

# ANNUAL LIST

## OF OBLIGATED PROJECTS



LAKE CHARLES URBANIZED AREA  
METROPOLITAN PLANNING ORGANIZATION

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October 1, 2023 – September 30, 2024

FY 2024

## **Purpose**

The Moving Ahead for the Progress in the 21st Century (MAP-21) and Fixing America's Surface Transportation Act (FAST ACT) mandates the Imperial Calcasieu Regional Planning & Development Commission (IMCAL), hereforth referred as "Lake Charles Metropolitan Planning Organization" or "LCMPO", to publish federally funded annual list of obligated projects.

The federal Metropolitan Planning statue states:

*“An annual listing of projects, including investments in pedestrian walkways and bicycle transportation facilities, for which Federal fund have been obligated in the preceding year shall be published or otherwise made available by the cooperative effort of the State, transit operator and metropolitan planning organization for public review. The listing shall be consistent with the categories identified in the TIP.”*

The annual list provides a record of project delivery for the previous federal fiscal year. This report will list all transportation projects authorized between October 1, 2021 and September 30, 2022. The list also resolves to increase recognition of government expenditures on transportation projects to the public. Obligations of federal funds means that a project has received federal commitment for reimbursement and does not necessarily mean that the project was initiated or completed in that year or indicate the total cost of that project.

This document is available for download on the IMCAL's website at [www.planswla.com](http://www.planswla.com).

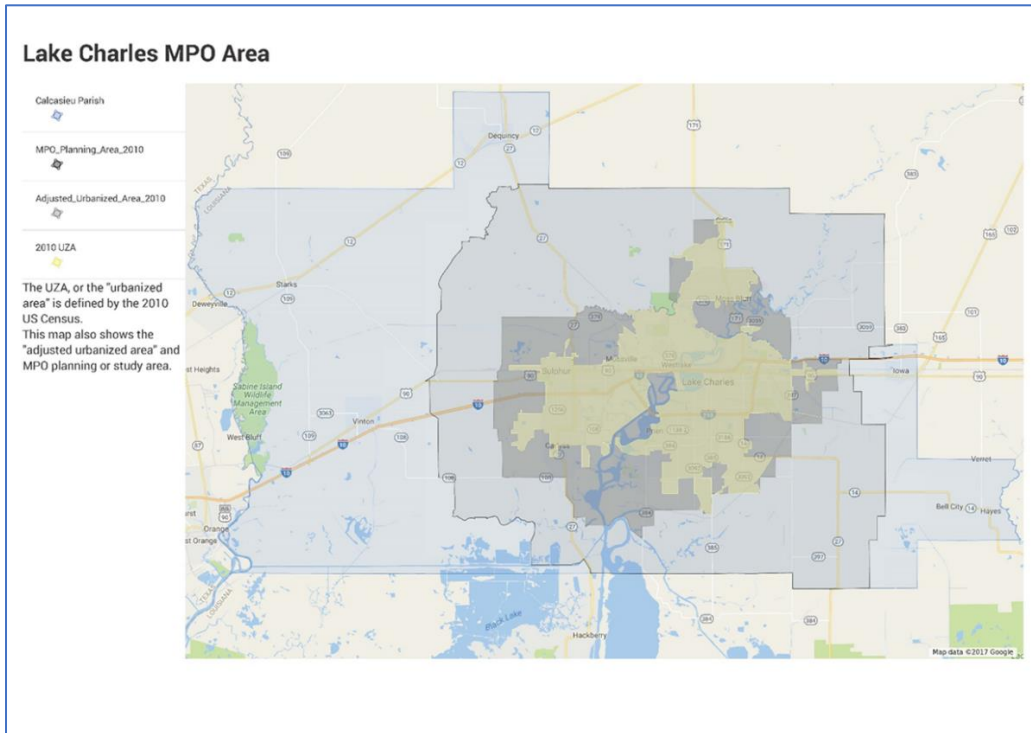
## **Background**

IMCAL is the fiscal agent for LCMPO for the Lake Charles Urbanized Area. Metropolitan areas with a 50,000 plus population can be designated a MPO, qualifying for federal highway and transit funding. The MPO study area includes the municipalities of Lake Charles, Sulphur, Westlake and unincorporated areas such as Moss Bluff, Carlyss, and Prien. The MPO study area (Figure 1) is comprised of the Lake Charles Urbanized Area (defined by the 2010 U.S. Census) and the greater surrounding geographic area, henceforth, referred to as Lake Charles Metropolitan Planning Area (LCMPA).

LCMPO has responsibility for planning, programming, and coordinating federal-aid transportation investments within the Lake Charles Urbanized Area. LCMPO is statutorily mandated to assess the transportation needs and deficiencies of the region with direction from public officials, citizens, along with representatives from federal, state and local planning departments. One of the primary tasks is to carry out the metropolitan transportation planning process that guides investment in the regional transportation system. As established by federal regulation, the Metropolitan Transportation Plan (MTP) “shall include both long-range and short-range strategies/actions that lead to the development of an integrated, multimodal, transportation system that facilitates the safe and efficient movement of people and goods in addressing current and future transportation demand.” (23 CFR 450.422, Federal Register May 27, 2016).

