

Metropolitan Transportation Improvement Program



Fiscal Years 2016-2019
2017 Amendment Adopted June 13, 2016



CASPER AREA

METROPOLITAN PLANNING ORGANIZATION

Working with the public, elected officials, and professional staff to plan our road, trail, bus, and rail systems.

Bar Nunn | Casper | Evansville | Mills | Natrona County | WYDOT

METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM

FY 2016 - 2019

Prepared by
Casper Area Metropolitan Planning Organization

in coordination with
Wyoming Department of Transportation
Federal Highway Administration
Federal Transit Administration

Approved by the MPO Policy Committee on June 4, 2015

Patrick Ford | Mayor of Bar Nunn

Phil Hinds | Mayor of Evansville

Marrolyce Wilson | Mayor of Mills

John Lawson | Natrona County Commissioner

Bob Hopkins | Casper City Councilman

John Patterson | Casper City Manager

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Ex-Officio

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INTRODUCTION

Each year, the Casper Area Metropolitan Planning Organization (MPO) receives federal funding from the Federal Highway Administration (FHWA) and the Federal Transportation Administration (FTA), which is used to fund a portion of the area's highway construction, planning projects, and transit programs. Regulations established by FHWA and FTA require that all urbanized areas develop a Metropolitan Transportation Improvement Program (TIP) in order to avoid duplication planning and funding. Development of the TIP is a prerequisite to receiving federal funds.

This TIP covers four Federal Fiscal Years (FYs), from FY 2016 through 2019. This period covers October 1, 2015, through September 30, 2019. FY 2016 is the annual element. The annual element is a list of projects proposed for implementation during the first year of the program. The TIP includes capital, planning, and administration projects. The TIP provides a framework for the efficient expenditure of transportation funds in a manner consistent with local needs and priorities during the planning period.

The current TIP was developed through committee work with input from citizens, local organizations, municipalities, and the state, via the MPO. The document lists projects which citizens and committee members have prioritized for construction or administration during the next three years. These projects include highway, Transportation System Management (TSM), transit, and pedestrian-related projects. The projects shown in the TIP are also components of the State Transportation Improvement Program (STIP). The TIP, therefore, implements the various goals and objectives included in the STIP.



FIGURE 1. CY and Poplar Ave. Photo by Alan Rogers, Casper Star-Tribune. Originally Published 26 March 2014.

As discussed above, the current TIP covers Federal FY 2016 through 2019. All projects are fiscally constrained. These projects are reviewed and reevaluated each year. During the reevaluation process, projects are added depending upon community need. Projects are deleted if they are complete, under construction, or no longer necessary.

HISTORICAL OVERVIEW

CASPER AREA TRANSPORTATION PLANNING PROCESS

The Casper Area Transportation Planning Process (CATPP) was initiated in 1962 at the request of the City of Casper in order to provide cooperative, comprehensive, and continuing transportation planning to the Casper urbanized area. These jurisdictions presently include the City of Casper; Towns of Evansville, Mills, and Bar Nunn; the County of Natrona; and the Wyoming Department of Transportation (WYDOT). An organizational chart for the MPO is provided on Page 8. Initial planning efforts conducted by a consultant were completed in 1964 and resulted in the production of the Casper Major Street and Highway Plan.

METROPOLITAN PLANNING ORGANIZATION

In 1982, when the City of Casper exceeded 50,000 residents, the Casper Metropolitan Area was designated as an MPO. The Metropolitan Planning Organization (MPO) was designated by the Governor

in 1982 as the successor to the CATPP. To this end, the MPO invited the various jurisdictions within the Casper urbanized area to join in the transportation planning process. The MPO includes various committees consisting of a Policy Committee, Technical Advisory Committee, and Citizens' Transportation Advisory Committee, and their Subcommittees. These groups identify and analyze transportation needs within the metropolitan area, and establish transportation policy. All recommendations must be approved by official action of appropriate constituent agencies.

MOVING AHEAD FOR PROGRESS IN THE 21ST CENTURY (MAP-21)

MAP-21, approved by the U.S. Congress and signed into law by President Obama on July 6, 2012, is the first long-term highway authorization enacted since 2005. MAP-21 creates a streamlined, performance-based, and multimodal program to address the many challenges facing the U.S. transportation system. There are seven national goals under MAP-21. They are:

- A. Improving Safety—To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
- B. Maintaining Infrastructure Condition—To maintain the highway infrastructure asset system in a state of good repair.
- C. Reducing Traffic Congestion—To achieve a significant reduction in congestion on the national highways system.
- D. Improving System Reliability—To improve the efficiency of the surface transportation system.
- E. Freight Movement and Economic Vitality—To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
- F. Protecting the Environment—To enhance the performance of the transportation system while protecting and enhancing the natural environment.
- G. Reducing Delays in Project Delivery—To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.



Figure 2. Construction on Hat Six Road overpass. Courtesy WYDOT District 2. Originally Published 29 April 2009.

MAP-21 requires that a Transportation Improvement Plan (TIP) be developed for each metropolitan area by the MPO in cooperation with the State and transit operators. The TIP must be developed to make progress toward established performance targets and include a description of the anticipated achievements. The TIP must be updated and approved at least every two years by the MPO and the Governor. It must include all projects (including pedestrian walkways and bicycle facilities) to be funded under Title 23 and the FTA. There must be reasonable opportunity for public

comment prior to approval. The TIP must include a priority list of projects to be carried out in each three-year period after initial adoption of the TIP, and a financial plan that demonstrates how it can be implemented. It must be consistent with funding reasonably expected to be available during the relevant period. Projects in the TIP must be consistent with the long range transportation plan. In developing the TIP, the MPO 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. (23 USC 134(a)&(h)/FTA-Sec 8(a)&9(h)).



Figure 3. Road construction. Education Images, Getty Images. Published by K2 Radio 17 March 2015.

The FY 2016-2019 TIP has been prepared in accordance with provisions contained in MAP-21. Specific MAP-21 requirements covered by the TIP are discussed in the sections below.

- Development. The Casper MPO has developed its FY 2016-2019 TIP in cooperation with the State of Wyoming and affected transit operators.

The MPO has developed the TIP using its 20-year Metropolitan Area Planning Boundary. The 20-year Metropolitan Area Boundary was developed, reviewed, and approved by the MPO Technical Committee and Policy Committee with guidance from FHWA and WYDOT.

In preparing the TIP, the MPO 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 MPO plans to update the program at least once every two years. The TIP shall be approved by the MPO Technical and Policy Committees.

- Priority of Projects. The FY 2016-2019 TIP includes the following:
 - A priority list of projects and project segments to be carried out within a three-year period after adoption of the program.
 - A financial plan that demonstrates how the TIP will be implemented.
- Selection of Projects. Project selection involving Federal participation has been carried out by the State in cooperation with the Casper MPO, and conforms with the TIP for the Metropolitan area.
- Included Projects. It is anticipated that the program includes only those projects and phases for which anticipated funding exists, or can reasonably be expected within the time period contemplated for completion of the project.

- Notice and Comment. Through display ads in the *Casper Star Tribune*, the MPO has provided citizens, affected public agencies, representatives of transportation agency employees, private providers of transportation, and other interested parties with reasonable notice of and an opportunity to comment on the proposed program. The public and press were invited to attend the public meeting to receive information on the TIP.
- A public meeting was held on June 1, 2015, to consider the preliminary draft of the FY 2016-2019 TIP. The MPO also had a copy of the preliminary draft available for public review at its office. No comments were received.
- The MPO assumes it will receive the same funding allocation as in previous years. Under this assumption, the Metropolitan area will have Surface Transportation Program Urban funds available for construction projects commencing with FY 2016.
- Per the MPO's 2013 Master Agreement, minor revisions to the TIP may be executed by the MPO Policy Committee through email. Minor Revisions are to be executed by the MPO Manager. Minor revisions include those items in which no additional funding is required and for which there are no changes in scope. The TIP will be regularly amended every two years; other major amendments may be undertaken at any time upon a full review by the MPO Policy Committee.

TRANSIT PROJECTS



Figure 4. "The Bus," Courtesy City of Casper.

The MPO has developed the transit projects contained in the TIP in cooperation with the City of Casper and transit providers in the Metropolitan area. In addition to inviting transit providers to the public meeting discussed above, the MPO invited private carriers and any other persons interested in transit provision to attend a meeting to develop a private sector consultation process, as required by the FTA.

Public notice of public involvement activities and time established for public review and comment on the TIP will satisfy the Program of Projects requirements of the Section 5307 Program.

