

Lafayette Parish

Project No	Project Description		Performance Measures		
H.012868	Fortune Rd. Pavement Preservation		PM 2 – Pavement Condition		
Route	**Control Section**	**Beg Log Mile**	**End Log Mile**	**Non-State Rd:**	**Parish:**
	000-28	0.000	0.000	Fortune Rd.	Lafayette
Remarks	**Type Improvement**			**Work Type**	
Local Match	Overlay			Urban Systems	

Project Phase	Project Cost	Tot Cost (w/CE&I+IDC)	Federal Share	Fund	Year	Sponsor
Engineering	$133,031.00	$133,031.00	$106,424.80	STP>200k	FY23	Youngsville
Construction	$1,020,000.00	$1,122,000.00	$897,600.00	STP>200k	FY24	Youngsville
Total Cost	**$1,153,031.00**	**$1,255,031.00**	**$1,004,024.80**			

Lafayette Parish

Project No	Project Description		Performance Measures		
H.012869	LA 182 (UNIV) @ LA 723 (Renaud) Roundabout		PM 1 – Safety and PM 3 – System Performance		
Route	**Control Section**	**Beg Log Mile**	**End Log Mile**	**Non-State Rd:**	**Parish:**
LA 182	032-01	1.560	1.600		Lafayette
LA 723	828-03	6.060	6.080		Lafayette
Remarks	**Type Improvement**			**Work Type**	
Local Match	Roundabout Construction			Urban Systems	

Project Phase	Project Cost	Tot Cost (w/CE&I+IDC)	Federal Share	Fund	Year	Sponsor
Right of Way	$166,200.00	$166,200.00	$132,960.00	STP>200k	FY23	LCG
Construction	$3,630,000.00	$3,993,000.00	$3,194,400	STP>200k	FY24	LCG
Total Cost	**$3,796,200.00**	**$4,159,200.00**	**$3,327,360.00**			

Lafayette Parish

Project No	Project Description		Performance Measures		
H.012870	LA93: I-10 Ramp-Renaud		PM 3 – System Performance		
Route	**Control Section**	**Beg Log Mile**	**End Log Mile**	**Non-State Rd:**	**Parish:**
LA 93	217-01	0.560	0.860		Lafayette
Remarks	**Type Improvement**			**Work Type**	
Local Match	Addition of a Turn Lane			Urban Systems	

Project Phase	Project Cost	Tot Cost (w/CE&I+IDC)	Federal Share	Fund	Year	Sponsor
Design (Engineering)	$400,000.00	$400,000.00	$320,000.00	STP>200k	FY23	Scott
Right of Way	$200,000.00	$200,000.00	$160,000.00	STP>200k	FY24	Scott
Construction	$4,574,000.00	$5,031,400.00	$4,025,120.00	STP>200k	FY26	Scott
Total Cost	**$5,174,000.00**	**$5,631,400.00**	**$4,505,120.00**			

Lafayette Parish

Project No	Project Description		Performance Measures		
H.013517	E St. Peter St Sidewalks		PM 1 - Safety		
Route	**Control Section**	**Beg Log Mile**	**End Log Mile**	**Non-State Rd:**	**Parish:**
	000-28	0.000	0.000	E. St. Peter St.	Lafayette
Remarks	**Type Improvement**			**Work Type**	
Local Match	Sidewalk Construction			Urban Systems	

Project Phase	Project Cost	Tot Cost (w/CE&I+IDC)	Federal Share	Fund	Year	Sponsor
Construction	$1,030,000.00	$1,133,000.00	$906,400.00	CRP>200k	FY23	Carencro
Total Cost	**$1,550,000.00**	**$1,705,000.00**	**$1,364,000.00**			

Lafayette Parish

Project No	Project Description		Performance Measures		
H.014449	Bonin Road Widening		PM 2 – Pavement Condition		
Route	**Control Section**	**Beg Log Mile**	**End Log Mile**	**Non-State Rd:**	**Parish:**
	000-28	0.000	0.000	Bonin Rd.	Lafayette
Remarks	**Type Improvement**			**Work Type**	
Local Match	Roadway Reconstruction and Widening			Urban Systems	

Project Phase	Project Cost	Tot Cost (w/CE&I+IDC)	Federal Share	Fund	Year	Sponsor
Environmental	$59,978.00	$59,978.00	$47,982.40	STP>200k	FY23	City of Youngsville
Design (Engineering)	$397,000.00	$397,000.00	$317,600.00	STP>200K	FY23	City of Youngsville
Construction	$3,586,275.00	$3,944,902.50	$3,155,922.00	STP>200k	FY26	City of Youngsville
Total Cost	**$4,043,253.00**	**$4,401,880.50**	**$3,521,504.40**			

Lafayette Parish

Project No	Project Description		Performance Measures		
H.014509	Doucet Rd. Sidewalks		PM 1 - Safety		
Route	**Control Section**	**Beg Log Mile**	**End Log Mile**	**Non-State Rd:**	**Parish:**
	000-28	0.000	0.000	Doucet Rd.	Lafayette
Remarks	**Type Improvement**			**Work Type**	
Local Match	Add Sidewalks and Striped Crosswalks			Urban Systems	

Project Phase	Project Cost	Tot Cost (w/CE&I+IDC)	Federal Share	Fund	Year	Sponsor
Design (Engineering)	$375,000.00	$375,000.00	$300,000.00	STP>200k	FY23	LCG
Construction	$95,000.00	$104,500.00	$83,600.00	STP>200k	FY24	LCG
Construction	$1,030,000.00	$1,133,000.00	$906,400.00	CRP>200k	FY24	LCG
Total Cost	**$1,500,000.00**	**$1,612,500.00**	**$1,290,000.00**			

Lafayette Parish

Project No	Project Description		Performance Measures		
H.014622	St. Nazaire Rd. Ext: LA 96 Corne Rd. Ph 1		PM 3 – System Performance		
Route	**Control Section**	**Beg Log Mile**	**End Log Mile**	**Non-State Rd:**	**Parish:**
	000-28	0.000	0.000	St. Nazaire	Lafayette
Remarks	**Type Improvement**			**Work Type**	
Local Match	New Road and Roundabout			Urban Systems	

Project Phase	Project Cost	Tot Cost (w/CE&I+IDC)	Federal Share	Fund	Year	Sponsor
Design (Engineering)	$543,000.00	$543,000.00	$434,400.00	STP>200k	FY23	City of Broussard
Right of Way	$230,000.00	$230,000.00	$184,000.00	STP>200k	FY24	City of Broussard
Construction	$4,416,267.00	$4,857,893.70	$3,886,314.96	STP>200k	FY25	City of Broussard
Total Cost	**$5,189,267.00**	**$5,630,893.70**	**$4,504,714.96**			

Lafayette Parish

Project No	Project Description		Performance Measures		
H.014943	LA 89 Widening: Iberia-Ambassador Caffery		PM 3 – System Performance		
Route	**Control Section**	**Beg Log Mile**	**End Log Mile**	**Non-State Rd:**	**Parish:**
LA 89-1	216-03	0.000	2.246		Lafayette
Remarks	**Type Improvement**			**Work Type**	
Local Match	Addition of Two-Way Turn Lane and 8-Foot Shoulders			Urban Systems	

Project Phase	Project Cost	Tot Cost (w/CE&I+IDC)	Federal Share	Fund	Year	Sponsor
Environmental	$139,471.25	$139,471.25	$0.00	STBONDS	FY23	City of Youngsville
Design (Engineering)	$836,308.00	$836,308.00	$0.00	STBONDS	FY23	City of Youngsville
Construction	$4,987,630.00	$5,486,393.00	$4,389,114.40	STP>200k	FY24	City of Youngsville
Construction	$591,221.00	$650,343.10	$0.00	STBONDS	FY24	City of Youngsville
Total Cost	**$6,554,630.25**	**$7,112,515.35**	**$4,389,114.40**			

Lafayette Parish

Project No	Project Description		Performance Measures		
H.015018	Lafayette Parish Non-State Pavement Markings		PM 1 - Safety		
Route	**Control Section**	**Beg Log Mile**	**End Log Mile**	**Non-State Rd:**	**Parish:**
	000-28	0.00	0.00		Lafayette
Remarks	**Type Improvement**			**Work Type**	
Local Match	Pavement Markings			Urban Systems	

Project Phase	Project Cost	Tot Cost (w/CE&I+IDC)	Federal Share	Fund	Year	Sponsor
Construction	$550,000.00	$605,000.00	$484,000.00	STP>200k	FY24	LCG
Total Cost	**$550,000.00**	**$605,000.00**	**$484,000.00**			

St Landry Parish

St Landry Parish

Project No	Project Description		Performance Measures		
H.014537	LA 182: LAFAYETTE P/L - LA 754		PM 2 – Pavement Condition		
Route	**Control Section**	**Beg Log Mile**	**End Log Mile**	**Non-State Rd:**	**Parish:**
LA 182	032-02	0.000	5.400	Napolean Ave	St Landry
Remarks	**Type Improvement**			**Work Type**	
DOTD to Provide Match	Patching and/or Rehabilitation and A Bike Lane			Urban Systems	

Project Phase	Project Cost	Tot Cost (w/CE&I+IDC)	Federal Share	Fund	Year	Sponsor
Construction	$1,379,975.00	$1,517,972.50	$1,214,378.00	STP>200k	FY24	St. Landry
Construction	$2,460,025.00	$2,706,027.50	$2,706,027.50	COVID>200k	FY24	St. Landry
Total Cost	**$3,840,000.00**	**$4,224,000.00**	**$3,379,200.00**			

St Martin Parish

St Martin Parish

Project No	Project Description		Performance Measures		
H.011995	LA 96: B Teche MB RH (St Martinville) (HBI)		PM 2 – Bridge Condition		
Route	**Control Section**	**Beg Log Mile**	**End Log Mile**	**Non-State Rd:**	**Parish:**
LA 96	238-03	0.050	0.250		St Martin
Remarks	**Type Improvement**			**Work Type**	
Historic Bridge Improvement	Movable Bridge Rehabilitation			Preservation, Bridge (on system)	

Project Phase	Project Cost	Tot Cost (w/CE&I+IDC)	Federal Share	Fund	Year	Sponsor
Engineering	$1,200,000.00	$1,200,000.00	$960,000.00	STPFLEX	FY23	
Construction	$8,000,000.00	$8,800,000.00	$7,040,000.00	STPFLEX	FY25	
Total Cost	**$9,200,000.00**	**$10,000,000.00**	**$8,000,000.00**			

St Martin Parish

Project No	Project Description		Performance Measures		
H.012618	LA 347 Drainage Improvements		PM 2 – Pavement Condition and PM 3 – System Performance		
Route	**Control Section**	**Beg Log Mile**	**End Log Mile**	**Non-State Rd:**	**Parish:**
LA 347	056-04	7.300	8.300		St Martin
Remarks	**Type Improvement**			**Work Type**	
	Raise Road x-section and/or replace subdrainage structures			Oper Efficiency/Motorist Assistance, Roadway Flooding	

Project Phase	Project Cost	Tot Cost (w/CE&I+IDC)	Federal Share	Fund	Year	Sponsor
Construction	$540,000.00	$594,000.00	$475,200.00	STCASH	FY23	
Total Cost	**$540,000.00**	**$594,000.00**	**$475,200.00**			

St Martin Parish

Project No	Project Description		Performance Measures		
H.013819	LA 350: Bayou Teche MB RH (Parks) (HBI)		PM 2 – Bridge Condition		
Route	**Control Section**	**Beg Log Mile**	**End Log Mile**	**Non-State Rd:**	**Parish:**
LA 350	400-30	0.000	0.400		St Martin
Remarks	**Type Improvement**			**Work Type**	
Historic Bridge Improvement	Movable Bridge Rehabilitation			Preservation, Bridge (on system)	

Project Phase	Project Cost	Tot Cost (w/CE&I+IDC)	Federal Share	Fund	Year	Sponsor
Engineering	$1,200,000.00	$1,200,000.00	$960,000.00	STPFLEX	FY24	
Construction	$8,000,000.00	$8,800,000.00	$7,040,000.00	STPFLEX	FY26	
Total Cost	**$9,200,000.00**	**$10,000,000.00**	**$8,000,000.00**			

St Martin Parish

Project No	Project Description		Performance Measures		
H.014516	Mills St Extension		PM 3 – System Performance		
Route	**Control Section**	**Beg Log Mile**	**End Log Mile**	**Non-State Rd:**	**Parish:**
	000-50	0.000	0.000	Mills Street Extension in Breaux Bridge	St Martin
Remarks	**Type Improvement**			**Work Type**	
Local Match	Road Extension			Urban Systems	

Project Phase	Project Cost	Tot Cost (w/CE&I+IDC)	Federal Share	Fund	Year	Sponsor
Environmental	$20,000.00	$20,000.00	$16,000.00	STP>200k	FY23	Breaux Bridge
Design (Engineering)	$285,000.00	$285,000.00	$228,000.00	STP>200k	FY23	Breaux Bridge
Right of Way	$320,000.00	$320,000.00	$256,000.00	STP>200k	FY24	Breaux Bridge
Construction	$2,972,280.00	$3,269,508.00	$2,615,606.40	STP>200k	FY25	Breaux Bridge
Total Cost	**$3,597,280.00**	**$3,894,508.00**	**$3,115,606.40**			

5.3 TRANSIT PROGRAM

Projects contained in the TIP are organized in accordance with the Federal Fiscal Year (FFY), which begins October 1st of each year. The TIP cycle covers Federal Fiscal years 2023-2026 for Transit Projects.

TRANSIT ELEMENT

TRANSPORTATION IMPROVEMENT PROGRAM Lafayette Urbanized Area – (Financially Constrained) FY2023 (BEGIN OCT. 2022) PUBLIC TRANSIT ELEMENT PROGRAM OF ELEMENTS						
Project Number	**Project Description**	**Section Number**	**Local Share**	**FTC Federal Share**	**State Share**	**Total**
		SECTION 5307 FORMULA GRANT				
	Operating Assistance		1,700,000	1,700,000	0	3,400,000
	Bus and Bus Related Activities:					
	Bus Replacement		212,504	1,416,695	0	1,666,700
	Non-fixed Route ADA Paratransit Service		55,000	220,000	0	275,000
	Terminal, Preventative Maint		70,000	280,000	0	350,000
	Passenger Amenities		5,000	20,000	0	25,000
	Subtotal by Funding Source (FTA)		*$2,042,504*	*$3,636,695*		*$5,716,700*
		SECTION 5339 CAPITAL ASSISTANCE				
	Bus Replacement		90,000	510,000	0	600,000
	Subtotal by Funding Source (FTA)		*$90,000*	*$510,000*	*$0*	*$600,000*
		LoNo GRANT				
	Low Emission Bus		135,938	770,313	0	906,250
	Alternate Fuel Infrastructure		110,000	990,000	0	1,100,000
	CNG Facility Renovation		25,000	225,000	0	250,000
	Subtotal by Funding Source (FTA)		*$270,938*	*$1,985,313*		*$2,256,250*
		BUS AND BUS FACILITIES INVESTMENT				
	Bus Replacement		140,625	796,875	0	937,500
	Transit Parking Facility		300,000	1,200,000	0	1,500,000
	Transit Substation		450,000	1,800,000	0	2,250,000
	Subtotal by Funding Source (FTA)		*$890,625*	*$3,796,875*		*$4,687,500*
		SECTION 5310 ENHANCED MOBILITY OF SENIORS AND INDIVIDUALS WITH DISABILITIES				
	Lafayette Council on Aging Operating Assistance			23,169	0	23,169
	Arc of Acadiana - Lafayette Operating Assistance				0	
	Arc of Acadiana - Lafayette 16-2B Bus Replacement					
	Iberia Parish Council on Aging Operating Assistance			10,500	0	50,000
	St. Mary ARC, Inc/Center of Hope					
	St. Mary ARC - 12-2B Bus Replacement				0	
	Subtotal by Funding Source (FTA)		*$0*	*$33,669*	0	*$73,169*
		SECTION 5311 RURAL TRANSIT ASSISTANCE GRANT				
	Evangeline/City of Ville Platte Council on Aging			386,000	0	386,000
	Iberia Parish SMILE			449,000	0	449,000
	St. Landry Parish Government Council on Aging			200,000	0	200,000
	St. Martin Parish Government Council on Aging			221,000	0	221,000
					0	0
	Vermilion Policy Jury			239,000	0	239,000
	Subtotal by Funding Source (FTA)		*$0*	*$1,495,000*	0	*$1,495,000*
Grand Total by Funding Source (FTA)			**$3,294,067**	**$11,457,552**	**0**	**$14,828,619**

TRANSPORTATION IMPROVEMENT PROGRAM Lafayette Urbanized Area – (Financially Constrained) FY2024 (BEGIN OCT. 2023) PUBLIC TRANSIT ELEMENT PROGRAM OF ELEMENTS						
Project Number	**Project Description**	**Section Number**	**Local Share**	**FTC Federal Share**	**State Share**	**Total**
	SECTION 5307 FORMULA GRANT					
	Operating Assistance		1,717,000	1,717,000	0	3,434,000
	Bus and Bus Related Activities:					
	Bus Replacement		255,030	1,445,171	0	1,700,201
	Non-fixed Route ADA Paratransit Service		55,550	222,200	0	277,750
	Terminal, Preventative Maint		70,700	282,800	0	353,500
	Passenger Amenities		5,050	20,200	0	25,250
	Subtotal by Funding Source (FTA)		*$2,103,330*	*$3,687,371*		*$5,790,701*
	SECTION 5339 CAPITAL ASSISTANCE					
	Bus Replacement		90,900	515,100	0	606,000
	Subtotal by Funding Source (FTA)		*$90,900*	*$515,100*	*$0*	*$606,000*
	LoNo GRANT					
	Low Emission Bus		137,297	778,016	0	915,313
	Alternate Fuel Infrastructure		5,050	45,450	0	50,500
	CNG Facility Renovation		25,250	227,250	0	252,500
	Subtotal by Funding Source (FTA)		*$167,597*	*$1,050,716*		*$1,218,313*
	BUS AND BUS FACILITIES INVESTMENT					
	Bus Replacement		142,031	804,844	0	946,875
	Transit Parking Facility		303,000	1,212,000	0	1,515,000
	Transit Substation		454,500	1,818,000	0	2,272,500
	Subtotal by Funding Source (FTA)		*$899,531*	*$3,834,844*		*$4,734,375*
	SECTION 5310 ENHANCED MOBILITY OF SENIORS AND INDIVIDUALS WITH DISABILITIES					
	Lafayette Council on Aging Operating Assistance			23,169	0	23,169
	Arc of Acadiana - Lafayette Operating Assistance				0	
	Arc of Acadiana - Lafayette 16-2B Bus Replacement					
	Iberia Parish Council on Aging Operating Assistance			10,500	0	50,000
	St. Mary ARC, Inc/Center of Hope					
	St. Mary ARC - 12-2B Bus Replacement				0	
	Subtotal by Funding Source (FTA)		*$0*	*$33,669*	0	*$73,169*
	SECTION 5311 RURAL TRANSIT ASSISTANCE GRANT					
	Evangeline/City of Ville Platte Council on Aging			386,000	0	386,000
	Iberia Parish SMILE			449,000	0	449,000
	St. Landry Parish Government Council on Aging			200,000	0	200,000
	St. Martin Parish Government Council on Aging			221,000	0	221,000
					0	0
	Vermilion Policy Jury			239,000	0	239,000
	Subtotal by Funding Source (FTA)		*$0*	*$1,495,000*	0	*$1,495,000*
Grand Total by Funding Source (FTA)			**$3,261,358**	**$10,616,699**	**0**	**$13,917,558**

TRANSPORTATION IMPROVEMENT PROGRAM Lafayette Urbanized Area – (Financially Constrained) FY2025 (BEGIN OCT. 2024) PUBLIC TRANSIT ELEMENT PROGRAM OF ELEMENTS						
Project Number	**Project Description**	**Section Number**	**Local Share**	**FTC Federal Share**	**State Share**	**Total**
	SECTION 5307 FORMULA GRANT					
	Operating Assistance		1,734,170	1,734,170	0	3,468,340
	Bus and Bus Related Activities:					
	Bus Replacement		250,005	1,416,695	0	1,666,700
	Non-fixed Route ADA Paratransit Service		56,106	224,422	0	280,528
	Terminal, Preventative Maint		71,407	285,628	0	357,035
	Passenger Amenities		5,101	20,402	0	25,503
	Subtotal by Funding Source (FTA)		*$2,116,788*	*$3,681,317*		*$5,798,105*
	SECTION 5339 CAPITAL ASSISTANCE					
	Bus Replacement		91,809	520,251	0	612,060
	Subtotal by Funding Source (FTA)		*$91,809*	*$520,251*	*$0*	*$612,060*
	LoNo GRANT					
	Low Emission Bus		138,670	739,573	0	924,466
	Alternate Fuel Infrastructure		5,101	45,905	0	51,005
	CNG Facility Renovation		25,503	229,523	0	255,025
	Subtotal by Funding Source (FTA)		*$169,273*	*$1,015,000*		*$1,230,496*
	BUS AND BUS FACILITIES INVESTMENT					
	Bus Replacement		191,269	765,075	0	956,344
	Transit Parking Facility		306,030	1,224,120	0	1,530,150
	Transit Substation		459,045	1,836,180	0	2,295,225
	Subtotal by Funding Source (FTA)		*$956,344*	*$3,825,375*		*$4,781,719*
	SECTION 5310 ENHANCED MOBILITY OF SENIORS AND INDIVIDUALS WITH DISABILITIES					
	Lafayette Council on Aging Operating Assistance			23,169	0	23,169
	Arc of Acadiana - Lafayette Operating Assistance				0	
	Arc of Acadiana - Lafayette 16-2B Bus Replacement					
	Iberia Parish Council on Aging Operating Assistance			10,500	0	50,000
	St. Mary ARC, Inc/Center of Hope					
	St. Mary ARC - 12-2B Bus Replacement				0	
	Subtotal by Funding Source (FTA)		*$0*	*$33,669*	0	*$73,169*
	SECTION 5311 RURAL TRANSIT ASSISTANCE GRANT					
	Evangeline/City of Ville Platte Council on Aging			386,000	0	386,000
	Iberia Parish SMILE			449,000	0	449,000
	St. Landry Parish Government Council on Aging			200,000	0	200,000
	St. Martin Parish Government Council on Aging			221,000	0	221,000
					0	0
	Vermilion Policy Jury			239,000	0	239,000
	Subtotal by Funding Source (FTA)		*$0*	*$1,495,000*	0	*$1,495,000*
Grand Total by Funding Source (FTA)			**$3,334,214**	**$10,570,612**	**0**	**$13,990,549**

TRANSPORTATION IMPROVEMENT PROGRAM Lafayette Urbanized Area – (Financially Constrained) FY2026 (BEGIN OCT. 2025) PUBLIC TRANSIT ELEMENT PROGRAM OF ELEMENTS						
Project Number	**Project Description**	**Section Number**	**Local Share**	**FTC Federal Share**	**State Share**	**Total**
	SECTION 5307 FORMULA GRANT					
	Operating Assistance		1,751,512	1,751,512	0	3,503,023
	Bus and Bus Related Activities:					
	Bus Replacement		252,505	1,430,862	0	1,683,367
	Non-fixed Route ADA Paratransit Service		56,667	226,667	0	283,333
	Terminal, Preventative Maint		72,121	288,484	0	360,605
	Passenger Amenities		5,152	20,606	0	25,758
	Subtotal by Funding Source (FTA)		*$2,137,956*	*$3,718,131*		*$5,856,087*
	SECTION 5339 CAPITAL ASSISTANCE					
	Bus Replacement		92,727	525,454	0	618,181
	Subtotal by Funding Source (FTA)		*$92,727*	*$525,454*	*$0*	*$618,181*
	LoNo GRANT					
	Low Emission Bus		140,057	793,654	0	933,711
	Alternate Fuel Infrastructure		5,152	46,364	0	51,515
	CNG Facility Renovation		25,758	231,818	0	257,575
	Subtotal by Funding Source (FTA)		*$170,966*	*$1,071,835*		*$1,242,801*
	BUS AND BUS FACILITIES INVESTMENT					
	Bus Replacement		144,886	821,021	0	965,907
	Transit Parking Facility		309,090	1,236,361	0	1,545,452
	Transit Substation		463,635	1,854,542	0	2,318,177
	Subtotal by Funding Source (FTA)		*$917,612*	*$3,911,924*		*$4,829,536*
	SECTION 5310 ENHANCED MOBILITY OF SENIORS AND INDIVIDUALS WITH DISABILITIES					
	Lafayette Council on Aging Operating Assistance			23,169	0	23,169
	Arc of Acadiana - Lafayette Operating Assistance				0	
	Arc of Acadiana - Lafayette 16-2B Bus Replacement					
	Iberia Parish Council on Aging Operating Assistance			10,500	0	50,000
	St. Mary ARC, Inc/Center of Hope					
	St. Mary ARC - 12-2B Bus Replacement				0	
	Subtotal by Funding Source (FTA)		*$0*	*$33,669*	0	*$73,169*
	SECTION 5311 RURAL TRANSIT ASSISTANCE GRANT					
	Evangeline/City of Ville Platte Council on Aging			386,000	0	386,000
	Iberia Parish SMILE			449,000	0	449,000
	St. Landry Parish Government Council on Aging			200,000	0	200,000
	St. Martin Parish Government Council on Aging			221,000	0	221,000
					0	0
	Vermilion Policy Jury			239,000	0	239,000
	Subtotal by Funding Source (FTA)		*$0*	*$1,495,000*	0	*$1,495,000*
Grand Total by Funding Source (FTA)			**$3,319,261**	**$10,756,013**	**0**	**$14,114,774**