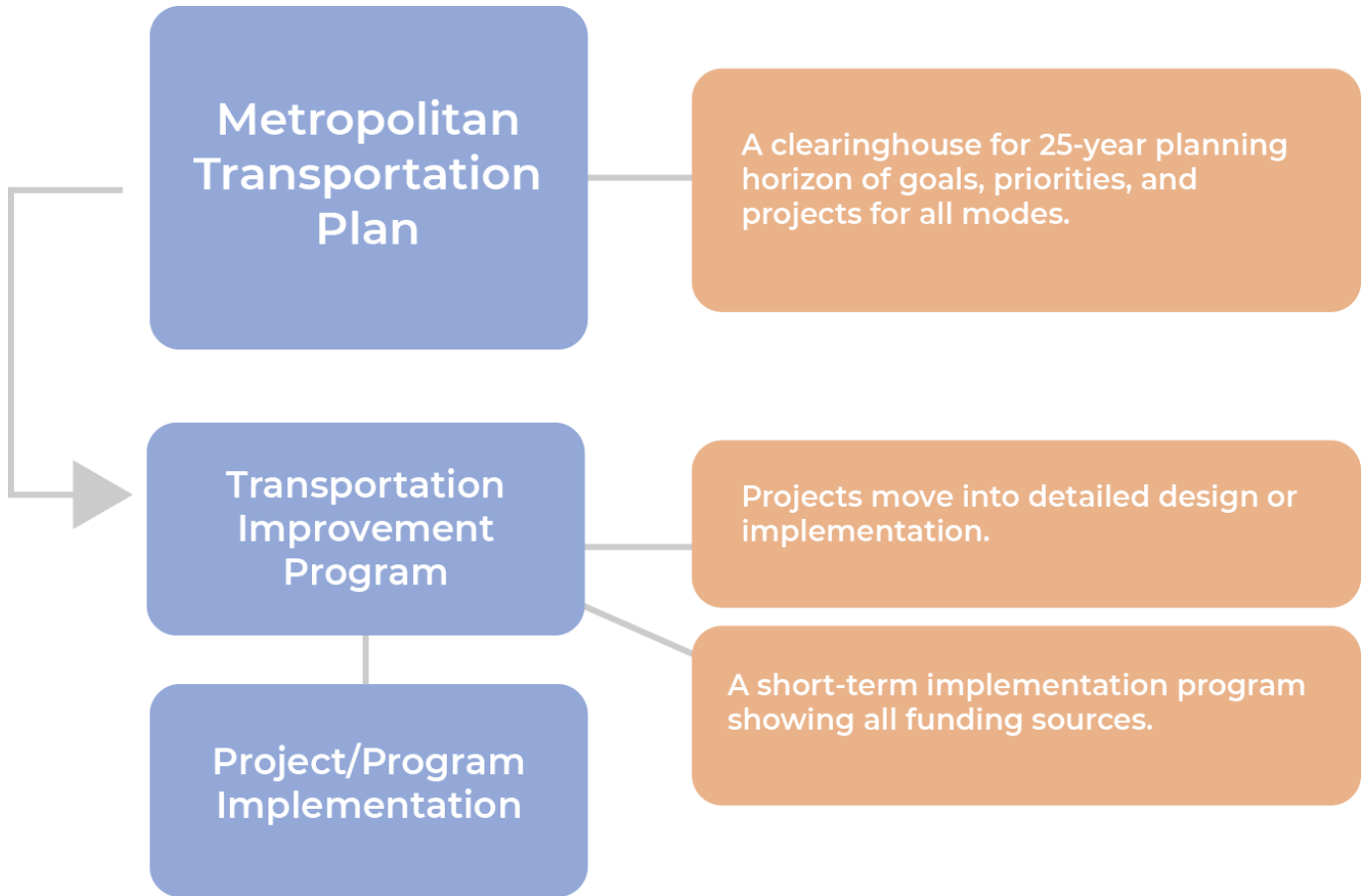
The planning process produces a suite of federally mandated documents that guide investment: the long-range Metropolitan Transportation Plan (MTP), the Transportation Improvement Plan (TIP), which programs the implementation of specific projects to address the identified issues and needs, and the annual Unified Planning Work Program (UPWP).