COOPERATION WITH WYDOT

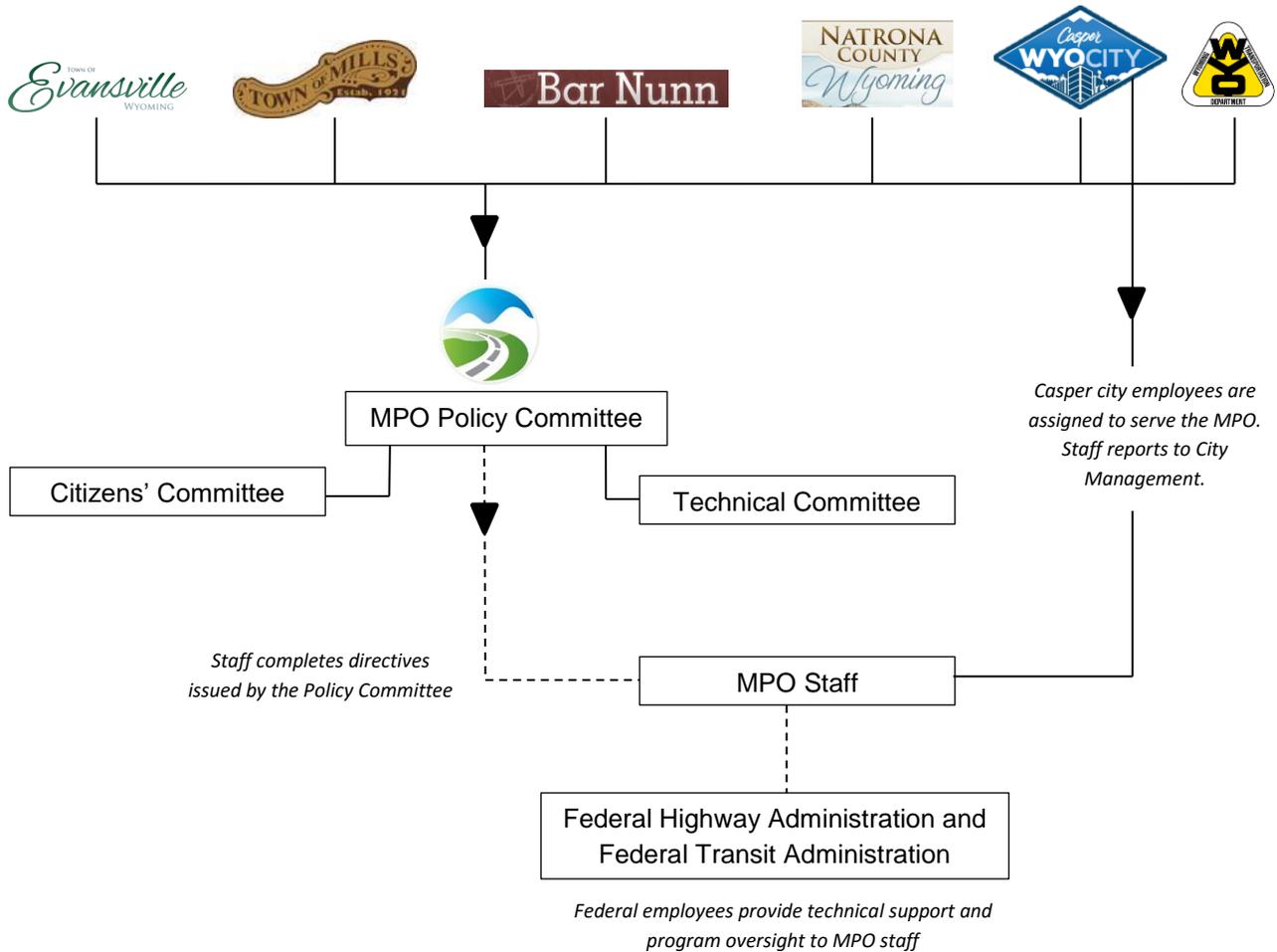
The MPO has prepared the FY 2016-2019 TIP in cooperation with WYDOT. The TIP includes State projects that are located in the MPO Metropolitan Planning Boundary. The MPO and WYDOT will continue to work together to coordinate planning activities, as required by MAP-21.

TRANSPORTATION ALTERNATIVE PROGRAM

The MPO recognizes that Transportation Alternatives Program (TAP) funds provided under MAP-21 are the responsibility of WYDOT. While the MPO may prioritize and suggest enhancement projects to

WYDOT, the MPO has informed all applicants that eventual funding and design/construction of these projects is contingent upon their final review and approval by WYDOT. Pursuant to the unobligated TEAL funds under requirements of the previous highway bill, SAFETEA-LU, the TIP contains a listing of Enhancement project(s) which will be submitted to WYDOT as well as TAP projects that will be submitted to WYDOT.

ORGANIZATION CHART



PROGRAM DEVELOPMENT

PROGRAM CATEGORIES

Because of limited funding and the need to implement the TIP, projects are selected for inclusion in the TIP using the following classifications:

Category

- Capital projects including streets and highways construction and rehabilitation
- Transportation Systems Management (TSM)
- Pedestrian Safety and Mobility
- Trails and Bikeways
- Transit

PROJECT SELECTION

Capital Projects: Projects are included in the TIP based on physical condition, traffic volume, and safety. Only some of the capital projects included in the TIP are eligible to receive federal funds. Capital projects located on federal-aid highways as defined in Section 101 of Title 23, *United States Code*, are eligible to receive Surface Transportation Program Urban (STPU) funds. Project funding for eligible STPU projects is as follows:

Fund Source	Percent Share
FHWA Participation	90.49%
Local Participation	9.51%

Capital projects planned on local streets and roads within municipalities are not eligible to receive federal funding, and must be totally funded using local funds, or a combination of state and local funds.

TRANSPORTATION SYSTEM MANAGEMENT (TSM)

TSM projects study the more productive use of existing arterials and connectors using traffic management strategies to increase roadway efficiency. These strategies include signal system synchronization, carpooling, and other similar methods to decrease traffic or to streamline traffic flow on existing street/roadway systems.



Figure 5. Tate Pump House and the Platte River Parkway. Courtesy Platte River Trails Trust.

PEDESTRIAN SAFETY AND MOBILITY

In an effort to develop a safe interface between pedestrians and highway traffic, the MPO will consider those projects for funding which significantly decrease pedestrian/vehicular conflicts at various intersections and other hazardous locations.

BIKEWAYS

The MPO will consider funding those projects which reduce vehicular/bicycle conflicts on area roadways, projects which establish street standards for trails, bikeways, and bicycle route development.

TRANSIT

The MPO considers transit projects based on community need for public, elderly, and disabled transportation service. The MPO will work with appropriate groups in order to increase service based on ridership demand, and the need to improve operating efficiency. The FTA and local match is as follows:

Expense Type	FTA Grant	Local Match
Capital Projects		
ADA Accessible Projects	85%	15%
Other Projects	80%	20%
Operations		
Preventive Maintenance	80%	20%
Paratransit Services	80%	20%
General Operations	50%	50%
Planning	80%	20%

Additional funds to support transit operations are received from the Wyoming Department of Transportation on an annual appropriation basis.

UNIFIED PLANNING WORK PROGRAM (UPWP)

The UPWP is developed each year and the projects described in the program are undertaken during the first year of the three-year planning period. The UPWP presented in this TIP covers Federal FY 2016, and allocates funding for the following projects:

- o Program Administration
- o Program Planning
- o Planning Studies
- o Planning Documents

Project funding for eligible MPO Planning work is as follows:

Fund Source	Percent Share
Consolidated Planning Grant	90.49%
Local Match	9.51%

COMMUNITY PARTICIPATION

The Casper Area TIP is developed through the input of citizens, committees, community organizations, municipalities, and state agencies, and in compliance with the adopted “Public Participation Plan (PPP).” Through the process outlined below and using tools in the PPP, the MPO assigns project priorities as detailed in the TIP.

Each year, beginning in January, the MPO Citizens Transportation Advisory Committee identifies projects which are of importance to citizens within the MPO’s member municipalities. The projects identified as important by the Committee are included into the draft TIP and prioritized according to importance and cost. While drafting TIP recommendations, the Committee receives input from community organizations, including the Casper Area Chamber of Commerce, and the Casper Area Transportation Coalition.

- The MPO Technical Committee (Tech) reviews the TIP in order to remove those projects which are no longer useful or which have gone to construction. Tech also reviews the projects recommended by the Citizens’ Transportation Advisory Committee and evaluates them according to their overall merit and consistency with regional needs. Tech also may add various projects which are important to the urbanized area. Tech then forwards the TIP to the MPO Policy Committee for its review.
- The MPO Policy Committee is charged with reviewing the comments and recommendations submitted to it by the Technical Committee. The Policy Committee makes the final determination on project selection, prioritization, and commitment of available funds. The MPO Policy Committee Chairman’s signature on the document certifies the Policy Committee’s approval of the document.

PRIVATE SECTOR PARTICIPATION

The City of Casper contracts for transit service with the Casper Area Transportation Coalition (CATC), a private, non-profit organization. Each year requests for proposals are published for the provision of capital purchases. Proposals received from the private sector are evaluated on the basis of lowest bid. The City of Casper does not face any impediments to holding service out to competition, and has not received any complaints from the private sector during the past year.

PUBLIC COMMENT

This document was under Public Comment from June 5, 2015 to July 20, 2015. No comments from the general public were received.

IMPROVEMENT TYPE

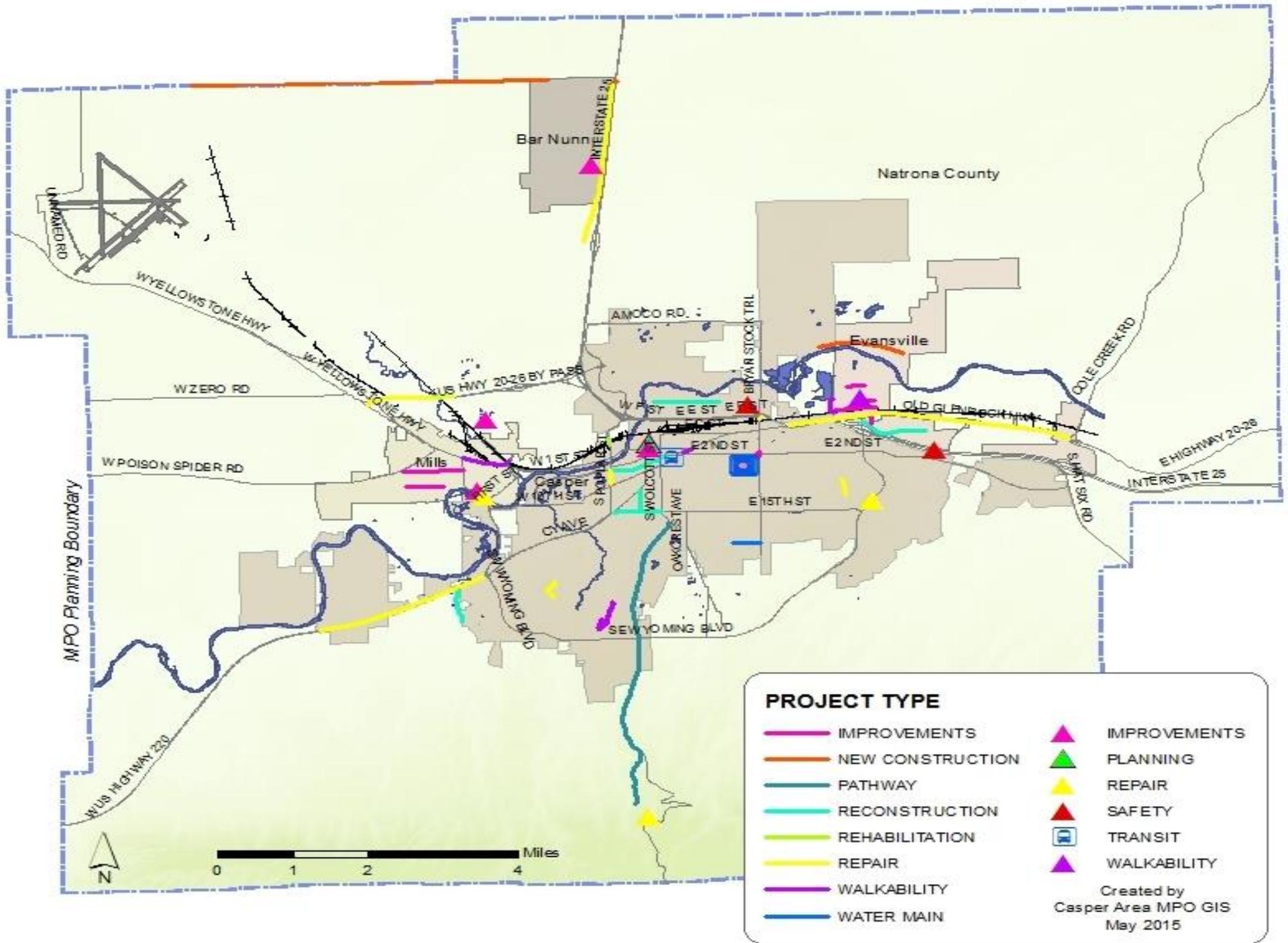
The following sections refer to three different types of transportation improvements. First, “Highway” projects refer to any project that primarily serves roadways classified as a collector or arterial within the metropolitan area. This section may also include projects funded through the Transportation Alternative Program (TAP), with a primary focus on improving bicycle, pedestrian, and trail facilities.

