



TRANSPORTATION IMPROVEMENT PROGRAM

Annual
and
Four Year
Element

FOR
FISCAL YEARS
2012 – 2015

T. I. P.

Prepared by the
Cheyenne Metropolitan Planning Organization
in cooperation with the
Wyoming Department of Transportation
and the
U. S. Department of Transportation
Federal Highway Administration
and
Federal Transit Administration

Adopted by the Policy
Committee on June 28, 2011

PREFACE

BACKGROUND

The Cheyenne Metropolitan Planning Organization, (MPO) was established on April 27, 1965 and is responsible for ensuring that federal funds for transportation projects in the urban area are spent in compliance with local government development guidelines and Federal regulations.

The Cheyenne MPO was designated for transportation planning purposes by the governor of Wyoming in 1981. The MPO is responsible for developing transportation policies and coordinating the various federal, state, and local agencies involved in long-range transportation planning and project development. The geographic area the MPO is involved with is a twenty-five year socioeconomic growth area known as the Metropolitan Planning Boundary.

A comprehensive, cooperative and continuing (3C) planning process is necessary for the Cheyenne MPO to plan for Cheyenne's future transportation needs. A major part of this process involves citizens input and a three-committee format that produces an on-going attempt to satisfy present and future travel demands, as well as to provide transportation needs for a growing population and economic base.

Through the Citizens' Transportation Advisory Committee, Technical Committee, and Policy Committee the policies for Cheyenne MPO are established. Further, these committees decide how the Federal Planning Funds (PL), Transit Planning Funds, and Federal Surface Transportation-Urban Program (STP-U) Funds for construction will be spent within the urban area. The committees, as required, develop this Transportation Improvement Program (TIP) to facilitate the "3C" planning process.

"SAFETEA-LU"

Preface: SAFETEA-LU was a five year transportation bill which expired at the end of FY '09. The US Congress and Obama Administration have been passing Continuing Resolutions since the end of the Bill. Until a new bill is approved by Congress and signed by President Obama, the transportation funding to Wyoming and the Cheyenne Area has remained similar.

On August 10, 2005, the President signed into law the **Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users** (SAFETEA-LU). With guaranteed funding for highways, highway safety, and public transportation totaling \$244.1 billion, SAFETEA-LU represents the largest surface transportation investment in our Nation's history. The two landmark bills that brought surface transportation into the 21st century—the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) and the Transportation Equity Act for the 21st Century (TEA-21)—shaped the highway program to meet the Nation's changing transportation needs. SAFETEA-LU builds on this firm foundation, supplying the funds and refining the programmatic framework for investments needed to maintain and grow our vital transportation infrastructure.

SAFETEA-LU addresses the many challenges facing our transportation system today – challenges such as improving safety, reducing traffic congestion, improving efficiency in freight movement, increasing intermodal connectivity, and protecting the environment – as well as laying the groundwork for addressing future challenges. SAFETEA-LU promotes more efficient and effective Federal surface

transportation programs by focusing on transportation issues of national significance, while giving State and local transportation decision makers more flexibility for solving transportation problems in their communities.

SAFETEA-LU continues a strong fundamental core formula program emphasis coupled with targeted investment, featuring: *Safety* – **SAFETEA-LU** establishes a new core Highway Safety Improvement Program that is structured and funded to make significant progress in reducing highway fatalities. It creates a positive agenda for increased safety on our highways by almost doubling the funds for infrastructure safety and requiring strategic highway safety planning, focusing on results. Other programs target specific areas of concern, such as work zones, older drivers, and pedestrians, including children walking to school, further reflect **SAFETEA-LU**'s focus on safety.

Equity – The new Equity Bonus Program has three features – one tied to Highway Trust Fund contributions and two that are independent. First, building on TEA-21's Minimum Guarantee concept, the Equity Bonus program ensures that each State's return on its share of contributions to the Highway Trust Fund (in the form of gas and other highway taxes) is at least 90.5 percent in 2005 building toward a minimum 92 percent relative rate of return by 2008. In addition, every State is guaranteed a specified rate of growth over its average annual TEA-21 funding level, regardless of its Trust Fund contributions. Selected States are guaranteed a share of apportionments and High Priority Projects not less than the State's average annual share under TEA-21.

Innovative finance – **SAFETEA-LU** makes it easier and more attractive for the private sector to participate in highway

infrastructure projects, bringing new ideas and resources to the table. Innovative changes such as eligibility for private activity bonds, additional flexibility to use tolling to finance infrastructure improvements, and broader TIFIA and SIB loan policies, will all stimulate needed private investment.

Congestion Relief -- Tackling one of the most difficult transportation issues facing us today – congestion – **SAFETEA-LU** gives States more flexibility to use road pricing to manage congestion, and promotes real-time traffic management in all States to help improve transportation security and provide better information to travelers and emergency responders.

Mobility & Productivity – **SAFETEA-LU** provides a substantial investment in core Federal-aid programs, as well as programs to improve interregional and international transportation, address regional needs, and fund critical high-cost transportation infrastructure projects of national and regional significance. Improved freight transportation is addressed in a number of planning, financing, and infrastructure improvement provisions throughout the Act.

Efficiency – The Highways for LIFE pilot program in **SAFETEA-LU** will advance longer-lasting highways using innovative technologies and practices to speed up the construction of efficient and safe highways and bridges.

Environmental Stewardship – **SAFETEA-LU** retains and increases funding for environmental programs of TEA-21, and adds new programs focused on the environment, including a pilot program for nonmotorized transportation and Safe Routes to School. **SAFETEA-LU** also includes significant new environmental requirements for the Statewide and

Metropolitan Planning process.

Environmental Streamlining – SAFETEA-LU incorporates changes aimed at improving and streamlining the environmental process for transportation projects. These changes, however, come with some additional steps and requirements on transportation agencies. The provisions include a new environmental review process for highways, transit, and multimodal projects, with increased authority for transportation agencies, but also increased responsibilities (e.g., a new category of “participating agencies” and notice and comment related to defining project purpose

and need and determining the alternatives). A 180-day statute of limitations is added for litigation, but it is pegged to publication of environmental actions in the Federal Register, which will require additional notices. Limited changes are made to Section 4(f). There are several delegations of authority to States, including delegation of Categorical Exclusions for all states, as well as a 5-state delegation of the USDOT environmental review authority under NEPA and other environmental laws. The air quality conformity process is improved with changes in the frequency of conformity determinations and conformity horizons.

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I. THE TRANSPORTATION IMPROVEMENT PROGRAM

Introduction

A Transportation Improvement Program (TIP) is a staged, multi-year program of capital transportation improvements including all modes of transportation. The TIP must be updated at least every four years and cover a period of four years. The TIP must include a priority list of projects and at a minimum, group the projects by priority for each year.

The Metropolitan Planning Organization and the State Transportation Department must cooperate in the selection of each project and in the development of the TIP. The frequency and cycle for updating the TIP must be compatible with the State-Transportation Improvement Program (STIP) development and approval process. Once approved by the Policy Committee, TIP become part of the STIP upon the approval of the Governor or the Governor's designee. Although metropolitan TIP's do not need to be approved by the Federal Highway Administration (FHWA) or the Federal Transit Administration (FTA), copies of any new or amended TIP's must be provided to each agency.

In developing the program, the Metropolitan Planning Organization shall provide citizens, affected public agencies, representatives of transportation agency employees, other affected employee representatives, private providers of transportation, and other interested parties with a reasonable opportunity to comment on the proposed program.

The TIP must be financially constrained by year and include a financial plan that demonstrates which projects can be implemented using current revenue sources.

The financial plan shall be developed by the MPO in cooperation with the State and the Transit operator. The State is required to provide the MPO with estimates of available Federal and State funds which may be utilized in developing the TIP financial plan.

TIP Contents

The TIP is a "living document". It can be amended with the approval of the Policy Committee. The TIP focuses on projects that will require four or less years to implement. Within the four year span, projects may be delayed or accelerated according to present needs. This flexibility enhances coordination among local and State agencies. Coordination among related projects saves money and decreases disruptions to the transportation system. The TIP is evaluated annually and an annual increment of improvements is added to maintain its full multi-year program.

The TIP does not constitute an appropriation of funds, nor replace the normal funding programs. The TIP is intended to serve as a fiscal management tool to assist State and local agencies with matching needs to resources. All federal projects eligible for placement in the TIP should be consistent with the approved Long Range Master Transportation Plan. Cheyenne MPO's plan known as PlanCheyenne was adopted and approved in November, 2006.

The TIP should contain the following basic elements:

1. All transportation projects, or identified phases of a project, including pedestrian walkways,

bicycle transportation facilities, and transportation enhancement projects within the metropolitan planning area proposed for funding under title 23, U.S.C., and the Federal Transit Act.

2. Projects those are consistent with the adopted and approved Master Transportation Plan – *PlanCheyenne*.
3. All regionally significant transportation projects for which an FHWA or the FTA approval is required whether or not the projects are to be funded with title 23, U.S.C., or Federal Transit Act funds.

More specifically, the projects listed in the TIP should include:

- ★ sufficient description of the project,
- ★ estimated cost,
- ★ the amount of federal funds proposed to be obligated during each program year,
- ★ identification of the agencies responsible for carrying out the project.

NOTE: Private developments occasionally have infrastructure and transportation improvements imposed upon them to mitigate their impacts to the public transportation system. The TIP does not include those projects.

Project Selection

The evaluation of candidate improvement projects, and the selection of those to be included in the FY '12-'15 TIP are based on the following considerations:

1. Project Criterion: Projects listed in this four-year improvement program are chosen, ideally, with SAFETEA-LU guiding program emphasis listed in the Preface. Through the established planning process a twenty-five year master transportation plan is adopted. This plan prioritizes proposed transportation projects whose completion is desired within a twenty-five year period with regard to financial constraints. In order for federally funded projects to be listed in a TIP they must first be established in the Master Transportation Plan, and for the most part given a high priority.

2. Prioritization of Projects: Once validated as a viable transportation project through the Master Transportation Plan process the proposed projects are prioritized to assess their relative importance and to determine the appropriate year for project initiation. Considerations are given to compatibility with adopted community goals and objectives and expressed level of high need.

Through project selection guidance provided in the *Innovative Finance Analysis, Transportation Improvement Programming Process, and 1997 Project List Update* new projects listed in the TIP were selected and prioritized by the local agencies. Local projects are further prioritized by the 5th and 6th Penny Optional Sales Tax public selection process. Projects which are already programmed were not prioritized with those that are not currently programmed. (Recommended prioritizations of roadways are only a suggestion. Other factors such as funding availability, coordination with other agencies, and political needs may actually alter when projects get started).

