

T.I.P. FY 2019-2022

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE LAKE CHARLES URBANIZED AREA

FINAL DRAFT ADOPTED: SEPTEMBER 26, 2018; EFFECTIVE OCTOBER 1, 2018;

The Imperial Calcasieu Regional Planning and Development Commission (**IMCAL**)

being designated as the

Lake Charles Urbanized Area's Metropolitan Planning Organization (**LCMPO**)

has prepared this

Transportation Improvement Program for the fiscal years 2019-2022 (**TIP FY 19-22**)

In cooperation with

The LCMPO Technical Advisory Committee (TAC) and the Transportation Policy Committee (TPC)

as well as in cooperation with, and with funding provided by

LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT (**LADOTD**), FEDERAL HIGHWAY ADMINISTRATION (**FHWA**)

FEDERAL TRANSIT ADMINISTRATION (**FTA**)



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JOINT CERTIFICATION


OF THE METROPOLITAN PLANNING PROCESS FOR THE LAKE CHARLES URBANIZED AREA

For the Lake Charles Urbanized Area Metropolitan Planning Organization, Transportation Improvement Program Fiscal Years 2019-2022.

The State of Louisiana and the Imperial Calcasieu Regional Planning and Development Commission (IMCAL) for the Lake Charles Urbanized Area hereby certify that the transportation planning process is addressing the major issues facing the Lake Charles Urbanized Area and is being conducted in accordance with all applicable requirements of:

Sec. 450.336 Self-Certifications and Federal Certifications. (a) for all MPAs, concurrent with the submittal of the entire proposed TIP and the FHWA and the FTA as part of the STIP approval, the State and the MPO shall certify at least every 4 years that the metropolitan transportation planning process is being carried out in accordance with all applicable requirements including:

- (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 based on race, color, creed, national origin, sex, or age in employment of business opportunity;
- (5) Section 1101(b) of the FAST Act (Public Law 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 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 based on age in programs or activities receiving Federal financing assistance;
- (9) Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- (10) Section 503 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

for 
Dr. Shawn Wilson, Secretary
Louisiana Department of
Transportation and Development

Date: 9/7/18


Wes Crain, Chairman
Transportation Policy Committee
Lake Charles MPO – IMCAL

Date: 9/4/18

TIP OVERVIEW

The Transportation Improvement Program (TIP) is a function of the Metropolitan Transportation Plan (MTP).

The MTP serves as the Long-Range Transportation Plan for urbanized areas, and the TIP serves as the implementation of the planning principles and goals set forward through public involvement in the MTP development process. Both the TIP and MTP must be fiscally constrained.

FACTORS CONSIDERED IN THE PLANNING PROCESS

Under the ISTEA, TEA-21, SAFETEA-LU, MAP-21, and FAST Act legislation, the MPO has the continued responsibility of preparing and maintaining the long-range Metropolitan Transportation Plan, the Transportation Improvement Program, and the Unified Planning Work Program. This Transportation Improvement Program represents a continuation of the strategic planning process begun with the MTP 2040, which was published in 2014.

The focus continues to be on maintaining, improving, and utilizing the information resources collected by the MPO in the day-to-day transportation decision-making process. This MPO shall annually certify to the FHWA and the FTA that the planning process is addressing the major issues facing the area and being conducted in accordance with applicable requirements described in 23 CFR 450.206(a), 450.306(b), 450.308, and 23 CFR 450 Part 334 (a).

In addition, the Transportation Improvement Program will address the ten planning factors and performance measures identified in the FAST Act that must be considered by MPO's in developing transportation plans and programs.

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
2. Increase the safety of the transportation system for motorized and non-motorized users.
3. Increase the security of the transportation system for motorized and non-motorized users.
4. Increase the accessibility and mobility of people and for freight.
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
7. Promote efficient system management and operation.
8. Emphasize the preservation of the existing transportation system.
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation.
10. Enhance travel and tourism.

For more information on the project call, review, ranking, and inclusion process please visit www.imcal.la/mpo/resources

TIP IN DETAILS

A. TIP is the Agreed Upon List of Specific Priority Projects

The TIP lists all projects that intend to use federal funds, along with non-federally funded projects that are regionally significant. The TIP represents the transportation improvement priorities of the region and is required by federal law, according to the MAP-21 Act. The list is multi-modal; in addition to the more traditional highway and public transit projects, it includes bicycle, pedestrian, and freight related projects as well.

B. The TIP Shows Estimated Costs and Schedule by Project Phase

The TIP not only lists the specific projects, but also documents the anticipated schedule and cost for each project phase (preliminary engineering, final design, right-of-way acquisition, and construction). Inclusion of a project phase in the TIP means that it is seriously expected to be implemented during the TIP time period.

C. The TIP May Be Changed After it is Adopted

Under the provisions of federal law and regulation, the approved TIP can be modified or amended in various ways to add new projects, delete projects, advance projects into the first year, and accommodate cost and phase of work changes or major scope changes to a project.

D. The TIP is Financially Constrained

The list of projects in the TIP must be financially constrained to the amount of funds that are expected to be available. To add projects to the TIP, others must be deferred. As a result, the TIP is not a "wish list"; competition between projects for a spot on the TIP clearly exists.

E. The TIP is Not a Final Schedule of Project Implementation

A project's presence in the TIP represents a critical step in the authorization of funding to a project. However, it does not represent a commitment of funds, an obligation to fund, or a grant of funds.

F. The TIP is Not a Guarantee of Project Implementation

Unforeseen problems may arise, such as engineering obstacles, environmental permit conflicts, changes in priorities, and additional financial constraints. These problems can slow a project, cause it to be postponed, or even dropped from further consideration. 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 acquisitions, relocation of utilities, acquisition of permits, costs, funding availability, etc. Therefore, the LADOTD must make changes in the STIP when the above uncertainties arise. In keeping with federal regulations (MAP-21) each MPO must also make changes in their TIP. To allow more discretion in implementing these changes, administrative changes shall be allowed without a public meeting by the Transportation Policy Committee for these uncertainties that include, but are not limited to, right-of-way acquisitions, relocation of utilities, acquisition of permits, costs, funding availability, etc., and major amendment exceptions. The "Administrative Change" process shall consist of a letter of notification or an electronic notification from the MPO staff to the Transportation Policy Committee for approval. No public involvement process will be required for "Administrative Changes". The Transportation Policy Committee may call for a public meeting if the "Administrative Change" is not approved unanimously.

G. Regional Consensus

The production of the TIP is the culmination of the transportation planning process and represents a consensus among state and regional officials as to what near term improvements to pursue. Consensus is crucial because, before committing significant sums of money, the federal and state governments want assurances that all interested parties have participated in developing the priorities. A project's inclusion in the TIP signifies regional agreement on the priority of the project and establishes eligibility for federal funding.

H. Relationship to the Metropolitan Transportation Plan

Regionally significant projects must be drawn from the region's long-range plan and all projects in the TIP must help implement the goals of the plan. The long-range plan, required by federal law, is the document that helps direct transportation and land use decisions over a minimum 20-year horizon. The TIP represents the translation of recommendations from Lake Charles Urbanized Area Metropolitan Planning Organization (MPO) current long-range transportation plan, MTP 2034, into a short-term program of improvements.

I. Funding for TIP

There are various funding sources for the TIP. In addition, funds are made available by the state of Louisiana or local agencies to match federal funding in varying ratios, and to provide 100 percent financing for selected projects. Parish, municipalities and private developers, as well as transit operators may also participate in providing matching funds for federal aid. New funding sources and innovative funding techniques are constantly being sought. The sole federal funding source that the MPO has discretion in the TIP is the Surface Transportation Program (STP<200K).

J. Regional and Local Involvement

Approximately six agencies directly participate in the TIP development process. They include member governments, operating agencies, and state and federal agencies. Municipalities within the region participate through their respective city governments. Countless other groups, the business community, and the public can become involved through the MPO public participation process in addition to their involvement at the municipal level. The multiplicity of jurisdictions and agencies in the region necessitates a high degree of coordination during the TIP development process by the MPO.

K. Including a Project in the TIP

The project selection process of securing a spot on the TIP is not a simple task. Although there are several ways in which a project can get on the TIP, the most typical course is described here.

- First, within the long-range Metropolitan Transportation Plan (MTP), a 25-year horizon of vision, goals, and objectives are generated by multiple stakeholders in the community. This includes public meetings and outreach through various means (surveys, attending events/organization meetings, advertisement through web and various modes), showcasing complaints, inquiries, and requested projects concerning the entire Lake Charles Urbanized Area transportation system. This information is combined with to current and projected traffic, demographic, economic, and land use data.
- Second, once the parish, municipalities and operating agencies have developed their own list of projects and priorities, they are brought to MPO, where the Technical Advisory Committee reviews them. The MPO seeks to ensure that the highest priorities of the region are being addressed within the limits of available resources and to assure consistency among projects and with the region's goals. The MPO, composed of state, parish, and city planners; transit operators; citizen representatives; and transportation related interest groups; makes

recommendations to the Lake Charles Urbanized Area Transportation Policy Committee. The TPC will vote to approve the list of priority projects in an updated MTP every 5 years.

- Next, the Surface Transportation Program (STP<200K) is the sole federal funding source that the MPO has influence in how funds are locally allocated to transportation projects from the MTP priority list into the TIP. Along with LADOTD, only MPO member agencies are allowed to formally submit candidate TIP projects from the MTP priority list, the local proposals are in turn reviewed at the parish or city level. The parish or city is the designated lead agency, and work toward refining the initial idea and developing clear project specifications in a Stage 0 feasibility application. If LADOTD approves the Stage 0 application for the STP<200k project, it is given an official project number and added to the TIP. Notwithstanding, annually, the TAC and TPC can suggest projects that may need to be re-evaluated for their hierarchy in the priority lists in the MTP, in a project selection process called the Project Call.

L. Projects on the TIP

Once a project is on the TIP, a considerable amount of work remains to bring it to completion. The project sponsor, the designated lead agency is responsible for ensuring that their project moves forward - the lead agency in most cases is the LADOTD or transit operator, and in some cases, a parish or city. Highway projects typically proceed in phases (preliminary engineering, final design, right-of-way acquisition, construction). Each phase is included in the TIP showing funding and anticipated schedule. Transit projects are programmed in the TIP according to the annual grant application cycle under which the funds will be sought. Ideally, a project will advance according to its programmed schedule. In reality, however, projects are often delayed due to unforeseen obstacles such as environmental issues and community concerns. Tracking each project's progress is important so that delays can be identified and remedied as soon as possible and so that resources can be reallocated as necessary. Once federal funds have been made available for a project's final construction phase, it will no longer appear in future TIP documents (even though the project may not yet be constructed or completed).