5.4 DODT LINE-ITEM ELEMENT

Project:						
L.000038	**PLANNING, TRAINING AND RESEARCH**					
Route:	Control Section:	Beg Log Mile:	End Log Mile:	Parish:		Off-System Road:
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	
	$3,000.00	$3,000.00	$2,400.00	DEMO	2023	
	$300,000.00	$300,000.00	$240,000.00	HSIPPEN	2023	
	$7,500.00	$7,500.00	$6000.00	LOCAL	2023	
	$60,000.00	$60,000.00	$48,000.00	LTAP	2023	
	$600,000.00	$600,000.00	$480,000.00	SPR MAND	2023	
	$3,637,500.00	$3,637,500.00	$2,910,000.00	SPR OPT	2023	
	$1,500,000.00	$1,500,000.00	$1200000.00	STCASH	2023	
	$94,500.00	$94,500.00	$75,600.00	STP<200K	2023	
	$2,325,000.00	$2,325,000.00	$1,860,000.00	STP<5K	2023	
	$7,500.00	$7,500.00	$6,000.00	CM	2024	
	$225,000.00	$225,000.00	$180,000.00	HSIPPEN	2024	
	$60,000.00	$60,000.00	$48,000.00	LTAP	2024	
	$450,000.00	$450,000.00	$360,000.00	SPR MAND	2024	
	$3,150,000.00	$3,150,000.00	$2,520,000.00	SPR OPT	2024	
	$60,000.00	$60,000.00	$48000.00	STCASH	2024	
	$135,000.00	$135,000.00	$108,000.00	STP<200K	2024	
	$2,250,000.00	$2,250,000.00	$1,800,000.00	STP<5K	2024	
	$7,500.00	$7,500.00	$6,000.00	STPFLEX	2024	
	$1,500.00	$1,500.00	$1,200.00	CM	2025	
	$9,000.00	$9,000.00	$7,200.00	DEMO	2025	
	$150,000.00	$150,000.00	$120,000.00	HSIPPEN	2025	
	$60,000.00	$60,000.00	$48,000.00	LTAP	2025	
	$600,000.00	$600,000.00	$480,000.00	SPR MAND	2025	
	$2,850,000.00	$2,850,000.00	$2,280,000.00	SPR OPT	2025	
	$375,000.00	$375,000.00	$300000.00	STCASH	2025	
	$2,457,000.00	$2,457,000.00	$1,965,600.00	STP<200K	2025	
	$151,500.00	$151,500.00	$121,200.00	STP<5K	2025	
	$67,500.00	$67,500.00	$54,000.00	STPFLEX E	2025	
	$7,500.00	$7,500.00	$6,000.00	TCP	2025	
	$975,000.00	$975,000.00	$780,000.00	HSIPPEN	2026	
	$60,000.00	$60,000.00	$48,000.00	LTAP	2026	
	$1,350,000.00	$1,350,000.00	$1,080,000.00	NHPP	2026	
	$1,050,000.00	$1,050,000.00	$840,000.00	SPR MAND	2026	
	$2,850,000.00	$2,850,000.00	$2,280,000.00	SPR OPT	2026	
	$60,000.00	$60,000.00	$48000.00	STCASH	2026	
	$60,000.00	$60,000.00	$48,000.00	STP<200K	2026	
Total Cost	**28,006,500.00**	**28,006,500.00**	**22,405,200.00**			

Project:						
L.000039	**ACCELERATED LOADING FACILITY**					
Route:	Control Section:	Beg Log Mile:	End Log Mile:	Parish:		Off-System Road:
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	$7,500.00	8250	6600	STPFLEX	2023	
	$7,500.00	8250	6600	STPFLEX	2024	
	$7,500.00	8250	6600	STPFLEX	2025	
	$7,500.00	8250	6600	STPFLEX	2026	
Total Cost	**$30,000.00**	**$33,000.00**	**$26,400.00**			

Project:						
L.000040	**FEDERAL BRIDGE INSPECTION PROGRAMS**					
Route:	Control Section:	Beg Log Mile:	End Log Mile:	Parish:		Off-System Road:
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	$900,000.00	$900,000.00	$720,000.00	STPFLEX	2023	
	$30,000.00	$30,000.00	$24,000.00	DEMO	2024	
	$45,000.00	$45,000.00	$36,000.00	NHPP	2024	
	$675,000.00	$675,000.00	$540,000.00	STPFLEX	2024	
	$150,000.00	$150,000.00	$120,000.00	FBROFF	2025	
	$600,000.00	$600,000.00	$480,000.00	STPFLEX	2025	
	$750,000.00	$750,000.00	$600,000.00	STPFLEX	2026	
Design (Engineering)	$15,000.00	$15,000.00	$12,000.00	STPFLEX	2023	
	$15,000.00	$15,000.00	$12,000.00	STPFLEX	2024	
	$15,000.00	$15,000.00	$12,000.00	STPFLEX	2025	
Construction	$75,000.00	$82,500.00	$66,000.00	STPFLEX	2023	
	$15,000.00	$16,500.00	$13,200.00	STPFLEX	2024	
	$15,000.00	$16,500.00	$13,200.00	STPFLEX	2025	
	$15,000.00	$16,500.00	$13,200.00	STPFLEX	2026	
Total Cost	**$3,315,000.00**	**$3,327,000.00**	**$2,661,600.00**			

Project:						
L.000046	**MISC STP ENHANCEMENT PROJECTS**					
Route:	Control Section:	Beg Log Mile:	End Log Mile:	Parish:		Off-System Road:

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

Project:						
L.000047	**MISC NATIONAL TRAILS PROJECTS**					
Route:	Control Section:	Beg Log Mile:	End Log Mile:	Parish:		Off-System Road:

Remarks		Type Improvement			Work Type	
Project Phase	Project Cost	Total Cost (w/CE&I+IDC)	Federal Share	Fund	Year	Sponsor
Feasibility	$22,500.00	$22,500.00	$18,000.00	RTP	2023	
	$36,000.00	$36,000.00	$28,800.00	RTP	2024	
	$22,500.00	$22,500.00	$18,000.00	RTP	2025	
	$22,500.00	$22,500.00	$18,000.00	RTP	2026	
Design (Engineering)	$3,750.00	$3,750.00	$3,000.00	RTP	2023	
	$3,750.00	$3,750.00	$3,000.00	RTP	2024	
	$3,750.00	$3,750.00	$3,000.00	RTP	2025	
	$3,750.00	$3,750.00	$3,000.00	RTP	2026	
Construction	$112,500.00	$123,750.00	$99,000.00	LOCAL	2023	
	$225,000.00	$247,500.00	$198,000.00	RTP	2023	
	$90,000.00	$99,000.00	$79,200.00	LOCAL	2024	
	$225,000.00	$247,500.00	$198,000.00	RTP	2024	
	$75,000.00	$82,500.00	$66,000.00	LOCAL	2025	
	$315,000.00	$346,500.00	$277,200.00	RTP	2025	
	$75,000.00	$82,500.00	$66,000.00	LOCAL	2026	
	$225,000.00	$247,500.00	$198,000.00	RTP	2026	
Total Cost	**$1,461,000.00**	**$1,595,250.00**	**$1,276,200.00**			

Project:						
L.000048	**SCENIC BYWAYS OF LA**					
Route:	Control Section:	Beg Log Mile:	End Log Mile:	Parish:		Off-System Road:
Remarks		Type Improvement			Work Type	
Project Phase	Project Cost	Total Cost (w/CE&I+IDC)	Federal Share	Fund	Year	Sponsor
Feasibility	$52,500.00	$52,500.00	$42,000.00	NSB	2023	
	$52,500.00	$52,500.00	$42,000.00	NSB	2024	
	$52,500.00	$52,500.00	$42,000.00	NSB	2025	
	$52,500.00	$52,500.00	$42,000.00	NSB	2026	
Design (Engineering)	$52,500.00	$52,500.00	$42,000.00	NSB	2023	
	$180,000.00	$180,000.00	$144,000.00	STCASH	2023	
	$52,500.00	$52,500.00	$42,000.00	NSB	2024	
	$52,500.00	$52,500.00	$42,000.00	NSB	2025	
	$52,500.00	$52,500.00	$42,000.00	NSB	2026	
Construction	$150,000.00	$165,000.00	$132,000.00	LOCAL	2023	
	$37,500.00	$41,250.00	$33,000.00	NSB	2023	
	$150,000.00	$165,000.00	$132,000.00	STCASH	2023	
	$37,500.00	$41,250.00	$33,000.00	STPFLEX	2023	
	$67,500.00	$74,250.00	$59,400.00	NSB	2024	
	$67,500.00	$74,250.00	$59,400.00	NSB	2025	
	$67,500.00	$74,250.00	$59,400.00	NSB	2026	
Total Cost	**$1,177,500.00**	**$1,235,250.00**	**$988,200.00**			

Project						
L.000049	**INDIAN RESERVATION ROADS**					
Route:	Control Section:	Beg Log Mile:	End Log Mile:	Parish:		Off-System Road:
Remarks		Type Improvement			Work Type	
Project Phase	Project Cost	Total Cost (w/CE&I+IDC)	Federal Share	Fund	Year	Sponsor
Design (Engineering)	$3,000.00	$3,000.00	$2,400.00	FLH	2023	
	$3,000.00	$3,000.00	$2,400.00	FLH	2024	
	$3,000.00	$3,000.00	$2,400.00	FLH	2025	
	$3,000.00	$3,000.00	$2,400.00	FLH	2026	
Construction	$60,000.00	$66,000.00	$52,800.00	FLH	2023	
	$60,000.00	$66,000.00	$52,800.00	FLH	2024	
	$60,000.00	$66,000.00	$52,800.00	FLH	2025	
	$60,000.00	$66,000.00	$52,800.00	FLH	2026	
Total Cost	**$252,000.00**	**$276,000.00**	**$220,800.00**			

Project:						
L.000050	**LA PUBLIC LANDS HIGHWAY PROGRAM**					
Route:	Control Section:	Beg Log Mile:	End Log Mile:	Parish:		Off-System Road:
Remarks		Type Improvement			Work Type	
Project Phase	Project Cost	Total Cost (w/CE&I+IDC)	Federal Share	Fund	Year	Sponsor
Construction	$37,500.00	$41,250.00	$33,000.00	FLH	2023	
	$600,000.00	$660,000.00	$528,000.00	FLH	2024	
	$150,000.00	$165,000.00	$132,000.00	STP<5K	2024	
	$750,000.00	$825,000.00	$660,000.00	FLH	2025	
	$750,000.00	$825,000.00	$660,000.00	FLH	2026	
Total Cost	**$2,287,500.00**	**$2,516,250.00**	**$2,013,000.00**			

Project:						
L.000051	**OVERLAY OR SURFACE REPAIR ON INTERSTATE**					
Route:	Control Section:	Beg Log Mile:	End Log Mile:	Parish:		Off-System Road:
Remarks		Type Improvement			Work Type	
Project Phase	Project Cost	Total Cost (w/CE&I+IDC)	Federal Share	Fund	Year	Sponsor
Environmental	$7,500.00	$7,500.00	$6,000.00	NHPP	2023	
	$7,500.00	$7,500.00	$6,000.00	NHPP	2024	
	$7,500.00	$7,500.00	$6,000.00	NHPP	2025	
	$7,500.00	$7,500.00	$6,000.00	NHPP	2026	
Design (Engineering)	$150,000.00	$150,000.00	$120,000.00	NHPP	2023	
	$150,000.00	$150,000.00	$120,000.00	NHPP	2024	
	$150,000.00	$150,000.00	$120,000.00	NHPP	2025	
	$150,000.00	$150,000.00	$120,000.00	NHPP	2026	
	$37,500.00	$41,250.00	$33,000.00	IM	2023	
Construction	$1,500,000.00	$1,650,000.00	$1,320,000.00	NHPP	2023	
	$37,500.00	$41,250.00	$33,000.00	STP<5K	2023	
	$112,500.00	$123,750.00	$99,000.00	STPFLEX	2023	
	$75,000.00	$82,500.00	$66,000.00	DEMO	2024	
	$2,310,000.00	$2,541,000.00	$2,032,800.00	NHPP	2024	
	$225,000.00	$247,500.00	$198,000.00	STPFLEX	2024	
	$4,500,000.00	$4,950,000.00	$3,960,000.00	NHPP	2025	
	$4,500,000.00	$4,950,000.00	$3,960,000.00	NHPP	2026	
Total Cost	**$13,927,500.00**	**$15,257,250.00**	**$12,205,800.00**			

Project:						
L.000053	**STATEWIDE OVERLAY PROGRAM**					
Route:	Control Section:	Beg Log Mile:	End Log Mile:	Parish:		Off-System Road:
Remarks		Type Improvement			Work Type	
Project Phase	Project Cost	Total Cost (w/CE&I+IDC)	Federal Share	Fund	Year	Sponsor
Environmental	$7,500.00	$7,500.00	$6,000.00	STPFLEX	2023	
	$18,750.00	$18,750.00	$15,000.00	NHPP	2024	
	$3,750.00	$3,750.00	$3,000.00	STPFLEX	2024	
	$7,500.00	$7,500.00	$6,000.00	STPFLEX	2025	
	$7,500.00	$7,500.00	$6,000.00	STPFLEX	2026	
Right of Way	$15,000.00	$15,000.00	$12,000.00	STPFLEX	2023	
	$15,000.00	$15,000.00	$12,000.00	STPFLEX	2024	
	$15,000.00	$15,000.00	$12,000.00	STPFLEX	2025	
	$15,000.00	$15,000.00	$12,000.00	STPFLEX	2026	
Utility Relocation	$168,750.00	$168,750.00	$135,000.00	NHPP	2023	
	$71,250.00	$71,250.00	$57,000.00	STPFLEX	2023	
	$75,000.00	$75,000.00	$60,000.00	LOCAL	2024	
	$120,000.00	$120,000.00	$96,000.00	NHPP	2024	
	$75,000.00	$75,000.00	$60,000.00	STPFLEX	2024	
	$30,000.00	$30,000.00	$24,000.00	LOCAL	2025	
	$52,500.00	$52,500.00	$42,000.00	NHPP	2025	
	$15,000.00	$15,000.00	$12,000.00	STPFLEX	2025	
	$120,000.00	$120,000.00	$96,000.00	STPFLEX	2026	
Design (Engineering)	$22,500.00	$22,500.00	$18,000.00	NHPP	2023	
	$22,500.00	$22,500.00	$18,000.00	STPFLEX	2023	
	$22,500.00	$22,500.00	$18,000.00	NHPP	2024	
	$22,500.00	$22,500.00	$18,000.00	STPFLEX	2024	
	$15,000.00	$15,000.00	$12,000.00	DEMO	2025	
	$22,500.00	$22,500.00	$18,000.00	NHPP	2025	
	$22,500.00	$22,500.00	$18,000.00	STPFLEX	2025	
	$22,500.00	$22,500.00	$18,000.00	NHPP	2026	
	$22,500.00	$22,500.00	$18,000.00	STPFLEX	2026	

Construction	$450,000.00	$495,000.00	$396,000.00	HRRR	2023
	$37,500.00	$41,250.00	$33,000.00	HSIP	2023
	$1,500,000.00	$1,650,000.00	$1,320,000.00	NFA	2023
	$4,500,000.00	$4,950,000.00	$3,960,000.00	NHPP	2023
	$15,000.00	$16,500.00	$13,200.00	SATRANS	2023
	$2,250,000.00	$2,475,000.00	$1,980,000.00	STBONDS	2023
	$150,000.00	$165,000.00	$132,000.00	STCASH	2023
	$225,000.00	$247,500.00	$198,000.00	STP<200K	2023
	$900,000.00	$990,000.00	$792,000.00	STP<5K	2023
	$7,500,000.00	$8,250,000.00	$6,600,000.00	STPFLEX	2023
	$52,500.00	$57,750.00	$46,200.00	DEMO	2024
	$525,000.00	$577,500.00	$462,000.00	HRRR	2024
	$150,000.00	$165,000.00	$132,000.00	HSIP	2024
	$90,000.00	$99,000.00	$79,200.00	HSIPPEN	2024
	$75,000.00	$82,500.00	$66,000.00	LOCAL	2024
	$1,500,000.00	$1,650,000.00	$1,320,000.00	NFA	2024
	$11,250,000.00	$12,375,000.00	$9,900,000.00	NHPP	2024
	$750,000.00	$825,000.00	$660,000.00	STBONDS	2024
	$750,000.00	$825,000.00	$660,000.00	STCASH	2024
	$330,000.00	$363,000.00	$290,400.00	STGEN	2024
	$2,250,000.00	$2,475,000.00	$1,980,000.00	STP<200K	2024
	$1,447,500.00	$1,592,250.00	$1,273,800.00	STP<5K	2024
	$9,750,000.00	$10,725,000.00	$8,580,000.00	STPFLEX	2024
	$1,200,000.00	$1,320,000.00	$1,056,000.00	COVID	2025
	$150,000.00	$165,000.00	$132,000.00	DEMO	2025
	$75,000.00	$82,500.00	$66,000.00	HRRR	2025
	$300,000.00	$330,000.00	$264,000.00	HSIP	2025
	$75,000.00	$82,500.00	$66,000.00	HSIPPEN	2025
	$1,500,000.00	$1,650,000.00	$1,320,000.00	NFA	2025
	$9,000,000.00	$9,900,000.00	$7,920,000.00	NHPP	2025
	$750,000.00	$825,000.00	$660,000.00	STBONDS	2025
	$337,500.00	$371,250.00	$297,000.00	STCASH	2025
	$1,560,000.00	$1,716,000.00	$1,372,800.00	STP<5K	2025
	$7,875,000.00	$8,662,500.00	$6,930,000.00	STPFLEX	2025
	$3,000,000.00	$3,300,000.00	$2,640,000.00	COVID	2026
	$150,000.00	$165,000.00	$132,000.00	DEMO	2026
	$300,000.00	$330,000.00	$264,000.00	HSIP	2026
	$1,500,000.00	$1,650,000.00	$1,320,000.00	NFA	2026
	$7,500,000.00	$8,250,000.00	$6,600,000.00	NHPP	2026
	$750,000.00	$825,000.00	$660,000.00	STBONDS	2026
	$150,000.00	$165,000.00	$132,000.00	STCASH	2026
	$225,000.00	$247,500.00	$198,000.00	STP<200K	2026
	$975,000.00	$1,072,500.00	$858,000.00	STP<5K	2026
	$9,000,000.00	$9,900,000.00	$7,920,000.00	STPFLEX	2026
Total Cost	**$93,847,500.00**	**$103,129,500.00**	**$82,503,600.00**		

Project:						
L.000054	**ROAD PREVENTIVE MAINTENANCE PROGRAM**					
Route:	Control Section:	Beg Log Mile:	End Log Mile:	Parish:		Off-System Road:

Remarks		Type Improvement			Work Type	
Project Phase	Project Cost	Total Cost (w/CE&I+IDC)	Federal Share	Fund	Year	Sponsor
Utility Relocation	$60,000.00	$60,000.00	$48,000.00	STPFLEX	2023	
	$60,000.00	$60,000.00	$48,000.00	STPFLEX	2024	
	$75,000.00	$75,000.00	$60,000.00	STPFLEX	2025	
	$60,000.00	$60,000.00	$48,000.00	STPFLEX	2026	
Construction	$75,000.00	$82,500.00	$66,000.00	DEMO	2023	
	$75,000.00	$82,500.00	$66,000.00	NFA	2023	
	$375,000.00	$412,500.00	$330,000.00	NHPP	2023	
	$1,200,000.00	$1,320,000.00	$1,056,000.00	STPFLEX	2023	
	$75,000.00	$82,500.00	$66,000.00	DEMO	2024	
	$75,000.00	$82,500.00	$66,000.00	NFA	2024	
	$225,000.00	$247,500.00	$198,000.00	NHPP	2024	
	$337,500.00	$371,250.00	$297,000.00	STP<200K	2024	
	$75,000.00	$82,500.00	$66,000.00	STP<5K	2024	
	$1,425,000.00	$1,567,500.00	$1,254,000.00	STPFLEX	2024	
	$262,500.00	$288,750.00	$231,000.00	COVID	2025	
	$75,000.00	$82,500.00	$66,000.00	NFA	2025	
	$75,000.00	$82,500.00	$66,000.00	NHPP	2025	
	$1,237,500.00	$1,361,250.00	$1,089,000.00	STPFLEX	2025	
	$75,000.00	$82,500.00	$66,000.00	HSIP	2026	
	$75,000.00	$82,500.00	$66,000.00	NFA	2026	
	$600,000.00	$660,000.00	$528,000.00	NHPP	2026	
	$525,000.00	$577,500.00	$462,000.00	STPFLEX	2026	
Total Cost	**$7,117,500.00**	**$7,803,750.00**	**$6,243,000.00**			

Project:						
L.000055	**RAILROAD CROSSING IMPROVEMENTS**					
Route:	Control Section:	Beg Log Mile:	End Log Mile:	Parish:		Off-System Road:
Remarks		Type Improvement			Work Type	
Project Phase	Project Cost	Total Cost (w/CE&I+IDC)	Federal Share	Fund	Year	Sponsor
Feasibility	$7,500.00	$7,500.00	$6,000.00	STCASH	2023	
	$7,500.00	$7,500.00	$6,000.00	STCASH	2024	
	$7,500.00	$7,500.00	$6,000.00	STCASH	2025	
	$7,500.00	$7,500.00	$6,000.00	STCASH	2026	
Environmental	$7,500.00	$7,500.00	$6,000.00	STCASH	2023	
	$7,500.00	$7,500.00	$6,000.00	STCASH	2024	
	$7,500.00	$7,500.00	$6,000.00	STCASH	2025	
	$7,500.00	$7,500.00	$6,000.00	STCASH	2026	
Right of Way	$7,500.00	$7,500.00	$6,000.00	LOCAL	2023	
	$7,500.00	$7,500.00	$6,000.00	STCASH	2023	
	$7,500.00	$7,500.00	$6,000.00	STCASH	2024	
	$7,500.00	$7,500.00	$6,000.00	STCASH	2025	
	$7,500.00	$7,500.00	$6,000.00	STCASH	2026	
Utility Relocation	$15,000.00	$15,000.00	$12,000.00	LOCAL	2023	
	$22,500.00	$22,500.00	$18,000.00	STCASH	2023	
	$22,500.00	$22,500.00	$18,000.00	STCASH	2024	
	$37,500.00	$37,500.00	$30,000.00	LOCAL	2025	
	$300,000.00	$300,000.00	$240,000.00	STCASH	2025	
	$22,500.00	$22,500.00	$18,000.00	STCASH	2026	
Design (Engineering)	$15,000.00	$15,000.00	$12,000.00	STCASH	2023	
	$15,000.00	$15,000.00	$12,000.00	STCASH	2024	
	$15,000.00	$15,000.00	$12,000.00	STCASH	2025	
	$15,000.00	$15,000.00	$12,000.00	STCASH	2026	
Construction	$120,000.00	$132,000.00	$105,600.00	HSIP	2023	
	$225,000.00	$247,500.00	$198,000.00	LOCAL	2023	
	$1,125,000.00	$1,237,500.00	$990,000.00	STCASH	2023	
	$225,000.00	$247,500.00	$198,000.00	LOCAL	2024	
	$1,125,000.00	$1,237,500.00	$990,000.00	STCASH	2024	
	$225,000.00	$247,500.00	$198,000.00	LOCAL	2025	
	$1,125,000.00	$1,237,500.00	$990,000.00	STCASH	2025	
	$225,000.00	$247,500.00	$198,000.00	LOCAL	2026	
	$1,125,000.00	$1,237,500.00	$990,000.00	STCASH	2026	
Total Cost	**$6,097,500.00**	**$6,649,500.00**	**$5,319,600.00**			

Project:						
L.000056	**MISC HAZARD ELIMINATION AND SAFETY**					
Route:	Control Section:	Beg Log Mile:	End Log Mile:	Parish:		Off-System Road:
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	HSIP	2023	
	$45,000.00	$45,000.00	$36,000.00	HSIPPEN	2023	
	$15,000.00	$15,000.00	$12,000.00	HSIP	2024	
	$165,000.00	$165,000.00	$132,000.00	HSIPPEN	2024	
	$52,500.00	$52,500.00	$42,000.00	STCASH	2024	
	$15,000.00	$15,000.00	$12,000.00	HSIP	2025	
	$120,000.00	$120,000.00	$96,000.00	HSIPPEN	2025	
	$975,000.00	$975,000.00	$780,000.00	STCASH	2025	
	$15,000.00	$15,000.00	$12,000.00	HSIP	2026	
	$375,000.00	$375,000.00	$300,000.00	HSIPPEN	2026	
	$75,000.00	$75,000.00	$60,000.00	STCASH	2026	
Environmental	$22,500.00	$22,500.00	$18,000.00	HSIP	2023	
	$7,500.00	$7,500.00	$6,000.00	HSIPPEN	2023	
	$22,500.00	$22,500.00	$18,000.00	HSIP	2024	
	$7,500.00	$7,500.00	$6,000.00	HSIPPEN	2024	
	$7,500.00	$7,500.00	$6,000.00	HSIP	2025	
	$22,500.00	$22,500.00	$18,000.00	HSIPPEN	2025	
	$9,750.00	$9,750.00	$7,800.00	SATRANS	2025	
	$22,500.00	$22,500.00	$18,000.00	HSIP	2026	
	$7,500.00	$7,500.00	$6,000.00	HSIPPEN	2026	
Right of Way	$300,000.00	$300,000.00	$240,000.00	HSIP	2023	
	$150,000.00	$150,000.00	$120,000.00	HSIPPEN	2023	
	$15,000.00	$15,000.00	$12,000.00	SATRANS	2023	
	$75,000.00	$75,000.00	$60,000.00	STCASH	2023	
	$562,500.00	$562,500.00	$450,000.00	HSIP	2024	
	$75,000.00	$75,000.00	$60,000.00	HSIPPEN	2024	
	$75,000.00	$75,000.00	$60,000.00	STCASH	2024	
	$450,000.00	$450,000.00	$360,000.00	HSIP	2025	
	$150,000.00	$150,000.00	$120,000.00	HSIPPEN	2025	
	$15,000.00	$15,000.00	$12,000.00	SATRANS	2025	
	$15,000.00	$15,000.00	$12,000.00	STCASH	2025	
	$300,000.00	$300,000.00	$240,000.00	HSIP	2026	

