TRANSPORTATION IMPROVEMENT PROGRAM - FY 27 - 30



TENTATIVE INTRODUCTION: August 24, 2026
TENTATIVE ADOPTION: September 29, 2026

The Ouachita Council of Governments is committed to the principle of affirmative action and shall not discriminate against otherwise qualified persons on the basis of race, color, religion, national origin, sex, age, physical or mental handicap, or disability in its recruitment, employment, facility and program accessibility or services.

Monroe Metropolitan Planning Organization

Ouachita Council of Governments
3000 Kilpatrick Blvd.
Monroe, Louisiana 71201
Phone: (318) 387-2572
www.northdelta.org

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Record of Adoption and Amendments

Transportation Improvement Program for 2027-2030

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Record of Adoption and Amendments:

August 24, 2026 – Introduction of draft 2027-2030 Transportation Improvement Program

September 29, 2026 – Public Hearing and Adoption of the FY2027-2030 Transportation Improvement Program.

MMPO Membership

Monroe Metropolitan Planning Organization Membership

Member Jurisdictions:

Ouachita Parish

City of Monroe

City of West Monroe

Louisiana Department of Transportation and Development

Ex Officio Members:

Federal Highway Administration

Federal Transit Administration

Staff:

Ouachita Council of Governments

3000 Kilpatrick Blvd.

Monroe, LA 71201

http://www.northdelta.org

MPO RESOLUTION

POLICY COMMITTEE

ENDORSEMENT OF OCOG 2027-2030

TRANSPORTATION IMPROVEMENT PROGRAM

WHEREAS, the Ouachita Council of Governments (OCOG) Metropolitan Transportation Planning Organization Transportation Policy Committee (MPO) is responsible for carrying out a comprehensive, cooperative, and continuing transportation planning process throughout the Monroe Urbanized Area; and

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

WHEREAS, various federal, state, regional, and local agencies and organizations concerned with transportation planning for the MPO area have cooperatively developed the Transportation Improvement Program (TIP) for Federal Fiscal Years 2027 through 2030 to satisfy federal planning requirements of the IIJA; and

WHEREAS, the TIP is comprised of projects that are derived from the MPO's adopted 2050 Metropolitan Transportation Plan (MTP), also referred to as the regional long-range transportation plan, is consistent with local and state transportation plans, and has met the requirements of Title 23 Code of Federal Regulations Part 450.324; and

WHEREAS, the MPO has solicited the public and interested stakeholders in an open and transparent process as detailed by the MPO's Public Participation Plan which includes a public review and comment period of no less than 15 days and one formal public hearing;

NOW, THEREFORE BE IT RESOLVED, by the Transportation Policy Committee of the Monroe Area MPO, that the Transportation Improvement Program for Federal Fiscal Years 2027 through 2030 is adopted in order to ensure the continued livability, sustainability, prosperity, and diversity of the Monroe Urbanized Area by implementing the 2050 Metropolitan Transportation Plan.

CERTIFICATION

I hereby certify that the above is a true and correct copy of a Resolution adopted by the Monroe Urban Transportation Study Policy Committee at a meeting held on September 29, 2026.

Staci Mitchell, Chairman
Monroe Urban Transportation Study
Policy Committee

ATTEST:

Doug Mitchell
Executive Director

Joint Certification of the Metropolitan

Transportation Planning Process

The State of Louisiana and the Ouachita Council of Governments hereby certify that the transportation planning process is addressing the major issues facing the Monroe Urbanized Area and is being conducted in accordance with all applicable requirements of:

1. 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;
2. In nonattainment and maintenance areas, sections 174 and 176(c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506(c) and (d)) and 40 CFR part 93;
3. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
4. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
5. Section 1101(b) of the FAST Act (Pub. L. 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in DOT funded projects;
6. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
7. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
8. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
9. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

Glenn Ledet, Jr., Secretary
Louisiana Department of
Transportation and Development

10/22/2026
Date

Staci Mitchell, Chairman, MPO
Ouachita Council of
Governments

9/29/26
Date

MMPO Committees

The Monroe Metropolitan Planning Organization (MPO) is a consortium of governments responsible, in cooperation with the State, for the transportation planning process for the Monroe Urbanized Area. The MPO is comprised of two committees: The Policy Committee (PC), and the Technical Advisory Committee (TAC). The Policy Committee is the official decision-making body, and the TAC advises the Policy Committee on technical matters of projects, plans, and programs.

Policy Committee:

The Policy Committee serves as the official decision-making body for the MPO. The Policy Committee oversees how federal transportation dollars are spent in the transportation study area. The Policy Committee's responsibilities include the review and approval of all plans, programs, and projects. It is comprised of elected officials from region within the MPO's study area.

The Policy Committee is composed of six voting members and two non-voting members.

Voting Members:

- Mr. Friday Ellis, City of Monroe, Mayor*
- Mrs. Staci Mitchell, MPO Policy Committee Chairman – City of West Monroe, Mayor
- Mr. Shane Smiley, MPO Policy Committee Vice Chairman - Ouachita Parish Police Jury, Member
- Mr. Larry Bratton - Ouachita Parish Police Jury, Member
- Mr. Ben Westerburg - City of West Monroe, Member
- Mrs. Gretchen Ezernack - City of Monroe, Council Member*

Non-Voting Members:

- Mr. Jeffrey Connella – LA Dept. and Transportation & Development, District 05 Administrator
- Mrs. Laura Phillips– Federal Highway Administration – Louisiana Division Office

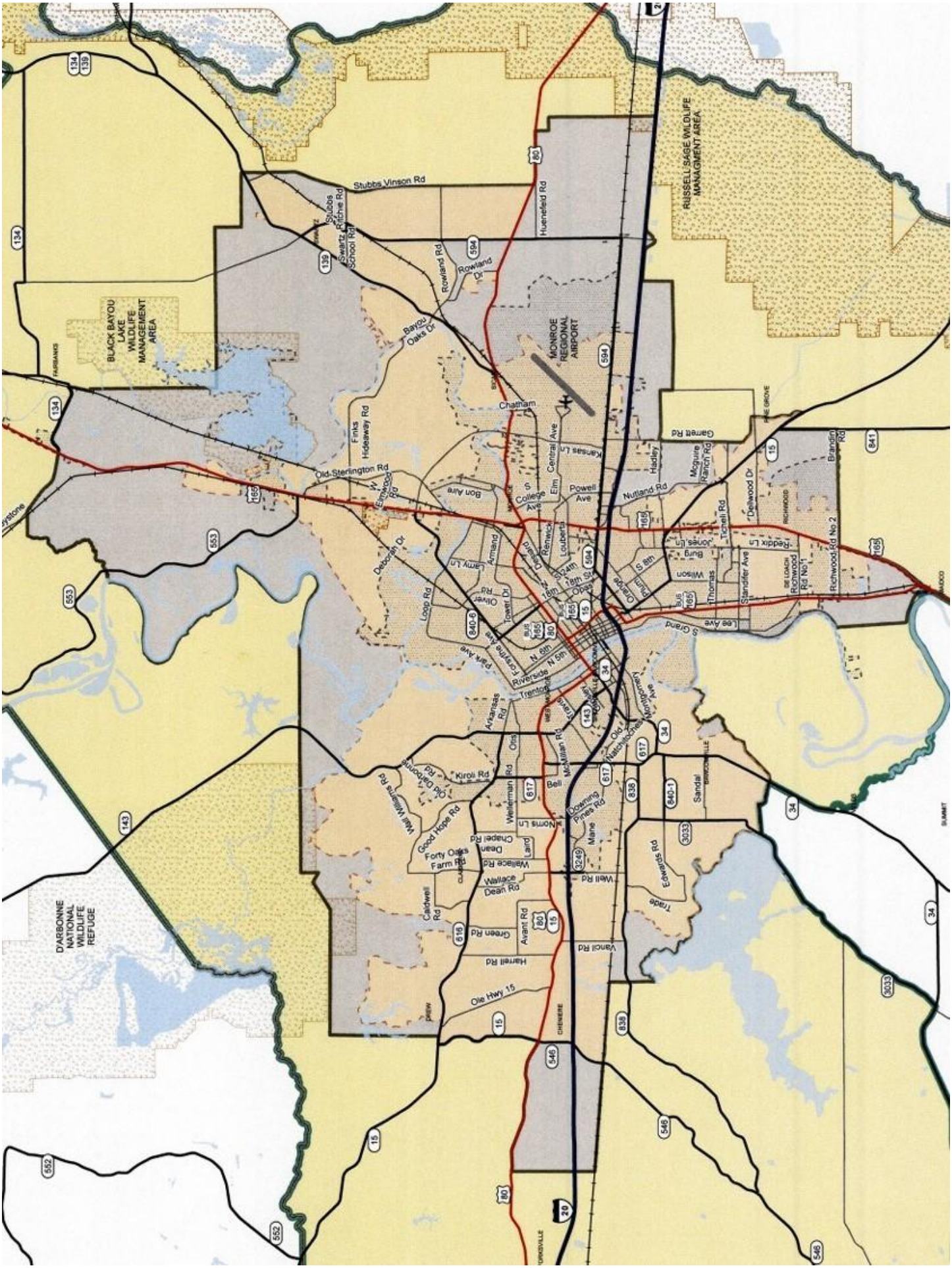
* - TPC member that represents the interests of the local public transportation operator

Technical Advisory Committee:

The Technical Advisory Committee reviews plans, programs, projects, studies, and reports and provides the Policy Committee with recommendations concerning them. The TAC is represented by all agencies involved in the transportation planning process. Participants on the TAC include municipalities, parishes, the Louisiana Department of Transportation and Development, the Federal Highway and Transit Administration and other selected transportation interests.

Members:

- Mr. Kevin Crosby, Ouachita Parish Police Jury, Engineer
- Mr. John Tom Murry, Ouachita Parish Police Jury
- Mr. Morgan McCallister, City of Monroe, Engineer
- Mr. Arthur Holland, City of Monroe
- Mr. Marc Keenan, City of Monroe Transit
- Mr. Robbie George, City of West Monroe, Engineer
- Mr. Jonathan Kaufman, City of West Monroe
- Mr. Matthew French, LADOTD
- Mrs. Sarah Moss, LADOTD
- Mrs. Tanya Moore, LADOTD
- Ms. Derek Breaux, LADOTD – Public Transportation Director
- Mrs. Mary Stringfellow, Federal Highway Administration


RUSSELL SAGE WILDLIFE MANAGEMENT AREA
BLACK BAYOU LAKE WILDLIFE MANAGEMENT AREA
D'ARBONNE NATIONAL WILDLIFE REFUGE
MONROE REGIONAL AIRPORT
Stubbs Vinson Rd
Huenefeld Rd
Rowland Rd
Bayou Oaks Dr
Chatham
Old Sterlington Rd
Deborah Dr
Loop Rd
Riverside
Trenton
Arkansas Rd
Kirol Rd
Good Hope Rd
Wallace Dean Rd
Avant Rd
Green Rd
Harrell Rd
Olle Hwy 15
Vanol Rd
Weil Rd
Downing Pines Rd
Nutland Rd
Powell Ave
College Ave
Central Ave
Hadley
Thomas
Standifer Ave
Richwood Rd No 2
Richwood Rd No 1
Brandin Rd
Garrett Rd
Lee Ave
Grand
Monroe
West Monroe
Swartz
Ruston
Sterlington
Oak Grove
Richwood
Chenier
Delhi
Sandel
Summit
Grayson
Fairbanks
Farmerville
Calhoun
Jonesville
Crossett
Warren
Pollock
Dubach
Simsboro
Choudrant
Ruston
Sterlington
Oak Grove
Richwood
Chenier
Delhi
Sandel
Summit
Grayson
Fairbanks
Farmerville
Calhoun
Jonesville
Crossett
Warren
Pollock
Dubach
Simsboro
Choudrant

Introduction to Metropolitan Transportation Planning

Metropolitan Planning Organization (MPO)

MPOs, or Metropolitan Planning Organizations, are organizations designated by the federal government to be responsible for long-term urban transportation planning efforts. In other words, eligibility to spend federal money on transportation projects in certain local municipalities depends upon a functioning MPO. MPOs may be formed in areas with a population of at least 50,000 and meeting the minimum population density as defined by the Bureau of Census. They are created by an agreement between the Governor and local governments representing at least 75% of the population in an urban area. Typically, they are a consortium of governments and other bodies, such as transit agencies and citizen groups working together to carry out a cooperative, comprehensive, and continuous metropolitan transportation planning process.

The Transportation Planning Objective

The **Federal-Aid Highway Act of 1962** was the first piece of federal legislation to **mandate urban transportation planning** as a condition for receiving federal funds in metropolitan areas. The act stated:

> *"It is in the national interest to encourage and promote the development of transportation systems embracing various modes of transportation in a manner which will efficiently maximize mobility of people and goods within and throughout urbanized areas and minimize transportation related fuel consumption and air pollution."*

There are two significant features of the act. First, the act called for a planning process in urban areas rather than cities, setting the scale at the **regional level**. Second, the act called for the planning process to be conducted **cooperatively** with state and local communities.

Products of the Transportation Planning Process

The key role of the MPO is the creation of the **Metropolitan Transportation Plan** (MTP), a long-range planning document, and the creation of the **Transportation Improvement Program** (TIP), a project programming document.

The Monroe Metropolitan Transportation Plan (MTP)

The current Monroe Metropolitan Transportation Plan was adopted in August 2025. The purpose of that plan is to develop both long-range and short-range strategies that lead to the development of an integrated, intermodal transportation system. That system, in turn, facilitates the efficient movement of people and goods.

The principle result of the plan is a **prioritized list of improvements** divided into **three stages of implementation**. The first stage of projects forms the basis for the development of the Transportation Improvement Program.

The MTP must be multimodal, maintain a 20-year planning horizon, and be updated every five years. In addition, the plan must be fiscally constrained, including only those projects for which funding can be expected from reasonable estimated sources.

Factors considered in development of the current MTP are:

- Support Economic Vitality
- Increase Accessibility and Mobility
- Protect the Environment
- Enhance Modal Integration
- Promote Efficient System Management
- Preserve the Existing Transportation System
- Increase Safety
- Increase Transportation Security
- Improve Resiliency and Reliability
- Enhance Travel and Tourism

The Transportation Improvement Program (TIP)

The Transportation Improvement Program (TIP) is a staged, multiyear program of projects proposed for funding by federal, state, and local sources within the Monroe Metropolitan Area. The TIP was developed by the Monroe Metropolitan Planning Organization in cooperation with Ouachita Parish Police Jury, the City of Monroe, the City of West Monroe and the Louisiana Department of Transportation and Development in accordance with the metropolitan planning requirements set forth in the U.S. Code § 134.The TIP **identifies roadway and transit projects programmed for construction within the next four years** that implement the goals and objectives identified in the Monroe Metropolitan Area Transportation Plan.

Procedures to Amend or Administratively Modify the Transportation Improvement Programs

The following procedures are applicable for processing amendments or modifications to the TIP. In accordance with the provisions of *23 CFR 450.218(b)*, the Statewide Transportation Improvement Plan (STIP) shall be developed in cooperation with the MPO designated for a metropolitan area. Each TIP shall be included, without change, in the STIP, directly or by reference, after approval of the TIP by the MPO and the Governor. A metropolitan TIP in a nonattainment or maintenance area is subject to a FHWA/FTA conformity finding before inclusion in the STIP. In areas outside a metropolitan planning area but within an air quality nonattainment or maintenance area containing any part of a metropolitan area, projects must be included in the regional emissions analysis that supported the conformity determination of the associated metropolitan TIP before they are added to the STIP.

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

While every effort has been made to develop this document using the latest information available at the time, it is recognized that there are uncertainties in the development of projects, right-of-way acquisition, relocation of utilities, acquisition of permits, costs, funding availability, etc. Therefore, the Policy Committee has no objection to phases of projects moving within the TIP or STIP as necessitated by the situation and gives its approval to the MPO staff to make those necessary administrative modifications without action by the Policy Committee. Staff has been directed to keep Policy Committee members informed of upcoming administrative modifications.

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

Administrative Modification thresholds include:

1. Revisions to a project description without changing the project scope or which do not conflict with the pertinent environmental document.
2. Minor changes to the cost of a project phase (Feasibility, Environmental, R/W, Utility Relocation, Engineering, Construction):
   - Funding changes are limited to **$1,250,000** for projects phases equal to and less than **$5,000,000.**
   - **For project phases > $5,000,000 an administrative modification is limited to budget changes of less than 25% in funding**
3. Minor changes in funding sources of previously included projects phases that do not effect fiscal constraint of the STIP or the ability to complete the project as initially described.
4. Minor changes to the project scope, project phase initiation dates as long as the project stays within the approved TIP time frame and does not affect fiscal constraint or the ability to complete the project as initially described. **23 CFR 450.218(n)**
5. A change in the project implementing agency
6. A split or a combination of individually listed projects; as long as cost, schedule, and scope remain unchanged.
7. The addition or deletion of projects from grouped project (line item) listings as long as the line item total funding amounts stay within the above guidelines.

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

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

Each MPO approved administrative modification needs to be published online separately from TIP amendments. The MPO should summarize this as an information item to the MPO Committee members each month. The MPO Board may delegate approval of administrative modifications to the MPO's Executive Director. If the MPO Board delegates approval of administrative modifications to the Executive Director, the MPO will need to provide copies of the delegation to the LADOTD, FHWA, and FTA. Any administrative modifications will be forwarded to the LADOTD Transportation Planning Section and Public Transportation Section for approval on behalf of the Governor.

If a project affected by an administrative modification is located within the planning boundaries of a MPO, the MPO must first generate and/or accept the administrative modification for its TIP. Once approved by the MPO, then LADOTD, on behalf of the Governor, can incorporate the administrative modification into Louisiana's STIP. The LADOTD will immediately notify the MPO, FHWA, and FTA of any approved administrative modification(s). The LADOTD can incorporate a STIP administrative modification before it is approved by the MPO as long as the TIP administrative modification process has started and if waiting for the TIP administrative modification documentation will delay the letting.

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

An **Amendment** is a revision to a long-range statewide or metropolitan plan, TIP, or STIP that involves a major change to a project, including the addition or deletion of a project or a major change in project cost, project or project phase initiation dates, or a major change in design concept or design scope. Changes to projects that are included only for informational purposes do not require an amendment. An amendment is a revision that requires public review and comment, demonstration of fiscal constraint, and/or a conformity determination (in nonattainment and maintenance areas).

If a project affected by an amendment is located within the planning boundaries of the MPO, it must first be amended in the TIP before it can be amended in the STIP. Once approved by LA DOTD, on behalf of the Governor, the amendment will be incorporated into the STIP, LA DOTD will immediately notify the MPO, FHWA, and FTA of any approved amendment(s).

TIP Objectives

The TIP for the Monroe Metropolitan Area was developed with the following local objectives:

- To identify transportation improvement projects as a result of a comprehensive, cooperative, and continuing regional transportation planning process.
- To identify the priorities by the Monroe Metro-politan Planning Organization, local governments and public transportation providers for transportation improvements.
- To use realistic, current estimates of costs for transportation improvement projects, balanced by reasonable estimates of available revenues.
- To demonstrate that energy, air quality, cost and mobility considerations are addressed in regional transportation planning and programming of projects.
- To develop the TIP consistent with the Monroe Metropolitan Area Transportation Plan in accordance with guidelines established in Federal law.

TIP Requirements

While federal legislation dictates that the Transportation Improvement Program must cover at least four years. The TIP may be updated annually but must be updated at least every four years.

The TIP must be financially reasonable or "constrained," with estimates of the total cost for programmed projects balanced against the revenues reasonably expected during the TIP period. The TIP includes federally funded projects and may include non-federally funded projects if they are regionally significant. Inclusion of a project in the TIP is a condition for federal funding but does not guarantee it. Non-federally funded projects may be included in the TIP for informational purposes in order to provide a more comprehensive picture of how the transportation capital and operating funds are spent in the region.

The TIP must be approved by the MPO and the Governor. Once approved, the TIP becomes, without modification, part of the Statewide Transportation Improvement Program (STIP).

*In accordance with 23 CFR 667.1, the DOTD shall conduct statewide evaluations to determine if there are reasonable alternatives to roads, highways, and bridges that have required repair and reconstruction activities on two or more occasions due to emergency events. The MPO takes this evaluation into consideration in their development of the TIP in accordance with 23 CFR 667.9.

The Programming of Federal-Aid

Unlike most federal programs, highway funding does not depend upon the annual appropriations act for the authority to commit federal funds to a program or project. Such funding is traditionally authorized in a multi-year transportation authorization act, which establishes a maximum level of federal transportation funding per fiscal year. However, the establishment of this level of funding, which is referred to as an authorization, is only the first step in the process.

Once the authorization level has been established, the United States Department of Transportation annually allocates such funding among states based upon various federal formulas. This allocation is referred to as an apportionment. This amount, or an estimate thereof, is the basis for the development of transportation improvement programs and MPO financial plans. This is not the end of the process, however, because the annual apportionment rarely represents the actual amount of federal funds which can be committed by a state.

Typically, an amount less than the apportionment is actually available, due to the imposition of obligation authority. Obligation authority constitutes a federally imposed limitation on the spending of apportioned funds in a given fiscal year. This limitation may be imposed in a multi-year authorization act, in the annual Appropriations Act, or in both, in which case the most recent enactment controls. Obligation authority is typically less than a state's apportionment; nevertheless, as mentioned earlier, because of scheduling requirements, a state's apportionment is the basis for the development of TIPs.