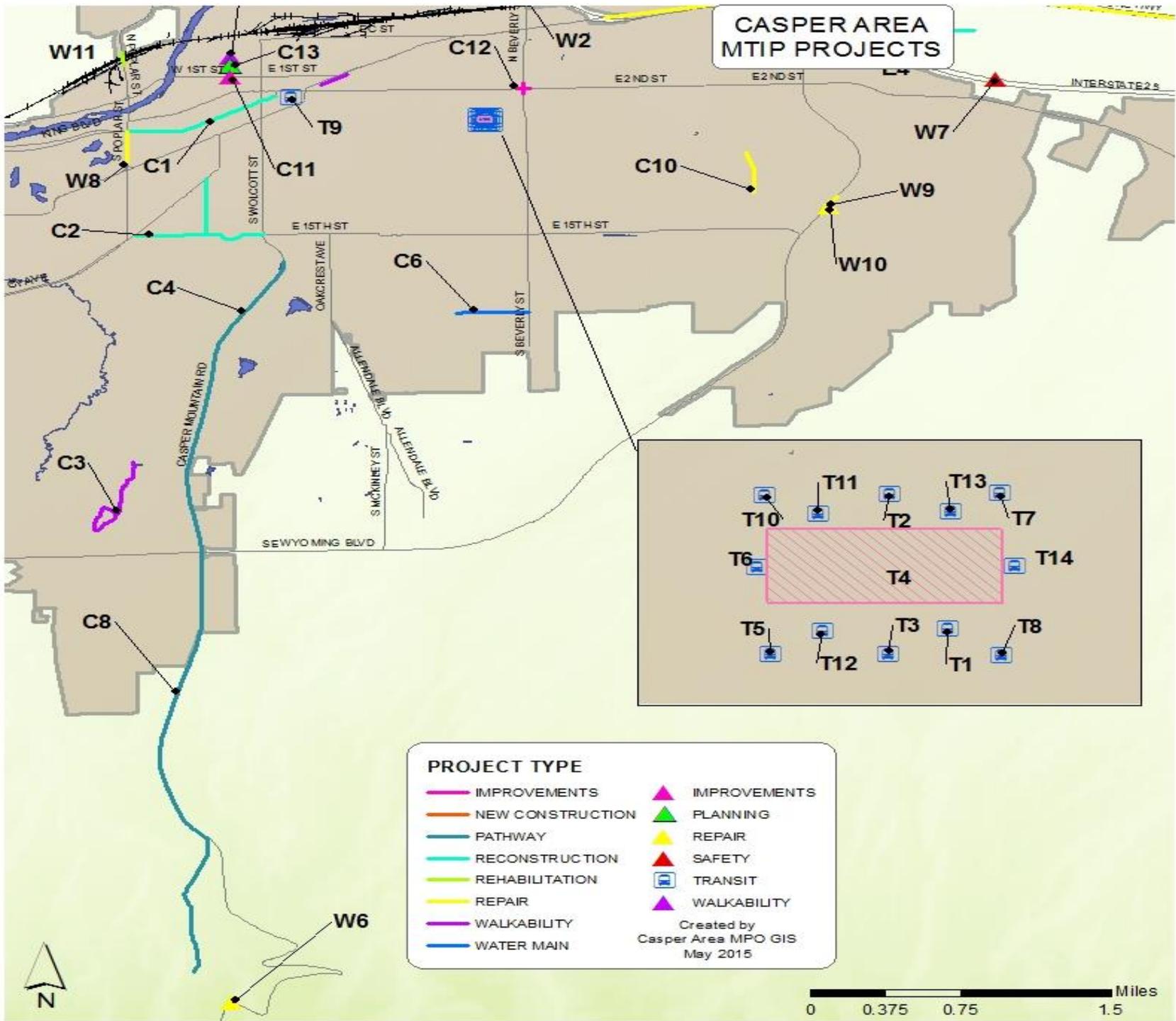
The second section is for public transit projects, which is currently operated by the Casper Area Transportation Coalition.

Each project has been given an identification number (PIN) that can be cross-referenced with actual project locations on a map. PIN numbers are simplified by using the first letter of the appropriate agency’s name followed by a set of numbers. For example:

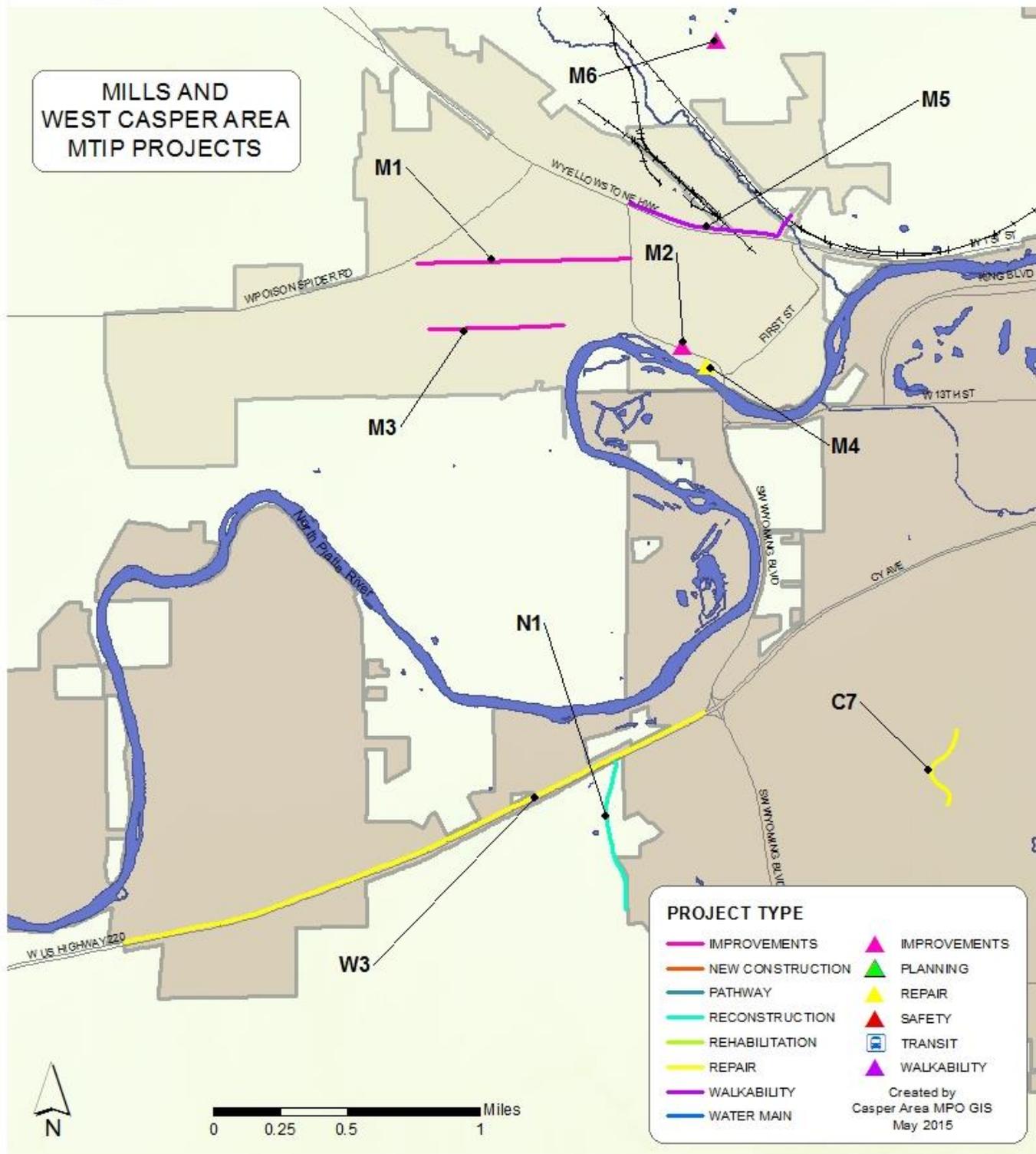
Agency	PIN
Mills Project #1	M1
Casper Project #13	C13
WYDOT Project #10	W10
Transit Project #7	T7

