

AMENDMENT
OF
METROPOLITAN TRANSPORTATION PLAN 2037
TRANSPORTATION IMPROVEMENT PROGRAM 2015 - 2018
AIR QUALITY CONFORMITY ANALYSIS

CAPITAL REGION OZONE NON-ATTAINMENT AREA



ADOPTED: 05/10/2016

PREPARED BY



in cooperation with



EXECUTIVE SUMMARY

The five parishes comprising the Baton Rouge metropolitan study area: Ascension, East Baton Rouge, Iberville, Livingston, and West Baton Rouge, are currently designated by EPA as a “marginal” 8-hour ozone nonattainment area (Figure 3). The federal transportation conformity regulations (40 CFR part 93), *Criteria and Procedures for Determining Conformity to State and Federal Implementation Plans of Transportation Plans, Programs, and Projects Funded Under Title 23 U.S.C. or the Federal Transit Act*, requires Metropolitan Planning Organizations (MPOs) and state Departments of Transportation (DOTs) to make conformity determinations for Metropolitan Transportation Plans (MTPs) and Transportation Improvement Programs (TIPs) before they are adopted, approved, and accepted in nonattainment and air-quality maintenance areas.

The Capital Region Planning Commission (CRPC), and the Louisiana Department of Transportation and Development (LADOTD), in cooperation with the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), Environmental Protection Agency (EPA), and the Louisiana Department of Environmental Quality (LDEQ), developed a financially constrained long range plan MTP 2037 and obtained a conformity determination on July 17, 2013. In accordance with the federal conformity regulations (as amended through April 2012), the adopted MTP and conformity has to be updated every four years or amended as regionally significant projects are moved between stages, added to or removed from the MTP. Last year, CRPC in coordination with LADOTD and local governments identified several major changes to the regionally significant projects, which included addition of new projects and moving of projects between MTP stages I and II, programmed in the current MTP 2037. In accordance with the federal conformity regulations (as amended through April 2012), this triggered amendment of the MTP 2037 and also the conformity determination approved on July 17, 2013.

In order to demonstrate attainment and maintenance of the National Ambient Air Quality Standard (NAAQS) for ozone, the Clean Air Act Amendments of 1990 (CAAA) require that each state submit a State Implementation Plan (SIP) to the U.S. Environmental Protection Agency (EPA). In ozone nonattainment and maintenance areas, the SIP is a legally binding control strategy implementation plan that contains specific controls and strategies through which ozone-precursor emissions will be reduced and the ozone standard attained. For the Baton Rouge ozone nonattainment area, the current applicable air quality SIP that is deemed adequate for transportation conformity purposes is a re-designation package prepared by

LDEQ that contains motor vehicle emissions budgets (MVEBs) established with EPA’s mobile source emission factor model, MOVES 2010B. The re-designation package and MVEBs are currently being reviewed by EPA. The proposed MVEBs will be official once they have been deemed adequate by EPA. The purpose of this report is to document the proposed project changes to the MTP 2037, demonstrate fiscal constraint, and also demonstrate that the *amended MTP 2037* conform to the proposed MVEBs. The results from this study do in fact demonstrate that the total projected VOC and NO_x emissions within the Baton Rouge nonattainment area are less than the proposed motor vehicle emissions budgets for these ozone-precursor pollutants; thus the amended MTP and TIP conform to the State Implementation Plan. The projects and timelines identified in this amended MTP and conformity supersede the projects and timelines in the current official documents once the new MVEBs are deemed adequate and amended conformity is approved.

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GLOSSARY

Advanced Transportation Management System – ATMS: Advanced traffic control center with emergency communications.

Clean Air Act Amendments of 1990 - CAAA: Legislation that identifies primary sources of certain criteria pollutants and calls for stringent new requirements regarding the attainment of the national ambient air quality standards (NAAQS).

Capital Region Planning Commission - CRPC: The Metropolitan Planning Organization (MPO) responsible for transportation planning activities within the Baton Rouge metropolitan area.

Environmental Protection Agency - EPA: The federal regulatory agency that is responsible for administering and enforcing federal environmental laws.

Federal Highway Administration - FHWA: An agency of the U.S. Department of Transportation, with federal jurisdiction pertaining to transportation projects and funding.

Highway Performance Monitoring System - HPMS: A process of statistical sampling and analysis of highway system networks that is used in the estimation of vehicle miles traveled (VMT).

Intelligent Transportation System – ITS: This term is used to refer to computer operated traffic devices with communications, buildings, personnel etc., manage traffic and traffic related emergencies.

Louisiana Department of Environmental Quality - LDEQ: State of Louisiana agency that has jurisdiction over environmental regulations.

Louisiana Department of Transportation and Development - LDOTD: State of Louisiana Agency with state jurisdiction pertaining to transportation projects and funding.

MAP-21 - Moving Ahead for Progress in the 21st Century is the new transportation Federal legislation dictating the procedures for programming federal transportation funds.

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

Metropolitan Planning Organization - MPO: An organization that is established by the Governor and units of local government to carry out the transportation planning process required by Section 134 of Title 23 of the United States Code as amended by TEA-21.

Metropolitan Study Area: The area represented by the existing urbanized area and the contiguous area that is forecasted to be urbanized within 25 years.

Metropolitan Transportation Plan (MTP): A document that specifies transportation projects and programs to be implemented over a long range period. The MTP must be financially constrained, have a 20 year planning horizon, and demonstrate conformity with applicable State Implementation Plans before formal approval and adoption.

Mobile Sources: Mobile sources include motor vehicles, aircraft, ocean-going vessels, and other transportation modes. The principal mobile source pollutants are: carbon monoxide (CO), volatile organic compounds (VOCs), oxides of nitrogen (NOx), and particulate matter (PM).

Motor Vehicle Emissions Budgets - MVEBs: That portion of the total allowable emissions defined in the applicable state implementation plan (SIP), for a certain date, and for the purpose of meeting reasonable further progress milestones or attainment or maintenance of the NAAQS.

MOVES – Motor Vehicle Emissions Simulator: This is the current official EPA air quality emissions model that needs to be used for CMAQ and conformity analysis purposes.

National Ambient Air Quality Standards - NAAQS: Federal standards pursuant to section 109 of the Clean Air Act that establish permissible concentrations and exposure limits for criteria pollutants.

Nonattainment Area: A geographic region of the country that has been designated by the EPA as not meeting the NAAQS.

Oxides of Nitrogen – NOx: Compounds that contribute to the formation of ground level ozone.

Ozone: A secondary pollutant formed when volatile organic compounds and oxides of nitrogen combine in sunlight. It is associated with respiratory problems in humans and animals.

SAFETEA-LU: Prior Federal legislation dictating the procedures for programming federal transportation funds.

State Implementation Plan - SIP: A plan mandated by the CAAA that contains procedures to monitor, control, maintain, and enforce compliance with the national ambient air quality standards.

Statewide Transportation Improvement Program – STIP: Document that contains the statewide transportation improvements showing financial constraint and compliance with all applicable regulations.

Transportation Advisory Committee - TAC: A committee consisting of governmental institutions and providers of transportation in the Baton Rouge metropolitan area. Its purpose is to provide advice and recommendations regarding transportation issues in the area.

Traffic Analysis Zone - TAZ: Smallest analysis area in a travel demand-forecasting model.

Transportation Equity Act for the 21st Century - TEA 21: Prior Federal legislation dictating the procedures for the spending of federal transportation monies.

Transportation Improvement Program - TIP: A document developed pursuant to 23 CFR part 450 that specifies transportation projects programmed for the metropolitan area.

Transportation Management Area - TMA: An urbanized area with a population of at least 200,000.

Transportation Policy Committee - TPC: The committee responsible for formally adopting local plans and programs in the metropolitan area.

TransCAD: A travel-demand forecasting model used for projections of traffic volumes and vehicle speeds.

Volatile Organic Compounds – VOCs: Compounds that contribute to the formation of ground level ozone.

1 INTRODUCTION

Metropolitan Transportation Plan (MTP) 2037, which outlines regional solutions to existing and future transportation needs, was developed through a coordinated process between the Metropolitan Planning Organization (MPO), local jurisdictions, various agencies, and the public. It is a multimodal plan, and outlines a comprehensive transportation system that best addresses projected travel needs of the public to the year 2037. The plan takes into account the projected needs and desires of all users of the transportation system; whether accessed by car, public transit, truck, rail, or bicycle, or for the purposes of work, school, commerce, or pleasure. The target years for this plan are 2017 for the short-range, 2027 for the intermediate-range, and 2037 for the long-range stages.

The five parishes comprising the Baton Rouge metropolitan area: Ascension, East Baton Rouge, Iberville, Livingston, and West Baton Rouge are currently designated by EPA as a “marginal” 8-hour ozone nonattainment area¹. The marginal classification (effective July 20, 2012) is based primarily on locally monitored air quality data which indicate that the health-based 2008 8-hour ozone standard of 0.75 ppm has been exceeded in the Baton Rouge area to a level sufficient to warrant the marginal nonattainment classification. Due to the nonattainment classification of the noted five parish area, the Capital Region Planning Commission (CRPC) acting as the technical staff of the Baton Rouge MPO, and the Louisiana Department of Transportation and Development (LADOTD), in cooperation with Federal Highway Administration (FHWA), Louisiana Department of Environmental Quality (LDEQ), Environmental Protection Agency (EPA), and the Federal Transit Administration (FTA), prepared a transportation conformity analysis for MTP 2037 pursuant to state and federal conformity regulations (LAC 33:III.14.B and 40 CFR part 93, respectively). The conformity determination for MTP 2037 was officially approved on July 17, 2013.

In accordance with the federal conformity regulations (as amended through April 2012), MTP 2037 and the conformity determination must be updated before July 17, 2017, or amended if any major changes are made to the currently programmed regionally significant transportation projects. Last year, CRPC in coordination with LADOTD and local governments identified several major changes to the regionally significant projects, which included addition of new projects and moving of projects between MTP stages I

¹ 73 FR15087. *Final Rule, July 20, 2012, Determination of Nonattainment and Reclassification of the Baton Rouge 8-hour Ozone Nonattainment Area; State of Louisiana.*

and II, programmed in the current MTP 2037. These changes triggered amendment of MTP 2037 and also the conformity determination approved on July 17, 2013.

This document describes the planned changes to the projects programmed in MTP 2037, how the amended plan and TIP are fiscally constraint, air quality inter-agency process, and also the amended conformity analysis process and results.

2 MTP 2037 AMENDMENT

The Capital Region MPO 2037 Metropolitan Transportation Plan (MTP), the current conforming regional transportation plan, was approved by FHWA and EPA on July 17, 2013. The MTP 2037 will continue to evolve as additional needs are identified and amendments to the plan are periodically made as new projects, funding, or programs arise. Below is a summary of list of amendments and project descriptions that are included in this analysis.

2.1 Regional Significant Project Changes

CRPC in coordination with LADOTD and local governments identified the following major changes to the regionally significant projects, which included addition of new projects and moving of projects between MTP stages I and II, programmed in the current MTP 2037. The complete list of updated staged improvement projects are shown in Appendix A.

Table1: MTP 2037 Amendment Project Changes

Change No	Change Description	Prev Map No.	Cur Map No.	Open to Traffic by	Parish	Route	Limits	Project Desc	Project Cost (000)	Funding Source
1	New Project		151	2017	ASC	LA 44	I-10 to Loosemoore Rd	Widen to 4 Lanes	9,000	PRIVATE
2	New Project		152	2017	EBR	Dijon Extension Phase I	LA 3064 TO LA 1248 PHASE 1	New Road	8,275	STP>200K, LOCAL
3	New Project		153	2022	EBR	Dijon Extension Phase II	LA 3064 TO LA 1248 PHASE 2	New Road	11,575	STP>200K, LOCAL
4	Move from Stage II to Stage I	235	154	2017	LIV	LA 1026 (Juban Rd)	I-12 to Florida Ave	Widen to 4 Lanes	12,571	STBONDS
5	Move from Stage II to Stage I	244	150	2017	LIV	I-12	Satsuma to Study Area Boundary	Widen to 6 Lanes	26,498	NHS
6	Move from Stage I to Stage II	116	245	2022	EBR	Old Hammond Hwy Seg 2	Millerville Rd - O' Neal Ln	Widen to 4 Lanes	12,179	LOCAL

Dijon Drive Extension Phase I and Phase II:

The purpose of the proposed project is to provide transportation infrastructure to provide points of access to future Baton Rouge Health District (BRHD) development, support economic growth of the BRHD, and improve connectivity of the transportation system.

FUTUREBR identified the medical corridor as an area with immediate needs to address traffic congestion, safety, and the health care economy of the BRHD. Currently, Essen Lane and Bluebonnet Boulevard are the primary arterial roadways serving the BRHD and the surrounding community. These arterials also provide access to I-10. Under existing conditions drivers experience long delays and reduced level of service along these primary arterials and also BRHD arterial roadways. The Dijon Extension will create an efficient

system link through the BRHD by providing multiple points of access and opportunity for alternate travel routes into, out of, and within the BRHD. Dijon Drive Extension will provide access to a the proposed OLOL children’s hospital and future medical developments by BR General, as well as connectivity between Essen Lane, Bluebonnet Blvd, Picardy Avenue, and Summa Avenue. The project location map of Dijon Drive Extension is shown in Figure 1. Phase I of the Dijon Extension Project is expected to open before December 31, 2017 and Phase II of the project is expected to open after 2017. Stage 0, environmental, and design phases of this project are being funded utilizing local funds. The construction phase will be funded utilizing STP>200K funds. The City/Parish of East Baton Rouge obtained approval from the MPO TPC on Tuesday, August 11, 2015 (Appendix B) to transfer STP>200K funds from an existing project Old Hammond Hwy Segment 2 (H.007974) towards construction phase of this project.



Figure 1: Dijon Drive Extension Vicinity Map

LA 44 (I 10 – Loosemore Rd):

The purpose of this project is to widen LA 44 to four (4) lanes from where the current four lane road ends just north of I-10 to a point just north of Loosemore Road. The City of Gonzales is working to participate on roadway improvements along this corridor to support the large scale developments along LA 44 (specifically south of I-10). This project is completely being funded by the private developer developing the land to the east of LA 44 between Loosemore Road and I-10 as shown in Figure 2. This widening project is expected to be completed before December 31, 2017.

2.2 Financially Constrained

As per the original MTP 2037, the anticipated state and Federal street and highway funding for the plan period (2013 – 2037) was calculated to be \$2.03 billion. The estimated total cost of improvements as identified in the staged improvement program is \$2.05 billion, which is within the acceptable limits of over programming. The transit expenses (\$301 million) for the plan period are less than the estimated transit revenues (\$334 million). The proposed changes affect only the highway portion of the MTP and based on the project descriptions above do not require any additional federal dollars than what were originally programmed. Therefore, the amended Capital Region MPO MTP 2037 and TIP (2015-2018) are financially constrained.

3 CONFORMITY ANALYSIS

Pursuant to sections 105 and 110 of 40 CFR part 93, in September of 2012, Planning staff with CRPC, LDOTD, FHWA, the Environmental Protection Agency (EPA) and LDEQ began a series of interagency consultation meetings to discuss 8-hour ozone conformity requirements for the Baton Rouge area. The primary purpose of these consultations was to reach a consensus on general and specific methodologies required to complete the tasks for the forthcoming conformity analysis. Many topics were discussed at these meetings and they included, but were not limited to: the appropriate Motor Vehicles Emissions Budget (MVEB), latest planning assumptions, MOVES input data, VMT estimates for urban and rural areas, updating the urbanized area planning boundaries in accordance with the 2010 census data, regionally significant projects to be analyzed, fiscal constraint issues, exempt projects, and conformity analysis years

It was agreed that in order to determine conformity for the Plan and TIP, the following seven (7) tasks were required at a minimum. Methodologies and other pertinent details are discussed in the narrative that follows the task outline below:

Task 1: Study Area Boundaries

Confirm metropolitan and rural-area nonattainment area boundaries; confirm census-based boundaries for the Baton Rouge urbanized area.

Task 2: Applicable Conformity Test Requirements

Determine applicable motor vehicle emissions budgets to be used for the demonstration of Plan and TIP conformity to the SIP.

Task 3: Horizon Year Analysis

Define action networks and scenarios for selected horizon years.

Task 4: Vehicle Miles of Travel (VMT) and Speeds

Develop VMT projections in the nonattainment area for all analysis years by functional class using HPMS data for the non-modeled area, and travel-demand network model VMT and speeds for the modeled area. Determine the average travel speeds for the rural roadway functional classes in the nonattainment area.

