

**STATEWIDE
TRANSPORTATION IMPROVEMENT
PROGRAM
FY 2008-2011**



**BRYAN DISTRICT
AUGUST FY 2009
Quarterly Revisions**

8-01-2009



BRYAN / COLLEGE STATION METROPOLITAN PLANNING ORGANIZATION

July 31, 2009

Texas Department of Transportation
Attn: Lori Morel - TPP
125 E. 11th Street
Austin, Texas 78701

Dear Ms. Morel,

Per email conversations with you on June 2, 2009, it has been requested of us that we submit a letter indicating the various changes to our April revision of the FY 2008-2011 Transportation Improvement Program (TIP).

For the project SH 6 at Barron Road (CSJ 0050-02-082), \$8,796,460 in ARRA funds will be used. The letting date for this project was May 2009 and includes the construction of a new interchange.

For the project FM 60 from SH 6 to FM 158 (CSJ 0506-01-082), signed Resolution 2009-10 is attached and it allows for the removal of the project from the FY 2008-2011 TIP. The let date for this project was moved to FY 2013 and thus the project moves outside the scope of this document. Furthermore, because this project was removed from the FY 2008-2011 TIP, the financial summary has changed. The new financial summary is attached.

If you have any questions please let us know.

Thank you,

Linda LaSut
BCSMPO Director



**Bryan-College Station Metropolitan Planning Organization
Policy Committee**

RESOLUTION 2009-10

**A RESOLUTION TO WITHDRAW THE PROJECT AT FM 60, FROM SH 6
TO FM 158, FROM THE FY 2008-2011 TRANSPORTATION
IMPROVEMENT PROGRAM (TIP). CSJ # 0506-01-082**

WHEREAS, the Bryan-College Station Metropolitan Planning Organization's Policy Committee, (the Policy Committee) is the transportation planning decision-making body for the Bryan-College Station/Brazos County planning area, as designated by the Governor of Texas in accordance with federal law; and

WHEREAS, the Policy Committee is charged with the responsibility of preparing financially constrained plans for the efficient use of local, state, and federal funds in Brazos County through the implementation of the Transportation Improvement Program (TIP); and

WHEREAS, FM 60, from SH6 to FM 158, is in the 2005-2030 Metropolitan Transportation Plan (MTP) and the FY 2008-2011 Transportation Improvement Program (TIP); and

WHEREAS, the projects let date has changed and falls outside the scope of the document; and

WHEREAS, the Texas Department of Transportation (TxDOT) has requested that the FY 2008-2011 TIP be amended to remove this project; and

NOW THEREFORE, be it resolved by the Bryan-College Station Metropolitan Planning Organization Policy Committee;

1.

THAT, the amended FY 2008-2011 Transportation Improvement Program (TIP) is hereby approved.

2.

THAT, staff take administrative and procedural actions to forward the amended TIP to the Texas Department of Transportation.

3.

THAT, this resolution becomes effective immediately upon adoption.

DONE AND APPROVED, this 1st day of July, 2009



Mayor D. Mark Conlee, Chairman
Bryan-College Station MPO, Policy Committee

POLICY COMMITTEE VOTE:

Mayor D. Mark Conlee: for Chair
Mayor Ben White: for Vice-Chair
Judge Randy Sims : opponent Member
Mr. Charles Sippial, Sr.: absent Member
Mr. Bryan Wood: absent Member

MOVED BY: Mayor Ben White
SECONDED BY: Mayor D. Mark Conlee
ATTEST: Aaron Vukobratovic

Transportation Improvement Program Fiscal Years 2008-2011

Project: SH 6 at Barron Road
County: Brazos
Category of Funding: 3, 10

CSJ: 0050-02-082 and 0050-02-094
Letting Date: May 2009
Phase: Construction
YOE Cost: \$11,800,885

Description: Construct new interchange consisting of grading, structures, base and surface.

YOE COST:

Federal Funds:

(80%) 2 Earmarks: \$480,000 + \$1,923,540
 = \$2,403,540

Source: Congressional High Priority
 Projects (Cat. 10)

(100%) ARRA funds: \$6,241,771

Source: Economic Stimulus- MPO (Cat. 3)

(100%) ARRA funds: \$2,554,689

Source: Economic Stimulus- State (Cat. 3)

State Funds:

(20%) \$120,000 + \$480,885 = \$600,885

Source: Congressional High Priority
 Projects (Cat. 10)

Local Match: \$0

Source: n/a

Total: \$11,800,885



TOTAL PROJECT COST:

Phase	
PE	\$570,244
ROW	\$0
Construction Engineering	\$581,882
Construction Cost	\$11,800,885
Contingencies	\$814,635
Indirect Costs	\$566,753
Bond Financing	\$0
Other Field	\$0
Total Project Cost	\$14,772,037

**FY 2009 - 2011 Transportation Improvement Program
Highway Financial Summary - Year of Expenditure Costs
August 09 Quarterly Revision**

Funding by Category

Category	Description	FY 2008		FY 2009		FY 2010		FY 2011		Total FY 2008 - 2011	
		Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized
1	Preventive Maintenance and Rehabilitation	\$0		\$0		\$0		\$0		\$0	\$0
2	Metropolitan Area (TMA) Corridor Projects	\$0		\$0		\$0		\$0		\$0	\$0
3	Urban Area (Non- TMA) Corridor Projects	\$0		\$0		\$0		\$0		\$0	\$0
4	Statewide Connectivity Corridor Projects	\$553,369	\$553,369	\$0		\$21,590,402	\$21,590,402	\$0		\$22,143,771	\$22,143,771
5	Congestion Mitigation & Air Quality Improvement	\$0		\$0		\$0		\$0		\$0	\$0
6	Structure Replacement and Rehabilitation	\$0		\$0		\$0		\$0		\$0	\$0
7	Metro Mobility and Rehabilitation	\$0		\$0		\$0		\$0		\$0	\$0
8	Safety	\$0		\$0		\$0		\$0		\$0	\$0
9	Transportation Enhancements	\$0		\$279,110	\$279,110	\$0		\$0		\$279,110	\$279,110
10	Supplemental Transportation Projects	\$0		\$3,004,425	\$3,004,425	\$7,688,248	\$7,688,248	\$0		\$10,692,673	\$10,692,673
11	District Discretionary	\$18,223,387	\$18,223,387	\$0		\$0		\$6,551,290	\$6,551,290	\$24,774,677	\$24,774,677
12	Strategic Priority	\$0		\$0		\$0		\$0		\$0	\$0
ARRA FUNDS	American Recovery and Reinvestment Act	\$0		\$8,796,460	\$8,796,460	\$0		\$0		\$8,796,460	\$8,796,460
LC	Local Contributions	\$284,855	\$284,855	\$283,890	\$283,890	\$0		\$756,000	\$756,000	\$1,324,745	\$1,324,745
	Other R	\$0		\$0		\$0		\$0		\$0	\$0
	Total	\$19,061,611	\$19,061,611	\$12,363,885	\$12,363,885	\$29,278,650	\$29,278,650	\$7,307,290	\$7,307,290	\$68,011,436	\$68,011,436

Funding Participation Source

Source	FY 2008	FY 2009	FY 2010	FY 2011	Total
Federal	\$14,578,709	\$2,682,650	\$23,422,922	\$5,241,032	\$45,925,313
State	\$4,198,047	\$600,885	\$5,855,728	\$1,310,258	\$11,964,918
Local Contributions	\$284,855	\$283,890	\$0	\$756,000	\$1,324,745
Other R	\$0	\$0	\$0	\$0	\$0
ARRA FUNDING	\$0	\$8,796,460	\$0	\$0	\$8,796,460
Other (Insert Entity Name)	\$0	\$0	\$0	\$0	\$0
Other (Insert Entity Name)	\$0	\$0	\$0	\$0	\$0
Total	\$19,061,611	\$12,363,885	\$29,278,650	\$7,307,290	\$68,011,436

