

Fiscal Years
2023-2026



Transportation Improvement Program

Slidell Urbanized Area

REGIONAL PLANNING COMMISSION

JEFFERSON, ORLEANS, PLAQUEMINES, ST. BERNARD, ST. CHARLES, ST. JOHN THE BAPTIST, ST. TAMMANY, AND
TANGIPAHOA PARISHES

10 VETERANS BLVD., NEW ORLEANS, LA 70124 | www.norpc.org

Regional Planning Commission

Jefferson, Orleans, Plaquemines, St. Bernard, St. Charles, St. John the Baptist, St. Tammany, & Tangipahoa Parishes

10 Veterans Memorial Boulevard
New Orleans, LA 70124

504-483-8500
rpc@norpc.org
www.norpc.org

Date of Adoption: January 10, 2023 (See Appendix A for approval details)

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Introduction

The Transportation Improvement Program (TIP) is adopted every four years by the Regional Planning Commission (RPC). This document is prepared cooperatively by the RPC, acting in its legal capacity pursuant to 23 CFR 450 as the Metropolitan Planning Organization for the Slidell Urbanized Area, and the Louisiana Department of Transportation and Development (DOTD) and affected transit operators. The TIP consists of a priority list of projects that are being advanced toward construction over the four-year period from Federal Fiscal Year 2023 to Federal Fiscal Year 2026. Projects found in the TIP have evolved through the transportation planning process and are contained in the region's long-range Metropolitan Transportation Plan (MTP). The RPC reviews the TIP annually and selected revisions are permitted, following formal amendment procedures. The TIP may be viewed on RPC's website at www.norpc.org.

Both the local TIP and State TIP (STIP) are identical documents containing a common set of projects proposed for federal funding. The TIP and STIP are products of a consensus building process carried out jointly by the RPC and DOTD, and both are on a four-year update cycle.

Candidate projects for MTP and TIP consideration come from various sources, including RPC's public outreach initiative, input from business, civic, and community organizations, state and local governmental entities, and other transportation stakeholders. Projects are first screened by RPC for technical merit and consistency with the region's adopted transportation goals and the ten planning factors which guide the implementation of the nation's transportation bill, the FAST Act of 2015 and its successor legislation, the Infrastructure Investment and Jobs Act of 2021 (IIJA, also known as the Bipartisan Infrastructure Law (BIL))¹. Following the initial project screening process, potential projects are accepted into the MTP for further evaluation and refinement. During the planning phase, projects undergo a series of rigorous technical analyses to determine overall feasibility, environmental consequences, project costs, and potential funding sources before being advanced into final design, project letting, and construction implementation.

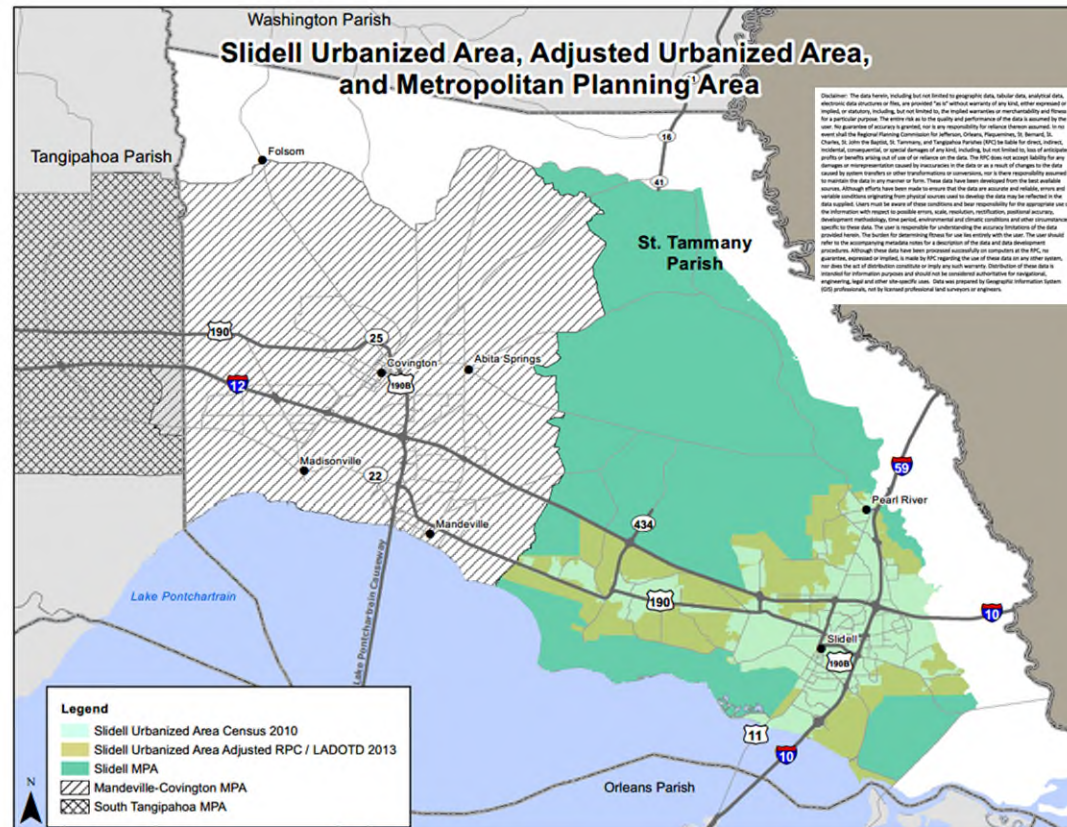
Citizens, affected public agencies, private transportation providers, and other interested parties are invited to review and comment on the document. Comments and questions should be directed to the attention of:

Jason Sappington
Deputy Director
504-483-8500
jsappington@norpc.org
10 Veterans Memorial Boulevard
New Orleans, LA 70124-1162

¹ IIJA was passed in 2021, and some final rules were still pending as of the writing of this document. The RPC will continue to update its planning processes and associated documents as necessary pending the release of final rules.

The Slidell Urbanized Area

The Slidell Urbanized Area (UZA) encompasses the City of Slidell as well as multiple unincorporated communities in the eastern portion of St. Tammany Parish. The Metropolitan Planning Area (MPA) encompasses the UZA as well as the portions of the region that are expected to become urbanized in the next 20 years, and which the RPC must consider in its transportation planning process. In 2019 the total estimated combined population of the Slidell MPA was just over 120,000². The map below shows the MPA and UZA, as well as the Adjusted UZA, which have been developed in coordination with the RPC, local and state officials to incorporate “smoothed” boundaries that enable more comprehensive planning.



² American Community Survey (ACS) 5 Year Summary File (2015-2019), Published December 2020 by U.S. Census Bureau.

TIP Development Process

The projects contained in the TIP are derived from the region's overall 30-year MTP. Both the TIP and MTP have been fiscally constrained (based on past funding history) to reflect realistic and available levels of project funding. Projects shown in the TIP for advancement were fully discussed with the RPC Technical Advisory Committee, DOTD, and local transit providers prior to placement in the TIP. Only projects which were mutually agreed upon by these stakeholders as to overall merit and funding availability were selected for TIP and STIP inclusion. The TIP also contains a list of all highway and transit projects obligated for implementation as part of the previous TIP (FFY 19 through FFY 22).

Planning Process

Moving from planning to project implementation requires evaluating the feasibility of potential system improvements, and a means by which to prioritize projects. Though the process of identifying, developing, and implementing projects is complex, it can be summarized in the following steps:

- 1. Identify Opportunities for Improvement:** Most projects begin with the identification of an opportunity to change the transportation system in a way that will better serve the region. For example, there may be a problem that needs to be solved such as congestion at a major intersection, or there may be an unmet need that can be addressed, such as increasing non-motorized access to a neighborhood. Such opportunities are identified through a wide variety of sources, including public engagement, input from elected officials, RPC's planning programs, and staff expertise.
- 2. Study Potential Options:** Once an opportunity for change has been identified the RPC studies how it can be accomplished through modifications to the transportation system. For example, if there is a need to reduce crashes at a particular location, can that be done through infrastructure improvements, operational changes, or other alterations? The timeline and level of effort required for such studies depend on the complexity of the issue and its potential impacts on the community.
- 3. Define Projects:** The previous two steps result in recommendations for real-world projects that will improve the transportation system. Once a potential project has been defined, further refinements are completed as necessary. It should be noted that there is no single list of potential projects developed at one point in time from which the RPC chooses projects to be included in the MTP or TIP. Rather, projects are developed on an ongoing basis using a continuing, comprehensive, and cooperative ("3C") process which acknowledges that individual projects and their sponsors require differing timelines and development tasks to reach implementation readiness.
- 4. Fund and Prioritize Projects:** After a project has been defined, the RPC determines how it may be funded and how its implementation will be prioritized among the many other projects within the RPC's program. Project prioritization depends on multiple interrelated factors, including stakeholder support, potential impact and need, and funding availability.

RPC Programs

The steps described above are accomplished through the ongoing implementation of multiple RPC processes and programs. While these efforts are described separately below, the RPC recognizes that the region's transportation network is an integrated system, and accordingly conducts holistic planning efforts that utilize best available practices, methods, and technologies.

- **Public Transit & Human Services:** The RPC provides planning and technical support to public transit operators as they seek to modernize fleets and provide access across the region. RPC's Coordinated Public Transit-Human Services Program is complementary to its transit planning program, and focuses on serving the needs of low-income, elderly, and disabled populations in the region. It is guided by the Coordinated Public Transit-Human Services Plan, most recently updated in 2020, which outlines regional needs and presents a series of goals, objectives and strategies for serving vulnerable populations.
- **Walking and Biking:** Facilitating safe walking and biking is integral to RPC's planning process, and the potential for adding or enhancing non-motorized facilities is considered during the development of all projects. In addition to considering the needs of people walking and biking at the project level the RPC also continues to engage in larger-scale programs intended to increase the use of non-motorized modes across the region. The agency works to accomplish this with data-driven analysis and decision-making; planning and design for comprehensive land use and sustainable transportation; and a range of educational and outreach tools.
- **Roads, Highways, and Bridges:** Maintaining and improving the region's roads and highways has been a central concern of the RPC since its creation. Ensuring that drivers can expect reliable travel times on roads and bridges that are in a state of good repair will continue to be a primary focus for the transportation planning process.
 - **Congestion Management:** Much of the RPC's work regarding travel reliability for motor vehicles centers on the Congestion Management Process (CMP), an ongoing series of activities that identifies traffic congestion throughout the region, defines needs related to congestion reduction, and recommends congestion mitigation strategies. The Process was updated in 2021 and includes a System Performance Report that describes overall congestion on the many of the region's most significant corridors.
 - **State of Good Repair:** The RPC evaluates the need for roadway maintenance and repair through two primary mechanisms: quantitative performance measures and stakeholder input. Road and bridge conditions are two of the federally-required performance measures tracked by the RPC, further discussed in the Performance Based Planning and Programming section below. The measures provide both an overview of regional conditions as well as conditions on specific roadways. The RPC receives further detail about which roadways should be prioritized for repair from local and state partners, who are encouraged to utilize the RPC's resources to maintain the system in a state of good

repair.

- **Freight:** MPOs are not required to develop a regional Freight Mobility Plan; however, the centrality of freight to the region's economy and the significance of the region to national freight networks point to the need for a deliberative freight planning process. The regional Freight Mobility Plan, developed concurrently with the TIP and MTP, will guide the RPC Freight Program and inform the overall planning process. In addition to broad policy goals, the Freight Mobility Plan describes processes for project evaluation and implementation as well as recommendations for projects and studies that will improve freight movement throughout the region. With its completion the RPC has established a vision and process for considering freight needs and identifying necessary improvements.
- **Safety:** The RPC continues to integrate safety within all projects and programming to reduce fatalities and serious injuries. Safety goals for the RPC are closely linked to Louisiana's Strategic Highway Safety Plan (SHSP), a data-driven approach led in part by DOTD. In addition, the U.S. Department of Transportation (DOT) has formally committed to the long term goal of reducing road fatalities to zero, the only acceptable number. This commitment is part of a new strategy to implement the National Roadway Safety Strategy (NRSS), which outlines the USDOT's comprehensive approach to significantly reduce deaths and serious injuries to zero on our nation's roadways. The NRSS adopted the Safe System approach, which was founded on the principles that humans make mistakes and that human bodies have limited ability to tolerate crash impacts. The RPC is committed to this approach and addressing traffic safety as a public health issue. Each project introduces opportunities to evaluate crash histories and unsafe conditions, and to identify modifications that will reduce injuries and fatalities.
- **Transportation Resilience:** As the need to protect the community against hazardous events becomes increasingly apparent the RPC has begun building a transportation resilience planning program. As the RPC seeks to enhance the resilience of the system itself it will also need to carefully consider how those improvements can most effectively benefit the community. The IIJA includes important provisions that will help guide the RPC's work. In particular, it describes optional Resilience Improvement Plans that may be developed by MPOs. These plans will provide a systemic approach to addressing transportation vulnerabilities and identify potential courses of action for improving regional resilience. The RPC intends to create a Resilience Improvement Plan when full guidance becomes available, likely in the fall of 2022, and will incorporate its recommendations into the larger planning process.

Each of the programs described above directly contributes to development of the TIP. They direct RPC staff to identify opportunities for improvement, define specific concerns to be studied, and recommend strategies to be incorporated into projects to address program-related needs. They also offer insight into how projects should be prioritized by providing RPC staff with data and clearly defined objectives against which projects can be evaluated.

Fiscal Constraint

Both the TIP and MTP have been fiscally constrained to reflect realistic and available levels of project funding. Projected future funding levels are based on past funding trends as well as ongoing coordination with DOTD, transit operators, and local partners. The federal funding available to the Slidell MPA and transit operators is determined by formula outlined in federal legislation, and specific amounts available are communicated to the RPC by DOTD on a regular basis, at least once per fiscal year. Further, RPC and DOTD conduct project reviews (termed “whiteboard meetings”) to periodically review the program and make adjustments based on implementation progress. This ongoing process allows the RPC to develop an average estimated amount of both federal and non-federal financial resources that can be used as a benchmark in the prioritization process.

Over time the region has experienced an overall increase in construction spending due to improved coordination of the planning and programming efforts of RPC and DOTD. Fiscal constraint has resulted in a goals-oriented approach emphasizing traffic safety, transit reliability, and roadway system preservation.

Projects identified for National Highway Performance Program (NHPP) funding are part of DOTD’s Priority Program and have been approved by the RPC. The NHPP funds shown in the TIP are primarily directed toward the elimination of traffic congestion, particularly on interstates and other major federal and state routes. Projects shown for Surface Transportation Program funding (STP<200K) for urbanized areas less than 200,000 in population are also fiscally constrained, reflecting the annual attributable amount plus 20% local (non-federal) match. The region has a positive balance of attributable funds that may be utilized on occasion to cover an increase in project costs due to environmental, construction or right-of-way needs. Further details on highway projects funded through the Surface Transportation Block Grant (STBG) program can be seen in Appendix B.

On the transit side, the majority of federal project funding is based on Section 5307 small urbanized area formula funds which are listed annually in the *Federal Register*. Under the FAST Act and its preceding legislation MAP-21, Section 5307 funding has averaged about \$2 to 2.3 million for the St. Tammany urbanized areas. These funds are programmed based on current or pending Congressional authorizations. Matching funds for transit projects come from parish or other local revenue sources.

The FY 2023-2026 does not include funding sources that were not also available for the previous TIP (FFY 2019-2022). However, it is expected that the IIJA will introduce multiple new funding sources that the region may use in future projects. As guidance for these funds and associated programs continues to be promulgated, the RPC will consult with DOTD, local partners, and federal agencies to determine appropriate action for incorporating them into the TIP. It is anticipated that while the IIJA has introduced many new programs the overall process for determining available funding levels and ensuring fiscal constraint will remain similar to current practice.

Distribution of Document for Public Review

Copies of the draft TIP are placed at libraries throughout the metropolitan region and posted online at www.norpc.org for citizen review, input and comment. The public is also afforded the opportunity to express their comments directly to the Transportation Policy Committee at a meeting prior to official action on the TIP document. Consistent with RPC's Public Involvement Plan, RPC provided a 30 day public comment period for review of the draft FY23-26 TIP, from December 9, 2022 to January 10, 2023. During this time the document was available for review and comment on the RPC website, at public libraries, and by request. This availability was announced on the website as well as in two public notices in *The Times Picayune* | *The New Orleans Advocate*.

January 10, 2023 was the end date for public comment, as well as the date of the regular Transportation Policy Committee meeting. During this meeting time was made for additional public comment on the TIP. Notice of the meeting was given through the methods described above, as well as through the standard notice which is placed in the newspaper one week prior to every RPC Board meeting. This meeting takes place at the Regional Transportation Management Center, a facility that is ADA accessible and is close to bus stops on both the New Orleans Regional Transit Authority's 45 (Lakeview) route and the Jefferson Transit's E1 (Veterans Blvd) route. No comments were received on the TIP during this review period. The resolution indicating TPC approval of the TIP can be seen in Appendix A.

Screening and Prioritization of Projects

Once potential projects have been identified they are screened and prioritized based on three primary mechanisms: project readiness and stakeholder input; support of the regional priorities established in the MTP; and contribution to the achievement of specified performance measure targets. These mechanisms are interrelated and their impacts on project selection and prioritization vary from project to project.

The process for determining a project's readiness, its support of the MTP, and its contribution to achieving targets is summarized below. The RPC's overall process for selecting and prioritizing projects has remained relatively stable since the previous TIP, though specific programmatic recommendations have evolved over time. These updates, and the planning process in general, are more thoroughly described in the [MTP](#). Additional information about how individual RPC programs impact project development and selection can be found in the [CMP](#), the [Regional Freight Mobility Plan](#), the [Unified Planning Work Program](#), and other planning documents available on the RPC's website (www.norpc.org).

Project Readiness

The RPC works very closely with DOTD staff and local parish Departments of Public Works (DPW's) to establish realistic project priorities, based on where the project actually rests in the implementation pipeline. Meetings are held at least quarterly with DOTD to monitor the actual status of TIP projects and scheduled letting dates. This periodic review has helped the region to establish firm project priorities rather than "paper" priorities. The review considers important factors such as the status of environmental clearances, survey work, preliminary plans, right-of-way, utilities, advance check prints and final plan preparation. When taken together, these criteria establish the relevant let date and, therefore, the priority order for implementation of TIP projects. The cost of the project, type of funding, and the availability of proposed funding are also considered in priority setting. The above project level information is made available to the Technical Advisory Committee, or the general public upon request, and project work status is utilized extensively in establishing the priority program. The draft TIP is also presented to the Transportation Policy Board for review and input, along with any citizens' comments received, prior to finalization of priorities.

Relationship to MTP

Projects in the MTP are selected through a consultative process with the state, local transit operators, and the region's Transportation Policy Board. This process is further informed by the various RPC programs described in the previous section. Following inclusion in the MTP, projects are advanced into the TIP based on their need or merit and the ability of the state and region to finance the improvement. As such, projects contained in the TIP are a result of the region's transportation planning process and are supportive of the planning Priorities identified in the MTP: Resilience & Sustainability; Equity; Economic Opportunity; Access & Mobility; Safety & Security; and Stewardship.

