

Annual Listing of Federally Obligated Projects

Fiscal Year 2014

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Purpose of this Report

The Safe, Accountable, Flexible, Efficient Transportation Equity Act: a Legacy for Users (SAFETEA-LU) (23 CFR part 450 AND CFR part 613), enacted by Congress on July 29, 2005, and carried over in the “Moving Ahead for Progress in the 21st Century” (MAP-21) (23 CFR Section 134(j)(7)(B) transportation legislation enacted by Congress on July 6, 2012, states:

“(i) An annual listing of projects, including investments in pedestrian walkways and bicycle transportation facilities, for which Federal funds 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. (ii) The listing shall be consistent with the categories identified in the TIP.”¹

The Northwest Louisiana Council of Governments (NLCOG) responds to the directive through this report. It lists all transportation projects in Northwest Louisiana that were obligated during NLCOG’s fiscal year 2014 (July 1, 2013 – June 30, 2014). The Federal Highway Administration (FHWA) defines obligation as the federal government’s legal commitment (promise) to pay or reimburse the states or other entities for the federal share of a project’s eligible costs². Thus, an obligated project is one that has been approved by the federal government for reimbursement, though not necessarily reimbursed yet. Obligated projects were not necessarily initiated or completed in this year. The obligated project cost reflected in this report also may not equal final project cost.

Background

NLCOG is the Metropolitan Planning Organization (MPO) for the Shreveport – Bossier urbanized area. Every metropolitan area with a population of more than 50,000 persons has a designated MPO in order to qualify for federal highway and transit funding. NLCOG, acting in its capacity as the MPO, has responsibility for planning, programming, and coordinating federal-aid transportation investments within the Shreveport – Bossier urbanized area.

The United States Department of Transportation relies on the MPO to ensure that highway and transit projects that use federal funds are products of a credible planning process and meet local priorities. Transportation legislation – including the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), the Transportation Equity Act for the 21st Century (TEA-21), and the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A legacy for Users (SAFETEA-LU) and the most recent transportation

¹ Title VI, Section 6001 (j)(7)(B)

² Financing Federal Aid Highways Glossary. <http://www.fhwa.dot.gov/reports/fifahiwy/ffahappa.htm>. May 10, 2011.

authorization Moving Ahead for Progress in the 21st Century (MAP-21) – strengthened the role MPOs play in rationally developed transportation programs. As the MPO, NLCOG is statutorily mandated to assess the transportation needs and deficiencies of the region with direction from public officials; citizens; modal representatives; and federal, state and local planning departments.

The MPO Transportation Policy Committee (“committee”) membership consists of the administrators from Bossier and Caddo Parishes; the mayors of the cities of Bossier City and Shreveport; the executive director of the Port of Caddo – Bossier, the executive directors of the Metropolitan Planning Commissions of Bossier and Shreveport; the general manager of the local public transit agency and the District IV administrator of LaDOTD. The committee wields final decision-making. Non-voting members include FHWA and FTA. NLCOG represents the perspectives of its local government members, while coordinating its planning efforts with the Louisiana Department of Transportation (LaDOTD), the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA).

NLCOG is assisted in its planning and programming efforts by a Technical Advisory Committee (TAC) that is comprised of public works directors, planning directors, and transit operators. The TAC meets as-needed to review proposed amendments to the Transportation Improvement Program (TIP). Working groups and ad hoc groups are also created and appointed, as needed.

Regional Transportation Plan

NLCOG develops a minimum 20-year regional long range transportation plan (LRTP) describing the transportation needs and goals for the region. It is the chief legal document reflecting the resources, the fundamental planning process, and the selection of projects for the region. The LRTP includes the needed transportation system and the fiscally-constrained LRTP. The fiscally-constrained LRTP, required by federal law, identifies the multimodal transportation system that can be achieved over a minimum 20-year planning horizon with the “reasonably available” financial resources over that time. Federal law requires NLCOG to update the plan every five years. NLCOG commenced a multi-modal update to the region’s plan during Fiscal Year 2014.

The LRTP incorporates policy considerations and related long-term impacts. Analysis of land use changes, population growth and density patterns, economic development and commercial and residential zoning help identify and rank projects. All regionally significant projects are identified in the plan regardless of their funding source; and, in many cases, projects are funded with combinations of state, federal, and local funds.

Transportation Improvement Program

A Transportation Improvement Program (TIP) is a prioritized, financially-constrained multi-year program for implementation of federally-funded transportation improvement projects in a designated MPO region. The TIP serves as a planning tool to ensure the most effective use of limited funding for transportation improvements. The TIP includes the adopted list of public transit, roadway, bicycle, pedestrian, and air quality projects that will receive federal transportation funds in the near future. A transportation improvement is not eligible for federal funding unless it is documented within the TIP. The TIP also includes the projects in Northwest Louisiana that are intended to only use state funds. The TIP implements the fiscally-constrained LRTP. NLCOG's TIP covers a three-year period, though specific projects and their funding levels are usually identified for the first three or four-year period.

The 2013-2016 TIP was adopted on September 20, 2012, and has been amended regularly since adoption. The projects in this report are from the 2013-2016 TIP. The 2013-2016 TIP defines the projects eligible for federal funding in FY2014, which covers the period from July 1, 2013 to June 30, 2014.

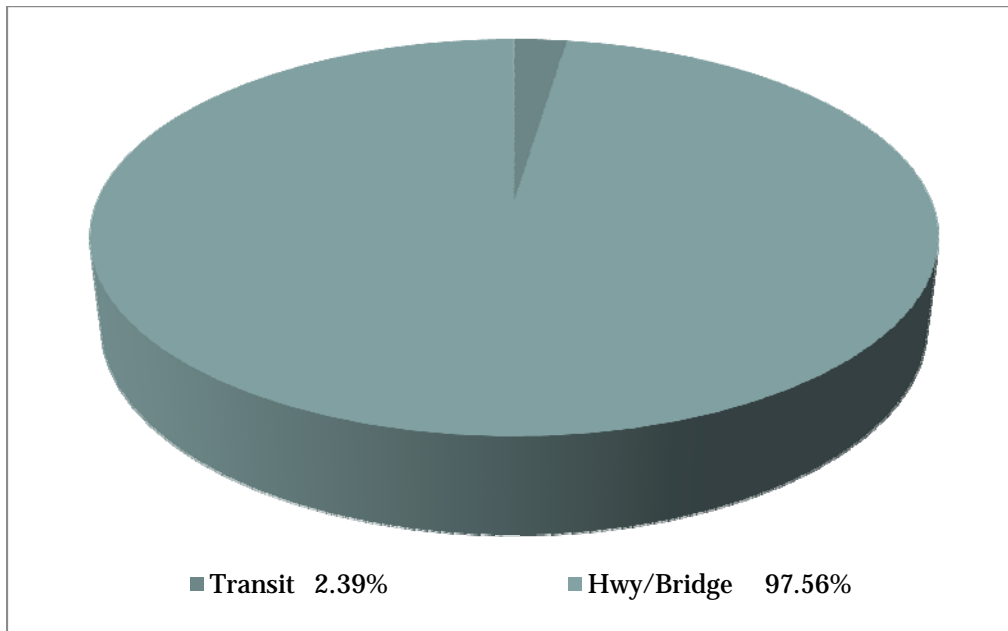
Public Involvement

NLCOG aims to proactively engage the public in the regional transportation planning process and embraces federal requirements that MPOs provide the public with complete information, timely public notice, full public access to key decisions, and early and continuing involvement in developing the LRTP, TIP, and other products. NLCOG's public involvement strategies include presenting information and educating the public, continually soliciting public input, helping information flow between the public and decision makers, and considering and responding to public concerns.