M. Financial Constraint

At the beginning of each TIP update, LADOTD develops "financial guidance" for use by IMCAL and other metropolitan planning organizations (MPO). The financial guidance establishes highway and transit funding levels, which may be reasonably anticipated by the MPO over the TIP period from appropriate federal and state resources. Each region must develop its TIP within the funding levels established by this guidance, thus maintaining the "fiscal constraint" of the TIP. The guidance explains how each of the various federal and state varieties of funds are distributed to the regions. Since the Lake Charles Urbanized Area Metropolitan Planning Organization's TIP FY 2019-2022 has been developed according to the state's guidance, it meets the federal requirement of being financially constrained.

N. Transportation Alternative Program and Safe Routes to Public Places Program

The Transportation Alternative Program (TAP) focuses on "nontraditional" projects designed to enhance the experience of transportation, mitigate the impacts of transportation facilities on communities and the environment, and enhance community character through transportation related improvements. This program, which is mandated by Congress, funded through a 10 percent set aside of each state's highway Surface Transportation Program (STP) dollars, and Safe Routes to Public Places Program Funding is distributed through the TAP program formula. The Safe Routes to Public Places Program is designed to work with school districts and pedestrian and bicycle safety advocates to make physical improvements that promote safe walking and biking passages to public places.

O. Performance Based Planning and Programming

Performance based planning aims to make transportation investment decision-making process both informed and accountable. In 2012, the federal transportation funding legislation, Moving Ahead for Progress in the 21st Century (MAP-21) was approved, mandating “performance-based planning” as an additional element to incorporate into the metropolitan planning process. In 2015, Fixing America’s Surface Transportation, federal legislation continued that effort for integrating performance-based planning to showcase how goals, objectives, and measures can be utilized in the project prioritization process. The Lake Charles MPO will use performance measures to do the following:

- Evaluate how effective and efficient the transportation system is operating
- Evaluate how effective and efficient the transportation project and service delivery process are being implemented
- Provide additional data to support decisions
- Showcase transparency and accountability for citizens and stakeholders of the Lake Charles Urbanized Area

The FAST Act and subsequent rulemaking established performance measures that the State and MPOs assign a qualitative number to show improvement to a category within transportation planning areas. For all these areas, the MPO has or will adopt LADOTD’s targets

The Safety targets have been the first to be established by LADOTD and the MPO has adopted those targets on September 28, 2017.

The TPC, on September 26, 2018, voted to support Lake Charles Transit System’s initial set of Transit Asset Management Plan (TAMP) performance measures and targets. Transit agencies and MPOs are required to set targets related to the State of Good Repair (SGR) of rolling stock, equipment, and facilities. The MPO’s initial TAMP performance measures and targets are set to for FFY 2019, along with being re-evaluated annually. By establishing these targets, the MPO took the first step toward integrating TAM into its planning processes.

The TPC, on October 31, 2018, voted to adopt and support LaDOTD’s performance measures and targets, including the following:

- National Highway System bridges
- Interstate and National Highway System pavement
- Interstate and National Highway System travel time reliability
- Interstate truck travel time reliability for freight movement

By establishing these targets, the MPO took steps to integrate these federal requirements into its planning process. The targets will be updated in 2020 and 2022.

PROJECT SELECTION PROCESS

The MPO utilizes a project selection process that requires the cumulative projects to be fiscally constrained and must adhere to the principals established in ISTEA, TEA-21, SAFETEA-LU and the final rules governing metropolitan planning. It is also important that projects selected be of regional significance and adhere to the performance measures which will be established soon.

All projects in the TIP are from projects that have been included in the Metropolitan Transportation Plan and moved forward by MPO members during the Project Selection Process. The Project Selection Process has defined criteria and is financially constrained to ensure that the TIP meet federal requirements.

All projects must meet the following criteria:

1. Must be consistent with long-range goals;
2. Must have a funding source (STP<200K and local match) and cost estimate;
3. Project must be ready for submission to MPO/LADOTD Stage 0 process;
4. Be within the planning area boundaries and functionally classified to the adopted functional class roadway system; and
5. No negative impacts on current conformity determinations or trigger the need for a new regional analysis.

These projects are evaluated by a special TAC working group and ranked, based on 8 criteria, which meets the FAST Act planning factors and performances, plus includes criteria for cost sharing and project readiness (no points are assigned but helps determine the year in which the project would be placed). After the projects are scored and ranked, the working group makes their recommendation to the TAC and TPC for approval for inclusion in the TIP.

PUBLIC INVOLVEMENT

Public involvement is a process by which planning agencies search out the public and diligently work to elicit responses from them concerning transportation projects. Public involvement is an extremely vital part of the metropolitan planning process because it gives the MPO and other transportation officials an opportunity to gather ideas from the public concerning transportation plans and programs for the Lake Charles Metropolitan Area. Public involvement and input is essential to adequately consider the impacts that planning processes have on the overall social, economic, energy, and environmental effects of transportation decisions. The purpose of the public involvement process is for planning agencies to make better decisions that will reflect the community's mobility and accessibility needs. Metropolitan Planning Organizations (MPO) encourages public involvement in all planning activities. The MPO encourage efforts to broaden and improve public participation in planning. The intended outcome of the public involvement process is for planning agencies to develop plans and programs that reflect community needs; encompass community values, interests and priorities; and have broad community support.

The Public Involvement Program of the Lake Charles Urbanized Area-Metropolitan Planning Organization includes three major components: Community Dialogue, Public Meetings, and Review and Comment.

I. Dialogue

- A. Every opportunity will be taken to distribute information to the public. Information will be distributed to the media and local interest groups via fact sheets, brochures etc. Notices for upcoming meetings and public involvement activities will be published in the Lake Charles American Press. The Metropolitan Planning staff will maintain a list of interested parties who wish to be notified of any upcoming events or actions regarding the transportation planning process.
- B. Presentations to neighborhood groups, civic organizations, governmental meetings, and other special interest groups will be made on an as requested basis to discuss transportation activities within the Lake Charles Urbanized Area. Interested organizations should contact Lake Charles Urbanized Area -Metropolitan Planning Organization located in the IMCAL offices to allow ample time for the staff to plan to attend.
- C. Information will be provided to the public through technical assistance and access to publications. Official copies of the Metropolitan Transportation Plan and the Transportation Improvement Program (TIP) will be kept in the Calcasieu Parish libraries located in the City of Sulphur, City of Westlake, and the City of Lake Charles for easy public access and information.

II. Public Meetings

- A. At least one public meeting will be held during development of the "Draft Lake Charles Urbanized Area Metropolitan Transportation Plan" and /or the "Draft Lake Charles Urbanized Area Transportation Improvement Program". A public meeting will be held to adopt any final version of either document.
- B. Major amendments to the Lake Charles Urbanized Area Metropolitan Transportation Plan and the Lake Charles Urbanized Area Transportation Improvement Program documents will also require a public meeting. Major amendments shall include any addition or deletion of projects deemed to be regionally significant. Exceptions:
 - 1. Those projects or project groupings that are specifically exempted from the public involvement process. The rules governing which projects are exempt along with a listing of the exempt projects and project groupings are found in the Appendix A.
 - 2. Minor revisions to document text or project descriptions.
 - 3. Revisions to project timing within the TIP time frame.
- C. Every effort will be made to accommodate traditionally under-served audiences including low income and minority households and persons with disabilities. All public meetings, public hearings and open houses will be held at wheelchair accessible locations. Persons with disabilities who have special communication or accommodation needs and who plan to attend the meetings may contact the Lake Charles Urbanized Area - Metropolitan Planning Organization. Requests for special needs are to be in writing and received at least two working days prior to the meeting. The address is:
 - Imperial Calcasieu Regional Planning and Development Commission (IMCAL)
 - 4310 Ryan St., Ste. 330,
 - Lake Charles, LA 70605
 - Attn: Executive/MPO Director

Every reasonable effort will be made to accommodate these needs. For further information, please call our office at (337) 433-1771.

- D. All public meetings will be announced in the Lake Charles American Press. All persons or organizations maintained on the interested parties list will be notified of public meetings. In addition, every effort will be made to ensure that stakeholders in the transportation planning process are invited to participate. These stakeholders will include, but not be limited to, persons or organizations involved in traffic operations, transportation safety and enforcement, airports and port authorities, and appropriate private transportation providers.
- E. To get involved, please send email to walter@imcal.la or call 337-433-1771.

III. Review and Comment

- A. Prior to adoption of a Lake Charles Urbanized Area Metropolitan Transportation Plan or the Lake Charles Urbanized Area Transportation Improvement Program, or major amendments to either document, the public will be given adequate review time. A notice will be published in the Lake Charles American Press at least two weeks prior to any public meeting and notices will be sent to all interested parties. Copies of the draft documents or proposed amendments will be available for public review at the IMCAL offices as well as the Calcasieu Parish Public libraries in the cities of Sulphur, Westlake, and the Central library on Ernest Street in the City of Lake Charles.
- B. A comment and response summary will be included within the Lake Charles Urbanized Area Metropolitan Transportation Plan and the Lake Charles Urbanized Area Transportation Improvement Program.
- C. The Public Involvement Program (PIP) will be continually reviewed by the Lake Charles Urbanized Area - Metropolitan Planning Organization for effectiveness. Any changes to this PIP document will require a 45-day public comment period.

PUBLIC PARTICIPATION IN THE PLANNING PROCESS

- A. Public Outreach – All Metropolitan Transportation Plan, and Transportation Improvement Program (TIP) developments, adoptions and amendments will be subject to public notification procedures as follows:
 - Notification will occur 14 days prior to adoption or amendment actions.
 - Public notice will occur in the local official paper of record for the Metropolitan Area.
 - All affected public government bodies, areas legislators, and other interested governmental entities will be notified in writing of pending actions. The MPO will maintain a list of civic, community, and special interest organizations, which will also be notified in writing of all impending actions. This list will be initially developed by the MPO staff and will be reviewed and updated annually. Organizations wishing to be added or deleted from the list may notify the MPO in writing.
 - Copies of all official documents will be posted for public review in the Calcasieu Parish Public libraries in the cities of Sulphur, Moss Bluff, Westlake, and in the City of Lake Charles, and in the MPO offices.
- B. Public Hearing – A public hearing will be held prior to the amendment or adoption of a plan or program. A response to all relevant comments

received will be included in the final draft of the plan or program prior to its adoption. Significant changes to either plans or programs resulting from public comment will trigger an additional comment period of 14 days. The TIP documents can be viewed on IMCAL's web site at www.imcal.org.

C. Technical Advisory Committee – The composition of the Technical Advisory Committee reflects the variety of governmental entities, institutional, and transportation providers of the Metropolitan Area. Membership includes representatives of:

- The Parish of Calcasieu
- The cities of Lake Charles, Sulphur, Westlake
- The Chennault International Airport
- The Lake Charles Regional Airport
- The Port of Lake Charles
- The Louisiana Department of Transportation and Development
- Meetings of the Committee are publicly advertised in the local paper of record and are open to the public.
- This committee will officially adopt all local plans and programs.

