

Fiscal Years
2023-2026



Transportation Improvement Program

Slidell Urbanized Area

Amended February 10, 2026

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.

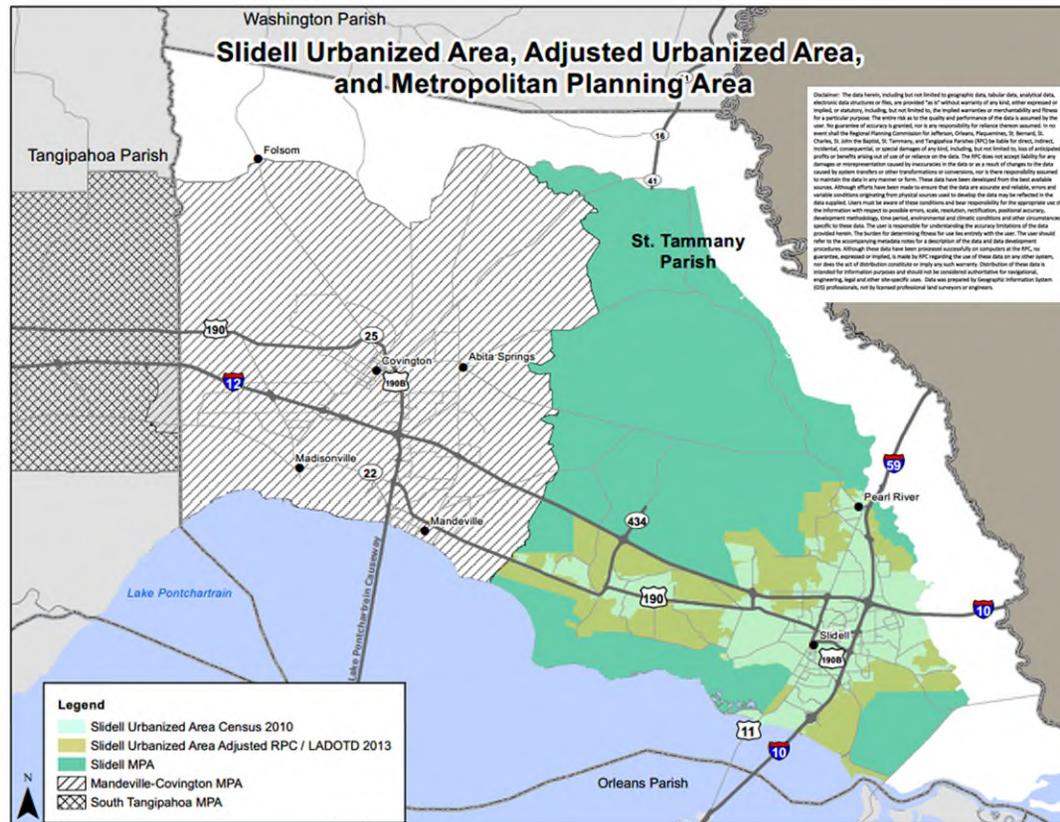
Citizens, affected public agencies, private transportation providers, and other interested parties are invited to review and comment on the document. Comments and questions should be directed to the attention of:

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 2024, 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. SIL 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

The following pages list DOTD budget line items as provided to the RPC.

The TIP for projects currently programmed in the Federal Lands Access Program (FLAP) in Louisiana can be found at the link below. Projects are considered included in the TIP by line item L.000050 LA Public Lands Highway Program.

<https://flh.fhwa.dot.gov/programs/flpp/tip/efl.htm>

The TIP for projects currently programmed in the Federal Lands Transportation Program (FLTP) in Louisiana can be found at the link below. Projects are considered included in the TIP by line item L.000080 Misc Federal Discretionary Projects.