Utility Relocation	$300,000.00	$300,000.00	$240,000.00	HSIP	2023
	$150,000.00	$150,000.00	$120,000.00	HSIPPEN	2023
	$300,000.00	$300,000.00	$240,000.00	HSIP	2024
	$150,000.00	$150,000.00	$120,000.00	HSIPPEN	2024
	$225,000.00	$225,000.00	$180,000.00	HSIP	2025
	$195,000.00	$195,000.00	$156,000.00	HSIPPEN	2025
	$600,000.00	$600,000.00	$480,000.00	STCASH	2025
	$37,500.00	$37,500.00	$30,000.00	STPFLEX	2025
	$300,000.00	$300,000.00	$240,000.00	HSIP	2026
	$150,000.00	$150,000.00	$120,000.00	HSIPPEN	2026
Design (Engineering)	$75,000.00	$75,000.00	$60,000.00	HSIP	2023
	$30,000.00	$30,000.00	$24,000.00	HSIPPEN	2023
	$120,000.00	$120,000.00	$96,000.00	SATRANS	2023
	$75,000.00	$75,000.00	$60,000.00	STCASH	2023
	$60,000.00	$60,000.00	$48,000.00	HSIP	2024
	$67,500.00	$67,500.00	$54,000.00	HSIPPEN	2024
	$135,000.00	$135,000.00	$108,000.00	HSIP	2025
	$30,000.00	$30,000.00	$24,000.00	HSIPPEN	2025
	$75,000.00	$75,000.00	$60,000.00	STCASH	2025
	$150,000.00	$150,000.00	$120,000.00	HSIP	2026
	$30,000.00	$30,000.00	$24,000.00	HSIPPEN	2026
Construction	$2,662,500.00	$2,928,750.00	$2,343,000.00	HSIP	2023
	$2,025,000.00	$2,227,500.00	$1,782,000.00	HSIPPEN	2023
	$37,500.00	$41,250.00	$33,000.00	NHPP	2023
	$37,500.00	$41,250.00	$33,000.00	SATRANS	2023
	$150,000.00	$165,000.00	$132,000.00	STCASH	2023
	$3,225,000.00	$3,547,500.00	$2,838,000.00	HSIP	2024
	$1,515,000.00	$1,666,500.00	$1,333,200.00	HSIPPEN	2024
	$525,000.00	$577,500.00	$462,000.00	SATRANS	2024
	$600,000.00	$660,000.00	$528,000.00	STCASH	2024
	$75,000.00	$82,500.00	$66,000.00	TAP<5K	2024
	$2,775,000.00	$3,052,500.00	$2,442,000.00	HSIP	2025
	$2,850,000.00	$3,135,000.00	$2,508,000.00	HSIPPEN	2025
	$450,000.00	$495,000.00	$396,000.00	STCASH	2025
	$750,000.00	$825,000.00	$660,000.00	STPFLEX	2025
	$75,000.00	$82,500.00	$66,000.00	TAP<5K	2025
	$3,525,000.00	$3,877,500.00	$3,102,000.00	HSIP	2026
	$3,000,000.00	$3,300,000.00	$2,640,000.00	HSIPPEN	2026
	$75,000.00	$82,500.00	$66,000.00	NHPP	2026
	$75,000.00	$82,500.00	$66,000.00	STCASH	2026
Total Cost	**$32,012,250.00**	**$34,455,000.00**	**$27,564,000.00**		

Project:						
L.000057	**SOFT SIDE SAFETY**					
Route:	Control Section:	Beg Log Mile:	End Log Mile:	Parish:		Off-System Road:
Remarks		Type Improvement			Work Type	
Project Phase	Project Cost	Total Cost (w/CE&I+IDC)	Federal Share	Fund	Year	Sponsor
Feasibility	$37,500.00	$37,500.00	$30,000.00	HSIP	2023	
	$112,500.00	$112,500.00	$90,000.00	HSIPPEN	2023	
	$71,250.00	$71,250.00	$57,000.00	STCASH	2023	
	$15,000.00	$15,000.00	$12,000.00	HSIP	2024	
	$206,250.00	$206,250.00	$165,000.00	HSIPPEN	2024	
	$75,000.00	$75,000.00	$60,000.00	STCASH	2024	
	$15,000.00	$15,000.00	$12,000.00	STPFLEX	2024	
	$435,000.00	$435,000.00	$348,000.00	HSIP	2025	
	$112,500.00	$112,500.00	$90,000.00	HSIPPEN	2025	
	$15,000.00	$15,000.00	$12,000.00	STPFLEX	2025	
	$435,000.00	$435,000.00	$348,000.00	HSIP	2026	
	$112,500.00	$112,500.00	$90,000.00	HSIPPEN	2026	
	$15,000.00	$15,000.00	$12,000.00	STPFLEX	2026	
Total Cost	**$1,657,500.00**	**$1,657,500.00**	**$1,326,000.00**			

Project:						
L.000060	**LOCAL ROADS SAFETY PROGRAM**					
Route:	Control Section:	Beg Log Mile:	End Log Mile:	Parish:		Off-System Road:
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	HSIPPEN	2024	
	$24,000.00	$24,000.00	$19,200.00	STCASH	2024	
	$21,900.00	$21,900.00	$17,520.00	HSIPPEN	2025	
	$24,000.00	$24,000.00	$19,200.00	STCASH	2025	
	$21,900.00	$21,900.00	$17,520.00	HSIPPEN	2026	
	$24,000.00	$24,000.00	$19,200.00	STCASH	2026	

Right of Way	$1,500.00	$1,500.00	$1,200.00	HRRR	2023
	$13,500.00	$13,500.00	$10,800.00	HSIPPEN	2023
	$15,000.00	$15,000.00	$12,000.00	STCASH	2023
	$7,500.00	$7,500.00	$6,000.00	HRRR	2024
	$75,000.00	$75,000.00	$60,000.00	HSIPPEN	2024
	$15,000.00	$15,000.00	$12,000.00	HRRR	2025
	$1,500.00	$1,500.00	$1,200.00	HRRR	2026
	$6,000.00	$6,000.00	$4,800.00	HSIP	2026
	$7,500.00	$7,500.00	$6,000.00	HSIPPEN	2026
	$7,500.00	$7,500.00	$6,000.00	STCASH	2026
Utility Relocation	$1,500.00	$1,500.00	$1,200.00	HRRR	2023
	$13,500.00	$13,500.00	$10,800.00	HSIPPEN	2023
	$15,000.00	$15,000.00	$12,000.00	STCASH	2023
	$15,000.00	$15,000.00	$12,000.00	HRRR	2024
	$15,000.00	$15,000.00	$12,000.00	HRRR	2025
	$1,500.00	$1,500.00	$1,200.00	HRRR	2026
	$6,000.00	$6,000.00	$4,800.00	HSIP	2026
	$7,500.00	$7,500.00	$6,000.00	HSIPPEN	2026
	$7,500.00	$7,500.00	$6,000.00	STCASH	2026
Design (Engineering)	$1,500.00	$1,500.00	$1,200.00	HRRR	2023
	$13,500.00	$13,500.00	$10,800.00	HSIPPEN	2023
	$15,000.00	$15,000.00	$12,000.00	STCASH	2023
	$9,000.00	$9,000.00	$7,200.00	HRRR	2024
	$30,000.00	$30,000.00	$24,000.00	HSIPPEN	2024
	$15,000.00	$15,000.00	$12,000.00	STCASH	2024
	$11,250.00	$11,250.00	$9,000.00	HRRR	2025
	$75,000.00	$75,000.00	$60,000.00	HSIPPEN	2025
	$30,000.00	$30,000.00	$24,000.00	STCASH	2025
	$6,000.00	$6,000.00	$4,800.00	HSIP	2026
	$37,500.00	$37,500.00	$30,000.00	HSIPPEN	2026
	$7,500.00	$7,500.00	$6,000.00	STCASH	2026
Construction	$7,500.00	$8,250.00	$6,600.00	HRRR	2023
	$67,500.00	$74,250.00	$59,400.00	HSIPPEN	2023
	$15,000.00	$16,500.00	$13,200.00	STCASH	2023
	$15,000.00	$16,500.00	$13,200.00	HRRR	2024
	$975,000.00	$1,072,500.00	$858,000.00	HSIPPEN	2024
	$45,000.00	$49,500.00	$39,600.00	STCASH	2024
	$75,000.00	$82,500.00	$66,000.00	HRRR	2025
	$75,000.00	$82,500.00	$66,000.00	HSIP	2025
	$997,500.00	$1,097,250.00	$877,800.00	HSIPPEN	2025
	$15,000.00	$16,500.00	$13,200.00	LOCAL	2025
	$3,750.00	$4,125.00	$3,300.00	HRRR	2026
	$206,250.00	$226,875.00	$181,500.00	HSIP	2026
	$225,000.00	$247,500.00	$198,000.00	HSIPPEN	2026
	$75,000.00	$82,500.00	$66,000.00	LOCAL	2026
	$75,000.00	$82,500.00	$66,000.00	STCASH	2026
Total Cost	**$3,487,050.00**	**$3,774,300.00**	**$3,019,440.00**		

Project:						
L.000061	**SAFE ROUTES TO PUBLIC PLACES PROGRAM**					
Route:	Control Section:	Beg Log Mile:	End Log Mile:	Parish:		Off-System Road:

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	SR2S	2023	
	$102,000.00	$102,000.00	$81,600.00	SR2S	2024	
	$12,000.00	$12,000.00	$9,600.00	HSIPPEN	2025	
	$15,000.00	$15,000.00	$12,000.00	SR2S	2025	
	$45,000.00	$45,000.00	$36,000.00	STCASH	2025	
	$15,000.00	$15,000.00	$12,000.00	SATRANS	2026	
	$12,000.00	$12,000.00	$9,600.00	SR2S	2026	
Design (Engineering)	$90,000.00	$90,000.00	$72,000.00	HSIPPEN	2023	
	$30,000.00	$30,000.00	$24,000.00	SATRANS	2023	
	$30,000.00	$30,000.00	$24,000.00	SR2S	2023	
	$15,000.00	$15,000.00	$12,000.00	STCASH	2023	
	$37,500.00	$37,500.00	$30,000.00	HSIPPEN	2024	
	$30,000.00	$30,000.00	$24,000.00	SATRANS	2024	
	$22,500.00	$22,500.00	$18,000.00	SR2S	2024	
	$75,000.00	$75,000.00	$60,000.00	STCASH	2024	
	$15,000.00	$15,000.00	$12,000.00	HSIPPEN	2025	
	$30,000.00	$30,000.00	$24,000.00	SATRANS	2025	
	$45,000.00	$45,000.00	$36,000.00	SR2S	2025	
	$30,000.00	$30,000.00	$24,000.00	STCASH	2025	
	$60,000.00	$60,000.00	$48,000.00	HSIPPEN	2026	
	$30,000.00	$30,000.00	$24,000.00	SATRANS	2026	
	$15,000.00	$15,000.00	$12,000.00	SR2S	2026	
	$30,000.00	$30,000.00	$24,000.00	STCASH	2026	
Construction	$382,500.00	$420,750.00	$336,600.00	HSIPPEN	2023	
	$150,000.00	$165,000.00	$132,000.00	SATRANS	2023	
	$300,000.00	$330,000.00	$264,000.00	SR2S	2023	
	$150,000.00	$165,000.00	$132,000.00	STCASH	2023	
	$300,000.00	$330,000.00	$264,000.00	HSIPPEN	2024	
	$150,000.00	$165,000.00	$132,000.00	SATRANS	2024	
	$150,000.00	$165,000.00	$132,000.00	SR2S	2024	
	$75,000.00	$82,500.00	$66,000.00	STCASH	2024	
	$112,500.00	$123,750.00	$99,000.00	HSIP	2025	
	$750,000.00	$825,000.00	$660,000.00	HSIPPEN	2025	
	$37,500.00	$41,250.00	$33,000.00	LOCAL	2025	
	$150,000.00	$165,000.00	$132,000.00	SATRANS	2025	
	$150,000.00	$165,000.00	$132,000.00	SR2S	2025	
	$150,000.00	$165,000.00	$132,000.00	STCASH	2025	
	$150,000.00	$165,000.00	$132,000.00	STPFLEX	2025	
	$487,500.00	$536,250.00	$429,000.00	HSIPPEN	2026	
	$15,000.00	$16,500.00	$13,200.00	N A	2026	
	$150,000.00	$165,000.00	$132,000.00	SATRANS	2026	
	$300,000.00	$330,000.00	$264,000.00	SR2S	2026	
	$37,500.00	$41,250.00	$33,000.00	STP<5K	2026	
Total Cost	**$4,963,500.00**	**$5,378,250.00**	**$4,302,600.00**			

Project:						
L.000062	**MOTORIST ASSISTANCE PATROL (MAP)**					
Route:	Control Section:	Beg Log Mile:	End Log Mile:	Parish:		Off-System Road:

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

Project:						
L.000063	**TRAFFIC CONTROL DEVICES PROGRAM**					
Route:	Control Section:	Beg Log Mile:	End Log Mile:	Parish:		Off-System Road:
Remarks		Type Improvement			Work Type	
Project Phase	Project Cost	Total Cost (w/CE&I+IDC)	Federal Share	Fund	Year	Sponsor
Feasibility	$37,500.00	$37,500.00	$30,000.00	NHPP	2023	
	$37,500.00	$37,500.00	$30,000.00	STPFLEX	2023	
	$22,500.00	$22,500.00	$18,000.00	NHPP	2024	
	$172,500.00	$172,500.00	$138,000.00	STPFLEX	2024	
	$52,500.00	$52,500.00	$42,000.00	NHPP	2025	
	$52,500.00	$52,500.00	$42,000.00	STPFLEX	2025	
	$52,500.00	$52,500.00	$42,000.00	NHPP	2026	
	$52,500.00	$52,500.00	$42,000.00	STPFLEX	2026	
Design (Engineering)	$157,500.00	$157,500.00	$126,000.00	NHPP	2023	
	$7,500.00	$7,500.00	$6,000.00	NHPP E	2023	
	$37,500.00	$37,500.00	$30,000.00	STCASH	2023	
	$60,000.00	$60,000.00	$48,000.00	STPFLEX	2023	
	$90,000.00	$90,000.00	$72,000.00	NHPP	2024	
	$45,000.00	$45,000.00	$36,000.00	STPFLEX	2024	
	$90,000.00	$90,000.00	$72,000.00	NHPP	2025	
	$45,000.00	$45,000.00	$36,000.00	STPFLEX	2025	
	$45,000.00	$45,000.00	$36,000.00	NHPP	2026	
	$90,000.00	$90,000.00	$72,000.00	STPFLEX	2026	
Construction	$75,000.00	$82,500.00	$66,000.00	HSIP	2023	
	$3,150,000.00	$3,465,000.00	$2,772,000.00	NHPP	2023	
	$375,000.00	$412,500.00	$330,000.00	STCASH	2023	
	$37,500.00	$41,250.00	$33,000.00	STP<5K	2023	
	$975,000.00	$1,072,500.00	$858,000.00	STPFLEX	2023	
	$15,000.00	$16,500.00	$13,200.00	HSIP	2024	
	$750,000.00	$825,000.00	$660,000.00	HSIPPEN	2024	
	$1,781,250.00	$1,959,375.00	$1,567,500.00	NHPP	2024	
	$150,000.00	$165,000.00	$132,000.00	STCASH	2024	
	$150,000.00	$165,000.00	$132,000.00	STP<5K	2024	
	$750,000.00	$825,000.00	$660,000.00	STPFLEX	2024	
	$75,000.00	$82,500.00	$66,000.00	HSIP	2025	
	$1,650,000.00	$1,815,000.00	$1,452,000.00	HSIPPEN	2025	
	$2,100,000.00	$2,310,000.00	$1,848,000.00	NHPP	2025	
	$1,950,000.00	$2,145,000.00	$1,716,000.00	STPFLEX	2025	
	$75,000.00	$82,500.00	$66,000.00	HSIP	2026	
	$1,305,000.00	$1,435,500.00	$1,148,400.00	NHPP	2026	
	$1,200,000.00	$1,320,000.00	$1,056,000.00	STPFLEX	2026	
Total Cost	**$17,711,250.00**	**$19,367,625.00**	**$15,494,100.00**			

Project:						
L.000064	**TRANSPORTATION SYSTEMS MANAGEMENT PROG**					
Route:	Control Section:	Beg Log Mile:	End Log Mile:	Parish:		Off-System Road:
Remarks		Type Improvement			Work Type	
Project Phase	Project Cost	Total Cost (w/CE&I+IDC)	Federal Share	Fund	Year	Sponsor
Environmental	$4,500.00	$4,500.00	$3,600.00	NHPP	2024	
	$3,000.00	$3,000.00	$2,400.00	STPFLEX	2024	
	$7,500.00	$7,500.00	$6,000.00	STPFLEX	2025	
	$7,500.00	$7,500.00	$6,000.00	STPFLEX	2026	
Right of Way	$15,000.00	$15,000.00	$12,000.00	NHPP	2023	
	$6,000.00	$6,000.00	$4,800.00	STPFLEX	2023	
	$18,750.00	$18,750.00	$15,000.00	STPFLEX	2024	
	$82,500.00	$82,500.00	$66,000.00	STPFLEX	2025	
	$7,500.00	$7,500.00	$6,000.00	STPFLEX	2026	
Utility Relocation	$15,000.00	$15,000.00	$12,000.00	NHPP	2023	
	$7,500.00	$7,500.00	$6,000.00	STPFLEX	2023	
	$540,000.00	$540,000.00	$432,000.00	STPFLEX	2024	
	$48,000.00	$48,000.00	$38,400.00	NHPP	2025	
	$1,500.00	$1,500.00	$1,200.00	RAIL PD	2025	
	$3,000.00	$3,000.00	$2,400.00	STPFLEX	2025	
	$7,500.00	$7,500.00	$6,000.00	STPFLEX	2026	
Design (Engineering)	$7,500.00	$7,500.00	$6,000.00	STPFLEX	2024	
	$75,000.00	$75,000.00	$60,000.00	NHPP	2025	
Construction	$375,000.00	$412,500.00	$330,000.00	NHPP	2023	
	$52,500.00	$57,750.00	$46,200.00	STCASH	2023	
	$37,500.00	$41,250.00	$33,000.00	STP<200K	2023	
	$75,000.00	$82,500.00	$66,000.00	STP<5K	2023	
	$825,000.00	$907,500.00	$726,000.00	STPFLEX	2023	
	$15,000.00	$16,500.00	$13,200.00	HSIPPEN	2024	
	$600,000.00	$660,000.00	$528,000.00	NHPP	2024	
	$150,000.00	$165,000.00	$132,000.00	STP<200K	2024	
	$135,000.00	$148,500.00	$118,800.00	STP<5K	2024	
	$712,500.00	$783,750.00	$627,000.00	STPFLEX	2024	
	$180,000.00	$198,000.00	$158,400.00	COVID	2025	
	$75,000.00	$82,500.00	$66,000.00	HSIP	2025	
	$75,000.00	$82,500.00	$66,000.00	HSIPPEN	2025	
	$75,000.00	$82,500.00	$66,000.00	LOCAL	2025	
	$885,000.00	$973,500.00	$778,800.00	NHPP	2025	
	$15,000.00	$16,500.00	$13,200.00	STCASH	2025	
	$30,000.00	$33,000.00	$26,400.00	STP<200K	2025	
	$810,000.00	$891,000.00	$712,800.00	STPFLEX	2025	
	$600,000.00	$660,000.00	$528,000.00	NHPP	2026	
	$150,000.00	$165,000.00	$132,000.00	STP<200K	2026	
	$750,000.00	$825,000.00	$660,000.00	STPFLEX	2026	
Total Cost	**$7,479,750.00**	**$8,142,000.00**	**$6,513,600.00**			

Project:						
L.000065	**ITS SYSTEMS (STATEWIDE)**					
Route:	Control Section:	Beg Log Mile:	End Log Mile:	Parish:		Off-System Road:
Remarks		Type Improvement			Work Type	
Project Phase	Project Cost	Total Cost (w/CE&I+IDC)	Federal Share	Fund	Year	Sponsor
Feasibility	$45,000.00	$45,000.00	$36,000.00	NHPP	2023	
	$45,000.00	$45,000.00	$36,000.00	STCASH	2023	
	$52,500.00	$52,500.00	$42,000.00	STPFLEX	2023	
	$22,500.00	$22,500.00	$18,000.00	NHPP	2024	
	$75,000.00	$75,000.00	$60,000.00	STPFLEX	2024	
	$30,000.00	$30,000.00	$24,000.00	NHPP	2025	
	$60,000.00	$60,000.00	$48,000.00	STPFLEX	2025	
	$30,000.00	$30,000.00	$24,000.00	NHPP	2026	
	$75,000.00	$75,000.00	$60,000.00	STPFLEX	2026	
Design (Engineering)	$172,500.00	$172,500.00	$138,000.00	NHPP	2023	
	$90,000.00	$90,000.00	$72,000.00	STPFLEX	2023	
	$225,000.00	$225,000.00	$180,000.00	NHPP	2024	
	$300,000.00	$300,000.00	$240,000.00	STPFLEX	2024	
	$150,000.00	$150,000.00	$120,000.00	NHPP	2025	
	$300,000.00	$300,000.00	$240,000.00	STPFLEX	2025	
	$150,000.00	$150,000.00	$120,000.00	NHPP	2026	
	$300,000.00	$300,000.00	$240,000.00	STPFLEX	2026	
Construction	$1,200,000.00	$1,320,000.00	$1,056,000.00	NHPP	2023	
	$112,500.00	$123,750.00	$99,000.00	STPFLEX	2023	
	$1,312,500.00	$1,443,750.00	$1,155,000.00	NHPP	2024	
	$150,000.00	$165,000.00	$132,000.00	STCASH	2024	
	$525,000.00	$577,500.00	$462,000.00	STPFLEX	2024	
	$1,650,000.00	$1,815,000.00	$1,452,000.00	NHPP	2025	
	$525,000.00	$577,500.00	$462,000.00	STPFLEX	2025	
	$900,000.00	$990,000.00	$792,000.00	NHPP	2026	
	$525,000.00	$577,500.00	$462,000.00	STPFLEX	2026	
Total Cost	**$9,022,500.00**	**$9,712,500.00**	**$7,770,000.00**			

Project:						
L.000067	**INTERSTATE LIGHTING, ELECTRICAL PROJECTS**					
Route:	Control Section:	Beg Log Mile:	End Log Mile:	Parish:		Off-System Road:

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

Project:						
L.000068	**ACCESS MANAGEMENT PROJECTS**					
Route:	Control Section:	Beg Log Mile:	End Log Mile:	Parish:		Off-System Road:

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	$90,000.00	$90,000.00	$72,000.00	NHPP	2023	
	$60,000.00	$60,000.00	$48,000.00	STPFLEX	2023	
	$45,000.00	$45,000.00	$36,000.00	NHPP	2024	
	$135,000.00	$135,000.00	$108,000.00	STPFLEX	2024	
	$247,500.00	$247,500.00	$198,000.00	NHPP	2025	
	$22,500.00	$22,500.00	$18,000.00	STPFLEX	2025	
	$75,000.00	$75,000.00	$60,000.00	NHPP	2026	
	$15,000.00	$15,000.00	$12,000.00	STPFLEX	2026	
Environmental	$7,500.00	$7,500.00	$6,000.00	NHPP	2023	
	$7,500.00	$7,500.00	$6,000.00	STPFLEX	2023	
	$7,500.00	$7,500.00	$6,000.00	NHPP	2024	
	$15,000.00	$15,000.00	$12,000.00	STPFLEX	2024	
	$7,500.00	$7,500.00	$6,000.00	NHPP	2025	
	$7,500.00	$7,500.00	$6,000.00	STPFLEX	2025	
	$7,500.00	$7,500.00	$6,000.00	NHPP	2026	
	$7,500.00	$7,500.00	$6,000.00	STPFLEX	2026	
Right of Way	$15,000.00	$15,000.00	$12,000.00	HSIP	2023	
	$45,000.00	$45,000.00	$36,000.00	NHPP	2023	
	$11,250.00	$11,250.00	$9,000.00	STCASH	2023	
	$60,000.00	$60,000.00	$48,000.00	STPFLEX	2023	
	$202,500.00	$202,500.00	$162,000.00	NHPP	2024	
	$97,500.00	$97,500.00	$78,000.00	STPFLEX	2024	
	$60,000.00	$60,000.00	$48,000.00	NHPP	2025	
	$487,500.00	$487,500.00	$390,000.00	STBONDS	2025	
	$225,000.00	$225,000.00	$180,000.00	STPFLEX	2025	
	$7,500.00	$7,500.00	$6,000.00	NHPP	2026	
	$112,500.00	$112,500.00	$90,000.00	STPFLEX	2026	
Utility Relocation	$123,750.00	$123,750.00	$99,000.00	HSIP	2023	
	$3,750.00	$3,750.00	$3,000.00	NHPP	2023	
	$142,500.00	$142,500.00	$114,000.00	STPFLEX	2023	
	$30,000.00	$30,000.00	$24,000.00	NHPP	2024	
	$150,000.00	$150,000.00	$120,000.00	STPFLEX	2024	
	$30,000.00	$30,000.00	$24,000.00	NHPP	2025	
	$90,000.00	$90,000.00	$72,000.00	STBONDS	2025	
	$120,000.00	$120,000.00	$96,000.00	STPFLEX	2025	
	$30,000.00	$30,000.00	$24,000.00	NHPP	2026	
	$30,000.00	$30,000.00	$24,000.00	STPFLEX	2026	
Design (Engineering)	$37,500.00	$37,500.00	$30,000.00	HSIP	2023	
	$75,000.00	$75,000.00	$60,000.00	NHPP	2023	
	$112,500.00	$112,500.00	$90,000.00	STPFLEX	2023	
	$165,000.00	$165,000.00	$132,000.00	NHPP	2024	
	$975.00	$975.00	$780.00	SATRANS	2024	
	$75,000.00	$75,000.00	$60,000.00	STPFLEX	2024	
	$45,000.00	$45,000.00	$36,000.00	NHPP	2025	
	$135,000.00	$135,000.00	$108,000.00	STPFLEX	2025	
	$75,000.00	$75,000.00	$60,000.00	NHPP	2026	
	$75,000.00	$75,000.00	$60,000.00	STPFLEX	2026	
Construction	$75,000.00	$82,500.00	$66,000.00	NHPP	2023	
	$262,500.00	$288,750.00	$231,000.00	STP<200K	2023	
	$37,500.00	$41,250.00	$33,000.00	STPFLEX	2023	
	$150,000.00	$165,000.00	$132,000.00	HSIP	2024	
	$15,000.00	$16,500.00	$13,200.00	NHPP	2024	
	$300,000.00	$330,000.00	$264,000.00	STCASH	2024	
	$225,000.00	$247,500.00	$198,000.00	STP<200K	2024	
	$937,500.00	$1,031,250.00	$825,000.00	STPFLEX	2024	
	$225,000.00	$247,500.00	$198,000.00	HSIP	2025	
	$1,162,500.00	$1,278,750.00	$1,023,000.00	NHPP	2025	
	$15,000.00	$16,500.00	$13,200.00	STP<200K	2025	
	$660,000.00	$726,000.00	$580,800.00	STPFLEX	2025	
	$300,000.00	$330,000.00	$264,000.00	NHPP	2026	
	$1,950,000.00	$2,145,000.00	$1,716,000.00	STBONDS	2026	
	$750,000.00	$825,000.00	$660,000.00	STPFLEX	2026	
Total Cost	**$10,692,225.00**	**$11,398,725.00**	**$9,118,980.00**			

