

2027 - 2030 TRANSPORTATION IMPROVEMENT PROGRAM



Acadiana Urbanized Area

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Fiscal Years: 2027, 2028, 2029, & 2030

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RECORD OF TIP FY 2027-2029 ADOPTION

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Prepared by Acadiana Planning Commission (APC)
in cooperation with the Federal Highway Administration, the Federal Transit Administration and the Louisiana Department of
Transportation and Development

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Overview of the Acadiana Metropolitan Planning Organization and TIP Purpose

The Acadiana Metropolitan Planning Organization (MPO) is a voluntary association of local governments that operates under an intergovernmental agreement and is hosted by the Acadiana Planning Commission (APC). The Acadiana Planning Commission is the designated Louisiana Planning District 4. The MPO serves a smaller planning area for Acadiana, primarily serving the urbanized areas of Acadiana through an agreement between the State of Louisiana and fourteen (14) local governments, including five parishes and nine cities. The MPO is designated as a Transportation Management Area, which has significantly more requirements than a smaller sized designated MPO.

The FFY 2027–2030 Transportation Improvement Program (TIP) has been developed as a part of the continuing, cooperative, and comprehensive (3C) planning program, as well as through a performance-driven, outcome-based approach, as established under planning regulations of the U.S. Department of Transportation and in consultation with Louisiana Department of Transportation and Development (LA DOTD) and the regional transit agencies such the Lafayette Transit System and the human services public transit providers. The FFY 2027–2030 TIP includes all transportation improvements planned or programmed within the Acadiana region that will utilize Federal funding for all or part of their implementation costs.

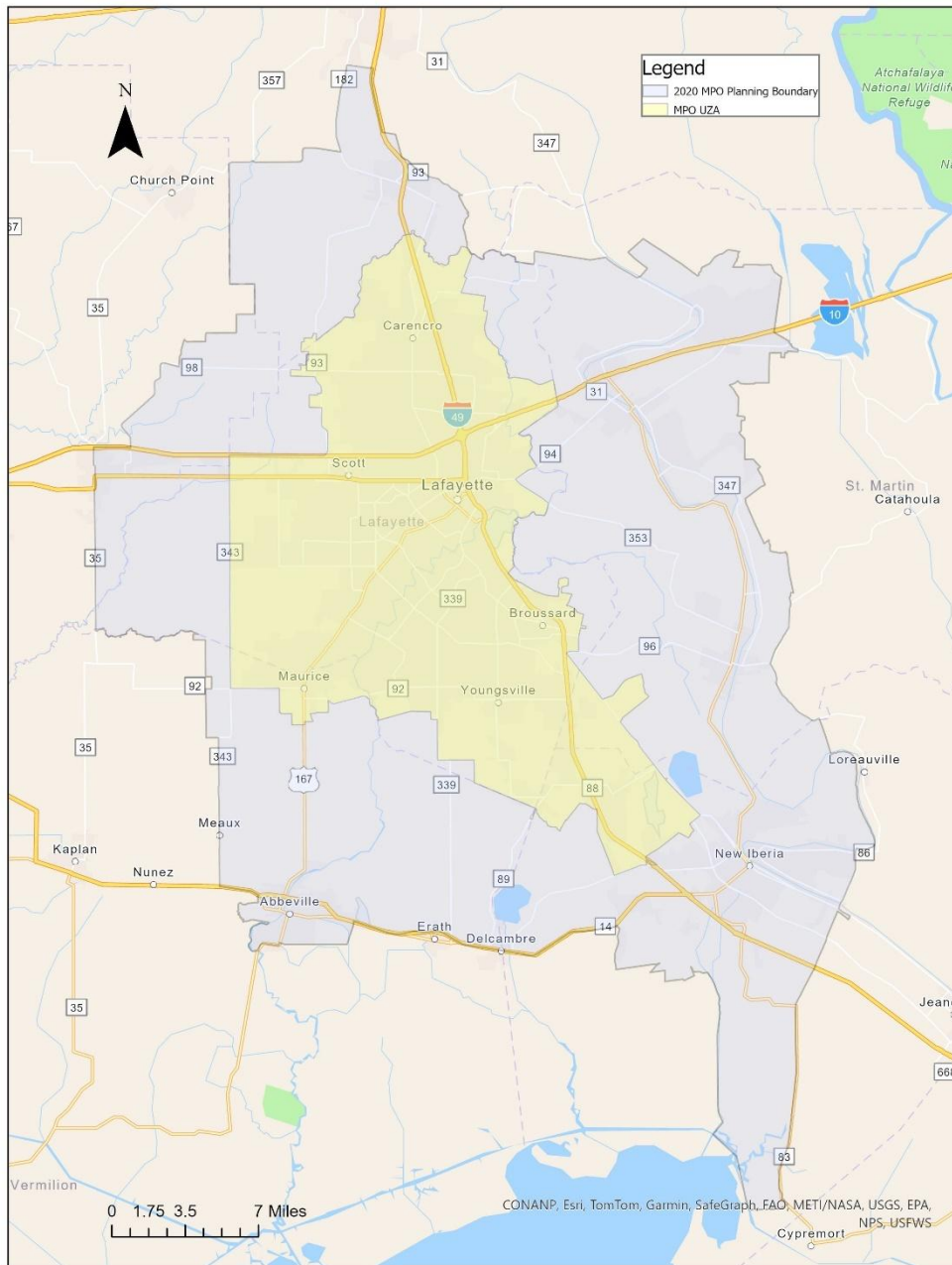
The purpose of the TIP is to assist in coordinating the use of these funds for area-wide transportation improvements and to ensure that the projects that are the recipients of these Federal funds are in conformance with the 2050 Metropolitan Transportation Plan for the Acadiana region. The intent is a seamless multi-modal transportation system that efficiently serves the Acadiana region. The projects that are contained in the TIP have been developed and programmed by local government members, transit agencies, and the LA DOTD.



MPO Members

- Acadia Parish
- Lafayette Consolidated Government
- City of Broussard
- City of Carencro
- City of Lafayette
- City of Scott
- City of Youngsville
- Iberia Parish
- City of New Iberia
- St. Landry Parish
- St. Martin Parish
- City of Breaux Bridge
- City of St. Martinville
- Vermilion Parish
- City of Abbeville

MPO Planning Boundary and Urbanized Area Boundary



Relationship Between MTP and TIP

The principal documents of the MPO are the 2050 Long Range Plan (Metropolitan Transportation Plan or MTP) and the Transportation Improvement Program (TIP). The MTP consists of priorities for project development and implementation strategies for regional transportation investments and must maintain a 20-year horizon. The TIP is a specific four-year program from which projects are advanced from the MTP priorities for construction. Projects cannot appear on the MTP or the TIP unless funding is identified for their implementation. Projects included in the TIP must be consistent with the MTP priorities for project goals, including meeting federal performance measures and conformance with the Congestion Management Process for the MPO area.

Two committees oversee the planning process: Transportation Technical Committee (TTC) and the Transportation Policy Committee (TPC). The TTC consists of technical representatives of the member local governments and a representative from LA DOTD District 03, University of Louisiana at Lafayette, the Lafayette Airport, and the Lafayette Transit System (LTS), the only fixed route provider in the region. The TTC is the advisory council to the TPC.

The TPC is the governing board for the Acadiana MPO and is the final say on all plans, programs, and project funding decisions. The TPC membership consists of elected local government officials, employees of local government with transportation decision making powers, the director of the Lafayette Transit System, and the District Administrator of LA DOTD District 03. The TTC and TPC Memberships are listed in Appendix B.



Federal Guidance

CFR §450.326: Development and content of the Transportation Improvement Program (TIP).

(i) Each project or project phase included in the TIP shall be consistent with the approved metropolitan transportation plan.

To ensure the consistency of the MTP and TIP, the 2027–2030 TIP was developed in conformance with the priorities identified within the 2050 Long Range Plan, the MTP for the Acadiana MPO.

Transportation Improvement Program Overview

Federal regulations for metropolitan planning require that the TIP contains a list of transportation projects for at least four years, and that those projects must be financially constrained. “Financial constraint” in this context means those projects for which funds have been identified and there is reasonable expectation of being able to pay.

Project Selection

The processes used for the selection of projects for inclusion in the TIP varies by the agencies responsible for implementation. Following is a brief description of the processes used:

Acadiana MPO

The MPO receives sub-allocations of federal funds for expenditure in the Acadiana region facilitated through the LA DOTD’s Urban Systems Program. Projects funded by these sub-allocations are selected by the TPC through a competitive application process. The MPO receives allocations of funding through the Surface Transportation Block Grant (STBGP > 200K) and the Carbon Reduction Program (CRP >200K).

LA DOTD

LA DOTD selects projects for other highway funding categories with input from the Acadiana MPO area through internal processes, taking into account performance measures and federal priorities.

Lafayette Transit System

LTS selects their projects through their allocation of Federal Transit Administration funds. LTS is hosted by Lafayette Consolidated Government, a member of the Acadiana MPO.

The projects are graded and selected for prioritization for funding based on how well the project works to get the MPO to reach its performance targets.

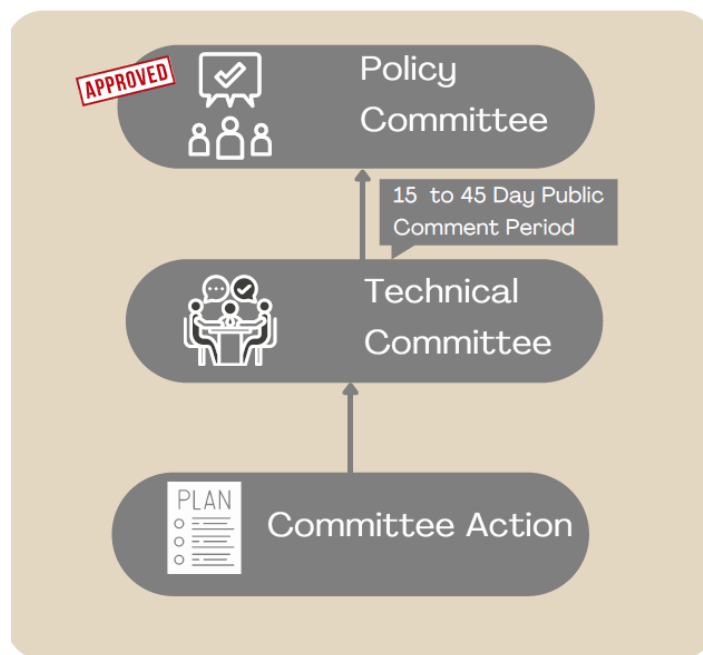
TIP PROJECT ELEMENTS

- Project Name and Number (if applicable)
- Route Number (if applicable)
- Route Control Section(if applicable)
- Begin and End Route Log Miles (if applicable)
- Project limits
- Parish
- Non-State road name/local road names
- Provider of local match,
- Project improvement type
- Work type program category
- Phase(s) of project funded within TIP timeframe
- Estimated cost of project per project phase
- Estimated total cost of project per project phase with CE&I and IDC included
- Federal share of estimated total project cost per phase with CE&I and IDC included
- Fund type per project phase
- Fiscal year project phase will be authorized
- Project Sponsor
- Total cost of project, all phases funded within TIP timeframe.

Public Participation

The MPO regularly updates the Public Participation Plan for the Acadiana region to optimize the public's changing preferences with regards to accessing information in their community. The latest plan was adopted in 2025. The Public Participation Plan explicitly outlines the ways the public is engaged in the review and comment process for all MPO plans, but especially the TIP and the MTP. The MPO posts all plans on the mobile optimized website and posts public comment notices on the APC Facebook page. Residents can make comments via social media or by emailing the MPO Meeting Facilitator. Plans are also distributed to area libraries to allow residents an additional opportunity to engage with the plans. All MPO meetings have public comment periods for all agenda items as well.

The Transportation Planning Process



In the event that the MPO products, primarily the Metropolitan Transportation Plan or Transportation Improvement Program differs significantly from the version posted for public comment, the MPO will hold a second comment period and bring the MTP or TIP back on the next Transportation Policy Committee Agenda.

Performance Measures and the TIP

A key feature of MAP-21 was the establishment of a performance and outcome-based program, the objective of which is to invest resources in projects that collectively will make progress toward national goals. The Infrastructure Investment and Jobs Act (IIJA) continues the Map-21 and FAST Act overall performance management approach. In accordance with 23 CFR 450.326(c), the MPO, in cooperation with State(s) and affected public transit operators, shall develop a transportation improvement program (TIP) for the metropolitan transportation area. A TIP shall include, to the maximum extent practicable, a description of the anticipated effect of the TIP toward achieving the performance targets identified in the metropolitan transportation plan, linking investment priorities to those performance measures. The national goals for which MPOs must set performance targets are (1) Safety, (2) Infrastructure Condition, (3) Congestion Reduction, (4) System Reliability, (5) Freight Movement and Economic Vitality, (6) Environmental Sustainability, and (7) Transit. The MPOs may choose to support the state targets where appropriate.