FY 2008- 2011 Transportation Improvement Program

for the Bryan/College Station Metropolitan Planning Organization



Participating Agencies:

Brazos County ★ City of Bryan ★ City of College Station ★ Texas A&M University
Texas Department of Transportation ★ The District

In Cooperation With

United States Department of Transportation ★ Federal Highway Administration ★ Federal
Transit Administration

Public Notice Date: April 2 , 2007
Approved by the Policy Committee: May 2, 2007
Amended by the Policy Committee: August 1, 2007, January 17, 2008, June 4, 2008,
March 4, 2009, July 1, 2009
Administrative Changes: June 6, 2008, March 26, 2009 (as per FHWA & TxDOT)

Table of Contents

Section	Page
Introduction	3
Resolution to make SAFETEA-LU Compliant.....	4
Minutes: SAFETEA-LU Compliant.....	6
SAFETEA-LU Checklist.....	8
Federally Funded Highway Projects	10
2008-2011 Map of TIP Highway Projects	18
Grouped TxDOT Projects	19
Federally Funded Transit Projects	20
Highway Financial Summaries	36
Transit Financial Summary	37
Appendix A: Highway Funding Categories & Transit Funding Categories	38
Appendix B: Federal Earmarks (for informational purposes only)	39
Appendix C: Brazos Transit District Policy Statements	40
Appendix D: MPO Self-Certification	42

Introduction

The FY 2008-2011 Transportation Improvement Program (TIP) is a cooperatively developed four-year program of transportation investments in public transit, highway, traffic management and other transportation related activities. It is formulated for the Bryan/College Station Metropolitan Planning Organization (BCSMPO) region which is comprised of the cities of Bryan and College Station and all of Brazos County.

The TIP is compiled every two years by the BCSMPO in its role as the metropolitan planning organization (MPO) for transportation planning for Brazos County. This document is prepared under the guidance of the BCSMPO Technical Advisory and Policy Committees. The TIP is the product of the collaborative efforts of local governments, local transportation agencies and the Texas Department of Transportation (TxDOT). The TIP is incorporated into a Statewide Transportation Improvement Program (STIP) with the approval of the Texas Transportation Commission (TTC), the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA).

The FY 2008-2011 TIP identifies priority roadway and transit projects scheduled for implementation between September 1, 2007 and August 31, 2011. All roadway and transit projects funded under Title 23 and Title 49 by the U.S. Department of Transportation are required to be listed in the TIP.

Public Involvement Procedures for the MPO have been adopted in accordance with required federal guidelines and have been used in the development of this TIP.

Projects were selected for inclusion into the TIP from projects already listed in the MPO's Metropolitan Transportation Plan (MTP). During the development of the long range plan, extensive public outreach led to the creation of new goals and project prioritization criteria. Based on the outcome of these scores, projects were placed in designations of "short range" or "long range" under the categories of "fiscally constrained" or "unfunded." The projects for this TIP were pulled from the fiscally constrained, short range list and left in the order as determined by the MPO Policy Committee. Sufficient prioritization has occurred to ensure that the projects presented here in the TIP reflect realistic goals for implementation for the time frame of FY 2008 through FY 2011. Furthermore, the projects selected were reviewed by the Technical Advisory Committee and approved unanimously by the Policy Committee.

Projects are selected for implementation from the approved TIP as follows: Any project listed in the first year of the approved Transportation Improvement Program shall be considered in the first priority and may be implemented as soon as plans are completed and funds are appropriated. Control Section Job (CSJ) numbers are assigned to each project that is implemented by TxDOT. The default TxDOT 4% inflation rate was used to estimate the total project costs and year of expenditure in the projections for future funding. The rate of growth for future income will remain consistent with the previous financial assumptions.

The Bryan-College Station metropolitan area is currently in an attainment area, therefore there are no air quality issues at this time.

Transit projects implemented in order to satisfy ADA requirements include an ADA eligibility plan that is current and implemented, accessible fixed route buses, and an operational Paratransit plan.

**Bryan-College Station Metropolitan Planning Organization
Policy Committee**

RESOLUTION 2008-03

**A RESOLUTION AMENDING THE FY 2008-2011 TRANSPORTATION
IMPROVEMENT PROGRAM (TIP) TO MAKE SAFETEA-LU COMPLIANT.**

WHEREAS, the Bryan-College Station Metropolitan Planning Organization's Policy Committee, (the Policy Committee) is the transportation planning decision-making body for the Bryan-College Station/Brazos County planning area, as designated by the Governor of Texas in accordance with federal law; and

WHEREAS, the Policy Committee is charged with the responsibility of preparing financially constrained plans for the efficient use of local, state, and federal funds in Brazos County through the implementation of the Transportation Improvement Program (TIP); and

WHEREAS, it has been requested by the Federal Highway Administration that the Bryan/ College Station MPO review the short range Transportation Improvement Program and make it SAFETEA-LU compliant; and

WHEREAS, MPO staff assigned total project cost to each project, as well as year of expenditure; and

WHEREAS, MPO staff initiated an update of the descriptions and let dates; and

WHEREAS, the MPO Technical Committee discussed the inclusion of these changes at a meeting on December 13, 2007 and recommends approval; and

NOW THEREFORE, be it resolved by the Bryan-College Station Metropolitan Planning Organization Policy Committee;

1.

THAT, the amended FY 2008-2011 Transportation Improvement Program (TIP) is hereby approved.

2.

THAT, the staff will take administrative and procedural actions to forward the amended TIP to the Texas Department of Transportation.

3.

THAT, this resolution becomes effective immediately upon adoption.

DONE AND APPROVED, this 17th day of January, 2008



Mayor Mark Conlee, Chairman
Bryan-College Station MPO, Policy Committee

POLICY COMMITTEE VOTE:

Mayor Mark Conlee: fu Chair

Mr. Charles Sippial: fu Member

Mayor Ben White: fu Member

Judge Randy Sims: fu Member

Mr. Bryan Wood: fu Member

MOVED BY: Mayor Ben White

SECONDED BY: Bryan Wood

ATTEST: Simon Kubicki

Bryan-College Station Metropolitan Planning Organization
MPO Policy Committee Meeting Minutes

Date: January 17, 2008

Time: 9:00 am

Place: Brazos Center

Certification of Quorum

Voting members representing the City of Bryan and College Station, the Texas Department of Transportation, Brazos County and Texas A&M University were in attendance. Mr. Sippial chaired the meeting. A list of persons in attendance is attached.

Public Comments

None heard.

Consideration and possible action to amend Metropolitan Transportation Plan to make SAFETEA-LU Compliant Res. 2008-02

Linda LaSut stated that the MPO is required to review and bring the MTP to SAFETEA-LU compliance.

She stated that the amendment includes updating CSJ's numbers, project descriptions, limits, and removing all projects that have already been let to construction or are already listed in the TIP's Grouped Attachment.

The Technical Advisory Committee approved this amendment at their December 13, 2007 meeting. The document has been open for a 7-day public comment period.

Mr. Sippial made a motion to approve resolution 2008-02.

Mayor Ben White seconded the motion and the voting members voted unanimously in favor of the motion.

Consideration and possible action to amend the Transportation Improvement Program to make SAFETEA-LU Compliant Res. 2008-03

Linda LaSut stated that the MPO is required to review and bring the TIP to SAFETEA-LU compliance.

She stated that the amendment includes assigning total project cost to each project, as well as year of expenditures.

The Technical Advisory Committee met on December 13, 2007 and recommends approval. The document has been open for a 7-day public comment period.

Mayor Ben White made a motion to approve resolution 2008-03.

Bryan Wood seconded the motion and the voting members voted unanimously in favor of the motion.

1 **Public Comments**

2 None heard.

3
4 **Adjourn**

5 9:30am.