**Figure 1. Lake Charles MPO Urbanized Planning Area**

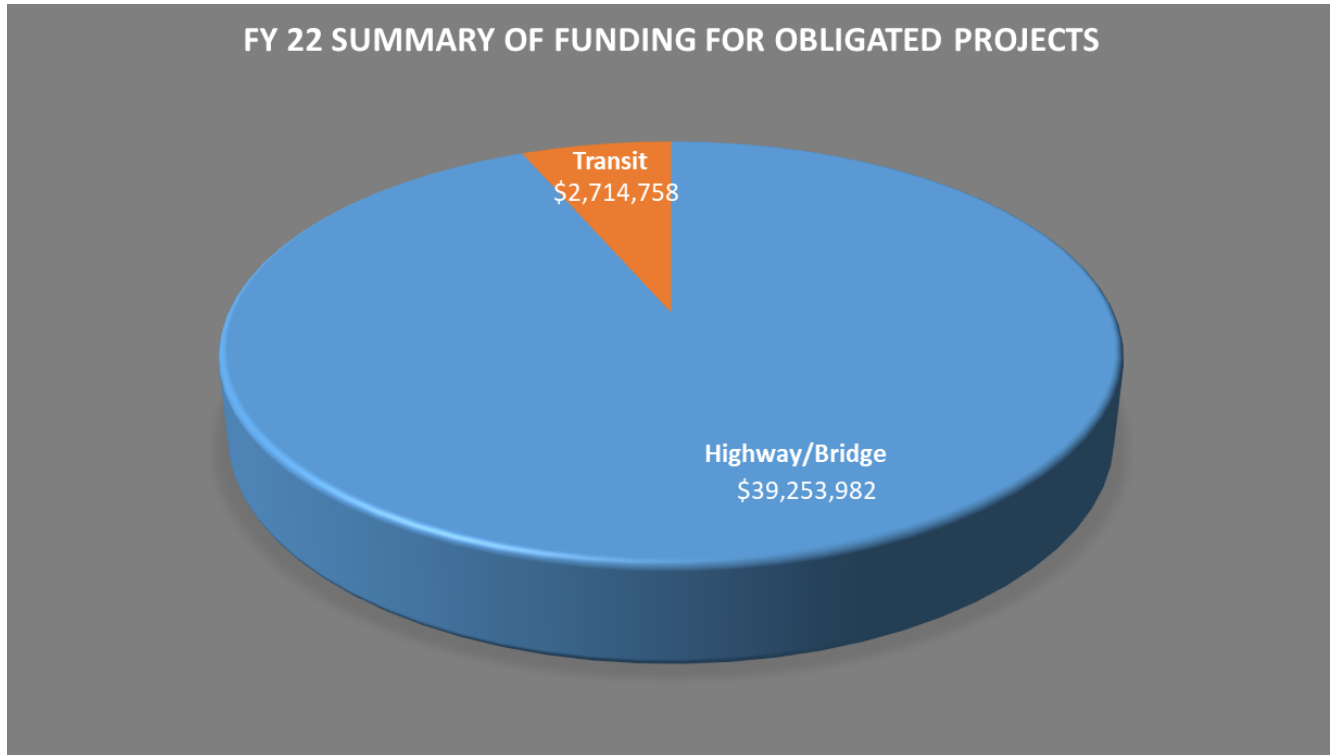


Adoption of the MTP is the initial step towards the implementation of a transportation project. Following formal adoption of the plan, a project can be programmed for design, right-of-way acquisition, or construction in the short-range Transportation Improvement Program (TIP), which identifies funding sources and the estimated amount of funding to be used. TIP is a management tool for implementing the projects programmed in the MTP. The projects in the TIP move towards implementation once the funds are obligated to them.

**Figure 2. MPO Project Development and Implementation Process**



**Figure 3. FY 2022 Federally Obligated Projects Summary**



**Summary of Federally Obligated Projects**

A total of \$41.9 million was obligated in FY 2022 for 26 transportation projects. Of this, \$39.2 million (94%) was for highway/bridge projects and \$2.7 million (6%) for transit projects. Figure 3, below, illustrates the funding obligation distribution between transit and highway projects.

