Southwest Louisiana Regional Planning Commission (SWLA-RPC)
Imperial Calcasieu Regional Planning & Development Commission (IMCAL)
Louisiana Planning District 5

January 5, 2021

RE: Transportation Improvement Program (TIP) Project Call

Dear TPC Member:

The Lake Charles Urbanized Area Metropolitan Planning Organization's (MPO) Project Selection Process "Project Call" for the four-year Transportation Improvement Program (TIP) is formally underway through this correspondence. We are now accepting new transportation projects to be considered for inclusion in the MPO's TIP FFY 2023-2026 .

The Metropolitan Transportation Plan has been updated to reflect current conditions and address new transportation needs. Please use the attached *Candidate Project Submission Form* and accompanying checklists in **Appendix C** to submit all projects (copy as needed). Also, please pay special attention to the "Project Eligibility" and "Funding Categories" sections in the *Candidate Project Submission Form* regarding types of projects which may be submitted. **Appendix D** includes a copy of the form to be used in the evaluation process so you can see how projects will be evaluated.

Please send your submissions by March 31, 2021. Our office will be contacting your staff in the next several weeks to provide any technical assistance you may require. A copy of this information is also being forwarded to appropriate technical and management staff within your administration.

Please note, projects in the current Metropolitan Transportation Plan do not have to be resubmitted under this process. To review a copy of the MTP visit the Long Range Transportation Plan under the Transportation Tab on the IMCAL website, www.planswla.com.

If you have any questions concerning this matter, please contact Walter Council at 433-1771 or email your questions to waltercouncil@planswla.com.

Sincerely,

Michael Hollier

Michael Hollier, AICP
Executive/MPO Director
Metropolitan Planning Organization Lake Charles Urbanized Area

Attachment

Lake Charles Urbanized Area
METROPOLITAN PLANNING ORGANIZATION
Surface Transportation Program funding for Urbanized Areas with Population less than 200K (STP<200K)
PROJECT SELECTION PROCESS

Updated: 08/04/2020

GENERAL INFORMATION

The Lake Charles Urbanized Area Metropolitan Planning Organization, hereinafter referred to as LCMPO, serves as the federally designated transportation planning organization for the area located in southwestern Louisiana. The LCMPO boundary covers the designated MPO planning area inside of Calcasieu Parish including the Cities of Lake Charles, Sulphur, and Westlake. The Imperial Calcasieu Regional Planning and Development Commission (IMCAL) serves as the host and fiscal agent for the LCMPO.

LCMPO is issuing a Call for Projects (CFP) as part of the update of its 2045 Metropolitan Transportation Plan (MTP). Projects representing all modes of transportation are requested, including roadway, bike and pedestrian, transit, and other eligible activities. Only primary implementation funding is available through the CFP, e.g., construction of infrastructure or purchase of transit rolling stock. Funding is not available for pre-implementation activities, such as feasibility studies and preliminary engineering. Project sponsors are responsible for funding pre-implementation activities.

The LCMPO's Project Selection Process was developed to comply with and be compliant with the Fixing America's Surface Transportation (FAST) Act, the current funding and authorization bill to govern United States federal surface transportation spending. The FAST Act continues to use the eight federal planning factors established under ISTEA and expanded under SAFETEA-LU, while adding two additional factors for consideration in the planning process. The following ten factors* must be considered during the planning process:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness;
2. Increase the safety of the transportation system for motorized and nonmotorized users;
3. Increase the security of the transportation system for motorized and nonmotorized users;
4. Increase accessibility and mobility of people and 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 resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation; and
10. *Enhance travel and tourism.

New factors introduced by the FAST Act

In addition to the new factors introduced by the FAST Act, the Federal Transit Administration (FTA) published several rules as authorized by MAP 21 and continued in the FAST Act to establish and carry out a Public Transportation Safety Program (49 CFR Part 670[1]). The Transit Asset Management Plan (TAM) final rule[2] and

[1] https://www.federalregister.gov/documents/2016/08/11/2016-18920/public-transportation-safety-program
[2] https://www.federalregister.gov/documents/2016/07/26/2016-16883/transit-asset-management-national-transit-database

the Public Transportation Agency Safety Plan (PTASP) final rule[3] define performance measures for asset management and transit safety that must be coordinated with and incorporated into the metropolitan planning process.

According to the final rules regarding metropolitan planning, published in the Federal Register, an MTP must have at least a 20-year planning horizon. An MTP must also be updated at least every four years in areas that are designated as nonattainment for air quality or have an air quality maintenance plan. Calcasieu Parish was designated an air quality maintenance area in 1997.[4] Therefore, the MTP must be updated every four years, and, as part of the environmental mitigation steps in the MTP, the MPO is required to demonstrate that, in the aggregate, proposed capacity improvements or planned projects will not negatively affect the area's air quality.

In addition to the MTP, which is a long-range transportation plan, the MPO is required to publish a Transportation Improvement Program (TIP) for the LCMPO area. The TIP is list of upcoming projects covering the insuring four years. The TIP must be updated every two years and is the document which lists projects with committed funding for implementation.

Prior to placing a major capital project in the TIP, the project sponsor must undertake a corridor feasibility study to determine the final scope and extent of improvements. This MTP driven process is meant to provide very high-level, performance based, self-certified responses. The corridor study process would enable a sponsor to confirm project limits, attributes, and potential effects on transportation system performance and the immediate area and region.

PROJECT ELIGIBILITY

The following criteria will be used to determine which of the projects submitted in the call for projects are eligible for consideration to be added to the MTP:

1. Proposed projects will be consistent with the area's long-range transportation plan goals.
2. Proposed projects will support the region's ability to meet the current FAST Act goals (as shown on the previous page) and accompanying performance guidelines adopted as part of the MTP.
3. Proposed projects will have an identified funding source (with evidence of a local match) and cost estimate with supporting documents.
4. Proposed projects will have project readiness information and other details necessary to complete the 'MPO Stage 0 Process'.
5. Projects will fall within the Metropolitan Planning Area boundaries and will be functionally classified according to the adopted functional class roadway system. (*Interstate, Principal Arterial, Minor Arterial, Major Collector, Minor Collector and Local*)
6. Projects will not affect the area's air quality maintenance plan.

All eligible projects will be reviewed and evaluated by a special Transportation Advisory Committee (TAC) working group based on the criteria detailed later in this document. The TAC will complete the review of the projects and rank the projects based on projected available funding levels; the project's evaluation; the project's implementation timeline (readiness); and input from interagency consultation and coordination. Highly ranked projects will be placed into the 'financially constrained component' of the MTP up to the maximum available funds. Highly ranked projects that cannot be placed in the fiscally constrained portion of the MTP, will be placed in the 'unconstrained/unmet needs component' of the MTP. These projects in the unconstrained/unmet need component of the MTP will be considered for review when the next update MTP process begins. *Please note, this same general process will be used in conjunction with corridor studies completed by the project sponsor to move projects from the MTP to the TIP*.[5]

[3] https://www.govinfo.gov/content/pkg/FR-2018-07-19/pdf/2018-15167.pdf
[4] https://www3.epa.gov/airquality/greenbook/anayo_la.html
[5] Generally, this same process will be used when evaluating when to move projects from the MTP to the TIP, with available funding and completion of a corridor study being a trigger to determine whether the project is considered part of the Financially Constrained portion of the TIP. Projects without funding committed will remain part of the MTP.

Recommendations of the evaluation completed by the TAC working group will be provided to the Transportation Policy Committee (TPC) for final acceptance. The acceptance process will be part of the regular TPC meeting agenda. The discussion of the working group process will be made by a representative of the TAC working committee and include the following items (at a minimum):

- An indication of the dates for all working group meetings,
- A key map/report of the projects submitted by all sponsors;
- A report on the number of projects returned for additional data;
- The results of the evaluation process for all projects presented in a summary table including columns to identify the name, sponsor, location (start-end) and total number of evaluation points received;
- Summary notes of the discussion conducted during the working group meeting, along with identification of working group meeting attendance.

The TPC will use the outcomes of the working group review to establish which projects are added to the MTP, given the outcomes of project evaluation and available funding levels. The TPC's recommendations will be made in the form of a motion and an indication of the projects by name, sponsor, location.