There are two important distinctions between apportionment and obligation authority. First, apportionment is allocated on a per-program basis, while obligation authority is generally allocated as a lump sum. Also, unused apportionment carries forward into successive fiscal years, but unused obligation authority does not. Unused apportionment that is carried forward is referred to as an unobligated balance. Although a state's unobligated balance can be used to increase the federal-aid programmed within a particular funding category in a given year, it cannot be used to increase the total amount of a state's highway apportionment.

Federal regulations require states to "provide MPO's with estimates of Federal and State funds which the MPOs shall utilize in developing financial plans."

IIJA Programs

The Infrastructure Investment and Jobs Act (IIJA), commonly referred to as the Bipartisan Infrastructure Bill, was signed into law by President Biden on November 15, 2021 (Public Law 177-58). It authorized $110 billion for roads, bridges, and other major projects; $11 billion in transportation safety programs; $39 billion in transit modernization and improved accessibility; $66 billion in rail; $7.5 billion to build a national network of electric vehicle chargers; $73 billion in power infrastructure and clean energy transmission; and $65 billion for broadband development. The bill also included a $273 billion reauthorization in federal-aid highway formula funding for states.

The Congestion Mitigation and Air Quality Improvement Program (CMAQ)

CMAQ is a funding source for use in meeting the requirements of the Clean Air Act. Eligible activities include transit improvements, transportation demand management, and conversion of public fleets to cleaner fuels. CMAQ funding is available for use in areas that do not meet the National Ambient Air Quality Stan-dards (nonattainment areas) and in former nonattainment areas that are currently in compliance (maintenance areas). Funds are distributed to states based upon a formula that considers population and severity of pollution. A State may transfer up to 50% of its increase in CMAQ funds to other federal transportation programs; however, such funds must still be used in nonattainment and maintenance areas.

The Monroe MPO area is currently designated as an attainment area and is not eligible for CMAQ funds.

The Surface Transportation Program (STP)

The Surface Transportation Program (STP) provides flexible funding that may be used by States and localities for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals.

Highway Safety Improvement Program (HSIP)

Authorizes Federal-aid funding to achieve significant reduction in traffic fatalities and serious injuries on all public roads or publicly owned bicycle and pedestrian pathways or trails. States are required to have a Strategic Highway Safety Plan (SHSP) and certify that it has met its railway-highway crossing and infrastructure safety needs.

Transportation Alternative Program (TAP)

IIJA continues a program to provide for a variety of alternative transportation projects, including many that were previously eligible activities under separately funded programs. The IIJA continues the funding from the FAST ACT programs including Transportation Enhancements, Recreational Trails, Safe Routes to School, and several other discretionary programs, wrapping them into a single funding source.

Public Transportation

Similar to the highway program, IIJA maintains the nation's commitment to the primary public transportation programs established in previous transportation acts. The principle programs are:

Section 5339 Bus and Bus Facilities

Provides capital funding to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities.

Section 5309 Fixed-Guideway Capital Investment Grants

Provides grants for new and expanded rail, bus, rapid transit, and ferry systems that reflect local priorities to improve transportation options in key corridors. This program defines a new category of eligible projects, known as core capacity projects, which expand capacity by at least 10% in existing fixed-guideway transit corridors that are already at or above capacity today, or are expected to be at or above capacity within five years. The program also includes provisions for streamlining aspects of the New Starts process to increase efficiency and reduce the time required to meet critical milestones.

Section 5309 Flexible Funding Programs

The NHPP provides support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's asset management plan for the NHS. This was a new program under MAP-21.

The STP provides funding that may be used by States and localities for a wide range of projects to preserve and improve the conditions and performance of surface transportation, including highway, transit, intercity bus, bicycle, and pedestrian projects.

The TAP program consolidates funding from FHWA's former Transportation Enhancements, Recreational Trails, and Safe Routes to School programs.

Section 5310 Enhanced Mobility of Seniors & Individuals with Disabilities

This program is intended to enhance mobility for seniors and persons with disabilities by providing funds for programs to serve the special needs of transit-dependent populations beyond traditional public transportation services and Americans with Disabilities Act (ADA) complementary paratransit services.

IIJA Planning Requirements

IIJA preserves most aspects of the previous legislation. However, changes to the MPO planning process are required. These changes must be reflected in the Metropolitan Transportation Plan (MTP) and Transportation Improvement Plan (TIP).

Carbon Reduction Program

The CRP provides funds for projects designed to reduce transportation emissions, defined as carbon dioxide (CO2) emissions from on-road highway sources. These funds are distributed to the state by the federal government with 65% to be used in urban areas.

To find out more about this program, please visit:

https://highways.dot.gov/iija/fact-sheets/carbon-reduction-program-crp

Relevant Documents

Monroe Metropolitan Area Transportation Plan

LADOTD Project Number: H.972507

The project is a major revision to the master transportation plan for the Monroe Urbanized Area. The study assesses the current state of the area's transportation system, estimates future needs and resources, and provides a detailed program for preserving and expanding the system for a 25-year period.

The project includes a computer model (Travel Demand Model) to simulate traffic conditions for the current transportation system and test potential projects to determine a project's future effect (volume) upon the system.

The travel demand model will incorporates demographic information from the U.S. Census. The study was adopted by the Monroe MPO Policy committee August 2025. The study was conducted by Alliance Transportation Group.

Louisiana Statewide Transportation Plan

The Louisiana Department of Transportation completed a major revision to the State's long range master plan in 2015 for all transportation modes. The study analyzed the State's infrastructure and the document provides a vast amount of statistics to describe the use and condition of the various modes. The plan presents recommended improvements based upon several revenue scenarios. DOTD is currently updating its Statewide Transportation Plan to reflect a comprehensive, community-oriented transportation network for the next 30 years. This update seeks to construct a transport system that builds upon the state's competitiveness in the global economy and enhances the convenience of travel for local residents. The Louisiana Statewide Transportation Plan will emerge as a product of extensive dialogues with transportation stakeholders and communities across the entire state. The planning process will draw insights from these discussions and evaluations and align with the Louisiana DOTD's shared objectives and its collaborating agencies.

Progress from Prior TIP

The following are the significant projects from the prior edition of the Monroe Metropolitan Planning Organization Transportation Improvement Plan which have been let for construction or completed.

- H.014689 Constitution Dr. - Short Constitution Rehab.
- H.013392 Mane St. Rehabilitation Phase 2
- H.014347 S. Grand St.: Orange St. - Standifer Ave.
- H.014348 Lee Ave.: Jackson St. - Standifer Ave.
- H.014398 Caples Road: Marion Sims Rd. - LA 3033
- H.007289 KANSAS LN EXT (OLD STERL.-US165) PHASE 1

The Financial Plan

The implementation of this plan will involve several funding sources. These sources include various programs at the local, State, and Federal levels. On the Federal level, these programs are under the FAST ACT, currently the IIJA, include the: **NATIONAL HIGHWAY PERFORMANCE PROGRAM (NHPP)** - covers all interstate routes and a large percentage of urban principal arterials. The funding match under the NHPP for arterial routes is Federal (80)/Local (20), with the exception of the Interstate which has a funding match of Federal (90)/Local (10). This category of funds can also be used to replace or repair any bridge on a public road and has a funding match of Federal (80)/Local (20).

SURFACE TRANSPORTATION PROGRAM (STP) - a block grant funding program with subcategories for States and Urban Areas. With the exception of local roads and rural minor collectors, these funds can be used for any roads including the NHS. The funding can be up to 100%.

HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP) - covers safety improvements to all public roads, but is constrained in that improvements in safety metrics are required to be eligible; however, funding can be up to a 100% federal share.

TRANSPORTATION ALTERNATIVES (TA) - covers improvements such as pedestrian and bicycle facilities, landscaping, historic preservation, recreational trails, infrastructure safety improvements within 2 miles of schools (K-8), and more. Based on the type of improvements, the federal share of funding can be up to 100%.

Any costs not covered by Federal and State will be the responsibility of the local public agency. Local funds can come from a variety of sources including property taxes, sales taxes, user fees, special assessments, impact fees and bound issues. The current Monroe Urbanized Area 2050 Metropolitan Transportation Plan was adopted in August, 2025. This document can be found at northdelta.org. Surface Transportation Program (STP) funding for seven urbanized areas with a population less than 200,000 is approximately $17,500,000 per year. The Monroe Metropolitan Area's STP share is approximately $3,500,000 per year (including matching funds). All STP and CRP projects listed on the Monroe Metropolitan Area's TIP were based on funds allocated for this area. All non-STP and non-CRP (NHPP, HSIP, and TAP) projects that appear within this document were developed jointly by the MPO and in consultation with the LADOTD through their financially constrained STIP. The four-year FY 2027-2030 TIP was developed within the financial limits of all funding sources as presented by the MPO and LADOTD. As priorities and needs change in the Monroe Metropolitan Area, this plan may be revised to respond to those changes.

Improvement Cost Estimates

In a prior TIP, the Monroe MPO, with assistance from Neel-Schaffer, Inc., used historical data to estimate future costs for projects proposed in a prior document. These costs were shown in 2019 dollars. The numbers used in this document were calculated by applying a cumulative 32.5% inflation factor to the 2019 estimates. This adjustment matches the heavy infrastructure inflation tracked by the FHWA through the National Highway Construction Cost Index up to mid-2026.

IMPROVEMENT COST ESTIMATES

Improvement:	Average Cost:	Per:
New 4 Lane Freeway	$22,922,500	Mile
New 2 Lane Roadway	$7,155,000	Mile
New 4 Lane Arterial	$12,985,000	Mile
Interstate Widening	$13,250,000	Mile
Interstate Rehab	$2,782,500	Mile
Arterial Widening	$4,836,250	Mile
Center Turn Lane	$4,372,500	Mile
Reconstruction	$2,782,500	Mile
Overlay	$993,750	Mile
ITS	$1,126,250	Mile
Intersection Improvement	$1,192,500	Each
New Interchange	$31,800,000	Each
Underpass	$14,575,000	Each
RR Overpass	$8,612,500	Each

The averages are general guidelines to estimate future improvement costs. Further refinement to a project's estimated cost may be made through a detailed engineering study.

Glossary of Terms

Apportionment: Federal-aid funds appropriated to each state over a multi-year period as a result of an act of Congress. Current funding is authorized by the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) which became law on August 10, 2005 (Public Law 109-59).

Average Daily Traffic (ADT): The average number of vehicles passing a given point on a roadway in a 24-hour day.

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

Environmental Assessment (EA): Class III action under the National Environmental Policy Act (NEPA) process. It is a concise public document that provides sufficient evidence for determining whether to prepare an Environmental Impact Statement (EIS) or to determine a Finding of No Significant Impact (FONSI).

Environmental Protection Agency (EPA): Federal agency created in the Environmental Protection Act of 1970 which is responsible for enforcing, monitoring, and maintaining Federal environmental laws.

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

Federal Highway Administration (FHWA): An administrative division of the U.S. Department of Transportation responsible for roadway projects throughout the country.

Federal Transit Administration (FTA): Another branch of the U.S. Department of Transportation responsible for mass transportation projects throughout the country.

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

Intelligent Transportation System (ITS): The development or application of technology to improve the efficiency and safety of surface transportation systems.

Louisiana Department of Environmental Quality (LDEQ): State of Louisiana Agency with jurisdiction over environmental regulation.

Louisiana Department of Transportation and Development (LADOTD): State of Louisiana agency with jurisdiction over transportation.

Level of Service: A measure of highway congestion ranging from free flow of traffic to forced flow on a scale of A to F.

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

Metropolitan Planning Area: The area represented by the existing urbanized area and the contiguous area forecasted to be urbanized in a 20 year horizon for the region. The area may include the entire Metropolitan Statistical Area (MSA) as designated by the Bureau of Census or another area as agreed upon by the governor and the MPO.

Metropolitan Planning Organization (MPO): An organization designated by the Governor under provisions of the 1973 Federal-Aid Highway Act and units of local government which represent 75% of the affected population to carry out the transportation planning process as required in Section 134 of Title 23 of the United States Code as amended by ISTEA and TEA 21. The MPO shares responsibility with the State for developing long and short range transportation plans and programs. The MPO provides a forum for discussion and consensus on issues which transcend jurisdictional boundaries.

National Ambient Air Quality Standards (NAAQS): Federal standards that set allowable concentrations and exposure limits for various pollutants. The standards are developed by the Environmental Protection Agency in response to the requirements of the Clean Air Act and subsequent amendments.

National Environmental Policy Act (1969) (NEPA): Requires environmental impact considerations to be included in project planning along with technical and economic concerns to ensure balanced decision-making occurs in the total public interest.

Nonattainment Area: A geographic region of the United States that has been designated as not complying with the NAAQS by the EPA.

Obligation Authority: Each year during the budget process, Congress sets limits on the amount of Federal Apportionment that can be expended for projects. Usually it is less than amounts apportioned. Obligation Authority covers most of the funding categories established by SAFETEA-LU.

Ozone (O3): A secondary pollutant formed when hydrocarbons and oxides of nitrogen combine in sunlight. The ozone is associated with smog and haze conditions. Although the ozone in the upper atmosphere protects us from harmful ultraviolet sunlight, ground level ozone produces and unhealthy environment in which to live.

Right-of-Way—Land (ROW): usually in public ownership, through which a roadway passes, including the area for shoulders, sidewalks, and other cross section elements.

The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU): The most recent transportation act signed by the President on August 10, 2005. SAFETEA-LU provides guaranteed funding for highways, highway safety, and public transportation in the amount of $244.1 billion.

State Implementation Plan (SIP): A plan showing how the State will meet air quality standards as required by 1977 Clean Air Act Amendments. Included are traffic control measures to reduce emissions from automobiles, a major contributor to carbon monoxide and photochemical oxidant pollution.

Statewide Transportation Improvement Program (STIP): A four-year program of highway and transit projects for the state. It is a compilation of projects utilizing various federal and State funding programs, and includes highway projects on the state, city, and county highway systems, as well as projects in the national parks, national forests, and Indian reservations.

Transportation Equity Act for the 21st Century (TEA-21): The transportation act signed June, 1998. TEA-21 primarily continued the methods and procedures of transportation planning as established under ISTEA. TEA-21 enhanced and increased funding for many of ISTEA Federal-Aid funding programs.

Moving Ahead for Progress in the 21st Century (MAP-21) became law on July 6, 2012 (Public Law 112-141). It authorized highway, transit, and other surface transportation programs for federal fiscal years 2012 through 2014, MAP-21, while not significantly altering total funding, consolidates many of the programs started under the previous authorization acts: SAFETEA-LU, ISTEA, AND TEA-21.

Transportation Improvement Program (TIP): A four -year capital improvements program of highway and transit projects including operational and low cost projects to increase efficiency of the existing transportation network as well as capital intensive alternatives prescribed in the Long Range Transportation Plan.

Transportation Plan: A plan of recommended highway and transit facilities improvements to meet the immediate as well as the 20-year planning horizon to determine the transportation needs of the area. The Monroe Metropolitan Area Transportation Plan has both a Short and Long Range element.

United States Department of Transportation (USDOT): Includes FAA, FHWA, and FTA among others.

Vehicle Miles Traveled (VMT): Total motor vehicles miles traveled.

TIP PROJECT SELECTION CRITERIA

The staff at the Monroe MPO issues a Call for Projects before the start of each Federal Fiscal Year (FFY) when it is anticipated that funding is available. The Technical Advisory Committee (TAC) discusses at length all projects received within the auspices of the project selection criteria. Moreover, staff advises TAC to ensure selected projects adhere to anticipated performance targets. TAC advises staff to forward the selected projects to the Transportation Policy Committee (TPC). Finally, TPC deliberates on the TAC selected projects and provides final direction to the Monroe MPO staff pending public comments. Staff issues a public notice using print media to avail public comments for a period of 15 days, providing complete TIP document for public review at all locations identified within the Public Participation Plan. If no public comments are received, the TPC Chair signs a resolution adopting the TIP.

*****To see a further explanation on the TIP project selection criteria, how projects are scored and prioritized, and a timeline, please see pages 89-91.**

How Performance Targets Factor Into Project Selection

The Monroe MPO utilizes a structured, committee-driven process to ensure that individual projects directly support regional and state performance targets:

Call for Projects & Staff Review: At the beginning of each Federal Fiscal Year (FFY), the MPO staff issues a formal Call for Projects. During the initial intake, staff specifically analyzes applications against federal and state targets, such as safety (PM1), pavement/bridge condition (PM2), and system reliability (PM3).

Technical Advisory Committee (TAC) Review: The TAC reviews all submitted projects. MPO staff is federally required to advise the TAC on project alignment, ensuring that selected projects have a high probability of positively impacting regional performance goals.

Policy Integration: Rather than funding projects independently, the criteria used by the Technical Advisory Committee prioritize investments outlined in the Metropolitan Transportation Plan (MTP), which explicitly adopts the performance standards utilized by the Louisiana Department of Transportation and Development (LADOTD).

Final Governance Approval: Projects cleared by the TAC are forwarded to the Transportation Policy Committee (TPC) for final review, public comment hosting, and adoption.

PERFORMANCE MEASURES

With the passage of the Federal surface transportation legislation, "Moving Ahead for Progress in the 21st Century" (MAP-21), performance-based planning (PBP) has taken forefront with even greater significance. FAST Act (2015) further emphasized ensuring performance-based planning continues with mandates to both statewide and metropolitan planning processes to incorporate a more comprehensive performance-based approach to their decision-making. The legislation requires the USDOT, in consultation with States, MPOs and other stakeholders, to establish performance measures in the following areas:

a) Safety

b) Infrastructure Condition

c) Congestion Reduction

d) System Reliability

e) Freight Movement and Economic Vitality

f) Environmental Sustainability

g) Reduced Project Delivery Delays

The TIP is a critical component of the Performance-Based Planning process because it commits transportation funding to specific improvement projects and operational strategies. Through this process, MPOs link planning to programming by prioritizing projects and allocating requisite funding for projects within the TIP ensuring consistency with the goals established in the Metropolitan Transportation Plan (MTP).

Using a performance-based approach to transportation planning helps the region understand its current needs and allows planners and decision-makers to track progress over time. As required by federal legislation, the Metropolitan Planning Organization (MPO) adopted performance targets for several federally required transportation performance measures and is monitoring performance for these measures over time.



TPM included in the 2050 MTP which was adopted August 25, 2025.

PM1 SAFETY PERFORMANCE

Measure	2020 (5-year average)	2024 (5-year average)	Targeted Annual Change
# of fatalities	21.6	32.2	-1%
Rate of fatalities per 100 million Vehicle Miles Traveled (VMT)	1.379	2.13	-1%
# of serious injuries	24.4	95	-1%
Rate of serious injuries	1.561	6.29	-1%
# of non-motorized fatalities and serious injuries	15	23.6	-1%

PM2 INFRASTRUCTURE CONDITION

Measure	2020	2024	LADOTD Statewide 2025 Target
% of pavements of the Interstate System in Good condition	9%	9.2%	13.5%
% of pavements of the Interstate System in Poor condition	2%	2.5%	2.4%
% of pavement on the non-Interstate NHS in Good condition	29%	14%	5.7%
% of pavement on the non-Interstate NHS in Poor condition	10%	13.5%	15.9%
% of NHS bridge deck classified as in Good condition	16%	34.5%	34.7%
% of NHS bridge deck classified as in Poor condition	0%	3.9%	4.7%

PM3 SYSTEM PERFORMANCE/FREIGHT/CMAQ

Measure	2020	2024	LADOTD Statewide 2025 Target
% of person-miles traveled on the Interstate that are reliable (LOTTR)	100%	100%	88.1%
% of person-miles traveled on the non-Interstate NHS that are reliable	88.5%	98.2%	87.5%
% of Interstate system mileage providing for reliable truck travel time (TTTR)	1.14	1.16	1.41
% change in tailpipe CO2 emissions on the NHS, compared to the reference year (CY 2022)	N/A	N/A	N/A

TRANSIT ASSET MANAGEMENT PLAN PERFORMANCE MEASURES AND TARGETS FOR MONROE TRANSIT SYSTEM

Measure	2019 Performance	2023 Target	2025 MTS Target
Revenue Vehicles			
Bus	11%	18%	5%
Cutaway Bus	0%	0%	0%
Equipment			
Non-Revenue/Service Automobiles	0%	25%	13%
Facilities			
Maintenance	0%	0%	0%
Passenger Facilities	0%	0%	0%

FINANCIAL SUMMARY

For a project to be included in the TIP, per federal regulations, reasonable fiscal constraint must be maintained. Fiscal constraint is achieved by keeping estimated transportation improvements within reasonably anticipated budgets. MONROE MPO affirms that its FFY 2027 – 2030 TIP meets all fiscal constraint requirements. The process relies on realistic, multi-year revenue projections. LA-DOTD provides the MPOs with estimates of anticipated federal and state funding allocations (e.g., STP) As part of the project selection process found on page 89, the sponsoring agency must submit a resolution with commitment of local matching funds.