Summary of Projects

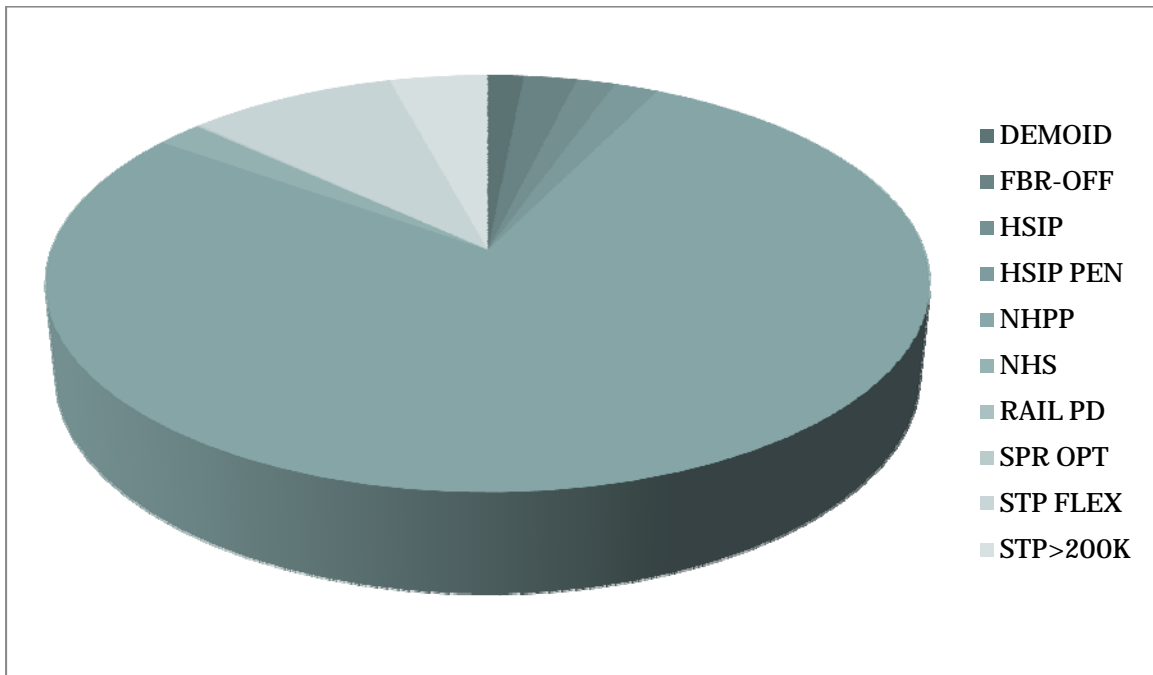
In FY 2014, more than 50 projects were scheduled for a total federal cost of \$252,386,080.61. Of this total, \$246,235,197.26 (97.56%) was for highway/bridge projects, \$130,496.35 (0.05%) was for bicycle and pedestrian projects, and \$6,020,387.00 (2.39%) was for transit projects. The chart below illustrates these percentages:

FY 2014 Federally Obligated Projects Summary



The largest percentage of highway/bridge funds (77.46% total) obligated was the National Highway Performance Program (NHPP) funding stream which provides support for the condition and performance of the National Highway System (NHS); provides support for the construction of new facilities on the NHS; and ensures that investments of federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a state's asset management plan for the NHS. This program spent \$190,729,744.22. The Surface Transportation Program (STP FLEX) category of funding followed with 8.91%. The \$21,937,401.17 in funds was used to fund roadway reconstruction, Intelligent Transportation System (ITS) projects, or bridge or interchange work. In the chart below, the funding by category is illustrated with corresponding percentage of funding. Negative numbers indicate money that was de-obligated. In some cases, it was money that the LaDOTD advanced construction with state funds and now the state funds are removed and federal funds added.

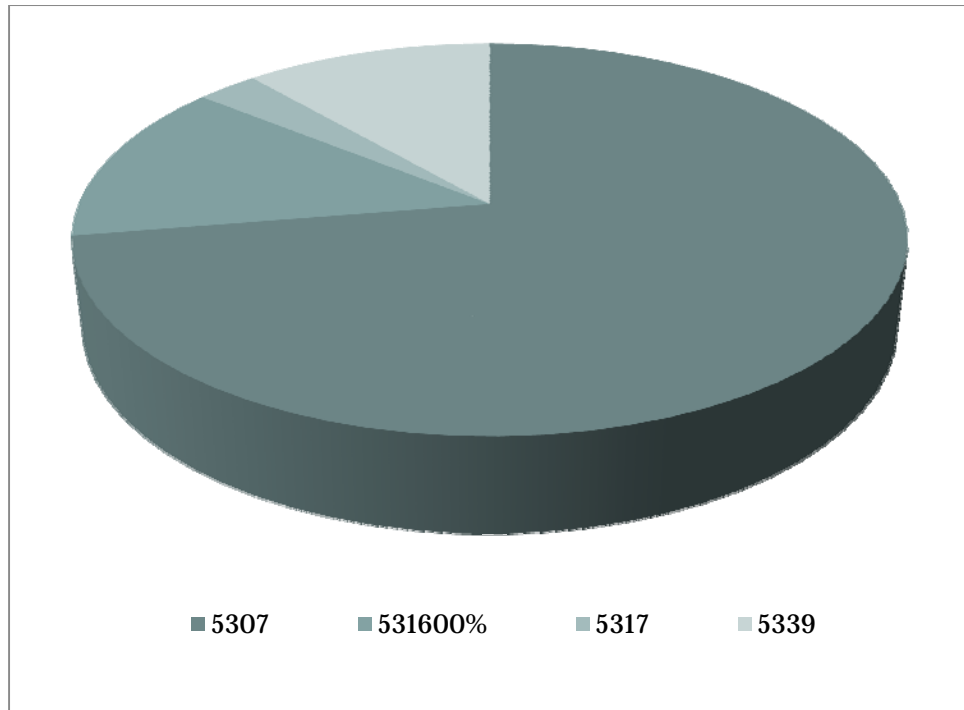
FY 2013 Federally Obligated Highway/Bridge Projects by Funding Category