Prior to inclusion in the MTP or TIP each project is reviewed by RPC staff to determine its relationship to the regional Priorities. All projects must contribute to at least one MTP Priority to be included in the MTP or TIP, and most projects contribute to more than one Priority. Projects are categorized using a form within the RPC's project tracking database that consists of the following prompts:

- **Safety & Security:** Does this project incorporate safety improvements designed to decrease risk for transportation system users?
- **Sustainability & Resilience:** Does this project minimize negative environmental impacts while enhancing the region's ability to withstand and recover from natural hazards?
- **Equity:** Does this project improve quality of life for disadvantaged communities as well as benefit the entire regional population?
- **Economic Opportunity:** Does this project provide residents with access to employment, facilitate the movement of goods, and connect businesses with customers?
- **Reliability & Connectivity:** Does this project improve travel time reliability for all system users or improve multimodal connectivity?
- **Preservation & Stewardship:** Does this project maintain or enhance functionality of the existing infrastructure for transportation system users?

The number of projects contributing to each Priority is described in the table below and each project page in the TIP indicates the MTP Priorities to which that project is related.

Slidell Urbanized Area TIP Projects' Contribution to MTP Priorities

| MTP Priority | Number of Projects Contributing to Priority | Percentage of Projects Contributing to Priority |
|--|--|--|
| Safety & Security | 15 | 52% |
| Sustainability & Resilience | 6 | 21% |
| Equity | 6 | 21% |
| Economic Opportunity | 6 | 21% |
| Reliability & Connectivity | 12 | 41% |
| System Preservation & Stewardship | 14 | 48% |

By implementing a program of projects that have each been determined to contribute to the MTP Priorities it can be expected that over the next four Federal Fiscal Years the region will incrementally advance progress towards addressing the Priorities. Individual project descriptions in the TIP note the MTP Priorities to which that project contributes.

Performance Based Planning and Programming

Performance Based Planning and Programming (PBPP) is an approach adopted by FHWA, FTA, state DOTs, transit agencies, and MPOs to use quantitative data and other information to strategically direct transportation decision-making. PBPP is a systematic, evidence-based approach to integrating data into the transportation planning process at all levels, from concept to design and implementation. It is important to note that PBPP is not intended to supplant the decision-making roles and responsibilities of the general public, elected officials, or technical experts.

The use of PBPP by MPOs is formally codified by the FAST Act (23 CFR Part 490), which requires MPOs and State DOTs identify quantitative targets for several performance measures within four key policy areas: safety; infrastructure condition; system performance and freight; and Congestion Mitigation Air Quality (CMAQ). The specific performance measures and their applicability to the RPC are listed below. All performance measures consider the entire MPA; however, the infrastructure condition, system performance, and freight measures only evaluate performance on the Interstate and non-Interstate National Highway System (NHS).

Federally Required Performance Measures

| Safety | |
|---|---|
| Number of fatalities | |
| Fatalities per million VMT | |
| Number of serious injuries | |
| Serious injuries per million VMT | |
| Number of non-motorized fatalities and non-motorized serious injuries | |
| Pavement & Bridge Condition | |
| <i>Pavement</i> | Percentage of Interstate pavement in good condition |
| | Percentage of Interstate pavement in poor condition |
| | Percentage of non-Interstate NHS in good condition |
| | Percentage of non-Interstate NHS in poor condition |
| <i>Bridge</i> | Percentage of NHS bridges in good condition |
| | Percentage of NHS bridges in poor condition |

| System Performance & Freight | |
|---|--|
| <i>System Performance</i> | Interstate Travel Time Reliability (TTRM): percentage of person-miles traveled on the interstate that are reliable |
| | Non-Interstate Travel Time Reliability (TTRM): percentage of person-miles traveled on the non-Interstate NHS that are reliable |
| <i>Freight</i> | Truck Travel Time (TTTR) Reliability Index: percentage of truck miles traveled on the interstate that are reliable |
| CMAQ* | |
| <i>Traffic Congestion</i> | Peak Hour Excessive Delay (PHED) |
| | Non-single Occupancy Vehicle Travel |
| <i>On-road Mobile Source Emissions</i> | Total Emissions Reductions |
| Transit Asset Management | |
| <i>Rolling Stock</i> | Percentage of Inventory Exceeding Useful Life |
| <i>Equipment</i> | Percentage of Inventory Exceeding Useful Life Benchmark |
| <i>Facilities</i> | Percentage of Inventory exceed 2.5 on TERM scale |
| <i>Infrastructure</i> | Performance of Track Segment with Performance Restrictions |

* Federal regulations require that CMAQ performance measure targets shall be set by MPOs that contain area(s) designated as nonattainment or maintenance for ozone (O3), carbon monoxide (CO) or particulate matter (PM10 and PM2.5) National Ambient Air Quality Standards (NAAQS). There are currently no areas served by the RPC that meet any of these criteria.

For Safety, Pavement and Bridge Condition, System Performance and Freight, and CMAQ, DOTD is required to establish targets for each measure; the RPC may choose to develop its own targets or adopt those of the state. For Transit Asset Management measures, the region's transit providers establish their own targets and the RPC, in coordination with the providers, develops regional targets. Implementation of the performance measure requirements began in 2018 and the initial round of targets were detailed in the previous MTP, adopted in January 2019. Safety performance targets are required to be updated annually, and the RPC has done so via MTP amendment each year since 2019. All other performance measures are updated every four years, which means the next round of targets will be included as an amendment to MTP 2052 in early 2023. Additionally, the RPC publishes an annual report each year describing interim progress towards target achievement. The current targets for all measures are listed in MTP 2052 and updated targets will be available via plan amendment when they are established.

Relationship of TIP to Performance Measures and Targets

The RPC aims to achieve the targets described above through implementation of the projects listed in the TIP. As described previously each project is selected through careful analysis of its anticipated impacts to the safety, efficiency, effectiveness, and preservation of the regional transportation system. Each project listed in the TIP therefore contributes to the achievement of one or more targets, and each has been categorized to identify its relationship to the performance measure policy areas: Motorized Safety; Non-motorized Safety; Vehicle Congestion; Freight Vehicle Congestion; and State of Good Repair. Similar to the review of MTP Priorities, each project is evaluated by RPC staff to determine its contribution to achieving the PBPP targets using a form within the RPC's project tracking database that includes the following prompts:

- **Safety – Motorized:** Does this project aim to reduce transportation system fatalities or use safety funding sources?
- **Safety – Non-Motorized:** Does this project repair, improve, or add facilities to enhance non-motorized safety?
- **State of Good Repair – Road:** Does this project reconstruct or rehabilitate an existing roadway?
- **State of Good Repair – Bridge:** Does this project reconstruct or rehabilitate an existing bridge?
- **Reliability – Congestion:** Does this project reduce travel time, reduce vehicle miles traveled, or address other congestion management issues?
- **Reliability – Freight:** Does this project improve known freight bottlenecks, intermodal connection, or goods movement on the NHS or interstate highway?

Every project in the TIP falls into one or more categories, and when viewed together they illustrate how the program of projects will achieve the established targets. The total number of projects and expenditures per performance measure category are shown below, and each project page in the TIP indicates the Performance Measure Category to which that project contributes. It is important to note that many projects contribute to more than one category. For example, projects that contribute to improved system performance may also improve freight movements. Individual project descriptions in the TIP note the Performance Measure Categories to which that project contributes.

Slidell Urbanized Area Projects' Contributions to Performance Measure Categories

| Performance Measure Category | Federal Funding Contributing to Category | Percentage of Federal Funding Contributing to Category | Number of Projects Contributing to Category | Percentage of Projects Contributing to Category |
|-------------------------------|--|--|---|---|
| Safety - Motorized | \$ 27,855,350.00 | 11% | 10 | 34% |
| Safety - Non-Motorized | \$ 6,116,520.00 | 2% | 7 | 24% |
| Road Condition | \$ 12,115,006.80 | 5% | 9 | 31% |

| | | | | |
|---------------------------|-------------------|-----|----|-----|
| Bridge Condition | \$ 127,485,590.80 | 50% | 7 | 24% |
| System Performance | \$ 111,404,030.00 | 44% | 10 | 34% |
| Freight Movement | \$ 118,806,000.00 | 47% | 4 | 14% |

It should also be noted that there are approximately 132 miles of NHS roadways in the MPA, and of these approximately 2 miles (1%) are locally-owned. The locally-owned NHS routes in the Slidell MPA are Airport Rd. (0.68 mile) and Northshore Blvd. (1.22 miles). Projects in the TIP each describe the performance measure targets to which they contribute, and projects on locally-owned NHS routes can be expected to have similar impacts on target achievement as projects on state-owned NHS routes.

It can similarly be demonstrated how much of RPC's annual FTA urbanized apportionment, and what percentage of total transit funding, is dedicated to state of good repair by asset category. These relationships are noted in the far right column of the Transit TIP, noting whether a project will contribute toward each asset target (RS: Rolling Stock; EQ: Equipment; FA: Facilities; IN: Infrastructure). Below are summaries of expenditures by asset category for the FY 23-26 TIP. NOTE: These figures are subject to change. Note that transit performance measures and projects in the TIP include all of St. Tammany Parish transit, encompassing both the Mandeville-Covington and Slidell UZAs.

| Asset Category | Cost | % of Expenditures | Projects | % of All Projects |
|------------------------|-------------|--------------------------|-----------------|--------------------------|
| Rolling Stock | \$3,375,000 | 13% | 8 | 50% |
| Equipment | \$0 | 0% | 0 | 0% |
| Facilities | \$0 | 0% | 0 | 0% |
| Infrastructure* | \$0 | 0% | 0 | 0% |
| Total SGR | \$3,375,000 | 13% | 8 | 50% |

* The Infrastructure Asset category only applies to providers of rail transit. RTA is the sole operator of rail transit in the region.

The figures above demonstrate that the projects in the TIP can be expected to contribute to achievement of both highway and transit performance measures. As they are implemented over the next four Federal Fiscal Years the region should make measurable progress towards meeting its goals. This progress will be monitored by the RPC and tracked through multiple mechanisms, including the Annual Listing of Obligated Projects, the RPC Annual Report which summarizes federal performance measures, and the

Congestion Management Process System Performance Report. This document contains all regionally significant projects requiring action by the FHWA or FTA whether or not the projects are to be funded under Title 23 USC Chapters 1 and 2 or Title 49 USC Chapter 53, pursuant to 23 CFR 450.324(f)(3).

Description of Project Lists

The TIP describes projects under multiple categories, each listed separately in the Appendices:

- Appendix C includes projects obligated for construction under the previous TIP (FFY 2019-2022).
- Appendix D lists DOTD Line Items, which describe broad funding categories that will fund projects that are not considered to be of appropriate scale for individual identification by DOTD. These categories and the funding amounts are determined by DOTD and provided directly to the RPC during the TIP development process.
- Appendix E lists transit projects and project categories to be funded through FTA and local sources.
- Appendix F lists individual highway projects to be funded through FHWA, state, local, and other sources as identified on each project page.

Technical Advisory Committee

| | |
|-------------------------------|---|
| Michael Albert | St. Charles Parish; Director, Planning and Zoning |
| Theresa Alexander | City of Slidell; Director of Planning |
| Renee Amar | Louisiana Motor Transportation Association; Executive Director |
| Tina Athalone | DOTD; Urban Transit Program Manager |
| Naketah Bagby | City of Covington; Director, Planning |
| Bridget Bailey | Tangipahoa Parish; Director, Planning |
| Callie Baker | City of Covington; City Engineer |
| Ninette Barrios | Jefferson Parish; Director, Transit Administration |
| Isabel Barrios | Greater New Orleans Foundation; Program Officer for Metro Opportunities |
| Cara Bartholomew, AICP | City of Mandeville; Director, Planning and Development |
| Mike Bayham | St. Bernard Parish; Transit Manager - SBURT |
| Ryan Benton | Center for Planning Excellence; Project Manager |
| Miles Bingham | St. Charles Parish; Director, Public Works |
| Erin Bivona | City of Covington; Administrative Officer |
| Scott Boyle | DOTD; Assistant District Administrator - District 02 |
| Jennifer Branton | DOTD; Assistant District Administrator - District 62 |
| Lauren Brinkman | City of Hammond; Planning |
| Joseph Brown | DOTD; Urban Systems >200k Program Manager |
| Tomeka Watson Bryant | New Orleans Public Belt Railroad; General Manager |
| Juliette Cassagne | Jefferson Parish; Parish President's Office - Land Use and Development |
| Mary Chimento | St. Bernard Parish; Planner, Community Development |

Technical Advisory Committee (cont'd)

| | |
|---------------------------|---|
| Brandy Christian | New Orleans Port Authority; President and CEO |
| Blaine Clancy | City of Slidell; Director, Engineering |
| Chris Davis | City of Covington; Director, Public Works |
| Angela DeSoto | Jefferson Parish; Director of Engineering |
| Kevin Dolliole | New Orleans Aviation Board; Director of Aviation |
| Mark Drewes | Jefferson Parish; Director, Public Works |
| Wendell Dufour | City of Kenner; Director, Planning |
| Carlton Dufrechou | Greater New Orleans Expressway Commission; General Manager |
| Ken Dugas | Plaquemines Parish; Parish Engineer |
| Mary Elliot | DOTD; Transportation Planning Administrator |
| Matthew Falati | St. Bernard Parish; Director, Public Works |
| "Snookie" Fauchaux | St. John the Baptist Parish; Director, Public Works |
| Perry Felarise | St. Tammany Parish; Grants Project Manager-Transit |
| Deshanda Firmin | St. John the Baptist Parish; Chief Administrative Assistant |
| Michelle Gonzales | Jefferson Parish; Director, Ecosystem and Coastal Management |
| Jose Gonzalez | Jefferson Parish; Director, Public Works |
| David Green | Lighthouse Louisiana; Representative |
| Lona Hankins | RTA; Deputy CEO, Planning & Infrastructure |
| Lona Hankins | RTA; Chief of Infrastructure and Planning |
| Gina Hayes | St. Tammany Parish; Chief Operating Officer |
| Louis Haywood | City of New Orleans; Mobility & Safety Division, Public Works |
| Jenice Heck | Lighthouse Louisiana; Chief Operating Officer |

Technical Advisory Committee (cont'd)

| | |
|------------------------------|--|
| Ronisha Hodge | Federal Transit Authority Region VI; Community Planner |
| Kristi Bennett-Holmes | New Orleans Aviation Board; Deputy Director |
| Katherine Hoover | AARP; Volunteer |
| Michelle Horn | DOTD; Public Transportation Administrator |
| Earl Randall III | FHWA; Field Office Director New Orleans |
| Beth Inbau | National Safety Council ; President and CEO - South Louisiana Chapter |
| Courtney Jackson | Ride New Orleans ; Executive Director |
| Dan Jatres | City of New Orleans; Infrastructure Program Manager, Office of Resilience & Sustainability |
| Megan C. Jenkins | St. John the Baptist Parish; Executive Assistant to the Parish President |
| Russell Johnson | Tangipahoa Parish; Parish Engineer |
| Graham Kennedy | Franklin Pavement Management; Chair of Planning Commission |
| Rob Killibrew | Transdev; On Behalf of Jefferson Parish Transit |
| Donald Koski | Federal Transit Authority Region VI; Director of Planning and Program Development |
| Walter Krygowski | New Orleans Aviation Board; Deputy Director and Chief Operating Officer |
| Allene La Spina | Bike Easy; Executive Director |
| Keith LaGrange | City of Mandeville; Director, Public Works |
| Christi Lambertson | City of Slidell; Transportation |
| Tara Lambeth | St. John the Baptist Parish; Director of Planning |
| Lacy Landrum | City of Hammond; Director of Administration |
| Ross Liner | St. Tammany Parish; Director, Planning |
| Hilda Lott | Plaquemines Parish; Administrator |
| Larry Massey Jr. | New Orleans City Planning Commission; Deputy Director |

Technical Advisory Committee (cont'd)

| | |
|------------------------------------|---|
| Arionne B. Edwards, MBA | RTA; Manager of Planning and Scheduling |
| Carlos McCloud | FHWA; Transportation Planner |
| Mollie McInnis | City of Kenner; Asst. Director Plng & Code Enforcement |
| Sarah McLaughlin | City of New Orleans; Interim Director of Public Works |
| Adriane McRae | DOTD; Highway Safety Manager |
| Chris Morvant | DOTD; District Administrator - District 02 |
| Angela Murell | DOTD; MPO Urban Systems Coordinator |
| Nicole Nelson | St. Bernard Parish; Planning Intern |
| Ron Nodal | New Orleans Aviation Board; Deputy Director of Operations |
| Amelia Pellegrin | City of Gretna; Planning and Major Projects Director |
| Laura Phillips | FHWA; Transportation Planner |
| Bess Renfrow | Jefferson Parish; Director of Planning |
| Ryan Michael Richard | DOTD; Urban Systems <200K Program Manager |
| Robert Rivers | City of New Orleans; Director, City Planning Commission |
| Nicole Rizzo | DOTD; District 02 - Traffic Operations |
| Tory Rocca | Advocacy Center; Director of Public Policy and Community Engagement |
| Azalea Roussell | City of Gretna; Planning and Zoning Official |
| Tracie Schillace | Tangipahoa Parish; Parish Planning Director |
| Tom Schreiner | City of Kenner; Director of Public Works |
| Vivek Shah | RTA; Director of Planning |
| Larry Sharp | DOTD; District Administrator - District 62 |

Technical Advisory Committee (cont'd)

| | |
|-----------------------------|---|
| Rhonda Sheridan | City of Ponchatoula; Administrative Assistant |
| Dawn Sholmire | DOTD; Statewide Planning Engineer |
| Robert Spears | Plaquemines Parish; GIS Manager |
| Marny Stein | St. Charles Parish; Planning and Zoning |
| Jason Stopa | St. Bernard Parish; Director, Community Development |
| Mary Stringfellow | FHWA; Program Delivery Team Leader |
| Ben Tassin | Tangipahoa Parish; Parish Engineer |
| Dale W. Thayer, AICP | New Orleans Aviation Board; Airport Services Manager - Planning |
| Jay Watson | St. Tammany Parish; Parish Engineer |
| Daphne Young | AARP; Senior Program Specialist |
| Charles Zweifel | City of Ponchatoula; Street Supervisor |

Joint Certification of the Metropolitan Planning Process

The Regional Planning Commission hereby certifies that the transportation planning process is addressing the major issues facing the Mandeville-Covington and Slidell Urbanized Areas 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. 114-94) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in US DOT funded projects;
6. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
7. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
8. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
9. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.



Shawn Wilson, Secretary
Louisiana Department of Transportation and Development



Mike Cooper, Chairman
Regional Planning Commission

9/13/22

Funding Sources

The following funding sources are programmed for projects in the TIP:

| <u>Fund</u> | <u>Description</u> |
|----------------------|--|
| AMTRAK | Amtrak Funding |
| ARPA | American Rescue Plan Act |
| COVID | Covid-19 Relief Funds |
| COVID>200K | Covid-19 Relief Funds for Urbanized Areas with populations over 200,000 |
| FBR-OFF | Off System Bridge Replacement |
| FLH | Public Lands Highways (Discretionary and Non-discretionary) |
| FRA | Federal Railroad Administration |
| HSIP | Highway Safety Improvement Program |
| HSIPPEN | Highway Safety Improvement Program, Penalty Transfer Funds |
| LOCAL | Local funding source |
| NFA | State Highway Improvement Funds for Non-federal Aid Eligible Routes |
| NHPP | National Highway Performance Program |
| RAIL HE | Surface Transportation Program Rail & Highway Crossings, Hazard Elimination |
| RAIL PD | Surface Transportation Program Rail & Highway Crossings, Protective Devices |
| RTP | National Recreational Trails |
| SATRANS | Safety Transfer Funds |
| SR2S | Safe Routes to School |
| ST BONDS | State General Obligation Bonds |
| ST CASH | State Transportation Trust Funds |
| ST GEN | State General Funds Case |
| STATE | State Funds |
| STP ENH | Surface Transportation Program, Transportation Enhancements |
| STP FLEX | Surface Transportation Program, Flexible |
| STP50-200K | Surface Transportation Program for urbanized areas with populations under 200,000 |
| | Surface Transportation Program for urbanized areas with populations under 200,000, |
| STP50-200k-E | Exempt |
| STP>200K | Surface Transportation Program for urbanized areas with populations over 200,000 |

| | |
|--------------------|--|
| TAP<200K | Transportation Alternatives Program for urbanized areas with populations under 200,000 |
| TAP>200K | Transportation Alternatives Program for urbanized areas with populations over 200,000 |
| TIFIA | Transportation Infrastructure Finance and Innovation Act |

Appendix A: Transportation Policy Committee TIP Approval

Number: 23-2001

RESOLUTION

Transportation Policy Committee of the Regional Planning Commission for
JEFFERSON, ORLEANS, PLAQUEMINES, ST. BERNARD, ST. CHARLES, ST. JOHN THE BAPTIST, ST. TAMMANY, & TANGIPAHOA
PARISHES

**Adoption of the Transportation Improvement Program for the Slidell Urbanized Area
for Federal Fiscal Years 2023-2026**

Introduced by Mr. Ray Lauga Jr., seconded by Parish President Robby Miller, on the 10th day of
January 2023.