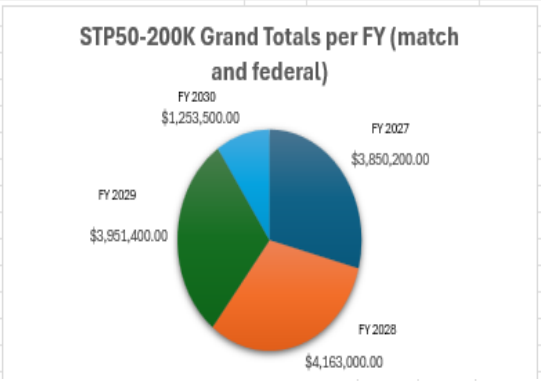
STP 50-200K

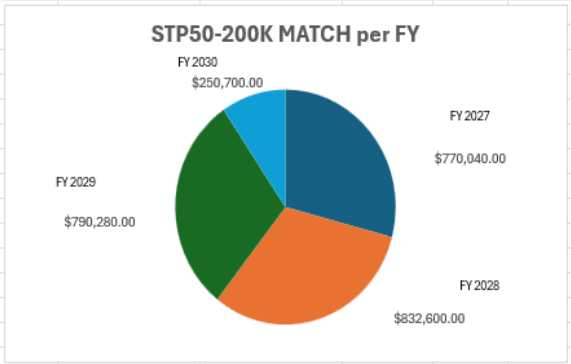
*Federal Share

*WM = West Monroe, OPPJ = Ouachita Parish Police Jury, CofM= City of Monroe
SS = safety & security MO = maintenance & operations RC = regional coordination
M = mobility E = economic SR = sustainability & resilience

Project #	Project Name	MTP Priority	ENTITY	Description	2027	2028	2029	2030
H.014688	ARKANSAS RD REHAB: N 7TH - TRENTON	SS,MO, RC,M,E	WM	Mill and Overlay w/ shoulder and sidewalk	$754,400.00			
H.014676	DOWNTOWN IMPR (PH 1): BRIDGE ST-PINE ST	SS,RC, M	WM	Striping, Street Lighting, and Sidewalks		$437,000.00		
H.014691	TRENTON ST. PH.1 (ARKANSAS RD - CRYER ST)	SS,MO, RC,M,E	WM	Mill, Overlay, and New Sidewalk			$1,012,000.00	
H.014677	DOWNTOWN IMPR (PH 2): PINE ST - WOOD ST	SS,RC, M	WM	Striping, Street Lighting, and Sidewalks			$437,920.00	
H.015023	STANDIFER & JACKSON ROADWAY IMPROVEMENTS	SS,MO, RC,M,E	CofM	Roadway Improvements			$207,000.00	
H.014401	WALLACE ROAD: US 80 - ARKANSAS RD	SS,MO, M,E	OPPJ	Mill, Patch, and Overlay			$1,242,000.00	
H.014678	DOWNTOWN IMPROVEMENTS (PH 3): WOOD ST - COLEMAN	SS,RC, M	WM	Striping, Street Lighting, and Sidewalks				$188,600.00
H.014400	RICHWOOD ROAD NO.2: PONS DR - US 165	SS,MO, RC,M,E	OPPJ	Rehabilitation	$621,000.00			
H.011724	COLEMAN AVENUE REHABILITATION	MO,M	WM	Rehabilitation, Patch and Overlay	$1,203,360.00			
H.015024	N. 18TH ST PEDESTRIAN IMPROVEMENTS	SS,RC, M	CofM	Sidewalks and Pedestrian Crossing			$262,200.00	
H.014403	AVANT ROAD: US 80 - HARRELL RD	SS,MO, M,	OPPJ	Mill, Patch, and Overlay		$1,426,000.00		
H.014405	BAYOU OAKS DR: FINKS HIDE-A-WAY - LA 139	SS,MO, M	OPPJ	Mill, Patch, and Overlay		$828,000.00		
H.014680	OTIS STREET REHAB (PH. 2): SWISS - N. 7TH	MO,M	WM	Mill, Patch, and Overlay with Sidewalks		$639,400.00		
H.014690	KIROLI RD REHAB: ARKANSAS - OLD DARBONNE	SS,MO, M	WM	Mill, Patch, and Overlay	$501,400.00			
H.014692	TRENTON ST. PH. 2: CRYER ST - BRIDGE	SS,MO, RC,M,E	WM	6 Ft Shared Use Path				$814,200.00
					$3,080,160.00	$3,330,400.00	$3,161,120.00	$1,002,800.00

STP 50-200K expected funding allocations - approximately $3M of ***federal*** funds per year for the Monroe MPO

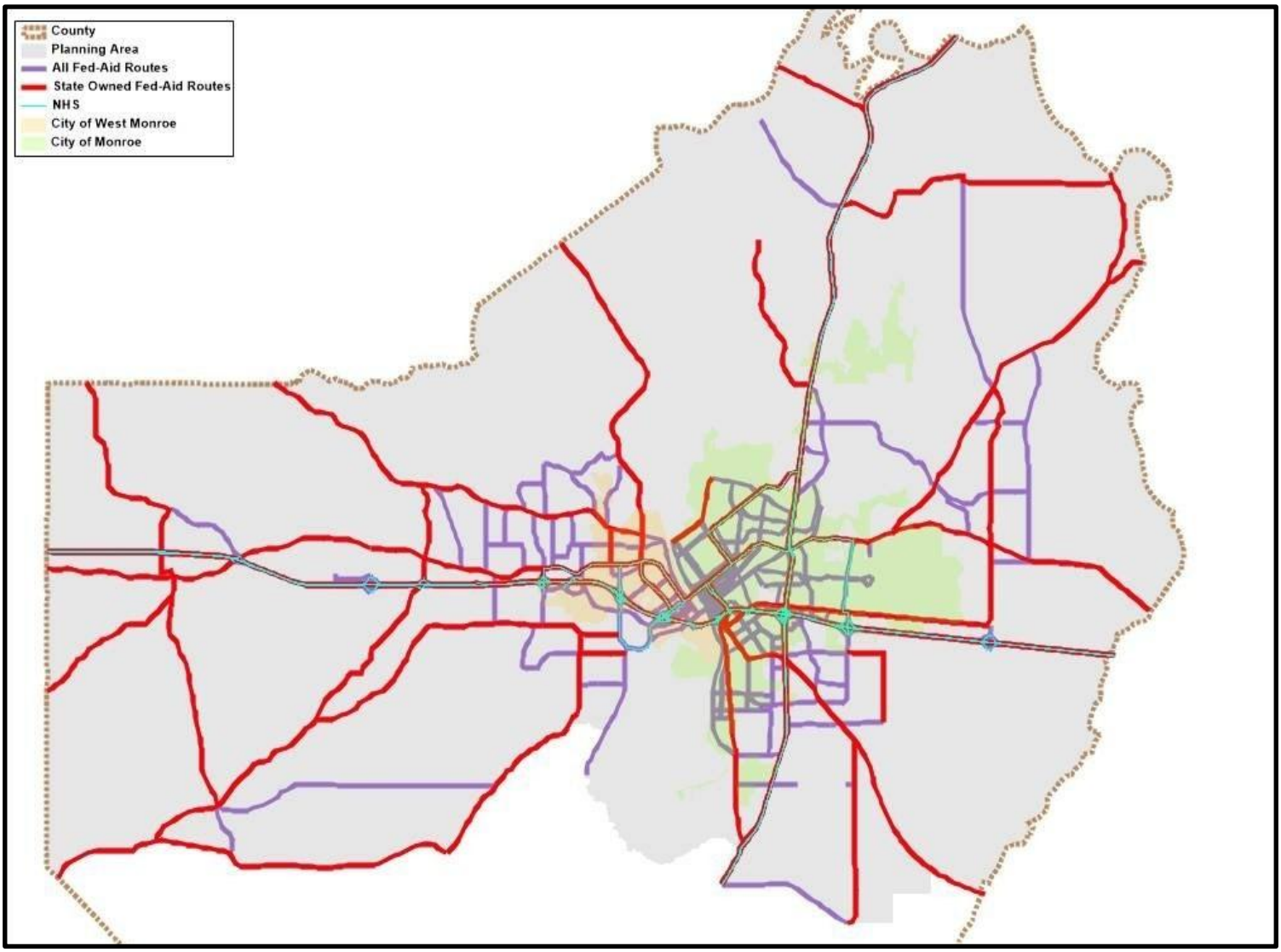




Other Funds

*Federal Share

Project #	Project Name	MTP Priority	ENTITY	Description	2027	2028	2029	2030	
H.015607	KANSAS LN EXT (US 80 - BON AIRE) PHASE 2	SS,MO, RC,M,E ,SR	CofM	Extend Kansas Lane and add turn lanes to US 80	0 $13,800,000				STBONDS STPFLEX
H.014702	CONSTITUTION DR. PEDESTRIAN IMPROVEMENTS	SS,RC, M,SR	WM	Shared-Use Path	$529,000.00				CRP
					$14,329,000.00	$ -	$ -	$ -	



**The map above depicts all of the federal-aid routes in the Monroe Metropolitan Planning Area. There are roughly 234 miles worth of locally owned federal-aid routes found in our MPA. The cities of Monroe and West Monroe are included in the map. Any routes that are not in these two cities are considered parish routes.*

Project Name	PM 1 Safety	PM 2 Bridge/Pavement	PM 3 System Performance
ARKANSAS RD REHAB: N 7TH - TRENTON	X	X	X
DOWNTOWN IMPR (PH 1): BRIDGE ST-PINE ST	X		X
TRENTON ST. PH.1 (ARKANSAS RD - CRYER ST)	X	X	
DOWNTOWN IMPR (PH 2): PINE ST - WOOD ST	X		X
STANDIFER & JACKSON ROADWAY IMPROVEMENTS		X	
WALLACE ROAD: US 80 - ARKANSAS RD	X	X	
DOWNTOWN IMPROVEMENTS (PH 3): WOOD ST - COLEMAN		X	
CONSTITUTION DR. PEDESTRIAN IMPROVEMENTS	X		X
RICHWOOD ROAD NO.2: PONS DR - US 165	X	X	
COLEMAN AVENUE REHABILITATION	X	X	
N. 18TH ST PEDESTRIAN IMPROVEMENTS	X		X
AVANT ROAD: US 80 - HARRELL RD		X	X
BAYOU OAKS DR: FINKS HIDE-A-WAY - LA 139		X	
OTIS STREET REHAB (PH. 2): SWISS - N. 7TH	X	X	
KIROLI RD REHAB: ARKANSAS - OLD DARBONNE		X	
TRENTON ST. PH. 2: CRYER ST - BRIDGE	X		X
KANSAS LN EXT (US 80 - BON AIRE) PHASE 2	X	X	X

PM1 - These projects directly address known crash causal factors. They lower the frequency, severity, and rate of regional traffic incidents.

PM2 - These projects improve the condition of Bridge/Pavement . (e.g. Mill, Patch, and Overlay)

PM3 - These projects focus on time and flow. Projects that help prevent slowdowns and reduce unexpected delays fall under this PM.

MTP Priority	Number of Projects Contributing to Priority	% of Projects Contributing to Priority
Safety & Security	15	88%
Maintenance & Operations	12	71%
Regional Coordination	11	65%
Mobility	17	100%
Economic	7	41%
Sustainability & Resilience	3	18%

The priorities from previous TIPs have not changed. Since the previous TIP, *H.014646 I-20: US 165 - E. of Garrett Rd.* has merged with H.007300 and is now named *KANSAS-GARRETT CONN. & I20 IMPROVEMENTS.* The significant delay is due to the project not being fully funded, and needed funds have not been identified.

There are no regionally significant projects that are funded with non-FHWA or non-FTA dollars during this TIP cycle that the MPO is aware of.

TRANSPORTATION IMPROVEMENT PROGRAM

Highway Element

* List of **all** projects in ascending order by project #: *

Project: H.011724 COLEMAN AVENUE REHABILITATION **Let Date:**

Route: Cntrl Section: 000-37 Beg Log Mile: 0.00 End Log Mile: 0.00 Parish: OUACHITA Non-State Road: Coleman Avenue

Length: 0.46 miles

Urbanized Area: MONROE

Remarks	**Type Improvement**	**Work Type**
City of West Monroe to provide match	Rehabilitation, Patch and Overlay	URBAN SYSTEMS

Project Phase	**Project Cost**	**Tot Cost(w/CE&I+IDC)**	**Federal Share**	**Fund**	**Year**	**Sponsor** West Monroe
Feasibility						$300,840.00
Environmental						
Right of Way						
Utility Relocation						
Design (Engineering)						
Construction	$1,308,000.00	$1,504,200.00	$1,203,360.00	STP50-200K	2027	
Total Cost	**$1,308,000.00**	**$1,504,200.00**	**$1,203,360.00**			

Project: H.014400 RICHWOOD RD NO.2: PONS DR - US 165 **Let Date:**

Route: Cntrl Section: 000-37 Beg Log Mile: 0.00 End Log Mile: 0.00 Parish: OUACHITA Non-State Road: Richwood Road #2

Length: 0.47 miles

Urbanized Area: MONROE

Remarks	**Type Improvement**	**Work Type**
Ouachita Parish Police Jury to provide match	Rehabilitation	URBAN SYSTEMS

Project Phase	**Project Cost**	**Tot Cost(w/CE&I+IDC)**	**Federal Share**	**Fund**	**Year**	**Sponsor** OPPJ
Feasibility						$155,250.00
Environmental						
Right of Way						
Utility Relocation						
Design (Engineering)						
Construction	$675,000.00	$776,250.00	$621,000.00	STP50-200K	2027	
Total Cost	**$675,000.00**	**$776,250.00**	**$621,000.00**			

Project: H.014401 WALLACE ROAD: US 80 - ARKANSAS RD **Let Date:**

Route: Cntrl Section: 000-37 Beg Log Mile: 0.00 End Log Mile: 0.00 Parish: OUACHITA Non-State Road: Wallace Road

Length: 1.24 miles

Urbanized Area: MONROE

Remarks	**Type Improvement**	**Work Type**
Ouachita Parish Police Jury to provide match	Mill, Patch, & Overlay	URBAN SYSTEMS

Project Phase	**Project Cost**	**Tot Cost(w/CE&I+IDC)**	**Federal Share**	**Fund**	**Year**	**Sponsor** OPPJ
Feasibility						$310,500.00
Environmental						
Right of Way						
Utility Relocation						
Design (Engineering)						
Construction	$1,350,000.00	$1,552,500.00	$1,242,000.00	STP50-200K	2029	
Total Cost	**$1,350,000.00**	**$1,552,500.00**	**$1,242,000.00**			

Project: H.014403 AVANT ROAD: US 80 - HARRELL RD **Let Date:**

Route: Cntrl Section: 000-37 Beg Log Mile: 0.00 End Log Mile: 0.00 Parish: OUACHITA Non-State Road: Avant Road

Length: 1.62 miles

Urbanized Area: MONROE

Remarks	**Type Improvement**	**Work Type**
Ouachita Parish Police Jury to provide match	Mill, Patch, & Overlay	URBAN SYSTEMS

Project Phase	**Project Cost**	**Tot Cost(w/CE&I+IDC)**	**Federal Share**	**Fund**	**Year**	**Sponsor** OPPJ
Feasibility						$356,500.00
Environmental						
Right of Way						
Utility Relocation						
Design (Engineering)						
Construction	$1,550,000.00	$1,782,500.00	$1,426,000.00	STP50-200K	2028	
Total Cost	**$1,550,000.00**	**$1,782,500.00**	**$1,426,000.00**			

Project: H.014405 BAYOU OAKS DR: FINKS HIDE-A-WAY - LA 139 **Let Date:**

Route: Cntrl Section: 000-37 Beg Log Mile: 0.00 End Log Mile: 0.00 Parish: OUACHITA Non-State Road: Bayou Oaks Drive

Length: 0.73 miles

Urbanized Area: MONROE

Remarks	**Type Improvement**	**Work Type**
Ouachita Parish Police Jury to provide match	Mill, Patch, & Overlay	URBAN SYSTEMS

Project Phase	**Project Cost**	**Tot Cost(w/CE&I+IDC)**	**Federal Share**	**Fund**	**Year**	**Sponsor** OPPJ
Feasibility						$207,000.00
Environmental						
Right of Way						
Utility Relocation						
Design (Engineering)						
Construction	$900,000.00	$1,035,000.00	$828,000.00	STP50-200K	2028	
Total Cost	**$900,000.00**	**$1,035,000.00**	**$828,000.00**			

Project: H.014676 DOWNTOWN IMPR (PH 1): BRIDGE ST - PINE ST **Let Date:**

Route: Cntrl Section: 000-37 Beg Log Mile: 0.00 End Log Mile: 0.00 Parish: OUACHITA Non-State Road: Trenton Street

Length: 0.20 miles

Urbanized Area: MONROE

Remarks	**Type Improvement**	**Work Type**
City of West Monroe to provide match	Striping, Street Lighting & Sidewalks	URBAN SYSTEMS

Project Phase	**Project Cost**	**Tot Cost(w/CE&I+IDC)**	**Federal Share**	**Fund**	**Year**	**Sponsor** West Monroe
Feasibility						$109,250.00
Environmental						
Right of Way						
Utility Relocation						
Design (Engineering)						
Construction	$475,000.00	$546,250.00	$437,000.00	STP50-200K	2028	
Total Cost	**$475,000.00**	**$546,250.00**	**$437,000.00**			

Project: H.014677 DOWNTOWN IMPR (PH 2): PINE ST - WOOD ST **Let Date:**

Route: Cntrl Section: 000-37 Beg Log Mile: 0.00 End Log Mile: 0.00 Parish: OUACHITA Non-State Road: Trenton Street

Length: 0.16 miles

Urbanized Area: MONROE

Remarks	**Type Improvement**	**Work Type**
City of West Monroe to provide match	Striping, Street Lighting & Sidewalks	URBAN SYSTEMS

Project Phase	**Project Cost**	**Tot Cost(w/CE&I+IDC)**	**Federal Share**	**Fund**	**Year**	**Sponsor** West Monroe
Feasibility						$109,480.00
Environmental						
Right of Way						
Utility Relocation						
Design (Engineering)						
Construction	$476,000.00	$547,400.00	$437,920.00	STP50-200K	2029	
Total Cost	**$476,000.00**	**$547,400.00**	**$437,920.00**			

Project: H.014678 DOWNTOWN IMPR (PH 3): WOOD ST - COLEMAN **Let Date:**

Route: Cntrl Section: 000-37 Beg Log Mile: 0.00 End Log Mile: 0.00 Parish: OUACHITA Non-State Road: Trenton Street

000-37 0.00 0.00 OUACHITA S. 1st Street

Length: 0.16 miles

Urbanized Area: MONROE

Remarks	**Type Improvement**	**Work Type**
City of West Monroe to provide match	Mill, Patch & Overlay	URBAN SYSTEMS

Project Phase	**Project Cost**	**Tot Cost(w/CE&I+IDC)**	**Federal Share**	**Fund**	**Year**	**Sponsor** West Monroe
Feasibility						$47,150.00
Environmental						
Right of Way						
Utility Relocation						
Design (Engineering)						
Construction	$205,000.00	$235,750.00	$188,600.00	STP50-200K	2030	
Total Cost	**$205,000.00**	**$235,750.00**	**$188,600.00**			

Project: H.014680 OTIS STREET REHAB (PH.2): SWISS - N. 7TH **Let Date:**

Route: Cntrl Section: 000-37 Beg Log Mile: 0.00 End Log Mile: 0.00 Parish: OUACHITA Non-State Road: Otis Street

Length: 0.43 miles

Urbanized Area: MONROE

Remarks	**Type Improvement**	**Work Type**
City of West Monroe to provide match	Mill, Patch, and Overlay with Sidewalks	URBAN SYSTEMS

Project Phase	**Project Cost**	**Tot Cost(w/CE&I+IDC)**	**Federal Share**	**Fund**	**Year**	**Sponsor** West Monroe
Feasibility						$159,850.00
Environmental						
Right of Way						
Utility Relocation						
Design (Engineering)						
Construction	$695,000.00	$799,250.00	$639,400.00	STP50-200K	2028	
Total Cost	**$695,000.00**	**$799,250.00**	**$639,400.00**			

Project: H.014688 ARKANSAS RD REHAB: N 7TH - TRENTON **Let Date:**

Route: Cntrl Section: 000-37 Beg Log Mile: 0.00 End Log Mile: 0.00 Parish: OUACHITA Non-State Road: Arkansas Road
Length: 0.58 miles

Urbanized Area: MONROE

Remarks			**Type Improvement**			**Work Type**	
City of West Monroe to provide match			Mill & Overlay w/ Shoulder & sidewalk			URBAN SYSTEMS	
Project Phase	**Project Cost**	**Tot Cost(w/CE&I+IDC)**	**Federal Share**	**Fund**	**Year**	**Sponsor**	West Monroe
Feasibility							$188,600.00
Environmental							
Right of Way							
Utility Relocation							
Design (Engineering)							
Construction	$820,000.00	$943,000.00	$754,400.00	STP50-200K	2027		
Total Cost	**$820,000.00**	**$943,000.00**	**$754,400.00**				

Project: H.014690 KIROLI RD REHAB: ARKANSAS - OLD DAR-BONNE **Let Date:**

Route: Cntrl Section: 000-37 Beg Log Mile: 0.00 End Log Mile: 0.00 Parish: OUACHITA Non-State Road: Kiroli Road

Urbanized Area: MONROE

Remarks			**Type Improvement**			**Work Type**	
City of West Monroe to provide match			Mill, Patch, and Overlay			URBAN SYSTEMS	
Project Phase	Project Cost	Tot Cost(w/CE&I+IDC)	Federal Share	Fund	Year	Sponsor	West Monroe
Feasibility							$125,350.00
Environmental							
Right of Way							
Utility Relocation							
Design (Engineering)							
Construction	$545,000.00	$626,750.00	$501,400.00	STP50-200K	2027		
Total Cost	**$545,000.00**	**$626,750.00**	**$501,400.00**				