Prefix	Total Federal Funds	Total All Funds	Percentage of Federal Funds
DEMOID	\$3,030,138.52	\$3,787,673.17	1.54%
FBR-OFF	\$4,477,576.75	\$5,596,970.94	2.27%
HSIP	\$3,713,797.08	\$4,063,159.39	1.65%
HSIP PEN	\$4,644,209.78	\$4,644,209.78	1.89%
NHPP	\$50,113,083.89	\$190,729,744.22	77.46%
NHS	\$0.00	\$4,837,490.59	1.96%
RAIL PD	\$250,000.00	\$14,477.82	0.01%
SPR OPT	\$14,477.82	\$312,500.00	0.13%
STP FLEX	\$14,291,579.69	\$21,937,401.17	8.90%
STP >200K	\$5,849,256.14	\$10,311,570.18	4.19%
Total	\$86,384,119.67	\$246,235,197.26	100.00%

The largest percentage of transit funds (72.41% total) obligated was the FTA Section 5307 Capital Budget category of funding. These funds were used for administration, operations, planning, and capital improvements. The chart below illustrates these percentages:

FY 2014 Federally Obligated Transit Projects by FTA Funding Category



Prefix	Total Federal Funds	Total All Funds	Percentage of Funds
Section 5307	\$3,507,594	\$4,359,301	72.41%
Section 5316	\$684,150	\$804,883	13.37%
Section 5317	\$144,000	\$169,412	2.81%
Section 5339	\$571,272	\$686,791	11.41%
<i>Total</i>	<i>\$4,907,016</i>	<i>\$6,020,387</i>	<i>100.00%</i>

Obligation Report

This report is organized by project phase for highway/bridge projects and funding category for transit projects. The TIP identification (ID), project name, description, funding source and the total obligation amount are shown for each project. The TIP ID is a unique number given to each project selected for inclusion into the NLCOG TIP. A brief description of each project is provided. The obligation is the federal share for that particular TIP project in the federal fiscal year. The obligation amounts for each of the projects are added up to show the total obligation by project phase.

While federal funding is included in this report, local or state funds are also reported in most cases. In FY2013, federal funding was distributed through the following funding categories:

- **Federal Bridge Replacement On/Off System (FBR-ON/OFF)** are federal funds used for the replacement, rehabilitation or widening of any federal aid facility on- or off-system.
- **Surface Transportation Program (STP >200K)** is used within the metropolitan area to fund roadway reconstruction, rehabilitation, traffic operational improvements, bicycle / pedestrian facilities, and studies.
- **Surface Transportation Program (STP FLEX)** is a flexible funding category that is used to fund roadway reconstruction, Intelligent Transportation System (ITS) projects, or bridge / interchange work.
- **STP Rail and Highway Crossings Protective Devices (RAIL PD)** provides Programs to reduce the number and severity of crashes at public highway-rail grade crossings (Section 130) and correct or improve hazardous locations, sections, and elements on any public road, public surface transportation facility, or public bike/ped path or trail.
- **National Highway System (NHS)** funds improvements to the dynamic roadway system that can change in response to future travel and trade demands which includes the interstate system, as well as other roads important to the nation's economy, defense and mobility.
- **Highway Safety Improvement Program (HSIP)** provides funding to achieve a significant reduction in traffic fatalities and serious injuries on all public roads through the implementation of infrastructure-related highway safety improvements.
- **Demonstration Projects (DEMO)** funding refers to line items, for each individual project, within the past transportation authorizations (i.e. ISTEA, TEA-21, SAFETEA-LU, but not MAP-21) that explicitly devotes funding to the line item project utilizing funds from any number of programs (i.e. STP, HSIP, IM, etc.) sources.
- **National Highway Performance Program (NHPP)** provides support for the condition and performance of the NHS; provides support for the construction of new facilities on the NHS; and ensures that investments of federal-aid funds in highway construction are directed to support progress

toward the achievement of performance targets established in a state's asset management plan for the NHS.

- **State Planning and Research Optional (SPR OPT)** funding is part of a set-aside from each state's total SPR funding that allows flexibility for the state to use the funds for a variety of planning, research and training activities related to research, development and technology transfer.
- **FTA Section 5307** funds are used for capital, operating assistance, preventive maintenance and planning purposes for mass transportation improvements in urbanized areas.
- **FTA Section 5316 Job Access and Reverse Commute (JARC)** grants fund projects and activities that create or enhance transportation services designed to connect low-income individuals to jobs or other employment related activities. JARC grants also support reverse commute projects. Activities funded by JARC must derive from the regional Coordinated Human Services Transportation Plan.
- **FTA Section 5317 New Freedom** grants fund projects that create or enhance public transportation services and remove barriers for the disabled. New Freedom projects must be new (i.e., non-operational and/or unfunded prior to 2005) and must exceed the current requirements of the Americans with Disabilities Act of 1990. Activities funded by New Freedom must derive from the regional Coordinated Human Services Transportation Plan.
- **FTA Section 5339** funds provide capital funding to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities.

Some projects include a mixture of different TIP funding categories, and thus one project line under one funding source does not necessarily equal the total obligated funding for that project. The tables below are based on records obtained from LaDOTD, FHWA, and FTA, as NLCOG does not directly participate in the obligation process.

Technical Terms

Various tables, figures, and project tracking sheets within this report include the following technical terms to describe and aid in understanding the projects.

- **Project numbers** given by the LaDOTD as the state transportation project number.
- **Project Description** shows the general project name with a brief description often referenced by a local street, road or highway.
- **Phase** refers to what phase the project is in. All improvements are implemented through a phased or staged process.
- **Total cost** shows the total cost for the project's given phase.

- **Federal funds** are the federal share from the federal government to complete the project (obligation).
- **Funding source** refers to the category of funding source for the primary source of funds.
- **Percent of federal share** refers to the funding split of federal to local/state funds. For examples, 80% means the federal share is 80% of the project cost and local/state funds make up the remaining 20%.
- **Converted/advance construction funds** refer to funds the state of Louisiana advanced in place of federal funds for that phase. Negative numbers is money that was de-obligated. In some cases, it is money that the state advanced construction with state funds and now the state funds are removed and the federal funds are added.
- **Authorization date/transaction date** are the dates the transactions are entered into the system.