3. Economic Feasibility of Projects: This phase of the process consists of an

evaluation of each project's cost relative to the community's "total" transportation needs and resources. The financial plan demonstrates what funding sources will be utilized, and whether there are enough funds allocated to secure all selected projects.

4. Public Input: Cheyenne MPO assures that the citizens in the Cheyenne Area, affected public agencies, representatives of transportation agency employees, private providers of transportation, and other interested parties will have an opportunity to comment on the proposed TIP before adoption. The Cheyenne MPO Technical Committee approved the proposed TIP at their regular meeting held May 11, 2011. The Cheyenne MPO Citizens' Advisory Committee approved the proposed TIP at their regular meeting held May 19, 2011. An advertisement for the TIP availability and presentation to the City and County Planning Commission and approval at the Policy Committee was placed in the Wyoming Tribune Eagle on June 8 and 12. The TIP was presented to the City Planning Commission on June 20. (The County Planning Commission meeting was cancelled). In addition, the Cheyenne Transit Program held their own Public Meeting on June 28, 2010 to discuss their FY '11-'12 FTA Grant application and three year program.

At the Planning Commission meeting held on June 20 the Planning Commission members had general questions on individual topics.

5. Other Considerations: In terms of selecting a project for construction, the SAFETEA-LU provides additional flexibility within the four year period on a TIP. Any project identified within the initial four year period, may be accelerated or delayed based on current funds, needs, or priorities. If a newly identified federally funded project is to be considered for placement in the TIP, it must be presented to the transportation planning committees for their approval, placed into the Master Transportation Plan then added to the TIP. If approved, an amendment is then placed on the existing TIP to identify the newly advanced project.

Approval

After approval by the Cheyenne MPO Policy Committee, the Transportation Improvement Program is presented to the Wyoming Department of Transportation for inclusion in the State Transportation Improvement Program. The STIP is then sent to the Governor of the State for approval.

II. RECOMMENDED PROJECTS AND PROGRAMS

The following sections summarize the projects prioritized for advancement during the four – five year planning period of the TIP.

TABLE 1 summarizes projects which were listed in past TIP's. These projects are programmed to start construction during the spring and summer of 2011. They are provided here for information only.

TABLE 2 summarizes the **federally funded** transportation related projects which have been offered by the different agencies for construction, reconstruction or other various types of activity in Fiscal Year '12.

TABLE 3, summarizes the transportation related projects which have been offered by the different agencies for construction, reconstruction or other various types of activity in Fiscal Year '12, which **are not funded** by the Federal Government.

TABLE 4, summarizes by agency, all the transportation related projects in the

Metropolitan Planning Area which are scheduled to be completed during the four year period. (Spring and Summer 2011 projects are included for information)

TABLE 5 summarizes the projected funds which will be made available to the different agencies for transportation projects. This "financial plan" is provided to show that projected projects do not exceed projected revenues.

TABLES 6 lists the Pavement Management System (PMS) projects which the City intends to conduct during 2011

Appendix A explains the abbreviations used in the Funding Source column.

Appendix B includes the Maps which show the locations of the projects.

Appendix C is the MPO "Self-Certification" Statement.

The Transportation Planning Process Committees have reviewed these projects and have concurred with the priorities assigned by the various agencies.

TABLE 1
FY 2011 PROJECTS BEGINNING DURING THE SPRING & SUMMER OF 2011 (For Information Only)
FY 2011 FEDERALLY FUNDED PROJECTS CHEYENNE URBAN AREA

| Agency: | Project Description: | Federal | State | Local | Total |
|--------------------------------------------------------|------------------------------------------|--------------------|--------------------|--------------------|--------------------|
| CITY | Safe Routes to School | \$200,000 | | \$328,000 | \$528,000 |
| CITY | South Cheyenne Greenway | \$280,000 | | \$276,000 | \$556,000 |
| CITY | Railroad Xing Pavement Markings | \$150,000 | | | \$150,000 |
| TRANSIT | Dispatch Software | \$56,000 | | \$14,000 | \$70,000 |
| TRANSIT | General Operating Assistance and Capital | \$863,560 | \$116,914 | \$750,798 | \$1,731,272 |
| AIRPORT BOARD | Design/Reconstruct Taxiway A3 & B | \$1,000,000 | \$1,531,579 | \$21,053 | \$2,552,632 |
| WYDOT | I-180 Abutments Repair | \$385,000 | | | \$385,000 |
| Total Funds for 2011 Federally Funded Projects: | | \$2,934,560 | \$1,648,493 | \$1,389,851 | \$5,972,904 |

FY 2011 STATE & LOCALLY FUNDED PROJECTS CHEYENNE URBAN AREA

| Agency: | Project Description: | State | Local | Total |
|------------------------------------------------------------------|-----------------------------------------------------|--------------------|--------------------|---------------------|
| CITY | East Cheyenne Greenway Extension | | \$649,000 | \$649,000 |
| CITY | Street and Pavement Work | | \$4,350,000 | \$4,350,000 |
| CITY | WyDot and Federal Project Matches | | \$375,000 | \$375,000 |
| CITY | 1% Construction Management and Administration | | \$475,000 | \$475,000 |
| CITY | Stormwater Drainage Maintenance and Repair Projects | | \$425,000 | \$425,000 |
| CITY | Extending Infrastructure for Economic Development | | \$905,000 | \$905,000 |
| CITY | Snyder - Pershing to Randall Storm Sewer | \$135,000 | \$170,000 | \$305,000 |
| COUNTY | Clear Creek Parkway | \$450,000 | | \$450,000 |
| COUNTY | Ave C Reconstruction | \$900,000 | \$900,000 | \$1,800,000 |
| AIRPORT BOARD | Air Service Promotion | \$20,000 | \$20,000 | \$40,000 |
| AIRPORT BOARD | Pavement/Navaid Maintenance | \$32,000 | \$8,000 | \$40,000 |
| BOPU SEWER | General Sewer | | \$115,000 | \$115,000 |
| Total Funds for 2011 State & Locally Funded Projects: | | \$1,537,000 | \$8,392,000 | \$9,280,000 |
| Total Funds for 2011 Federally Funded Projects: | | \$2,934,560 | \$1,648,493 | \$1,389,851 |
| Total Funds for 2011 State & Locally Funded Projects: | | \$1,537,000 | \$7,743,000 | \$9,280,000 |
| Total Funds for 2011 Funded Projects: | | \$2,934,560 | \$3,185,493 | \$9,132,851 |
| | | | | \$15,252,904 |

TABLE 2
FISCAL YEAR 2012 FEDERALLY FUNDED PROJECTS CHEYENNE URBAN AREA

| Agency: | Project Description: | Federal | State | Local | Total |
|--------------------------------------------------------|----------------------------------------|--------------------|------------------|--------------------|---------------------|
| CITY | East Cheyenne Greenway Extension | \$250,000 | | \$1,055,000 | \$1,305,000 |
| CITY | East Pershing Dunn to Converse | \$3,000,000 | | \$3,542,000 | \$6,542,000 |
| TRANSIT | General Operating Assistance & Capital | \$856,628 | \$116,914 | \$785,865 | \$1,759,407 |
| COUNTY | Allison Draw Phase III Greenway | \$418,000 | | \$105,000 | \$523,000 |
| AIRPORT BOARD | Purchase Tow Behind Broom Truck | \$118,750 | \$3,750 | \$2,500 | \$125,000 |
| WYDOT | West Pershing/I-25 Pioneer | \$3,700,000 | | \$1,236,000 | \$4,936,000 |
| Total Funds for 2012 Federally Funded Projects: | | \$8,343,378 | \$120,664 | \$6,726,365 | \$15,190,407 |

TABLE 3
FISCAL YEAR 2012 STATE & LOCALLY FUNDED PROJECTS CHEYENNE URBAN AREA

| Agency: | Project Description: | State | Local | Total |
|------------------------------------------------------------------|-----------------------------------------------------|------------------|---------------------|---------------------|
| CITY | West Cheyenne Greenway Extension | | \$40,000 | \$40,000 |
| CITY | Street And Pavement Work | | \$4,350,000 | \$4,350,000 |
| CITY | 1% Construction Management And Administration | | \$475,000 | \$475,000 |
| CITY | Stormwater Drainage Maintenance And Repair Projects | | \$500,000 | \$500,000 |
| CITY | Extending Infrastructure for Economic Development | | \$250,000 | \$250,000 |
| CITY | Logan - Nationway to Pershing | | \$200,000 | \$200,000 |
| CITY | Replace Signals Dell Range/Ridge Pershing/Ridge | \$250,000 | \$250,000 | \$500,000 |
| AIRPORT BOARD | Air Service Promotion | \$20,000 | \$20,000 | \$40,000 |
| AIRPORT BOARD | Pavement/Navaid Maintenance | \$32,000 | \$8,000 | \$40,000 |
| AIRPORT BOARD | Airspace Obstruction Survey | \$210,000 | \$140,000 | \$350,000 |
| AIRPORT BOARD | Replace Operations Vehicle | \$12,500 | \$12,500 | \$25,000 |
| BOPU WATER | Water Projects | | \$3,332,700 | \$3,332,700 |
| BOPU SEWER | Sewer Projects | | \$1,395,700 | \$1,395,700 |
| Total Funds for 2012 State & Locally Funded Projects: | | \$524,500 | \$10,973,900 | \$11,498,400 |

| | | | | |
|------------------------------------------------------------------|--------------------|------------------|---------------------|---------------------|
| Total Funds for 2012 Federally Funded Projects: | \$8,343,378 | \$120,664 | \$6,726,365 | \$15,190,407 |
| Total Funds for 2012 State & Locally Funded Projects: | | \$524,500 | \$10,973,900 | \$11,498,400 |
| Total Funds for 2012 Funded Projects: | \$8,343,378 | \$645,164 | \$17,700,265 | \$26,688,807 |