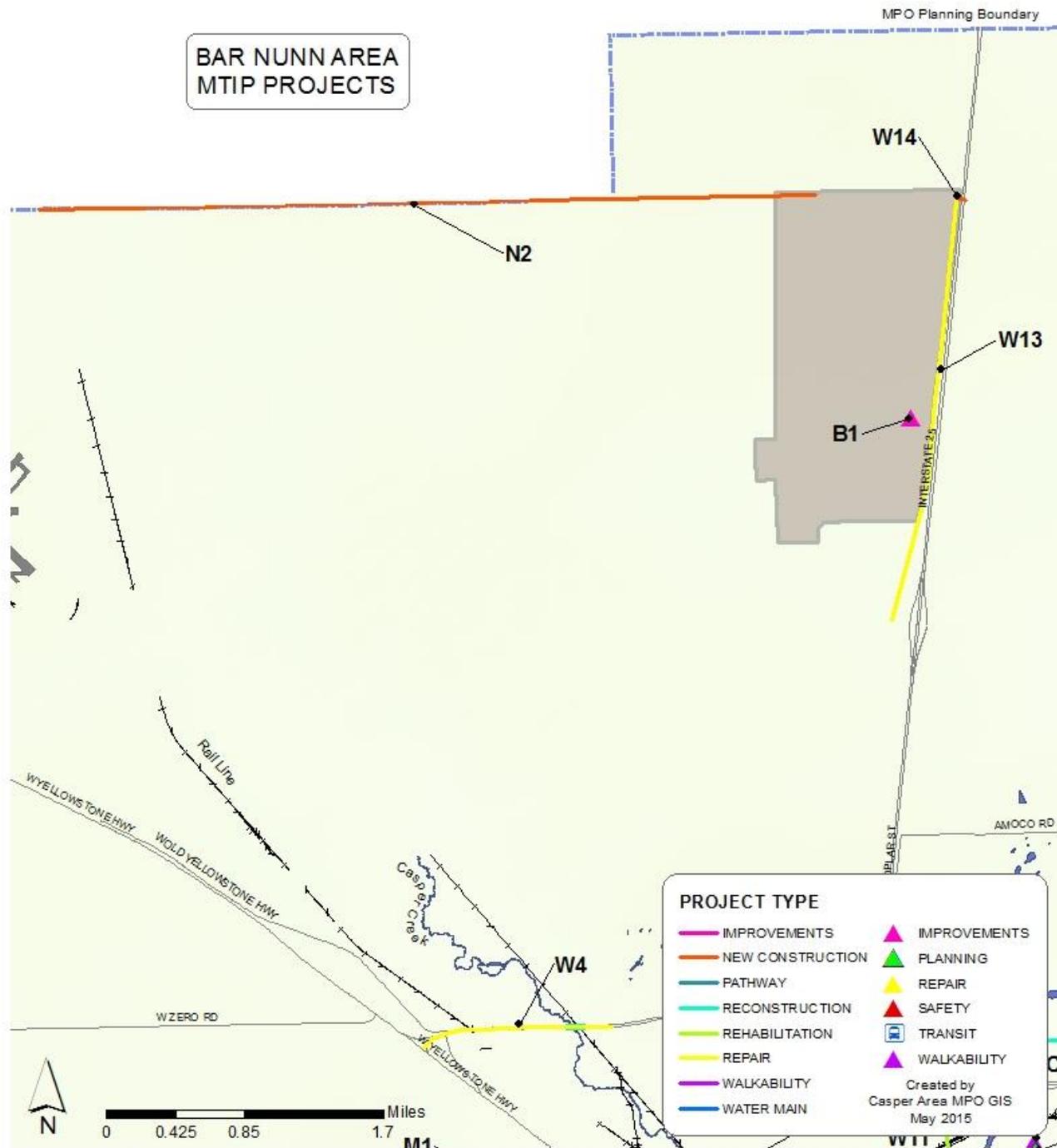
Simply find the PIN number on the map and then refer to the following pages to obtain additional details of the project.

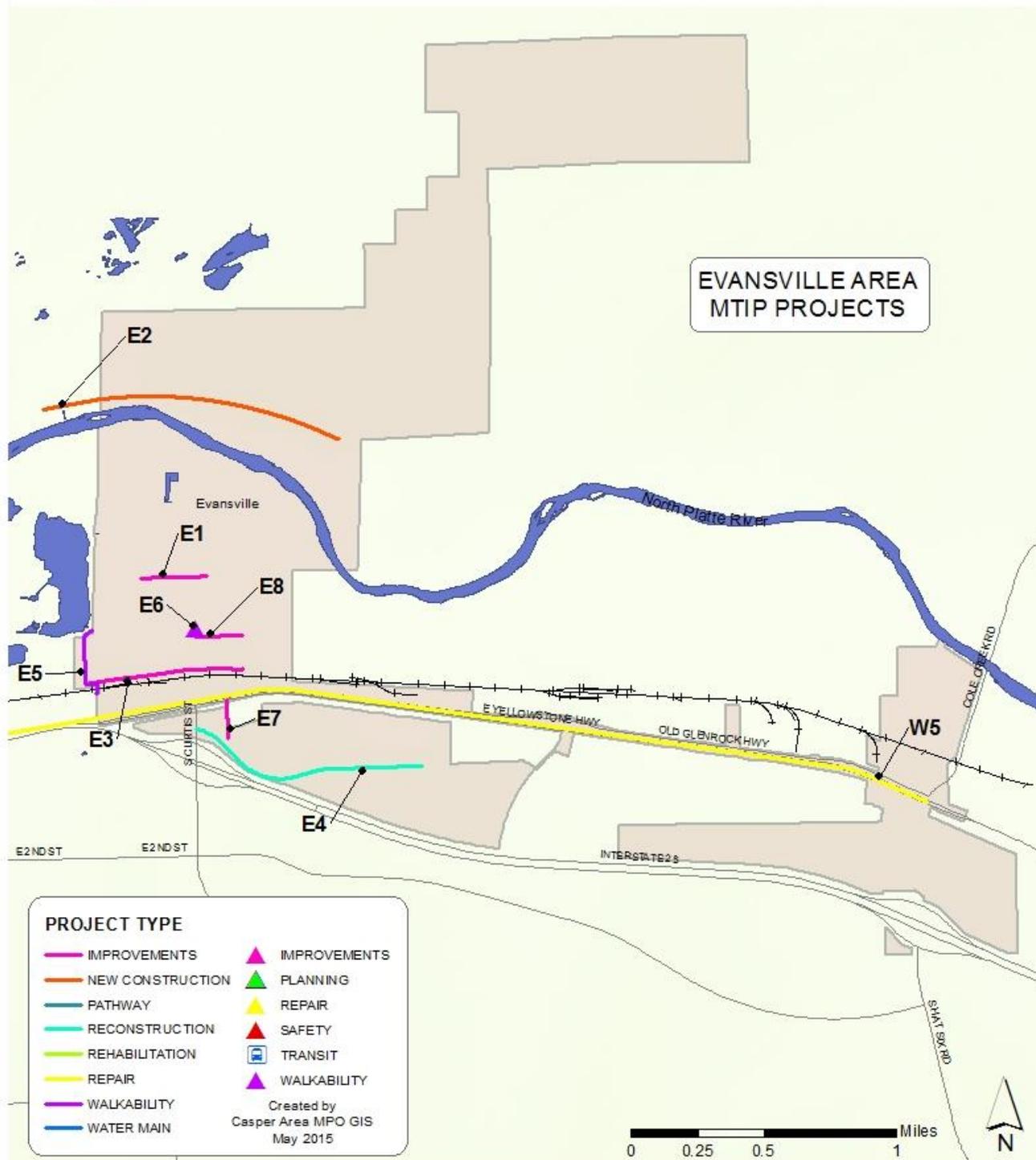




**MILLS AND WEST CASPER AREA
MTIP PROJECTS**







HIGHWAY AND TRANSPORTATION ALTERNATIVE PROGRAM

- Natrona County
- City of Casper
- Bar Nunn
- Mills
- Evansville
- Wyoming Department of Transportation District 2

NATRONA COUNTY

The projects listed in this section refer to transportation projects that occur in the unincorporated and urbanized area of Natrona County. They are not aggregate totals for all of Natrona County. Definitions for abbreviations can be found in Appendix B.

Agency Totals:

Program/Funding Source	2016	2017	2018	2019	TOTAL
Local Funds				\$3,000,000	\$3,000,000
Optional 1% Sales Tax					
Mineral Royalty/County Consensus					
Industrial Road Program				\$2,000,000	\$2,000,000
WBC					
FTA Section 5307					
FTA Section 5310					
FTA Section 5339					
CPG					
TAP					
HSIP					
NHPP					
NHPPI					
SCP					
STP					
STP-U					
TIGER				\$20,000,000	\$20,000,000
TOTAL					\$25,000,000

Project Identification Number	Status	Phase	Project Year									
			PIN	Description	2016		2017		2018		2019	
					Cost	Source	Cost	Source	Cost	Source	Cost	Source
N1	Wolf Creek Road Reconstruction											
Reconstruction												
		Total:	\$0		\$0		\$0		\$0		\$0	
N2	Westwinds Road Extension to Six Mile Road	Construction								\$20,000,000	TIGER	
										\$3,000,000	Local	
New Construction										\$2,000,000	IRP	
		Total:	\$0		\$0		\$0		\$0		\$25,000,000	
		Total:	\$0		\$0		\$0		\$0		\$0	
		Total:	\$0		\$0		\$0		\$0		\$0	
Page Yearly Totals:			<u>2016</u>		<u>2017</u>		<u>2018</u>		<u>2019</u>		<u>Total</u>	
			\$0		\$0		\$0		\$25,000,000		\$25,000,000	
Page Source Totals:		<u>CPG</u>	<u>TIGER</u>	<u>IRP</u>	<u>Local</u>	<u>STP</u>	<u>WBC</u>	<u>5307</u>	<u>Other</u>		<u>Total</u>	
		\$0	\$20,000,000	\$2,000,000	\$3,000,000	\$0	\$0	\$0	\$0		\$25,000,000	

CITY OF CASPER

Definitions for abbreviations can be found in Appendix B.