<https://flh.fhwa.dot.gov/programs/flpp/tip/efl.htm>

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		
Construction	\$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		
	\$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		
	\$52,500.00	\$52,500.00	\$42,000.00	NSB	2026		
Construction	\$150,000.00	\$165,000.00	\$132,000.00	LOCAL	2023		
	\$37,500.00	\$41,250.00	\$33,000.00	NSB	2023		
	\$150,000.00	\$165,000.00	\$132,000.00	STCASH	2023		
	\$37,500.00	\$41,250.00	\$33,000.00	STPFLEX	2023		
	\$67,500.00	\$74,250.00	\$59,400.00	NSB	2024		
	\$67,500.00	\$74,250.00	\$59,400.00	NSB	2025		
	\$67,500.00	\$74,250.00	\$59,400.00	NSB	2026		
Total Cost	\$1,177,500.00	\$1,235,250.00	\$988,200.00				

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	
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Project Phase	Project Cost	Total Cost (w/CE&I+IDC)	Federal Share	Fund	Year	Sponsor
Environmental	\$7,500.00	\$7,500.00	\$6,000.00	STPFLEX	2023	
	\$18,750.00	\$18,750.00	\$15,000.00	NHPP	2024	
	\$3,750.00	\$3,750.00	\$3,000.00	STPFLEX	2024	
	\$7,500.00	\$7,500.00	\$6,000.00	STPFLEX	2025	
	\$7,500.00	\$7,500.00	\$6,000.00	STPFLEX	2026	
Right of Way	\$15,000.00	\$15,000.00	\$12,000.00	STPFLEX	2023	
	\$15,000.00	\$15,000.00	\$12,000.00	STPFLEX	2024	
	\$15,000.00	\$15,000.00	\$12,000.00	STPFLEX	2025	
	\$15,000.00	\$15,000.00	\$12,000.00	STPFLEX	2026	
Utility Relocation	\$168,750.00	\$168,750.00	\$135,000.00	NHPP	2023	
	\$71,250.00	\$71,250.00	\$57,000.00	STPFLEX	2023	
	\$75,000.00	\$75,000.00	\$60,000.00	LOCAL	2024	
	\$120,000.00	\$120,000.00	\$96,000.00	NHPP	2024	
	\$75,000.00	\$75,000.00	\$60,000.00	STPFLEX	2024	
	\$30,000.00	\$30,000.00	\$24,000.00	LOCAL	2025	
	\$52,500.00	\$52,500.00	\$42,000.00	NHPP	2025	
	\$15,000.00	\$15,000.00	\$12,000.00	STPFLEX	2025	
	\$120,000.00	\$120,000.00	\$96,000.00	STPFLEX	2026	
	Design (Engineering)	\$22,500.00	\$22,500.00	\$18,000.00	NHPP	2023
\$22,500.00		\$22,500.00	\$18,000.00	STPFLEX	2023	
\$22,500.00		\$22,500.00	\$18,000.00	NHPP	2024	
\$22,500.00		\$22,500.00	\$18,000.00	STPFLEX	2024	
\$15,000.00		\$15,000.00	\$12,000.00	DEMO	2025	
\$22,500.00		\$22,500.00	\$18,000.00	NHPP	2025	
\$22,500.00		\$22,500.00	\$18,000.00	STPFLEX	2025	
\$22,500.00		\$22,500.00	\$18,000.00	NHPP	2026	
\$22,500.00		\$22,500.00	\$18,000.00	STPFLEX	2026	
Construction		\$450,000.00	\$495,000.00	\$396,000.00	HRRR	2023
	\$37,500.00	\$41,250.00	\$33,000.00	HSIP	2023	
	\$1,500,000.00	\$1,650,000.00	\$1,320,000.00	NFA	2023	
	\$4,500,000.00	\$4,950,000.00	\$3,960,000.00	NHPP	2023	
	\$15,000.00	\$16,500.00	\$13,200.00	SATRANS	2023	
	\$2,250,000.00	\$2,475,000.00	\$1,980,000.00	STBONDS	2023	
	\$150,000.00	\$165,000.00	\$132,000.00	STCASH	2023	
	\$225,000.00	\$247,500.00	\$198,000.00	STP<200K	2023	
	\$900,000.00	\$990,000.00	\$792,000.00	STP<5K	2023	
	\$7,500,000.00	\$8,250,000.00	\$6,600,000.00	STPFLEX	2023	
	\$52,500.00	\$57,750.00	\$46,200.00	DEMO	2024	
	\$525,000.00	\$577,500.00	\$462,000.00	HRRR	2024	
	\$150,000.00	\$165,000.00	\$132,000.00	HSIP	2024	
	\$90,000.00	\$99,000.00	\$79,200.00	HSIPPEN	2024	
	\$75,000.00	\$82,500.00	\$66,000.00	LOCAL	2024	
\$1,500,000.00	\$1,650,000.00	\$1,320,000.00	NFA	2024		