Task 5: MOVES Emissions Analysis

Use the PPSUITE™ enhanced-modeling emissions analysis software for the Baton Rouge Travel Demand Modeled area.

Task 6: Conformity Determination

Determine the total on-road mobile source emissions for the Baton Rouge 5-parish nonattainment area and compare with the SIP motor vehicle emissions budgets.

Task 7: Public Participation

Prepare a draft conformity document for review and approval by the MPO Transportation Policy Committee (TPC), and make it available for public inspection and comment.

3.1 STUDY AREA BOUNDARIES

The first step in the development of mobile source emissions estimates for the Baton Rouge nonattainment area is to identify the boundaries to be used. There are two boundaries that are significant with regard to the air quality conformity analysis: the metropolitan study area (hereinafter referred to as the “modeled area”) and the 5-parish nonattainment area. The Baton Rouge nonattainment area encompasses the parishes of Ascension, East Baton Rouge, Iberville, Livingston, and West Baton Rouge. The metropolitan study area is totally within the nonattainment area and is completely covered by the MPO network model (Figure 3).

3.2 APPLICABLE CONFORMITY TEST REQUIREMENTS

In order to make a positive conformity finding for the MTP and TIP, projected mobile source emissions (VOC and NOx) for each analysis year must be lower than the MVEBs agreed upon the air quality interagency process and deemed adequate by the EPA. The minutes of the interagency meeting where the applicable MVEBs were discussed are shown in Appendix C. Table 2 below shows the MVEBs applicable to different analysis years.

Table 2: Analysis Years and Applicable MVEBs

Analysis Years	MVEBs (tpd)	
	VOC	NOx
2017	18.82	30.0
2022	13.19	14.37
2027 & 2037	11.55	10.95

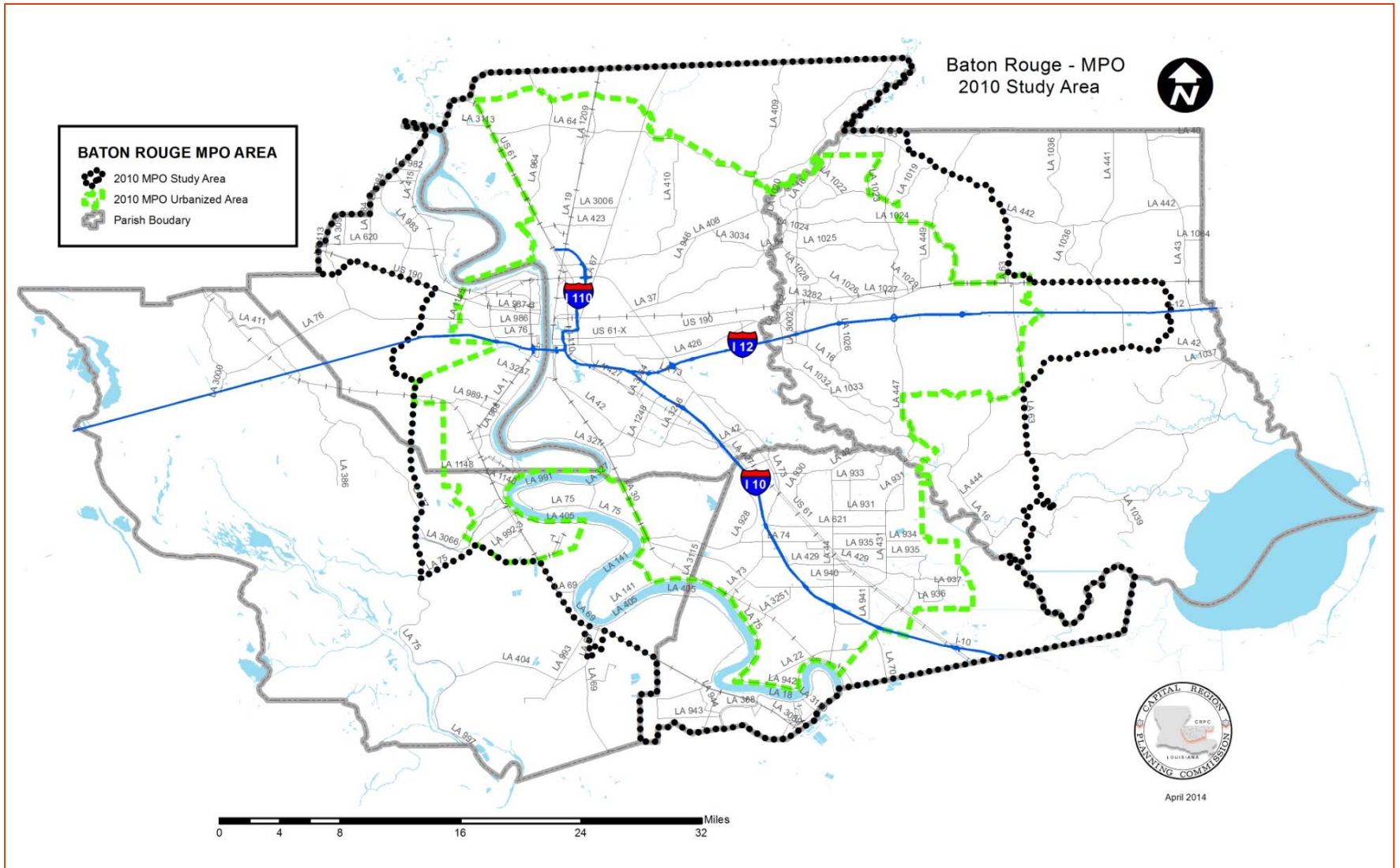


Figure 3: Capital Region Non-Attainment and Metropolitan Planning Area

LDEQ submitted a draft maintenance plan to US EPA on behalf of the five parish ozone non-attainment area on June 20, 2015. Following a review of the emissions inventory information contained in the maintenance plan, EPA has requested the LDEQ provide a more clearly identified motor vehicle emissions budgets (MVEB). The proposed MVEBs have been submitted to EPA for approval. These MVEBs will become official after EPA deems them adequate.

3.3 CONFORMITY ANALYSIS YEARS

The conformity analysis years the Baton Rouge 2008 8-hour Ozone budget year of 2022 and the MTP 2027 horizon years of 2017, 2027, and 2037. Horizon year is defined by incremental Plan stages that contain applicable projects that are expected to be operational before the end of each of the three Plan stages.

Analysis Scenarios	Years
Stage 1	2013-2017
Stage 2	2018-2027
Stage 3	2028-2037

These conformity analysis years were selected through interagency consultation (Appendix C) and meet the requirements of 40 CFR 93.106(a)(1) and 40 CFR 93.118(b).

3.4 ESTIMATION OF VMT AND VEHICLE SPEEDS

The Highway Performance Monitoring System (HPMS) is a standardized procedure by which States determine and report vehicle miles of travel to FHWA. Based on statistical expansion of a system of traffic counts, existing vehicle miles of travel (VMT) are estimated for each current year. The VMT represents Annual Average Daily Traffic (AADT), which is essentially an average day over the entire year including weekends.

USEPA recommends that the emissions estimates used for the conformity determination, re-designation package analysis or State Implementation (SIP) Development be based upon VMT quantities which are consistent with the reported HPMS totals for the region. Since the travel model is a simulation and provides only an approximation of actual conditions, it is inevitable that the traffic volumes produced by the model need to be adjusted to be precisely consistent with reported HPMS totals. Further, the issue of temporality must be accounted for: the model represents a typical, presumably average, weekday. HPMS

represents Average Annual Daily Traffic (an overall average day of the year including weekend days). But the emissions estimate should be computed for a typical August weekday so adjustments to both the model VMT and reported HPMS VMT totals are needed.

LADOTD provided 2013, 2022, and 2027 HPMS VMT (Appendix D) by functional class by Parish for both inside and outside CRPC's new boundary shown in Figure 3. The base year for CRPC's travel demand model is 2010. So the HPMS data provided by LADOTD was extrapolated to calculate the 2010 data. The model was run to generate the VMT for 2010, 2017, 2022, 2027 and 2037. The VMT was aggregated by functional class similar to the HPMS data provided by LADOTD. Only a limited number of local streets are represented on the model network. The local streets are represented by centroid connectors. The total local road VMT was calculated by adding the local street VMT, centroid connector VMT, and the intra-zonal VMT. The next step was to adjust the model VMT to inside model area HPMS VMT provided by LADOTD. Adjustment factors were calculated based on HPMS VMT data provided by LADOTD, which were then applied to all future year model projections to determine final adjusted Model VMT. The model area adjusted VMT by functional class was combined with corresponding outside model area (donut) VMT to get the data for the entire five parish non-attainment area. Since the emissions estimate should be computed for a typical August weekday, adjustments were made by applying the seasonal factors provided by LADOTD (Appendix D).

The most critical step was to adjust the model VMT to provided HPMS VMT data utilizing methodologies that are consistent with federal regulations. Since the base year for the model is 2010, the HPMS VMT data provided by LADOTD for 2013, 2022 and 2027 was interpolated to calculate the HPMS VMT for 2010. The HPMS adjustment factors were based on the ratio of base year 2010 HPMS VMT to the base year model VMT. Equations for calculating the HPMS adjustment factor and also the adjusted VMT for horizon years 2022 and 2027 are shown below:

$$\text{HPMS Adjust Factor by Parish and HPMS Functional Class for 2010 (AF)} = \frac{\sum(2010 \text{ HPMS VMT by Parish and Functional Class})}{\sum(2010 \text{ Model VMT by Parish and Functional Class})}$$

This adjustment factor was applied to 2017, 2022, 2022 and 2027 model VMT to calculate the adjusted VMT by parish and by Functional Class. Seasonal factors were then applied to compute the VMT for a typical August weekday.

$$\text{(Adjusted Model VMT}_{2022}) = \sum (2022 \text{ Model VMT}_i \times \text{AF} \times \text{Seasonal Factors})$$

The adjusted VMT data by Parish and roadway functional classification calculated is shown in Appendix D.

Vehicle speeds were derived by utilizing 15 minute travel time data from NAVTEQ travel time data for 2012. Twenty four hour Speed profiles were developed by MOVES roadway type (urban restricted, urban unrestricted, rural restricted, and rural unrestricted) for all the five parishes. A sample twenty four hour speed profile for urban restricted roadway type in East Baton Rouge Parish is shown below.

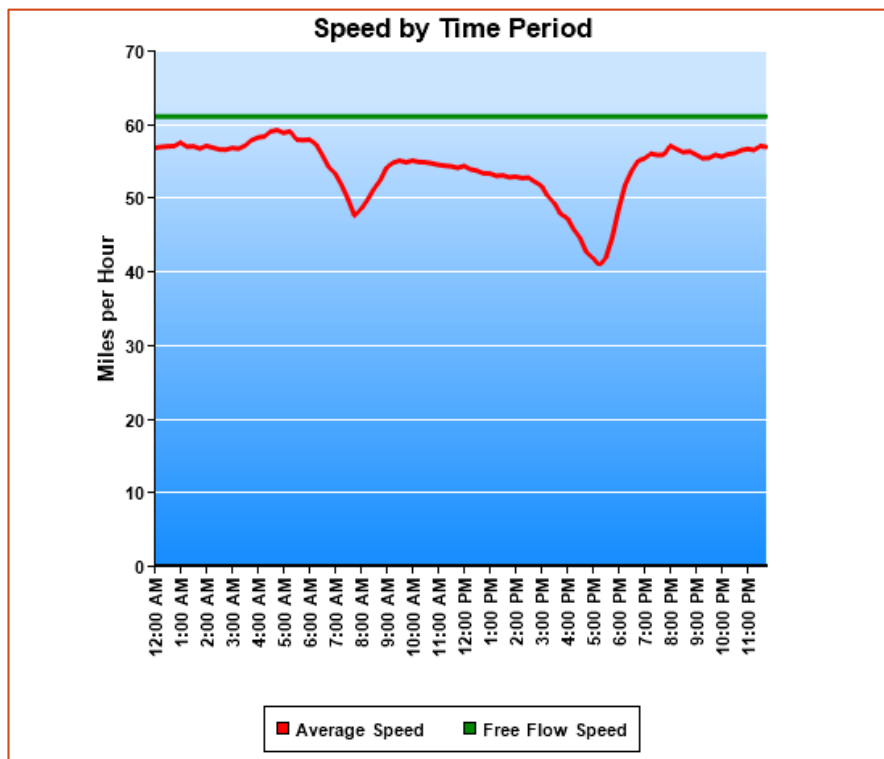


Figure 4: Twenty four hour speed profile for urban restricted road way in EBR Parish

3.5 MOVES EMISSIONS ANALYSIS

MOVES 2014 model was run at county scale using inventory mode for each parish and analysis year utilizing the local defined and agreed upon inputs wherever possible. Following locally defined inputs were developed for each parish and for each of the conformity analysis year.

1. Avgspeeddistribution
2. Zonemonthhour
3. Fuelsupply
4. Hpmstypevmt
5. Imcoverage
6. Roadtypedist
7. Sourcetypeage
8. Sourcetypeyear

The MOVES output consisted of VOC and NO_x emissions in grams per day for each of criteria pollutant and parish. The VOC and NO_x emissions for each parish and analysis year were converted into tons per day. The VOC and NO_x emissions in tons per day for all the five parishes was aggregated to calculate the total emissions for the entire non-attainment area for a particular analysis year. This process was repeated for all the analysis years. The parish level emissions for all the analysis years are included in Appendix E.

3.6 PUBLIC PARTICIPATION

The public participation process follows the requirements of 40 CFR 93.105 and 23 CFR 450.316. This process is proactive and provides for public review and comment prior to formal action on this conformity determination for the MTP 2037 Amendment.

The public involvement process provides for complete information, timely notice, full public access to key decisions, and reasonable public access to the technical and policy information with consideration of public input. This public participation process is documented in Appendices F and G.

These appendices include the affidavit of proof of publication of the public notice, the official minutes of the public hearing, the adopting resolution certifying the conformity analysis and adoption of the MTP and TIP, and conformity determination concurrence letters from participating state and federal agencies.

3.7 CONFORMITY ANALYSIS RESULTS

Tables 4 summarizes the Baton Rouge nonattainment area regional emissions analysis performed for the amended MTP 2037. As can be seen in the above table, the total network emissions for all the analysis years 2017, 2022, 2027, and 2037 are less than the established MVEBs.

TABLE 4: MTP 2037 Air Quality Conformity Analysis - Emissions Summary

Emission Budget Year	Motor Vehicle Emission Budgets (MVEB)		Project Amendment Conformity	
	(tons/day)		Daily Emissions (tons/day)	
	NOx	VOC	NOx	VOC
2017	30.00	18.82	20.38	16.38
2022	14.37	13.19	12.00	11.00
2027	10.95	11.55	6.83	7.60
2037	10.95	11.55	4.78	5.58

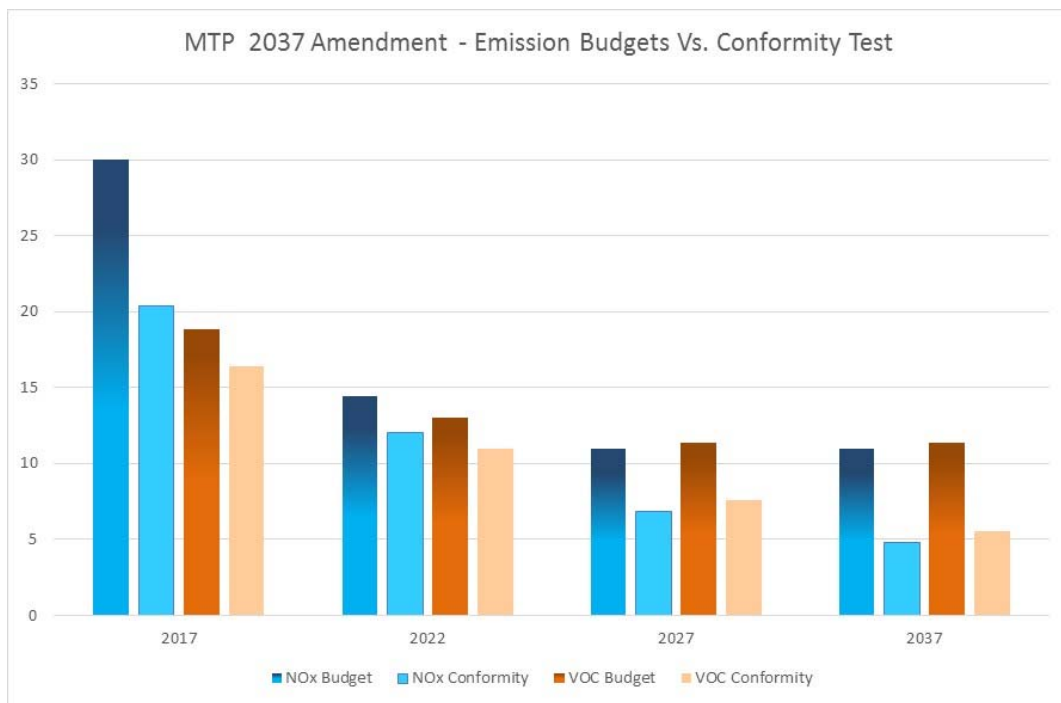


Figure 5: MTP 2037 Amendment – Emission Budgets Vs. Conformity Test

Therefore, it is concluded that the regional emissions analysis performed for the Baton Rouge Nonattainment Area Transportation Plan 2037 and TIP (2015 – 2018) amendment demonstrates conformity to applicable provisions of Louisiana’s Ozone SIP.