Annual Listing of Federally Obligated Projects for Fiscal Year 2014 (Highway)

Project Number	Project Description	Original FHWA Auth Date	Funding Source	Percent of Federal Share	FHWA Transaction Date	Federal Funds Amount	State Funds Amount	Local Funds Amount	Advance Construction Funds	Other Funds	Total of All Funds
<i>Construction Phase</i>											
H.006053	MURPHY STREET BRIDGE OVER KCS RAILROAD	3/21/2014	FBR-OFF	80.00%	3/22/2014	\$4,251,509.08	\$1,062,877.27	\$0.00	\$0.00	\$0.00	\$5,314,386.35
H.006053	MURPHY STREET BRIDGE OVER KCS RAILROAD	3/21/2014	FBR-OFF	80.00%	6/12/2014	\$226,067.67	\$56,516.92	\$0.00	\$0.00	\$0.00	\$282,584.59
H.010969	LA 3132: GUARD RAIL UPGRADE	3/21/2014	HSIP	100.00%	8/6/2014	\$133,351.61	\$0.00	\$0.00	\$0.00	\$0.00	\$133,351.61
H.010969	LA 3132: GUARD RAIL UPGRADE	3/21/2014	HSIP	100.00%	3/22/2014	\$431,519.53	\$0.00	\$0.00	\$0.00	\$0.00	\$431,519.53
H.010969	LA 3132: GUARD RAIL UPGRADE	3/21/2014	HSIP	100.00%	8/11/2014	\$4,665.07	\$0.00	\$0.00	\$0.00	\$0.00	\$4,665.07
H.007896	LA 3105 AT SHED ROAD TURN LANES	1/9/2014	HSIP	90.00%	1/10/2014	\$566,806.73	\$62,978.53	\$0.00	\$0.00	\$0.00	\$629,785.26
H.001156	LA 3 ACCELERATION LANE	9/16/2013	HSIP	90.00%	9/16/2013	\$379,777.25	\$42,197.47	\$0.00	\$0.00	\$0.00	\$421,974.72
H.001278	INTERSECTION IMPR YOUREE DR AT KINGS HWY	8/29/2013	HSIP	90.00%	8/30/2013	\$927,986.79	\$103,109.64	\$0.00	\$0.00	\$0.00	\$1,031,096.43
H.010302	US 71 & LA 1: LA 3094 TO PINE HILLS ROAD	8/15/2013	HSIP	90.00%	8/21/2013	\$431,467.42	\$47,940.82	\$0.00	\$0.00	\$0.00	\$479,408.24
H.010684	I-20: CABLE BARRIER IN BIENVILLE & CADDO	7/31/2013	HSIPPEN	100.00%	8/26/2013	\$4,644,209.78	\$0.00	\$0.00	\$0.00	\$0.00	\$4,644,209.78
H.003363	I220 PHASE 1 SIGN UPGRADE- I20 TO LA 173	3/24/2014	NHPP	100.00%	5/13/2014	\$2,110,946.89	\$0.00	\$0.00	\$0.00	\$0.00	\$2,110,946.89
H.010247	ROADWAY FLOODING IMPROVEMENTS - US 71	3/24/2014	NHPP	80.00%	3/24/2014	\$1,588,880.35	\$397,220.09	\$0.00	\$0.00	\$0.00	\$1,986,100.44
H.010949	LA 1: TURN LANE EXTENSIONS AT LA 511	3/21/2014	NHPP	80.00%	3/22/2014	\$537,416.76	\$134,354.19	\$0.00	\$0.00	\$0.00	\$671,770.95
H.011111	I-49 NORTH, SEGMENT K - PHASE 2	3/4/2014	NHPP	80.00%	6/25/2014	\$11,937,813.96	\$2,984,453.49	\$0.00	\$0.00	\$0.00	\$14,922,267.45
H.011111	I-49 NORTH, SEGMENT K - PHASE 2	3/4/2014	NHPP	80.00%	3/11/2014	\$33,588,547.20	\$8,397,136.80	\$0.00	\$0.00	\$89,000,000.00	\$130,985,684.00

Project Number	Project Description	Original FHWA Auth Date	Funding Source	Percent of Federal Share	FHWA Transaction Date	Federal Funds Amount	State Funds Amount	Local Funds Amount	Advance Construction Funds	Other Funds	Total of All Funds
H.003495	I-49N, SEGMENT K-PHASE 1	12/19/2013	NHPP	80.00%	12/23/2013	\$0.00	31,036,044.56	\$0.00	\$8,667,451.20	\$0.00	\$39,703,495.76
H.010686	LA 169: KCS RR CROSSING (CADD0)	11/1/2013	RAIL PD	100.00%	11/4/2013	\$14,477.82	0.00	\$0.00	\$0.00	\$0.00	\$14,477.82
H.010294	LA 169: LAKESHORE DRIVE TO LONGWOOD	1/21/2014	STP FLEX	80.00%	5/9/2014	\$183,519.56	45,879.89	\$0.00	\$0.00	\$0.00	\$229,399.45
H.010294	LA 169: LAKESHORE DRIVE TO LONGWOOD	1/21/2014	STP FLEX	80.00%	1/21/2014	\$1,844,547.27	461,136.82	\$0.00	\$0.00	\$0.00	\$2,305,684.09
H.010298	US 71: LOGGY BAYOU BRIDGE TO LA 154	1/8/2014	STP FLEX	80.00%	1/8/2014	\$11,409.33	2,852.33	\$0.00	\$0.00	\$0.00	\$14,261.66
H.010298	US 71: LOGGY BAYOU BRIDGE TO LA 154	1/8/2014	STP FLEX	80.00%	1/8/2014	\$19,338.82	4,834.71	\$0.00	\$0.00	\$0.00	\$24,173.53
H.010298	US 71: LOGGY BAYOU BRIDGE TO LA 154	1/8/2014	STP FLEX	80.00%	1/8/2014	\$2,638,681.11	659,670.28	\$0.00	\$0.00	\$0.00	\$3,298,351.39
H.010298	US 71: LOGGY BAYOU BRIDGE TO LA 154	1/8/2014	STP FLEX	80.00%	5/14/2014	\$45,569.51	11,392.37	\$0.00	\$0.00	\$0.00	\$56,961.88
H.010298	US 71: LOGGY BAYOU BRIDGE TO LA 154	1/8/2014	STP FLEX	80.00%	5/14/2014	\$211,113.03	52,778.26	\$0.00	\$0.00	\$0.00	\$263,891.29
H.010311	LA 157: E. COLLEGE ST TO CARTERVILLE RD	1/8/2014	STP FLEX	80.00%	1/8/2014	\$365,632.80	91,408.20	\$0.00	\$0.00	\$0.00	\$457,041.00
H.010310	LA 154: US 71 TO BISTINEAU LAKE BRIDGE	1/7/2014	STP FLEX	80.00%	1/7/2014	\$371,548.45	92,887.11	\$0.00	\$0.00	\$0.00	\$464,435.56
H.010309	LA 538: LA 173 TO LA 1	10/17/2013	STP FLEX	80.00%	10/17/2013	\$149,011.91	37,252.98	\$0.00	\$0.00	\$0.00	\$186,264.89
H.010295	LA 3: 1.3 MILES N LA 160 - PLAIN DEALING	10/16/2013	STP FLEX	80.00%	10/16/2013	\$1,537,820.24	384,455.06	\$0.00	\$0.00	\$0.00	\$1,922,275.30
H.010295	LA 3: 1.3 MILES N LA 160 - PLAIN DEALING	10/16/2013	STP FLEX	80.00%	7/16/2014	\$60,418.66	15,104.66	\$0.00	\$0.00	\$0.00	\$75,523.32
H.001278	INTERSECTION IMPR YOUREE DR AT KINGS HWY	8/29/2013	STP FLEX	80.00%	8/30/2013	\$986,273.15	246,568.29	\$0.00	\$0.00	\$0.00	\$1,232,841.44
H.010302	US 71 & LA 1: LA 3094 TO PINE HILLS ROAD	8/15/2013	STP FLEX	80.00%	8/21/2013	\$1,672,755.82	418,188.95	\$0.00	\$0.00	\$0.00	\$2,090,944.77
H.000102	CROSS BAYOU AND RELIEF BRIDGES	7/23/2013	STP FLEX	80.00%	7/23/2013	\$3,883,749.00	970,937.25	\$0.00	\$0.00	\$0.00	\$4,854,686.25
H.000102	CROSS BAYOU AND RELIEF BRIDGES	7/23/2013	STP FLEX	80.00%	10/9/2013	\$-247,200.57	-61,800.14	\$0.00	\$0.00	\$0.00	\$-309,000.71