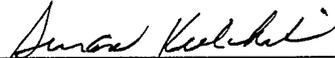
6 

7
8 Mayor Mark Conlee, Chairman
9 Bryan-College Station
10 Metropolitan Planning Organization, Chairperson

11 3/5/08

12
13 Date

14
15 **ATTEST:**

16 

17
18 Susan Kubichek - BCSMPO

19
20

SAFETEA-LU CHECKLIST FOR YEAR OF EXPENDITURE (YOE) AND TOTAL PROJECT COST FINANCIAL PLAN DATA FOR FEDERALLY FUNDED HIGHWAY PROJECTS

MPO Policy Board Adoption/ Resolution- documentation that the MPO Policy Committee has formally adopted a TIP and MTP, reflecting total project cost and Year of Expenditure (YOE) cost and revenue estimates consistent with FHWA/ FTA metropolitan planning regulations (23 CFR 450).

The Bryan/ College Station MPO Policy Committee approved Resolution 2008- 03 at their January 17, 2008 meeting amending the FY 2008-2011 TIP to make SAFETEA-LU compliant and the criteria has been listed on page 4 of this document.

MPO Public Participation- documentation of public and interagency resource agency involvement consistent with the MPO's adopted public participation plan procedures for TIP and MTP revisions.

The Bryan/ College Station MPO followed the adopted Public Participation Plan in reaching out to the public. Staff provided public notice on December 23, 2007 and on January 13, 2008 of the intent to revise the TIP and MTP to make SAFETEA-LU compliant. Opportunities were provided for public comment at a Special Session of the Policy Committee meeting on January 17, 2008.

State DOT Adoption- documentation of State DOT public participation and adoption action consistent with the most recently adopted State DOT public participation and approval procedures for STIP revisions per Texas Administrative Code under Title 43, Part 1, Chapter 15, Subchapter A, under Section 15.8.

The local TxDOT District has been an integral part of the discussions and actions to amend the TIP and MTP. The final local product will be transmitted to Austin for inclusion in the State TIP.

Documentation of the YOE and Total Project Cost Methodology- for both highway and transit elements utilized by the MPO and/or TxDOT including the calculation of the YOE and total project cost as part of the financial plan document for the relevant MPO TIP/STIP and MTP revision.

Year of Expenditure and Total Project Cost Methodology is based upon calculations derived from the Texas Department of Transportation's DCIS system for the highway elements of the document. The information derived from these calculations include: Construction, PE and ROW costs. Purchases, Planning, Operating, Engineering, Design, and Construction costs for the transit portion of the document were also included.

Documentation of the Rate of Inflation (ROI)- used for determining YOE and total project cost, including all phases (e.g. PE, ROW, CONSTRUCTION). We understand that TxDOT has assumed a 4.0% rate of inflation for construction costs within DCIS.

TxDOT has assumed a 4% rate of inflation for construction costs within the DCIS system. The Bryan/ College Station MPO will adopt this same inflation rate for use in all TIP and MTP revisions.

Documentation of the Rate of Growth (ROG)- for incoming Federal, State, and Local sources of revenue (including private sources) used to estimate total projected incoming revenues as part of the federal-aid highway and transit program.

The Bryan/ College Station MPO will assume a rate of growth which will remain consistent with the previous financial assumptions.

YOE Funding Estimate- include YOE cost estimates for each project or project phase included in the TIP/STIP and for each project included in the MTP.

The Bryan/ College Station MPO has included YOE cost estimates for each project located in this document. YOE cost estimates are based upon DCIS calculations.

Total Project Cost- for each highway or transit project included in the TIP/ STIP and MTP. Total project cost should reflect estimated cost of all project phases. It is understood that not all project phases may be implemented within the time-frame of the TIP/ STIP.

Total Project Cost for each highway and transit project is included in the TI and MTP. Construction, PE and ROW costs are all included. Total Project Cost is listed based on DCIS calculations.

Documentation of MPO and Transit Agency Coordination- provide adequate documentation of coordination and consultation with relevant regional transit authorities or operators with the applicable regional transit provider(s) as found necessary for FTA- funded transit projects and programs included within the TIP.

The Bryan/ College Station MPO works in coordination with The District on relevant planning issues. Documentation exists in the UPWP, MTP, TIP, and independent contracts, which cite the many interdependent consultations that exist with the local transit authority. The District sits on the Bryan/ College Station MPO's Technical Advisory Committee as a voting member and as a non-voting member on the MPO Policy Committee. The District has participated in and has reviewed the documents updated to be SAFETEA-LU compliant.

"This report was funded in part through grant[s] from the Federal Highway Administration [and Federal Transit Administration], U.S. Department of Transportation. The views and opinions of the authors [or agency] expressed herein do not necessarily state or reflect those of the U. S. Department of Transportation."

Federally Funded Highway Projects

FY 2008

Transportation Improvement Program Fiscal Years 2008-2011

Project: SH 21 from Democrat Road to the Navasota River
County: Brazos
Category of Funding: 4

CSJ: 0117-02-032
Letting Date: June 2008
Phase: Construction
YOE Cost: \$553,369

Description: Miscellaneous construction consisting of the preparation of right of way

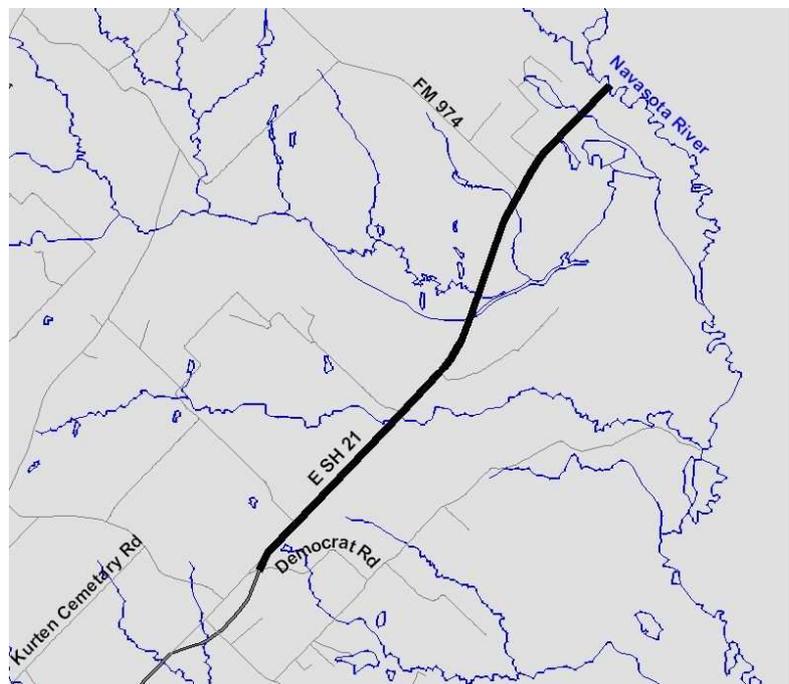
YOE COST:

Federal Funds: (0%) \$0
 Source: n/a

State Funds: (100%) \$553,369
 Source: 2007 Statewide Connectivity Program (Cat. 4)

Local Match: \$0
 Source: n/a

Total: \$553,369



TOTAL PROJECT COST:

Phase	
PE	\$27,115
ROW	\$0
Construction Engineering	\$49,803
Construction Cost	\$553,369
Contingencies	\$44,270
Indirect Costs	\$22,411
Bond Financing	\$0
Other Field	\$0
Total Project Cost	\$696,969

Transportation Improvement Program Fiscal Years 2008-2011

Project: FM 2154 from 0.36 mile north of FM 2818 to 0.6 mile south of SH 40
County: Brazos
Category of Funding: 11

CSJ: 0540-04-044
Letting Date: June 2008
Phase: Construction
YOE Cost: \$18,508,242

Description:

Widen a non-freeway facility consisting of grading, structures, base and surfacing.