PROJECT SELECTION PROCESS

The LCMPO's Project Selection Process consists of five (5) steps:

1. Project Call
2. Sponsor Completes and Submits Project Application
3. Project Application Review, Evaluation, and Initial Finding
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 for project submittal and evaluation:

Step 1. Project Call

The MPO Director, in consultation with the TAC, will send out a call for projects notice to all member governments in the Lake Charles Urbanized Area (see Appendix A). The project call will run for approximately 90 days, but the duration of this call may change in response to available funding and the volume of submittals. The funding programs open for project development are explained in Appendix B.

Step 2. Sponsor Completes and Submits Project Application

Project sponsors will provide a complete description of the project using the project information form and the checklists provided in Appendix C, Candidate Project Submission Form and Stage 0 Checklists.

For a project to be considered, each sponsor will need to provide the information shown in the checklists as this will provide the evaluation committee with the data necessary to review the project in accordance with the established criteria.

It is suggested that sponsor agencies be as thorough as possible when describing proposed projects. The items shown in the checklists are not optional. These checklist items are to be used by the sponsor to document/self-certify how the proposed project meets or exceeds the evaluation criteria being considered by the evaluation committee. It is advisable that engineering assistance is used to develop all cost estimates.

When submitting a project for consideration, the sponsor has the option to add a **Project Importance** value to give projects which address local issues and priorities higher priority. This value allows you to establish the connection of a proposed project to one of five activities identified by the Transportation Policy Committee as being of high importance. *The points given can be cumulative (include more than 1 measure)*.

Total Potential Points **1-5 Points, Subjective**

Proposed project will include measures which:	***Points***
Provides Transportation Safety Improvements	+1
Addresses Congestion	+1
Replaces Existing Traffic Signals or Stop Control with a Roundabout	+1
Project would be refined using results from a Corridor Feasibility Study	+1
Includes or Helps to Complete Bikeways and Pedestrian Infrastructure	+1

The MPO staff will review the application and attachments for completeness. The staff members conducting the review are authorized to ask the project sponsor for additional information to complete the package prior to its submittal to the evaluation committee for review and ranking (as discussed in Step 3).

Step 3. Project Application Review, Evaluation, and Initial Finding

Those projects with complete applications will be provided to the evaluation committee for review. The evaluation committee will be a subset of the LCMPO TAC.

Meetings of this evaluation committee will be open to representatives from eligible sponsor agencies. MPO staff will coordinate and conduct evaluation committee meetings and provide technical guidance on the completion of the evaluation. The work group will evaluate the projects based on the criteria listed below. The MPO staff will provide a summary of the review and evaluation of each project based upon commentary shared during the evaluation meeting.

Bonus points are provided to the project for complete background information packages (including all completed forms from Appendix C).

In addition, points will be given by the agency to reflect their local priority or Project Importance.

LCMPO staff will prepare a summary of the evaluation of each project by the evaluation committee. The summary will then be distributed to the full TAC for review and recommendation to the TPC for approval.

Criteria for Evaluation:

1. *System Performance* *up to 20 points*

The extent to which a project improves systems performance determines whether the proposed project is addressing the need for rehabilitation or replacement of existing assets. The evaluation and selection of projects is based on the following established criteria:

A.) Safety: Safety is defined as protection against unintentional harm and relates to both motorized and non-motorized modes of travel. This criterion supports projects which enhance and improve safety for motorists, pedestrians, and cyclists. To provide a safety enhancement a project must do one of the following: address regional targets for the reduction of crashes and injuries per vehicle miles traveled; reduce total fatalities and injuries (serious and non-serious) for motorists, pedestrians and cyclists; or provide countermeasures to address a known hazard or high frequency accident location. Documentation of safety issues must include review of available and approved crash data for a five-year period to complete a "hot-spot" analysis for the location to determine how the location compares against the known statewide averages and rates.[6]

Total Potential Points **0-5 Points, Objective**

	Points
More than 10% worse than statewide fatality rate	4 points
0 to 10% worse than statewide fatality rate	3 point
0 to 10% better than the statewide fatality rate	2 points
More than 10% better than statewide fatality rate	1 point
Has experienced non-vehicular fatalities	+1 point

B.) System Preservation: Highways: System preservation for highways refers to the project's contribution to meeting stated performance measures related to facility condition, age, and replacement schedule. This criterion considers the project's ability to operate, maintain, and improve physical assets with a focus on engineering and economic analysis. The engineering and economic analysis will identify a structured sequence of activities that will achieve and sustain a desired 'state of good repair' over the lifecycle of the assets.[7] This could include maintenance, preservation, reconstruction, repair, rehabilitation, and replacement actions whether completed as part of a stand-alone project or as part of a capacity improvement.

As reported in the 2015 Statewide Transportation Plan, roadways on the DOTD network have established performance codes for pavement performance, with the emphasis placed on alleviating poor and very poor pavement conditions, and having most roads be in the fair, good, and very good pavement conditions. *Roadways on the DOTD network are rated using a pavement condition index (PCI) on a scale from 0 to 100*.

Total Potential Points **0-5 Points, Objective**

	Points
100% improvement in benchmark	4 points
75% improvement	3 points
50% improvement	2 points
25% improvement	1 point
<25% improvement	0 points
Facility on the Interstate or NHS System[8]	+1 point

[6] As relates to the Safety (PM1) final rule, effective date 4/14/2016, 23 CFR 924; 23 CFR 490, Subpart A&B.
[7] As relates to the National Performance Management Measures to Assess Pavement Condition (PM2), effective date 5/20/17, 23 CFR 490 (Subpart A&C).
[8] As relates to the Systems Performance measures related to performance of the NHS (PM3), rule effective date 05/20/2017, 23 CFR 490, Subpart A & E).

C.) System Preservation – Bridges: Systems preservation for bridges refers to project's contribution to meeting stated performance measures related to facility condition, age, and replacement schedule. This criterion considers the ability to operate, maintain, and improve physical assets with a focus on engineering and economic analysis. The engineering and economic analysis will identify a structured sequence of maintenance, preservation, repair, rehabilitation, and replacement actions that will achieve and sustain a desired 'state of good repair' over the lifecycle of the assets.

As reported in the 2015 Statewide Transportation Plan, DOTD owns and maintains almost 62 percent of the bridges in the state. Parishes have responsibility for 35 percent, while municipalities own approximately 3 percent. Bridges on the DOTD interstate and freeway systems (on-system) accommodate a high proportion of the State's total travel and a high percentage of heavy-duty trucks. These on-system bridges also have the highest average structural condition ratings and the lowest levels of structurally deficient deck area.[9] *Bridges are rated on a structural sufficiency rating with a scale of 0 to 100 with 100 being excellent, and 0 is considered an unusable structure.*

Total Potential Points **0-5 Points, Objective**

	Points
100% improvement in benchmark	4 points
75% improvement	3 points
50% improvement	2 points
25% improvement	1 point
<25% improvement	0 points
Facility on the Interstate or NHS System[10]	+1 point

D.) System Preservation – Transit: Systems preservation for transit refers to project's contribution to meeting needs identified in the adopted Transit Asset Management Plan. The project's contribution will be evaluated based on the condition of transit assets using a combination of age and replacement schedule. This criterion considers the ability to operate, maintain, and sustain a desired 'state of good repair' over the lifecycle of the assets, based upon the useful life benchmark of the asset under consideration of replacement.

Total Potential Points **0-5 Points, Objective**

	Points
Project at > 100% of the useful life benchmark	4 points
Project at 100% of the useful life benchmark	3 points
Project at 75-99% of the useful life benchmark	2 points
Project at 50-74% of the useful life benchmark	1 point
Project at <50% of the useful life benchmark	0 points
Transit asset replaced identified in Transit Asset Management plan	+1 point

2. *Systems Development* *up to 30 points*

Systems development determines whether the proposed project is addressing the needs for system growth and sustainability based upon the goals of the FAST Act and the MTP.