Agency Totals:

Program/Funding Source	2016	2017	2018	2019	TOTAL
Local Funds	\$318,283	\$3,068,966	\$1,069,655	\$70,352	\$4,527,256
Optional 1% Sales Tax	\$2,898,300	\$3,491,750	\$3,300,000	\$3,300,000	\$12,990,050
Mineral Royalty/County Consensus					
Industrial Road Program					
WBC					
FTA Section 5307					
FTA Section 5310					
FTA Section 5339					
CPG	\$649,728	\$656,225	\$662,788	\$669,416	\$2,638,157
TAP	\$358,000	\$608,000	\$250,000	\$250,000	\$1,466,000
HSIP					
NHPP					
NHPPI					
SCP					
STP					
STP-U					
TIGER	\$12,845,000				\$12,845,000
TOTAL					\$34,466,463

Project Identification Number	Status	Project Year										
		PIN	Description	Phase	2016		2017		2018		2019	
					Cost	Source	Cost	Source	Cost	Source	Cost	Source
C1	Design and reconstruction of Midwest Avenue		Design	\$250,000	Local							
		Construction	\$12,845,000	TIGER								
Reconstruction												
		Total:	\$13,095,000			\$0			\$0		\$0	
C2	15th Street improvements from Wolcott to Poplar and Elm Street from 15th to CY		Construction	\$2,406,550	One Cent							
Reconstruction												
		Total:	\$2,406,550			\$0			\$0		\$0	
C3	Sunrise Trail System enhancements at Yesness Park and Veterans' Park		Construction	\$190,000	One Cent							
Walkability												
		Total:	\$190,000			\$0			\$0		\$0	
C4	Multi-use pathway from Casper College to Rotary Park		Construction	\$110,000	One Cent							
		Platte River Trails	\$191,750	One Cent								
Pathway			\$358,000	TAP								
		Total:	\$659,750			\$0			\$0		\$0	
Page Yearly Totals:			2016	2017	2018	2019	Total					
			\$16,351,300	\$0	\$0	\$0	\$16,351,300					
Page Source Totals:			<u>CPG</u>	<u>One Cent</u>	<u>Consensus</u>	<u>Local</u>	<u>STP</u>	<u>WBC</u>	<u>530Z</u>	<u>Other</u>	<u>Total</u>	
			\$0	\$2,898,300	\$0	\$250,000	\$0	\$0	\$0	\$13,203,000	\$16,351,300	

Project Identification Number	Status	Project Year										
		PIN	Description	Phase	2016		2017		2018		2019	
					Cost	Source	Cost	Source	Cost	Source	Cost	Source
C5	General walkability enhancements (filling sidewalk gaps, constructing ADA-compliant wheelchair ramps, etc).	Walkability	Construction			\$250,000	TAP	\$300,000	One Cent	\$300,000	One Cent	
						\$62,500	One Cent	\$250,000	TAP	\$250,000	TAP	
			Total:	\$0		\$312,500		\$550,000		\$550,000		
C6	Water line improvements on 21st Street and associated repairs to street section	Water Main				\$3,000,000	Local					
			Total:	\$0		\$3,000,000		\$0		\$0		
C7	Repair Ridgecrest Drive from Volcaro Road to Mariposa Blvd	Repair				\$3,000,000	One Cent					
			Total:	\$0		\$3,000,000		\$0		\$0		
C8	Multi-use pathway from Casper College to Rotary Park	Pathway	Construction			\$237,500	One Cent					
			Platte River Trails			\$191,750	One Cent					
						\$358,000	TAP					
			Total:	\$0		\$787,250		\$0		\$0		
Page Yearly Totals:					<u>2016</u>	<u>2017</u>	<u>2018</u>	<u>2019</u>	<u>Total</u>			
					\$0	\$7,099,750	\$550,000	\$550,000	\$8,199,750			
Page Source Totals:			<u>CPG</u>	<u>One Cent</u>	<u>Consensus</u>	<u>Local</u>	<u>STP</u>	<u>WBC</u>	<u>5307</u>	<u>Other</u>	<u>Total</u>	
			\$0	\$4,091,750	\$0	\$3,000,000	\$0	\$0	\$0	\$1,108,000	\$8,199,750	

Project Identification Number	Status	Project Year										
		PIN	Description	Phase	2016		2017		2018		2019	
					Cost	Source	Cost	Source	Cost	Source	Cost	Source
C9	K Street Reconstruction from Center Street to Melrose Street	Construction					\$3,000,000	One Cent				
		Reconstruction										
		Total:	\$0		\$0		\$3,000,000		\$0			
C10	Walsh Street Improvements from 8th Street to 12th Street						\$1,000,000	Local				
		Repair										
		Total:	\$0		\$0		\$1,000,000		\$0			
C12	Arterial and Collector Improvements								\$2,800,000	One Cent		
		Improvement										
		Total:	\$0		\$0		\$0		\$2,800,000			
C13	Beverly Street and 2nd Street Improvements	Construction							\$200,000	One Cent		
		Improvement										
		Total:	\$0		\$0		\$0		\$200,000			
Page Yearly Totals:			<u>2016</u>		<u>2017</u>		<u>2018</u>		<u>2019</u>	<u>Total</u>		
			\$0		\$0		\$4,000,000		\$3,000,000	\$7,000,000		
Page Source Totals:		<u>CPG</u>	<u>One Cent</u>	<u>Consensus</u>	<u>Local</u>	<u>STP</u>	<u>WBC</u>	<u>5307</u>	<u>Other</u>	<u>Total</u>		
		\$0	\$6,000,000	\$0	\$1,000,000	\$0	\$0	\$0	\$0	\$7,000,000		

Project Identification Number	Status	Project Year								
		PIN	Description	Phase	2016		2017		2018	
Cost	Source				Cost	Source	Cost	Source	Cost	Source
C14	Use of Federal PL and 5303 funds to conduct transportation planning activities in the Casper Metropolitan Area	Planning	\$649,728	Federal	\$656,225	Federal	\$662,788	Federal	\$669,416	Federal
		Planning	\$68,283	Local	\$68,966	Local	\$69,655	Local	\$70,352	Local
		Planning								
		Total:	\$718,011		\$725,191		\$732,443		\$739,767	
		Total:	\$0		\$0		\$0		\$0	
		Total:	\$0		\$0		\$0		\$0	
		Total:	\$0		\$0		\$0		\$0	
Page Yearly Totals:			<u>2016</u> \$718,011		<u>2017</u> \$725,191		<u>2018</u> \$732,443		<u>2019</u> \$739,767	<u>Total</u> \$2,915,413
Page Source Totals:		<u>CPG</u>	<u>One Cent</u>	<u>Consensus</u>	<u>Local</u>	<u>STP</u>	<u>WBC</u>	<u>5307</u>	<u>Other</u>	<u>Total</u>
		\$2,915,413	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,915,413

TOWN OF BAR NUNN

Definitions for abbreviations can be found in Appendix B.

Agency Totals:

Program/Funding Source	2016	2017	2018	2019	TOTAL
Local Funds	\$40,000	\$40,000	\$40,000	\$40,000	\$160,000
Optional 1% Sales Tax					
Mineral Royalty/County Consensus					
Industrial Road Program	\$550,000				\$550,000
WBC					
FTA Section 5307					
FTA Section 5310					
FTA Section 5339					
CPG					
TAP					
HSIP					
NHPP					
NHPPI					
SCP					
STP					
STP-U					
TIGER					
TOTAL					\$710,000

Project Identification Number	Status	Project Year									
		PIN	Description	Phase	2016		2017		2018		2019
Cost	Source				Cost	Source	Cost	Source	Cost	Source	
B1	Street improvements at various locations in the town	Improvements	Construction	\$40,000	Local	\$40,000	Local	\$40,000	Local	\$40,000	Local
		Total:			\$40,000		\$40,000		\$40,000		\$40,000
B2	Infrastructure improvements necessary for new Town Hall	Infrastructure		\$550,000	WBC						
		Total:			\$550,000		\$0		\$0		\$0
			Total:		\$0		\$0		\$0		\$0
			Total:		\$0		\$0		\$0		\$0
Page Yearly Totals:				<u>2016</u>		<u>2017</u>		<u>2018</u>		<u>2019</u>	<u>Total</u>
				\$590,000		\$40,000		\$40,000		\$40,000	\$710,000
Page Source Totals:			<u>CPG</u>	<u>One Cent</u>	<u>Consensus</u>	<u>Local</u>	<u>STP</u>	<u>WBC</u>	<u>5307</u>	<u>Other</u>	<u>Total</u>
			\$0	\$0	\$0	\$160,000	\$0	\$550,000	\$0	\$0	\$710,000

TOWN OF MILLS

Definitions for abbreviations can be found in Appendix B.

Agency Totals:

Program/Funding Source	2016	2017	2018	2019	TOTAL
Local Funds					
Optional 1% Sales Tax	\$250,000	\$85,000	\$160,000	\$100,000	\$595,000
Mineral Royalty/County Consensus	\$216,000				\$216,000
Industrial Road Program					
WBC		\$1,000,000	\$50,000		\$1,050,000
FTA Section 5307					
FTA Section 5310					
FTA Section 5339					
CPG					
TAP			\$600,000	\$400,000	\$1,000,000
HSIP					
NHPP					
NHPPI					
SCP					
STP					
STP-U					
TIGER					
TOTAL					\$2,861,000

Project Identification Number	Status	Project Year										
		PIN	Description	Phase	2016		2017		2018		2019	
					Cost	Source	Cost	Source	Cost	Source	Cost	Source
M1	Pendell Blvd Phase 2: Rotomill and Overlay	Construction	\$216,000	Consensus								
Improvement												
		Total:	\$216,000		\$0		\$0		\$0			
M2	General Street Improvements	Construction	\$50,000	One Cent	\$50,000	One Cent						
Improvement												
		Total:	\$50,000		\$50,000		\$0		\$0			
M3	Pontiac Street Rotomill And Overlay	Planning										
		Design										
		Engineering										
Improvement		Construction	\$200,000	One Cent								
		Total:	\$200,000		\$0		\$0		\$0			
M4	Lower Mills Street Repairs Sidewalks at various locations	Planning										
		Design										
		Engineering			\$35,000	One Cent						
Walkability		Construction			\$1,000,000	WBC						
		Total:	\$0		\$1,035,000		\$0		\$0			
Page Yearly Totals:			<u>2016</u>		<u>2017</u>		<u>2018</u>		<u>2019</u>	<u>Total</u>		
			\$466,000		\$1,085,000		\$0		\$0	\$1,551,000		
Page Source Totals:			<u>CPG</u>	<u>One Cent</u>	<u>Consensus</u>	<u>One-Time</u>	<u>STP</u>	<u>WBC</u>	<u>5307</u>	<u>Other</u>	<u>Total</u>	
			\$0	\$335,000	\$216,000	\$0	\$0	\$1,000,000	\$0	\$0	\$1,551,000	