D. Transportation Policy Committee – The membership of the Policy Committee consists of:

- The Mayors of the cities of Lake Charles, Sulphur, and Westlake
- A representative of the Calcasieu Parish Police Jury
- A representative from the Louisiana Department of Transportation and Development
- A representative from the Federal Highway Administration (non-voting)
- The Louisiana Department of Transportation and Development
- Meetings of the Committee are publicly advertised in the local paper of record and are open to the public.
- This committee will officially adopt all local plans and programs.

E. Responding to Environmental Justice Concerns

The Transportation Improvement Program (TIP), as the agreed-upon list of priority projects for the region, serves to manage the construction, improvement and expansion of the region's transportation system, a system that affects every resident of Calcasieu Parish. Title VI of the Civil Rights Act of 1964 and the 1994 President's Executive Order on Environmental Justice (#12898) states that no person or group shall be excluded from participation in or denied the benefits of any program or activity utilizing federal funds. The principle of environmental justice in transportation ensures that projects, such as highway expansion and interstate building, do not have a disproportionately negative impact on minority and low-income populations.

Each federal agency is required to identify any disproportionately high and adverse health or environmental effects of its programs on minority populations and low-income populations. In turn, Metropolitan Planning Organizations (MPO's), as part of the United States Department of Transportation's certification requirements, are charged with evaluating their plans and programs for environmental justice sensitivity, including expanding their outreach efforts to low-income and minority populations.

As the MPO for the Lake Charles Urbanized Area, IMCAL is committed to responding to the federal guidance on environmental justice, to meet

the requirements of these laws, the IMCAL must:

1. Enhance its analytical capabilities to ensure that the long-range plan and the TIP comply with Title VI; and
2. Identify residential, employment and transportation patterns of low-income and minority populations so that their needs can be identified and addressed, and the benefits and burdens of transportation can be distributed; and
3. Evaluate and, where necessary, improve the public involvement process to eliminate barriers and engage minority and low-income populations in regional decision-making.

F. Reaching Out to the Area's Citizens

In response to Environmental Justice concerns and to communicate with as many citizens as possible, IMCAL engages in an extensive public outreach program to provide a variety of opportunities to comment and receive information on the TIP. IMCAL has always encouraged the public to pose questions about the TIP to state, parish, transit, and IMCAL staff through its ongoing public involvement process, and, during the 14-day public comment period. The public comment period for this FY 2019-202 TIP was open on September 14, 2018 and extend through September 27, 2018. In addition to the required legal notices and press releases we issue each year, an open house style public meeting was held as follows:

September 27, 2018 at 5:00 p.m.

Imperial Calcasieu Regional Planning and Development Commission (IMCAL) SEED Center
4310 Ryan St., Ste. 330 Lake Charles, LA 70605

Legal notices have been placed in the Lake Charles American Press. IMCAL staff will also make copies of the draft TIP available to the public by placing copies in the Calcasieu Parish Library in Lake Charles, Moss Bluff, Westlake, and Sulphur.

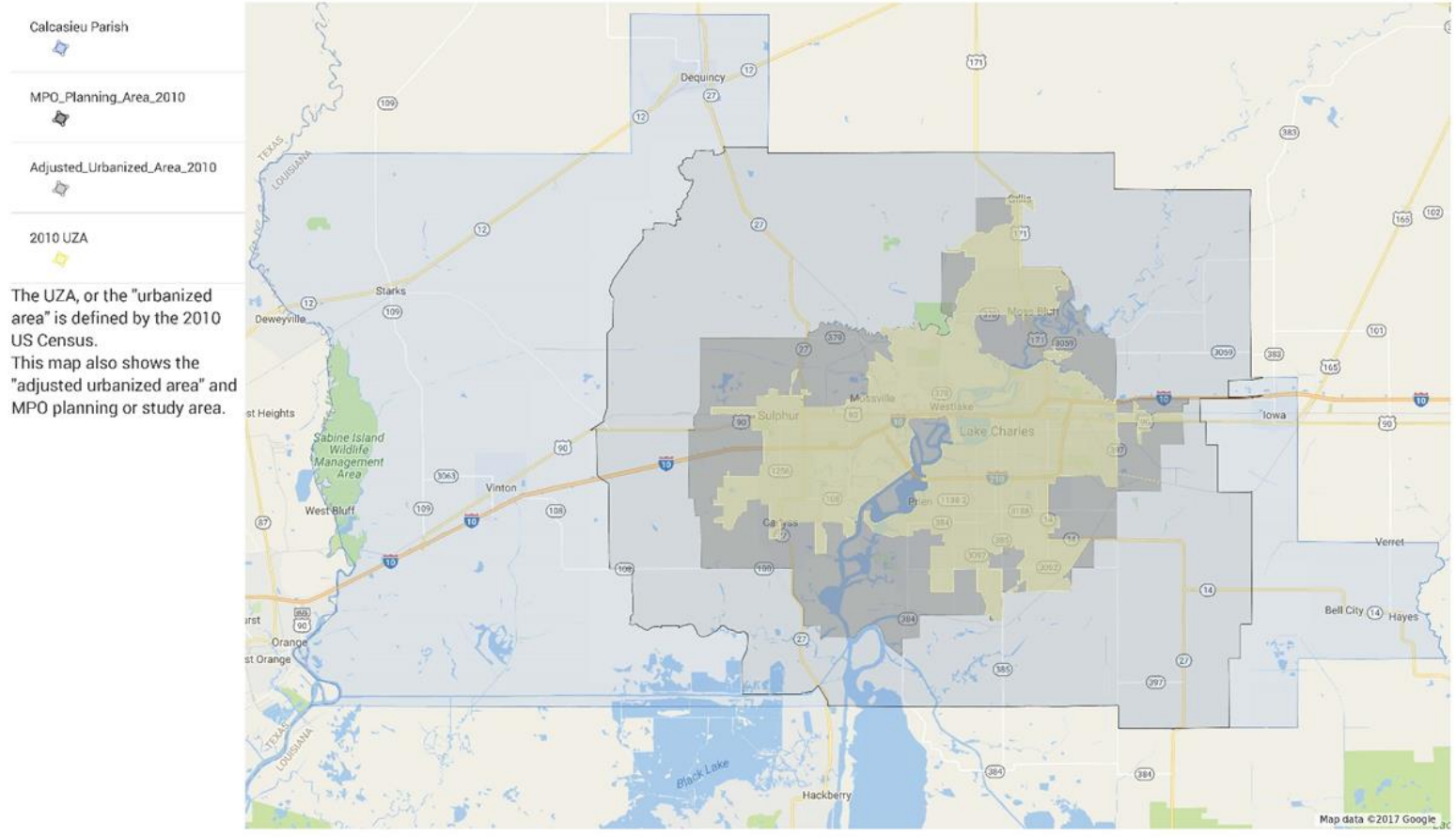
IMCAL's website (www.imcal.org) is a vital tool in public outreach and continues to serve a useful purpose during this TIP update cycle. The entire TIP document is placed on the IMCAL website, including the dates and locations of the public meeting, and other general information. Individuals can download or access the TIP materials during the public comment period. In addition, an email address link is provided (imcal@imcal.la) to facilitate the submission of comments.

We continue to welcome comments on specific projects contained in the TIP, the TIP development process, or on any other topic of concern at any time throughout the year. However, we remind those intending to recommend new projects for the TIP, that to earn a place on the TIP, projects must first progress through the screening and planning processes described earlier. As a result, requests for new projects are generally referred to the appropriate agency for further investigation through their respective pre-TIP study efforts. These study efforts may lead to the project winning a place on the TIP in some future year. IMCAL has made a commitment to engage in meaningful dialogue with citizens of the Lake Charles Urbanized Area. To do so, this agency must provide sufficient and timely information to the public, as well as educating them to reach a better understanding of the region's needs. The Commission must in turn listen to the messages received from the public to ensure trust and future interaction. We continue to take our responsibility for public involvement very seriously.

PUBLIC REVIEW/TITLE VI

For the development of this TIP, timely coordination and solicitation from other agencies and the public were included. The TIP draft was made available to the TAC and TPC on September 13 and 20, 2018, respectively. The MPO drafts and agendas were distributed to local libraries and posted for the public to review. The MPO meeting was held in a public venue. Public comment was offered at the TPC meetings. Review copies were sent to the appropriate agencies and made available at the Calcasieu Parish libraries located in the City of Sulphur, City of Westlake, Moss Bluff and City of Lake Charles, along with being available on the internet at www.imcal.la for easy public access and information sharing. There were no public comments regarding the TIP. In general, all agency plans and programs comply with the public involvement provisions of Title VI (approved by the TPC April 7, 2010) which states: "No persons in the United States shall, on grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance." This TIP completed its public involvement process and approved by the TPC by September 26, 2018.