Below is a description of each of the performance areas:

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

Reduce project delivery delays	To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices
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The MPO sets targets based on each performance area where applicable. The MPO can set their own targets or affirm the state targets. The targets that the MPO set are:

- PM 1 Targets - Safety. The MPO uses a tool developed by LA DOTD and LSU's Center for Analytics and Research in Transportation Safety to set specific safety targets for the Acadiana MPO area. These targets include specific reductions in fatal and serious injury crashes (by rate and number) and reductions in non-motorized fatal and serious injury crashes.
- PM 2 Targets – Pavement and Bridge Condition. The MPO affirms the state targets for this performance measure, since the MPO does not have the capability of collecting pavement and bridge condition data.
- PM 3 Targets – Travel Time Reliability. The MPO utilizes the National Performance Management Research Data Set (NPRDS) to set targets for travel time reliability for personal vehicles and freight vehicles.
- PM 4 Targets – Transit State of Good Repair. The MPO works with LTS to develop and set these targets.
- PM 5 Targets – Public Transportation Safety Plan. The MPO works with LTS and Lafayette Consolidated Government's Risk Management section to set these targets.

The MPO utilizes the performance measure goals in developing and selecting projects for funding under the MPO's project selection process. Each project is evaluated based on how effective it is at assisting the MPO in reaching one or more targets through data analysis of pavement condition data, safety data, and travel time reliability data. This data is provided by DOTD to the MPO in the form of GIS data on roadway pavement condition, crash locations and roadway data for safety, and the INRIX Probe Data Analysis suite for travel time reliability. Every MPO project scope is evaluated for inclusion of work tasks that would assist in reaching a target. Every MPO project is assigned at least one performance measure that is its primary goal. By taking a data driven approach to project selection and program funding, the MPO aims to reduce fatal and serious injuries along the roadway network, improve bridge and pavement quality, and ensure travel time reliability for personal vehicle and commercial motor vehicle operators in the Acadiana region.

Progress of Performance Management

Every two years, the MPO develops a Systems Performance Report to evaluate the progress of the

MPO in reaching its goals and targets. This report is included in Appendix E.

PM-1 Safety

The MPO evaluates each project programmed 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.

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 target is set for 2026. Data provided by DOTD on road and bridge conditions provides the basis for STP project development by the MPO and local officials to ensure that the MPO makes progress towards reaching the targets.



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.

PM-4 Transit State of Good Repair

The MPO assists LTS in keeping its fleet in good condition by regularly funding bus replacements through the project selection process.

PM-5 Public Transportation Safety Plan

The MPO assists LTS in the safety of its' riders by funding crosswalk and sidewalk facilities tied to transit stops to create safe places for transit riders to access transit facilities. The MPO also analyzes crash locations involving transit buses and provides that data to LTS to use in planning transit routes.



Congestion Management Process (CMP) and the TIP

The IIJA mandates Transportation Management Areas (TMAs) to have a Congestion Management Process (CMP) that provides effective management and operation to combat congestion. Projects that include improvements recommended in the CMP receive prioritization in the project selection process. All MPO funded projects on corridors identified in the CMP are also analyzed in the project scoping projects for inclusion of elements to reduce congestion along the project limits.

TIP Conformity with Clean Air Act (CAA)

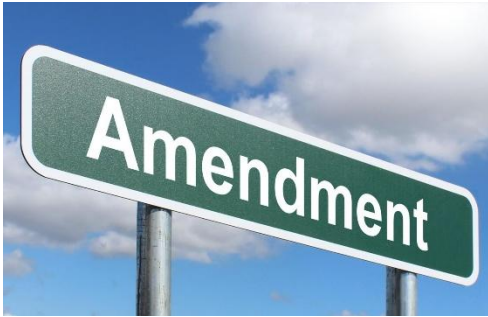
Per FHWA: “The CAA requires that metropolitan transportation plans, TIPs and Federal projects conform to the purpose of the State Implementation Plan (SIP). Conformity with a SIP means that such activities will not cause or contribute to any new violations of the national ambient air quality standards (NAAQS); increase the frequency or severity of NAAQS violations; or delay timely attainment of the NAAQS or any required interim milestone. Conformity requirements apply in areas that either do not meet or previously have not met air quality standards for ozone, carbon monoxide, particulate matter or nitrogen dioxide. These areas are known as "nonattainment areas" or "maintenance areas," respectively. The Acadiana MPO is not a non-attainment or maintenance area and does not require conformity with the SIP for its projects.

TIP Amendment and Modification Process

The MPO amends or modifies the TIP based on requests by the program managers for the funding programs administered by LA DOTD. Modifications do not require TPC approval, but amendments require the same public comment process as the TIP adoption and approval by the TPC. A record of all amendments and modifications is included in the TIP in Appendix B.



CONGESTION MANAGEMENT
PROCESS
FEBRUARY 2024



Below is a chart that shows what project action requires an amendment TIP or a simple modification:

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 $\leq \$5,000,000$ 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 $\leq \$5,000,000$ 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	



Coordination with Transit Providers

The Director of LTS, the only fixed route provider in the Acadiana region, sits on the TPC and regularly provides input in the transportation decision making process. The MPO provides technical assistance to LTS and attends LTS's internal planning meetings.

The MPO coordinates with LA DOTD's Public Transportation section on funding for Human Services Transportation Providers as well as hosting the Acadiana Public Transit Human Services Providers Coordinating Committee. The Committee reviews all MPO projects and plans.

Relationship between the TIP and the STIP

The LA DOTD Statewide Transportation Improvement Program (STIP) reflects the schedule of construction projects statewide. Developed in cooperation with MPOs, Metropolitan area TIPs are incorporated into the STIP without change.

Monitoring TIP Progress

The MPO utilizes a project programming process that takes the goals, priorities, and performance measures of the Long-Range Plan and quantifies them into a measurable assessment of how well that project fits into the MPO's long range objectives for how Acadiana's transportation system should be built out over the next 20 years. No project can score 100%, since some of the federally defined goals and objectives do not perfectly align or favor one goal over another. The MPO sees this most frequently when balancing prioritizing safety and mobility versus traffic congestion improvements and freight movements. The MPO staff and TPC do their best to balance these multi-modal tradeoffs when programming projects and scoping out all project elements that will lead to best available transportation system.

The H.012792 LA 675 @ Airport Rd. Roundabout project

Federal Guidance

CFR §450.328 TIP revisions and relationship to the STIP.

(b) After approval by the MPO and the Governor, the State shall include the TIP without change, directly or by reference, in the STIP required under 23 U.S.C. 135.

CFR §450.218 Development and content of the statewide transportation improvement program (STIP).

(b) For each metropolitan area in the State, the State shall develop the STIP in cooperation with the MPO designated for the metropolitan area. The State shall include each metropolitan TIP without change in the STIP, directly or by reference, after approval of the TIP by the MPO and the Governor.

was authorized for construction from the previous 2022-2026 TIP. This project faced delays in the original program dates of FY 23 for ROW and FY 24 for construction; the project phases were moved back a year from the initial programmed FY phases in the TIP. This was due to the unplanned addition of a Utility phase to the project, significant project cost increases due to inflation, and challenges on the local and state government side in coordinating state capital outlay funding to provide the non-federal portion of the project. H.012867 S Larriviere Rd.: LA 92-Chemin Metairie was also faced with significant delays in the plan review process due to the onerous level of plan review and concurrence with state highway design requirements that LA DOTD imposed on a simple local government overlay project being locally designed; this caused the project to be pushed back two fiscal years and balloon in cost from \$3.5 million to \$9.5 million.

TIP Financial Plan Summary

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 per the respective programmed project. The MPO currently has \$39,882,527.40 in Surface Transportation Program (STP)>200K programmed in the TIP, with \$23,968,872.14 (as of 10/1/2025) in carryover STP>200K funds available. For Carbon Reduction Program (CRP)>200K funds, the MPO has programmed \$3,197,698.64, with \$2,289,467.00 in unobligated CRP funding available. Appendix F details the financial plan for the Acadiana MPO TIP. If a project and/or phase shown outside the FFY 2027 – FFY 2030, it is shown for informational purposes only.

Priorities from 2023-2026 TIP

The MPO has maintained the same priorities as the previous TIP.

TIP Project Listing

The 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 list the TIP projects. If a project and/or phase shown outside the FFY 2027 – FFY 2030, it is shown for informational purposes only.

ACADIA PARISH

Acadia Parish

Project No	Project Description		Performance Measures			
H.015639	LA 95 @ Lexington/I-10 Roundabout		PM 1 – Safety & PM 3 – System Performance			
Route	Control Section	Beg Log Mile	End Log Mile	Non-State Rd:	Parish:	
LA 95	801-41	0.59	0.84		Acadia	
I-10	450-04	26.09	26.15		Acadia	
LA 95	801-41	0.84	0.89		Acadia	
Remarks	Type Improvement			Work Type		
20% Match US Funds Provided By STBOND From City Of Duson	Construct Single Lane Roundabout with Turn Lanes			Other/Miscellaneous		
Project Phase	Project Cost	Tot Cost (w/CE&I+IDC)	Federal Share	Fund	Year	Sponsor
Construction	\$3,000,000.00	\$3,450,000.00	\$0.00	LOCAL	FY28	Acadia Parish/Duson
Construction	\$600,000.00	\$690,000.00	\$552,000.00	STP>200K	FY28	Acadia Parish/Duson
Construction	\$1,540,000.00	\$1,771,000.00	\$1,771,000.00	HSIP	FY28	Acadia Parish/Duson
Total Cost	\$5,140,000.00	\$5,911,000.00	\$2,323,000.00			

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	8.60	8.60		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
Right of Way	\$80,000.00	\$80,000.00	\$64,000.00	STP>200k	FY26	City of New Iberia
Utility Relocation	\$300,000.00	\$300,000.00	\$240,000.00	STP>200k	FY27	City of New Iberia
Construction	\$1,100,000.00	\$1,265,000.00	\$1,012,000.00	STP>200k	FY28	City of New Iberia
Total Cost	\$1,480,000.00	\$1,645,000.00	\$1,316,000.00	FY26 Shown for informational purposes		

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	0.00	0.00	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	FY26	Iberia Parish
Utility Relocation	\$60,000.00	\$60,000.00	\$48,000.00	STP>200k	FY26	Iberia Parish
Construction	\$1,910,000.00	\$2,196,500.00	\$1,757,200.00	STP>200k	FY27	Iberia Parish
Total Cost	\$2,020,000.00	\$2,306,500.00	\$1,845,200.00	FY26 Shown for informational purposes		

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	0.00	0.00	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
Construction	\$1,000,000.00	\$1,100,000.00	\$880,000.00	STP>200k	FY26	City of New Iberia
Total Cost	\$1,000,000.00	\$1,100,000.00	\$880,000.00	FY26 Shown for informational purposes		

Iberia Parish

Project No	Project Description		Performance Measures			
H.016226	LA 3156: LA 182(W St Peter St)- Fulton St		PM 2 – Pavement Condition			
Route	Control Section	Beg Log Mile	End Log Mile	Non-State Rd:	Parish:	
LA 3156	823-42	0.00	0.14		Iberia	
Remarks	Type Improvement			Work Type		
Local Match	Mill, Asphalt Overlay and Pavement Striping			Urban Systems		
Project Phase	Project Cost	Tot Cost (w/CE&I+IDC)	Federal Share	Fund	Year	Sponsor
Engineering/Design	\$ 27,000.00	\$ 27,000.00	\$21,600.00	STP>200k	FY27	City of New Iberia
Construction	\$102,000.00	\$117,300.00	\$93,840.00	STP>200k	FY28	City of New Iberia
Total Cost	\$129,000.00	\$144,300.00	\$115,440.00			

Iberia Parish

Project No	Project Description		Performance Measures			
H.016240	LA 86: LA 182 - LA 86 (Loreauville Rd)		PM 2 – Pavement Condition			
Route	Control Section	Beg Log Mile	End Log Mile	Non-State Rd:	Parish:	
LA 86	237-01	0.00	0.87		Iberia	
Remarks	Type Improvement			Work Type		
Local Match	Mill, Asphalt Overlay and Pavement Striping			Urban Systems		
Project Phase	Project Cost	Tot Cost (w/CE&I+IDC)	Federal Share	Fund	Year	Sponsor
Engineering/Design	\$131,000.00	\$131,000.00	\$104,800.00	STP>200k	FY27	City of New Iberia
Construction	\$671,000.00	\$771,650.00	\$617,320.00	STP>200k	FY28	City of New Iberia
Total Cost	\$802,000.00	\$902,650.00	\$722,120.00			

LAFAYETTE PARISH

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	0.00	0.00	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	FY26	City of Scott
Construction	\$1,030,000.00	\$1,133,000.00	\$906,400.00	CRP>200k	FY26	City of Scott
Total Cost	\$1,782,000.00	\$1,960,200.00	\$1,568,160.00	FY26 Shown for informational purposes		

Lafayette Parish

Project No	Project Description		Performance Measures			
H.012864	LA 94/Carmel Drive Sidewalks		PM 1 - Safety			
Route	Control Section	Beg Log Mile	End Log Mile	Non-State Rd:	Parish:	
LA 94	080-03	0.31	1.76		Lafayette	
Remarks	Type Improvement			Work Type		
Local Match	Construction of Sidewalks			Urban Systems		
Project Phase	Project Cost	Tot Cost (w/CE&I+IDC)	Federal Share	Fund	Year	Sponsor
Right of Way	\$250,000.00	\$250,000.00	\$200,000.00	STP>200k	FY26	LCG
Construction	\$450,000.00	\$517,500.00	\$414,000.00	STP>200k	FY27	LCG
Construction	\$751,000.00	\$863,650.00	\$690,920.00	CRP>200k	FY27	LCG
Total Cost	\$1,451,000.00	\$1,631,000.00	\$1,304,800.00	FY26 Shown for informational purposes		