APPENDIX A

Baton Rouge Metropolitan Transportation Plan 2037 Amendment

Appendix A includes the three staged highway improvement projects list from the amended Metropolitan Transportation Plan 2037. Each list includes fields that identifies the air quality conformity analysis year in which a particular project will open to vehicular traffic. Each stage and project meets the requirements of 40 CFR 93.106 and 93.108.

**Baton Rouge MTP 2037 Update
Stage I (2013-2017) Projects Amended**

Map No.	Open to Traffic 2017	Parish	Route	Location	Improvement	Project Cost (000)	Funding Source
101	Yes	ASC	LA 42	US 61 to LA 44	Widening and Improvements	56,450	DEMO,STPENH,STP>200K,HSIP
102	No	ASC	I-10	LA 73 - LA 22	Capacity Improvements	3,100	LHIP
103	Yes	ASC	LA 930 (Daigle Rd)	Causey Rd to LA 42	Widen LA 930 & Add Open Ditches	11,060	STBONDS
104	Yes	ASC	LA 44 (N Burnside Ave)	LA 934 (Black Bayou Rd)	Turn Lanes & Signal Upgrades	1,355	HSIP
105	Yes	ASC	LA 431	LA 934 (Goldplace Rd)	Turnlanes	1,572	CMAQ
106	Yes	ASC	LA 44 (Burnside Ave)	Various	Intersection Improvements	11,369	HSIP
107	Yes	ASC	LA 73 (Old Jefferson Hwy)	Nicholson Dr to LA 74	Widen to 3 Lanes	10,060	STPFLEX
108	Yes	ASC/EBR	I-10	Highland to LA 73	Widen to 6 Lanes	124,350	STGEN
109	Yes	EBR	LA 64 (Main St)	LA 19 to McHugh Rd	Center Turn Lane	11,006	STP>200K, HSIP
110	Yes	EBR	LA 73 (Old Jefferson Hwy)	Antioch Rd	Intersection Improvement	1,333	CMAQ
111	Yes	EBR	Jones Creek Rd	Tigerbend Rd - Coursey Blvd	Widen to 5 Lanes	15,135	STP>200K
112	Yes	EBR	I-10	Highland Rd - LA 73	Capacity Improvements	1,809	LHIP
113	Yes	EBR	O'Neal Ln	S. Harrell's Ferry Rd - George O'Neal	Widen to 4 Lanes	17,911	LOCAL
114	Yes	EBR	Sullivan Rd	Central Thruway - Central Woods	Widen to 4 lanes	25,776	LOCAL
115	Yes	EBR	Fairchild - Badley Road	Scenic Hwy to Veterans Blvd	Base Widening, Curb & Gutter W/Sidewalks	5,707	LOCAL
117	Yes	EBR	Essen Ln	Essen Ln @ I 10	Intersection Improvements	4,221	LOCAL
118	No	EBR	LA 408 (Hooper Rd)	LA 37 - LA 16	Extension of Hooper Rd Feasibility Study	1,003	STBONDS
119	No	EBR	N. Sherwood Forest Blvd	Choctaw Dr - Greenwell Springs Rd	Widen to 5 Lanes	19,611	STP>200K
120	Yes	EBR	LA 30 (Nicholson Dr)	Brightside Ln	Intersection Improvement	10,538	CMAQ
121	Yes	EBR	LA 408, LA 73	LA 408 & LA 73	Turn Lanes	495	STPFLEX
122	Yes	EBR	Sullivan Rd	Central Woods - Hooper Rd	Widen to 4 Lanes	33,138	LOCAL
123	Yes	EBR	LA 3064 (Essen Ln)	Perkins Rd to I-10	Widen to 7 Lanes	10,350	STPFLEX
124	Yes	EBR	Nicholson Drive Seg 1	Brightside Ln - Gourrier Ave	Widen to 4 Lanes	26,036	LOCAL
125	Yes	EBR	Hooper Rd	Blackwater Bayou to Joor Rd	Widen to 4 Lanes	17,327	LOCAL
126	Yes	EBR	Hooper Rd	Joor Rd to Sullivan Rd	Widen to 4 Lanes	29,363	LOCAL
127	Yes	EBR	Old Hammond Hwy Seg 1	Blvd De Province - Millerville Rd	Widen to 4 Lanes	14,000	LOCAL

**Baton Rouge MTP 2037 Update
Stage I (2013-2017) Projects Amended**

Map No.	Open to Traffic 2017	Parish	Route	Location	Improvement	Project Cost (000)	Funding Source
128	Yes	EBR	Perkins Rd	Siegen Ln - Pecue Ln	Widen to 4 Lanes	16,300	LOCAL
129	Yes	EBR	Staring Ln/Gardere Ln	Burbank Dr to Nicholson Dr	New 4 Lane/Widen to 4 Lanes	15,795	STPFLEX
130	No	EBR	LA 64 Bypass	Main St to LA 19 (Zachary)	New 2 Lane	4,524	STPFLEX
131	Yes	EBR	I-110	North St to US 61/190	Reconstruct JCP at grade	29,700	IM
132	Yes	EBR	Glen Oaks Dr	Plank Rd to McClelland Dr	Reconstruction	9,904	LOCAL
133	No	EBR	Highland-Burbank Connector	Highland Rd to Burbank Dr	New 3 Lane	4,298	LOCAL
134	No	EBR	LA 64 (Mt Pleasant -Zachary Rd)	US 61 to LA 964	Widen to 4 Lanes	23,627	LOCAL
135	Yes	EBR	McHugh Rd	Wimbush Dr to Lower Zachary Rd	Base Widening W/Shoulders	6,379	LOCAL
136	No	EBR	I 10	Pecue Ln	New Interchange W/Road Improvements	55,000	NFI
137	Yes	EBR	Picardy Perkins Connector	Picardy Ave - Perkins Rd	New Road	32,192	NFI
138	No	EBR	I 12	Millerville Rd	Interchange Reconfiguration	2,300	PRIVATE
139	Yes	LIV	US 190 (Florida Ave)	LA 1026 (Roundabout)	Roundabout	1,570	HSIP
140	Yes	LIV	US 190 (Florida Ave)	Eden Church Rd	Construct 4-Legged Single Lane Roundabout	1,606	HSIP
141	Yes	LIV	LA 16	LA 22	Install Roundabout	2,711	HSIP
142	Yes	LIV	LA 1032 (S River Rd)	US 190	Intersection Improvements	825	HSIP
143	Yes	LIV	US 190 (Florida Ave)	LA 449	Left Turn Ln	385	STPFLEX
144	Yes	LIV	LA 16	LA 447	Roundabout	1,350	HSIP
145	Yes	LIV	LA 1026	Access Mgt. & Roundabouts	Roundabout	4,838	STPFLEX
146	No	LIV	LA 16 (N Range Ave)	Jackson St	Turn Lanes	1,300	STPFLEX
147	Yes	LIV	I-12	Walker to Satsuma	Widen to 6 Lanes	25,500	STBONDS, NHS
148	Yes	LIV	Cook Rd	Pete's Hwy to Juban Rd	New 4 Lane	17,550	LOCAL
149	Yes	WBR	LA 1	DOW Spur Xing	Grade Separate Existing At-Grade Crossing	46,100	NHS
150	Yes	LIV	I-12	Satsuma to Study Area Boundary	Widen to 6 Lanes	26,498	NHS
151	Yes	ASC	LA 44	I-10 to Loosemoore Rd	Widen to 4 Lanes	9,000	PRIVATE
152	Yes	EBR	Dijon Extension Phase I	LA 3064 TO LA 1248 PHASE 1	New Road	8,275	STP>200K, LOCAL
153	No	EBR	Dijon Extension Phase II	LA 3064 TO LA 1248 PHASE 2	New Road	11,575	STP>200K, LOCAL

**Baton Rouge MTP 2037 Update
Stage I (2013-2017) Projects Amended**

Map No.	Open to Traffic 2017	Parish	Route	Location	Improvement	Project Cost (000)	Funding Source
154	Yes	LIV	LA 1026 (Juban Rd)	I-12 to Florida Ave	Widen to 4 Lanes	12,571	STBONDS
		LIV	River Rd	Government St to Centerville St	Widening and Overlay	483	STP>200K
		ASC	LA 939 (Worthey Rd)	LA 44 to Purpera St	Overlay	965	STP>200K
		ASC	LA 940 (Orice Roth Rd)	S Darla to LA 44	Overlay	829	STP>200K
		ASC	LA 3038 (Cornerview Rd)	LA 44 to US 61	Overlay	543	STP>200K
		ASC	LA 30	Iberville Parish Line to I-10	Overlay	2,522	STP>200K
		EBR	Acadian Thwy		Pavement Rehab	3,264	STP>200K
		EBR	Various	Parishwide	Signal Modifications	1,672	STP>200K
		EBR	Various	OLOL Medical Complex	Roadway Rehab	1,160	STP>200K
		WBR	LA 986		Sidewalks	879	STP>200K
		WBR	LA 415	I-10 north 0.41 mile	Pavement Rehab	658	STP>200K
		WBR	LA 1	Various	Lighting	549	STP>200K
		WBR	LA 1, LA 76	Various	Turn Lanes	595	STP>200K
		ASC	Various	Parishwide	Pavement Management	150	STP>200K
		Study Area	Line Item	Various	Enhancement	201	Various
		Study Area	Line Item	Various	Safety	17,507	Various
		Study Area	Line Item	Various	Bridge	101,304	Various
		Study Area	Line Item	Various	Overlay	21,535	Various
		Study Area	Line Item	Various	Maintenance	53,026	Various
		Study Area	Line Item	Various	Operations	5,679	Various
Total Cost Stage I						1,049,269	

**Baton Rouge MTP 2037 Update
Stage II (2018-2027) Projects Amended**

Map No.	Parish	Project Type	Open to Traffic 2022	Open to Traffic 2027	Route	Location	Improvement	Length (Miles)	Project Cost (000)
201	ASC		No	Yes	LA 73 (Old Jefferson Hwy)	I-10 to Airline Hwy	Widen to 4 Lanes	2.30	20,334
202	ASC		No	Yes	LA 73 (Old Jefferson Hwy)	LA 74 to I-10	Widen to 4 Lanes	1.04	9,243
203	ASC		No	Yes	US 61 (Airline Hwy)	Jefferson Hwy to Perkins Rd	Widen to 8 Lanes	2.23	19,742
204	ASC		No	Yes	LA 30 (Nicholson Dr)	Ashland Rd to Burnside Ave	Widen to 4 Lanes	2.51	22,218
205	ASC		Yes	Yes	LA 73 (Old Jefferson Hwy)	Airline Hwy	Intersection Improvement / Realignment	0.20	1,771
206	ASC		No	Yes	LA 940 (Orice Roth Rd)	E Ascension School Rd to Burnside Ave	Widen to 4 Lanes	0.99	8,732
207	ASC		Yes	Yes	I-10	LA 73 to LA 22	Widen to 6 Lanes	9.60	275,576
208	ASC/EBR		No	Yes	US 61 (Airline Hwy)	Perkins Rd to Highland Rd	Widen to 6 Lanes	2.33	20,627
209	EBR	Capacity	Yes	Yes	S Choctaw Rd	Flannery Rd to Central Thwy	Widen to 4 Lanes	1.44	12,726
210	EBR	Capacity	No	Yes	Sharp Rd	Florida Blvd to Old Hammond Hwy	Widen to 4 Lanes	1.60	14,191
211	EBR	Capacity	Yes	Yes	LA 427 (Perkins Rd)	Pecue Ln to Highland Rd	Widen to 5 Lanes	1.76	15,543
212	EBR	Capacity	No	Yes	Cedarcrest Ave	Airline Hwy to Old Hammond Hwy	Widen to 4 Lanes	1.49	13,207
213	EBR	Capacity	No	Yes	LA 1068 (Drusilla Ln)	Jefferson Hwy to Old Hammond Hwy	Widen to 4 Lanes	1.04	9,233
214	EBR	Capacity	No	Yes	US 61 (Airline Hwy) Phase 1-C	Florida Blvd to Florline Blvd	Widen to 6 Lanes	0.24	2,168
215	EBR	Capacity	No	Yes	US 61 (Airline Hwy) Phase 2-B	Greenwell Springs Rd to I-110	Widen to 6 Lanes	3.66	32,437
216	EBR	Capacity	No	Yes	US 61 (Airline Hwy) Phase 3	Florline Blvd to Greenwell Springs Rd	Widen to 6 Lanes	1.68	14,891
217	EBR	Capacity	No	Yes	US 190 (Florida Blvd)	Airline Hwy to Monterey Blvd	Widen to 8 Lanes	0.88	7,749
218	EBR	Capacity	No	Yes	LA 42 (Burbank Dr)	Nicholson Dr to 0.8 mi east	Widen to 6 Lanes	0.82	7,272
219	EBR	Capacity	Yes	Yes	LA 67 (Plank Rd)	Airline Hwy to Hooper Rd / Harding Blvd	Widen to 6 Lanes	0.76	6,717
220	EBR	Capacity	No	Yes	S Sherwood Forest Blvd	Old Hammond Hwy to Florida Blvd	Widen to 4 Lanes	1.48	13,119
221	EBR	Capacity	Yes	Yes	LA 426 (Old Hammond Hwy)	O'Neal Ln to Florida Blvd	Widen to 4 Lanes	0.85	7,565
222	EBR	Capacity	No	Yes	S Flannery Rd	Old Hammond Hwy to Florida Blvd	Widen to 4 Lanes / Realign with Millerville Rd	1.18	10,465
223	EBR	Safety	Yes	Yes	I-12	Essen Ln	New WB Exit Ramp	0.47	7,082
224	EBR	Capacity	No	Yes	US 61 (Airline Hwy)	Jefferson Hwy to Cedarcrest Ave	Widen to 6 Lanes	1.55	13,722
225	EBR	Capacity	No	Yes	LA 408 (Hooper Rd)	Plank Rd to Mickens Rd	Widen to 6 Lanes	1.16	10,294
226	EBR	Capacity	Yes	Yes	LA 408 (Hooper Rd)	Devall Rd to Greenwell Springs Rd	Widen to 4 Lanes	2.63	23,293
227	EBR	Capacity	Yes	Yes	LA 37 (Greenwell Springs Rd)	Sullivan Rd to Magnolia Bridge Rd	Widen to 5 Lanes	2.84	25,166
228	EBR	Capacity	No	Yes	Groom Rd Ext	Old Scenic Hwy to Samuels Rd	New 2 Lane Roadway	0.88	6,241