Project Number	Project Description	Original FHWA Auth Date	Funding Source	Percent of Federal Share	FHWA Transaction Date	Federal Funds Amount	State Funds Amount	Local Funds Amount	Advance Construction Funds	Other Funds	Total of All Funds
H.009507	LA 168: LA 1 - US 71	7/18/2013	STP FLEX	80.00%	7/18/2013	\$0.00	\$734,760.51	\$0.00	2939042.05	\$535,000.00	\$4,208,802.56
H.001278	INTERSECTION IMPR YOUREE DR AT KINGS HWY	8/29/2013	STP>200K	80.00%	8/30/2013	\$4,024,256.14	\$1,006,064.04	\$0.00	0.00	\$0.00	\$5,030,320.18
<i>Construction Phase Total</i>											\$230,174,582.74
<i>Engineering Phase</i>											
H.010202	I-20: EXIT LANE EXTENSION (EXITS 3 & 5)	7/10/2013	HSIP	90.00%	7/10/2013	\$112,981.18	\$12,553.46	\$0.00	\$0.00	\$0.00	\$125,534.64
H.011099	DIST. 04 SIGNAL TIMING STUDIES PHASE 2	2/21/2014	NHPP	100.00%	2/22/2014	\$349,478.73	\$0.00	\$0.00	\$0.00	\$0.00	\$349,478.73
H.011099	DIST. 04 SIGNAL TIMING STUDIES PHASE 2	2/21/2014	STP FLEX	100.00%	2/22/2014	\$543,504.00	\$0.00	\$0.00	\$0.00	\$0.00	\$543,504.00
H.010294	LA 169: LAKESHORE DRIVE TO LONGWOOD	10/23/2013	STP FLEX	80.00%	10/23/2013	\$13,887.60	\$3,471.90	\$0.00	\$0.00	\$0.00	\$17,359.50
H.003915	I-49 INNER CITY CONNECTOR	9/18/2013	STP>200K	80.00%	9/25/2013	\$1,575,000.00	\$393,750.00	\$0.00	\$0.00	\$3,000,000.00	\$4,968,750.00
<i>Engineering Phase Total</i>											\$6,004,626.87
<i>Feasibility Phase</i>											
H.972059	SHREVEPORT MPO TRANSPORTATION PL UPDATE	2/14/2014	SPR OPT	80.00%	6/30/2014	\$250,000.00	\$62,500.00	\$0.00	\$0.00	\$0.00	\$312,500.00
H.972059	SHREVEPORT MPO TRANSPORTATION PL UPDATE	2/14/2014	STP>200K	80.00%	6/30/2014	\$250,000.00	\$0.00	\$62,500.00	\$0.00	\$0.00	\$312,500.00
<i>Feasibility Phase Total</i>											\$625,000.00
<i>Right-of-Way Phase</i>											
H.011105	CUL-DE-SACS @ I-49N C-OF-A LINE	2/10/2014	DEMOID1302	80.00%	2/10/2014	\$875,626.66	\$218,906.66	\$0.00	\$0.00	\$0.00	\$1,094,533.32
H.011105	CUL-DE-SACS @ I-49N C-OF-A LINE	2/10/2014	DEMOID1302	80.00%	8/19/2014	\$86,904.35	\$21,726.09	\$0.00	\$0.00	\$0.00	\$108,630.44
H.007896	LA 3105 AT SHED ROAD TURN LANES	7/25/2013	HSIP	90.00%	7/25/2013	\$497,870.46	\$55,318.94	\$0.00	\$0.00	\$0.00	\$553,189.40