**Table 1 List of Obligated FY 2022 Highway/Bridge Projects**

Project Definition	Route/Project Name and Description	Phase	Funding Source	Federal Funding	Federally Obligated Amount (\$)
				Source Description	
H.002059	LA 384 @ LA 385	Construction	HSIP	10,051.27	HIGHWAY SAFETY IMPROVEMENT PROGRAM
H.003931	CALCASIEU RIVER BRIDGE (HBI)	Engineering	STP FLEX	1,710,228.86	SURFACE TRANSPORTATION BLOCK GRANTS FLEX 2025
	CALCASIEU RIVER BRIDGE (HBI)	Engineering	STP FLEX	334,040.00	SURFACE TRANSPORTATION BLOCK GRANTS FLEX 2026
	CALCASIEU RIVER BRIDGE (HBI)	Engineering	STP FLEX	2,834,281.68	SURFACE TRANSPORTATION BLOCK GRANTS FLEX 2027
	CALCASIEU RIVER BRIDGE (HBI)	Engineering	RCAF	524,920.00	RAILROAD COAST ADJUSTMENT FACTOR
	CALCASIEU RIVER BRIDGE (HBI)	Engineering	RCAF	358,272.22	RAILROAD COAST ADJUSTMENT FACTOR
H.005967	NELSON RD EXT & BRIDGE	Environmental	NHPP	670,561.44	NATIONAL HIGHWAY PERFORMANCE PROGRAM 2021
	NELSON RD EXT & BRIDGE	Utility	NHPP	6,542,412.00	NATIONAL HIGHWAY PERFORMANCE PROGRAM 2021
	NELSON RD EXT & BRIDGE	Engineering	DEMOID1602	1,485.05	DEMOID1602
	NELSON RD EXT & BRIDGE	Construction	DEMO REPUR	972,467.48	DEMO REPUR
	NELSON RD EXT & BRIDGE	Construction	DEMO REPUR	406,299.00	DEMO REPUR
	NELSON RD EXT & BRIDGE	Construction	DEMOID1602	2,384,861.03	DEMOID1602
	NELSON RD EXT & BRIDGE	Construction	DEMO REPUR	534,963.58	DEMO REPUR
	NELSON RD EXT & BRIDGE	Construction	DEMO REPUR	3,950,246.82	DEMO REPUR
H.009620	I-10: WEST OF LA 108 TO I-210 INTERCHANGE	Construction	NHPP-E	338,451.80	NATIONAL HIGHWAY PERFORMANCE PROGRAM EXEMPT
H.010000	US171: CALCASIEU RVR BR REHAB (HBI)	Construction	NHPP	628,019.06	NATIONAL HIGHWAY PERFORMANCE PROGRAM 2023
H.011839	HENNING DR/WEEKLY RD OVERLAY	Construction	STP50-200K	1,121,690.21	STP50-200K
H.012052	LA3092: GAUTHIER RD @ LAKE ST ROUNDABOUT	Engineering	HSIP	19,089.34	HIGHWAY SAFETY IMPROVEMENT PROGRAM
	LA3092: GAUTHIER RD @ LAKE ST ROUNDABOUT	Engineering	HSIP	10,525.55	HIGHWAY SAFETY IMPROVEMENT PROGRAM
	LA3092: GAUTHIER RD @ LAKE ST ROUNDABOUT	Engineering	HSIP	18,344.13	HIGHWAY SAFETY IMPROVEMENT PROGRAM
	LA3092: GAUTHIER RD @ LAKE ST ROUNDABOUT	Engineering	HSIP	1,637.99	HIGHWAY SAFETY IMPROVEMENT PROGRAM
	LA3092: GAUTHIER RD @ LAKE ST ROUNDABOUT	Engineering	HSIP	21,654.14	HIGHWAY SAFETY IMPROVEMENT PROGRAM
	LA3092: GAUTHIER RD @ LAKE ST ROUNDABOUT	Engineering	HSIP	16,502.40	HIGHWAY SAFETY IMPROVEMENT PROGRAM
	LA3092: GAUTHIER RD @ LAKE ST ROUNDABOUT	Engineering	HSIP	778.46	HIGHWAY SAFETY IMPROVEMENT PROGRAM
	LA3092: GAUTHIER RD @ LAKE ST ROUNDABOUT	Engineering	HSIP	21,930.74	HIGHWAY SAFETY IMPROVEMENT PROGRAM
H.012053	LA 378: SB RT TURN LANE @ PHILLIPS RD	Construction	STP<200K	13,631.50	STBG 5-200K POP FASTG
H.012083	I-10: CALCASIEU RIVER BRIDGE INT REPAIRS	Engineering	NHPP	1,020,654.93	NATIONAL HIGHWAY PERFORMANCE PROGRAM 2023
H.012589	LA 108: LA 1256 - I-10	Construction	COVID	242,204.22	COVID
	LA 108: LA 1256 - I-10	Construction	STP FLEX	26,454.94	SURFACE TRANSPORTATION BLOCK GRANTS-FLEX 2025
H.013344	LA 14 @ LA 397 ROUNDABOUT	Construction	HSIP	263,814.52	HIGHWAY SAFETY IMPROVEMENT PROGRAM
	LA 14 @ LA 397 ROUNDABOUT	Construction	HSIP	754,534.08	HIGHWAY SAFETY IMPROVEMENT PROGRAM
	LA 14 @ LA 397 ROUNDABOUT	Construction	HSIP	764,440.57	HIGHWAY SAFETY IMPROVEMENT PROGRAM
	LA 14 @ LA 397 ROUNDABOUT	Construction	HSIP	2,702,294.33	HIGHWAY SAFETY IMPROVEMENT PROGRAM
H.013430	LA 378: UP RR CROSSING (WESTLAKE)	Construction	RAIL HE	32,794.55	RAIL HWY CROSS HAZARD ELM FAST
	LA 378: UP RR CROSSING (WESTLAKE)	Construction	RAIL HE	40,390.99	RAIL HWY CROSS HAZARD ELM FAST
	LA 378: UP RR CROSSING (WESTLAKE)	Construction	RAIL HE	3,578.84	RAIL HWY CROSS HAZARD ELM FAST
	LA 378: UP RR CROSSING (WESTLAKE)	Construction	STP FLEX	231,199.59	SURFACE TRANSPORTATION BLOCK GRANTS-FLEX 2025
H.013734	US 90: LA 14 - LA 397	Construction	STP<200K	80,000.00	STBG 5-200K POP FASTG
	US 90: LA 14 - LA 397	Construction	STP<200K	481,988.63	STBG 5-200K POP FASTG
H.013870	ENTERPRISE OVERLAY: 12TH ST TO BROAD ST.	Construction	STP50-200K	983,032.00	STP50-200K
	ENTERPRISE OVERLAY: 12TH ST TO BROAD ST.	Construction	STPFLEX-E	4,899,807.48	STPFLEX-E
H.014094	LA 397: LEFT TURN LANE @ MCNEESE EXT	Construction	STP FLEX	54,175.89	SURFACE TRANSPORTATION BLOCK GRANTS-FLEX 2025
H.014370	POST OAK ROAD: BURTON TO AUBRIANNA	Construction	STP50-200K	983,032.00	STP50-200K
	POST OAK ROAD: BURTON TO AUBRIANNA	Construction	STPFLEX-E	2,064,998.50	STPFLEX-E
H.014658	1ST AVENUE TRAIL - NORTH OF BROAD	Construction	RTP	85,000.00	RECREATIONAL TRAILS PROGRAM
	1ST AVENUE TRAIL - NORTH OF BROAD	Construction	RTP	92,240.00	RECREATIONAL TRAILS PROGRAM
				<b>39,253,981.81</b>	