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

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
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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	
Construction	\$30,000.00	\$30,000.00	\$24,000.00	STCASH	2026	
	\$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	
Utility Relocation	\$7,500.00	\$7,500.00	\$6,000.00	STPFLEX	2026	
	\$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	
Project Phase	Project Cost	Total Cost (w/CE&I+IDC)	Federal Share	Fund	Year	Sponsor
Feasibility	\$90,000.00	\$90,000.00	\$72,000.00	NHPP	2023	
	\$60,000.00	\$60,000.00	\$48,000.00	STPFLEX	2023	
	\$45,000.00	\$45,000.00	\$36,000.00	NHPP	2024	
	\$135,000.00	\$135,000.00	\$108,000.00	STPFLEX	2024	

	\$247,500.00	\$247,500.00	\$198,000.00	NHPP	2025
	\$22,500.00	\$22,500.00	\$18,000.00	STPFLEX	2025
	\$75,000.00	\$75,000.00	\$60,000.00	NHPP	2026
	\$15,000.00	\$15,000.00	\$12,000.00	STPFLEX	2026
Environmental	\$7,500.00	\$7,500.00	\$6,000.00	NHPP	2023
	\$7,500.00	\$7,500.00	\$6,000.00	STPFLEX	2023
	\$7,500.00	\$7,500.00	\$6,000.00	NHPP	2024
	\$15,000.00	\$15,000.00	\$12,000.00	STPFLEX	2024
	\$7,500.00	\$7,500.00	\$6,000.00	NHPP	2025
	\$7,500.00	\$7,500.00	\$6,000.00	STPFLEX	2025
	\$7,500.00	\$7,500.00	\$6,000.00	NHPP	2026
	\$7,500.00	\$7,500.00	\$6,000.00	STPFLEX	2026
Right of Way	\$15,000.00	\$15,000.00	\$12,000.00	HSIP	2023
	\$45,000.00	\$45,000.00	\$36,000.00	NHPP	2023
	\$11,250.00	\$11,250.00	\$9,000.00	STCASH	2023
	\$60,000.00	\$60,000.00	\$48,000.00	STPFLEX	2023
	\$202,500.00	\$202,500.00	\$162,000.00	NHPP	2024
	\$97,500.00	\$97,500.00	\$78,000.00	STPFLEX	2024
	\$60,000.00	\$60,000.00	\$48,000.00	NHPP	2025
	\$487,500.00	\$487,500.00	\$390,000.00	STBONDS	2025
	\$225,000.00	\$225,000.00	\$180,000.00	STPFLEX	2025
	\$7,500.00	\$7,500.00	\$6,000.00	NHPP	2026
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	
Environmental	\$45,000.00	\$45,000.00	\$36,000.00	FBROFF	2023	
	\$60,000.00	\$60,000.00	\$48,000.00	NHPP	2023	
	\$45,000.00	\$45,000.00	\$36,000.00	STPFLEX	2023	
	\$45,000.00	\$45,000.00	\$36,000.00	FBROFF	2024	
	\$30,000.00	\$30,000.00	\$24,000.00	LOCAL	2024	
	\$60,000.00	\$60,000.00	\$48,000.00	NHPP	2024	
	\$45,000.00	\$45,000.00	\$36,000.00	STPFLEX	2024	
	\$45,000.00	\$45,000.00	\$36,000.00	FBROFF	2025	
	\$60,000.00	\$60,000.00	\$48,000.00	NHPP	2025	
	\$45,000.00	\$45,000.00	\$36,000.00	STPFLEX	2025	