A.) Resilience and Reliability: Resiliency represents the ability of a transportation facility to reduce and mitigate storm water impacts and survive or recover easily from natural disasters such as floods, hurricanes, tropical storms, and other weather events. Due to low elevation, a large number of waterways, and proximity to the Gulf of Mexico; the Lake Charles Urbanized Area remains vulnerable to a combination of these conditions. This criterion supports projects which survive or recover from an event

[9] As relates to the National Performance Management Measures to Assess Pavement Condition (PM2), effective date 5/20/17, 23 CFR 490 (Subpart A&D).
[10] As relates to the Systems Performance measures related to performance of the NHS (PM3), rule effective date 05/20/2017, 23 CFR 490, Subpart A & E).

easily either because of the project's initial design and construction or because of the project's retrofit with approved mitigating or hardening measures.

Determining resiliency requires that the project sponsor provide substantive evidence using available GIS data [e.g., flood insurance rate maps (FIRM)) or the FHWA vulnerability assessment tool (VAST)] in connection with the Stage 0 evaluation (see Appendix C) to provide a score based upon the following values.

Total Potential Points **0-5 Points, Objective/Subjective**

	Points
Project occurs in a vulnerable area and provides no measures to reduce overall risk of damage during a potential natural event.	0 points
Project occurs in a vulnerable area but provides some features likely to contribute to a moderate/general reduction in vulnerability during a potential natural event.	up to 2.5 points
Project occurs in a vulnerable area, but provides specific resiliency enhancements targeted to significantly reduce vulnerability	up to 5.0 points

B.) Congestion Reduction: Congestion is defined as the transportation network, or portion thereof, operating at speeds below that for which the network was designed. Congestion can occur within a corridor segment as well as at individual intersections. This criterion supports projects which reduce congestion and improve traffic flow by adding capacity or improving traffic operational efficiency. These projects improve travel time for all motor vehicles, including those vehicles (trucks) engaged in movement of freight within and through the LCMPO area. In addition, decreasing congestion helps to improve travel times and reduce the amount of time spent at idle or low speed operations.[11]

Evaluation will review document changes in travel time and vehicle speeds resulting from the proposed project. The results, generally expressed as a change in travel time (and speed), will need to be evaluated as a change in level-of-service resulting from the improvement identified.

This requirement means the project will be evaluated using either the regional travel demand model (TDM) or a highway capacity software (HCS) analysis completed within the context of the project's traffic impact analysis or evaluation.

Total Potential Points **0-5 points, 10 points maximum, Objective**

Existing LOS		**2045 Build vs No Build Change in LOS**	
A	0 points	F to E	2 points*
B	1 point	E to D	2 points
C	2 point	D to C	1 point
D	3 points	C to B	1 point
E	4 points	B to A	0 points
F	5 points	A	0 points
*Scores are cumulative as LOS descends to a maximum of 5 points			

C.) Connectivity: Connectivity is measured through the ease by which people and goods can move to their respective desired destinations using their desired mode of travel. This criterion supports projects which ease movement within the community and to external destination areas by vehicles (autos, trucks, buses, etc.). The criterion also supports projects that provide increased opportunity for access to multimodal options (transit, walking, and cycling) between areas of concentrated activity in the region. These areas represent the core of locations where the area residents work and conduct business. These areas of concentrated activity areas can be defined by official designation (such as a Central Business District, Port, University, Hospital, or the like). The areas can be defined using a land-use map illustrating

[11] As relates to the Systems Performance measures related to performance of the NHS (PM3), rule effective date 05/20/2017, 23 CFR 490, Subpart A & E).

concentrations of institutional, commercial, and industrial land uses which call-out known areas of concentrated employment.

Total Potential Points **0-5 Points, Objective**

	Points
Project serves or is located within 2 or more activity centers	5 points
Project serves or is located within 1 activity center	3 points
Project serves or is located within no activity centers	0 points

D.) Accessibility and Mobility: Access refers to control and management of the entrance and exit points to a transportation facility for people and vehicles. This criterion supports projects which decrease direct corridor access and look to establish a balance between the number of access points and the efficient movement of traffic along the transportation facility. These improvements help improve reliability by: increasing corridor capacity; enhancing economic viability by maintaining access to established and growing commerce areas; enhancing safety by addressing high frequency mid-block accident locations; increasing multimodal travel options by introducing or improving transit, pedestrian, and bicycle access; and allowing for construction to occur within the right-of-way. These projects could be smaller in scope while still offering much needed gains in corridor capacity and functionality. Scores given this category are cumulative as individual projects may address one or more of the following criteria.

Total Potential Points **0-5 Points, Subjective**

	Points
Project improves reliability	+1 point
Project improves mobility of freight	+1 point
Project improves safety	+1 point
Project improves non-vehicular travel options	+1 point
Project allows for construction to occur within the apparent right-of-way	+1 point

E.) Network Continuity: The connectivity of the network is determined by the ease of movement from origin to destination and the availability of alternative routes to bypass congestion. This criterion measures how well the current transportation network functions with the proposed project based upon whether the proposed project improves mobility and connections or closes a gap in the overall network thereby promoting overall regional multimodal connectivity, including all mode choices. Scores given this category are cumulative as individual projects may address one or more of the following criteria.

Total Potential Points **0-5 Points, Subjective**

	Points
Project closes a gap in the roadway network	+1 point
Project closes a gap in the freight/goods movement network	+1 point
Project closes a gap in the transit network	+1 point
Project close a gap in the bike-pedestrian network	+1 point
Project identified within the existing MTP	+1 point
Project identified is not within the existing MTP	0 points

3. *Quality of Life* *up to 20 points*

The transportation system can have both positive and negative impacts on the quality of life experienced in a community. Quality-of-life guides decisions to live, work and play in the area, as well as invest time, talent and resources in the community's growth. Decisions made on transportation projects which could have a positive impact on the quality of life by reducing mobility gaps should not come at the expense of the community's most vulnerable population groups. In addition, these transportation decisions should support

the community's design aesthetic and offer opportunities for context sensitive solutions (CSS) for project development in the community. Finally, these decisions should maintain the region's general vibrancy and support objectives to grow jobs and commerce in the Lake Charles area. This criterion includes three different measures to determine a project's overall composite score for this category as described below:

A.) Environmental Justice (EJ)/Social Equity: The purpose of this criteria is to evaluate projects based on Environmental Justice (EJ) criteria to ensure that all communities, regardless of race, color, national origin, or income, live in a safe and healthful environment and receive fair treatment. Fair and equitable treatment means that no group of people, including racial, ethnic, or socioeconomic groups should bear a disproportionate share of the negative environmental consequences resulting from industrial, municipal, and commercial operations or the execution of federal, state, local, and tribal programs and policies. This criterion will be scored based on the project sponsor's documentation. If a project positively impacts an EJ area, the project will score higher, but if the project has no benefit to an EJ area it will score 0 points. If during the preliminary screening by staff, a project is identified to have a potentially negative impact on an EJ area, the project may not be scored until the project sponsor identifies and adds project components designed to eliminate or mitigate the negative impacts.

Total Potential Points **0-5 Points, Subjective**

	Points
Positive impacts an EJ area	1 to 5 points
Does not impact an EJ area	0 points
Negatively impacts an EJ area – ***returned to sponsor for discussion and identification of measures to avoid, minimize or mitigate potential impacts***	no score

B.) Land Use and Livability: This evaluation criterion continues the emphasis on scoring projects' contributions to the overall growth and capacity to support the objectives of the comprehensive planning efforts in the region.

Projects should support the community's vision for encouraging cohesive patterns of land use activity which helps create and sustain job and population growth and support a host of residential and commercial opportunities. The projects should generally support good site design and be developed in a manner which is sensitive to s developed areas using complete streets or context sensitive solutions (CSS) to enhance mode choice (walking, cycling, transit or driving).

Projects identified in locally adopted comprehensive plans (community or neighborhood-based) would likely reflect higher levels of community input and discussion.

Total Potential Points **0-5 Points, Subjective**

	Points
Project recommend/prioritized in the locally adopted comprehensive plan (community or neighborhood based)	4-5 points
Project supports the locally adopted comprehensive plan (community or neighborhood based) and has been the subject of some additional refinement/input prior to submittal	2-3 points
Project occurring in an area without adopted comprehensive plan, but allows for multimodal development to support general mobility	0-1 points

C.) Economic Vitality: Projects can have direct impacts on economic activity. This includes influencing employment decisions (creating new or retaining existing jobs); supporting access and development for new economic activity areas; helping reduce travel time for freight movement in the region between intermodal and port facilities or through the urbanized area; maintaining access to locations important to movement of goods in support of local and regional development as well as enabling global competitiveness, economy redevelopment of economically depressed regions; and providing access that supports activities creating new jobs such as access to tourist areas.