Table 2. Distribution of Obligation Amounts Between Funding Programs

<b>FY 22 Highway/Bridge Funding Grant Sources</b>	<b>Amount</b>
<b>Grant</b>	<b>Federal Funds Amounts</b>
COVID	\$242,204.22
DEMO REPUR	\$5,863,976.88
DEMROID1602	\$2,386,346.08
HSIP	\$4,605,597.52
NHPP	\$8,861,647.43
NHPP-E	\$338,451.80
RAIL HE	\$76,764.38
RCAF	\$883,192.22
RTP	\$177,240.00
STP FLEX	\$5,190,380.96
STP<200K	\$575,620.13
STP50-200K	\$3,087,754.21
STPFLEX-E	\$6,964,805.98
<b>Total</b>	<b>\$39,253,981.81</b>

Table 1, on page 6, indicates all the federally obligated road/projects for the FY 22, along with relevant information. The highway/bridge projects are indicated in Table 2, above, showing a list of the project funding programs and associated federal obligation amounts.



**Figure 4. FY 2022 Federally Obligated Highway/Bridge Projects by Funding Programs**

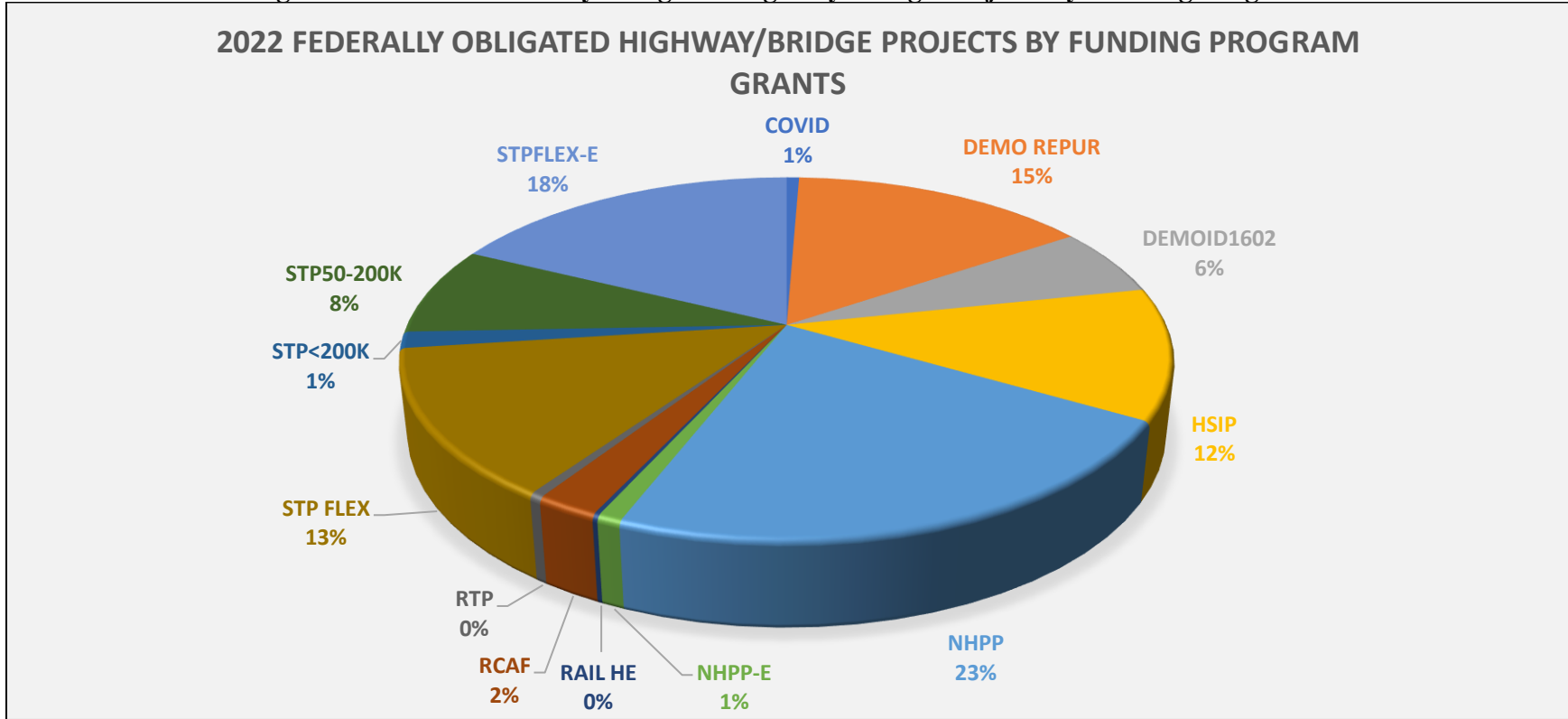


Figure 4, above, shows the distribution of funds between various funding sources for the highway projects, with the three primary obligated funding programs representing 88% of the total, indicated as the following: NHPP (23%); STP FLEX-E (18%); DEMO REPUR (15%); STP FLEX (13%); HSIP (12%); and STP50-200K (8%). These funds are used within the metropolitan area to fund roadway reconstruction, rehabilitation, traffic operational improvements, bicycle and pedestrian facilities, and studies.