TABLE 4 FY 2012 - 2015 TIP PROJECT LISTING

| PID: | Agency: | Project Description: | Phase: | Funding: | 2011 | 2012 | 2013 | 2014 | 2015 | 5 Year TIP |
|-----------------------|---------|----------------------------------------------------------------------------------------------------|--------|----------|--------------------|--------------------|--------------------|--------------------|--------------------|---------------------|
| 5 7 7 7 6 | CITY | East Cheyenne Greenway Extension | | | | | | | | |
| | | College Dr Underpass at UPRR | L | CITY | \$237,000 | | | | | \$237,000 |
| | | Lincolnway Crossing | F | TEAL | | \$250,000 | | | | \$250,000 |
| | | Lincolnway Crossing | L | CITY | | \$1,055,000 | | | | \$1,055,000 |
| | | Lincolnway Crossing Design | L | CITY | \$200,000 | | | | | \$200,000 |
| | | VFW Pride Park to Norris Viaduct | L | CITY | \$212,000 | | | | | \$212,000 |
| | | Total Federal Funds: | | | \$0 | \$250,000 | | | | \$250,000 |
| | | Total: | | | \$649,000 | \$1,305,000 | | | | \$1,954,000 |
| 10 10 | CITY | Safe Routes to School | | | | | | | | |
| | | Arp Elementary- Ave C Reiner Ct to Teton St | F | SRTS | \$200,000 | | | | | \$200,000 |
| | | Arp Elementary- Design | L | CITY | \$28,000 | | | | | \$28,000 |
| | | Arp Elementary- Construction | L | CITY | \$300,000 | | | | | \$300,000 |
| | | Total Federal Funds: | | | \$200,000 | | | | | \$200,000 |
| | | Total: | | | \$528,000 | | | | | \$528,000 |
| 14 | CITY | West Cheyenne Greenway Extension | | | | | | | | |
| | | MLK Jr. Park to I-25 Design | L | CITY | | \$40,000 | | | | \$40,000 |
| | | MLK Jr. Park to Westland Rd | L | CITY | | | | \$225,000 | | \$225,000 |
| | | Total Federal Funds: | | | | | | | | |
| | | Total: | | | | \$40,000 | | \$225,000 | | \$265,000 |
| 15 15 17 | CITY | South Cheyenne Greenway | | | | | | | | |
| | | WAPA Corridor: McFarland to Walterscheid | L | CITY | \$276,000 | | | | | \$276,000 |
| | | Walterscheid Underpass: WAPA to Boys & Girls C | F | TEAL | \$280,000 | | | | | \$280,000 |
| | | Cribbon: I-80 to Allison Partoyan to Deming | L | CITY | | | \$575,000 | | | \$575,000 |
| | | Total Federal Funds: | | | \$280,000 | | | | | \$280,000 |
| | | Total: | | | \$556,000 | | \$575,000 | | | \$1,131,000 |
| 19 | CITY | North Cheyenne Greenway - Powderhouse: Storey to Gardenia; Converse: Grandview to Mason Way | | | | | | | | |
| | | Construction | L | CITY | | | | | \$220,000 | \$220,000 |
| | | Total Federal Funds: | | | | | | | | \$0 |
| | | Total: | | | | | | | \$220,000 | \$220,000 |
| 20 | CITY | SE Cheyenne Rail Trail - Soft Surface Trail on Abandoned BNSF R/W S Industrial to Campstool | | | | | | | | |
| | | Construction | F | TEAL | | | | \$120,000 | | \$120,000 |
| | | Construction | L | CITY | | | | \$30,000 | | \$30,000 |
| | | Total Federal Funds: | | | | | | \$120,000 | | \$120,000 |
| | | Total: | | | | | | \$150,000 | | \$150,000 |
| | CITY | STREET AND PAVEMENT WORK | | | | | | | | |
| | | Construction | L | CITY | \$4,350,000 | \$4,350,000 | \$4,350,000 | \$4,350,000 | \$4,350,000 | \$21,750,000 |
| | | Total Federal Funds: | | | | | | | | \$0 |
| | | Total: | | | \$4,350,000 | \$4,350,000 | \$4,350,000 | \$4,350,000 | \$4,350,000 | \$21,750,000 |

TABLE 4 FY 2012 - 2015 TIP PROJECT LISTING

| PID: | Agency: | Project Description: | Phase: | Funding: | 2011 | 2012 | 2013 | 2014 | 2015 | 5 Year TIP |
|------|---------|-----------------------------------------------------|--------|----------|-----------|-------------|-------------|-------------|-----------|-------------|
| | CITY | WYDOT AND FEDERAL PROJECT MATCHES | | | | | | | | |
| | | Construction | L | CITY | \$375,000 | | | | | \$375,000 |
| | | Total Federal Funds: | | | | | | | | \$0 |
| | | Total: | | | \$375,000 | | | | | \$375,000 |
| | CITY | 1% CONSTRUCTION MANAGEMENT AND ADMINISTRATION | | | | | | | | |
| | | Construction | L | CITY | \$475,000 | \$475,000 | \$475,000 | \$475,000 | \$475,000 | \$2,375,000 |
| | | Total Federal Funds: | | | | | | | | \$0 |
| | | Total: | | | \$475,000 | \$475,000 | \$475,000 | \$475,000 | \$475,000 | \$2,375,000 |
| | CITY | STORMWATER DRAINAGE MAINTENANCE AND REPAIR PROJECTS | | | | | | | | |
| | | Construction | L | CITY | \$425,000 | \$500,000 | \$500,000 | \$500,000 | \$500,000 | \$2,425,000 |
| | | Total Federal Funds: | | | | | | | | \$0 |
| | | Total: | | | \$425,000 | \$500,000 | \$500,000 | \$500,000 | \$500,000 | \$2,425,000 |
| | CITY | EXTENDING INFRASTRUCTURE FOR ECONOMIC DEVELOPMENT | | | | | | | | |
| | | Construction | L | CITY | \$905,000 | \$250,000 | \$250,000 | \$250,000 | \$250,000 | \$1,905,000 |
| | | Total Federal Funds: | | | | | | | | \$0 |
| | | Total: | | | \$905,000 | \$250,000 | \$250,000 | \$250,000 | \$250,000 | \$1,905,000 |
| 23 | CITY | SNYDER - 24TH TO PERSHING | | | | | | | | |
| | | Design | L | CITY | | | \$200,000 | | | \$200,000 |
| | | Construction | L | CITY | | | | \$2,568,000 | | \$2,568,000 |
| | | Construction | L | WATER | | | \$740,000 | | | \$740,000 |
| | | Design | L | SEWER | | | \$50,000 | | | \$50,000 |
| | | Construction | L | SEWER | | | \$450,000 | \$437,500 | | \$887,500 |
| | | Total Federal Funds: | | | | | | | | \$0 |
| | | Total: | | | | | \$1,440,000 | \$3,005,500 | | \$4,445,500 |
| 24 | CITY | SNYDER - PERSHING TO RANDALL STORM SEWER | | | | | | | | |
| | | Design | L | CITY | \$35,000 | | | | | \$35,000 |
| | | Construction | L | CITY | \$135,000 | | | | | \$135,000 |
| | | Construction | S | SLIB | \$135,000 | | | | | \$135,000 |
| | | Total Federal Funds: | | | | | | | | \$0 |
| | | Total: | | | \$305,000 | | | | | \$305,000 |
| 26 | CITY | EAST PERSHING - DUNN TO CONVERSE | | | | | | | | |
| | | Construction | F | STPU | | \$3,000,000 | | | | \$3,000,000 |
| | | Construction | L | CITY | | \$1,917,000 | | | | \$1,917,000 |
| | | Construction | L | SEWER | | \$785,000 | | | | \$785,000 |
| | | Phase VI | L | WATER | | \$840,000 | | | | \$840,000 |
| | | Total Federal Funds: | | | | \$3,000,000 | | | | \$3,000,000 |
| | | Total: | | | | \$6,542,000 | | | | \$6,542,000 |

TABLE 4 FY 2012 - 2015 TIP PROJECT LISTING

| PID: | Agency: | Project Description: | Phase: | Funding: | 2011 | 2012 | 2013 | 2014 | 2015 | 5 Year TIP |
|----------------------|---------|----------------------------------------------------------------|--------|--------------------------------------------------------------------------------------|-------------|--------------|--------------|-------------|-------------|--------------|
| 25 | CITY | LOGAN - NATIONWAY TO PERSHING (19TH - HUGUR TO LOGAN INCLUDED) | | | | | | | | |
| | | Design | L | CITY | | \$100,000 | | | | \$100,000 |
| | | Construction | L | CITY | | | \$900,000 | | | \$900,000 |
| | | Construction | L | WATER | | \$50,000 | \$1,540,000 | | | \$1,590,000 |
| | | Construction | L | SEWER | | \$50,000 | \$542,500 | | | \$592,500 |
| | | Total Federal Funds: | | | | | | | | \$0 |
| | | Total: | | | | | \$200,000 | \$2,982,500 | | \$3,182,500 |
| | | 22 | CITY | 19TH - SNYDER TO MORRIE GRIND AND OVERLAY (24' WATER MAIN SNYDER TO O'NEIL INCLUDED) | | | | | | |
| Design | L | | | CITY | | | | \$150,000 | | \$150,000 |
| Construction | L | | | CITY | | | | | \$1,350,000 | \$1,350,000 |
| Design | L | | | WATER | | | | \$50,000 | | \$50,000 |
| Design | L | | | SEWER | | | | \$50,000 | | \$50,000 |
| Construction | L | | | SEWER | | | | | \$551,250 | \$551,250 |
| Total Federal Funds: | | | | | | | | \$0 | | |
| Total: | | | | | | | \$250,000 | \$1,901,250 | \$2,151,250 | |
| 21 | CITY | REPLACE SIGNALS DELL RANGE/RIDGE, PERSHING/RIDGE | | | | | | | | |
| | | Construction | L | CITY | | \$250,000 | | | | \$250,000 |
| | | Construction | S | SLIB | | \$250,000 | | | | \$250,000 |
| | | Total Federal Funds: | | | | | | | | \$0 |
| Total: | | | | | \$500,000 | | | | \$500,000 | |
| 27 | CITY | RAILROAD XING PAVEMENT MARKINGS | | | | | | | | |
| | | Construction | F | FRA | \$150,000 | | | | | \$150,000 |
| | | Total Federal Funds: | | | | \$150,000 | | | | \$150,000 |
| Total: | | | | \$150,000 | | | | | \$150,000 | |
| | | | | | | | | | | |
| CITY TOTALS | | | | | 2011 | 2012 | 2013 | 2014 | 2015 | 5 Year TIP |
| Total Federal Funds: | | | | | \$630,000 | \$3,250,000 | \$0 | \$120,000 | \$0 | \$4,000,000 |
| Total State Funds: | | | | | \$135,000 | \$250,000 | \$0 | \$0 | \$0 | \$385,000 |
| Total Local Funds: | | | | | \$7,953,000 | \$10,662,000 | \$10,572,500 | \$9,085,500 | \$7,696,250 | \$45,969,250 |
| Total: | | | | | \$8,718,000 | \$14,162,000 | \$10,572,500 | \$9,205,500 | \$7,696,250 | \$50,354,250 |