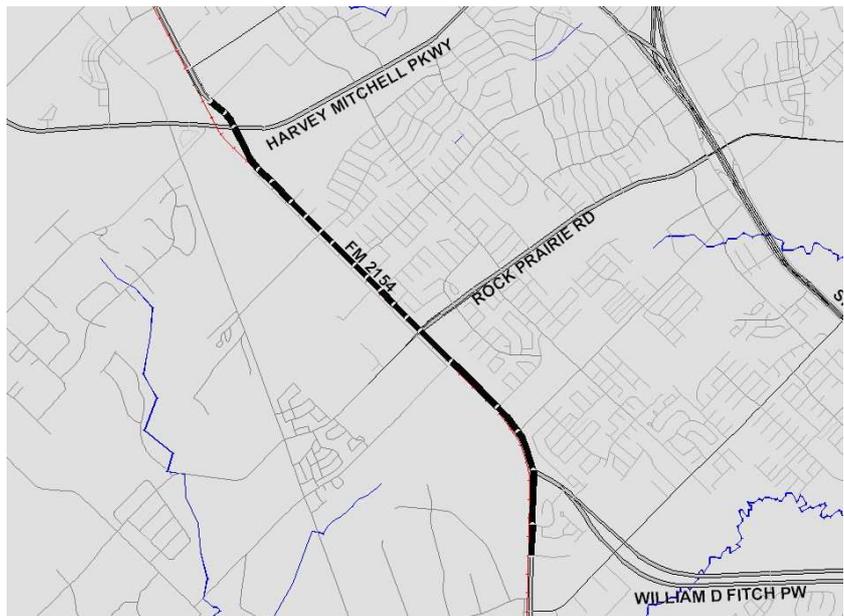
YOE COST:

Federal Funds: (80%) \$14,578,709
 Source: District Discretionary Programs (Cat. 11)

State Funds: (20%) \$3,644,678
 Source: District Discretionary Programs (Cat. 11)

Local Match: \$284,855
 Source: City of College Station
 (Local Contribution for illumination work)

Total: \$18,508,242



TOTAL PROJECT COST:

Phase	
PE	\$906,904
ROW	\$13,762,446
Construction Engineering	\$740,330
Construction Cost	\$18,508,242
Contingencies	\$1,110,495
Indirect Costs	\$749,584
Bond Financing	\$0
Other Field	\$0
Total Project Cost	\$35,778,000

FY 2009

Transportation Improvement Program Fiscal Years 2008-2011

Project: SH 6 at Barron Road
County: Brazos
Category of Funding: 3, 10

CSJ: 0050-02-082 and 0050-02-094
Letting Date: May 2009
Phase: Construction
YOE Cost: \$11,800,885

Description: Construct new interchange consisting of grading, structures, base and surface.

YOE COST:

Federal Funds:

(80%) 2 Earmarks: \$480,000 + \$1,923,540 = \$2,403,540
 Source: Congressional High Priority Projects (Cat. 10)

(100%) ARRA funds: \$6,241,771
 Source: Economic Stimulus- MPO (Cat. 3)

(100%) ARRA funds: \$2,554,689
 Source: Economic Stimulus- State (Cat. 3)

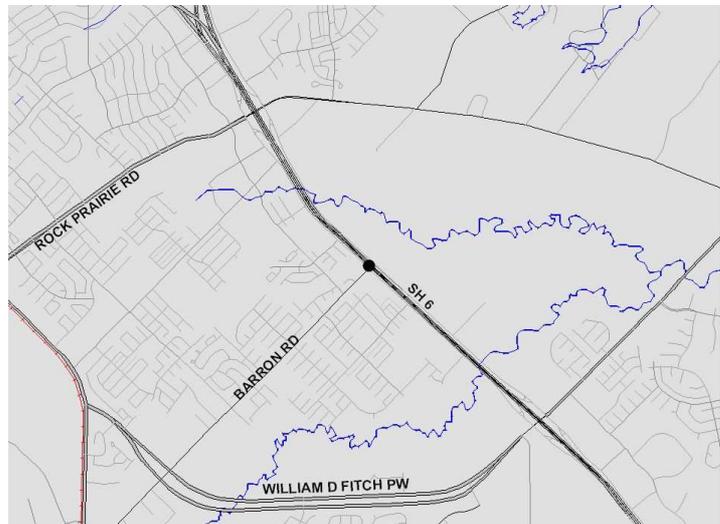
State Funds:

(20%) \$120,000 + \$480,885 = \$600,885
 Source: Congressional High Priority Projects (Cat. 10)

Local Match: \$0

Source: n/a

Total: \$11,800,885



TOTAL PROJECT COST:

Phase	
PE	\$570,244
ROW	\$0
Construction Engineering	\$581,882
Construction Cost	\$11,800,885
Contingencies	\$814,635
Indirect Costs	\$566,753
Bond Financing	\$0
Other Field	\$0
Total Project Cost	\$14,772,037

Transportation Improvement Program Fiscal Years 2008-2011

Project: College Station Bike Loop Phase III
County: Brazos
Category of Funding: 9

CSJ: 0917-29-108
Letting Date: August 2009
Phase: Construction
YOE Cost: \$563,000

Description: Miscellaneous work consisting of constructing facilities for bike lanes and paths in College Station.

YOE COST:

Federal Funds:

(80%) : \$279,110
 Source: Transportation Enhancements (Cat. 9)

State Funds:

Source: n/a

Local Match:

(20%) \$69,778
 (100%) \$214,112
 Source: City of College Station

Total: \$563,000

TOTAL PROJECT COST:

Phase	
PE	\$27,587
ROW	\$0
Construction Engineering	\$50,670
Construction Cost	\$563,000
Contingencies	\$45,040
Indirect Costs	\$27,418
Bond Financing	\$0
Other Field	\$0
Total Project Cost	\$713,715

FY 2010

Transportation Improvement Program Fiscal Years 2008-2011

Project: SH 21 from 1.0 mile west of Democrat Road to Democrat Road
County: Brazos
Category of Funding: 4

CSJ: 0117-01-039
Letting Date: June 2010
Phase: Construction
YOE Cost: \$741,680

Description: Widen a non-freeway facility consisting of grading, structures, base and surface.

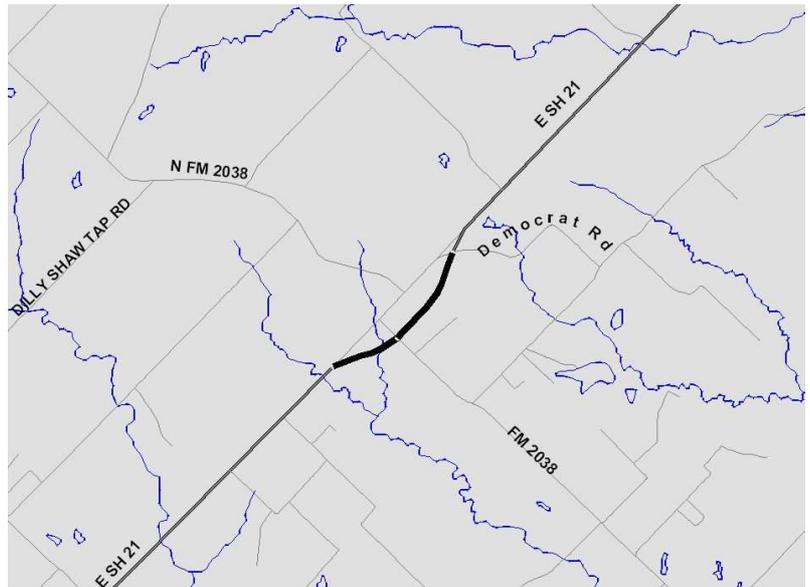
YOE COST:

Federal Funds: (80%) \$593,344
 Source: 2007 Statewide Connectivity Program (Cat. 4)

State Funds: (20%) \$148,336
 Source: 2007 Statewide Connectivity Program (Cat. 4)

Local Match: \$0
 Source: n/a

Total: \$741,680



TOTAL PROJECT COST:

Phase	
PE	\$36,342
ROW	\$0
Construction Engineering	\$29,667
Construction Cost	\$741,680
Contingencies	\$44,501
Indirect Costs	\$36,120
Bond Financing	\$0
Other Field	\$0
Total Project Cost	\$888,310

Transportation Improvement Program Fiscal Years 2008-2011

Project: SH 21 from Democrat Road to the Navasota River
County: Brazos
Category of Funding: 4, 10

CSJ: 0117-02-028
Letting Date: June 2010
Phase: Construction
YOE Cost: \$28,536,970

Description: Widen to a 4 lane divided highway.