**Baton Rouge MTP 2037 Update
Stage II (2018-2027) Projects Amended**

Map No.	Parish	Project Type	Open to Traffic 2022	Open to Traffic 2027	Route	Location	Improvement	Length (Miles)	Project Cost (000)
229	EBR	Capacity	Yes	Yes	Tiger Bend Road	Jones Creek Ro to Antioch Rd	Widen to 4 Lanes	0.70	6,197
230	EBR/LIV	Capacity	No	Yes	LA 408 Ext (Hooper Rd)	Greenwell Springs Rd to LA 16	New 4 Lane Roadway/Bridge	2.30	63,242
231	LIV	Capacity	Yes	Yes	US 190 (Florida Ave)	Pete's Hwy to Burgess Ave	Widen to 4 Lanes	2.25	19,879
232	LIV	Capacity	No	Yes	Juban Rd Ext	Florida Ave to Lockhart Rd	New 4 Lane Roadway	1.11	17,670
233	LIV	Capacity	No	Yes	LA 64 (Magnolia Beach Rd)	Amite River to N Range Ave	Widen to 4 Lanes	1.14	10,103
234	LIV	Capacity	Yes	Yes	LA 1026 (Juban Rd)	Wax Rd to I-12	Widen to 4 Lanes	1.06	9,384
236	LIV	Capacity	No	Yes	LA 3003 (Rushing Rd)	0.5 mi West of S Range Rd to Pete's Hwy	Widen to 4 Lanes	1.22	10,790
237	LIV	Capacity	Yes	Yes	LA 16 (Pete's Hwy)	Centerville Street to Vincent Rd	Widen to 4 Lanes	3.01	26,679
238	LIV	Capacity	No	Yes	LA 447 (Walker Rd)	Duff Rd to Burgess Ave	Widen to 4 Lanes	0.76	6,728
239	LIV	Capacity	No	Yes	New Roadway	Pendarvis Lane to Florida Ave	New 2 Lane Roadway	0.18	1,266
240	LIV	Capacity	No	Yes	Satsuma Rd Ext	Florida Ave to Cane Market Rd	New 2 Lane Roadway	0.55	3,885
241	LIV	Capacity	No	Yes	LA 1032 (4-H Club Rd)	Vincent Rd to Florida Ave	Widen to 4 Lanes	1.15	7,395
242	LIV	Intersection	Yes	Yes	I-12	Pete's Hwy	New Interchange	0.64	45,150
243	WBR	Capacity	Yes	Yes	LA 1	Lukeville Ln to I-10	Widen to 6 Lanes	4.63	40,968
245	EBR	Capacity	Yes	Yes	Old Hammond Hwy Seg 2	Millerville Rd - O' Neal Ln	Widen to 4 Lanes	1.13	12,179
	Study Area				Line Item	Various	Enhancement	--	7,530
	Study Area				Line Item	Various	Safety	--	27,355
	Study Area				Line Item	Various	Bridge	--	47,869
	Study Area				Line Item	Various	Overlay	--	45,150
	Study Area				Line Item	Various	Maintenance	--	2,510
	Study Area				Line Item	Various	Operations	--	5,226
Total Cost Stage II								71.46	1,075,371

**Baton Rouge MTP 2037 Update
Stage III (2028-2037) Projects**

Map No.	Parish	Project Type	Open to Traffic 2037	Route	Location	Improvement	Length (Miles)	Project Cost (000)
301	ASC		Yes	LA 44 (N Burnside Ave)	Cante Rd to Oak Grove-Port Vincent Hwy	Widen to 4 Lanes	3.75	42,498
302	ASC		Yes	LA 621	Old Jefferson Hwy to Airline Hwy	Widen to 4 Lanes	2.47	28,024
303	ASC		Yes	US 61 (Airline Hwy)	N Burnside Ave to Jefferson Hwy	Widen to 8 Lanes	5.00	56,680
304	ASC		Yes	LA 73 (Old Jefferson Hwy)	Airline Hwy to LA 42	Widen to 4 Lanes	1.01	11,470
305	ASC/EBR		Yes	Old Perkins Rd	Highland Rd to Airline Hwy	Widen to 4 Lanes	3.45	39,109
306	ASC/EBR/LIV		Yes	LA 929 (Hornsby Rd) Ext	Oak Grove-Port Vincent Hwy to 4-H Club Rd	New 2 Lane Roadway with Bridge	5.86	121,159
307	EBR	Capacity	Yes	LA 64 (Greenwell Springs-Port Hudson Rd)	Plank Rd to Joor Rd	Widen to 4 Lanes	3.80	43,080
308	EBR	Capacity	Yes	US 61 (Airline Hwy)	Highland Rd to Jefferson Hwy	Widen to 6 Lanes	4.00	45,344
309	EBR	Capacity	Yes	LA 67 (Plank Rd)	Groom Rd to Main St	Widen to 4 Lanes	4.97	56,335
310	EBR	Capacity	Yes	Mickens Rd	Hooper Rd to Joor Rd	Widen to 4 Lanes	3.01	34,085
311	EBR	Capacity	Yes	Highland Rd	Perkins Rd to Seigen Ln	Widen to 4 Lanes	3.32	37,636
312	EBR	Capacity	Yes	LA 3246 (Siegen Ln)	Perkins Rd to I-10	Widen to 6 Lanes	1.00	11,283
313	LIV	Capacity	Yes	LA 447 (Walker Rd)	I-12 to Hood Rd	Widen to 4 Lanes	5.48	62,121
314	WBR	Enhancement	Yes	LA 1/I-10 Connector	Lobdell Hwy to LA 1	New 2 Lane Roadway	2.70	137,886
	Study Area			Line Item	Various	Enhancement	--	9,638
	Study Area			Line Item	Various	Safety	--	35,017
	Study Area			Line Item	Various	Bridge	--	61,277
	Study Area			Line Item	Various	Overlay	--	57,796
	Study Area			Line Item	Various	Maintenance	--	3,213
	Study Area			Line Item	Various	Operations	--	6,690
Total Cost Stage III							49.82	900,341

APPENDIX B

Capital Region MPO TPC Minutes

Appendix B includes the minutes Capital Region MPO TPC committee meeting held on Tuesday, August 11, 2015 where the committee approved transfer of STP>200K funds from project H.007974, Old Hammond Hwy Segment 2 to Dijon Drive Extension project.

**MINUTES
OF THE
TRANSPORTATION POLICY COMMITTEE
BATON ROUGE URBANIZED AREA
METROPOLITAN PLANNING ORGANIZATION
Tuesday, August 11, 2015 ~ 1:30 p.m. to 3:00 p.m.
BREC Commission Chambers ~ 6201 Florida Blvd, Baton Rouge, LA**

Transportation Policy Committee Members present:

Hon. Riley “Pee-Wee” Berthelot (TPC Vice Chairman and Parish President – West Baton Rouge Parish), Hon. Harold Rideau (Mayor – City of Baker), Hon. Joey Normand (Mayor – Town of Brusly), Hon. Layton Ricks (Parish President – Livingston Parish), Ken Dawson (Ascension Parish), Fred Raiford (City of Walker), Ronnie Robinson (DOTD), Wilfred Barry (Iberville Parish), and Bob Mirabito (CATS)

The meeting was also attended by:

Hon. David Toups (Mayor – Town of Addis), Yasoob Zia (LDEQ), Ken Perret (LGRTA), Alan Krouse (Buchart Horn), Logan Anderson (BRAC), Karl Rothermel (Vokert), Mike Bruce (Stantec), Amy Shaneyfelt (LCF), Robert Collins (CATS), Ron Crum (AECOM), Cathy Gautreaux (LMTA), Jamie Setze (CRPC), Ravi Ponnappureddy (CRPC), Mary Breau (CRPC), Phuoc Dang (CRPC), Kim Marousek (CRPC), and Courtney Maciacz (CRPC)

1. INTRODUCTIONS

- ***Hon. Riley “Pee-Wee” Berthelot, TPC Vice Chairman***
 - The meeting was called to order and everyone was asked to identify themselves.

2. APPROVAL OF MINUTES OF LAST MEETING

- ***Hon. Riley “Pee-Wee” Berthelot, TPC Vice Chairman***
 - Hon. Riley “Pee-Wee” Berthelot asked the committee if there were any corrections or additions that needed to be made to the minutes of the previous Transportation Policy Committee (TPC) meeting, which was held on Tuesday, May 12, 2015. There was no opposition.

Motion was made by Hon. Layton Ricks and seconded by Ken Dawson to approve the minutes of the previous Transportation Policy Committee (TPC) meeting, which was held on Tuesday, May 12, 2015. (Unanimous in favor).

3. ACTION ITEMS

A. Transportation Improvement Program (2015 - 2018) Amendments

Project # H.011496 in EBR, Quail Dr: Turn Lane at Perkins (LA 427), Add right-of-way phase in FFY 17 at a cost of \$12.3K, utility phase in FFY 17 at a cost of \$12.8K, and construction phase in FFY 18 at a cost of \$475K utilizing CMAQ funds at 80/20 cost share.

Project # H.011213 in EBR, I-12: Sound Barrier Wall @ Essen Ln, Remove Engineering phase of \$50k NHPP at 90/10, Construction Phase - increase cost from \$1.3M to \$2.2M in FFY 15 utilizing NHPP funds at 90/10 cost share.

Project # H.000464 in LIV, US 190 @ LA 1026 (Roundabout), right-of-way phase - increase cost from \$100K to \$2M HISPPPEN at 90/10 cost share and \$500K STBONDS in FFY 16, Construction Phase - increase cost from \$1.2M to \$4.11M HISP at 90/10 cost share and \$500K STBONDS in FFY 16.

Project # RU 18-24-16 in IBR, Add FTA 5311 project in FFY 16 showing Iberville Sheriff's Office as a recipient for Federal Award Amount of \$249K towards operating costs.

Project # RU 18-32-16 in LIV, Add FTA 5311 project in FFY 16 showing Livingston Parish Council/Livingston Council of Aging as a recipients for Federal Award Amount of 47K towards capital costs and \$285K towards operating costs.

Fred Raiford made a motion to approve the presented Transportation Improvement Program (TIP 2015 – 2018) amendments, which was seconded by Hon. Layton Ricks (Unanimous in favor).

B. CATS Program of Projects FY 2015

Jamie Setze - Executive Director - CRPC

Jamie presented what CATS will be doing in 2015 with their federal funds. As required by Federal Transit Administration, Program of Projects is being updated to reflect the actual federal allocation FTA 5307 and FTA 5339 amounts for FY 2015.

Motion to approve CATS Program of Projects FY 2015 was made by Hon. Layton Ricks and seconded by Ken Dawson. (Unanimous in favor).

C. Amendment of Action Items - Children's Hospital Road

Jamie Setze - Executive Director - CRPC

We did a Call for Projects last summer and East Baton Rouge Parish chose to apply a big chunk of that urban systems money to the Green Light Project Phase 2 on Old Hammond.

Recently, within the last month, the Children's Hospital that is opening up at the Lady of the Lake between there and the Baton Rouge General has announced they will have a ground breaking in December and they do not have a road to their new hospital. So, the city parish would like to take the money they were going to apply to Old Hammond and build a new road between Essen and Bluebonnet.

What we are doing today, we're just adding the Environmental Assessment (EA) to start, it's going to be locally funded, and this will be subject to the interagency air quality because we haven't talked to FTA, FHWA, DEQ and DOTD to make sure this doesn't trigger conformity.

So what we're doing is just adding an EA phase; not going to complete that phase until we do an new air quality document, but we just need that in there so DOTD can put a project number on the project and start working.

Motion to approve amending Agenda to add Action item made by Hon. Joey Normand and seconded by Ken Dawson. (Unanimous in favor).

It's privately funded. The EA is not going to use any federal funds or any state funds, but we have to have it in there for them to start working on it. The way the air quality works is they can't take a federal action until it's in the plan in TIP. So until we have an interagency to make sure this doesn't trigger it, we would like this to get started in EA.

Motion to approve adding Hospital Rd EA in the TIP subject to air quality made by Fred Raiford and seconded by Hon. Layton Ricks. (Unanimous in favor).

4. NON-ACTION ITEMS

A. MPO Activity Update

Jamie Setze - Executive Director, CRPC

➤ Communication and Public Outreach

- New newsletter for CRPC. Summer/Fall 2015 newsletter came out yesterday.
- We have a new home page for our website. We got that up and running this morning.

➤ Capital Region Transportation Safety Coalition (CRTSC) Update

- Finalized the five emphasis areas for the Safety Coalition. Going to start moving those into action plans. We finalized the plans and going to start working on them. Those are posted on the website.
- Capital Region Transportation Safety Plan
 - Safety Plan is finalized and will be posted on the new CRPC website to be launched on August 11th.
 - The focus will now be on implementation of this plan.
- **Impaired Driving Outreach Grant Approved**
 - Grant will allow the CRTSC to conduct impaired driving outreach events in other Parishes similar to the ones successfully conducted at the Live After Five events in Baton Rouge

➤ **Planning Commissioner Training Workshop**

- When: September 12th, 8:00 AM – 12:00 PM
- Where: Port Allen, LA
- Who: Planning officials to complete their Act 859 four-hour training requirements
- No Cost, First come, first served, RSVP by Wednesday, September 9, 2015
- The course will be taught by Stephen D. Villavaso, FAICP, J.D. with Villavaso & Associates, LLC

Contact

Kim Marousek
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➤ **Travel Demand Management Program**

- <https://geauxride.greenride.com/>
- Geauxride portals for LADOTD, LDEQ, and LDNR launched.
- Coordinating with LDEQ and LCF to conduct PSA event early September to encourage participation in the carpooling program.
- Worked with Uber to set up a promo code for all first time users. Promo code unlocks first free ride.

➤ **Bike/Pedestrian Planning**

- EPA visited Baton Rouge to host a two-day workshop to assess the feasibility of the project.
- EPA worked with Mayor President's Office, DDD, CRPC, CPEX, BRAF, and Bike BR, hosted Bike Share Information and Visioning Session.
- The city-parish was one of 22 regions to be selected for the Building Blocks for Sustainable Communities grant.
- Funding is not yet confirmed, but the workshops will gain more clarity.
- Bike/Pedestrian Counts – June 15 - 21

➤ **Local Road Safety Program**

- <http://www.ltrc.lsu.edu/ltap/lrsp.html>
- Does your town or Parish have curves and intersections that need safety improvements? Submit your Local Road Safety Program (LRSP) Project Proposals by September 30, 2015.
- Applications are accepted continuously and evaluated after quarterly cutoff dates (March 31, June 30, September 30 and December 31)
- Who is Eligible to Apply for funding? Parish or municipal jurisdictions
- We have the Level 1 crash data

➤ **Transportation Modeling Activities**

- Staff providing modeling support for the I-10 (LA 415 – Essen Ln on I-10 and I-12) stage 0 feasibility study.
- Staff has been modeling numerous scenarios requested by DOTD for LA 1 to LA 30 Connector since September 2014.
- New scenarios in addition to the previously modeled ones were requested in the recent months.
- Staff worked on modeling a new connector between Essen Ln and Bluebonnet Blvd between I-10 and Summa based on the request from the City/Parish.
- Staff working on modeling a Old Hammond (Boulevard de Provence to Millerville) based on the request from DOTD.
- Crash Hot Spots Analysis
 - Staff working on crash data analysis in preparation for the MTP Update.
- Origin – Destination Analysis

➤ **Asana – Project Management Tool**

- Implemented an internal project management tool to improve efficiency in project/tasks implementation at CRPC.

➤ **Other Activities**

- Worked on drafting Regional Traffic Counting Program Scope
- Worked on planning the MTP 2042 update (Detailed presentation follows)
- Working on preparing local road condition reports using the pavement condition data that was collected in 2014.
- Working on preparing the mobility reports based the travel time data 2012, 2013, and 2014 in preparation for CMP.
- Staff worked on making administrative modifications to the Transportation Improvement Program.
- Continued the discussion and research regarding the establishment of air quality Emission Reduction Credits (ERC's).
- Participated in the Louisiana Clean Fuels conference.
- Attend air quality modeling (MOVES) training in Austin, TX.

B. Metropolitan Transportation Plan Update 2042

Jamie Setze - Executive Director, CRPC

** Computer down, discussion held. Presentation highlights below.

- July 20 was 2 year mark where we need to have a new long range plan with a new Air Quality document.
- Going to start in December. Hopefully by then we'll have an Air Quality budget.