Project:						
L.000069	**ROAD TRANSFER PROGRAM**					
Route:	Control Section:	Beg Log Mile:	End Log Mile:	Parish:		Off-System Road:
Remarks		Type Improvement			Work Type	
					ROAD TRANSFER	
Project Phase	Project Cost	Total Cost (w/CE&I+IDC)	Federal Share	Fund	Year	Sponsor
Environmental	$3,750.00	$3,750.00	$3,000.00	STPFLEX	2024	
Right of Way	$30,000.00	$30,000.00	$24,000.00	NFA	2023	
	$30,000.00	$30,000.00	$24,000.00	STPFLEX	2023	
	$30,000.00	$30,000.00	$24,000.00	NFA	2024	
	$30,000.00	$30,000.00	$24,000.00	STPFLEX	2024	
	$30,000.00	$30,000.00	$24,000.00	NFA	2025	
	$30,000.00	$30,000.00	$24,000.00	STPFLEX	2025	
	$30,000.00	$30,000.00	$24,000.00	NFA	2026	
	$30,000.00	$30,000.00	$24,000.00	STPFLEX	2026	
Utility Relocation	$30,000.00	$30,000.00	$24,000.00	NFA	2023	
	$75,000.00	$75,000.00	$60,000.00	STPFLEX	2023	
	$30,000.00	$30,000.00	$24,000.00	NFA	2024	
	$30,000.00	$30,000.00	$24,000.00	STPFLEX	2024	
	$30,000.00	$30,000.00	$24,000.00	NFA	2025	
	$75,000.00	$75,000.00	$60,000.00	STPFLEX	2025	
	$30,000.00	$30,000.00	$24,000.00	NFA	2026	
	$30,000.00	$30,000.00	$24,000.00	STPFLEX	2026	
Design (Engineering)	$15,000.00	$15,000.00	$12,000.00	HSIP	2023	
	$15,000.00	$15,000.00	$12,000.00	HSIPPEN	2023	
	$15,000.00	$15,000.00	$12,000.00	NFA	2023	
	$37,500.00	$37,500.00	$30,000.00	NHPP	2023	
	$15,000.00	$15,000.00	$12,000.00	STPFLEX	2023	
	$75,000.00	$75,000.00	$60,000.00	HSIP	2024	
	$75,000.00	$75,000.00	$60,000.00	HSIPPEN	2024	
	$75,000.00	$75,000.00	$60,000.00	NFA	2024	
	$75,000.00	$75,000.00	$60,000.00	NHPP	2024	
	$75,000.00	$75,000.00	$60,000.00	STPFLEX	2024	
	$75,000.00	$75,000.00	$60,000.00	HSIP	2025	
	$75,000.00	$75,000.00	$60,000.00	HSIPPEN	2025	
	$75,000.00	$75,000.00	$60,000.00	NFA	2025	
	$75,000.00	$75,000.00	$60,000.00	NHPP	2025	
	$75,000.00	$75,000.00	$60,000.00	STPFLEX	2025	
	$75,000.00	$75,000.00	$60,000.00	HSIP	2026	
	$75,000.00	$75,000.00	$60,000.00	HSIPPEN	2026	
	$75,000.00	$75,000.00	$60,000.00	NFA	2026	
	$75,000.00	$75,000.00	$60,000.00	NHPP	2026	
	$75,000.00	$75,000.00	$60,000.00	STCASH	2026	
	$75,000.00	$75,000.00	$60,000.00	STPFLEX	2026	
Construction	$75,000.00	$82,500.00	$66,000.00	HSIP	2023	
	$75,000.00	$82,500.00	$66,000.00	HSIPPEN	2023	
	$2,250,000.00	$2,475,000.00	$1,980,000.00	NFA	2023	
	$1,050,000.00	$1,155,000.00	$924,000.00	NHPP	2023	
	$900,000.00	$990,000.00	$792,000.00	STPFLEX	2023	
	$75,000.00	$82,500.00	$66,000.00	HSIP	2024	
	$75,000.00	$82,500.00	$66,000.00	HSIPPEN	2024	
	$75,000.00	$82,500.00	$66,000.00	LOCAL	2024	
	$2,250,000.00	$2,475,000.00	$1,980,000.00	NFA	2024	
	$1,875,000.00	$2,062,500.00	$1,650,000.00	NHPP	2024	
	$75,000.00	$82,500.00	$66,000.00	STP<200K	2024	
	$75,000.00	$82,500.00	$66,000.00	STP>200K	2024	
	$825,000.00	$907,500.00	$726,000.00	STPFLEX	2024	
	$37,500.00	$41,250.00	$33,000.00	HSIP	2025	
	$37,500.00	$41,250.00	$33,000.00	HSIPPEN	2025	
	$375,000.00	$412,500.00	$330,000.00	LOCAL	2025	
	$1,950,000.00	$2,145,000.00	$1,716,000.00	NFA	2025	
	$37,500.00	$41,250.00	$33,000.00	NHPP	2025	
	$37,500.00	$41,250.00	$33,000.00	STP<200K	2025	
	$1,050,000.00	$1,155,000.00	$924,000.00	STPFLEX	2025	
	$75,000.00	$82,500.00	$66,000.00	HSIP	2026	
	$75,000.00	$82,500.00	$66,000.00	HSIPPEN	2026	
	$75,000.00	$82,500.00	$66,000.00	LOCAL	2026	
	$2,250,000.00	$2,475,000.00	$1,980,000.00	NFA	2026	
	$1,050,000.00	$1,155,000.00	$924,000.00	NHPP	2026	
	$1,050,000.00	$1,155,000.00	$924,000.00	STPFLEX	2026	
Total Cost	**$19,646,250.00**	**$21,423,750.00**	**$17,139,000.00**			

Project:						
L.000070	**INTERSTATE REST AREA REHABILITATION**					
Route:	Control Section:	Beg Log Mile:	End Log Mile:	Parish:		Off-System Road:

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

Project:						
L.000071	**WEIGH STATION REHABILITATION / UPGRADE**					
Route:	Control Section:	Beg Log Mile:	End Log Mile:	Parish:		Off-System Road:

Remarks		Type Improvement			Work Type	
Project Phase	Project Cost	Total Cost (w/CE&I+IDC)	Federal Share	Fund	Year	Sponsor
Feasibility	$9,750.00	$9,750.00	$7,800.00	NHPP	2024	
	$3,750.00	$3,750.00	$3,000.00	NHPP	2025	
	$3,750.00	$3,750.00	$3,000.00	NHPP	2026	
Design (Engineering)	$22,500.00	$22,500.00	$18,000.00	NHPP	2024	
	$22,500.00	$22,500.00	$18,000.00	NHPP	2025	
	$22,500.00	$22,500.00	$18,000.00	NHPP	2026	
Construction	$315,000.00	$346,500.00	$277,200.00	NHPP	2023	
	$120,000.00	$132,000.00	$105,600.00	OTHER	2023	
	$75,000.00	$82,500.00	$66,000.00	STP<5K	2023	
	$7,500.00	$8,250.00	$6,600.00	NHPP	2024	
	$7,500.00	$8,250.00	$6,600.00	STPFLEX	2024	
	$187,500.00	$206,250.00	$165,000.00	NHPP	2025	
	$7,500.00	$8,250.00	$6,600.00	STPFLEX	2025	
	$75,000.00	$82,500.00	$66,000.00	NHPP	2026	
	$7,500.00	$8,250.00	$6,600.00	STPFLEX	2026	
Total Cost	**$887,250.00**	**$967,500.00**	**$774,000.00**			

Project:						
L.000072	**MOVEABLE BRIDGE PROGRAM (ELEC/MECH)**					
Route:	Control Section:	Beg Log Mile:	End Log Mile:	Parish:		Off-System Road:

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

Project:						
L.000073	**URGENT BRIDGE REPAIR/REPLACEMENT**					
Route:	Control Section:	Beg Log Mile:	End Log Mile:	Parish:		Off-System Road:

Remarks		Type Improvement			Work Type	
Project Phase	Project Cost	Total Cost (w/CE&I+IDC)	Federal Share	Fund	Year	Sponsor
Environmental	$1,500.00	$1,500.00	$1,200.00	NHPP	2023	
	$1,500.00	$1,500.00	$1,200.00	NHPP	2024	
	$1,500.00	$1,500.00	$1,200.00	NHPP	2025	
	$1,500.00	$1,500.00	$1,200.00	NHPP	2026	
Utility Relocation	$1,500.00	$1,500.00	$1,200.00	NHPP	2023	
	$1,500.00	$1,500.00	$1,200.00	NHPP	2024	
	$1,500.00	$1,500.00	$1,200.00	NHPP	2025	
	$1,500.00	$1,500.00	$1,200.00	NHPP	2026	
Design (Engineering)	$37,500.00	$37,500.00	$30,000.00	NHPP	2023	
	$150,000.00	$150,000.00	$120,000.00	REIMB	2023	
	$37,500.00	$37,500.00	$30,000.00	STPFLEX	2023	
	$75,000.00	$75,000.00	$60,000.00	NHPP	2024	
	$150,000.00	$150,000.00	$120,000.00	REIMB	2024	
	$75,000.00	$75,000.00	$60,000.00	STPFLEX	2024	
	$300,000.00	$300,000.00	$240,000.00	NHPP	2025	
	$150,000.00	$150,000.00	$120,000.00	REIMB	2025	
	$300,000.00	$300,000.00	$240,000.00	STPFLEX	2025	
	$300,000.00	$300,000.00	$240,000.00	NHPP	2026	
	$150,000.00	$150,000.00	$120,000.00	REIMB	2026	
	$300,000.00	$300,000.00	$240,000.00	STPFLEX	2026	
Construction	$75,000.00	$82,500.00	$66,000.00	NHPP	2023	
	$600,000.00	$660,000.00	$528,000.00	REIMB	2023	
	$75,000.00	$82,500.00	$66,000.00	STPFLEX	2023	
	$150,000.00	$165,000.00	$132,000.00	NHPP	2024	
	$600,000.00	$660,000.00	$528,000.00	REIMB	2024	
	$150,000.00	$165,000.00	$132,000.00	STP<200K	2024	
	$600,000.00	$660,000.00	$528,000.00	STPFLEX	2024	
	$750,000.00	$825,000.00	$660,000.00	NHPP	2025	
	$600,000.00	$660,000.00	$528,000.00	REIMB	2025	
	$150,000.00	$165,000.00	$132,000.00	STP<200K	2025	
	$600,000.00	$660,000.00	$528,000.00	STPFLEX	2025	
	$750,000.00	$825,000.00	$660,000.00	NHPP	2026	
	$600,000.00	$660,000.00	$528,000.00	REIMB	2026	
	$750,000.00	$825,000.00	$660,000.00	STPFLEX	2026	
Total Cost	**$8,487,000.00**	**$9,132,000.00**	**$7,305,600.00**			

Project:						
L.000074	**BRIDGE PREVENTIVE MAINTENANCE PROGRAM**					
Route:	Control Section:	Beg Log Mile:	End Log Mile:	Parish:		Off-System Road:

Remarks		Type Improvement			Work Type	
Project Phase	Project Cost	Total Cost (w/CE&I+IDC)	Federal Share	Fund	Year	Sponsor
Design (Engineering)	$90,000.00	$90,000.00	$72,000.00	NHPP	2023	
	$90,000.00	$90,000.00	$72,000.00	STPFLEX	2023	
	$90,000.00	$90,000.00	$72,000.00	NHPP	2024	
	$90,000.00	$90,000.00	$72,000.00	STPFLEX	2024	
	$180,000.00	$180,000.00	$144,000.00	NHPP	2025	
	$90,000.00	$90,000.00	$72,000.00	STPFLEX	2025	
	$90,000.00	$90,000.00	$72,000.00	NHPP	2026	
	$90,000.00	$90,000.00	$72,000.00	STPFLEX	2026	
Construction	$675,000.00	$742,500.00	$594,000.00	NHPP	2023	
	$37,500.00	$41,250.00	$33,000.00	STPFLEX	2023	
	$1,500,000.00	$1,650,000.00	$1,320,000.00	NHPP	2024	
	$56,250.00	$61,875.00	$49,500.00	REIMBB	2024	
	$750,000.00	$825,000.00	$660,000.00	STPFLEX	2024	
	$750,000.00	$825,000.00	$660,000.00	NHPP	2025	
	$1,500,000.00	$1,650,000.00	$1,320,000.00	STPFLEX	2025	
	$1,500,000.00	$1,650,000.00	$1,320,000.00	NHPP	2026	
	$750,000.00	$825,000.00	$660,000.00	STPFLEX	2026	
Total Cost	**$8,328,750.00**	**$9,080,625.00**	**$7,264,500.00**			

Project:						
L.000075	**BRIDGE PAINTING PROGRAM**					
Route:	Control Section:	Beg Log Mile:	End Log Mile:	Parish:		Off-System Road:
Remarks		Type Improvement			Work Type	
Project Phase	Project Cost	Total Cost (w/CE&I+IDC)	Federal Share	Fund	Year	Sponsor
Design (Engineering)	$75,000.00	$75,000.00	$60,000.00	NHPP	2023	
	$75,000.00	$75,000.00	$60,000.00	STPFLEX	2023	
	$75,000.00	$75,000.00	$60,000.00	NHPP	2024	
	$75,000.00	$75,000.00	$60,000.00	SP	2024	
	$75,000.00	$75,000.00	$60,000.00	NHPP	2025	
	$75,000.00	$75,000.00	$60,000.00	STPFLEX	2025	
	$75,000.00	$75,000.00	$60,000.00	NHPP	2026	
	$75,000.00	$75,000.00	$60,000.00	STPFLEX	2026	
	$37,500.00	$41,250.00	$33,000.00	NHPP	2023	
Construction	$37,500.00	$41,250.00	$33,000.00	STPFLEX	2023	
	$75,000.00	$82,500.00	$66,000.00	NHPP	2024	
	$150,000.00	$165,000.00	$132,000.00	STPFLEX	2024	
	$120,000.00	$132,000.00	$105,600.00	NHPP	2025	
	$1,980,000.00	$2,178,000.00	$1,742,400.00	STPFLEX	2025	
	$750,000.00	$825,000.00	$660,000.00	NHPP	2026	
	$150,000.00	$165,000.00	$132,000.00	STPFLEX	2026	
Total Cost	**$3,900,000.00**	**$4,230,000.00**	**$3,384,000.00**			

Project:						
L.000076	**ON-SYSTEM BRIDGE PROGRAM w CE**					
Route:	Control Section:	Beg Log Mile:	End Log Mile:	Parish:		Off-System Road:
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	FBROFF	2023	
	$15,000.00	$15,000.00	$12,000.00	NHPP	2023	
	$15,000.00	$15,000.00	$12,000.00	STPFLEX	2023	
	$15,000.00	$15,000.00	$12,000.00	FBROFF	2024	
	$15,000.00	$15,000.00	$12,000.00	NHPP	2024	
	$15,000.00	$15,000.00	$12,000.00	STPFLEX	2024	
	$15,000.00	$15,000.00	$12,000.00	FBROFF	2025	
	$15,000.00	$15,000.00	$12,000.00	NHPP	2025	
	$15,000.00	$15,000.00	$12,000.00	STPFLEX	2025	
	$15,000.00	$15,000.00	$12,000.00	FBROFF	2026	
	$15,000.00	$15,000.00	$12,000.00	NHPP	2026	
	$15,000.00	$15,000.00	$12,000.00	STPFLEX	2026	
Environmental	$45,000.00	$45,000.00	$36,000.00	FBROFF	2023	
	$60,000.00	$60,000.00	$48,000.00	NHPP	2023	
	$45,000.00	$45,000.00	$36,000.00	STPFLEX	2023	
	$45,000.00	$45,000.00	$36,000.00	FBROFF	2024	
	$30,000.00	$30,000.00	$24,000.00	LOCAL	2024	
	$60,000.00	$60,000.00	$48,000.00	NHPP	2024	
	$45,000.00	$45,000.00	$36,000.00	STPFLEX	2024	
	$45,000.00	$45,000.00	$36,000.00	FBROFF	2025	
	$60,000.00	$60,000.00	$48,000.00	NHPP	2025	
	$45,000.00	$45,000.00	$36,000.00	STPFLEX	2025	
	$45,000.00	$45,000.00	$36,000.00	FBROFF	2026	
	$150,000.00	$150,000.00	$120,000.00	NHPP	2026	
	$45,000.00	$45,000.00	$36,000.00	STPFLEX	2026	
Right of Way	$150,000.00	$150,000.00	$120,000.00	FBROFF	2023	
	$75,000.00	$75,000.00	$60,000.00	NHPP	2023	
	$150,000.00	$150,000.00	$120,000.00	STCASH	2023	
	$75,000.00	$75,000.00	$60,000.00	STP<5K	2023	
	$150,000.00	$150,000.00	$120,000.00	STPFLEX	2023	
	$150,000.00	$150,000.00	$120,000.00	FBROFF	2024	
	$150,000.00	$150,000.00	$120,000.00	NHPP	2024	
	$450,000.00	$450,000.00	$360,000.00	STPFLEX	2024	
	$75,000.00	$75,000.00	$60,000.00	FBR<200K-E	2025	
	$240,000.00	$240,000.00	$192,000.00	FBROFF	2025	
	$75,000.00	$75,000.00	$60,000.00	NHPP	2025	
	$75,000.00	$75,000.00	$60,000.00	STCASH	2025	
	$150,000.00	$150,000.00	$120,000.00	STP<5K	2025	
	$300,000.00	$300,000.00	$240,000.00	STPFLEX	2025	
	$150,000.00	$150,000.00	$120,000.00	FBROFF	2026	
	$300,000.00	$300,000.00	$240,000.00	NHPP	2026	
	$300,000.00	$300,000.00	$240,000.00	STPFLEX	2026	

Utility Relocation	$180,000.00	$180,000.00	$144,000.00	FBROFF	2023
	$150,000.00	$150,000.00	$120,000.00	NHPP	2023
	$45,000.00	$45,000.00	$36,000.00	STP<5K	2023
	$375,000.00	$375,000.00	$300,000.00	STPFLEX	2023
	$75,000.00	$75,000.00	$60,000.00	FBROFF	2024
	$15,000.00	$15,000.00	$12,000.00	LOCAL	2024
	$150,000.00	$150,000.00	$120,000.00	NHPP	2024
	$15,000.00	$15,000.00	$12,000.00	STP<5K	2024
	$937,500.00	$937,500.00	$750,000.00	STPFLEX	2024
	$180,000.00	$180,000.00	$144,000.00	FBROFF	2025
	$37,500.00	$37,500.00	$30,000.00	NHPP	2025
	$37,500.00	$37,500.00	$30,000.00	STP<5K	2025
	$150,000.00	$150,000.00	$120,000.00	STP<5K-E	2025
	$195,000.00	$195,000.00	$156,000.00	STPFLEX	2025
	$75,000.00	$75,000.00	$60,000.00	FBROFF	2026
	$300,000.00	$300,000.00	$240,000.00	NHPP	2026
	$225,000.00	$225,000.00	$180,000.00	STPFLEX	2026
Design (Engineering)	$37,500.00	$37,500.00	$30,000.00	FBROFF	2023
	$270,000.00	$270,000.00	$216,000.00	NHPP	2023
	$3,000.00	$3,000.00	$2,400.00	STCASH	2023
	$37,500.00	$37,500.00	$30,000.00	STP<5K-E	2023
	$75,000.00	$75,000.00	$60,000.00	STPFLEX	2023
	$90,000.00	$90,000.00	$72,000.00	FBR<200K-E	2024
	$487,500.00	$487,500.00	$390,000.00	FBROFF	2024
	$300,000.00	$300,000.00	$240,000.00	NHPP	2024
	$60,000.00	$60,000.00	$48,000.00	REIMB	2024
	$6,000.00	$6,000.00	$4,800.00	STCASH	2024
	$225,000.00	$225,000.00	$180,000.00	STP<5K	2024
	$667,500.00	$667,500.00	$534,000.00	STP<5K-E	2024
	$300,000.00	$300,000.00	$240,000.00	STPFLEX	2024
	$1,335,000.00	$1,335,000.00	$1,068,000.00	FBROFF	2025
	$22,500.00	$22,500.00	$18,000.00	LOCAL	2025
	$825,000.00	$825,000.00	$660,000.00	NFA	2025
	$300,000.00	$300,000.00	$240,000.00	NHPP	2025
	$90,000.00	$90,000.00	$72,000.00	REIMB	2025
	$75,000.00	$75,000.00	$60,000.00	STCASH	2025
	$112,500.00	$112,500.00	$90,000.00	STP<5K	2025
	$2,531,250.00	$2,531,250.00	$2,025,000.00	STPFLEX	2025
	$150,000.00	$150,000.00	$120,000.00	FBROFF	2026
	$300,000.00	$300,000.00	$240,000.00	NHPP	2026
	$300,000.00	$300,000.00	$240,000.00	STPFLEX	2026
Construction	$1,200,000.00	$1,320,000.00	$1,056,000.00	FBROFF	2023
	$37,500.00	$41,250.00	$33,000.00	HSIP	2023
	$900,000.00	$990,000.00	$792,000.00	NHPP	2023
	$75,000.00	$82,500.00	$66,000.00	REIMB	2023
	$1,800,000.00	$1,980,000.00	$1,584,000.00	STCASH	2023
	$37,500.00	$41,250.00	$33,000.00	STP<5K	2023
	$450,000.00	$495,000.00	$396,000.00	STP<5K-E	2023
	$8,505,000.00	$9,355,500.00	$7,484,400.00	STPFLEX	2023
	$1,800,000.00	$1,980,000.00	$1,584,000.00	FBROFF	2024
	$75,000.00	$82,500.00	$66,000.00	NFA	2024
	$20,100,000.00	$22,110,000.00	$17,688,000.00	NHPP	2024
	$2,700,000.00	$2,970,000.00	$2,376,000.00	NHPP-E	2024
	$150,000.00	$165,000.00	$132,000.00	REIMB	2024
	$4,200,000.00	$4,620,000.00	$3,696,000.00	STCASH	2024
	$2,400,000.00	$2,640,000.00	$2,112,000.00	STP<200K	2024
	$2,400,000.00	$2,640,000.00	$2,112,000.00	STP<5K	2024
	$6,900,000.00	$7,590,000.00	$6,072,000.00	STPFLEX	2024
	$450,000.00	$495,000.00	$396,000.00	DEMO	2025
	$4,500,000.00	$4,950,000.00	$3,960,000.00	FBROFF	2025
	$225,000.00	$247,500.00	$198,000.00	HSIP	2025
	$225,000.00	$247,500.00	$198,000.00	NFA	2025
	$3,000,000.00	$3,300,000.00	$2,640,000.00	NHPP	2025
	$75,000.00	$82,500.00	$66,000.00	OTHER	2025
	$150,000.00	$165,000.00	$132,000.00	REIMB	2025
	$7,500,000.00	$8,250,000.00	$6,600,000.00	STCASH	2025
	$225,000.00	$247,500.00	$198,000.00	STP<200K	2025
	$1,950,000.00	$2,145,000.00	$1,716,000.00	STP<5K	2025
	$4,650,000.00	$5,115,000.00	$4,092,000.00	STPFLEX	2025
	$3,000,000.00	$3,300,000.00	$2,640,000.00	STPFLEX-E	2025
	$3,000,000.00	$3,300,000.00	$2,640,000.00	TIFIA	2025
	$1,500,000.00	$1,650,000.00	$1,320,000.00	DEMO	2026
	$75,000.00	$82,500.00	$66,000.00	ER	2026
	$4,050,000.00	$4,455,000.00	$3,564,000.00	FBR<200K-E	2026
	$3,000,000.00	$3,300,000.00	$2,640,000.00	FBROFF	2026
	$3,750,000.00	$4,125,000.00	$3,300,000.00	NHPP	2026
	$300,000.00	$330,000.00	$264,000.00	REIMB	2026
	$225,000.00	$247,500.00	$198,000.00	STP<200K	2026
	$75,000.00	$82,500.00	$66,000.00	STP<5K-E	2026
	$4,406,250.00	$4,846,875.00	$3,877,500.00	STPFLEX	2026
Total Cost	**$115,719,000.00**	**$125,725,125.00**	**$100,580,100.00**		

Project:						
L.000077	**BRIDGE SCOUR ANALYSIS**					
Route:	Control Section:	Beg Log Mile:	End Log Mile:	Parish:		Off-System Road:

Remarks		Type Improvement			Work Type	
Project Phase	Project Cost	Total Cost (w/CE&I+IDC)	Federal Share	Fund	Year	Sponsor
Design (Engineering)	$7,500.00	$7,500.00	$6,000.00	NHPP	2023	
	$7,500.00	$7,500.00	$6,000.00	NHPP	2024	
	$7,500.00	$7,500.00	$6,000.00	NHPP	2025	
	$7,500.00	$7,500.00	$6,000.00	NHPP	2026	
Construction	$7,500.00	$8,250.00	$6,600.00	NHPP	2023	
	$7,500.00	$8,250.00	$6,600.00	NHPP	2024	
	$7,500.00	$8,250.00	$6,600.00	NHPP	2025	
	$7,500.00	$8,250.00	$6,600.00	NHPP	2026	
Total Cost	**$60,000.00**	**$63,000.00**	**$50,400.00**			

Project:						
L.000078	**OFF-SYSTEM BRIDGE REPLACEMENT PROGRAM**					
Route:	Control Section:	Beg Log Mile:	End Log Mile:	Parish:		Off-System Road:

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

Project:						
L.000079	**BRIDGE DISCRETIONARY PROGRAM**					
Route:	Control Section:	Beg Log Mile:	End Log Mile:	Parish:		Off-System Road:

Remarks		Type Improvement			Work Type	
Project Phase	Project Cost	Total Cost (w/CE&I+IDC)	Federal Share	Fund	Year	Sponsor
Design (Engineering)	$3,000.00	$3,000.00	$2,400.00	BDP	2023	
	$3,000.00	$3,000.00	$2,400.00	BDP	2024	
	$3,000.00	$3,000.00	$2,400.00	BDP	2025	
	$3,000.00	$3,000.00	$2,400.00	BDP	2026	
Construction	$15,000.00	$16,500.00	$13,200.00	BDP	2023	
	$15,000.00	$16,500.00	$13,200.00	BDP	2024	
	$15,000.00	$16,500.00	$13,200.00	BDP	2025	
	$15,000.00	$16,500.00	$13,200.00	BDP	2026	
Total Cost	**$72,000.00**	**$78,000.00**	**$62,400.00**			

Project:						
L.000080	**MISC FEDERAL DISCRETIONARY PROJECTS**					
Route:	Control Section:	Beg Log Mile:	End Log Mile:	Parish:		Off-System Road:
Remarks		Type Improvement			Work Type	
Project Phase	Project Cost	Total Cost (w/CE&I+IDC)	Federal Share	Fund	Year	Sponsor
Design (Engineering)	$15,000.00	$15,000.00	$12,000.00	FLH	2023	
	$15,000.00	$15,000.00	$12,000.00	FLH	2024	
	$15,000.00	$15,000.00	$12,000.00	FLH	2025	
	$15,000.00	$15,000.00	$12,000.00	FLH	2026	
Construction	$60,000.00	$66,000.00	$52,800.00	STP<5K	2023	
	$30,000.00	$33,000.00	$26,400.00	FLH	2023	
	$15,000.00	$16,500.00	$13,200.00	FLH	2024	
	$15,000.00	$16,500.00	$13,200.00	FLH	2025	
	$15,000.00	$16,500.00	$13,200.00	FLH	2026	
Total Cost	**$195,000.00**	**$208,500.00**	**$166,800.00**			

Project:						
L.000081	**VARIOUS DEMO PROJECTS**					
Route:	Control Section:	Beg Log Mile:	End Log Mile:	Parish:		Off-System Road:
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	DEMO	2023	
	$27,000.00	$27,000.00	$21,600.00	DEMO	2024	
	$3,000.00	$3,000.00	$2,400.00	RAIL HE	2024	
	$7,500.00	$7,500.00	$6,000.00	STCASH	2024	
	$30,000.00	$30,000.00	$24,000.00	DEMO	2025	
	$30,000.00	$30,000.00	$24,000.00	DEMO	2026	
Environmental	$30,000.00	$30,000.00	$24,000.00	DEMO	2023	
	$30,000.00	$30,000.00	$24,000.00	DEMO	2024	
	$30,000.00	$30,000.00	$24,000.00	DEMO	2025	
	$30,000.00	$30,000.00	$24,000.00	DEMO	2026	
Right of Way	$30,000.00	$30,000.00	$24,000.00	DEMO	2023	
	$30,000.00	$30,000.00	$24,000.00	DEMO	2024	
	$30,000.00	$30,000.00	$24,000.00	DEMO	2025	
	$30,000.00	$30,000.00	$24,000.00	DEMO	2026	
Utility Relocation	$30,000.00	$30,000.00	$24,000.00	DEMO	2023	
	$22,500.00	$22,500.00	$18,000.00	DEMO	2024	
	$7,500.00	$7,500.00	$6,000.00	HSIP	2024	
	$22,500.00	$22,500.00	$18,000.00	DEMO	2025	
	$7,500.00	$7,500.00	$6,000.00	HSIP	2025	
	$30,000.00	$30,000.00	$24,000.00	DEMO	2026	
Design (Engineering)	$30,000.00	$30,000.00	$24,000.00	DEMO	2023	
	$120,000.00	$120,000.00	$96,000.00	DEMO	2024	
	$30,000.00	$30,000.00	$24,000.00	DEMO	2025	
	$30,000.00	$30,000.00	$24,000.00	DEMO	2026	
Construction	$570,000.00	$627,000.00	$501,600.00	DEMO	2023	
	$180,000.00	$198,000.00	$158,400.00	STPFLEX	2023	
	$525,000.00	$577,500.00	$462,000.00	DEMO	2024	
	$225,000.00	$247,500.00	$198,000.00	HSIP	2024	
	$525,000.00	$577,500.00	$462,000.00	DEMO	2025	
	$225,000.00	$247,500.00	$198,000.00	HSIP	2025	
	$750,000.00	$825,000.00	$660,000.00	DEMO	2026	
Total Cost	**$3,697,500.00**	**$3,997,500.00**	**$3,198,000.00**			

Project:						
L.000082	**MISC STATEWIDE TCSP PROJECTS**					
Route:	Control Section:	Beg Log Mile:	End Log Mile:	Parish:		Off-System Road:

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

Project:						
L.000083	**CONVERSION OF AC (INCLUDES DEBT SERVICE)**					
Route:	Control Section:	Beg Log Mile:	End Log Mile:	Parish:		Off-System Road:

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	STPFLEX	2023	
	$15,000.00	$15,000.00	$12,000.00	STPFLEX	2024	
	$15,000.00	$15,000.00	$12,000.00	STPFLEX	2025	
	$15,000.00	$15,000.00	$12,000.00	STPFLEX	2026	
Environmental	$15,000.00	$15,000.00	$12,000.00	STPFLEX	2023	
	$15,000.00	$15,000.00	$12,000.00	STPFLEX	2024	
	$15,000.00	$15,000.00	$12,000.00	STPFLEX	2025	
	$15,000.00	$15,000.00	$12,000.00	STPFLEX	2026	
Right of Way	$15,000.00	$15,000.00	$12,000.00	STPFLEX	2023	
	$15,000.00	$15,000.00	$12,000.00	STPFLEX	2024	
	$15,000.00	$15,000.00	$12,000.00	STPFLEX	2025	
	$15,000.00	$15,000.00	$12,000.00	STPFLEX	2026	
Utility Relocation	$15,000.00	$15,000.00	$12,000.00	STPFLEX	2023	
	$15,000.00	$15,000.00	$12,000.00	STPFLEX	2024	
	$15,000.00	$15,000.00	$12,000.00	STPFLEX	2025	
	$15,000.00	$15,000.00	$12,000.00	STPFLEX	2026	
Design (Engineering)	$15,000.00	$15,000.00	$12,000.00	STPFLEX	2023	
	$15,000.00	$15,000.00	$12,000.00	STPFLEX	2024	
	$15,000.00	$15,000.00	$12,000.00	STPFLEX	2025	
	$15,000.00	$15,000.00	$12,000.00	STPFLEX	2026	
Construction	$1,500,000.00	$1,650,000.00	$1,320,000.00	NHPP	2023	
	$1,500,000.00	$1,650,000.00	$1,320,000.00	STPFLEX	2023	
	$1,500,000.00	$1,650,000.00	$1,320,000.00	NHPP	2024	
	$1,500,000.00	$1,650,000.00	$1,320,000.00	STPFLEX	2024	
	$3,450,000.00	$3,795,000.00	$3,036,000.00	NHPP	2025	
	$3,450,000.00	$3,795,000.00	$3,036,000.00	STPFLEX	2025	
	$6,150,000.00	$6,765,000.00	$5,412,000.00	NHPP	2026	
	$6,150,000.00	$6,765,000.00	$5,412,000.00	STPFLEX	2026	
Total Cost	**$25,500,000.00**	**$28,020,000.00**	**$22,416,000.00**			

Project:						
L.000084	**MODIFIED PROJECT AGREEMENT**					
Route:	Control Section:	Beg Log Mile:	End Log Mile:	Parish:		Off-System Road:

Remarks		Type Improvement			Work Type	
Project Phase	Project Cost	Total Cost (w/CE&I+IDC)	Federal Share	Fund	Year	Sponsor
Feasibility	$37,500.00	$37,500.00	$30,000.00	STPFLEX	2023	
	$37,500.00	$37,500.00	$30,000.00	STPFLEX	2024	
	$37,500.00	$37,500.00	$30,000.00	STPFLEX	2025	
	$37,500.00	$37,500.00	$30,000.00	STPFLEX	2026	
Environmental	$37,500.00	$37,500.00	$30,000.00	STPFLEX	2023	
	$37,500.00	$37,500.00	$30,000.00	STPFLEX	2024	
	$37,500.00	$37,500.00	$30,000.00	STPFLEX	2025	
	$37,500.00	$37,500.00	$30,000.00	STPFLEX	2026	
Right of Way	$75,000.00	$75,000.00	$60,000.00	STPFLEX	2023	
	$75,000.00	$75,000.00	$60,000.00	STPFLEX	2024	
	$75,000.00	$75,000.00	$60,000.00	STPFLEX	2025	
	$75,000.00	$75,000.00	$60,000.00	STPFLEX	2026	
Utility Relocation	$75,000.00	$75,000.00	$60,000.00	STPFLEX	2023	
	$75,000.00	$75,000.00	$60,000.00	STPFLEX	2024	
	$75,000.00	$75,000.00	$60,000.00	STPFLEX	2025	
	$75,000.00	$75,000.00	$60,000.00	STPFLEX	2026	
Design (Engineering)	$75,000.00	$75,000.00	$60,000.00	STPFLEX	2023	
	$75,000.00	$75,000.00	$60,000.00	STPFLEX	2024	
	$75,000.00	$75,000.00	$60,000.00	STPFLEX	2025	
	$75,000.00	$75,000.00	$60,000.00	STPFLEX	2026	
Construction	$1,500,000.00	$1,650,000.00	$1,320,000.00	STPFLEX	2023	
	$1,500,000.00	$1,650,000.00	$1,320,000.00	STPFLEX	2024	
	$1,500,000.00	$1,650,000.00	$1,320,000.00	STPFLEX	2025	
	$1,500,000.00	$1,650,000.00	$1,320,000.00	STPFLEX	2026	
Total Cost	**$7,200,000.00**	**$7,800,000.00**	**$6,240,000.00**			

Project:						
L.000085	**ADVANCED TRAFFIC MANAGEMENT CENTER**					
Route:	Control Section:	Beg Log Mile:	End Log Mile:	Parish:		Off-System Road:

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

Project:						
L.000087	**STAGE 0 AND FEASIBILITY STUDIES**					
Route:	Control Section:	Beg Log Mile:	End Log Mile:	Parish:		Off-System Road:

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

Project:						
L.000093	**STATEWIDE CONGESTION MITIGATION**					
Route:	Control Section:	Beg Log Mile:	End Log Mile:	Parish:		Off-System Road:

Remarks		Type Improvement			Work Type	
					CONGESTION MITIGATION	
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	STPFLEX	2023	
	$15,000.00	$15,000.00	$12,000.00	STPFLEX	2024	
	$15,000.00	$15,000.00	$12,000.00	STPFLEX	2025	
	$15,000.00	$15,000.00	$12,000.00	STPFLEX	2026	
Environmental	$15,000.00	$15,000.00	$12,000.00	CM	2023	
	$15,000.00	$15,000.00	$12,000.00	CM	2024	
	$15,000.00	$15,000.00	$12,000.00	CM	2025	
	$15,000.00	$15,000.00	$12,000.00	CM	2026	
Right of Way	$15,000.00	$15,000.00	$12,000.00	CM	2023	
	$15,000.00	$15,000.00	$12,000.00	CM	2024	
	$15,000.00	$15,000.00	$12,000.00	CM	2025	
	$15,000.00	$15,000.00	$12,000.00	CM	2026	
Utility Relocation	$15,000.00	$15,000.00	$12,000.00	CM	2023	
	$15,000.00	$15,000.00	$12,000.00	CM	2024	
	$15,000.00	$15,000.00	$12,000.00	CM	2025	
	$15,000.00	$15,000.00	$12,000.00	CM	2026	
Design (Engineering)	$15,000.00	$15,000.00	$12,000.00	CM	2023	
	$15,000.00	$15,000.00	$12,000.00	CM	2024	
	$15,000.00	$15,000.00	$12,000.00	CM	2025	
	$15,000.00	$15,000.00	$12,000.00	CM	2026	
Construction	$37,500.00	$41,250.00	$33,000.00	CM	2023	
	$690,000.00	$759,000.00	$607,200.00	CM	2024	
	$690,000.00	$759,000.00	$607,200.00	CM	2025	
	$690,000.00	$759,000.00	$607,200.00	CM	2026	
Total Cost	**$2,407,500.00**	**$2,618,250.00**	**$2,094,600.00**			

Project:						
L.000094	**URBAN TRANSIT(INCL TRANSFER TO AGENCIES)**					
Route:	Control Section:	Beg Log Mile:	End Log Mile:	Parish:		Off-System Road:

Remarks		Type Improvement			Work Type	
Project Phase	Project Cost	Total Cost (w/CE&I+IDC)	Federal Share	Fund	Year	Sponsor
Design (Engineering)	$7,500.00	$7,500.00	$6,000.00	STPFLEX	2023	
	$7,500.00	$7,500.00	$6,000.00	STPFLEX	2024	
	$7,500.00	$7,500.00	$6,000.00	STPFLEX	2025	
	$7,500.00	$7,500.00	$6,000.00	STPFLEX	2026	
Construction	$300,000.00	$330,000.00	$264,000.00	CM	2023	
	$75,000.00	$82,500.00	$66,000.00	FB DISCR	2023	
	$150,000.00	$165,000.00	$132,000.00	STP<200K	2023	
	$2,400,000.00	$2,640,000.00	$2,112,000.00	STPFLEX	2023	
	$300,000.00	$330,000.00	$264,000.00	CM	2024	
	$75,000.00	$82,500.00	$66,000.00	FB DISCR	2024	
	$150,000.00	$165,000.00	$132,000.00	STP<200K	2024	
	$150,000.00	$165,000.00	$132,000.00	STPFLEX	2024	
	$300,000.00	$330,000.00	$264,000.00	CM	2025	
	$75,000.00	$82,500.00	$66,000.00	FB DISCR	2025	
	$150,000.00	$165,000.00	$132,000.00	STP<200K	2025	
	$150,000.00	$165,000.00	$132,000.00	STPFLEX	2025	
	$300,000.00	$330,000.00	$264,000.00	CM	2026	
	$75,000.00	$82,500.00	$66,000.00	FB DISCR	2026	
	$150,000.00	$165,000.00	$132,000.00	STP<200K	2026	
	$150,000.00	$165,000.00	$132,000.00	STPFLEX	2026	
Total Cost	**$4,980,000.00**	**$5,475,000.00**	**$4,380,000.00**			

Project:						
L.000095	**SPECIAL RULE-AREAS 5K OR LESS POPULATION**					
Route:	Control Section:	Beg Log Mile:	End Log Mile:	Parish:		Off-System Road:

Remarks		Type Improvement			Work Type	
Project Phase	Project Cost	Total Cost (w/CE&I+IDC)	Federal Share	Fund	Year	Sponsor
Environmental	$15,000.00	$15,000.00	$12,000.00	STP<5K	2023	
	$15,000.00	$15,000.00	$12,000.00	STP<5K	2024	
	$15,000.00	$15,000.00	$12,000.00	STP<5K	2025	
	$15,000.00	$15,000.00	$12,000.00	STP<5K	2026	
Right of Way	$15,000.00	$15,000.00	$12,000.00	STP<5K	2023	
	$15,000.00	$15,000.00	$12,000.00	STP<5K	2024	
	$15,000.00	$15,000.00	$12,000.00	STP<5K	2025	
	$15,000.00	$15,000.00	$12,000.00	STP<5K	2026	
Utility Relocation	$15,000.00	$15,000.00	$12,000.00	STP<5K	2023	
	$15,000.00	$15,000.00	$12,000.00	STP<5K	2024	
	$15,000.00	$15,000.00	$12,000.00	STP<5K	2025	
	$15,000.00	$15,000.00	$12,000.00	STP<5K	2026	
Design (Engineering)	$15,000.00	$15,000.00	$12,000.00	STP<5K	2023	
	$15,000.00	$15,000.00	$12,000.00	STP<5K	2024	
	$15,000.00	$15,000.00	$12,000.00	STP<5K	2025	
	$15,000.00	$15,000.00	$12,000.00	STP<5K	2026	
Construction	$26,250.00	$28,875.00	$23,100.00	STP<5K	2023	
	$626,250.00	$688,875.00	$551,100.00	STP<5K	2024	
	$150,000.00	$165,000.00	$132,000.00	STP LEX	2024	
	$626,250.00	$688,875.00	$551,100.00	STP<5K	2025	
	$626,250.00	$688,875.00	$551,100.00	STP<5K	2026	
Total Cost	**$2,295,000.00**	**$2,500,500.00**	**$2,000,400.00**			

Project:						
L.000096	**FERRY BOAT MECH/ELECT/DISCR PROGRAMS**					
Route:	Control Section:	Beg Log Mile:	End Log Mile:	Parish:		Off-System Road:

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

ACADIANA METROPOLITAN PLANNING ORGANIZATION

TRANSPORTATION POLICY COMMITTEE

RESOLUTION NO. 1-2023

APPROVING AND ADOPTING
AMENDMENT NO. 1 TO THE 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM
FOR THE ACADIANA METROPOLITAN STUDY AREA, LOUISIANA

WHEREAS the Transportation Policy Committee is the decision-making body for the Acadiana Metropolitan Planning Organization; **AND**

WHEREAS the Acadiana Metropolitan Planning Organization is responsible for transportation planning in the Acadiana Metropolitan Planning Area; **AND**

WHEREAS, the Transportation Technical Committee will review and consider state projects, local project applications, and adjustments in project implementation schedules in the current 2023-2026 Transportation Improvement Program (TIP) noted in the attached list of changes as Amendment No. 1 to the 2023-2026 Transportation Improvement Program; **AND**

WHEREAS, the Acadiana Transportation Policy Committee has given thorough review and consideration to the changes as proposed in Amendment No. 1 to the 2023-2026 Transportation Improvement Program (TIP).

NOW THEREFORE BE IT RESOLVED that the Transportation Policy Committee does hereby approve and adopt *Amendment No. 1 to the 2023-2026 Transportation Improvement Program* which list of changes is attached hereto and made a part of this resolution.

THIS RESOLUTION BEING VOTED ON AND ADOPTED ON THE EIGHTEENTH DAY OF JANUARY IN THE YEAR TWO THOUSAND AND TWENTY-THREE.

Andy Naquin, Chair
AMPO
Transportation Policy Committee

ATTEST: _____
Sara Gary, Transportation Director
AMPO

Appendix A: TPC Resolutions

(Place holder for future TPC Resolutions)

Appendix B: TPC and TTC Membership

Acadiana Metropolitan Planning Organization
Transportation Policy Committee Members
AMPO-TPC

Acadia Parish
Vacant

Lafayette Consolidated Government
Josh Guillory – Mayor-President

Nanette Cook – City Council Member

Andy Naquin – City Council Member

A B Rubin – Parish Council Member

Kevin Naquin – Parish Council Member

Patrick Lewis – City Council Member

Brett Mellington – City Council Rep.

Patrick Trahan – City Council Rep.

Kevin Normand – City Council Rep.

Roddy Bergeron – City Council Rep.

St. Landry Parish
Jessie Bellard – Parish President

St. Martin Parish
Calder Hebert - CAO

Kasey Courville – PW Director

Vermilion Parish
Keith Roy – Police Jury Administrator

Breaux Bridge
Ricky Calais - Mayor

Broussard
Ben Theriot – Code Enforcement

City of New Iberia
Jane Braud – Planning and Zoning Director

Joenathan Livingston - PW Director

Carencro
Don Chauvin – City Manager

St. Martinville
Vacant

Scott
Doyle Boudreaux - Council Member

Youngsville
Clint Simoneaux – Director of Planning

Iberia Parish
Larry Richard – Parish President

Michael Broussard - CAO

DOTD District 03
Eric Dauphine – District Administrator

Transit Representative
Michael Mitchell – Parking and Transit Admin.

Federal Highway Administration
Planner
Carlos McCloud

ACADIANA METROPOLITAN PLANNING ORGANIZATION
Transportation Technical Committee Members
AMPO-TTC

Acadia Parish
Roads Supervisor
Warren Leckelt

Iberia Parish
Public Works Director
Dexter Miguez

Public Works Staff
Joe Williams

Lafayette Consolidated Government
Capital Improvements Engineer
Jessica Cornay

Development Manager
Neil LeBouef

TRB Director
Warren Abadie

St. Landry Parish
Consulting Engineer
Karl Aucoin

Bike & Pedestrian Engineer
Consulting Engineer
Lucius Broussard

Lafayette Regional Airport
Airport Director
Steven Picou

Breaux Bridge
Consulting Engineer
Chris Richard

ULL Transportation Office
Transportation Director
Stuart Glaser

Broussard
Code Enforcement
Ben Theriot

DOTD Planning

Statewide Planning Engineer
Dawn Sholmire

Carencro
Consulting Engineer
Luke Sonnier

St. Martinville
Vacant
Vacant

Scott
City Planner
Bonnie Anderson

Youngsville
Consulting Engineer
Pamela Gonzales-Granger

DOTD District 03
Assistant Engineer Administrator
Michael DeSelle

Transit Representative
Planner, LTS Transit
Terry Hurd

Federal Highway Administration
Planner
Carlos McCloud

FTA
DOTD Program Manager
Tina Athalone

City of New Iberia
Public Works Director
Joenathan Livingston

St.Martin Parish
PW Director
Kasey Courville


Acadiana MPO
Systems Performance Report
Acadiana
APC
Planning Commission

Table of Contents

To assist MPOs and State DOTs in the transportation investment process, the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA) have established goals and objectives for MPOs and DOTs to utilize when programming federal transportation funds. The goals and objectives are enumerated through the use of performance measure targets.

The targets require a significant amount of data in order to evaluate project decisions. The Louisiana Department of Transportation and Development (DOTD) has taken on the role of collecting the data and providing assistance to the MPO to set the targets.

The first target set in 2017 was the Highway Safety targets, 5 different numbers to be revised and adopted on an annual basis. Following targets were set in Pavement and Bridge Condition (4 targets), Travel Time Reliability (3 Targets), Transit Asset Management (6 Targets), and Transit Safety (7 Targets).

The data inputs used in the project development process include crash data., both raw numbers and normalized by traffic volume, pavement and bridge condition expressed in GIS, the National Performance Management Research Data Set, and asset condition data from Lafayette Consolidated Government. The MPO uses this data when assisting local governments in project development when evaluating and prioritizing projects for inclusion in the MPO's Surface Transportation Program (STP) funding allocation.

This effort is moving the MPO towards "Performance Based Planning Process" or PBPP, where data inputs drive the project development process with the goal of achieving specific targets. The data contained in this report is part of the Long-Range Transportation Plan that guides the allocation of federal funding in the MPO area.

Scorecard

Category	Performance Measure	Benchmark	Status
Safety	Fatalities - 50	49	
	Serious Injuries- 98	99	
	Non-Motorized - 24	26	
	Fatality Rate – 1.439	1.42	
	Serious Injury Rate – 2.832	2.86	
Pavement and Bridge Condition	20% Good Condition: Non-Interstate NHS, 2 Year	44%	
	20% Poor Condition: Non-Interstate NHS, 2 Year	19.2%	
	20% Good Condition: Non-Interstate NHS, 4 Year		
	20% Poor Condition: Non-Interstate NHS, 4 Year		

Scorecard

Category	Performance Measure Benchmark*	Target	Status
Travel Time Reliability	Travel Time Reliability for Interstate (% of Person Miles Reliable): 90%	100%	
	Travel Time Reliability for Non Interstate (% of Person Miles Reliable): 90%	94.5%	
	Truck reliability index for Interstate (Level of Truck Travel time Reliability): 1.3	1.12	
Transit Asset Management	Percent of Buses within a particular asset class that have met or exceeded their Useful Life Benchmark , 2020-2023: 25% in 2019 to 15% in 2023		
	Percent of Cutaway buses within a particular asset class that have met or exceeded their Useful Life Benchmark , 2020-2023: 25% in 2019 to 10% in 2023		
	Percent of Service Automobiles within a particular asset class that have met or exceeded their Useful Life Benchmark , 2020-2023: 15% in 2019 to 10% in 2023		
	Percent of Administration facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale, 2020 - 2023: 10% in 2019 to 1% in 2023		
	Percent of Maintenance facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale, 2020 - 2023: 20% in 2019 to 5% in 2023		
	Percent of Passenger facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale, 2020 - 2023: 10% in 2019 to 1% in 2023		

Scorecard

Category	Performance Measure Benchmark*	Target Status
Transit Safety	Transit Fatalities - 0	
	Rate of Transit Fatalities - 0	
	Transit Serious Injuries - 0	
	Rate of Transit Serious Injuries - 0	
	Safety Events - 0	
	Rate of Safety Events - 0	
	Mean Distance between Major Mechanical Failure – 88,376	

Meeting or Exceeding Target

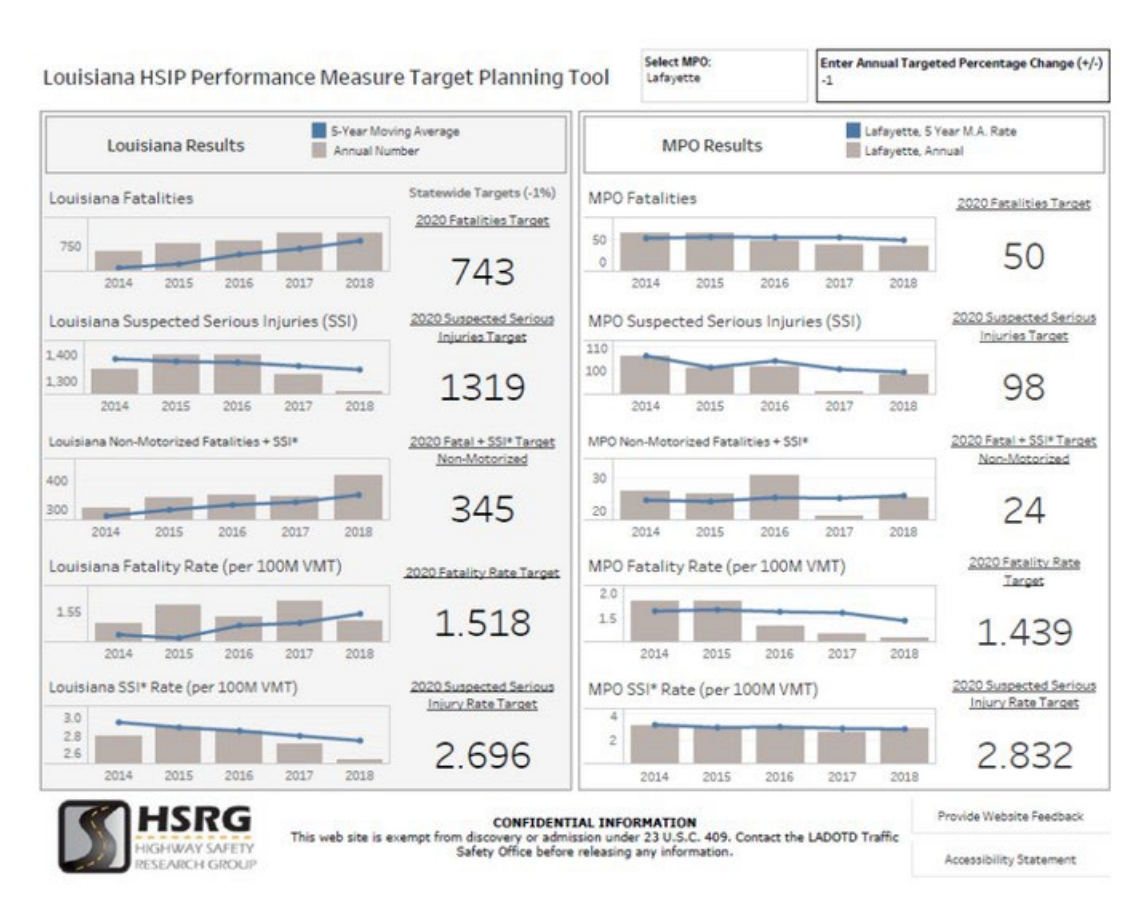
No Progress or Data for Target

Not Meeting Target

Highway Safety

Since 2018, the MPO has set a 1% reduction in overall fatal and serious injuries and non-motorized fatal and serious injuries, and a 1% reduction in the rate of fatal and serious injuries, utilizing a tool provided by LA-DOTD that allows MPOs to set their own targets for the MPO area.