TABLE 4 FY 2012 - 2015 TIP PROJECT LISTING

| PID: | Agency: | Project Description: | Phase: | Funding Source: | 2011 | 2012 | 2013 | 2014 | 2015 | 5 Year TIP | | |
|----------------------|---------|----------------------|----------------------|----------------------------------------|--------------|-------------|-------------|-------------|-------------|--------------|-------------|-------------|
| TRANSIT | | TRANSIT BUSES | Other | F | FTA | | | \$272,000 | \$68,000 | \$204,000 | \$544,000 | |
| | | | Other | L | MATCHTRAN | | | \$68,000 | \$17,000 | \$51,000 | \$136,000 | |
| | | | Total Federal Funds: | | | | | | \$272,000 | \$68,000 | \$204,000 | \$544,000 |
| | | Total: | | | | | | \$340,000 | \$85,000 | \$255,000 | \$680,000 | |
| | | TRANSIT | | DISPATCH SOFTWARE | Other | F | FTA | \$56,000 | | | | \$56,000 |
| Other | L | | | | MATCHTRAN | \$14,000 | | | | | \$14,000 | |
| Total Federal Funds: | | | | | \$56,000 | | | | \$56,000 | | | |
| Total: | | | | \$70,000 | | | | \$70,000 | | | | |
| TRANSIT | | | | GENERAL OPERATING ASSISTANCE & CAPITAL | Other | F | FTA | \$863,560 | \$856,628 | \$1,128,628 | \$924,628 | \$1,060,628 |
| | | Other | S | | Section IIIB | \$6,914 | \$6,914 | \$6,914 | \$6,914 | \$6,914 | \$34,570 | |
| | | Other | S | | Section 5311 | \$110,000 | \$110,000 | \$110,000 | \$110,000 | \$110,000 | \$550,000 | |
| | | Other | L | | MATCHTRAN | \$750,798 | \$785,865 | \$853,865 | \$802,865 | \$836,865 | \$4,030,258 | |
| | | Total Federal Funds: | | | | \$863,560 | \$856,628 | \$1,128,628 | \$924,628 | \$1,060,628 | \$4,834,072 | |
| | | Total: | | | | \$1,731,272 | \$1,759,407 | \$2,099,407 | \$1,844,407 | \$2,014,407 | \$9,448,900 | |
| | | | | | | | | | | | | |
| TRANSIT TOTALS | | | | | 2011 | 2012 | 2013 | 2014 | 2015 | 5 Year TIP | | |
| Total Federal Funds: | | | | | \$919,560 | \$856,628 | \$1,400,628 | \$992,628 | \$1,264,628 | \$5,434,072 | | |
| Total State Funds: | | | | | \$116,914 | \$116,914 | \$116,914 | \$116,914 | \$116,914 | \$584,570 | | |
| Total Local Funds: | | | | | \$764,798 | \$785,865 | \$921,865 | \$819,865 | \$887,865 | \$4,180,258 | | |
| Total: | | | | | \$1,801,272 | \$1,759,407 | \$2,439,407 | \$1,929,407 | \$2,269,407 | \$10,198,900 | | |

TABLE 4 FY 2012 - 2015 TIP PROJECT LISTING

| PID: | Agency: | Project Description: | Phase: | Funding Source: | 2011 | 2012 | 2013 | 2014 | 2015 | 5 Year TIP |
|----------------------|---------|---------------------------------|--------|-----------------|-------------|-------------|-----------|------|------|-------------|
| 38 | COUNTY | CLEAR CREEK PARKWAY | | | | | | | | |
| | | Phase IV | S | IRP | \$450,000 | | | | | \$450,000 |
| | | Phase IV | P | PRIVATE | \$650,000 | | | | | \$650,000 |
| | | Total Federal Funds: | | | | | | | | \$0 |
| | | Total: | | | | \$1,100,000 | | | | \$1,100,000 |
| 39 | COUNTY | ALLISON DRAW PHASE III GREENWAY | | | | | | | | |
| | | Construction | F | TEAL | | \$418,000 | | | | \$418,000 |
| | | Construction | L | COUNTY | | \$105,000 | | | | \$105,000 |
| | | Total Federal Funds: | | | | | \$418,000 | | | \$418,000 |
| | | Total: | | | | | \$523,000 | | | \$523,000 |
| 36 | COUNTY | AVE C RECONSTRUCTION | | | | | | | | |
| | | Construction | S | SLOAN | \$900,000 | | | | | \$900,000 |
| | | Construction | L | COUNTY | \$900,000 | | | | | \$900,000 |
| | | Total Federal Funds: | | | | | | | | |
| | | Total: | | | | \$1,800,000 | | | | \$1,800,000 |
| COUNTY TOTALS | | | | | 2011 | 2012 | 2013 | 2014 | 2015 | 5 Year TIP |
| Total Federal Funds: | | | | | \$0 | \$418,000 | | | | \$418,000 |
| Total State Funds: | | | | | \$1,350,000 | \$0 | | | | \$1,350,000 |
| Total Local Funds: | | | | | \$900,000 | \$105,000 | | | | \$1,005,000 |
| Total: | | | | | \$2,250,000 | \$523,000 | | | | \$2,773,000 |

TABLE 4 FY 2012 - 2015 TIP PROJECT LISTING

| PID: | Agency: | Project Description: | Phase: | Funding Source: | 2011 | 2012 | 2013 | 2014 | 2015 | 5 Year TIP |
|------|---------------|-------------------------------------------------------|----------------------|-----------------|-------------|-----------|----------|----------|----------|-------------|
| | AIRPORT BOARD | AIR SERVICE PROMOTION | Other | S SMatchAir | \$20,000 | \$20,000 | \$20,000 | \$20,000 | \$20,000 | \$100,000 |
| | | | Other | L Airport | \$20,000 | \$20,000 | \$20,000 | \$20,000 | \$20,000 | \$100,000 |
| | | | Total Federal Funds: | | | | | | | |
| | | Total: | | | \$40,000 | \$40,000 | \$40,000 | \$40,000 | \$40,000 | \$200,000 |
| | | | | | | | | | | |
| | AIRPORT BOARD | PAVEMENT/NAVAID MAINTENANCE | Other | S SMatchAir | \$32,000 | \$32,000 | \$32,000 | \$32,000 | \$32,000 | \$160,000 |
| | | | Other | L Airport | \$8,000 | \$8,000 | \$8,000 | \$8,000 | \$8,000 | \$40,000 |
| | | | Total Federal Funds: | | | | | | | |
| | | Total: | | | \$40,000 | \$40,000 | \$40,000 | \$40,000 | \$40,000 | \$200,000 |
| | | | | | | | | | | |
| | AIRPORT BOARD | DESIGN RECONSTRUCT TAXIWAY A3 AND B BETWEEN B2 AND B3 | Design/Construct | F FAA | \$1,000,000 | | | | | \$1,000,000 |
| | | | Design/Construct | S SMatchAir | \$1,531,579 | | | | | \$1,531,579 |
| | | | Design/Construct | L Airport | \$21,053 | | | | | \$21,053 |
| | | Total Federal Funds: | | | \$1,000,000 | | | | | \$1,000,000 |
| | | Total: | | | \$2,552,632 | | | | | \$2,552,632 |
| | AIRPORT BOARD | PURCHASE TOW BEHIND BROOM TRUCK | Administration | F FAA | | \$118,750 | | | | \$118,750 |
| | | | Administration | S SMatchAir | | \$3,750 | | | | \$3,750 |
| | | | Administration | L Airport | | \$2,500 | | | | \$2,500 |
| | | Total Federal Funds: | | | | \$118,750 | | | | \$118,750 |
| | | Total: | | | | \$125,000 | | | | \$125,000 |
| | AIRPORT BOARD | AIRSPACE OBSTRUCTION SURVEY | Administration | S SMatchAir | | \$210,000 | | | | \$210,000 |
| | | | Administration | L Airport | | \$140,000 | | | | \$140,000 |
| | | | Total Federal Funds: | | | | | | | \$0 |
| | | Total: | | | | \$350,000 | | | | \$350,000 |
| | | | | | | | | | | |
| | AIRPORT BOARD | REPLACE OPERATIONS VEHICLE | Administration | S SMatchAir | | \$12,500 | | | | \$12,500 |
| | | | Administration | L Airport | | \$12,500 | | | | \$12,500 |
| | | | Total Federal Funds: | | | | | | | \$0 |
| | | Total: | | | | \$25,000 | | | | \$25,000 |
| | | | | | | | | | | |

TABLE 4 FY 2012 - 2015 TIP PROJECT LISTING

| PID: | Agency: | Project Description: | Phase: | Funding Source: | 2011 | 2012 | 2013 | 2014 | 2015 | 5 Year TIP |
|----------------------|---------------|----------------------------------------------------------|--------|-----------------|-------------|-----------|-------------|-------------|-------------|--------------|
| | AIRPORT BOARD | DESIGN RECONSTRUCT TAXIWAY A FROM GA RAMP TO TAXIWAY A-1 | | | | | | | | |
| | | Design/Construct | F | FAA | | | \$4,381,250 | | | \$4,381,250 |
| | | Design/Construct | S | SMatchAir | | | \$138,355 | | | \$138,355 |
| | | Design/Construct | L | Airport | | | \$92,237 | | | \$92,237 |
| | | Total Federal Funds: | | | | | | \$4,381,250 | | \$4,381,250 |
| | | Total: | | | | | | \$4,611,842 | | \$4,611,842 |
| | AIRPORT BOARD | TERMINAL CONSTRUCTION PHASE I | | | | | | | | |
| | | Construction | S | SMatchAir | | | \$2,500,000 | | | \$2,500,000 |
| | | Construction | L | Airport | | | \$2,500,000 | | | \$2,500,000 |
| | | Total Federal Funds: | | | | | | | | |
| | | Total: | | | | | | \$5,000,000 | | \$5,000,000 |
| | AIRPORT BOARD | TERMINAL CONSTRUCTION PHASE II | | | | | | | | |
| | | Construction | F | FAA | | | | \$4,000,000 | | \$4,000,000 |
| | | Construction | S | SMatchAir | | | | \$126,315 | | \$126,315 |
| | | Construction | L | Airport | | | | \$2,000,000 | | \$2,000,000 |
| | | Total Federal Funds: | | | | | | \$4,000,000 | | \$4,000,000 |
| | | Total: | | | | | | \$6,126,315 | | \$6,126,315 |
| | AIRPORT BOARD | TERMINAL CONSTRUCTION PHASE III | | | | | | | | |
| | | Construction | F | FAA | | | | | \$1,000,000 | \$1,000,000 |
| | | Construction | S | SMatchAir | | | | | \$31,579 | \$31,579 |
| | | Construction | L | Airport | | | | | \$5,842,106 | \$5,842,106 |
| | | Total Federal Funds: | | | | | | | \$1,000,000 | \$1,000,000 |
| Total: | | | | | | | \$6,873,685 | \$6,873,685 | | |
| AIRPORT BOARD TOTALS | | | | | 2011 | 2012 | 2013 | 2014 | 2015 | 5 Year TIP |
| Total Federal Funds: | | | | | \$1,000,000 | \$118,750 | \$4,381,250 | \$4,000,000 | \$1,000,000 | \$10,500,000 |
| Total State Funds: | | | | | \$1,583,579 | \$278,250 | \$2,690,355 | \$178,315 | \$83,579 | \$4,814,078 |
| Total Local Funds: | | | | | \$49,053 | \$183,000 | \$2,620,237 | \$2,028,000 | \$5,870,106 | \$10,750,396 |
| Total: | | | | | \$2,632,632 | \$580,000 | \$9,691,842 | \$6,206,315 | \$6,953,685 | \$26,064,474 |