WHEREAS, the Transportation Policy Committee (TPC) of the Regional Planning Commission
for Jefferson, Orleans, Plaquemines, St. Bernard, St. Charles, St. John the Baptist, St. Tammany, and
Tangipahoa Parishes (RPC), acting in its role as the Metropolitan Planning Organization (MPO) for
the Slidell Urbanized Area, is responsible for carrying out a comprehensive, cooperative, and
continuing transportation planning process; and

WHEREAS, the Infrastructure Investment and Jobs Act (Pub. L. 117-58 IIJA) and the preceding
transportation bill, Fixing America's Surface Transportation act (Pub. L. 114-94 FAST) establish
requirements for the metropolitan transportation planning process, including the development of a
Transportation Improvement Program (TIP); and,

WHEREAS, the Federal Fiscal Year (FFY) 2023-2026 TIP is a planning document which has
been cooperatively developed by various federal, state, regional, and local agencies and organizations
concerned with transportation planning and which describes, among other goals, the projects that
would receive funding for the federal fiscal years 2023 to 2026; and

WHEREAS, the TIP is comprised of projects and goals derived from the MPO's adopted
Metropolitan Transportation Plan 2032, is consistent with local and state transportation plans, and
meets the requirements of Title 23 of the Code of Federal Regulations Parts 450.324 and 450.326;
and

WHEREAS, the MPO has solicited the public and interested stakeholders in an open and
transparent process as detailed by the MPO's Public Participation Plan;

NOW, THEREFORE, BE IT RESOLVED: That the Transportation Policy Committee hereby adopts
the Transportation Improvement Program for Federal Fiscal Years 2023 through 2026 for the Slidell
Urbanized Area; and

BE IT FURTHER RESOLVED the MPO staff is hereby authorized to submit the Transportation
Improvement Program to the Louisiana Department of Transportation and Development and
appropriate federal agencies, and to comply with any minor revisions necessary to facilitate
submission of the program.

Whereupon, after discussion, the question was called and resulted in the following:

AYES: 37 NAYS: 0 ABSTENTIONS: 0

and the Chairman declared the Resolution duly carried.



MATT JEWELL
CHAIRMAN



MIKE COOPER
TREASURER

Appendix B: Fiscal Constraint

Projects in the FFY 23-26 Slidell UZA TIP that will be funded by STBG (STP50-20K) funds are listed below, along with annual totals.

| Slidell UZA STBG Projects FFY 23 | | | | | | |
|----------------------------------|--|--|--------------------|--------|------------------|-----------------------|
| Project Number | Project Title | Type of Improvement | Phase | FFY | Proposed Funding | Federal Share |
| H.012812 | US 190 @ Northshore and Camp Villere | Roundabout Intersection Improvements | UTILITY RELOCATION | FFY 21 | STP>200K | \$696,000.00 |
| H.012812 | US 190 @ Northshore and Camp Villere | Roundabout Intersection Improvements | RIGHT OF WAY | FFY 21 | STP50-200K | \$2,528,000.00 |
| H.013245.SL | MOTORIST ASSISTANCE PATROL (MAP) SL | MAP for I-12/ I-10 to Twin Span Bridge | CONSTRUCTION | FFY 22 | STP50-200K | \$332,000.00 |
| H.012812 | US 190 @ Northshore and Camp Villere | Roundabout Intersection Improvements | CONSTRUCTION | FFY 23 | STP50-200K | \$5,104,000.00 |
| H.014315 | Grafton Dr. Pavement Rehabilitation | Rehabilitation | CONSTRUCTION | FFY 23 | STP50-200K | \$760,320.00 |
| H.014317 | Carey St. Pavement Rehabilitation | Pavement Rehab | CONSTRUCTION | FFY 23 | STP50-200K | \$864,600.00 |
| H.014528 | Terrace Ave. Pavement Rehab | MILL AND OVERLAY ROADWAY | CONSTRUCTION | FFY 23 | STP50-200K | \$308,000.00 |
| H.014737 | SIGNAL UPGRADE:SGT ALFRED DR @ CLEVELAND | REPLACE TRAFFIC SIGNAL, UPGRADE SIDEWALKS & STRIPING | CONSTRUCTION | FFY 23 | STP50-200K | \$264,000.00 |
| FFY 23 Total | | | | | | \$7,300,920.00 |

Slidell UZA STBG Projects FFY 24

| Project Number | Project Title | Type of Improvement | Phase | FFY | Proposed Funding | Federal Share |
|-----------------------|--|---|--------------------|------------|-------------------------|----------------------|
| H.013245.SL | MOTORIST ASSISTANCE PATROL (MAP) SL | MAP for I-12/ I-10 to Twin Span Bridge | CONSTRUCTION | FFY 24 | STP50-200K | \$332,000.00 |
| H.013618 | US 190B (Fremaux) Beth St. to Hoover Dr. | Operations Study | UTILITY RELOCATION | FFY 24 | STP50-200K | \$240,000.00 |
| H.014374 | US 11 at Spartan Dr. | Construct Roundabout | RIGHT OF WAY | FFY 24 | STP50-200K | \$32,000.00 |
| H.014374 | US 11 at Spartan Dr. | Construct Roundabout | UTILITY RELOCATION | FFY 24 | STP50-200K | \$40,000.00 |
| H.014375 | US190W ROUNDABOUTS, SLIDELL | Construct Roundabouts at Westminster, Carroll and Maris Stella Rds. | RIGHT OF WAY | FFY 24 | STP50-200K | \$2,968,000.00 |

FFY 24**Total \$3,612,000.00****Slidell UZA STBG Projects FFY 25**

| Project Number | Project Title | Type of Improvement | Phase | FFY | Proposed Funding | Federal Share |
|-----------------------|--|---|--------------------|------------|-------------------------|----------------------|
| H.011775 | US 11 & US 190 Bicycle And Ped Crossings | Ped/Bicycle Crosswalks, Signs And Signals | CONSTRUCTION | FFY 25 | STP50-200K | \$968,000.00 |
| H.013618 | US 190B (Fremaux) Beth St. to Hoover Dr. | Operations Study | CONSTRUCTION | FFY 25 | STP50-200K | \$2,728,000.00 |
| H.013618 | US 190B (Fremaux) Beth St. to Hoover Dr. | Operations Study | RIGHT OF WAY | FFY 25 | STP50-200K | \$200,000.00 |
| H.014374 | US 11 at Spartan Dr. | Construct Roundabout | CONSTRUCTION | FFY 25 | STP50-200K | \$2,194,830.00 |
| H.014375 | US190W ROUNDABOUTS, SLIDELL | Construct Roundabouts at Westminster, Carroll and Maris Stella Rds. | UTILITY RELOCATION | FFY 25 | STP50-200K | \$800,000.00 |

FFY 25 Total \$6,890,830.00

Slidell UZA STBG Projects FFY 26

| Project Number | Project Title | Type of Improvement | Phase | FFY | Proposed Funding | Federal Share |
|-----------------------|-------------------------------------|---|--------------|------------|-------------------------|-----------------------|
| H.013245.SL | MOTORIST ASSISTANCE PATROL (MAP) SL | MAP for I-12/ I-10 to Twin Span Bridge | CONSTRUCTION | FFY 26 | STP50-200K | \$332,000.00 |
| H.014375 | US190W ROUNDABOUTS, SLIDELL | Construct Roundabouts at Westminster, Carroll and Maris Stella Rds. | CONSTRUCTION | FFY 26 | STP50-200K | \$5,346,000.00 |
| | | | | | FFY 26 Total | \$5,678,000.00 |

Slidell UZA STBG Projects Pending Further Review

| Project Number | Project Title | Type of Improvement | Phase | FFY | Proposed Funding | Federal Share |
|-----------------------|--|--------------------------------------|--------------|------------|-------------------------|----------------------|
| RPC_0696* | Robert Blvd. at Country Club Dr. | Roundabout Intersection Improvements | CONSTRUCTION | FFY 26 | STP50-200K | \$1,911,800.00 |
| RPC_0817* | US190 (Gause) I-10EB Offramp to Tyler St | Ops/Capacity/Safety Improvement | CONSTRUCTION | FFY 26 | STP50-200K | \$2,288,000.00 |

Appendix C: Previous TIP (FFY19-22) Projects

The tables below list projects that were obligated for construction under the previous TIP, in FFY 2019-2022. Highway projects are listed first, followed by transit projects. It should be noted that a final list of projects obligated FFY 2022 will be published by the RPC in December, 2022, and the FFY 2022 projects listed below should be considered preliminary and subject to change.

Slidell MPA Highway Projects Obligated for Construction FFY19-22

| FFY | Project Number | Project Title | Type of Improvement | Federal Share |
|--------|----------------|--|---|-----------------|
| FFY 19 | H.009152 | CLEVELAND AVE: NS RR XING (SLIDELL) | NEW ROAD TO CLOSE CROSSING | \$ 7,481.04 |
| FFY 19 | H.013245 | MOTORIST ASSISTANCE PATROL (MAP) | MAP IMPLEMENTATION | \$ 213,600.00 |
| FFY 20 | H.012457 | I-10: TWIN SPAN-SL & I-12 @ I-55 TRUSS | INSTALLATION OF SIGNS AND OTHER RELATED ITEMS | \$ 3,121,499.71 |
| FFY 21 | H.011024 | I-10: MED PROTECT, OAK HARBOR LIGHT/RAMP | LIGHTING, RAISING GRADE, CABLE BARRIER | \$ 1,546,089.57 |
| FFY 21 | H.011921 | HWY 41 SPUR BRIDGE / GUM CREEK | BRIDGE REPLACEMENT | \$ 24,000.00 |
| FFY 21 | H.012856 | NATCHEZ DRIVE REHABILITATION | PAVEMENT REHAB | \$ 1,106,392.83 |
| FFY 21 | H.013151 | US 190(GAUSE BLVD) SIDEWALK IMPROVEMENTS | SIDEWALK IMPROVEMENTS | \$ 580,396.84 |
| FFY 21 | H.013381 | LINDBERG DRIVE @ US 190(GAUSE BLVD) | TURN LANE | \$ 350,690.00 |
| FFY 21 | H.013725 | US 190: US 11 - I-10 | P.C.C. P. REHABILITATION | \$ 1,409,453.69 |
| FFY 21 | H.014011 | N CARNATION ST PAVEMENT REHAB | PAVEMENT REHAB | \$ 1,540,665.66 |

| | | | | |
|---------|----------|--|--|-----------------|
| FFY 21 | H.014332 | LACOMBE OAK TREE TRAIL AND TRAILHEAD | CONST. OF 2000' WALKING TRAIL AND PED-BIKE TRAILHEAD | \$ 90,000.00 |
| FFY 21 | H.014388 | I-59: I-12 - MISS. S/L PAVEMENT MARKINGS | PAVEMENT MARKING REPLACEMENT | \$ 1,232,676.45 |
| FFY 22* | H.013880 | I-10 SERVICE ROADS-SLIDELL ROAD TRANSFER | MILL PATCH OVERLAY AND STRIPING | \$ 447,040.00 |

Highway Projects in Both Mandeville-Covington and Slidell MPAs

| FFY | Project Number | Project Title | Type of Improvement | Federal Share |
|--------|----------------|---|--|---------------|
| FFY 19 | 4400015358 | MOWING AND LITTER REMOVAL ROUTE I-10 & I-59 | MOWING AND LITTER REMOVAL ROUTE I-10 & I-59 | \$ - |
| FFY 19 | H.009460 | ST. TAMMANY PARISH SIGNING AND STRIPING | SIGNAGE, STRIPING, AND RELATED WORK. | \$ 464,581.00 |
| FFY 19 | H.012172 | I-12: LA 59 - BAYOU LACOMBE | COLD PLANE & OVERLAY | \$ 32,734.00 |
| FFY 19 | H.012650 | DISTRICT 62 -DISTRICTWIDE BRIDGE REPAIRS | CLEARING AND GRUBBING, GRADING, CONCRETE CAST-IN-PLACE REVETMENT, STEEL PILES, BRIDGE REPAIRS, AND RELATED WORK. | \$ - |

* Projects listed in FFY22 are subject to change. A final List of Obligated Projects for FFY22 will be published by the RPC in December, 2022.

Mandeville-Covington and Slidell MPAs Transit Projects Obligated FFY 19-21

| FFY | Agency | Number | Description | Funding Source | Federal Share |
|------------|---------------|---------------|-------------------------------|-----------------------|----------------------|
| FFY 20 | STPG | LA-2020-008 | COVID-19 Response, Operations | CARES Act 5307 | \$ 7,035,843.00 |
| FFY 21 | STPG | LA-2021-030 | Operating Assistance | ARP | \$ 446,838.00 |

Mandeville-Covington and Slidell MPAs FFY 22* Transit TIP

| FFY | Parish | Agency | Description | Funding Source | Federal Share |
|------------|---------------|---------------|----------------------------|-----------------------|----------------------|
| FFY 22 | St. Tammany | STPG | Urban Operating Assistance | 5307 | \$ 3,062,303.00 |
| FFY 22 | St. Tammany | STPG | Preventive Maintenance | 5307 | \$ 160,000.00 |

* Projects listed in FFY22 are subject to change. A final List of Obligated Projects for FFY22 will be published by the RPC in December, 2022.

Appendix D: DOTD Budget Line Items

L.000038 PLANNING, TRAINING AND RESEARCH

| Remarks | | Type Improvement | | | Work Type | |
|-------------------|----------------------|----------------------------------|----------------------|-----------|------------------------|---------|
| | | HANDLED THROUGH OPERATING BUDGET | | | OTHER / MISCELLANEOUS, | |
| Project Phase | Project Cost | Total Cost (w/CE&I+IDC) | Federal Share | Fund | Year | Sponsor |
| Feasibility | \$0.00 | \$0.00 | \$0.00 | CM | 2023 | |
| | \$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 | | | |

L.000039 ACCELERATED LOADING FACILITY

| Remarks | | Type Improvement | | | | Work Type | |
|-------------------|--------------------|-------------------------|--------------------|---------|------|-----------------------|--|
| | | CONSTRUCT TEST SECTIONS | | | | OTHER / MISCELLANEOUS | |
| Project Phase | Project Cost | Total Cost (w/CE&I+IDC) | Federal Share | Fund | Year | Sponsor | |
| Construction | \$7,500.00 | 8250 | 6600 | STPFLEX | 2023 | | |
| | \$7,500.00 | 8250 | 6600 | STPFLEX | 2024 | | |
| | \$7,500.00 | 8250 | 6600 | STPFLEX | 2025 | | |
| | \$7,500.00 | 8250 | 6600 | STPFLEX | 2026 | | |
| Total Cost | \$30,000.00 | \$33,000.00 | \$26,400.00 | | | | |

L.000040 FEDERAL BRIDGE INSPECTION PROGRAMS

| Remarks | | Type Improvement | | | | Work Type | |
|----------------------|-----------------------|------------------------------------|-----------------------|---------|------|----------------------------------|--|
| | | INSPECTIONS, RATINGS, LOAD FACTORS | | | | PRESERVATION, BRIDGE (ON SYSTEM) | |
| Project Phase | Project Cost | Total Cost (w/CE&I+IDC) | Federal Share | Fund | Year | Sponsor | |
| Feasibility | \$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 | | |
| Design (Engineering) | \$750,000.00 | \$750,000.00 | \$600,000.00 | STPFLEX | 2026 | | |
| | \$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 | | |
| | \$75,000.00 | \$82,500.00 | \$66,000.00 | STPFLEX | 2023 | | |
| | \$15,000.00 | \$16,500.00 | \$13,200.00 | STPFLEX | 2024 | | |
| Construction | \$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 | | | | |

L.000046 MISC STP ENHANCEMENT PROJECTS

| Remarks | | Type Improvement | | | | Work Type | |
|----------------------|--------------|-------------------------|---------------|----------|------|-----------|--|
| | | | | | | | |
| Project Phase | Project Cost | Total Cost (w/CE&I+IDC) | Federal Share | Fund | Year | Sponsor | |
| Design (Engineering) | \$7,500.00 | \$7,500.00 | \$6,000.00 | TAP<200K | 2024 | | |
| | \$7,500.00 | \$7,500.00 | \$6,000.00 | TAP<5K | 2024 | | |
| | \$7,500.00 | \$7,500.00 | \$6,000.00 | TAPFLEX | 2024 | | |
| | \$7,500.00 | \$7,500.00 | \$6,000.00 | TAP<200K | 2025 | | |
| | \$7,500.00 | \$7,500.00 | \$6,000.00 | TAP<5K | 2025 | | |
| | \$7,500.00 | \$7,500.00 | \$6,000.00 | TAPFLEX | 2025 | | |

| | | | | | |
|-------------------|-----------------------|-----------------------|-----------------------|----------|------|
| | \$7,500.00 | \$7,500.00 | \$6,000.00 | TAP<200K | 2026 |
| | \$7,500.00 | \$7,500.00 | \$6,000.00 | TAP<5K | 2026 |
| | \$7,500.00 | \$7,500.00 | \$6,000.00 | TAPFLEX | 2026 |
| Construction | \$75,000.00 | \$82,500.00 | \$66,000.00 | LOCAL | 2023 |
| | \$225,000.00 | \$247,500.00 | \$198,000.00 | STCASH | 2023 |
| | \$75,000.00 | \$82,500.00 | \$66,000.00 | TAP<200K | 2023 |
| | \$150,000.00 | \$165,000.00 | \$132,000.00 | TAP<5K | 2023 |
| | \$150,000.00 | \$165,000.00 | \$132,000.00 | TAPFLEX | 2023 |
| | \$150,000.00 | \$165,000.00 | \$132,000.00 | LOCAL | 2024 |
| | \$450,000.00 | \$495,000.00 | \$396,000.00 | STPENH | 2024 |
| | \$75,000.00 | \$82,500.00 | \$66,000.00 | TAP<200K | 2024 |
| | \$75,000.00 | \$82,500.00 | \$66,000.00 | TAP<5K | 2024 |
| | \$150,000.00 | \$165,000.00 | \$132,000.00 | TAPFLEX | 2024 |
| | \$180,000.00 | \$198,000.00 | \$158,400.00 | LOCAL | 2025 |
| | \$225,000.00 | \$247,500.00 | \$198,000.00 | STCASH | 2025 |
| | \$52,500.00 | \$57,750.00 | \$46,200.00 | STPENH | 2025 |
| | \$300,000.00 | \$330,000.00 | \$264,000.00 | TAP<200K | 2025 |
| | \$195,000.00 | \$214,500.00 | \$171,600.00 | TAP<5K | 2025 |
| | \$412,500.00 | \$453,750.00 | \$363,000.00 | TAPFLEX | 2025 |
| | \$75,000.00 | \$82,500.00 | \$66,000.00 | LOCAL | 2026 |
| | \$45,000.00 | \$49,500.00 | \$39,600.00 | STPFLEX | 2026 |
| | \$600,000.00 | \$660,000.00 | \$528,000.00 | TAP<200K | 2026 |
| | \$375,000.00 | \$412,500.00 | \$330,000.00 | TAP<5K | 2026 |
| | \$105,000.00 | \$115,500.00 | \$92,400.00 | TAPFLEX | 2026 |
| Total Cost | \$4,207,500.00 | \$4,621,500.00 | \$3,697,200.00 | | |