Lafayette Parish

Project No	Project Description		Performance Measures			
H.012866	South College Rd Sidewalks		PM 1 - Safety			
Route	Control Section	Beg Log Mile	End Log Mile	Non-State Rd:	Parish:	
	000-28	0.00	0.00	S College Rd	Lafayette	
Remarks	Type Improvement			Work Type		
Local Match	Construct Sidewalks			Urban Systems		
Project Phase	Project Cost	Tot Cost (w/CE&I+IDC)	Federal Share	Fund	Year	Sponsor
Right of Way	\$200,000.00	\$200,000.00	\$160,000.00	STP>200k	FY26	LCG
Construction	\$651,000.00	\$748,650.00	\$598,920.00	STP>200k	FY27	LCG
Total Cost	\$851,000.00	\$948,650.00	\$758,920.00	FY26 Shown for informational purposes		

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	1.56	1.60		Lafayette	
LA 723	828-03	6.06	6.08		Lafayette	
Remarks	Type Improvement			Work Type		
Local Match	Roundabout			Urban Systems		
Project Phase	Project Cost	Tot Cost (w/CE&I+IDC)	Federal Share	Fund	Year	Sponsor
Right of Way	\$167,000.00	\$167,000.00	\$133,600.00	STP>200k	FY26	LCG
Construction	\$3,300,000.00	\$3,795,000.00	\$3,036,000.00	STP>200k	FY27	LCG
Total Cost	\$3,467,000.00	\$3,962,000.00	\$3,169,600.00	FY26 Shown for informational purposes		

Lafayette Parish

Project No	Project Description		Performance Measures			
H.012870	LA 93: 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	0.56	0.86		Lafayette	
Remarks	Type Improvement			Work Type		
Local Match	Adding Turn Lanes			Urban Systems		
Project Phase	Project Cost	Tot Cost (w/CE&I+IDC)	Federal Share	Fund	Year	Sponsor
Right of Way	\$600,000.00	\$600,000.00	\$480,000.00	STP>200k	FY26	City of Scott
Construction	\$4,574,000.00	\$5,260,100.00	\$4,208,080.00	STP>200k	FY27	City of Scott
Total Cost	\$5,174,000.00	\$5,860,100.00	\$4,688,080.00	FY26 Shown for informational purposes		

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	0.00	0.00	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
Construction	\$286,000.00	\$314,600.00	\$251,680.00	STP>200k	FY26	LCG
Construction	\$1,030,000.00	\$1,133,000.00	\$906,400.00	CRP>200k	FY26	LCG
Total Cost	\$1,500,000.00	\$1,447,600.00	\$1,158,080.00	FY26 Shown for informational purposes		

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	0.00	0.00	St. Nazaire Rd.	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
Right of Way	\$230,000.00	\$230,000.00	\$184,000.00	STP>200k	FY27	City of Broussard
Construction	\$4,450,000.00	\$5,117,500.00	\$4,094,000.00	STP>200k	FY28	City of Broussard
Total Cost	\$4,680,000.00	\$5,347,500.00	\$4,278,000.00			

Lafayette Parish

Project No	Project Description		Performance Measures			
H.015488	Hector Connoly Improvements Phase II		PM 1 - Safety			
Route	Control Section	Beg Log Mile	End Log Mile	Non-State Rd:	Parish:	
	000-28	0.00	0.00	Hector Connoly Rd	Lafayette	
LA 726	828-44	0.91	1.03		Lafayette	
Remarks	Type Improvement			Work Type		
Local Match	Signals, Sidewalks, Turning Lanes, Add Roundabout Lane			Urban Systems		
Project Phase	Project Cost	Tot Cost (w/CE&I+IDC)	Federal Share	Fund	Year	Sponsor
Environmental	\$64,000.00	\$64,0000.00	\$51,200.00	STP>200k	FY26	City of Carencro
Engineering/Design	\$255,000.00	\$255,000.00	\$204,000.00	STP>200k	FY27	City of Carencro
Right of Way	\$395,000.00	\$395,000.00	\$316,000.00	STP>200k	FY28	City of Carencro
Utility Relocation	\$32,000.00	\$32,000.00	\$25,600.00	STP>200k	FY29	City of Carencro
Construction	\$3,400,000.00	\$3,910,000.00	\$3,128,000.00	STP>200k	FY30	City of Carencro
Total Cost	\$4,146,000.00	\$4,656,000.00	\$3,724,800.00	FY26 Shown for informational purposes		

Lafayette Parish

Project No	Project Description		Performance Measures			
H.015964	Carmel Drive Sidewalk Phase III		PM 1 – Safety			
Route	Control Section	Beg Log Mile	End Log Mile	Non-State Rd:	Parish:	
	080-03	0.88	2.00		Lafayette	
Remarks	Type Improvement			Work Type		
Local Match	ADA Compliant Sidewalks			Urban Systems		
Project Phase	Project Cost	Tot Cost (w/CE&I+IDC)	Federal Share	Fund	Year	Sponsor
Environmental	\$75,000.00	\$75,000.00	\$60,000.00	CRP>200k	FY26	LCG
Engineering/Design	\$130,000.00	\$130,000.00	\$104,000.00	CRP>200k	FY26	LCG
Construction	\$550,000.00	\$632,500.00	\$506,000.00	STP>200k	FY27	LCG
Total Cost	\$755,000.00	\$837,500.00	\$670,000.00	FY26 Shown for informational purposes		

Lafayette Parish

Project No	Project Description		Performance Measures			
Shown for informational purposes	Young Street Intersection Safety Improvements		PM 1 – Safety			
Route	Control Section	Beg Log Mile	End Log Mile	Non-State Rd:	Parish:	
LA 92 (Young St)	055-10	0.00	0.00	Larrievre Rd	Lafayette	
Remarks	Type Improvement			Work Type		
SS4A Implementation Award	New Roundabout			SS4A		
Project Phase	Project Cost	Tot Cost (w/CE&I+IDC)	Federal Share	Fund	Year	Sponsor
Construction	\$3,652,719.00	\$4,200,626.85	\$3,360,501.48	SS4A	FY25	City of Youngsville
Total Cost	\$3,652,719.00	\$4,200,626.85	\$3,360,501.48			

Lafayette Parish

Project No	Project Description		Performance Measures			
H.016215	LA 339/Verot @ Savoy Roundabout		PM 1 – Safety			
Route	Control Section	Beg Log Mile	End Log Mile	Non-State Rd:	Parish:	
LA 339	828-11	2.30	2.60		Lafayette	
	000-28	0.00	0.00	Savoy Rd	Lafayette	
Remarks	Type Improvement			Work Type		
100% Federal Share	Roundabout Intersection Improvement			Urban Systems		
Project Phase	Project Cost	Tot Cost (w/CE&I+IDC)	Federal Share	Fund	Year	Sponsor
Engineering/Design	\$750,000.00	\$750,000.00	\$750,000.00	STP>200k	FY26	LCG
Right of Way	\$250,000.00	\$250,000.00	\$250,000.00	STP>200k	FY27	LCG
Construction	\$6,000,000.00	\$6,900,000.00	\$6,900,000.00	STP>200k	FY28	LCG
Total Cost	\$7,000,000.00	\$7,900,000.00	\$7,900,000.00	FY26 Shown for informational purposes		

Lafayette Parish

Project No	Project Description		Performance Measures			
Shown for informational purposes	Connecting Johnston-A Safer Street for Families & Futures		PM 3 – System Performance			
Route	Control Section	Beg Log Mile	End Log Mile	Non-State Rd:	Parish:	
				Johnston St	Lafayette	
Remarks	Type Improvement			Work Type		
SS4A Implementation Award	Shared use path, High Visibility Crosswalks, Pavement Markings			SS4A		
Project Phase	Project Cost	Tot Cost (w/CE&I+IDC)	Federal Share	Fund	Year	Sponsor
Construction	\$9,987,690	\$9,987,690	\$7,986,192	SS4A	FY26	Lafayette Consolidated Government
Total Cost	\$9,987,690	\$9,987,690	\$7,986,192			

Lafayette Parish

Project No	Project Description		Performance Measures			
H.016937	St. Mary Street Overlay		PM 2 – Pavement and Bridge Condition			
Route	Control Section	Beg Log Mile	End Log Mile	Non-State Rd:	Parish:	
	000-28	0.00	0.00	St. Mary Street	Lafayette	
	000-28	0.00	0.00	St. Mary Street	Lafayette	
Remarks	Type Improvement			Work Type		
Local Match	Mill, Overlay, Patching & Pavement Markings			Urban System		
Project Phase	Project Cost	Tot Cost (w/CE&I+IDC)	Federal Share	Fund	Year	Sponsor
Engineering Design	\$55,000.00	\$55000.00	\$44,000.00	STP>200K	FY29	City of Scott
Construction	\$622,000.00	\$715,300.00	\$572,240.00	STP>200K	FY30	City of Scott
Total Cost	\$677,000.00	\$770,300.00	\$616,240.00			

Lafayette Parish

Project No	Project Description		Performance Measures			
H.016939	LA 98 Road Improvements		PM 2 – Pavement and Bridge Condition			
Route	Control Section	Beg Log Mile	End Log Mile	Non-State Rd:	Parish:	
LA 98	391-02	5.57	7.00		Lafayette	
LA 98	391-02	7.36	8.25		Lafayette	
Remarks	Type Improvement			Work Type		
Local Match	Mill, Overlay, Patching & Pavement Markings			Urban System		
Project Phase	Project Cost	Tot Cost (w/CE&I+IDC)	Federal Share	Fund	Year	Sponsor
Engineering Design	\$208,300.00	\$208,300.00	\$0	LOCAL	FY29	City of Carencro
Construction	\$2,900,000.00	\$3,180,000.00	\$2,320,000.00	STP>200K	FY30	City of Carencro
Total Cost	\$3,108,300.00	\$3,335,000.00	\$2,668,000.00			

ST. MARTIN PARISH

St. Martin Parish

Project No	Project Description		Performance Measures			
H.014516	Mills Ave & Rees St Intersection IMP		PM 3 – System Performance			
Route	Control Section	Beg Log Mile	End Log Mile	Non-State Rd:	Parish:	
	000-50	0.00	0.00	Mills Street Extension in Breaux Bridge	St Martin	
Remarks	Type Improvement			Work Type		
Local Match	Roadway Extension			Urban Systems		
Project Phase	Project Cost	Tot Cost (w/CE&I+IDC)	Federal Share	Fund	Year	Sponsor
Right of Way	\$320,000.00	\$320,000.00	\$256,000.00	STP>200k	FY27	City of Breaux Bridge
Construction	\$3,000,000.00	\$3,450,000.00	\$2,760,000.00	STP>200k	FY28	City of Breaux Bridge
Total Cost	\$3,320,000.00	\$3,770,000.00	\$3,016,000.00			

St. Martin Parish

Project No	Project Description		Performance Measures			
H.015354	Grand PT Sidewalk: Poydras-Doyle Melancon		PM 1 - Safety			
Route	Control Section	Begin Log Mile	End Log Mile	Non-State Rd:	Parish:	
LA 347	056-04	0.52	1.79		St Martin	
Remarks	Type Improvement			Work Type		
Local Match	Construct Sidewalks Along Grand Point Ave			Urban Systems		
Project Phase	Project Cost	Tot Cost (w/CE&I+IDC)	Federal Share	Fund	Year	Sponsor
Engineering/Design	\$100,000.00	\$100,000.00	\$80,000.00	CRP>200k	FY26	City of Breaux Bridge
Construction	\$400,000.00	\$460,000.00	\$368,000.00	CRP>200k	FY27	City of Breaux Bridge
Total Cost	\$500,000.00	\$560,000.00	\$448,000.00	FY26 Shown for informational purposes		

St. Martin Parish

Project No	Project Description		Performance Measures			
H.016983	Rees St & Poydras St Sidewalk Improv.		PM 1 – Safety			
Route	Control Section	Beg Log Mile	End Log Mile	Non-State Rd:	Parish:	
LA 328	056-04	0.36	0.50		St Martin	
LA 347	404-01	2.78	2.84		St Martin	
LA 328	404-02	0.00	0.47		St Martin	
Remarks	Type Improvement			Work Type		
Local Match	ADA Compliant Sidewalks			Urban System		
Project Phase	Project Cost	Tot Cost (w/CE&I+IDC)	Federal Share	Fund	Year	Sponsor
Engineering Design	\$40,000.00	\$40,000.00	\$32,000.00	STP>200K	FY28	Breaux Bridge
Construction	\$300,000.00	\$345,000.00	\$276,000.00	STP>200K	FY29	Breaux Bridge
Total Cost	\$340,000.00	\$385,000.00	\$308,000.00			

Vermilion Parish

Vermilion Parish

Project No	Project Description		Performance Measures			
H.015427	LA 92: Left Turn Lane @ US167		PM 3 – System Performance			
Route	Control Section	Beg Log Mile	End Log Mile	Non-State Rd:	Parish:	
LA 92	213-03	6.94	7.06		Vermilion	
Remarks	Type Improvement			Work Type		
DOTD Match	Mill, Base Stabilization, Overlay, & Turn Lane			Urban Systems		
Project Phase	Project Cost	Tot Cost (w/CE&I+IDC)	Federal Share	Fund	Year	Sponsor
Right of Way	\$70,000.00	\$70,000.00	\$56,000.00	STP>200k	FY26	DOTD
Construction	\$870,000.00	\$1,000,500.00	\$800,400.00	STP>200K	FY26	DOTD
Total Cost	\$940,000.00	\$1,070,500.00	\$856,400.00	FY26 Shown for informational purposes		