Every year, the data is reviewed and presented to the MPO Committees on the progress towards reaching these safety targets. in 2018, 2019, and 2020, the MPO met the target for Fatalities and Fatality Rate. The MPO did not meet the goal for Non-Motorized, Serious Injury or Serious Injury Rate for 2018 and 2019.



Fatalities

The number of fatalities in the subject year

Serious Injuries

The number of serious injuries in the subject year

Non-Motorized

The number of fatal and serious injuries of non-motorized roadway users in the subject year

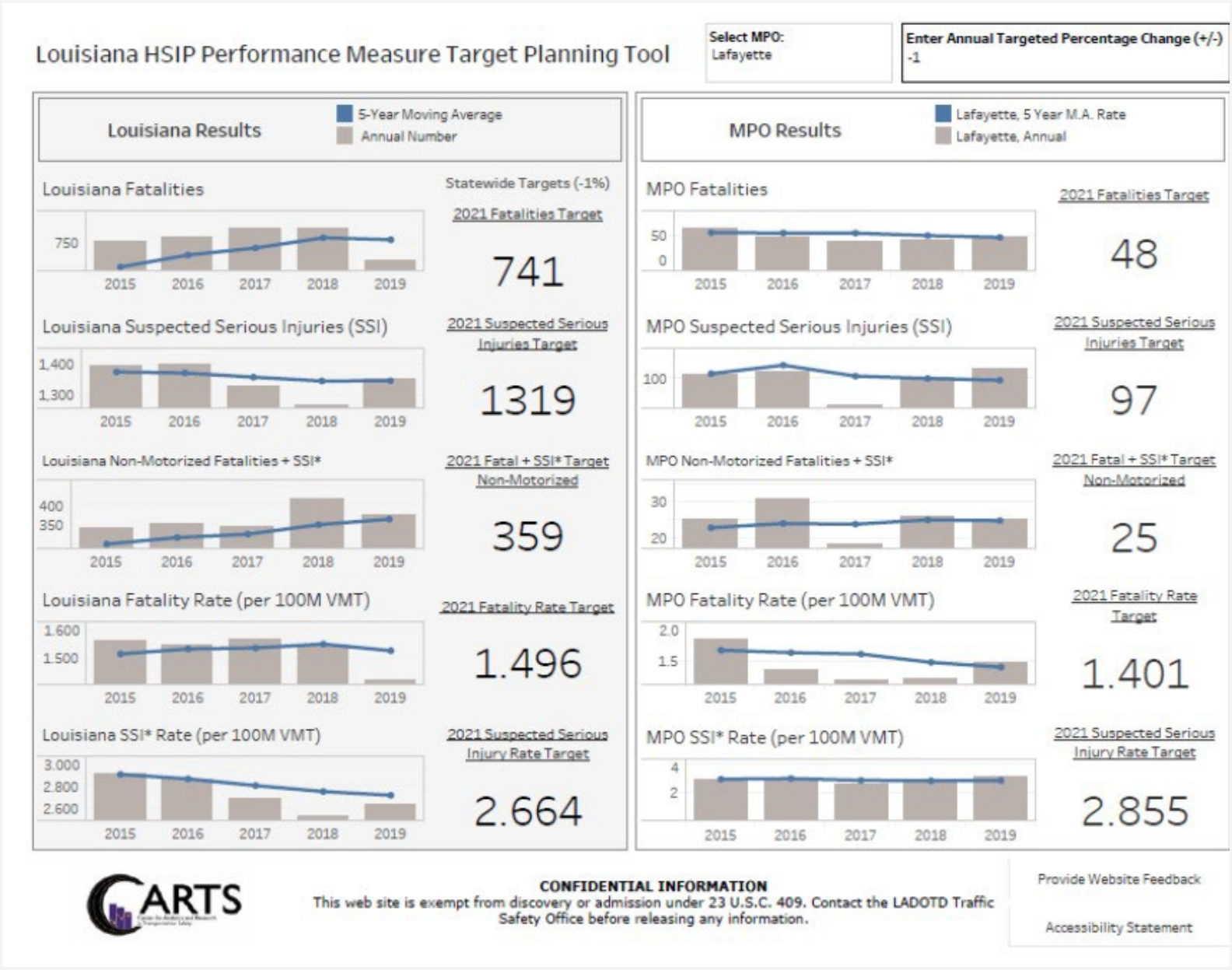
Fatality Rate

The rate of fatalities per 100 Million Vehicle Miles Traveled in the subject year

Serious Injury Rate

The rate of serious injuries per 100 Million Vehicle Miles Traveled in the subject year

2021 Highway Safety Targets



The MPO reviews all STP projects for integration of Proven Safety Countermeasures, such as signal light timing to facilitate pedestrian crossings and walkways. The MPO and LA DOTD also has several projects with safety as the primary purpose of the project.

Source: FHWA

Reduced Left-Turn Conflict Intersections

H.010353 US 167: ACCESS MANAGEMENT (LFT TURN LNS) is an Highway Safety Improvement Program project to close and convert two-way crossovers along US 167 to restricted crossing signalized U-turns.

Source: FHWA

Roundabouts

H.012792 LA. 675 @ Airport Rd. Roundabout, H.012869 LA 182 (UNIV) @ LA 723 (RENAUD), Mills @ LA 98 Roundabout, La 93 @ Eraste Landry Roundabout, and LA 724/Fieldspan @ Landry Roundabout are projects to convert stop-controlled intersections to roundabouts.

Source: FHWA

Rumble Strips and Curve Delineation

H..013823 DIST.03 RUMBLESTRIPS (SOUTH and H.012800 LOCAL ROADS HFST (LAFAYETTE) are two projects in the MPO area addressing roadway departure crashes on the local and state roadway system.

Pavement and Bridge Condition

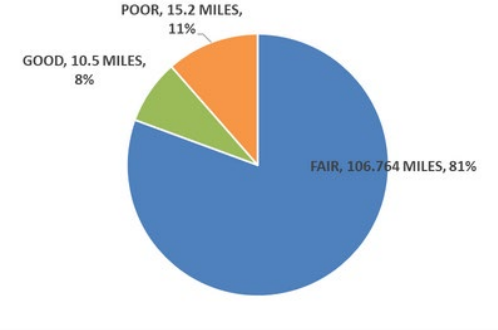
The MPO is required to monitor the pavement and bridge for the National Highway System roadways in the MPO area. The MPO chose to adopt the LA DOTD targets for pavement and bridge condition. The targets are the percentage of roadways and bridges in Good and Poor condition in 2- and 4-yearincrements.

The MPO first adopted the targets in 2018 through the year 2022. The 2050 MTP uses revised year up to 2026.

Condition	Percentage of Roadways/Bridges	Roadway Type and Year
Good	Interstate System, 4 Year 10%	
Poor	Interstate System, 4 Year 4%	
Good	Non-Interstate NHS, 2 Year 20%	
Poor	Non-Interstate NHS, 2 Year 20%	
Good	Non-Interstate NHS, 4 Year 20%	
Poor	Non-Interstate NHS, 4 Year 20%	
Good	NHS Bridges, 2 Year 35%	
Poor	NHS Bridges, 2 Year 9.9%	
Good	NHS Bridges, 4 Year 30%	
Poor	NHS Bridges, 4 Year 9.9%	

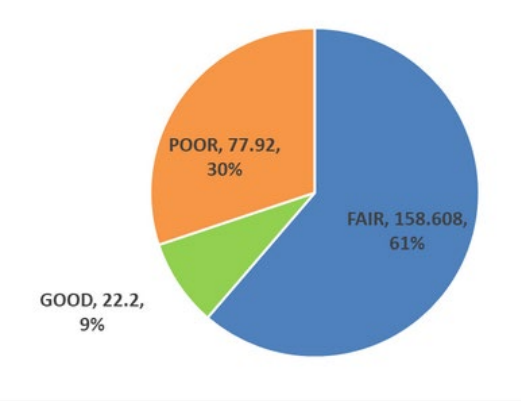
Interim Pavement Condition Data

INTERSTATE



Percentage of Good, Fair and Poor by Lane Miles

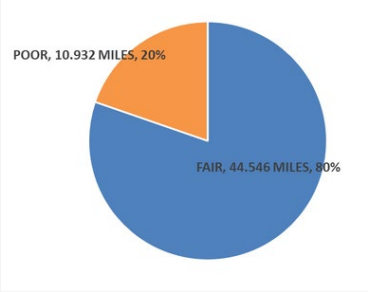
STATE NON-INTERSTATE



Percentage of Good, Fair and Poor by Percentage

LOCAL NHS ROADS

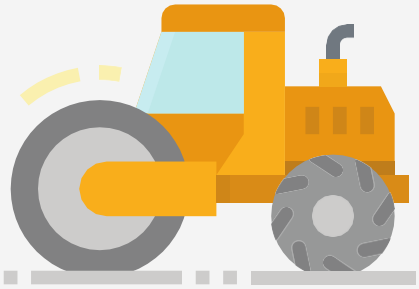
Percentage of Good, Fair and Poor by Lane Miles



Pavement and Bridge ConditionProjects

The MPO, LA DOTD, and local governments have developed several projects with the aim of improving pavement quality on the National Highway System.

H.011832 CAMERON ST. OVERLAY



This MPO project will be a complete overlay of US 90/Cameron Street through the City of Scott.

H.010353 US 167: ACCESS MANAGEMENT(LFT TURN LNS)

Although the primary purpose of the project is safety, this project will also include a complete overlay of several miles of the NHS roadway in the MPO area.

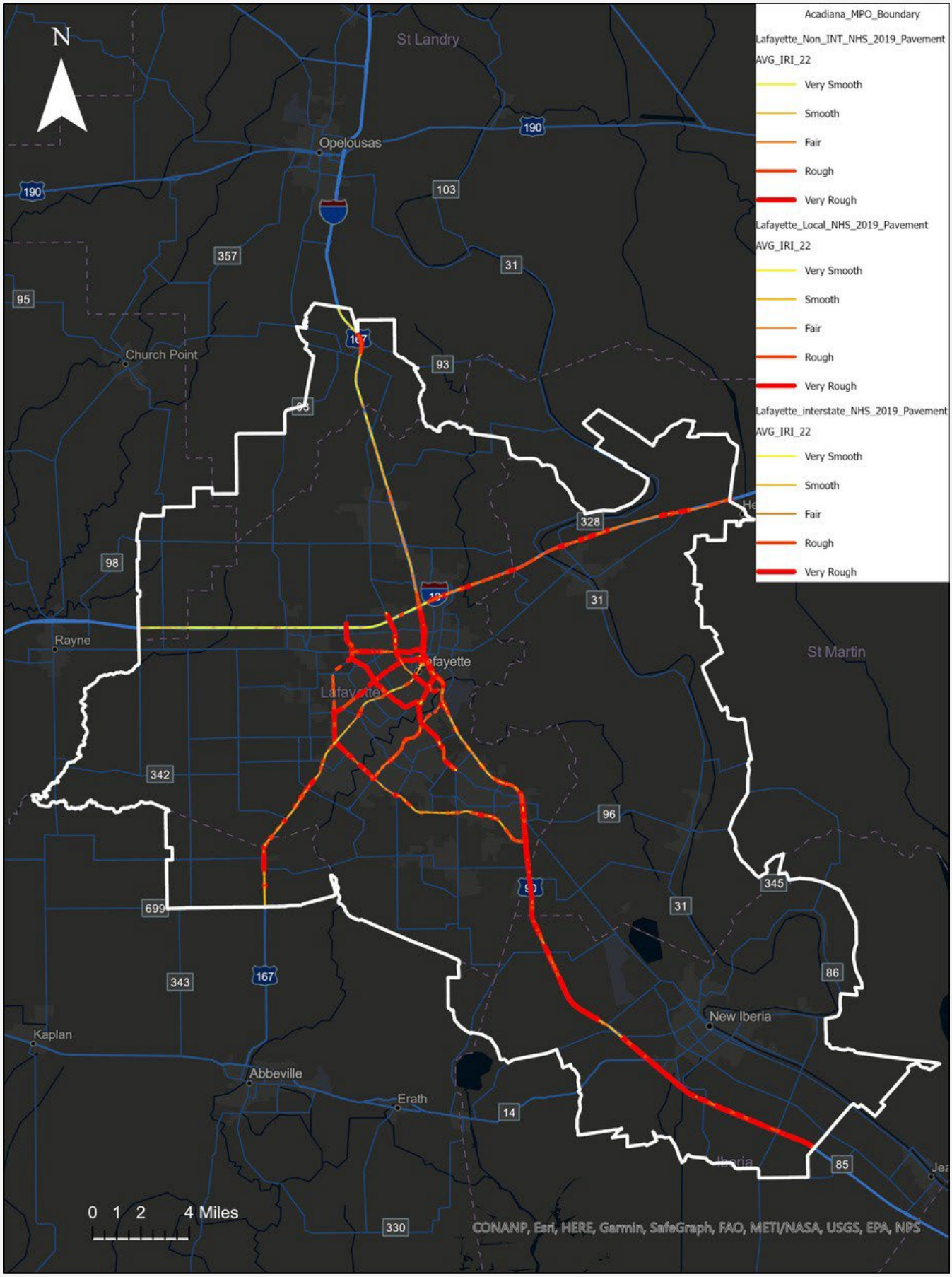
H.012980.6 LA 3073 Limits: US 167 - Kaliste Saloom Road

This project is a panel replacement project on theLA DOTD owned section of Ambassador Caffery.

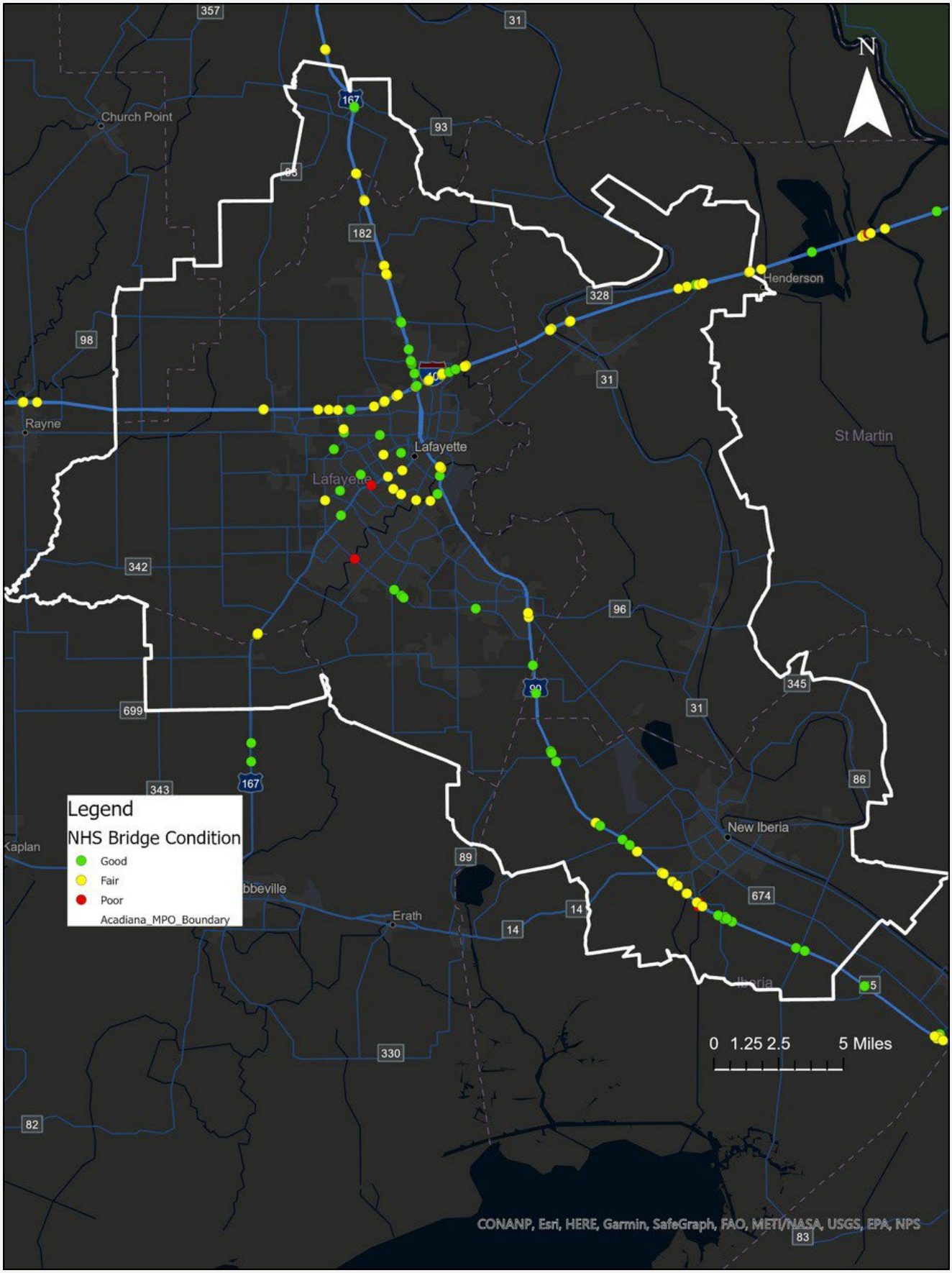
Lafayette Consolidated Government Concrete Panel Replacement Projects onLocal NHS

Lafayette Consolidated Government maintains a proactive concrete panel replacement program where local NHS routes on Congress, Kaliste, and the local section of Ambassador Caffery are kept at a high level of good pavement condition.

Pavement Condition Map



Bridge Condition Map



Travel Time Reliability

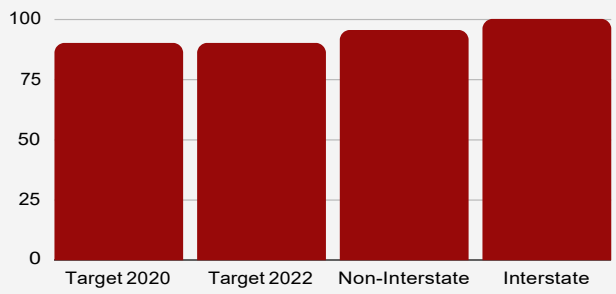
The MPO has set its own targets for Travel Time Reliability for Person Miles Reliable on the Interstate and Non-Interstate NHS and the Truck Travel Time Reliability Index using the National Performance Management Research Data Set.

The MPO set the targets in 2018 in 2- and 4-year increments. The MPO has surpassed the targets every year since the targets were set, in one case reaching 100%, the highest level of measurement. The Truck Travel Time Reliability Index is set at 1.3, and the Acadiana MPO area measured 1.12 in 2019.

The primary project keeping this measure at a high level is the FASTLANE funded I-10 widening project through Lafayette and St. Martin Parish. This project is widening 15 miles of interstate through the MPO area.

The STP-funded Adaptive Signal Control project through the City of Lafayette will improve travel times on the state and local NHS through the use of adaptive signal technology to dynamically control traffic signal timing based on real-time traffic conditions.

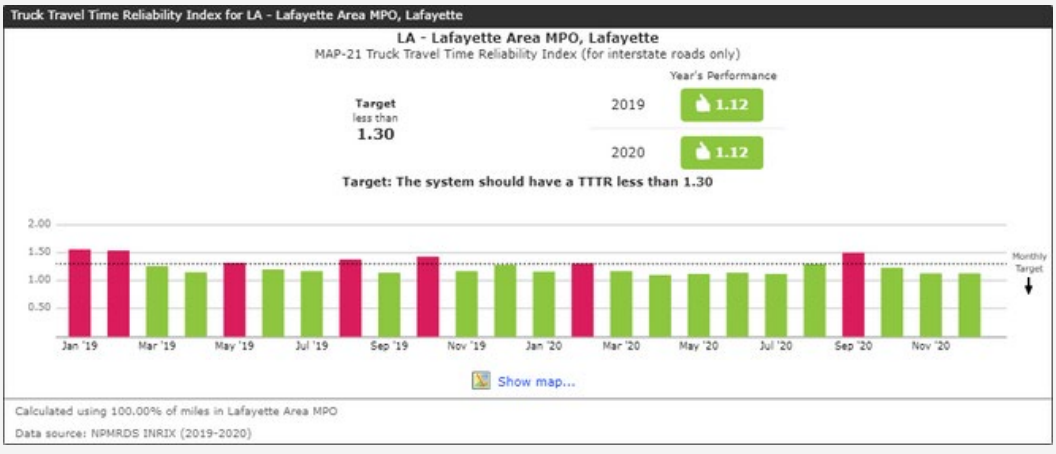
Person Miles Reliable Targets



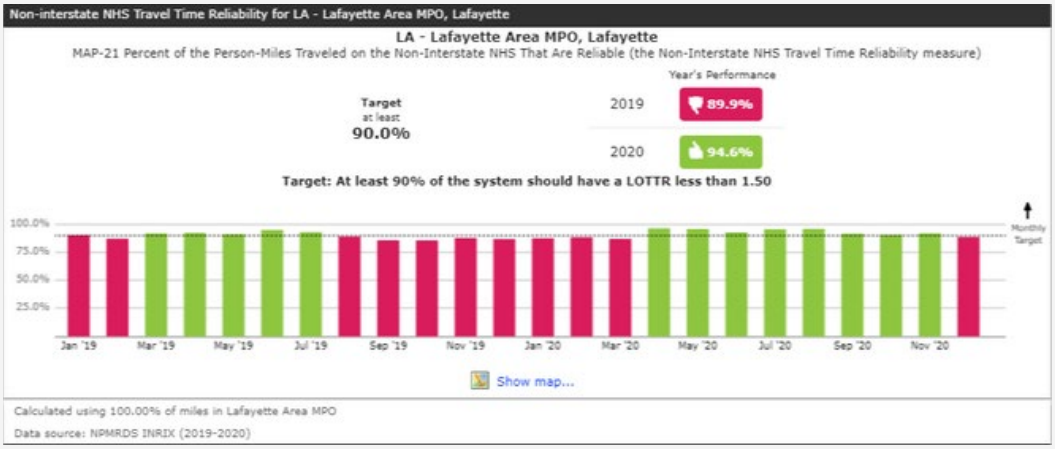
100%
Travel Time Reliability on Interstate System

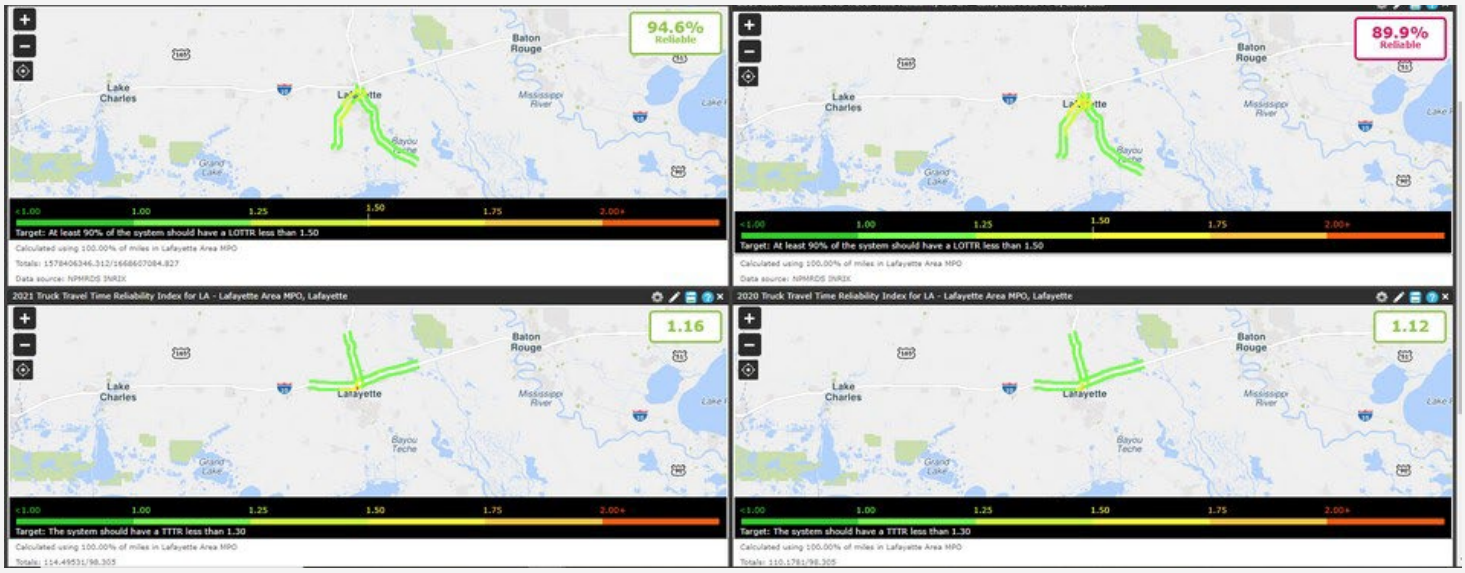
94.5%
Travel Time Reliability on Non-Interstate NHS