L.000047 MISC NATIONAL TRAILS PROJECTS

| 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 | | |

L.000048 SCENIC BYWAYS OF LA

| Remarks | | Type Improvement | | | | Work Type | |
|----------------------|-----------------------|-------------------------|---------------------|---------|--|-----------|---------|
| | | | | | | | |
| Project Phase | Project Cost | Total Cost (w/CE&I+IDC) | Federal Share | Fund | | Year | Sponsor |
| Feasibility | \$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 | |
| Construction | \$52,500.00 | \$52,500.00 | \$42,000.00 | NSB | | 2026 | |
| | \$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 | | | | |

L.000049 INDIAN RESERVATION ROADS

| Remarks | | Type Improvement | | | | Work Type | |
|----------------------|---------------------|-------------------------|---------------------|------|--|-----------|---------|
| | | | | | | | |
| Project Phase | Project Cost | Total Cost (w/CE&I+IDC) | Federal Share | Fund | | Year | Sponsor |
| Design (Engineering) | \$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 | | | | |

L.000050 LA PUBLIC LANDS HIGHWAY PROGRAM

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

L.000051 OVERLAY OR SURFACE REPAIR ON INTERSTATE

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

L.000053 STATEWIDE OVERLAY PROGRAM

| 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 | |
| | | \$22,500.00 | | | \$22,500.00 | | \$18,000.00 | | NHPP | | 2023 | |
| Design (Engineering) | | \$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 | |
| | | \$450,000.00 | | | \$495,000.00 | | \$396,000.00 | | HRRR | | 2023 | |
| | | \$37,500.00 | | | \$41,250.00 | | \$33,000.00 | | HSIP | | 2023 | |
| Construction | | \$1,500,000.00 | | | \$1,650,000.00 | | \$1,320,000.00 | | NFA | | 2023 | |
| | | \$4,500,000.00 | | | \$4,950,000.00 | | \$3,960,000.00 | | NHPP | | 2023 | |
| | | \$15,000.00 | | | \$16,500.00 | | \$13,200.00 | | SATRANS | | 2023 | |
| | | \$2,250,000.00 | | | \$2,475,000.00 | | \$1,980,000.00 | | STBONDS | | 2023 | |
| | | \$150,000.00 | | | \$165,000.00 | | \$132,000.00 | | STCASH | | 2023 | |
| | | \$225,000.00 | | | \$247,500.00 | | \$198,000.00 | | STP<200K | | 2023 | |
| | | \$900,000.00 | | | \$990,000.00 | | \$792,000.00 | | STP<5K | | 2023 | |
| | | \$7,500,000.00 | | | \$8,250,000.00 | | \$6,600,000.00 | | STPFLEX | | 2023 | |
| | | \$52,500.00 | | | \$57,750.00 | | \$46,200.00 | | DEMO | | 2024 | |
| | | \$525,000.00 | | | \$577,500.00 | | \$462,000.00 | | HRRR | | 2024 | |
| | | \$150,000.00 | | | \$165,000.00 | | \$132,000.00 | | HSIP | | 2024 | |
| | | \$90,000.00 | | | \$99,000.00 | | \$79,200.00 | | HSIPPEN | | 2024 | |
| | | \$75,000.00 | | | \$82,500.00 | | \$66,000.00 | | LOCAL | | 2024 | |
| | | \$1,500,000.00 | | | \$1,650,000.00 | | \$1,320,000.00 | | NFA | | 2024 | |

| | | | | | |
|-------------------|------------------------|-------------------------|------------------------|----------|------|
| | \$11,250,000.00 | \$12,375,000.00 | \$9,900,000.00 | NHPP | 2024 |
| | \$750,000.00 | \$825,000.00 | \$660,000.00 | STBONDS | 2024 |
| | \$750,000.00 | \$825,000.00 | \$660,000.00 | STCASH | 2024 |
| | \$330,000.00 | \$363,000.00 | \$290,400.00 | STGEN | 2024 |
| | \$2,250,000.00 | \$2,475,000.00 | \$1,980,000.00 | STP<200K | 2024 |
| | \$1,447,500.00 | \$1,592,250.00 | \$1,273,800.00 | STP<5K | 2024 |
| | \$9,750,000.00 | \$10,725,000.00 | \$8,580,000.00 | STPFLEX | 2024 |
| | \$1,200,000.00 | \$1,320,000.00 | \$1,056,000.00 | COVID | 2025 |
| | \$150,000.00 | \$165,000.00 | \$132,000.00 | DEMO | 2025 |
| | \$75,000.00 | \$82,500.00 | \$66,000.00 | HRRR | 2025 |
| | \$300,000.00 | \$330,000.00 | \$264,000.00 | HSIP | 2025 |
| | \$75,000.00 | \$82,500.00 | \$66,000.00 | HSIPPEN | 2025 |
| | \$1,500,000.00 | \$1,650,000.00 | \$1,320,000.00 | NFA | 2025 |
| | \$9,000,000.00 | \$9,900,000.00 | \$7,920,000.00 | NHPP | 2025 |
| | \$750,000.00 | \$825,000.00 | \$660,000.00 | STBONDS | 2025 |
| | \$337,500.00 | \$371,250.00 | \$297,000.00 | STCASH | 2025 |
| | \$1,560,000.00 | \$1,716,000.00 | \$1,372,800.00 | STP<5K | 2025 |
| | \$7,875,000.00 | \$8,662,500.00 | \$6,930,000.00 | STPFLEX | 2025 |
| | \$3,000,000.00 | \$3,300,000.00 | \$2,640,000.00 | COVID | 2026 |
| | \$150,000.00 | \$165,000.00 | \$132,000.00 | DEMO | 2026 |
| | \$300,000.00 | \$330,000.00 | \$264,000.00 | HSIP | 2026 |
| | \$1,500,000.00 | \$1,650,000.00 | \$1,320,000.00 | NFA | 2026 |
| | \$7,500,000.00 | \$8,250,000.00 | \$6,600,000.00 | NHPP | 2026 |
| | \$750,000.00 | \$825,000.00 | \$660,000.00 | STBONDS | 2026 |
| | \$150,000.00 | \$165,000.00 | \$132,000.00 | STCASH | 2026 |
| | \$225,000.00 | \$247,500.00 | \$198,000.00 | STP<200K | 2026 |
| | \$975,000.00 | \$1,072,500.00 | \$858,000.00 | STP<5K | 2026 |
| | \$9,000,000.00 | \$9,900,000.00 | \$7,920,000.00 | STPFLEX | 2026 |
| Total Cost | \$93,847,500.00 | \$103,129,500.00 | \$82,503,600.00 | | |

L.000054 ROAD PREVENTIVE MAINTENANCE PROGRAM

| Remarks | | Type Improvement | | | | Work Type | |
|--------------------|----------------|-------------------------|----------------|---------|------|-----------|--|
| | | | | | | | |
| Project Phase | Project Cost | Total Cost (w/CE&I+IDC) | Federal Share | Fund | Year | Sponsor | |
| Utility Relocation | \$60,000.00 | \$60,000.00 | \$48,000.00 | STPFLEX | 2023 | | |
| | \$60,000.00 | \$60,000.00 | \$48,000.00 | STPFLEX | 2024 | | |
| | \$75,000.00 | \$75,000.00 | \$60,000.00 | STPFLEX | 2025 | | |
| | \$60,000.00 | \$60,000.00 | \$48,000.00 | STPFLEX | 2026 | | |
| Construction | \$75,000.00 | \$82,500.00 | \$66,000.00 | DEMO | 2023 | | |
| | \$75,000.00 | \$82,500.00 | \$66,000.00 | NFA | 2023 | | |
| | \$375,000.00 | \$412,500.00 | \$330,000.00 | NHPP | 2023 | | |
| | \$1,200,000.00 | \$1,320,000.00 | \$1,056,000.00 | STPFLEX | 2023 | | |

| | | | | | |
|-------------------|-----------------------|-----------------------|-----------------------|----------|------|
| | \$75,000.00 | \$82,500.00 | \$66,000.00 | DEMO | 2024 |
| | \$75,000.00 | \$82,500.00 | \$66,000.00 | NFA | 2024 |
| | \$225,000.00 | \$247,500.00 | \$198,000.00 | NHPP | 2024 |
| | \$337,500.00 | \$371,250.00 | \$297,000.00 | STP<200K | 2024 |
| | \$75,000.00 | \$82,500.00 | \$66,000.00 | STP<5K | 2024 |
| | \$1,425,000.00 | \$1,567,500.00 | \$1,254,000.00 | STPFLEX | 2024 |
| | \$262,500.00 | \$288,750.00 | \$231,000.00 | COVID | 2025 |
| | \$75,000.00 | \$82,500.00 | \$66,000.00 | NFA | 2025 |
| | \$75,000.00 | \$82,500.00 | \$66,000.00 | NHPP | 2025 |
| | \$1,237,500.00 | \$1,361,250.00 | \$1,089,000.00 | STPFLEX | 2025 |
| | \$75,000.00 | \$82,500.00 | \$66,000.00 | HSIP | 2026 |
| | \$75,000.00 | \$82,500.00 | \$66,000.00 | NFA | 2026 |
| | \$600,000.00 | \$660,000.00 | \$528,000.00 | NHPP | 2026 |
| | \$525,000.00 | \$577,500.00 | \$462,000.00 | STPFLEX | 2026 |
| Total Cost | \$7,117,500.00 | \$7,803,750.00 | \$6,243,000.00 | | |

L.000055 RAILROAD CROSSING IMPROVEMENTS

| 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 | |
| Utility Relocation | \$7,500.00 | \$7,500.00 | \$6,000.00 | STCASH | 2026 | |
| | \$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 | |
| Design (Engineering) | \$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 | |
| | \$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 | | |

L.000056 MISC HAZARD ELIMINATION AND SAFETY

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

L.000057 SOFT SIDE SAFETY

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

L.000060 LOCAL ROADS SAFETY PROGRAM

| Remarks | | Type Improvement | | | Work Type | |
|---------------|--------------|-------------------------|---------------|---------|-----------|---------|
| | | | | | | |
| Project Phase | Project Cost | Total Cost (w/CE&I+IDC) | Federal Share | Fund | Year | Sponsor |
| Feasibility | \$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 |
| Design (Engineering) | \$7,500.00 | \$7,500.00 | \$6,000.00 | STCASH | 2026 |
| | \$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 |
| Construction | \$7,500.00 | \$7,500.00 | \$6,000.00 | STCASH | 2026 |
| | \$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 | | |

L.000061 SAFE ROUTES TO PUBLIC PLACES PROGRAM

| Remarks | Type Improvement | Work Type |
|---------|------------------|-----------|
|---------|------------------|-----------|

| Project Phase | | Project Cost | | | Total Cost (w/CE&I+IDC) | Federal Share | Fund | Year | Sponsor |
|----------------------|--|--------------|--|--|-------------------------|---------------|---------|------|---------|
| Feasibility | | \$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**

L.000062 MOTORIST ASSISTANCE PATROL (MAP)

| 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 | | | | |

L.000063 TRAFFIC CONTROL DEVICES PROGRAM

| Remarks | | Type Improvement | | | | Work Type | |
|----------------------|--------------|-------------------------|---------------|---------|------|-----------|--|
| | | | | | | | |
| Project Phase | Project Cost | Total Cost (w/CE&I+IDC) | Federal Share | Fund | Year | Sponsor | |
| Feasibility | \$37,500.00 | \$37,500.00 | \$30,000.00 | NHPP | 2023 | | |
| | \$37,500.00 | \$37,500.00 | \$30,000.00 | STPFLEX | 2023 | | |
| | \$22,500.00 | \$22,500.00 | \$18,000.00 | NHPP | 2024 | | |
| | \$172,500.00 | \$172,500.00 | \$138,000.00 | STPFLEX | 2024 | | |
| | \$52,500.00 | \$52,500.00 | \$42,000.00 | NHPP | 2025 | | |
| | \$52,500.00 | \$52,500.00 | \$42,000.00 | STPFLEX | 2025 | | |
| | \$52,500.00 | \$52,500.00 | \$42,000.00 | NHPP | 2026 | | |
| | \$52,500.00 | \$52,500.00 | \$42,000.00 | STPFLEX | 2026 | | |
| Design (Engineering) | \$157,500.00 | \$157,500.00 | \$126,000.00 | NHPP | 2023 | | |
| | \$7,500.00 | \$7,500.00 | \$6,000.00 | NHPP E | 2023 | | |
| | \$37,500.00 | \$37,500.00 | \$30,000.00 | STCASH | 2023 | | |
| | \$60,000.00 | \$60,000.00 | \$48,000.00 | STPFLEX | 2023 | | |
| | \$90,000.00 | \$90,000.00 | \$72,000.00 | NHPP | 2024 | | |
| | \$45,000.00 | \$45,000.00 | \$36,000.00 | STPFLEX | 2024 | | |

| | | | | | |
|-------------------|------------------------|------------------------|------------------------|---------|------|
| | \$90,000.00 | \$90,000.00 | \$72,000.00 | NHPP | 2025 |
| | \$45,000.00 | \$45,000.00 | \$36,000.00 | STPFLEX | 2025 |
| | \$45,000.00 | \$45,000.00 | \$36,000.00 | NHPP | 2026 |
| | \$90,000.00 | \$90,000.00 | \$72,000.00 | STPFLEX | 2026 |
| Construction | \$75,000.00 | \$82,500.00 | \$66,000.00 | HSIP | 2023 |
| | \$3,150,000.00 | \$3,465,000.00 | \$2,772,000.00 | NHPP | 2023 |
| | \$375,000.00 | \$412,500.00 | \$330,000.00 | STCASH | 2023 |
| | \$37,500.00 | \$41,250.00 | \$33,000.00 | STP<5K | 2023 |
| | \$975,000.00 | \$1,072,500.00 | \$858,000.00 | STPFLEX | 2023 |
| | \$15,000.00 | \$16,500.00 | \$13,200.00 | HSIP | 2024 |
| | \$750,000.00 | \$825,000.00 | \$660,000.00 | HSIPPEN | 2024 |
| | \$1,781,250.00 | \$1,959,375.00 | \$1,567,500.00 | NHPP | 2024 |
| | \$150,000.00 | \$165,000.00 | \$132,000.00 | STCASH | 2024 |
| | \$150,000.00 | \$165,000.00 | \$132,000.00 | STP<5K | 2024 |
| | \$750,000.00 | \$825,000.00 | \$660,000.00 | STPFLEX | 2024 |
| | \$75,000.00 | \$82,500.00 | \$66,000.00 | HSIP | 2025 |
| | \$1,650,000.00 | \$1,815,000.00 | \$1,452,000.00 | HSIPPEN | 2025 |
| | \$2,100,000.00 | \$2,310,000.00 | \$1,848,000.00 | NHPP | 2025 |
| | \$1,950,000.00 | \$2,145,000.00 | \$1,716,000.00 | STPFLEX | 2025 |
| | \$75,000.00 | \$82,500.00 | \$66,000.00 | HSIP | 2026 |
| | \$1,305,000.00 | \$1,435,500.00 | \$1,148,400.00 | NHPP | 2026 |
| | \$1,200,000.00 | \$1,320,000.00 | \$1,056,000.00 | STPFLEX | 2026 |
| Total Cost | \$17,711,250.00 | \$19,367,625.00 | \$15,494,100.00 | | |

L.000064 TRANSPORTATION SYSTEMS MANAGEMENT PROG

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

L.000065 ITS SYSTEMS (STATEWIDE)

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

L.000067 INTERSTATE LIGHTING, ELECTRICAL PROJECTS

| Remarks | | Type Improvement | | | Work Type | |
|----------------------|-----------------------|-------------------------|-----------------------|--------|-----------|---------|
| | | | | | | |
| Project Phase | Project Cost | Total Cost (w/CE&I+IDC) | Federal Share | Fund | Year | Sponsor |
| Design (Engineering) | \$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 | | | |

L.000068 ACCESS MANAGEMENT PROJECTS

| Remarks | | Type Improvement | | | Work Type | |
|---------------|--------------|-------------------------|---------------|---------|--------------------------------------|---------|
| | | | | | OPER EFFICIENCY/MOTORIST ASSISTANCE, | |
| 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 | |