Vermilion Parish

Project No	Project Description		Performance Measures			
Shown for informational purposes	Charity St. Vulnerable User Safety Study and Demonstration		PM 1 – Safety			
Route	Control Section	Beg Log Mile	End Log Mile	Non-State Rd:	Parish:	
LA 14				Charity St.	Vermilion	
Remarks	Type Improvement			Work Type		
SS4A Demonstration Award	Bicycle and Pedestrian Corridor Plan			SS4A		
Project Phase	Project Cost	Tot Cost (w/CE&I+IDC)	Federal Share	Fund	Year	Sponsor
Planning/Demo	\$200,000.00	\$200,000.00	\$160,000.00	SS4A	FY24	City of Abbeville
Total Cost	\$200,000.00	\$200,000.00	\$160,000.00			

Vermilion Parish

Project No	Project Description		Performance Measures			
H.016981	Kirk Rd: LA 92 to the River		PM 2 – Pavement and Bridge Condition			
Route	Control Section	Beg Log Mile	End Log Mile	Non-State Rd:	Parish:	
	000-57	0.00	0.00	Kirk Road	Vermilion	
	000-57	0.00	0.00	Kirk Road	Vermilion	
Remarks	Type Improvement			Work Type		
Local Match	Pavement Preservation and Striping			Urban System		
Project Phase	Project Cost	Tot Cost (w/CE&I+IDC)	Federal Share	Fund	Year	Sponsor
Engineering Design	\$150,000.00	\$150,000.00	\$120,000.00	STP>200K	FY29	Vermilion Parish
Construction	\$2,116,000.00	\$2,433,400.00	\$1,946,720.00	STP>200K	FY30	Vermilion Parish
Total Cost	\$2,266,000.00	\$2,583,400.00	\$2,066,720.00			

Transit Element

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. This document satisfies the public notice Program of Project requirements of the Section 5307, 5339, 5310 & 5310 Urbanized Area Formula Program.

TRANSPORTATION IMPROVEMENT PROGRAM Lafayette Urbanized Area - (Financially Constrained) FY2027 (Beginning Oct. 2026) PUBLIC TRANSIT ELEMENT PROGRAM OF ELEMENTS							
Project Number	Project Description			Local Share	FTS Federal Share	State Share	Total
SECTION 5307 FORMULA GRANT							
	Operating Assistance			\$ 1,811,000.00	\$ 1,811,000.00	\$ -	\$ 3,622,000.00
	Bus & Bus Related Activities			\$ -	\$ -	\$ -	
	Bus Replacement			\$ 208,235.25	\$ 1,179,999.75	\$ -	\$ 1,388,235.00
	Non-Fixed Route ADA Paratransit Service			\$ 100,000.00	\$ 400,000.00	\$ -	\$ 500,000.00
	Terminal, Preventative Maintenance			\$ 100,000.00	\$ 400,000.00	\$ -	\$ 500,000.00
	Passenger Amenities			\$ 5,000.00	\$ 20,000.00	\$ -	\$ 25,000.00
	Planning			\$ -	\$ -	\$ -	
	Subtotal by Funding Source (FTA)			\$ 2,224,235.25	\$ 3,810,999.75	\$ -	\$ 6,035,235.00
SECTION 5339 CAPITAL ASSISTANCE							
	Bus Replacement			\$ 47,823.45	\$ 270,999.55	\$ -	\$ 318,823.00
	Subtotal by Funding Source (FTA)			\$ 47,823.45	\$ 270,999.55	\$ -	\$ 318,823.00
LoNo GRANT							
	Low Emission Bus			\$ 140,056.65	\$ 793,654.35	\$ -	\$ 933,711.00
	Alternative Fuel Infrastructure			\$ 7,727.25	\$ 43,787.75	\$ -	\$ 51,515.00
	CNG Facility Renovation			\$ 38,636.25	\$ 218,938.75	\$ -	\$ 257,575.00
	Subtotal by Funding Source (FTA)			\$ 186,420.15	\$ 1,056,380.85	\$ -	\$ 1,242,801.00
BUS & BUS FACILITIES INVESTMENT							
	Bus Replacement			\$ 191,268.75	\$ 765,075.00	\$ -	\$ 956,343.75
	CMAQ			\$ 450,000.00	\$ 1,800,000.00	\$ -	\$ 2,250,000.00
	Transit Parking Facility			\$ 309,090.40	\$ 1,236,361.60	\$ -	\$ 1,545,452.00
	Transit Substation			\$ 463,635.40	\$ 1,854,541.60	\$ -	\$ 2,318,177.00
	Subtotal by Funding Source (FTA)			\$ 1,413,994.55	\$ 5,655,978.20	\$ -	\$ 7,069,972.75
SECTION 5310 ENHANCED MOBILITY OF SENIORS & INDIVIDUALS WITH DISABILITIES							
	Acadiana Council on Aging, Inc.			\$ -	\$ -	\$ -	\$ -
	Iberia Council on Aging, Inc.			\$ -	\$ -	\$ -	\$ -
	Lafayette Council on Aging, Inc.			\$ 23,349.75	\$ 132,315.25	\$ -	\$ 155,665.00
	LARC, Inc.			\$ 12,501.90	\$ 70,844.10	\$ -	\$ 83,346.00
	St. Landry Council on Aging, Inc.			\$ -	\$ -	\$ -	\$ -
	The ARC of Acadiana, Inc.			\$ 23,349.75	\$ 132,315.25	\$ -	\$ 155,665.00
	The ARC of St. Martin, Inc.			\$ -	\$ -	\$ -	\$ -
	The Arc of Vermilion, Inc.			\$ -	\$ -	\$ -	\$ -
	Subtotal by Funding Source (FTA)			\$ 59,201.40	\$ 335,474.60	\$ -	\$ 394,676.00
SECTION 5311 RURAL TRANSIT ASSISTANCE GRANT							
	Evangeline Parish/Evangeline Parish COA			\$ -	\$ -	\$ -	\$ -
	Iberia Parish/SMILE			\$ -	\$ -	\$ -	\$ -
	St. Landry Parish/St. Landry Parish COA			\$ -	\$ -	\$ -	\$ -
	St. Martin Parish/St. Martin Parish COA			\$ 12,501.90	\$ 70,844.10	\$ -	\$ 83,346.00
	Vermilion Parish/St. Mary Parish CAA			\$ -	\$ -	\$ -	\$ -
	Subtotal by Funding Source (FTA)			\$ 12,501.90	\$ 70,844.10	\$ -	\$ 83,346.00

TRANSPORTATION IMPROVEMENT PROGRAM Lafayette Urbanized Area - (Financially Constrained) FY2028 (Beginning Oct. 2027) PUBLIC TRANSIT ELEMENT PROGRAM OF ELEMENTS							
Project Number	Project Description			Local Share	FTS Federal Share	State Share	Total
SECTION 5307 FORMULA GRANT							
	Operating Assistance			\$ 1,888,000.00	\$ 1,888,000.00	\$ -	\$ 3,776,000.00
	Bus & Bus Related Activities			\$ -	\$ -	\$ -	\$ -
	Bus Replacement			\$ 208,235.25	\$ 1,179,999.75	\$ -	\$ 1,388,235.00
	Non-Fixed Route ADA Paratransit Service			\$ 100,000.00	\$ 400,000.00	\$ -	\$ 500,000.00
	Terminal, Preventative Maintenance			\$ 100,000.00	\$ 400,000.00	\$ -	\$ 500,000.00
	Passenger Amenities			\$ 5,000.00	\$ 20,000.00	\$ -	\$ 25,000.00
	Planning			\$ -	\$ -	\$ -	
	Subtotal by Funding Source (FTA)			\$ 2,301,235.25	\$ 3,887,999.75	\$ -	\$ 6,189,235.00
SECTION 5339 CAPITAL ASSISTANCE							
	Bus Replacement			\$ 48,882.30	\$ 276,999.70	\$ -	\$ 325,882.00
	Subtotal by Funding Source (FTA)			\$ 48,882.30	\$ 276,999.70	\$ -	\$ 325,882.00
LoNo GRANT							
	Low Emission Bus			\$ 138,669.92	\$ 785,796.21	\$ -	\$ 924,466.13
	Alternative Fuel Infrastructure			\$ 7,650.75	\$ 43,354.25	\$ -	\$ 51,005.00
	CNG Facility Renovation			\$ 38,253.00	\$ 216,767.00	\$ -	\$ 255,020.00
	Subtotal by Funding Source (FTA)			\$ 184,573.67	\$ 1,045,917.46	\$ -	\$ 1,230,491.13
BUS & BUS FACILITIES INVESTMENT							
	Bus Replacement			\$ 191,268.75	\$ 765,075.00	\$ -	\$ 956,343.75
	CMAQ			\$ 450,000.00	\$ 1,800,000.00	\$ -	\$ 2,250,000.00
	Transit Parking Facility			\$ 306,030.00	\$ 1,224,120.00	\$ -	\$ 1,530,150.00
	Transit Substation			\$ 459,045.00	\$ 1,836,180.00	\$ -	\$ 2,295,225.00
	Subtotal by Funding Source (FTA)			\$ 1,406,343.75	\$ 5,625,375.00	\$ -	\$ 7,031,718.75
SECTION 5310 ENHANCED MOBILITY OF SENIORS & INDIVIDUALS WITH DISABILITIES							
	Acadiana Council on Aging, Inc.			\$ -	\$ -	\$ -	\$ -
	Iberia Council on Aging, Inc.			\$ -	\$ -	\$ -	\$ -
	Lafayette Council on Aging, Inc.			\$ 23,349.75	\$ 132,315.25	\$ -	\$ 155,665.00
	LARC, Inc.			\$ 12,501.90	\$ 70,844.10	\$ -	\$ 83,346.00
	St. Landry Council on Aging, Inc.			\$ -	\$ -	\$ -	\$ -
	The ARC of Acadiana, Inc.			\$ 23,349.75	\$ 132,315.25	\$ -	\$ 155,665.00
	The ARC of St. Martin, Inc.			\$ -	\$ -	\$ -	\$ -
	The Arc of Vermilion, Inc.			\$ -	\$ -	\$ -	\$ -
	Subtotal by Funding Source (FTA)			\$ 59,201.40	\$ 335,474.60	\$ -	\$ 394,676.00
SECTION 5311 RURAL TRANSIT ASSISTANCE GRANT							
	Evangeline Parish/Evangeline Parish COA			\$ -	\$ -	\$ -	\$ -
	Iberia Parish/SMILE			\$ -	\$ -	\$ -	\$ -
	St. Landry Parish/St. Landry Parish COA			\$ -	\$ -	\$ -	\$ -
	St. Martin Parish/St. Martin Parish COA			\$ 12,501.90	\$ 70,844.10	\$ -	\$ 83,346.00
	Vermilion Parish/St. Mary Parish CAA			\$ -	\$ -	\$ -	\$ -
	Subtotal by Funding Source (FTA)			\$ 12,501.90	\$ 70,844.10	\$ -	\$ 83,346.00