Projects can also utilize complete streets or context sensitive solutions (CSS) to enhance mode choice (walking, cycling, transit or driving). These types of projects offer support to local tourism, and retail trade

centers by extending access to these areas allowing tourists, shoppers, and employees to easily navigate throughout the area. This score is based in part on the submitting member's narrative. Scores given this category are cumulative as individual projects may address one or more of the following criteria.

Total Potential Points **0-5 Points, Subjective**

	Points
Supports creation of new permanent jobs	+1 point
Supports retention of existing jobs	+1 point
Supports economic activity	+1 point
Supports commerce/movements of goods and services	+1 point
Supports travel/tourism	+1 point

D.) Environmental Mitigation: Section 4(f) of the Department of Transportation Act of 1966 stipulates that federal funds may not be spent on projects in publicly-owned parks, recreational areas, wildlife and waterfowl refuges, or public or private historical sites unless there are no feasible alternatives and all mitigating steps are taken, or alternatively, that the project has a minimal impact on the use of these areas. Environmentally sensitive areas include natural or recreational areas, archaeological sites, historic structures, landfills, watersheds, aquifers, and endangered species habitats. Review of the project using the Stage 0 Checklist will provide an initial indication of potential effect of the project on these areas within the LCMPO Study Area.

Actions that are defined as acts of environmental mitigation include avoiding, minimizing, rectifying, reducing over time, and compensating for impacts. Projects which are expected to improve regional air quality by improving travel speeds, reducing idling, promoting ridesharing, increasing electric vehicle use, rideshare/carpooling or other travel modes, or otherwise working to help reduce vehicle emissions should be considered under this criterion.

Total Potential Points **0-5 Points, Subjective**

	Points
Project has mitigation measures resulting in large positive impact	3-5 points
Project has mitigation measures resulting in a minimal positive impact	1-2 points
Project has no mitigation	0 points

4. *Project Readiness* *up to 20 points*

How close is this project to construction and operation? This criterion can assist reviewers to determine how close this project would be to implementation if the project is suggested for insertion or promotion to the initial tier of the MTP. The criterion will provide credit to those project development steps which have occurred for the project but will not penalize those same steps for projects yet to occur. These criteria can be used as a guide for project sponsors to understand the level of increasing commitment required to move a project from a long-term proposal to a more urgent initiative likely to advance from MTP to TIP for completion within a single TIP 4-year cycle.

A.) Cost Sharing: Existing fund programs require a mandatory local match. This match is typically in the form of direct appropriation, but some programs including DOTD's Local Public Agency (LPA) program, allow specific activities to take place at the sponsor's expense under LADOTD's rules of special match credit. This criterion provides project sponsors additional credit for providing varying levels of matching funds to facilitate project completion.

Total Potential Points **1-5 Points, Objective**

	Points
Project would have a commitment for >30% local match	3 points
Project would have a commitment for 30% local match	2 points

Project would have a commitment for 20% local match	1 point
Project would qualify as an LPA project with local match credit	+2 points

B.) Planning Nexus: This criterion will identify whether the project is new to the MTP process, or whether the project has some connection to the current list of financially constrained projects.

Total Potential Points **0-5 Points, Objective**

	Points
Project is in the current MTP funded project list	5 points
Project is in the current MTP regionally significant/unfunded List	3 points
Project is new to the MTP process	0 points

C.) Project Development: This criterion accounts for the levels of project development which have occurred prior to the project's identification for inclusion in the MTP. This step is also meant to identify potential obstacles which may not preclude the project from being included in the MTP but may represent additional work to be completed prior to or concurrent with acceptance. Scores given this category are cumulative as individual projects may address one or more of the following criteria.

Total Potential Points **0-5 Points, Objective**

	Points
Project has no apparent right-of-way needs/appears to occur within existing right-of-way	+1 point
Project has some initial survey completed	+1 point
Project has some initial conceptual design completed	+1 point
Project has a documented environmental clearance/exemption	+1 point
Project has an environmental study completed or underway	+1 point
No apparent work has been completed on this project	0 points

D.) Community Support: This step also documents evidence of local support, including how the project has been viewed by the public (if known). Projects with organized controversy or conflict could prove difficult and time consuming to advance through environmental reviews and to build community consensus. This measure is subjective and requires the sponsor's insight into the project and how the project is viewed by the community based upon previously held meetings, press reports, community blogs, letters, petitions, resolutions, and public discussions. Point values are based upon the level of available documentation which the sponsor can provide to substantiate the project's score. Projects without documentation will be scored as a zero.

Total Potential Points **0-5 Points, Subjective**

	Points
Project has significant local support	4-5 points
Project has moderate local support	2-3 points
Project has minimal local support	1-2 points
Project has significant local controversy/no support/no documentation	0 points

Step 4. Technical Advisory Committee (TAC) Prioritization and Recommendation

After reviewing the evaluation committee recommendations, the TAC will review and forward a recommendation to the TPC.

Step 5. Transportation Policy Committee (TPC) Review and Approval

The LCMPO TPC will review the TAC recommendations. If the TPC chooses to reject the recommendation of the TAC, the project listing will be sent back to the TAC evaluation committee for further review and evaluation. If the TAC adopts the TAC recommendations, the prioritized list will be included in the MTP and TIP where funding allows.

APPENDIX A
ANTICIPATED FUNDING CATEGORIES

Applicants are asked to provide an indication to which funding category the applicant is applying in their application. The applicant should understand that some programs may present competitive opportunities and not an offer or guarantee of available funding. In addition, some of these programs may gain additional funding because of reallocation by the State or due to a one-time allocation of funding made because of Congressional action. In those instances, the LCMPO will inform local government of these additional funding opportunities, including all requirements for local match and project development steps that need to be completed (such as environmental reviews, conceptual plans, right-of-way, etc.) necessary to participate in the additional funding category.

The following is a list of the funds over which the LCMPO has oversight.

Funds with LCMPO Oversight:

Surface Transportation Block Grant Program (STBG) <200K	**Federal Fund: Minimum 80%**	**Local Funds: Minimum 20%**

The STBG<200K annual allocation for the LCMPO has been divided into three (3) eligibility categories for project funding. This division of funds will ensure that needs across the transportation system are met in a uniform manner. The total available or programmable funds in a federal fiscal year (FFY) will be allocated to each of these categories described below.

1. **System Preservation** – Maintenance or preservation (overlay) projects for existing transportation infrastructure. Sample projects include, but are not limited to:
   - Pavement resurfacing, replacement, reconstruction and/or rehabilitation
   - Pavement management system
   - Bridge restoration and/or operational improvements
2. **Capacity Expansion** – Construction projects that add capacity to an existing street or interstate, or construction of new facilities. Sample projects include, but are not limited to:
   - Adding lanes to existing streets or highways
   - New Interchanges
   - New Roads
   - Bridge Replacement
   - Bridge Widening and/or Lane Additions
3. **Safety and Other** – These projects will generally be less than $1 million. The following types of projects will qualify under this category.

   a) *Arterial Intersections* – Safety and capacity improvements to existing intersections. Sample projects include, but are not limited to:
      - Railroad crossing improvements
      - Signal prioritization, automation, preemption, and/or synchronization
      - Single and Multiple Lane Roundabouts
      - Intersection lighting, markings, and/or signage
      - Pedestrian or bicycle safety measures

   b) *System Management and Integration* – Technology systems for the management of communication between transportation-related systems. Sample projects include, but are not limited to:
      - Highway courtesy patrols

- Congestion/Incident Management Systems
- Advanced Traveler Information Systems (ATIS)
- Intermodal transportation facilities and systems (including CVISN)
- Traffic management center capital and Operations and Management costs
- Data storage and transmission
- Intelligent Transportation System (ITS) roadside hardware

c) *Alternative Transportation* – Projects that promote alternatives to Single Occupant Vehicle (SOV) usage. Sample projects include, but are not limited to:
- Transit capital, research, safety improvements, and/or management systems costs
- Carpool/vanpool projects
- Sidewalk modifications and/or walkway projects
- Bicycle transportation projects
- Multimodal connections (park & ride lots)
- Comprehensive road diets to include reduction in the number of travel lanes and introduction of bicycle lanes, wider sidewalks, etc.