Slidell Urbanized Area TIP FFY 23-26

| | | | | | |
|----------------------|--------------|--------------|--------------|----------|------|
| | \$247,500.00 | \$247,500.00 | \$198,000.00 | NHPP | 2025 |
| | \$22,500.00 | \$22,500.00 | \$18,000.00 | STPFLEX | 2025 |
| | \$75,000.00 | \$75,000.00 | \$60,000.00 | NHPP | 2026 |
| | \$15,000.00 | \$15,000.00 | \$12,000.00 | STPFLEX | 2026 |
| Environmental | \$7,500.00 | \$7,500.00 | \$6,000.00 | NHPP | 2023 |
| | \$7,500.00 | \$7,500.00 | \$6,000.00 | STPFLEX | 2023 |
| | \$7,500.00 | \$7,500.00 | \$6,000.00 | NHPP | 2024 |
| | \$15,000.00 | \$15,000.00 | \$12,000.00 | STPFLEX | 2024 |
| | \$7,500.00 | \$7,500.00 | \$6,000.00 | NHPP | 2025 |
| | \$7,500.00 | \$7,500.00 | \$6,000.00 | STPFLEX | 2025 |
| | \$7,500.00 | \$7,500.00 | \$6,000.00 | NHPP | 2026 |
| | \$7,500.00 | \$7,500.00 | \$6,000.00 | STPFLEX | 2026 |
| Right of Way | \$15,000.00 | \$15,000.00 | \$12,000.00 | HSIP | 2023 |
| | \$45,000.00 | \$45,000.00 | \$36,000.00 | NHPP | 2023 |
| | \$11,250.00 | \$11,250.00 | \$9,000.00 | STCASH | 2023 |
| | \$60,000.00 | \$60,000.00 | \$48,000.00 | STPFLEX | 2023 |
| | \$202,500.00 | \$202,500.00 | \$162,000.00 | NHPP | 2024 |
| | \$97,500.00 | \$97,500.00 | \$78,000.00 | STPFLEX | 2024 |
| | \$60,000.00 | \$60,000.00 | \$48,000.00 | NHPP | 2025 |
| | \$487,500.00 | \$487,500.00 | \$390,000.00 | STBONDS | 2025 |
| | \$225,000.00 | \$225,000.00 | \$180,000.00 | STPFLEX | 2025 |
| | \$7,500.00 | \$7,500.00 | \$6,000.00 | NHPP | 2026 |
| Utility Relocation | \$112,500.00 | \$112,500.00 | \$90,000.00 | STPFLEX | 2026 |
| | \$123,750.00 | \$123,750.00 | \$99,000.00 | HSIP | 2023 |
| | \$3,750.00 | \$3,750.00 | \$3,000.00 | NHPP | 2023 |
| | \$142,500.00 | \$142,500.00 | \$114,000.00 | STPFLEX | 2023 |
| | \$30,000.00 | \$30,000.00 | \$24,000.00 | NHPP | 2024 |
| | \$150,000.00 | \$150,000.00 | \$120,000.00 | STPFLEX | 2024 |
| | \$30,000.00 | \$30,000.00 | \$24,000.00 | NHPP | 2025 |
| | \$90,000.00 | \$90,000.00 | \$72,000.00 | STBONDS | 2025 |
| | \$120,000.00 | \$120,000.00 | \$96,000.00 | STPFLEX | 2025 |
| | \$30,000.00 | \$30,000.00 | \$24,000.00 | NHPP | 2026 |
| | \$30,000.00 | \$30,000.00 | \$24,000.00 | STPFLEX | 2026 |
| Design (Engineering) | \$37,500.00 | \$37,500.00 | \$30,000.00 | HSIP | 2023 |
| | \$75,000.00 | \$75,000.00 | \$60,000.00 | NHPP | 2023 |
| | \$112,500.00 | \$112,500.00 | \$90,000.00 | STPFLEX | 2023 |
| | \$165,000.00 | \$165,000.00 | \$132,000.00 | NHPP | 2024 |
| | \$975.00 | \$975.00 | \$780.00 | SATRANS | 2024 |
| | \$75,000.00 | \$75,000.00 | \$60,000.00 | STPFLEX | 2024 |
| | \$45,000.00 | \$45,000.00 | \$36,000.00 | NHPP | 2025 |
| | \$135,000.00 | \$135,000.00 | \$108,000.00 | STPFLEX | 2025 |
| | \$75,000.00 | \$75,000.00 | \$60,000.00 | NHPP | 2026 |
| | \$75,000.00 | \$75,000.00 | \$60,000.00 | STPFLEX | 2026 |
| Construction | \$75,000.00 | \$82,500.00 | \$66,000.00 | NHPP | 2023 |
| | \$262,500.00 | \$288,750.00 | \$231,000.00 | STP<200K | 2023 |

| | | | | | |
|-------------------|------------------------|------------------------|-----------------------|----------|------|
| | \$37,500.00 | \$41,250.00 | \$33,000.00 | STPFLEX | 2023 |
| | \$150,000.00 | \$165,000.00 | \$132,000.00 | HSIP | 2024 |
| | \$15,000.00 | \$16,500.00 | \$13,200.00 | NHPP | 2024 |
| | \$300,000.00 | \$330,000.00 | \$264,000.00 | STCASH | 2024 |
| | \$225,000.00 | \$247,500.00 | \$198,000.00 | STP<200K | 2024 |
| | \$937,500.00 | \$1,031,250.00 | \$825,000.00 | STPFLEX | 2024 |
| | \$225,000.00 | \$247,500.00 | \$198,000.00 | HSIP | 2025 |
| | \$1,162,500.00 | \$1,278,750.00 | \$1,023,000.00 | NHPP | 2025 |
| | \$15,000.00 | \$16,500.00 | \$13,200.00 | STP<200K | 2025 |
| | \$660,000.00 | \$726,000.00 | \$580,800.00 | STPFLEX | 2025 |
| | \$300,000.00 | \$330,000.00 | \$264,000.00 | NHPP | 2026 |
| | \$1,950,000.00 | \$2,145,000.00 | \$1,716,000.00 | STBONDS | 2026 |
| | \$750,000.00 | \$825,000.00 | \$660,000.00 | STPFLEX | 2026 |
| Total Cost | \$10,692,225.00 | \$11,398,725.00 | \$9,118,980.00 | | |

L.000069 ROAD TRANSFER PROGRAM

| Remarks | | Type Improvement | | | Work Type | |
|----------------------|--------------|-------------------------|---------------|---------|---------------|---------|
| | | | | | ROAD TRANSFER | |
| Project Phase | Project Cost | Total Cost (w/CE&I+IDC) | Federal Share | Fund | Year | Sponsor |
| Environmental | \$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 | | |

L.000070 INTERSTATE REST AREA REHABILITATION

| 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 | | | | |

L.000071 WEIGH STATION REHABILITATION / UPGRADE

| 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 | | | | |

L.000072 MOVEABLE BRIDGE PROGRAM (ELEC/MECH)

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

L.000073 URGENT BRIDGE REPAIR/REPLACEMENT

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

| | | | | | |
|-------------------|-----------------------|-----------------------|-----------------------|----------|------|
| | \$600,000.00 | \$660,000.00 | \$528,000.00 | STPFLEX | 2024 |
| | \$750,000.00 | \$825,000.00 | \$660,000.00 | NHPP | 2025 |
| | \$600,000.00 | \$660,000.00 | \$528,000.00 | REIMB | 2025 |
| | \$150,000.00 | \$165,000.00 | \$132,000.00 | STP<200K | 2025 |
| | \$600,000.00 | \$660,000.00 | \$528,000.00 | STPFLEX | 2025 |
| | \$750,000.00 | \$825,000.00 | \$660,000.00 | NHPP | 2026 |
| | \$600,000.00 | \$660,000.00 | \$528,000.00 | REIMB | 2026 |
| | \$750,000.00 | \$825,000.00 | \$660,000.00 | STPFLEX | 2026 |
| Total Cost | \$8,487,000.00 | \$9,132,000.00 | \$7,305,600.00 | | |

L.000074 BRIDGE PREVENTIVE MAINTENANCE PROGRAM

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

L.000075 BRIDGE PAINTING PROGRAM

| 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 | | |

L.000076 ON-SYSTEM BRIDGE PROGRAM w CE

| 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 | |
| | \$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 | |
| Environmental | \$45,000.00 | \$45,000.00 | \$36,000.00 | FBROFF | 2024 | |
| | \$30,000.00 | \$30,000.00 | \$24,000.00 | LOCAL | 2024 | |
| | \$60,000.00 | \$60,000.00 | \$48,000.00 | NHPP | 2024 | |
| | \$45,000.00 | \$45,000.00 | \$36,000.00 | STPFLEX | 2024 | |
| | \$45,000.00 | \$45,000.00 | \$36,000.00 | FBROFF | 2025 | |
| | \$60,000.00 | \$60,000.00 | \$48,000.00 | NHPP | 2025 | |
| | \$45,000.00 | \$45,000.00 | \$36,000.00 | STPFLEX | 2025 | |
| | | | | | | |
| | | | | | | |
| | | | | | | |

| | | | | | |
|----------------------|--------------|--------------|--------------|------------|------|
| | \$45,000.00 | \$45,000.00 | \$36,000.00 | FBROFF | 2026 |
| | \$150,000.00 | \$150,000.00 | \$120,000.00 | NHPP | 2026 |
| | \$45,000.00 | \$45,000.00 | \$36,000.00 | STPFLEX | 2026 |
| Right of Way | \$150,000.00 | \$150,000.00 | \$120,000.00 | FBROFF | 2023 |
| | \$75,000.00 | \$75,000.00 | \$60,000.00 | NHPP | 2023 |
| | \$150,000.00 | \$150,000.00 | \$120,000.00 | STCASH | 2023 |
| | \$75,000.00 | \$75,000.00 | \$60,000.00 | STP<5K | 2023 |
| | \$150,000.00 | \$150,000.00 | \$120,000.00 | STPFLEX | 2023 |
| | \$150,000.00 | \$150,000.00 | \$120,000.00 | FBROFF | 2024 |
| | \$150,000.00 | \$150,000.00 | \$120,000.00 | NHPP | 2024 |
| | \$450,000.00 | \$450,000.00 | \$360,000.00 | STPFLEX | 2024 |
| | \$75,000.00 | \$75,000.00 | \$60,000.00 | FBR<200K-E | 2025 |
| | \$240,000.00 | \$240,000.00 | \$192,000.00 | FBROFF | 2025 |
| | \$75,000.00 | \$75,000.00 | \$60,000.00 | NHPP | 2025 |
| | \$75,000.00 | \$75,000.00 | \$60,000.00 | STCASH | 2025 |
| | \$150,000.00 | \$150,000.00 | \$120,000.00 | STP<5K | 2025 |
| | \$300,000.00 | \$300,000.00 | \$240,000.00 | STPFLEX | 2025 |
| | \$150,000.00 | \$150,000.00 | \$120,000.00 | FBROFF | 2026 |
| | \$300,000.00 | \$300,000.00 | \$240,000.00 | NHPP | 2026 |
| | \$300,000.00 | \$300,000.00 | \$240,000.00 | STPFLEX | 2026 |
| Utility Relocation | \$180,000.00 | \$180,000.00 | \$144,000.00 | FBROFF | 2023 |
| | \$150,000.00 | \$150,000.00 | \$120,000.00 | NHPP | 2023 |
| | \$45,000.00 | \$45,000.00 | \$36,000.00 | STP<5K | 2023 |
| | \$375,000.00 | \$375,000.00 | \$300,000.00 | STPFLEX | 2023 |
| | \$75,000.00 | \$75,000.00 | \$60,000.00 | FBROFF | 2024 |
| | \$15,000.00 | \$15,000.00 | \$12,000.00 | LOCAL | 2024 |
| | \$150,000.00 | \$150,000.00 | \$120,000.00 | NHPP | 2024 |
| | \$15,000.00 | \$15,000.00 | \$12,000.00 | STP<5K | 2024 |
| | \$937,500.00 | \$937,500.00 | \$750,000.00 | STPFLEX | 2024 |
| | \$180,000.00 | \$180,000.00 | \$144,000.00 | FBROFF | 2025 |
| | \$37,500.00 | \$37,500.00 | \$30,000.00 | NHPP | 2025 |
| | \$37,500.00 | \$37,500.00 | \$30,000.00 | STP<5K | 2025 |
| | \$150,000.00 | \$150,000.00 | \$120,000.00 | STP<5K-E | 2025 |
| | \$195,000.00 | \$195,000.00 | \$156,000.00 | STPFLEX | 2025 |
| | \$75,000.00 | \$75,000.00 | \$60,000.00 | FBROFF | 2026 |
| | \$300,000.00 | \$300,000.00 | \$240,000.00 | NHPP | 2026 |
| | \$225,000.00 | \$225,000.00 | \$180,000.00 | STPFLEX | 2026 |
| Design (Engineering) | \$37,500.00 | \$37,500.00 | \$30,000.00 | FBROFF | 2023 |
| | \$270,000.00 | \$270,000.00 | \$216,000.00 | NHPP | 2023 |
| | \$3,000.00 | \$3,000.00 | \$2,400.00 | STCASH | 2023 |
| | \$37,500.00 | \$37,500.00 | \$30,000.00 | STP<5K-E | 2023 |
| | \$75,000.00 | \$75,000.00 | \$60,000.00 | STPFLEX | 2023 |
| | \$90,000.00 | \$90,000.00 | \$72,000.00 | FBR<200K-E | 2024 |
| | \$487,500.00 | \$487,500.00 | \$390,000.00 | FBROFF | 2024 |
| | \$300,000.00 | \$300,000.00 | \$240,000.00 | NHPP | 2024 |

| | | | | | |
|--------------|-----------------|-----------------|-----------------|-----------|------|
| | \$60,000.00 | \$60,000.00 | \$48,000.00 | REIMB | 2024 |
| | \$6,000.00 | \$6,000.00 | \$4,800.00 | STCASH | 2024 |
| | \$225,000.00 | \$225,000.00 | \$180,000.00 | STP<5K | 2024 |
| | \$667,500.00 | \$667,500.00 | \$534,000.00 | STP<5K-E | 2024 |
| | \$300,000.00 | \$300,000.00 | \$240,000.00 | STPFLEX | 2024 |
| | \$1,335,000.00 | \$1,335,000.00 | \$1,068,000.00 | FBROFF | 2025 |
| | \$22,500.00 | \$22,500.00 | \$18,000.00 | LOCAL | 2025 |
| | \$825,000.00 | \$825,000.00 | \$660,000.00 | NFA | 2025 |
| | \$300,000.00 | \$300,000.00 | \$240,000.00 | NHPP | 2025 |
| | \$90,000.00 | \$90,000.00 | \$72,000.00 | REIMB | 2025 |
| | \$75,000.00 | \$75,000.00 | \$60,000.00 | STCASH | 2025 |
| | \$112,500.00 | \$112,500.00 | \$90,000.00 | STP<5K | 2025 |
| | \$2,531,250.00 | \$2,531,250.00 | \$2,025,000.00 | STPFLEX | 2025 |
| | \$150,000.00 | \$150,000.00 | \$120,000.00 | FBROFF | 2026 |
| | \$300,000.00 | \$300,000.00 | \$240,000.00 | NHPP | 2026 |
| | \$300,000.00 | \$300,000.00 | \$240,000.00 | STPFLEX | 2026 |
| Construction | \$1,200,000.00 | \$1,320,000.00 | \$1,056,000.00 | FBROFF | 2023 |
| | \$37,500.00 | \$41,250.00 | \$33,000.00 | HSIP | 2023 |
| | \$900,000.00 | \$990,000.00 | \$792,000.00 | NHPP | 2023 |
| | \$75,000.00 | \$82,500.00 | \$66,000.00 | REIMB | 2023 |
| | \$1,800,000.00 | \$1,980,000.00 | \$1,584,000.00 | STCASH | 2023 |
| | \$37,500.00 | \$41,250.00 | \$33,000.00 | STP<5K | 2023 |
| | \$450,000.00 | \$495,000.00 | \$396,000.00 | STP<5K-E | 2023 |
| | \$8,505,000.00 | \$9,355,500.00 | \$7,484,400.00 | STPFLEX | 2023 |
| | \$1,800,000.00 | \$1,980,000.00 | \$1,584,000.00 | FBROFF | 2024 |
| | \$75,000.00 | \$82,500.00 | \$66,000.00 | NFA | 2024 |
| | \$20,100,000.00 | \$22,110,000.00 | \$17,688,000.00 | NHPP | 2024 |
| | \$2,700,000.00 | \$2,970,000.00 | \$2,376,000.00 | NHPP-E | 2024 |
| | \$150,000.00 | \$165,000.00 | \$132,000.00 | REIMB | 2024 |
| | \$4,200,000.00 | \$4,620,000.00 | \$3,696,000.00 | STCASH | 2024 |
| | \$2,400,000.00 | \$2,640,000.00 | \$2,112,000.00 | STP<200K | 2024 |
| | \$2,400,000.00 | \$2,640,000.00 | \$2,112,000.00 | STP<5K | 2024 |
| | \$6,900,000.00 | \$7,590,000.00 | \$6,072,000.00 | STPFLEX | 2024 |
| | \$450,000.00 | \$495,000.00 | \$396,000.00 | DEMO | 2025 |
| | \$4,500,000.00 | \$4,950,000.00 | \$3,960,000.00 | FBROFF | 2025 |
| | \$225,000.00 | \$247,500.00 | \$198,000.00 | HSIP | 2025 |
| | \$225,000.00 | \$247,500.00 | \$198,000.00 | NFA | 2025 |
| | \$3,000,000.00 | \$3,300,000.00 | \$2,640,000.00 | NHPP | 2025 |
| | \$75,000.00 | \$82,500.00 | \$66,000.00 | OTHER | 2025 |
| | \$150,000.00 | \$165,000.00 | \$132,000.00 | REIMB | 2025 |
| | \$7,500,000.00 | \$8,250,000.00 | \$6,600,000.00 | STCASH | 2025 |
| | \$225,000.00 | \$247,500.00 | \$198,000.00 | STP<200K | 2025 |
| | \$1,950,000.00 | \$2,145,000.00 | \$1,716,000.00 | STP<5K | 2025 |
| | \$4,650,000.00 | \$5,115,000.00 | \$4,092,000.00 | STPFLEX | 2025 |
| | \$3,000,000.00 | \$3,300,000.00 | \$2,640,000.00 | STPFLEX-E | 2025 |

| | | | | | |
|-------------------|-------------------------|-------------------------|-------------------------|------------|------|
| | \$3,000,000.00 | \$3,300,000.00 | \$2,640,000.00 | TIFIA | 2025 |
| | \$1,500,000.00 | \$1,650,000.00 | \$1,320,000.00 | DEMO | 2026 |
| | \$75,000.00 | \$82,500.00 | \$66,000.00 | ER | 2026 |
| | \$4,050,000.00 | \$4,455,000.00 | \$3,564,000.00 | FBR<200K-E | 2026 |
| | \$3,000,000.00 | \$3,300,000.00 | \$2,640,000.00 | FBROFF | 2026 |
| | \$3,750,000.00 | \$4,125,000.00 | \$3,300,000.00 | NHPP | 2026 |
| | \$300,000.00 | \$330,000.00 | \$264,000.00 | REIMB | 2026 |
| | \$225,000.00 | \$247,500.00 | \$198,000.00 | STP<200K | 2026 |
| | \$75,000.00 | \$82,500.00 | \$66,000.00 | STP<5K-E | 2026 |
| | \$4,406,250.00 | \$4,846,875.00 | \$3,877,500.00 | STPFLEX | 2026 |
| Total Cost | \$115,719,000.00 | \$125,725,125.00 | \$100,580,100.00 | | |

L.000077 BRIDGE SCOUR ANALYSIS

| 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 | | | |

L.000078 OFF-SYSTEM BRIDGE REPLACEMENT PROGRAM

| Remarks | | Type Improvement | | | Work Type | |
|----------------------|--------------|-------------------------|---------------|------------|-----------|---------|
| | | | | | | |
| Project Phase | Project Cost | Total Cost (w/CE&I+IDC) | Federal Share | Fund | Year | Sponsor |
| Environmental | \$30,000.00 | \$30,000.00 | \$24,000.00 | FBROFF | 2023 | |
| | \$30,000.00 | \$30,000.00 | \$24,000.00 | FBROFF | 2024 | |
| | \$30,000.00 | \$30,000.00 | \$24,000.00 | FBROFF | 2025 | |
| | \$30,000.00 | \$30,000.00 | \$24,000.00 | FBROFF | 2026 | |
| Right of Way | \$150,000.00 | \$150,000.00 | \$120,000.00 | FBROFF | 2025 | |
| | \$150,000.00 | \$150,000.00 | \$120,000.00 | FBROFF | 2026 | |
| Design (Engineering) | \$45,000.00 | \$45,000.00 | \$36,000.00 | FBROFF | 2023 | |
| | \$37,500.00 | \$37,500.00 | \$30,000.00 | STP<5K-E | 2023 | |
| | \$75,000.00 | \$75,000.00 | \$60,000.00 | FBR<200K-E | 2024 | |
| | \$105,000.00 | \$105,000.00 | \$84,000.00 | FBROFF | 2024 | |
| | \$405,000.00 | \$405,000.00 | \$324,000.00 | STP<5K-E | 2024 | |

| | | | | | |
|-------------------|------------------------|------------------------|------------------------|----------|------|
| | \$382,500.00 | \$382,500.00 | \$306,000.00 | FBROFF | 2025 |
| | \$30,000.00 | \$30,000.00 | \$24,000.00 | STPFLEX | 2025 |
| | \$210,000.00 | \$210,000.00 | \$168,000.00 | FBROFF | 2026 |
| | \$15,000.00 | \$15,000.00 | \$12,000.00 | STPFLEX | 2026 |
| Construction | \$1,875,000.00 | \$2,062,500.00 | \$1,650,000.00 | FBROFF | 2023 |
| | \$225,000.00 | \$247,500.00 | \$198,000.00 | STCASH | 2023 |
| | \$37,500.00 | \$41,250.00 | \$33,000.00 | STP<200K | 2023 |
| | \$75,000.00 | \$82,500.00 | \$66,000.00 | STPFLEX | 2023 |
| | \$3,750,000.00 | \$4,125,000.00 | \$3,300,000.00 | FBROFF | 2024 |
| | \$375,000.00 | \$412,500.00 | \$330,000.00 | STCASH | 2024 |
| | \$3,000,000.00 | \$3,300,000.00 | \$2,640,000.00 | STGEN | 2024 |
| | \$300,000.00 | \$330,000.00 | \$264,000.00 | STP<200K | 2024 |
| | \$3,300,000.00 | \$3,630,000.00 | \$2,904,000.00 | FBROFF | 2025 |
| | \$150,000.00 | \$165,000.00 | \$132,000.00 | STCASH | 2025 |
| | \$3,000,000.00 | \$3,300,000.00 | \$2,640,000.00 | STGEN | 2025 |
| | \$3,300,000.00 | \$3,630,000.00 | \$2,904,000.00 | FBROFF | 2026 |
| | \$3,000,000.00 | \$3,300,000.00 | \$2,640,000.00 | STGEN | 2026 |
| Total Cost | \$24,112,500.00 | \$26,351,250.00 | \$21,081,000.00 | | |