TRANSPORTATION IMPROVEMENT PROGRAM Lafayette Urbanized Area - (Financially Constrained) FY2029 (Beginning Oct. 2028) PUBLIC TRANSIT ELEMENT PROGRAM OF ELEMENTS							
Project Number	Project Description			Local Share	FTS Federal Share	State Share	Total
SECTION 5307 FORMULA GRANT							
	Operating Assistance			\$ 1,966,000.00	\$ 1,966,000.00	\$ -	\$ 3,932,000.00
	Bus & Bus Related Activities			\$ -	\$ -	\$ -	\$ -
	Bus Replacement			\$ 203,823.60	\$ 1,155,000.40	\$ -	\$ 1,358,824.00
	Non-Fixed Route ADA Paratransit Service			\$ 100,000.00	\$ 400,000.00	\$ -	\$ 500,000.00
	Terminal, Preventative Maintenance			\$ 100,000.00	\$ 400,000.00	\$ -	\$ 500,000.00
	Passager Amenities			\$ 5,000.00	\$ 20,000.00	\$ -	\$ 25,000.00
	Planning			\$ 6,250.00	\$ 25,000.00	\$ -	\$ 31,250.00
	Subtotal by Funding Source (FTA)			\$ 2,374,823.60	\$ 3,941,000.40	\$ -	\$ 6,347,074.00
SECTION 5339 CAPITAL ASSISTANCE							
	Bus Replacement			\$ 49,941.15	\$ 282,999.85	\$ -	\$ 332,941.00
	Subtotal by Funding Source (FTA)			\$ 49,941.15	\$ 282,999.85	\$ -	\$ 332,941.00
LoNo GRANT							
	Low Emission Bus			\$ 138,669.92	\$ 785,796.21	\$ -	\$ 924,466.13
	Alternative Fuel Infrastructure			\$ 7,650.75	\$ 43,354.25	\$ -	\$ 51,005.00
	CNG Facility Renovation			\$ 38,253.00	\$ 216,767.00	\$ -	\$ 255,020.00
	Subtotal by Funding Source (FTA)			\$ 184,573.67	\$ 1,045,917.46	\$ -	\$ 1,230,491.13
BUS & BUS FACILITIES INVESTMENT							
	Bus Replacement			\$ 191,268.75	\$ 765,075.00	\$ -	\$ 956,343.75
	CMAQ			\$ 450,000.00	\$ 1,800,000.00	\$ -	\$ 2,250,000.00
	Transit Parking Facility			\$ 306,030.00	\$ 1,224,120.00	\$ -	\$ 1,530,150.00
	Transit Substation			\$ 459,045.00	\$ 1,836,180.00	\$ -	\$ 2,295,225.00
	Subtotal by Funding Source (FTA)			\$ 1,406,343.75	\$ 5,625,375.00	\$ -	\$ 7,031,718.75
SECTION 5310 ENHANCED MOBILITY OF SENIORS & INDIVIDUALS WITH DISABILITIES							
	Acadiana Council on Aging, Inc.			\$ -	\$ -	\$ -	\$ -
	Iberia Council on Aging, Inc.			\$ -	\$ -	\$ -	\$ -
	Lafayette Council on Aging, Inc.			\$ 23,349.75	\$ 132,315.25	\$ -	\$ 155,665.00
	LARC, Inc.			\$ 12,501.90	\$ 70,844.10	\$ -	\$ 83,346.00
	St. Landry Council on Aging, Inc.			\$ -	\$ -	\$ -	\$ -
	The ARC of Acadiana, Inc.			\$ 23,349.75	\$ 132,315.25	\$ -	\$ 155,665.00
	The ARC of St. Martin, Inc.			\$ -	\$ -	\$ -	\$ -
	The Arc of Vermilion, Inc.			\$ -	\$ -	\$ -	\$ -
	Subtotal by Funding Source (FTA)			\$ 59,201.40	\$ 335,474.60	\$ -	\$ 394,676.00
SECTION 5311 RURAL TRANSIT ASSISTANCE GRANT							
	Evangeline Parish/Evangeline Parish COA			\$ -	\$ -	\$ -	\$ -
	Iberia Parish/SMILE			\$ -	\$ -	\$ -	\$ -
	St. Landry Parish/St. Landry Parish COA			\$ -	\$ -	\$ -	\$ -
	St. Martin Parish/St. Martin Parish COA			\$ 12,501.90	\$ 70,844.10	\$ -	\$ 83,346.00
	Vermilion Parish/St. Mary Parish CAA			\$ -	\$ -	\$ -	\$ -
	Subtotal by Funding Source (FTA)			\$ 12,501.90	\$ 70,844.10	\$ -	\$ 83,346.00

TRANSPORTATION IMPROVEMENT PROGRAM Lafayette Urbanized Area - (Financially Constrained) FY2030 (Beginning Oct. 2029) PUBLIC TRANSIT ELEMENT PROGRAM OF ELEMENTS							
Project Number	Project Description			Local Share	FTS Federal Share	State Share	Total
SECTION 5307 FORMULA GRANT							
	Operating Assistance			\$2,046,000.00	\$ 2,046,000.00	\$ -	\$ 4,092,000.00
	Bus & Bus Related Activities			\$ -	\$ -	\$ -	\$ -
	Bus Replacement			\$ 208,235.25	\$ 1,179,999.75	\$ -	\$ 1,388,235.00
	Non-Fixed Route ADA Paratransit Service			\$ 100,000.00	\$ 400,000.00	\$ -	\$ 500,000.00
	Terminal, Preventative Maintenance			\$ 100,000.00	\$ 400,000.00	\$ -	\$ 500,000.00
	Passenger Amenities			\$ 5,000.00	\$ 20,000.00	\$ -	\$ 25,000.00
	Planning			\$ -	\$ -	\$ -	
	Subtotal by Funding Source (FTA)			\$2,459,235.25	\$ 4,045,999.75	\$ -	\$ 6,505,235.00
SECTION 5339 CAPITAL ASSISTANCE							
	Bus Replacement			\$ 51,000.00	\$ 289,000.00	\$ -	\$ 340,000.00
	Subtotal by Funding Source (FTA)			\$ 51,000.00	\$ 289,000.00	\$ -	\$ 340,000.00
LoNo GRANT							
	Low Emission Bus			\$ 140,056.65	\$ 793,654.35	\$ -	\$ 933,711.00
	Alternative Fuel Infrastructure			\$ 7,727.25	\$ 43,787.75	\$ -	\$ 51,515.00
	CNG Facility Renovation			\$ 38,636.25	\$ 218,938.75	\$ -	\$ 257,575.00
	Subtotal by Funding Source (FTA)			\$ 186,420.15	\$ 1,056,380.85	\$ -	\$ 1,242,801.00
BUS & BUS FACILITIES INVESTMENT							
	Bus Replacement			\$ 193,181.40	\$ 772,725.60	\$ -	\$ 965,907.00
	CMAQ			\$ 450,000.00	\$ 1,800,000.00	\$ -	\$ 2,250,000.00
	Transit Parking Facility			\$ 306,030.00	\$ 1,224,120.00	\$ -	\$ 1,530,150.00
	Transit Substation			\$ 459,045.00	\$ 1,836,180.00	\$ -	\$ 2,295,225.00
	Subtotal by Funding Source (FTA)			\$1,408,256.40	\$ 5,633,025.60	\$ -	\$ 7,041,282.00
SECTION 5310 ENHANCED MOBILITY OF SENIORS & INDIVIDUALS WITH DISABILITIES							
	Acadiana Council on Aging, Inc.			\$ -	\$ -	\$ -	\$ -
	Iberia Council on Aging, Inc.			\$ -	\$ -	\$ -	\$ -
	Lafayette Council on Aging, Inc.			\$ 23,349.75	\$ 132,315.25	\$ -	\$ 155,665.00
	LARC, Inc.			\$ 12,501.90	\$ 70,844.10	\$ -	\$ 83,346.00
	St. Landry Council on Aging, Inc.			\$ -	\$ -	\$ -	\$ -
	The ARC of Acadiana, Inc.			\$ 23,349.75	\$ 132,315.25	\$ -	\$ 155,665.00
	The ARC of St. Martin, Inc.			\$ -	\$ -	\$ -	\$ -
	The Arc of Vermilion, Inc.			\$ -	\$ -	\$ -	\$ -
	Subtotal by Funding Source (FTA)			\$ 59,201.40	\$ 335,474.60	\$ -	\$ 394,676.00
SECTION 5311 RURAL TRANSIT ASSISTANCE GRANT							
	Evangeline Parish/Evangeline Parish COA			\$ -	\$ -	\$ -	\$ -
	Iberia Parish/SMILE			\$ -	\$ -	\$ -	\$ -
	St. Landry Parish/St. Landry Parish COA			\$ -	\$ -	\$ -	\$ -
	St. Martin Parish/St. Martin Parish COA			\$ 12,501.90	\$ 70,844.10	\$ -	\$ 83,346.00
	Vermilion Parish/St. Mary Parish CAA			\$ -	\$ -	\$ -	\$ -
	Subtotal by Funding Source (FTA)			\$ 12,501.90	\$ 70,844.10	\$ -	\$ 83,346.00

DOTD 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	\$6,000.00	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	\$1,200,000.00	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	\$48,000.00	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	\$300,000.00	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	\$48,000.00	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	\$250	\$600	STPFLEX	2023
	\$7,500.00	\$250	\$600	STPFLEX	2024
	\$7,500.00	\$250	\$600	STPFLEX	2025
	\$7,500.00	\$250	\$600	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<SK	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<SK	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<SK	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<SK	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<SK	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<SK	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<SK	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<JK	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<SK	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	SATTRANS	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:	ROAD PREVENTIVE MAINTENANCE PROGRAM				
L.000054	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
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	
	\$157,500.00	\$157,500.00	\$126,000.00	NHPP	2023	
	\$7,500.00	\$7,500.00	\$6,000.00	NHPP E	2023	
Design (Engineering)	\$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	
	\$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	
Construction	\$375,000.00	\$412,500.00	\$330,000.00	STCASH	2023	
	\$37,500.00	\$41,250.00	\$33,000.00	STP<SK	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<SK	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
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
	\$7,500.00	\$7,500.00	\$6,000.00	NHPP	2023
	\$7,500.00	\$7,500.00	\$6,000.00	STPFLEX	2023
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
	\$15,000.00	\$15,000.00	\$12,000.00	HSIP	2023
	\$45,000.00	\$45,000.00	\$36,000.00	NHPP	2023
Right of Way	\$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
	\$123,750.00	\$123,750.00	\$99,000.00	HSIP	2023
Utility Relocation	\$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
	\$37,500.00	\$37,500.00	\$30,000.00	HSIP	2023
Design (Engineering)	\$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	
	\$1,500.00	\$1,500.00	\$1,200.00	NHPP	2023	
Utility Relocation	\$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	
	\$37,500.00	\$37,500.00	\$30,000.00	NHPP	2023	
	\$150,000.00	\$150,000.00	\$120,000.00	REIMB	2023	
Design (Engineering)	\$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	
	\$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	
Construction	\$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	REIMB	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	
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<SK	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<SK	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<SK	2025
	\$150,000.00	\$150,000.00	\$120,000.00	STP<SK-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<SK-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<SK	2024
	\$667,500.00	\$667,500.00	\$534,000.00	STP<SK-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<SK	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<SK	2023
	\$450,000.00	\$495,000.00	\$396,000.00	STP<SK-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<SK	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<SK	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<SK-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	
	\$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		

Appendix A: Glossary of Acronyms and Transportation Terms

3-C	“Cooperative, Continuing, Comprehensive” (Federal requirement for metropolitan transportation planning)
4 E's	Engineering, education, enforcement, and emergency services
4-R	Resurfacing, Restoration, Rehabilitation and Reconstruction
AASHTO	American Association of State Highway and Transportation Officials
AC	Advance Construction — one of several Federal-aid fund management tools designed to provide states with greater flexibility in managing Federal-aid highway funds. The primary benefit of AC is that it allows states to accelerate transportation projects using non-Federal funds while maintaining eligibility to be reimbursed with Federal-aid funds at a later date.
ADA	Americans with Disabilities Act
ALOP	Annual List of Obligated Projects
Bond	Bond Proceeds
Bridge	Bridge
Capacity Improvement	Widening of existing facilities or construction of new facilities to increase capacity.
CE&I	Construction Engineering and Inspection
CMAQ	Congestion Mitigation and Air Quality
CFR	Code of Federal Regulations
CRP	Carbon Reduction Program — provides funds for projects designed to reduce transportation emissions, defined as carbon dioxide (CO ₂) emissions from on-road highway sources.
CS	City Street
DBE	Disadvantaged Business Enterprise
Eng.	Engineering
DOTD	Louisiana Department of Transportation and Development
Env.	Environmental
DZD	Destination Zero Deaths, LA DOTD's Highway Safety Plan
FAST Act	Fixing America's Surface Transportation Act — this act funds the Federal Highway Program from Federal Fiscal Years (FFY) 2016 - 2020.
Federal Lands	Lands owned or administered by the Federal government. Examples are: national parks, national wildlife refuges, military reservations, federal prisons and public domain land.
FFY	Federal Fiscal Year — a pre-defined 12-month period from October 1 to September 30.
FHWA	Federal Highway Administration — an agency within the U.S. Department of Transportation that supports state and local governments in the design, construction, and maintenance of the nation's transportation system.
FTA	Federal Transit Administration — an agency within the USDOT that provides financial and technical assistance to local public transit systems.
FTA-5304	Federal funding for transit system statewide planning and programming.
FTA-5305	Federal funding for transit system planning programs.
FTA-5307	Urbanized area formula grants — provides competitive Federal funding to public transit systems in urbanized areas.
FTA-5310	Federal funding for enhanced mobility of seniors and individuals with disabilities.
FTA-5311	Federal formula grant funds for transit in rural areas / populations < 50,000.

FTA-5329	Federal funds for transit safety and oversight programs.
FTA-5337	State of good repair grants - Federally funded capital assistance for maintenance, replacement and rehabilitation of motorbus systems. Additionally, funding can be used
FTA-5339	Federal Buses and Bus Facilities Grants Program - must be “low” or “no” emission transit or equipment.
HSIP	Highway Safety Improvement Program- a core Federal-aid program with the purpose of achieving a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned roads and roads on tribal land.
IIJA	Infrastructure Investment and Jobs Act (November 2021) - this act expanded investment to modernize our roads and bridges, transit and other aging infrastructure as well as accommodating wider use of electric vehicles.
IM	Interstate Maintenance
Intersection Improvements	improvements to the junction between two or more roadways that meet at grade.
Local	Local Funds / City or County
MTP	Metropolitan Transportation Plan - a long-range planning horizon of 20-25 years that provides a vision for how to invest in and improve the regional transportation infrastructure.
MPO	Metropolitan Planning Organization - A federally mandated and funded transportation policy-making organization that is made up of representatives from local government and government transportation authorities.
NEPA	National Environmental Policy Act - a federal law that requires agencies that administer federally funded projects to assess environmental effects to their proposed actions prior to constructing highways, roadways or projects in public land.
NEVI	National Electric Vehicle Infrastructure Program
NFP	New Freedom Program (FTA 5317)
NHFP	National Highway Freight Program - The FAST Act established the Program to improve the efficient movement of freight on the National Highway Freight Network (NHFN)
NHPP	National Highway Performance Program
NHS	National Highway System - includes the Interstate Highway System and other roads important to the nation’s economy, defense and mobility.
NHTSA	National Highway Traffic Safety Administration
Noise Abatement	Improvements to reduce noise pollution in a specific area.
Off System Bridge	Any bridge or road not on the National Highway System is considered to be off-system from the standpoint of Federal aid.
Operational Improvements	Improves traffic operations on existing roadways.
PE or P.E.	Preliminary Engineering - includes surveys, environmental analysis, and design.
Planning	Determination of existing or future needs.
PPP	Public Participation Plan
Project Development	Combination of preliminary engineering, environmental analysis, design, right of way acquisition, and utility relocation activities.
PROTECT	Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation Program.
Rail Hwy.	The Railway-Highway Crossings Program provides funds for the elimination of hazards at railway-high-way crossings.