YOE COST:

Federal Funds: (80%)

4 Earmarks: \$1,537,650 + \$1,537,650 + \$1,537,650 + \$1,537,650 = \$6,150,600

Source: Congressional High Priority Projects (Cat. 10)

(80%) \$16,678,978

Source: 2007 Statewide Connectivity Program (Cat. 4)

State Funds:

(20%) \$384,412 + \$384,412 + \$384,412 + \$384,412 = \$1,537,648

Source: Congressional High Priority Projects (Cat. 10)

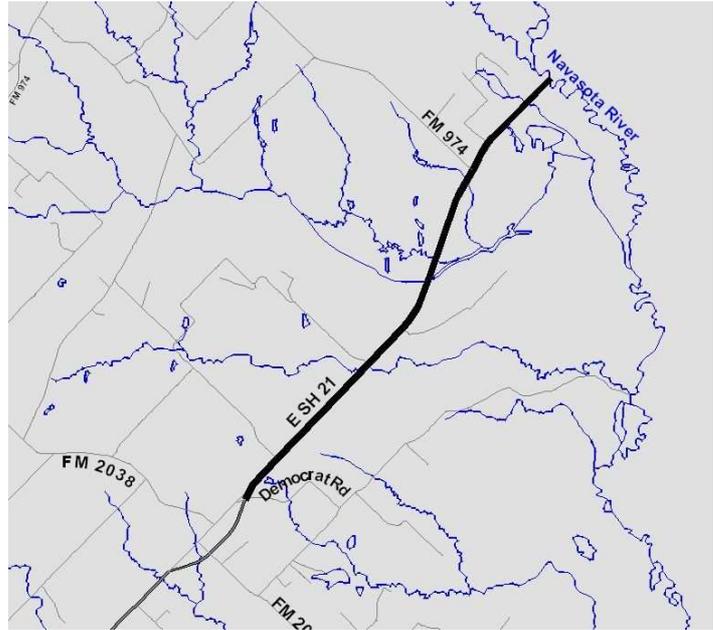
(20%) \$4,169,744

Source: 2007 Statewide Connectivity Program (Cat. 4)

Local Match: \$0

Source: n/a

Total: \$28,536,970



TOTAL PROJECT COST:

Phase	
PE	\$1,398,312
ROW	\$3,435,050
Construction Engineering	\$1,141,479
Construction Cost	\$28,536,970
Contingencies	\$1,712,218
Indirect Costs	\$1,389,750
Bond Financing	\$0
Other Field	\$0
Total Project Cost	\$37,613,779

FY 2011

Transportation Improvement Program Fiscal Years 2008-2011

Project: FM 1179 from 0.3 mile east of SH 6 to Kent Street
County: Brazos
Category of Funding: 11

CSJ: 1316-01-034
Letting Date: June 2011
Phase: Construction
YOE Cost: \$7,307,290

Description: Miscellaneous construction to add right-turn lanes consisting of storm sewers, paving, curb & gutter, medians and sidewalks.

YOE COST:

Federal Funds: (80%) \$5,241,032
 Source: District Discretionary Programs (Cat. 11)

State Funds: (20%) \$1,310,258
 Source: District Discretionary Programs(Cat. 11)

Local Match: (100%) \$756,000
 Source: City of Bryan

Total: \$7,307,290



TOTAL PROJECT COST:

Phase	
PE	\$358,057
ROW	\$1,007,410
Construction Engineering	\$365,364
Construction Cost	\$7,307,290
Contingencies	\$511,510
Indirect Costs	\$355,865
Bond Financing	\$0
Other Field	\$0
Total Project Cost	\$9,905,496

Grouped TxDOT Projects

In cooperation with the FHWA, TxDOT developed statewide programs identified by statewide Control-Section-Job Numbers (CSJs) to maximize the provisions for grouping projects that are not determined to be regionally significant in one line item, as allowed for in Title 23 USC Section 135 Statewide Planning. The use of statewide CSJs for these categories will provide a more efficient method of programming and letting projects, and decrease the necessity for TIP/ STIP revisions. A table of all the funding categories and corresponding CSJs are as follows. All grouped projects are listed out individually in a separate document and is available upon request.

CSJ #	CSJ Category	Funding
5000-00-950	PE- Preliminary Engineering	Statewide Constrained
<i>Preliminary Engineering for any project that is not added capacity in a non-attainment area. Includes activities which do not involve or lead directly to construction such as planning and technical studies, grants for training and research programs.</i>		
5000-00-951	Right of Way Acquisition	Statewide Constrained
<i>Right of Way acquisition for any project that is not added capacity in a non-attainment area. Includes relocation assistance, hardship acquisition and protective buying.</i>		
5000-00-952 5000-00-957 5000-00-958	Preventive Maintenance and Rehabilitation	Statewide Constrained
<i>Projects to include pavement repair to preserve existing pavement so that it may achieve its designed loading. Includes seal coats, overlays, resurfacing, restoration and rehabilitation done with existing ROW. Also includes modernization of a highway by reconstruction, adding shoulders or adding auxiliary lanes (e.g., parking, weaving, turning, climbing, non-added capacity).</i>		
5000-00-953	Bridge Replacement & Rehabilitation	Statewide Constrained
<i>Projects to replace and/ or rehabilitate functionally obsolete or structurally deficient bridges.</i>		
5000-00-954	Railroad Grade Separations	Statewide Constrained
<i>Projects to construct or replace existing highway-railroad grade crossings and to rehabilitate and/ or replace deficient railroad underpasses, resulting in no added capacity.</i>		
5800-00-950	Safety	Statewide Constrained
<i>Projects to include the construction or replacement/ rehabilitation of guard rails, median barriers, crash cushions, pavement markings, skid treatments, medians, lighting improvements, curb ramps, railroad/ highway crossing warning devices, fencing, intersection improvements (e.g., turn lanes), signalization projects and interchange modifications. Also includes projects funded via the Federal Hazard Elimination Program and the Federal Railroad Signal Safety Program.</i>		
5000-00-956	Landscaping	Statewide Constrained
<i>Project consisting of typical right-of-way landscape development, establishment and aesthetic improvements to include any associated erosion control and environmental mitigation activities.</i>		
5800-00-915	Intelligent Transportation Systems Deployment	Statewide Constrained
<i>Highway traffic operation improvement projects including the installation of ramp metering control devices, variable message signs, traffic monitoring equipment and projects in the Federal ITS/IVHS programs.</i>		
5000-00-916	Bicycle and Pedestrian	Statewide Constrained
<i>Construction or rehabilitation of bicycle and pedestrian lanes, paths and facilities.</i>		
5000-00-917	Safety Rest Areas and Truck Weigh Stations	Statewide Constrained
<i>Construction and improvement of rest areas and truck weigh stations.</i>		
5000-00-918	Transit Improvements	Statewide Constrained
<i>Projects include the construction and improvement of small passenger shelters and information kiosks. Also includes the construction and improvement of rail storage/ maintenance facilities bus transfer facilities where minor amounts of additional land are required and there is not a substantial increase in the number of users.</i>		

Federally Funded Transit Projects

FY 2008

Transportation Improvement Program Fiscal Years 2008-2011

Project: Section 5307 Funds
TxDOT Division: Bryan
County: Brazos

Letting: 2008
YOE Cost: \$1,445,702

Description: Anticipated funding totals for operating and planning assistance for mass transit.