Note: *The amount of annual available or programmable STP<200K funds allocated to each of the above category would be adjusted based on the projects approved in that fiscal year.*

Other Potential Funding Sources Available to LCMPO Area

FEDERAL FUNDING SOURCES – MULTIMODAL PROJECTS (HIGHWAYS, PEDESTRIAN, BICYCLE PROJECTS)

The following is a list of other funds potentially available for projects in the LCMPO area. More details on funding requirements, program apportionments, application procedures/announcements, and qualifying project types can be found at https://www.fhwa.dot.gov/fastact/.

National Highway Performance Program (NHPP)

The purpose of the National Highway Performance Program (NHPP) is (1) to provide support for the condition and performance of the National Highway System (NHS); (2) to provide support for the construction of new facilities on the NHS; and (3) 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. The FAST Act directs FHWA to apportion funding as a lump sum for each state, then divide that total among apportioned programs.

NHPP provides funding for construction and maintenance projects located on the newly expanded National Highway System (NHS), which includes the entire Interstate system and all other highways classified as principal arterials. MAP-21 eliminated the programs with dedicated funding for repair by consolidating the Interstate Maintenance and Highway Bridge Repair programs and shifting these funds to the new NHPP. NHPP provides funding for improvements to rural and urban roads that are part of the NHS, including the Interstate System and designated connections to major intermodal terminals. Under certain circumstances, NHS funds may also be used to fund transit improvements in NHS corridors.

Highway Safety Improvement Program (HSIP)

HSIP provides funds to reduce traffic fatalities and serious injuries on all public roads, including non-State-owned public roads and roads on tribal lands. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads that focuses on performance. Additionally the HSIP has two set-aside programs: The Railway-Highway Crossings program that provides funds for safety improvements to reduce the number of fatalities, injuries, and crashes at public railway-highway grade crossings and the Safety Related programs set-aside for safety related activities.

Congestion Mitigation and Air Quality Improvement Program (CMAQ)

The CMAQ Program is continued in FAST Act to provide a flexible funding source to state and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act. Funding is available to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter (nonattainment areas), and for former nonattainment areas that are now in compliance (maintenance areas). Funds may be used for transportation projects likely to contribute to the attainment or maintenance of a national ambient air quality standard, with a high level of effectiveness in reducing air pollution, and be included in the MPO's current transportation plan and transportation improvement program, or the current STIP in areas without an MPO.

National Highway Freight Program (NHFP)

The NHFP was established under FAST Act with the intention of improving the efficiency of the movement of freight on the National Freight Network. Under the new formula-based program, eligible activities or costs include construction, operational improvements, freight planning, and performance measures. This program focuses on highway improvements. Ten percent may be used for rail, port, and intermodal projects.

FEDERAL FUNDING SOURCES – TRANSIT PROJECTS

The following is a list of other funds potentially available for transit projects in the LCMPO area. More details on funding requirements and eligible project types for each program can be found at https://www.transit.dot.gov/grants/.

Section 5307 (Urbanized Area Formula Program)

This formula-based program (49 U.S.C. 5307) provides capital, operating, and planning funding to urbanized areas, or urban areas with a population of 50,000 or more, as designated by the U.S. Department of Commerce, Bureau of the Census. Funding is apportioned based on legislative formulas. For areas of 50,000 to 199,999 in population, the formula is based on population and population density. For areas with populations of 200,000 and more, the formula is based on a combination of bus revenue vehicle miles, bus passenger miles, fixed guideway revenue vehicle miles, and fixed guideway route miles as well as population and population density.

Section 5310 (Enhanced Mobility of Seniors and Individuals with Disabilities)

The Enhanced Mobility program provides formula funding to assist in meeting the transportation needs of the elderly and persons with disabilities when the transportation service provided is unavailable, insufficient, or inappropriate to meeting these needs. The purpose of this program is 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 paratransit services.

Section 5339 (Bus and Bus Facilities)

This formula-based program (49 U.S.C. 5339) provides capital funding to states and designated recipients to replace, rehabilitate, and purchase buses, vans, and related equipment, and to construct bus-related facilities.

Other FTA Formula and Discretionary Grants - There are several other FTA grant programs with funding available for transit. Most of these grant programs are focused on fixed guideway systems or temporary assistance.

Section 5339(a) – Bus and Bus Facilities

These formula funds allow for the replacement, rehabilitation or replacement of buses and related equipment and to construct bus-related facilities.

Section 5339 (c) - Low and No-Emission (Lo-No)

These competitive funds allow purchase or lease low or no emission transit buses and related equipment, or to lease, construct, or rehabilitate facilities to support low or no emission transit buses. The program provides funding to support the wider deployment of advanced propulsion technologies within the nation's transit fleet.

Flexible Federal Funding Sources Funding from the National Highway Performance Program (NHPP), the Surface Transportation Program (STP), and Transportation Alternatives Program (TAP) can be "flexed" to transit projects, with certain eligibility restrictions depending on the funding source.

FEDERAL FUNDING SOURCES – HIGHWAY AND TRANSIT PROJECTS

The following is a list of other funds potentially available for highway and transit projects in the LCMPO area. More details on funding requirements, application guidelines and eligible project types for each program can be found at one of the following locations: https://www.fhwa.dot.gov/fastact/ or https://www.transit.dot.gov/grants/.

Better Utilizing Investments to Leverage Development Transportation Discretionary Grants Program (BUILD)

The Better Utilizing Investments to Leverage Development, or BUILD Transportation Discretionary Grant program, provides a unique opportunity for the DOT to invest in road, rail, transit, and port projects that promise to achieve national objectives. Previously known as Transportation Investment Generating Economic Recovery, or TIGER Discretionary Grants, Congress has dedicated nearly $7.9 billion for eleven rounds of National Infrastructure Investments to fund projects that have a significant local or regional impact.

In each competition, DOT receives hundreds of applications to build and repair critical pieces of our freight and passenger transportation networks. The BUILD program enables DOT to examine these projects on their merits to help ensure that taxpayers are getting the highest value for every dollar invested.

The eligibility requirements of BUILD allow project sponsors at the State and local levels to obtain funding for multi-modal, multi-jurisdictional projects that are more difficult to support through traditional DOT programs. BUILD can fund port and freight rail projects, for example, which play a critical role in our ability to move freight but have limited sources of Federal funds. BUILD can provide capital funding directly to any public entity, including municipalities, counties, port authorities, tribal governments, MPOs, or others in contrast to traditional Federal programs which provide funding to very specific groups of applicants (mostly State DOTs and transit agencies). This flexibility allows BUILD and our traditional partners at the State and local levels to work directly with a host of entities that own, operate, and maintain much of our transportation infrastructure, but otherwise cannot turn to the Federal government for support.

STATE FUNDING SOURCES

The following is a list of other funds potentially available for projects in the LCMPO area. Some or all of these fund sources may already be in use.

State Bond Monies (ST-BONDS)

State Secured Bonds are acquired through the Capital Outlay Program. The Capital Outlay Program is a complex program for funding the state's annual construction budget and the multiyear nature of most projects.

State Cash (ST-CASH)

State Cash is funded primarily through the general fund. Traditionally this source of revenue has been for maintenance projects.

State General Fund Revenues (ST-GEN)

The State General Fund is funded primarily through previous year's revenue surplus funds. Revenue surplus funds can be recognized by the State's Revenue Estimating Committee only at the end of a fiscal year. According to the Louisiana Constitution, any surplus can only be used for capital construction, retirement, or payment of debt, providing payments against the unfunded accrued liability of the retirement systems, or placed in the Budget Stabilization or "Rainy Day" fund.

LOCAL FUND SOURCES

Any costs not covered by federal and state programs will be the responsibility of the local governmental jurisdictions. Local funding can come from a variety of sources including property taxes, sales taxes, user fees, special assessments, and impact fees. Each of these potential sources is important and warrants further discussion.