L.000079 BRIDGE DISCRETIONARY PROGRAM

| 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 | | | |

L.000080 MISC FEDERAL DISCRETIONARY PROJECTS

| Remarks | | Type Improvement | | | Work Type | |
|----------------------|--------------|-------------------------|---------------|------|-----------|---------|
| | | | | | | |
| Project Phase | Project Cost | Total Cost (w/CE&I+IDC) | Federal Share | Fund | Year | Sponsor |
| Design (Engineering) | \$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 | | |

L.000081 VARIOUS DEMO PROJECTS

| 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 | |
| Design (Engineering) | \$30,000.00 | \$30,000.00 | \$24,000.00 | DEMO | 2026 | |
| | \$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**

L.000082 MISC STATEWIDE TCSP PROJECTS

| Remarks | | Type Improvement | | | | Work Type | |
|----------------------|---------------------|-------------------------|---------------------|------|--|-----------|---------|
| | | | | | | | |
| Project Phase | Project Cost | Total Cost (w/CE&I+IDC) | Federal Share | Fund | | Year | Sponsor |
| Right of Way | \$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 | | | | |

L.000083 CONVERSION OF AC (INCLUDES DEBT SERVICE)

| 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 | | |

L.000084 MODIFIED PROJECT AGREEMENT

| 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 | | |

L.000085 ADVANCED TRAFFIC MANAGEMENT CENTER

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

L.000087 STAGE 0 AND FEASIBILITY STUDIES

| 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 | | |

L.000092 DBE SUPPORTIVE SERVICES

| 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 | DBE/SS | 2023 | |
| | \$45,000.00 | \$45,000.00 | \$36,000.00 | DBE/SS | 2024 | |
| | \$45,000.00 | \$45,000.00 | \$36,000.00 | DBE/SS | 2025 | |
| | \$45,000.00 | \$45,000.00 | \$36,000.00 | DBE/SS | 2026 | |
| Total Cost | \$180,000.00 | \$180,000.00 | \$144,000.00 | | | |

L.000093 STATEWIDE CONGESTION MITIGATION

| 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

L.000094 URBAN TRANSIT(INCL TRANSFER TO AGENCIES)

| 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 | | | |

L.000095 SPECIAL RULE-AREAS 5K OR LESS POPULATION

| 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 | | |

L.000096 FERRY BOAT MECH/ELECT/DISCR PROGRAMS

| Remarks | | Type Improvement | | | | Work Type | |
|----------------------|--------------|-------------------------|---------------|----------|------|-----------|--|
| Project Phase | Project Cost | Total Cost (w/CE&I+IDC) | Federal Share | Fund | Year | Sponsor | |
| Design (Engineering) | \$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 E: Transit Projects

Note 1: The Transit TIP for the Mandeville-Covington and Slidell Urbanized Areas are combined into a single set of projects for both of St. Tammany Parish's Urbanized Areas.

Note 2: The "Comment" field in the Transit TIP indicates the state of good repair asset management category to which a project contributes. The abbreviations for categories are as follows:

- RS: Rolling Stock
- EQ: Equipment
- FA: Facilities
- IN: Infrastructure (applies to rail infrastructure only; RTA is the sole operator of rail transit in the region)

2023 St. Tammany Transportation Improvement Program - Transit Element

| Project | Total Cost | Section 5307 | Section 5311 | Section 5310 | Total Federal | Local Match | Comments |
|---|------------------------|------------------------|----------------------|--------------|------------------------|------------------------|----------|
| Urban Operating Assistance | \$ 4,960,000.00 | \$ 2,480,000.00 | | | \$ 2,480,000.00 | \$ 2,480,000.00 | |
| Rural Operating Assistance | \$ 504,000.00 | | \$ 252,000.00 | | \$ 252,000.00 | \$ 252,000.00 | |
| Preventive Maintenance | \$ 187,500.00 | \$ 150,000.00 | | | \$ 150,000.00 | \$ 37,500.00 | RS |
| Capital Improvement/Vehicle Procurement | \$ 625,000.00 | \$ 650,000.00 | | | \$ 500,000.00 | \$ 125,000.00 | RS |
| | | | | | | | |
| Total | \$ 6,276,500.00 | \$ 3,280,000.00 | \$ 252,000.00 | | \$ 3,382,000.00 | \$ 2,894,500.00 | |

2024 St. Tammany Transportation Improvement Program - Transit Element

| Project | Total Cost | Section 5307 | Section 5311 | Section 5310 | Total Federal | Local Match | Comments |
|---|------------------------|------------------------|----------------------|--------------|------------------------|------------------------|----------|
| Urban Operating Assistance | \$ 5,000,000.00 | \$ 2,500,000.00 | | | \$ 2,500,000.00 | \$ 2,500,000.00 | |
| Rural Operating Assistance | \$ 514,080.00 | | \$ 257,040.00 | | \$ 257,040.00 | \$ 257,040.00 | |
| Preventive Maintenance | \$ 200,000.00 | \$ 160,000.00 | | | \$ 160,000.00 | \$ 45,000.00 | RS |
| Capital Improvement/Vehicle Procurement | \$ 625,000.00 | \$ 664,000.00 | | | \$ 500,000.00 | \$ 125,000.00 | RS |
| | | | | | | | |
| Total | \$ 6,364,080.00 | \$ 3,350,000.00 | \$ 257,040.00 | | \$ 3,437,040.00 | \$ 2,927,040.00 | |

2025 St. Tammany Transportation Improvement Program - Transit Element

| Project | Total Cost | Section 5307 | Section 5311 | Section 5310 | Total Federal | Local Match | Comments |
|---|------------------------|------------------------|----------------------|--------------|------------------------|------------------------|----------|
| Urban Operating Assistance | \$ 5,160,000.00 | \$ 2,580,000.00 | | | \$ 2,580,000.00 | \$ 2,580,000.00 | |
| Rural Operating Assistance | \$ 524,360.00 | | \$ 262,180.00 | | \$ 262,180.00 | \$ 262,180.00 | |
| Preventive Maintenance | \$ 212,500.00 | \$ 170,000.00 | | | \$ 170,000.00 | \$ 42,500.00 | RS |
| Capital Improvement/Vehicle Procurement | \$ 625,000.00 | \$ 671,000.00 | | | \$ 500,000.00 | \$ 125,000.00 | RS |
| | | | | | | | |
| Total | \$ 6,521,860.00 | \$ 3,421,000.00 | \$ 262,180.00 | | \$ 3,512,180.00 | \$ 3,009,680.00 | |

2026 St. Tammany Transportation Improvement Program - Transit Element

| Project | Total Cost | Section 5307 | Section 5311 | Section 5310 | Total Federal | Local Match | Comments |
|---|------------------------|------------------------|----------------------|--------------|------------------------|------------------------|----------|
| Urban Operating Assistance | \$ 5,160,000.00 | \$ 2,580,000.00 | | | \$ 2,580,000.00 | \$ 2,580,000.00 | |
| Rural Operating Assistance | \$ 534,846.00 | | \$ 267,423.00 | | \$ 267,423.00 | \$ 267,423.00 | |
| Preventive Maintenance | \$ 250,000.00 | \$ 200,000.00 | | | \$ 200,000.00 | \$ 50,000.00 | RS |
| Capital Improvement/Vehicle Procurement | \$ 625,000.00 | \$ 700,000.00 | | | \$ 500,000.00 | \$ 125,000.00 | RS |
| | | | | | | | |
| Total | \$ 6,569,846.00 | \$ 3,480,000.00 | \$ 267,423.00 | | \$ 3,547,423.00 | \$ 3,022,423.00 | |

Appendix F: Slidell Urbanized Area Highway Projects

Projects in the TIP are listed alphabetically in ascending order by state project number. An example project page and field descriptions are included below.

| | | |
|---|--|--|
| 1 Project: H.000497 | 2 US 190: BAYOU CASTINE- SE LA HOSPITAL | 3 Project is in a STIP Line Item <input type="checkbox"/> |
| 4 Route: US 190 | 5 Cntrl Section: 913-12 | 6 Beg. Log Mile: |
| | 7 End Log Mile: | 8 Parish: ST. TAMMANY |
| | | 9 Non-State Road: |
| | | |
| 10 Remarks: | 11 Type Improvement: | 12 Work Type: |
| MATCH FROM DOTD | WIDEN TO 4 LANES | CORRIDOR |
| 13 FHWA Performance Category: | | 14 Priorities: |
| CONGESTION RELIABILITY FREIGHT RELIABILITY | | (4) (5) |
| 15 Project Phase: | 16 Project Cost | 17 est. Cost (w/Contingency) |
| RIGHT OF WAY | \$500,000.00 | \$500,000.00 |
| UTILITY RELOCATION | \$1,400,000.00 | \$1,400,000.00 |
| DESIGN (ENGINEERING) | \$300,000.00 | \$300,000.00 |
| CONSTRUCTION | \$12,000,000.00 | \$13,200,000.00 |
| | | Federal Share |
| | | \$0.00 UNKNOWN |
| | | \$0.00 UNKNOWN |
| | | \$0.00 UNKNOWN |
| | | \$0.00 NFI |
| | | 2048 DOTD |
| | | 2048 |
| | | 2048 |
| | | 2048 |
| 22 Total Cost: | | 21 Sponsor: |
| \$14,200,000.00 | \$15,400,000.00 | |
| | \$0.00 | |
| 23 Project Urban Area(s): | | 24 Project Parish(es): |
| | | ST. TAMMANY |

| | |
|-----|--|
| 1. | State Project Number |
| 2. | Project Title |
| 3. | Is/Is Not a Line Item in State TIP |
| 4. | Route Number |
| 5. | State Control Section |
| 6. | Beginning State Log Mile |
| 7. | Ending State Log Mile |
| 8. | Parish in which Project is Located |
| 9. | Non-state Road Name |
| 10. | Additional Comments |
| 11. | Improvement Description |
| 12. | Work Category |
| 13. | FHWA Performance Measure Category |
| 14. | MTP Priority (1 = Safety; 2 = Sustainability & Resilience; 3 = Equity; 4 = Econ. Opportunity; 5 = Reliability; 6 = Preservation) |
| 15. | Project Phase |
| 16. | Project Cost |
| 17. | Project Cost plus 10% Contingency |
| 18. | Federal Share of Phase |
| 19. | Funding Source(s) |
| 20. | Federal Fiscal Year |
| 21. | Project Sponsor |
| 22. | Funding Totals |
| 23. | Project Urbanized Area |
| 24. | Project Parish(es) |

Project: H.000284

US 90 PEARL RIVER BRIDGES (HBI)

Project is in a STIP Line Item ☐

Route:US 90

Cntrl Section:006-07

Beg. Log Mile:5.000

End Log Mile:8.000

Parish:ST. TAMMANY

Non-State Road:

| Remarks: | Type Improvement: | Work Type: |
|---|-------------------|--------------------|
| MATCH FROM DOTD | NEW BRIDGES | PRESERVATION |
| 006-07-0048; PRIORITY BRIDGE PROJECT. HISTORIC BRIDGE IMPROVEMENT (HBI) | | BRIDGE (ON SYSTEM) |

| FHWA Performance Category: | Priorities: |
|----------------------------|-------------|
| BRIDGE CONDITION | (1) (6) |

| Project Phase: | Project Cost: | Tot.Cost (w/Contingency): | Federal Share: | Fund: | Year: | Sponsor: |
|--------------------|-----------------|---------------------------|-----------------|----------|-------|----------|
| UTILITY RELOCATION | \$442,320.00 | \$442,320.00 | \$353,856.00 | STP FLEX | 2024 | DOTD |
| CONSTRUCTION | \$42,981,000.00 | \$47,279,100.00 | \$37,823,280.00 | STP FLEX | 2025 | |

Project Urban Area(s):

SL

Project Parish(es):

ST. TAMMANY

| | | | |
|-------------|-----------------|-----------------|-----------------|
| Total Cost: | \$43,423,320.00 | \$47,721,420.00 | \$38,177,136.00 |
|-------------|-----------------|-----------------|-----------------|

Project: H.000286 US 90 E PEARL RIVER MB REPLACEMENTProject is in a STIP Line Item ☐

| | | | | | |
|--------|----------------|----------------|---------------|-------------|-----------------|
| Route: | Cntrl Section: | Beg. Log Mile: | End Log Mile: | Parish: | Non-State Road: |
| US 90 | 006-07 | 8.250 | 8.440 | ST. TAMMANY | |
| US 90 | 006-08 | 0.000 | 0.180 | ST. TAMMANY | |

| Remarks: | Type Improvement: | Work Type: |
|--|--------------------|--|
| MATCH FROM MDOT MATCH FROM DOTD 006-08-0031; STAGE 0 PROJECT, MS TO FUND DETAIL LINE 4 | BRIDGE REPLACEMENT | PRESERVATION NON-INTERSTATE ON NHS SYSTEM |

| FHWA Performance Category: | Priorities: |
|----------------------------|-------------|
| BRIDGE CONDITION | (1) (6) |

| Project Phase: | Project Cost: | Tot.Cost (w/Contingency): | Federal Share: | Fund: | Year: | Sponsor: |
|----------------------|-----------------|---------------------------|-----------------|----------|-------|----------|
| DESIGN (ENGINEERING) | \$5,486,200.00 | \$5,486,200.00 | \$4,388,960.00 | STP FLEX | 2023 | MDOT |
| UTILITY RELOCATION | \$257,260.00 | \$257,260.00 | \$205,808.00 | STP FLEX | 2024 | DOTD |
| CONSTRUCTION | \$54,862,000.00 | \$60,348,200.00 | \$48,278,560.00 | STP FLEX | 2025 | |

Project Urban Area(s):

SL

Project Parish(es):

ST. TAMMANY

| | | | |
|--------------------|------------------------|------------------------|------------------------|
| Total Cost: | \$60,605,460.00 | \$66,091,660.00 | \$52,873,328.00 |
|--------------------|------------------------|------------------------|------------------------|

Project: H.000688 US 11 NORFOLK SOUTHERN RR OVERPASS (HBI)Project is in a STIP Line Item ☐

| | | | | | |
|-----------------|--------------------------|-------------------------|------------------------|------------------------|-----------------|
| Route: US 11 | Cntrl Section: 018-04 | Beg. Log Mile: 0.400 | End Log Mile: 0.810 | Parish: ST. TAMMANY | Non-State Road: |
|-----------------|--------------------------|-------------------------|------------------------|------------------------|-----------------|

| Remarks: | Type Improvement: | Work Type: |
|-----------------|--------------------|--|
| MATCH FROM DOTD | BRIDGE REPLACEMENT | PRESERVATION BRIDGE (ON SYSTEM) |

| FHWA Performance Category: | Priorities: |
|--------------------------------------|-----------------|
| BRIDGE CONDITION FREIGHT RELIABILITY | (1) (4) (5) (6) |

| Project Phase: | Project Cost: | Tot.Cost (w/Contingency): | Federal Share: | Fund: | Year: | Sponsor: |
|----------------|-----------------|---------------------------|-----------------|----------|-------|----------|
| CONSTRUCTION | \$23,500,000.00 | \$25,850,000.00 | \$20,680,000.00 | STP FLEX | 2025 | DOTD |

| |
|------------------------|
| Project Urban Area(s): |
| SL |

| |
|---------------------|
| Project Parish(es): |
| ST. TAMMANY |

| | | | |
|-------------|-----------------|-----------------|-----------------|
| Total Cost: | \$23,500,000.00 | \$25,850,000.00 | \$20,680,000.00 |
|-------------|-----------------|-----------------|-----------------|

Project: H.004957**LA 3241:I-12/LA 434 INTERCHANGE TO LA 36**Project is in a STIP Line Item ☐

| | | | | | |
|---------|----------------|----------------|---------------|-------------|-----------------|
| Route: | Cntrl Section: | Beg. Log Mile: | End Log Mile: | Parish: | Non-State Road: |
| A LOCAL | 000-52 | 0.000 | 0.000 | ST. TAMMANY | KRENTREL ROAD |
| LA 3241 | 852-33 | 0.000 | 3.530 | ST. TAMMANY | |
| LA 434 | 852-12 | 2.700 | 4.570 | ST. TAMMANY | |
| LA 434 | 852-12 | 4.570 | 5.560 | ST. TAMMANY | |

| Remarks: | Type Improvement: | Work Type: |
|---------------------------|-------------------|------------|
| MATCH FROM DOTD | NEW 4 LANE | TIME |
| 852-33-0002; BL DATE 7-08 | | |

| FHWA Performance Category: | Priorities: |
|--|-------------|
| CONGESTION RELIABILITY FREIGHT RELIABILITY | (4) (5) |

| Project Phase: | Project Cost: | Tot.Cost (w/Contingency): | Federal Share: | Fund: | Year: | Sponsor: |
|--------------------|-----------------|---------------------------|-----------------|----------|-------|----------|
| UTILITY RELOCATION | \$1,280,000.00 | \$1,280,000.00 | \$1,024,000.00 | STP FLEX | 2022 | DOTD |
| CONSTRUCTION | \$75,000,000.00 | \$82,500,000.00 | \$82,500,000.00 | ARPA | 2023 | |
| CONSTRUCTION | \$4,800,000.00 | \$5,280,000.00 | \$4,224,000.00 | STP FLEX | 2023 | |
| RIGHT OF WAY | \$12,800,000.00 | \$12,800,000.00 | \$10,240,000.00 | STP FLEX | 2024 | |

Project Urban Area(s):

SL

Project Parish(es):

ST. TAMMANY

| | | | |
|--------------------|------------------------|-------------------------|------------------------|
| Total Cost: | \$93,880,000.00 | \$101,860,000.00 | \$97,988,000.00 |
|--------------------|------------------------|-------------------------|------------------------|