Project: H.014691 TRENTON ST. PH. 1 (ARKANSAS RD - CRYER ST) **Let Date:**

Route: Cntrl Section: 000-37 Beg Log Mile: 0.00 End Log Mile: 0.00 Parish: OUACHITA Non-State Road: Trenton Street

Urbanized Area: MONROE

Remarks			**Type Improvement**			**Work Type**	
City of West Monroe to provide match			Mill, Overlay & New Sidewalk			URBAN SYSTEMS	
Project Phase	**Project Cost**	**Tot Cost(w/CE&I+IDC)**	**Federal Share**	**Fund**	**Year**	**Sponsor**	West Monroe
Feasibility							$253,000.00
Environmental							
Right of Way							
Utility Relocation							
Design (Engineering)							
Construction	$1,100,000.00	$1,265,000.00	$1,012,000.00	STP50-200k	2029		
Total Cost	**$1,100,000.00**	**$1,265,000.00**	**$1,012,000.00**				

Project: H.014692 TRENTON ST. PH. 2 (CRYER ST. - BRIDGE) **Let Date:**

Route: Cntrl Section: 000-37 Beg Log Mile: 0.00 End Log Mile: 0.00 Parish: OUACHITA Non-State Road: Trenton Street
Length: 0.97 miles

Urbanized Area: MONROE

Remarks	**Type Improvement**	**Work Type**
City of West Monroe to provide match	6 FT Shared Use Path	URBAN SYSTEMS

Project Phase	**Project Cost**	**Tot Cost(w/CE&I+IDC)**	**Federal Share**	**Fund**	**Year**	**Sponsor** West Monroe
Feasibility						$203,550.00
Environmental						
Right of Way						
Utility Relocation						
Design (Engineering)						
Construction	$885,000.00	$1,017,750.00	$814,200.00	STP50-200K	2030	
Total Cost	**$885,000.00**	**$1,017,750.00**	**$814,200.00**			

Project: H.014702 CONSTITUTION DR. PEDESTRIAN IMPROVE-MENTS **Let Date:**

Route: Cntrl Section: 000-37 Beg Log Mile: 0.00 End Log Mile: 0.00 Parish: OUACHITA Non-State Road: Constitution Drive

Urbanized Area: MONROE

Remarks	**Type Improvement**	**Work Type**
City of West Monroe to provide match	Shared Use Sidewalk	URBAN SYSTEMS

Project Phase	Project Cost	Tot Cost(w/CE&I+IDC)	Federal Share	Fund	Year	Sponsor West Monroe
Feasibility						$132,250.00
Environmental						
Right of Way						
Utility Relocation						
Design (Engineering)						
Construction	$575,000.00	$661,250.00	$529,000.00	CRP50-200K	2027	
Total Cost	**$575,000.00**	**$661,250.00**	**$529,000.00**			

Project: H.015023 STANDIFER & JACKSON ROADWAY IMPROVEMENTS **Let Date:**

Route: Cntrl Section: 000-37 Beg Log Mile: 0.00 End Log Mile: 0.00 Parish: OUACHITA Non-State Road:
Length: 0.1 miles

Urbanized Area: MONROE

Remarks	**Type Improvement**	**Work Type**
City of Monroe to provide match	Roadway Improvements	URBAN SYSTEMS

Project Phase	**Project Cost**	**Tot Cost(w/CE&I+IDC)**	**Federal Share**	**Fund**	**Year**	**Sponsor** Monroe
Feasibility						$51,750.00
Environmental						
Right of Way						
Utility Relocation						
Design (Engineering)						
Construction	$225,000.00	$258,750.00	$207,000.00	STP50-200K	2029	
Total Cost	**$225,000.00**	**$258,750.00**	**$207,000.00**			

Project: H.015024 N. 18TH ST PEDESTRIAN IMPROVEMENTS **Let Date:**

Route: LA 840-6 Cntrl Section: 837-04 Beg Log Mile: 0.60 End Log Mile: 0.77 Parish: OUACHITA Non-State Road:

Length: 0.17 miles

Urbanized Area: MONROE

Remarks	**Type Improvement**	**Work Type**
City of Monroe to provide match	Sidewalks and Pedestrian Crossing	URBAN SYSTEMS

Project Phase	**Project Cost**	**Tot Cost(w/CE&I+IDC)**	**Federal Share**	**Fund**	**Year**	**Sponsor** Monroe
Feasibility						$65,550.00
Environmental						
Right of Way						
Utility Relocation						
Design (Engineering)						
Construction	$285,000.00	$327,750.00	$262,200.00	STP50-200K	2029	
Total Cost	**$285,000.00**	**$327,750.00**	**$262,200.00**			

Project: H.015607 KANSAS LN EXT (US 80 - BON AIRE) PHASE 2 **Let Date:**

Route:	**Cntrl Section:**	**Beg Log Mile:**	**End Log Mile:**	**Parish:**	**Non-State Road:**
US 80	**002-01**	**1.85**	**2.19**	**OUACHITA**	
US 80	**002-01**	**1.64**	**1.85**	**OUACHITA**	
	000-37	**0.00**	**0.00**	**OUACHITA**	**KANSAS LN**

Length: 1.8 miles

Urbanized Area: MONROE

Remarks	**Type Improvement**	**Work Type**
City of Monroe to provide match	Extend Kansas Lane and add turn lanes to US 80	Road Transfer

Project Phase	**Project Cost**	**Tot Cost(w/CE&I+IDC)**	**Federal Share**	**Fund**	**Year**	**Sponsor** Monroe
Feasibility						
Environmental						
Right of Way						
Utility Relocation						
Design (Engineering)						
Construction	$19,000,000.00	$21,850,000.00	$0.00	STBONDS	2027	
	$15,000,000.00	$17,250,000.00	$13,800,000.00	STPFLEX	2027	
Total Cost	**$34,000,000.00**	**$39,100,000.00**	**$13,800,000.00**			

Project: H.011724 COLEMAN AVENUE REHABILITATION **Let Date:**

Route: Cntrl Section: 000-37 Beg Log Mile: 0.00 End Log Mile: 0.00 Parish: OUACHITA Non-State Road: Coleman Avenue
Length: 0.46 miles
Urbanized Area: MONROE

Remarks	Type Improvement	Work Type
City of West Monroe to provide match	Rehabilitation, Patch and Overlay	URBAN SYSTEMS

Project Phase	Project Cost	Tot Cost(w/CE&I+IDC)	Federal Share	Fund	Year	Sponsor West Monroe
Feasibility						$300,840.00
Environmental						
Right of Way						
Utility Relocation						
Design (Engineering)						
Construction	$1,308,000.00	$1,504,200.00	$1,203,360.00	STP50-200K	2027	
Total Cost	**$1,308,000.00**	**$1,504,200.00**	**$1,203,360.00**			

Project: H.014400 RICHWOOD RD NO.2: PONS DR - US 165 **Let Date:**

Route: Cntrl Section: 000-37 Beg Log Mile: 0.00 End Log Mile: 0.00 Parish: OUACHITA Non-State Road: Richwood Road #2
Length: 0.47 miles
Urbanized Area: MONROE

Remarks	Type Improvement	Work Type
Ouachita Parish Police Jury to provide match	Rehabilitation	URBAN SYSTEMS

Project Phase	Project Cost	Tot Cost(w/CE&I+IDC)	Federal Share	Fund	Year	Sponsor OPPJ
Feasibility						$155,250.00
Environmental						
Right of Way						
Utility Relocation						
Design (Engineering)						
Construction	$675,000.00	$776,250.00	$621,000.00	STP50-200K	2027	
Total Cost	**$675,000.00**	**$776,250.00**	**$621,000.00**			

Project: H.014688 ARKANSAS RD REHAB: N 7TH - TRENTON **Let Date:**

Route: Cntrl Section: 000-37 Beg Log Mile: 0.00 End Log Mile: 0.00 Parish: OUACHITA Non-State Road: Arkansas Road
Length: 0.58 miles
Urbanized Area: MONROE

Remarks	Type Improvement	Work Type
City of West Monroe to provide match	Mill & Overlay w/ Shoulder & sidewalk	URBAN SYSTEMS

Project Phase	Project Cost	Tot Cost(w/CE&I+IDC)	Federal Share	Fund	Year	Sponsor West Monroe
Feasibility						$188,600.00
Environmental						
Right of Way						
Utility Relocation						
Design (Engineering)						
Construction	$820,000.00	$943,000.00	$754,400.00	STP50-200K	2027	
Total Cost	**$820,000.00**	**$943,000.00**	**$754,400.00**			

Project: H.014690 KIROLI RD REHAB: ARKANSAS - OLD DAR-BONNE **Let Date:**

Route: Cntrl Section: 000-37 Beg Log Mile: 0.00 End Log Mile: 0.00 Parish: OUACHITA Non-State Road: Kiroli Road

Urbanized Area: MONROE

Remarks	**Type Improvement**	**Work Type**
City of West Monroe to provide match	Mill, Patch, and Overlay	URBAN SYSTEMS

Project Phase	Project Cost	Tot Cost(w/CE&I+IDC)	Federal Share	Fund	Year	Sponsor West Monroe
Feasibility						$125,350.00
Environmental						
Right of Way						
Utility Relocation						
Design (Engineering)						
Construction	$545,000.00	$626,750.00	$501,400.00	STP50-200K	2027	
Total Cost	**$545,000.00**	**$626,750.00**	**$501,400.00**			

Project: H.014702 CONSTITUTION DR. PEDESTRIAN IMPROVE-MENTS **Let Date:**

Route: Cntrl Section: 000-37 Beg Log Mile: 0.00 End Log Mile: 0.00 Parish: OUACHITA Non-State Road: Constitution Drive

000-37 0.00 0.00 OUACHITA Short Constitution Dr

Urbanized Area: MONROE

Remarks	**Type Improvement**	**Work Type**
City of West Monroe to provide match	Shared Use Sidewalk	URBAN SYSTEMS

Project Phase	Project Cost	Tot Cost(w/CE&I+IDC)	Federal Share	Fund	Year	Sponsor West Monroe
Feasibility						$132,250.00
Environmental						
Right of Way						
Utility Relocation						
Design (Engineering)						
Construction	$575,000.00	$661,250.00	$529,000.00	CRP50-200K	2027	
Total Cost	**$575,000.00**	**$661,250.00**	**$529,000.00**			

Project: H.015607 KANSAS LN EXT (US 80 - BON AIRE) PHASE 2 **Let Date:**

Route:	**Cntrl Section:**	**Beg Log Mile:**	**End Log Mile:**	**Parish:**	**Non-State Road:**
US 80	**002-01**	**1.85**	**2.19**	**OUACHITA**	
US 80	**002-01**	**1.64**	**1.85**	**OUACHITA**	
	000-37	**0.00**	**0.00**	**OUACHITA**	**KANSAS LN**

Length: 1.8 miles

Urbanized Area: MONROE

Remarks	**Type Improvement**	**Work Type**
City of Monroe to provide match	Extend Kansas Lane and add turn lanes to US 80	Road Transfer

Project Phase	**Project Cost**	**Tot Cost(w/CE&I+IDC)**	**Federal Share**	**Fund**	**Year**	**Sponsor** Monroe
Construction	$19,000,000.00	$21,850,000.00	$0.00	STBONDS	2027	
	$15,000,000.00	$17,250,000.00	$13,800,000.00	STPFLEX	2027	
Total Cost	**$34,000,000.00**	**$39,100,000.00**	**$13,800,000.00**			



Legend

Coleman Avenue

Streets

0 .05 .1

Miles

Monroe MPO

Transportation Improvement Program

H.011724

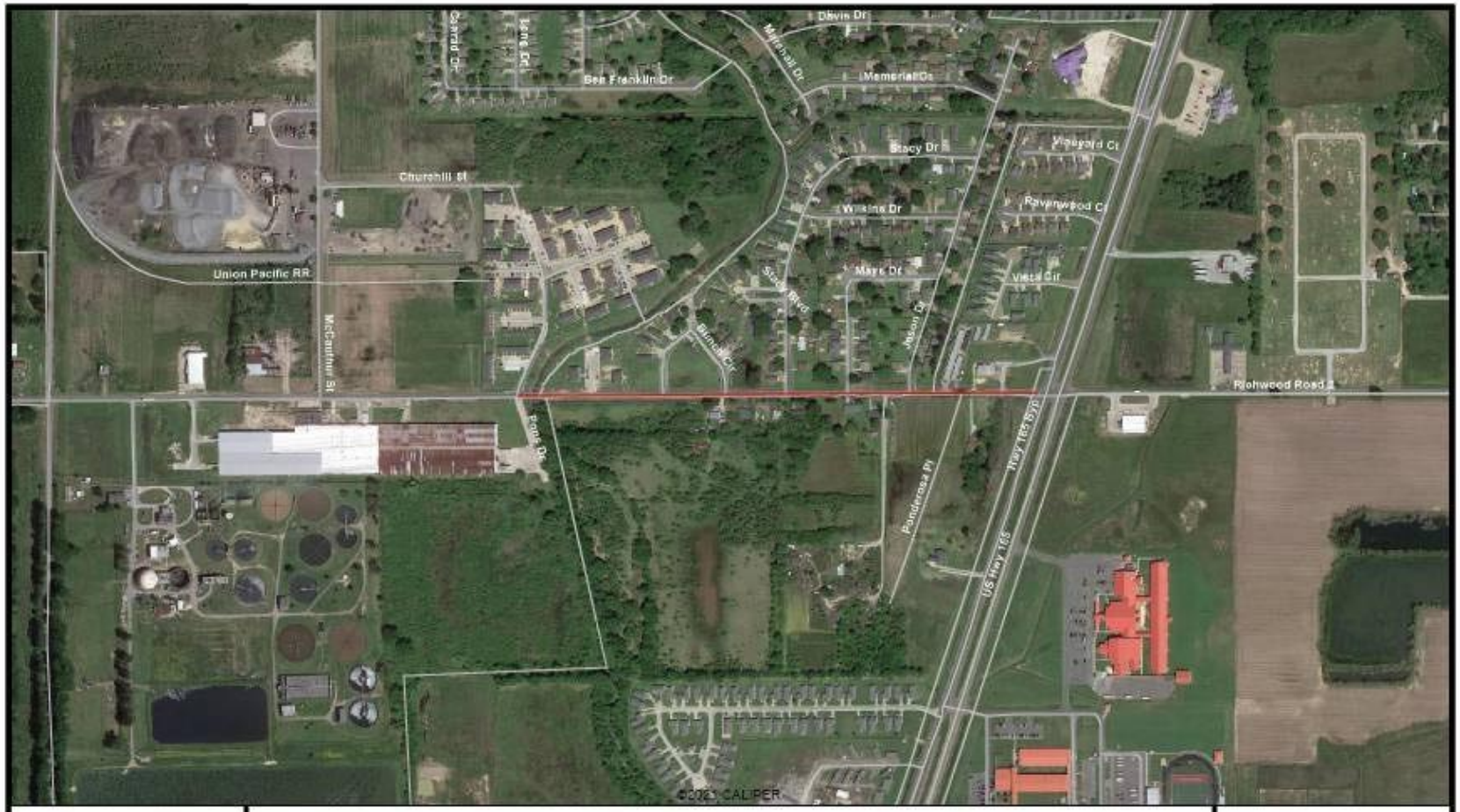
Coleman Avenue Rehabilitation

FFY 2027

N

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Legend
Richwood Road #2
Streets
0 .075 .15
Miles
Monroe MPO
Transportation Improvement Program
H.014400
Richwood Road No. 2 (Pons Dr. - US 165)
FFY 2027
N
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Union Pacific RR
Churchill St
McCandless St
Pons Dr
Richwood Road
US Hwy 165
Ponderosa Pl
Ben Franklin Dr
Memorial Dr
Stacy Dr
Vineyard Ct
Ravenwood Ct
Mays Dr
Vista Cir
Jason Dr
Blanche Cir
©2021 CALIPER



Legend

Arkansas Road

Streets

0 .03 .06

Miles

Monroe MPO

Transportation Improvement Program

H.014688

Arkansas Road Rehabilitation (N. 7th - Trenton St.)

FFY 2027

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Legend
Kiroli Road
Streets:1
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Miles
Monroe MPO
Transportation Improvement Program
H.014690
KIROLI RD REHAB: ARKANSAS - OLD DARBONNE
FFY 2027
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Legend

Constitution Drive

Streets

0 .075 .15

Miles

Monroe MPO

Transportation Improvement Program

H.014702

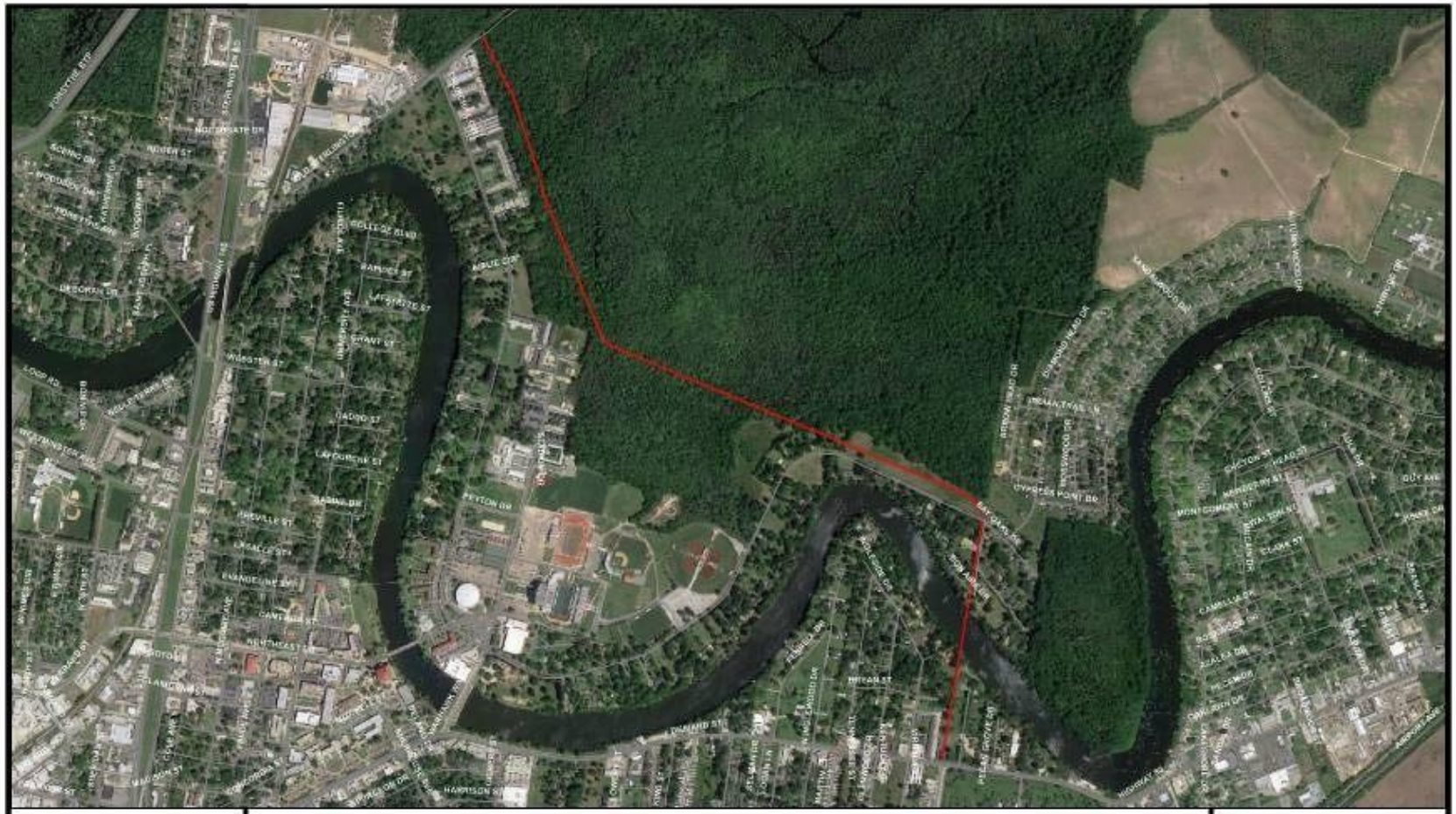
Constitution Drive Pedestrian Improvements

FFY 2027

N

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Legend

Kansas Lane Ext.