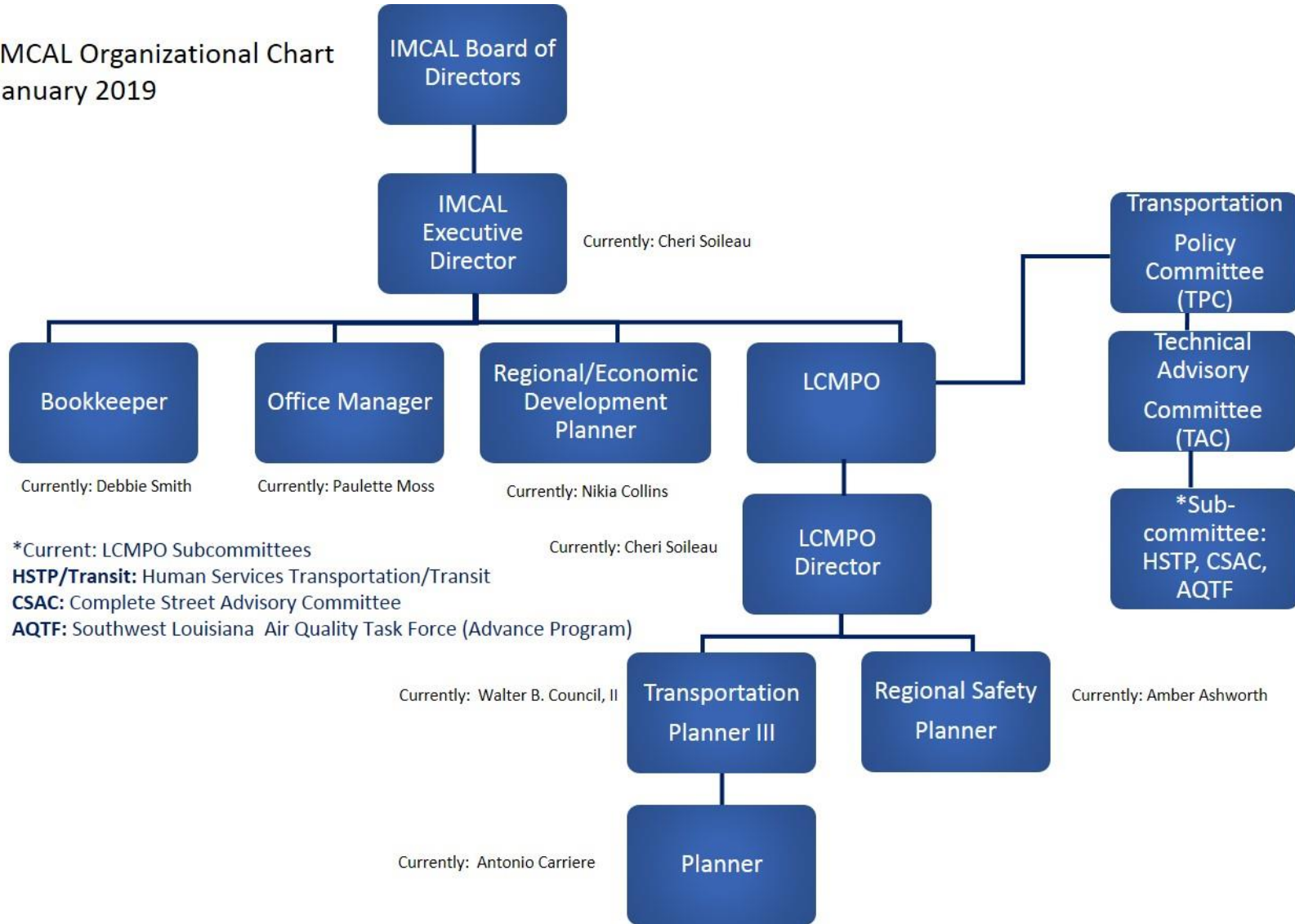
Lake Charles MPO Area



IMCAL ORGANIZATIONAL CHART

FOR A FULL COMMITTEE ROSTER PLEASE CONTACT IMCAL STAFF AT 337-433-1771

IMCAL Organizational Chart
January 2019



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FY 19 (OCTOBER 2018 – SEPTEMBER 2019)

Project #	Route/Project Name	Project Description	Work Phase	Est. Cost (X \$1K)	Est. Cost + 10%	Local Match	Federal Share	Funding Source
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FY 19 (OCTOBER 2018 – SEPTEMBER 2019)

H.010000	US 171: Calcasieu RVR BR Rehab (HBI)	Cleaning & Painting & Misc. Repairs	Engr	45	45	9	36	NHPP
H.009620	I-10: West of LA 108 to I-210 INTERCHANG	Bridge Replacement, Pavement Replacement, Mill & Overlay	Env	7.2	7.2	1.44	5.76	NHPP
H.011838	Ruth Street/ Huntington Overlay	Overlay	Cons	1,384	1,522	304.4	1,217.6	STP<200K
H.007113	J. Bennett Johnston	Overlay	Cons	580	638	127.6	510.4	STP<200K
H.012043	LA 378	W Fork Calcasieu River Rehab (HBI)	Feas	150	150	30	120	STPFlex
H.011065	Nelson Interchange Improvements	Improvements to the Nelson Interchange	Cons	7,000	7,700	7,700	0	STBONDS
				7,800	8,580	8,580	0	Local
H.009620	I-10: West of LA 108 to I-210 INTERCHANGE	Bridge Replacement, Pavement Replacement, Mill & Overlay & WIDN	Cons	11,100	12,210	1,221	10,989	NHPP
				20,600	22,660	4,532	18,128	NHPP
L.000038	Planning, Training, & Research	Line Item		200				SPR OPT
				100	100	20	80	STP < 200K
				100	100	20	80	PL
L.000046	Misc. STP Enhancement Projects	Line Item	Cons	66	72.6	3.63	68.97	TAP < 200K
				66	72.6	3.63	68.97	TAPFLEX
L.000047	Misc. National Trails	Line Item	Cons	106	116.6	23.32	93.28	RTP
L.000048	Scenic Byways	Line Item	Cons	33	36.3	0	36.3	NSB
L.000051	Interstate Overlay/Surface Repair	Line Item	Design	66	66	6.6	59.4	NHPP
			Cons	106	116.6	23.32	93.28	STPFLEX
				2,178	2,395.8	239.58	2,156.22	NHPP
L.000053	Statewide Overlay Program	Line Item	Cons	1,452	1,597.2	319.44	1,277.76	NHPP
				4,356	4,791.6	958.32	3,833.28	STPFLEX
L.000054		Line Item	Cons	132	145.2	29.04	116.16	NHPP

Project #	Route/Project Name	Project Description	Work Phase	Est. Cost (X \$1K)	Est. Cost + 10%	Local Match	Federal Share	Funding Source
	Road Preventive Maintenance Program			436	479.6	95.92	383.68	STPFLEX
L.000055	Railroad Crossing Improvements	Line Item	Cons	548	602.8	120.56	482.24	STCASH
L.000056	Misc. HMISC Hazard Elimination and Safety	Line Item	Cons	1,426	1,568.6	156.86	1,411.74	HSIP
				726	798.6	0	798.6	HSIPPEN
L.000060	Local Road Safety Program	Line Item	Cons	73				HSIPPEN
				73	80.3	80.3	0	HRRR
L.000061	Safe Routes to Public Places Program	Line Item	Cons	73	80.3	80.3	0	SATRANS
				55				HSIP
				18				HSIPPEN
L.000062	Motorist Assistance Patrol	Line Item		247.5	247.5	49.5	198	NHPP
				412.5	412.5	82.5	330	STP < 200K
L.000063	Traffic Control Devices Program	Line Item	Cons	132	145.2	130.68	14.52	HSIP
				396	435.6	0	435.6	NHPP
				528	580.8	0	580.8	STPFLEX
L.000065	ITS Systems (Statewide)	Line Item	Cons	4,500	4,950	990	3,960	NHPP
				129	141.9	28.38	113.52	STPFLEX
L.000067	Interstate Lighting, Electrical Projects	Line Item	Cons	111	122.1	12.21	109.89	NHPP
L.000068	Access Management Projects	Line Item	Cons	92	101.2	20.24	80.96	STPFLEX
				3	3.3	.66	2.64	NHPP
L.000069	Road Transfer Program	Line Item	Cons	18	19.8	1.98	17.82	HSIP
				18	19.8	0	19.8	HSIPPEN
				37	40.7	8.14	32.56	NHPP
				222	244.2	48.84	195.36	STPFLEX
L.000072	Moveable Bridge Program (Elec/Mech)	Line Item	Cons	74	81.4	16.28	65.12	STPFLEX
L.000073		Line Item	Cons	185	203.5	40.7	162.8	NHPP

Project #	Route/Project Name	Project Description	Work Phase	Est. Cost (X \$1K)	Est. Cost + 10%	Local Match	Federal Share	Funding Source
	Urgent Bridge Repair/Replacement		Cons	185	203.5	40.7	162.8	STPFLEX
L.000074	Bridge Preventative Maintenance Program	Line Item	Cons	370	407	81.4	325.6	NHPP
				185	203.5	40.7	162.9	STPFLEX
L.000075	Bridge Painting Program	Line Item	Cons	185	203.5	40.7	162.8	NHPP
				37	40.7	8.14	32.56	STPFLEX
L.000076	On-System Bridge Program w CE	Line Item	Cons	1851.8	2,036.98	407.4	1,629.58	NHPP
				2962.9	3,259.19	651.84	2,607.35	STPFLEX
L.000077	Bridge Scour Analysis	Line Item	Cons	1.8	1.98	.40	1.58	NHPP
L.000078	Off-System Bridge Replacement Program	Line Item	Cons	814.8	896.28	179.26	717.02	FBROFF
				740.7				STGEN
L.000081	Various Demo Projects	Line Item	Cons	185	203.5	40.7	162.8	DEMO
L.000083	Conversion of AC (Includes Debt Service)	Line Item	Cons	370	407	40.7	366.3	NHPP
				370	407	81.4	325.6	STPFLEX
L.000084	Modified Project Agreement	Line Item	Cons	370	407	81.4	325.6	STPFLEX
L.000085	Advanced Traffic Management Center	Line Item	Cons	7.4	8.14	1.63	6.51	CM
L.000087	Stage 0 and Feasibility Studies	Line Item	Feasibility	18.5	20.35	2.03	18.32	HSIP
				37	40.7	0	40.7	HSIPPEN
				37	40.7	8.14	32.56	NHPP
				37	40.7	8.14	32.56	STPFLEX
L.000092	DBE Supportive Services	Line Item	Feasibility	11	11	0	11	DBE/SS
L.000093	Statewide Congestion Mitigation	Line Item	Cons	170	187	0	187	CM
L.000094	Urban Transit (INCL Transfer to Agencies)	Line Item	Cons					STP<200K
				37	40.7	0	40.7	STPFLEX

FY 20 (OCTOBER 2019 – SEPTEMBER 2020)

Project #	Route/Project Name	Project Description	Work Phase	Est. Cost (X \$1K)	Est. Cost + 10%	Local Match	Federal Share	Funding Source
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FY 20 (OCTOBER 2019 – SEPTEMBER 2020)

H.012052	LA 3092	Add a roundabout to aid in traffic flow	Engr	275	275	0	275	HSIP
H.011839	Henning Dr./Weekly Rd	Overlay	Cons	348	382.8	76.56	306.24	STP < 200K
H.007122	Myrtle Springs Rd.	Surface Widening & Overlay	Cons	1,582	1,740.2	348.04	1392.16	STP < 200K
H.013870	Enterprise Boulevard: 12 th Street to Broad Street	Overlay	Cons	1,100	1,210	242	968	STP < 200K
H.005976	Nelson Rd. Ext & Bridge	New Road & Bridge	Cons	2,500	2,750	550	2,200	STGEN
				10,000	11,000	2,200	8,800	NHPP
				18,300	20,130	4,026	16,104	DEMO
H.012052	LA 3092	Roundabout	ROW	300	300	0	300	HSIP
			Util	150	150	0	150	HSIP
L.000038	Planning, Training, & Research	Line Item		100				SPR OPT
L.000046	Misc. STP Enhancement Projects	Line Item	Cons	66	72.6	14.52	58.08	TAP < 200K
				66	72.6	14.52	58.08	TAPFLEX
L.000047	Misc. National Trails	Line Item	Cons	106	116.6	23.32	93.28	RTP
L.000048	Scenic Byways	Line Item	Cons	33	36.3	7.26	29.04	NSB
L.000053	Statewide Overlay Program	Line Item	Cons	1,452	1,597.2	319.44	1,277.76	NHPP
				4,356	4,791.6	958.32	3,833.28	STPFLEX
L.000054	Road Preventive Maintenance Program	Line Item	Cons	132	145.2	29.04	116.16	NHPP
				436	479.6	95.92	383.68	STPFLEX
L.000055	Railroad Crossing Improvements	Line Item	Cons	548	602.8	120.56	482.24	STCASH
L.000056	Misc. HMISC Hazard Elimination and Safety	Line Item	Cons	1,426	1,568.6	156.86	1,411.74	HSIP
				726	798.6	0	798.6	HSIPPEN