- What is the MTP?
 - Guiding document for future investments in roads, transit services, bicycle and pedestrian facilities and related transportation activities and services to match the growth expected in the Capital Region.
 - Represents a long-term vision for Capital Region's transportation system.
 - Identifies multimodal transportation improvements over the next 25 years.
 - Fiscally constrained and conform to air quality standards.
 - Adopted by MPO's Governing Board.
- Why is this plan important?
 - Any regionally significant transportation project in the Capital Region **irrespective of the funding source can only be implemented** if it is included in this plan
- How many projects can be included?
 - As many as possible as long as we demonstrate fiscal constraint and air quality conformity.
- What areas are covered?
 - Ascension
 - E. Baton Rouge
 - Iberville (Partial)
 - Livingston (Partial)
 - W. Baton Rouge (Partial)
- Do we have an existing MTP?
 - Yes. MTP 2037
- MTP 2037 – Funding Summary
 - The revenue projections for local, state and federal recurring funds for transportation projects identified in the Baton Rouge MTP 2037 Update were in the magnitude of \$2.4 Billion.
- How was it developed?
 - Public Input
 - Agency Consultation Meeting – March 2012
- Why update now?
 - Proactive approach
 - Current co conforming plan **expires on July 12, 2017.**
 - Starting early so that we can do extensive outreach and develop a plan that accurately reflects the needs of the region.
- Process Outline discussed
- Timeline given
- Is the process changing?
- Extensive Public Outreach
 - Public Outreach Strategy
 - Public Meetings
 - Agency Consultation Meetings (Not limited to just one)
 - Stakeholder Meetings
 - Community Groups

- Social Media Outreach
 - PSA's
 - Online Surveys
 - Partnerships (e.g. FUTUREBR Outreach Meetings)
 - Website etc.
 - TAC & TPC Meetings
- What kind of Input?
 - Population & Employment Growth Projections
 - Existing & Future Land use
 - Transportation Solutions & Funding Strategies
 - Transportation Problems, Choices, & Needs
- Next Steps?
 - Staff will be working on:
 - Base Data Collection
 - Base Data Analysis
 - Existing Conditions & Deficiencies
 - Update Base Model Network
 - Develop Transportation Survey
 - Finalize Scope & Timeline
 - Kick-off Meeting
 - Finalize Public Outreach Plan
 - Call for Projects
 - Agency Consultation
- While staff is busy crunching data and planning, you could:
 - Start thinking about the issues and needs (Short Term and Long Term) in your locality and our region.
 - Also, start thinking about transportation solutions you may have for your locality and our region.
- Let's begin our journey with selecting a name for our new plan.
 - **GreauxSmart 2042**
 - **TransCAMS 2042** (Transportation Connectivity Accessibility Mobility and Safety in 2042)
 - **CATCAMS 2042** (Capital Area Transportation Connectivity Accessibility Mobility and Safety in 2042)
 - **CATCAMPS 2042** (Capital Area Transportation Connectivity Accessibility Mobility and Safety Plan 2042)
 - Other suggestions?

5. OTHER BUSINESS

Hon. Riley "Pee-Wee" Berthelot, TPC Vice Chairman

- **Ken Perret, LGRTA**
 - Fall elections are going to be very important. There are two constitutional amendments on the ballot that deal with transportation funding. Last time we lost Amendment 4 which would have provided an infrastructure bank. The legislature has authorized the infrastructure

bank. Constitutional amendment No. 2 will allow the state treasurer to put state funds into the infrastructure bank to make them available. That's the key issue. It's allowing the treasurer to fund the infrastructure bank.

Amendment No. 1, The Budget Stabilization Act, has to do with mineral revenues coming into the state and how they are divided up. The affect will be additional monies for transportation.

Most important is the election for governor. Without a governor that's going to support transportation, we're dead in the water. We have to have a governor that's going to come up with a transportation program that's going to be foresighted and have economic development as a goal and improvement of our transportation system. All four candidates have said they are interested and they support transportation funding but none of them have come up with a specific plan.

- **Jamie Setze**

- Ron Crum asked when we are getting a new building. We are working with EDA on finalizing our application for a new building. Working with the city to find a location. We are looking the Triangle Building downtown (currently DA's office).

6. Adjournment

A motion was placed by Hon. Harold Rideau to adjourn the meeting and seconded by Fred Raiford. Motion carried with no opposition. Meeting was adjourned.

APPENDIX C

Air Quality Interagency Meeting Minutes

Appendix C includes the minutes from the AQ interagency meeting held on August 26, 2015 where the group agreed on MVEBs, analysis years, HPMS VMT, MOVES Model etc.

MTP 2037 Amendment
Air Quality Interagency Consultation Meeting Minutes
August 26, 2015 9:00 AM
Capital Region Planning Commission Offices

Meeting Attendees

Dan Broussard - DOTD
John Fu – DOTD
Dawn Sholmire – DOTD
Brandon Buckner – FHWA
Chandra Bonzie - FHWA
Jeff Riley - EPA (Web Conf)

Yasoob Zia - DEQ
Pong Wu – CRPC
PK Dang - CRPC
Ravi Ponnareddy – CRPC

- **Introductions**

All the attendees introduced themselves to the group. Jeff Riley attended the meeting via web conference.

- **Reason for Amendment and Determination of Regional Significance**

Ravi Ponnareddy, CRPC updated the committee on the reason for amending the current MTP.

1. The first project was a new roadway that is planned to be built connecting Essen Lane and Bluebonnet to serve the proposed Our Lady of the Lake Children's Hospital. The ground breaking for the new hospital is expected to happen by the end of this year and it is expected to be open with two years from the ground breaking. The City intends to move federal funds currently dedicated to Old Hammond Highway project to this new road. As this project is currently not in the conforming plan and will be using federal funds, the IA committee concluded that MTP has to be amended irrespective of whether it is regionally significant project or not. The vicinity map for this project is included in Attachment A.
2. The second project is also a new road that is planned to be built in Ascension Parish connecting Ashland Rd and St Landry Rd. Ravi Ponnareddy explained that Ashland connector will provide an alternative route between LA 30 and LA 44 when combined with the new Edenborne Connector project. The Ashland connector in entirety will be built using local funds. The vicinity map for this project is included in Attachment A. It was requested that a detailed description of this project be emailed separately for IA committee's review before making determination about regional significance. If the projected is deemed regionally significant, then this project needs to be amended in to the MTP.

Pong Wu, CRPC presented the base year and future year build and no-build condition model results for both the projects. Model results that were presented are included in Attachment

A. He mentioned that the model results for the Ashland connector project were incomplete as network did not include a centroid connector to the new links from within the TAZ. Ravi Ponnareddy mentioned that model will be rerun with corrected network and the updated results will be included along with the email that will be sent to the IA committee describing the Ashland connector project in detail.

- **MOVES Model/MVEB Budgets**

The IA committee collectively agreed that

1. MOVES2014 will be the model to be used for conformity analysis.
2. 2017, 2022, 2027, and 2037 will be the conformity analysis years.
3. The new MOVES based MVEB's after they have been deemed adequate in the first quarter of 2016 should be the budgets to be considered for analysis years 2022, 2027, and 2037.
4. MVEBs - Jeff Riley, EPA confirmed in an email that 2017 analysis year will use the old 1-hr ozone MVEBs for 2005 (30 tons/day NO_x, 18.82 tons/day of VOCs), the 2022 analysis year will use the new MOVES based 2022 MVEBs, the 2027 and 2037 analysis years will use the new MOVES based 2027 MVEBs.

- **TAZ Inputs**

Socio-Economic data in the TAZ's affected with this new development needs to be updated if the growth was not captured in the existing model.

- **Timeline**

Ravi Ponnareddy provided a quick overview of CRPC's timeline for amending the MTP. The plan is to proactively complete the analysis before the end of the year and get approval from the TPC as soon as the MVEB's were deemed adequate by EPA. A question was asked to the IA committee if it was ok to do the analysis before the new MVEB's were deemed adequate. Jeff Riley, EPA said that it was perfectly ok and if possible they would try to expedite the process of approving the MVEB's. He mentioned that generally it takes up to 90 days from when the final re-designation is submitted by DEQ.

Task No	Name	Due Date
1	Inter-agency meeting	8/26/2015
2	Prepare and transmit Inter-Agency Meeting Minutes	8/28/2015
3	Rerun Ashland Connector Model with Centroid Connector	9/1/2015
4	Send Detailed Documentation on Ashland Connector to IA Committee	9/2/2015
5	Complete soliciting input on other changes	10/2/2015
6	Prepare first draft of all the changes	10/2/2015
7	Prepare final list of changes	10/9/2015
8	Update network file to reflect the changes	10/16/2015
9	Execute model runs	10/30/2015
10	Develop MOVES inputs	11/27/2015
11	Execute MOVES model and Summarize results	12/18/2015
12	2008 ozone standard MVEB Adequacy	3/31/2016

- **Other**

There was a detailed discussion on the following Topics

1. **MOVES Inputs**

Use the MOVES inputs provided by Environ. These were developed during last quarter of 2014 as part of the emissions analysis for the re-designation package submittal. CRPC staff will create the VMT fraction file based on the new model runs. John Fu, LAODTD suggested that it would be beneficial if Environ could export the input data as one file instead of the multiple files that they sent us.

2. **HPMS VMT**

The IA team agreed to use the HPMS data provided for Re-Designation package for adjusting the new model VMT.

3. **Other Potential Amendments**

The following were few other potential projects for inclusion in the amendment process. DOTD staff will discuss with related DOTD employees before finalizing the list.

- Juban Rd Widening from Stage 2 to Stage 1
- I-12 Satsuma - study area boundary (Need to Confirm the limits)
- Auxiliary Ln from Range - O'Neal (re-striping the shoulder to add a new lane.) - Need to confirm with Eric
- If funds are moved from Old Hammond to the new hospital road then Old Hammond may have to be moved to Stage 2.

4. **New Ozone Standard Timeline and Discussion**

Yasoob Zia, DEQ provided the following latest approximate timelines for the new Ozone standard and subject to change depending on guidance/rules provided with the new standard.

- Standards will be made final Oct 2015
- New designations proposed by Oct 2016

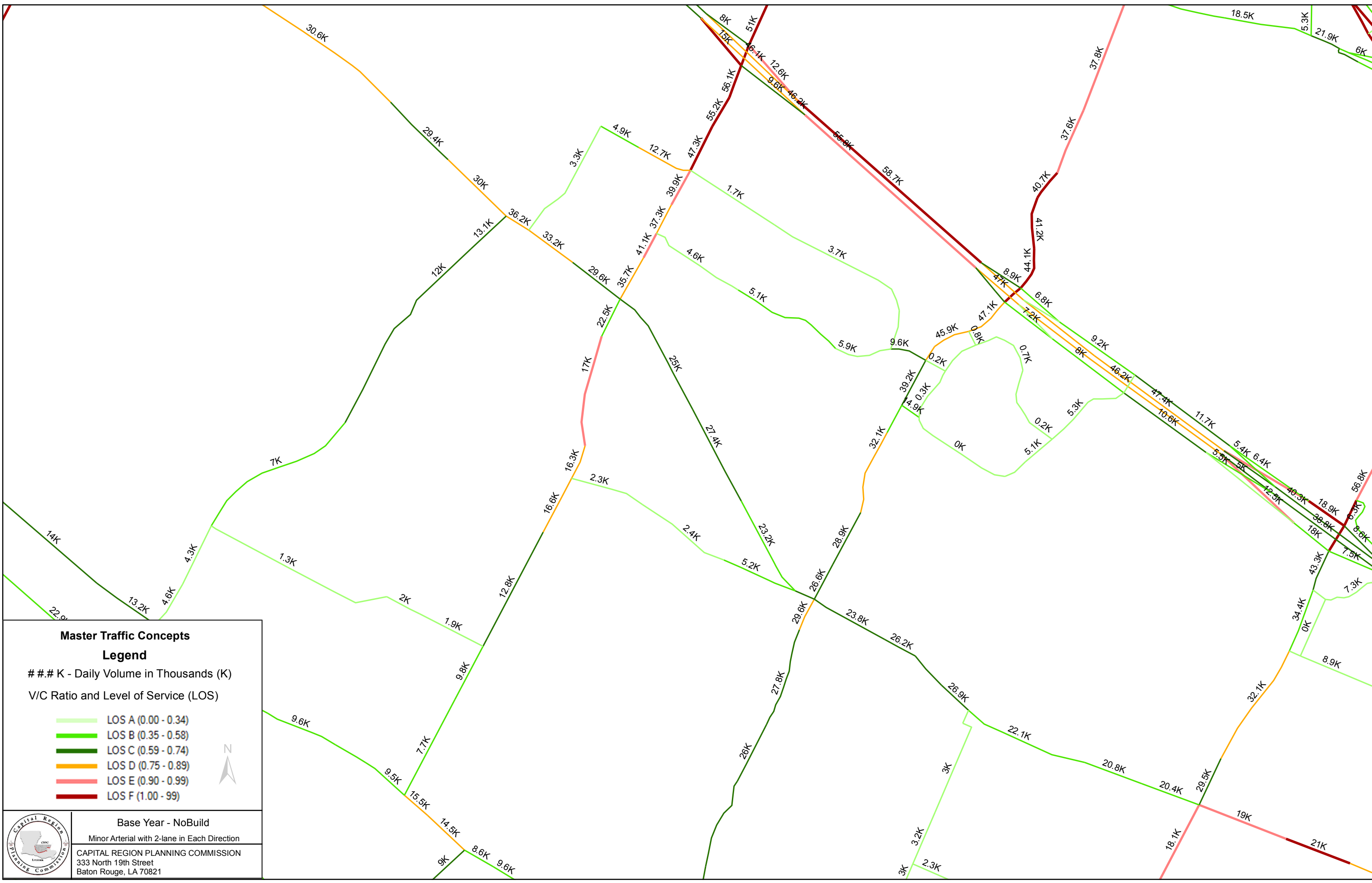
- New designations final by Oct 2017
- Conformity needs to be updated within one year from when designations become final
- Attainment year for the new standard 2020

The IA committee discussed about this timeline and also **proposed an idea of delaying finalizing the new conformity until after the new designations are final in October 2017**. This will eliminate the need of doing back to back conformity analysis. Even though the existing conformity document expires in July 2017, it will not lapse until July 2018 and so delaying the conformity will not cause any problem.

5. Action Items

- Email details about the Ashland project to determine the regional significance.
- Yasoob Zia, DEQ to check with Environ to resend the MOVES inputs in a final single file format. CRPC to review the MOVES input data and send an email to Yasoob with exact question that needs to be asked to Environ.
- Dan/Dawn, LADOTD to work with other Departments to finalize the list of projects that needs to be included in the amendment process.

ATTACHMENT A
Model Results for new Hospital Rd in EBR and Ashland Connector



Master Traffic Concepts Legend

K - Daily Volume in Thousands (K)

V/C Ratio and Level of Service (LOS)

- LOS A (0.00 - 0.34)
- LOS B (0.35 - 0.58)
- LOS C (0.59 - 0.74)
- LOS D (0.75 - 0.89)
- LOS E (0.90 - 0.99)
- LOS F (1.00 - 99)

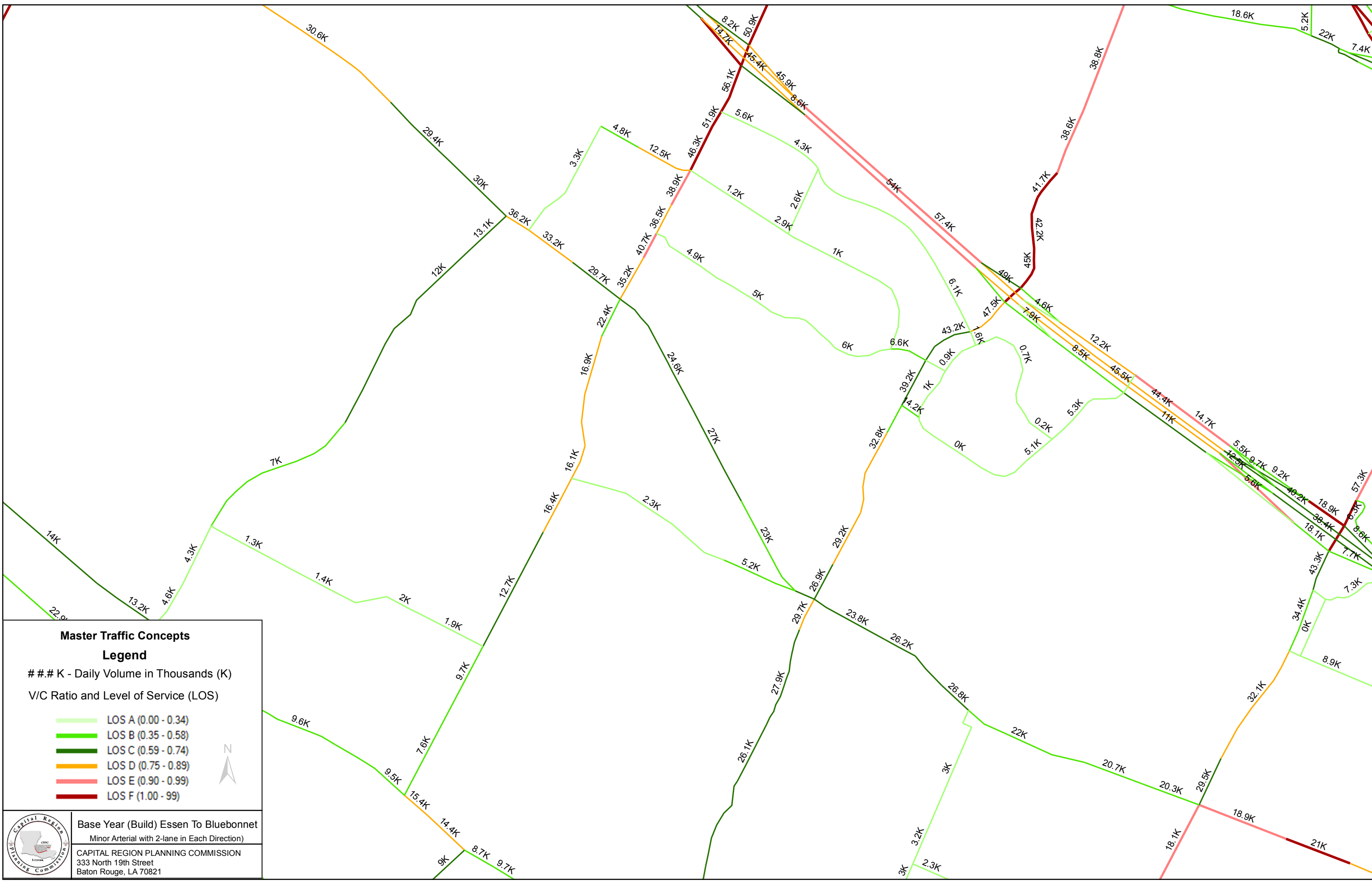


Base Year - NoBuild

Minor Arterial with 2-lane in Each Direction

CAPITAL REGION PLANNING COMMISSION
 333 North 19th Street
 Baton Rouge, LA 70821





Master Traffic Concepts Legend

K - Daily Volume in Thousands (K)