Streets

0 .2 .4

Miles

Monroe MPO

Transportation Improvement Program

H.015607

KANSAS LN EXT (US 80-BON AIRE) PHASE 2

FFY 2027

N

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FFY 2027-2028 (Oct. 2027- Sept. 2028)

Project: H.014403 AVANT ROAD: US 80 - HARRELL RD **Let Date:**

Route: Cntrl Section: 000-37 Beg Log Mile: 0.00 End Log Mile: 0.00 Parish: OUACHITA Non-State Road: Avant Road

Length: 1.62 miles

Urbanized Area: MONROE

Remarks	**Type Improvement**	**Work Type**
Ouachita Parish Police Jury to provide match	Mill, Patch, & Overlay	URBAN SYSTEMS

Project Phase	**Project Cost**	**Tot Cost(w/CE&I+IDC)**	**Federal Share**	**Fund**	**Year**	**Sponsor** OPPJ
Feasibility						$356,500.00
Environmental						
Right of Way						
Utility Relocation						
Design (Engineering)						
Construction	$1,550,000.00	$1,782,500.00	$1,426,000.00	STP50-200K	2028	
Total Cost	**$1,550,000.00**	**$1,782,500.00**	**$1,426,000.00**			

Project: H.014405 BAYOU OAKS DR: FINKS HIDE-A-WAY - LA 139 **Let Date:**

Route: Cntrl Section: 000-37 Beg Log Mile: 0.00 End Log Mile: 0.00 Parish: OUACHITA Non-State Road: Bayou Oaks Drive

Length: 0.73 miles

Urbanized Area: MONROE

Remarks	**Type Improvement**	**Work Type**
Ouachita Parish Police Jury to provide match	Mill, Patch, & Overlay	URBAN SYSTEMS

Project Phase	**Project Cost**	**Tot Cost(w/CE&I+IDC)**	**Federal Share**	**Fund**	**Year**	**Sponsor** OPPJ
Feasibility						$207,000.00
Environmental						
Right of Way						
Utility Relocation						
Design (Engineering)						
Construction	$900,000.00	$1,035,000.00	$828,000.00	STP50-200K	2028	
Total Cost	**$900,000.00**	**$1,035,000.00**	**$828,000.00**			

Project: H.014676 DOWNTOWN IMPR (PH 1): BRIDGE ST - PINE ST **Let Date:**

Route: Cntrl Section: 000-37 Beg Log Mile: 0.00 End Log Mile: 0.00 Parish: OUACHITA Non-State Road: Trenton Street

Length: 0.20 miles

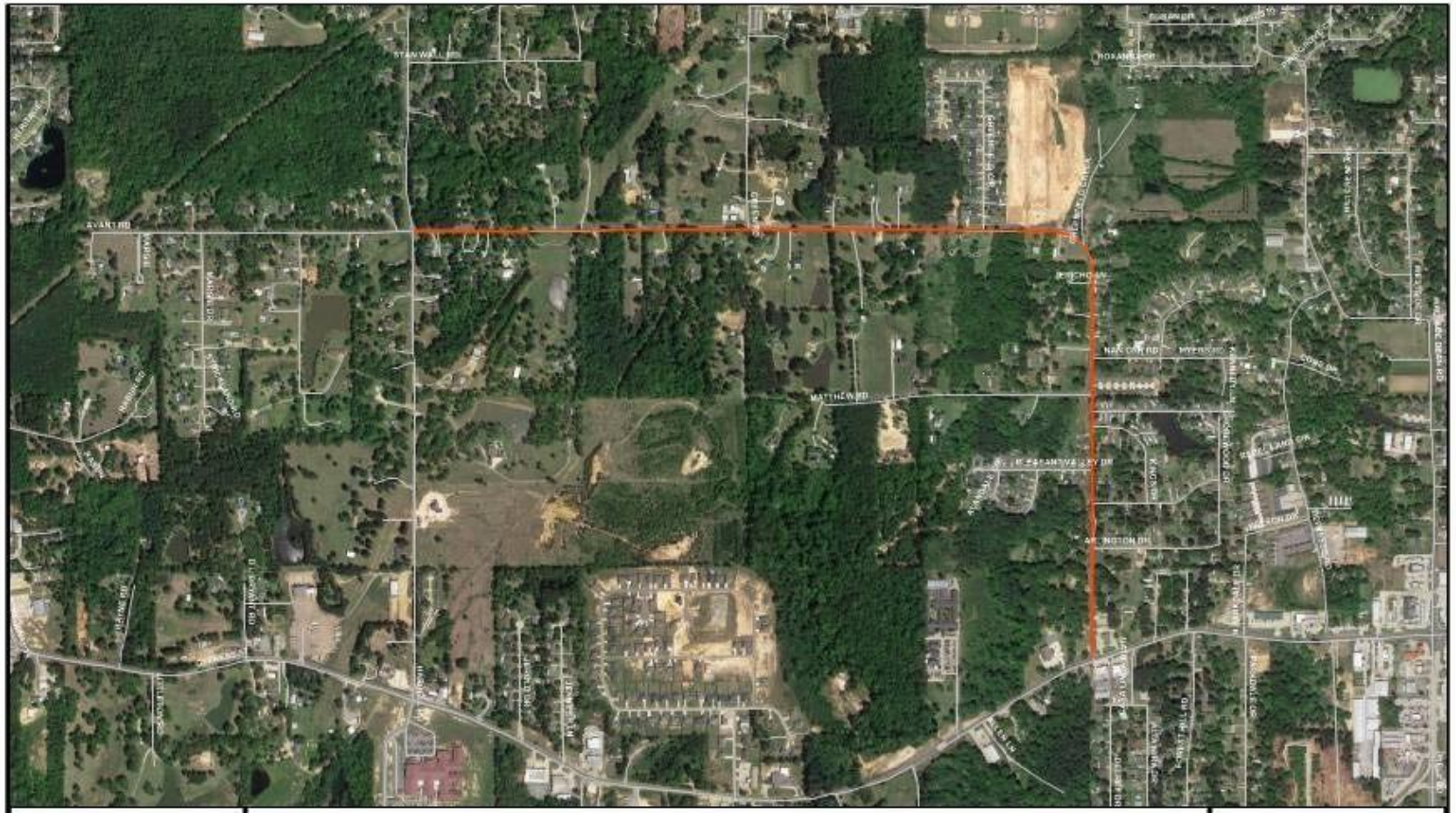
Urbanized Area: MONROE

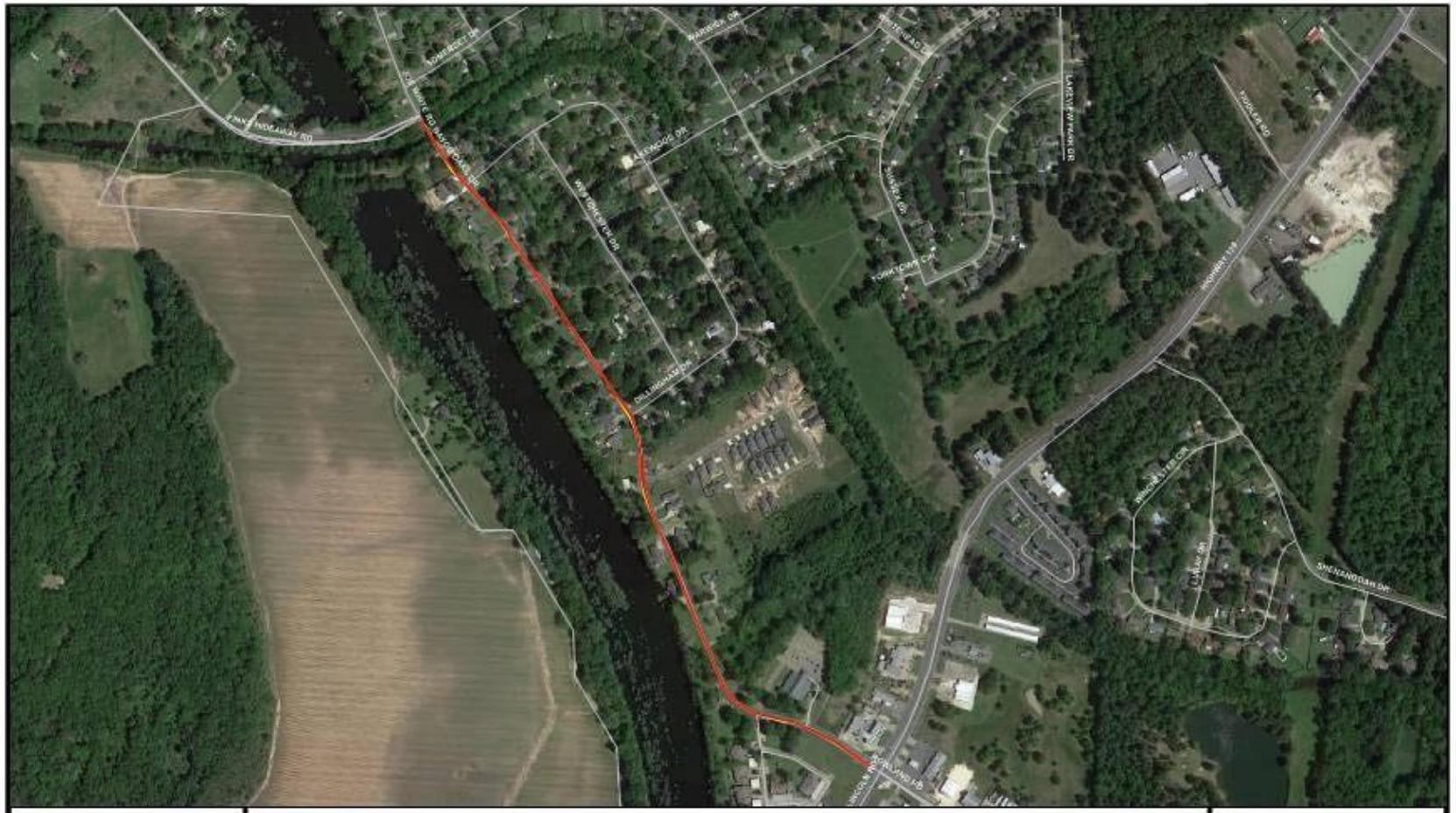
Remarks	**Type Improvement**	**Work Type**
City of West Monroe to provide match	Striping, Street Lighting & Sidewalks	URBAN SYSTEMS

Project Phase	**Project Cost**	**Tot Cost(w/CE&I+IDC)**	**Federal Share**	**Fund**	**Year**	**Sponsor** West Monroe
Feasibility						$109,250.00
Environmental						
Right of Way						
Utility Relocation						
Design (Engineering)						
Construction	$475,000.00	$546,250.00	$437,000.00	STP50-200K	2028	
Total Cost	**$475,000.00**	**$546,250.00**	**$437,000.00**			

FFY 2027-2028 (Oct. 2027 - Sept. 2028)

Project: H.014680 OTIS STREET REHAB (PH.2): SWISS - N. 7TH			**Project: H.014680 OTIS STREET REHAB (PH.2): SWISS - N. 7TH**				
Route: Cntrl Section: 000-37 Beg Log Mile: 0.00 End Log Mile: 0.00 Parish: OUACHITA Non-State Road: Otis Street							
Length: 0.43 miles							
Urbanized Area: MONROE							
Remarks			**Type Improvement**			**Work Type**	
City of West Monroe to provide match			Mill, Patch, and Overlay with Sidewalks			URBAN SYSTEMS	
Project Phase	**Project Cost**	**Tot Cost(w/CE&I+IDC)**	**Federal Share**	**Fund**	**Year**	**Sponsor**	West Monroe
Feasibility							$159,850.00
Environmental							
Right of Way							
Utility Relocation							
Design (Engineering)							
Construction	$695,000.00	$799,250.00	$639,400.00	STP50-200K	2028		
Total Cost	**$695,000.00**	**$799,250.00**	**$639,400.00**				


Legend
Avant Road
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Miles
Monroe MPO
Transportation Improvement Program
H.014403
AVANT ROAD: US 80 - HARRELL RD
FFY 2028
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Legend
Bayou Oaks Drive
Streets
0 .075 .15
Miles
Monroe MPO
Transportation Improvement Program
H.014405
BAYOU OAKS DR: FINKS HIDE-A-WAY - LA 139
FFY 2028
N
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Legend

Trenton Street

Streets

0 .03 .06

Miles

Monroe MPO

Transportation Improvement Program

H.014676

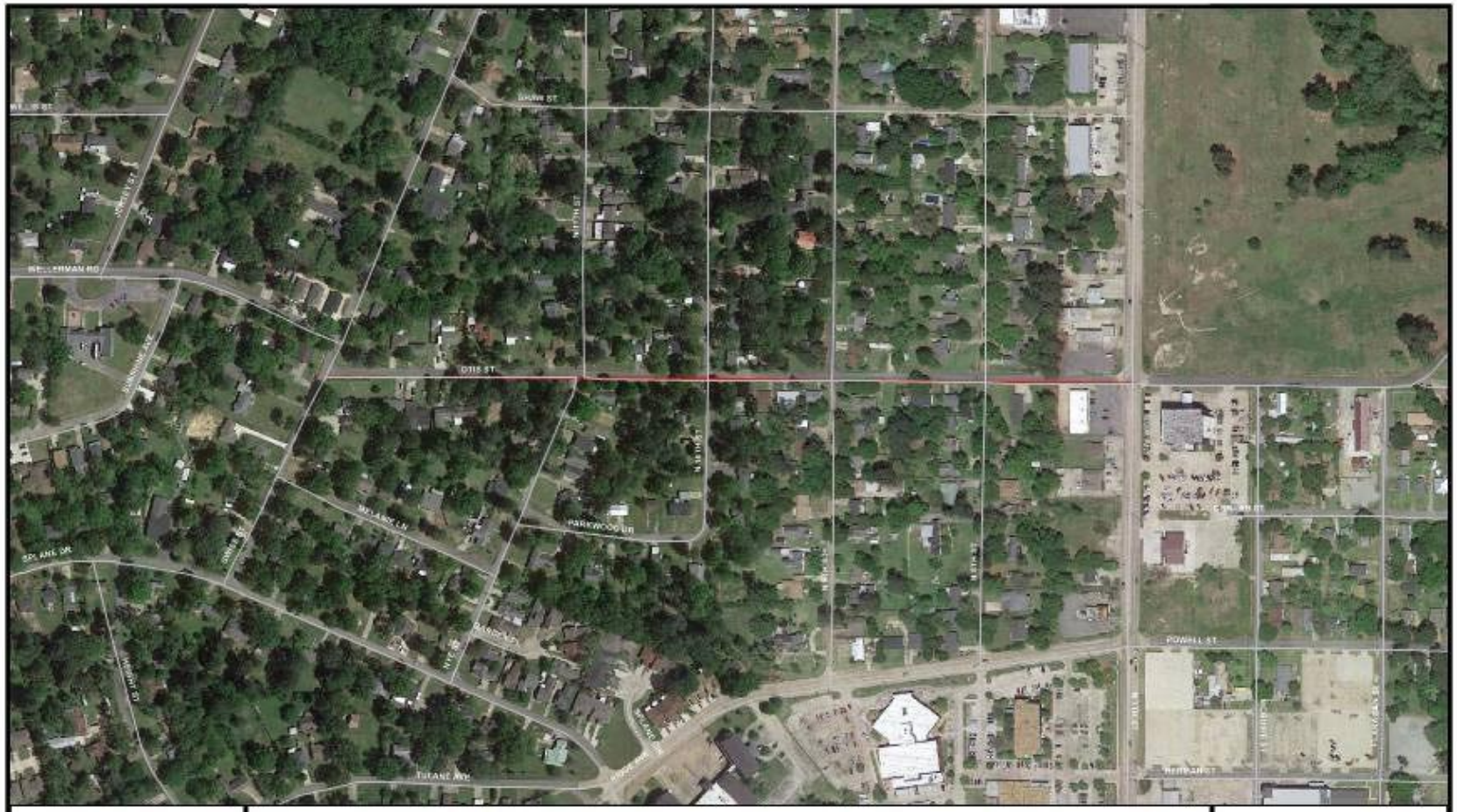
DOWNTOWN IMPR (PH 1) BRIDGE ST - PINE ST

FFY 2028

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Legend
Otis Street
Streets
0 .05 .1
Miles
Monroe MPO
Transportation Improvement Program
H.014680
OTIS STREET REHAB (PH. 2): SWISS - N. 7TH
FFY 2028
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FFY 2028-2029 (Oct. 2028 - Sept. 2029)

Project: H.014401 WALLACE ROAD: US 80 - ARKANSAS RD **Let Date:**

Route: Cntrl Section: 000-37 Beg Log Mile: 0.00 End Log Mile: 0.00 Parish: OUACHITA Non-State Road: Wallace Road

Length: 1.24 miles

Urbanized Area: MONROE

Remarks	**Type Improvement**	**Work Type**
Ouachita Parish Police Jury to provide match	Mill, Patch, & Overlay	URBAN SYSTEMS

Project Phase	**Project Cost**	**Tot Cost(w/CE&I+IDC)**	**Federal Share**	**Fund**	**Year**	**Sponsor** OPPJ
Feasibility						$310,500.00
Environmental						
Right of Way						
Utility Relocation						
Design (Engineering)						
Construction	$1,350,000.00	$1,552,500.00	$1,242,000.00	STP50-200K	2029	
Total Cost	**$1,350,000.00**	**$1,552,500.00**	**$1,242,000.00**			

Project: H.014677 DOWNTOWN IMPR (PH 2): PINE ST - WOOD ST **Let Date:**

Route: Cntrl Section: 000-37 Beg Log Mile: 0.00 End Log Mile: 0.00 Parish: OUACHITA Non-State Road: Trenton Street

Length: 0.16 miles

Urbanized Area: MONROE

Remarks	**Type Improvement**	**Work Type**
City of West Monroe to provide match	Striping, Street Lighting & Sidewalks	URBAN SYSTEMS

Project Phase	**Project Cost**	**Tot Cost(w/CE&I+IDC)**	**Federal Share**	**Fund**	**Year**	**Sponsor** West Monroe
Feasibility						$109,480.00
Environmental						
Right of Way						
Utility Relocation						
Design (Engineering)						
Construction	$476,000.00	$547,400.00	$437,920.00	STP50-200K	2029	
Total Cost	**$476,000.00**	**$547,400.00**	**$437,920.00**			

Project: H.014691 TRENTON ST. PH. 1 (ARKANSAS RD - CRYER ST) **Let Date:**

Route: Cntrl Section: 000-37 Beg Log Mile: 0.00 End Log Mile: 0.00 Parish: OUACHITA Non-State Road: Trenton Street

Urbanized Area: MONROE

Remarks	**Type Improvement**	**Work Type**
City of West Monroe to provide match	Mill, Overlay & New Sidewalk	URBAN SYSTEMS

Project Phase	**Project Cost**	**Tot Cost(w/CE&I+IDC)**	**Federal Share**	**Fund**	**Year**	**Sponsor** West Monroe
Feasibility						$253,000.00
Environmental						
Right of Way						
Utility Relocation						
Design (Engineering)						
Construction	$1,100,000.00	$1,265,000.00	$1,012,000.00	STP50-200k	2029	
Total Cost	**$1,100,000.00**	**$1,265,000.00**	**$1,012,000.00**			

FFY 2028-2029 (Oct. 2028 - Sept. 2029)

Project: H.015023 STANDIFER & JACKSON ROADWAY IMPROVEMENTS **Let Date:**

Route: Cntrl Section: 000-37 Beg Log Mile: 0.00 End Log Mile: 0.00 Parish: OUACHITA Non-State Road:

Length: 0.1 miles

Urbanized Area: MONROE

Remarks	**Type Improvement**	**Work Type**
City of Monroe to provide match	Roadway Improvements	URBAN SYSTEMS

Project Phase	**Project Cost**	**Tot Cost(w/CE&I+IDC)**	**Federal Share**	**Fund**	**Year**	**Sponsor** Monroe
Feasibility						$51,750.00
Environmental						
Right of Way						
Utility Relocation						
Design (Engineering)						
Construction	$225,000.00	$258,750.00	$207,000.00	STP50-200K	2029	
Total Cost	**$225,000.00**	**$258,750.00**	**$207,000.00**			

Project: H.015024 N. 18TH ST PEDESTRIAN IMPROVEMENTS **Let Date:**

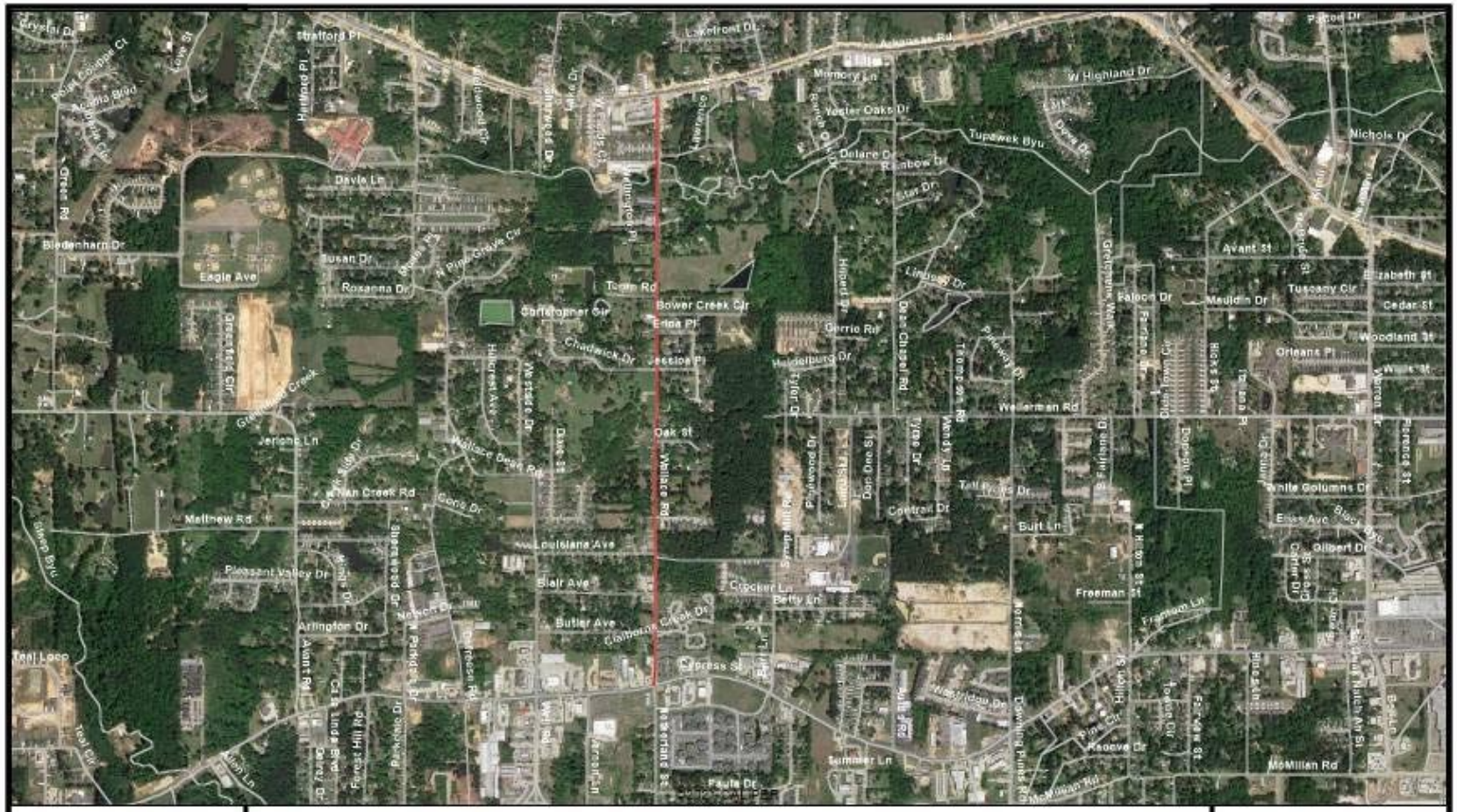
Route: 840-6 Cntrl Section: 837-04 Beg Log Mile: 0.60 End Log Mile: 0.77 Parish: OUACHITA Non-State Road:

Length: 0.17 miles

Urbanized Area: MONROE

Remarks	**Type Improvement**	**Work Type**
City of Monroe to provide match	Sidewalks and Pedestrian Crossing	URBAN SYSTEMS

Project Phase	**Project Cost**	**Tot Cost(w/CE&I+IDC)**	**Federal Share**	**Fund**	**Year**	**Sponsor** Monroe
Feasibility						$65,550.00
Environmental						
Right of Way						
Utility Relocation						
Design (Engineering)						
Construction	$285,000.00	$327,750.00	$262,200.00	STP50-200K	2029	
Total Cost	**$285,000.00**	**$327,750.00**	**$262,200.00**			


Legend
Wallace Road
Streets
0 .2 .4
Miles
Monroe MPO
Transportation Improvement Program
H.014401
WALLACE ROAD: US 80 - ARKANSAS RD
FFY 2029
N
W
E
S



Monroe MPO

Transportation Improvement Program

H.014677

DOWNTOWN IMPR (PH 2): PINE ST - WOOD ST

FFY 2029



Legend

Trenton Street

Streets

0 .1 .2

Miles

Monroe MPO

Transportation Improvement Program

H.014691

TRENTON ST. PH. 1 (ARKANSAS RD - CRYER ST)

FFY 2029

N

W E

S



Legend

Standifer Avenue

Streets

0 .075 .15

Miles

Monroe MPO

Transportation Improvement Program

H.015023

STANDIFER & JACKSON ROADWAY IMPROVEMENTS

FFY 2029

N

W E

S



Legend

N. 18th Street

Streets

0 .075 .15

Miles

Monroe MPO

Transportation Improvement Program

H.015024

NORTH 18TH ST PEDESTRIAN IMPROVEMENTS

FFY 2029

N

W E

S

FFY 2029-2030 (Oct. 2029 - Sept. 2030)

Project: H.014678 DOWNTOWN IMPR (PH 3): WOOD ST - COLEMAN **Let Date:**

Route: Cntrl Section: 000-37 Beg Log Mile: 0.00 End Log Mile: 0.00 Parish: OUACHITA Non-State Road: Trenton Street

000-37 0.00 0.00 OUACHITA S. 1st Street

Length: 0.16 miles

Urbanized Area: MONROE

Remarks	**Type Improvement**	**Work Type**
City of West Monroe to provide match	Mill, Patch & Overlay	URBAN SYSTEMS

Project Phase	**Project Cost**	**Tot Cost(w/CE&I+IDC)**	**Federal Share**	**Fund**	**Year**	**Sponsor** West Monroe
Feasibility						$47,150.00
Environmental						
Right of Way						
Utility Relocation						
Design (Engineering)						
Construction	$205,000.00	$235,750.00	$188,600.00	STP50-200K	2030	
Total Cost	**$205,000.00**	**$235,750.00**	**$188,600.00**			

Project: H.014692 TRENTON ST. PH. 2 (CRYER ST. - BRIDGE) **Let Date:**

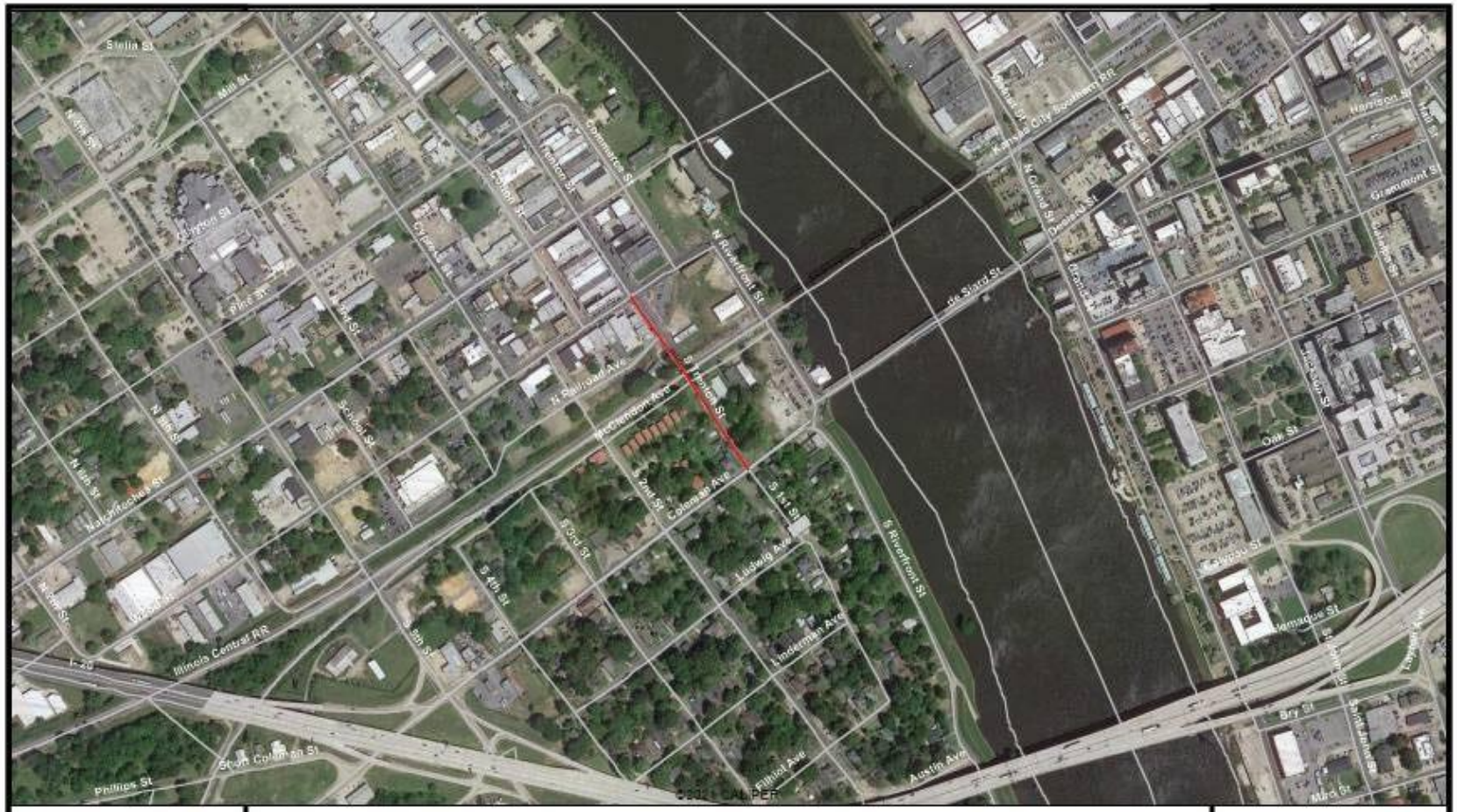
Route: Cntrl Section: 000-37 Beg Log Mile: 0.00 End Log Mile: 0.00 Parish: OUACHITA Non-State Road: Trenton Street

Length: 0.97 miles

Urbanized Area: MONROE

Remarks	**Type Improvement**	**Work Type**
City of West Monroe to provide match	6 FT Shared Use Path	URBAN SYSTEMS

Project Phase	**Project Cost**	**Tot Cost(w/CE&I+IDC)**	**Federal Share**	**Fund**	**Year**	**Sponsor** West Monroe
Feasibility						$203,550.00
Environmental						
Right of Way						
Utility Relocation						
Design (Engineering)						
Construction	$885,000.00	$1,017,750.00	$814,200.00	STP50-200K	2030	
Total Cost	**$885,000.00**	**$1,017,750.00**	**$814,200.00**			


Sicilia St
Mill St
N 4th St
Clayton St
E Pine St
Cypress St
Scott St
Poplar St
Trenton St
Commerce St
N Riverfront St
N Railroad Ave
Rochelle Ave
E Trenton St
Colonial Ave
2nd St
3rd St
Ford St
5th St
Ludwig Ave
Lindemann Ave
S Riverfront St
de Siard St
N Grand St
Deadrick St
Kansas City Southern RR
Harrison St
Grammont St
Wilson St
Oak St
Glenwood St
Glenmeade St
Bry St
Mimosa St
Illinois Central RR
I-20
Phillips St
St Joh Coleman St
Filhiol Ave
Austin Ave
Legend
Trenton Street
Streets
0
.075
.15
Miles
Monroe MPO
Transportation Improvement Program
H.014678
DOWNTOWN IMPR (PH 3): WOOD ST - COLEMAN
FFY 2030
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Legend
Trenton Street
Streets:1
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.2
Miles
Monroe MPO
Transportation Improvement Program
H.014692
TRENTON ST. PH. 2 (CRYER ST. - BRIDGE)
FFY 2030
N
W
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*will be updated when available

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	$6000.00	LOCAL	2023	
	$60,000.00	$60,000.00	$48,000.00	LTAP	2023	
	$600,000.00	$600,000.00	$480,000.00	SPR MAND	2023	
	$3,637,500.00	$3,637,500.00	$2,910,000.00	SPR OPT	2023	
	$1,500,000.00	$1,500,000.00	$1200000.00	STCASH	2023	
	$94,500.00	$94,500.00	$75,600.00	STP50-200K	2023	
	$2,325,000.00	$2,325,000.00	$1,860,000.00	STP<5K	2023	
	$7,500.00	$7,500.00	$6,000.00	CM	2024	
	$225,000.00	$225,000.00	$180,000.00	HSIPPEN	2024	
	$60,000.00	$60,000.00	$48,000.00	LTAP	2024	
	$450,000.00	$450,000.00	$360,000.00	SPR MAND	2024	
	$3,150,000.00	$3,150,000.00	$2,520,000.00	SPR OPT	2024	
	$60,000.00	$60,000.00	$48000.00	STCASH	2024	
	$135,000.00	$135,000.00	$108,000.00	STP50-200K	2024	
	$2,250,000.00	$2,250,000.00	$1,800,000.00	STP<5K	2024	
	$7,500.00	$7,500.00	$6,000.00	STPFLEX	2024	
	$1,500.00	$1,500.00	$1,200.00	CM	2025	
	$9,000.00	$9,000.00	$7,200.00	DEMO	2025	
	$150,000.00	$150,000.00	$120,000.00	HSIPPEN	2025	
	$60,000.00	$60,000.00	$48,000.00	LTAP	2025	
	$600,000.00	$600,000.00	$480,000.00	SPR MAND	2025	
	$2,850,000.00	$2,850,000.00	$2,280,000.00	SPR OPT	2025	
	$375,000.00	$375,000.00	$300000.00	STCASH	2025	
	$2,457,000.00	$2,457,000.00	$1,965,600.00	STP50-200K	2025	
	$151,500.00	$151,500.00	$121,200.00	STP<5K	2025	
	$67,500.00	$67,500.00	$54,000.00	STPFLEX E	2025	
	$7,500.00	$7,500.00	$6,000.00	TCP	2025	
	$975,000.00	$975,000.00	$780,000.00	HSIPPEN	2026	
	$60,000.00	$60,000.00	$48,000.00	LTAP	2026	
	$1,350,000.00	$1,350,000.00	$1,080,000.00	NHPP	2026	
	$1,050,000.00	$1,050,000.00	$840,000.00	SPR MAND	2026	
	$2,850,000.00	$2,850,000.00	$2,280,000.00	SPR OPT	2026	
	$60,000.00	$60,000.00	$48000.00	STCASH	2026	
	$60,000.00	$60,000.00	$48,000.00	STP50-200K	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	$8,250.00	$6,600.00	STPFLEX	2023	
	$7,500.00	$8,250.00	$6,600.00	STPFLEX	2024	
	$7,500.00	$8,250.00	$6,600.00	STPFLEX	2025	
	$7,500.00	$8,250.00	$6,600.00	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	
	$750,000.00	$750,000.00	$600,000.00	STPFLEX	2026	
Design (Enginee	$15,000.00	$15,000.00	$12,000.00	STPFLEX	2023	
	$15,000.00	$15,000.00	$12,000.00	STPFLEX	2024	
	$15,000.00	$15,000.00	$12,000.00	STPFLEX	2025	
Construction	$75,000.00	$82,500.00	$66,000.00	STPFLEX	2023	
	$15,000.00	$16,500.00	$13,200.00	STPFLEX	2024	
	$15,000.00	$16,500.00	$13,200.00	STPFLEX	2025	
	$15,000.00	$16,500.00	$13,200.00	STPFLEX	2026	
Total Cost	**$3,315,000.00**	**$3,327,000.00**	**$2,661,600.00**			

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 (Enginee	$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 (Enginee	$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 (Enginee	$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 (Enginee	$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 (Enginee	$150,000.00	$150,000.00	$120,000.00	NHPP	2023	
	$150,000.00	$150,000.00	$120,000.00	NHPP	2024	
	$150,000.00	$150,000.00	$120,000.00	NHPP	2025	
	$150,000.00	$150,000.00	$120,000.00	NHPP	2026	
	$37,500.00	$41,250.00	$33,000.00	IM	2023	
Construction	$1,500,000.00	$1,650,000.00	$1,320,000.00	NHPP	2023	
	$37,500.00	$41,250.00	$33,000.00	STP<5K	2023	
	$112,500.00	$123,750.00	$99,000.00	STPFLEX	2023	
	$75,000.00	$82,500.00	$66,000.00	DEMO	2024	
	$2,310,000.00	$2,541,000.00	$2,032,800.00	NHPP	2024	
	$225,000.00	$247,500.00	$198,000.00	STPFLEX	2024	
	$4,500,000.00	$4,950,000.00	$3,960,000.00	NHPP	2025	
	$4,500,000.00	$4,950,000.00	$3,960,000.00	NHPP	2026	
Total Cost	**$13,927,500.00**	**$15,257,250.00**	**$12,205,800.00**			

L.000053 STATEWIDE OVERLAY PROGRAM

Remarks		Type Improvement			Work Type	
Project Phase	Project Cost	Total Cost (w/CE&I+IDC)	Federal Share	Fund	Year	Sponsor
Environmental	$7,500.00	$7,500.00	$6,000.00	STPFLEX	2023	
	$18,750.00	$18,750.00	$15,000.00	NHPP	2024	
	$3,750.00	$3,750.00	$3,000.00	STPFLEX	2024	
	$7,500.00	$7,500.00	$6,000.00	STPFLEX	2025	
	$7,500.00	$7,500.00	$6,000.00	STPFLEX	2026	
Right of Way	$15,000.00	$15,000.00	$12,000.00	STPFLEX	2023	
	$15,000.00	$15,000.00	$12,000.00	STPFLEX	2024	
	$15,000.00	$15,000.00	$12,000.00	STPFLEX	2025	
	$15,000.00	$15,000.00	$12,000.00	STPFLEX	2026	
Utility Relocatio	$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 (Enginee	$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	STP50-200K	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	STP50-200K	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	STP50-200K	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 Relocatio	$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	STP50-200K	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	
	$7,500.00	$7,500.00	$6,000.00	STCASH	2026	
Utility Relocatio	$15,000.00	$15,000.00	$12,000.00	LOCAL	2023	
	$22,500.00	$22,500.00	$18,000.00	STCASH	2023	
	$22,500.00	$22,500.00	$18,000.00	STCASH	2024	
	$37,500.00	$37,500.00	$30,000.00	LOCAL	2025	
	$300,000.00	$300,000.00	$240,000.00	STCASH	2025	
	$22,500.00	$22,500.00	$18,000.00	STCASH	2026	
Design (Enginee	$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 Relocatio	$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 (Enginee	$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 Relocatio	$1,500.00	$1,500.00	$1,200.00	HRRR	2023	
	$13,500.00	$13,500.00	$10,800.00	HSIPPEN	2023	
	$15,000.00	$15,000.00	$12,000.00	STCASH	2023	
	$15,000.00	$15,000.00	$12,000.00	HRRR	2024	
	$15,000.00	$15,000.00	$12,000.00	HRRR	2025	
	$1,500.00	$1,500.00	$1,200.00	HRRR	2026	
	$6,000.00	$6,000.00	$4,800.00	HSIP	2026	
	$7,500.00	$7,500.00	$6,000.00	HSIPPEN	2026	
	$7,500.00	$7,500.00	$6,000.00	STCASH	2026	
Design (Enginee	$1,500.00	$1,500.00	$1,200.00	HRRR	2023	
	$13,500.00	$13,500.00	$10,800.00	HSIPPEN	2023	
	$15,000.00	$15,000.00	$12,000.00	STCASH	2023	
	$9,000.00	$9,000.00	$7,200.00	HRRR	2024	
	$30,000.00	$30,000.00	$24,000.00	HSIPPEN	2024	
	$15,000.00	$15,000.00	$12,000.00	STCASH	2024	
	$11,250.00	$11,250.00	$9,000.00	HRRR	2025	
	$75,000.00	$75,000.00	$60,000.00	HSIPPEN	2025	
	$30,000.00	$30,000.00	$24,000.00	STCASH	2025	
	$6,000.00	$6,000.00	$4,800.00	HSIP	2026	
	$37,500.00	$37,500.00	$30,000.00	HSIPPEN	2026	
	$7,500.00	$7,500.00	$6,000.00	STCASH	2026	
Construction	$7,500.00	$8,250.00	$6,600.00	HRRR	2023	
	$67,500.00	$74,250.00	$59,400.00	HSIPPEN	2023	
	$15,000.00	$16,500.00	$13,200.00	STCASH	2023	
	$15,000.00	$16,500.00	$13,200.00	HRRR	2024	
	$975,000.00	$1,072,500.00	$858,000.00	HSIPPEN	2024	
	$45,000.00	$49,500.00	$39,600.00	STCASH	2024	
	$75,000.00	$82,500.00	$66,000.00	HRRR	2025	
	$75,000.00	$82,500.00	$66,000.00	HSIP	2025	

	$997,500.00	$1,097,250.00	$877,800.00	HSIPPEN	2025
	$15,000.00	$16,500.00	$13,200.00	LOCAL	2025
	$3,750.00	$4,125.00	$3,300.00	HRRR	2026
	$206,250.00	$226,875.00	$181,500.00	HSIP	2026
	$225,000.00	$247,500.00	$198,000.00	HSIPPEN	2026
	$75,000.00	$82,500.00	$66,000.00	LOCAL	2026
	$75,000.00	$82,500.00	$66,000.00	STCASH	2026
Total Cost	**$3,487,050.00**	**$3,774,300.00**	**$3,019,440.00**		

L.000061 SAFE ROUTES TO PUBLIC PLACES PROGRAM

Remarks		Type Improvement			Work Type	
Project Phase	Project Cost	Total Cost (w/CE&I+IDC)	Federal Share	Fund	Year	Sponsor
Feasibility	$30,000.00	$30,000.00	$24,000.00	SR2S	2023	
	$102,000.00	$102,000.00	$81,600.00	SR2S	2024	
	$12,000.00	$12,000.00	$9,600.00	HSIPPEN	2025	
	$15,000.00	$15,000.00	$12,000.00	SR2S	2025	
	$45,000.00	$45,000.00	$36,000.00	STCASH	2025	
	$15,000.00	$15,000.00	$12,000.00	SATRANS	2026	
	$12,000.00	$12,000.00	$9,600.00	SR2S	2026	
Design (Enginee	$90,000.00	$90,000.00	$72,000.00	HSIPPEN	2023	
	$30,000.00	$30,000.00	$24,000.00	SATRANS	2023	
	$30,000.00	$30,000.00	$24,000.00	SR2S	2023	
	$15,000.00	$15,000.00	$12,000.00	STCASH	2023	
	$37,500.00	$37,500.00	$30,000.00	HSIPPEN	2024	
	$30,000.00	$30,000.00	$24,000.00	SATRANS	2024	
	$22,500.00	$22,500.00	$18,000.00	SR2S	2024	
	$75,000.00	$75,000.00	$60,000.00	STCASH	2024	
	$15,000.00	$15,000.00	$12,000.00	HSIPPEN	2025	
	$30,000.00	$30,000.00	$24,000.00	SATRANS	2025	
	$45,000.00	$45,000.00	$36,000.00	SR2S	2025	
	$30,000.00	$30,000.00	$24,000.00	STCASH	2025	
	$60,000.00	$60,000.00	$48,000.00	HSIPPEN	2026	
	$30,000.00	$30,000.00	$24,000.00	SATRANS	2026	
	$15,000.00	$15,000.00	$12,000.00	SR2S	2026	
	$30,000.00	$30,000.00	$24,000.00	STCASH	2026	
Construction	$382,500.00	$420,750.00	$336,600.00	HSIPPEN	2023	
	$150,000.00	$165,000.00	$132,000.00	SATRANS	2023	
	$300,000.00	$330,000.00	$264,000.00	SR2S	2023	
	$150,000.00	$165,000.00	$132,000.00	STCASH	2023	
	$300,000.00	$330,000.00	$264,000.00	HSIPPEN	2024	
	$150,000.00	$165,000.00	$132,000.00	SATRANS	2024	
	$150,000.00	$165,000.00	$132,000.00	SR2S	2024	
	$75,000.00	$82,500.00	$66,000.00	STCASH	2024	
	$112,500.00	$123,750.00	$99,000.00	HSIP	2025	