Project: H.009793 SLIDELL OLDE TOWNE STREETSCAPINGProject is in a STIP Line Item ☒

| | | | | | |
|-------------------|--------------------------|-------------------------|------------------------|------------------------|---|
| Route: A LOCAL | Cntrl Section: 000-52 | Beg. Log Mile: 0.000 | End Log Mile: 0.000 | Parish: ST. TAMMANY | Non-State Road: 1ST, 2ND, COUSIN, BOUSCAREN, ELAGN |
|-------------------|--------------------------|-------------------------|------------------------|------------------------|---|

| Remarks: | Type Improvement: | Work Type: |
|----------------------------|---|--------------|
| MATCH FROM CITY OF SLIDELL | SIDEWALKS W/LIGHTING LANDSCAPING & RELATED WORK | ENHANCEMENTS |

| FHWA Performance Category: | Priorities: |
|---------------------------------------|-----------------|
| SAFETY MOTORIZED SAFETY NON-MOTORIZED | (2) (3) (4) (5) |

| Project Phase: | Project Cost: | Tot.Cost (w/Contingency): | Federal Share: | Fund: | Year: | Sponsor: |
|----------------|---------------|---------------------------|----------------|----------|-------|-----------------|
| CONSTRUCTION | \$954,000.00 | \$1,049,400.00 | \$839,520.00 | TAP<200K | 2026 | CITY OF SLIDELL |

| |
|------------------------|
| Project Urban Area(s): |
| SL |

| |
|---------------------|
| Project Parish(es): |
| ST. TAMMANY |

| | | | |
|-------------|--------------|----------------|--------------|
| Total Cost: | \$954,000.00 | \$1,049,400.00 | \$839,520.00 |
|-------------|--------------|----------------|--------------|

Project: H.011775 US 11 & US 190 BICYCLE AND PED CROSSINGSProject is in a STIP Line Item ☐

| | | | | | |
|--------|----------------|----------------|---------------|-------------|-----------------|
| Route: | Cntrl Section: | Beg. Log Mile: | End Log Mile: | Parish: | Non-State Road: |
| US 11 | 018-03 | 5.160 | 5.170 | ST. TAMMANY | |

| Remarks: | Type Improvement: | Work Type: |
|----------------------------|---|---------------|
| MATCH FROM CITY OF SLIDELL | PED/BICYCLE CROSSWALKS, SIGNS AND SIGNALS | URBAN SYSTEMS |

| FHWA Performance Category: | Priorities: |
|---------------------------------------|-------------|
| SAFETY MOTORIZED SAFETY NON-MOTORIZED | (2) (3) |

| Project Phase: | Project Cost: | Tot.Cost (w/Contingency): | Federal Share: | Fund: | Year: | Sponsor: |
|----------------|----------------|---------------------------|----------------|------------|-------|-----------------|
| CONSTRUCTION | \$1,100,000.00 | \$1,210,000.00 | \$968,000.00 | STP50-200K | 2025 | CITY OF SLIDELL |

| |
|-------------------------------|
| Project Urban Area(s): |
| SL |

| |
|----------------------------|
| Project Parish(es): |
| ST. TAMMANY |

| | | | |
|--------------------|-----------------------|-----------------------|---------------------|
| Total Cost: | \$1,100,000.00 | \$1,210,000.00 | \$968,000.00 |
|--------------------|-----------------------|-----------------------|---------------------|

Project: H.011799 SPARTAN DR. SHARED USE PATHProject is in a STIP Line Item ☒

| | | | | | |
|-------------------|--------------------------|-------------------------|------------------------|------------------------|----------------------------------|
| Route: A LOCAL | Cntrl Section: 000-52 | Beg. Log Mile: 0.000 | End Log Mile: 0.000 | Parish: ST. TAMMANY | Non-State Road: SPARTAN DRIVE |
|-------------------|--------------------------|-------------------------|------------------------|------------------------|----------------------------------|

| Remarks: | Type Improvement: | Work Type: |
|----------------------------|-------------------|--------------|
| MATCH FROM CITY OF SLIDELL | SHARED USE PATH | ENHANCEMENTS |

| FHWA Performance Category: | Priorities: |
|--|-----------------|
| SAFETY MOTORIZED SAFETY NON-MOTORIZED CONGESTION RELIABILITY | (2) (3) (4) (5) |

| Project Phase: | Project Cost: | Tot.Cost (w/Contingency): | Federal Share: | Fund: | Year: | Sponsor: |
|----------------|---------------|---------------------------|----------------|----------|-------|-----------------|
| CONSTRUCTION | \$986,000.00 | \$1,084,600.00 | \$867,200.00 | TAP<200K | 2025 | CITY OF SLIDELL |

| |
|------------------------|
| Project Urban Area(s): |
| SL |

| |
|---------------------|
| Project Parish(es): |
| ST. TAMMANY |

| | | | |
|-------------|--------------|----------------|--------------|
| Total Cost: | \$986,000.00 | \$1,084,600.00 | \$867,200.00 |
|-------------|--------------|----------------|--------------|

Project: H.012567

LA 36: ICG RAILROAD BRIDGE (HBI)

Project is in a STIP Line Item ☐

Route:LA 36

Cntrl Section:280-03

Beg. Log Mile:3.200

End Log Mile:3.400

Parish:ST. TAMMANY

Non-State Road:

| Remarks: | Type Improvement: | Work Type: |
|-----------------|------------------------------------|--|
| MATCH FROM DOTD | REMOVE STRUCTURE CONSTRUCT ROADWAY | PRESERVATION BRIDGE (ON SYSTEM) |

| FHWA Performance Category: | Priorities: |
|---------------------------------|-------------|
| ROAD CONDITION BRIDGE CONDITION | (1) (6) |

| Project Phase: | Project Cost: | Tot.Cost (w/Contingency): | Federal Share: | Fund: | Year: | Sponsor: |
|----------------|---------------|---------------------------|----------------|----------|-------|----------|
| CONSTRUCTION | \$770,735.00 | \$847,808.50 | \$678,246.80 | STP FLEX | 2024 | DOTD |

| Project Urban Area(s): |
|------------------------|
| SL |

| Project Parish(es): |
|---------------------|
| ST. TAMMANY |

| | | | |
|-------------|--------------|--------------|--------------|
| Total Cost: | \$770,735.00 | \$847,808.50 | \$678,246.80 |
|-------------|--------------|--------------|--------------|

Project: H.012812 US 190 @ NORTSHORE & CAMP VILLEREProject is in a STIP Line Item ☐

| | | | | | |
|---------|----------------|----------------|---------------|-------------|-----------------|
| Route: | Cntrl Section: | Beg. Log Mile: | End Log Mile: | Parish: | Non-State Road: |
| A LOCAL | 000-52 | 0.000 | 0.000 | ST. TAMMANY | CAMP VILLERE RD |
| A LOCAL | 000-52 | 0.000 | 0.000 | ST. TAMMANY | NORTSHORE BLVD |
| US 190 | 013-12 | 18.180 | 19.050 | ST. TAMMANY | |

| Remarks: | Type Improvement: | Work Type: |
|-----------------|-------------------------------------|------------------------------|
| MATCH FROM DOTD | ROUNDBOUT INTERSECTION IMPROVEMENTS | URBAN SYSTEMS |
| | | NON-INTERSTATE ON NHS SYSTEM |

| FHWA Performance Category: | Priorities: |
|---|-------------|
| SAFETY MOTORIZED CONGESTION RELIABILITY | (2) (5) |

| Project Phase: | Project Cost: | Tot.Cost (w/Contingency): | Federal Share: | Fund: | Year: | Sponsor: |
|----------------|----------------|---------------------------|----------------|------------|-------|----------|
| CONSTRUCTION | \$5,800,000.00 | \$6,380,000.00 | \$5,104,000.00 | STP50-200K | 2023 | DOTD |

| |
|-------------------------------|
| Project Urban Area(s): |
| SL |

| |
|----------------------------|
| Project Parish(es): |
| ST. TAMMANY |

| | | | |
|--------------------|-----------------------|-----------------------|-----------------------|
| Total Cost: | \$5,800,000.00 | \$6,380,000.00 | \$5,104,000.00 |
|--------------------|-----------------------|-----------------------|-----------------------|

Project: H.013008 DIST62:ABC BR REPLACE ST TAM,WASH PARSProject is in a STIP Line Item ☐

| Route: | Cntrl Section: | Beg. Log Mile: | End Log Mile: | Parish: | Non-State Road: |
|---------|----------------|----------------|---------------|-------------|-----------------|
| LA 1072 | 859-21 | 3.300 | 4.150 | WASHINGTON | |
| LA 1129 | 279-02 | 2.350 | 2.450 | ST. TAMMANY | |
| LA 16 | 058-03 | 0.000 | 0.100 | ST. TAMMANY | |
| LA 16 | 058-04 | 0.900 | 1.000 | WASHINGTON | |
| LA 36 | 280-03 | 0.200 | 4.700 | ST. TAMMANY | |
| LA 434 | 852-12 | 5.900 | 6.000 | ST. TAMMANY | |
| LA 436 | 859-08 | 10.600 | 10.700 | WASHINGTON | |
| LA 438 | 275-02 | 6.000 | 6.150 | WASHINGTON | |
| LA 450 | 852-07 | 1.300 | 1.400 | ST. TAMMANY | |
| LA 59 | 852-09 | 0.600 | 0.700 | ST. TAMMANY | |

| Remarks: | Type Improvement: | Work Type: |
|-----------------|--------------------|--------------------|
| MATCH FROM DOTD | BRIDGE REPLACEMENT | PRESERVATION |
| | | BRIDGE (ON SYSTEM) |

| FHWA Performance Category: | Priorities: |
|----------------------------|-------------|
| BRIDGE CONDITION | (1) (6) |

| Project Phase: | Project Cost: | Tot.Cost (w/Contingency): | Federal Share: | Fund: | Year: | Sponsor: |
|----------------|----------------|---------------------------|----------------|----------|-------|----------|
| CONSTRUCTION | \$1,200,000.00 | \$1,320,000.00 | \$0.00 | NFA | 2023 | DOTD |
| CONSTRUCTION | \$9,240,000.00 | \$10,164,000.00 | \$8,131,200.00 | STP FLEX | 2023 | |

| |
|-------------------------------|
| Project Urban Area(s): |
| SL |

| |
|----------------------------|
| Project Parish(es): |
| ST. TAMMANY |

| | | | |
|--------------------|------------------------|------------------------|-----------------------|
| Total Cost: | \$10,440,000.00 | \$11,484,000.00 | \$8,131,200.00 |
|--------------------|------------------------|------------------------|-----------------------|

Project: H.013245.SL MOTORIST ASSISTANCE PATROL (MAP) SLProject is in a STIP Line Item ☒

Route: I-10
I-10
I-12

Cntrl Section:

Beg. Log Mile:

End Log Mile:

Parish: ORLEANS
ST. TAMMANY
ST. TAMMANY

Non-State Road:

| Remarks: | Type Improvement: | Work Type: |
|-----------------|--|---|
| MATCH FROM DOTD | MAP FOR I-12/ I-10 TO TWIN SPAN BRIDGE | OPER EFFICIENCY/MOTORIST ASSISTANCE INTERSTATE |

| FHWA Performance Category: | Priorities: |
|---|-------------|
| SAFETY MOTORIZED CONGESTION RELIABILITY | (5) |

| Project Phase: | Project Cost: | Tot.Cost (w/Contingency): | Federal Share: | Fund: | Year: | Sponsor: |
|----------------|---------------|---------------------------|----------------|------------|-------|----------|
| CONSTRUCTION | \$664,000.00 | \$664,000.00 | \$332,000.00 | STP FLEX | 2023 | DOTD |
| CONSTRUCTION | \$664,000.00 | \$664,000.00 | \$332,000.00 | STP50-200K | 2024 | |
| CONSTRUCTION | \$664,000.00 | \$664,000.00 | \$332,000.00 | STP FLEX | 2025 | |
| CONSTRUCTION | \$664,000.00 | \$664,000.00 | \$332,000.00 | STP50-200K | 2026 | |

Project Urban Area(s):

SL

Project Parish(es):

ST. TAMMANY

| | | | |
|--------------------|-----------------------|-----------------------|-----------------------|
| Total Cost: | \$2,656,000.00 | \$2,656,000.00 | \$1,328,000.00 |
|--------------------|-----------------------|-----------------------|-----------------------|

Project: H.013618

US 190B (FREMAUX) BETH ST. TO HOOVER DR.

Project is in a STIP Line Item ☐

| Remarks: | Type Improvement: | Work Type: |
|--|-------------------|------------|
| MATCH FROM REGIONAL PLANNING COMMISSION MATCH FROM ST. TAMMANY PARISH | OPERATIONS STUDY | UNKNOWN |

| FHWA Performance Category: | Priorities: |
|---|-------------|
| SAFETY MOTORIZED CONGESTION RELIABILITY | (5) |

| Project Phase: | Project Cost: | Tot.Cost (w/Contingency): | Federal Share: | Fund: | Year: | Sponsor: |
|--------------------|----------------|---------------------------|----------------|------------|-------|------------------------------|
| UTILITY RELOCATION | \$300,000.00 | \$300,000.00 | \$240,000.00 | STP50-200K | 2024 | REGIONAL PLANNING COMMISSION |
| RIGHT OF WAY | \$250,000.00 | \$250,000.00 | \$200,000.00 | STP50-200K | 2025 | ST. TAMMANY PARISH |
| CONSTRUCTION | \$3,100,000.00 | \$3,410,000.00 | \$2,728,000.00 | STP50-200K | 2025 | |

| Project Urban Area(s): |
|------------------------|
| SL |

| Project Parish(es): |
|---------------------|
| ST. TAMMANY |

| | | | |
|-------------|----------------|----------------|----------------|
| Total Cost: | \$3,650,000.00 | \$3,960,000.00 | \$3,168,000.00 |
|-------------|----------------|----------------|----------------|

Project: H.013984**LA 16, LA 1074, LA 1075: BRIDGES****Project is in a STIP Line Item** ☒

| Route: | Cntrl Section: | Beg. Log Mile: | End Log Mile: | Parish: | Non-State Road: |
|--------|----------------|----------------|---------------|-------------|-----------------|
| LA 16 | 058-03 | 0.060 | 0.125 | ST. TAMMANY | |
| LA 16 | 058-03 | 1.160 | 1.215 | ST. TAMMANY | |
| LA 16 | 058-03 | 2.650 | 2.861 | ST. TAMMANY | |
| LA 16 | 058-03 | 4.453 | 4.518 | ST. TAMMANY | |
| LA 16 | 058-04 | 1.177 | 1.250 | ST. TAMMANY | |

| Remarks: | Type Improvement: | Work Type: |
|-----------------|--------------------|--------------------|
| MATCH FROM DOTD | BRIDGE REPLACEMENT | PRESERVATION |
| | | BRIDGE (ON SYSTEM) |

| FHWA Performance Category: | Priorities: |
|----------------------------|-------------|
| BRIDGE CONDITION | (1) (6) |

| Project Phase: | Project Cost: | Tot.Cost (w/Contingency): | Federal Share: | Fund: | Year: | Sponsor: |
|----------------|-----------------|---------------------------|----------------|--------|-------|----------|
| CONSTRUCTION | \$12,479,000.00 | \$13,726,900.00 | \$6,681,840.00 | STP<5K | 2023 | DOTD |

| |
|-------------------------------|
| Project Urban Area(s): |
| SL |

| |
|----------------------------|
| Project Parish(es): |
| ST. TAMMANY |

| | | | |
|--------------------|------------------------|------------------------|-----------------------|
| Total Cost: | \$12,479,000.00 | \$13,726,900.00 | \$6,681,840.00 |
|--------------------|------------------------|------------------------|-----------------------|

Project: H.014113

US 190: LA 434-LA 433

Project is in a STIP Line Item ☒

Route:US 190

Cntrl Section:013-12

Beg. Log Mile:11.560

End Log Mile:17.950

Parish:ST. TAMMANY

Non-State Road:

| Remarks: | Type Improvement: | Work Type: |
|-----------------|--------------------|------------------------------|
| MATCH FROM DOTD | MILL PATCH OVERLAY | PRESERVATION |
| | | NON-INTERSTATE ON NHS SYSTEM |

| FHWA Performance Category: | Priorities: |
|----------------------------|-------------|
| ROAD CONDITION | (1) (6) |

| Project Phase: | Project Cost: | Tot.Cost (w/Contingency): | Federal Share: | Fund: | Year: | Sponsor: |
|----------------|----------------|---------------------------|----------------|-------|-------|----------|
| CONSTRUCTION | \$4,000,000.00 | \$4,400,000.00 | \$3,520,000.00 | NHPP | 2024 | DOTD |

| Project Urban Area(s): |
|------------------------|
| SL |

| Project Parish(es): |
|---------------------|
| ST. TAMMANY |

| | | | |
|-------------|----------------|----------------|----------------|
| Total Cost: | \$4,000,000.00 | \$4,400,000.00 | \$3,520,000.00 |
|-------------|----------------|----------------|----------------|

Project: H.014142 US 190: DRAINAGE IMPROVEMENTS (LACOMBE)Project is in a STIP Line Item ☐

| | | | | | |
|------------------|--------------------------|--------------------------|-------------------------|------------------------|-----------------|
| Route: US 190 | Cntrl Section: 013-12 | Beg. Log Mile: 11.000 | End Log Mile: 11.200 | Parish: ST. TAMMANY | Non-State Road: |
|------------------|--------------------------|--------------------------|-------------------------|------------------------|-----------------|

| Remarks: | Type Improvement: | Work Type: |
|-----------------|-----------------------|---|
| MATCH FROM DOTD | DRAINAGE IMPROVEMENTS | OPER EFFICIENCY/MOTORIST ASSISTANCE ROADWAY FLOODING |

| FHWA Performance Category: | Priorities: |
|----------------------------|-------------|
| ROAD CONDITION | (1) (2) (6) |

| Project Phase: | Project Cost: | Tot.Cost (w/Contingency): | Federal Share: | Fund: | Year: | Sponsor: |
|----------------|---------------|---------------------------|----------------|-------|-------|----------|
| CONSTRUCTION | \$850,000.00 | \$935,000.00 | \$748,000.00 | NHPP | 2023 | DOTD |

| |
|------------------------|
| Project Urban Area(s): |
| SL |

| |
|---------------------|
| Project Parish(es): |
| ST. TAMMANY |

| | | | |
|-------------|--------------|--------------|--------------|
| Total Cost: | \$850,000.00 | \$935,000.00 | \$748,000.00 |
|-------------|--------------|--------------|--------------|

Project: H.014315 GRAFTON DR. PAVEMENT REHABILITATIONProject is in a STIP Line Item ☐

| | | | | | |
|-------------------|--------------------------|-------------------------|------------------------|------------------------|--------------------------------|
| Route: A LOCAL | Cntrl Section: 000-52 | Beg. Log Mile: 0.000 | End Log Mile: 0.000 | Parish: ST. TAMMANY | Non-State Road: GRAFTON DR. |
|-------------------|--------------------------|-------------------------|------------------------|------------------------|--------------------------------|

| Remarks: | Type Improvement: | Work Type: |
|----------------------------|-------------------|---------------|
| MATCH FROM CITY OF SLIDELL | REHABILITATION | URBAN SYSTEMS |

| FHWA Performance Category: | Priorities: |
|----------------------------|-------------|
| ROAD CONDITION | (1) (6) |

| Project Phase: | Project Cost: | Tot.Cost (w/Contingency): | Federal Share: | Fund: | Year: | Sponsor: |
|----------------|----------------|---------------------------|----------------|------------|-------|-----------------|
| CONSTRUCTION | \$1,200,000.00 | \$1,320,000.00 | \$1,056,000.00 | STP50-200K | 2023 | CITY OF SLIDELL |

| Project Urban Area(s): |
|------------------------|
| SL |

| Project Parish(es): |
|---------------------|
| ST. TAMMANY |

| | | | |
|--------------------|-----------------------|-----------------------|-----------------------|
| Total Cost: | \$1,200,000.00 | \$1,320,000.00 | \$1,056,000.00 |
|--------------------|-----------------------|-----------------------|-----------------------|

Project: H.014317 CAREY ST. PAVEMENT REHABILITATIONProject is in a STIP Line Item ☒