Project Identification Number	Status	Project Year										
		PIN	Description	Phase	2016		2017		2018		2019	
					Cost	Source	Cost	Source	Cost	Source	Cost	Source
M5	<i>Mills Main Street/WyoBlvd. Crash Site Pathway from Salt Creek Highway to possible ball fields adjacent to Progress Circle</i>	Pathways	Planning					\$10,000	One Cent			
			Design					\$50,000	WBC			
			Engineering									
			Construction					\$750,000	TAP/1%			
			Total:	\$0		\$0		\$810,000			\$0	
M6	<i>Prep For Railway Improvements on west ends of Burd Rd. Midway Road & MJB Rd</i>	Improvement	Planning									
			Design									
			Engineering									
			Construction							\$500,000	TAP/1%	
			Total:	\$0		\$0		\$0			\$500,000	
			Planning									
			Design									
			Engineering									
			Construction									
			Total:	\$0		\$0		\$0			\$0	
			Planning									
			Design									
			Engineering									
			Construction									
			Total:	\$0		\$0		\$0			\$0	
Page Yearly Totals:			<u>2016</u>		<u>2017</u>		<u>2018</u>		<u>2019</u>		<u>Total</u>	
			\$0		\$0		\$810,000		\$500,000	\$1,310,000		
Page Source Totals:			<u>CPG</u>	<u>One Cent</u>	<u>Consensus</u>	<u>One-Time</u>	<u>STP</u>	<u>WBC</u>	<u>5307</u>	<u>Other</u>	<u>Total</u>	
			\$0	\$10,000	\$0	\$0	\$0	\$50,000	\$0	\$1,250,000	\$1,310,000	

TOWN OF EVANSVILLE

Definitions for abbreviations can be found in Appendix B.

Agency Totals:

Program/Funding Source	2016	2017	2018	2019	TOTAL
Local Funds	\$1,050,000	\$259,602	\$146,000	\$149,000	\$1,604,602
Optional 1% Sales Tax					
Mineral Royalty/County Consensus					
Industrial Road Program					
WBC	\$150,000	\$1,610,562	\$330,000	\$451,000	\$2,541,562
FTA Section 5307					
FTA Section 5310					
FTA Section 5339					
CPG					
TAP			\$144,000		\$144,000
HSIP					
NHPP					
NHPPI					
SCP					
STP					
STP-U					
TIGER					
State of Wyoming	\$1,000,000				\$1,000,000
TOTAL					\$5,290,164

Project Identification Number	Status	Project Year										
		PIN	Description	Phase	2016		2017		2018		2019	
					Cost	Source	Cost	Source	Cost	Source	Cost	Source
E1	5th Street Repaving Improvement	Construction	\$150,000	WBC								
		Construction	\$50,000	Local								
		Total:		\$200,000			\$0			\$0		\$0
E2	Extension of Metro Road to Cemetery Road New Construction	Construction			\$1,000,000	State of WY						
		Construction			\$1,000,000	Local						
		Total:		\$0		\$2,000,000			\$0		\$0	
E3	Iron Street Repaving Improvements	Construction			\$585,000	WBC						
		Construction			\$195,000	Local						
		Total:		\$0		\$780,000			\$0		\$0	
E4	Reconstruct Lathrop Road from the east entrance of Aspen Mobile Home Park to Wyoming Blvd Reconstruction	Engineering			\$64,602	Local						
		Construction			\$1,025,562	WBC						
		Total:		\$0		\$1,090,164			\$0		\$0	
Page Yearly Totals:			<u>2016</u>		<u>2017</u>		<u>2018</u>		<u>2019</u>	<u>Total</u>		
			\$200,000		\$3,870,164		\$0		\$0	\$4,070,164		
Page Source Totals:		<u>CPG</u>	<u>One Cent</u>	<u>Consensus</u>	<u>Local</u>	<u>STP</u>	<u>WBC</u>	<u>FTA</u>	<u>Other</u>	<u>Total</u>		
			\$0		\$1,309,602		\$1,760,562		\$1,000,000	\$4,070,164		

Project Identification Number	Status	Phase	Project Year									
			PIN	Description	2016		2017		2018		2019	
					Cost	Source	Cost	Source	Cost	Source	Cost	Source
E5	Sidewalk improvement on Western to 20/26	Construction					\$144,000	TAP				
		Construction					\$36,000	Local				
Walkability												
		Total:		\$0		\$0		\$180,000		\$0		
E6	Sidewalk installation, various locations	Construction					\$330,000	WBC				
		Construction					\$110,000	Local				
Walkability												
		Total:		\$0		\$0		\$440,000		\$0		
E7	Texas Street Extension from Miracle Drive to 20/26	Construction							\$263,000	WBC		
		Construction							\$87,000	Local		
Improvements												
		Total:		\$0		\$0		\$0		\$350,000		
E8	2nd Street Reconstruction from Curtis to Williams	Construction							\$188,000	WBC		
		Construction							\$62,000	Local		
Improvements												
		Total:		\$0		\$0		\$0		\$250,000		
Page Yearly Totals:			<u>2016</u>		<u>2017</u>		<u>2018</u>		<u>2019</u>		<u>Total</u>	
			\$0		\$0		\$620,000		\$600,000		\$1,220,000	
Page Source Totals:		<u>CPG</u>	<u>One Cent</u>	<u>Consensus</u>	<u>Local</u>	<u>STP</u>	<u>WBC</u>	<u>FTA</u>	<u>Other</u>	<u>Total</u>		
					\$295,000		\$781,000		\$144,000	\$1,220,000		

WYOMING DEPARTMENT OF TRANSPORTATION DISTRICT 2

Definitions for abbreviations can be found in Appendix B.

Agency Totals:

Program/Funding Source	2016	2017	2018	2019	TOTAL
Local Funds					
Optional 1% Sales Tax					
Mineral Royalty/County Consensus					
Industrial Road Program					
WBC					
FTA Section 5307					
FTA Section 5310					
FTA Section 5339					
CPG					
TAP					
HSIP		\$910,000	\$2,183,910		\$3,093,910
NHPP	\$7,258,152	\$2,194,959	\$3,525,229		\$12,978,340
NHPPI	\$100,000				\$100,000
RHC	\$696,000				\$696,000
SCP	\$1,500,000	\$8,126,416			\$9,626,416
SSP		\$280,000			\$280,000
STP		\$876,298	\$500,000		\$1,376,298
STP-U			\$5,500,000		\$5,500,000
TIGER					
ARSCT		\$110,000			\$110,000
TOTAL					\$33,760,964

Project Identification Number	Status	Project Year									
		Description	Phase	2016		2017		2018		2019	
				Cost	Source	Cost	Source	Cost	Source	Cost	Source
W1 B162012 Reconstruction	Structure rehab: Railroad bridges over 20-26 at Yellowstone and Casper Creek	Construction	\$1,500,000	SCP							
		Total:		\$1,500,000			\$0		\$0		\$0
W2	Bryan Stock Trail: On Ramp Removal of closed rampon SB I-25	Construction	\$100,000	NHPPI							
Repair											
		Total:		\$100,000			\$0		\$0		\$0
W3 N212110 Repair	Mill and Overlay on CY Avenue between Robertson Road and Wyoming Blvd	Construction			\$3,943,604	SCP					
		Total:		\$0		\$3,943,604			\$0		\$0
W4 N471002 Repair	Reconstruction of Shoshoni Bypass on the west spur; replace bridges near Wyoming Machinery	Construction	\$7,258,152	NHPP							
		Total:		\$7,258,152			\$0		\$0		\$0
Page Yearly Totals:			<u>2016</u> \$8,858,152		<u>2017</u> \$3,943,604		<u>2018</u> \$0		<u>2019</u> \$0	Total \$12,801,756	
Page Source Totals:		<u>NHPP</u> \$7,258,152	<u>SCP</u> \$5,443,604	<u>NHPPI</u> \$100,000	<u>HSIP</u>	<u>STP</u>	<u>ARSCT</u>	<u>Other</u>	Total \$12,801,756		

Project Identification Number	Status	Project Year										
		PIN	Description	Phase	2016		2017		2018		2019	
					Cost	Source	Cost	Source	Cost	Source	Cost	Source
W5	Repair Old Yellowstone Highway 4-lane section between the Yellowstone Bridge and Cole Creek Road	Construction			\$3,445,177	SCP						
505018												
Repair												
		Total:		\$0		\$3,445,177			\$0		\$0	
W6	Erosion repairs on WY 251 on Casper Mountain; sediment sump pump	Construction			\$876,298	STP						
1301019												
Repair												
		Total:		\$0		\$876,298			\$0		\$0	
W7	Variable Speed Limit signs on the Casper I-25 Marginal	Construction					\$503,910	HSIP				
I254157												
Safety												
		Total:		\$0		\$0		\$503,910			\$0	
W8	Mill and Overlay of Poplar Street between Collins Drive and King Blvd	Construction			\$737,635	SCP						
N212109												
Repair												
		Total:		\$0		\$737,635			\$0		\$0	
Page Yearly Totals:			<u>2016</u>		<u>2017</u>		<u>2018</u>		<u>2019</u>	<u>Total</u>		
			\$0		\$5,059,110		\$503,910		\$0	\$5,563,020		
Page Source Totals:		<u>NHPP</u>	<u>SCP</u>	<u>NHPPI</u>	<u>HSIP</u>	<u>STP</u>	<u>ARSCT</u>	<u>Other</u>	<u>Total</u>			
			\$4,182,812		\$503,910	\$876,298				\$5,563,020		