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

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

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

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	
Environmental	\$30,000.00	\$30,000.00	\$24,000.00	DEMO	2026	
	\$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	
Right of Way	\$30,000.00	\$30,000.00	\$24,000.00	DEMO	2026	
	\$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	
Utility Relocation	\$30,000.00	\$30,000.00	\$24,000.00	DEMO	2026	
	\$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	
Design (Engineering)	\$7,500.00	\$7,500.00	\$6,000.00	HSIP	2025	
	\$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	
Construction	\$30,000.00	\$30,000.00	\$24,000.00	DEMO	2026	
	\$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	

	\$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	
					CONGESTION MITIGATION	
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	

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: Competitive Grant Projects

The projects listed below will be funded through competitive grant programs that were selected by USDOT and are being administered by FHWA. Since these projects are selected by USDOT and come with additional federal funding, these projects do not affect fiscal constraint of the TIP. Any projects that will supplement competitive grant funding with federal-aid formula funding are listed individually in Appendix F or G because adding regular federal-aid formula funds to a project affects the fiscal constraint of the TIP.

Louisiana US DOT-FHWA IJA Competitive Projects-Summary as of October 2025

Program Name	Award Year	US DOT Award Type	Delivery Phase Included	Amount Awarded	Total Project Cost	Non-State Direct Recp.	Sponsor Name	Project #	Project Name	Project Description	Location/MPO Area
Reduction of Truck Emissions at Port Facilities (RTEPF)	FY 23	Technology	Procurement	\$7,117,567.00	\$8,909,123.00	yes	Port of New Orleans	TBD	Electric Pilot for Port NOLA & Terminal Fleets	The Port of New Orleans and its partners, are requesting funding to upgrade infrastructure, purchase 14 heavy-duty (HD) terminal trucks and five light-duty (LD) pickup trucks. Funding will additionally support workforce development through partnerships.	New Orleans
Rural Surface Transportation Grant (RURAL)	FY 22	Construction	NEPA/Design/Construction	\$25,000,000.00	\$52,000,000.00	no	LADOTD	H.015425	Louisiana DOTD Ferry Design & Construction	The project will design and construct two ferry boats. One ferry boat will provide continued access across the Mississippi River between Highway 23 and Highway 39 at Pointe a la Hache, and between Belle Chasse and Scarsdale in Plaquemines Parish.	New Orleans
Rebuilding American Infrastructure with Sustainability and Equity (RAISE)	FY 24	Planning	Planning	\$7,363,098.00	\$7,363,098.00	no	Plaquemines Port Harbor & Terminal District	TBD	Peters Road Bridge Extension	This project will fund the preliminary design activities including Environmental Assessment and right-of-way mapping for Peters Road Bridge and Extension, Phase III. The project to be planned will extend Peters Road from the southern boundary line of Jefferson Parish south to LA 23 in Plaquemines Parish and includes a new bridge over the Gulf Intracoastal Waterway.	New Orleans
Rebuilding American Infrastructure with Sustainability and Equity (RAISE)	FY 22	Planning	Planning	\$2,450,000.00	\$2,450,000.00	yes	City of Slidell	TBD	Bayou Patassat Green Corridor Project - Phase II	The project will include planning, feasibility, and design activities. This project will ultimately design an interconnected network of facilities within four study areas of the Olde Towne Slidell Waterfront Masterplan. These include ADA accessible sidewalks/crosswalks, new bicycle and pedestrian paths, a boardwalk design along Bayou Bonfouca, consolidated parking along the corridor, waterway transport options, and micro-transit options.	New Orleans