**Table 3. List of Obligated FY 2022 Transit Projects**

<b>Project Description</b>	<b>Proposed Improvement</b>	<b>Federal Share</b>	<b>Comments</b>
Lake Charles Transit	Capital Assistance Grant - -Bus Stops/Passenger Shelters	\$25,000	N/A
Lake Charles Transit	Capital Assistance Grant - -Bus Route Signage	\$25,000	N/A
Lake Charles Transit	Capital Assistance Grant - - Bus cameras	\$25,000	N/A
Lake Charles Transit	Capital Assistance Grant - -Preventative Bus Maintenance	\$900,000	N/A
Lake Charles Transit	Metropolitan Planning Administrative - - Administrative Program Support	\$50,000	N/A
Lake Charles Transit	Operating Assistance	\$863,864	N/A
Calcasieu Parish Transit	Operating Assistance	\$570,000	N/A
Calcasieu Parish Transit	Operating Assistance	\$190,000	N/A
Calcasieu Parish Council on Aging	Capital Assistance Grant - Bus 802B	\$115,894	N/A
<b>Total</b>		<b>\$2,764,758</b>	

The transit projects are indicated in Table 3, above, showing a list of the project funding programs and associated obligation amounts. Lake Charles Transit was obligated 66% of transit projects, equivalent to 68% of federal funding obligations for FY 22. In terms of all 9 transit project improvements, 55% were capital assistance and 33% were operating assistance.

**Table 4. FY 22 Federally Obligated Transit Projects by FTA Funding Category**

<b>FY 22 Transit Funding Grant Sources</b>	<b>Fed Share Amount</b>
5307 Urban	\$1,838,864
5310 Rural	\$685,894
5316 Urban - JARC	\$190,000
<b>Total</b>	<b>\$2,714,758</b>