Project Identification Number	Status	Project Year										
		PIN	Description	Phase	2016		2017		2018		2019	
					Cost	Source	Cost	Source	Cost	Source	Cost	Source
W9	<i>Reconstruct intersection of Wyoming Blvd at 12th Street; City of Casper to install new water line concurrently</i>	Construction			\$2,194,959	NHPP						
W258025												
Repair												
		Total:		\$0		\$2,194,959			\$0		\$0	
W10	<i>Replace existing water mains at Wyoming Blvd and 12th Street.</i>	Construction			\$110,000	AR SCT						
W258A02												
Repair												
		Total:		\$0		\$110,000			\$0		\$0	
W11	<i>Major rehabilitation of BNSF bridge crossing on Poplar Street, to include the addition of 5 foot sidewalks on both sides of the road.</i>	Construction					\$3,525,229	NHPP				
N212118												
Rehabilitation												
		Total:		\$0		\$0		\$3,525,229			\$0	
W12	<i>Signal upgrades at WYDOT signals throughout the Casper area. Lights at 13th/WY Blvd, Collins and Poplar included.</i>	Construction			\$910,000	HSIP	\$1,680,000	HSIP				
B172032												
Safety												
N212120		Total:		\$0		\$910,000		\$1,680,000			\$0	
Page Yearly Totals:				<u>2016</u>	<u>2017</u>	<u>2018</u>	<u>2019</u>	<u>Total</u>				
				\$0	\$3,214,959	\$5,205,229	\$0	\$8,420,188				
Page Source Totals:		<u>NHPP</u>	<u>SCP</u>	<u>NHPP I</u>	<u>HSIP</u>	<u>STP</u>	<u>AR SCT</u>	<u>Other</u>	<u>Total</u>			
		\$5,720,188			\$2,590,000		\$110,000		\$8,420,188			

Project Identification Number	Status	Phase	Project Year								
			Description	2016		2017		2018		2019	
				Cost	Source	Cost	Source	Cost	Source	Cost	Source
W13 CMP-4123001 Repair	Realignment of Salt Creek Highway between Westwinds Road and McMurry Drive; overlay of Salt Creek Highway from Howard to McMurry Drive	Construction					\$500,000	STP			
		Total:		\$0		\$0		\$500,000		\$0	
W14 I254156 New Construction	Bar Nunn/Westwinds Road I-25 Interchange						\$8,031,046	STPU			
		Total:		\$0		\$0		\$8,031,046		\$0	
W15 Railroad	Various Railroad Projects: CD01073 (Mystery Bridge) 4127010 (Bryan Stock Trail) W254005 (Salt Creek Hwy) W254006 (Salt Creek Hwy)	Mystery Bridge	\$250,000	RHC-P							
		Bryan Stock Trl			\$120,000	RHC					
		Salt Creek Hwy	\$66,000	\$33k RHC \$33k other							
		Salt Creek Hwy	\$270,000	\$243k RHC \$27k other							
		Total:	\$586,000		\$120,000		\$0		\$0		
W16 B172026 Safety	Casper Traffic Signals: Communications upgrade to Casper area signals				\$280,000	SSP					
		Total:	\$0		\$280,000		\$0		\$0		
Page Yearly Totals:			<u>2016</u> \$586,000		<u>2017</u> \$400,000		<u>2018</u> \$8,531,046		<u>2019</u> \$0	Total \$9,517,046	
Page Source Totals:		<u>NHPP</u>	<u>SSP</u>	<u>NHPP1</u>	<u>HSIP</u>	<u>STP</u>	<u>ARSCT</u>	<u>RHC</u>		Total	
			\$280,000			\$8,531,046		\$706,000		\$9,517,046	

CASPER TRANSIT PROGRAMS

- Casper Area Transportation Coalition (CATC)

TRANSIT PROGRAM (CATC)

Definitions for abbreviations can be found in Appendix B.

Agency Totals:

Program/Funding Source	2016	2017	2018	2019	TOTAL
Local Funds	\$1,313,250	\$1,329,370	\$1,309,696	\$1,335,607	\$5,287,923
Optional 1% Sales Tax	\$200,000	\$200,000	\$200,000	\$200,000	\$800,000
Mineral Royalty/County Consensus Industrial Road Program					
WBC					
FTA Section 5307	\$1,591,000	\$1,703,420	\$1,601,873	\$1,642,879	\$6,539,172
FTA Section 5310	\$119,000	\$42,500		\$72,250	\$233,750
FTA Section 5339	\$539,750	\$268,000	\$247,000	\$156,000	\$1,210,750
CPG					
TAP					
HSIP					
NHPP					
NHPPI					
SCP					
STP					
STP-U					
TIGER					
WYDOT Local Government Coordination Office	\$379,000	\$384,000	\$388,000	\$393,000	\$1,544,000
TOTAL					\$15,615,595

Project Identification Number	Description	Fund Source	Project Year							
			2016		2017		2018		2019	
			Cost	Source	Cost	Source	Cost	Source	Cost	Source
T1	Purchase four 30 passenger replacement buses	Local	\$84,000	Casper						
		Federal	\$476,000	FTA 5339						
T2	Purchase one low floor paratransit bus	Local	\$21,000	Casper						
		Federal	\$119,000	FTA 5310						
T3	Purchase one paratransit bus	Local	\$11,250	Casper					\$12,750	Casper
		Federal	\$63,750	FTA 5339					\$72,250	FTA 5310
T4	Repave the parking lot	Local			\$25,000	Casper				
		Federal			\$100,000	FTA 5339				
T5	Security Upgrades: 7 sets onboard cameras; 7 radios	Local	\$10,000	Casper						
		Federal	\$40,000	FTA 5307						
T6	Operations Preventive Maintenance (80/20)	Local	\$42,000	Casper	\$44,000	Casper	\$46,000	Casper	\$47,380	Casper
		Federal	\$168,000	FTA 5307	\$176,000	FTA 5307	\$184,000	FTA 5307	\$189,520	FTA 5307
T7	Operations (50/50)	Local	\$1,002,000	Casper	\$1,031,000	Casper	\$1,061,930	Casper	\$1,093,788	Casper
		Federal	\$1,002,000	FTA 5307	\$1,031,000	FTA 5307	\$1,061,930	FTA 5307	\$1,093,788	FTA 5307
T8	Operations (50/50 WYDOT)	Local	\$235,000	WYDOT	\$235,000	WYDOT	\$235,000	WYDOT	\$235,000	WYDOT
		Federal	\$235,000	FTA 5307	\$235,000	FTA 5307	\$235,000	FTA 5307	\$235,000	FTA 5307
T9	Replace plexiglas windows at Transit Plaza; add WYOCITY signs	Local	\$3,000	Casper						
		Federal	\$12,000	FTA 5307						
Page Yearly Totals:			<u>2016</u> \$3,524,000		<u>2017</u> \$2,877,000		<u>2018</u> \$2,823,860		<u>2019</u> \$2,979,476	\$12,204,336
Page Source Totals:		<u>Casper</u>	<u>Evansville</u>	<u>Mills</u>	<u>WYDOT</u>	<u>Other</u>	<u>5307</u>	<u>5310</u>	<u>5339</u>	<u>Total</u>
		\$4,535,098			\$940,000		\$5,898,238	\$191,250	\$639,750	\$12,204,336

Project Identification Number	Operating	Project Year										
		PIN	Description	Fund Source	2016		2017		2018		2019	
					Cost	Source	Cost	Source	Cost	Source	Cost	Source
T10	Purchase two paratransit buses	Local			\$30,000	Casper			\$24,000	Casper		
		Federal			\$120,000	FTA 5339			\$136,000	FTA 5339		
T11	Purchase and install two bus shelters	Local			\$5,000	Casper			\$5,000	Casper		
		Federal			\$20,000	FTA 5339			\$20,000	FTA 5339		
T12	Proximity Card Security System	Local			\$7,000	Casper						
		Federal			\$28,000	FTA 5339						
T16	Mobile Data Vehicle Locators; Automatic Fare Collectors	Local			\$36,000	Casper						
		Federal			\$144,000	FTA 5307						
T17	Purchase one small paratransit van (MV-1 type)	Local			\$7,500	Casper						
		Federal			\$42,500	FTA 5310						
T18	Purchase one 30 passenger fixed route bus	Local					\$21,000	Casper				
		Federal					\$119,000	FTA 5339				
T19	Mills & Evansville Operations	Local	\$111,000	Mills	\$114,000	Evansville	\$118,000	Mills	\$121,000	Evansville		
		Federal	\$144,000	WYDOT	\$149,000	WYDOT	\$153,000	WYDOT	\$158,000	WYDOT		
T20	Mills and Evansville: Two Replacement Vehicles	Local					\$32,000	Mills				
		Federal					\$128,000	FTA 5339				
T21	Paratransit Operations (80/20)	Local	\$29,000	Casper	\$29,870	Casper	\$30,766	Casper	\$31,689	Casper		
		Federal	\$114,000	FTA 5307	\$117,420	FTA 5307	\$120,943	FTA 5307	\$124,571	FTA 5307		
Page Yearly Totals:			<u>2016</u>		<u>2017</u>		<u>2018</u>		<u>2019</u>	<u>Total</u>		
			\$398,000		\$850,290		\$722,709		\$620,260	\$2,591,259		
Page Source Totals:		<u>Casper</u>	<u>Evansville</u>	<u>Mills</u>	<u>WYDOT</u>	<u>Other</u>	<u>5307</u>	<u>5310</u>	<u>5339</u>	<u>Total</u>		
		\$256,825	\$235,000	\$261,000	\$604,000		\$620,933	\$42,500	\$571,000	\$2,591,259		