Louisiana US DOT-FHWA IJA Competitive Projects-Summary as of October 2025

Program Name	Award Year	US DOT Award Type	Delivery Phase Included	Amount Awarded	Total Project Cost	Non-State Direct Recp.	Sponsor Name	Project #	Project Name	Project Description	Location/MPO Area
Rebuilding American Infrastructure with Sustainability and Equity (RAISE)	FY 22	Construction	Design/Construction	\$1,099,455.00	\$1,374,319.00	no	Plaquemines Parish	TBD	Ferry Road Improvement Project	This project will construct a hard-surface access roadway to the Pointe-a-la-Hache ferry facility in Plaquemines Parish. It shall include a new southbound left turn lane on Highway 23 and a northbound deceleration turn lane and acceleration lane. Subsurface drainage will be improved to accommodate the new roadway and a nominal parking area will be included to accommodate commuters and pedestrians. This road will replace the existing ferry access road and facility that has been damaged over the years by various storms, high river currents, and corrosion	New Orleans
Reconnecting Communities Program (RCP)	FY 22	Planning	Planning	\$500,000.00	\$625,000.00	no	LADOTD	TBD	Reconnecting Claiborne Planning Grant (RCP)	The purpose of this planning and feasibility study is to build upon the results of previous planning efforts in order to develop and evaluate proposed improvement alternatives that seek to address environmental, socioeconomic, and transportation-related inequities along	New Orleans
Reconnecting Communities Program (RCP)	FY 22	Planning	Planning	\$960,000.00	\$1,200,000.00	yes	City of Slidell	TBD	City of Slidell Mobility Masterplan (Connect Slidell)	This Community Planning Grant solely seeks funding for the Phase I Planning activities of the City of Slidell Mobility Master Plan (Connect Slidell), to plan for a more interconnected transportation infrastructure and livable city for all.	New Orleans
Neighborhood Access and Equity Grant Program (NAE)	FY 23	Construction	NEPA/Design/Construction	\$61,544,718.00	\$61,544,718.00	yes	City of New Orleans	TBD	Connecting New Orleans East for Pedestrian and Bicyclist Safety and Mobility	The proposed project seeks to improve safety and mobility for people walking, bicycling, and using transit along the I-10 Service Road corridor in New Orleans East. To accomplish this, we seek to construct shared-use trails along both the North and South Service Roads, trail connections at the existing interchanges, and construct new non-motorized bridge crossings of I-10.	New Orleans

Louisiana US DOT-FHWA IJA Competitive Projects-Summary as of October 2025

Program Name	Award Year	US DOT Award Type	Delivery Phase Included	Amount Awarded	Total Project Cost	Non-State Direct Recp.	Sponsor Name	Project #	Project Name	Project Description	Location/MPO Area
Safe Streets and Roads for All (SS4A)	FY 22	Planning	Planning	\$660,000.00	\$820,000.00	yes	New Orleans Regional Planning Commission	69JJ32340392	A Path to Zero for St. John The Baptist, Tangipahoa, and St. Tammany Parishes in Louisiana	The award will be used by the New Orleans Region Planning Commission to develop a comprehensive safety action plan.	New Orleans
Safe Streets and Roads for All (SS4A)	FY 22	Planning	Planning	\$751,631.00	\$994,131.00	yes	City of New Orleans	693JJ32440064	City of New Orleans Comprehensive Safety Action Plan	This award will be used by the City of New Orleans to develop a Comprehensive Safety Action Plan.	New Orleans
Safe Streets and Roads for All (SS4A)	FY 22	Planning	Planning	\$252,000.00	\$315,000.00	yes	Town of Abita Springs	69JJ32340123	Abita Springs Safe Streets for All Action Plan	This award will be used by the Town of Abita Springs to develop a Comprehensive Safety Action Plan.	New Orleans
Safe Streets and Roads for All (SS4A)	FY 22	Planning	Planning	\$284,480.00	\$335,600.00	yes	City of Westwego	69JJ32340118	Safe Streets for the City of Westwego: Mississippi River to The Wonderful Wetlands	This award will be used by the City of Westwego to develop a Comprehensive Safety Action Plan.	New Orleans
Safe Streets and Roads for All (SS4A)	FY 23	Planning	Planning	\$400,000.00	\$500,000.00	yes	Plaquemines Parish	693JJ32440225	Plaquemines Parish Comprehensive Safety Action Plan	The award will be used by the Plaquemines Parish Government to develop a comprehensive safety action plan.	New Orleans
Safe Streets and Roads for All (SS4A)	FY 23	Planning	Planning/Demo	\$352,000.00	\$440,000.00	yes	City of Gretna	693JJ32440273	City of Gretna, LA Transportation Safety Action Plan & Demonstration Activates	This award will be used by the City of Gretna to develop a comprehensive safety action plan and to pilot demonstration activities such as temporary "Yield Here to Pedestrians" signage and high-visibility crosswalks at 6 intersections with high pedestrian counts to test strategies to address intersection-related crashes in the City involving pedestrians.	New Orleans
Safe Streets and Roads for All (SS4A)	FY 24	Planning	Planning	\$200,000.00	\$250,000.00	yes	St. Charles Parish	TBD	St. Charles Parish Safe Streets for All Action Plan	This award will be used by St. Charles Parish to develop a comprehensive safety action plan.	New Orleans
Safe Streets and Roads for All (SS4A)	FY 24	Demonstration	Planning/Demo	\$360,000.00	\$450,000.00	yes	City of NOLA	TBD	City of New Orleans - New Orleans Roadway Lighting Safety Supplemental Plan	This award will be used by the City of New Orleans to reduce the number of nighttime fatal crashes in the City through a comprehensive lighting plan that addresses the challenges facing the deployment, operations, and maintenance of roadway lighting in the city.	New Orleans