Reconstruction	Rebuilding of an existing roadway.
RR	Railroad
RR Grade Separation	Construction of a bridge over or under a railroad track(s) at an at-grade crossing.
RTE	Route
RTP	Recreational Trails Program
ROW	Right of Way - acquirement of real property to make way for the construction of a highway project. Real property is a term that is used to describe land, easements, air or access rights, or the rights to control the use of land, such as leases.
Safety & Traf. Eng.	Various improvements to enhance and/or improve traffic flow.
SHSP	Strategic Highway Safety Plan - a Federally required statewide-coordinated safety plan for reducing highway fatalities and serious injuries on all public roads.
State	State Funds
State Local	State funds, Local funds, or a combination of the two.
STP	Surface Transportation Block Grant Program
STP>200K	Surface Transportation Block Grant Program set aside for areas greater than 200,000 population.
STIP	Statewide Transportation Improvement Program- a Federally required, financially constrained, four- year or more, list of upcoming statewide transportation projects that identifies the schedule and the funding by Federal Fiscal Year.
System Preservation	Various projects to preserve, rehabilitate, or reconstruct an existing roadway.
TAMP	Transit Asset Management Plan - required of transit agencies receiving federal funding.
TAMP	Transportation Asset Management Plan
TAP	Transportation Alternatives Program
TAP>200k	Transportation Alternative funds set aside for areas greater than 200,000 population.
TIP	Transportation Improvement Program - a Federally required, financially constrained, four-year or more, list of upcoming transportation projects that identifies the schedule and the funding by Federal Fiscal Year in a Metropolitan Planning Organization area (MPO)
TMA	Transportation Management Area - an area designated by the Secretary of Transportation having an urbanized area population of over 200,000 or upon special request from the Governor and the MPO designated for the area. TMAs are required to carry out additional planning activities.
Transit	Projects that provide operation assistance or capital assistance such as improving or expanding local public transit systems, including buses, subways, light rail, commuter rail, or trolleys.
U.S.C.	United States Code
Util.	Utility Relocation
Widening	Widening an existing roadway - one or more lanes

Appendix B: Amendments, Modifications, and Resolutions

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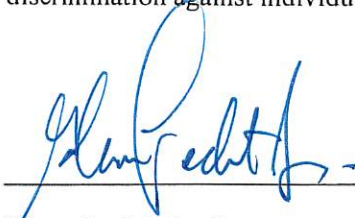
Transit Element Amendment Table

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Joint Certification of the Metropolitan Transportation Planning Process

In accordance with the federal legislation, 23 Code of Federal Regulations 450.336, the Louisiana Department of Transportation and Development (LADOTD), and the Acadiana Metropolitan Planning Organization (AMPO) for the Lafayette urbanized area hereby certify that the transportation 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-1) and 49 CFR part 21;
4. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
5. Section 1101(b) of the FAST Act (Pub. L. 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in DOT funded projects;
6. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
7. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
8. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
9. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.



Glenn Ledet, Jr., Secretary

Louisiana Department of

Transportation and Development



Andy Naquin, Chair

AMPO Transportation

Policy Board

10/2/26
Date

9/11/26
Date

Appendix D: TPC and TTC Membership

Acadiana Metropolitan Planning Organization Transportation Policy Committee Members

Acadia Parish

Vacant

City of Abbeville

Roslyn White Mayor

City of Breaux Bridge

Jeremy Broussard-
Planning & Zoning Director

City of Broussard

Ben Theriot-Code Enforcement

City of Carencro

Purvis Morrison-CAO

City of New Iberia

Jane Braud-Planning & Zoning Director
Joenathan Livingston-PW Director

City of Scott

Doyle Boudreaux-Council Member

City of St. Martinville

Jason Willie-Mayor

City of Youngsville

Simone Champagne-Council Member

Iberia Parish

Larry Richard-Parish President
Eugene Olivier-Council Member

Lafayette Consolidated Government

Vacant-Mayor-President

Thomas Hooks-City Council Member

Andy Naquin-City Council Member

AB Rubin-Parish Council Member

Bryan Tabor-Parish Council Member

Vacant-City Council Member

Vacant-City Council Member

Vacant-City Council Member

Yancy LaGrand-City Council Rep

Vacant-City Council Rep.

St. Landry Parish

Jessie Bellard-Parish President

St. Martin Parish

Jason Castille-PW Director

Vermilion Parish

Keith Roy-Police Jury Administrator

DOTD District 03

Brent Domingue-District Administrator

Transit Representative

Mike Mitchell-

Parking & Transit Administrator

Federal Highway Administration

Acadiana Metropolitan Planning Organization
Transportation Technical Committee Members

Acadia Parish

Corey Vincent-
Roads Supervisor

City of Abbeville

Chris Gautreaux-
Public Work Director

City of Breaux Bridge

Chris Richard-
Consulting Engineer

City of Broussard

Ben Theriot-Code Enforcement

City of Carencro

Andy Sellers-
Consulting Engineer

City of New Iberia

Joenathan Livingston-PW Director

City of Scott

Bonnie Anderson-
Planning Facilitator

City of St. Martinville

Danielle Fontenette-Manager

City of St. Martinville

Danielle Fontenette-Manager

City of Youngsville

Pam Gonzales-Granger-
Consulting Engineer

Iberia Parish

Jean Romero-
Public Works Director

Lafayette Consolidated Government

Jessica Cornay-
Capital Improvements Engineer
Neil LeBouef-Development Manager
Warren Abadie-
Director Traffic, Rodes & Bridges

St. Landry Parish

Karl Aucoin-Consulting Engineer

St. Martin Parish

Jason Castille-PW Director

Bike & Pedestrian Engineer

Lucius Broussard-Consulting Engineering

DOTD District 03

Assistant Engineer Administrator

DOTD Multimodal Planning

Sarah Moss-Statewide Planning Engineer

FTA

Tina Athalone-DOTD Program Manager

Lafayette Regional Airport

Steven Picou-Airport Director

Transit Representative

Planner-LTS Transit

Federal Highway Administration Planner

ULL Transportation Office

Stuart Glaser-Transportation Director



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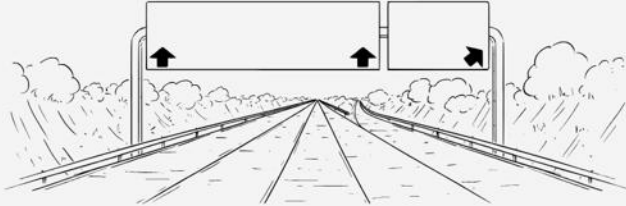
Scorecard 2026

Category	Actual Performance	Benchmark	Status
Safety	Fatalities – 60	59	
	Serious Injuries– 247	242	
	Non-Motorized – 56	55	
	Fatality Rate – 1.675	1.642	
	Serious Injury Rate – 6.840	6.704	
Pavement and Bridge Condition*, Non-Interstate NHS	21% State, 6% Local Good Condition: Non-Interstate NHS (4 Year)	14%	
	30% State, 14% Local Poor Condition: Non-Interstate NHS (4 Year)	12%	

*All Bridge and Pavement Condition is for the Acadiana Region



Scorecard 2026

Category	Actual Performance	Benchmark	Status
Pavement and Bridge Condition, Interstate	17.1% Good Condition: Interstate NHS (4Year)	10%	●
	1% Poor Condition: Interstate NHS (4 Year)	4%	●
			
Pavement and Bridge Condition, Bridges	40% Good Condition: NHS Bridges	30%	●
	8% Poor Condition: NHS Bridges	9%	●
			

Scorecard 2026

Category	Actual Performance	Benchmark	Status
Travel Time Reliability	Travel Time Reliability for Interstate (% of Person Miles Reliable): 100%	100%	
	Travel Time Reliability for Non Interstate (% of Person Miles Reliable): 88.4%	87.4%	
	Truck reliability index for Interstate (Level of Truck Travel time Reliability): 1.19	1.15	
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 2026

Category	Actual Performance	Benchmark	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

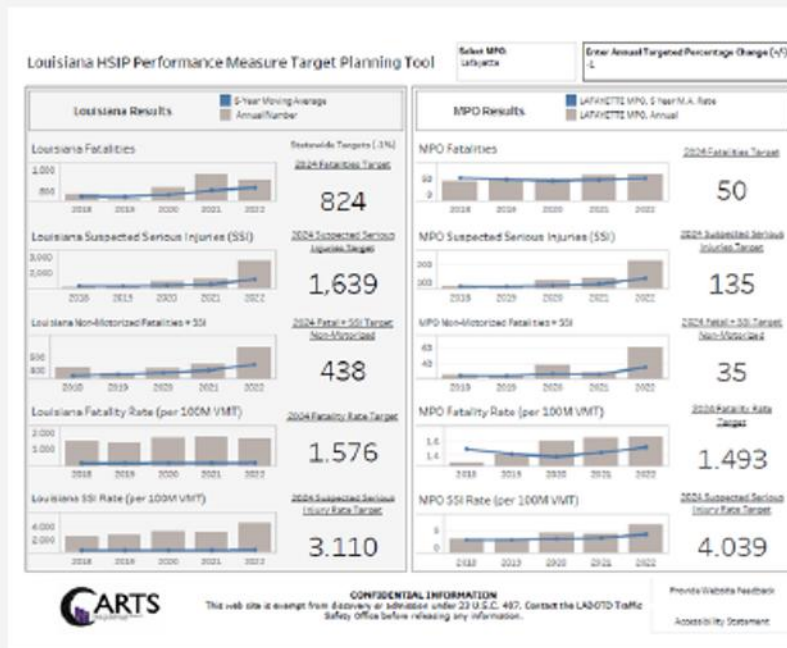
Highway Safety

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.

In 2021 and 2022, the MPO met the target for Fatalities, but none of the other measures.

In 2023, the MPO met no Safety targets due to the continued effects of the pandemic fatal crash epidemic. The targets were revised upward to reflect the current conditions, still utilizing a 1% reduction in the 5 year rolling average.



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

Highway Safety Projects and Countermeasure Implementation

The MPO reviews all projects funded under the Urban Systems Program for integration of Proven Safety Countermeasures, such as signal light timing to facilitate pedestrian crossings and walkways to the integration of roadway departure mitigation improvements into pavement preservation projects. The MPO also has several projects with safety as the primary purpose of the project.



Source: FHWA

Walkways

H.012864 LA 94/Carmel Dr. Sidewalks, H.012866 South College Rd (LA 3025) Sidewalks, and H.014509 Doucet Rd. Sidewalks are among many projects funded by the MPO with the goal of increasing the sidewalk network in Acadiana.



Source: FHWA

Roundabouts

H.012792 LA 675 @ Airport Rd. Roundabout, H.012869 LA 182 (UNIV) @ LA 723 (RENAUD), LA 95 @ Lexington Dr Roundabout, and LA 724/Fieldspan @ Landry Roundabout are projects to convert stop controlled intersections to roundabouts.



Source: FHWA

Access Management

H.015488 Hector Connolly Improvements Phase II is the second phase of an access management project to reduce collisions on the eastern side of I-49 at Hector Connolly.

Pavement and Bridge Condition

The MPO is required to monitor the pavement and bridge for the National Highway System road ways 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 year increments.

The MPO first adopted the targets in 2018 through the year 2022. The MTP was updated in 2023 affirming the newest targets from DOTD, through the year 2026.

Louisiana 2022 Full Performance Period Significant Progress Determination Results

Measure Area	Measures	Baseline	Target	Actual	Better than Baseline?	Achieved Target?	Made Significant Progress?	Consequences [23 CFR 490.105(f)]
The condition of pavements on the Interstate System	Percentage of pavements of the Interstate System in Good condition	22.4 ¹	10.0	17.1	No	Yes	Yes	None
	Percentage of pavements of the Interstate System in Poor condition	2.9 ²	4.0	3.3	No	Yes	Yes	
The condition of pavements on the National Highway System (NHS) (excluding the Interstate)	Percentage of pavements of the non-Interstate NHS in Good condition	Based only on IRI	43.2	---	42.8	No	---	Additional Reporting
		Based on Full Distress + IRI	---	14.0	I/D*	---	No	
	Percentage of pavements of the non-Interstate NHS in Poor condition	Based only on IRI	19.9	---	19.8	Yes	---	
		Based on Full Distress + IRI	---	12.0	I/D*	---	No	
The condition of bridges on the National Highway System	Percentage of NHS bridges classified as in Good condition	44.8	30.0	37.5	No	Yes	Yes	None
	Percentage of NHS bridges classified as in Poor condition	6.7	9.9	5.5	Yes	Yes	Yes	

* Insufficient Data denoted by "I/D"

¹ The 2-year condition/performance, in 2020 Mid Performance Period Progress Report, as the baseline condition/performance, as required in 23 CFR 490.105(e)(7)(iii).