Property Taxes

Property taxation has historically been the primary source of revenue for local governments in the United States. Property taxes account for more than 80 percent of all local tax revenues. Property is not subject to federal government taxation, and state governments have, in recent years, shown an increasing willingness to leave this important source of funding to local governments.

General Sales Taxes

The general sales and use taxes are also an important revenue source for local governments. The most commonly known form of the general sales tax is the retail sales tax. The retail sales tax is imposed on a wide range of commodities, and the rate is usually a uniform percentage of the selling price. Louisiana also imposes a use tax on property that is brought into the state untaxed when purchased. This tax, referred to as the "use" tax, was enacted in 1934 and complements the sales tax by taxing merchandise purchased from an out-of-state source that does not collect the Louisiana's sales tax.

User Fees

User fees are fees collected from those who utilize a service or facility. The fees are collected to pay for the cost of a facility, finance the cost of operations, and/or generate revenue for other uses. User fees are commonly charged for public parks, water and sewer services, transit systems, and solid waste facilities. The theory behind the user fee is that those who directly benefit from these public services pay for the costs.

Special Assessments

Special assessment is a method of generating funds for public improvements whereby the cost of a public improvement is collected from those who directly benefit from the improvement. In many instances, new streets are financed by special assessment. The owners of property located adjacent to the new street are assessed a portion of the cost of the new streets based on the amount of frontage owned along the new street.

Special assessments have also been used to generate funds for general improvements within special districts, such as central business districts. In some cases, these assessments are paid over a period of time, rather than as a lump sum payment.

Impact Fees

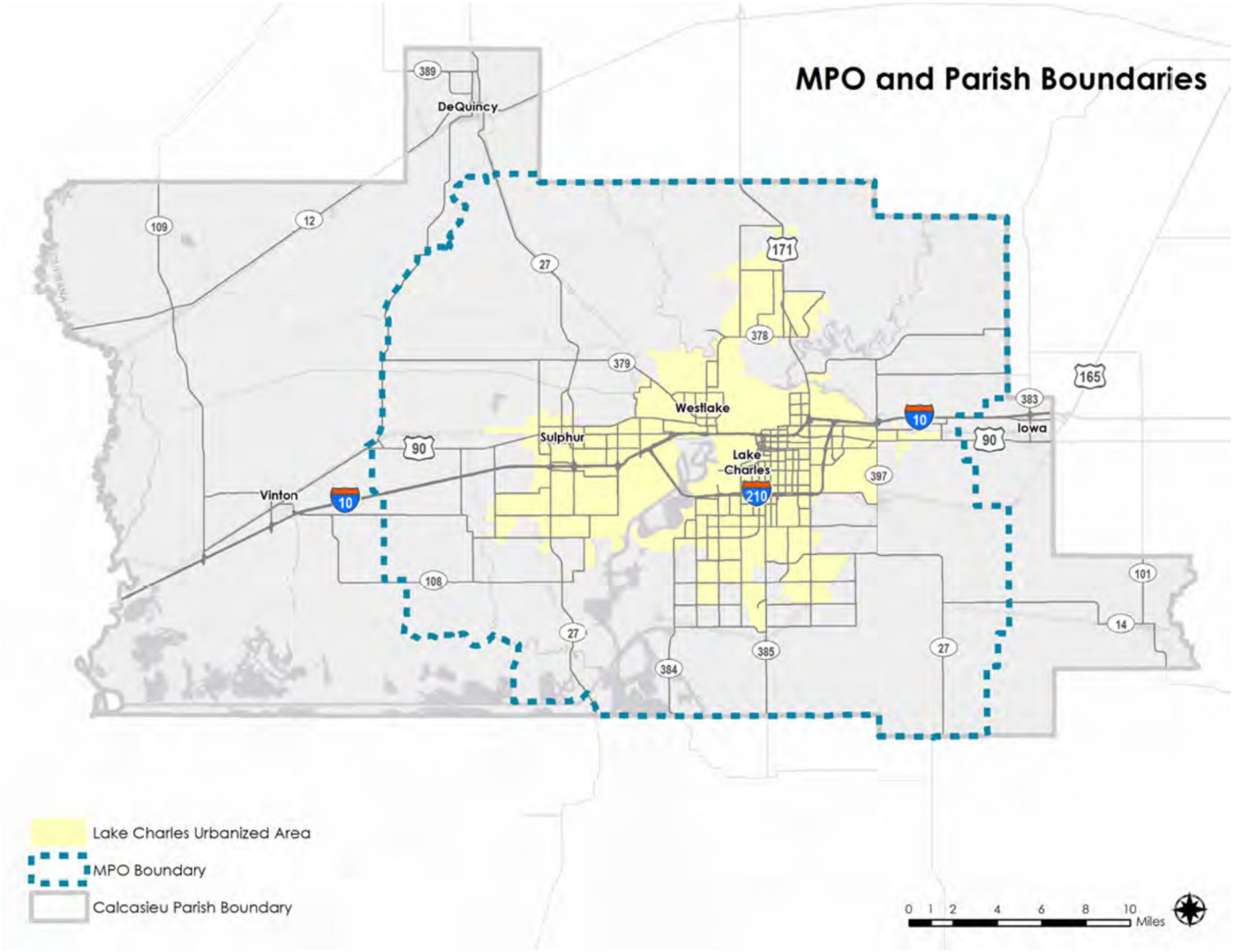
Development impact fees have been generally well received in other states and municipalities in the United States. New developments create increased traffic volumes on the streets around them, and development impact fees are a way of attempting to place a portion of the burden of funding improvements on developers who are creating or adding to the need for improvements.

Bond Issues

Property tax and sales tax funds can be used on a pay-as-you-go basis, or the revenues from the tax revenues can be used to pay off general obligation or revenue bonds. These bonds are issued by local governments upon approval of the voting public.

APPENDIX B

METROPOLITAN PLANNING AREA – LAKE CHARLES MPO



Submit these forms with your project to LCMPO Executive Director

APPENDIX C

CANDIDATE PROJECT SUBMISSION FORM AND STAGE 0 CHECKLISTS

IMCAL Project Call – MTP Update

PROJECT INFORMATION			
Project Name			
Project Start/End or Location		**Map Attached?**	YES or NO
Location (City, Town)			
Statement of Project Purpose and Need			
Statement of Project Contribution to MTP goals and performance measures *(please attach sheets as necessary)*			

SPONSOR INFORMATION			
Project Sponsor		**Sponsor Letter Attached?**	YES or NO
Contact Person			
Address, City, Zip			
Phone Number			
Email Address			

PROJECT IMPORTANCE (*cumulative value of 1 to 5)*	

PROJECT EVALUATION CRITERIA MET

Based upon the project definition and description of the evaluation criteria, this project will meet the following identified evaluation criteria (*circle <u>all criteria</u> which apply*)

Safety	**Connectivity**	**Environmental Mitigation**
Systems Preservation – Highway	**Accessibility and Mobility**	**Cost Sharing**
Systems Preservation – Bridges	**Network Continuity**	**Planning Nexus**
Systems Preservation – Transit	**Environmental Justice (EJ) Social Equity**	**Project Development**
Resiliency and Reliability	**Land Use and Livability**	**Community Support**
Congestion Reduction	**Economic Vitality**	

PROJECT COST		
Estimated Total Cost	$	100%
Federal Share	$	Insert % of Estimated Total
State Share	$	Insert % of Estimated Total
Local Share	$	Insert % of Estimated Total
Does the project already have a dedicated local funding source?		**YES or NO**

PROJECT READINESS			
Project Status - Phase	Environmental	Preliminary Eng.	Right-of-Way
Percent of Work Complete			

Please include a proof of Local Support – signed letter or resolution and the completed MPO Stage 0 Preliminary Scope and Budget Check List with Cost and the completed Stage 0 Environmental Check List

STAGE 0
Preliminary Scope and Budget Checklist
Urban Systems Program

MPO Area: Lake Charles MPO (Lake Charles, Sulphur, Westlake, Calcasieu)

A. Project Background

Project Name (40 characters max.) _____

District _____ Parish _____

City/Town _____ Local Road Name _____

If project is on a state route: Route: _____ Control Section: _____

Begin Log Mile: _____ End Log Mile: _____

List study team members: _____

Who is the sponsor of the study? _____

Has someone on the sponsor's staff attended the LPA Certification class? _____

Sponsor DUNS#: _____

Date Study Completed: _____

Describe the existing facility:

Functional classification: _____ Number and width of lanes: _____

Shoulder width and type: _____ Mode: _____

Access control: _____ ADT: _____ Posted Speed: _____

Describe any existing pedestrian facilities (ADA compliance should be considered for all improvements that include pedestrian facilities): _____

Describe the adjacent land use: _____

Will this project be adding miles to the state highway system (new alignment, new facility)? If yes, has a transfer of ownership been initiated with the appropriate entity? _____

Are there recent, current or near future planning studies or projects in the vicinity? _____

If yes, please describe the relationship of this project to those studies/projects. _____

Provide a brief chronology of these planning study activities: _____

B. Purpose and Need

State the Purpose (reason for proposing the project) and Need (problem or issue)/Corridor Vision and a brief scope of the project. Also, identify any additional goals and objectives for the project.