Project #	Route/Project Name	Project Description	Work Phase	Est. Cost (X \$1K)	Est. Cost + 10%	Local Match	Federal Share	Funding Source
L.000060	Local Road Safety Program	Line Item	Cons	73	80.3	16.06	64.24	HSIPPEN
				73	80.3	16.06	64.24	HRRR
L.000061	Safe Routes to Public Places Program	Line Item	Cons	73	80.3	80.3	0	SATRANS
				55				HSIP
				18				HSIPPEN
L.000062	Motorist Assistance Patrol	Line Item		247.5	247.5	49.5	198	NHPP
				412.5	412.5	82.5	330	STP < 200K
L.000063	Traffic Control Devices Program	Line Item	Cons	132	145.2	0	145.2	HSIP
				396	435.6	0	435.6	NHPP
				528	580.8	0	580.8	STPFLEX
L.000064	Transportation Management System Management Program	Line Item	Cons	1,000	1,100	220	880	STPFlex
L.000065	ITS Systems (Statewide)	Line Item	Cons	1,000	1,100	220	880	NHPP
				129	141.9	28.38	113.52	STPFLEX
L.000067	Interstate Lighting, Electrical Projects	Line Item	Cons	111	122.1	12.21	109.89	NHPP
L.000068	Access Management Projects	Line Item	Cons	92	101.2	20.24	80.96	STPFLEX
				3	3.3	.66	2.64	NHPP
L.000069	Road Transfer Program	Line Item	Cons	18	19.8	1.98	17.82	HSIP
				18	19.8	0	19.8	HSIPPEN
				37	40.7	8.14	32.56	NHPP
				222	244.2	48.84	195.36	STPFLEX
L.000072	Moveable Bridge Program (Elec/Mech)	Line Item	Cons	74	81.4	16.28	65.12	STPFLEX
L.000073	Urgent Bridge Repair/Replacement	Line Item	Cons	185	203.5	40.7	162.8	NHPP
				185	203.5	40.7	162.8	STPFLEX
L.000074	Bridge Preventative Maintenance Program	Line Item	Cons	370	407	81.4	325.6	NHPP
				185	203.5	40.7	162.9	STPFLEX

Project #	Route/Project Name	Project Description	Work Phase	Est. Cost (X \$1K)	Est. Cost + 10%	Local Match	Federal Share	Funding Source
L.000075	Bridge Painting Program	Line Item	Cons	185	203.5	166.87	36.63	NHPP
				37	40.7	8.14	32.56	STPFLEX
L.000076	On-System Bridge Program w CE	Line Item	Cons	1,851.8	2,036.98	407.4	1,629.58	NHPP
				2962.9	3,259.19	651.84	2,607.35	STPFLEX
L.000077	Bridge Scour Analysis	Line Item	Cons	1.8	1.98	.40	1.58	NHPP
L.000078	Off-System Bridge Replacement Program	Line Item	Cons	814.8	896.28	179.26	717.02	FBROFF
				740.7	814.77	814.77	0	STGEN
L.000081	Various Demo Projects	Line Item	Cons	185	203.5	40.7	162.8	DEMO
L.000083	Conversion of AC (Includes Debt Service)	Line Item	Cons	370	407	40.7	366.3	NHPP
				370	407	81.4	325.6	STPFLEX
L.000084	Modified Project Agreement	Line Item	Cons	370	407	81.4	325.6	STPFLEX
L.000085	Advanced Traffic Management Center	Line Item	Cons	7.4	8.14	1.63	6.51	CM
L.000087	Stage 0 and Feasibility Studies	Line Item	Feasibility	18.5	18.5	1.85	16.65	HSIP
				37	40.7	0	40.7	HSIPPEN
				37	40.7	8.14	32.56	NHPP
				37	40.7	8.14	32.56	STPFLEX
L.000092	DBE Supportive Services	Line Item	Feasibility	11	11	0	11	DBE/SS
L.000093	Statewide Congestion Mitigation	Line Item	Cons	170	187	0	187	CM
L.000094	Urban Transit (INCL Transfer to Agencies)	Line Item	Cons					STP<200K
				37	40.7	0	40.7	STPFLEX

FY 21 (OCTOBER 2020 – SEPTEMBER 2021)

Project #	Route/Project Name	Project Description	Work Phase	Est. Cost (X \$1K)	Est. Cost + 10%	Local Match	Federal Share	Funding Source
FY 21 (OCTOBER 2020 – SEPTEMBER 2021)								
H.010865	I-210: Cove Ln INTG – E JCT I-10	Installation of Cable Barriers in Median	Cons	5,450	5,995	599.5	5,395.5	NHPP
H.010000	US 171: Calcasieu RVR BR Rehab (HBI)	Cleaning & Painting & Misc. Repairs	Cons	1,700	1,870	374	1,496	NHPP
H.012052	LA 3092	Roundabout	Cons	2,000	2,200	0	2,200	HSIP
L.000038	Planning, Training, & Research	Line Item		100				SPR OPT
L.000046	Misc. STP Enhancement Projects	Line Item	Cons	66	72.6	14.52	58.08	TAP < 200 K
				66	72.6	14.52	58.08	TAPFLEX
L.000047	Misc. National Trails	Line Item	Cons	106	116.6	23.32	93.28	RTP
L.000048	Scenic Byways	Line Item	Cons	33	36.3	7.26	29.04	NSB
L.000053	Statewide Overlay Program	Line Item	Cons	1,452	1,597.2	319.44	1277.76	NHPP
				4,356	4,791.6	958.32	3833.28	STPFLEX
L.000054	Road Preventive Maintenance Program	Line Item	Cons		145.2	29.04	116.16	
				132				NHPP
				436	479.6	95.92	383.68	STPFLEX
L.000055	Railroad Crossing Improvements	Line Item	Cons	548	602.8	120.56	482.24	STCASH
L.000056	Misc. HMISC Hazard Elimination and Safety	Line Item	Cons	1,426	1,568.6	156.86	1,411.74	HSIP
				726	798.6	0	798.6	HSIPPEN
L.000060	Local Road Safety Program	Line Item	Cons	73	80.3	16.06	64.24	HSIPPEN
				73	80.3	16.06	64.24	HRRR
L.000061	Safe Routes to Public Places Program	Line Item	Cons	73	80.3	80.3	0	SATRANS
				55	60.5	6.05	54.45	HSIP
				18	19.8	0	19.8	HSIPPEN
L.000062	Motorist Assistance Patrol	Line Item		247.5	247.5	49.5	198	NHPP
				412.5	412.5	82.5	330	STP < 200K
L.000063		Line Item	Cons	132	145.2	0	145.2	HSIP

Project #	Route/Project Name	Project Description	Work Phase	Est. Cost (X \$1K)	Est. Cost + 10%	Local Match	Federal Share	Funding Source
	Traffic Control Devices Program			396	435.6	0	435.6	NHPP
				528	580.8	0	580.8	STPFLEX
L.000065	ITS Systems (Statewide)	Line Item	Cons	1,000	1,100	220	880	NHPP
				129	141.9	28.38	113.52	STPFLEX
L.000067	Interstate Lighting, Electrical Projects	Line Item	Cons	111	122.1	12.21	109.89	NHPP
L.000068	Access Management Projects	Line Item	Cons	92	101.2	20.24	80.96	STPFLEX
				3	3.3	.66	2.64	NHPP
L.000069	Road Transfer Program	Line Item	Cons	18	19.8	1.98	17.82	HSIP
				18	19.8	0	19.8	HSIPPEN
				37	40.7	8.14	32.56	NHPP
				222	244.2	48.84	195.36	STPFLEX
L.000072	Moveable Bridge Program (Elec/Mech)	Line Item	Cons	74	81.4	16.28	65.12	STPFLEX
L.000073	Urgent Bridge Repair/Replacement	Line Item	Cons	185	203.5	40.7	162.8	NHPP
				185	203.5	40.7	162.8	STPFLEX
L.000074	Bridge Preventative Maintenance Program	Line Item	Cons	370	407	81.4	325.6	NHPP
				185	203.5	40.7	162.9	STPFLEX
L.000075	Bridge Painting Program	Line Item	Cons	185	203.5	40.7	162.8	NHPP
				37	40.7	8.14	32.56	STPFLEX
L.000076	On-System Bridge Program w CE	Line Item	Cons	1,851.8	2,036.98	407.4	1,629.58	NHPP
				2,962.9	3,259.19	651.84	2,607.35	STPFLEX
L.000077	Bridge Scour Analysis	Line Item	Cons	1.8	1.98	.40	1.58	NHPP
L.000078	Off-System Bridge Replacement Program	Line Item	Cons	814.8	896.28	179.26	717.02	FBROFF
				740.7	814.77	814.77	0	STGEN
L.000081	Various Demo Projects	Line Item	Cons	185	203.5	40.7	162.8	DEMO
L.000083		Line Item	Cons	370	407	40.7	366.3	NHPP

Project #	Route/Project Name	Project Description	Work Phase	Est. Cost (X \$1K)	Est. Cost + 10%	Local Match	Federal Share	Funding Source
	Conversion of AC (Includes Debt Service)			370	407	81.4	325.6	STPFLEX
L.000084	Modified Project Agreement	Line Item	Cons	370	407	81.4	325.6	STPFLEX
L.000085	Advanced Traffic Management Center	Line Item	Cons	7.4	8.14	1.63	6.51	CM
L.000087	Stage 0 and Feasibility Studies	Line Item	Feasibility	18.5	20.35	2.03	18.32	HSIP
				37	40.7	0	40.7	HSIPPEN
				37	40.7	8.14	32.56	NHPP
				37	40.7	8.14	32.56	STPFLEX
L.000092	DBE Supportive Services	Line Item	Feasibility	11	11	0	11	DBE/SS
L.000093	Statewide Congestion Mitigation	Line Item	Cons	170	187	0	187	CM
L.000094	Urban Transit (INCL Transfer to Agencies)	Line Item	Cons					STP<200K
				37	40.7	0	40.7	STPFLEX

FY 22 (OCTOBER 2021 – SEPTEMBER 2022)

Project #	Route/Project Name	Project Description	Work Phase	Est. Cost (X \$1K)	Est. Cost + 10%	Local Match	Federal Share	Funding Source
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FY 22 (OCTOBER 2021 – SEPTEMBER 2022)