Picture, KATC: Groundbreaking held for major I-49 upgrades in Lafayette, St. Landry Parishes March 2026

Pavement and Bridge Condition Projects

The MPO, LA DOTD, and local governments have developed several projects with the aim of improving pavement and bridge quality on the National Highway System as well as locally owned facilities on the Federal Aid System. These projects allow the project managers to incorporate other performance measure goals into the scope of the work, creating an innovative system for addressing roadway issues with minimal disruption and maximum cost efficiencies.



H.015308 I-49: I-10 – St Landry P/L

This DOTD project will bring approximately \$40 million dollars worth of investment on the interstate highway system in Lafayette Parish.



H.011995 LA 96: B Teche MB RH (St Martinville) (HBI)

This is one of six projects to rehabilitate historical bridges in Acadiana, representing approximately \$50 million dollars in bridge investments in the region.

H.014842 LA 3184: LA 3025 – I-10

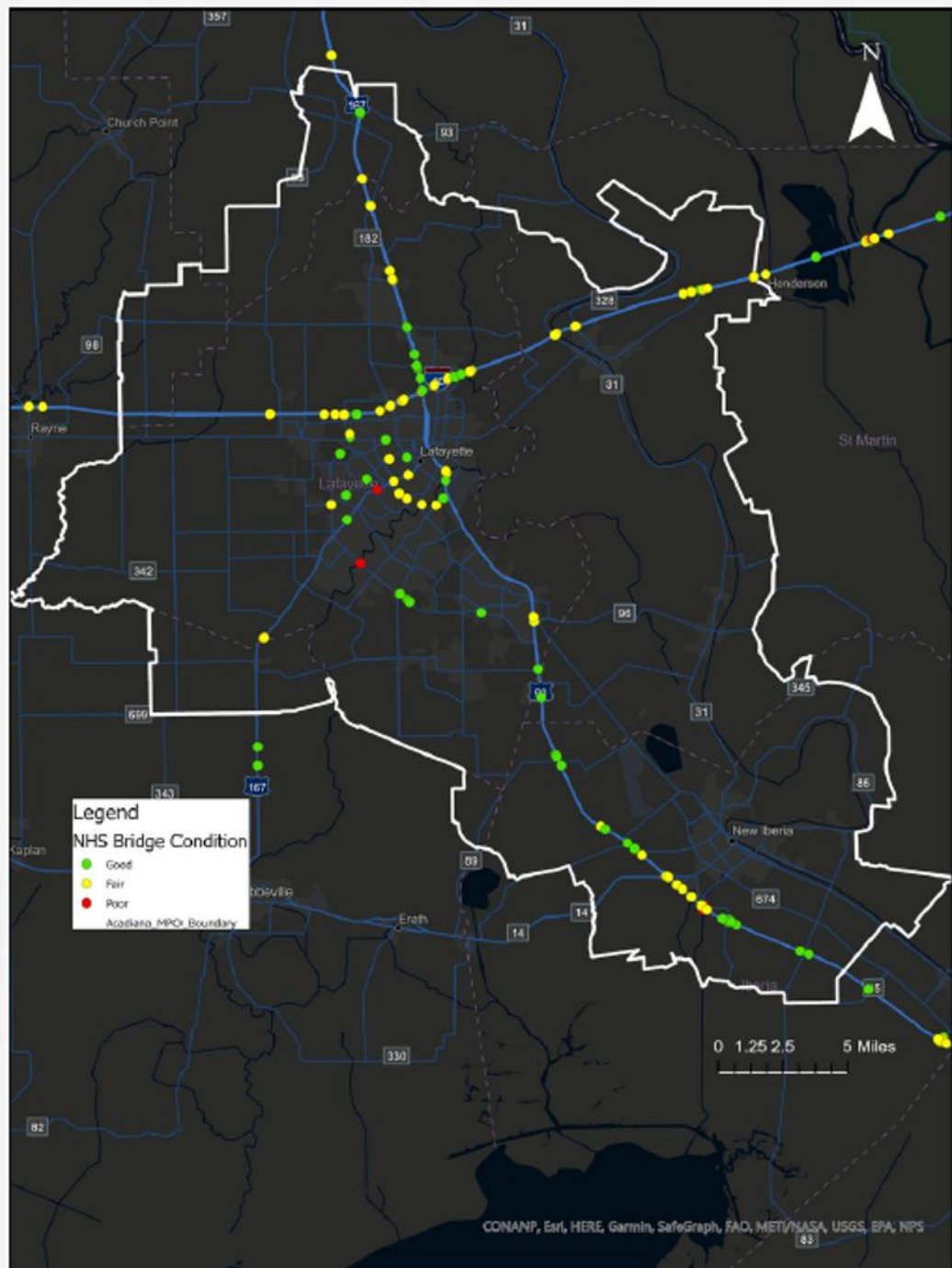
This DOTD project will provide concrete pavement rehab, asphalt shoulders & related work to the subject roadway.



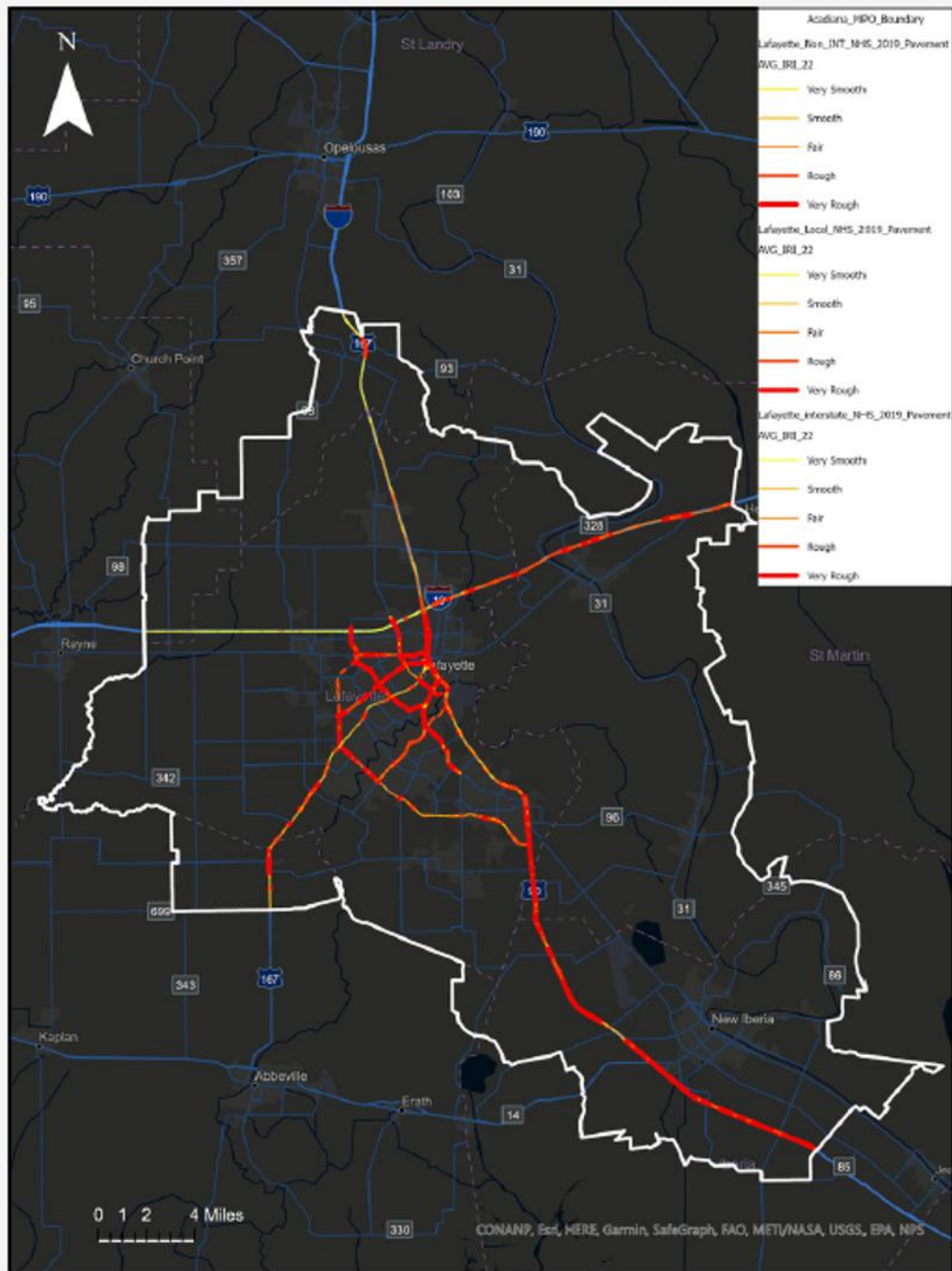
Project Call

The MPO held a project call in 2026 to program solely pavement preservation projects in the region to meet this performance measures.

Bridge Condition Map



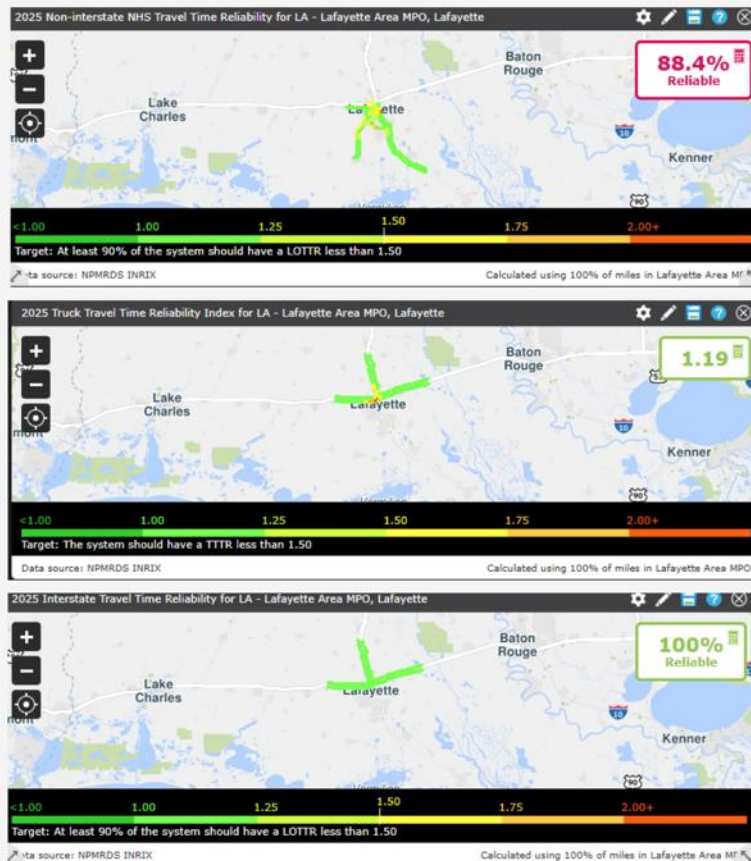
Pavement Condition Map



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 2023 in 2 and 4 year increments. The MPO has surpassed the TTR 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 1.15, but the MPO has failed to reach that target. This is likely due to an ongoing pavement rehabilitation project on I-10 in Lafayette. This project will help the MPO reach it's pavement condition targets, but it showcases how sometimes performance measures can clash in execution.



Travel Time Reliability Projects

The MPO works with local governments and DOTD District 03 to develop projects to reduce congestion and improve travel time reliability in the region. As the owner of the travel demand model, the MPO prioritizes congestion reduction and works with the model and data sources such as the Probe Data Analytics suite to identify over capacity segments and roadways that need improvements such as turn lanes. The I-49 Connector remains the most impactful improvement to the region's traffic network to reduce congestion in the system.



H.012870 LA 93: I-10 Ramp-Renaud

This project will bring two roundabouts and a center turn lane into one of the most congested segments in the region.



H.014622 St. Nazaire Rd. Ext: LA 96 Corne Rd. Ph 1

The project is a new roadway connection to provide an alternate route to US 90. It will provide direct access for commuters into the City of Broussard, bypassing the US 90 corridor.