Project Number	Project Description	Original FHWA Auth Date	Funding Source	Percent of Federal Share	FHWA Transaction Date	Federal Funds Amount	State Funds Amount	Local Funds Amount	Advance Construction Funds	Other Funds	Total of All Funds
H.001156	LA 3 ACCELERATION LANE	7/9/2013	HSIP	90.00%	7/10/2013	\$187,482.60	\$20,831.40	\$0.00	\$0.00	\$0.00	\$208,314.00
<i>Right-of-Way Phase Total</i>											\$1,964,667.16
<i>Utility Phase</i>											
H.003495	I-49N, SEGMENT K-PHASE 1	9/17/2013	DEMOID1105	80.00%	9/17/2013	\$164,098.54	\$6,000.00	\$0.00	\$0.00	\$35,024.64	\$205,123.18
H.003495	I-49N, SEGMENT K-PHASE 1	9/17/2013	DEMOID1302	80.00%	9/17/2013	\$46,719.42	\$1,600.00	\$0.00	\$0.00	\$10,079.86	\$58,399.28
H.003495	I-49N, SEGMENT K-PHASE 1	9/17/2013	DEMOID1302	80.00%	9/17/2013	\$1,580,050.90	\$48,000.00	\$0.00	\$0.00	\$347,012.73	\$1,975,063.63
H.003495	I-49N, SEGMENT K-PHASE 1	9/17/2013	DEMOID1602	80.00%	9/17/2013	\$250,324.70	\$8,000.00	\$0.00	\$0.00	\$54,581.18	\$312,905.88
H.003495	I-49N, SEGMENT K-PHASE 1	9/17/2013	DEMOID1702	80.00%	9/17/2013	\$26,413.95	\$800.00	\$0.00	\$0.00	\$5,803.49	\$33,017.44
H.007896	LA 3105 AT SHED ROAD TURN LANES	12/23/2013	HSIP	90.00%	12/23/2013	\$39,888.44	\$4,432.05	\$0.00	\$0.00	\$0.00	\$44,320.49
H.003495	I-49N, SEGMENT K-PHASE 1	9/17/2013	NHS	80.00%	9/17/2013	\$0.00	\$100,000.00	\$0.00	\$3,869,992.47	\$867,498.12	\$4,837,490.59
<i>Utility Phase Total</i>											\$7,466,320.49
<i>Bicycle and Pedestrian Facilities</i>											
H.010879	AMERICAN ROSE CENTER TRAIL RESTORATION	12/16/2013	RTP	80.00%	12/16/2013	\$92,338.68	\$1,099.27	\$37,058.40	\$0.00	\$0.00	\$130,496.35
<i>Bicycle and Pedestrian Facilities Total</i>											\$130,496.35
<i>Total Highway (All Phases)</i>											\$ 246,365,693.61

Annual Listing of Federally Obligated Projects for Fiscal Year 2014 (Transit)

Project Number	Project Name	Description	Funding Source	Total Cost	Federal Share	Local Share
<i>FTA Section 5307 Projects</i>						
5307-2014-01	PREVENTIVE MAINTENANCE	OPERATIONS	FTA SECTION 9	\$3,441,329	\$2,753,063	\$688,266
5307-2014-02	NON-FIXED ROUTE ADA PARATRANSIT SERVICE	OPERATIONS	FTA SECTION 9	\$326,342	\$261,073	\$65,269
5307-2014-03	ENHANCEMENT: PURCHASE SIGNAGE	OPERATIONS	FTA SECTION 9	\$43,845	\$35,076	\$8,769
5307-2014-04	SUPPORT FACILITIES: ACQUIRE MISC SUPP EQUIPMENT	OPERATIONS	FTA SECTION 9	\$62,500	\$50,000	\$12,500
5307-2014-05	SUPPORT FACILITIES: ACQUIRE SERVICE VEHICLES	OPERATIONS	FTA SECTION 9	\$34,692	\$27,753	\$6,939
5307-2014-06	TRAINING / TRAVEL	ADMINISTRATION	FTA SECTION 9	\$10,000	\$8,000	\$2,000
5307-2014-07	NLCOG PLANNING	ADMINISTRATION	FTA SECTION 9	\$37,500	\$30,000	\$7,500
5307-2014-08	BUS: CNG TECHNOLOGY, 40FT	CAPITAL	FTA SECTION 9	\$403,093	\$342,629	\$60,464
<i>FTA Section 5307 Total</i>						<i>\$4,359,301.00</i>
<i>Other FTA Funding Sections Projects</i>						
5316-2014	JARC FUNDING	BUS REPLACEMENT	FTA SECTION 3	\$804,883	\$684,150	\$120,733
5317-2014	NEW FREEDOM	EXT SERVICE HOURS – ADA	FTA SECTION 3	\$169,412	\$144,000	\$25,412
5339-2014-01	INTERMODAL TERMINAL FACILITY CONSTRUCTION	CAPITAL		\$436,791	\$371,272	\$65,519
5339-2014-02	AUTO PASSENGER COUNTING HARDWARE / SOFTWARE	CAPITAL		\$250,000	\$200,000	\$50,000
<i>Other FTA Funding Sections Projects Total</i>						<i>\$1,661,086.00</i>
<i>Fiscal Year 2014 Total</i>						<i>\$6,020,387.00</i>