	$750,000.00	$825,000.00	$660,000.00	HSIPPEN	2025
	$37,500.00	$41,250.00	$33,000.00	LOCAL	2025
	$150,000.00	$165,000.00	$132,000.00	SATRANS	2025
	$150,000.00	$165,000.00	$132,000.00	SR2S	2025
	$150,000.00	$165,000.00	$132,000.00	STCASH	2025
	$150,000.00	$165,000.00	$132,000.00	STPFLEX	2025
	$487,500.00	$536,250.00	$429,000.00	HSIPPEN	2026
	$15,000.00	$16,500.00	$13,200.00	N A	2026
	$150,000.00	$165,000.00	$132,000.00	SATRANS	2026
	$300,000.00	$330,000.00	$264,000.00	SR2S	2026
	$37,500.00	$41,250.00	$33,000.00	STP<5K	2026
Total Cost	**$4,963,500.00**	**$5,378,250.00**	**$4,302,600.00**		

L.000062 MOTORIST ASSISTANCE PATROL (MAP)

Remarks		Type Improvement			Work Type	
Project Phase	Project Cost	Total Cost (w/CE&I+IDC)	Federal Share	Fund	Year	Sponsor
Design Engineer	$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	STP50-200K	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	STP50-200K	2024	
	$285,000.00	$313,500.00	$250,800.00	NHPP	2025	
	$150,000.00	$165,000.00	$132,000.00	STP50-200K	2025	
	$285,000.00	$313,500.00	$250,800.00	NHPP	2026	
	$82,500.00	$90,750.00	$72,600.00	STP50-200K	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 (Enginee	$157,500.00	$157,500.00	$126,000.00	NHPP	2023
	$7,500.00	$7,500.00	$6,000.00	NHPP E	2023
	$37,500.00	$37,500.00	$30,000.00	STCASH	2023
	$60,000.00	$60,000.00	$48,000.00	STPFLEX	2023
	$90,000.00	$90,000.00	$72,000.00	NHPP	2024
	$45,000.00	$45,000.00	$36,000.00	STPFLEX	2024
	$90,000.00	$90,000.00	$72,000.00	NHPP	2025
	$45,000.00	$45,000.00	$36,000.00	STPFLEX	2025
	$45,000.00	$45,000.00	$36,000.00	NHPP	2026
	$90,000.00	$90,000.00	$72,000.00	STPFLEX	2026
Construction	$75,000.00	$82,500.00	$66,000.00	HSIP	2023
	$3,150,000.00	$3,465,000.00	$2,772,000.00	NHPP	2023
	$375,000.00	$412,500.00	$330,000.00	STCASH	2023
	$37,500.00	$41,250.00	$33,000.00	STP<5K	2023
	$975,000.00	$1,072,500.00	$858,000.00	STPFLEX	2023
	$15,000.00	$16,500.00	$13,200.00	HSIP	2024
	$750,000.00	$825,000.00	$660,000.00	HSIPPEN	2024
	$1,781,250.00	$1,959,375.00	$1,567,500.00	NHPP	2024
	$150,000.00	$165,000.00	$132,000.00	STCASH	2024
	$150,000.00	$165,000.00	$132,000.00	STP<5K	2024
	$750,000.00	$825,000.00	$660,000.00	STPFLEX	2024
	$75,000.00	$82,500.00	$66,000.00	HSIP	2025
	$1,650,000.00	$1,815,000.00	$1,452,000.00	HSIPPEN	2025
	$2,100,000.00	$2,310,000.00	$1,848,000.00	NHPP	2025
	$1,950,000.00	$2,145,000.00	$1,716,000.00	STPFLEX	2025
	$75,000.00	$82,500.00	$66,000.00	HSIP	2026
	$1,305,000.00	$1,435,500.00	$1,148,400.00	NHPP	2026
	$1,200,000.00	$1,320,000.00	$1,056,000.00	STPFLEX	2026
Total Cost	**$17,711,250.00**	**$19,367,625.00**	**$15,494,100.00**		

L.000064 TRANSPORTATION SYSTEMS MANAGEMENT PROG

Remarks		Type Improvement			Work Type	
Project Phase	Project Cost	Total Cost (w/CE&I+IDC)	Federal Share	Fund	Year	Sponsor
Environmental	$4,500.00	$4,500.00	$3,600.00	NHPP	2024	
	$3,000.00	$3,000.00	$2,400.00	STPFLEX	2024	
	$7,500.00	$7,500.00	$6,000.00	STPFLEX	2025	
	$7,500.00	$7,500.00	$6,000.00	STPFLEX	2026	
Right of Way	$15,000.00	$15,000.00	$12,000.00	NHPP	2023	
	$6,000.00	$6,000.00	$4,800.00	STPFLEX	2023	
	$18,750.00	$18,750.00	$15,000.00	STPFLEX	2024	
	$82,500.00	$82,500.00	$66,000.00	STPFLEX	2025	
	$7,500.00	$7,500.00	$6,000.00	STPFLEX	2026	

Utility Relocatio	$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 (Enginee	$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	STP50-200K	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	STP50-200K	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	STP50-200K	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	STP50-200K	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 (Enginee	$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 (Enginee	$30,000.00	$30,000.00	$24,000.00	NHPP	2023	
	$75,000.00	$75,000.00	$60,000.00	NHPP	2024	
	$120,000.00	$120,000.00	$96,000.00	NHPP	2025	
	$75,000.00	$75,000.00	$60,000.00	STCASH	2025	
	$60,000.00	$60,000.00	$48,000.00	NHPP	2026	
Construction	$600,000.00	$660,000.00	$528,000.00	NHPP	2023	
	$450,000.00	$495,000.00	$396,000.00	NHPP	2024	
	$450,000.00	$495,000.00	$396,000.00	NHPP	2025	
	$825,000.00	$907,500.00	$726,000.00	NHPP	2026	
Total Cost	**$2,685,000.00**	**$2,917,500.00**	**$2,334,000.00**			

L.000068 ACCESS MANAGEMENT PROJECTS

Remarks		Type Improvement			Work Type	
					OPER EFFICIENCY/MOTORIST ASSISTANC	
Project Phase	Project Cost	Total Cost (w/CE&I+IDC)	Federal Share	Fund	Year	Sponsor
Feasibility	$90,000.00	$90,000.00	$72,000.00	NHPP	2023	
	$60,000.00	$60,000.00	$48,000.00	STPFLEX	2023	
	$45,000.00	$45,000.00	$36,000.00	NHPP	2024	
	$135,000.00	$135,000.00	$108,000.00	STPFLEX	2024	
	$247,500.00	$247,500.00	$198,000.00	NHPP	2025	

	$22,500.00	$22,500.00	$18,000.00	STPFLEX	2025
	$75,000.00	$75,000.00	$60,000.00	NHPP	2026
	$15,000.00	$15,000.00	$12,000.00	STPFLEX	2026
Environmental	$7,500.00	$7,500.00	$6,000.00	NHPP	2023
	$7,500.00	$7,500.00	$6,000.00	STPFLEX	2023
	$7,500.00	$7,500.00	$6,000.00	NHPP	2024
	$15,000.00	$15,000.00	$12,000.00	STPFLEX	2024
	$7,500.00	$7,500.00	$6,000.00	NHPP	2025
	$7,500.00	$7,500.00	$6,000.00	STPFLEX	2025
	$7,500.00	$7,500.00	$6,000.00	NHPP	2026
	$7,500.00	$7,500.00	$6,000.00	STPFLEX	2026
Right of Way	$15,000.00	$15,000.00	$12,000.00	HSIP	2023
	$45,000.00	$45,000.00	$36,000.00	NHPP	2023
	$11,250.00	$11,250.00	$9,000.00	STCASH	2023
	$60,000.00	$60,000.00	$48,000.00	STPFLEX	2023
	$202,500.00	$202,500.00	$162,000.00	NHPP	2024
	$97,500.00	$97,500.00	$78,000.00	STPFLEX	2024
	$60,000.00	$60,000.00	$48,000.00	NHPP	2025
	$487,500.00	$487,500.00	$390,000.00	STBONDS	2025
	$225,000.00	$225,000.00	$180,000.00	STPFLEX	2025
	$7,500.00	$7,500.00	$6,000.00	NHPP	2026
	$112,500.00	$112,500.00	$90,000.00	STPFLEX	2026
Utility Relocatio	$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 (Enginee	$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	STP50-200K	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	STP50-200K	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	STP50-200K	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 Relocatio	$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 (Enginee	$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	STP50-200K	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	STP50-200K	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 (Enginee	$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 (Enginee	$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	STP50-200K	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	STP50-200K	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	STP50-200K	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 Relocatio	$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 (Enginee	$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	STP50-200K	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	STP50-200K	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 (Enginee	$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 (Enginee	$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 Relocatio	$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 (Enginee	$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	STP50-200K	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	STP50-200K	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	STP50-200K	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 (Enginee	$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 (Enginee	$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	STP50-200K	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	STP50-200K	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 (Enginee	$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 (Enginee	$15,000.00	$15,000.00	$12,000.00	FLH	2023	
	$15,000.00	$15,000.00	$12,000.00	FLH	2024	
	$15,000.00	$15,000.00	$12,000.00	FLH	2025	
	$15,000.00	$15,000.00	$12,000.00	FLH	2026	
Construction	$60,000.00	$66,000.00	$52,800.00	STP<5K	2023	
	$30,000.00	$33,000.00	$26,400.00	FLH	2023	
	$15,000.00	$16,500.00	$13,200.00	FLH	2024	
	$15,000.00	$16,500.00	$13,200.00	FLH	2025	
	$15,000.00	$16,500.00	$13,200.00	FLH	2026	
Total Cost	**$195,000.00**	**$208,500.00**	**$166,800.00**			

L.000081 VARIOUS DEMO PROJECTS

Remarks		Type Improvement			Work Type	
Project Phase	Project Cost	Total Cost (w/CE&I+IDC)	Federal Share	Fund	Year	Sponsor
Feasibility	$30,000.00	$30,000.00	$24,000.00	DEMO	2023	
	$27,000.00	$27,000.00	$21,600.00	DEMO	2024	
	$3,000.00	$3,000.00	$2,400.00	RAIL HE	2024	
	$7,500.00	$7,500.00	$6,000.00	STCASH	2024	
	$30,000.00	$30,000.00	$24,000.00	DEMO	2025	
	$30,000.00	$30,000.00	$24,000.00	DEMO	2026	
Environmental	$30,000.00	$30,000.00	$24,000.00	DEMO	2023	
	$30,000.00	$30,000.00	$24,000.00	DEMO	2024	
	$30,000.00	$30,000.00	$24,000.00	DEMO	2025	
	$30,000.00	$30,000.00	$24,000.00	DEMO	2026	
Right of Way	$30,000.00	$30,000.00	$24,000.00	DEMO	2023	
	$30,000.00	$30,000.00	$24,000.00	DEMO	2024	
	$30,000.00	$30,000.00	$24,000.00	DEMO	2025	
	$30,000.00	$30,000.00	$24,000.00	DEMO	2026	
Utility Relocatio	$30,000.00	$30,000.00	$24,000.00	DEMO	2023	
	$22,500.00	$22,500.00	$18,000.00	DEMO	2024	
	$7,500.00	$7,500.00	$6,000.00	HSIP	2024	

	$22,500.00	$22,500.00	$18,000.00	DEMO	2025
	$7,500.00	$7,500.00	$6,000.00	HSIP	2025
	$30,000.00	$30,000.00	$24,000.00	DEMO	2026
Design (Enginee	$30,000.00	$30,000.00	$24,000.00	DEMO	2023
	$120,000.00	$120,000.00	$96,000.00	DEMO	2024
	$30,000.00	$30,000.00	$24,000.00	DEMO	2025
	$30,000.00	$30,000.00	$24,000.00	DEMO	2026
Construction	$570,000.00	$627,000.00	$501,600.00	DEMO	2023
	$180,000.00	$198,000.00	$158,400.00	STPFLEX	2023
	$525,000.00	$577,500.00	$462,000.00	DEMO	2024
	$225,000.00	$247,500.00	$198,000.00	HSIP	2024
	$525,000.00	$577,500.00	$462,000.00	DEMO	2025
	$225,000.00	$247,500.00	$198,000.00	HSIP	2025
	$750,000.00	$825,000.00	$660,000.00	DEMO	2026
Total Cost	**$3,697,500.00**	**$3,997,500.00**	**$3,198,000.00**		

L.000082 MISC STATEWIDE TCSP PROJECTS

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

L.000083 CONVERSION OF AC (INCLUDES DEBT SERVICE)

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

Feasibility	$15,000.00	$15,000.00	$12,000.00	STPFLEX	2023
	$15,000.00	$15,000.00	$12,000.00	STPFLEX	2024
	$15,000.00	$15,000.00	$12,000.00	STPFLEX	2025
	$15,000.00	$15,000.00	$12,000.00	STPFLEX	2026
Environmental	$15,000.00	$15,000.00	$12,000.00	STPFLEX	2023
	$15,000.00	$15,000.00	$12,000.00	STPFLEX	2024
	$15,000.00	$15,000.00	$12,000.00	STPFLEX	2025
	$15,000.00	$15,000.00	$12,000.00	STPFLEX	2026
Right of Way	$15,000.00	$15,000.00	$12,000.00	STPFLEX	2023
	$15,000.00	$15,000.00	$12,000.00	STPFLEX	2024
	$15,000.00	$15,000.00	$12,000.00	STPFLEX	2025
	$15,000.00	$15,000.00	$12,000.00	STPFLEX	2026
Utility Relocatio	$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 (Enginee	$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 Relocatio	$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 (Enginee	$75,000.00	$75,000.00	$60,000.00	STPFLEX	2023
	$75,000.00	$75,000.00	$60,000.00	STPFLEX	2024
	$75,000.00	$75,000.00	$60,000.00	STPFLEX	2025
	$75,000.00	$75,000.00	$60,000.00	STPFLEX	2026
Construction	$1,500,000.00	$1,650,000.00	$1,320,000.00	STPFLEX	2023
	$1,500,000.00	$1,650,000.00	$1,320,000.00	STPFLEX	2024
	$1,500,000.00	$1,650,000.00	$1,320,000.00	STPFLEX	2025
	$1,500,000.00	$1,650,000.00	$1,320,000.00	STPFLEX	2026
Total Cost	**$7,200,000.00**	**$7,800,000.00**	**$6,240,000.00**		

L.000085 ADVANCED TRAFFIC MANAGEMENT CENTER

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

L.000087 STAGE 0 AND FEASIBILITY STUDIES

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

	$37,500.00	$37,500.00	$30,000.00	STCASH	2025
	$240,000.00	$240,000.00	$192,000.00	STPFLEX	2025
	$75,000.00	$75,000.00	$60,000.00	HSIP	2026
	$150,000.00	$150,000.00	$120,000.00	HSIPPEN	2026
	$150,000.00	$150,000.00	$120,000.00	NHPP	2026
	$75,000.00	$75,000.00	$60,000.00	STCASH	2026
	$150,000.00	$150,000.00	$120,000.00	STPFLEX	2026
Total Cost	**$3,142,500.00**	**$3,142,500.00**	**$2,514,000.00**		

L.000092 DBE SUPPORTIVE SERVICES

Remarks		Type Improvement			Work Type	
Project Phase	Project Cost	Total Cost (w/CE&I+IDC)	Federal Share	Fund	Year	Sponsor
Feasibility	$45,000.00	$45,000.00	$36,000.00	DBE/SS	2023	
	$45,000.00	$45,000.00	$36,000.00	DBE/SS	2024	
	$45,000.00	$45,000.00	$36,000.00	DBE/SS	2025	
	$45,000.00	$45,000.00	$36,000.00	DBE/SS	2026	
Total Cost	**$180,000.00**	**$180,000.00**	**$144,000.00**			

L.000093 STATEWIDE CONGESTION MITIGATION

Remarks		Type Improvement			Work Type	
					CONGESTION MITIGATION	
Project Phase	Project Cost	Total Cost (w/CE&I+IDC)	Federal Share	Fund	Year	Sponsor
Feasibility	$15,000.00	$15,000.00	$12,000.00	STPFLEX	2023	
	$15,000.00	$15,000.00	$12,000.00	STPFLEX	2024	
	$15,000.00	$15,000.00	$12,000.00	STPFLEX	2025	
	$15,000.00	$15,000.00	$12,000.00	STPFLEX	2026	
Environmental	$15,000.00	$15,000.00	$12,000.00	CM	2023	
	$15,000.00	$15,000.00	$12,000.00	CM	2024	
	$15,000.00	$15,000.00	$12,000.00	CM	2025	
	$15,000.00	$15,000.00	$12,000.00	CM	2026	
Right of Way	$15,000.00	$15,000.00	$12,000.00	CM	2023	
	$15,000.00	$15,000.00	$12,000.00	CM	2024	
	$15,000.00	$15,000.00	$12,000.00	CM	2025	
	$15,000.00	$15,000.00	$12,000.00	CM	2026	
Utility Relocatio	$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 (Enginee	$15,000.00	$15,000.00	$12,000.00	CM	2023	
	$15,000.00	$15,000.00	$12,000.00	CM	2024	
	$15,000.00	$15,000.00	$12,000.00	CM	2025	
	$15,000.00	$15,000.00	$12,000.00	CM	2026	
Construction	$37,500.00	$41,250.00	$33,000.00	CM	2023	
	$690,000.00	$759,000.00	$607,200.00	CM	2024	

	$690,000.00	$759,000.00	$607,200.00	CM	2025
	$690,000.00	$759,000.00	$607,200.00	CM	2026
Total Cost	**$2,407,500.00**	**$2,618,250.00**	**$2,094,600.00**		

L.000094 URBAN TRANSIT(INCL TRANSFER TO AGENCIES)

Remarks		Type Improvement			Work Type	
Project Phase	Project Cost	Total Cost (w/CE&I+IDC)	Federal Share	Fund	Year	Sponsor
Design (Enginee	$7,500.00	$7,500.00	$6,000.00	STPFLEX	2023	
	$7,500.00	$7,500.00	$6,000.00	STPFLEX	2024	
	$7,500.00	$7,500.00	$6,000.00	STPFLEX	2025	
	$7,500.00	$7,500.00	$6,000.00	STPFLEX	2026	
Construction	$300,000.00	$330,000.00	$264,000.00	CM	2023	
	$75,000.00	$82,500.00	$66,000.00	FB DISCR	2023	
	$150,000.00	$165,000.00	$132,000.00	STP50-200K	2023	
	$2,400,000.00	$2,640,000.00	$2,112,000.00	STPFLEX	2023	
	$300,000.00	$330,000.00	$264,000.00	CM	2024	
	$75,000.00	$82,500.00	$66,000.00	FB DISCR	2024	
	$150,000.00	$165,000.00	$132,000.00	STP50-200K	2024	
	$150,000.00	$165,000.00	$132,000.00	STPFLEX	2024	
	$300,000.00	$330,000.00	$264,000.00	CM	2025	
	$75,000.00	$82,500.00	$66,000.00	FB DISCR	2025	
	$150,000.00	$165,000.00	$132,000.00	STP50-200K	2025	
	$150,000.00	$165,000.00	$132,000.00	STPFLEX	2025	
	$300,000.00	$330,000.00	$264,000.00	CM	2026	
	$75,000.00	$82,500.00	$66,000.00	FB DISCR	2026	
	$150,000.00	$165,000.00	$132,000.00	STP50-200K	2026	
	$150,000.00	$165,000.00	$132,000.00	STPFLEX	2026	
Total Cost	**$4,980,000.00**	**$5,475,000.00**	**$4,380,000.00**			

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

Remarks		Type Improvement			Work Type	
Project Phase	Project Cost	Total Cost (w/CE&I+IDC)	Federal Share	Fund	Year	Sponsor
Environmental	$15,000.00	$15,000.00	$12,000.00	STP<5K	2023	
	$15,000.00	$15,000.00	$12,000.00	STP<5K	2024	
	$15,000.00	$15,000.00	$12,000.00	STP<5K	2025	
	$15,000.00	$15,000.00	$12,000.00	STP<5K	2026	
Right of Way	$15,000.00	$15,000.00	$12,000.00	STP<5K	2023	
	$15,000.00	$15,000.00	$12,000.00	STP<5K	2024	
	$15,000.00	$15,000.00	$12,000.00	STP<5K	2025	
	$15,000.00	$15,000.00	$12,000.00	STP<5K	2026	
Utility Relocatio	$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 (Enginee	$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 (Enginee	$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**			