TABLE 4 FY 2012 - 2015 TIP PROJECT LISTING

| PID: | Agency: | Project Description: | Phase: | Funding Source: | 2011 | 2012 | 2013 | 2014 | 2015 | 5 Year TIP | |
|----------------------|---------|----------------------------------------------|--------------|-----------------|-----------|-------------|-------------|-------------|-------------|--------------|-------------|
| 33 | WYDOT | CENTRAL AND WARREN/PERSHING TO 8TH AVE | | | | | | | | | |
| | | | Construction | F | STP | | | \$2,500,000 | | | \$2,500,000 |
| | | Total Federal Funds: | | | | | | \$2,500,000 | | | \$2,500,000 |
| | | Total: | | | | | | \$2,500,000 | | | \$2,500,000 |
| 34 | WYDOT | LINCOLNWAY BIG HORN TO COLLEGE | | | | | | | | | |
| | | | Mill/Overlay | F | STP | | | | \$3,330,000 | | \$3,330,000 |
| | | Total Federal Funds: | | | | | | | \$3,330,000 | | \$3,330,000 |
| | | Total: | | | | | | | \$3,330,000 | | \$3,330,000 |
| 37 | WYDOT | WEST PERSHING/ I-25 PIONEER | | | | | | | | | |
| | | | Construction | F | STPU | | \$3,700,000 | | | | \$3,700,000 |
| | | | Construction | L | WATER | | \$738,000 | | | | \$738,000 |
| | | | Phase VA | L | SEWER | | \$498,000 | | | | \$498,000 |
| | | Total Federal Funds: | | | | | \$3,700,000 | | | | \$3,700,000 |
| | | Total: | | | | | \$4,936,000 | | | | \$4,936,000 |
| 35 | WYDOT | I-180 ABUTMENTS | | | | | | | | | |
| | | | Construction | F | IM | \$385,000 | | | | | \$385,000 |
| | | Total Federal Funds: | | | | \$385,000 | | | | | \$385,000 |
| | | Total: | | | | \$385,000 | | | | | \$385,000 |
| 36 | WYDOT | I-25/COLLEGE DRIVE DIVERGING DIAMOND UPGRADE | | | | | | | | | |
| | | | Construction | F | IM | | | \$1,430,000 | | | \$1,430,000 |
| | | Total Federal Funds: | | | | | | \$1,430,000 | | | \$1,430,000 |
| | | Total: | | | | | | \$1,430,000 | | | \$1,430,000 |
| WYDOT TOTALS | | | | | 2011 | 2012 | 2013 | 2014 | 2015 | 5 Year TIP | |
| Total Federal Funds: | | | | | \$385,000 | \$3,700,000 | \$3,930,000 | \$3,330,000 | \$0 | \$11,345,000 | |
| Total State Funds: | | | | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | |
| Total Local Funds: | | | | | \$0 | \$1,236,000 | \$0 | \$0 | \$0 | \$1,236,000 | |
| Total: | | | | | \$385,000 | \$4,936,000 | \$3,930,000 | \$3,330,000 | \$0 | \$12,581,000 | |

TABLE 4 FY 2012 - 2015 TIP PROJECT LISTING

| PID: | Agency: | Project Description: | Phase: | Funding Source: | 2011 | 2012 | 2013 | 2014 | 2015 | 5 Year TIP |
|------|------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------|-----------------|------------------|------------------|------------------|------------------|------------------|------------------|
| 40 | BOPU SEWER | 204 STANFIELD AVE: W Leisher Rd to W. Jefferson Rd: Replace 310' of 8" VCP with new 8" PVC main. Replace manhole D118MH085. | Construction | L Sewer | | \$62,000 | | | | \$62,000 |
| | | Total: | | | | \$62,000 | | | | \$62,000 |
| 41 | BOPU SEWER | DUFF AVE TO BRADLEY AVE & E 19TH ST: Clean, video, and line 1085' of 12" VCP and 905' of 15" VCP (D091MH010 south to D091MH058). | Construction | L Sewer | | \$348,200 | | | | \$348,200 |
| | | Total: | | | | \$348,200 | | | | \$348,200 |
| 56 | BOPU SEWER | 2900 E 9TH ST: Replace 300' of 8" VCP with 8" PVC from D092MH225 install new mh at existing lamphole east. | Construction | L Sewer | | \$60,000 | | | | \$60,000 |
| | | Total: | | | | \$60,000 | | | | \$60,000 |
| 55 | BOPU SEWER | 2600 E 8TH ST: Install 2 new mh in alley between E 8th St & E 9th St & between Hot Springs Ave & Johnson Ave. Clean, video, reline 300' between new manholes. | Construction | L Sewer | | \$52,500 | | | | \$52,500 |
| | | Total: | | | | \$52,500 | | | | \$52,500 |
| 42 | BOPU SEWER | 2600 BLOCK HOUSE AVE: Clean, video, and line 360' of 15" VCP (D090MH238 south to D090MH244). Roots in 15"line, this is on a preventative maintenance program. | Construction | L Sewer | | \$63,000 | | | | \$63,000 |
| | | Total: | | | | \$63,000 | | | | \$63,000 |
| 64 | BOPU SEWER | 2540 E 11TH ST. (ALLEY BETWEEN 11TH ST. & 12TH ST.) – Replace 8" VCP sewer line from mh #190 east to lh 900'. Replace mh #190,189,188 & install mh at lh. | Other | L Sewer | | \$180,000 | | | | \$180,000 |
| | | Total: | | | | \$180,000 | | | | \$180,000 |
| 70 | BOPU SEWER | DRY CREEK LINE – Clean, video, and reline 10" sewers from D062MH021 in Yellowstone Rd to D062MH239 in Mylar Park 3300'. | Construction | L Sewer | | \$500,000 | | | | \$500,000 |
| | | Total: | | | | \$500,000 | | | | \$500,000 |
| | BOPU SEWER | REPLACE/REHAB SEWER MANHOLES IDENTIFIED BY COLLECTION SUPERVISOR | Construction | L Sewer | \$115,000 | \$130,000 | \$120,000 | \$120,000 | \$130,000 | \$615,000 |
| | | Total: | | | \$115,000 | \$130,000 | \$120,000 | \$120,000 | \$130,000 | \$615,000 |
| | BOPU SEWER | UPDATE THE 2003 WATER/WASTEWATER MASTER PLAN (50% WATER AND 50% SEWER) | Planning | L Sewer | | | \$750,000 | | | \$750,000 |
| | | Total: | | | | | \$750,000 | | | \$750,000 |

TABLE 4 FY 2012 - 2015 TIP PROJECT LISTING

| PID: | Agency: | Project Description: | Phase: | Funding Source: | 2011 | 2012 | 2013 | 2014 | 2015 | 5 Year TIP |
|------|------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------|-----------------|-------|------|--------------------|------------------|------|--------------------|
| 58 | BOPU SEWER | SOUTHERN CHEYENNE SEWER COLLECTION MAIN: PHASE I - This phase begins with a 24" sewer main connecting to an existing 30" sewer main located near South Industrial Drive and east of Road 128A (near the Knife River Construction Co.). The sewer main would extend about 3.8 miles in a southwesterly direction to a location near Avenue C and Artesian Road. (24" main equals about 7,000 feet and the 21" main equals about 12,500 feet) | | | | | | | | |
| | | | Other | L | Sewer | | \$5,800,000 | | | \$5,800,000 |
| | | Total: | | | | | \$5,800,000 | | | \$5,800,000 |
| 65 | BOPU SEWER | 2600 O'NEIL AVE – Replace 200' of 6" VCP with 8" PVC. install mh at lh & replace D090MH337. | | | | | | | | |
| | | | Design | L | Sewer | | \$40,000 | | | \$40,000 |
| | | Total: | | | | | \$40,000 | | | \$40,000 |
| 43 | BOPU SEWER | 600 BLOCK MAXWELL AVE: Replace 200' of 6" VCP with new 8" PVC main. Replace 2 manholes D091MH065 and D091MH372. | | | | | | | | |
| | | | Construction | L | Sewer | | \$40,000 | | | \$40,000 |
| | | Total: | | | | | \$40,000 | | | \$40,000 |
| 44 | BOPU SEWER | 1600 BLOCK WARREN AVE: Clean, video, and line 425' of 9" VCP from D090MH182 to D090MH184. Rehab D090MH187. | | | | | | | | |
| | | | Construction | L | Sewer | | \$74,375 | | | \$74,375 |
| | | Total: | | | | | \$74,375 | | | \$74,375 |
| 45 | BOPU SEWER | 2201 – 2229 E 19TH ST: Video, clean, and reline 570' of 10" VCP (D091MH111 east to D091MH113). Replace D091MH111 and rehab D091MH112 and D091MH113 | | | | | | | | |
| | | | Construction | L | Sewer | | \$99,750 | | | \$99,750 |
| | | Total: | | | | | \$99,750 | | | \$99,750 |
| 46 | BOPU SEWER | 700 Block E 17TH ST: Video, clean, and reline 350' of 8" VCP D091MH066 to D091MH067. | | | | | | | | |
| | | | Construction | L | Sewer | | \$61,250 | | | \$61,250 |
| | | Total: | | | | | \$61,250 | | | \$61,250 |
| 47 | BOPU SEWER | 3306 KELLEY DRIVE: Clean, video, and line 550' of 8" VCP (D092MH150 to D092MH165). | | | | | | | | |
| | | | Construction | L | Sewer | | \$96,250 | | | \$96,250 |
| | | Total: | | | | | \$96,250 | | | \$96,250 |
| 48 | BOPU SEWER | 3032 HOMESTEAD AVE: Clean, video, and reline 375' of 8" VCP (D106MH033 east to D106MH034). One point repair at 1.5' downstream of D106MH033. | | | | | | | | |
| | | | Construction | L | Sewer | | \$65,625 | | | \$65,625 |
| | | Total: | | | | | \$65,625 | | | \$65,625 |
| 49 | BOPU SEWER | 3200-3300 BLOCK OF ACACIA DR: Clean, video, reline 680' of 8" VCP (D092MH137 east to end of line). Install new mh at lh rehab D092MH136 and D092MH137. | | | | | | | | |
| | | | Construction | L | Sewer | | \$119,000 | | | \$119,000 |
| | | Total: | | | | | \$119,000 | | | \$119,000 |
| 50 | BOPU SEWER | COLE SHOPPING CENTER: Clean, video, reline 650' of 8" VCP (D092MH126 south to D092MH023). Replace D092MH127 D092MH023. Rehab D092MH128 D092MH126 | | | | | | | | |
| | | | Construction | L | Sewer | | | \$113,750 | | \$113,750 |
| | | Total: | | | | | | \$113,750 | | \$113,750 |