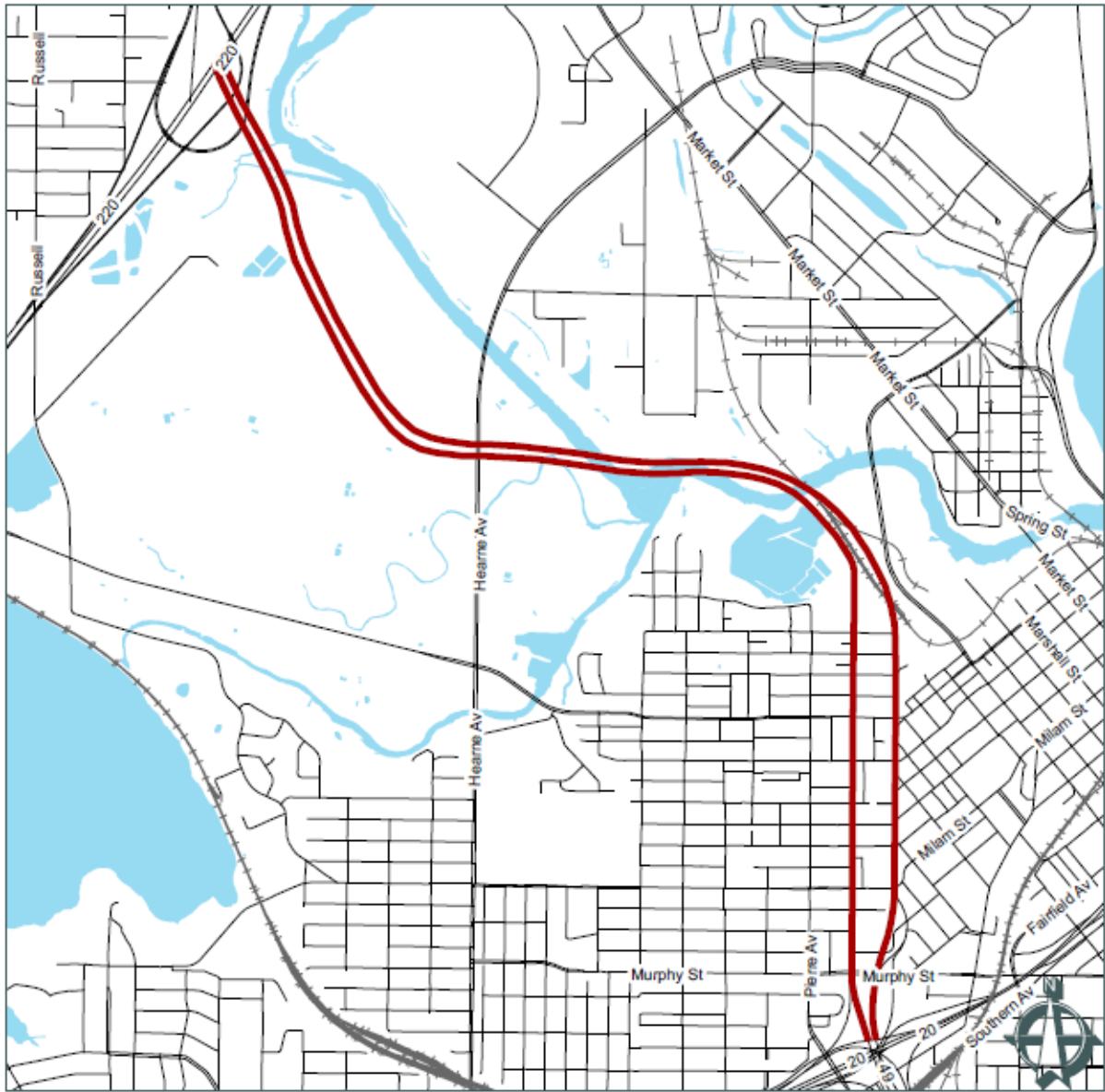
Project Tracking Sheets

To aid in understanding the detailed project listings worksheets, significant TIP programmed and obligated projects are individually referenced through project tracking sheets. Minor overlay and geometric improvements do not have tracking sheets developed for them. Tracking sheets contain the mapped location of the project improvement, project narrative, funding sources and cost estimates by project phase. In the future, performance indicators will be incorporated into the tracking analysis.

I-49 Inner City Connector

- I 49 Inner City Connector
- +— Railroads
- Street Centerlines
- Hydrology

0 0.225 0.45 Miles 0.9

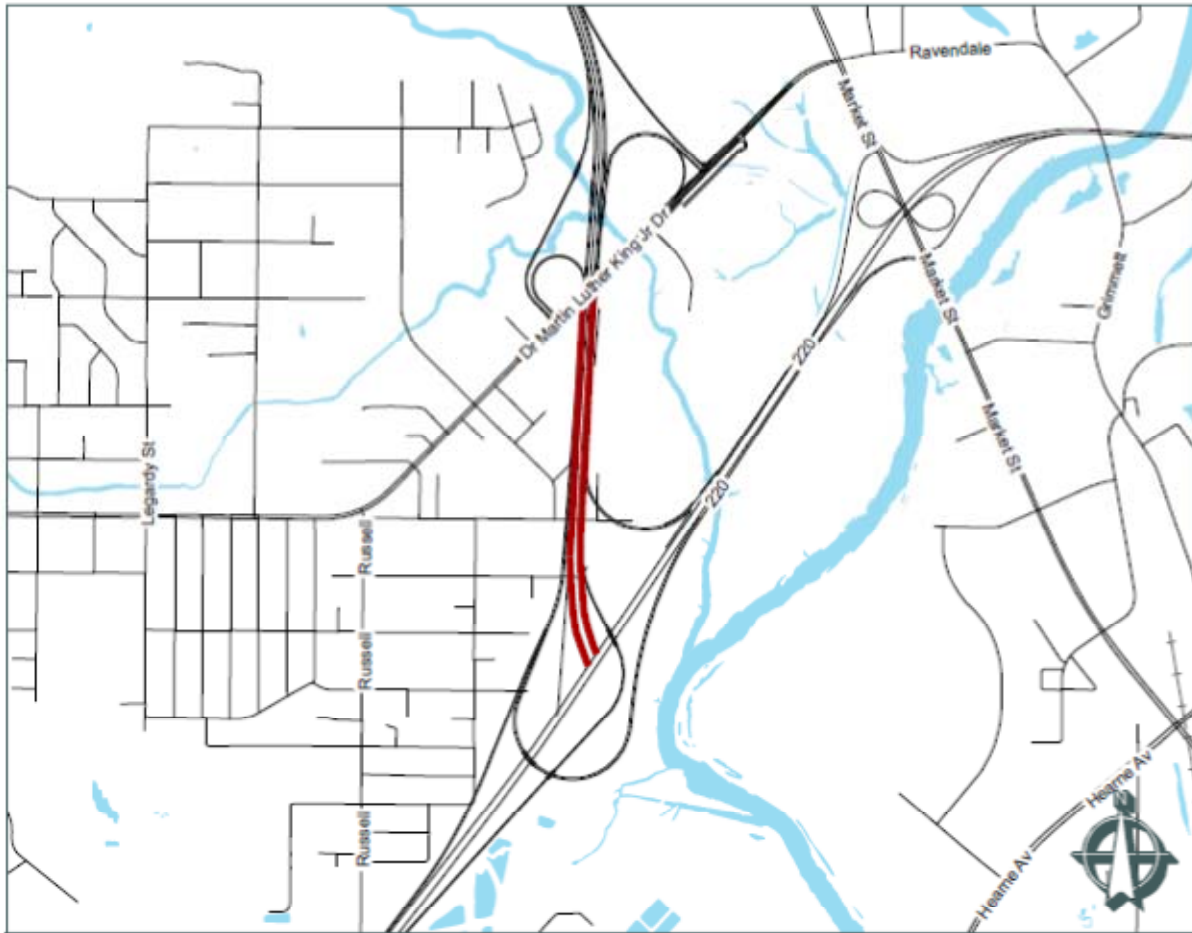


Project Number	Project Description	Funding Source	Federal Funds Amount	State Funds Amount	Local Funds	Advance Construction Funds	Other Funds	Total of All Funds
11.005915	I-49 INNER CITY CONNECTOR	STP-200K	\$1,575,000.00	\$383,750.00	\$0.00	\$0.00	\$1,000,000.00	\$4,958,750.00