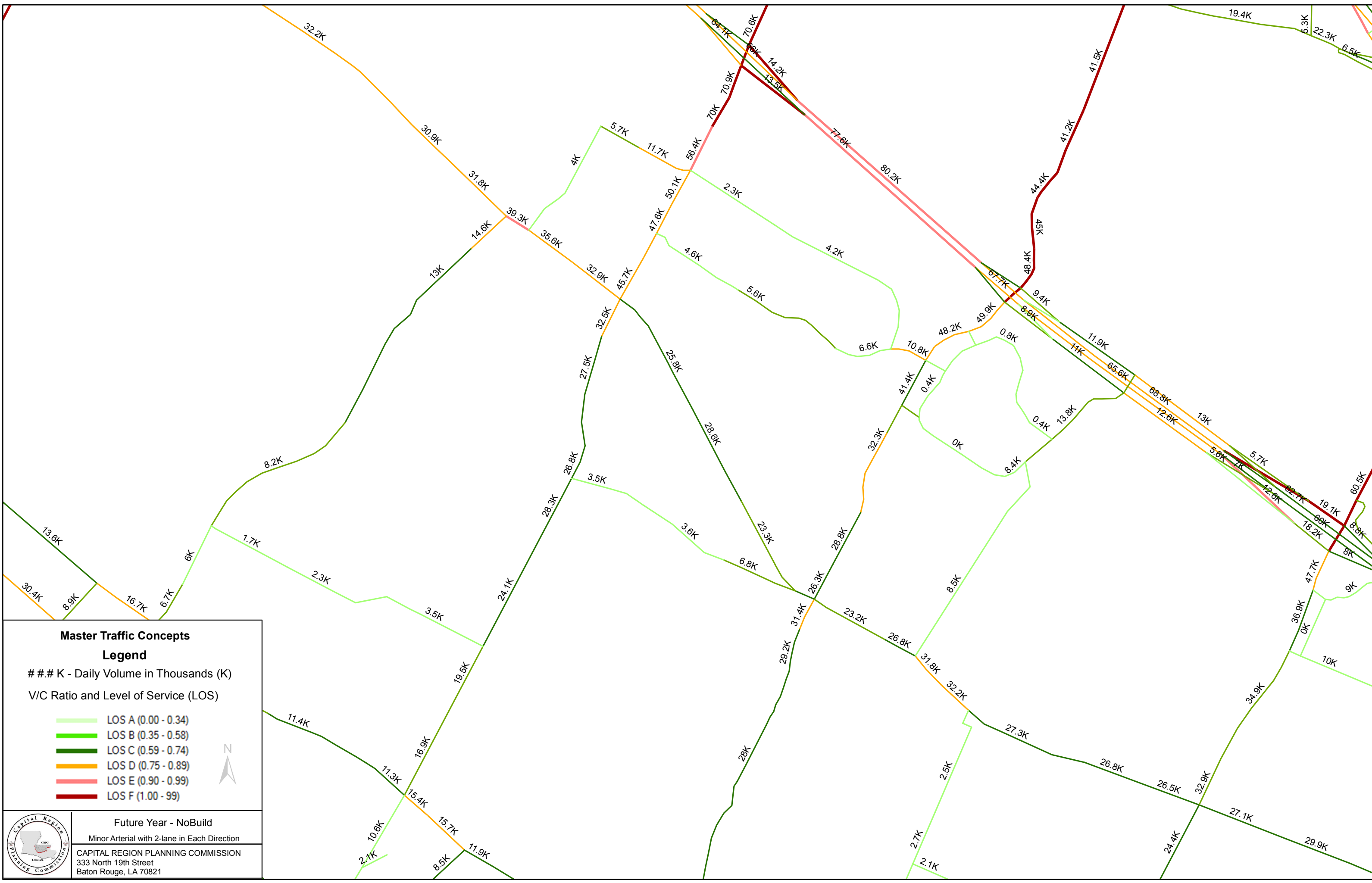
V/C Ratio and Level of Service (LOS)

- LOS A (0.00 - 0.34)
- LOS B (0.35 - 0.58)
- LOS C (0.59 - 0.74)
- LOS D (0.75 - 0.89)
- LOS E (0.90 - 0.99)
- LOS F (1.00 - 99)



Base Year (Build) Essen To Bluebonnet
 Minor Arterial with 2-lane in Each Direction

CAPITAL REGION PLANNING COMMISSION
 333 North 19th Street
 Baton Rouge, LA 70821



Master Traffic Concepts Legend

K - Daily Volume in Thousands (K)

V/C Ratio and Level of Service (LOS)

- LOS A (0.00 - 0.34)
- LOS B (0.35 - 0.58)
- LOS C (0.59 - 0.74)
- LOS D (0.75 - 0.89)
- LOS E (0.90 - 0.99)
- LOS F (1.00 - 99)



Future Year - NoBuild

Minor Arterial with 2-lane in Each Direction

CAPITAL REGION PLANNING COMMISSION
 333 North 19th Street
 Baton Rouge, LA 70821






Master Traffic Concepts Legend

K - Daily Volume in Thousands (K)

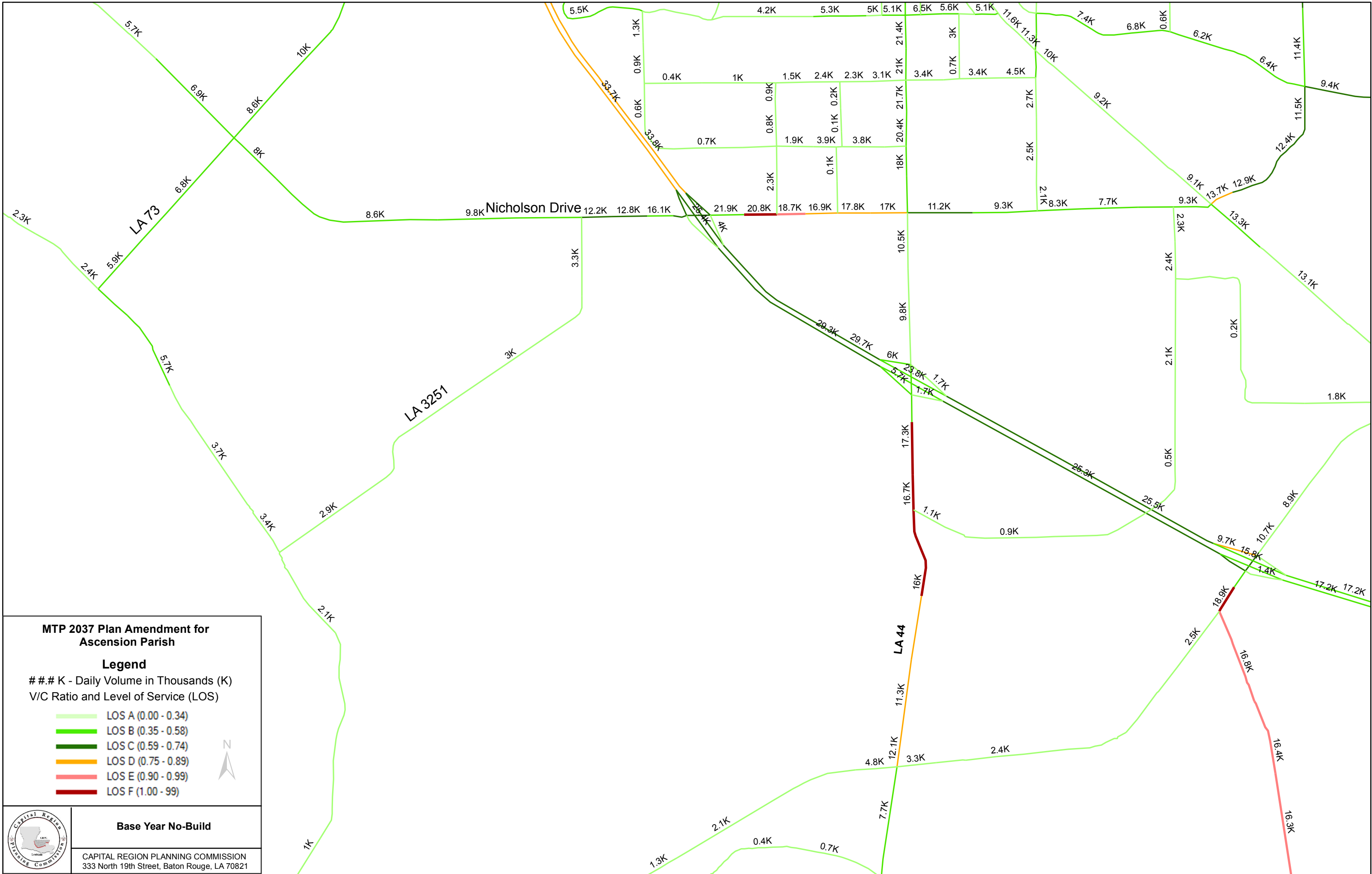
V/C Ratio and Level of Service (LOS)

- LOS A (0.00 - 0.34)
- LOS B (0.35 - 0.58)
- LOS C (0.59 - 0.74)
- LOS D (0.75 - 0.89)
- LOS E (0.90 - 0.99)
- LOS F (1.00 - 99)



Future Year (Build) Essen To Bluebonnet
 Minor Arterial with 2-lane in Each Direction

CAPITAL REGION PLANNING COMMISSION
 333 North 19th Street
 Baton Rouge, LA 70821



MTP 2037 Plan Amendment for Ascension Parish

Legend

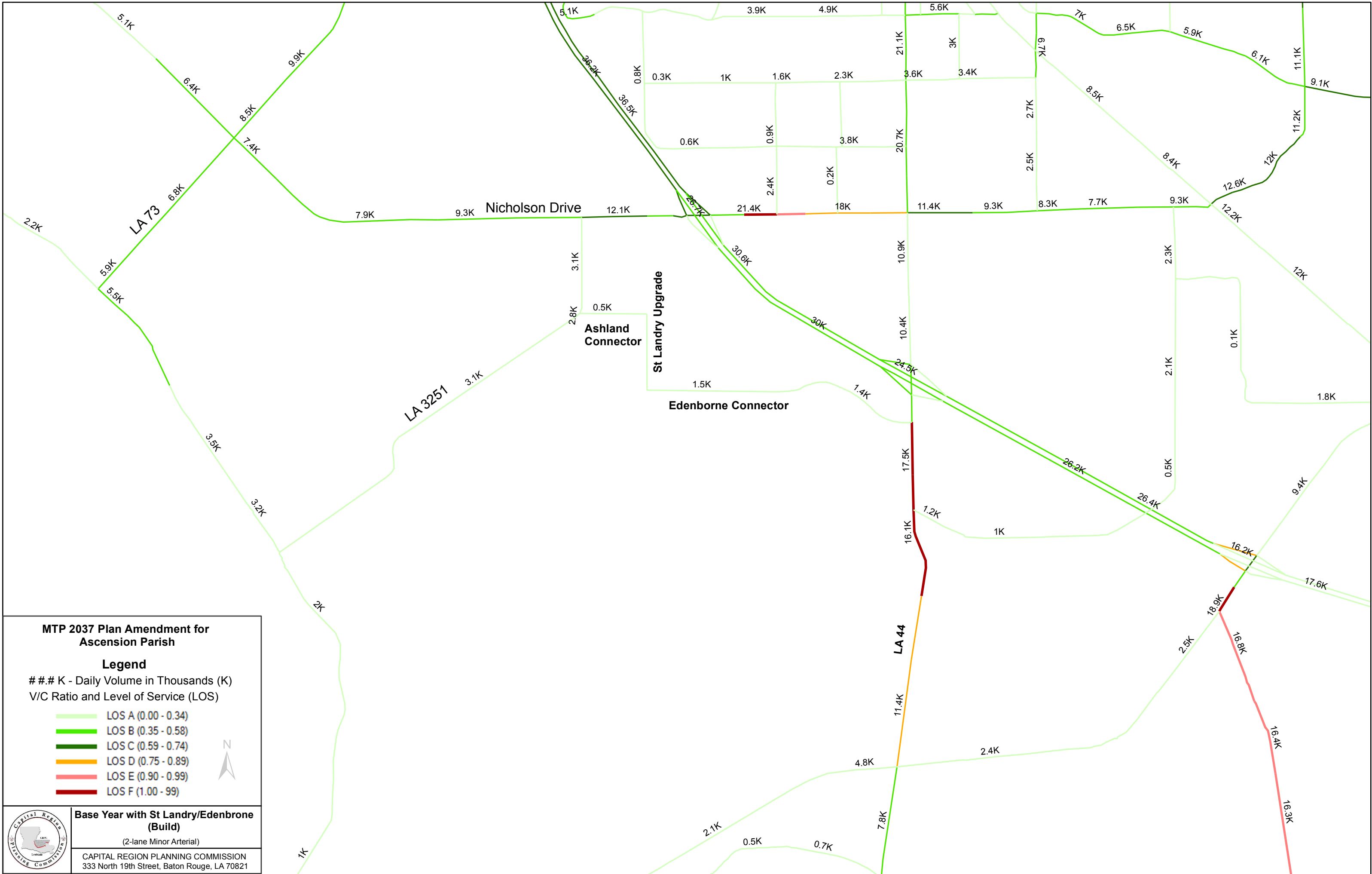
K - Daily Volume in Thousands (K)
 V/C Ratio and Level of Service (LOS)

- LOS A (0.00 - 0.34)
- LOS B (0.35 - 0.58)
- LOS C (0.59 - 0.74)
- LOS D (0.75 - 0.89)
- LOS E (0.90 - 0.99)
- LOS F (1.00 - 99)



Base Year No-Build

CAPITAL REGION PLANNING COMMISSION
 333 North 19th Street, Baton Rouge, LA 70821

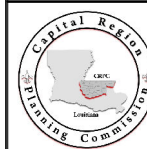


MTP 2037 Plan Amendment for Ascension Parish

Legend

K - Daily Volume in Thousands (K)
 V/C Ratio and Level of Service (LOS)