TABLE 4 FY 2012 - 2015 TIP PROJECT LISTING

| PID: | Agency: | Project Description: | Phase: | Funding Source: | 2011 | 2012 | 2013 | 2014 | 2015 | 5 Year TIP |
|------|------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------|-----------------|------|------|------|-----------|-------------|-------------|
| 51 | BOPU SEWER | 2930 – 2984 HENDERSON DR: Clean, video, and reline 670' of 8" VCP (D092MH334 south to D092MH097). | Construction | L Sewer | | | | \$117,250 | | \$117,250 |
| | | Total: | | | | | | \$117,250 | | \$117,250 |
| 52 | BOPU SEWER | 3302 YUCCA RD TO LONG VALLEY RD: Clean, video, reline 760' of 8" VCP (D092MH280 west to end of line). Install a new manhole at end of line. | Construction | L Sewer | | | | \$133,000 | | \$133,000 |
| | | Total: | | | | | | \$133,000 | | \$133,000 |
| 53 | BOPU SEWER | 4700 MOUNTAIN RD: Replace 515' of 12" VCP with PVC and replace 3 manholes (D064MH069 to D064MH067). | Construction | L Sewer | | | | \$103,000 | | \$103,000 |
| | | Total: | | | | | | \$103,000 | | \$103,000 |
| 54 | BOPU SEWER | 800 PLATTE AVE: Clean, video, and reline 375' of 12" VCP from manhole D092MH225 south to D092MH227. | Construction | L Sewer | | | | \$65,625 | | \$65,625 |
| | | Total: | | | | | | \$65,625 | | \$65,625 |
| 57 | BOPU SEWER | 721 APACHE: Replace 300' of 8" VCP, install manhole at end of line and replace manhole D062MH167 east to end of line. | Construction | L Sewer | | | | \$60,000 | | \$60,000 |
| | | Total: | | | | | | \$60,000 | | \$60,000 |
| 59 | BOPU SEWER | 5147 REDMOND RD: Excavate/pipe burst 6" cast iron pipe and replace with 8" PVC or HPE pipe. Line ties into 24" line at manhole (D062MH130 north to D062MH131). | Construction | L Sewer | | | | \$40,000 | | \$40,000 |
| | | Total: | | | | | | \$40,000 | | \$40,000 |
| 60 | BOPU SEWER | SOUTHWEST DR: Clean, video, and reline 370' from D103MH117 to 166 and D103MH044 and rehab manholes. | Construction | L Sewer | | | | \$64,750 | | \$64,750 |
| | | Total: | | | | | | \$64,750 | | \$64,750 |
| | BOPU SEWER | PER MASTER PLAN: North Crow Creek Interceptor Rehabilitation | Construction | L Sewer | | | | | \$2,000,000 | \$2,000,000 |
| | | Total: | | | | | | | \$2,000,000 | \$2,000,000 |
| | BOPU SEWER | WATER RECLAMATION SPECIAL PROJECTS | Construction | L Sewer | | | | | \$300,000 | \$300,000 |
| | | Total: | | | | | | | \$300,000 | \$300,000 |
| 61 | BOPU SEWER | E 17TH STREET - EVANS TO SEYMOUR, PEBRICAN TO RUSSELL: Clean, video, and reline 1500' of 8" VCP. | Construction | L Sewer | | | | | \$262,500 | \$262,500 |
| | | Total: | | | | | | | \$262,500 | \$262,500 |
| 62 | BOPU SEWER | CROW & STOREY BLVD: Clean and reline 270' of 8" VCP and rehab 2 manholes (D062MH050 south to D062MH052) | Construction | L Sewer | | | | | \$47,250 | \$47,250 |
| | | Total: | | | | | | | \$47,250 | \$47,250 |

TABLE 4 FY 2012 - 2015 TIP PROJECT LISTING

| PID: | Agency: | Project Description: | Phase: | Funding Source: | 2011 | 2012 | 2013 | 2014 | 2015 | 5 Year TIP |
|-----------------------------|------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------|-----------------|------------------|--------------------|--------------------|------------------|--------------------|---------------------|
| 63 | BOPU SEWER | 2700 BLOCK HOUSE AVE: Clean, video, reline 180' of 15" VCP, rehab 235, 238 replace risers with new rings and lids. Clean, video, reline south 250' of 15" VCP, rehab mh & replace risers with new ring and lids. | Construction | L Sewer | | | | | \$75,250 | \$75,250 |
| Total: | | | | | | | | | \$75,250 | \$75,250 |
| 66 | BOPU SEWER | 2615 HOUSE AVE: Reroute 8" VCP sewer line mh D090MH244, reroute sewer line to north or south side of manhole 244. Need to install 1-3 manholes on the reroute. | Construction | L Sewer | | | | | \$40,000 | \$40,000 |
| Total: | | | | | | | | | \$40,000 | \$40,000 |
| 67 | BOPU SEWER | 315-333 CRIBBON AVE: Replace 360' 8" VCP with 8" PVC & replace & move D104MH018 west. Replace 280' of 8" VCP, replace D104MH017 and install mh at end of line. | Construction | L Sewer | | | | | \$128,000 | \$128,000 |
| Total: | | | | | | | | | \$128,000 | \$128,000 |
| 68 | BOPU SEWER | 1609 E 19TH ST: Clean, video, reline 350' of 8" VCP & replace 8" PVC from D091MH101 to 102. Replace 2 manholes. | Construction | L Sewer | | | | | \$61,250 | \$61,250 |
| Total: | | | | | | | | | \$61,250 | \$61,250 |
| 69 | BOPU SEWER | 2800 BENT AVE: Replace 360' 8" VCP with PVC replace 2 mh (D090MH331 and D089MH055. Clean, video, reline 175' of 8" VCP from D090MH331 east to D090MH330. | Construction | L Sewer | | | | | \$102,625 | \$102,625 |
| Total: | | | | | | | | | \$102,625 | \$102,625 |
| BOPU SEWER TOTALS | | | | | 2011 | 2012 | 2013 | 2014 | 2015 | 5 Year TIP |
| Total Federal Funds: | | | | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Total State Funds: | | | | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Total Local Funds: | | | | | \$115,000 | \$1,395,700 | \$7,266,250 | \$817,375 | \$3,146,875 | \$12,741,200 |
| Total: | | | | | \$115,000 | \$1,395,700 | \$7,266,250 | \$817,375 | \$3,146,875 | \$12,741,200 |

TABLE 4 FY 2012 - 2015 TIP PROJECT LISTING

| PID: | Agency: | Project Description: | Phase: | Funding Source: | 2011 | 2012 | 2013 | 2014 | 2015 | 5 Year TIP |
|------|------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------|-----------------|------|-------------|-----------|------|------|-------------|
| 71 | BOPU WATER | E 5TH AVE (BRADLEY AVE TO AMHURST ST: Replace 1200' of 8" asbestos coated cast main with 8" main. Line has experienced 7 main breaks since 2000. | | | | | | | | |
| | | | Construction | L Water | | \$246,000 | | | | \$246,000 |
| | | Total: | | | | \$246,000 | | | | \$246,000 |
| 72 | BOPU WATER | OCEAN AVE (RIO VERDE ST TO DELL RANGE BLVD: Replace 1200' of 6" cast main with 8" main. Line has experienced 5 leaks since 2000. | | | | | | | | |
| | | | Construction | L Water | | \$246,000 | | | | \$246,000 |
| | | Total: | | | | \$246,000 | | | | \$246,000 |
| 73 | BOPU WATER | LIONS PARK DRIVE: From valve at sw corner of Lions Park Community House to 14" main. Replace 850' of 6" cast main with 8" main. Line has experienced 3 leaks since 2000. | | | | | | | | |
| | | | Construction | L Water | | \$174,200 | | | | \$174,200 |
| | | Total: | | | | \$174,200 | | | | \$174,200 |
| 74 | BOPU WATER | RIO VERDE ST - CLEVELAND AVE TO PIERCE AVE: Replace 1300' of 8" cast main with 8" main. Line has experienced 4 leaks since 2000 | | | | | | | | |
| | | | Construction | L Water | | \$266,500 | | | | \$266,500 |
| | | Total: | | | | \$266,500 | | | | \$266,500 |
| 85 | BOPU WATER | PRESSURE MANAGEMENT STUDY: Includes Engineering design, bidding and construction management as well as actual construction of four new pressure reducing valve stations in the northeast portion of the distribution system. Also to include a new .8 mile 8" pipeline from Ridge Road and Thomas Road to Panorama Drive from the north to provide necessary alternate feed to area. | | | | | | | | |
| | | | PHASE I | L Water | | \$2,400,000 | | | | \$2,400,000 |
| | | | PHASE II | L Water | | | \$934,000 | | | \$934,000 |
| | | Total: | | | | \$2,400,000 | \$934,000 | | | \$3,334,000 |
| | BOPU WATER | UPDATE THE 2003 WATER/WASTEWATER MASTER PLAN (50% WATER AND 50% SEWER) | | | | | | | | |
| | | | Planning | L Water | | | \$750,000 | | | \$750,000 |
| | | Total: | | | | | \$750,000 | | | \$750,000 |
| 75 | BOPU WATER | 9TH STREET - REED AVE TO O'NEIL AVE: Replace existing 12" cast main with new 12" main 700'. | | | | | | | | |
| | | | Construction | L Water | | | \$143,500 | | | \$143,500 |
| | | Total: | | | | | \$143,500 | | | \$143,500 |
| 76 | BOPU WATER | WEAVER RD - MONTCLAIR DR TO KILLARNEY DR: Replace existing 12" cast main with new 12" main 750'. | | | | | | | | |
| | | | Construction | L Water | | | \$153,750 | | | \$153,750 |
| | | Total: | | | | | \$153,750 | | | \$153,750 |
| 77 | BOPU WATER | MCCANN AVE (E. LINCOLNWAY TO HOLMES AVE.)– REPLACE 8" CAST MAIN WITH 8" MAIN 900'. | | | | | | | | |
| | | | Construction | L Water | | | \$184,500 | | | \$184,500 |
| | | Total: | | | | | \$184,500 | | | \$184,500 |
| 89 | BOPU WATER | E. 7TH STREET (PEBRICAN AVE TO DUNN AVE & WARREN AVE TO EVANS AVE)– REPLACE 6" CAST MAIN WITH 8" MAIN 2050'. | | | | | | | | |
| | | | Construction | L Water | | | \$420,250 | | | \$420,250 |
| | | Total: | | | | | \$420,250 | | | \$420,250 |
| 90 | BOPU WATER | SYRACUSE AVE (ARAPAHOE ST. TO CARLSON ST. & HOY RD. TO MELTON ST. – REPLACE CAST MAIN WITH 8" MAIN 1560'. | | | | | | | | |
| | | | Construction | L Water | | | \$319,800 | | | \$319,800 |
| | | Total: | | | | | \$319,800 | | | \$319,800 |