C. Agency Coordination

Provide a brief synopsis of coordination with federal, tribal, state and local environmental, regulatory and resource agencies.

What transportation agencies were included in the agency coordination effort?

C. Agency Coordination (Continued)

Describe the level of participation of other agencies and how the coordination effort was implemented.

What steps will need to be taken with each agency during NEPA scoping?

D. Public Coordination

Provide a synopsis of the coordination effort with the public and stakeholders; include specific timelines, meeting details, agendas, sign-in sheets, etc. (if applicable).

E. Project Scope, Range of Alternatives, Alternative Evaluation and Screening

Provide a project scope and give a description of the project concept for each alternative studied.

What are the major design features of the proposed facility? Attach a vicinity map showing project limits. If applicable also attach an aerial photo with concept layout.

Will design exceptions be required?

Follow this link to view LADOTD Minimum Design Guidelines:
http://www.dotd.louisiana.gov/highways/project_devel/design/road_design/Memoranda/English_Design_Guidelines.pdf

What impact would this project have on freight movements?

Does this project cross or is it near a railroad crossing?

DOTD's "Complete Streets" policy should be taken into consideration. Per the policy, any exception for not accommodating bicyclists, pedestrians and transit users will require the approval of the DOTD chief engineer. For exceptions on Federal-aid highway projects, concurrence from FHWA must also be obtained. In addition any exception in an urbanized area, concurrence from the MPO must also be obtained. Follow this link to view the policy: http://www.dotd.la.gov/programs_grants/completestreets/documents/cs-la-dotpolicy.pdf

- Describe how the project will implement the policy or include a brief explanation of why implementing the policy would not be feasible.

How are Context Sensitive Solutions (CSS) being incorporated into the project? For more information on CSS follow this link: http://www.dotd.la.gov/administration/policies/DOTD_CSS_Policy_20060526.pdf.

E. Project Scope, Range of Alternatives, Alternative Evaluation and Screening (Continued)

Was the DOTD's "Access Management" policy taken into consideration? If so, describe how. (See EDSM IV.2.1.4 for more information.) _____

_____

Were any safety analyses performed? If so describe results and attach documentation. For safety analysis guidance follow this link: http://www.dotd.la.gov/planning/highway_safety/home.aspx?key=3

_____

_____

_____

Are there any abnormal crash locations or overrepresented crashes within the project limits? _____

_____

What future traffic analyses are anticipated? _____

_____

Will fiber optics be required? If so, are there existing lines to tie into? _____

Are there any future ITS/traffic considerations? _____

_____

What is the required Transportation Management Plan (TMP) level as defined by EDSM No. VI.1.1.8? _____

- Is this project considered significant as defined in EDSM No. VI.1.1.4? _____
- If yes, describe the mobility and safety analysis and assessment that was conducted as required in the development of a TMP. _____

  _____
- What further data will need to be collected to address the content and scope of the TMP in the design stage/phase of this project? _____

  _____

Was Construction Transportation Management/Property Access taken into consideration? _____

Were alternative construction methods considered to mitigate work zone impacts? _____

Describe screening criteria used to compare alternatives and from what agency the criteria were defined.

_____

_____

Give an explanation for any alternative that was eliminated based on the screening criteria.

_____

_____

_____

Which alternatives should be brought forward into NEPA and why? _____

_____

_____

_____

Did the public, stakeholders and agencies have an opportunity to comment during the alternative screening process? ___

_____

Describe any unresolved issues with the public, stakeholders and/or agencies.

_____

_____

_____

F. Planning Assumptions and Analytical Methods

What is the forecast year used in the study? _____

What method was used for forecasting traffic volumes? _____

Are the planning assumptions and the corridor vision/purpose and need statement consistent with the long-range transportation plan? _____

What future year policy and/or data assumptions were used in the transportation planning process as they are related to land use, economic development, transportation costs and network expansion? _____

_____

_____

_____

_____

G. Potential Environmental Impacts

See the attached Stage 0 Environmental Checklist

H. Schedule Planner Worksheet

Please attach a completed schedule worksheet

I. Budget/Cost Estimate

Provide a cost estimate for each feasible alternative:

Phase	**Total Estimated Cost**	**Funding Source** (STP>200K, STP<200K, CMAQ, DEMO, DOTD Priority Program, Local)	**Match Provided By** (City, Parish, State, Other)	**TIP Fiscal Year**
Environmental **(document, mitigation, etc.)**				
Engineering Design				
R/W Acquisition **(C of A if applicable)**				
Utility Relocations				
Construction				
Construction Engineering & Inspection Services				
TOTAL COST				

ATTACH ANY ADDITIONAL DOCUMENTATION

Disposition (circle one): (1) Advance to Stage 1 (2) Hold for Reconsideration (3) Shelve

STAGE 0
Environmental Checklist

Route _____ Parish: _____

C.S. _____ Begin Log mile _____ End Log mile _____

ADJACENT LAND USE: _____

Any property owned by a Native American Tribe?
(Y or N or Unknown) If so, which Tribe? _____

Any property enrolled into the Wetland Reserve Program?
(Y or N or Unknown) If so, give the location _____

Are there any other known wetlands in the area?
(Y or N) If so, give the location _____

Community Elements: Is the project impacting or adjacent to any (if the answer is yes, list names and locations):
(Y or N) Cemeteries _____
(Y or N) Churches _____
(Y or N) Schools _____
(Y or N) Public Facilities (i.e., fire station, library, etc.) _____
(Y or N) Community water well/supply _____

Section 4(f) issue: Is the project impacting or adjacent to any (if the answer is yes, list names and locations):
(Y or N) Public recreation areas _____
(Y or N) Public parks _____
(Y or N) Wildlife Refuges _____
(Y or N) Historic Sites _____

Is the project impacting, or adjacent to, a property listed on the National Register of Historic Places? (Y or N) **Is the project within a historic district or a national landmark district?** (Y or N) If the answer is yes to either question, list names and locations below:

_____

_____

Do <u>you know</u> of any threatened or endangered species in the area? (Y or N)
If so, list species and location. _____

_____

Does the project impact or adjacent to a stream protected by the Louisiana Scenic Rivers Act? (Y or N) If yes, name the stream. _____

Are there any Significant Trees as defined by EDSM I.1.1.21 within proposed ROW? (Y or N) If so, where? _____

What year was the existing bridge built? _____

Are any waterways impacted by the project considered navigable? (Y or N) If unknown, state so, list the waterways: _____

_____

Hazardous Material: Have you checked the following DEQ and EPA databases for potential problems? (If the answer is yes, list names and locations.)
(Y or N) Leaking Underground Storage Tanks _____
(Y or N) CERCLIS _____
(Y or N) ERNS _____
(Y or N) Enforcement and Compliance History _____

Underground Storage Tanks (UST): Are there any Gasoline Stations or other facilities that may have UST on or adjacent to the project? (Y or N) _____
If so, give the name and location: _____

Any chemical plants, refineries or landfills adjacent to the project? (Y or N) **Any large manufacturing facilities adjacent to the project?** (Y or N) **Dry Cleaners?** (Y or N) If yes to any, give names and locations:
_____
_____

Oil/Gas wells: Have you checked DNR database for registered oil and gas wells? (Y or N) List the type and location of wells being impacted by the project. _____
_____

Are there any possible residential or commercial relocations/displacements? (Y or N)
How many? _____

Do you know of any sensitive community or cultural issues related to the project? (Y or N)
If so, explain _____

Is the project area population minority or low income? (Y or N) _____

What type of detour/closures could be used on the job? _____
_____

Did you notice anything of environmental concern during your site/windshield survey of the area? If so, explain below.
_____

_____
Point of Contact

_____
Phone Number

_____
Date

General Explanation:

To adequately consider projects in Stage 0, some consideration must be given to the human and natural environment which will be impacted by the project. The Environmental Checklist was designed knowing that some environmental issues may surface later in the process. This checklist was designed to obtain basic information, which is readily accessible by reviewing public databases and by visiting the site. It is recognized that some information may be more accessible than other information. Some items on the checklist may be more important than others depending on the type of project. It is recommended that the individual completing the checklist do their best to answer the questions accurately. Feel free to comment or write any explanatory comments at the end of the checklist.