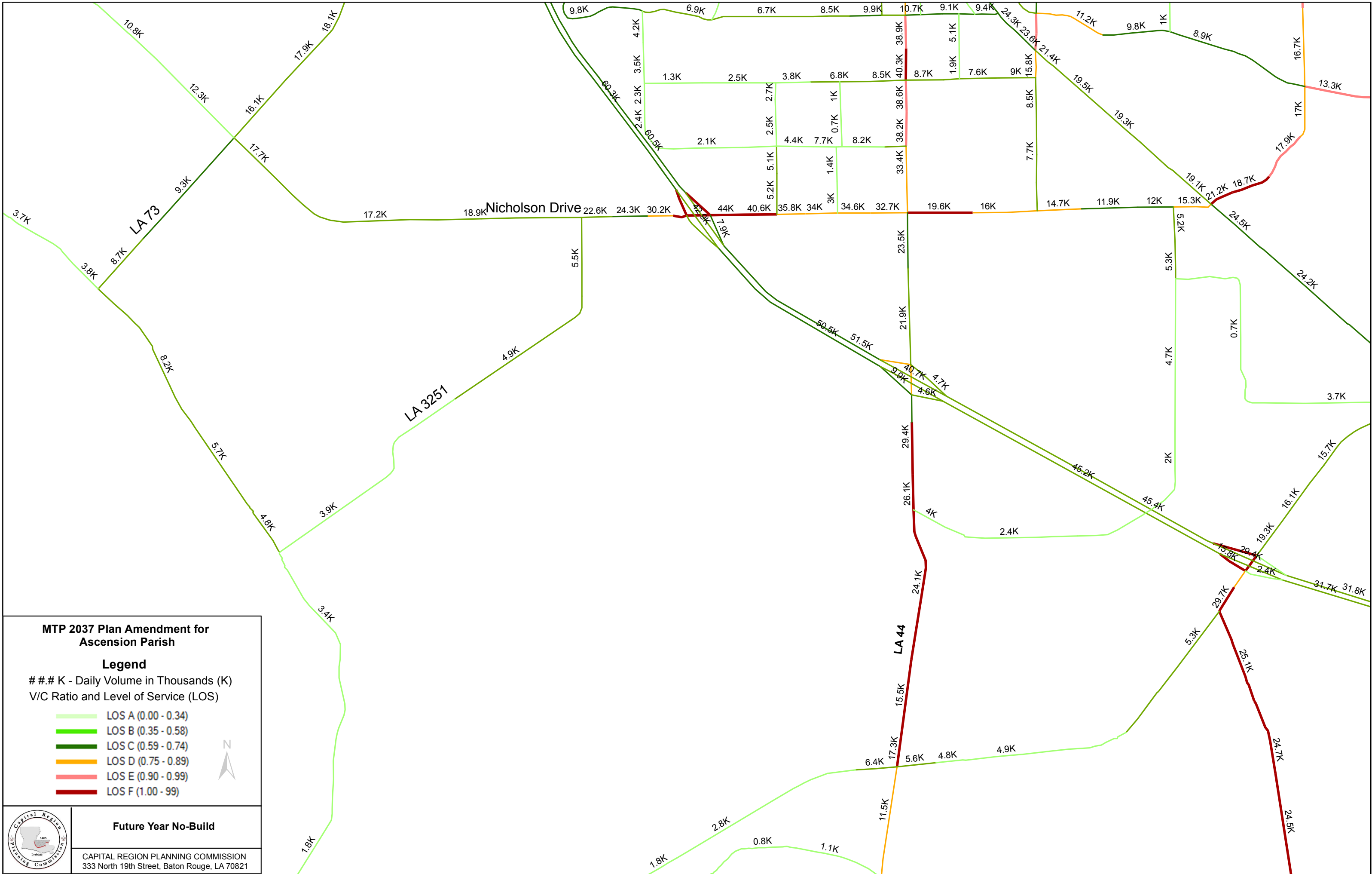
- LOS A (0.00 - 0.34)
- LOS B (0.35 - 0.58)
- LOS C (0.59 - 0.74)
- LOS D (0.75 - 0.89)
- LOS E (0.90 - 0.99)
- LOS F (1.00 - 99)



Base Year with St Landry/Edenbrone (Build)

(2-lane Minor Arterial)

CAPITAL REGION PLANNING COMMISSION
 333 North 19th Street, Baton Rouge, LA 70821



MTP 2037 Plan Amendment for Ascension Parish

Legend

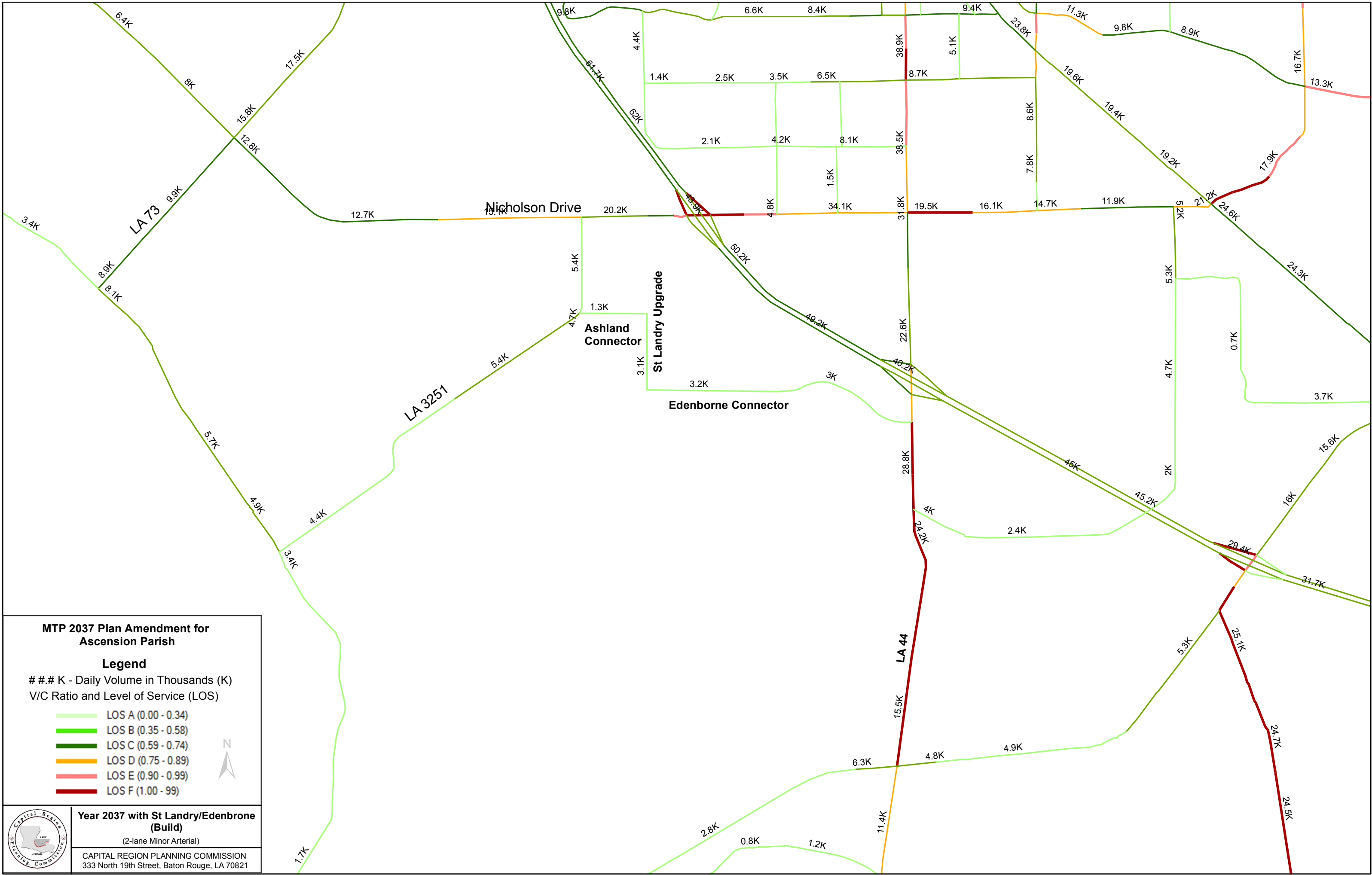
K - Daily Volume in Thousands (K)
 V/C Ratio and Level of Service (LOS)

- LOS A (0.00 - 0.34)
- LOS B (0.35 - 0.58)
- LOS C (0.59 - 0.74)
- LOS D (0.75 - 0.89)
- LOS E (0.90 - 0.99)
- LOS F (1.00 - 99)



Future Year No-Build

CAPITAL REGION PLANNING COMMISSION
 333 North 19th Street, Baton Rouge, LA 70821



MTP 2037 Plan Amendment for Ascension Parish

Legend

K - Daily Volume in Thousands (K)
 V/C Ratio and Level of Service (LOS)

- LOS A (0.00 - 0.34)
- LOS B (0.35 - 0.58)
- LOS C (0.59 - 0.74)
- LOS D (0.75 - 0.89)
- LOS E (0.90 - 0.99)
- LOS F (1.00 - 99)



Year 2037 with St Landry/Edenbrone (Build)

(2-lane Minor Arterial)

CAPITAL REGION PLANNING COMMISSION
 333 North 19th Street, Baton Rouge, LA 70821

APPENDIX D

HPMS VMT, Seasonal Factors, and Adjusted VMT

Appendix D includes the HPMS VMT and seasonal factors provided by LADOTD and also the adjusted model VMT for analysis years 2017, 2022, 2027, and 2037.

Attachment A

Notes:

2014 HPMS VMT Estimates: 8/29/2014

Data and projections are based on data use for the annual Highway Performance Monitoring System (HPMS) process.

CAUTION: See the table starting at cell T1 to convert average daily vehicle miles traveled to daily vehicle miles traveled for a particular month.

BASE YEAR: 2013

BATON ROUGE AREA PUBLIC ROADS															
INSIDE THE TRAVEL DEMAND MODEL															
2013 AVERAGE DAILY VEHICLE MILES TRAVELED															
PARISH	RURAL							URBAN							TOTAL
	INTERSTATE	OTHER PRINCIPAL ARTERIAL	MINOR ARTERIAL	MAJOR COLLECTOR	MINOR COLLECTOR	LOCAL	TOTAL	INTERSTATE	OTHER FREEWAYS AND EXPRESSWAYS	OTHER PRINCIPAL ARTERIAL	MINOR ARTERIAL	COLLECTOR	LOCAL	TOTAL	
Ascension	291,229	0	208,122	91,516	82,623	95,715	769,205	993,624	0	556,609	566,146	353,115	664,492	3,133,986	3,903,191
East Baton Rouge	0	0	0	31,524	18,222	96,463	146,209	3,084,060	0	4,121,451	2,580,209	1,328,798	1,769,104	12,883,622	13,029,831
Iberville	0	110,372	0	12,405	62,573	130,477	315,827	0	0	101,535	108,431	118,885	26,722	355,573	671,400
Livingston	566,008	0	34,545	451,860	98,007	214,646	1,365,066	609,063	0	420,235	468,155	339,283	351,434	2,188,170	3,553,236
West Baton Rouge	211,256	189,300	0	37,186	31,314	104,516	573,572	266,535	0	535,528	12,221	63,422	63,463	941,169	1,514,741
Total	1,068,493	299,672	242,667	624,491	292,739	641,817	3,169,879	4,953,282	0	5,735,358	3,735,162	2,203,503	2,875,215	19,502,520	22,672,399

BATON ROUGE AREA PUBLIC ROADS															
OUTSIDE THE TRAVEL DEMAND MODEL															
2013 AVERAGE DAILY VEHICLE MILES TRAVELED															
PARISH	RURAL							URBAN							TOTAL
	INTERSTATE	OTHER PRINCIPAL ARTERIAL	MINOR ARTERIAL	MAJOR COLLECTOR	MINOR COLLECTOR	LOCAL	TOTAL	INTERSTATE	OTHER FREEWAYS AND EXPRESSWAYS	OTHER PRINCIPAL ARTERIAL	MINOR ARTERIAL	COLLECTOR	LOCAL	TOTAL	
Ascension	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
East Baton Rouge	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Iberville	680,375	18,779	0	25,639	11,246	31,895	767,934	0	0	0	0	17,157	0	17,157	785,091
Livingston	84,131	0	0	27,897	49,001	51,902	212,931	0	0	0	0	56,189	5,040	61,229	274,160
West Baton Rouge	292,276	53,425	0	3,187	0	856	349,744	0	0	0	0	0	0	0	349,744
Total	1,056,782	72,204	0	56,723	60,247	84,653	1,330,609	0	0	0	0	73,346	5,040	78,386	1,408,995

BATON ROUGE AREA PUBLIC ROADS															
INSIDE THE TRAVEL DEMAND MODEL															
2022 AVERAGE DAILY VEHICLE MILES TRAVELED															
PARISH	RURAL							URBAN							TOTAL
	INTERSTATE	OTHER PRINCIPAL ARTERIAL	MINOR ARTERIAL	MAJOR COLLECTOR	MINOR COLLECTOR	LOCAL	TOTAL	INTERSTATE	OTHER FREEWAYS AND EXPRESSWAYS	OTHER PRINCIPAL ARTERIAL	MINOR ARTERIAL	COLLECTOR	LOCAL	TOTAL	
Ascension	418,692	0	299,211	131,570	118,785	137,607	1,105,864	1,428,505	0	800,221	813,932	507,663	955,321	4,505,643	5,611,507
East Baton Rouge	0	0	0	34,841	20,139	106,612	161,592	3,408,539	0	4,555,075	2,851,677	1,468,603	1,955,234	14,239,128	14,400,719
Iberville	0	123,367	0	13,866	69,940	145,839	353,011	0	0	113,489	121,197	132,882	29,868	397,436	750,447
Livingston	802,553	0	48,982	640,701	138,966	304,351	1,935,552	863,602	0	595,859	663,806	481,076	498,305	3,102,646	5,038,199
West Baton Rouge	250,727	224,668	0	44,134	37,165	124,044	680,737	316,334	0	635,585	14,504	75,272	75,320	1,117,015	1,797,752
Total	1,471,971	348,035	348,193	865,110	384,994	818,451	4,236,756	6,016,979	0	6,700,229	4,465,116	2,665,495	3,514,049	23,361,868	27,598,624

BATON ROUGE AREA PUBLIC ROADS															
OUTSIDE THE TRAVEL DEMAND MODEL															
2022 AVERAGE DAILY VEHICLE MILES TRAVELED															
PARISH	RURAL							URBAN							TOTAL
	INTERSTATE	OTHER PRINCIPAL ARTERIAL	MINOR ARTERIAL	MAJOR COLLECTOR	MINOR COLLECTOR	LOCAL	TOTAL	INTERSTATE	OTHER FREEWAYS AND EXPRESSWAYS	OTHER PRINCIPAL ARTERIAL	MINOR ARTERIAL	COLLECTOR	LOCAL	TOTAL	
Ascension	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
East Baton Rouge	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Iberville	760,479	20,990	0	28,658	12,570	35,650	858,347	0	0	0	0	19,177	0	19,177	877,524
Livingston	119,291	0	0	39,556	69,479	73,593	301,919	0	0	0	0	79,671	7,146	86,818	388,736
West Baton Rouge	346,884	63,407	0	3,782	0	1,016	415,089	0	0	0	0	0	0	0	415,089
Total	1,226,654	84,397	0	71,996	82,049	110,259	1,575,355	0	0	0	0	98,848	7,146	105,995	1,681,350

BATON ROUGE AREA PUBLIC ROADS															
INSIDE THE TRAVEL DEMAND MODEL															
2027 AVERAGE DAILY VEHICLE MILES TRAVELED															
PARISH	RURAL							URBAN							TOTAL
	INTERSTATE	OTHER PRINCIPAL ARTERIAL	MINOR ARTERIAL	MAJOR COLLECTOR	MINOR COLLECTOR	LOCAL	TOTAL	INTERSTATE	OTHER FREEWAYS AND EXPRESSWAYS	OTHER PRINCIPAL ARTERIAL	MINOR ARTERIAL	COLLECTOR	LOCAL	TOTAL	
Ascension	509,158	0	363,861	159,998	144,450	167,339	1,344,806	1,737,159	0	973,123	989,797	617,353	1,161,736	5,479,168	6,823,974
East Baton Rouge	0	0	0	36,006	20,813	110,177	166,995	3,522,515	0	4,707,390	2,947,032	1,517,711	2,020,614	14,715,262	14,882,258
Iberville	0	123,490	0	13,879	70,010	145,985	353,364	0	0	113,603	121,318	133,015	29,898	397,834	751,198
Livingston	973,615	0	59,422	777,264	168,586	369,222	2,348,110	1,047,676	0	722,865	805,294	583,616	604,517	3,763,967	6,112,077
West Baton Rouge	263,647	236,246	0	46,408	39,080	130,436	715,816	332,635	0	668,337	15,252	79,150	79,202	1,174,575	1,890,391
Total	1,746,419	359,736	423,283	1,033,555	442,939	923,158	4,929,091	6,639,985	0	7,185,317	4,878,693	2,930,845	3,895,967	25,530,807	30,459,898