I-49 Segment K

- I-49 North Segment K
- +— Railroads
- Street Centerlines
- Hydrology




0 0.2 0.4 0.8
Miles



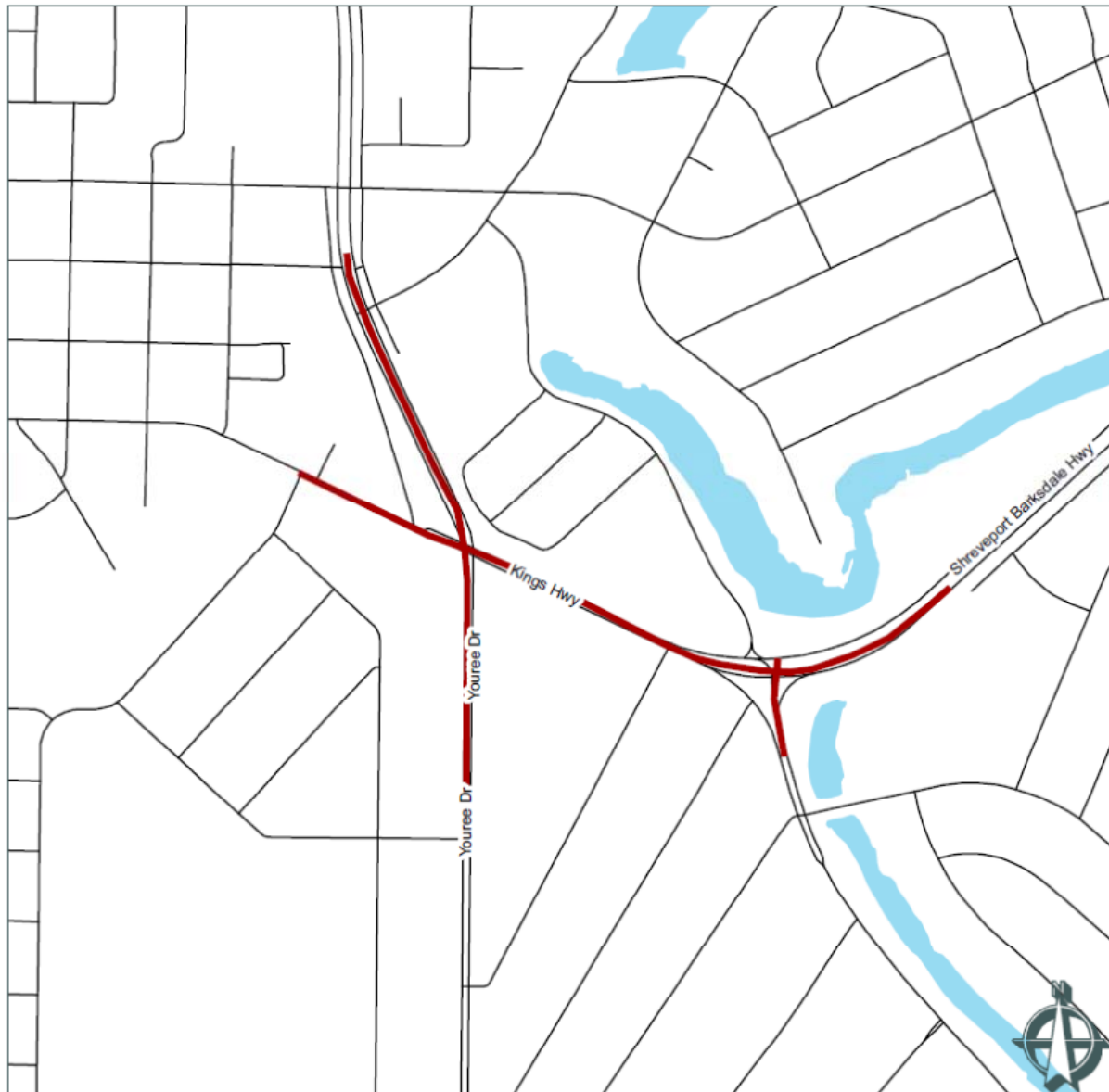
Project Number	Project Description	Funding Source	Federal Funds Amount	State Funds Amount	Local Funds Amount	Advance Construction Funds	Other Funds	Total of All Funds
II.011111	I-49 NORTH, SEGMENT K - PHASE 2	302FF	\$11,937,813.96	\$2,364,433.49	\$0.00	\$0.00	\$0.00	\$14,302,247.45
II.011111	I-49 NORTH, SEGMENT K - PHASE 2	302FF	\$33,598,547.20	\$3,397,136.80	\$0.00	\$0.00	\$93,000,000.00	\$130,995,684.00
II.00495	I-49N, SEGMENT K-PHASE 1	302FF	\$0.00	\$1,026,044.56	\$0.00	\$4,667,451.20	\$0.00	\$5,693,495.76
II.00495	I-49N, SEGMENT K-PHASE 1	DEMOCDH1 02	\$164,993.54	\$0.0000	\$0.00	\$0.00	\$33,024.64	\$198,018.18
II.00495	I-49N, SEGMENT K-PHASE 1	DEMOCDH3 02	\$46,719.42	\$1,000.00	\$0.00	\$0.00	\$10,079.86	\$47,719.28
II.00495	I-49N, SEGMENT K-PHASE 1	DEMOCDH3 02	\$1,330,050.80	\$48,000.00	\$0.00	\$0.00	\$347,013.75	\$1,715,064.55
II.00495	I-49N, SEGMENT K-PHASE 1	DEMOCDH6 02	\$20,124.70	\$0.0000	\$0.00	\$0.00	\$4,581.18	\$24,705.88
II.00495	I-49N, SEGMENT K-PHASE 1	DEMOCDH7 02	\$26,413.33	\$0.0000	\$0.00	\$0.00	\$1,803.48	\$28,216.81
II.00495	I-49N, SEGMENT K-PHASE 1	302S	\$0.00	\$100,000.00	\$0.00	\$3,863,912.47	\$67,498.12	\$4,031,410.59

Intersection Improvement

Youree Drive @ Kings Hwy

- Youree Dr @ Kings Hwy
-  Railroads
-  Street Centerlines
-  Hydrology

0 225 450 900 1,350
Feet



Project Number	Project Description	Funding Source	Federal Funds Amount	State Funds Amount	Local Funds Amount	Advance Construction Funds	Other Funds	Total of All Funds
H.001278	INTERSECTION IMPR YOUREE DR AT KINGS HWY	HSP	\$927,986.79	\$103,109.64	\$0.00	\$0.00	\$0.00	\$1,031,096.43
H.001278	INTERSECTION IMPR YOUREE DR AT KINGS HWY	STP>200K	\$4,024,256.14	\$1,006,064.04	\$0.00	0.00	\$0.00	\$5,030,320.18

The Northwest Louisiana Council of Governments is an intergovernmental association of local governments established to assist in planning for common needs, cooperating for the mutual benefit, and coordinating for sound regional development. NLCOG's purpose is to strengthen both the individual and collective power of local governments and to help them recognize regional opportunities, eliminate unnecessary duplication, and make joint decisions for the benefit of the entire Northwest Louisiana community. This is achieved by developing and implementing constructive and workable policies and programs for solving area-wide problems. These issues include, but are not limited to, matters affecting transportation, economic, health, safety, welfare, education, and regional development issues.

NLCOG is funded by a variety of funding sources including federal grants from the U. S. Department of Transportation's Federal Highway Administration, and Federal Transit Administration, the Louisiana Department of Transportation and Development, as well as by NLCOG's local member governments.



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