YOE COSTS:

Federal Funding:

ADA Paratransit Services	\$113,328
Planning	\$72,000
Operating	\$1,019,141

Total \$1,204,469.00

Source: Section 5307- Urban <200K- capital for operating and planning assistance for mass transit

State Match:

\$241,233
 Source: TxDOT

Total: \$1,445,702

Transportation Improvement Program Fiscal Years 2008-2011

Project: Buses

Letting: 2008

TxDOT Division: Bryan

YOE Cost: \$1,259,940

County: Brazos

Description: Purchase of buses to be used as replacements for the current fixed route fleet operating in Bryan/College Station along with a para-transit vehicle.

YOE COSTS:

Federal Funds:

\$1,259,424.00

Source: Section 5309 Earmark Funds & 2005 Transportation Appropriations Bill
Earmark ID- # not assigned

Toll Development Credits (TDC's): \$314,856.00*

Local Match:

\$516

Source: BTD** unrestricted funds

\$314,856.00*

Source: Toll Development Credits (TDC's)

Total: \$1,259,940.00



TOTAL PROJECT COST:

Phase	2008
Purchase	\$1,259,940.00
Total Project Cost	\$1,259,940.00

* TDC's are toll development credits from TxDOT that serve as local non-cash match and are guaranteed as The District has a contract with TxDOT. TDC's are non-cash match, therefore they are not added to the total project cost or the total would be over stated.

** BTD = Brazos Transit District, also known as The District.

Transportation Improvement Program Fiscal Years 2008-2011

Project: Bryan Terminal/ Garage
TxDOT Division: Bryan
County: Brazos

Letting: 2008
YOE Cost: \$3,578,916

Description: Engineering, design and construction of a multi-level parking garage

YOE COSTS:

Federal Funding:

\$388,350 (FY2004) & \$388,711 (FY2005) = \$777,061
 Source: Section 5309 Earmark ID- # not assigned

\$571,071 (FY2006)

Source: Section 5309 Earmark ID #E2006-BUSP-943

\$601,920 (FY2007)

Source: Section 5309 Earmark ID #E2007-BUSP-0579

\$1,000,000 (FY2008)

Source: Section 5309 Earmark ID- # not assigned

Local Match:

\$628,864

Sources:

FY 2004- \$97,088 In-kind Match- Brazos County Land

FY 2005- \$97,178 In-kind Match- Brazos County Land

FY 2006- \$114,214 In-kind Match- Brazos County Land

FY 2007- \$120,384 In-kind Match- Brazos County Land

FY 2008- \$200,000 In-kind Match- City of Bryan LONP

Total: \$3,578,916



TOTAL PROJECT COST: \$20M*

* Brazos Transit District will finance the remainder of the cost of the project.

Transportation Improvement Program Fiscal Years 2008-2011

Project: Bus Replacement and Mobile Data Terminals
TxDOT Division: Bryan
County: Brazos

Letting: 2008
YOE Cost: \$194,174

Description: Purchase of three buses and mobile data terminals as replacements for the current Demand and Response fleet operating in the Brazos Valley Region.

YOE COSTS:

Federal Funding:

\$194,174.00

Source: Section 5309 Earmark Funds &
2004 Transportation Appropriations Bill
Earmark ID # E2004-BUSP-428

State Match:

\$48,544.00

Source: Toll Development Credits (TDC's)*

Total: \$194,174.00



* TDC's are toll development credits from TxDOT that serve as local non-cash match and are guaranteed as The District has a contract with TxDOT. TDC's are non-cash match, therefore they are not added to the total project cost or the total would be over stated.

Transportation Improvement Program Fiscal Years 2008-2011

Project: Section 5309 Funds

TxDOT Division: Bryan

County: Brazos

Letting: 2008

YOE Cost: \$1,200,000

Description: Anticipated amount of earmarks to be used for the Bryan Terminal.

YOE COSTS:

Federal Funding:

\$1,000,000.00

Source: Section 5309 Discretionary- rail transit projects, improvement and maintenance of existing rail transit and other fixed guide-way systems, buses and other bus-related capital projects

Local Match:

\$200,000

Source: Letter of No Prejudice- City of Bryan

Total: \$1,200,000.00

TOTAL PROJECT COST: \$20M*

* Brazos Transit District will finance the remainder of the cost of the project.

Transportation Improvement Program Fiscal Years 2008-2011

Project: Section 5310 Funds
TxDOT Division: Bryan
County: Brazos

Letting: 2008
YOE Cost: \$167,008

Description: Funds will be utilized to purchase mobile data terminals (MTD's) for vehicles and to purchase passenger shelters, construct pads and access for the fixed route system in Bryan/College Station.

YOE COSTS:

Federal Funding:
 \$167,008.00

MDT's-	\$83,504.00
Passenger Shelters-	\$83,504.00
<hr/>	
	\$167,008.00

Source: Section 5310- E&PwD- Elderly Individuals and Persons with Disabilities

State Match:
 \$33,402

Source: Toll Development Credits*

Total: \$167,008.00

* TDC's are toll development credits from TxDOT that serve as local non-cash match and are guaranteed as The District has a contract with TxDOT. TDC's are non-cash match, therefore they are not added to the total project cost or the total would be over stated.

FY 2009

Transportation Improvement Program Fiscal Years 2008-2011

Project: Section 5307 Funds
TxDOT Division: Bryan
County: Brazos

Letting: 2009
YOE Cost: \$1,445,702

Description: Anticipated funding totals for operating and planning assistance for mass transit.

YOE COSTS:

Federal Funding:

ADA Paratransit Services	\$113,328
Planning	\$72,000
Operating	\$1,019,141

Total	\$1,204,469.00
-------	----------------

Source: Section 5307- Urban <200K- capital for operating and planning assistance for mass transit

State Match:

\$241,233
 Source: TxDOT

Total: \$1,445,702

Transportation Improvement Program Fiscal Years 2008-2011

Project: Section 5309 Funds

TxDOT Division: Bryan

County: Brazos

Letting: 2009

YOE Cost: \$1,200,000

Description: Anticipated amount of earmarks to be used for the Bryan Terminal.

YOE COSTS:

Federal Funding:

\$1,000,000.00

Source: Section 5309 Discretionary- rail transit projects, improvement and maintenance of existing rail transit and other fixed guide-way systems, buses and other bus-related capital projects

Local Match:

\$200,000

Source: Letter of No Prejudice- City of Bryan

Total: \$1,200,000.00

TOTAL PROJECT COST: \$20 M*

* Brazos Transit District will finance the remainder of the cost of the project.

Transportation Improvement Program Fiscal Years 2008-2011

Project: ARRA Funds
TxDOT Division: Bryan
County: Brazos

Letting: 2009
YOE Cost: \$2,793,817

Description: Amount of economic stimulus monies received to be used for the Bryan Terminal/ Parking Garage.

YOE COSTS:

Federal Funding:

\$2,793,817

Source: American Recovery & Reinvestment Act
(ARRA)

Local Match:

\$0

Total: \$2,793,817

TOTAL PROJECT COST: \$20 M*

* Brazos Transit District will finance the remainder of the cost of the project.

Transportation Improvement Program Fiscal Years 2008-2011

Project: Section 5310 Funds
TxDOT Division: Bryan
County: Brazos

Letting: 2009
YOE Cost: \$167,008

Description: Funds will be utilized to purchase vehicles & mobile data terminals (MDT's).

County: Brazos

Federal Funding:

\$167,008.00

Source: E&PwD- Elderly Individuals and Persons
with Disabilities

State Match:

\$33,402

Source: Toll Development Credits*

Total: \$167,008.00

* TDC's are toll development credits from TxDOT that serve as local non-cash match and are guaranteed as The District has a contract with TxDOT. TDC's are non-cash match, therefore they are not added to the total project cost or the total would be over stated.

FY 2010

Transportation Improvement Program Fiscal Years 2008-2011

Project: Section 5307 Funds
TxDOT Division: Bryan
County: Brazos

Letting: 2010
YOE Cost: \$1,445,702

Description: Anticipated funding totals for operating and planning assistance for mass transit.