H.013812	Ihles Road: W Prien Lake – Country Club	Roadway Widening	Cons	7,270	7,997	1,599.4	6,397.6	STP<200K
				484	533	533	0	Local
L.000038	Planning, Training, & Research	Line Item		200				SPR OPT
L.000046	Misc. STP Enhancement Projects	Line Item	Cons	66	72.6	14.52	58.08	TAP < 200K
				66	72.6	14.52	58.08	TAPFLEX
L.000047	Misc. National Trails	Line Item	Cons	106	116.6	23.32	93.28	RTP
L.000048	Scenic Byways	Line Item	Cons	33	36.3	7.26	29.04	NSB
L.000053	Statewide Overlay Program	Line Item	Cons	1,452	1,597.2	319.44	1277.76	NHPP
				4,356	4,791.6	958.32	3833.28	STPFLEX
L.000054	Road Preventive Maintenance Program	Line Item	Cons	132	145.2	29.04	116.16	NHPP
				436	479.6	95.92	383.68	STPFLEX
L.000055	Railroad Crossing Improvements	Line Item	Cons	548	602.8	120.56	482.24	STCASH
L.000056	Misc. HMISC Hazard Elimination and Safety	Line Item	Cons	1,426	1,568.6	156.86	1,411.74	HSIP
				726	798.6	0	798.6	HSIPPEN
L.000060	Local Road Safety Program	Line Item	Cons	73	80.3	16.06	64.24	HSIPPEN
				73	80.3	16.06	64.24	HRRR
L.000061	Safe Routes to Public Places Program	Line Item	Cons	73	80.7	80.7	0	SATRANS
				55				HSIP
				18	19.8	0	19.8	HSIPPEN
L.000062	Motorist Assistance Patrol	Line Item		247.5	247.5	49.5	198	NHPP
				412.5	412.5	82.5	330	STP < 200K
L.000063	Traffic Control Devices Program	Line Item	Cons	132	145.2	130.68	14.52	HSIP
				396	435.6	0	435.6	NHPP
				528	580.8	0	580.8	STPFLEX
L.000065	ITS Systems (Statewide)	Line Item	Cons	1,000	1,100	220	880	NHPP
				129	141.9	28.38	113.52	STPFLEX

Project #	Route/Project Name	Project Description	Work Phase	Est. Cost (X \$1K)	Est. Cost + 10%	Local Match	Federal Share	Funding Source
L.000067	Interstate Lighting, Electrical Projects	Line Item	Cons	111	122.1	12.21	109.89	NHPP
L.000068	Access Management Projects	Line Item	Cons	92	101.2	20.24	80.96	STPFLEX
				3	3.3	.66	2.64	NHPP
L.000069	Road Transfer Program	Line Item	Cons	18	19.8	1.98	17.82	HSIP
				18	19.8	0	19.8	HSIPPEN
				37	40.7	8.14	32.56	NHPP
				222	244.2	48.84	195.36	STPFLEX
L.000072	Moveable Bridge Program (Elec/Mech)	Line Item	Cons	74	81.4	16.28	65.12	STPFLEX
L.000073	Urgent Bridge Repair/Replacement	Line Item	Cons	185	203.5	40.7	162.8	NHPP
				185	203.5	40.7	162.8	STPFLEX
L.000074	Bridge Preventative Maintenance Program	Line Item	Cons	370	407	81.4	325.6	NHPP
				185	203.5	40.7	162.9	STPFLEX
L.000075	Bridge Painting Program	Line Item	Cons	185	203.5	40.7	162.9	NHPP
				37	40.7	8.14	32	STPFLEX
L.000076	On-System Bridge Program w CE	Line Item	Cons	1,851.8	2,036.98	407.4	1,629.58	NHPP
				2,962.9	3,259.19	651.84	2,607.35	STPFLEX
L.000077	Bridge Scour Analysis	Line Item	Cons	1.8	1.98	.40	1.58	NHPP
L.000078	Off-System Bridge Replacement Program	Line Item	Cons	814.8	896.28	179.26	717.02	FBROFF
				740.7	814.77	814.77	0	STGEN
L.000081	Various Demo Projects	Line Item	Cons	185	203.5	40.7	162.8	DEMO
L.000083	Conversion of AC (Includes Debt Service)	Line Item	Cons	370	407	40.7	366.3	NHPP
				370	407	81.4	325.6	STPFLEX
L.000084	Modified Project Agreement	Line Item	Cons	370	407	81.4	325.6	STPFLEX

Project #	Route/Project Name	Project Description	Work Phase	Est. Cost (X \$1K)	Est. Cost + 10%	Local Match	Federal Share	Funding Source
L.000085	Advanced Traffic Management Center	Line Item	Cons	7.4	8.14	1.63	6.51	CM
L.000087	Stage 0 and Feasibility Studies	Line Item	Feasibility	18.5	20.35	2.03	18.32	HSIP
				37	40.7	0	40.7	HSIPPEN
				37	40.7	8.14	32.56	NHPP
				37	40.7	8.14	32.56	STPFLEX
L.000092	DBE Supportive Services	Line Item	Feasibility	11	11	0	11	DBE/SS
L.000093	Statewide Congestion Mitigation	Line Item	Cons	170	187	0	187	CM
L.000094	Urban Transit (INCL Transfer to Agencies)	Line Item	Cons					STP<200K
				37	40.7	0	40.7	STPFLEX

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FY 19 (OCTOBER 2018 – SEPTEMBER 2019)

State Project	Project Description	Proposed Improvement	Cost (x\$1,000)	Federal Share	Match	Funding Source	Letting Date	Comments
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FY 19 (OCTOBER 2018 – SEPTEMBER 2019)

	Calcasieu Parish Transit	Operating	186.36	158.4	28.95	Section 5311	N/A	N/A
	Calcasieu Parish Transit	Capital Assistance Grant	194.67	165.46	29.2	Section 5311	N/A	N/A
	Calcasieu Parish Transit	Job Access Reverse Commute (JARC) Operating Assistance	158	134.3	23.7	Section 5316	N/A	N/A
	Calcasieu Parish Voluntary	Operating 50/50	60	30	30	Section 5310	N/A	N/A
	Lake Charles Transit	Capital Assistance Grant – Bus Stop Shelters	30	24	6	Section 5307	N/A	PLACEHOLDER
	Lake Charles Transit	Capital Assistance Grant – Bus Support Equipment	37.5	30	7.5	Section 5307	N/A	PLACEHOLDER
	Lake Charles Transit	Capital Assistance Grant – Bus Capital	750	600	150	Section 5307	N/A	PLACEHOLDER
	Lake Charles Transit	Operating Assistance	2,001	1,000.49	1,000.49	Section 5307	N/A	PLACEHOLDER

FY 20 (OCTOBER 2019 – SEPTEMBER 2020)

State Project	Project Description	Proposed Improvement	Cost (x\$1,000)	Federal Share	Match	Funding Source	Letting Date	Comments
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FY 20 (OCTOBER 2019 – SEPTEMBER 2020)

	Calcasieu Parish Public Transit transferring funds, via LaDOTD, to Lake Charles Transit.	Transfer of Funds	283.2	240.72	42.48	STPFlex Urban Transit Funds	N/A	Calcasieu Parish Public Transit had funds from 2013, there were unused, and LaDOTD recommended best to keep the funds available in our MPO area.
	Lake Charles Transit	Capital Assistance Grant – Preventative Maintenance	1,312.5	1,050.0	262.5	Section 5307	N/A	
	Lake Charles Transit	Operating – Emergency Relief Operating Assistance	5,364	5,364	0	Section 5307	N/A	This grant utilizes CARES Act funding to help respond to and recover from the COVID-19 pandemic. The 100% federal share grant would cover operating expense items such as salaries, maintenance, safety, equipment, security, preventative maintenance to maintain transit service for citizens. The anticipated completion date for use of funds is June 30, 2023.
	Lake Charles Transit	Capital Assistance Grant – Bus Stop Shelters	30	24	6	Section 5307	N/A	PLACEHOLDER
	Lake Charles Transit	Capital Assistance Grant – Bus Support Equipment	37.5	30	7.5	Section 5307	N/A	PLACEHOLDER
	Lake Charles Transit	Capital Assistance Grant – Bus Capital	750	600	150	Section 5307	N/A	PLACEHOLDER
	Lake Charles Transit	Operating Assistance	2,001	1,000.49	1,000.49	Section 5307	N/A	PLACEHOLDER

State Project	Project Description	Proposed Improvement	Cost (x\$1,000)	Federal Share	Match	Funding Source	Letting Date	Comments
	Lake Charles Transit	Capital Assistance Grant – Bus Capital	380	323	57	Section 5307	N/A	PLACEHOLDER
	Calcasieu Parish Public Transit	Job Access Reverse Commute (JARC) Operating Assistance	108.08	86.46	21.61	5316-Urban	N/A	PLACEHOLDER
	Calcasieu Parish Public Transit	Job Access Reverse Commute (JARC) Operating Assistance	50	40	10	5316-Rural	N/A	PLACEHOLDER
	Calcasieu Parish Voluntary COA	Operating Assistance Grant	60	48	12	5310- Small Urban	N/A	PLACEHOLDER
	Calcasieu Parish Public Transit	Operating	186.36	158.4	28.95	5311- Rural	N/A	PLACEHOLDER

FY 21 (OCTOBER 2020 – SEPTEMBER 2021)

State Project	Project Description	Proposed Improvement	Cost (X \$1K)	Federal Share	Match	Funding Source	Letting Date	Comments
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FY 21 (OCTOBER 2020 – SEPTEMBER 2021)

	Lake Charles Transit	Capital Assistance Grant – Bus Stop Shelter	30	24	6	Section 5307	N/A	PLACEHOLDER
	Lake Charles Transit	Capital Assistance Grant – Bus Support Equipment	37.5	30	7.5	Section 5307	N/A	PLACEHOLDER
	Lake Charles Transit	Capital Assistance Grant – Bus Capital	750	600	150	Section 5307	N/A	PLACEHOLDER
	Lake Charles Transit	Operating Assistance	2,001	1,00.49	1,000.49	Section 5307	N/A	PLACEHOLDER
	Lake Charles Transit	Capital Assistance Grant – Bus Capital	380	323	57	Section 5307	N/A	PLACEHOLDER

FY22 (OCTOBER 2021 – SEPTEMBER 2022)

State Project	Project Description	Proposed Improvement	Cost (X \$1K)	Federal Share	Match	Funding Source	Letting Date	Comments
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FY 22 (OCTOBER 2021 – SEPTEMBER 2022)

	Lake Charles Transit	Capital Assistance Grant – Bus Stop Shelter	30	24	6	Section 5307	N/A	PLACEHOLDER
	Lake Charles Transit	Capital Assistance Grant – Bus Support Equipment	37.5	30	7.5	Section 5307	N/A	PLACEHOLDER
	Lake Charles Transit	Capital Assistance Grant – Bus Capital	750	600	150	Section 5307	N/A	PLACEHOLDER
	Lake Charles Transit	Operating Assistance	2,001	1,000.49	1,000.49	Section 5307	N/A	PLACEHOLDER
	Lake Charles Transit	Capital Assistance Grant – Bus Capital	380	323	57	Section 5307	N/A	PLACEHOLDER