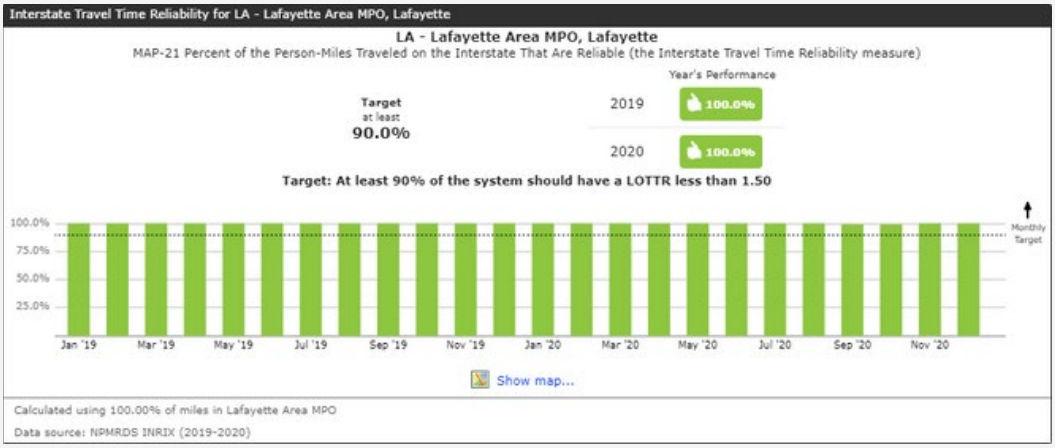
Truck Travel Time Reliability Index Target



NPMRDS Dashboards

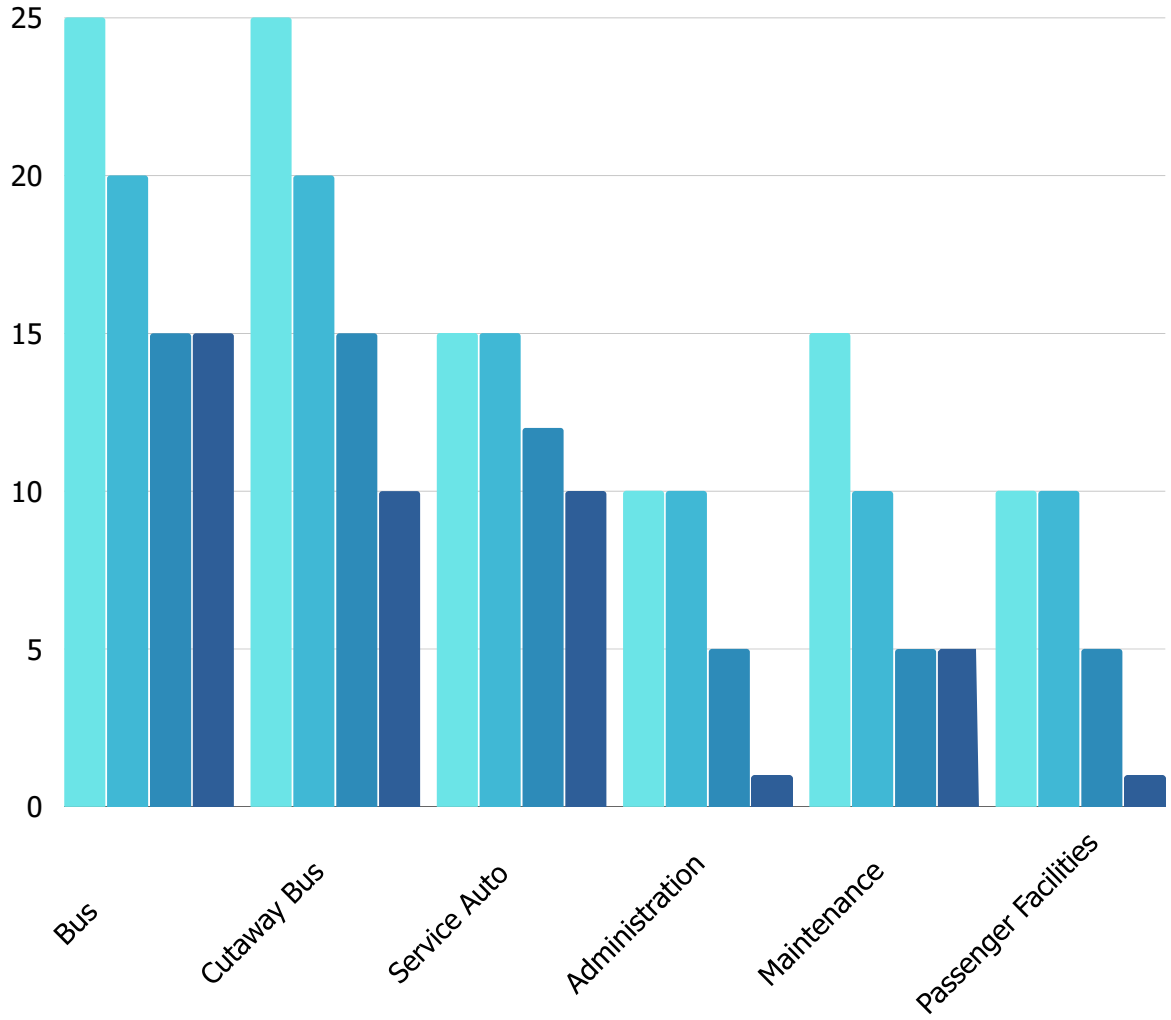






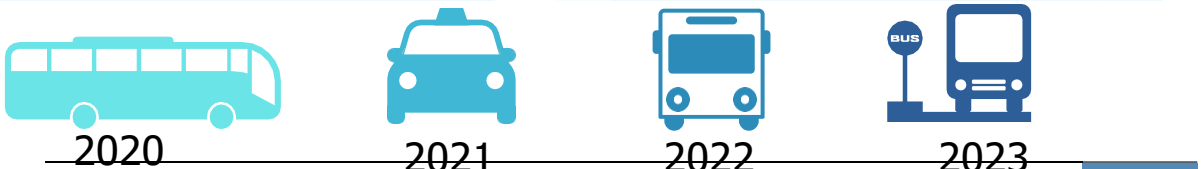
Transit Asset Management

The Acadiana MPO has one fixed route transit provider, the Lafayette Transit System . It is a division of the department of Public Works under the Lafayette Consolidated Government. The service area is centered on the city of Lafayette. Pre-COVID, Lafayette Transit operated from 5:15 AM to 6:45 PM with 13 buses on 12 routes. It also operated 4-night routes from 6:30 PM to 10:30 PM. The fleet consists of about 25 low floor buses. The system is a hub and spoke pulsed system with mostly 30-minute headways operating out of a central downtown multimodal terminal. The system also utilizes an FTA funded vehicle maintenance facility a short distance away. The main assets are the bus fleet, a maintenance facility, an administrative facility, and the main downtown terminal. The MPO adopted the targets in 2018. The MPO has several capital transit projects in its STP program that will assist LTS in maintaining its asset management goals.



Percent of vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark , 2020-2023

Percent of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale, 2020 - 2023



Transit Safety

Lafayette Transit System, Lafayette Consolidated Government, and the Acadiana MPO adopted the Public Transportation Agency Safety Plan in 2020, The plan has several important functions:

- Develops and documents Safety Management Systems in the plan
- Controls risk
- Detects and corrects safety problems in a timely manner
- Shares and analyzes safety data
- Measures safety performance

As part of the plan adoption process, the MPO analyzed transit and pedestrian crash locations to assist LTS in the safety planning process. This will maintain the success of the LTS system in reaching its targets.

Table 7: Demand Response Safety Performance Targets

Measure	Baseline	Target
Fatalities	0	0
Rate of Fatalities*	0	0
Injuries	0	0
Rate of Injuries*	0	0
Safety Events	0	0
Rate of Safety Events*	0	0
Mean Distance Between Major Mechanical Failure	88,376	88,376

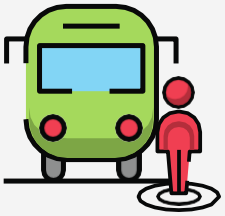
*rate = total number for the year/total revenue vehicle miles traveled

Transit Asset and Safety Management in PBPP

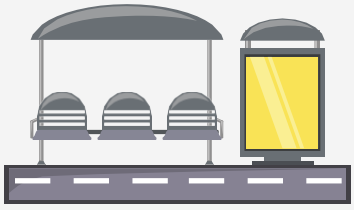
The MPO is coordinating with LTS on implementation of the Asset Management and Safety targets, which can often work in conjunction.

An Example of PBPP in Action

Through the annual target setting process for rolling stock, City Transit Agency finds that X model bus fleet has exceeded its Useful Life Benchmark.

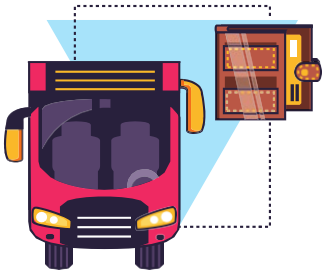


This initiates a Safety Risk Assessment through the SMS process, City Transit Agency with the MPO's technical assistance finds that there are a high number of pedestrian injuries along bus route Y due to high levels of pedestrian and vehicle traffic and fleet X also has an obsolete radio system.



The agency proposes a safety mitigation of moving the bus stops and modifying bus operator training to reduce the safety risk, in addition to purchasing new rolling stock with newer radio system.

City Transit Agency shares TAM and safety investment priorities and performance targets with State and MPO.



The MPO leads a process to determine that the high safety risk bus route should be converted to a different operation, with new buses purchased for the transit system to replace the fleet over its Useful Life Benchmark

Appendix D: Funding Programs

FEDERAL HIGHWAY / TRANSIT CORE FUNDING PROGRAMS

IIJA HIGHWAY FUNDING PROGRAMS

Interstate Maintenance (IM) – The Interstate Maintenance (IM) program provides funding for resurfacing, restoring, rehabilitating and reconstructing (4R) most routes on the Interstate System.

Eligible Use of Funds:

Projects on routes on the Interstate System, except those added under 23 USC 103(c)(4)(A) that were not previously designated future Interstate under former 23 UCS 139(b), as well as any segments that become part of the Interstate System under Section 1105(e)(5) of ISTEA are eligible for funding. Construction of additional Single Occupancy Vehicle (SOV) lanes continues to be ineligible for IM program funds.

IM program funds may not be used on a facility where tolls are being collected under the Interstate System Reconstruction and Rehabilitation Pilot Program or the Interstate SystemConstruction Toll Pilot Program.

National Highway system (NHS) – The program provides funding for improvements to rural and urban roads that are part of the NHS, including the Interstate System and designated connections to major intermodal terminals. Under certain circumstances, NHS funds may also be used to fundtransit improvements in NHS corridors.

Eligible Use of Funds:

Expands NHS eligibility to include the following activities:

- Environmental restoration and pollution abatement
- Control of terrestrial and aquatic noxious weeds and establishment of nativespecies

Surface Transportation Program (STP)

Program purpose

The Surface Transportation Program (STP) provides flexible funding that may be used by States and localities for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road,

pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals.

Statutory citation(s): IIJA §1108; 23 USC 133Sub allocation

50% of a State's STP apportionment (after TA and SPR set-asides) is to be obligated in thefollowing areas in proportion to their relative shares of the State's population--

- Urbanized areas with population greater than 200,000 – This portion is to be divided among those areas based on their relative share of population, unless the Secretary approves a joint request from the State and relevant MPO(s) to use other factors.
- Areas with population greater than 5,000 but no more than 200,000 – Projects in these areas are to be identified for funding by the State in consultation with regional planning organizations, if any.
- Areas with population of 5,000 or less

The remaining 50% may be used in any area of the State.

Federal share: Determined in accordance with 23 USC 120, including a special rate for certain safety projects and a new provision for increased Federal share for projects incorporating Innovative Project Delivery. Exceptions to 23 USC 120 are provided for certain freight projects, workforce development, training, and education activities, and Appalachian development highwaysystem projects. (See "Federal Share" fact sheet).

Eligible activities

STP eligibilities are continued, with some additions and modifications. Eligibilities are describedbelow, with changes emphasized:

- Construction, reconstruction, rehabilitation, resurfacing, restoration, preservation, or operational improvements for highways, including designated routes of the Appalachian Development Highway System (ADHS) and local access roads under 40 USC 14501.
- Replacement, rehabilitation, preservation, protection, and anti-icing/deicing for bridges and tunnels on any public road, including construction or reconstruction necessary to accommodateother modes.
- Construction of new bridges and tunnels on a Federal-aid highway.
- Inspection and evaluation of bridges, tunnels and other highway assets as well as

training forbridge and tunnel inspectors.

- Capital costs for transit projects eligible for assistance under chapter 53 of title 49, including vehicles and facilities used to provide intercity passenger bus service.
- Carpool projects, fringe and corridor parking facilities and programs, including electric and natural gas vehicle charging infrastructure, bicycle transportation and pedestrian walkways, andADA sidewalk modification.
- Highway and transit safety infrastructure improvements and programs, installation of safety barriers and nets on bridges, hazard eliminations, mitigation of hazards caused by wildlife, railway-highway grade crossings.
- Highway and transit research, development, technology transfer.
- Capital and operating costs for traffic monitoring, management and control facilities andprograms, including advanced truck stop electrification.
- Surface transportation planning.
- Transportation alternatives --newly defined, includes most transportation enhancementeligibilities. [See separate "Transportation Alternatives" fact sheet]
- Transportation control measures.
- Development and establishment of management systems.
- Environmental mitigation efforts (as under National Highway Performance Program).
- Intersections with high accident rates or levels of congestion.
- Infrastructure-based ITS capital improvements.
- Environmental restoration and pollution abatement.
- Control of noxious weeds and establishment of native species.
- Congestion pricing projects and strategies, including electric toll collection and travel demandmanagement strategies and programs.
- Recreational trails projects.
- Construction of ferry boats and terminals.
- Border infrastructure projects.
- Truck parking facilities.
- Development and implementation of State asset management plan for the NHS, and similar activities related to the development and implementation of a performance-based managementprogram for other public roads.
- Surface transportation infrastructure modifications within port terminal boundaries, only if necessary to facilitate direct intermodal interchange, transfer, and access into and out of the port.
- Construction and operational improvements for a minor collector in the same

corridor and in proximity to an NHS route if the improvement is more cost-effective (as determined by a benefit- cost analysis) than an NHS improvement and will enhance NHS level of service and regional traffic flow.

Workforce development, training, and education activities are also an eligible use of STP funds.[§1109; 23 USC 504(e)]

Location of Projects

In general, STP projects may not be on local or rural minor collectors. However, there are a number of exceptions to this requirement. A State may use up to 15% of its rural sub allocation on minor collectors. Other exceptions include: ADHS local access roads, bridge and tunnel replacement and rehabilitation (not new construction), bridge and tunnel inspection, carpool projects, fringe/corridor parking facilities, bike/pedestrian walkways, safety infrastructure, Transportation Alternatives, recreational trails, port terminal modifications, and minor collectors inNHS corridors.

Program features

Off-System Bridge

•States are required to obligate a portion of funds (not from sub allocated amounts) for bridges not on Federal-aid highways (off-system bridges). The amount is to be not less than 15% of the State's FY 2009 Bridge Program apportionment. The Secretary, after consultation with State and local officials, may reduce a State's set-aside requirement if the State has insufficient off-systembridge needs.
•Credit for off-system bridges -- For projects to replace or rehabilitate deficient off-system bridges funded wholly by State/local sources, any amounts spent post-enactment that are in excess of 20% of project costs may be credited to the non-Federal share of eligible bridge projects in the State.

Rural minor collectors

Special rule allows States to use up to 15% of funds sub allocated for areas with a population of 5,000 or less on rural minor collectors. The Secretary may suspend permission if the State is using the authority excessively.

Bridge and tunnel inspection standards

If a State is in noncompliance with bridge/tunnel inspection standards established by the Secretary, a portion of STP funds must be used to correct the problem. [§1111; 23 USC144(h)(5)]

Performance

The STP supports national performance goals, but there are no measures tied specifically to thisprogram.

Highway Safety Improvement Program (HSIP)

Program purpose

IIJA continues the Highway Safety Improvement Program (HSIP) to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned public roads and roads on tribal lands. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads that focuses on performance.

Statutory citation(s): IIJA §1112; 23 USC 130 and 148 eligible use of funding

A highway safety improvement project is any strategy, activity or project on a public road that is consistent with the data-driven State Strategic Highway Safety Plan (SHSP) and corrects or improves a hazardous road location or feature or addresses a highway safety problem. IIJA provides an example list of eligible activities, but HSIP projects are not limited to those on the list.

Workforce development, training, and education activities are also an eligible use of HSIP funds.[§1109; 23 USC 504(e)]

Program features

The primary features of the current HSIP are retained, including the requirement for a comprehensive, data driven, SHSP that defines State safety goals and describes a program of strategies to improve safety. To obligate HSIP funds, a State must develop, implement and update a SHSP, produce a program of projects or strategies to reduce identified safety problems,and evaluate the SHSP on a regular basis.

The SHSP remains a statewide coordinated plan developed in cooperation with a broad range ofmultidisciplinary stakeholders.

States are required to have a safety data system to perform problem identification and countermeasure analysis on all public roads, adopt strategic and performance-based goals, advance data collection, analysis, and integration capabilities, determine priorities for the correction of identified safety problems, and establish evaluation procedures.

Implementation

States will administer the HSIP, with appropriate oversight by the Office of Safety and the FHWA Division Office. The program also includes a clear linkage between behavioral State safety programs (NHTSA-funded §31102; 23 USC 402) and the SHSP.

Performance

Within 18 months of enactment, the Secretary, in consultation with States, MPOs, and other stakeholders, is directed to publish a rulemaking establishing measures for the States to use to assess serious injuries and fatalities per vehicle mile traveled and number of serious injuries andfatalities.

[§1203; 23 USC 150(c)]

States will establish targets for these measures within 1 year of the final rule on nationalperformance measures. [§1203; 23 USC 150(d)]

Carbon Reduction Program

Program Purpose

The IIJA established the Carbon Reduction Program (CRP), which provides funds for projects designed to reduce transportation emissions, defined as carbon dioxide (CO2) emissions from on-road highway sources.

Statutory Citations

§ 11403; 23 U.S.C. 175

Program Features

Carbon Reduction Strategy
Requires each State, in consultation with any MPO designated within the State, to– [§ 11403; 23 U.S.C. 175(d)] develop a carbon reduction strategy not later than 2 years after enactment; [§ 11403; 23 U.S.C. 175(d)(1)] and update that strategy at least every four years; [§ 11403; 23 U.S.C. 175(d)(3)]

Requires the carbon reduction strategy to– support efforts–and identify projects and strategies–to support the reduction of transportation emissions;

at the State's discretion, quantify the total carbon emissions from production, transport, and use of materials used in the construction of transportation facilities in the State; and
be appropriate to the population density and context of the State, including any MPO designated within the State. [§ 11403; 23 U.S.C. 175(d)(2)]

Allows the carbon reduction strategy to include projects and strategies for safe, reliable, and cost-effective options to reduce traffic congestion by facilitating the use of alternatives to single-occupant vehicle trips, including public transportation facilities, pedestrian facilities, bicycle facilities, and shared or pooled vehicle trips within the State or an area served by the relevant MPO;

facilitate use of vehicles or modes of travel that result in lower transportation emissions per person-mile traveled as compared to existing vehicles and modes; and
facilitate approaches to the construction of transportation assets that result in lower transportation emissions as compared to existing approaches. [§ 11403; 23 U.S.C. 175(d)(2)(B)]

Requires FHWA to review the State's process for developing its carbon reduction strategy and certify that the strategy meets statutory requirements; and
at the request of a State, provide technical assistance in the development of the strategy. [§ 11403; 23 U.S.C. 175(d)(4) and (5)]

National High Priority Program (NHPP)

Program purpose

The NHPP provides support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's asset management plan for the NHS.

Statutory citation(s): IIJA §1106; 23 USC 119Eligible activities

NHPP projects must be on an eligible facility and support progress toward achievement of national performance goals for improving infrastructure condition, safety, mobility, or freight movement on the NHS, and be consistent with Metropolitan and Statewide planning requirements. Eligible activities include:

- Construction, reconstruction, resurfacing, restoration, rehabilitation, preservation, or operationalimprovements of NHS segments.
- Construction, replacement (including replacement with fill material), rehabilitation, preservation, and protection (including scour countermeasures, seismic retrofits, impact protection measures, security countermeasures, and protection against extreme events) of NHS bridges and tunnels.
- Bridge and tunnel inspection and evaluation on the NHS and inspection and evaluation of otherNHS highway infrastructure assets.
- Training of bridge and tunnel inspectors.
- Construction, rehabilitation, or replacement of existing ferry boats and facilities, including approaches, that connect road segments of the NHS.
- Construction, reconstruction, resurfacing, restoration, rehabilitation, and preservation of, and operational improvements for, a Federal-aid highway not on the NHS, and construction of a transit project eligible for assistance under chapter 53 of title 49, if the project is in the same corridor and in proximity to a fully access-controlled NHS route, if the improvement is more cost- effective (as determined by a benefit-cost analysis) than an NHS improvement, and will reduce delays or produce travel time savings on the NHS route and improve regional traffic flow.
- Bicycle transportation and pedestrian walkways.
- Highway safety improvements on the NHS.
- Capital and operating costs for traffic and traveler information, monitoring, management, andcontrol facilities and programs.
- Development and implementation of a State Asset Management Plan for the NHS

including data collection, maintenance and integration, software costs, and equipment costs.

- Infrastructure-based ITS capital improvements.
- Environmental restoration and pollution abatement.
- Control of noxious weeds and establishment of native species.
- Environmental mitigation related to NHPP projects.
- Construction of publicly owned intracity or intercity bus terminals servicing the NHS.

Workforce development, training, and education activities are also an eligible use of NHPP funds.[§1109; 23 USC 504(e)]

Location of projects

NHPP funds may only be used for projects on or associated with the NHS as described above under "Eligible activities." An exception is provided under certain circumstances for non-NHS highway or transit projects in an NHS corridor.

Program features

Enhanced National Highway System

Under IIJA, the enhanced NHS is composed of approximately 220,000 miles of rural and urban roads serving major population centers, international border crossings, intermodal transportation facilities, and major travel destinations. It includes:

•The Interstate System.

•All principal arterials (including those not previously designated as part of the NHS) and border crossings on those routes.

•Intermodal connectors -- highways that provide motor vehicle access between the NHS andmajor intermodal transportation facilities.

•STRAHNET -- the network of highways important to U.S. strategic defense.

•STRAHNET connectors to major military installations.

[§1104; 23 USC 103]

Asset management

Within 18 months of enactment, the Secretary is directed to publish a rulemaking establishing the process for States to use in developing a risk-based, performance-based asset management plan for preserving and improving the condition of the NHS. States are

encouraged to include all infrastructure assets within the right-of-way corridor. The plan must include at least the following:

•Summary list, including condition, of the State's NHS pavements and bridges
•Asset management objectives and measures
•Performance gap identification
•Lifecycle cost and risk management analysis
•Financial plan
•Investment strategies

Each State's process must be reviewed and recertified at least every 4 years. If certification is denied, the State has 90 days to cure deficiencies. If a State has not developed and implemented an asset management plan consistent with requirements by the beginning of the 2nd fiscal year after the establishment of the process, the Federal share for NHPP projects in that fiscal year is reduced to 65%.

Minimum pavement and bridge conditions

•Interstate conditions --The Secretary will establish a minimum level of condition for Interstate pavements, which may vary by geographic region. If, during two consecutive reporting periods, Interstate pavement conditions in a State fall below the minimum set by the Secretary, the State must, at a minimum, devote the following resources to improve Interstate pavement conditions during the following fiscal year (and each year thereafter if the condition remains below the minimum): ◦NHPP funds in an amount equal to the State's FY 2009 Interstate Maintenance (IM) apportionment, to increase by 2% per year for each year after FY 2013.
◦Funds transferred from the STP (not from sub allocated amounts) to the NHPP in an amountequal to 10% of the amount of the State's FY 2009 IM apportionment.

•Bridge conditions – IIJA establishes a minimum standard for NHS bridge conditions. If more than 10% of the total deck area of NHS bridges in a State is on structurally deficient bridges for three consecutive years, the State must devote NHPP funds in an amount equal to 50% of the State's FY 2009 Highway Bridge Program apportionment to improve bridge conditions during the following fiscal year (and each year thereafter if the condition remains below the minimum).

Bridge and tunnel inspection standards

If a State is in noncompliance with bridge and tunnel inspection standards

established by the Secretary, a portion of NHPP funds must be used to correct the problem. (See "Bridge and Tunnel Inspection" fact sheet). [§1111; 23 USC 144(h)(5)]Performance
Within 18 months of enactment, the Secretary, in consultation with States, MPOs, and otherstakeholders, is directed to publish a rulemaking establishing:
•Minimum standards for States to use in developing and operating bridge and pavement management systems.
•Performance measures for Interstate and NHS pavement condition, NHS bridge condition, andInterstate and NHS performance.
•Minimum conditions for Interstate pavements – may vary geographically.
•Data elements necessary to collect and maintain standardized data to carry out a performance-based approach.

[§1203; 23 USC 150(c)]

States are required to establish targets for these measures within 1 year of the final rule onnational performance measures. [§1203; 23 USC 150(d)]
•States will report to DOT on progress in achieving targets within 4 years of enactment and then every 2 years [§1203; 23 USC 150(e)] and MPOs will report to DOT on progress in their Metropolitan Transportation Plan (4 or 5 year frequency). [§1201; 23 USC 134(i)]
•If a State does not meet or make significant progress toward targets for 2 consecutive reporting periods, the State must document in its next report the actions it will take to achieve the targets.[§1106; 23 USC 119(e)(7)]

Non-Federal Aid (NFA) – Funds may be derived from state or local sources for transportation projects. Generally, state-funded projects shown in the TIP are bond-funded projects.