YOE COSTS:

Federal Funding:

ADA Paratransit Services	\$113,328
Planning	\$72,000
Operating	\$1,019,141

Total	\$1,204,469.00
-------	----------------

Source: Section 5307- Urban <200K- capital for operating and planning assistance for mass transit

State Match:

\$241,233
 Source: TxDOT

Total: \$1,445,702

Transportation Improvement Program Fiscal Years 2008-2011

Project: Passenger Shelters
TxDOT Division: Bryan
County: Brazos

Letting: 2010
YOE Cost: \$607,361

Description: Construction of passenger shelters with concrete pads and access for Brazos Transit District.

YOE COSTS:

Federal Funding:

\$485,888.00

Source: Section 5309 Earmark Funds &
2005 Transportation Appropriations Bill
Earmark ID# E2005-BUSP-386

Local match:

\$121,473.00

Source: Combination of BTD unrestricted, city or
local contribution

Total: \$607,361.00



Transportation Improvement Program Fiscal Years 2008-2011

Project: Section 5309 Funds

TxDOT Division: Bryan

County: Brazos

Letting: 2010

YOE Cost: \$1,200,000

Description: Anticipated amount of earmarks to be used for the Bryan Terminal.

YOE COSTS:

Federal Funding:

\$1,000,000.00

Source: Section 5309 Discretionary- rail transit projects, improvement and maintenance of existing rail transit and other fixed guide-way systems, buses and other bus-related capital projects

Local Match:

\$200,000

Source: Letter of No Prejudice- City of Bryan

Total: \$1,200,000.00

TOTAL PROJECT COST: \$20 M*

* Brazos Transit District will finance the remainder of the cost of the project.

Transportation Improvement Program Fiscal Years 2008-2011

Project: Section 5310 Funds
TxDOT Division: Bryan
County: Brazos

Letting: 2010
YOE Cost: \$167,008

Description: Funds will be utilized to purchase vehicles & mobile data terminals (MDT's).

YOE COSTS:

Federal Funding:

\$167,008.00

Source: E&PwD- Elderly Individuals and Persons
with Disabilities

State Match:

\$33,402

Source: Toll Development Credit*

Total: \$167,008.00

* TDC's are toll development credits from TxDOT that serve as local non-cash match and are guaranteed as The District has a contract with TxDOT. TDC's are non-cash match, therefore they are not added to the total project cost or the total would be over stated.

FY 2011

Transportation Improvement Program Fiscal Years 2008-2011

Project: Section 5307 Funds
TxDOT Division: Bryan
County: Brazos

Letting: 2011
YOE Cost: \$1,445,702

Description: Anticipated funding totals for operating and planning assistance for mass transit.

YOE COSTS:

Federal Funding:

ADA Paratransit Services	\$113,328
Planning	\$72,000
Operating	\$1,019,141

Total	\$1,204,469.00
-------	----------------

Source: Section 5307- Urban <200K- capital for operating and planning assistance for mass transit

State Match:

\$241,233
 Source: TxDOT

Total: \$1,445,702

Transportation Improvement Program Fiscal Years 2008-2011

Project: Section 5309 Funds
TxDOT Division: Bryan
County: Brazos

Letting: 2011
YOE Cost: \$1,200,000

Description: Anticipated amount of earmarks to be used for the Bryan Terminal.

YOE COSTS:

Federal Funding:

\$1,000,000.00

Source: Section 5309 Discretionary- rail transit projects, improvement and maintenance of existing rail transit and other fixed guide-way systems, buses and other bus-related capital projects

Local Match:

\$200,000

Source: Letter of No Prejudice- City of Bryan

Total: \$1,200,000.00

TOTAL PROJECT COST: \$20 M*

* Brazos Transit District will finance the remainder of the cost of the project.

Transportation Improvement Program Fiscal Years 2008-2011

Project: Section 5310 Funds
TxDOT Division: Bryan
County: Brazos

Letting: 2011
YOE Cost: \$167,008

Description: Funds will be utilized to purchase vehicles & mobile data terminals (MDT's).

YOE COSTS:

Federal Funding:

\$167,008.00

Source: E&PwD- Elderly Individuals and Persons
with Disabilities

State Match:

\$33,402

Source: Toll Development Credit*

Total: \$167,008.00

* TDC's are toll development credits from TxDOT that serve as local non-cash match and are guaranteed as The District has a contract with TxDOT. TDC's are non-cash match, therefore they are not added to the total project cost or the total would be over stated.

Highway Financial Summary- Construction Costs

Cat. of Work	FY 2008		FY 2009		FY 2010		FY 2011		TOTAL	
	<i>Programmed</i>	<i>Authorized</i>								
1										
2										
3										
4	\$553,369	\$553,369			\$21,590,402	\$21,590,402			\$22,143,771	\$22,143,771
5										
6										
7										
8										
9			\$279,110	\$279,110					\$279,110	\$279,110
10			\$3,004,425	\$3,004,425	\$7,688,248	\$7,688,248			\$10,692,673	\$10,692,673
11	\$18,223,387	\$18,223,387					\$6,551,290	\$6,551,290	\$24,774,677	\$24,774,677
12										
LC	\$284,855	\$284,855	\$283,890	\$283,890			\$756,000	\$756,000	\$1,324,745	\$1,324,745
ARRA			\$8,796,460	\$8,796,460					\$8,796,460	\$8,796,460
OTHER (R)										
TOTAL:	\$19,061,611	\$19,061,611	\$12,363,885	\$12,363,885	\$29,278,650	\$29,278,650	\$7,307,290	\$7,307,290	\$68,011,436	\$68,011,436

Highway Financial Summary- Year of Expenditure & Total Project Cost

Fiscal Year	Year Of Expenditure	Total Project Cost
FY 2008	\$19,061,611	\$36,474,969
FY 2009	\$12,363,885	\$15,485,752
FY 2010	\$29,278,650	\$38,502,089
FY 2011	\$7,307,290	\$9,905,496

Transit Financial Summary

Transit Program	FY 2008	FY 2009	FY 2010	FY 2011	TOTAL
	<i>Federal</i>	<i>Federal</i>	<i>Federal</i>	<i>Federal</i>	<i>Federal</i>
Section 5307*	\$1,204,469	\$1,204,469	\$1,204,469	\$1,204,469	\$4,817,876
Section 5309**	\$5,403,650	\$1,000,000	\$1,485,888	\$1,000,000	\$8,889,538
Section 5310***	\$167,008	\$167,008	\$167,008	\$167,008	\$668,032
Section 5311****	Programmed by PTN	Programmed by PTN	Programmed by PTN	Programmed by PTN	\$0
Section 5316	\$0	\$0	\$0	\$0	\$0
Section 5317	\$0	\$0	\$0	\$0	\$0
ARRA*****	\$	\$2,793,817	\$	\$	\$2,793,817
Total Funds	\$6,775,127	\$5,165,294	\$2,857,365	\$2,371,477	\$17,169,263

*

Section 5307- Urban <200K- capital for operating and planning assistance for mass transit

**

Section 5309- Discretionary- rail transit projects, improvement and maintenance of existing rail transit and other fixed guide-way systems, buses and other bus-related capital projects

Section 5310- E&PwD- Elderly Individuals and Persons with Disabilities

Section 5311- Non-Urbanized- used for planning, capital, operating, and administrative assistance (programmed by TxDOT's Public Transportation Division)

ARRA- American Recovery and Reinvestment Act

Appendix A:

Highway Funding Categories

The Texas Department of Transportation (TxDOT) has twelve different categories of funding in which they can assign to a project. A project may have numerous categories attached to it depending on what is being done to the project. Not all categories of funding apply to the Bryan/ College Station MPO’s planning area, such as Categories 2 and 7.