APPENDIX C: PERFORMANCE MEASURES AND TARGETS

TRANSPORTATION PERFORMANCE MANAGEMENT IMPLEMENTATION MEASURES AND TARGETS FOR LAKE CHARLES URBANIZED AREA

Lake Charles/LaDOTD Performance Measure 2 and Targets			
<u>Pavement Condition</u>			
<u>Performance Measure</u>	<u>Baseline Performance (2017)</u>	<u>2-Year Target (2020)</u>	<u>4-Year Target (2022)</u>
% of pavements of the Interstate System in Good condition	10%	12%	10%
% of pavements of the Interstate System in Poor condition	1%	3%	4%
% of pavements of the non-Interstate NHS in Good condition	28%	16%	14%
% of pavements of the non-Interstate NHS in Poor condition	12%	10%	12%
<u>Bridge Condition</u>			
<u>Performance Measure</u>	<u>Baseline Performance (2017)</u>	<u>2-Year Target (2020)</u>	<u>4-Year Target (2022)</u>
% of NHS bridges classified as in Good condition	31.3%	35%	30%
% of NHS bridges classified as in Poor condition	18%	9.9%	9.9%

Lake Charles/LaDOTD Performance Measure 3 and Targets			
<u>System Performance</u>			
<u>Interstate Travel Time Reliability Measures</u>	<u>Baseline Performance (2017)</u>	<u>2-Year Target (2020)</u>	<u>4-Year Target (2022)</u>
% of person-miles traveled on the Interstate that are reliable	95.8%	88.9%	88.4%
<u>Interstate Travel Time Reliability Measures</u>	<u>Baseline Performance (2017)</u>	<u>2-Year Target (2020)</u>	<u>4-Year Target (2022)</u>
% of person-miles traveled on the non-Interstate NHS that are reliable	89.6%		86.6%
<u>Freight Measure</u>			
<u>Freight Reliability Measure</u>	<u>Baseline Performance (2017)</u>	<u>2-Year Target (2020)</u>	<u>4-Year Target (2022)</u>
Truck Travel Time Reliability (TTTR) Index	1.41	1.37	1.4

TRANSIT ASSET MANAGEMENT PLAN PERFORMANCE MEASURES AND TARGETS FOR LAKE CHARLES TRANSIT SYSTEM

Lake Charles Transit Asset Management Performance Measures and Targets: FY 2018 - 19		
Asset Category	Performance Measure	Target
Rolling Stock All Revenue Vehicles	Age - % of revenue vehicles within a particular asset class that have met or exceeded Useful Life Benchmark (ULB)	Bus – 0% Cutaway – 0% Trolleybus – 0%
Equipment Non-revenue vehicles	Age - % of vehicles within a particular asset class that have met or exceeded Useful Life Benchmark (ULB)	Service Vehicles – 40%
Facilities All buildings or structures	Condition - % of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM)	Facilities – 0%

APPENDIX D: DEFINITIONS AND ACRONYMS

AREA SOURCE	Small stationary and non-transportation pollution sources that are too Small and numerous to be included as point sources but may collectively contribute to air pollution.
CAAA (CLEAN AIR ACT AMENDMENTS OF 1990)	Legislation that identifies mobile sources as a major source of pollution and calls for the stringent new requirements in metropolitan areas and states where attainment of the NAAQS is contested.
CARBON MONOXIDE (CO)	A colorless, odorless, tasteless gas formed in large part by the incomplete combustion of fuel.
EMISSION INVENTORY	A complete list of sources and amounts of pollution within a specific area and time interval.
EPA (ENVIRONMENTAL PROTECTION AGENCY)	Federal agency created in the Environmental Protection Act of 1970, which is responsible for enforcing, monitoring, and maintaining Federal environmental law.
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.
FHWA (FEDERAL HIGHWAY ADMINISTRATION)	An agency of the U. S. Department of Transportation with jurisdiction over highways.
FIXING AMERICA'S SURFACE TRANSPORTATION ACT (FAST ACT)	"On December 4, 2015, President Obama signed the Fixing America's Surface Transportation (FAST) Act (Pub. L. No. 114-94) into law—the first federal law in over a decade to provide long-term funding certainty for surface transportation infrastructure planning and investment. The FAST Act authorizes \$305 billion over fiscal years 2016 through 2020 for highway, highway and motor vehicle safety, public transportation, motor carrier safety, hazardous materials safety, rail, and research, technology, and statistics programs. The FAST Act maintains our focus on safety, keeps intact the established structure of the various highway-related programs we manage, continues efforts to streamline project delivery and, for the first time, provides a dedicated source of federal dollars for freight projects. With the enactment of the FAST Act, states and local governments are now moving forward with critical transportation projects with the confidence that they will have a federal partner over the long term." -fhwa.dot.gov
ISTEA (INTERMODAL SURFACE TRANSPORTATION EFFICIENCY ACT OF 1991)	Major federal legislation that implemented broad changes in the transportation decision-making processes. ISTEA emphasized diversity and balance of modes together with preservation of existing systems. It imposed a series of environmental, social, and energy-related factors that must be addressed in the planning, programming, and selection of projects.
LADEQ (LOUISIANA DEPARTMENT OF ENVIRONMENTAL QUALITY)	State of Louisiana agency with jurisdiction over environmental regulation.
LADOTD (LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT)	State of Louisiana agency with jurisdiction over transportation.

MAINTENANCE AREA	A geographic region of the country previously designated non-attainment for a criteria pollutant and which has been subsequently re-designated to attainment subject to the requirement for an air quality maintenance plan.
METROPOLITAN AREA	An area with a population of at least 50,000 as defined by the Bureau of the Census.
METROPOLITAN BOUNDARIES	The area represented by the existing urbanized area and the contiguous area forecasted to be urbanized in a 20-year horizon for the region. The area may include the entire metropolitan statistical areas as designated by the Bureau of the Census, or another area as agreed upon by the Governor and MPO. Unless agreed upon by the metropolitan organization and the Governor, the area must also include the area of non-attainment of the NAAQS, as defined by the CAAA.
MOBILE SOURCE	Mobile sources include motor vehicles, aircraft, ocean-going vessels, and other transportation modes. The principle mobile source pollutants are carbon monoxide (CO), volatile organic compounds (VOC's), oxides of nitrogen (NO ₂), and particulate matter less than 10 microns in diameter (PM ₁₀).
MOVING AHEAD FOR PROGRESS IN THE 21ST CENTURY (MAP-21)	MAP-21, the Moving Ahead for Progress in the 21st Century Act (P.L. 112-141), was signed into law by President Obama on July 6, 2012. Funding surface transportation programs at over \$105 billion for fiscal years (FY) 2013 and 2014, MAP-21 was the first long-term highway authorization enacted since 2005. MAP-21 was a milestone for the U.S. economy and the Nation's surface transportation program. By transforming the policy and programmatic framework for investments to guide the system's growth and development, MAP-21 created a streamlined and performance-based surface transportation program and built on many of the highway, transit, bike, and pedestrian programs and policies established in 1991.
MPO (METROPOLITAN PLANNING ORGANIZATION)	An organization responsible for conducting the continuing, cooperative, and comprehensive planning process pursuant to 23 U.S.C. 134 and 49 U.S.C. 5303.
NATIONAL AMBIENT AIR QUALITY STANDARDS (NAAQS)	Federal standards that set permissible concentrations and exposure limits for various pollutants.
OZONE (O₃)	A secondary pollutant formed when volatile organic compounds and oxides of nitrogen combine in the presence of sunlight. It is a colorless gas with a sweet odor and is associated with respiratory problems in humans and animals.
REID VAPOR PRESSURE (RVP)	A measure of fuel volatility.
SAFETEA-LU (SAFE, ACCOUNTABLE, FLEXIBLE, EFFICIENT TRANSPORTATION EQUITY)	ACT: A LEGACY FOR USERS) A federal transportation bill called the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) was signed into law August 10, 2005. With guaranteed funding for highways, highway safety, and public transportation totaling \$244.1 billion. SAFETEA-LU recognized that transportation investments affect the economy, environment, and community quality of life.

STATE II VAPOR RECOVERY SYSTEM	A program designed to reduce hydrocarbon emissions during refueling.
TRANSCAD	A PC based network travel-demand model used in the analysis and forecasting of travel in urban areas.
TRANSPORTATION EQUITY ACT (TEA - 21) FOR THE 21ST CENTURY	The landmark legislation affirmed key priorities: improving safety, protecting public health and the environment, and creating opportunity for all Americans.

AQ	Air Quality	NAAQS	National Ambient Air Quality Standard
CAAA	Clean Air Act Amendments of 1990	NHS	National Highway System
CIP	Capital Improvements Program	NOX	Nitrogen Oxide
CMA	Congestion Management Area	RUD	Road Utility District
CO	Carbon Monoxide	SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
DOT	U.S. Department of Transportation	SIP	State Implementation Plan
EPA	Environmental Protection Agency	STIP	State Transportation Improvement Program
FHWA	Federal Highways Administration	STP	Surface Transportation Program
FTA	Federal Transit Administration	TAC	Technical Advisory Committee
HPMS	Highway Performance Monitoring System	TEA-21	Transportation Equity Act for the 21st Century
IMCAL	Imperial Calcasieu Regional Planning & Development Commission	TIP	Transportation Improvement Program
ISTEA	Intermodal Surface Transportation Efficiency Act of 1991	TMA	Transportation Management Area
LaDEQ or DEQ	Louisiana Department of Environmental Quality	TPC	Transportation Policy Committee
LaDOTD or DOTD	Louisiana Department of Transportation & Development	UPWP	Unified Planning Work Program
MAP-21	Moving Ahead for Progress in the 21st Century	V/C	Volume to Capacity Ratio
MPO	Metropolitan Planning Organization	VMT	Vehicle Miles Traveled
MTP	Metropolitan Transportation Plan	VOC	Volatile Organic Compounds

APPENDIX E: RECORD OF ADOPTIONS AND AMENDMENTS

Record Item No.	Project No.	Amendment No. Resolution No.	Date Adopted or Modified	TPC Viewing Date	Description of Change
1		Amendment I; Resolution 2125	Schedule for adoption on 6/27/18	6/20/18	Updated Transit Element section to the TIP for FY 19.
2	H.010865	Administrative Modification I	7/7/18	8/15/18	Project name changed to I-210: W JCT I-10 –E JCT I-10.
3		Amendment II; Resolution 2127	Schedule for adoption on 9/26/18	9/19/18	Adoption of TIP FY 2019 - 22.
4		Amendment III; Resolution 2128	Schedule for adoption on 9/26/18	9/19/18	Adoption of FY 2019 Transit Asset Management Performance Measures for Lake Charles Transit.
5		Amendment IV; Resolution 2129	Schedule for adoption on 10/31/18, contingent on no comment at public hearing on 11/7/18	10/24/18	Adoption of LaDOTD Performance Measures 2 & 3 and Targets, based on FHWA’s Transportation Performance Management Implementation Plan.
6	H.010865	Administrative Modification II	11/30/18	11/30/18	Project name changing from I-210 W JCT I-10 – E JCT I-10 to I-210: COVE LN INTG – E JCT I-10.
7		Amendment V; Resolution 2130	TPC adoption on 12/6/18, contingent on public comment period, with final adoption on 12/18/18.	11/30/18	Updated procedures to amend or administratively modify the TIP.
8	H.009620	Amendment V; Resolution 2130	TPC adoption on 12/6/18, contingent on public comment period, with final adoption on 12/18/18.	11/30/18	LaDOTD has increased total cost of I-10 West of LA 108 to I-210 Interchange construction phase, from \$16.5M to \$26.4M, with 90/10 Fed Share in FY 19.