Louisiana US DOT-FHWA IJA Competitive Projects-Summary as of October 2025

Program Name	Award Year	US DOT Award Type	Delivery Phase Included	Amount Awarded	Total Project Cost	Non-State Direct Recp.	Sponsor Name	Project #	Project Name	Project Description	Location/MPO Area
Safe Streets and Roads for All (SS4A)	FY 24	Planning	Planning	\$150,000.00	\$187,500.00	yes	Downtown Development District of NOLA	TBD	Downtown Development District of NOLA - Downtown NOLA Supplemental Transportation Safety Action Plan	This award will be used by the Downtown Development District of New Orleans to conduct supplemental planning efforts that leverage and build upon the Citywide Comprehensive Safety Action Plan, providing enhanced safety and network analysis for this critical area, and expanding public engagement opportunities beyond what is feasible at a citywide level.	New Orleans
Charging and Fueling Infrastructure (CFI)	FY 24	Construction	NEPA/Design/Construction	\$5,647,300.00	\$7,059,125.00	yes	Jefferson Parish	TBD	Fat City Charging and Fueling Infrastructure Project	Jefferson Parish will receive nearly \$5.7 million to install EV charging stations in a part of the Parish called Fat City. The stations will be located in population centers, along the Interstate system and major thoroughfares, and will have access to retail, eateries, and bathrooms. The project supports resiliency by including sites located on an evacuation route that will include battery backup.	New Orleans
Charging and Fueling Infrastructure (CFI)	FY 24	Construction	NEPA/Design/Construction	\$9,342,038.00	\$9,342,038.00	TBD	City of New Orleans	TBD	New Orleans Community Electric Vehicle Charging (NOCEVC) Program	The City of New Orleans will receive \$9.3 million to install EV chargers at 50 locations across the city's five districts, including at Dillard University and Xavier University. The project emphasizes investment in underserved areas, with 60% of the infrastructure in disadvantaged communities.	New Orleans