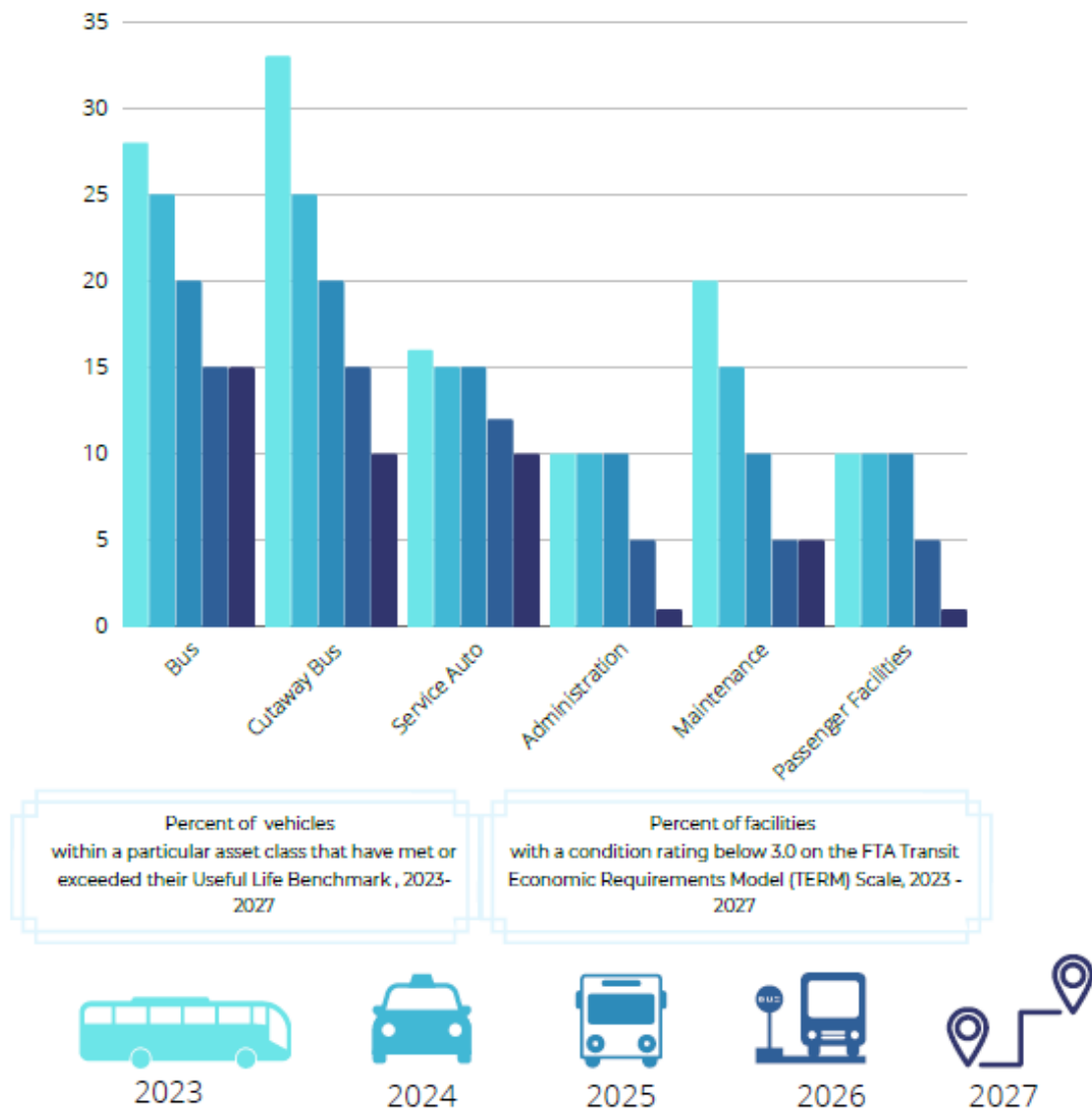


H.015934 E. Kaliste Saloom Rd Interchange @ US 90

LCG and DOTD are facilitating the improvement of the Kaliste Saloom @ US 90 intersection to an interchange. This facility will allow for the separation of vehicle and rail traffic at busy intersection for commuters and freight operators, given its proximity to the Lafayette Airport.

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.



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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

Acadiana MPO TIP Financial Plan

Introduction and Funding Overview

Every year, LA DOTD and the MPO hold a Whiteboard meeting to discuss the status of projects, the amount of carryover funds from year to year, and the number and amount of funding needed for each project phase in each year to ensure that the MPO does not go over their federal obligation limit. The result of this annual meeting is a tracking spreadsheet that shows each project phase by fiscal year to ensure that the MPO has enough funding for each project each year without using all their designated transportation funds or exceeding their obligation limit. If either of these situations arise, then a project phase is pushed back into a fiscal year that has funding available. The MPO cannot program projects if it does not have the funding available in a fiscal year. The LA DOTD Planning Section provides the amount of STP>200K funding that is suballocated to the MPO each year. The tracking spreadsheet is included in this document to demonstrate that the MPO has enough funding to deliver every project in the TIP programmed with the suballocated funds.

LA DOTD Transit Section provides coordination for Human Services Public Transit, and the Lafayette Transit System sends the MPO their information for the TIP from their own correspondence with FTA as a direct recipient.



The MPO funded projects were all selected through the MPO's TIP Selection Process displayed here. The MPO plans and selects projects through a competitive application process that prioritizes federal performance measures. The MPO did not distribute suballocated funds to individual jurisdictions or modes within the Metropolitan Planning Area by a pre-determined formula.

MPO project estimates for funding needs are dependent on the project phase. In the initial funding request, the local public agency, transit agency, or LA DOTD develop the cost estimate for the

project based on pay item costs from recently let construction projects. The funding requests are revised at certain phases in the design process, and TIP amendments are made to change the funding requests to ensure that enough funds are available at the time of construction. Regarding adjusting project costs for Year of Expenditure Dollars, the LA DOTD standard of practice has been that project managers are expected to have accounted for inflation when providing updated project cost estimates to the Office of Planning for incorporation into the TIP, STIP and Highway Performance Program. While LA DOTD does not currently have guidance on Year of Expenditure Dollars and Inflation Factors to share, the state is looking into standardizing inflation adjustments for all projects as part of the project delivery initiative. Since the STIP and TIP must match exactly, the MPOs do not apply inflation rates to LA DOTD projects included in the TIP. These projects must be incorporated into the TIP exactly as provided by LA DOTD. Local governments control for inflation within their calculation of the contingency costs developed for and included in each project application and funding allocation request.

As of September 2025, LA DOTD has a total apportionment of \$1,010,560,588.09 in federal transportation funding through the Bipartisan Infrastructure Law. The MPO receives an annual apportionment of \$6,546,007.00 in Surface Transportation Block Grant funding that is allocated to the MPO under the TIP classification STP>200K through the end of the BIL's term. The program requires a 20% match in local or state funding. Under the BIL, the MPO receives a new funding allocation of Carbon Reduction Program (CRP>200K) funding of \$765,553.00, 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. The TIP only includes projects for which construction or operating funds are reasonably expected to be available. The TIP contains all projects and strategies funded under title 23 U.S.C., title 49 U.S.C., Chapter 53, and other Federal funding sources such as the Safe Streets 4 All Users program (SS4A).

Other than federal funds, a common funding item in the TIP is the STBOND or STCASH categories. These are derived from state funds, collected and distributed by the state of Louisiana. This funding source is a reliable way of deriving non-federal funding for transportation improvements in the region. It allows for greater flexibility for Local Public Agencies (LPA) to meet the non-federal portion of transportation funding that is required to deliver the projects in the TIP. The LPAs have also demonstrated to the MPO and LA DOTD through the entity state agreement process that they have dedicated their funds for the non-federal portion of the project in their budgets. The MPO can fund its existing slate of projects with a mixture of local, state, and federal funding and has no need to develop alternative funding sources.

DOTD and the MPO require the entities to provide significant financial documentation in the form of an Internal Controls Questionnaire that provides a full documentation of the entities' financial health and ability to provide the match. The State Entity Agreement also must be adopted by the local government and is a legal document that clarifies the financial responsibilities of each agency involved in the process. The MPO does request a resolution from the local government in support of the project during the application process, but that is purely to ensure that the local government is in full support of the project.

Carryover Funds

The MPO documents carryover funds from previous years' funding allocations that could not 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 an unobligated balance of \$ 31,971,895.44 in STP>200K funding and \$3,070,331 in CRP funding. The MPO is working to program the unobligated balance while ensuring that all projects that have been selected for TIP funding are able to be delivered in a timely manner. The MPO currently has \$28,013,440 programmed in this TIP (for project stages in FY 27 – 30) in STP>200K funds. For Carbon Reduction Program >200K funds, the MPO has programmed \$690,800.00 (for project stages in FY 27 – 30).

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 (FY28-FY30), they are programmed with \$0.

Table 9: Transit Funding by Fiscal Year

Funding Source	FY 2027	FY 2028	FY 2029	FY 2030
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

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.

Regionally Significant Projects Funded by State and Local Funds

Roadway	Improvement	Project Limits
LA 89 Widening	Widening to 4 lanes	Young Street to Recovery Rd (S of Ambassador Caffery)
Champagne Blvd	New 2 Lane Roadway	1.1 miles north of Belle Dr to Latiolais Dr
Fortune Road Ext	Extension of Fortune Rd	LA 89 to Fairfield
Bertrand Streetscape	Bike and Pedestrian Improvements	Bertrand Split with S College to Johnston
LCG Roundabouts	Roundabout Improvements	W Broussard @ Duhon, Rue de Belier @ Ridge Roundabout Widening, Robley @ E Broussard, Vincent @ E Broussard

Operations and Maintenance

LA DOTD and the member Local Public Agencies (LPA) of the MPO have dedicated funds towards the operations and maintenance for roadways under their ownership. There are 1,010 miles of federally aid eligible roadways, of which 607 are maintained by DOTD District 03 and 403 miles of locally owned and maintained roads. Of the National Highway System (NHS), the area has 53 miles of NHS roadways, of which 26 miles are owned and maintained by Lafayette Consolidated Government, the only local government that owns NHS mileage in the area. LCG also owns and maintains 201 lanes miles of the federally aid eligible roadway system. LA DOTD has a Transportation Trust Fund that it utilizes to provide this service to the residents of the state of Louisiana, which has collected approximately \$600 million dollars on an annual basis in recent years. LPAs primarily utilize dedicated property tax millages and sales tax dedications towards specific improvement funds. For example, Lafayette Consolidated Government (LCG) as the largest LPA in the MPO area uses a fund titled “CITY STREET, ROAD & ALLEY FUND”, a “ROAD & BRIDGE MAINTENANCE FUND”, and a “SALES TAX CAP IMPROV-CITY” to provide this service to their parish residents. LCG also uses infusions of funds from the City and Parish General funds for this purpose as well. For local roadway maintenance funds, LCG budgeted \$26,121,108 through their capital improvements division. The amount of funding by LPA is highly dependent on the tax collections of the jurisdiction, but the parishes are supplemented by the state of Louisiana through the Parish Transportation Program, which has averaged approximately \$46 million dollars in local funding distributed to all 64 parishes in the state. To supplement the local investments, Congress has allocated formula funding through the latest transportation bill, the Infrastructure Investment and Jobs Act, in addition to funding allocated through the previous surface transportation program bills such as FAST and MAP 21. The state and local funds are utilized to leverage much of these federal funds for the operation of the Federal-Aid system.

As all state and local governments are required to have a balanced budget, the state and parishes can only spend what they are budgeted for in a given year on the maintenance and operations of the system. Given that providing transportation is a major priority for Louisiana elected officials, these goals have had no lack of funding in recent times. Louisiana has transferred a significant amount of surplus tax collection funds to this purpose for the past several years under the state’s Capital Outlay program. These funds are also frequently utilized by parish governments as well. For example, in FY 2025 St. Landry Parish received \$2.5 million dollars from the state for a Parish Wide Road Program, Planning and Construction project to improve the pavement condition on parish-owned roads. If the state and parish governments run out of funding for project due to cost overruns on currently planned projects, the projects are pushed back.

The only fixed route transit operator in the Acadiana region is the Lafayette Transit System operated by LCG, which has a dedicated fund titled “MUNICIPAL TRANSIT SYSTEM FUND” that is used to fund the operation of the system. LCG provides the funding based on what it takes to operate the system in a given year. For the 2025 fiscal year, LCG has budgeted approximately \$5 million dollars. LTS uses SALES TAX CAP IMPROV-CITY funding to provide the non-federal match for the allocated FTA funds for capital improvements to the system. This amount varies based on needs of the system for capital improvements like bus replacements and transit stop access improvements.

Projects Authorized and Implemented from 2022-2026 TIP

1. H.012792 LA 675 @ Airport Rd. Roundabout
2. H.015823 US 90: LA 83 - LA 85
3. H.009629 US 90: RR JCT - Pinhook, LA 92 - LA 88
4. H.011990 LA 92: Vermillion RVR MB RH (Milton) (HBI)
5. H.012867 S. Larriviere Rd.: LA 92-Chemin Metairie
6. H.012868 Fortune Rd. Pavement Preservation
7. H.013517 E St Peter St and N Church St Sidewalks
8. H.015018 Lafayette Parish Non-State Pavement Markings
9. H.015308 I-49: I-10 - St Landry P/L
10. H.014842 LA 3184: LA 3025 - I-10
11. H.014537 LA 182: LAFAYETTE P/L - LA 754
12. H.012618 LA 347 Drainage Improvements
13. H.014415 LA 352 Drainage Improvement

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
- Delays due to DOTD staffing issues and coordination of project delivery side, primarily with the timely delivery of the design phase of projects.

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.

TIP Summary Tables

2027 – 2030 Summary

STP>200K FEDERAL SHARE 2027 - 2030:	\$28,013,440
STP>200K MATCH FUNDING 2027 - 2030:	\$5,509,260
CRP>200K FEDERAL SHARE 2027 -2030:	\$690,800.00
CRP>200K MATCH 2027 -2030:	\$150,200.00
HSIP FEDERAL SHARE 2027 - 2030:	\$1,771,000.00
HSIP MATCH FUNDING 2027 - 2030:	\$0.00

TOTAL FEDERAL SHARE 2027 - 2030:	\$30,475,240
TOTAL MATCH FUNDING 2027 - 2030:	\$5,659,460