9	H.011838	Amendment V; Resolution 2130	TPC adoption on 12/6/18, contingent on public comment period, with final adoption on 12/18/18.	11/30/18	City of Sulphur has decreased total cost of Ruth/Huntington Overlay construction phase, from \$1.6M to \$1.5M, with 80/20 Fed Share in FY 19.
10	H.013812	Amendment V; Resolution 2130	TPC adoption on 12/6/18, contingent on public comments period, with final adoption on 12/18/18.	11/30/18	City of Lake Charles and Calcasieu Parish have added Ihles Road: W Prien Lake – Country Club Road construction phase at total cost of \$7,997,000. The funding is split between STP<200K funding at \$7,997,000, with 80/20 Fed Share in FY 22. Secondly, local funding of \$533,000 with a 0% Fed Share in FY 22.
11	H.009620	Amendment VI; Resolution 2131	TPC adoption on 12/6/18, contingent on public comments period, with final adoption on 12/27/18	12/6/18	LaDOTD added I-10 West of LA 108 to I-210 Interchange environmental phase at total cost of \$7,200. The funding for mitigation costs are split between NHPP funding, with 80/20 Fed Share in FY 19.
12	H.009620	Administrative Modification III	3/13/19	3/20/19	LaDOTD has increased total cost plus 10% contingencies, of I-10 West of LA 108 to I-210 Interchange construction phase, from \$26.4M to \$30.2M. Furthermore, \$16.8M of total cost plus 10% contingencies will be 80/20 Fed Share, while \$9.1M will be 90/10 Fed Share, both using NHPP funds for FY 19.
13	L.00083	Administrative Modification IV	3/19/19	3/20/19	LaDOTD request to change name from Payback for Advance Construct to Conversion of AC (Includes Debt Service).

14	H.010000	Amendment VII; Resolution 2140	TPC adoption on 3/27/19. Final adoption on 4/22/19, with no public comments from public review/hearing period.	3/27/19	LaDOTD added US 171: Calcasieu River Bridge Rehabilitation engineering phase at total cost of \$45K at an 80/20 Fed Share, using NHPP funds for FY 19.
15	H.013870	Amendment VIII; Resolution 2143	TPC adoption on 5/23/19, contingent upon public comments period, with final adoption on 6/3/19.	5/17/19	City of Lake Charles requested addition of Enterprise Overlay: 12th St. to Broad St. construction phase at a total cost of \$1.2M STP<200K at 80/20 Fed Share in FFY 2020.
16	H.007122	Administrative Modification V	5/16/2019	5/17/2019	City of Westlake requested Myrtle Springs Road construction phase to be moved to FFY 2020.
17		Amendment IX; Resolution 2144	TPC adoption on 5/23/19, contingent upon public comments period, with final adoption on 6/4/19	5/17/2019	Calcasieu Parish Public Transit transferring \$283,000 STPFlex Urban Transit Funds, via LaDOTD, to Lake Charles Transit, with an 85/15 Fed Share in FY 20.
18	H.009620	Administrative Modification VI	5/31/2019	5/31/2019	LADOTD requested I-10: West of LA 108 to I-210 Interchange construction phase to be modified in FFY 2019, at a total cost of \$34.87 million using NHPP funds.
19	H.010865	Amendment X; Resolution 2148	TPC adoption on 8/28/19	8/14/19	LADOTD has increased total cost of I-210: COVE LN INTG - E JCT I-10 construction phase at a total cost of \$6,765,000 broken out as \$1.315M of HSIP @ 100% & \$5.45M of NHPP @ 90/10 in FFY 2020.
20		Administrative Modification VII	9/12/19	9/19/19	Calcasieu Parish Public Transit Job Access Reverse Commuting (JARC)

					operating assistance grant for \$158K; Calcasieu Parish Voluntary Council on Aging operating assistance grant for \$60K; Calcasieu Parish Public Transit operating assistance grant at \$186K.
21	H.010000	Administrative Modification VIII	3/5/2020	3/25/20	LADOTD requested US 171: CALCASIEU RVR BR REHAB (HBI) Construction phase be moved from FFY 2020 to FFY 2021
22	H.010865	Administrative Modification IX	3/5/2020	3/25/20	LADOTD requested I-210: COVE LN INTG - E JCT I-10 Construction phase be moved from FFY 2020 to FFY 2021
23	H.011839	Administrative Modification X	3/5/2020	3/25/20	LADOTD requested HENNING DR/WEEKLY RD OVERLAY Construction phase be moved from FFY 2019 to FFY 2020
24	H.012052	Administrative Modification XI	3/5/2020	3/25/20	LADOTD requested LA 3092: ROUNDABOUT Engineering phase be moved from FFY 2019 to FFY 2020
25		Amendment XI	5/6/2020	4/29/20	City of Lake Charles grant for \$1.32M, @80/20 Fed share, for operations in preventative maintenance in FFY 20.
26		Amendment XII	5/11/2020.	4/29/20	City of Lake Charles Transit grant for \$5.36M, @100% Fed share, for emergency operation expenses in FFY 20.

Procedures to Amend or Administratively Modify the Louisiana Statewide (STIP) and Transportation Improvement Programs (TIPs)

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

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

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

Administrative Modification thresholds include:

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 project phases ≤ \$5,000,000.
 - For project phases > \$5,000,000, an administrative modification is limited to budget changes of less than 25% in funding
3. Minor changes to funding sources of previously included project phases that do not affect fiscal constraint of the STIP or the ability to complete the project as initially described
4. Minor changes to project phase initiation dates as long as the project stays within the approved STIP/TIP timeframe and do not affect fiscal constraint of the STIP or the ability to complete the project as initially described. [23 CFR 450.218\(n\)](#)

5. A change in the project implementing agency;
6. A split or 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 guidelines in number two above.

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 transportation plan, TIP, or STIP that involves a major change to a project or project phase included in a metropolitan transportation plan, TIP, or STIP, including the addition or deletion of a project or a project phase, a major change in project/project phase cost or a major change in design concept or scope (e.g., changing project termini or the number of through traffic lanes). Changes to projects that are included only for illustrative purposes do not require an amendment. An amendment is a revision that requires public review and comment, re-demonstration of fiscal constraint and/or a conformity determination (for metropolitan

transportation plans and TIPs involving “non-exempt” projects in nonattainment and maintenance areas). TIP amendments with proof of action must be posted on the respective MPO website within 30 days. In the context of a long-range statewide transportation plan, an amendment is a revision approved by the State in accordance with its public involvement process.

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

Amendments: are all other changes to STIP/TIPs that are outside of the administrative modification listed above.

Timeline for Amendment Approval

When an amendment is sent to the FHWA, it will take a maximum of two weeks to be processed. The FHWA can partially approve an amendment on a project by project basis. Any project or phase of a project not approved will be resubmitted once questions and/or concerns have been resolved.

Dispute Resolution

If a question arises regarding the interpretation of an administrative modification or an amendment; the LADOTD, FHWA, FTA and MPO, as appropriate, will work to resolve the issue in coordination with each other. If after consultation, the parties disagree on the definition of what constitutes an administrative modification or an amendment, the final decision rests with the FTA for transit projects and FHWA for highway projects.

Quick Reference Chart for Amendments vs. Modifications

Administrative Modification	Amendment
Revision of a project description that does not significantly change the project design concept and/or scope	Major changes to a project including the addition or deletion of a project
Minor changes to project/project phase cost; applies to feasibility, environmental, R/W, utility relocation, engineering, construction <ul style="list-style-type: none"> • Funding changes are limited to \$1,250,000 for projects for \leq \$5,000,000 • For projects $>$ \$5,000,000 an administrative modification is classified as a change of less than 25% in funding 	Major changes in project cost, project/project phase initiation dates, or a major change in design concept or design scope <ul style="list-style-type: none"> • Funding changes that are greater than \$1,250,000 for projects \leq \$5,000,000 • Change of 25% or more in funding
Minor changes to funding sources of previously included projects that do not affect fiscal constraint	Major changes to funding sources, such as adding a new federal funding source for a project not previously federally funded
Minor changes to project/project phase initiation dates as long as the project stays within the approved S/TIP timeframe and does not affect fiscal constraint	
A change in the project implementing agency	
A split or combination of individually listed projects; as long as cost, schedule, and scope remain unchanged	
The addition or deletion of projects from grouped project (line item) listings as long as the total funding amounts stay within the guidelines	

Amendments and Administrative Modifications to a Line Item

Line Items are evaluated per phase, per fund, per year. Adding a new funding source to a phase of a line item in a particular FFY would require a STIP amendment if it affected fiscal constraint (i.e. the current STIP includes \$10,000,000 of NHPP in FFY 2019 on Phase 6 of L.000053; by adding \$5,000,000 in STPFLEX to that line item in that year and phase so that after approved, the current STIP will include \$10,000,000 in NHPP and \$5,000,000 in STPFLEX in FFY 2019 on Phase 6 of L.000053). Adding a phase to a line item also requires a STIP amendment.

For a line item phase, fund, year combination with a cost > \$5,000,000, changing the amount by more than 25% on that fund, in that phase and in that year requires a STIP amendment. For a line item phase, fund, year combination with a cost > \$5,000,000, changing the amount less than 25% on that fund, in that phase and in that year can be done by a STIP administrative modification.

For a line item phase, fund, year combination with a cost \leq \$5,000,000, the amount can be changed up to \$1,250,000 by a STIP administrative modification; changing the amount by more than \$1,250,000 requires a STIP amendment.

Adjusting existing amounts on funds within a phase and within a particular FFY of a line item that does not affect fiscal constraint of the STIP can be done by a STIP administrative modification (i.e. changing \$10,000,000 of NHPP and \$20,000,000 of STPFLEX in FFY 2019 on Phase 6 of L.000053 to \$3,000,000 of NHPP and \$27,000,000 of STPFLEX in FFY 2019 on Phase 6 of L.000053).

Adding a fund within a phase and within a particular FFY of a line item that does not affect fiscal constraint of the STIP can be done by a STIP administrative modification (i.e. adding STCASH or NFA or STBONDS or STGEN or LOCAL because additional funding sources have been identified on a project or it has been decided that projects need to be authorized as an advance construction project).

Splitting an existing fund into multiple funds within a phase and within a particular FFY of a line item which does not affect fiscal constraint of the STIP can be done by a STIP administrative modification (i.e. splitting \$10,000,000 of NHPP in FFY 2019 on Phase 6 of L.000053 into \$2,000,000 of NHPP and \$8,000,000 of STPFLEX in FFY 2019 on Phase 6 of L.000053; total remains \$10,000,000).