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Appendix F: 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 G: 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 Shift Section: 013-12				6 Beg. Log Mile:				7 End Log Mile:				8 Parish: ST. TAMMANY				9 Non-State Road:															
10 Remarks: MATCH FROM DOTD												11 Type Improvement: WIDEN TO 4 LANES												12 Work Type: CORRIDOR											
13 FHWA Performance Category: CONGESTION RELIABILITY FREIGHT RELIABILITY												14 Priorities: (4) (5)																							
15 Project Phase:				16 Project Cost:				17 Total Cost (w/Contingency):				18 Federal Share:				19 Fund:				20 Year:				21 Sponsor:											
RIGHT OF WAY				\$500,000.00				\$500,000.00				\$0.00				UNKNOWN				2048				DOTD											
UTILITY RELOCATION				\$1,400,000.00				\$1,400,000.00				\$0.00				UNKNOWN				2048															
DESIGN (ENGINEERING)				\$300,000.00				\$300,000.00				\$0.00				UNKNOWN				2048															
CONSTRUCTION				\$12,000,000.00				\$13,200,000.00				\$0.00				NFI				2048															
22 Total Cost:				\$14,200,000.00				\$15,400,000.00				\$0.00																							
23 Project Urban Area(s):												MC																							
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 006-07-0048; PRIORITY BRIDGE PROJECT. HISTORIC BRIDGE IMPROVEMENT (HBI)	NEW BRIDGES	PRESERVATION BRIDGE (ON SYSTEM)

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

Sponsor:
DOTD

Project Last Amended:
7/8/2025

Project Urban Area(s):
SL

Project Parish(es):
ST. TAMMANY

Project: H.000286 US 90 E PEARL RIVER MB REPLACEMENT

Project 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
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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:
RIGHT OF WAY	\$4,000,000.00	\$4,000,000.00	\$3,200,000.00	STP FLEX	2025	DOTD
UTILITY RELOCATION	\$500,000.00	\$500,000.00	\$400,000.00	STP FLEX	2025	

Project Last Amended:
4/8/2025

Project Urban Area(s):
SL

Project Parish(es):
ST. TAMMANY

Total Cost:	\$4,500,000.00	\$4,500,000.00	\$3,600,000.00
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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 852-33-0002; BL DATE 7-08	NEW 4 LANE	TIME

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

Project Phase:	Project Cost:	Tot.Cost (w/Contingency):	Federal Share:	Fund:	Year:	Sponsor:
RIGHT OF WAY	\$12,800,000.00	\$12,800,000.00	\$10,240,000.00	STP FLEX	2024	DOTD
CONSTRUCTION	\$99,750,000.00	\$109,725,000.00	\$0.00	STCASH	2024	

Project Last Amended:
5/23/2024

Project Urban Area(s):
SL

Project Parish(es):
ST. TAMMANY

Total Cost:	\$112,550,000.00	\$122,525,000.00	\$10,240,000.00
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Project: H.009793 SLIDELL OLDE TOWNE STREETSCAPING

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: 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
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Project: H.011799 SPARTAN DR. SHARED USE PATH

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: 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
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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
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Project: H.012737 LA 433: BAYOU BONFOUCA MB REHABILITATION

Project is in a STIP Line Item

Route: LA 433 Cntrl Section: 852-12 Beg. Log Mile: End Log Mile: Parish: ST. TAMMANY Non-State Road:

Remarks:	Type Improvement:	Work Type:
MATCH FROM DOTD	FEASIBILITY STUDY FOR BRIDGE REHABILITATION	PRESERVATION NON-INTERSTATE ON STP SYSTEM

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

Project Phase:	Project Cost:	Tot.Cost (w/Contingency):	Federal Share:	Fund:	Year:	Sponsor:
DESIGN (ENGINEERING)	\$2,000,000.00	\$2,000,000.00	\$1,600,000.00	STP FLEX	2025	DOTD

Project Last Amended:
12/10/2024

Project Urban Area(s):
SL

Project Parish(es):
ST. TAMMANY

Total Cost:	\$2,000,000.00	\$2,000,000.00	\$1,600,000.00
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Project: H.013008 DIST62:ABC BR REPLACE ST TAM,WASH PARS

Project 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
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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
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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:
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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
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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
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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 CONGESTION RELIABILITY	(1) (5)

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
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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
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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
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Project: H.015886 LAKEWOOD DRIVE IMPROVEMENTS

Project is in a STIP Line Item

Remarks:	Type Improvement:	Work Type:
MATCH FROM CITY OF SLIDELL	RESURFACING	

FHWA Performance Category:	Priorities:
ROAD CONDITION	(6)