TABLE 4 FY 2012 - 2015 TIP PROJECT LISTING

| PID: | Agency: | Project Description: | Phase: | Funding Source: | 2011 | 2012 | 2013 | 2014 | 2015 | 5 Year TIP |
|------|------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------|-----------------|------|------|------|-------------|-------------|-------------|
| 81 | BOPU WATER | RECYCLE WATER EXTENSION PHASE III: Mylar Park (Includes \$1.5 million for pumping 1.0-1.5 mgd Wastewater from the District's sewer to the Crow Creek Plant, this will serve phases III–V. | | | | | | | | |
| | | | Construction | L Water | | | | \$4,500,000 | | \$4,500,000 |
| | | | Total: | | | | | \$4,500,000 | | \$4,500,000 |
| | BOPU WATER | WELL FIELD IMPROVEMENTS | | | | | | | | |
| | | | Construction | L Water | | | | \$600,000 | | \$600,000 |
| | | | Total: | | | | | \$600,000 | | \$600,000 |
| 78 | BOPU WATER | WINDMILL RD - MELTON ST TO PINERIDGE AVE: Replace 8" cast main with 8" main 950'. | | | | | | | | |
| | | | Construction | L Water | | | | \$194,750 | | \$194,750 |
| | | | Total: | | | | | \$194,750 | | \$194,750 |
| 94 | BOPU WATER | ONTARIO AVE. (RIO VERDE ST. TO DELL RANGE) – REPLACE 6" CAST MAIN WITH 8" MAIN 1300'. | | | | | | | | |
| | | | Construction | L Water | | | | \$266,500 | | \$266,500 |
| | | | Total: | | | | | \$266,500 | | \$266,500 |
| 80 | BOPU WATER | BIG SANDY CIRCLE - CLEVELAND AVE: Replace 6" cast main with 8" main 900'. | | | | | | | | |
| | | | Construction | L Water | | | | \$184,500 | | \$184,500 |
| | | | Total: | | | | | \$184,500 | | \$184,500 |
| 92 | BOPU WATER | E. 19TH ST. (GARRETT ST. TO CONVERSE AVE.) – REPLACE 4" CAST MAIN WITH 8" MAIN 1450' | | | | | | | | |
| | | | Construction | L Water | | | | \$297,250 | | \$297,250 |
| | | | Total: | | | | | \$297,250 | | \$297,250 |
| 95 | BOPU WATER | PLAINVIEW (CHAPEL HILL DR. TO BLUE BLUFF RD.) – REPLACE 8" CAST MAIN WITH 8" MAIN 1350'. | | | | | | | | |
| | | | Construction | L Water | | | | \$276,750 | | \$276,750 |
| | | | Total: | | | | | \$276,750 | | \$276,750 |
| | BOPU WATER | PCCP line with new 24" main as part of the city project. | | | | | | | | |
| | | | Construction | L Water | | | | | \$1,040,000 | \$1,040,000 |
| | | | Total: | | | | | | \$1,040,000 | \$1,040,000 |
| 79 | BOPU WATER | E. 17th St Street (Dunn Ave to Holliday Park, Alexander Ave): Replace 4" main cast main with 8" main 400'. | | | | | | | | |
| | | | Construction | L Water | | | | | \$82,000 | \$82,000 |
| | | | Total: | | | | | | \$82,000 | \$82,000 |
| 82 | BOPU WATER | Custer St (Buffalo Ave to Deer Ave): Replace 6" cast main with 8" main 2000'. | | | | | | | | |
| | | | Construction | L Water | | | | | \$410,000 | \$410,000 |
| | | | Total: | | | | | | \$410,000 | \$410,000 |
| 83 | BOPU WATER | Apache Street (Ogden Rd to Mountain Rd): Replace 8" cast with new 8" main 1800'. | | | | | | | | |
| | | | Construction | L Water | | | | | \$369,000 | \$369,000 |
| | | | Total: | | | | | | \$369,000 | \$369,000 |

TABLE 4 FY 2012 - 2015 TIP PROJECT LISTING

| PID: | Agency: | Project Description: | Phase: | Funding Source: | 2011 | 2012 | 2013 | 2014 | 2015 | 5 Year TIP |
|------|------------|-----------------------------------------------------------------------------------------------------------|--------------|-----------------|------|------|------|------|-----------|------------|
| 84 | BOPU WATER | Amherst Road (E. 3rd Ave to E. 5th Ave): Replace 6" cast with new 8" main 500'. | | | | | | | | |
| | | | Construction | L Water | | | | | \$102,500 | \$102,500 |
| | | Total: | | | | | | | \$102,500 | \$102,500 |
| 85 | BOPU WATER | Oxford Drive (Durham Rd to Salem Rd and Concord Rd to Boston Rd): Replace 6" cast with new 8" main 2000'. | | | | | | | | |
| | | | Construction | L Water | | | | | \$410,000 | \$410,000 |
| | | Total: | | | | | | | \$410,000 | \$410,000 |
| 86 | BOPU WATER | E. 10th Street (Carbon Ave to Crook Ave): Replace 4" cast with new 8" main 550'. | | | | | | | | |
| | | | Construction | L Water | | | | | \$112,750 | \$112,750 |
| | | Total: | | | | | | | \$112,750 | \$112,750 |

| BOPU WATER TOTALS | | | | | 2011 | 2012 | 2013 | 2014 | 2015 | 5 Year TIP |
|----------------------|--|--|--|--|------|-------------|-------------|-------------|-------------|--------------|
| Total Federal Funds: | | | | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Total State Funds: | | | | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Total Local Funds: | | | | | \$0 | \$3,332,700 | \$2,905,800 | \$6,319,750 | \$2,526,250 | \$15,084,500 |
| Total: | | | | | \$0 | \$3,332,700 | \$2,905,800 | \$6,319,750 | \$2,526,250 | \$15,084,500 |

TABLE 5
ESTIMATE OF AVAILABLE FUNDS FOR FY 2012-2015
TRANSPORTATION PROJECTS
Appendix B explains abbreviations used in the Funding Source.

| FUNDING CATEGORY | FY 2012 | FY 2013 | FY 2014 | FY 2015 | TOTAL |
|----------------------------|---------------------|---------------------|---------------------|---------------------|----------------------|
| FEDERAL | | | | | |
| FTA | \$856,628 | \$1,400,628 | \$992,628 | \$1,264,628 | \$4,514,512 |
| FAA | \$118,750 | \$4,381,250 | \$4,000,000 | \$1,000,000 | \$9,500,000 |
| IM | | \$1,430,000 | | | \$1,430,000 |
| STP | | \$2,500,000 | \$3,330,000 | | \$5,830,000 |
| STP-U | \$6,700,000 | | | | \$6,700,000 |
| TEAL Grant | \$668,000 | | \$120,000 | | \$788,000 |
| TOTAL FEDERAL FUNDS | \$8,343,378 | \$9,711,878 | \$8,442,628 | \$2,264,628 | \$28,762,512 |
| STATE | | | | | |
| Section 5311 | \$110,000 | \$110,000 | \$110,000 | \$110,000 | \$440,000 |
| Section IIIB | \$6,914 | \$6,914 | \$6,914 | \$6,914 | \$27,656 |
| SLIB | \$250,000 | | | | \$250,000 |
| SMatchAir | \$278,250 | \$2,690,355 | \$178,315 | \$83,579 | \$3,230,499 |
| TOTAL STATE FUNDS | \$645,164 | \$2,807,269 | \$295,229 | \$200,493 | \$3,948,155 |
| LOCAL | | | | | |
| Airport | \$183,000 | \$2,620,237 | \$2,028,000 | \$5,870,106 | \$10,701,343 |
| BOPU Sewer | \$2,728,700 | \$8,308,750 | \$1,304,875 | \$3,698,125 | \$16,040,450 |
| BOPU Water | \$4,960,700 | \$5,185,800 | \$6,369,750 | \$2,526,250 | \$19,042,500 |
| City Funds | \$8,937,000 | \$7,250,000 | \$8,548,000 | \$7,145,000 | \$31,880,000 |
| MatchTrans | \$785,865 | \$921,865 | \$819,865 | \$887,865 | \$3,415,460 |
| County 1% | \$105,000 | | | | \$105,000 |
| TOTAL LOCAL FUNDS | \$17,700,265 | \$24,286,652 | \$19,070,490 | \$20,127,346 | \$81,184,753 |
| YEAR | FY 2012 | FY 2013 | FY 2014 | FY 2015 | TOTAL |
| TOTAL FEDERAL FUNDS | \$8,343,378 | \$9,711,878 | \$8,442,628 | \$2,264,628 | \$28,762,512 |
| TOTAL STATE FUNDS | \$645,164 | \$2,807,269 | \$295,229 | \$200,493 | \$3,948,155 |
| TOTAL LOCAL FUNDS | \$17,700,265 | \$24,286,652 | \$19,070,490 | \$20,127,346 | \$81,184,753 |
| GRAND TOTAL | \$26,688,807 | \$36,805,799 | \$27,808,347 | \$22,592,467 | \$113,895,420 |

PAVEMENT MANAGEMENT SYSTEM

The pavement management analysis (PMA) program reviews all of the paved streets in the Cheyenne area. A PMA is a computerized information system designed to assist Cheyenne's decision-makers in the process of managing the network of streets. The PMA was originally started, operated and maintained by the Metropolitan Planning Organization (Cheyenne MPO), but it was turned over to the City Public Works Department in 2009. This computer program can store, retrieve, and process pavement related condition inventory data, allowing the user to analyze the current condition, future performance, and expected monetary needs for Cheyenne's pavement network.

The accumulated investment of public funds expended to construct and maintain a pavement network generally amounts to a substantial figure. For example, if the average reconstruction cost per centerline mile is \$500,000 and a pavement network has 300 centerline miles, then the replacement cost of the network is in the order of \$150 million.