IIJA TRANSIT FUNDING COMPONENTS

Section 5307 Urbanized Area Formula Program

- Apportionment directly to urbanized areas over 200,000 in population;
- Funds distributed to transit systems ("designated recipients") through each urbanized areas Metropolitan Planning Organization (MPO);
- In urbanized areas with over 200,000 population, funds are allocated

based on multi-tiered formula including: 1) Population and Population Density; 2) Bus Revenue Vehicle Miles; 3) Fixed Guideway Revenue Vehicle Miles; 4) Fixed Guideway Route miles; and 5) Incentive Tier Based on Bus/Fixed Guideway Passenger Miles and Operating Costs;

- Funds may be used for eligible capital and/or preventive maintenance activitiesfor areas of 200,000 or more in population;
- Transit enhancements now certification rather than set-aside;
- IIJA allows for additional sources of local funds to be used as local match for 5307 projects. The newly eligible sources include advertising and concessions revenue, social services contract revenue, and revenue bonds proceeds.

Sections 5339 Discretionary Capital Investment Programs

- Apportioned directly to transit systems;
- Private non-profit and private providers of public transportation may be subrecipients;
- Must be used to 1) maintain, modernize and/or improve fixed guideway systems; 2) provide the federal share of new fixed guideway projects, including the design and/or construction of new or extensions to existing fixed guideway systems; and 3) fund the replacement, rehabilitation and purchase of buses and relatedequipment and the construction of bus related facilities.
- Funds are apportioned based on statutory formula or earmarks.

Section 5310 Elderly and Persons with Disabilities Formula Program

- Capital and Purchase of Service assistance for the purchase of vehicles andservices for the elderly and individuals with disabilities;
- Services primarily provided by private not-for-profit organizations orgovernmental entities;
- Intended primarily for private not-for-profit organizations;
- Public organizations that coordinate services for the elderly and individuals withdisabilities or that can certify that no not-for-profit organizations are readily available that can provide service may also be eligible to receive program funding;
- Beginning in FY 2007 projects shall be included in a locally developed human service transportation coordination plan;
- FTA Apportionment directly to states;
- Allocation based on each state's share of the nation's elderly and

disabled population;

- Non-DOT federal funds can be used as matching funds.

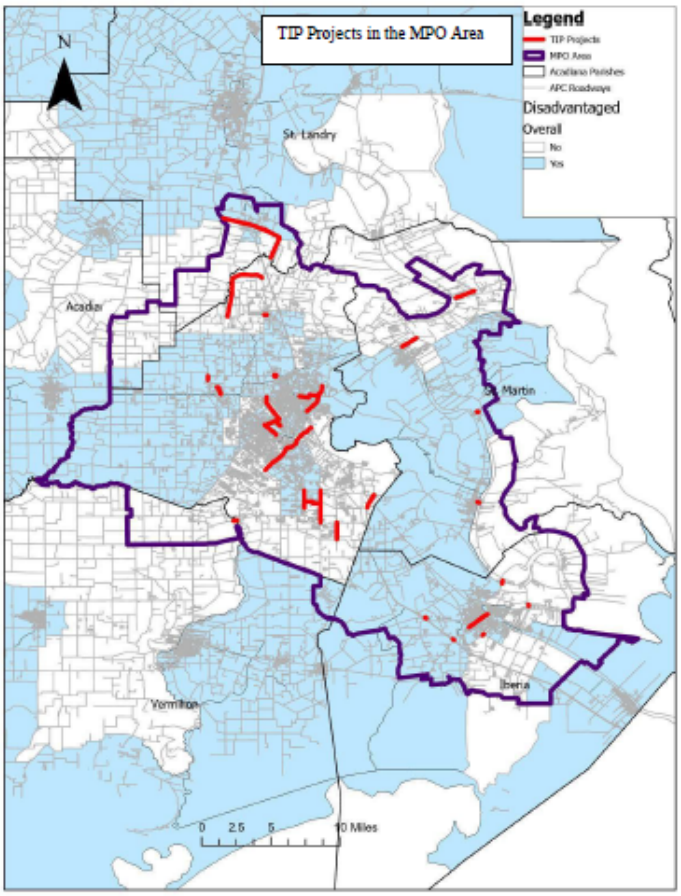
Acadiana MPO TIP Financial Plan

Table of Contents

Introduction and Funding Overview

The 2023-2026 Transportation Improvement Program for the Acadiana MPO area anticipates receiving approximately $103,923,448 in federal funding over the next four years. The projects are displayed geographically below to demonstrate their location in relation to disadvantaged Census tracts, as designated using the US DOT's Justice 40 definition.

Map 1: TIP Projects in the MPO Area by US DOT Disadvantaged Census Tracts



The projects represent a variety of project types and funding sources. The MPO receives approximately $7,000,000 in Surface Transportation Block Grant funding that is allocated to the MPO under the TIP

Acadiana MPO TIP Financial Plan

classification STP>200K. The program requires a 20% match in local or state funding. Under the Bipartisan Infrastructure Law (BIL), the MPO receives a new funding allocation of Carbon Reduction Program funding of $800,000, also with a 20% local or state match. The other funding categories found in the TIP are sponsored by the state and allocated statewide according to regional needs. All funds are programmed with a 10% contingency and reviewed on annual basis for project costs adjustments. If the total project funding exceeds the federal obligation limit for the MPO area (in the case of STP>200K and CRP funds), project phases will be moved to remain under the federal obligation limit for the area.

The new federal funding programs created by the BIL will be allocated under the existing TIP selection process to ensure conformity with federal performance measures, apart from PROTECT funding. PROTECT funding will be allocated according to a prioritization plan adopted by the Transportation Policy Committee.

Table 1: Projected and Programmed Funds by Funding Category

Fund	FY 23	FY 24	FY 25	FY 26
CRP>200k	$1,812,800	$906,400	$480,800*	$800,000*
HSIPPEN	$3,141,186	$3,314,350	$3,000,000*	$3,000,000 *
NHPP	$2,512,949	$2,651,480	$2,500,000*	$2,500,000*
STP>200k	$6,444,501	$19,118,596	$6,501,921	$7,181,042
STPFLEX	$4,432,949	$9,284,046	$14,080,000	$19,360,000
Non-Recurring Funding*	$475,200	$2,706,028		

*Not currently obligated under current TIP; estimated based on previous years' allocation

** COVID>200K/STCASH Figure 2: Projected and Programmed Funds by Funding Category

Figure 1: Projected and Programmed Funds by Funding Category

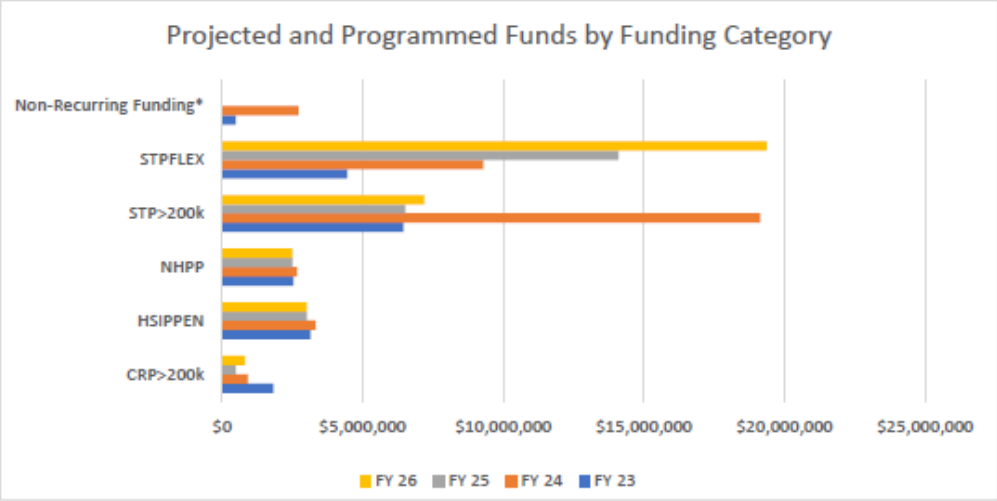


Table 2: Fiscal Year 2023 Summary - Programmed

Federal Funding Total	Fund
$1,812,800	CRP>200k
$3,141,186	HSIPPEN
$2,512,949	NHPP
$475,200	STCASH
$6,444,501	STP>200k
$4,432,949	STPFLEX
$18,819,585	**TOTAL**

Table 3: Fiscal Year 2024 Summary - Programmed

Federal Funding Total	Fund
$2,706,028	COVID>200k
$906,400	CRP>200k
$3,314,350	HSIPPEN
$2,651,480	NHPP
$19,118,596	STP>200k
$9,284,046	STPFLEX
$37,980,899	**TOTAL**

Table 4: Fiscal Year 2025 Summary - Programmed

Federal Funding Total	Fund
$6,501,921	STP>200k
$14,080,000	STPFLEX
$20,581,921	**TOTAL**

Table 5: Fiscal Year 2026 Summary - Programmed

Federal Funding Total	Fund
$7,181,042	STP>200k
$19,360,000	STPFLEX
$26,541,042	**TOTAL**

Table 6: Total Federal Funding in TIP

Fiscal Year	Federal Funding
FY23	$18,819,585
FY24	$37,980,899
FY25	$20,581,921
FY26	$26,541,042

Figure 2: Total Federal Funding by Year

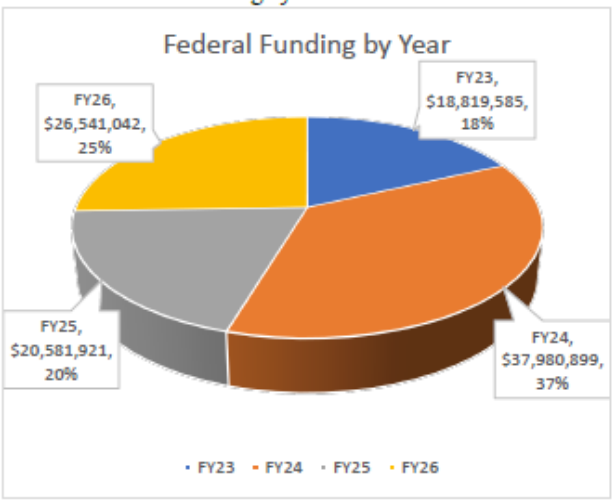
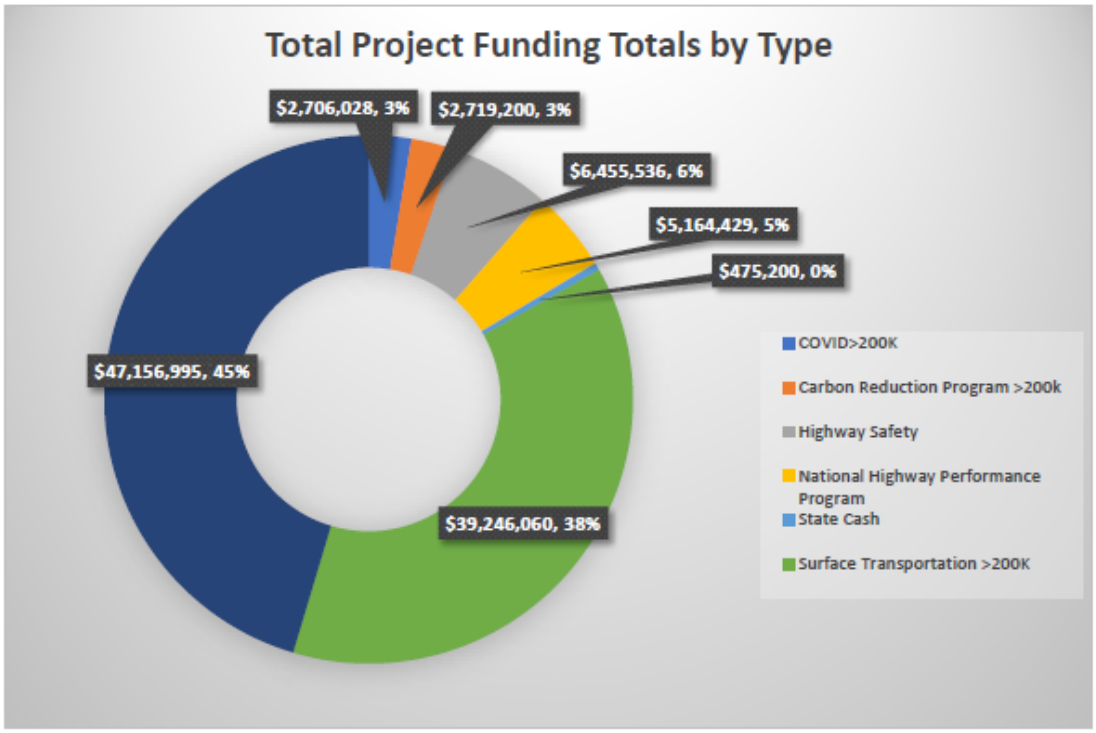


Figure 3: Total Project Funding Totals by Funding Type



Carryover Funds

The MPO documents carryover funds from previous years' STP allocations that were not able to be utilized by the MPO due to insufficient programming by the MPO prior to its change in sponsor to the Acadiana Planning Commission from Lafayette Consolidated Government. The MPO has a carryover balance of $28,769,742 (as of 12/17/2021) that it is utilizing to deliver projects and fund potential cost over runs. Due to the high carryover balance, the MPO is currently programming more than the annual allocation $7,000,000 in federal funding.

Table 7: Carryover Funding

Funding	FY 23	FY 24	FY 25	FY 26
STP>200k	$6,444,501	$19,118,596	$6,501,921	$7,181,042
Annual Allocation	$7,000,000	$7,000,000	$7,000,000	$7,000,000
Carryover Balance	$28,769,742	$16,651,146	$7,498,079	$7,317,037

TIP Projects by Sponsor and Performance Measures

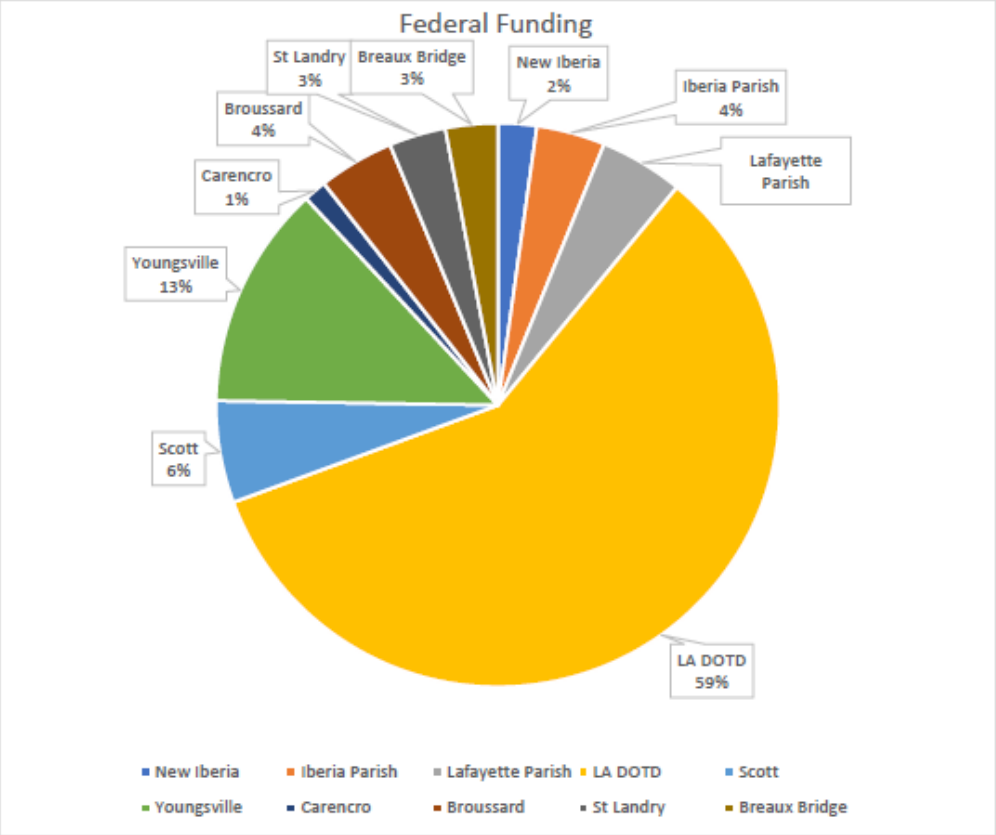
TIP projects are sponsored by the Louisiana Department of Transportation and Development and local agencies that are members of the Acadiana MPO. The projects sponsored by member agencies are selected through the TIP Selection Process.

Table 8: Federal Funding by Sponsor

Sponsor	Federal Funding FY23-FY26
New Iberia	$2,292,000
Iberia Parish	$4,092,364
Lafayette Parish	$4,979,879
LA DOTD	$60,699,594
Scott	$6,073,280
Youngsville	$13,339,204
Carencro	$1,364,000
Broussard	$4,504,715
St Landry	$3,379,200
Breaux Bridge	$3,115,606

Acadiana MPO TIP Financial Plan

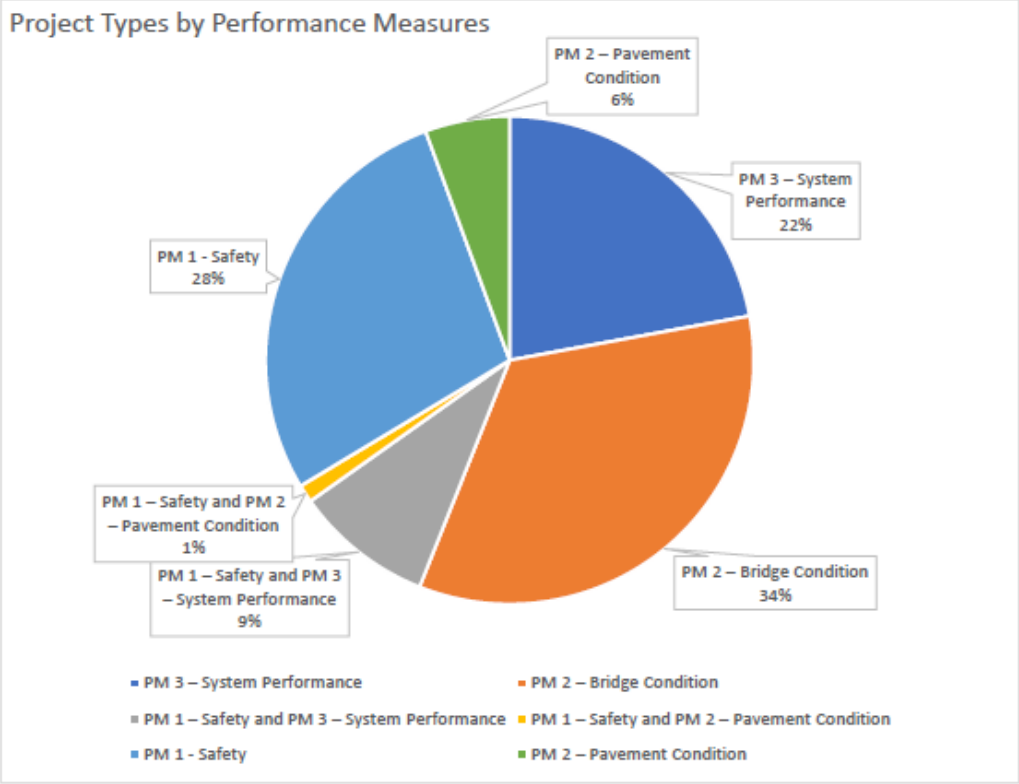
Figure 4: TIP Programming by Sponsor



Acadiana MPO TIP Financial Plan

Projects in the TIP are classified according to its corresponding federal performance measure. Every TIP project works to achieve the targets set by the MPO, and the MPO reviews the performance targets on an annual basis to adjust TIP programming where needed.

Figure 5: TIP Programming by Performance Measure



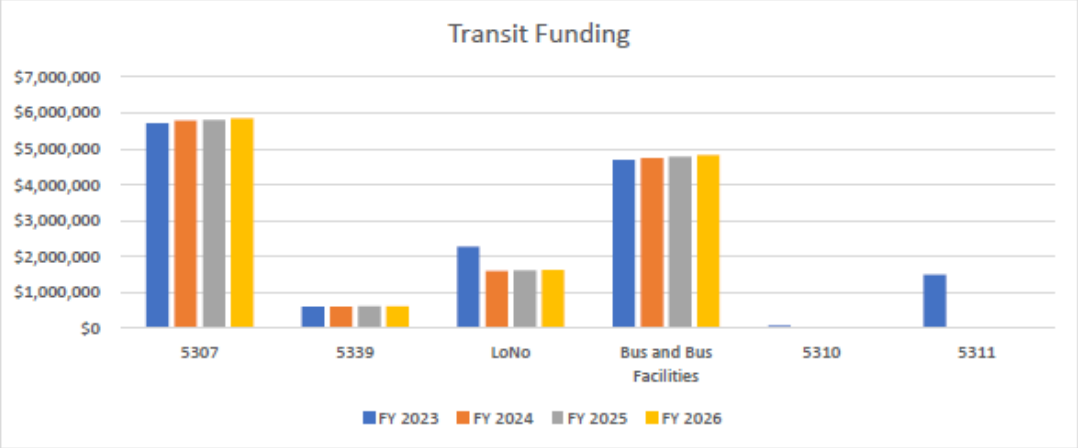
Transit Funding

Lafayette Transit System (LTS) is the only mass transit service within the MPO area. As such they are the direct recipient of federal dollars for section 5307, 5339, LoNo funding and Bus and Bus Facilities Investment from the Federal Transit Administration. Transit funding is based on formula funds, which are identified annually in the Federal Register. Local match for these funds is provided by Lafayette Consolidated Government. As shown in Table 9 below LTS anticipates receiving about $12 million in FTA grant assistance a year over the next four years. Since section 5310 and 5311 grant awards are unknown for outlying years (FY24-FY26), they are programed with $0.

Table 9: Transit Funding by Fiscal Year

Funding Source	FY 2023	FY 2024	FY 2025	FY 2026
5307	$5,716,700	$5,790,701	$5,798,105	$5,856,087
5339	$600,000	$606,000	$612,060	$618,181
LoNo	$2,281,250	$1,597,063	$1,613,034	$1,629,164
Bus and Bus Facilities	$4,687,500	$4,734,375	$4,781,719	$4,829,536
5310	$73,169	$0	$0	$0
5311	$1,495,000	$0	$0	$0
TOTAL	$14,053,619	$12,728,139	$12,804,917	$12,932,968

Figure 6: TIP Transit Funding



Regionally Significant Projects

As part of the Metropolitan Transportation Plan development process, the MPO documented regionally significant projects in the area that are in development and are funded solely under state and local funding commitments. The projects were utilized in the development in the MPO's transportation model and are monitored for completion to ensure that the full transportation network is utilized in the TIP selection process when analyzing projects for traffic impacts.

Table 10: Regionally Significant Projects Funded by State and Local Funds

Roadway	Improvement	Project Limits	Length (mi)	Construction Cost
LA 89 Widening	Widening to 3 lanes	Young Street to Recovery Rd (S of Ambassador Caffery)	2.36	$5,857,792
Apollo Road Phase 1	New 4 Lane Roadway	Old Spanish Trail to 800 feet south of JB Road	1.00	$7,000,000
Apollo Road Phase 2 and 3	New 4 Lane Roadway	800 feet south of JB Road to Dulles	0.90	$10,000,000
Airport Road in Iberia Parish	New 5 Lane Roadway	US 90 to LA 3212	0.80	$2,300,000
Bernard Road Extension	New 4 Lane Roadway	Albertson Pkwy to LA 182	1.00	$2,900,000
Bernard Road Extension	Widening of 2 Lane Roadway to 3 Lane	LA 182 to US 90	1.00	$4,400,000
Airport Access Road Phase 1	New 5 Lane Roadway	LA 675 to LA 3212 where a roundabout will be constructed to intersect with Grand Prairie Hwy	0.61	$1,800,000
Airport Access Road Phase 2	New 5 Lane Roadway	LA 3212 Roundabout to Hanger Drive	1 mile	$3,000,000
Champagne Blvd	New 2 Lane Roadway	1.1 miles north of Belle Dr to Latiolais Dr	1.1 miles	$1,800,000

Operations and Maintenance

The MPO cannot utilize its funding for operations and maintenance of the transportation system; however, the MPO does have a goal of ensuring a State of Good Repair in planning process. The MPO has two performance measures related to preservation of the existing transportation system, pavement preservation and bridge preservation. The MPO prioritizes projects submitted by local agencies for TIP selection that reflects the two performance measures. The MPO also requests that all local and public agencies that utilize TIP funding commit to maintaining the improvements to ensure a State of Good Repair.

Projects Removed from 2019-2022 TIP due to Implementation

The MPO has removed the following projects from the 2019-2022:

1. H.07233 Lafayette MPO Non State Pvt Markings
2. H.009500-2040 Plan Impl & I-49 Action Plan
3. H.011832 US 90: Cameron St Overlay – PM 3
4. H.012018 Adaptive Traffic Signal Design and Imp
5. H.012304- LCG Road Overlay Program
6. H.012861 Prejean Rd Pavement Preservation
7. H.012869 LA 182 (University Ave) @ LA 823 (Renaud) Roundabout-Design(engineering) phase
8. H013025-UNIV AV Ph 1: 100's rr-500' s I-10EB Ramp
9. H.014342-Acadiana MPO Planning Services 2021-2022
10. H.012863- Cypress Island Hwy Pavement Preservation
11. H.013516-La 353: LA 94 to Cypress Island Hwy
12. H.014576 LA 31: Governor Mouton St-Brookwood Dr
13. H.013515-La 92: Pavement Preservation

The projects were all selected through the MPO's TIP Selection Process that was revised in 2015 and is displayed below:

The MPO has worked closely with local agencies and LA DOTD to ensure timely project delivery for all projects funded under the TIP Selection Process; however, delays in implementation have occurred for reasons such as:

- Delays in ROW acquisition
- Delays due to timely submission of documents
- Changes to project scope post TIP programming
    - Additions of turn lanes to improve traffic flows to pavement preservation projects
    - Additions of drainage facilities to ensure resiliency of roadway

The MPO is working to improve project delivery by establishing a full scope prior to the design process and managing communications between local agencies and LA DOTD.

Acadiana MPO TIP Financial Plan