**Figure 5. FY 22 Federally Obligated Transit Projects by FTA Funding Category**

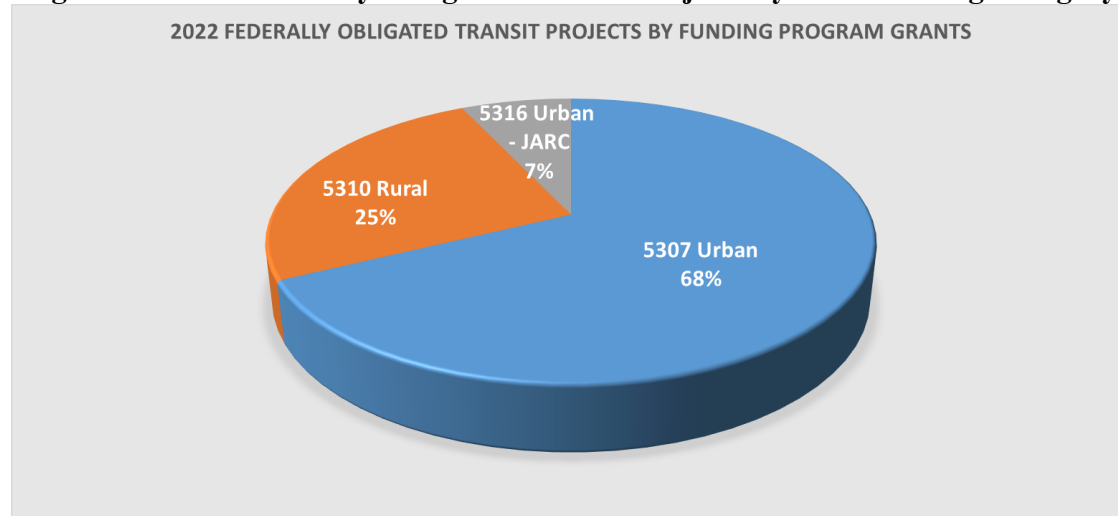
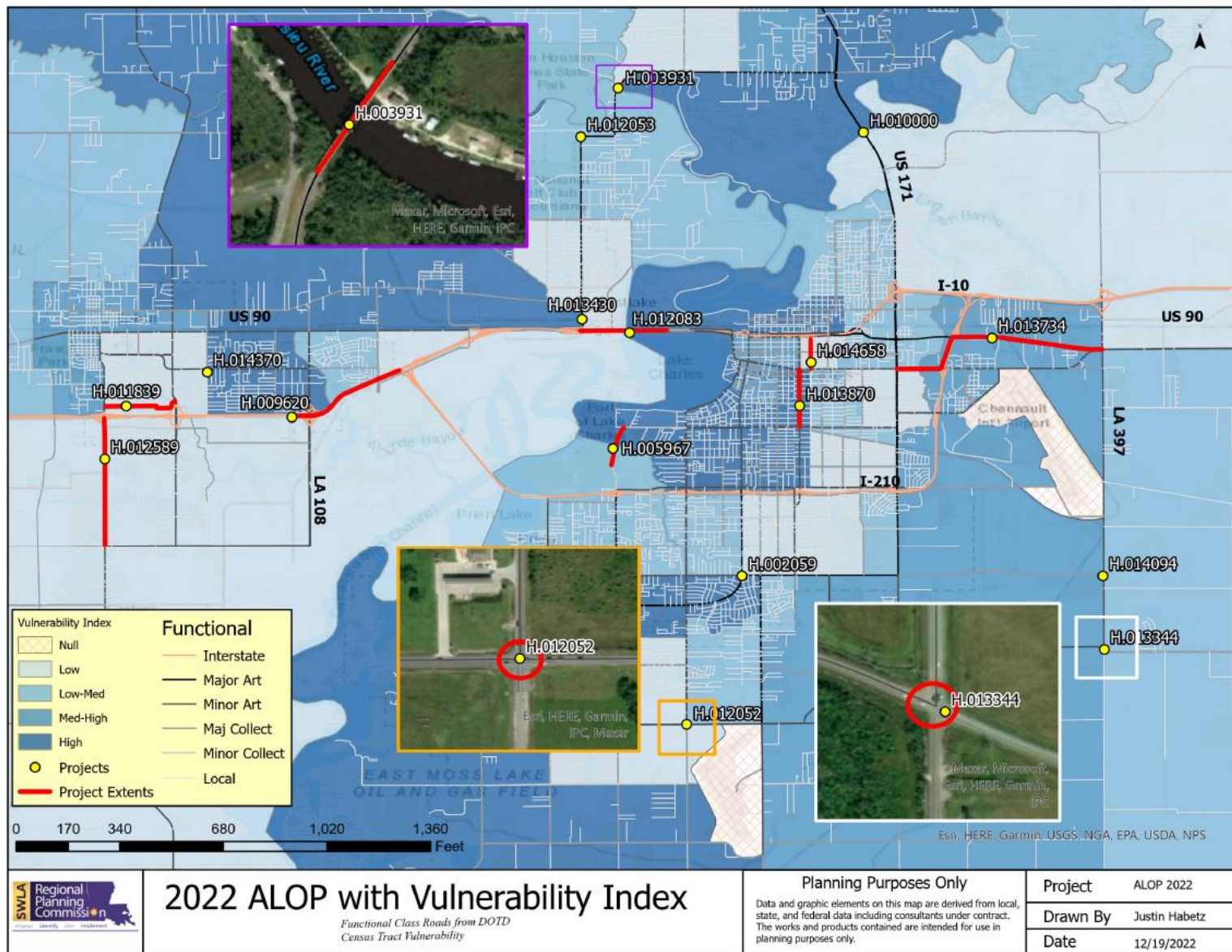


Table 4 and Figure 5, above, summarize the funding for the transit projects sorted by funding programs. Majority of the transit funding comes from Section 5307 program, at \$1.8 million, accounting for 68% of transit funding. In FY 22, transit funds are used for capital and operating assistance.

## **Assessment of Projects with Regards to High Vulnerability Block Groups**

Since the establishment of Title VI, Environmental Justice has been considered in local, state and federal transportation project development. Section 42.104 of Title VI and related statutes require federal agencies to ensure that no person is excluded from participation in, denied the benefit of, or subjected to discrimination under any program. The 2045 Metropolitan Transportation Plan provided an Environmental Justice Vulnerability Index, that assessed the following demographic factors: Population 65 and older, population under 18, minority population, low-income individuals, households with no vehicle, population with poor or limited English, and households with one or more disabled persons.