Project Phase:	Project Cost:	Tot.Cost (w/Contingency):	Federal Share:	Fund:	Year:	Sponsor:
CONSTRUCTION	\$2,800,000.00	\$3,080,000.00	\$2,464,000.00	STP50-200K	2026	CITY OF SLIDELL

Project Last Amended:
12/9/2025

Project Urban Area(s):
SL

Project Parish(es):
ST. TAMMANY

Total Cost:	\$2,800,000.00	\$3,080,000.00	\$2,464,000.00
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Project: H.016147

I-12: AIRPORT RD - I-10

Project is in a STIP Line Item

Remarks:	Type Improvement:	Work Type:
MATCH FROM DOTD		

FHWA Performance Category:	Priorities:
CONGESTION RELIABILITY	(5)

Project Phase:	Project Cost:	Tot.Cost (w/Contingency):	Federal Share:	Fund:	Year:	Sponsor:
CONSTRUCTION	\$12,000,000.00	\$13,200,000.00	\$11,880,000.00	NHPP	2026	DOTD

Project Last Amended:
2/10/2026

Project Urban Area(s):
SL

Project Parish(es):
ST. TAMMANY

Total Cost:	\$12,000,000.00	\$13,200,000.00	\$11,880,000.00
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Project: H.016157

LA 433: GRADE RAISING

Project is in a STIP Line Item

Remarks:	Type Improvement:	Work Type:
MATCH FROM DOTD	ASPHALT GRADE RAISING	

FHWA Performance Category:	Priorities:

Project Phase:	Project Cost:	Tot.Cost (w/Contingency):	Federal Share:	Fund:	Year:	Sponsor:
CONSTRUCTION	\$200,000.00	\$220,000.00	\$176,000.00	PROTECT	2026	DOTD

Project Last Amended:
1/13/2026

Project Urban Area(s):
SL

Project Parish(es):
ST. TAMMANY

Total Cost:	\$200,000.00	\$220,000.00	\$176,000.00
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Project: L.000062.SL MOTORIST ASSISTANCE PATROL (MAP) SL

Project is in a STIP Line Item

Route:	Cntrl Section:	Beg. Log Mile:	End Log Mile:	Parish:	Non-State Road:
I-10				ORLEANS	
I-10				ST. TAMMANY	
I-12				ST. TAMMANY	

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:
OPERATIONS	\$664,000.00	\$664,000.00	\$332,000.00	STP FLEX	2023	DOTD
OPERATIONS	\$170,000.00	\$170,000.00	\$170,000.00	CRP50-200K	2024	
OPERATIONS	\$170,000.00	\$170,000.00	\$0.00	STATE	2024	
OPERATIONS	\$664,000.00	\$664,000.00	\$332,000.00	STP FLEX	2025	
OPERATIONS	\$664,000.00	\$664,000.00	\$332,000.00	STP50-200K	2026	

Project Last Amended:
4/9/2024

Project Urban Area(s):
SL

Project Parish(es):
ST. TAMMANY

Total Cost:	\$2,332,000.00	\$2,332,000.00	\$1,166,000.00
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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.	ROUNDBOUT 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
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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 *Project is listed for information only and not included in STIP until Stage 0 is complete and/or project number is assigned.	OPS/CAPACITY/SAFETY IMPROVEENT	CONGESTION MITIGATION

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
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Project: RPC_1287* CITY OF SLIDELL MOBILITY MASTER PLAN

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.	MOBILITY MASTER PLAN (CONNECT SLIDELL)	

FHWA Performance Category:	Priorities:
SAFETY NON-MOTORIZED CONGESTION RELIABILITY	(1) (2) (3) (5)

Project Phase:	Project Cost:	Tot.Cost (w/Contingency):	Federal Share:	Fund:	Year:	Sponsor:
RPC STUDY	\$1,200,000.00	\$1,200,000.00	\$960,000.00	RCN (RCP)	2024	CITY OF SLIDELL

Project Last Amended:
4/9/2024

Project Urban Area(s):
SL

Project Parish(es):
ST. TAMMANY

Total Cost:	\$1,200,000.00	\$1,200,000.00	\$960,000.00
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