A pavement network is therefore a valuable asset to the population that it serves, and it should be managed such that the value of the asset is maintained at an optimal level over the long-term. In this regard, experience has shown that over time it is less expensive to invest in preventative maintenance and/or rehabilitation on an ongoing basis rather than in reconstruction on a sporadic basis.

In order to implement this less expensive approach, information containing the condition of the network, its rate of deterioration, and the impact of maintenance and rehabilitation efforts on pavement serviceability levels is required. It is therefore necessary to monitor the performance of each section of the network on an ongoing basis. This ongoing monitoring is a key component of a comprehensive pavement management system.

A program has been developed to utilize the Optional 1% Sales Tax set aside for street maintenance. With each tax election more funding is directed for street maintenance. Table 6 list the streets proposed to receive maintenance attention in the City.

TABLE 6
2011-12 CITY PAVEMENT MANAGEMENT PROGRAM
 Subject to Change

PMA Proposed List

| CITY Overlays 2011 | | |
|----------------------------|----------------------------|-------------------------|
| NAME | TO | FROM |
| W. 4 th Street | W 5 th Street | Parsley Avenue |
| W 5 th Street | W 4 th Street | Central Avenue |
| W. 17 th Street | Snyder Avenue | Pioneer Avenue |
| E. 17 th Street | Warren Avenue | Morrie Avenue |
| Ames Underpass | Lincolnway | Parsley Blvd |
| Pioneer Avenue | W. 24 th Street | Pershing Blvd |
| Snyder Avenue | City Lube Shop | 23 rd Street |
| Westland Road | Lincolnway | Missile Drive |

| S/A Overlays 2011 | | |
|----------------------------|---------------|----------------|
| NAME | TO | FROM |
| E. 13 th Street | Logan Avenue | East End |
| E. 9 th Street | Logan Avenue | East End |
| W. 30 th Street | Talbot Court | Randall Avenue |
| Holliday Park | West entrance | East entrance |
| Cahill Park | Entrance | End |

| City Overlays 2012 | | |
|---------------------------|-----------------|------------------|
| NAME | TO | FROM |
| Powderhouse Road | Dell Range Blvd | Storey Blvd |
| Prairie Avenue | Dell Range Blvd | Powderhouse Road |
| Frontier Mall Drive | Dell Range Blvd | Prairie Avenue |
| Sheridan Street | Mountain Road | Ridge Road |
| Morrie Avenue | East Lincolnway | East Pershing |

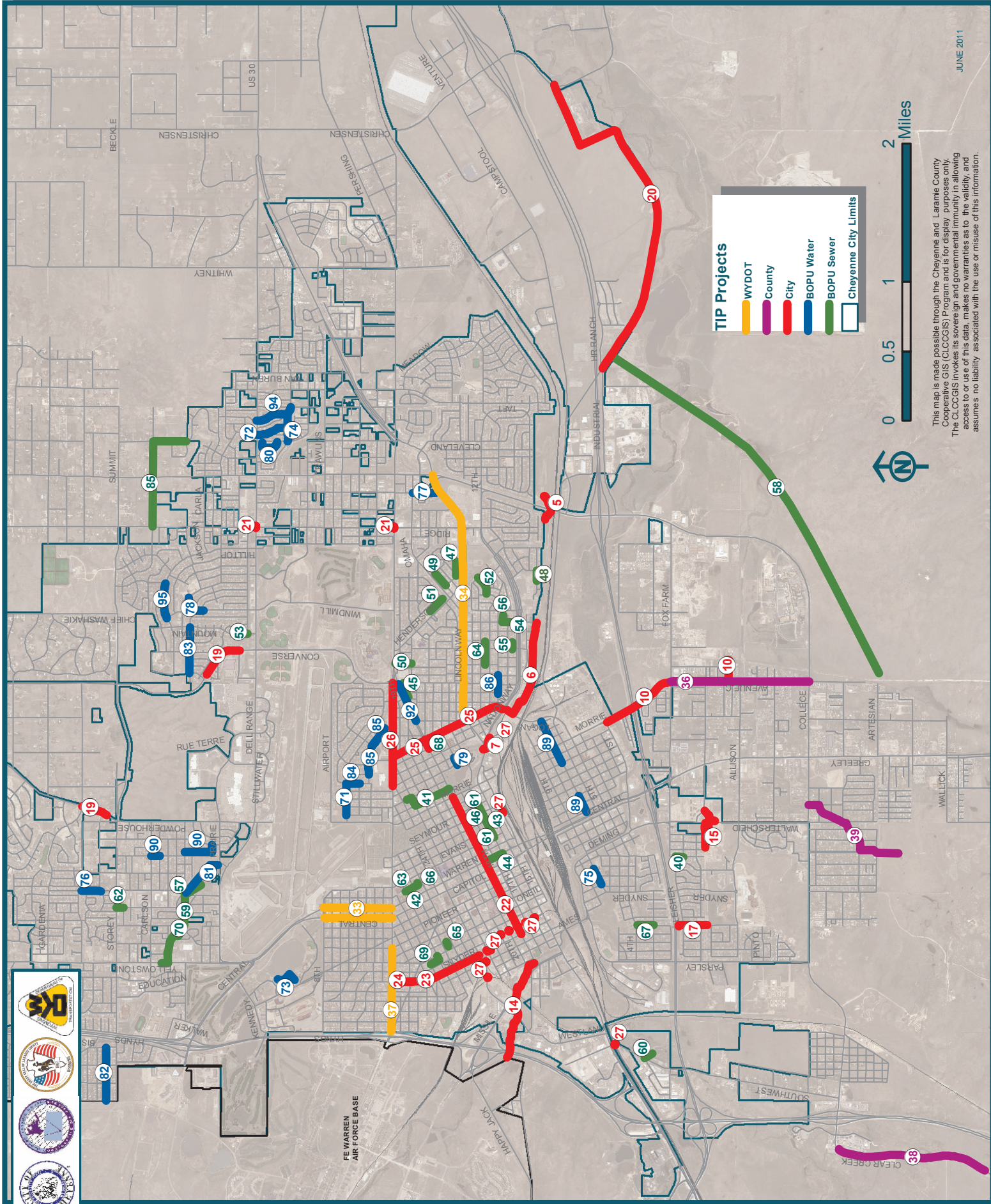
| Street & Alley Overlays 2012 | | |
|-----------------------------------------|-----------------|----------------|
| NAME | TO | FROM |
| Hugar Avenue | East Lincolnway | East Pershing |
| E. 15 th Street | Rollins Avenue | Logan Avenue |
| Frontier Street | Omaha Avenue | Ridge Road |
| Winwood Drive | Frontier Street | Holmes Street |
| Essex Road | Concord Road | Newton Drive |
| Rodeo Avenue | Hawthorne Drive | Evers Avenue |
| Kingswood Drive | Rodeo Avenue | Oakhurst Drive |
| Heritage Drive | Rodeo Avenue | Oakhurst Drive |
| W. 21 th Street | Snyder Avenue | O'Neil Avenue |
| W. 26 th Street | Pioneer Avenue | Central Avenue |

APPENDIX A

FUNDING DEFINITIONS

| | | |
|-------------|--------------|-----------------------------------------------------|
| Federal | ACIM | Advance Construction Interstate Maintenance |
| Federal | FAA | Federal Aviation Administration |
| Federal | FRA | Federal Railroad Administration |
| Federal | FTA | Federal Transit Administration |
| Federal | HP | High Priority |
| Federal | HSIP | Highway Safety Improvement Program |
| Federal | IM | Interstate Maintenance |
| Federal | MG | Minimum Guarantee |
| Federal | NH | National Highway |
| Federal | SRTS | Safe Routes to School |
| Federal | SSP-TO | State Safety Program Traffic Operations |
| Federal | STP | Surface Transportation Program |
| Federal | STP-E | Surface Transportation Program Enhancement |
| Federal | STP-U | Surface Transportation Program - Urban |
| Federal | TEAL | Transportation Enhancement |
| Non-Federal | Airport | Airport Board |
| Non-Federal | BOPUS | Board of Public Utilities - Sewer Projects |
| Non-Federal | BOPUW | Board of Public Utilities - Water Projects |
| Non-Federal | City | City Funds |
| Non-Federal | City Gen | City General Fund Account |
| Non-Federal | CMP | Contract Maintenance Program |
| Non-Federal | CMP-PM | Contract Maintenance Program - Pavement Maintenance |
| Non-Federal | CRF | County Road Fund |
| Non-Federal | IRP | State Industrial Road Project |
| Non-Federal | LOCALMATCH | Local Matching Funds |
| Non-Federal | MATCHTRANS | Local Transit Matching Funds |
| Non-Federal | Scon | State Construction Project |
| Non-Federal | Section IIIB | State Transit Funding |
| Non-Federal | Section 5311 | State Transit Funding |
| Non-Federal | Sloan | State Loan and Investment Board |
| Non-Federal | SMatchAir | State Matching Funds - Airport Projects |
| Non-Federal | SMatchHigh | State Matching Funds - Highway Projects |

MPO FY 2012 - 2015 TRANSPORTATION IMPROVEMENT PROGRAM



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APPENDIX C SELF-CERTIFICATION

In accordance with 23 CFR 450.334, the Wyoming Department Of Transportation, and the Cheyenne Metropolitan Planning Organization for the Cheyenne urbanized area hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

- (1) 23 U.S.C. 134, 49 U.S.C. Section 5303, and 23 CFR Part 450;
- (2) Sections 174 and 176(c) and (d) of the Clean Air Act as amended (42 U.S.C. 7504, 7506(c) and (d) and 40 CFR 93);
- (3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- (4) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex or age in employment or business opportunity;
- (5) Section 1101(b) of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (Pub. L. 109-59) regarding the involvement of Disadvantaged Business Enterprises in FHWA and FTA funded planning projects (Sec. 105(f), Pub. L. 97-424, 96 Stat. 2100; 49 CFR, Subtitle A, Part 26);
- (6) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- (7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38, (Pub. L. 101-336, 104 Stat. 327, as amended) and U. S. DOT implementing regulation;
- (8) Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- (9) Section 324 of CFR 23, regarding prohibition of discrimination based on gender; and
- (10) Section 504 of the Rehabilitation Act of 1973 and 49 CFR part 27 regarding discrimination against individuals with disabilities.

The Policy Committee of the Metropolitan Planning Organization, has reviewed and approved on the 28th day of June 2011, this Transportation Improvement Program for Fiscal Years '12-'15.

Metropolitan Planning Organization

AUTHORITY:

ATTEST:

Diane Humphrey
Commissioner, Laramie County
Chairman, Policy Committee

Thomas M. Mason
MPO Director

Richard L. Kaysen
Mayor, City of Cheyenne

Jay Gould, District Engineer,
Wyoming Department of Transportation

Date