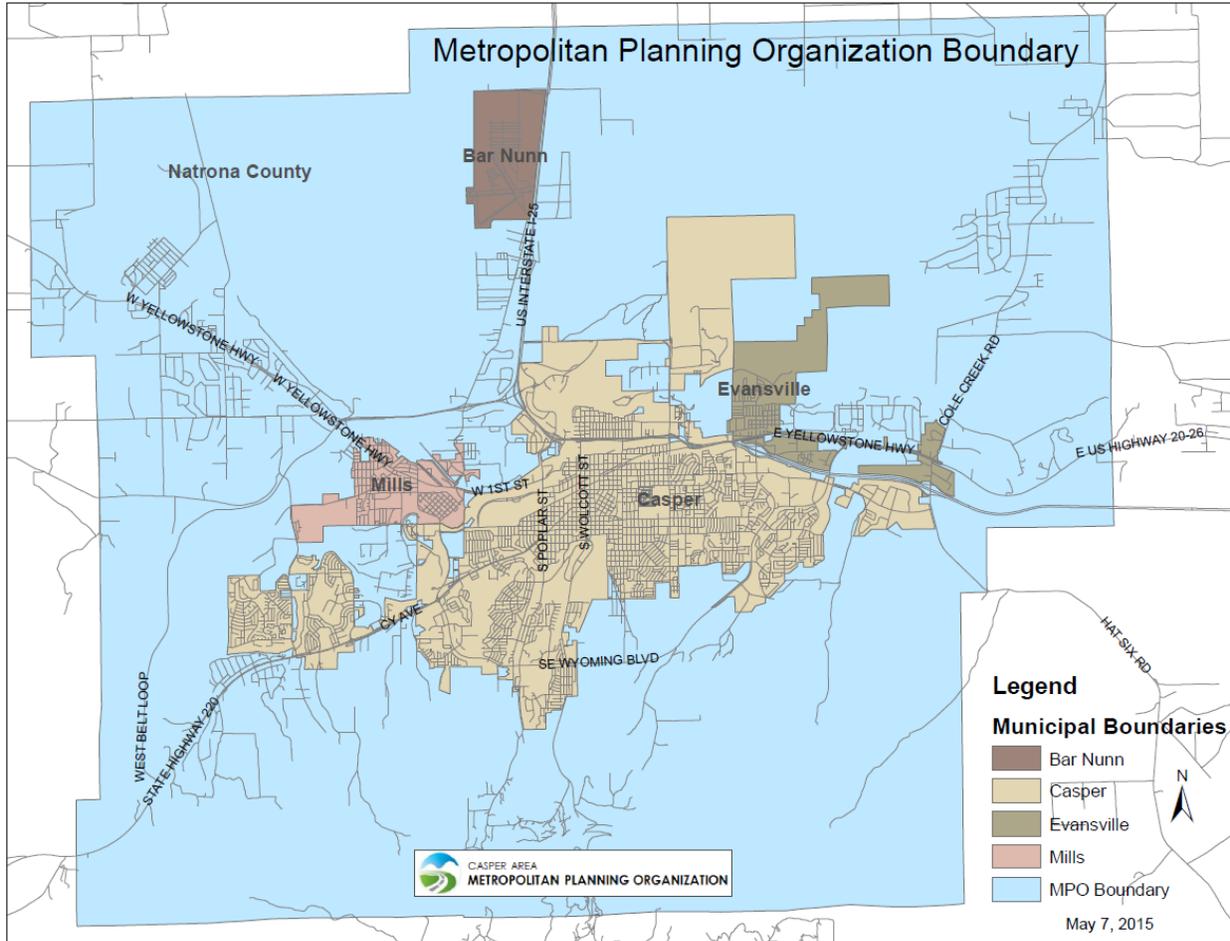
ALL PROGRAM SUMMARY

Definitions for abbreviations can be found in Appendix B.

Program/Funding Source	2016	2017	2018	2019	TOTAL
FTA Section 5307	\$1,591,000	\$1,703,420	\$1,601,873	\$1,642,879	\$6,539,172
FTA Section 5310	\$119,000	\$42,500	\$0	\$72,250	\$233,750
FTA Section 5339	\$539,750	\$268,000	\$247,000	\$156,000	\$1,210,750
CPG	\$649,728	\$656,225	\$662,788	\$669,416	\$2,638,157
TAP	\$358,000	\$608,000	\$994,000	\$650,000	\$2,610,000
HSIP	\$0	\$910,000	\$2,183,910	\$0	\$3,093,910
NHPP	\$7,258,152	\$2,194,959	\$3,525,229	\$0	\$12,978,340
NHPPI	\$100,000	\$0	\$0	\$0	\$100,000
RHC	\$696,000				\$696,000
SCP	\$1,500,000	\$8,126,416	\$0	\$0	\$9,626,416
SSP		\$280,000			\$280,000
STP	\$0	\$876,298	\$500,000	\$0	\$1,376,298
STP-U	\$0	\$0	\$5,500,000	\$0	\$5,500,000
TIGER	\$12,845,000	\$0	\$0	\$20,000,000	\$32,845,000
TOTAL	\$25,656,630	\$15,665,818	\$15,214,800	\$23,190,545	\$79,727,793

APPENDIX A

MPO BOUNDARY



APPENDIX B

LIST OF ABBREVIATIONS

AADT	Average Annual Daily Traffic
ARSCT	Authority for Rendering Service - Contract
BRDG	Highway Bridge Replacement and Rehabilitation
Consensus	County Consensus funds distributed by the State from mineral royalties
DEMO	Federal Demonstration Program
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FY	Fiscal Year
HSIP	Highway Safety Improvement Program
IM	Interstate Maintenance Program
IRP	Industrial Road Program
MAP-21	Moving Ahead for Progress in the 21 st Century
MPO	Metropolitan Planning Organization
NHPP	National Highway Performance Program
NHPPI	National Highway Performance Program - Interstate
NHS	National Highway System
RHC	Railroad-Highway Crossings
RHC-P	Railroad Highway Crossings Program
SAFETEA	Safe, Accountable, Flexible and Efficient Transportation Equity Act
SAFETEA-LU	Safe, Accountable, Flexible and Efficient Transportation Equity Act-A Legacy for Users
SCP	Safety Conscious Planning
SEC 5307	Federal Transit Section 5307 Formula Funds
SEC 5309	Federal Transit Section 5309 Discretionary Capital Program
SEC 5310	Federal Transit Section 5310 Not-for-Profit Transportation Van Fund

SEC 5339	Federal Transit Section 5339 Bus Purchase and Rehabilitation
STIP	State Transportation Improvement Program
STP	Surface Transportation Program
STPU	Surface Transportation Program Urban
TAP	Transportation Alternative Program
TEA21	Transportation Equity Act for the 21 st Century
TIGER	Transportation Investment Generating Economic Recovery
TIP	Transportation Improvement Program
UPWP	Unified Planning Work Program
USC	United States Code
VMT	Vehicle Miles of Travel
WBC	Wyoming Business Council
WYDOT	Wyoming Department of Transportation

OBLIGATION OF FEDERAL FUNDS

MAP-21, 23 U.S.C. 134(j)(7)(B), 23 U.S.C. 135(g)(4)(B), 49 U.S.C. 5303(j)(7)(B), and 49 U.S.C. 5304(g)(4)(B) require:

“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. The listing shall be consistent with the funding categories identified in each metropolitan transportation improvement program (TIP).”

The MPO produces a specific list of projects in the *Annual Listing of Federally Obligated Projects* by December 31 of each year.

SUMMARY OF FEDERAL FUNDS IN THE MTIP

Program/Funding Source	2016	2017	2018	2019	TOTAL
FTA Section 5307	\$1,591,000	\$1,723,420	\$1,601,873	\$1,642,879	\$6,559,172
FTA Section 5310	\$119,000	\$42,500	\$0	\$72,250	\$233,750
FTA Section 5339	\$539,750	\$140,000	\$247,000	\$156,000	\$1,082,750
CPG	\$649,728	\$656,225	\$662,788	\$669,416	\$2,638,157
TAP	\$358,000	\$608,000	\$994,000	\$650,000	\$2,610,000
HSIP	\$0	\$448,000	\$1,680,000	\$0	\$2,128,000
NHPP	\$7,258,152	\$2,339,838	\$4,000,000	\$0	\$13,597,990
NHPPI	\$100,000	\$0	\$0	\$0	\$100,000
SCP	\$4,406,489	\$2,887,016	\$0	\$0	\$7,293,505
STP	\$0	\$750,000	\$500,000	\$0	\$1,250,000
STP-U	\$0	\$0	\$5,500,000	\$0	\$5,500,000
RHC	\$98,000				\$98,000
RHC-P	\$450,000				\$450,000
TIGER	\$12,845,000	\$0	\$0	\$20,000,000	\$32,845,000
TOTAL	\$28,415,119	\$9,594,999	\$15,185,661	\$23,190,545	\$76,386,324

PRIORITY PROJECTS

Because of limited funds and high construction costs the MPO Technical Committee prioritizes construction projects to coordinate construction activities between municipalities. The Technical and Policy Committees have approved the following priority listing for the FY 2016-2019 TIP:

Project

- Westwinds Road Interchange (Bar Nunn). Approximately \$6.5 million.
- Metro Road Extension or Platte Park Bridge (Evansville). Approximately \$5 million.
- Westwinds Road Extension (Natrona County). Approximately \$25 million.
- Midwest Avenue Reconstruction (Casper). Approximately \$10 million.
- Pendell Blvd (Mills). Street Improvements. Approximately \$400,000.

PROGRAM CERTIFICATION

The Casper Area Transportation Planning Process (CATPP), designated by agreement as the Metropolitan Planning Organization (MPO) for Casper, certifies that the planning process is addressing the major issues facing the 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) Title VI of the Civil Rights Act of 1964, as amended (42 USC 2000d-1) and 49 CFR part 21;
- (3) 49 WSC 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex or age in employment or business opportunity;
- (4) Section 1101(b) of the Moving Ahead for Progress in the 21st Century regarding the involvement of Disadvantaged Business Enterprises in FHWA and FTA funded planning projects (MAP-21 Section 1101(b), 1109, 52004(4)(A); 23 USC 104(a), 140(b)-(c), 504(e), 49 CFR Section 26, Subtitle A);
- (5) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- (6) The provisions of the Americans with Disabilities Act of 1990 (Pub. L. 101-336, 104 Stat. 327, as amended) and U.S. Dot implementing regulation;
- (7) Older Americans Act, as amended (42 USC 6101);
- (8) Section 324 of CFR 23, regarding prohibition of discrimination based on gender;
- (9) Section 504 of the Rehabilitation Act of 1973 and 49 CFR part 27 regarding discrimination against individuals with disabilities.

Dated this _____ day of _____, 2016.

Gregg Frederick, P.E.
Chief Engineer
Wyoming Department of Transportation

Metropolitan Planning
Organization Policy
Board Chairperson