Route: A LOCAL Cntrl Section: 000-52 Beg. Log Mile: End Log Mile: Parish: ST. TAMMANY Non-State Road:

| Remarks: | Type Improvement: | Work Type: |
|----------------------------|-------------------|---------------|
| MATCH FROM CITY OF SLIDELL | PAVEMENT REHAB | URBAN SYSTEMS |

| FHWA Performance Category: | Priorities: |
|----------------------------|-------------|
| ROAD CONDITION | (1) (3) (6) |

| Project Phase: | Project Cost: | Tot.Cost (w/Contingency): | Federal Share: | Fund: | Year: | Sponsor: |
|----------------|---------------|---------------------------|----------------|------------|-------|-----------------|
| CONSTRUCTION | \$786,000.00 | \$864,600.00 | \$864,600.00 | STP50-200K | 2023 | CITY OF SLIDELL |

| Project Urban Area(s): |
|------------------------|
| SL |

| Project Parish(es): |
|---------------------|
| ST. TAMMANY |

| | | | |
|-------------|--------------|--------------|--------------|
| Total Cost: | \$786,000.00 | \$864,600.00 | \$864,600.00 |
|-------------|--------------|--------------|--------------|

Project: H.014362

LAKE ROAD - BIG BRANCH MARSH NWR

Project is in a STIP Line Item ☒

Route: A LOCAL

Cntrl Section: 000-52

Beg. Log Mile: 0.000

End Log Mile: 0.000

Parish: ST. TAMMANY

Non-State Road: LAKE ROAD

| Remarks: | Type Improvement: | Work Type: |
|-------------------------------|--|-----------------------------|
| MATCH FROM ST. TAMMANY PARISH | MAINTENANCE OF EXISTING AGGREGATE ROAD AND BRIDGE REPAIR | PRESERVATION |
| | | ROAD PREVENTIVE MAINTENANCE |

| FHWA Performance Category: | Priorities: |
|---------------------------------|-------------|
| ROAD CONDITION BRIDGE CONDITION | (1) (6) |

| Project Phase: | Project Cost: | Tot.Cost (w/Contingency): | Federal Share: | Fund: | Year: | Sponsor: |
|----------------------|---------------|---------------------------|----------------|-------|-------|--------------------|
| DESIGN (ENGINEERING) | \$13,000.00 | \$13,000.00 | \$10,400.00 | FLH | 2023 | ST. TAMMANY PARISH |
| CONSTRUCTION | \$288,000.00 | \$316,800.00 | \$253,440.00 | FLH | 2024 | |

Project Urban Area(s):

SL

Project Parish(es):

ST. TAMMANY

| | | | |
|-------------|--------------|--------------|--------------|
| Total Cost: | \$301,000.00 | \$329,800.00 | \$263,840.00 |
|-------------|--------------|--------------|--------------|

Project: H.014363 LA 1091: US 190 TO CCLUB BLVD SIDEWALKS**Project is in a STIP Line Item** ☒

| | | | | | |
|---------|----------------|----------------|---------------|-------------|-----------------|
| Route: | Cntrl Section: | Beg. Log Mile: | End Log Mile: | Parish: | Non-State Road: |
| LA 1091 | 852-25 | 0.000 | 2.100 | ST. TAMMANY | |

| Remarks: | Type Improvement: | Work Type: |
|----------------------------|-----------------------|---------------------------------|
| MATCH FROM CITY OF SLIDELL | SIDEWALK IMPROVEMENTS | ENHANCEMENTS |
| | | AMERICANS WITH DISABILITIES ACT |

| FHWA Performance Category: | Priorities: |
|----------------------------|-------------|
| SAFETY NON-MOTORIZED | |

| Project Phase: | Project Cost: | Tot.Cost (w/Contingency): | Federal Share: | Fund: | Year: | Sponsor: |
|----------------|----------------|---------------------------|----------------|----------|-------|-----------------|
| CONSTRUCTION | \$1,300,000.00 | \$1,430,000.00 | \$1,144,000.00 | TAP<200K | 2023 | CITY OF SLIDELL |

| Project Urban Area(s): |
|------------------------|
| SL |

| Project Parish(es): |
|---------------------|
| ST. TAMMANY |

| | | | |
|--------------------|-----------------------|-----------------------|-----------------------|
| Total Cost: | \$1,300,000.00 | \$1,430,000.00 | \$1,144,000.00 |
|--------------------|-----------------------|-----------------------|-----------------------|

Project: H.014374 US 11 AT SPARTAN DR.

Project is in a STIP Line Item ☐

| | | | | | |
|---------|----------------|----------------|---------------|-------------|-----------------|
| Route: | Cntrl Section: | Beg. Log Mile: | End Log Mile: | Parish: | Non-State Road: |
| A LOCAL | 000-52 | 0.000 | 0.000 | ST. TAMMANY | SPARTAN DRIVE |
| US 11 | 018-03 | 2.850 | 2.860 | ST. TAMMANY | |

| Remarks: | Type Improvement: | Work Type: |
|----------------------------|----------------------|---------------|
| MATCH FROM CITY OF SLIDELL | CONSTRUCT ROUNDABOUT | URBAN SYSTEMS |

| FHWA Performance Category: | Priorities: |
|---|-------------|
| SAFETY MOTORIZED CONGESTION RELIABILITY | (5) |

| Project Phase: | Project Cost: | Tot.Cost (w/Contingency): | Federal Share: | Fund: | Year: | Sponsor: |
|--------------------|----------------|---------------------------|----------------|------------|-------|-----------------|
| RIGHT OF WAY | \$40,000.00 | \$40,000.00 | \$32,000.00 | STP50-200K | 2024 | CITY OF SLIDELL |
| UTILITY RELOCATION | \$50,000.00 | \$50,000.00 | \$40,000.00 | STP50-200K | 2024 | |
| CONSTRUCTION | \$2,494,125.00 | \$2,743,537.50 | \$2,194,830.00 | STP50-200K | 2025 | |

Project Urban Area(s):
SL

Project Parish(es):
ST. TAMMANY

| | | | |
|--------------------|-----------------------|-----------------------|-----------------------|
| Total Cost: | \$2,584,125.00 | \$2,833,537.50 | \$2,266,830.00 |
|--------------------|-----------------------|-----------------------|-----------------------|

Project: H.014375

US190W ROUNDABOUTS, SLIDELL

Project is in a STIP Line Item ☐

| | | | | | |
|---------|----------------|----------------|---------------|-------------|------------------|
| Route: | Cntrl Section: | Beg. Log Mile: | End Log Mile: | Parish: | Non-State Road: |
| A LOCAL | 000-52 | 0.000 | 0.000 | ST. TAMMANY | CARROLL RD. |
| A LOCAL | 000-52 | 0.000 | 0.000 | ST. TAMMANY | MARIS STELLA ST. |
| A LOCAL | 000-52 | 0.000 | 0.000 | ST. TAMMANY | WESTMINSTER DR. |
| US 190 | 013-12 | 19.662 | 19.679 | ST. TAMMANY | |
| US 190 | 013-12 | 19.925 | 19.935 | ST. TAMMANY | |
| US 190 | 013-12 | 20.175 | 20.185 | ST. TAMMANY | |

| Remarks: | Type Improvement: | Work Type: |
|-------------------------------|---|---------------|
| MATCH FROM ST. TAMMANY PARISH | CONSTRUCT ROUNDABOUTS AT WESTMINSTER, CARROLL AND MARIS STELLA RDS. | URBAN SYSTEMS |

| FHWA Performance Category: | Priorities: |
|---|-------------|
| SAFETY MOTORIZED CONGESTION RELIABILITY FREIGHT RELIABILITY | (2) (4) (5) |

| Project Phase: | Project Cost: | Tot.Cost (w/Contingency): | Federal Share: | Fund: | Year: | Sponsor: |
|--------------------|----------------|---------------------------|----------------|------------|-------|--------------------|
| RIGHT OF WAY | \$3,710,000.00 | \$3,710,000.00 | \$2,968,000.00 | STP50-200K | 2024 | ST. TAMMANY PARISH |
| UTILITY RELOCATION | \$1,000,000.00 | \$1,000,000.00 | \$800,000.00 | STP50-200K | 2025 | |
| CONSTRUCTION | \$6,075,000.00 | \$6,682,500.00 | \$5,346,000.00 | STP50-200K | 2026 | |

Project Urban Area(s):
SL

Project Parish(es):
ST. TAMMANY

| | | | |
|--------------------|------------------------|------------------------|-----------------------|
| Total Cost: | \$10,785,000.00 | \$11,392,500.00 | \$9,114,000.00 |
|--------------------|------------------------|------------------------|-----------------------|

Project: H.014528 TERRACE AVE. PAVEMENT REHABProject is in a STIP Line Item ☐

| | | | | | |
|---------|----------------|----------------|---------------|-------------|-----------------|
| Route: | Cntrl Section: | Beg. Log Mile: | End Log Mile: | Parish: | Non-State Road: |
| A LOCAL | 000-52 | 0.000 | 0.000 | ST. TAMMANY | TERRACE AVE |

| Remarks: | Type Improvement: | Work Type: |
|----------------------------|--------------------------|------------------------------|
| MATCH FROM CITY OF SLIDELL | MILL AND OVERLAY ROADWAY | URBAN SYSTEMS |
| | | NON-INTERSTATE ON STP SYSTEM |

| FHWA Performance Category: | Priorities: |
|----------------------------|-------------|
| ROAD CONDITION | (1) (3) (6) |

| Project Phase: | Project Cost: | Tot.Cost (w/Contingency): | Federal Share: | Fund: | Year: | Sponsor: |
|----------------|---------------|---------------------------|----------------|------------|-------|-----------------|
| CONSTRUCTION | \$350,000.00 | \$385,000.00 | \$308,000.00 | STP50-200K | 2023 | CITY OF SLIDELL |

| |
|------------------------|
| Project Urban Area(s): |
| SL |

| |
|---------------------|
| Project Parish(es): |
| ST. TAMMANY |

| | | | |
|-------------|--------------|--------------|--------------|
| Total Cost: | \$350,000.00 | \$385,000.00 | \$308,000.00 |
|-------------|--------------|--------------|--------------|

Project: H.014657

TAMMANY TRACE TO HERITAGE PARK, PHASE 2

Project is in a STIP Line Item ☒

| Remarks: | Type Improvement: | Work Type: |
|----------------------------|--|--------------|
| MATCH FROM CITY OF SLIDELL | CONSTRUCTION OF A 1,462 FOOT WALKING TRAIL | ENHANCEMENTS |

| FHWA Performance Category: | Priorities: |
|----------------------------|-------------|
| SAFETY NON-MOTORIZED | |

| Project Phase: | Project Cost: | Tot.Cost (w/Contingency): | Federal Share: | Fund: | Year: | Sponsor: |
|----------------|---------------|---------------------------|----------------|-------|-------|-----------------|
| CONSTRUCTION | \$328,181.82 | \$361,000.00 | \$106,000.00 | RTP | 2023 | CITY OF SLIDELL |

| Project Urban Area(s): |
|------------------------|
| SL |

| Project Parish(es): |
|---------------------|
| ST. TAMMANY |

| Total Cost: | \$328,181.82 | \$361,000.00 | \$106,000.00 |
|-------------|--------------|--------------|--------------|
|-------------|--------------|--------------|--------------|

Project: H.014737 SIGNAL UPGRADE:SGT ALFRED DR @ CLEVELANDProject is in a STIP Line Item ☐

| | | | | | |
|-------------------|--------------------------|-------------------------|------------------------|------------------------|------------------------------------|
| Route: A LOCAL | Cntrl Section: 000-52 | Beg. Log Mile: 0.000 | End Log Mile: 0.000 | Parish: ST. TAMMANY | Non-State Road: SGT. ALFRED DR. |
|-------------------|--------------------------|-------------------------|------------------------|------------------------|------------------------------------|

| Remarks: | Type Improvement: | Work Type: |
|----------------------------|--|---------------|
| MATCH FROM CITY OF SLIDELL | REPLACE TRAFFIC SIGNAL, UPGRADE SIDEWALKS & STRIPING | URBAN SYSTEMS |

| FHWA Performance Category: | Priorities: |
|----------------------------|-------------|
| CONGESTION RELIABILITY | (5) |

| Project Phase: | Project Cost: | Tot.Cost (w/Contingency): | Federal Share: | Fund: | Year: | Sponsor: |
|----------------|---------------|---------------------------|----------------|------------|-------|-----------------|
| CONSTRUCTION | \$300,000.00 | \$330,000.00 | \$264,000.00 | STP50-200K | 2023 | CITY OF SLIDELL |

| |
|------------------------|
| Project Urban Area(s): |
| SL |

| |
|---------------------|
| Project Parish(es): |
| ST. TAMMANY |

| | | | |
|-------------|--------------|--------------|--------------|
| Total Cost: | \$300,000.00 | \$330,000.00 | \$264,000.00 |
|-------------|--------------|--------------|--------------|

Project: H.014845

US 190: CANE BAYOU - LA 434

Project is in a STIP Line Item ☒

Route:
US 190

Cntrl Section:
013-12

Beg. Log Mile:
6.972

End Log Mile:
11.244

Parish:
ST. TAMMANY

Non-State Road:

| Remarks: | Type Improvement: | Work Type: |
|-----------------|--------------------|------------------------------|
| MATCH FROM DOTD | PATCH MILL OVERLAY | PRESERVATION |
| | | NON-INTERSTATE ON NHS SYSTEM |

| FHWA Performance Category: | Priorities: |
|----------------------------|-------------|
| ROAD CONDITION | (1) (6) |

| Project Phase: | Project Cost: | Tot.Cost (w/Contingency): | Federal Share: | Fund: | Year: | Sponsor: |
|----------------|---------------|---------------------------|----------------|-------|-------|----------|
|----------------|---------------|---------------------------|----------------|-------|-------|----------|

CONSTRUCTION

\$3,550,000.00

\$3,905,000.00

\$3,124,000.00

NHPP

2024

DOTD

| Project Urban Area(s): |
|------------------------|
| SL |

| Project Parish(es): |
|---------------------|
| ST. TAMMANY |

| | | | |
|-------------|----------------|----------------|----------------|
| Total Cost: | \$3,550,000.00 | \$3,905,000.00 | \$3,124,000.00 |
|-------------|----------------|----------------|----------------|

Project: H.014848

LA 21: WASHINGTON P/L - JCT LA 16

Project is in a STIP Line Item ☒

Route:LA 21

Cntrl Section:030-02

Beg. Log Mile:3.000

End Log Mile:4.445

Parish:ST. TAMMANY

Non-State Road:

| Remarks: | Type Improvement: | Work Type: |
|-----------------|--------------------|------------------------------|
| MATCH FROM DOTD | MILL PATCH OVERLAY | PRESERVATION |
| | | NON-INTERSTATE ON NHS SYSTEM |

| FHWA Performance Category: | Priorities: |
|----------------------------|-------------|
| ROAD CONDITION | (1) (6) |

| Project Phase: | Project Cost: | Tot.Cost (w/Contingency): | Federal Share: | Fund: | Year: | Sponsor: |
|----------------|----------------|---------------------------|----------------|-------|-------|----------|
| CONSTRUCTION | \$2,100,000.00 | \$2,310,000.00 | \$1,848,000.00 | NHPP | 2024 | DOTD |

| Project Urban Area(s): |
|------------------------|
| SL |

| Project Parish(es): |
|---------------------|
| ST. TAMMANY |

| | | | |
|-------------|----------------|----------------|----------------|
| Total Cost: | \$2,100,000.00 | \$2,310,000.00 | \$1,848,000.00 |
|-------------|----------------|----------------|----------------|

Project: RPC_0696* ROBERT BLVD. AT COUNTRY CLUB DR.

Project is in a STIP Line Item ☐

| Remarks: | Type Improvement: | Work Type: |
|---|--------------------------------------|------------|
| MATCH FROM CITY OF SLIDELL *Project is listed for information only and not included in STIP until Stage 0 is complete and/or project number is assigned. | ROUNDAABOUT INTERSECTION IMPROVMENTS | |

| FHWA Performance Category: | Priorities: |
|---------------------------------------|-------------|
| SAFETY MOTORIZED SAFETY NON-MOTORIZED | |

| Project Phase: | Project Cost: | Tot.Cost (w/Contingency): | Federal Share: | Fund: | Year: | Sponsor: |
|----------------|----------------|---------------------------|----------------|------------|-------|-----------------|
| CONSTRUCTION | \$2,172,500.00 | \$2,389,750.00 | \$1,911,800.00 | STP50-200K | 2026 | CITY OF SLIDELL |

| Project Urban Area(s): |
|------------------------|
| SL |

| Project Parish(es): |
|---------------------|
| ST. TAMMANY |

| | | | |
|-------------|----------------|----------------|----------------|
| Total Cost: | \$2,172,500.00 | \$2,389,750.00 | \$1,911,800.00 |
|-------------|----------------|----------------|----------------|

Project: RPC_0817* US190 (GAUSE) I-10EB OFFRAMP TO TYLER ST

Project is in a STIP Line Item ☐

| Remarks: | Type Improvement: | Work Type: |
|---|--------------------------------|-----------------------|
| MATCH FROM DOTD | OPS/CAPACITY/SAFETY IMPROVEENT | CONGESTION MITIGATION |
| *Project is listed for information only and not included in STIP until Stage 0 is complete and/or project number is assigned. | | |

| FHWA Performance Category: | Priorities: |
|---|-------------|
| SAFETY MOTORIZED CONGESTION RELIABILITY FREIGHT RELIABILITY | (4) (5) |

| Project Phase: | Project Cost: | Tot.Cost (w/Contingency): | Federal Share: | Fund: | Year: | Sponsor: |
|----------------|----------------|---------------------------|----------------|------------|-------|----------|
| CONSTRUCTION | \$2,600,000.00 | \$2,860,000.00 | \$2,288,000.00 | STP50-200K | 2026 | DOTD |

| Project Urban Area(s): |
|------------------------|
| SL |

| Project Parish(es): |
|---------------------|
| ST. TAMMANY |

| Total Cost: | \$2,600,000.00 | \$2,860,000.00 | \$2,288,000.00 |
|-------------|----------------|----------------|----------------|
|-------------|----------------|----------------|----------------|

Project: RPC_1225* ST. TAMMANY COMPLETE STREETS STUDY

Project is in a STIP Line Item ☐

| Remarks: | Type Improvement: | Work Type: |
|--|--|------------|
| MATCH FROM ST. TAMMANY PARISH *Project is listed for information only and not included in STIP until Stage 0 is complete and/or project number is assigned. | CONDUCT COMPLETE STREETS STUDY; COST SHARE BETWEEN MANDEVILLE-COVINGTON AND SLIDELL UZAS (\$350K EACH) | |

| FHWA Performance Category: | Priorities: |
|---|-------------|
| SAFETY NON-MOTORIZED CONGESTION RELIABILITY | (1) (3) (5) |

| Project Phase: | Project Cost: | Tot.Cost (w/Contingency): | Federal Share: | Fund: | Year: | Sponsor: |
|----------------|---------------|---------------------------|----------------|------------|-------|--------------------|
| RPC STUDY | \$350,000.00 | \$350,000.00 | \$280,000.00 | CRP50-200K | 2023 | ST. TAMMANY PARISH |
| RPC STUDY | \$350,000.00 | \$350,000.00 | \$280,000.00 | CRP50-200K | 2023 | |

| Project Urban Area(s): |
|------------------------|
| MC, SL |

| Project Parish(es): |
|---------------------|
| ST. TAMMANY |

| | | | |
|-------------|--------------|--------------|--------------|
| Total Cost: | \$700,000.00 | \$700,000.00 | \$560,000.00 |
|-------------|--------------|--------------|--------------|