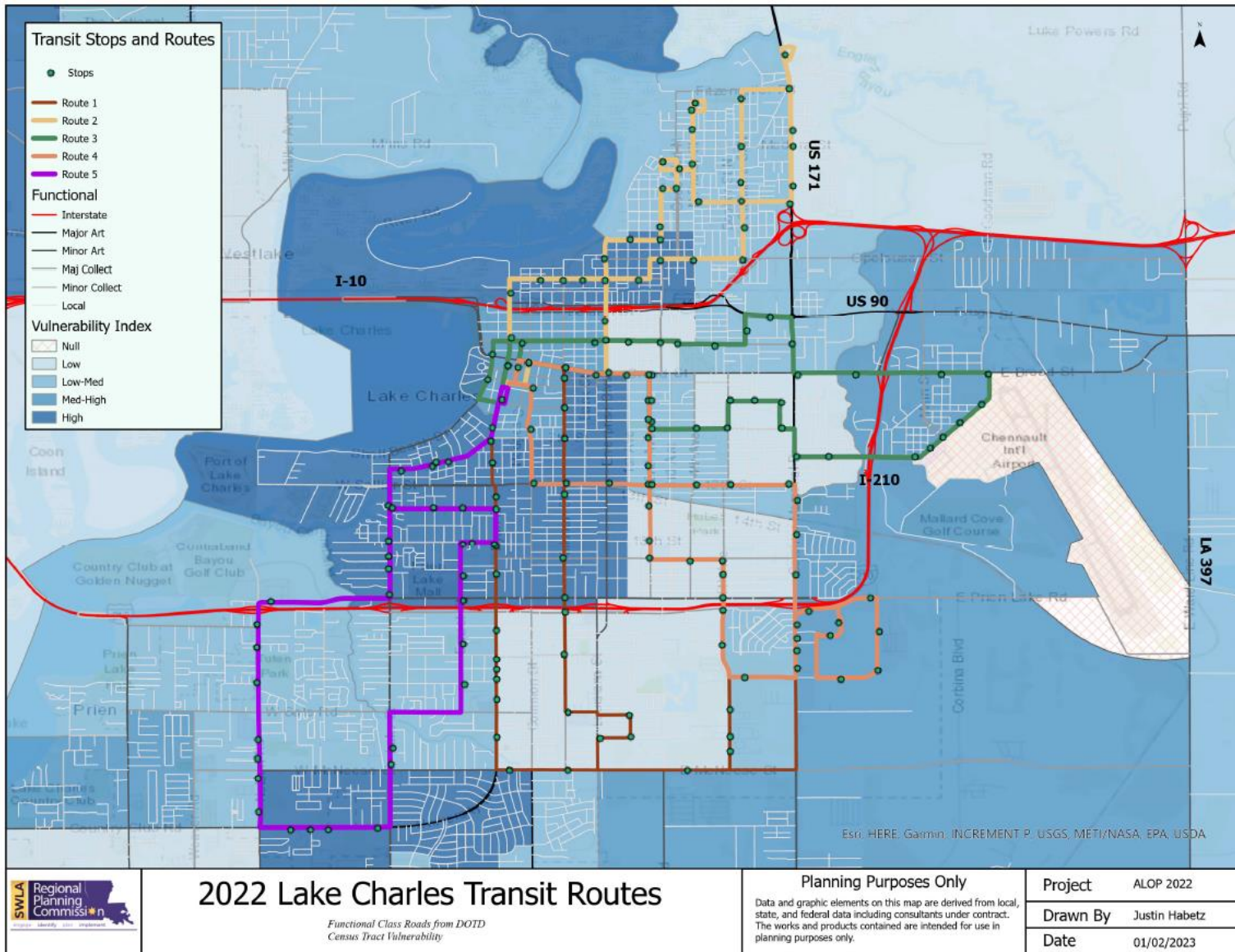
**Figure 6. FY 22 Highway/Bridge Projects in the Most Vulnerable Block Groups**



Lake Charles Metropolitan Planning Area block groups are indicated in shades of blue on the map as 2010 U.S. Census Block Groups, derived from the Lake Charles MPO 2045 Metropolitan Transportation Plan. In Figure 6, on page 12, there were 9 out of 17 roadway

projects that were at least 50% in the Highest Vulnerability (dark blue) block groups, including the following: H.002059 LA 384 at LA 385 Roundabout; H.003931 Calcasieu River Bridge (HBI), H.005967 Nelson Rd Extension and Bridge; H.009620 I-10 West of LA 108 to I-210 Interchange, H.010000 US 171 Calcasieu River Bridge Rehab (HBI), H.012083 I-10 Calcasieu River Bridge Repairs, H.013430 LA 378 UP RR Crossing (Westlake), H.013870 Enterprise Blvd Overlay and H.014370 Post Oak Rd. The total amount of FY 2022 ALOP investments in the most vulnerable block groups was \$32.4M or 83% of all federally obligated funding for the fiscal year.

**Figure 7. FY 22 Transit Projects in the Most Vulnerable Block Groups**



Lake Charles Metropolitan Planning Area block groups are indicated in shades of blue/purple on the map, in Figure 7, on page 14, as 2010 U.S. Census Block Groups, derived from the Lake Charles MPO 2045 Metropolitan Transportation Plan. All routes touch on the

Highest, Medium and Lowest Vulnerability block groups, so the \$2.7M in federal obligated funds is being utilized in the full spectrum of socio-economic geographies in Lake Charles MPA.

**ALOP Comparison Between FY 21 and FY 22**

**Table 5. Comparison of Total Federal Obligations Indicated in FY 21 and FY 22 in TIP FY 2019 – 22**

<b>Comparison of Total Federal Obligations Indicated in FY 21 and 22</b>						
	<b>Highway/Bridge Funding</b>	<b># of Highway/Bridge Projects</b>	<b>Transit Funding</b>	<b># of Transit Projects</b>	<b>Combined Highway/Bridge and Transit Funding</b>	<b># of Combined Highway/Bridge and Transit Projects Funding</b>
<b>FY 21</b>	\$54,852,603	24	\$3,935,000	5	\$58,787,603	29
<b>FY 22</b>	\$39,253,982	17	\$2,714,758	9	\$41,968,740	26
<b>Change</b>	\$15,598,621	7	\$1,220,242	4	\$16,818,863	3
<b>% Change</b>	-28.4%	-29.2%	-31.0%	80.0%	-28.6%	-10.3%

Table 5, above, displays the changes that occurred between FY 21 and FY 22. The highway and bridge funding decreased by 28.4% while total number of projects decreased by 29.2%. Transit funding decreased by \$1.2 million, as number of projects increased by 4 projects.