Category 1	Preventive Maintenance & Rehabilitation
Category 2	Metropolitan Area Corridor Projects
Category 3	Urban Area Corridor Projects
Category 4	Statewide Connectivity Corridor Projects
Category 5	Congestion Mitigation and Air Quality Improvement (CMAQ)
Category 6	Structures Replacements & Rehabilitation
Category 7	Metropolitan Mobility and Rehabilitation
Category 8	Safety
Category 9	Transportation Enhancements
Category 10	Miscellaneous
Category 11	District Discretionary
Category 12	Strategic Priority

Transit Funding Categories

Brazos Transit District (The District) has seven funding categories in which to apply for projects. FTA programs are typically identified by a name and/or a section number (of Title 49 of the United States Code) Each year Congress appropriates funds for each program and FTA awards grants to eligible recipients to meet the goals of that program.

Section 5307	Urban <200K- capital for operating and planning assistance for mass transit
Section 5307	Urban <200K- capital for operating and planning assistance for mass transit
Section 5309	Discretionary- rail transit projects, improvement and maintenance of existing rail transit and other fixed guide-way systems, buses and other bus-related capital projects
Section 5310	E&PwD- Elderly Individuals and Persons with Disabilities
Section 5311	Non-Urbanized- used for planning, capital, operating, and administrative assistance
Section 5316	JARC- Job Access and Reverse Commute
Section 5317	New Freedom- Individuals with Disabilities

Appendix B:

Federal Earmarks *(for informational purposes only)*

Earmarks are public funds set aside for a specific purpose, use or recipient. They can be designated in transportation bills, as well as annual appropriations bills, at the request of one or more legislators.

Projects that receive earmarked funding are not given higher priority in the prioritization process; all projects are ranked and scored based on a series of factors determined by the Technical Advisory Committee.

Since the earmark does not generally cover the entire cost of the project, additional funding must be identified. Additionally, Federal law requires that in order to access earmarked funding, a 20% non-federal (state, local or private) match must be provided. Once full funding has been identified, it is placed under the appropriate Fiscal Year in the current TIP. The funds associated with earmarks never expire and are available until the time they are used.

Below is a list of earmarks designated for the BCSMPO's planning region. These projects are not ready to let in the next four years; however, have been included for informational purposes only.

SH 6 at Old Reliance (Phase I)

(CSJ# 0049-12-074)

Earmark amount: \$2,500,000 (\$2,000,000 Federal Share / \$500,000 State Share)

Source: SAFETEA-LU

Description: Miscellaneous work consisting of pavement widening for turn lanes, installing traffic signals and pavement markings and markers. The focus of this project is to improve the intersections of Old Reliance Road / MLK and the northbound and southbound frontage roads by improving their operations.

SH 6 at Old Reliance (Phase II)

(CSJ# 0049-12-075)

Earmark amount: \$2,227,500 (\$2,227,500 Federal Share / \$0 State Share)

Source: SAFETEA-LU

Description: Upgrading of a freeway facility consisting of grading, structures, pavement and pavement markings and markers. The scope of this project is to reconstruct the entrance and exit ramps between SH 21 and FM 158 to an X-pattern and build turn-around structures on the south side of SH 21 and the north side of FM 158.

Appendix C:

Brazos Transit District Policy Statements

BRAZOS TRANSIT DISTRICT PUBLIC TRANSPORTATION PROGRAMS & PRIVATE SECTOR PARTICIPATION

PURPOSE

Brazos Transit District (The District) will utilize the private sector in delivery of transportation services to the transit dependent within its service delivery area, wherever and whenever possible. The District is committed to the provision of cost effective and efficient transportation services and wishes to favorably impact the economic, cultural, and social life of the service area.

STATEMENT OF POLICY

This policy is designed by The District's Board of Directors to provide maximum efficiency in service delivery while holding to the established high level of service quality which is a trademark of The District. Section 1 of this policy addresses a., b., c., d., and e. as delineated in item 5., LOCAL PROCESS, OF FTA C 7005.1.

1. Transit Services
The District will continue to contract out transportation services to the private sector as in the past. This has been shown to be an effective and innovative means of providing quality service and efficiently curbing costs. The District will continue to work with the Federal Transit Administration and the Texas Department of Transportation in development of new modes of private sector utilization.
2. Staff Services
The District will continue to use the private sector in staff positions such as security, maintenance, and facility repair services whenever this is the prudent and most cost effective alternative.
3. Facility Planning, Design, and Engineering
A top priority of The District is the utilization of competent private sector consulting services in the development of facility plans, in design and architectural effort, and in engineering projects. The District personnel will serve in project management roles working with employed consultants.
4. Resolution of Disputes
Existing contract procedures will be adapted to this policy in regard to resolution of any dispute which may come between The District staff and private sector contractors.
5. Contractual Obligations
Nothing in this policy should be construed as to prevent The District from fulfilling its contractual obligations with employees, suppliers, or other units of government.

This document has been prepared in conformance with Section 4B of the Federal Transit Administration's Guide on documentation of Private Enterprise Participation in Urban Mass Transportation Programs as published in the Federal Register on January 24, 1986.

Since 1986, The District has followed a policy of contracting Public Transportation elements to private sector contractors. Since that date, there has been continuing private sector contracting on the part of Brazos Transit District. In February of 1992, the Board adopted a broadened local private sector policy process. In April 1993, the Board of Directors formally approved this amended and expanded policy. This is a review of The District involvement in the Transportation Improvements Program in the various TxDOT Districts included in The District service area.

1. Local Private Sector Policy Process

- a. Public hearings give the private sector an opportunity for involvement in the planning of capital, planning, and operations projects. In each applicable location the local Metropolitan Planning Organization reviews proposed projects.
- b. Written notice of all proposed projects is published in a local newspaper of general circulation. Letters are written to all known private sector providers who will be affected by a proposed project. These notifications describe the nature of the project and their services to be evaluated. It invites comment with regard to the capability and interest of private sector business.

2. Ongoing Services

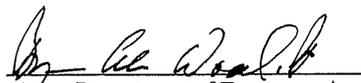
- a. The District currently contracts commuter services in Montgomery County. The Montgomery County Commuter Program currently consists of two(2) park and ride facilities. These facilities, The Woodlands Express and Research Forest are located in The Woodlands. The destination of the commuters is the Central Business District of Houston and The Medical Center. Both the Woodlands Express and Research Forest are 1,000 car facilities. All commuter systems in Montgomery County are contracted to the private sector. Transportation services, security, maintenance, and grounds keeping for the facilities are all contracted to the private sector. In addition, private sector contracts in these areas of effort for the period currently exist in Brazos, Montgomery, Walker, and Washington Counties. In the matter of facilities planning, architectural work, engineering, and transportation consultation activities in all locations The District contracts all to the private sector.
- b. Transportation services expansion and facilities procurement in 2008 through 2011 is giving and will continue to give private sector bidders opportunity to be involved in The District projects in a variety of ways. Consultation, construction, renovation, engineering, architectural planning, transportation planning, and transportation services have been and will continue to be made available to the private sector on a bid basis in the manner prescribed by Federal and State law. Private sector contracts for the period are already in all counties in The District service area by coordination through the Section 5310 program. The District has been able to offer a better quality of service at a more affordable rate of cost in the past as a result of contracting to members of the private sector. There is every reason to think that this practice will continue to be the action course of choice in the future.

Appendix D:

MPO Self-Certification

In accordance with 23 CFR Part 450.334 and 450.220 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), the Texas Department of Transportation, and the Bryan/ College Station Metropolitan Planning Organization for the Bryan/ College Station urbanized area(s) 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. 5303, and this subpart;
- (2) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- (3) 49 U.S.C. 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 SAFETEA-LU (Pub. L. 109-59) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
- (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 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
- (7) The 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;
- (8) Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- (9) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.


 Texas Department of Transportation
 Bryan District Engineer


 B/CS Metropolitan Planning Organization
 Policy Board Chairperson

5-2-2007
 Date

5/2/07
 Date