BATON ROUGE AREA PUBLIC ROADS															
OUTSIDE THE TRAVEL DEMAND MODEL															
2027 AVERAGE DAILY VEHICLE MILES TRAVELED															
PARISH	RURAL							URBAN							TOTAL
	INTERSTATE	OTHER PRINCIPAL ARTERIAL	MINOR ARTERIAL	MAJOR COLLECTOR	MINOR COLLECTOR	LOCAL	TOTAL	INTERSTATE	OTHER FREEWAYS AND EXPRESSWAYS	OTHER PRINCIPAL ARTERIAL	MINOR ARTERIAL	COLLECTOR	LOCAL	TOTAL	
Ascension	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
East Baton Rouge	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Iberville	761,240	21,011	0	28,686	12,583	35,686	859,205	0	0	0	0	19,196	0	19,196	878,401
Livingston	144,717	0	0	47,987	84,289	89,279	366,272	0	0	0	0	96,653	8,670	105,323	471,595
West Baton Rouge	364,759	66,674	0	3,977	0	1,068	436,479	0	0	0	0	0	0	0	436,479
Total	1,270,716	87,685	0	80,650	96,871	126,033	1,661,956	0	0	0	0	115,849	8,670	124,519	1,786,475

Attachment B

SEASONAL ADJUSTMENT FACTORS: To convert the HPMS VMTs into VMTs for a particular month, MULTIPLY the factors in this table.												2014 HPMS VMT Estimates: 8/29/2014
FUNCTIONAL CLASSIFICATION	January	February	March	April	May	June	July	August	September	October	November	December
01 RURAL PRINCIPAL ARTERIAL - INTERSTATE	0.93262	0.89662	1.05502	0.98549	1.02908	1.00459	1.03830	1.00916	0.95356	1.02997	1.03736	1.02823
02 RURAL PRINCIPAL ARTERIAL	0.92782	0.90270	1.05666	0.99187	1.02934	0.92936	0.99031	1.07274	1.01020	1.10451	0.99800	0.98651
06 RURAL MINOR ARTERIAL	0.94931	0.91768	1.06636	0.99899	1.04105	0.99314	0.98267	1.00823	0.97977	1.05135	1.01673	0.99472
07 RURAL MAJOR COLLECTOR	0.95255	0.92334	1.05800	1.00993	1.06148	0.99329	0.98082	1.04768	0.98828	1.04775	0.97094	0.96593
08 RURAL MINOR COLLECTOR	0.95255	0.92334	1.05800	1.00993	1.06148	0.99329	0.98082	1.04768	0.98828	1.04775	0.97094	0.96593
09 RURAL LOCAL	0.95255	0.92334	1.05800	1.00993	1.06148	0.99329	0.98082	1.04768	0.98828	1.04775	0.97094	0.96593
11 URBAN PRINCIPAL ARTERIAL - INTERSTATE	0.86661	0.92987	1.07708	0.99260	1.05125	1.00654	1.05158	1.03770	0.94319	1.01810	0.99366	1.03182
12 URBAN PRINCIPAL ARTERIAL OTHER FWYS & EXPWYS	0.97514	0.96648	1.02967	0.98906	1.00271	0.97536	0.97079	1.01572	1.01863	1.05483	1.03052	0.97110
14 URBAN PRINCIPAL ARTERIAL OTHER	0.97514	0.96648	1.02967	0.98906	1.00271	0.97536	0.97079	1.01572	1.01863	1.05483	1.03052	0.97110
16 URBAN MINOR ARTERIAL	0.97871	0.94308	1.08487	1.00102	1.04438	0.99969	0.99733	1.06146	0.98005	1.02971	0.92932	0.95038
17 URBAN COLLECTOR	0.90757	0.91942	1.05537	1.05512	1.03721	1.04267	0.95768	1.09261	0.93624	1.01342	0.98618	0.99652
19 URBAN LOCAL	0.90757	0.91942	1.05537	1.05512	1.03721	1.04267	0.95768	1.09261	0.93624	1.01342	0.98618	0.99652

MTP 2037 Amendment - Model VMT Adjustment to HPMS VMT

Year	Vehicle Type	Daily Vehicle Miles Traveled						
		HPMS Vtype	Ascension	EBR	Iberville	Livingston	WBR	Area Wide
2017	10	Motorcycles	46,930	152,545	9,038	41,988	15,094	265,595
	25	Passenger Car	3,706,849	13,012,410	938,155	3,827,957	2,079,928	23,565,298
	40	Buses	9,518	25,114	4,826	11,893	8,822	60,173
	50	Single Unit Trucks	56,642	149,662	29,369	72,220	51,513	359,406
	60	Combination Trucks	165,374	434,755	86,388	211,382	151,268	1,049,167
	Total		3,985,313	13,774,485	1,067,776	4,165,440	2,306,625	25,299,639
2022	10	Motorcycles	65,559	148,800	14,305	54,467	14,037	297,169
	25	Passenger Car	5,178,259	12,692,999	1,484,881	4,965,702	1,934,330	26,256,172
	40	Buses	13,296	24,498	7,638	15,428	8,205	69,065
	50	Single Unit Trucks	79,125	145,988	46,484	93,686	47,907	413,190
	60	Combination Trucks	231,019	424,083	136,732	274,209	140,679	1,206,721
	Total		5,567,258	13,436,368	1,690,040	5,403,492	2,145,158	28,242,317
2027	10	Motorcycles	75,611	146,476	13,698	62,694	14,244	312,723
	25	Passenger Car	5,983,488	12,665,915	1,439,955	5,718,170	2,001,170	27,808,699
	40	Buses	15,317	24,458	7,361	17,771	8,409	73,316
	50	Single Unit Trucks	91,267	145,442	44,778	107,898	49,097	438,481
	60	Combination Trucks	266,472	422,438	131,711	315,806	144,157	1,280,584
	Total		6,432,156	13,404,728	1,637,503	6,222,339	2,217,077	29,913,803
2037	10	Motorcycles	68,765	176,026	10,164	64,739	19,080	338,775
	25	Passenger Car	5,441,767	15,221,171	1,068,396	5,904,706	2,680,657	30,316,697
	40	Buses	13,931	29,392	5,461	18,351	11,265	78,399
	50	Single Unit Trucks	83,004	174,784	33,224	111,417	65,767	468,196
	60	Combination Trucks	242,347	507,662	97,725	326,108	193,105	1,366,947
	Total		5,849,814	16,109,035	1,214,970	6,425,321	2,969,874	32,569,014

APPENDIX E

MOVES Emissions Analysis Results

Appendix E includes the MOVES 2014 emissions analysis results for each analysis year by Parish.

Established Motor Vehicle Emission Budgets (MVEB) and
MTP 2037 Amendment Conformity Analysis Emissions for the Year of 2017

Parish	2017			
	Emissions Budgets (MVEB)		Project Plan Conformity	
	Daily Emissions (tons/day)		Daily Emissions (tons/day)	
	NOx	VOC	NOx	VOC
Ascension Parish			3.24	2.92
East Baton Rouge Parish			8.84	7.76
Iberville Parish			1.54	0.85
Livingston Parish			4.41	3.96
West Baton Rouge Parish			2.35	0.89
Total	30.00	18.82	20.38	16.38

Established Motor Vehicle Emission Budgets (MVEB) and
MTP 2037 Amendment Conformity Analysis Emissions for the Year of 2022

Parish	2022			
	Emissions Budgets (MVEB)		Project Plan Conformity	
	Daily Emissions (tons/day)		Daily Emissions (tons/day)	
	NOx	VOC	NOx	VOC
Ascension Parish	2.64	2.59	2.10	2.10
East Baton Rouge Parish	6.38	6.26	5.30	5.10
Iberville Parish	1.07	0.55	0.90	0.50
Livingston Parish	3.14	3.27	3.00	2.60
West Baton Rouge Parish	1.15	0.53	0.70	0.70
Total	14.37	13.19	12.00	11.00

Established Motor Vehicle Emission Budgets (MVEB) and
MTP 2037 Amendment Conformity Analysis Emissions for the Year of 2027

Parish	2027			
	Emissions Budgets (MVEB)		Project Plan Conformity	
	Daily Emissions (tons/day)		Daily Emissions (tons/day)	
	NOx	VOC	NOx	VOC
Ascension Parish	2.21	2.51	0.90	1.50
East Baton Rouge Parish	4.61	5.10	3.10	3.50
Iberville Parish	0.72	0.40	0.60	0.30
Livingston Parish	2.55	3.12	2.10	2.10
West Baton Rouge Parish	0.85	0.43	0.13	0.20
Total	10.95	11.55	6.83	7.60

Established Motor Vehicle Emission Budgets (MVEB) and
MTP 2037 Amendment Conformity Analysis Emissions for the Year of 2037

Parish	2037			
	Emissions Budgets (MVEB)		Project Plan Conformity	
	Daily Emissions (tons/day)		Daily Emissions (tons/day)	
	NOx	VOC	NOx	VOC
Ascension Parish	2.21	2.51	0.29	1.29
East Baton Rouge Parish	4.61	5.10	1.55	2.19
Iberville Parish	0.72	0.40	0.52	0.19
Livingston Parish	2.55	3.12	1.55	1.64
West Baton Rouge Parish	0.85	0.43	0.87	0.27
Total	10.95	11.55	4.78	5.58

APPENDIX F

Public Involvement/Participation

Appendix G includes the public notice that was sent for publication in the news paper informing public about availability of the draft conformity document for public review and also about the public meeting that will be held on Tuesday, May 10, 2016 at BREC headquarters on Florida Boulevard. The meeting notice and the document is emailed to all the members of Technical Advisory Committee (TAC) and Transportation Policy Committee (TPC), and also to all the individuals on CRPC's subscription list. Further, the meeting notice and support documents are also published on CRPC's website at <http://crpcla.org/> two weeks before the public meeting.

TO: MS. SHELLEY CALLONI
VIA FAX # 388-0164 TELEPHONE # 388-0128
E-Mail:Legal.ads@theadvocate.com

FROM: RAVI PONNAPUREDDY

SUBJECT: LEGAL NOTICE

DATE: 04/20/2016

Please publish the following notice as soon as possible. Please send proof of publication and bill to the following: Capital Region Planning Commission, P.O. Box 3355 Baton Rouge, LA 70821

As always, thank you for your assistance in this matter. Call me or Kim Marousek at 383-5203 if there is a problem.

PUBLIC NOTICE

Baton Rouge Area Metropolitan Planning Organization (MPO)

The Baton Rouge, La. Urbanized Area Metropolitan Planning Organization's Technical Advisory and Transportation Policy Committees are scheduled to meet on Tuesday, May 3, 2016 at 1:30 p.m. and on Tuesday, May 10, 2016 at 1:30 p.m., respectively, at the BREC Commission Chambers, Room 1800, 6201 Florida Blvd., Baton Rouge, LA. At this time the MPO is soliciting public input from interested persons concerning the following agenda items:

Agenda

1. INTRODUCTION

Hon. Melvin "Kip" Holden – TPC Chairman

2. APPROVAL OF MINUTES OF LAST MEETING

Hon. Melvin "Kip" Holden – TPC Chairman

3. ACTION ITEMS

A. TRANSPORTATION IMPROVEMENT PROGRAM (2015-2018) AMENDMENTS

Project # H.011450 in ASC, LA 70 Mill and Overlay, Combine DOTD project H.011501 Gator Landfill Turn lane utilizing \$1.5M in STPFLEX funds in to this project and increase the cost of the original STP>200K overlay project from \$1.28M to \$2.5M in FFY 16. The total cost of the combined project is now \$4M at 80/20 cost share.

B. MTP 2037 Amendment and Conformity Analysis

C. Unified Planning Work Program FY 2017

4. NON-ACTION ITEMS

A. MPO Activity Update

B. MTP 2042 Update

C. CRISIS/BRAC Study

5. OTHER BUSINESS

Hon. Melvin "Kip" Holden – TPC Chairman

6. ADJOURNMENT

Additional support documents may be viewed on the Capital Region Planning Commission's web site: WWW.CRPC-LA.ORG.

ADA Notice: CRPC meetings are conducted in accessible locations and provision can be made for those persons of limited English proficiency. For special accommodations for this meeting, contact Title VI/ADA/LEP Coordinator via phone 225-383-5203 at least one week in advance.

APPENDIX G

Conformity Amendment Determination Concurrence Letters

Appendix H includes all the conformity determination concurrence letters as they are available upon approval.



U.S. Department
of Transportation
**Federal Highway
Administration**

FHWA Louisiana Division Office

5304 Flanders Drive, Suite A
Baton Rouge, Louisiana 70808
(225) 757-7600
(225) 757-7601 Fax

July 13, 2016

In Reply Refer To:
HDA-LA

Shawn D. Wilson, Ph.D.
Secretary
Louisiana Department of Transportation
and Development
Baton Rouge, LA

Subject: Baton Rouge Conformity

Attention: Dr. Eric Kalivoda
Deputy Secretary, LDOTD

Dear Mr. Wilson:

We have determined that amendments to the Baton Rouge 2037 Metropolitan Transportation Plan (MTP) and the FY 2015-2018 Transportation Improvement Program (TIP) meet all of the requirements for making a joint conformity determination under the Clean Air Act Amendments of 1990. The Plan and TIP conformity determination and the procedures used to make this determination are in accord with the provisions of the transportation conformity rule (40 CFR Parts 51 and 93).

This determination has been made after consultation with the Region 6 Office of the Environmental Protection Agency (see enclosure). The conformity documentation was developed cooperatively by the Capital Region Planning Commission and the Louisiana Department of Transportation and Development in consultation with the Louisiana Department of Environmental Quality.

The Federal Highway Administration (FHWA) is acting as executive agent for the Federal Transit Administration (FTA) on Plan and TIP air quality conformity determinations. Accordingly, this letter will serve as the joint FHWA/FTA conformity determination. Please provide copies of this joint conformity determination to the Capital Region Planning Commission and the Louisiana Department of Environmental Quality.

Sincerely yours,

Charles W. Bolinger
Division Administrator

Enclosure: (1)

cc: Jamie Setze – CRPC
Ravi Ponapureddy – CRPC
Yasoob Zia – DEQ
Dan Broussard – LDOTD



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

REGION 6
1445 ROSS AVENUE, SUITE 1200
DALLAS TX 75202-2733

JUN 29 2016

Mr. Charles W. Bolinger
Division Administrator - Louisiana
Federal Highway Administration
5304 Flanders Drive, Suite A
Baton Rouge, LA 70808

Dear Mr. Bolinger:

In May 2016, the United States Environmental Protection Agency (EPA) received conformity determination documents for amendments to the Baton Rouge 2037 Metropolitan Transportation Plan (MTP) and the FY 2015-2018 Transportation Improvement Program (TIP), submitted by the Capital Region Planning Commission (CRPC) for interagency consultation and review. A new conformity determination is necessary for the Baton Rouge Louisiana 8-hour ozone nonattainment area due to these amendments, and the need to comply with the Fixing America's Surface Transportation Act signed into law on December 4, 2015.

Any issues associated with the demonstration of conformity were addressed in conference calls and emails with the CRPC, the Federal Highway Administration (FHWA), the Louisiana Department of Environmental Quality (LDEQ), the Louisiana Department of Transportation and Development, and the EPA. The criteria for our review and the interagency consultation process can be found at 40 CFR Part 93, Subpart A and guidance memoranda issued by the FHWA and the EPA for transportation conformity determinations.

Based on the documentation submitted to the EPA and discussed during the interagency consultation process, the estimated emissions of nitrogen oxides (NO_x) and volatile organic compounds (VOCs) for the amended Baton Rouge 2037 MTP and FY 2015-2018 TIP will be below the Motor Vehicle Emissions Budgets (MVEB) established for these pollutants in the State Implementation Plan (SIP). The applicable NO_x and VOC MVEBs were announced as adequate by the EPA on June 29, 2016 (81 FR 42350). We have no further comments and are supportive of a positive conformity finding by the Federal Highway Administration for the Baton Rouge area.

I appreciate your cooperation in consulting with us and ensuring all provisions of the transportation conformity rules have been properly addressed. If you have any questions, please feel free to contact me or Jeff Riley of my staff at (214) 665-8542.

Sincerely yours,

A handwritten signature in black ink, appearing to read "Guy Donaldson".

Guy Donaldson
Chief
Air Planning Section



cc: Mr. Jamie Setze
Capital Region Planning Commission

Mr. Ravi Ponapureddy
Capital Region Planning Commission

Mr. Brandon Buckner
Federal Highway Administration

Mr. Yasooob Zia
Louisiana Department of Environmental Quality

Mr. Dan Broussard
Louisiana Department of Transportation and Development

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Federal Highway Administration

Mr. Yasooob Zia
Louisiana Department of Environmental Quality

Mr. Dan Broussard
Louisiana Department of Transportation and Development

[Faint signature and text]