TRANSPORTATION IMPROVEMENT PROGRAM

Transit Element

CITY OF MONROE - OPERATING PROGRAM					
	Recipient of Applicant	**Fiscal Year**	**Federal Source**	**Federal Funding Source**	**Project Description**
Operating	City of Monroe	FY 2026-2027	Federal 5307	$3,491,099.00	2027 Operating Assistance
Operating	City of Monroe	FY 2027-2028	Federal 5307	$2,338,822.00	2028 Operating Assistance
Operating	City of Monroe	FY 2028-2029	Federal 5307	$2,304,000.00	2029 Operating Assistance
Operating	City of Monroe	FY 2029-2030	Federal 5307	$2,590,000.00	2030 Operating Assistance
Operating	City of Monroe	FY 2030-2031	Federal 5307	$2,830,000.00	2031 Operating Assistance

MONROE TRANSIT PROJECTED FINANCIAL PLAN FOR 2027-2031

Section 5307 Capital	Fed FY 27	Fed FY 27 Revised	Fed FY 28	Fed FY 29	Fed FY 30	Fed FY 31
Bus Engines			277,000.00			
Bus Technology upgrades		500,000.00				
Bus Stations Stops & Terminals	100,000.00	100,000.00	100,000.00	60,000.00	50,000.00	100,000.00
Facility Renovations		1,000,000.00				
Bus Support Equip/Facilities				70,000.00		
Federal Share	**80,000.00**	**1,280,000.00**	**301,600.00**	**104,000.00**	**40,000.00**	**80,000.00**
City/Local Share	20,000.00	320,000.00	75,400.00	26,000.00	10,000.00	20,000.00
Total Eligible Project	100,000.00	1,600,000.00	377,000.00	130,000.00	50,000.00	100,000.00

Section 5307-Operating	Fed FY 27	Fed FY 27 Revised	Fed FY 28	Fed FY 29	Fed FY 30	Fed FY 31
Federal Share	**1,787,000.00**	**1,787,000.00**	**1,787,625.00**	**2,000,000.00**	**2,300,000.00**	**2,500,000.00**
City/Local Share	1,787,000.00	1,787,000.00	1,787,625.00	2,000,000.00	2,300,000.00	2,500,000.00
Total Eligible Project	**3,574,000.00**	**3,574,000.00**	**3,575,250.00**	**4,000,000.00**	**4,600,000.00**	**5,000,000.00**

Section 5307-Preventative Maintenance	Fed FY 27	Fed FY 27 Revised	Fed FY 28	Fed FY 29	Fed FY 30	Fed FY 31
Federal Share	**424,099.00**	**424,099.00**	**249,597.00**	**200,000.00**	**250,000.00**	**250,000.00**
City/Local Share	106,025.00	106,025.00	62,399.00	50,000.00	62,500.00	62,500.00
Total Eligible Project	**530,124.00**	**530,124.00**	**311,996.00**	**250,000.00**	**312,500.00**	**312,500.00**

Section 5307 TOTALS	Fed FY 27	Fed FY 27 Revised	Fed FY 28	Fed FY 29	Fed FY 30	Fed FY 31
Federal Share	**2,291,099.00**	**3,491,099.00**	**2,338,822.00**	**2,304,000.00**	**2,590,000.00**	**2,830,000.00**
City/Local Share	1,913,025.00	2,213,025.00	1,925,424.00	2,076,000.00	2,372,500.00	2,582,500.00
Total Eligible Project	4,204,124.00	5,704,124.00	4,264,246.00	4,380,000.00	4,962,500.00	5,412,500.00

Section 5339 Capital

Project Description	Fed FY 27	Fed FY 27 Revised	Fed FY 28	Fed FY 29	Fed FY 30	Fed FY 31
Bus Rolling Stock			1,650,000.00	2,450,000.00	2,000,000.00	2,000,000.00
Bus Technology upgrades	500,000.00					
Facility Renovations	1,000,000.00					
Federal Share	**1,200,000.00**	-	**1,402,500.00**	**2,082,500.00**	**1,700,000.00**	**1,700,000.00**
City/Local Share	540,000.00	-	457,875.00	679,875.00	555,000.00	555,000.00
Total Eligible Project	1,740,000.00	-	1,860,375.00	2,762,375.00	2,255,000.00	2,255,000.00

Bus Technology Upgrades and Facility Renovations were removed from Section 5339 Capital and placed in Section 5307 Capital for Fed FY 27.

*

Transit Operator Coordination: Public transit operators submit their anticipated capital and operating needs, including funding requests from FTA programs (e.g., Section 5307), which are incorporated into the overall financial estimates.

The Monroe Urbanized Area – MPO's Project Selection Process consists of five (5) steps:

1. Project Call
2. Project Submission
3. Project Review and Evaluation
4. Technical Advisory Committee Approval and Recommendation
5. Transportation Policy Committee Review and Approval

The following pages contain a detailed discussion of the five (5) steps and how they are carried out.

Step 1. Project Call

Each January, the MPO Director, in consultation with the Technical Advisory Committee, will send out a call for projects notice to all member governments in the Monroe Urbanized Area. The project call will run for approximately 90 days, through the end of March. All projects must be submitted prior to the ending date specified in the project call letter.

Projects submitted during this call will be reviewed for their impact on the current conformity determination. If the project does not affect the current conformity determination, then it will be eligible for evaluation.

Step 2. Project Submission

The Monroe Urbanized Area 'MPO Initiated Project, Stage 0 Preliminary Scope and Budget Checklist' and 'Stage 0 Environmental Checklist' (found in Appendix A) should be used to submit candidate projects to the MPO Director. It is advisable that
engineering assistance is utilized to develop all cost estimates.

In addition to the Checklists provided in Appendix A, the Sponsoring Agency should submit a resolution with commitment of local matching funds.

Step 3. Project Review and Evaluation

Those projects complying with the requirements listed earlier in this document will be prioritized and potentially selected for funding by a working group of the TAC. The TAC working group will include representatives from eligible Sponsor Agencies. MPO staff will coordinate and conduct TAC work group meetings and provide technical guidance. The work group will evaluate the projects based on the following criteria:

1. ***Improve Safety and Security (0 – 10 Points).*** Safety is defined as protection against unintentional harm and relates to both motorized and non-motorized modes of travel; and Security is defined as protection against intentional harm and relates to both motorized and non-motorized modes of travel. While Safety and Security are considered as two separate and distinct factors in transportation planning, they are considered as a single factor in this document. **Examples** of improved safety and security could be: reduction in the number of automobile crashes, reduction of the risk of individual acts of criminal behavior on a transit line, improvement in the emergency response capacity after an act of terrorism, etc.

2. ***Protect the Environment (0 – 10 Points).*** Methods for protecting the environment are as unique as the local environments that they serve. Therefore, **examples** of ways in which a transportation system can impact the environment are myriad. In the Monroe Urbanized Area, the most important environmental protection issues are wetlands protection and flood protection. Examples of ways to protect the environment are: not building roads in environmentally sensitive areas; or building projects that reduce idling time by big trucks.

3. ***Reduce Congestion (0 – 15 Points).*** Congestion is defined as a roadway system operating at speeds below that for which it was designed. **Examples** of ways in which congestion could be reduced are: the addition of turning lanes; or improvements to signalization.

4. ***Support Land Use and Economic Development Goals (0 – 15 Points).*** Land Use and Economic Development Goals are inexorably connected, and can be impacted by many factors, one of which is the transportation system. Therefore, the transportation investment decisions must consider the state and local economic and land use goals. **Examples** of ways in which the Land Use and Economic Development Goals of the community could be met: not building new roads into areas prone to flooding; or, providing lanes for non-motorized travel; and providing pedestrian amenities along a business corridor; or improving the efficiency of freight movement to and from a port.

5. ***Increase Connections (0 – 10 Points).*** The connectivity of the streets network and circulation system is measured through the ease by which people and goods can move to their desired destinations. Connectivity relates not only to the ease of movement of people and goods within the community, but also to external destinations – regional, national and international. Examples of ways in which connections could be increased are: adding bridges across water barriers; or adding bike and pedestrian paths from neighborhoods to schools that do not necessitate crossing a major arterial.

6. ***Improve Access (0 – 10 Points).*** Improving access involves control and management of the entrance and exit points to a transportation facility for people and freight. Increasing the number of access points does not necessarily improve access. Improved access is based on a balance between the number of access points and the efficient movement of traffic through the transportation facility. Examples of ways in which access could be improved are: a reduction in the number of driveways that enter a

major arterial; or, development of a hierarchical master street plan that designs roads based on use.

7. ***Increase Multi-Modal Options and Energy Conservation (0 –15 Points).*** The various modes of travel within the community function best when people and goods can easily move from one mode of travel to another. Energy conservation has become a national priority in recent years. The transportation sector uses the largest portion of energy consumed in the US. Therefore, increase in multi-modal options and connectivity between them will lead to conservation of energy. **Examples** of ways this could be achieved includes: a reduction in the use of single occupancy vehicles; expansion of the fixed route transit system into previously unserved areas; an increase in the number of streets with sidewalks; and an increase in intermodal freight transfer facilities.

8. ***Improve Quality of Life (0 – 10 Points).*** The quality of life of a community is a term that the community must define for itself. The transportation system can have both positive and negative impacts on the quality of life in a community. **Examples** of ways that a transportation system could have a positive impact on the quality of life are: a reduction in mobility gaps experienced by low-income communities; or, a reduction in the time that families spend commuting to school and work. Examples of ways that the transportation system can have a negative impact on the quality of life in a community are: addition of access points to a neighborhood that encourages through traffic that endangers children at play; or widening of roadways to improve port access that also encourages truck traffic carrying hazardous materials through residential neighborhoods.

9. ***Cost Sharing (0-5 Points).*** The (STP Urban Mobility/Rehabilitation) funding category requires a mandatory 20% local match. If the project has more than 30% local match, it will be awarded 5 points.

10. ***Project Readiness (No Points).*** This criterion determines the year in which a project or phase of a project will be programmed in the TIP. It is recommended that this criterion should be used to assess the project timeliness only and not for the project prioritization process. The following factors determines the project readiness:

- Design Delays
- Right of Way (ROW) Acquisition
- Environmental Problems
- Funding Unavailability

Step 4. Technical Advisory Committee Prioritization and Recommendation

After reviewing the work group recommendations the TAC will choose to forward a recommendation to the TPC for review and approval.

Step 5. Transportation Policy Committee Review and Approval

The Monroe Urbanized Area TPC will review the TAC recommendations. If the Transportation Policy Committee chooses to reject the recommendation of the Technical Advisory Committee, the project listing is sent back to the TAC work group for further review and evaluation. If the Technical Advisory Committee's recommendations are adopted, the prioritized list will be included in the MTP and TIP where funding allows.

The Monroe Metropolitan Planning Organization (MPO) develops its Transportation Improvement Program (TIP) using the Public Participation Plan for the Monroe Urbanized Area, originally adopted on November 30, 2009, and most recently amended on September 25, 2023.

According to the MPO's public involvement guidelines, the plan was followed during the development of the TIP through the following actions:

- ✓ **Prior to the adoption of a Monroe Urbanized Area Metropolitan Transportation Plan and/or the Monroe Urbanized Area Transportation Improvement Program, or major amendments to either document, the public will be given a 15 (fifteen) day review period. If after the comment period, substantial changes are made to the MTP or TIP and new material issues which could not have been reasonably foreseen are raised, there shall be an additional comment period of 10 (ten) days.**
- ✓ **At least one public meeting will be held during the development of the "Draft" Monroe Urbanized Area Metropolitan Transportation Plan and the "Draft" Monroe Urbanized Area Transportation Improvement Program. A public meeting will also be held to adopt any final version of either document.**
- ✓ **A comment and response summary will be included within the Monroe Urbanized Area Transportation Improvement Program.**

OUACHITA COUNCIL OF GOVERNMENTS

Monroe West Monroe Ouachita Parish

3000 KILPATRICK BLVD●MONROE, LOUISIANA 71201

OUACHITA COUNCIL OF GOVERNMENTS
MONROE GOVERNMENT PLAZA
COUNCIL CHAMBERS
August 24, 2026
NOON

AGENDA

CALL TO ORDER

ROLL CALL

APPROVAL OF PRIOR MEETING MINUTES
Action Item

RECESS OCOG
Action Item

TRANSPORTATION POLICY COMMITTEE

A. TIP AMENDMENT – ADOPT
Action Item
1. H.015660 Trenton Corridor Ped Safety Ph 1

B. TIP AMENDMENT – INTRODUCE
Action Item
1. MTS Financial Budget Amendment for FY 2026

C. TIP 2027-2030 – INTRODUCE
Action Item

RECONVENE OCOG & RATIFY ACTIONS OF TRANSPORTATION POLICY COMMITTEE
Action Item

BUDGET TO ACTUAL REPORT
Action Item

AMBULANCE SERVICE ADVISORY BOARD

ADJOURNMENT

HOMELAND SECURITY AND EMERGENCY PREPAREDNESS REPORT

Ouachita Council of Governments
Regular Meeting Minutes
August 24, 2026

Members Present:	Mayor Staci Mitchell City of West Monroe	Ben Westerburg City of West Monroe
	Shane Smiley Ouachita Parish Police Jury	Larry Bratton Ouachita Parish Police Jury
Staff Present:	Doug Mitchell Executive Director	Shelby Rybicki Planner II
	Jeff Maxwell CPA	Jeffrey Tyler Planner II
	Ryan Emerick GIS/Planner	

A public hearing was held on August 24, 2026, at the Council Chambers of the Monroe Government Plaza at 11:30 a.m. to hear comments from the public regarding **TIP Amendment H.015660 Trenton Street Corridor Ped Safety Ph 1** introduced at the previous July 27, 2026, OCOG meeting. There were no comments.

The Ouachita Council of Governments meeting was called to order by Staci Mitchell. The meeting was held in the Council Chambers of the Monroe Government Plaza.

A roll call certified a quorum was present.

A motion was made by Larry Bratton and seconded by Shane Smiley to approve the July 27, 2026, meeting minutes. Motion carried unanimously.

A motion was made by Ben Westerburg and seconded by Shane Smiley to recess OCOG and enter into the Transportation Policy Committee. Motion carried unanimously.

Transportation Policy Committee
A motion was made by Ben Westerburg and seconded by Shane Smiley to approve the following TIP Amendment for adoption as presented by Jeffrey Tyler. Motion carried unanimously.

1. H.015660 Trenton Street Corridor Ped Safety Ph 1
   - *Change project name from "Trenton Street Shared-Use Path" to "Trenton Street Corridor Ped Safety Ph 1"*
   - *Remove Utility Relocation phase of $2.95M to of DEMO at 80/20 in FFY 2026*
   - *Remove Right of Way phase of $1.5M of DEMO at 80/20 in FFY 2026*
   - *Change Construction phase from $2.9M of DEMO at 80/20 in FFY 2026 to $4.2M of DEMO at 80/20 in FFY 2026*

A motion was made by Ben Westerburg and seconded by Shane Smiley to approve the following TIP Amendment for introduction as presented by Marc Keenan. Motion carried unanimously.

1. MTS Financial Budget Amendment for FFY 2026

A motion was made by Shane Smiley and seconded by Larry Bratton to approve TIP 2027-2030 for introduction as presented by Doug Mitchell. Motion carried unanimously.

A motion was made by Larry Bratton and seconded by Ben Westerburg to reconvene OCOG and to ratify the actions of the Transportation Policy Committee. Motion carried unanimously.

A motion was made by Larry Bratton and seconded by Shane Smiley to accept the Budget to Actual Report as presented by Jeff Maxwell. Motion carried unanimously.

Ambulance Service Advisory Board
Elmer Noah presented the Ambulance Service Advisory Board Report. The Board is finalizing the Ambulance Contract with Acadian Ambulance, and it will be ready to sign by next month's meeting.

There being no other business, a motion was made by Shane Smiley and seconded by Ben Westerburg to adjourn. Motion carried unanimously.

Doug Mitchell
Executive Director, OCOG

10/2/26
Date

Transportation Improvement Program

Dear Monroe Metropolitan Area Residents:

We invite any comments you may have on the Monroe Metropolitan Area – Draft FY 2027-2030 Transportation Improvement Plan.

Please use this space below for any written comments. We greatly appreciate your time and efforts.

Comments: **NO PUBLIC COMMENTS**

OUACHITA COUNCIL OF GOVERNMENTS

Monroe West Monroe Ouachita Parish

3000 KILPATRICK BLVD●MONROE, LOUISIANA 71201

OUACHITA COUNCIL OF GOVERNMENTS
MONROE GOVERNMENT PLAZA
COUNCIL CHAMBERS
SEPTEMBER 29, 2026
NOON

AGENDA

CALL TO ORDER

ROLL CALL

APPROVAL OF PRIOR MEETING MINUTES
Action Item

RECESS OCOG
Action Item

TRANSPORTATION POLICY COMMITTEE

A. TIP AMENDMENT – ADOPT
   Action Item
   1. MTS Financial Budget Amendment for FY 2026

B. TIP 2027-2030 – ADOPT
   Action Item

RECONVENE OCOG & RATIFY ACTIONS OF TRANSPORTATION POLICY COMMITTEE
Action Item

BUDGET TO ACTUAL REPORT
Action Item

AMBULANCE SERVICE ADVISORY BOARD

ADJOURNMENT

HOMELAND SECURITY AND EMERGENCY PREPAREDNESS REPORT

An Equal Opportunity Employer

Ouachita Council of Governments
Meeting Minutes
September 29, 2026

Members Present:	Mayor Staci Mitchell City of West Monroe	Ben Westerburg City of West Monroe
	Mayor Friday Ellis City of Monroe	Gretchen Ezernack City of Monroe
	Shane Smiley Ouachita Parish Police Jury	Larry Bratton Ouachita Parish Police Jury
Staff Present:	Doug Mitchell Executive Director	Shelby Rybicki Planner II
	Jeff Maxwell CPA	Jeffrey Tyler Planner II
	Ryan Emerick GIS/Planner	

A public hearing was held on September 28, 2026, at the Council Chambers of the Monroe Government Plaza at 11:30 a.m. to hear comments from the public regarding the ***MTS Financial Budget TIP Amendment for FY 2026*** and the Draft ***TIP FY 2027-2030*** introduced at the August 24, 2026, OCOG meeting. There were no comments.

The Ouachita Council of Governments meeting was called to order by Staci Mitchell. The meeting was held in the Council Chambers of the Monroe Government Plaza.

A roll call certified a quorum was present.

A motion was made by Ben Westerburg and seconded by Larry Bratton to approve August 24, 2026, meeting minutes. Motion carried unanimously.

A motion was made by Ben Westerburg and seconded by Gretchen Ezernack to recess OCOG and enter into the Transportation Policy Committee. Motion carried unanimously.

Transportation Policy Committee
A motion was made by Ben Westerburg and seconded by Larry Bratton to approve the ***MTS Financial Budget TIP Amendment for FY 2026*** for adoption. Motion carried unanimously.

A motion was made by Ben Westerburg and seconded by Friday Ellis to approve the ***TIP FY 2027-2030*** for adoption. Motion carried unanimously.

A motion was made by Gretchen Ezernack and seconded by Friday Ellis to adjourn the Transportation Policy Committee and reconvene OCOG. Motion carried unanimously.

A motion was made by Gretchen Ezernack and seconded by Friday Ellis to ratify the actions of the Transportation Policy Committee. Motion carried unanimously.

A motion was made by Larry Bratton and seconded by Ben Westerburg to accept the Budget to Actual Report as presented by Jeff Maxwell. Motion carried unanimously.

Ambulance Service Advisory Board
Elmer Noah presented the Ambulance Service Advisory Board Report. The attorney for Acadian Ambulance requested minor changes be made to the ambulance service contract before they signed. Those changes will be made, and a final contract will be presented at the next OCOG meeting.

There being no other business, a motion was made by Friday Ellis and seconded by Larry Bratton to adjourn. Motion carried unanimously.

Doug Mitchell
Executive Director, OCOG

10/29/2024
Date

USA TODAY CO.

LocaliQ

PO Box 631825 Cincinnati, OH 45263-1825

AFFIDAVIT OF PUBLICATION

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BY:

Shelby Rybicki
Shelby Rybicki
3000 Kilpatrick Blvd
Suite 1
Monroe LA 71201

STATE OF WISCONSIN, COUNTY OF BROWN

The News Star, a daily newspaper published in the city of Monroe, in the Parish of Ouachita, State of Louisiana, and personal knowledge of the facts herein state and that the notice hereto annexed was Published in said newspapers in the issue:

MON Monroe News Star 08/28/2026
MON thenewsstar.com 08/28/2026

and that the fees charged are legal.
Sworn to and subscribed before on 08/28/2026

Legal Clerk

Notary, State of WI, County of Brown

8-21-30

My commission expires

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NICOLE JACOBS
Notary Public
State of Wisconsin

OCOG Items for Review

Notice is hereby given that a public hearing will be held Monday, September 28, 2026, at 11:30 a.m. in the Monroe Government Plaza Council Chambers to hear comments on MTS Financial Budget Transportation Improvement Plan (TIP) Amendment and the Draft TIP 2027-2030. The amendment and Draft TIP will be available for review for fourteen days at 3000 Kilpatrick Blvd., Monroe, LA 71201, and at www.northdelta.org.

August 28 2026
LLOU0584391 $49.26