The Databases:

To assist in gathering public information, the previous sheet includes web addresses for some of the databases that need to be consulted to complete the checklist. As of February 2011, these addresses were accurate.

Note that you will not have access to the location of any threatened or endangered (T&E) species. The web address lists only the threatened or endangered species in Louisiana by Parish. It will generally describe their habitat and other information. If you know of any species in the project area, please state so, but you will not be able to confirm it yourself. If you feel this may be an issue, please contact the Environmental Section. We have biologist on staff who can confirm the presence of a species.

Why is this information important?

Land Use? Indicator of biological issues such as T&E species or wetlands.

Tribal Land Ownership? Tells us whether coordination with tribal nations will be required.

WRP properties? Farmland that is converted back into wetlands. The Federal government has a permanent easement which cannot be expropriated by the State. Program is operated through the Natural Resources Conservation Service (formerly the Soil Conservation Service).

Community Elements? DOTD would like to limit adverse impacts to communities. Also, public facilities may be costly to relocate.

Section 4(f) issues? USDOT agencies are required by law to avoid certain properties, unless a prudent or feasible alternative is not available.

Historic Properties? Tells us if we have a Section 106 issue on the project. (Section 106 of the National Historic Preservation Act) See http://www.achp.gov/work106.html for more details.

Scenic Streams? Scenic streams require a permit and may require restricted construction activities.

Significant Trees? Need coordination and can be important to community.

Age of Bridge? Section 106 may apply. Bridges over 50 years old are evaluated to determine if they are eligible for the National Register of Historic Places.

Navigability? If navigable, will require an assessment of present and future navigation needs and US Coast Guard permit.

Hazardous Material? Don't want to purchase property if contaminated. Also, a safety issue for construction workers if right-of-way is contaminated.

Oil and Gas Wells? Expensive if project hits a well.

Relocations? Important to community. Real Estate costs can be substantial depending on location of project. Can result in organized opposition to a project.

Sensitive Issues? Identification of sensitive issues early greatly assists project team in designing public involvement plan.

Minority/Low Income Populations? Executive Order requires Federal Agencies to identify and address disproportionately high and adverse human health and environmental effects on minority or low income populations. (Often referred to as Environmental Justice)

Detours? The detour route may have as many or more impacts. Should be looked at with project. May be unacceptable to the public.

Louisiana Governor's Office of Indian Affairs:
http://www.indianaffairs.com/tribes.htm

Louisiana Wetlands Reserve Program:
http://www.nrcs.usda.gov/programs/wrp/states/la.html

Community Water Well/Supply
http://sonris.com/default.htm

Louisiana Department of Wildlife and Fisheries – Wildlife Refuges
http://www.wlf.louisiana.gov/refuges
http://www.fws.gov/refuges/profiles/ByState.cfm?state=LA
http://www.fws.gov/refuges/refugelocatormaps/Louisiana.html

U.S. Fish & Wildlife Service – National Wetlands Inventory:
http://www.fws.gov/wetlands/

Louisiana State Historic Sites:
http://www.crt.state.la.us/parks/ihistoricsiteslisting.aspx

National Register of Historic Places (Louisiana):
http://nrhp.focus.nps.gov/natreghome.do?searchtype=natreghome
http://www.nationalregisterofhistoricplaces.com/la/state.html

National Historic Landmarks Program:
http://www.nps.gov/history/nhl/

Threatened and Endangered Species Databases:
http://www.wlf.louisiana.gov/wildlife/louisiana-natural-heritage-program

Louisiana Scenic Rivers:
http://www.wlf.louisiana.gov/wildlife/scenic-rivers
http://media.wlf.state.la.us/experience/scenicrivers/louisiananaturalandscenicriversdescriptions/
http://www.legis.state.la.us/lss/lss.asp?doc=104995

Significant Tree Policy (EDSM I.1.1.21)
http://notes1/ppmemos.nsf
(Live Oak, Red Oak, White Oak, Magnolia or Cypress, aesthetically important, 18" or greater in diameter at breast height and has form that separates it from surrounding or that which may be considered historic.)

CERCLIS (Superfund Sites):
http://www.epa.gov/superfund/sites/cursites/
http://www.epa.gov/enviro/html/cerclis/cerclis_query.html

ERNS - Emergency Response Notification System - Database of oil and hazardous substances spill reports:
http://www.epa.gov/region4/r4data/erns/index.htm

Enforcement & Compliance History (ECHO)
http://www.epa-echo.gov/echo/

DEQ – Underground Storage Tank Program Information:
http://www.deq.louisiana.gov/portal/tabid/2674/Default.aspx

Leaking Underground Storage Tanks:
http://www.deq.state.la.us/portal/tabid/79/Default.aspx

SONRIS – Oil and Gas Well Information & Water Well Information
http://sonris.com/default.htm

Environmental Justice (minority & low income)
http://www.fhwa.dot.gov/environment/ej2000.htm

Demographics
http://www.census.gov/

FHWA's Environmental Website
http://www.fhwa.dot.gov/environment/index.htm

Additional Databases Checked

Other Comments:

APPENDIX D

PROJECT EVALUATION FORM

TO BE COMPLETED BY PROJECT EVALUATION COMMITTEE

Form provided for illustrative purposes only– form to be completed by the evaluation committee

LCMPO MTP PROJECT REVIEW & EVALUATION

Project ID: _____

Project Name: _____

Project Sponsor: _____

Submittal Date: _____

Attachments (Please indicate competed items provided with application):	**YES or NO**
Conceptual description of the project with location map including clearly defined project limits and location	
Statement of Project Contribution to the LCMPO MTP goals and performance measures (describe in terms of criteria provided – supporting statements) and statement of project purpose and need	
Proof of Local Support – signed letter or resolution	
MPO Stage 0 Preliminary Scope and Budget Check List with Cost	
Stage 0 Environmental Check List	

Project Evaluation Score (Points assigned by the Evaluation Committee)		**Project Score**
Were All Attachments Required for Project Submitted Complete? (Yes = 5 points)		
Systems Performance	Safety (1-5 Points)	
	System Preservation – Highways (0-5 Points)	
	System Preservation – Bridges (0-5 Points)	
	System Preservation – Transit (0-5 Points)	
Systems Development	Resiliency and Reliability (0-5 Points)	
	Congestion Reduction (0-5 Points, 10 points Maximum)	
	Connectivity (0-5 Points)	
	Accessibility and Mobility (0 to 5 Points)	
	Network Continuity (0-5 Points)	
Quality of Life	Environmental Justice (EJ)/Social Equity (0-5 Points)	
	Land Use and Livability (0-5 Points)	
	Economic Vitality (0-5 Points)	
	Environmental Mitigation (0-5 Points)	
Project Readiness	Cost Sharing (1-5 Points)	
	Planning Nexus (0-5 Points)	
	Project Development (0-5 Points)	
	Community Support (0-5 Points)	
Project Importance Score Provided (*cumulative value of 1 to 5*)		
Total Composite Project Score (Out of 100 Points)		